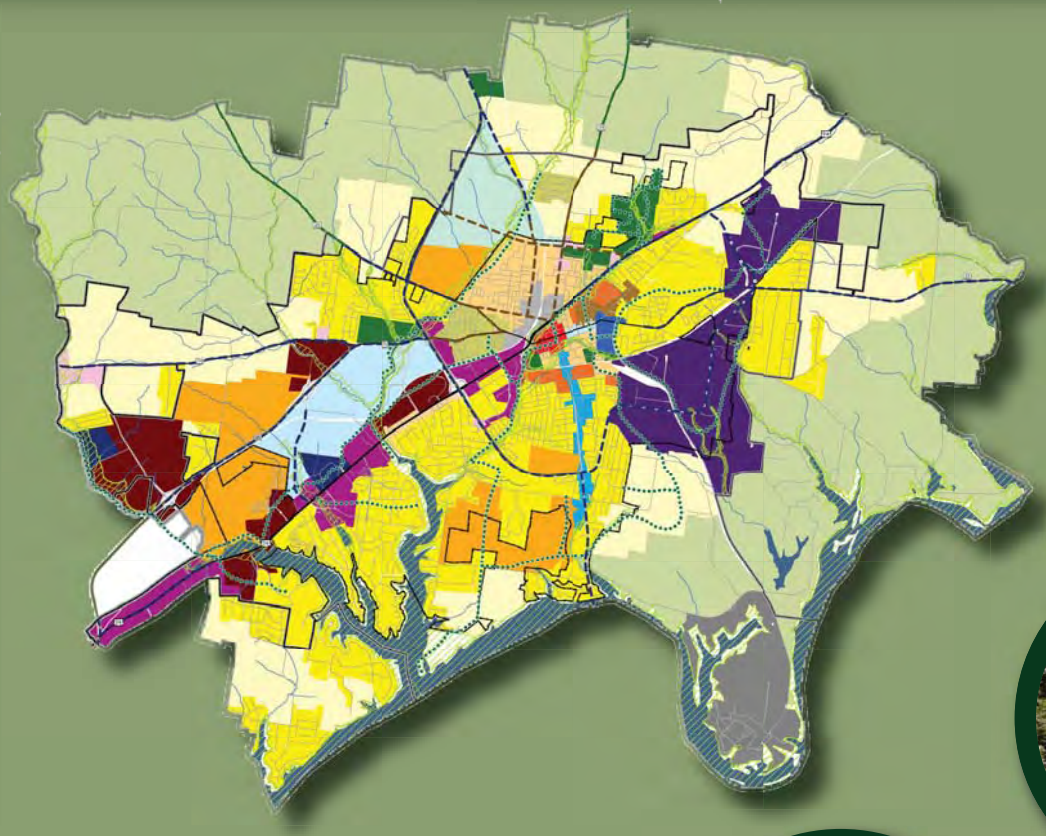
GALLATIN *On the Move!* 2020



Prepared By:

MACTEC

Prepared For:

City of Gallatin General Development and Transportation Plan Update 2008-2020

GALLATIN On the Move! 2020

City of Gallatin
General Development and Transportation Plan 2008-2020

Prepared for:

City of Gallatin

Gallatin, Tennessee

By:

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Adopted: February, 23 2009

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Adoption Resolution

GMRPC Resolution No. 2009-01

RESOLUTION TO ADOPT THE GALLATIN ON THE MOVE 2020 – CITY OF GALLATIN GENERAL DEVELOPMENT AND TRANSPORTATION PLAN UPDATE 2008-2020.

WHEREAS pursuant to TCA § 13-4-201 it is the function and duty of the City of Gallatin Municipal Regional Planning Commission to make and adopt an official general plan for the physical development of the City of Gallatin and the area outside of the City which bears relation to the planning of the City of Gallatin and its planning region; and

WHEREAS THE CITY OF GALLATIN, TENNESSEE Municipal-Regional Planning Commission currently is guided by the City of Gallatin General Development and Transportation Plan 1996-2005; and

WHEREAS from September 2007 to February 2009 the City of Gallatin has worked extensively with residents, council members, planning commissioners, property owners, and civic and business interests that have included seven public meetings and workshops along with multiple meetings of the project Steering Committee and Technical Advisory Committee to update the City of Gallatin General Development and Transportation Plan 1996-2005; and

WHEREAS the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is the product of a planning process that is intended to continue to evolve and include periodic updates based on changing conditions and the reassessment of the vision and goals of the community; and

WHEREAS the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is intended to be a guide to assist the public, city staff, Planning Commission, Historic District Commission and Board of Mayor and Alderman regarding a variety of community planning matters pertaining to matters such as community character, land use, transportation, community design, historic preservation, community development and zoning; and

WHEREAS, the Community Vision portion of the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is intended to describe a vision of what the City of Gallatin desires to become as well as goals and objectives to define how the Vision can be achieved; and

WHEREAS, the Community Character portion of the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is intended to build upon the community vision, goals and objectives to further define the character of the community through the establishment of character areas and the community character map; and

WHEREAS, the Multi-modal Transportation Plan portion of the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is intended to provide and encourage the development of a safe, convenient, efficient and economical multi-modal transportation system for the City of Gallatin that supports local transportation needs and the City's plans for future development expressed in the Community Character Map; and

WHEREAS, the Community Design and Historic Preservation Plan portion of the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is intended to establish a guide for decision making relating to appearance, character and historic preservation in the City of Gallatin; and

WHEREAS the Implementation Program portion of the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is intended to serve as a guide for the City of Gallatin concerning actions recommended to implement the goals, objectives and policies outlined in the Plan; and

WHEREAS the Gallatin Municipal-Regional Planning Commission held numerous public meetings throughout the planning process including a formal public hearing in accordance with TCA § 13-4-202 on December 15, 2008 to obtain public input regarding the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020; and

WHEREAS the Gallatin Municipal-Regional Planning Commission finds that is in the best interest of the City of Gallatin and its planning region to adopt the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020.

NOW, THEREFORE BE IT RESOLVED BY THE CITY OF GALLATIN MUNICIPAL-REGIONAL PLANNING COMMISSION that the Gallatin on the Move 2020 – General Development and Transportation Plan Update 2008-2020 is hereby approved and adopted, along with the accompanying maps, exhibits, goals, policies and programs; and

BE IT FURTHER RESOLVED BY THE CITY OF GALLATIN MUNICIPAL-REGIONAL PLANNING COMMISSION that this resolution shall take effect from and after its final passage, the public welfare requiring such.

IT IS SO ORDERED.

PRESENT AND VOTING

AYE: 7

NAY: 0

DATED: February 23, 2009.

Dick Dempsey, Chair

Johnny Wilson, Secretary

APPROVED AS TO FORM:

JOE THOMPSON, CITY ATTORNEY

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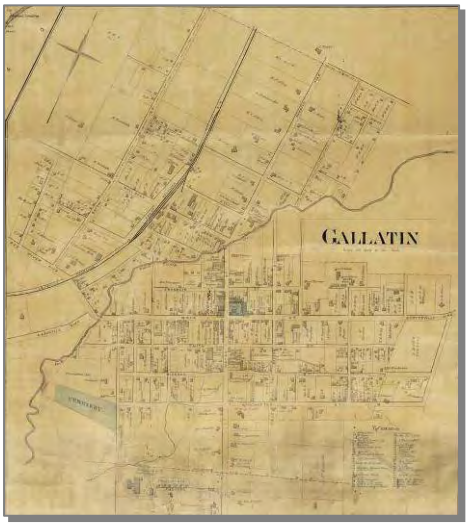
CHAPTER 1

INTRODUCTION

Introduction to Gallatin on the Move 2020 – the City of Gallatin General Development and Transportation Plan 2008-2020

The City of Gallatin, Tennessee is a rapidly growing community located approximately 25 miles northeast of Nashville. Gallatin was established in 1802 as the permanent county seat for Sumner County and was surveyed and platted one year later. The first courthouse and jail were built in 1803. The town incorporated in 1815 and now functions under a Charter established by a 1953 Private Act of the State Legislature.



Beers map of Gallatin, 1878

The City of Gallatin has experienced steady growth throughout its more than 200-year history. This growth rate accelerated in the mid 1990's when the City last adopted a major update to the General Development and Transportation Plan and a new Zoning Ordinance that helped implement the plan. The City anticipates that the steady growth rate will continue over the next 20 years.

The Tennessee Department of Transportation (TDOT) completed the final leg of SR-386/Vietnam Veterans Boulevard in 2007, which provided the City a direct freeway link to I-65. TDOT plans to expand SR-109 to four lanes to provide improved access to I-65 near Portland and I-40 and SR 840 east of Lebanon. These improvements will greatly enhance Gallatin's accessibility to Nashville and surrounding areas and therefore attract unprecedented residential and employment growth to the City and surrounding area.

The General Development Plan adopted by the City Council in 1997 and subsequent updates have helped the City of Gallatin realize the benefits of long range planning and growth management. In order to build upon these past successes, the City embarked on an effort to prepare this comprehensive revision to the City of Gallatin General Development and Transportation Plan utilizing best planning practices and smart growth principals. *Gallatin on the Move 2020 General Development and Transportation Plan* is the result of those efforts.

Extension of SR-386, the designation of Gallatin as a retirement community of choice, the small town charm and overall attractiveness of Gallatin as a place to live and raise families are factors at work in changing the face of Gallatin. Maintaining and enhancing the vibrant physical and social character of Gallatin was

the challenge at the core of this planning effort. The City's decisions and follow-through will have an enormous impact on the future character of Gallatin and its ability to maintain its identity and continue to evoke a sense of place

PURPOSE

WHAT IS THE GENERAL DEVELOPMENT PLAN?

The purpose of the *Gallatin on the Move 2020 General Development and Transportation Plan* is to provide a clear vision of the kind of place that Gallatin's residents, businesses and institutions would like it to be in the future and provide a course of action that strengthens the process of building, revitalizing and preserving the community. The main function of the plan is to guide the many decisions and actions that will shape the community. The plan updates the *City of Gallatin General Development and Transportation Plan 1996-2005* adopted in 1997 by the Planning Commission and City Council. Like the 1997 plan, this 2008 update will serve as the official comprehensive plan for the City of Gallatin and the unincorporated areas within Gallatin's planning region.

WHY WE PLAN

- Set a new standard for protecting natural and cultural resources
- Promote desired patterns of development
- Facilitate economic development
- Accommodate a range of housing and transportation options
- Prioritize capital expenditures
- Enhance quality of life

WHY WE PLAN

Comprehensive planning is an important management tool for promoting a strong and healthy community. The Plan provides a vision, clearly stated and shared by all, that describes the future of the community. It protects private property rights while also encouraging and supporting a thriving local economy. The Plan can be used to promote orderly and rational development so that the City remains physically attractive, economically successful, and sustainable by preserving important natural or historic resources. The Plan provides a tool to become more certain about where development will occur, what it will be like, when it will happen, and how the costs of development will be met. The Plan also helps the City invest its money wisely in infrastructure such as roads, water and sewer, schools, parks and green space, and other facilities to maintain and improve the quality of life for the residents of Gallatin.

LEGAL BASIS FOR THE GENERAL PLAN

Section 13-4-201, Tennessee Code Annotated assigns to the Planning Commission the function and duty of preparing and adopting an official General Plan for the physical development of the municipality including any area outside its boundaries which bears a relationship to the planning of the municipality. The legislation further stipulates what may be included in such a plan and is very broad in nature. In short, the General Plan may cover any service that the municipality might provide, as well as direction for many private activities. While the plan is not a legal instrument, the municipality does have ample power to implement it through a variety of means.

SCOPE

DOCUMENT ORGANIZATION

The *Gallatin on the Move 2020 General Development and Transportation Plan* describes a vision for the City of Gallatin based on, among other factors, the values, major trends and forces identified through a participatory planning process. The plan identifies the City's primary characteristics, providing analysis of current and projected trends and their potential impacts. It provides a series of guiding principles and priorities to implement the vision. It links the vision statement with applicable goals, policies, guidelines, and implementation measures for the City of Gallatin to enact. The plan is organized into the following chapters:

Chapter 1: Introduction outlines the purpose and scope of the plan in addition to brief summaries of major issues facing the City and the community participation process.

Chapter 2: Community Vision presents the Community Vision Statement along with the Goals and Objectives of the plan.

Chapter 3: Community Character Map presents the Community Character Map along with the defining narrative for each Character Area displayed on the map.

Chapter 4: Multi-Modal Transportation Plan presents the transportation element of the plan and includes recommendations for addressing the City's transportation needs.

Chapter 5: Community Design and Historic Preservation Plan presents an analysis design and preservation in the City in addition to recommendations for addressing the City's design and preservation needs.

Chapter 6: Implementation Program provides a detailed list of actions compiled from implementation measures outlined throughout the plan into one succinct list of recommendations and provides further detail for high-priority actions.

The **Appendices** include previously adopted plans that supplement the General Development and Transportation Plan, Community Participation, Glossary and the full Community Assessment document.

East Main Historic District in Gallatin

Participants of all ages participated in defining the Community Vision that guided the development of the Plan

STUDY AREA

The study area for *Gallatin on the Move 2020* includes the incorporated city limits of the City of Gallatin, which covers an area of approximately 31 square miles; the unincorporated areas of the Gallatin Municipal Planning Region (Planning Region), which covers an area of approximately 46 square miles; and the Gallatin Urban Growth Boundary Area (UGB Area), which covers an area of approximately 81 square miles.

While the study area includes unincorporated areas outside of the Planning Region, but within the UGB Area, the jurisdiction of the plan only covers area within the Planning Region. Sumner County officials are encouraged, however, to consider the recommendations included in this plan for the portion of the UGB Area not within Gallatin's Planning Region.

CONTEXT OF GROWTH AND CHANGE

According to the U.S. Census Bureau, Gallatin's population grew to an estimated 28,747 in 2007, up from 23,230 in 2000, an increase of 23.7%. Projections are for continued significant population growth which will require the City to accommodate in the range of 11,000 new residents over the next 20 years. This anticipated growth presents an opportunity for continued economic growth and expansion.

More than 23% of the housing units recorded in 2000 were built after 1990 and close to 40% were built after 1980, which is a reflection of the rate of growth taking place in Gallatin. Less than 5% of Gallatin's housing units were built prior to 1939.

Growth and revitalization are going to be major issues influencing the look and character of Gallatin over the next 20 years. Important areas for revitalization include the South Water Avenue area, the Historic Downtown and adjacent neighborhoods, as well as the Northside neighborhoods. While balancing the revitalization efforts, increasing development along the SR-386 and SR-109 corridors have been identified as emerging areas of future growth. In addition to growth and revitalization, the design and appearance of the City's major thoroughfares will be important in accommodating the projected population growth of Gallatin over the next 20 years.

The City labor force has grown at a steady average annual rate of approximately 1.7% between 1990 and 2000, compared to 2.6% and 1.5% for Sumner County and the State of Tennessee respectively. With Gallatin's population projected to increase over the next 20 years, it is expected that Gallatin's labor force will experience a similar trend.

On the economic front, Gallatin's major areas of employment include management, professional and related occupations, sale and office occupations, and production, transportation and material moving occupations. Combined, these occupation categories represent roughly 75% of the labor force. When compared with the County and the State, Gallatin has a similar labor force distribution relating to occupation category. With the uncertainty created by an increasingly evolving national and world economy, Gallatin will benefit from diversifying its portfolio of jobs in order to more quickly adapt to change. An educated and well-trained workforce will be critical to the City's long-term success.

GROWTH HEADLINES

High-Profile Issues and Opportunities

- Growing Population
- Growing labor force
- Changing supply of housing
- Changing labor force
- Potential for growth along the SR-386 and SR-109 corridors
- Revitalization of established neighborhoods

Historical Population

Year	*Gallatin*	*Sumner County*
1980	17,191	85,790
1990	18,794	103,281
2000	23,230	130,281
2007	28,747	152,721

- Net population gain 1980-2007: **11,556 (Gallatin), 66,931 (Sumner)**
- Ave. Annual Growth Rate 1980-2007: **1.9% (Gallatin), 2.2% (Sumner)**

Population Projections

Year	*Gallatin*	*Sumner County*	*Unincorporated*
2010	29,470	161,570	50,038
2015	32,539	177,616	54,581
2020	35,617	193,675	59,110
2025	38,738	209,736	63,487

- Net projected population gain 2006-2025: **11,015**
- Projected average annual growth rate 2006-2025: **2.1%**

Source: U.S. Census Bureau

COMMUNITY PARTICIPATION SUMMARY

Throughout the planning process, community participation has been an integral part in identifying current issues and how to address the current and future needs of the community. This plan incorporated community involvement through several avenues that included general public meetings, working committees, and a survey and questionnaire. Appendix A of this report provides a more in-depth description of the community participation process.

The general public meetings included work progress updates as well as community workshops to gather community information. The general public meetings included a kick-off meeting to inform residents and stakeholders about the planning process, open house meetings to present the various drafts of the plan, and final public hearings to formally adopt the plan. The workshops included a community character workshop as well as a framework workshop. The community character workshop helped define the character of specific areas of City as a way to guide future development patterns. The framework workshop helped define the process for how to achieve the desired development patterns identified in the community character workshop.

In addition to the general public meetings, two working committees helped guide the planning process. The Technical Advisory Committee included representatives of relevant departments and the Steering Committee members represented a wide-range of community interests. The committees provided critical review and feedback to help guide the development of the Plan.

The third component of community participation included an Issues/Opportunities questionnaire and a Community Character Survey. The questionnaire was used to identify current trends and issues that would help identify future goals based on elements such as land use, economic development, and housing. The questionnaire was distributed at public meetings and also made available online. The Community Character Survey used images of different commercial and residential development patterns to define the desired future development patterns of the City's character areas. The planning team administered the Community Character Survey the two Community Character Workshops and presented results at the Framework Workshop.

Participants at the West Gallatin Community Character Workshop held at Volunteer State Community College in January 2008

Gallatin on the Move webiste provided information for the public during the planning process

Citizens view the preliminary draft Community Character Maps during the Septeber 2008 Open House meeting at City Hall

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CHAPTER
2

COMMUNITY VISION

Identifying and prioritizing issues and potential opportunities helps determine what the community needs to address in the General Development Plan.

The Community Vision section paints a picture of what the City of Gallatin desires to become as well as goals and objectives to define how the Vision can be achieved. This section begins with the Vision Statement for Gallatin that provides the big picture definition for what Gallatin should be in the future. The Goals and Objectives section follows the vision statement and provides more specific definitions for future development based on categories such as land use, community design/historic preservation, and natural resources and environment.

Downtown Master Plan illustrations

VISION STATEMENT

Gallatin is a proud and vibrant city that works to promote sustainability and self-sufficiency. We embrace our history while coming together as a community to promote economic growth and development, protect our natural and cultural resources and build a successful future for our children that includes:

- Growth Management policies that deliver efficient, sprawl preventing growth patterns through cooperation, coordination and efficient use and expansion of the City's public facilities and services;
- A revitalized Downtown core that serves as the heart and soul of the City;
- Healthy, stable, interesting and cohesive neighborhoods;
- Availability of housing choices that provide for the lifestyle changes that occur at each stage of life as well as a variety of incomes and economic situations;
- Preserved and protected historic landmarks and neighborhoods;
- Preserved and protected green infrastructure that includes Greenspace, creek/stream corridors, parks of all shapes and sizes and a well managed canopy of trees that work in unison to preserve and enhance the City's natural resources;

Rose Mont, located on South Water Avenue, was completed in 1842 and listed on the National Register of Historic Places in 1978

- A balanced, multi-modal transportation system that provides choices beyond the private automobile for local and regional trips;
- Walkable mixed use, commercial and neighborhood centers that promote economic growth and neighborhood stability;
- An attractive built environment consisting of new master planned neighborhoods, mixed use and commercial developments as well as revitalized neighborhoods and corridors designed following time-tested architectural and urban design principles;
- Buildings, streetscapes and gateways constructed with quality building materials and attractive, inviting design that promote a strong sense of community;
- Full recognition of the economic and cultural benefits of the City's historic and recreational assets;
- A strong, diversified economic base that provides a range of employment options;
- A connection to and appreciation of the Cumberland River/Old Hickory Lake, and its multiple, well-publicized areas for public access;
- Gateways that contribute to a unique sense of place, instill pride in residents and provide a sense of arrival for visitors.

View of Old Hickory Lake from Lock 4 Park

GOALS AND OBJECTIVES

LAND USE AND GROWTH MANAGEMENT

As Gallatin continues to experience population growth, the City seeks to promote an urban and suburban development pattern that represents the sustainable use of land, energy and other resources by encouraging orderly, contiguous growth while minimizing "urban sprawl."

Existing gateway entrance sign located on west Nashville Pike near Station Camp Creek

Goal: Balanced, consistent growth and redevelopment that is addressed by the City in a proactive, cooperative manner

- *Objective: Accommodate continued development in west Gallatin, while providing quality development and redevelopment opportunities along existing corridors, neighborhoods and other specified areas within the UGB*

Much of Gallatin's residential and commercial growth has occurred along the Nashville Pike corridor west of SR-109 Bypass in the last 10 years. Growth occurring in other directions has been at a much smaller scale, but has occurred nonetheless. Due to SR-386 and other recent infrastructure improvements in west Gallatin, growth should continue to occur at rapid rates in these areas. However, the City should also focus attention on development and redevelopment in other areas of the City.

- *Objective: Establish and promote guidelines and standards that drive development and are applied consistently*

To assure quality, lasting construction and to visually enhance Gallatin's gateways and corridors, the City can adopt design standards that address building façade materials, signage, scale, landscaping and other site design features. This can be achieved by amending existing regulations or adopting new standards. Such standards can articulate for property owners and developers the City's expectations of desired community design, thereby helping to enhance and define commercial streetscapes, residential curb appeal, and City gateways.

- *Objective: Revitalization and redevelopment of underutilized commercial corridors with walkable mixed use development*

Underused or older commercial strip centers or stand-alone commercial uses provide opportunities to introduce a mix of uses that are easily and safely accessible for pedestrians and autos alike. Mixed use development can incorporate retail, office and residential uses in a single building, accommodate housing options and a mix of local retail and service uses, and maintain the functionality of the corridor by limiting the need to re-enter the roadway to make more than one trip.

Traditionial Neighborhood Development of Glenwood Park in Atlanta, Georgia

- *Objective: Require infrastructure to be in place for growth, limit sewer infrastructure to the City limits*

The availability of infrastructure can be an effective growth management tool. Having public water and sewer in place can encourage growth in desired areas, whereas the absence of such infrastructure can limit growth in areas important to retain as agricultural or low-density uses or to help protect natural resources. Planned expansion of the wastewater treatment plant and other utility improvements can accommodate growth opportunities that are desired by the City. In addition, to achieve a preferred rate of growth and pattern of development, it is important for land use and infrastructure planning to be consistently coordinated.

Traditional Neighborhood Development of Harbor Town located near downtown Memphis

Goal: Strong, healthy, walkable neighborhoods located near commercial, service and employment centers that provide a mix of uses, and variety of housing choices

- *Objective: Traditional neighborhood development patterns should be promoted for high growth areas with access to major transportation arteries*

As Gallatin grows during an era of elevated energy prices and changing demographics, the City must fully embrace and promote the qualities of traditional, walkable communities. Intown neighborhoods with these qualities require appropriate maintenance and infrastructure enhancements, while growing areas on the periphery require master planning and attention to

detail to ensure that the developments will add enduring value to the City.

Traditional neighborhoods allow for mixed use, including a variety of housing types integrated into a neighborhood of connected, walkable streets. These communities provide additional choice for the housing market and provide opportunities for those who wish to live in mixed-use neighborhoods with housing in walking distance to commercial and service uses. Development underway at Kennesaw Village is planned to include a mixed-use main street area, with small-scale retail and will provide a Gallatin example of traditional neighborhood development that should make similar projects more prevalent as the area continues to grow. Other Nashville area TNDs provide further evidence of the success of this development style. These include diverse examples that range from established communities such as Old Hickory Village, revitalizing inner-city neighborhoods such as Germantown and developing communities such as Lenox Village and Westhaven.

Master Plan for Kennesaw Farms in Gallatin

- *Objective: Allow where appropriate, closer proximity of commercial uses to residential uses to reduce travel distance*

Accessibility to commercial uses can be enhanced in some instances by providing alternative connections, most notably sidewalks, between existing residential and commercial areas. There are other opportunities, however, to plan for closer proximity between residential and commercial uses. These include redevelopment opportunities that can create mixed-use, master planned communities that include a mix of housing types, retail/office uses, employment centers, and TND-style compact centers.

Former residence shown above located on East Main Street in Gallatin is an example of a home-to-office conversion

- *Objective: Allow/Use conversion of small homes into office /retail use as a transition between commercial and residential uses in suitable locations*

Conversion of homes into office or retail use often occurs along corridors that traditionally are fronted with one-family residences but have experienced changes in land uses, so that commercial uses begin to expand in a linear fashion beyond major intersections. These transitioning corridors often result from increased traffic volume and associated impacts that make them unattractive and potentially unsuitable for residential use. In addition, individual zoning changes accumulate over time, resulting in front-yard conversions to parking lots, unsightly building additions, and inappropriately scaled signage. With the appropriate regulations that help maintain the residential look and scale of these areas while allowing a change in use, however, conversion of homes can provide an effective transition between commercial and residential uses.

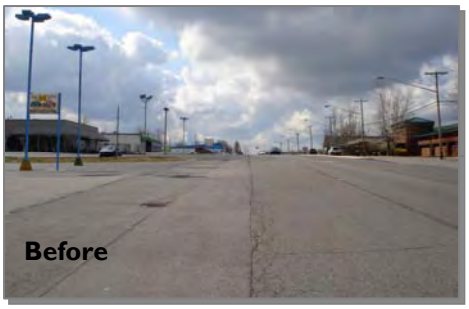
- *Objective: Connect roads and sidewalks designed for new suburban neighborhood developments to adjacent established neighborhoods to provide connectivity to greenspace, commercial, recreation areas*

While the City encourages Traditional Neighborhood Development, the City understands that many future residents of Gallatin will continue to desire more conventional suburban development. The Community Character Map accommodates this choice. The City has in recent years worked with developers to provide some connectivity between more established and newly developing communities. A connected street network offers the City many advantages. While often unpopular with neighborhoods, the benefits of connectivity far outweigh the costs associated with a disconnected, disjointed collection of subdivisions. Gallatin suburban neighborhoods in the future should provide multiple points of connectivity.

South Water Avenue restaurant

- *Objective: Focus regional-scale suburban, big box commercial development into nodes located at the intersection of major roadways adjacent to areas with higher residential densities*

Gallatin is poised to absorb significant new retail square footage in the years ahead, based on the development approvals of the last two years. The Nashville Pike corridor continues to blossom with new retail serving the growing population. Opportunities will also grow for access points to Vietnam Veterans Boulevard and at other key transportation intersections. While it is important to include neighborhood scale commercial and mixed use as part of new master planned neighborhoods, the need and market for big box retail will nevertheless endure. The City recognizes this need and seeks to attract these retailers to commercial nodes. The City does not seek to repeat development patterns currently established along South Water Avenue, Broadway and the segment of Nashville Pike east of the SR-109 Bypass. Instead, new large-scale commercial development should seek to promote a sense of place and create interesting, walkable environments made to last with materials and designs proven to stand the test of time and economic change. New and planned retail and services in Gallatin will significantly increase the offerings for residents of the area in locations near existing and new neighborhoods that will provide increased sales tax collections for the City, improve the quality of life for residents, and reduce travel distances.



Before and after visulization of potential changes supported by this plan for the South Water Avenue corridor near Guild Elementary School

- *Objective: Revitalize Gallatin's core neighborhoods and corridors*

Growth focused on the periphery of the City has dominated the discussion about Gallatin's long-range growth for many years. Meanwhile, the City's established and historic urban and suburban neighborhoods have typically taken a back seat to the growth issues that impact Greenfield areas. Gallatin must look to its core neighborhoods with the same vigor, hope and promise that it sees in the potential for growth in the periphery. Opportunities abound for neighborhood revitalization, infill development, redevelopment of underutilized commercial/industrial areas, intensification and urbanizing of aging suburban shopping centers with mixed use development.

- *Objective: Promote desired development patterns with incentives and preparation of master plans for large undeveloped areas where growth is expected over the next 20 years*

Most of the zoning districts employed by developers wishing to develop large-scale suburban residential development or commercial development require a master plan. This direction awaits, however, specific plan submittals from individual property owners. Along with the completion of new infrastructure, such as the extension of the Hatten Track Road through the Bowles property, the City should coordinate with property owners to establish a detailed vision that is consistent with the overall vision for the City. A master plan for these areas will allow the City to promote specific goals and objectives.

Goal: Ensure availability of land for development to support employment growth

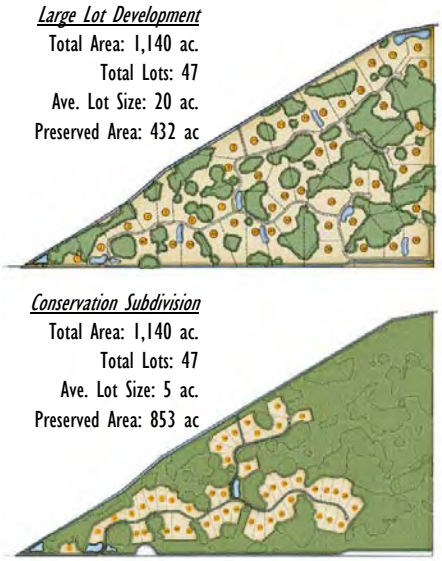
- *Objective: Encourage new employment centers by providing the infrastructure necessary to accommodate new industry, while also remaining flexible to future economic shifts and needs*

Opportunities are available within the UGB for new employment centers with access to the transportation network. Land is available for manufacturing and industrial uses on the north side between the S.R. 109 Bypass and Old 109, along the Gallatin Industrial Park/Airport Road corridor, near Long Hollow Pike/Belvedere and Harris Lane/SR-386, and in other areas.

Goal: Preserve rural character, open space and farmland

- *Objective: Promote the use of conservation subdivision design standards in areas designated for rural preservation*

Conservation subdivisions provide an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified. Conservation subdivisions make development in Greenfield, or undeveloped, areas more sustainable since open space is protected. By clustering homes, new development is accommodated more efficiently with less land disturbance. A chief component of the conservation subdivision approach is that the developer can develop the same number of lots with conservation subdivisions as with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space. The City will need a conservation design manual along with educational programs for developers, landowners and the general public to ensure successful development of these subdivisions.



Conservation subdivision design (bottom image) preserves open space while providing for developmen when conpared to conventional large lot development.(top image)

- *Objective: Preserve rural character by encouraging development in locations better suited to accommodate urban and suburban growth*

Development tools exist where, if adopted and applied to areas that the City desires to maintain rural character, could preserve rural areas, promote preservation of pastureland, open spaces, rolling hills, tree lines and other characteristics that define the character of these areas.

- *Objective: Promote the use of Transfer of Development Rights in areas designated for rural preservation*

Transfer of Development Rights (TDR) is a tool that can be used to direct growth to specific areas in order to preserve undeveloped open space, pastures and farms. TDR features moving development potential from a property targeted for preservation to a property planned for development. The owner of the first property receives cash compensation from a developer or local government. The transfer of development rights means that the development right can be moved to another site to develop that other property at a higher density than would normally be allowed.

Wilson Farm horse stable (constructed in 1950) located west of Gallatin

- *Objective: Fully recognize the economic and cultural value of preserving farming and agriculture in areas not designated for urban and suburban growth.*

While growth continues to impact rural areas of Sumner County, vast areas of undeveloped open space, pastures and working farms continue to dominate the landscape and define the region surrounding Gallatin. Recognition of these resources is important to the City's overall success, as they enhance the area's traditional rural character and provide employment and locally-grown produce.

Neighborhood pocket park included with new subdivision development in west Gallatin adjacent to SR-109 Bypass

NATURAL RESOURCES AND ENVIRONMENT

Gallatin's many natural features are critical assets that must be preserved and protected. The boundaries defined by these natural features create a framework within which growth and development may occur and natural features have the potential to establish natural linkages between neighborhoods. The City recognizes that the preservation of open space and natural features has an obvious connection to sound environmental stewardship and long-term health and safety concerns, as well as impacts on economic development and community livability.

Goal: Preserve green space, tree canopies and environmentally sensitive areas

- *Objective: Establish specific park and open space dedication requirements for new subdivisions that provide greater incentives for the dedication of usable open space in order to incorporate functional open space into neighborhoods and preserve vistas along developing corridors*

For areas where the City desires new neighborhoods and commercial development, new tools should be adopted and applied that promote the reservation of neighborhood and community parks, passive open space and other natural areas. Doing so would enhance neighborhoods by protecting natural resources and providing active and passive recreation opportunities. The City depends too heavily on voluntary land donations from developers to achieve preservation of important greenspace as new neighborhoods and commercial areas are planned and constructed.

Multi-use trails, such as the one shown above, can link neighborhoods and provide linear parks

- *Objective: Revise landscaping requirements and adopt a tree ordinance*

Adoption of a well-crafted ordinance can provide tree protection and replacement measures for new development. Tree canopies in established neighborhoods and along established corridors are an important element of neighborhood character and offer protection from the sun, slow down runoff of rainwater and help define the outdoor spaces. The City has lost much of the street canopy that once covered important commercial corridors (e.g. East Main Street between Sumner Regional Hospital and Downtown Gallatin). Remaining tree canopies are vulnerable to large-scale removal in many neighborhoods since existing tools for managing development provide little protection for mature trees.

Lock 4 Park and Old Hickory Lake

- *Objective: Develop a comprehensive greenway and pocket park system*

The 2006 Greenway Master Plan recommends 24.63 miles of greenways organized into seven corridors that will link Triple Creek Park, Municipal Park, Benny Bills Elementary School, Shafer Middle School, four residential subdivisions, the City's residential historical districts and the downtown square. The plan presents a comprehensive greenway system that can link to existing parks and provide a tool for identifying additional pocket parks.

- *Objective: Set aside land as development occurs in areas included in the City's Greenways Plan*

In order to ensure the future development of the City's greenway system, the Greenway Master Plan recommends that proposed new developments provide the property identified for future greenway segments within their development via land dedication or easement.

Alternatively, it is recommended that the proposed development may construct the branch line corridor segments, or minor greenway corridors, as part of their overall development.

- *Objective: Provide publicly accessible linear greenspace along Old Hickory Lake/Cumberland River and its tributaries*

River corridors such as the Cumberland River provide opportunities for greenways. As part of the Greenway Master Plan, recreation opportunities adjacent to the river/Old Hickory Lake and various area steams helped identify potential greenway locations. There may be potential to further benefit from the Cumberland River/Old Hickory Lake with future greenway corridors.

Existing public access to Old Hickory Lake located off of Lock 4 Road

- *Objective: Discourage development along the Cumberland River and its tributaries*

Development adjacent to waterways can diminish water quality as well as recreational opportunities, making it important to maintain undeveloped areas in their natural state, or only permit passive recreation opportunities such as greenways and parks. Tools such as conservation easements can provide a means of maintaining natural areas and protecting them from development.

- *Objective: Preserve lakefront property for public access*

Lakeside development patterns in the City and UGB have permitted private access opportunities to Old Hickory Lake resulting in few areas for public access to this important resource. Preservation of riverfront/lakefront property for public use should be a priority for the City in order to ensure long-term public access to the lake. In addition, pedestrian/bike connectivity to the lake from the City's neighborhoods and public spaces is currently limited. Access points should be more clearly marked and should be part of a City-wide themed wayfinding signage plan.

COMMUNITY DESIGN/HISTORIC PRESERVATION

Gallatin's historic sites and neighborhoods represent an important part of the area's character and contribute to the overall urban design of the community. The increased protection of these sites and designation of additional sites, as appropriate, will continue to be an important community goal. In addition, the City will seek to improve its physical appearance, particularly in relation to gateways and public spaces.

Former City Hall building located in Downtown Gallain, 1883

Goal: Preserve, revitalize and recognize historic homes, landmarks, neighborhoods and open spaces which identify our community.

- *Objective: Create a locally-designated Downtown historic district with protective design and development guidelines that foster the revitalization of Downtown*

While listed as a National Register of Historic Places district, the historic core of Gallatin has never received locally-designated protection through historic zoning and/or overlay district status. Designation as a local historic district can protect Downtown's individual buildings as well as its overall character with the adoption of design guidelines that can regulate new construction and exterior changes and additions to existing buildings. Building off of the goals and objectives established in the Downtown Master Plan, establishment of a local historic district and development guidelines can enhance and stabilize the area as a whole.

- *Objective: Create National Register and locally-designated neighborhood historic districts throughout the City*

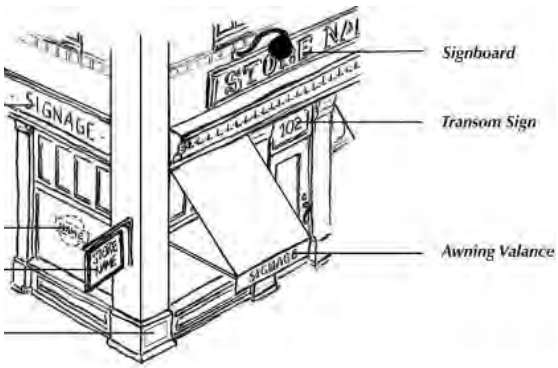
The Historic District Commission's recent inventory of historic buildings throughout the City has provided a valuable tool for identifying areas/sites/buildings suitable for both National Register listing and locally-designated protection through historic zoning and/or overlay district zoning.

- *Objective: Create incentives for historic building restoration*

Existing incentives primarily target commercial properties in National Register Districts, which can benefit the Gallatin Historic Commercial District. Greater Gallatin promotes these tools, including the federal Historic Rehabilitation Investment Tax Credit program, which provides a tax credit worth 20% of eligible rehabilitation costs for income-producing buildings that qualify. In addition, the program also provides a tax credit worth 10% of eligible rehabilitation costs for buildings built before 1935 and not currently on the National Register. The Downtown Master Plan identifies additional potential incentives for building rehabilitation, including loans or grants and fiscal incentives that should be evaluated for their use with both commercial and residential buildings.

- *Objective: Support historic sites (e.g. Rose Mont, Trousdale Place, The Palace)*

The City's purchase of Rose Mont with assistance of the Rose Mont Restoration Foundation, Inc., who maintains the historic home, represents a commitment to preservation of local historic sites and can serve as a model for future endeavors to help protect other National Register properties. Consideration should also be given to the protection of historic sites and resources other than buildings and structures. In addition, the City should continue to support historic sites in Sumner County (not located within the city limits) such as Bledsoe Fort, Cragfont and Wynnewood).



Deisgn guidelines, such as the guideline example above for signage and awnings, would help the City revitalize and protect Downtown

Central portion of the Streetscape plan for improvements in Downtown Gallatin

- *Objective: Encourage renovation vs. demolition of historic sites*

Demolition of privately-owned historic structures is often a preferred course of action due to the perceived financial savings of demolition versus building renovation. Listing on the National Register affords no protection to a property, making it important for the City to promote existing financial incentives and regulatory tools such as the use of locally-designated historic district that require review of demolition requests.

Goal: Attractive and inviting City gateways, streetscapes, neighborhoods and commercial districts that contribute to a unique sense of place

- *Objective: Establish effective design guidelines to steer the development of high-quality, walkable mixed use, commercial and higher intensity residential neighborhoods and corridors*

Design guidelines prescribe the elements required for successful, high-quality commercial, mixed use and higher intensity residential developments. They promote inviting, walkable neighborhoods with pedestrian-scaled signage, connectivity, high-quality site design, appropriately scaled transition areas that connect higher intensity uses to lower intensity uses and quality building materials and façade elements. The City's existing design standards found in the Zoning Ordinance have served Gallatin well, but have in recent years failed to provide for the highest development quality standards that the City desires. In addition, more specific design guidelines can be written in such a way as to highlight Gallatin's past. Consistent, attractive visual gateways are needed to "announce" Gallatin and to tie together various districts of the community.

Example of quality landscaping and streetscape from Greenville, S.C.

- *Objective: Establish visual gateways at all major entries into the City, including along the length of major corridors*

Attractive, inviting gateways and gateway corridors will provide travelers and visitors to Gallatin with a positive first impression of the City. While some are better than others, overall the gateways are lacking. Gallatin's gateways should exhibit the best of what the City has to offer in terms of land use and urban design. Rather than standing out for their lack of appeal, gateways such as the intersection of South Water/SR-109 Bypass should demand the attention of travelers with improvements to landscaping, signage, utilities, building facades, and property frontages.

Wayfinding signs, shown above from downtown Greenville, SC, direct customers to a variety of attractions

- *Objective: Establish a citywide themed wayfinding signage plan that clearly directs travelers, visitors and residents to the City's historic attractions, including Downtown Square, Old Hickory Lake access points and other recreational areas*

A citywide, themed wayfinding signage plan should provide clear direction for travelers, visitors and residents to the City's historic attractions, including Downtown Square, Old Hickory Lake access points and other recreational areas. Downtown signage would also direct drivers to public parking, trails and information related to historic walking and driving tours. The Downtown Master Plan recommends the use of decorative gateway features, including attractive signage, banners and lights, as well as downtown directional signage with a logo to guide drivers to public parking lots.

- *Objective: Require that all residential, commercial and industrial properties be appropriately maintained*

Maintenance of properties, including yards, signs and buildings, is important for safe, stable and attractive neighborhoods, commercial districts, corridors, and industrial areas.

- *Objective: Establish attractive, walkable neighborhood and commercial/mixed use corridors throughout the City*

Streetscape improvements and redevelopment opportunities along major transportation corridors in the City can contribute to improving community design and accessibility. In established corridors and gateways, predominant signs result in visual clutter and detract from the overall appearance of these areas. Commercial signage accompanying much of Gallatin's more recent growth on Nashville Pike south/west of SR-109 Bypass is more appropriate and provides good examples for other areas of the City.

- *Objective: Establish and enact a strong policy for dealing with litter and inadequate property maintenance throughout the City*

Neighborhoods and corridors historically plagued by litter and poor property maintenance should become a distant memory for the City, with a new focus on attacking these problems head on.

- *Objective: Downtown beautification*

Specific beautification projects identified by the Downtown Master Plan should be implemented in order to rejuvenate the area in terms of aesthetics, accessibility, and appropriate land use mix.

Quality housing example from Lockland Springs in Nashville

HOUSING AND NEIGHBORHOODS

A continuing goal of the City is to maintain the quality and character of existing neighborhoods throughout the community and to promote new neighborhoods that offer a variety of housing types at appropriate densities with amenities and services to support a range of household income levels. As an important means of meeting demand for housing variety and affordability, infill and redevelopment will also be promoted, so long as it can be achieved in a manner that is compatible with the character of existing development.

Goal: Encourage the revitalization and stabilization of older core neighborhoods

- *Objective: Improve aesthetics of Downtown and its periphery to assist with revitalization the neighborhoods that surround the Downtown Square*

The residential neighborhoods adjacent to the Square and the Central Business District are the oldest residential areas of the community and are a significant asset in defining the character of Gallatin. The stability of these neighborhoods remains vulnerable due to aging housing stock, concentrations of deteriorating or dilapidated housing, vacant lots (created due to the demolition of condemned structures), and development pressures fueled by encroachment of commercial uses and/or wholesale redevelopment of properties.

Historic home in the Woodson Terrace Historic District

Goal: Encourage and allow a range of housing options to help make Gallatin a live-work-play community (choices, housing types, life cycle)

- *Objective: Assess the long-term housing needs of the City and develop strategies to tackle identified areas of need*

Gallatin has experienced rapid growth in the number of housing units. The City approved building permits for 2,937 housing units between 2000 and 2006, including 2,154 single family units. Of Sumner County's adjacent counties in Tennessee and Kentucky, only Wilson County increased its housing unit supply at a higher rate than Sumner County. The City needs to identify long-term needs, which can be evaluated in a housing needs assessment. This type of study can be beneficial in determining the City's specific housing needs, including affordable housing.

◈ *Objective: Increase the supply of attractive and affordable housing for lower income individuals and families*

The cost of housing available in many of the City's developing western neighborhoods has surpassed the level affordable to most of the City's existing residents. The City's established neighborhoods can provide some opportunities for affordable housing. Incentives for home rehabilitation, through federal CDBG funds or local initiatives, can make additional housing stock available while also helping to reverse neighborhood deterioration. In-fill housing on vacant lots in neighborhoods and in the northeast portion of Downtown, or redevelopment south of Main and Smith Streets as identified in the Downtown Master Plan are additional opportunities that should be pursued by the City to increase affordable housing.

Park Drive area of Gallatin

◈ *Objective: Provide housing for a growing population of retirees*

As the population of the City and surrounding area ages and as the area attracts retirees, the limited opportunities for affordable senior housing will grow into a more pronounced issue. Options are needed to ensure that these growing populations can age in place, remaining near their homes as they age, or can move to Gallatin to find alternatives to the larger homes on larger lots that are no longer desired. Senior housing in the Downtown area may be a viable alternative for some seniors, which can continue to be promoted by Greater Gallatin and the City.

◈ *Objective: Provide public housing within walking distance to shopping opportunities/services*

Without a car or public transit, it is important for low-income residents to be able to access day-to-day goods and services, as well as recreation and employment opportunities. Sidewalk connectivity and proximity of residential and commercial uses can facilitate this objective.

Attached housing, such as that shown above located in west Gallatin, provide City residents with additional housing options

◈ *Objective: Maintain residential cost balance so the City can continue to provide workforce housing in addition to accommodating affluent residents*

Ever increasing land values and costs associated with developing land available within the UGB continue to make in increasingly difficult to develop the kind of workforce housing that has historically provided the backbone of the City.

◈ *Objective: Ensure high standards of construction for all housing in the City*

Consistent, quality construction for all housing, including affordable rental housing, is important for the City to attain through its regulations. Consideration should also be given to incentives to offset costs associated with higher cost materials.

MOBILITY AND TRANSPORTATION

Mobility, efficiency and safety are important components of a community's transportation system. Current and future mobility needs will be addressed through appropriate land use decisions as guided by the General Development and Transportation Plan. The City will plan for an efficient transportation system with connected local and regional roads, ensuring that streets are designed to accommodate existing and future needs resulting from development.

Goal: A multi-modal, safe and sustainable transportation network that is accessible to all residents and local businesses; enhances movement throughout the City and between regional centers; provides regional commuting alternatives; and enables desired growth

Music City Star station

- *Objective: Work with the Nashville Area MPO, RTA, and TDOT to implement multi-modal solutions including a Comprehensive local public transit system that addresses the elderly and the underserved, providing access to Downtown, the hospital and shopping areas, and inner-city mobility/Mass transit that provides service between Gallatin and Nashville through Hendersonville*

Previous studies, such as the 2005 City of Gallatin Transit Feasibility Study, have concluded that the City currently lacks mass transit and inner-city transit opportunities to address commuting needs as well as the basic transportation needs of disabled, elderly and low-income populations. These studies have verified the need for a robust and sustainable public transportation plan. This plan should give consideration to a public-private partnership for a trolley-type system, City shuttles, or a flex bus system to address commuting (to Hendersonville and Nashville) and local public transit needs. The ongoing North East Corridor Major Investment Study being conducted by the Nashville Area Metropolitan Planning Organization should help to identify regional public transportation needs.

- *Objective: Develop a comprehensive pedestrian transportation system*

The City of Gallatin has long recognized the need to become a City linked by its bicycle and pedestrian infrastructure. For example, the February 2006 Greenway Master Plan called for "a greenway system that will provide for a safe, alternate mode of transportation to motor vehicular trips…" Sidewalks, greenways, trails of all sorts, and other pedestrian linkages can make the City more walkable and provide opportunities for investment in existing communities that in turn spurs redevelopment and revitalization. This bicycle and pedestrian infrastructure should provide Gallatin's neighborhoods with safe connections to commercial areas (including Downtown), parks and recreation areas, Old Hickory Lake, schools, and other civic institutions.

Neighborhoods and commercial development constructed during the last 10 years has included sidewalks and other pedestrian infrastructure that help make Gallatin's neighborhoods walkable. However, significant gaps remain in the sidewalk system. In addition, many existing sidewalks, especially along the City's state routes, are in need of improved design, including addition of landscaping and preclusion of obstructions like mailboxes. A detailed survey/assessment of the existing infrastructure is needed in conjunction with the efforts of previously completed transportation studies and plans (e.g. Greenway Master Plan).

- *Objective: Retrofitting and operational improvements to the City's corridors*

Established corridors in the City would benefit from a series of operational improvements such as a more sophisticated traffic signal synchronization system, increased access management, and expansion, where needed, of ROW to include dedicated left-turn lanes, bicycle lanes, curb/gutter, and sidewalks. These types of improvements could significantly enhance both the safety and efficiency of the existing system. Synchronization of traffic signals would help smooth traffic flow, reduce congestion, and improve travel times at peak traffic hours. The net result would be a more enjoyable driving experience, less fuel waste, lower vehicular emissions, and time savings for Gallatin's residents, workers, and businesses. Access management on established corridors such as South Water Avenue could provide order to what have become continuous curb cuts on each side of the street and resulted in an unattractive, pedestrian-unfriendly, confusing roadway. Access management, in association with other improvements listed above, could work to create well-managed, walkable corridors that serve the needs of all types of travelers including drivers and pedestrians. ROW expansion on corridors such as Lock 4 Road will help these streets transition from rural to suburban and better respond to the needs demanded by residents and visitors.

Bicycle and pedestrian infrastructure, such as shown in this example above from Decatur, Georgia, are needed in Gallatin.

- *Objective: Facilitate the expansion of the Sumner County Regional Airport*

Planned airport expansion will further improve the City's status and attract business. The airport runway length and other infrastructure conditions currently create challenges for meeting the City and Sumner County's needs for the regional airport. Continued coordination among the various parties, including adjacent neighborhoods and businesses, will be required as plans move forward that impact the entire Airport Road employment center area. Improvements planned for Airport Road will provide four-lane access to the City's largest industrial area and airport thereby improving safety and making the area attractive for continued development as a major employment center for the region.

◈ *Objective: Provide for parking needs of Downtown*

Real or perceived, the shortage of Downtown parking opportunities is problematic and believed to limit visitors and shoppers from spending time in Downtown. In many cases, this perception is amplified by the lack of appropriate wayfinding signage in Downtown to clearly post the location of public parking lots. The Downtown Master Plan recommended a parking structure to provide additional parking spaces to serve businesses and government services located in Downtown. Signage clearly marking public parking areas, including directions to the parking structure, will assist in changing the perception that parking is limited in Downtown.

◈ *Objective: Develop a complete, connected system of roads*

Incremental additions to the City's road network have left opportunities on the table for improvements that can lead to a complete, connected system of roads serving west Gallatin and connecting it to the rest of the City. The City's Major Thoroughfare Plan provides for the collector and arterial network needed to serve this growing area of the City. In addition, improvements in connectivity between east Gallatin's Airport Road/US-31E area and SR-109 Bypass in north Gallatin are possible though a variety of means. Increasing this northeast connectivity would provide relief to downtown Gallatin, US-31E, and the Red River Road corridor, allowing the diversion of traffic from east of town away from these highly congested areas.

With TDOT's completion of the final leg of the SR-386 corridor in the fall of 2007, the freeway connection to I-65 significantly reduced travel time; reduced traffic congestion on US-31E/Nashville Pike (west of SR-109); and opened up the corridor for suburban residential, commercial, and employment center development. However, it has also provided for a less-than-ideal connection to Long Hollow Pike and the SR-109 Bypass. The City, working with TDOT, has the opportunity to seek creative solutions to this bottleneck.

More study is needed to develop alternatives for safely crossing railroad tracks througout the City

◈ *Objective: Railroad safety*

The major at-grade railroad crossings is Gallatin are located at Red River Road (west of US-31E), US-31E (south of Main Street), and South Water Avenue (north of Factory Street). An at-grade railroad crossing study should be conducted to understand the impact of these crossings on the community and to develop potential alternatives to mitigate this impact.

BUSINESS AND EMPLOYMENT

Gallatin's economy has historically relied on manufacturing and agriculture. Growing sectors of high-tech industries, health services and warehousing have benefited greatly from Gallatin's improved access to the greater Middle Tennessee region. The City has also worked to attract more tourists who can take advantage of the City's historic sites, natural beauty and recreation areas associated with Old Hickory Lake and the City's park system. Ensuring the provision of infrastructure adequate to accommodate growing employment centers is vital to Gallatin's economic future.

Goal: Ensure that the Planning Department and other City departments coordinate efforts with the Gallatin Economic Development Agency so that growth and development infrastructure needs are consistent with EDA targeted industries and other projects

- *Objective: Continue efforts to recruit and support new business; develop strategic partnerships with business, industry, and education leaders; attract first class office space, data centers, and corporate office space; and improve communications and technology*

- *Objective: Guide new technological, industrial and commercial development to appropriate areas of the community*

- *Objective: Provide opportunities for larger scale commercial developments at the intersection of major road corridors that are designed and scaled to be consistent with the surrounding land uses and to protect the integrity of the City's transportation system*

- *Objective: Provide adequate levels of public services and infrastructure, including vacant land designated and prepared for industrial development, to further the City's economic development opportunities*

- *Objective: Promote Gallatin as a hub for retail, dining, arts, recreation and history*

Airport Road industrial use

Gallatin has the opportunity to grow its tourism sector due to the recent improvements in variety of retail, dining, arts and recreation. The City has the opportunity to place greater emphasis on its historic sites as well as take advantage of the tourism associated with the City's many recreational venues. The City must find a way to tie these various attractions into one brand that it can market to tourists of all sorts and bring additional visitors and revenue to the City. As growth in residential population continues, the City will likely continue to attract a greater variety of retail and restaurants.

The general consensus among Gallatin residents and leaders is that the City is not realizing its potential as a tourist destination and, as a result, the local economy does not adequately benefit from increased sales tax revenue. Marketing the area's park/recreation attractions, including the City's biggest asset, Old Hickory Lake, is a key component of this package. The City must promote Corps of Engineers Lock 4 Park by providing better signage and improvements to Lock 4 Road, to attract more visitors to this underused asset.

Finally, the City can also benefit from promoting its vast array of historic resources, which can contribute to the long-term preservation of important buildings, sites and features. This includes promotion of the City's Civil War heritage with the trail.

Playground located at the Gallatin Civic Center Park in east Gallatin

PARKS AND RECREATION

Goal: Provide easy and affordable access to public parks, open space, community centers and recreation venues.

- *Objective: Develop a comprehensive greenway and pocket park system that supplements and supports the City's system of community and regional parks*

The Town Creek Restoration/Greenway Trail along Town Creek will connect Downtown to Triple Creek Park with and will help restore Town Creek. The greenway is part of a larger system for the City that is identified in the 2006 Greenway Master Plan. The plan is intended to guide the development of a City-wide greenway system that will better connect the City's neighborhoods, parks/recreation areas and commercial areas while protecting important natural resources.

Twin Eagles subdivision park provides an example of a private park

- *Objective: Locate new park facilities in close proximity to residential areas*

The west side of Gallatin lacks park and recreation facilities, and Gallatin does not have a viable Downtown park. These are two areas that are suitable for siting park facilities that should be accessible to surrounding residents.

- *Objective: Provide facilities that cater to both young and elderly residents*

The City has a variety of park and recreation facilities for its residents, however expanding the options of both passive and active recreational facilities can better meet the needs of families and a growing senior population. Examples of types of facilities include passive parks and walking trails, as well as pools and tennis courts.

- *Objective: Foster coordination among groups that maintain City amenities*

Continued communication between the Downtown Public Library, Union High Resource Center, Historic District Commission, Greater Gallatin, Chamber of Commerce, etc. is important in serving the City residents.

- *Objective: Provide enrichment/educational opportunities with recreational activities*

Existing recreational programs can be expanded to include additional educational activities for area residents. On a larger scale, a multi-purpose performing arts center capable of providing a venue for the performing arts can be a valuable source of cultural enrichment.

Curbside recycling along with garbage collection is an important long-range goal for the City

PUBLIC FACILITIES AND SERVICES

The availability of water, wastewater, fire protection and emergency services, police protection, parks and other utilities and services affects the safety and quality of life for residents as well as the economic stability of the City. The City will promote a development pattern that provides for long-term development needs, while achieving a cost-effective provision of public infrastructure and facilities.

Goal: Maintain a high level of service for new and existing residents / businesses contributing to quality of life

- *Objective: Prohibit development unless adequate infrastructure is in place or can be provided by the developer*

Availability of public infrastructure can be a powerful growth management tool. In addition, levying fees for development can pay for the necessary improvements to accommodate additional growth. Impact fees for schools and building permit fees are two examples.

- *Objective: Support recycling efforts and improved participation*

Making recycling more convenient is important to increasing community participation. An example is the City's relocation of recycling bins for newspapers, magazines and steel and aluminum cans from the Gallatin Police Department to a parking lot next to the Public Utilities office.

Coordination with Sumner County Schools is important for the long-range development of Gallatin and the surrounding area

- *Objective: Build sewer and water treatment facilities to accommodate growth over the next 20 years*

The City's infrastructure expansion provides powerful growth management tool. Availability of public water and sewer can encourage growth in desired areas. Conversely, the lack of such infrastructure can limit growth in areas important to retain in agricultural or low-density residential uses. Planned expansion of the wastewater treatment plan and other utility improvements will provide the City with an important growth management tool.

- *Objective: Extend utilities to reach developable areas within City boundaries*

Should the City choose to extend utilities to accommodate future growth, suitable areas for locating electrical substations, water pump stations and sewer lift station will need to be identified. In addition, there is a need for accessible, updated mapping of available infrastructure, including cable, fiber optics, T-1 lines to help identify growth opportunities/constraints and to assist potential developers. Expansion of the Fire Department will also be needed to increase service to more areas of the City, including areas to the south along SR-109.

INTERGOVERNMENTAL AND REGIONAL COORDINATION

The administration of the Comprehensive Plan and its component parts is the responsibility of the City Council, Municipal Regional Planning Commission, Municipal Board of Zoning Appeals, Regional Board of Zoning Appeals, Historic District Commission and City Staff. The City, however, does not exist in a vacuum. The City must continue to foster cooperation and coordination regional planning agencies such as the Greater Nashville Regional Council (GNRC) and the Nashville Area Metropolitan Planning Organization (MPO) and with other governing bodies including Sumner County, Wilson County, Robertson County and the adjacent City of Hendersonville, and promote opportunities for public participation in the community planning and development process.

Sumner County Administration Building located on Belvedere Drive

Goal: Regional coordination will be emphasized. This coordination will set regional priorities, identify shared needs, and find collaborative solutions, particularly related to problems that transcend local jurisdiction boundaries.

- *Objective: Provide leadership in regional planning efforts sponsored by the MPO, such as the Tri-County Transportation and Land Use Study and the Northeast Corridor Major Investment Study*

- *Objective: Coordinate with the Sumner County Planning Commission and Sumner County Commission to establish a process for adoption and implementation of the recommendations of the plan for areas within the Gallatin UGB Area outside of the Planning Region*

- *Objective: Develop intergovernmental tools in collaboration with Sumner County that address interim planning policies within the designated Urban Growth Boundary (and outside of the Planning Region) prior to the time at which such territory is annexed to the municipalities.*

- *Objective: Work together with Sumner County Schools to achieve the mutual goals and policies and to efficiently plan for development in the community as a whole and not as individual parts*

- *Objective: Explore and implement mechanisms and processes for intergovernmental coordination with Sumner County, Sumner County Schools, the City of Hendersonville and other units of government providing services in order to implement the plan*

- *Objective: The City will develop mechanisms designed to coordinate with the applicable portions of its Community Character Map with the plans of the City of Hendersonville, Sumner County, Sumner County Schools and other entities. These mechanisms will be designed to ensure compatibility with those various plans and will coordinate the locations of new facilities that affect land use patterns and services.*

CHAPTER
3

COMMUNITY CHARACTER MAP

Presenting the Community Character Map that implements the Community Vision for the City of Gallatin by incorporating Community Character Areas

A key component of the comprehensive planning process is the creation of a Community Character Map that incorporates Community Character Area categories that describe in detail the City's vision for growth and development for the next 20 years. This vision, which was developed with an extensive public planning process, is expressed in unique "character areas." The following pages present the Community Character Map and associated Character Area narratives.

COMMUNITY CHARACTER CATEGORIES

- Preserve
- Neighborhoods
- Centers
- Corridors
- Special Areas

The adoption and use of this plan represents the evolution in the City's understanding of municipal planning. The *General Development and Transportation Plan 1996-2005* was adopted in 1997 and focused primarily on land use and density. This focus limits the attention needed for addressing the overall pattern of development. The Future Land Use Plan and associated text of the 1997 plan provided limited guidance on how to preserve or create a sense of place, or community character through form, instead prescribing somewhat homogeneous development patterns.

The City's expression of desirable development in a land use policy document has evolved since the adoption of the previous plan. The City now recognizes the importance of emphasizing form, character and development patterns in addition to recommending appropriate land uses, densities and supporting zoning classifications. The Character Area Map and associated defining narrative of each within this plan, *Gallatin on the Move 2020,* replaces the Future Land Use Map and Policies from the 1997 plan. While the 1997 plan focused on use and density/intensity, *Gallatin on the Move 2020*, by incorporating Character Areas, speaks to these use and density/intensity issues while also addressing the desired character of development.

An emerging trend, reflected in some of the Smart Growth concepts and New Urbanism concepts, is the focus on the form, character and pattern of development, rather than individual land uses. This includes addressing massing, orientation and scale of buildings, setbacks and spacing, location of access and parking,

pedestrian circulation, etc. These trends recognize that the patterns of development throughout a community create individual areas that have an identifiable character. The *Gallatin on the Move 2020* identifies these areas as "character areas."

Character Area planning focuses on the way an area looks and how it functions. Tailored development strategies are applied to each area, with the goal of enhancing the existing character/function or promoting a desired character for the future. Gallatin's Character Areas are organized into the following Character Areas Categories: Preserve, Neighborhoods, Centers, Corridors and Special Area. Each Character Area Category is briefly described below:

Preserve Character Category

Preserve Character Category is the least developed of the Community Character Categories. In many instances, it preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community. This open space can take many different forms within a community, but requires planning in order to create a space that is truly beneficial to its users. The Preserve Character Category includes the following Character Areas (note that descriptions for all three are included within the "Preserve" Character Area narrative):

- Preserve
- Floodplain
- Greenway

Municipal Park in east Gallatin represents an example of an area within the Preserve Character Category

Neighborhood Character Category

The Neighborhood Character Category represents Gallatin's residential neighborhoods. A wide variety of neighborhoods are included within this category ranging from established urban communities with a variety of housing types to rural communities with farms and large lots. The Neighborhood Character Category includes the following Character Areas:

- Rural Community
- Town Neighborhood Preservation
- Town Neighborhood Established
- Town Neighborhood Revitalization
- Suburban Neighborhood Established
- Suburban Neighborhood Revitalization
- Suburban Neighborhood Emerging
- Emerging Walkable Community

Park Drive area of Gallatin represents an example of an area within the Neighborhood Character Category

Corridor Character Category

Corridor Character Category areas link neighborhoods, communities and the region together. The scale and character of the corridor varies depending on its use and location. Corridors are defined as man-made transportation corridors moving across the UGB Area, which are intended to be designed and to function

differently depending on the Character Area through which they pass. The Corridor Character Category includes the following Character Areas:

- Rural Corridor
- Neighborhood Transition Corridor
- Commercial Corridor Revitalization
- Commercial Corridor
- Nashville Pike Office Corridor
- East Main Street Corridor
- Gateway Corridor

Greensboro Village planned unit development located on Nashville Pike in west Gallatin represents an area within the Corridor Character Category

Center Character Category

Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public/institutional uses such as schools, churches and post offices, employment and, in some cases, residential options as well. Centers vary in form, character and intensity throughout the UGB Area. The Center Character Category includes the following Character Areas:

- Downtown
- Medical Center
- Regional Activity Center
- College
- Neighborhood Center
- Broadway/Tobacco Warehouse District

Downtown Gallatin represents an area within the Center Character Category

Special Areas Character Category

The Special Area Character Category represents generally large geographic areas within the UGB Area that accommodate a single land use or a group of similar uses that fall outside of the definition of other Character Categories. Each Special Area has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers and corridors. Planning for Special Areas is designed to minimize negative impacts on adjacent development and, in the case of the North Gallatin Emerging Business Park and Belvedere Drive/Harris Lane Industrial, complement surrounding development patterns and adjacent Character Areas. The Special Area Character Category includes the following Character Area:

- Steam Plant
- Airport Road Industrial
- Belvedere Drive/Harris Lane Industrial
- North Gallatin Emerging Business Park

The vision for the community is further defined within each of the City's Character Areas, each of which is displayed geographically on the Community Character Map. Each Character Area description presented in the following pages includes the following information:

- General Description of Existing Conditions
- Intent

- Development Strategies
- Primary Land Uses
- Implementation Measures
- Anticipated level of change
- Transportation
- Infrastructure
- Greenspace
- Primary Land Uses
- Appropriate Residential Net Density
- Applicable Zoning Districts

The **general description of existing conditions** describes the existing and desired traits of development within the policy in addition to a general description of Character Area location.

The **intent** describes the general goals of the character area, such as to preserve, enhance and/or create a desired character or protect natural resources or historically-important sites and architecture.

The **development strategies** describe the nature of preferred development in a character area. The description is expressed in terms of characteristics that may include appropriate building or site design, infrastructure required to support development, intensity of development, type and extent of connectivity between uses, including sidewalk/trail accommodations and street design, environmental, scenic, historic or cultural features, open space, proper land development practices, relationship between land uses or character areas, traffic mitigation measures, availability of, and access to, public spaces or park areas, landscape or buffer treatments and alternative approaches to conventional development.

I**mplementation measures** identify the actions the City and other partners can take to ensure that the development pattern described by each character area can be implemented. Typical strategies include capital projects, adoption or amendment of regulations, preparation of supplemental plans or studies, implementation of existing studies, and collaboration between entities to achieve a common goal.

The **anticipated level of change** identifies the extent to which a character area is anticipated to change over the life of the plan.

Important characteristics of the transportation system are presented under the **transportation** heading, including connectivity, level of service, access, and pedestrian and bicycle facilities.

The type of **infrastructure** available or planned for each character area refers to public drinking water and public sewer availability for each area.

The type of park and open space that are appropriate for each character area is presented under the **greenspace** heading.

Appropriate residential net density or **appropriate intensity** is recommended for each character area. Net density is described by the number of units per acre. Intensity is described by floor-area-ratio (FAR).

The **applicable zoning districts** lists the districts, both existing and proposed, suitable for realizing the intent of each character area

- *Existing zoning districts* represent districts currently adopted and part of the Gallatin Zoning Ordinance.
- *Proposed zoning districts* represent new recommended zoning districts and/or amendments to existing zoning district requirements.

Primary land uses list the uses that support the desired mix and/or type of land uses in a character area.

PRESERVE CHARACTER CATEGORY

The Preserve Character Area Category includes one Community Character Map category by the same name.

Lock 4 Park

PRESERVE

General Description of Existing Development Patterns

Preserve describes primarily public or privately-owned land intended to remain as open space for preservation and recreation needs and not suitable for development. These land areas can be owned outright by public agencies, or secured through conservation easements. Preserve areas include major parklands, undeveloped natural lands and environmentally sensitive areas such as undeveloped, wetlands, conservation areas, and other environmentally sensitive lands.

Location

Examples of this character area include: Long Hollow Golf Course, City Parks and Corps of Engineers Recreation Areas, and Floodplains and wetlands (citywide).

Intent

The development pattern should seek to:

- Preserve natural resources, habitats, views, and rural/agricultural character
- Protect linear open space
- Prevent degradation to natural resources
- Protect water quality

Development Strategies

- Minimize impervious surfaces
- Promote areas for passive use tourism and recreation destinations
- Dedication of private land for parks (including with subdivision development)
- Long-term maintenance of Preserve areas

Implementation Measures

☞ *Clarify open space requirements*

☞ *Transfer of Development Rights (TDR) for private lands*

☞ *Conservation Subdivision ordinance*

☞ *Develop/update long-range park and recreation master plan*

PRESERVE

Anticipated level of change:

- Low

Transportation

- Greenway trails, paths

Infrastructure

- Not applicable

Appropriate Land Uses

- Undeveloped areas in natural state
- Passive and active recreation
- Agriculture

Appropriate Residential Net Density

- Not applicable

Applicable Zoning Districts

Existing Zoning Districts

- A – Agricultural
- FWD – Floodway Districts
- FFD – Flood Fringe Districts

Proposed Zoning Districts

- No proposed new districts

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NEIGHBORHOOD CHARACTER CATEGORY

Neighborhoods are the building blocks of all communities. Gallatin, like most cities its size, includes a diverse collection of neighborhoods ranging from in-town urban neighborhoods to large-lot suburban. Neighborhoods of the City are currently in a variety of conditions. The condition of each neighborhood impacts the needs defined for this plan.

Gallatin neighborhoods are categorized for Community Character Areas as follows:

- **Rural Community** – Sparsely developed areas surrounding the City where agricultural use and character is common and expansion of urban services is not anticipated
- **Town Neighborhood Established** – Stable neighborhoods developed with narrow, smaller lots generally prior to 1950
- **Town Neighborhood Preservation** – Stable neighborhoods developed with narrow, smaller lots generally prior to 1950 and protected by a historic zoning overlay
- **Town Neighborhood Revitalization** – Neighborhoods developed with narrow, smaller lots generally prior to 1950 with a need for new investment and revitalization
- **Suburban Neighborhood Established** – Stable, suburban neighborhoods developed with wide, larger lots generally after 1950 with a need for new investment and revitalization
- **Suburban Neighborhood Revitalization** – Suburban neighborhoods developed with wide, larger lots generally after 1950 with a need for new investment and revitalization
- **Suburban Neighborhood Emerging** – Developable areas where conventional suburban neighborhood development is appropriate
- **Emerging Walkable Community** – Developable areas where walkable neighborhoods, Traditional Neighborhood Development (TND), is appropriate and a variety of housing types

Woodvale subdivision in south central Gallatin

Fairvue development in West Gallatin

Rural Reserve character along Dobbins Pike

RURAL COMMUNITY

General Description of Existing Development Patterns

Rural Community includes predominantly open, privately-owned land areas where agricultural uses and low-density residential development are common. The land is suited for agricultural, Conservation Subdivision and/or large-lot residential uses. Rural Community areas are intended to remain rural. Housing is scattered across the landscape in a random pattern or within large-lot subdivisions. These areas are generally not in proximity to sewer and wastewater treatment. Within Rural Community areas, development respects the community's rural tradition and maintains its rural, open spaces.

Location

Rural Community character areas are primarily located outside of the City limits around the periphery of the Planning Region and Urban Growth Boundary.

Intent

The development pattern should seek to:

- Protect farmland, open space and environmentally-sensitive areas by maintaining large lot sizes
- Provide opportunities, in designated rural areas, for Conservation Subdivision development (clustering housing and open space preservation) as an alternative to large-lot residential development.
- Preserve rural character, view sheds, and natural features/resources
- Preserve natural drainage ways and utilize natural features for stormwater management
- Establish an agricultural/residential community that benefits from its scenic rural landscape while accommodating limited residential growth

Development Strategies

- Cluster new homes following Conservation Subdivision principles to maximize open space and natural conservation areas
- Define permissible net density for a conservation subdivision (higher, lower or equal to net density of the base zoning district) based on availability of sewer, topography, proximity to arterials, connectivity to adjacent areas, and similar factors.
- Connect new conservation subdivisions to a network of greenways

RURAL COMMUNITY

Anticipated level of change

- Medium

Transportation

- Greenway trails, paths
- High level of service
- Low level of connectivity
- Roads characterized by grassy swales with narrow travel lanes
- Properties accessed by individual easements, private driveways, public roads (unless within Conservation Subdivision)

Infrastructure

- Public water available
- Public sewer not available or planned

Greenspace

- Adjacent Preserve areas
- Large undeveloped private properties

Primary Land Uses

- Agricultural
- Large lot and Conservation Subdivision single family residential
- Passive recreation
- Civic Uses (rural scale)

Appropriate Residential Net Density

- 1 unit per 2+ acres

Applicable Zoning Districts

Existing Zoning Districts

- A – Agricultural
- PRD – Planned Res. Neighborhood with A zoning district

Proposed Zoning Districts

- Conservation Subdivision Overlay zoning districts A, R-40 and R-20

- Carefully design roadway alterations to minimize scenic and environmental impacts
- Limit impacts of new development on the environment, including reducing clearing and grading and minimizing impervious surfaces
- Support existing production-oriented agricultural uses
- Restrict large-scale suburban residential development due to its conflicts with agricultural uses (e.g. smells, dust, etc.)
- Discourage extension of public utilities into Rural Community areas
- Allow unpaved roads and shared driveways for access
- Minimize impervious cover
- Encourage low-intensity uses

Rural character along Red River Road

Conservation subdivison example

Implementation Measures

- ☞ *Coordinate with Sumner County officials to adopt guidelines and legislation necessary to implement the vision of the Rural Community character area*
- ☞ *Adopt a Conservation Subdivision ordinance*
- ☞ *Establish a system Transfer of Development Rights*
- ☞ *Establish a sewer expansion policy*
- ☞ *Coordinate with Sumner County Schools discourage school development in Rural Community areas*

TOWN NEIGHBORHOOD PRESERVATION

General Description of Existing Development Patterns

Town Neighborhood Preservation areas include Gallatin's historic housing stock and traditional pattern of development and consist primarily of well-maintained housing. Town Neighborhood Preservation areas were developed prior to 1950. They have distinct identities through architectural design, building placement, street design (connected street pattern), mature tree cover, small regular lots, shallow yards and less space between buildings. The neighborhoods are made up predominantly of one-family housing. Locally-designated historic districts have been established to protect the historic character of the neighborhoods.

Location

Areas within this character area include the following:

- East Main Street Historic District
- Woodson Terrace Historic District
- Main Street Historic District

Intent

The development pattern should seek to:

- Preserve the historic character of the buildings and neighborhoods
- Promote rehabilitation of existing homes
- Promote sensitive building rehabilitation that is in keeping with existing architectural style, scale and neighborhood context
- Maintain existing tree cover
- Preserve existing dwellings, most of which have historic value and are inside the current boundaries of Historic Districts
- Promote a pedestrian-scale community, with emphasis on walkability
- Maintain character-defining site features (e.g. drives, walls, lighting, landscaping, tree cover)

TOWN NEIGHBORHOOD PRESERVATION

Anticipated level of change:

- Low

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-length blocks
- Roads characterized by grassy swales and generally lack curb and gutter
- Limited sidewalks and pedestrian

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas
- Pedestrian orientation throughout

Greenspace

- Adjacent Preserve areas
- Reliant on common open space
- Neighborhood parks
- Community gardens

Primary Land Uses

- Single family residential
- Small-scale apartments and townhomes

Appropriate Residential Net Density

- 3-5 units per acre

Applicable Zoning Districts

Existing Zoning Districts

- R-8, R-10
- H-1 (Historic District Overlay)

Proposed Zoning Districts

- No proposed new districts

Development Strategies

- Accommodate in-fill development that respects the scale, setback and style of existing adjacent homes
- Locate parking where it will not block building facades or pedestrian paths
- Improve access to nearby corridors and centers with additional pedestrian and bicycle infrastructure

Implementation Measures

☞ *Update design guidelines for Woodson Terrace, East Main and Main Street historic districts (address. building materials, tree canopies, preservation, etc.)*

☞ *Adopt stronger tree protection requirements*

☞ *Institute a sidewalk program to connect greenway trails to neighborhoods*

Aerial view of Woodson Terrace Historic District

Woodson Terrace Historic District

East Main Street Historic District

TOWN NEIGHBORHOOD ESTABLISHED

General Description of Existing Development Patterns

Town Neighborhood Established areas include Gallatin's established housing stock organized with a traditional pattern of development. It consists of relatively well-maintained housing. Town Neighborhood Preservation areas were developed prior to 1950. They have distinct identities through architectural design, building placement, street design (grid street pattern), mature tree cover, small, regular lots and shallow yards with less space between buildings. These neighborhoods consist primarily of detached one-family homes.

Location

Areas within this character area include the following:

- Jones Street/East Park Avenue area west of South Westland Street, south of the railroad and east of South Water Avenue
- Maple Street/Factory Street area east of Town Creek and west of South Water Avenue
- Hillcrest Drive/North Wilmont Avenue area
- North Trigg Avenue area

Intent

- Protect and stabilize existing dwellings, many of which have historic value
- Recognize neighborhoods that could potentially become preservation or conservation areas if interest exists among property owners
- Provide a walkable, safe and attractive environment for residents
- Support appropriate infill development
- Maintain neighborhood character

ESTABLISHEDTOWN NEIGHBORHOOD

Anticipated level of change:

- Low

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-length blocks
- Roads characterized by grassy swales and generally lack curb and gutter
- Limited sidewalks and pedestrian

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas
- Pedestrian orientation throughout

Greenspace

- Adjacent Preserve areas
- Reliant on common open space areas
- Neighborhood park
- Community gardens

Primary Land Uses

- Single family residential
- Small-scale apartments and townhomes

Appropriate Residential Net Density

- 5-8 units per acre

Applicable Zoning Districts

Existing Zoning Districts

- R-6, R-8, R-10

Proposed Zoning Districts

- No proposed new districts

Development Strategies

- Accommodate a variety of housing types
- Accommodate infill development that respects the scale, setback and style of existing adjacent homes
- Promote rehabilitation of existing homes
- Locate duplexes, townhomes and multi-family units at key intersections and where full services, public facilities and routes of potential public transportation are available
- Preserve existing tree cover
- Improve pedestrian connectivity
- Guide infill development with sub-area or neighborhood specific plans that identify specific locations appropriate for attached one-family and apartment developments

Park Drive area of Gallatin

Implementation Measures

- ☞ *Add tree protection requirements*
- ☞ *Institute sidewalk program to connect greenway trials to neighborhoods*
- ☞ *Prepare Sub-Area//Neighborhood Plans*
- ☞ *Promote use of available federal housing rehabilitation funds and historic preservation tax credits for income producing properties*
- ☞ *Consider H-1 Zoning overlay and/or conservation district for Town Neighborhood Established character area*

Illustration of appropriate infill for Town Neighborhood Established

TOWN NEIGHBORHOOD REVITALIZATION

General Description of Existing Development Patterns

Town Neighborhood Revitalization areas are typically defined by an aging housing stock with sizeable concentrations of deteriorating or dilapidated housing. These neighborhoods have many scattered vacant lots due to the demolition of condemned structures. Due to the decline experienced, these residential neighborhoods face pressure for encroachment of commercial uses or the wholesale redevelopment of properties for multi-family uses.

Town Neighborhood Revitalization areas were developed prior to 1950. They have distinct identities characterized by architectural design, building placement, street design (grid street pattern), mature tree cover, small, regular lots and shallow yards with less space between buildings. Some mixed-use elements such as small neighborhood businesses are scattered throughout the neighborhoods, though many of these commercial buildings are vacant.

The residential neighborhoods adjacent to Downtown are the oldest, most historically important residential areas of the community. They are a significant asset in defining the character of Gallatin and yet they are the most vulnerable.

Location

Areas within this character area include the following:

- Northside/Clearview neighborhoods
- Smith Street/Bledsoe Street/Winchester Street areas south of Downtown and located (including portions of the streets on the east and west of South Water Avenue) and Morrison Street
- North Boyers Street/College Street area east of Downtown

Intent

- Protect and stabilize existing dwellings, many of which have historic value
- Highlight neighborhoods that could potentially become preservation or conservation areas if interest exists among property owners
- Provide a walkable, safe and attractive environment for residents
- Support appropriate infill development
- Maintain neighborhood character

TOWN NEIGHBORHOOD REVITALIZATION

Anticipated level of change:

- Medium

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-length blocks
- Roads characterized by mixture of grassy swales and curb and gutter
- Limited sidewalks and pedestrian

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas
- Pedestrian orientation throughout

Greenspace

- Adjacent Preserve areas
- Neighborhood parks
- Community gardens

Primary Land Uses

- Single family residential
- Small-scale apartments and townhomes

Appropriate Residential Net Density

- 5-8 units per acre

Applicable Zoning Districts

Existing Zoning Districts

- R-6, R-8, R-10

Proposed Zoning Districts

- No proposed new districts

Development Strategies

- Preserve existing tree cover
- Promote rehabilitation of existing homes
- Accommodate a variety of housing types
- Accommodate infill development that respects the scale, setback and style of existing adjacent homes
- Locate duplexes, townhomes and multi-family units at key intersections and where full services, public facilities and routes of potential public transportation are available
- Improve pedestrian connectivity
- Guide infill development, including locations of attached one-family uses and apartments, with a redevelopment or neighborhood specific plan
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences

Revitilization area located on Blakemore Avenue near Church Street

Implementation Strategies

- ☞ *Urban Revitalization Plans/Neighborhood Strategy Area Plans*
- ☞ *Institute sidewalk program to connect greenway trails to neighborhoods*
- ☞ *Add tree protection requirements*
- ☞ *Establish home revitalization programs to offer assistance (e.g. Community Development Corporations, etc.)*

Revitilization area southeast of Downtown

SUBURBAN NEIGHBORHOOD ESTABLISHED

General Description of Existing Development Patterns

The Suburban Neighborhood character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Neighborhoods are characterized by low pedestrian orientation, medium-to-larger lot sizes, high to moderate degree of building separation, and are predominantly residential with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. Neighborhoods included in this character area are generally stable. Improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as a transportation option.

Location

Areas within this character area include the following:

- South Gallatin neighborhoods of Halewood and Woodvale
- West Gallatin neighborhoods in the Lock 4 Road/Peninsula Drive area
- Newly-developed portions of the West Gallatin neighborhoods in the Fairvue/Baypoint (Browns Lane) area
- Newly-developed and established portions of the Douglass Bend area
- East Gallatin neighborhoods in the Grandview subdivision and surrounding area

Intent

The development pattern should seek to:

- Maintain residential uses
- Preserve existing tree cover
- Provide safe facilities for pedestrians, school buses, and bicyclists using the road right-of-way
- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing opportunities, which can be integrated into neighborhoods that benefit from close proximity to goods and services
- Maintain predominant development pattern of detached one-family homes

SUBURBAN NEIGHBORHOOD ESTABLISHED

Anticipated level of change:

- Low

Transportation

- Low level of service
- Medium level of connectivity
- Properties accessed by public roads
- Regular-shaped, long blocks
- Older subdivision roads characterized by grassy swales and newer with curb, gutter and sidewalk
- Sidewalks and pedestrian infrastructure limited to newer subdivisions

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood parks
- Community gardens

Primary Land Uses

- Single-family residential
- Small and large-scale apartments and townhomes

Appropriate Residential Net Density

- 2-5 units per acre

Applicable Zoning Districts

Existing Zoning Districts

- R-10, R-15, R-20, R-40, MRO

Proposed Zoning Districts

- No proposed new districts

Development Strategies

- Focus on reinforcing stability of more mature Suburban Neighborhood Established areas by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Enhance the pedestrian-friendly environment by adding sidewalks and creating other pedestrian-friendly multi-use trail/bike routes linking neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, etc.
- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow
- Protect older subdivisions that lack detailed design-related covenants and restrictions

Typical suburban street in Halewood subdivision

Typical suburban street in Woodvale subdivision

Implementation Measures

☞ *Develop residential infill guidelines applicable in Suburban Neighborhood Established areas in order to ensure that the scale and character of new development on vacant lots is compatible with existing development*

SUBURBAN NEIGHBORHOOD REVITALIZATION

General Description of Existing Development Patterns

The Suburban Neighborhood Revitalization character area describes areas where typical types of suburban residential subdivision development have occurred in the post World War II era. Neighborhoods are characterized by limited pedestrian facilities, medium-to-larger lot sizes, high to moderate degree of building separation, and predominantly residential use with scattered civic buildings and varied street patterns (often curvilinear) that include cul-de-sacs. These areas are primarily defined, however, by a deteriorating housing stock and they face increasing pressure from encroaching commercial uses or the wholesale redevelopment of properties for multi-family uses. Improved pedestrian and bicycle networks, especially near school and other civic uses would provide safer routes and encourage walking and bicycling as transportation options.

Location

Areas within this character area include the following:

- Hollywood Hills area in unincorporated Sumner County north of Gallatin along Dobbins Pike
- Neighborhoods located south of Red River Road, north of the railroad and east of East Camp Creek

Intent

- Accommodate in-fill development that compliments the scale, setback and style of existing adjacent homes
- Accommodate senior housing developments, which can be integrated into neighborhoods that have from close proximity to goods and services
- Maintain one-family uses
- Preserve existing tree cover
- Provide safe facilities for pedestrians, children riding school buses, and bicyclists using the road right-of-way

SUBURBAN NEIGHBORHOOD REVITALIZATION

Anticipated level of change:

- Medium

Transportation

- Medium level of service
- Medium level of connectivity
- Properties accessed by public roads
- Regular-shaped, long blocks
- Older subdivision roads characterized by grassy swales
- No Sidewalks and pedestrian infrastructure

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood parks
- Community gardens

Primary Land Uses

- Single family residential
- Small and large-scale apartments and townhomes

Appropriate Residential Net Density

- 1-3 units per acre

Applicable Zoning Districts

Existing Zoning Districts

- R-15, R-20, R-40, MRO

Proposed Zoning Districts

- No proposed new districts

Development Strategies

- Focus on reinforcing stability by encouraging more home ownership and maintenance or upgrade of existing properties
- Locate schools, community centers, or well-designed small commercial activity centers at suitable locations within walking distance of residences
- Enhance the pedestrian-friendly environment by adding sidewalks and multi-use trail/bike routes to link neighboring communities and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools
- Add traffic calming improvements, sidewalks and increased street interconnections to improve walkability within existing neighborhoods
- Limit driveway spacing along the highway frontage and align driveways where needed to improve traffic flow
- Guide infill development or redevelopment, including locations of attached one-family uses and apartments, with a sub-area or neighborhood specific plan

Implementation Measures

☞ *Develop residential infill guidelines applicable in Suburban Neighborhood Revitalization areas in order to ensure that the scale and character of new development on vacant lots is compatible with the existing development*

☞ *Prepare specific Neighborhood Area Strategy Plans*

☞ *Add tree protection requirements*

SUBURBAN NEIGHBORHOOD EMERGING

General Description of Existing Development Patterns

Suburban Neighborhood Emerging areas are where pressure for conventional suburban residential subdivision development and associated commercial development along arterials and major roads is greatest. These areas are expected to accommodate a vast majority of the City's projected residential growth.

Location

Areas within this character area include the following:

- Undeveloped and rapidly-developing areas of West Gallatin north of Long Hollow Pike including Cottonwood/Upper Station Camp area, Twin Eagles
- Developing areas of East Gallatin along Hartsville Pike, Broadway
- Undeveloped areas of Southeast Gallatin near Drivers Lane and Coles Ferry Road
- West Gallatin undeveloped and developing portions of the Douglass Bend area

Intent

The development pattern should seek to:

- Provide for development of conventional suburban low-to-medium residential densities with scattered civic buildings, and varied street patterns (curvilinear), but limited the use of cul-de-sacs.
- Allow for master-planned development that blends residential development with schools, parks and recreation, linked in a compact pattern that encourages walking and minimizes the need for short auto trips
- Provide street design that fosters traffic calming such as narrower residential streets, on-street parking and street trees
- Provide connected systems of streets within new subdivisions and connect to existing subdivisions
- Provide adequate open space with active and passive recreation opportunities for area residents
- Maintain the natural tree canopy as much as possible
- Provide safe facilities for pedestrians, schools buses, and bicyclists using the road right-of-way including sidewalks and street trees

EMERGING SUBURBAN

Anticipated level of change:

- High

Transportation

- Low level of service
- Medium level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-to-long blocks
- Roads characterized by curb, gutter with sidewalk

Infrastructure

- Public water and sewer available (or planned)
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood parks
- Community gardens

Primary Land Uses

- Single family residential
- Small and large-scale apartments and townhomes
- Public/Institutional

Appropriate Residential Net Density

- 1-3 units per acre

Applicable Zoning Districts

Existing Zoning Districts

- R-15, R-20, R-40, MRO

Proposed Zoning Districts

- No proposed new districts

- Allow for connection to a network of greenways/trails wherever possible
- Accommodate a variety of housing choices

Development Strategies

- Connect new development to Suburban Neighborhood areas were possible in order to provide residents and visitors with more choices for moving through the neighborhoods
- Require multiple stub out streets to allow for future connectivity when adjacent properties develop, and post signage to state the future intention of the City to connect

Implementation Measures

☞ *Update street connectivity requirements/exception criteria*

☞ *Add tree protection requirements*

Suburban Neighborhood Emerging areas will include pedestrian friendly one-family uses

Attached housing provides housing choice and is encouraged in Suburban Neighborhood Emerging areas

EMERGING WALKABLE COMMUNITY

General Description of Existing Development Patterns

Areas designated as Emerging Walkable Communities were predominantly undeveloped areas (at the time this plan was adopted) where pressure for conventional suburban residential subdivision development and associated commercial development along arterials and major roads was greatest. It is expected that these areas will accommodate a significant amount of the City's projected residential growth. Due to their location near SR-386, US-31E/Nashville Pike, along a proposed mass transit line connecting to Downtown Nashville and the availability of public drinking water and wastewater treatment, these areas were designated for this category to offer a development pattern (described in detail in the following pages) with the intensity and design to provide for efficient use of city infrastructure, creation of sustainable neighborhoods and support future transit investment.

Location

Areas within this character area include the following:

- West Gallatin, including undeveloped and rapidly developing portions of Big Station Camp Boulevard, St. Blaise/Kennesaw Farms
- South of Nichols Lane and north of Peach Valley Road, east of Lock 4 Road and west of SR-109
- South of Halewood and north of SR-109 Bypass

Intent

As Emerging Walkable Communities build out over the next 25 years, they should reflect a mix of commercial, mixed use, and multifamily or other residential housing type as described in the following pages. In essence, these areas should develop based on traditional small town and city neighborhood development principles that accommodate compact, mixed use neighborhoods where residential, commercial and civic buildings are within close proximity to each other.

The development pattern should seek to:

- Provide for master-planned, traditional neighborhood development (TND) that blends residential development with schools, parks, recreation, retail businesses and services that are linked in a compact pattern that encourages walking and minimizes the need for auto trips within the development
- Accommodate a variety of housing choices within the development that can include one-family detached, one-family attached, townhomes, loft apartments and small-scale apartment buildings

EMERGING WALKABLE COMMUNITY

Anticipated level of change:

- High

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public roads
- Roads characterized by curb, gutter with sidewalk and high level of pedestrian orientation

Infrastructure

- Civic spaces such as greenways, parks, common areas

Greenspace

- Minimum of 20% of the overall development area reserved for open space
- See Neighborhood Zone Element chart for additional Greenspace description by zone

Primary Land Uses

- See Neighborhood Zone Element chart

Building and Lot Types

- See Neighborhood Zone Element chart

Appropriate Residential Net Density

- See Neighborhood Zone Element chart

Applicable Zoning Districts

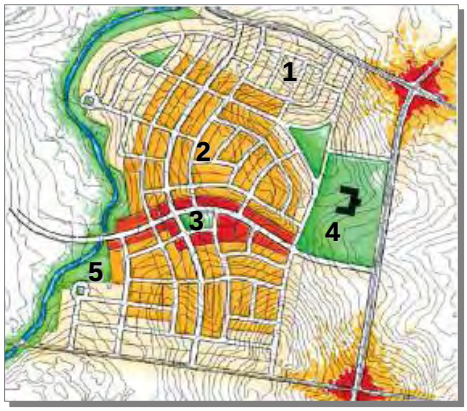
Existing Zoning Districts

- PNC, PRD, MRO, MU

Proposed Zoning Districts

- TND (new)

- Create communities though site selection, design and construction elements that bring buildings together into a compact, pedestrian-friendly, mixed use neighborhood with the following characteristics:
  - Identifiable center and edge
  - Walkable size and scale
  - Compatible mix of land uses and housing types with opportunities for shopping and employment close to home
  - Integrated network of pedestrian-friendly streets
  - Special sites reserved for civic uses, such as libraries, theaters, schools, religious buildings, and greenspace, such as parks and playgrounds that provide open spaces, and are integrated into the fabric of each neighborhood



Emerging Walkable Community areas should include following development zones: (1) Edge (2) General (3) Core and additionally include (4) Civic functions and (5) Linear park along natural areas (e.g. creek, stream)

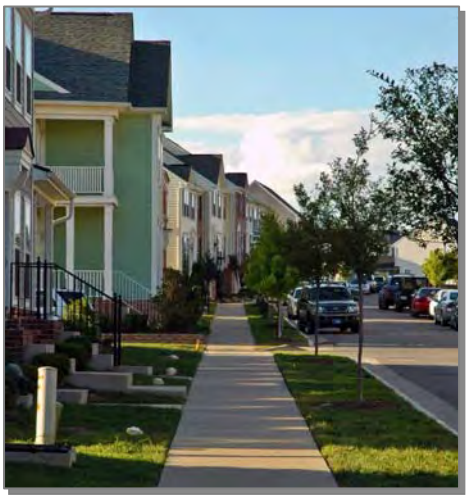
Development Strategies

This style of development requires a different set of physical standards, including maximum setbacks or "build-to" lines, allowance for alleys or shared driveways, and rear-facing or detached garages.

- TND is only appropriate when implemented with a Master Plan for the entire development. Master Plans for TND's are required to include a Regulating Plan, Illustrative Plan and Community Standards (see sidebar on the following page for details).
- The Regulating Plan includes the configuration of Neighborhood Zones that organize the neighborhood. The three zones are as follows:
  - **Edge** – Low density suburban residential areas. Landscaping is naturalistic with relatively deep setbacks. Blocks may be large and the roads irregular to accommodate natural conditions.
  - **General** – Consists of mixed-uses, but primarily residential at a medium density. It includes a wide range of building types including attached and detached one family, side yard and row house. Setbacks and landscaping are variable. Streets are typically defined by medium-sized blocks.
  - **Core** – Consists of higher density vertically mixed-use building types that accommodate retail, offices, row houses, apartments, and condominiums (e.g. ground-floor commercial and office with upper-floor residential). Core areas typically include a tight network of streets with wide sidewalks, regular street tree planting and buildings set close to the right of way that accommodate outdoor cafes and formal landscaping.

Harbor Town, developed in the early 1990s, is a Traditional Neighborhood Development in Memphis

- Neighborhood Zones with each new development should be allocated as follows (show as gross acres):
  - Developments of 80 acres or more should include all three zones organized with the following breakdown:
    - Edge – 10% to 30%
    - General – 30% to 60%
    - Core – 10% to 30%
  - Developments of 40-80 acres should include the Neighborhood General zone and one additional zone
  - Developments of 20-40 acres may include only one zone
- Neighborhood Zones are described in the Neighborhood Zone Elements table and are provided as a sample of recommended standards to include within a TND ordinance. In the absence of a TND ordinance, these elements should be included within a master plan that accompanies the other zoning districts that implement this character area.
- New development should include roadway and pedestrian connections to adjacent neighborhoods to provide residents more transportation options. Require multiple stub-out streets/sidewalks to allow for future connectivity when adjacent properties develop and post signs that clearly state the future intention of the City to connect.
- A connected system of "complete streets" should be provided, designed to foster traffic calming with narrower residential streets, on street parking and street trees in addition to a system of sidewalks, trails and designated bike lanes.
- Dwellings should relate to and address the street with the main entrance of buildings oriented to the street and the progression of public to private characteristics of traditional neighborhoods (street to sidewalk to front yard to front porch) should be preserved.
- Garages should be located in the rear of the dwelling with access via alley, or recessed on the front of the dwelling.
- Maintain the natural tree canopy as much as possible.
- Allow for connection to a network of greenways/trails, wherever possible.
- Conventional suburban design, non-TNDs, can occur in this area, but only at densities allowed under the Suburban Neighborhood Emerging character area. The density incentives in this character area are only available for TND communities.
- In the event the TND project contains phases of development and construction (estimated time of five years), all phases should be indicated and approved as part of the Master Plan.



Wide sidewalks and on-street parking, like this example from Lenox Village in Nashville, are important characteristics in TNDs that create a pedestrian-friendly environment

TND MASTER PLAN REQUIREMENTS

Regulating Plan

- Configuration of Neighborhood Zones
- Street Network
- Civic building sites and civic spaces
- Frontage characteristics of commercial Streets
- Bike and pedestrian network

Illustrative Plan (building scale plan)

- Building Disposition (lots and building footprint)
- Configuration (frontages and building heights)
- Building function and density
- Parking standards

Community Standards

- Covenants for Community Governance
- Architectural Standards
- Environmental Standards
- Landscape Standards
- Signage
- Ambient (lighting and sound)
- Visibility

EMERGING WALKABLE COMMUNITY – NEIGHBORHOOD ZONE ELEMENTS

Block Size

Category	Edge	General	Core
Max. block perimeter (ft.)	3,000	2,400	2,000

Greenspace

Type	Edge	General	Core
Park	✓	✓	✓
Green	✓	✓	
Square		✓	✓
Plaza			✓
Playground	✓	✓	

Appropriate Residential Density

Category	Edge	General	Core
Units Per Gross Acre[1]	≤3 u/ac	3-5 u/ac	5-8 u/ac
Min. area reserved for non-residential	10-20%	20-30%	30-50%

[1] *For each 1% of open space exceeding the required 15%, the number of units in the project may be increased by 1.0%.*

Building and Lot Types

Category	Edge	General	Core
Apartment Building		✓	✓
Attached House		✓	✓
Detached House	✓	✓	
Storefront/Mixed Use *(up to 6,000 SF of first floor area)*			✓
Workplace *(up to 6,000 SF of first floor area)*			✓

Primary Land Uses

Land Use	Edge	General	Core
One-family Residential	✓	✓	✓
Two-family Residential		✓	✓
Multi-family Residential		✓	✓
Office			✓
Retail			✓
Civic	✓	✓	✓

Sidewalks

Type of Sidewalk	Edge	General	Core
5-foot wide	✓[2]	✓[3]	
8 to 20-foot wide			✓[3]

[2] *Located at a minimum on one side of the street*

[3] *Located at a minimum on both sides of the street*

Edge

General

Core

Implementation Measures

☞ *Traditional Neighborhood Development (TND) Ordinance*

- Example ordinances to consider:
  - Cherokee County, Georgia (based on the SmartCode™)
  - State of Georgia Department of Community Affairs TND Model Ordinance and Design Standards

☞ *Update Mixed Use districts to clarify general levels of allowable horizontal mixed use*

☞ *Adopt tree protection requirements*

☞ *Update street connectivity requirements and exception criteria*

CORRIDOR CHARACTER CATEGORY

Corridors form the boundaries between neighborhoods and districts in the City, both connecting and defining them. Six Corridor Character Category character areas are described in the following pages as follows:

- **Rural Corridor** – Scenic, relatively undeveloped, rural high-capacity corridors where character preservation is recommended
- **Gateway Corridor** – Major entryways into the City where quality development is encouraged
- **Neighborhood Transition Corridor** – Important connector corridors where revitalization and neighborhood conservation is recommended
- **East Main Street Corridor** – Important corridor that connects Downtown to the Medical District where revitalization is recommended that would create a mixed-use, pedestrian friendly corridor
- **Commercial Corridor Revitalization** – Commercial corridors where revitalization is recommended that includes a mix of uses
- **Commercial Corridor Established and Emerging** – Stable commercial corridors where development is encouraged.
- **Nashville Pike Office Corridor** – Emerging office corridor defined by former suburban residential structures that have converted to office uses that has preserved the residential character while accommodating new business.

Rural Corridor along Hartsville Pike

Residential structure converted to a medical office use located in the Nashville Pike Office Corridor character area

RURAL CORRIDOR

General Description of Existing Development Patterns

Rural Corridor is an **overlay character area** represented by sparsely developed or undeveloped land on both sides of designated high-capacity arterials. These areas have similar character as Rural Community, but are provided with a separate overlay since they typically have greater pressure for development due to accessibility along the corridor. These corridors consist of rural or undeveloped land with rural or undeveloped land with significant natural, historic or cultural features and scenic or pastoral views. Some Rural Corridors also include small nodes of commercial development to serve rural populations.

Location

Rural Corridors are located for the most part in unincorporated areas of Gallatin's Urban Growth Boundary Area including:

- SR-174/Dobbins Pike corridor north of Gibbs Lane
- SR-25/Red River Road corridor west of Bradford Drive

Intent

The development pattern should seek to:

- Recognize the scenic quality of the roadway and provide a conceptual guide for organizing future change that preserves the elements that create the corridor's scenic quality
- Prevent unattractive sprawl development and visual clutter
- Preserve tree lines and groves adjacent to the corridor
- Preserve deep setbacks
- Encourage compatible architectural styles that maintain the regional rural character
- Allow for connection to a regional network of greenspace and trails
- Limit signs and billboards

RURAL CORRIDOR

Anticipated level of change:

- Low

Transportation

- High level of service
- Low level of connectivity
- Properties accessed by individual easements, private driveways, public roads
- Shared driveways/access management
- Roads characterized by grassy swales

Infrastructure

- Public water available
- Public sewer not available or planned

Greenspace

- Adjacent Preserve areas
- Provided typically via large-scale private properties

Primary Land Uses

- Agriculture
- Passive and active recreation
- Large-lot and Conservation Subdivision single family residential
- Civic Uses (rural scale)

Appropriate Residential Net Density

- 1 unit per 2 acres

Applicable Zoning Districts

Existing Zoning Districts

- A - Agricultural

Proposed Zoning Districts

- Rural Corridor Overlay (new)

Development Strategies

- Institute driveway controls and access management standards to facilitate traffic flow
- Limit extension of public utilities (e.g. sewer) in these areas
- Concentrate development to preserve scenic views and open pastures
- Incorporate extensive landscaping and buffers to reduce the visual impact of commercial nodes
- Guide building and site design to retain the rural character and function of the rural corridor
- Ensure lot frontage, building setback, and lot size requirements are sufficient for protecting the scenic, open quality of the area

Deep lots define the rural corridor along Hartsville Pike eest of Gallatin.

Implementation Measures

☞ *Rural Corridor Overlay zoning district*

☞ *Evaluate need to amend A-Agricultural District*

☞ *Coordinate with Sumner County officials to adopt guidelines and legislation necessary to implement the vision for Rural Corridors*

GATEWAY CORRIDOR

General Description of Existing Development Patterns

Gateway Corridor is an **overlay character area** representing developed or undeveloped land paralleling the route of a major thoroughfare that serves as an important entrance or means of access to the community. In addition to meeting area residents' shopping needs, the corridor acts as a gateway to the City. Community recognizes that these corridors should provide a more pleasant appearance to those entering the City than currently presented.

Gateway Corridors are developed as a continuous system along a highway, street, or greenway. The appearance of these visual corridors is an important first impression of the Gallatin's character. The major gateways into Gallatin along main travel corridors can convey the City's identity by utilizing characteristic design elements that reflect Gallatin's character. Defining elements of Gateway Corridors may include landscaping, unique signage, banners, lighting and other streetscape elements in addition to landmark elements. This gateway is often developed to signify a high-profile corridor or district.

Through proper design, the entrances or gateway treatments should provide a strong sense of identity and arrival to the City.

Locations

Several main entrance corridors warrant consideration. These include:

- SR-109 Bypass and portions of the corridor north of the intersection with North Water Avenue in North Gallatin and south of the intersection with Airport Road in South Gallatin.
- North Water Avenue from SR-109 to Hatten Track Road
- US-31E/Nashville Pike from the west city limits to Station Camp Creek
- US-31E/East Broadway East Jackson Street
- SR-25/Hartsville Pike from Cairo Road to the east city limits
- SR-25/Red River Road from Bradford Drive to East Camp Creek
- SR-174/Long Hollow Pike from Station Camp Creek to SR-109 Bypass
- SR-386/Vietnam Veterans Boulevard
- Airport Road (US-31E to Bypass)
- GreenLea Boulevard from SR-386 interchange to US-31E/Nashville Pike

GATEWAY CORRIDOR

Anticipated level of change:

- Low

Transportation

- High level of service
- High level of connectivity
- Properties accessed by individual easements, private driveways, public roads
- Shared driveways/access management
- Roads characterized by combination of grassy swales and curb-and-gutter cross sections

Infrastructure

- Public water available
- Public sewer available or planned

Greenspace

- Adjacent Preserve areas
- Provided typically via large-scale private properties

Primary Land Uses

- Not applicable

Appropriate Intensity

- 0.75 FAR

Applicable Zoning Districts

Existing Zoning Districts

- Not applicable

Proposed Zoning Districts

- Gateway Corridor Overlay (new)

Intent

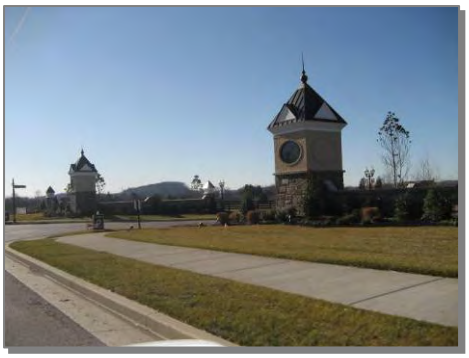
- Provide for interesting, attractive entrances into the City that set Gallatin apart and provide a quality sense of place

Development Strategies

- Incorporate streetscape enhancements such as landscaping and decorative streetlights to improve the overall appearance of the corridors
- Focus on appearance with appropriate signage, landscaping and other beautification measures
- Manage access to keep traffic flowing using wayfinding signage to clustered developments
- Retrofit or mask existing strip development or other unsightly features as necessary

Implementation Strategies

☞ *Gateway Corridor Overlay District*



Kennesaw Farms development located on Nashville Pike in west Gallatin

Entrance to the Hunt Club office development on Nashville Pike provides a good example of quality development along the Gateway Corridor

NEIGHBORHOOD TRANSITION CORRIDOR

General Description of Existing Development Patterns

Neighborhood Transition Corridor is an **overlay character area** represented corridors originally developed in Gallatin lined with one-family residences on both sides of the street and commercial uses located at the major intersections. Often impacted by increased traffic volume and associated impacts (e.g., noise, increased trash, street widening, etc.), many of these corridors became attractive locations for commercial uses. As a result, most may no longer be suitable for one-family residential use. In addition, zoning changes have occurred with piecemeal requests resulting in front-yard conversions to parking lots, sometimes unsightly home-to-business building additions and conversions, and signage out of proportion to the structures. Vacant buildings and lots have also become problematic as businesses have failed, and in some cases, buildings have fallen into disrepair.

Without a coordinated plan to guide the development or redevelopment of property with a long-range vision and consistent standards, problems associated with these transitional corridors will continue to occur.

Location

Neighborhood Transition Corridor areas are located in the following locations:

- SR-25/Red River Road east of East Camp Creek
- SR-174/Long Hollow Pike from the intersection with SR-25/Red River Road to SR-109 Bypass
- Blythe Avenue from East Westland Street to Hatten Track Road
- North Water Avenue from Hatten Track Road to East Broadway
- Albert Gallatin Avenue/Hatten Track Road

Intent

- Provide opportunities for more intense residential or limited non-residential uses that would act as the transition from the roadway to the adjacent residential neighborhoods
- Provide for development intensities that make redevelopment of quality development feasible along corridors where the original character has changed become less appropriate to a variety of factors described above

NEIGHBORHOOD TRANSITION CORRIDOR

Anticipated level of change:

- Medium

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, short-to-medium blocks
- Roads characterized by curb, gutter with sidewalk and high level of pedestrian orientation

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Community gardens

Primary Land Uses

- Small and large-scale apartments and townhomes
- Vertical Mixed Use
- Neighborhood Commercial
- Public/Institutional
- Office

Appropriate Intensity

- 0.5 FAR

Applicable Zoning Districts

Existing Zoning Districts

- PNC – Planned Neighborhood Comm.
- PRD, OR, MUL

Proposed Zoning Districts

- CS, CG, or CN with Transition Corridor Overlay (new)

Development Strategies

- New building design should reflect any unique qualities and the dominant character of the surrounding area
- New commercial development should be compatible with adjacent uses and surrounding residential areas and not invite high traffic volumes or late-night entertainment activities to neighborhoods unaccustomed to these activities.
- Sign height, size, placement, type and materials should be compatible with the character of the area
- Surface parking areas should employ extensive landscaping and buffering and refrain from front-yard locations, instead locating in side and rear yards
- Home conversations to business should include only remodeling that preserves and remains compatible with the dominant character of the area
- Development should be compatible with Urban Revitalization Plans/Neighborhood Strategy Area Plans

Implementation Measures

☞ *Transition Corridor Overlay District*

☞ *Commercial - Neighborhood (CN) District*

Blythe Avenue in the Clearview neighborhood of Gallatin

Albert Gallatin Avenue in northeast Gallatin

EAST MAIN STREET CORRIDOR

General Description of Existing Development Patterns

The East Main Street Corridor includes properties fronting East Main Street between Downtown and the Medical Center. Historically, this corridor was predominantly residential and lined with street trees that created a canopy over the street. Over time, this corridor has transformed into an extension of the Downtown with uses ranging from retail, office, commercial and residential. Much of the corridor's historic character has been compromised due to automobile-oriented designs that have occurred in accordance with the area's existing zoning classification.

East Main Street is generally less urban and less pedestrian-friendly compared to Downtown. It includes a mix of single and multi-story buildings without (for the most part) on-street parking and commercial businesses.

A new development or redevelopment in this historic area should respect established development patterns and building styles and provide new opportunities for a mix of uses to create vitality.

Location

Areas within this character area include the following:

- All parcels fronting East Main Street between Boyers Avenue and North Westland Avenue

Intent

The development pattern should seek to:

- Enhance the area's historic character and reestablish an urban form along the corridor that creates a pedestrian-friendly, attractive link between Downtown and the Medical Center
- Provide attractive and safe pedestrian connections throughout the area
- Accommodate redevelopment and infill opportunities that respect and reestablish traditional development patterns and architectural styles
- Encourage vertical mixed-use development, including in-town living opportunities
- Encourage appropriately scaled features, including less automobile-oriented signage
- Protect adjacent historic district neighborhoods by depicting clear physical boundaries and transitions between the edge of the character area and the historic districts in addition to providing architecturally compatible development

EAST MAIN STREET CORRIDOR

Anticipated level of change:

- Medium

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public urban street and alleys
- Signalized major intersections with pedestrian crosswalks
- Regular-shaped, short urban blocks
- Roads characterized by curb, gutter with wide sidewalks containing a high level of pedestrian orientation

Infrastructure

- Full urban facilities and services
- Civic spaces, greenways, parks

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks

Primary Land Uses

- Single-family attached and detached, townhomes, upper-floor residential, apartment/condo buildings Live/Work Units and Senior housing
- Apartments and townhomes
- Vertical Mixed-Use
- Commercial/Office/Retail
- Hospitality
- Public/Institutional

Appropriate Intensity

- 1.0 FAR

Applicable Zoning Districts

Existing Zoning Districts

- CC, CS, CG and H-1 (Overlay District)

Proposed Zoning Districts

- Design Overlay District recommended

Development Strategies

- Retain and enhance existing historic building stock and features with appropriate maintenance and rehabilitation
- Redevelop underutilized historically insignificant properties (that do not qualify for National Register designation) with mixed use development
- Establish traditional pedestrian-scaled development patterns (including building placement, lighting, site features, signage, sidewalk use and amenities, traffic patterns, etc.)
- Ensure infill development and changes to existing buildings are appropriate for the area in terms of building style, scale, placement, height, materials and use, as well as signage

Implementation Measures

☞ *Create a streetscape master plan for East Main Street that includes wide sidewalks*

☞ *Create a form-based zoning district or design overlay district that requires installation of specific streetscape elements in addition to design guidelines that ensure development is appropriate for the area*

☞ *Expand the Historic Overlay District for the Main Street Historic District as well as prepare an update of the design guidelines*

Existing historic building on East Main Street currently being used as an office building

COMMERCIAL CORRIDOR REVITALIZATION

General Description of Existing Development Patterns

These commercial corridors commonly include strip center development with some larger-scale commercial developments. Characterized by roadside signage, numerous curb cuts and driveways that slow traffic flow, large parking areas void of landscaping, and few, if any, sidewalks. Buildings are typically single-story, single-use and are generally separated from the street and sidewalk, where sidewalks exist, by parking lots without shade trees. Generally there is a high degree of traffic congestion.

The corridors include underused or older commercial strip centers or stand-alone commercial uses provide opportunities to introduce a mix of uses that are easily and safely accessible for pedestrians and autos alike. Mixed use development can incorporate retail, office and residential uses in a single building, accommodate housing options and a mix of local retail and service uses, and maintain the functionality of the corridor by limiting the need to re-enter the roadway to make more than one trip.

Location

Areas within this character area include the following:

- South Water Avenue from the SR-109 Bypass to Downtown near Winchester Street.

Intent

The development pattern for Commercial Corridor Revitalization areas should seek to:

- Provide for revitalization and redevelopment opportunities that result in a distinct sense of place
- Improve the appearance, safety, multi-modal accessibility and services offered along the corridor
- Provide a more pedestrian-friendly environment with sidewalks, landscaping buffers, buildings placed closer to the street and parking to the rear of the building
- Discourage continuous ribbons of automobile-oriented commercial development along major corridors
- Provide opportunities for mixed-use development
- Reflect quality materials and design (related to the building, the site, and signage)

COMMERCIAL CORRIDOR REVITALIZATION

Anticipated level of change:

- Medium

Transportation

- Medium level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, short-to-medium blocks
- Roads characterized by curb, gutter with sidewalk and high level of pedestrian orientation

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Community gardens

Primary Land Uses

- Small and large-scale apartments and townhomes
- Office
- Vertical Mixed-Use
- Commercial/Retail

Appropriate Intensity

- 0.75 FAR

Applicable Zoning Districts

Existing Zoning Districts

- PGC, PNC, MRO, MPO

Proposed Zoning Districts

- CS or CG with Commercial Corridor Revitalization Overlay (new)

Development Strategies

- Consolidate driveways and encourage interparcel access
- Limit signs and billboards
- Cluster high-density development at nodes along the corridor, such as intersections with major streets and new secondary roads. Areas between these development nodes along the corridor provide opportunities for development of higher intensity residential uses that would create more housing choices for the City that are in proximity to commercial areas and major transportation arteries
- Incorporate streetscape enhancements such as landscaping and decorative streetlights to improve the overall appearance of these corridors
- Define clear physical boundaries and transitions between the corridor and adjacent one-family residential
- Provide sidewalk connections to adjacent residential areas
- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Coordinate land use planning with bike, pedestrian and transit opportunities

Implementation Strategies

☞ *Master Plan for South Water Avenue*

☞ *Commercial Corridor Revitalization Overlay District*

South Water Avenue representes the Commercial Corridor Revitalization character area in south Gallatin

Corridor Commercial Revitalization areas should over time redevelop as mixed-use, pedestrian-friendly communities

Commercial Corridor Revitalization areas should strive to create the connected, mixed-use corridor shown in the left example and avoid recreating the existing condition shown in the right graphic.

COMMERCIAL CORRIDOR

General Description of Existing Development Patterns

These Commercial Corridors include a mix of larger-scale commercial development that fronts the corridor, with undeveloped farmland and rapidly-developing residential areas located behind commercial frontage. Buildings are typically single-story, single-use and are generally separated from the street and sidewalk by parking lots.

Location

Areas within this character area include the following:

- US-31E/Nashville Pike from SR-25 to SR-109 Bypass
- US-31E/Nashville Pike from the west city limits (City of Hendersonville border) to SR-109 Bypass
- US-31E/East Broadway between Triple Creek Park and Reynolds Street (north side of the street)
- Hancock Street south of US-31E/Nashville Pike to SR-109 Bypass

Intent

The development pattern for established and emerging corridors should seek to:

- Provide through transportation, land use and other physical enhancements an environment that provides a distinct sense of place, not just another commercial strip
- Discourage continuous ribbons of automobile-oriented commercial development along major corridors
- Organize nodal commercial development opportunities at intersections with major streets and new secondary roads
- Permit development of suburban commercial and residential development along arterial roadways with master planning to address access management and design that is consistent with community character
- Improve traffic flow by consolidating driveways and encouraging interparcel access
- Provide sidewalks and a more pedestrian-friendly environment by incorporating landscaped buffers between the roadway and sidewalks, placing buildings closer to the street, and locating parking to the rear of buildings
- Encourage mixed use development
- Reflect quality materials and design (related to the building, the site, and signage)

COMMERCIAL CORRIDOR

- Medium to High

Transportation

- Medium level of service
- Medium level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-to-long blocks
- Roads characterized by a mix of curb, gutter with sidewalk and grassy swales all with a low-to-medium level of pedestrian orientation
- Bike lanes/routes

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Community gardens

Primary Land Uses

- Small and large-scale apartments and townhomes
- Office
- Vertical Mixed Use
- Commercial/Retail (including grocery stores, home improvement stores, restaurants, hotels)

Appropriate Intensity

- 0.75 FAR

Applicable Zoning Districts

Existing Zoning Districts

- PGC, MU, MRO, GO

Proposed Zoning Districts

- Mixed-Use Node (new)
- CS, CG with Corridor Overlay (new)

- Provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor with quality landscaping

Development Strategies

- Encourage retrofitting of existing strip development into pedestrian-scale interconnected nodes
- Limit signs and billboards
- Cluster high-density development at nodes along the corridor, such as major intersections
- Depict clear physical boundaries and transitions between the edge of the character area and adjacent character areas, in particularly those that include residential uses
- Strengthen pedestrian connections to adjacent residential areas
- Increase landscaping along the corridor, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor
- Plan for community street network that creates rather than hinders opportunities for walking, biking and providing future public transit
- Establish pedestrian-oriented building setbacks
- Guide building and site design, including parking lot configuration and streetscape features
- Find an appropriate balance between residential and commercial uses within mixed use developments
- Organize new development a nodal fashion with nodal commercial/mixed use development opportunities at intersections with major streets and new secondary roads. Areas between these development nodes along the corridor provide opportunities for development of higher intensity residential uses that would create more housing choices for the City that are in proximity to commercial areas and major transportation arteries.

Implementation Measures

☞ *Amend Mixed-Use districts*

☞ *Mixed-Use Node zoning district (new)*

☞ *Corridor Overlay District*

Existing commercial corridor area along Nashville Pike near Vol State

Emerging commercial corridor along Nashville Pike west of Gallatin

Quality office development along the Commercial Corridor on Nashville Pike includes quality building materials, landscaping and preservation of mature trees

NASHVILLE PIKE OFFICE CORRIDOR

General Description of Existing Development Patterns

The Nashville Pike Office Corridor is made up of former residences between Belvedere Drive and East Branch Creek, most of which have converted to office uses during the last 10 years. The City has required maintenance of the existing structures, for the most part, as well as protection of a majority of the mature trees that give this area its character. While predominantly office/professional now, the area retains a residential feel and provides an attractive entry gateway into the Village Green/Belvedere Drive Center and the more mature areas of the City located east of SR-109 Bypass. This area was further studied in the *Nashville Pike Corridor – SR-109 to East Camp Creek – General Development Plan Amendment* adopted in 2000 by the Planning Commission.

Location

Areas within this character area include the following:

- Parcels fronting US-31E/Nashville Pike on the north side of the road between Belvedere Drive and East Camp Creek and on the south side of the road between SR-109 Bypass and East Camp Creek

Intent

- Provide for office uses in a residential setting, while preserving the residential character of this gateway to Gallatin.
- Protect mature tree canopy
- Protect large front yards from excessive parking
- Provide connected system of local streets that limit the impact office uses might create on Nashville Pike (e.g. access roads, etc.)
- Provide for pedestrian friendly areas with public spaces, relatively high intensity mix of businesses, retail and office, employment, education, hospitality and entertainment facilities
- Provide opportunities for new centers that complement existing centers within the City

NASHVILLE PIKE OFFICE CORRIDOR

Anticipated level of change:

- Low

Transportation

- Medium level of service
- High level of connectivity
- Properties accessed by public roads (primarily access roads, rather than Nashville Pike)
- Regular-shaped, long blocks
- Roads characterized by open swale drainage, sidewalks containing a medium level of pedestrian orientation

Infrastructure

- Full urban facilities and services

Greenspace

- Adjacent Preserve areas
- Reliant on common-owned squares within new or existing development

Primary Land Uses

- Office
- One-family Residential
- Public/Institutional

Appropriate Intensity

- 0.2 FAR

Applicable Zoning Districts

Existing Zoning Districts

- OR or GO

Proposed Zoning Districts

- Not applicable

Development Strategies

- Connect residential areas to other areas with wide, pedestrian-friendly sidewalks and paths
- Address design factors, including the size of new buildings, design parameters for parking and internal circulation, signage, architectural treatments, building setbacks, siting and orientation, and adequate buffers to ensure compatibility with adjacent uses
- Provide interconnectivity between parcels
- Construct wide sidewalks with street trees, landscaping and traditional lighting
- Encourage placement of parking in side and rear yards in order to maintain the residential character of front yards with trees and grassy areas

Implementation Measures

☞ *Continue implementation of the recommendations of the Nashville Pike Corridor-SR-109 to East Camp Creek – General Development Plan Amendment*

Residential structure converted to office use and located in theNashville Pike Office Corridorcharacter area

Aerial view of the Nashville Pike Office Corridor character area looking northeast

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CENTER CHARACTER CATEGORY

Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers can include retail and services, civic and public/institutional uses such as schools, churches and post offices; employment; and, in some cases, residential land uses as well. Centers vary in form, character and intensity. The Center Character Category includes the following character areas:

- **Downtown** – Mixed-use, walkable, urban and historic center of the City built around the Public Square that surrounds the Sumner County Courthouse
- **Medical Center** – Medical district surrounding Sumner Regional Medical Center
- **Regional Activity Centers** – Regional-scale mixed-use centers that include retail, office and residential uses
- **Neighborhood Centers** – Neighborhood scale mixed-use centers that serve the surrounding neighborhood
- **College** – College campus sites that include a variety of related uses
- **Broadway/Tobacco Warehouse District** – Mixed-use district that includes a mix of large historic warehouses, modern industrial buildings, commercial and residential uses where revitalization is recommended (opportunity exists to connect this area to Downtown)

North Water Avenue in Downtown Gallatin

Aerial view of Downtown Gallatin and surrounding neighborhoods

DOWNTOWN

General Description of Existing Development Patterns

Downtown is the traditional Central Business District (CBD) and center of civic functions for the City. Downtown Gallatin is generally urban, pedestrian-friendly (relative to other areas of the City), and includes a mix of single and multi-story buildings with on-street parking, a variety of public spaces, government buildings and commercial businesses. New development or redevelopment in this historic area should respect established development patterns and building styles and provide new opportunities for a mix of uses to create vitality as described in the *Downtown Gallatin Master Plan* (see Appendix D).

Location

Areas within this character area include the following:

- Downtown Gallatin

Intent

The development pattern should seek to:

- Maintain and enhance the area's historic character
- Represent a mix of uses that attract Gallatin residents to Downtown and create vitality
- Encourage a creative, visual environment that encourages exploration and attracts patrons (such as attractive, changing window displays, public art, outdoor dining, benches and trees)
- Make Downtown accessible to pedestrians, cars and transit
- Provide attractive and safe pedestrian connections throughout the area
- Accommodate redevelopment and infill opportunities that respect traditional development patterns and architectural styles

Rendering of the Square as envisioned and outlined in the Downtown Master Plan

DOWNTOWN

Anticipated level of change:

- Medium

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public urban street and alleys
- Signalized major intersections with pedestrian crosswalks
- Regular-shaped, short urban blocks
- Roads characterized by curb, gutter with wide sidewalks containing a high level of pedestrian orientation

Infrastructure

- Full urban facilities and services
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks

Primary Land Uses

- Vertical mixed use that includes:
  - Urban residential including one-family attached, detached on small lots, townhomes, upper-floor residential, apartment/condo buildings, live/work units and senior housing
  - Commercial/Office/Retail/Hospitality
  - Public/Institutional

Appropriate Intensity

- 5.0 FAR

Applicable Zoning Districts

Existing Zoning Districts

- CC – Core Commercial

Proposed Zoning Districts

- H-1 (Overlay District)(New for Downtown)

- Encourage vertical mixed-use development, including Downtown living opportunities
- Maintain appropriately scaled features, including signage
- Reinforce Downtown as the community focal point of Gallatin and a unique, special place

Development Strategies

- Retain and enhance existing building stock and features with appropriate maintenance and rehabilitation
- Preserve and reinforce traditional pedestrian-scaled development patterns (including building placement, lighting, site features, signage, sidewalk use and amenities, traffic patterns, etc.)
- Ensure infill development and changes to existing buildings are appropriate for the area in terms of building style, scale, placement, height, materials and use, as well as signage

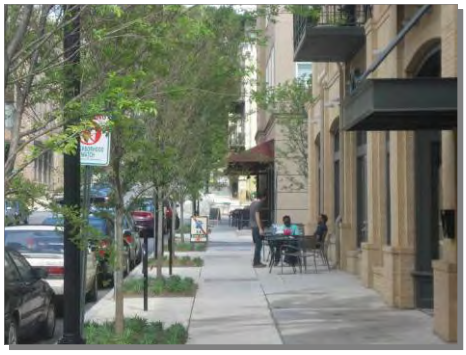
Implementation Measures

☞ *Implement Downtown Master Plan*

☞ *Implement Downtown Historic Overlay District (and supporting design guidelines)*

Illustration from the Downtown Master Plan that prescribes a redeveloped Central Business District in Gallatin.

New construction in Downtown Gallatin should be compatible with the existing historic commercial character



Improved sidewalks, on-street parking and new mixed-use buildings, such as the example shown here, are needed in Downtown Gallatin

MEDICAL CENTER

General Description of Existing Development Patterns

The Medical Center character area consists of the Sumner Regional Medical Center and surrounding properties, including some residential structures that are currently being used as medical offices. Properties surrounding the hospital currently house ancillary medical center uses such as professional medical and dental offices, nursing home facilities, retail pharmacies and restaurants fronting SR-25/Hartsville Pike, South Westland Avenue (east of), Bledsoe Street and Steam Plant Road.

Sumner Regional Medical Center is one of the largest employers in Gallatin, with over 1,200 employees in 2007. This regional headquarters has the potential to attract additional medical-related business employment including medical offices, medical support facilities, nursing homes, and other related uses. Employees of the hospital support local stores and restaurants. A safe pedestrian environment is essential to the future development and redevelopment of this character area.

Location

Areas within this character area include the following:

- Sumner Regional Medical Center and portions of Hartsville Pike and surrounding streets such as South Westland Street, Steam Plant Road and Richland Circle

Intent

- Provide opportunities for supporting uses intended to provide easily-accessible services for hospital employees, patients and visitors. The Medical Center character area buildings are within walking distance or a short drive from the medical center
- Promote a pedestrian-scale "medical community" where medical uses and support services (Medical Center, restaurants, etc.) are connected by a network of sidewalks

Shopping center with Sumner Regional Medical Center in the background

MEDICAL CENTER

Anticipated level of change:

- Medium

Transportation

- Medium level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, short to-medium blocks
- Roads characterized by curb, gutter with wide sidewalks and pedestrian orientation

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Private open space/part of hospital campus

Primary Land Uses

- Hospital/Medical Center
- Nursing Home
- Senior Housing/Assisted Living
- Office/Medical Office
- Commercial/Retail/Hospitality
- Public/Institutional
- Small-scale apartment and townhouses
- One-family Residential
- Vertical Mixed-Use
- Neighborhood Commercial

Appropriate Intensity

- FAR 2.0

Applicable Zoning Districts

Existing Zoning Districts

- MPO, PBP, MRO

Proposed Zoning Districts

- No proposed new districts

- Accommodate housing that benefits from close proximity to health services (senior housing, nursing home, special needs housing, and guest lodging for families of hospital patients)

- Protect adjacent historic district neighborhoods by establishing clear physical boundaries and transitions between the edge of the character area and the historic districts, in addition to providing architecturally compatible development (especially on the north side of Hartsville Pike)
- Reduce on-site vehicular use and off-site vehicular trips by providing a mix of compatible services for employees and visitors

Small medical offices and supportin guses west of Sumner Regional Medical Center

Development Strategies

- Encourage mixed-use opportunities (e.g. medical offices above ground floor retail)
- Prohibit encroachment (including parking and outdoor lighting spillover) into the adjacent residential areas and demarcate a clear line separating areas where redevelopment is appropriate from those areas that should be preserved
- Retain open space and incorporate landscaping into site design and parking areas
- Encourage shared parking among uses
- Discourage parking in the front yard for homes that have been converted to office use

Parking garage at Sumner Regional Medical Center

Implementation Measures

☞ *Prepare and adopt a Master Plan for the Medical Center Character Area that outlines a long-range detailed vision for redevelopment*

☞ *Amend the MPO zoning district to address the special needs of the area and its relationship to surrounding neighborhoods*

REGIONAL ACTIVITY CENTER

General Description

These suburban centers are emerging mixed-use centers developed or planned with large-scale master plans. While unique mixtures of uses and styles are developed for each suburban center based on the market trends, these centers require sustainable designs that provide for flexibility as the market evolves. These centers include a variety of housing types and densities, employment centers, retail/office and other services that serve a regional scale.

Location

Areas within this character area include the following:

- Commercial and residential portions of the Village Green Planned Unit Development (south of the railroad)
- Big Station Camp emerging center
- Kennesaw Farms/Thoroughbred Park
- Foxland
- Area near the intersection of SR-174/Long Hollow Pike and SR-386/Vietnam Veterans Boulevard

Intent

- Provide for open-air shopping centers and mixed-use centers that offer a wide variety of services, shopping, office, restaurants, entertainment and residences
- Refocus strip or corridor commercial development into master planned villages and nodal development with a "main street feel"
- Provide for pedestrian-friendly areas with public spaces, relatively high intensity mix of businesses, retail and offices, employment, education, hospitality and entertainment facilities
- Provide opportunities for new centers that complement existing centers within the City

Landscaped parking lot located in front of a strip mall located within the Village Green planned unit development

REGIONAL ACTIVITY CENTER

Anticipated level of change:

- High

Transportation

- Medium level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-length blocks
- Roads characterized by curb, gutter with sidewalks containing a medium level of pedestrian orientation

Infrastructure

- Full urban facilities and services
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Reliant on common-owned squares within new or existing development

Primary Land Uses

- Large-scale apartments and townhomes
- Horizontal and Vertical Mixed-Use
- Commercial/Office/Retail/Big Box Retail
- Hospitality
- Public/Institutional
- Entertainment and Cultural Facilities

Appropriate Intensity

- 0.75

Applicable Zoning Districts

Existing Zoning Districts

- PGC, MU, MRO

Proposed Zoning Districts

- No proposed new districts

Development Strategies

- Connect residential and non-residential areas to other areas with wide, pedestrian-friendly sidewalks and paths
- Address design factors, including the size of commercial buildings (facades of large buildings can be broken down into more pedestrian-scaled units), incorporation of outdoor seating and gathering areas, design parameters for parking and internal circulation, architectural treatments, building setbacks, siting and orientation, and adequate buffers to ensure compatibility with adjacent uses
- Include civic and cultural uses
- Locate buildings in close proximity to each other and on both sides of the street to make walking convenient
- Provide interconnectivity between parcels
- Construct wide sidewalks with street trees, landscaping and traditional lighting
- Accommodate bikes with lanes and bike racks located throughout the center
- Locate taller buildings to the interior of a development, allowing for height step down toward the edge near adjacent development
- Serve a regional population of 60,000 to 80,000 people within a 20-mile radius (and typically a minimum of five miles spacing between Regional Activity Centers
- With ordinances, address building /site design and establish requirements for future reuse of "Big Box" stores

Example of Regional Activity Center development in the Green Hills area of Nashville

Example of Regional Activity Center development in Murfreesboro

Implementation Measures

☞ *Prepare and adopt a Big Box Ordinance*

NEIGHBORHOOD CENTER

General Description of Existing Development Patterns

Not yet highly developed, these areas include some commercial uses and/or community facilities that serve local residents. These centers have the potential to accommodate more commercial development, reducing the need for vehicular trips to more established commercial areas such as those found in Gallatin and emerging regional centers along SR-386 and Nashville Pike. In addition, Neighborhood Centers are located at important intersections along in-town corridors and provide services to adjacent established neighborhoods.

Location

Areas within this character area include the following:

- Major crossroads primarily surrounded by the Town Neighborhood Revitalization, Town Neighborhood Established, Emerging Suburban and Established Suburban Neighborhood and Emerging Walkable Community character areas.
- Neighborhood Center character area intent and development strategies should also be implemented with Emerging Walkable Community master plans that include a mixed use center

Intent

The development pattern should seek to:

- Preserve, enhance, and create neighborhood centers that are compatible with the general character of adjacent neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.
- Contribute to vibrant neighborhoods by meeting the daily retail, community, social, entertainment, and athletic needs of residents close to where they live.
- Provide opportunities for mixed-use development additional housing choice at increased densities, community shopping opportunities, and space for civic and institutional uses such as public schools and recreational facilities. These uses are intended to be in close proximity to one another and easily accessible on foot and by car.
- Create new master planned developments that include well-conceived bright and open outdoor spaces such as plazas and patios that interact with indoor spaces.
- Provide a range of housing types, including opportunities for senior housing that is in close proximity to goods and services

NEIGHBORHOOD CENTER

Anticipated level of change:

- High

Transportation

- Low level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, short blocks
- Roads characterized by curb, gutter with sidewalk and high level of pedestrian orientation

Infrastructure

- Public water and sewer available (or planned)
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Community gardens

Primary Land Uses

- Small and large-scale apartments and townhomes
- Vertical Mixed Use
- Neighborhood Commercial

Appropriate Intensity

- 0.35 FAR

Applicable Zoning Districts

Existing Zoning Districts

- PNC, MRO

Existing Zoning Districts

- TND, Neighborhood Mixed-Use Node

- Provide a walkable mix of uses that serve surrounding residential areas and enhance the vitality of the community and its streets
- Incorporate traditional neighborhood design elements, including reduced building and yard setbacks to accommodate higher residential densities
- Organize commercial and mixed-use development by concentrating new development in nodes located at major roadway intersections
- Create safe, convenient pedestrian or multi-use trail connections to residential areas

Neighborhood Center mixed-use buildings provide opportunities for retail, office and residential in the same building

Development Strategies

- Establish clear physical boundaries and transitions between the edge of the character area and the surrounding low-density, rural areas
- Discourage linear, corridor directed development
- Develop with interconnected streets, pedestrian-scale, and mixed uses
- Limit driveway spacing along the highway frontage and align driveways wherever possible; require shared driveways and inter-parcel access
- Incorporate formal landscaping with street trees and other plantings along the sidewalk and street as well as landscaping in the form of trees, shrubs and other plantings within parking lots
- Link Neighborhood Centers with adjacent neighborhoods and major destinations such as recreation centers, libraries, schools, and shops by the use of greenways, pedestrian walkways, and bicycle paths
- Incorporate quality signs that are scaled and placed appropriately
- Incorporate pedestrian-scaled lighting with light projected downward and designed to enhance the character of the center

On-street parking, landscaping and street furniture are important components of mixed-use Neighborhood Centers

Implementation Measures

☞ *Adopt TND Ordinance*

☞ *Prepare and adopt a Neighborhood Mixed-Use Node Zoning District*

Example of a quality Neighborhood Center mixed-use corner building located in Nashville's Germantown neighborhood

COLLEGE

General Description of Existing Development Patterns

The College special area represents the Volunteer State Community College and the future Free Will Baptist Bible College site along with related college uses that are found on-site in a campus-type development or within close distance to the college. Examples include park and recreation facilities, dormitory or multi-family residential uses and supporting commercial. Supporting uses are intended to provide easily accessible services for college employees, students and visitors.

Location

Areas within this character area include the following:

- Volunteer State Community College
- Free Will Baptist Bible College (Future Site)

Intent

- Provide for the location of institutions of higher learning allowing for the full list of ancillary uses
- Highlight the areas in order to focus efforts to provide appropriate transition from adjacent uses as well as provide for opportunities for housing and services nearby

Development Strategies

- Promote a pedestrian-scale "college community" where college uses and support services (college, apartments, restaurants, etc.) are connected by a network of sidewalks
- Reduce on-site vehicular use and off-site vehicular trips by providing a mix of compatible services for students, employees and visitors
- Depict clear physical boundaries and transitions between the edge of the character area and the surrounding residential areas
- Prohibit encroachment (including parking and light trespass) into the adjacent residential areas
- Retain open space and incorporate landscaping into site design and parking areas
- Encourage shared parking among uses

Implementation Measures

☞ *Encourage the development of additional housing opportunities for students, faculty and staff of the college*

COLLEGE

Anticipated level of change:

- Medium

Transportation

- Medium level of service
- Medium level of connectivity
- Properties accessed by public roads and campus sidewalks
- Campus-style transportation system
- Roads characterized by curb, gutter with wide-sidewalks and pedestrian orientation

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Common areas located throughout the campus

Primary Land Uses

- College
- Campus-supporting retail uses
- Campus housing

Appropriate Intensity

- 0.5 FAR

Applicable Zoning Districts

Existing Zoning Districts

- R-6, R-8, PNC

Proposed Zoning Districts

- No proposed new districts

BROADWAY/TOBACCO WAREHOUSE DISTRICT

General Description of Existing Development Patterns

The Broadway/Tobacco Warehouse District is located north of Downtown and Town Creek. Due to the presence of the railroad in the district, industrial uses formed the traditional development pattern. Currently the area is predominantly commercial with small pockets of residences along Blythe Avenue, Eastland Street and Gray Street. Residential uses abut the district to the north, and these neighborhoods are categorized as a Town Neighborhood Revitalization area on the Community Character Map. The district's southern boundary, Broadway, is a heavily traveled highway that borders Downtown. Though its function is to move traffic, it has the potential to help "announce" the Downtown area.

Location

Areas within this character area include the following:

- Area north of Downtown Gallatin

Intent

- Maintain viability of existing businesses and market under-utilized structures
- Extend the urban form of Downtown northward
- Promote redevelopment opportunities, including conversion of buildings for mixed-use
- Maintain and enhance the area's historic character
- Depict clear boundaries and transitions between the edge of the area and adjacent residential uses to prevent visual and physical encroachment
- Strengthen pedestrian connections to Downtown
- Provide gateways to the Downtown at key intersections along Broadway

Development Strategies

- Guide design of Broadway redevelopment by minimizing parking between buildings and the highway, siting buildings to relate strongly to the highway, screening parking areas with landscaping, and reducing the amount and size of signs

Implementation Measures

☞ *Prepare and adopt a Broadway Overlay District*

☞ *Implement Downtown gateway treatments along Broadway in accordance with the Downtown Gallatin Master Plan*

BROADWAY/TOBACCO WAREHOUSE

Anticipated level of change:

- Medium

Transportation

- Medium level of service
- High level of connectivity
- Properties accessed by public roads
- Regular-shaped, medium-length blocks
- Roads characterized by curb, gutter with sidewalks containing a medium level of pedestrian orientation

Infrastructure

- Full urban facilities and services
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks
- Reliant on common-owned squares within new or existing development

Primary Land Uses

- Small-scale apartments and townhomes
- Horizontal and vertical Mixed Use
- Commercial/retail (existing along Broadway)
- Live/work units
- Hospitality
- Public/Institutional
- Entertainment and Cultural Facilities

Appropriate Intensity

- 1.0 FAR

Applicable Zoning Districts

Existing Zoning Districts

- PNC – Planned Neighborhood Comm.
- PDR, OR, MUL

Proposed Zoning Districts

- CS or CG with Transition Corridor Overlay (new)

SPECIAL AREA CHARACTER CATEGORY

A district or area that presently does not fit or is not envisioned fitting into the other categories presented. The area may, for instance, have singular characteristics not likely to be replicated elsewhere within the community

- Steam Plant
- Airport Road Industrial
- GreenLea Business Center
- North Gallatin Emerging Business Park

Gallatin Industrial Park

STEAM PLANT

General Description of Existing Development Patterns

The Gallatin Steam Plant is operated by the Tennessee Valley Authority (TVA), and produces electricity for approximately 300,000 homes in its service area. The plant has been in operation since 1959. It is located south of the City limits on the north bank of the Cumberland River. Land north of the plant is largely undeveloped, though there is some residential development nearby that is generally located overlooking Old Hickory Lake.

Location

Areas within this character area include the following:

- South of the city limits along the banks the Cumberland River

Intent

- Prevent adverse impacts to natural resources and surrounding population
- Provide adequate landscaping buffers
- Accommodate needed operational levels for the plant

Development Strategies

- Depict clear boundaries and transitions between the edge of the area and adjacent areas, to prevent visual and physical encroachment

Implementation Measures

- Coordinate with TVA, if necessary

STEAM PLANT

Anticipated level of change:

- Low

Transportation

- High level of service
- Roads characterized by curb, gutter with wide-sidewalks and pedestrian orientation

Infrastructure

- N/A

Greenspace

- Adjacent Preserve areas

Primary Land Uses

- Transportation/Communication/Utilities

Appropriate Intensity

- Not applicable

Applicable Zoning Districts

Existing Zoning Districts

- IR and IG

Proposed Zoning Districts

- No proposed new districts

AIRPORT ROAD INDUSTRIAL

General Description of Existing Development Patterns

The Airport Road Industrial special area is characterized by large lots with large-scale industrial and warehousing buildings deeply set back on the lot and surrounded by surface parking lots. Building types range from large metal buildings with limited brick and stone façade treatments to two-story office buildings with residential character. Landscaping is required by the Zoning Ordinance.

The area includes employment uses, but has few other commercial and services uses to serve workers and patrons of these businesses. Airport Road Industrial also includes the Sumner County Regional Airport.

The land here is used in low and high intensity manufacturing, wholesale trade, distribution, assembly, processing. These uses may in some cases generate nuisance characteristics. As a result, residential uses are not appropriate in this character area, but should be located in adjacent and nearby areas in order to provide housing near employment centers.

Location

Areas within this character area include the following:

- Developed and developing portions of Airport Road from north of Coles Ferry Road to US-31E/East Broadway, including the Gallatin Industrial Park and surrounding area

Intent

- Provide diverse industry

Development Strategies

The development pattern should seek to:

- Protect air and water quality
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design
- Provide adequate buffers and limit visibility of industrial operations/parking from the public right of way
- Preserve existing residential areas on the fringe of the character area, but discourage expansion of residential uses in the character area

Implementation Measures

☞ *Adopt updated requirements for PBP Zoning District*

AIRPORT ROAD INDUSTRIAL

Anticipated level of change:

- Medium

Transportation

- High level of service
- Medium level of connectivity
- Properties accessed by public roads, railroad
- Regular-shaped, long blocks
- Roads characterized by curb, gutter

Infrastructure

- Public water and sewer available
- Civic spaces such as greenways, parks, common areas

Greenspace

- Adjacent Preserve areas
- Neighborhood and pocket parks

Primary Land Uses

- Light Industry
- Business Parks
- Warehouses
- Commercial
- Transportation/Communication/Utilities
- Commercial/Office/Retail
- Public/Institutional

Appropriate Intensity

- 0.5 FAR

Applicable Zoning Districts

Existing Zoning Districts

- IR, PBP, IG

Proposed Zoning Districts

- PBP (proposed updates)

GREENLEA BUSINESS CENTER

General Description of Existing Development Patterns

The GreenLea Business Center is an emerging employment and residential special area that includes a mix of industrial, office, residential and commercial uses that take advantage of the areas' location adjacent to SR-386 and the CSX Railroad. Much of this area is currently undeveloped and presents an opportunity for commercial, industrial and office growth adjacent to existing and emerging residential and commercial areas. A significant portion of the special area has been approved for retail, office, and residential uses within the Greensboro PUD. A detailed study should evaluate the areas south of SR 386 and north of the railroad for future mixed use developments.

Location

Areas within this character area include the following:

- Portions of Belvedere Drive/Harris Lane and GreenLea Boulevard, west of SR-109 Bypass and south of SR-386/Vietnam Veterans Boulevard

Intent

- Accommodate a mix of industrial and commercial/office uses to diversify the City's economic base
- Provide housing choices in close proximity to jobs/services
- Depict clear boundaries and transitions between the edge of the area and adjacent areas, particularly existing or emerging residential areas, to prevent visual and physical encroachment
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design, resulting in ease of movement throughout the area
- Provide adequate buffers and limit visibility of industrial operations/parking from the public right of way
- Limit grading and clearing

Development Strategies

- Encourage a relatively high-density mix of residential, commercial, office and industry uses
- Require connectivity between uses

Implementation Strategies

☞ *Market available Belvedere Drive/Harris Lane Industrial properties*

☞ *Maintain the Greensboro PUD zoning*

☞ *Prepare a detailed plan to address the large developable tracts north of the railroad and east of East Camp Creek*

GREENLEA BUSINESS CENTER

Anticipated level of change:

- High

Transportation

- Medium level of service
- Medium level of connectivity
- Properties accessed by public roads, railroad
- Regular-shaped, long blocks
- Roads characterized by curb, gutter and open grassy swale

Infrastructure

- Full urban facilities and services

Greenspace

- Adjacent Preserve areas

Primary Land Uses

- Light Industry
- Business Parks
- Warehouse
- Commercial
- Hospitality
- Transportation/Comm./Utilities
- Single- and Multi-family Residential (when part of an approved master plan)

Appropriate Intensity

- 0.5 FAR

Applicable Zoning Districts

Existing Zoning Districts

- IR, PBP, MRO PUD, R15 PUD

Proposed Zoning Districts

- GO and MU (if a detailed study proceeds the zoning change) for areas south of SR-386 and north of the railroad

NORTH GALLATIN EMERGING BUSINESS PARK

General Description of Existing Development Patterns

The North Gallatin Emerging Business Park is a predominantly undeveloped area north of Gallatin in the Planning Region. To date the only development has been that of one-family residential uses fronting Old Hwy 109. Surrounding development is limited, with low-density residential uses, some commercial along the highway, and large undeveloped tracts that have the potential to be emerging mixed-use communities.

Location

Areas within this character area include the following:

- Bound by SR-109 Bypass and Old Hwy 109, north of the City limits

Intent

- Accommodate less-intensive uses such as corporate/regional headquarters, call and data centers, light manufacturing and "green" companies in a campus-like setting
- Depict clear boundaries and transitions between the edge of the area and adjacent areas, particularly existing or emerging residential areas, to prevent visual and physical encroachment
- Prevent adverse impacts to natural resources and surrounding population
- Address traffic impacts and circulation in site design, resulting in ease of movement throughout the area
- Provide adequate landscaping buffers
- Limit grading and clearing
- Promote sign, landscaping and site standards that define a quality aesthetic of this emerging business area

Development Strategies

- Encourage a relatively high-density mix of commercial, office and industry uses
- Require connectivity between uses

Implementation Measures

☞ *Work with property owners to prepare Master Plan for the development of the property shown as North Gallatin Emerging Business Park*

☞ *Market available North Gallatin Emerging Business Park properties*

N. GALLATIN EMERGING BUSINESS PARK

Anticipated level of change:

- High

Transportation

- Medium level of service
- Medium level of connectivity
- Properties accessed by public roads, railroad
- Regular-shaped, long blocks
- Roads characterized by curb and gutter

Infrastructure

- Full urban facilities and services

Greenspace

- Adjacent Preserve areas

Primary Land Uses

- Light Industry
- Business Parks
- Warehouse
- Commercial
- Hospitality
- Transportation/Comm./Utilities

Appropriate Intensity

- 0.5 FAR

Applicable Zoning Districts

Existing Zoning Districts

- IR, PBP

Proposed Zoning Districts

- No proposed new districts

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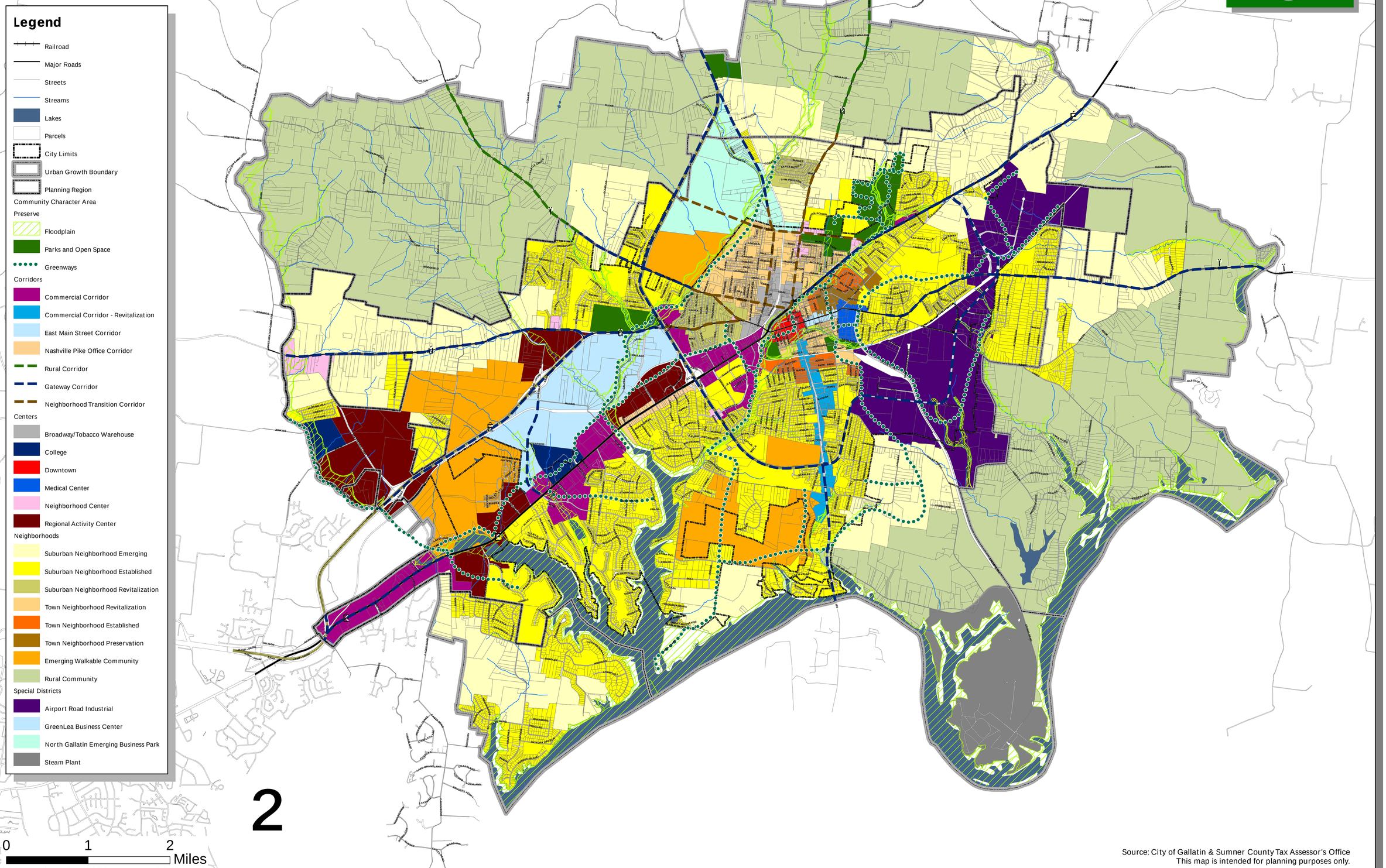
EXHIBITS

Insert Exhibit 3-1: Community Character Map – Citywide

Prepared By:
Checked By:

Exhibit 3.1: Community Character Map



Source: City of Gallatin & Sumner County Tax Assessor's Office
This map is intended for planning purposes only.

Prepared by:
MACTEC

Gallatin On The Move 2020
General Development & Transportation Plan

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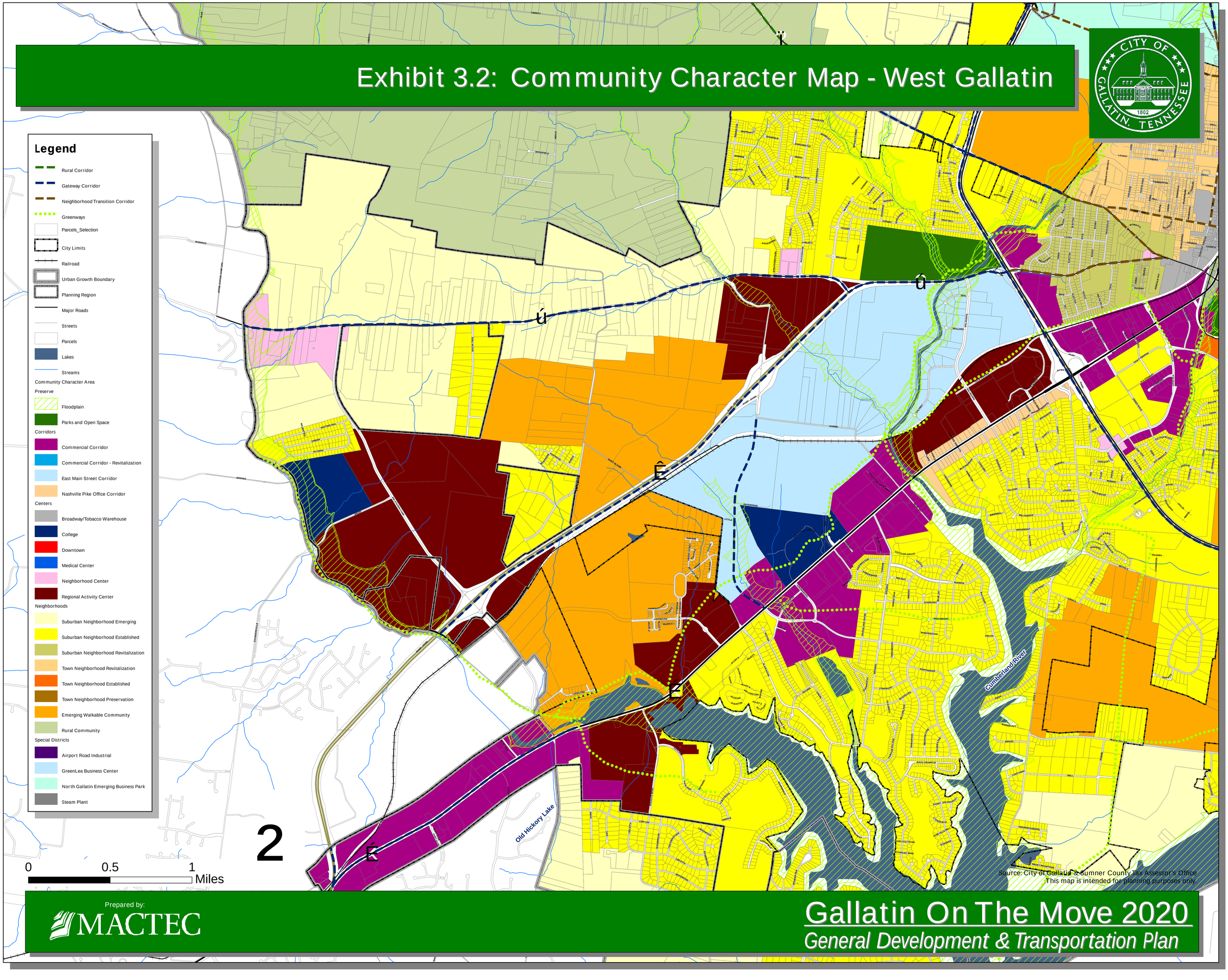
Exhibit 3.2: Community Character Map - West Gallatin



Prepared by:
MACTEC

Gallatin On The Move 2020

General Development & Transportation Plan

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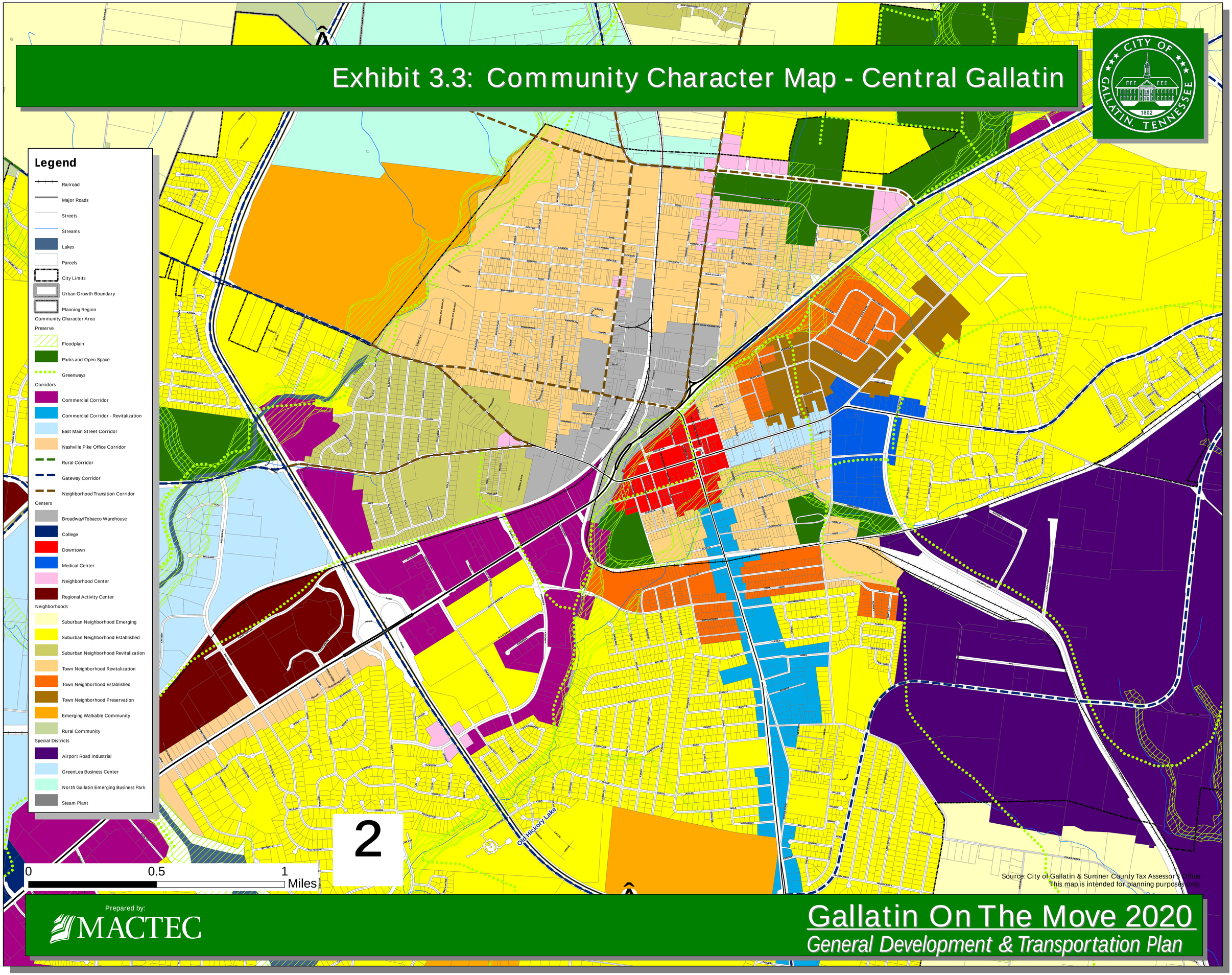
Exhibit 3.3: Community Character Map - Central Gallatin



Prepared by:
MACTEC

Gallatin On The Move 2020

General Development & Transportation Plan

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CHAPTER
4

MULTI-MODAL TRANSPORTATION PLAN

Providing and encouraging a safe, convenient, efficient and economical multi-modal transportation system that supports local transportation needs and the City's plans for future development expressed in the Community Character Map 1

INTRODUCTION

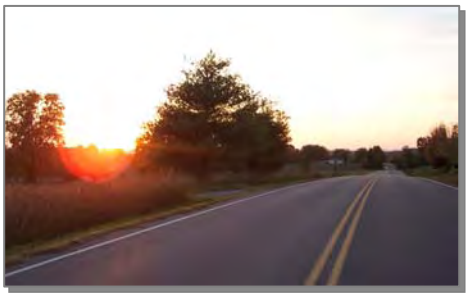
STUDY PURPOSE

It is critical for development and transportation planning to be highly coordinated. Within the Gallatin General Development and Transportation Plan, the Multimodal Transportation Plan focuses on the transportation conditions of the City and recommends improvements.

By understanding the present and future needs of Gallatin, the Multimodal Transportation Plan is designed to encourage a safe, convenient, sustainable, efficient, and economical multimodal transportation system for the City. This plan was developed to complement the current comprehensive land use planning process and to facilitate desired development.

This plan builds on the successes of the 2000 General Development and Transportation Plan as well as many other transportation planning efforts that have been undertaken by the City over the past decade. Many recommendations from these previous efforts have been carried forward. However, each recommendation has been reexamined in light of current conditions and new data. That recommendations have been retained in this new plan reflects the appropriateness of those previous recommendations. However, several previous recommendations have been modified or deleted from this plan, and there are also many new recommendations.

This update utilizes the best planning practices and smart growth principles to guide the future planning and growth management of the City of Gallatin. Focus is placed on improving a connected, multimodal network that will provide access to the City and to the Region.



A Gallatin road at sunset

This transportation plan update followed a comprehensive process. The following elements were incorporated in the development of this plan:

- Previous transportation studies and plans;
- Public input;
- Related on-going planning efforts;
- Accessibility for households, employment centers, and activity centers;
- Roadway network, conditions, and projects;
- Bicycle and pedestrian facilities;
- Transit opportunities;
- Aviation and railway facilities; and
- Transportation planning policy status.

REGIONAL CONTEXT

The study area for this plan is shown in **Exhibit 4-1**. Gallatin is located 25 miles northeast of Nashville, Tennessee. Gallatin, the county seat of Sumner County, has been experiencing significant population and employment growth over the past decade. A key focus of the City of Gallatin's General Development and Transportation Plan is improving the multimodal connectivity and accessibility within the City and the Region.

The City of Gallatin is home to many opportunities including[1]:

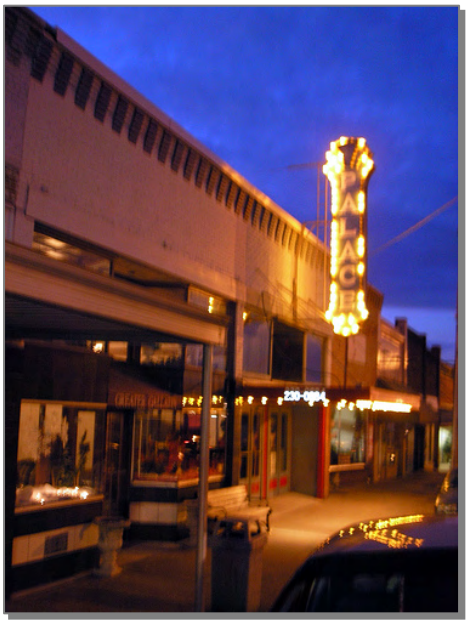
- Historic landmarks such as the Palace Theater, Tennessee's oldest remaining silent movie theater;
- Recreational opportunities such as Lock-4 park and Old Hickory Lake, a home to many fishing competitions;
- Educational opportunities at Volunteer State Community College and 14 local schools; and
- Local medical facilities, including the Sumner Regional Medical Center.

Providing access to these amenities for all residents of Gallatin requires a functional multimodal transportation network throughout the City.

Gallatin is primarily accessed from the west using SR-386 or Nashville Pike/US-31E, from the north using SR-109, from the east using US-31E/Broadway or Hartsville Pike, and from the south using SR-109/South Water Avenue.

Gallatin is a suburban community on the outer edge of greater Nashville. Of the Sumner County residents, 49% work in Sumner County and 40% commute to work in Davidson County[2]. Gallatin's neighboring community, Hendersonville, has seen rapid growth and development over the past ten years.

Gallatin has an established and growing regional employment base. To complement the existing roadway network, a public



Palace Theater in downtown Gallatin

[2] "Percent of Residents Commuting to Specific Counties Map." Nashville Area MPO.

transportation system should be established to provide the City's residents with an alternative mode of commuting to employment in Nashville, make Gallatin's employment opportunities more accessible to the region, and accommodate the needs of the transportation disadvantaged.

In Gallatin, freight is an important economic and transportation factor. There are at least seven motor freight companies operating out of two terminal facilities[3]. The rail freight through Gallatin is served by CSX Transportation. Freight and vehicular traffic must be considered simultaneously.

REVIEW OF PREVIOUS STUDIES AND PLANS

There have been many transportation studies conducted for the City of Gallatin and the surrounding Nashville Region in the past 15 years. These reports and their resulting plans were reviewed in the process of updating the Multimodal Transportation Plan. Reports that were reviewed were prepared by or for the City of Gallatin and the Nashville Area MPO. The list of plans is presented in the text box shown in the margin.

ONGOING PLANNING EFFORTS

Goal 1 of the **Nashville 2030 Long Range Transportation Plan**'s (LRTP) Regional Goals is to link land use and transportation: to "encourage local governments to develop land use policies and plans that enhance the quality of life and that recognize the relationship between land use and the transportation system[4]." This update to the Multimodal Transportation Plan accomplishes this goal. Transportation recommendations have been developed which complement the desired character of the City's neighborhoods and districts.

Another LRTP goal is for a regional comprehensive bicycle and pedestrian network. Gallatin is included in the region's network via the US-31E bike route[5]. The updated Multimodal Transportation Plan discusses the existing conditions of this route and proposes several new and improved facilities.

The Nashville Area MPO is continuing their regional freight study. This phase will include focus on the impacts of the CSX Class I trains that run through Gallatin. From this study, the frequency, speed, and duration of the trains may be obtained for the crossings in the City. Coordination with the MPO will enable the transfer of data to Gallatin planners once the study is complete.

A toll study was completed for the Nashville Area MPO to assess the potential of a river crossing at Hendersonville funded by tolls. A **Conceptual Feasibility Study** was conducted which analyzed: "a preliminary traffic and revenue study, an estimate of

PREVIOUS PLANNING EFFORTS

CITY OF GALLATIN STUDIES AND PLANS

- Visioning Steering Committee Report 2007
- Greenway Concept Master Plan 2006
- SR-386 Area Study 2005
- Downtown Master Plan 2005
- Gallatin Transit Feasibility Study 2005
- Cumberland Region Tomorrow Regional Plan of 2003
- Sumner County Regional Airport – Airport Layout Plan Update 2003
- Nashville Pike Corridor Plan SR-109 to East Camp Creek (General Development and Transportation Plan Amendment) 2001
- Bicycle and Pedestrian Plan 2000
- Major Thoroughfare Plan 2000
- Urban Growth Plan 1999

NASHVILLE AREA STUDIES AND PLANS

- Nashville Area MPO 2030 Long Range Transportation Plan
- Nashville Area MPO Congestion Management Process 2007
- Tennessee DOT Long Range Bicycles and Pedestrian Plan 2005
- Nashville MPO Regional Freight and Goods Movement Study 203
- Nashville MPO Transit Development Plan 2003

[3] *2007 Community Data Profile*. Middle Tennessee Industrial Development Association.
[4] *Nashville 2030 Long Range Transportation Plan*. p. 76.
[5] *Nashville 2030 Long Range Transportation Plan*. p. 80.

project costs, and a conceptual plan of finance[6]." A final conclusion was not reached, due to "insufficient planning, environmental analysis, engineering, and public input" at this time. The recommendation was made to continue a study of the corridor feasibility in order to gather the necessary background information that was missing from this study. However, the Tennessee Department of Transportation has announced that this study will not progress further due to a lack of public support.

A **Northeast Corridor Mobility Study** has been initiated by the Nashville Area MPO to develop a regional transportation investment strategy for the 30-mile corridor between downtown Nashville and Gallatin, TN[7]. The study is planned to analyze existing land use / urban design policies and economic growth potential to evaluating possible transportation projects for the fast growing corridor. Passenger rail, bus rapid transit, roadway improvements are all being considered as potential transportation solutions for the corridor. This update compliments the Northeast Corridor Mobility Study by addressing local transportation needs of the area.

Finally, a **Tri-County Integrated Land Use and Transportation Study** is an economic and market study that provides information for this study by identifying trends, issues, and opportunities in the study area and assesses the current and future market for office, industrial, retail and residential uses[8]. This study is planned for the counties Sumner, Robertson, and Wilson. This study will be lead by the Nashville Area MPO. The land uses planned for Gallatin will contribute to the Sumner County plans in this study.

Industrial area along Airport Road

Gallatin Municipal Park

ACCESSIBILITY

Gallatin is bordered on the south by the Cumberland River and on the north by rural residential land. Much of the northern most areas of the City are designated as "rural residential preservation" for future land use. The central business district is located in the middle of the City along Main Street and Water Avenue. Several redevelopment projects are planned for the downtown area.

The two primary commercial corridors in Gallatin are South Water Avenue and US-31E, west of North Water Avenue. Future commercial growth is planned around the SR-109 Bypass and SR-386/Long Hollow Pike interchange. Additionally, commercial land use is planned for the west side of the SR-386 terminus at Long Hollow Pike. The east side of SR-386 has been planned for business development.

Gallatin's industrial areas are served by the railroads and truck routes that run through the City. The major industrial areas are located along Airport Road. The steam plant is located along the Cumberland River on the south-east side of the City. Another

[6] *Hadley Bend Connector Conceptual Feasibility Report.* p. ES-1.
[7] www.nashvillempo.org/northeast
[8] *Tri-County Transportation/Land Use Study Economic and Market Analysis.* Basile Braumann Prost Cole and Associates, Inc.

large area that is planned for industrial land use is near the junction of Old SR-109 and the SR-109 Bypass.

The vast majority of residential land is zoned for low density use. There is only a small percentage of the residential land for high density use.

Gallatin has several major employment areas. The Central Business District (CBD) is located downtown along Main Street and Water Avenue. Many offices and small retail stores are located throughout the downtown core. Most of the commercial businesses are located along US-31E and South Water Avenue. Employers, such as Wal-Mart, provide many jobs to the residents of Gallatin.

Lakeside homes off of Lock 4 Road

The largest employers are located outside of the downtown area. Sumner Regional Medical Center is located on Main Street east of downtown, and Volunteer State Community College is west on US-31E. Still the largest employers are the industrial and manufacturing companies, such as Gap. The annual manufacturing employment in the Gallatin area is estimated to be about 7,500 jobs[9].

There are 22 major industrial manufacturers or distributers located in existing industrial parks or commercial centers. Gallatin has planned for several new industrial centers. This will allow the manufacturing and industrial base to continue to develop. While these businesses provide jobs to the residents of Gallatin, it will be important for the transportation systems to provide adequate service to the industries.

[9] *2007 Community Data Profile.* MTIDA. p. 2.

ROADWAYS

The accessibility of a city is critical to its prosperity. One of the City's more critical assets is its roadways. The following sections discuss the current classifications and connections of Gallatin's roadway network.

FUNCTIONAL CLASSIFICATION SYSTEM

Roadways are classified based on the function they serve. Major roadway classifications in Gallatin include major arterial, minor arterial, major collector, minor collector, and local road. The hierarchy of functional types is directly proportional to the distances the roadways served[10]. This study does not only define what a major arterial, minor arterial, major collector, minor collector, and local road is but also acknowledges the travel behaviors and patterns that are noticeably different between industrial, commercial and residential areas within the City of Gallatin. Since the nature and magnitude of travel varies widely between these areas a slightly different approach was taken to designate a roadway functional classification system for the City.

In essence, however, the same basic, hierarchical concept applies to the types of roadway system. Such that the main definitions of roadways are as follows[11]:

- **Arterial**: These roadways are capable of providing medium to high speeds and traffic volumes over medium to long distances. Direct access to abutting land is subordinate to providing service to through traffic.
- **Collector**: These roads are capable of providing moderate travel speeds and traffic volumes and generally provide the linkage between Arterial and Local roadways. There is a reasonable balance between access and mobility needs within this classification.
- **Local**: These streets allow for low to medium travel speeds and traffic volumes and are linked to the roadway network through intersections with Arterial or Collector roadways and other Local roadways.

Within the main functional classification it is recommended that sub-categories street types and modal characteristics that could be applied to the City of Gallatin's Functional Classification System to better customize a roadway network system for the personal needs of the City as shown in Figure 4-1. For example, different design criteria will reflect how a street should be designed in a residential neighborhood versus an industrial district, even though each street may only have two travel lanes[12].

Exhibit 4-2 shows the existing major roadways throughout Gallatin, their functional classifications, the existing number of lanes, and signal locations.

[10] *FHWA Functional Classification Guidelines: Concepts, Criteria, and Procedures*. FHWA. 1989.
[11] *State Route 386 Area Study*. Gresham, Smith and Partners. 2005.
[12] www.ite.org/css/cb06c74.pdf

Figure 4-1 Functional Classification Class

Roadways	Description	Through Traffic Lanes	Target Operating Speed
Major Arterials			
Commuter	High capacity; carries through traffic, serves longer trips and provides limited access to land.	4 - 6	40 – 60 mph
Minor Arterials			
Commercial	Medium capacity; supports retail and service commercial land uses on a corridor basis	3 - 5	30 – 40 mph
Community	Low to medium capacity; connects neighborhoods with each other, neighborhoods with commercial corridors and other district, districts with each other; serves as the main street of a neighborhood commercial node.	3 - 5	25 – 30 mph
Collectors			
Community	Low to medium capacity; connects neighborhoods with each other, neighborhoods with commercial corridors and other district, districts with each other; serves as the main street of a neighborhood commercial node.	2 - 3	25 – 35 mph
Activity Center Street	Medium capacity; provides access to abutting properties in downtown	2 - 4	25 – 30 mph
Local			
Activity Center Street	Medium capacity; provides access to abutting properties in downtown	2	25 – 30 mph
Neighborhood Street	Low-capacity; serves abutting property in residential neighborhoods or single use district	2	20 – 25 mph
Industrial Street	Low-capacity; serves abutting property in industrial/employment neighborhoods or single use district	2 - 3	20 – 30 mph
Alley	Property and parking access	2	5 – 10 mph

TRAFFIC

TDOT maintains a database of traffic counts at several locations throughout Gallatin. Average Annual Daily Traffic (AADT) volumes for 2008 conditions are summarized in **Exhibit 4-3**. A capacity analysis was completed for all major roadway segments based on the character of the roadway and traffic volume data. Analysis was conducted based on methods found in the *2002 Florida Department of Transportation's Quality/Level of Service Handbook*, which is an accepted industry standard for this type of planning level evaluation.

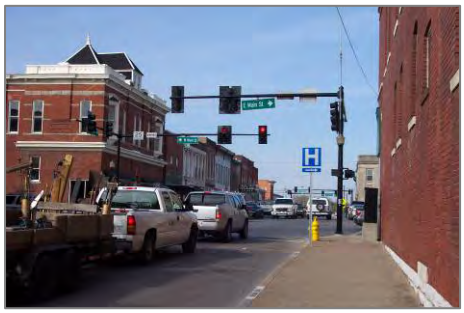
Results are reported in terms of "Levels of Service (LOS)." This grading scale was initiated by the 1965 Highway Capacity Manual (HCM), and is used to explain the quality of traffic operations to explain to the general public and elected officials. This scale establishes criteria for six Levels of Service (LOS): Level A ("Free Flow") to Level F ("Breakdown Conditions")

The results of the analysis are shown in **Exhibit 4-4**. In general, most roadways in Gallatin operate without significant congestion. However, there are a few notable exceptions. The segments of roadways that currently operate with poor levels of service include:

- South Water Avenue;
- Red River Road between US-31E and Long Hollow Pike;
- Main Street between US-31E and Hartsville Pike;
- US-31E between Belvedere Drive and Main Street; and
- Long Hollow Pike between SR-386 and SR-109 (based on field observations).

South Water Avenue Corridor

The South Water Avenue corridor experiences delays at several periods throughout the day. Peak commutes are affected along both the South Water Avenue and Main Street corridors in the downtown area. Signal timing plans do not allow queues to clear, which increases the delay.

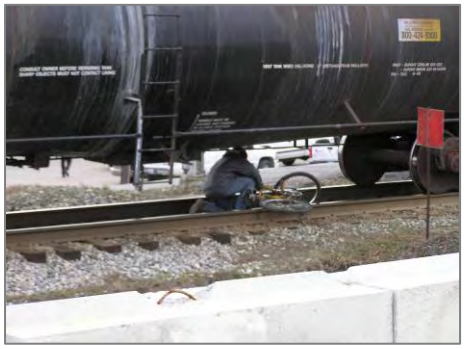


South Water Avenue queue at Main Street

The South Water Avenue corridor is also affected by Guild Elementary School; south of the downtown area. The arrival and dismissal times for the school generated additional traffic that slows through traffic in both directions along the corridor. Since there are no sidewalks along the roads surrounding the school, it is not as safe as it could be for children to walk to or from school. The high volumes of vehicles that use South Water Avenue to access the school affect the traffic operations along the corridor.

Red River Road between US-31E and Long Hollow Pike

The section of Red River Road between US-31E and Long Hollow Pike is one of Gallatin's roadway segments in most need of upgrade. Vehicular volumes increased dramatically on this roadway with the opening of SR-386 in 2007. The roadway experiences significant delays at several periods throughout the day, most notably during the afternoon commuter peak. The traffic signal at the US 31 E intersection does not allow queues to clear, increasing delay. Also, CSX rail crossings often blocks both vehicle and pedestrian traffic.



Bicyclist Illegally Crossing Red River Road CSX Tracks

Long Hollow Pike between SR-386 and SR-109

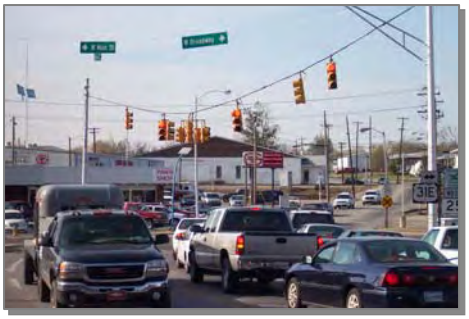
Long Hollow Pike between SR-386 and SR-109 was also impacted by the opening of SR-386. This roadway segment has become a transition between a freeway (SR-386) and a two-lane minor arterial (Long Hollow Pike east of SR-109). The traffic signal at the intersection of SR-386 and Long Hollow Pike does not have adequate capacity and operates poorly during the peak periods. This plan's recommendation is to upgrade this roadway to a freeway type facility and remove all access and traffic signals.

Main Street between US-31E and Hartsville Pike

The section of Main Street between US-31E and Hartsville Pike runs through the core of Gallatin's central business district. Multiple traffic signals, on-street parking, and heavy pedestrian traffic constrain vehicular traffic flow. While congested during peak periods, the roadway's character is one of a healthy, bustling downtown center. While improvements to traffic flow would be desirable, it is also critical to maintain the walkable human scale of this great street.

US-31E between Belvedere Drive and Main Street

US-31E between Belvedere Drive and Main Street runs though the heart of Gallatin's commercial district. Multiple traffic signals, commercial driveways, and heavy traffic define this roadway. Traffic is congested during the peak periods and the crash rate higher than other Gallatin Roadways. However, widening of this roadway would not be appropriate given its commercial character. Rather, access management tools should be explored and a focus should be put on optimization of traffic signal operations.



Intersection of US-31E/Main St./Red River Rd.

We conducted field observations at some of the City's most problematic intersections including US-31E at Main Street/Red River Road, US-31E at North Water Avenue, and US-31E at Airport Road. A summary of these observations is discussed below.

US-31E at Main Street / Red River Road

The conflicts in and around the US-31E intersection with Main Street and Red River Road result poor operations and significant congestion for Gallatin. This intersection is bordered closely by three railroad crossings. The deteriorating condition of the roads at these crossings causes motorists to slow while crossing, exacerbating delays to the affected movements. The capacity of Red River Road is limited by its geometrics, terrain, and track crossings. High volumes of vehicles use Red River Road to access SR-386 via Long Hollow Pike. The current facility does not adequately provide for these vehicles.

US-31E at North Water Avenue

The intersection at US-31E and North Water Avenue is currently an unsignalized stop-controlled intersection. Eastbound US-31E traffic has the right-of-way and does not stop. Therefore, the westbound US-31E through traffic must come to a stop to avoid the free flow left turn movement from eastbound US-31E to North Water Avenue. Traffic turning right from westbound US-31E onto North Water Avenue is yield controlled. The southbound North Water Avenue traffic must also come to a stop before turning right onto US-31E.

The second phase of Gallatin's Downtown Streetscape Project addresses the US-31E / North Water Avenue intersection with planned improvements for the implementation of signalized control of the intersection, the addition of pedestrian crosswalks, improved pedestrian sidewalks, and enhanced street lighting.

US-31E at Airport Road

The unsignalized intersection of Airport Road and US-31E causes delays on Airport Road for drivers wishing to turn left onto westbound US-31E. Airport Road provides access to Gallatin's industrial area. For this reason it is used by many large trucks carrying materials to and from the local manufacturing facilities. These trucks have difficulty finding a large enough gap in oncoming traffic to make the left hand turn off of Airport Road. Queues form while drivers wait for an opportunity to turn. These backups are especially prevalent during the PM peak commute. Design plans are currently being produced to signalize this intersection and funding has been included in the City's FY 2008/2009 budget for construction.

Tractor having difficulty turning left from Airport Road onto US-31E

SAFETY PERFORMANCE

The Gallatin Police Department records crash data in a geographic information system (GIS) database. This information can be used to determine problematic locations along the transportation network. From this data, crash rates (crashes per hundred million vehicle miles) were determined for several major corridors throughout Gallatin. These corridors were highlighted based on their crash rates in **Exhibit 4-5**.

Major intersections throughout Gallatin were identified and analyzed to determine the total number of crashes that have occurred at each intersection over the past five years (2003-2007). **Exhibit 4-6** shows the intensity of the five-year total number of crashes throughout Gallatin.

2030 NO-BUILD CAPACITY ANALYSIS

While overall traffic conditions in Gallatin are not severe now, it is important to recognize that conditions will deteriorate in the future if improvements are not made. Overall conditions are likely to be more congested with continuing growth in the region. Alternate routes can be built and improvements can be made to existing facilities but an increasing population will continue to place an increasing demand on the network.

One of the purposes of this study is to identify mobility problems within Gallatin and to offer solutions that address existing deficiencies and also accommodate continued growth. The identification of future transportation needs is based upon current development trends and forecasted growth in accordance with the Gallatin on the Move 2020 General Development Plan. An essential part of this analysis is to incorporate the impact that future population and employment growth will have on traffic flows.

Transportation system and land use have a circular relationship: adequate mobility must be provided to facilitate growth; growth results in increased transportation demands that necessitate an expansion of the system. In addition, trip-making patterns, volumes, and modal choices are a function of the spatial distribution of land use. Consequently, a transportation plan should be responsive to the dynamics of the area and the likely distribution of these activities across the region.

Transportation plans must be consistent with land use plans, thereby prescribing a balance between future land use development and infrastructure needs. As such, the development of a transportation system and the continued growth of a community go hand in hand. One of the first steps to determine future infrastructure needs is to evaluate how the transportation system would function with the desired population and commercial development but in the absence of transportation related infrastructure improvements. The deficiencies highlighted in this "no-build" analysis provide insights into future needs.

Historical traffic growth trends, known development plans, future land uses as described in the Gallatin on the Move 2020 General Development and Transportation Plan, and output from the Nashville Area MPO's regional travel demand model were used to develop 2030 no-build traffic forecasts for the arterial and collector roadway network in Gallatin. **Exhibit 4-7** illustrates the 2030 No-Build levels of service. Several segments are predicted to have poor 2030 levels of service if improvements are not made:

- South Water Avenue,
- Red River Road between US-31E and Long Hollow Pike,
- Long Hollow Pike between Red River Road and SR-386,
- Main Street,
- US-31E
- Big Station Camp Boulevard between Saundersville Road and SR-386.

Of note is that these are for the most part the same roadways that are congested today. The primary difference is that the severity and scope of the congestion are expected to worsen in the future. Many of the projects proposed in this plan are intended to address the issues highlighted during this evaluation.

ROADWAY PROJECTS

The following section describes the projects recommended for the Major Thoroughfare Plan component. These projects are shown on **Exhibit 4-8**. The resulting 2030 Major Thoroughfare Plan is shown in **Exhibit 4-9**.

Projects 1 and 2 are focused on preserving and enhancing Gallatin's connection to SR-386. Gallatin's primary regional freeway connections include SR-386/US-31E to I-65 and SR-109 to I-40. The SR-109 connection to I-40 is an important link to the western portions of the Nashville region, especially from south and east Gallatin. Improvement recommendations for this link are provided in Projects 20, 33, and 42. Likewise, the SR-386/US-31E connections are a critical link to the greater Nashville region. In fact, SR-386 is arguably Gallatin's most critical freeway connection.

For many years, US-31E served as the historical link between Gallatin and I-65. However, US-31E was commercialized, even before SR-386 was constructed, restricting its ability to serve as the primary artery between Gallatin and I-65. SR-386 was built as freeway facility (between I-65 and it's terminus at Long Hollow Pike) specifically for the purpose of serving as the major artery for Gallatin and Hendersonville to I-65. Enhancing Gallatin's connection to SR-386 should be a top priority for the community.

1. ***Long Hollow Pike (SR-174)/Red River Road (SR-25) Corridor between US-31E and SR-109*** – Widen Long Hollow Pike (SR-174) between SR-109 and Red River Road (SR-25) to 3 lanes and distribute traffic to US-31E via multiple connections[13]. The goal is to avoid a concentration of traffic at any one location. This scheme provides for several benefits. First, it allows greater flexibility in project implementation. Second, it provides for additional rail crossing points, creating options for circulating traffic and emergency response vehicles when rail crossings are blocked by trains. Third, it minimizes the potential to overload any one intersection or roadway segment. Related projects would most likely be publically funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured. Proposed improvements for this area include the following:

   - Red River Road (SR-25) between Long Hollow Pike (SR-174) and US-31E (existing) – The existing roadway should be improved to allow for greater capacity and safer traffic movements. This could be accomplished by:

     - Create a grade-separated rail-crossing which would greatly facilitate traffic flow and enhance safety. However, topography may make a grade separated crossing physically or economically infeasible. Engineering studies are required to evaluate the viability of this improvement.
     - Improve to a three-lane cross-section.
     - Change the current traffic control scheme at the Long Hollow Pike (SR-174)/Red River Road (SR-25) intersection to allow the Long Hollow Pike (SR-174) to Red River Road (SR-25) connection to become the free flow movement. In this revised scheme Red River Road (SR-25) would "T" into the revised free flow connection as a stop controlled traffic movement.
     - Widen the Red River Road (SR-25) approach at the Red River Road (SR-25)/US-31E intersection.

   - Maple Street Connection – connect Long Hollow Pike (SR-174) to the new Maple Street/Tulip Poplar Extension via a two or three lane connector across the railroad tracks, providing access to US-31E at Maple Street. This would require a new rail crossing.
   - Blythe Avenue Connection – Strengthen the connection between Red River Road (SR-25) and West Eastland Street via Blythe Avenue to make fuller use of the West Eastland rail crossing. Roundabouts at critical intersections could be used as a part of this solution.

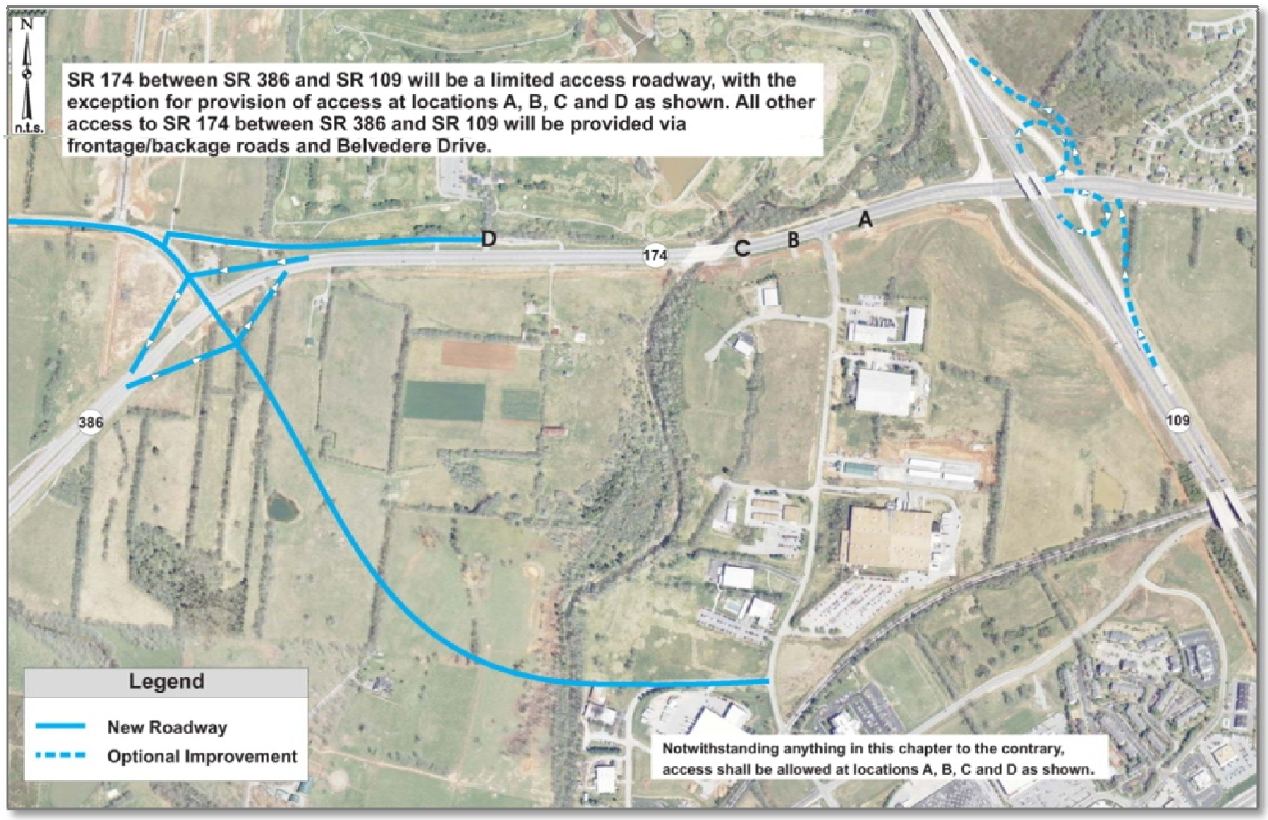
2. ***Long Hollow Pike (SR-174) Between SR-386 and SR-109*** – Restrict access and make a free-flow freeway segment as shown in the Figure 4-2.

   - Replace the existing traffic signal at SR-386/Long Hollow Pike (SR-174) with grade-separated interchange.
   - Restrict access to Long Hollow Pike (SR-174) between SR-386 and SR-109 Bypass as show in Figure 4-2. Access to the Long Hollow Golf Course could be provided to SR-174 approximately 500 feet west of the SR-386 interchange via the old SR-174 right-of-way. Access to the south side of SR-174 could be provided via an extended Long Hollow Pike (per figure 4-2) or Belvedere Drive.

[13] It is recommended that engineering studies be performed on the proposed improvements to validate the feasibility of the various alternative alignments. The potential for redevelopment in the area should also be considered.

- This project would most likely be funded by a public agency. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured.
- The addition of a loop ramps(s) on the east side of the SR-109 interchange is a supplemental improvement that could be considered to add capacity to the Long Hollow Pike/SR-109 interchange. A loop ramp in the north-east quadrant (serving the northbound to westbound movement) would allow that movement to be made without having to pass through the northbound ramp terminal traffic signal. This loop ramp would facilitate movement from downtown Gallatin and SR-109 south of Gallatin to SR-386. Likewise, a loop ramp in the south-east quadrant (for the eastbound to northbound movement) would facilitate the traffic movement from SR-386 to SR-109 north of Gallatin and the Hatten Track Extension. It may be preferable to construct one or both of these ramps in the future based on detailed traffic analysis. The construction of either ramp would add capacity to the northbound ramp terminal traffic signal. The construction of both ramps has the potential to create freeway weaving problems on northbound SR-109.

Figure: 4-2 Conceptual Plan for the upgrade of SR-174/SR-386/SR-109 Interchange



3. ***GreenLea Boulevard (North)*** – GreenLea Boulevard (North) – Provide a continuous connection between Nashville Pike and Long Hollow Pike, with an interchange at SR-386. The section between US-31E and SR-386 has been built to a five-lane section. The segment between SR-386 and Long Hollow Pike (SR-174) will initially be constructed to a three-lane section. However, adequate right-of-way should be reserved between SR-386 and Long Hollow Pike (SR-174) for potential expansion to five-lanes. The development of the surrounding area will drive the need for the project. This project would most likely be privately funded by development interests.

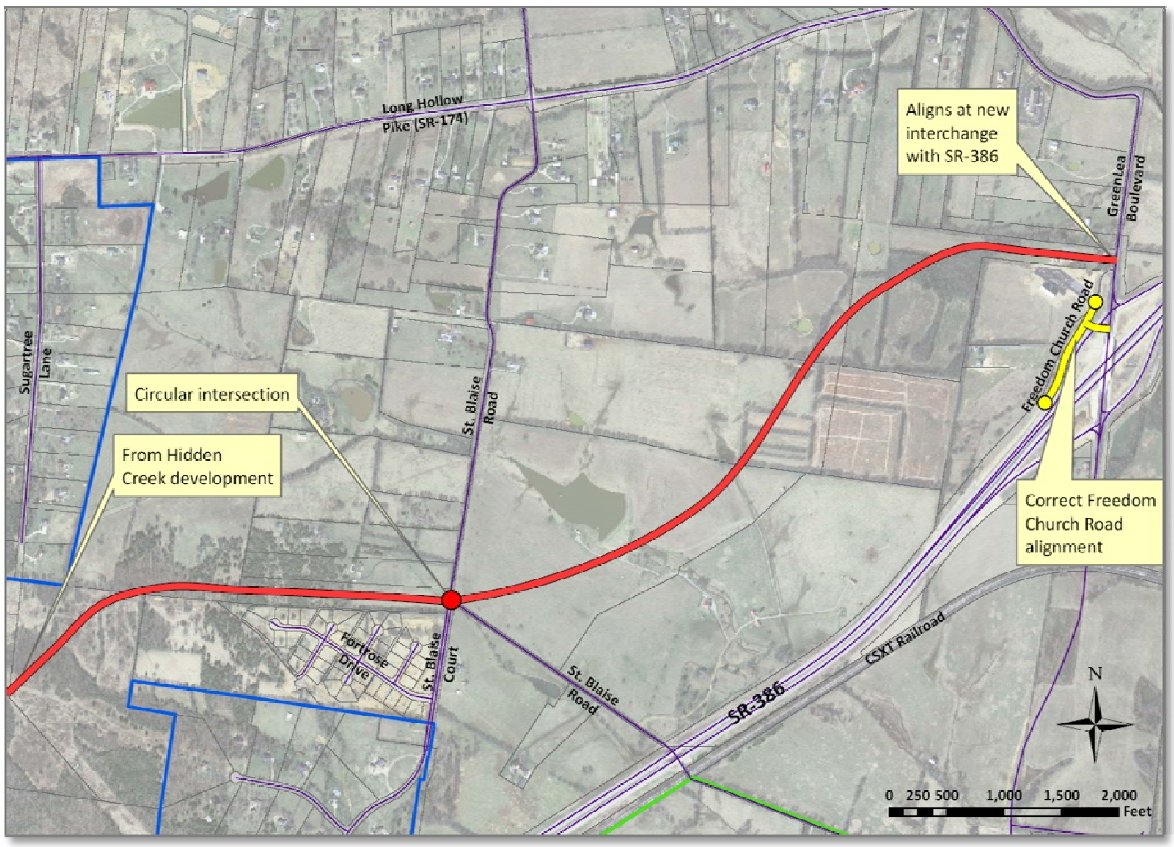
4. ***Browns Lane Extension*** – Extend Browns Lane one quarter-mile north of the Browns Lane/Nashville Pike intersection to connect to the future extension of Gap Boulevard. The need for this extension would be driven by the development of the surrounding area north of the Gap property and Volunteer State Community College. This project would be privately funded.

5. ***Tulip Poplar Extension*** – extend the Tulip Poplar Extension southwest from its current terminus at Belvedere Drive to US-31E at Lakeshore Drive. The construction of the Tulip Poplar Extension, parallel to Nashville Pike, from the Maple Street Extension to Sumner Hall was completed in June 2008. The extension to US-31E is currently in the planning stages. This project would be privately funded.

6. ***Big Station Camp Boulevard Improvements*** – improve the existing route between Nashville Pike and Long Hollow Pike to a three-lane roadway, while preserving right-of-way for five lanes. The improvements to this roadway can be staged over time as the demand increases. As Bison Trail and the future Jenkins Lane extension continue to develop, they will bring more traffic onto Big Station Camp Boulevard. By 2030, traffic volumes on Big Station Camp Boulevard are anticipated to be on the order of 15,000 vehicles per day. As such, a four-lane road with raised center median and with turn bays is ultimately recommended. A five-lane cross section may also be appropriate in some locations, as long as it is accompanied by a strict access management policy. It would be appropriate to finance this project with a combination of private development and public infrastructure funding.

7. ***Bison Trail Extension*** – extend Bison Trail from Big Station Camp Boulevard to GreenLea Boulevard as a two-lane roadway with turning lanes at appropriate locations. Bison Trail should intersection GreenLea Boulevard opposite modified westbound SR368 ramps (see project 18). Sumner County has approved developments along the original SR-386 plan corridor, interrupting the extension. As shown in Figure 4-3, an alternate route has been proposed in this plan to avoid these plats. This extension will likely be privately funded by developers. Because of potential conflicts, a general alignment should be agreed to prior to any site plan approval in the general corridor. This project was known as the *Saundersville Road Extension* in the SR-386 Area Study.

Figure 4-3 Proposed Bison Trail Alignment



8. ***Blue Jay Way Infill*** – connect North Blue Jay Way and Blue Jay Way. This connection will provide better access to the residential neighborhoods south of US-31E off of Blue Jay Way. Creating this alternate route is especially important to provide for rapid emergency access. This project would likely be financed with private funding. A similar connection was presented in the SR-386 Area Study as the *Bay Point Drive Extension*, which connected North Blue Jay Way with Bay Point Drive. The revised route better accounts for the area's topography.

9. ***Kennesaw Farms Project*** – provide access for a mixed-use development consisting of retail, office, and residential uses located north of Nashville Pike and west of St. Blaise Road. The Kennesaw Farms project includes the extension of Kennesaw Boulevard to Big Station Camp Boulevard as a collector roadway. This project will be privately funded by the development community. This development project was initially included in the SR-386 Area Study.

10. ***Kennesaw/ Greensboro Connection*** – a collector off of St. Blaise Road would provide access from Greensboro Village North to GreenLea Boulevard. Engineering studies need to be completed to determine the design details for this project as St. Blaise Road currently sits about 15 feet higher than the proposed east-west connection. This connection would require the reconfiguration of St. Blaise Road. The need for this collector roadway will be driven by the development of Fairvue Plantation and the need for a more direct connection to GreenLea Boulevard. This project will be privately funded. This project originated with the SR-386 Area Study.

11. ***Greensboro Village Project*** – Includes several collector roads to provide access to the developing areas of a large mixed-use development consisting of commercial, office, and residential uses located north and south of Nashville Pike around the Harris Lane Extension area. Much of this project has already been completed. A future east-west connection could be developed that would provide additional access from Greensboro Village to GreenLea Boulevard. This work would most likely be privately funded by the development community. This connection could be extended across GreenLea Boulevard to provide additional access to Volunteer State Community College.

12. ***St. Blaise Road*** – Improve roadway between Long Hollow Pike and Maddux residential development. A three-lane cross-section is most likely appropriate for this roadway, but the final cross section should be determined based on developer traffic impact studies completed for surrounding developments. The roadway should provide a walkable and bikeable environment. As such, a raised/landscaped median would be appropriate with turn bays at intersections and major driveways. This improvement will be primarily funded by the development community, but will likely require public funding through more developed areas.

13. ***St. Blaise Road CSX Crossing*** – Close to vehicular traffic at the existing tunnel under the CSX railroad. Leave the tunnel open for pedestrians and bicyclists. Widening the tunnel for future automobile use is cost prohibitive. This crossing can most likely be closed to vehicular traffic once the Bison Trail Extension is constructed which will enhance connectivity and circulation in the area between SR-386 and Long Hollow Pike (SR-174).

14. ***Circulator road in the vicinity of Big Station Camp Boulevard*** – Create a retail circulator for the future development on the east side of Big Station Camp Boulevard with an intersection with the Saundersville Road and Jenkins Lane extensions. The final cross section should be determined based on developer traffic impact studies completed for surrounding developments. The roadway should provide a walkable and bikeable environment. As such, a raised/landscaped median would be appropriate with turn bays at intersections and major driveways. This roadway will be financed privately by the development community. The concept for this roadway was introduced in the SR-386 Area Study.

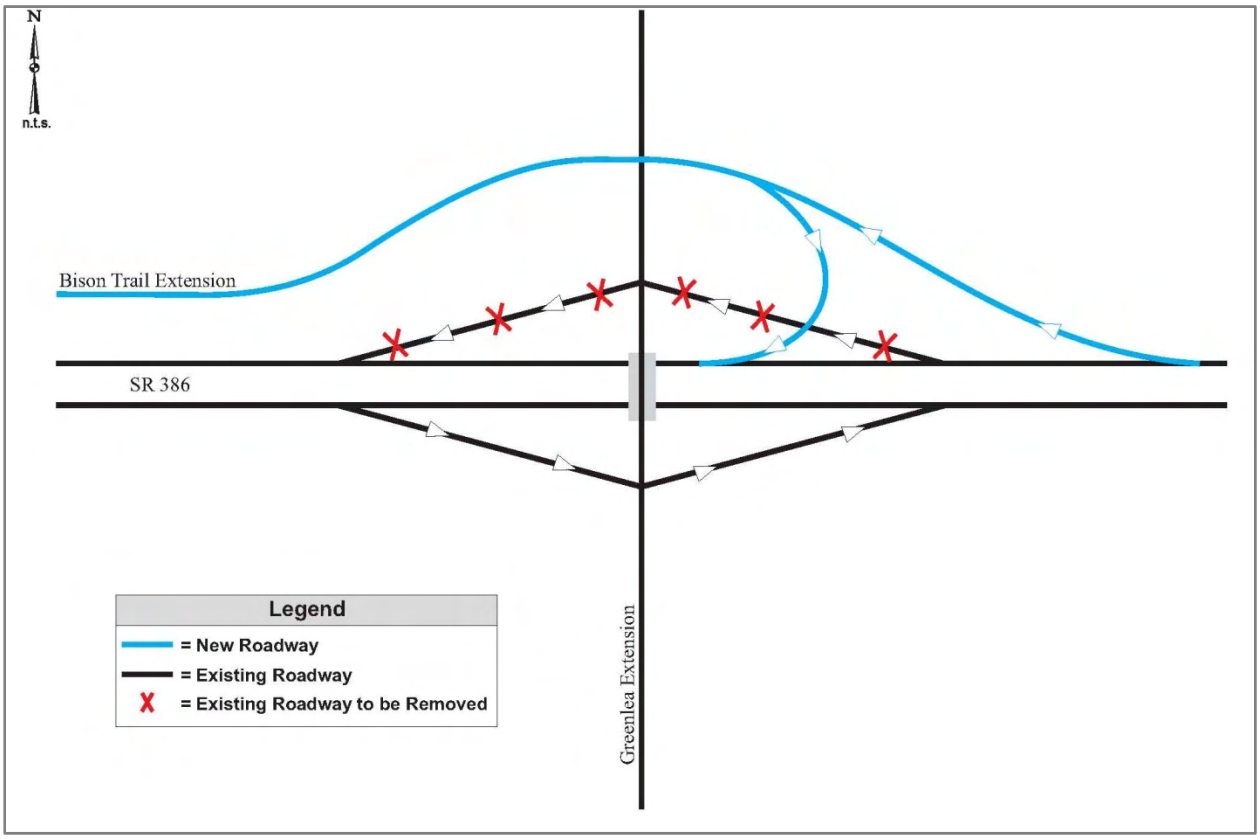
15. ***New Bridge over Old Hickory Lake*** – TDOT has plans to construct a new bridge on SR-109 over Old Hickory Lake. This structure will serve as a primary gateway into Gallatin and Sumner County. As such, TDOT should consider the construction of a "signature bridge" to fit with the City's character for this area. The new bridge will be located east of the existing structure. Preliminary Engineering has been funded and environmental clearance is ready to proceed. The project will be financed with federal bridge replacement funding.

16. ***Walkable/bikeable small-scale collector system for emerging residential area*** – Create a walkable and bikeable small scale collector system for the area roughly bound by Long Hollow Pike on the north, Bison Trail Extension on the south, Big Station Camp Boulevard on the west, and GreenLea Boulevard on the east. The purpose of this system is to provide multi-modal access to this developing residential area. The road network should use existing roadways when appropriate but be established by way of development specific access plans, created by the development community, that provide access from development projects to major collectors. This network will most likely be financed with private funds by the development community. The concept for connected road network was generated as a part of the SR-386 Area Study.

17. ***Access to future development area roughly bound by Belvedere Drive, Harris Lane, CSX Railway, and SR-386/Long Hollow Pike (SR-174)*** – Provide access to this future development area by way of a new road that would run between a new Long Hollow Pike (SR-174)/SR-386 interchange and Calvert Road (see project 2). Close all direct access points from this development area to Long Hollow Pike (SR-174) and provide access via this new roadway. It is anticipated that these improvements would be financed by future developer(s).

18. ***SR-386 / GreenLea Boulevard Interchange*** – Reconfigure the northern (westbound) ramps with a loop in the northeast quadrant to allow for a direct connection to a future Bison Trail Extension (project 7). The purpose of this realignment is to eliminate the sub-standard spacing between the northern ramp terminal intersection and existing frontage road intersection and provide a strong connection to the future Bison Trial Extension. The existing frontage road would be realigned to connect to the new Bison Trail extension west of GreenLea Boulevard. The interchange reconfiguration would likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured. A sketch of the proposed interchange configuration is shown in Figure 4-4.

Figure 4-4 Proposed SR-386/GreenLea Boulevard/Bison Trail Extension Interchange



19. ***SR-109 North*** – As a part of greater improvement plans between I-65 and I-40, TDOT has plans to improve SR-109 to four-lane divided roadway between Old SR-109 and Gallatin's northern Urban Growth Boundary. This widening will be funded by TDOT.

20. ***SR-109 South*** – Upgrade to a "Boulevard Style" four-lane road with turn bays and a raised median between Airport Road and the southern Urban Growth Boundary. The current volumes on this segment of South Water Avenue are near the capacity of a two-lane road. 2030 traffic projections show that the future traffic volumes will exceed the existing roadway's capacity. Safety analysis shows that the crash rate on this roadway segment far exceeds the state averages. TDOT's regional plans for SR-109 improvements between I-65 and I-40 is increasing both automobile and truck traffic along this route. Widening the roadway will increase its capacity and allow it to serve the increasing volume of vehicles, especially truck traffic. Controlling access along South Water Avenue will improve the traffic flow. The installation of the median will limit this access without requiring a wholesale elimination of curb cuts. Additionally, these improvements will enhance the aesthetics of the corridor, creating a more welcoming "gateway" into the City. Improvements to this section of SR-109 were a part of the 2000 Major Thoroughfare Plan. These improvements will be likely be funded by a combination of public funds from the City and TDOT. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured.

21. ***East Broadway Avenue (US-31E/SR-6)*** – Widen to four lanes between College Street and the northeastern Urban Growth Boundary. This improvement would most likely be publically funded by the City and TDOT. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured. From an aesthetic and access management standpoint it would be preferable to configure the roadway with a raised median and turn lanes at appropriate locations as opposed to a continuous center turn lane.

22. ***Hatten Track Road (Albert Gallatin Extension)*** – Widen to five lanes with curb and gutter between Blythe Avenue and North Water Avenue. This widening will generally follow the existing alignment with the exception of the crossing of the CSX railroad tracks. A new alignment will be provided at the CSX crossing to allow for maintenance of traffic during construction of the viaduct over the tracks. The new alignment should generally be located north of the existing alignment to provide some degree of physical separation of the residential areas south of the proposed corridor from the industrial areas north of the proposed corridor. This new bridge will be designed to accommodate future traffic growth. Create a new three-lane roadway connection between Blythe Avenue and SR-109. Acquire right of way for a five-lane minor arterial (including sidewalks) along the entire route between US-31E and SR-109. Right of way should also be acquired at the intersection of SR-109 and Hatten Track Road to allow for a future interchange at this location and the possibility of Hatten Track Road being extended further to the west (towards SR-386) in the future. This project has been included in the City's Transportation Improvement Program for 2008-2011. Preliminary Engineering has begun to determine alignment. The project was included in the 2000 Major Thoroughfare Plan. From an aesthetic and access management standpoint it would be preferable to configure the roadway with a raised median and turn lanes at appropriate locations as opposed to a continuous center turn lane.

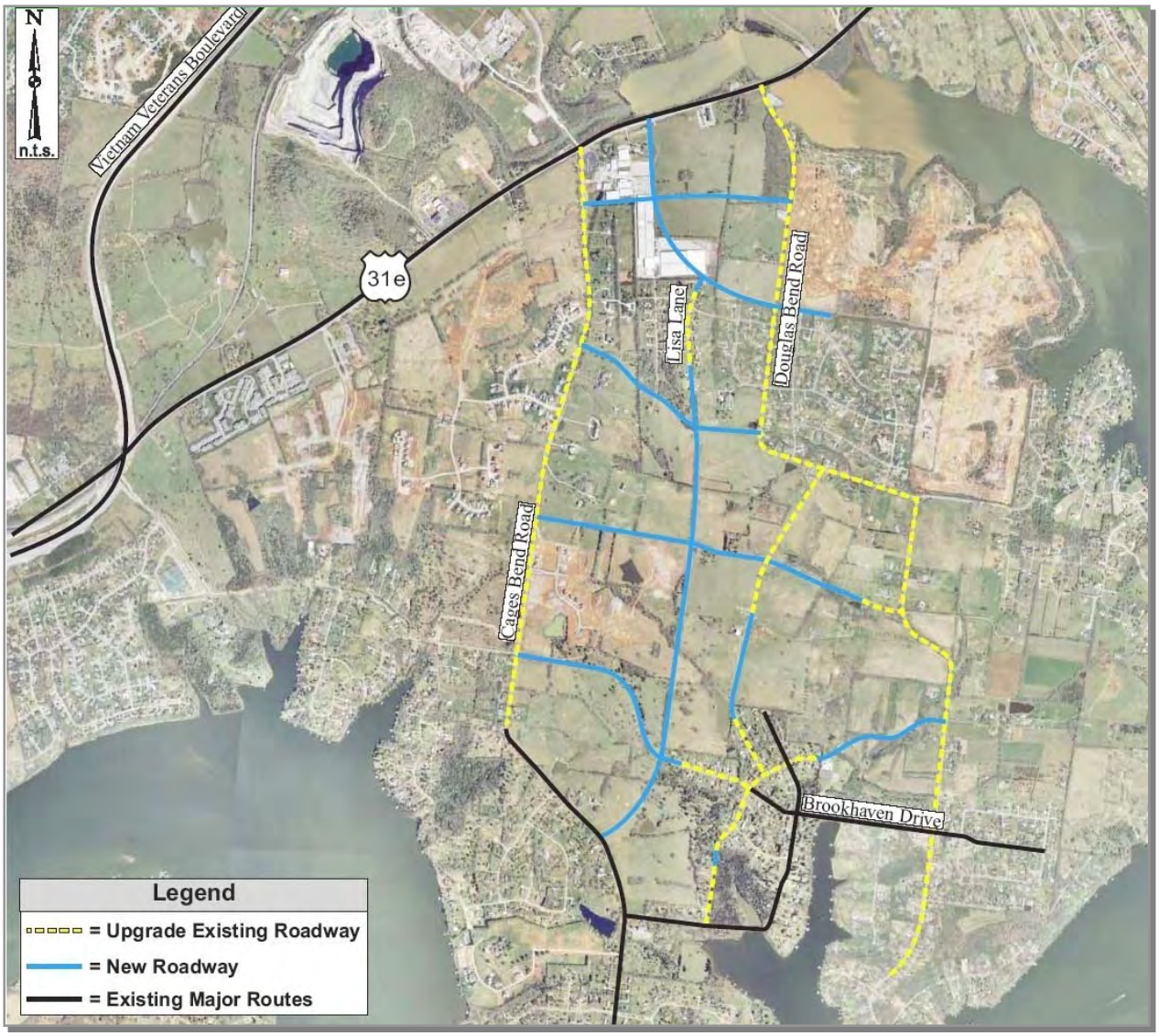
23. ***Blythe Avenue*** – Widen to three lanes with curb and gutter between Red River Road (SR-25) and Hatten Track Road. Widening the road to 3 lanes will help improve the traffic flow. Blythe Avenue is currently three lanes in an approximate 1000 foot section between West Eastland Avenue and Gray Street. Blythe Avenue is currently wide enough for three lanes between Gray Street and Pace Street; however, this extra pavement width is currently being used for residential on-street parking. This improvement would most likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured. From an aesthetic and access management standpoint it would be preferable to configure the roadway with a raised median and turn lanes at appropriate locations as opposed to a continuous center turn lane.

24. ***Cages Bend Road*** – Upgrade road, retaining existing cross section, between US-31E and the southern Urban Growth Boundary. Add turn lanes at appropriate locations. This project would need to be closely coordinated with and possibly approved by Sumner County and/or the City of Hendersonville. This improvement would most likely be either privately funded or publicly funded by Sumner County or the City of Hendersonville.

25. ***Douglas Bend Road –*** Upgrade road, retaining existing cross section, between US-31E and the southern Urban Growth Boundary. Add turn lanes at appropriate locations. This project would need to be closely coordinated with and possibly approved by Sumner County and/or the City of Hendersonville. This improvement would most likely be either privately funded or publicly funded by Sumner County or the City of Hendersonville.

26. ***Cages Bend and Douglas Bend Area Collector System*** – Upgrade the existing roadways and expand the collector system to enhance local circulation and create roadway connectivity to serve the future residential development. This network will be privately funded by the future developer(s). This development area is near the Gallatin/Hendersonville boundary so coordination with Sumner County and the City of Hendersonville will be critical. A concept for this collector system is shown Figure 4-5.

Figure 4-5 Conceptual Cages Bend Area Collector System



27. ***Airport Road Widening*** – purchase right-of-way (ROW) for future upgrade to 4 lanes with turn lanes at appropriate locations. Adding a center turn lane (widening the roadway to only 3 lanes) would be an inefficient approach to increase the capacity of the road, due to the large spacing between driveways. From an aesthetic standpoint it would be preferable to configure the roadway with a raised median. The ROW should be sufficient to accommodate sidewalks (located at least 5 feet from the edge of the curb) and bike lanes and/or accommodate a greenway multipurpose trail that could connect to the overall greenway system. Future non-motorized accommodations in this corridor would provide alternative travel modes for commuters and recreational opportunities for the local workforce.

From an economic development standpoint, it is appropriate to widen the roadway to four lanes with left turn bays before the existing capacity is exceeded. This would allow the route to be promoted both as a truck bypass around the Gallatin core and also as an attractive access corridor to this vital industrial area. However, this may require phasing of the roadway's construction. This widening would most likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured.

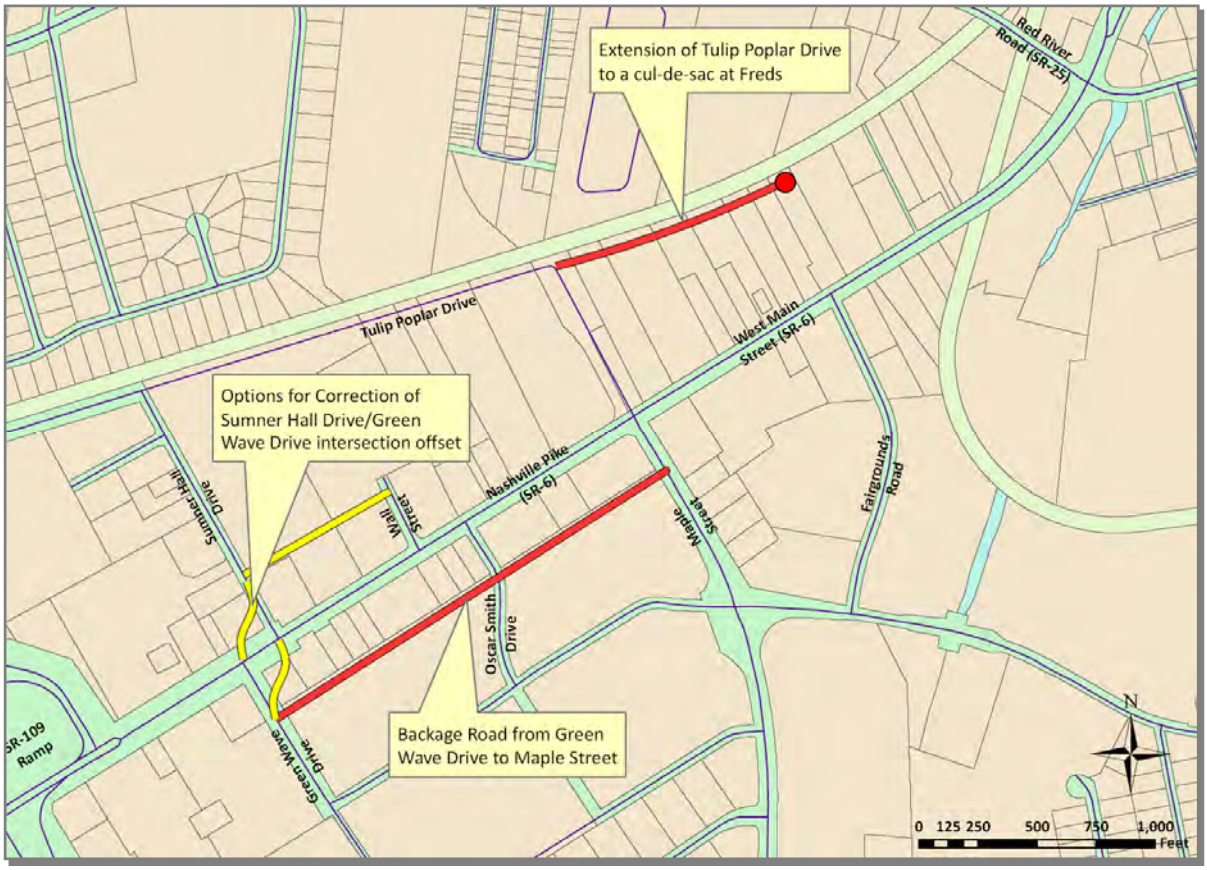
Artist's Rendering of Possible South Water Avenue Corridor

28. ***South Water Avenue*** – address the overwhelming number of curb cuts, improve/add bike and pedestrian facilities, and enhance the design of the South Water Avenue/SR-109 intersection as a "gateway" into Gallatin. This segment of roadway currently has a high crash rate, which is of even more significance due to the proximity of schools. Peak hour congestion is an issue to both local and through traffic. Improvements to this corridor would enhance traffic flow, improve crash rates, enhance the spatial environment, and create a "gateway" into the City. It will be necessary to maintain appropriate access to businesses and schools.

While, the project's purpose would be to enhance access management, safety, walkability, and aesthetics; the exact nature of the improvements needed should be determined based on a corridor study with a significant community involvement component. This widening would most likely be publicly funded. However, private sector funding may be appropriate/ required if development pressures force the need for roadway improvements before public sector funding can be secured. To the right is a visual illustration of what this section of what this section of roadway could look like with the improvements proposed in this plan.

29. ***US-31E between North Water Avenue and SR-109*** – lower speeds, reduce curb cuts and create a more pedestrian/bike-friendly environment along US-31E between North Water Avenue and SR-109. Better access management and pedestrian/bicycle accommodations along this corridor could help to improve traffic flow, promote a multimodal environment, provide redevelopment opportunities, and improve safety performance. Existing volumes on US-31E continue to be high, despite the opening of SR-386. The poor management of access in this corridor contributes to its congestion and creates safety conflicts. An urban design study should be completed for the corridor to determine methods to better control access while maintaining a healthy commercial environment. A backage road system, as illustrated in Figure 4-6, could be a key component of the ultimate plan. The urban design study would most likely be publicly funded by the City and should also identify possible sources of funding for construction projects.

Figure 4-6 Conceptual US-31E Backage Road System



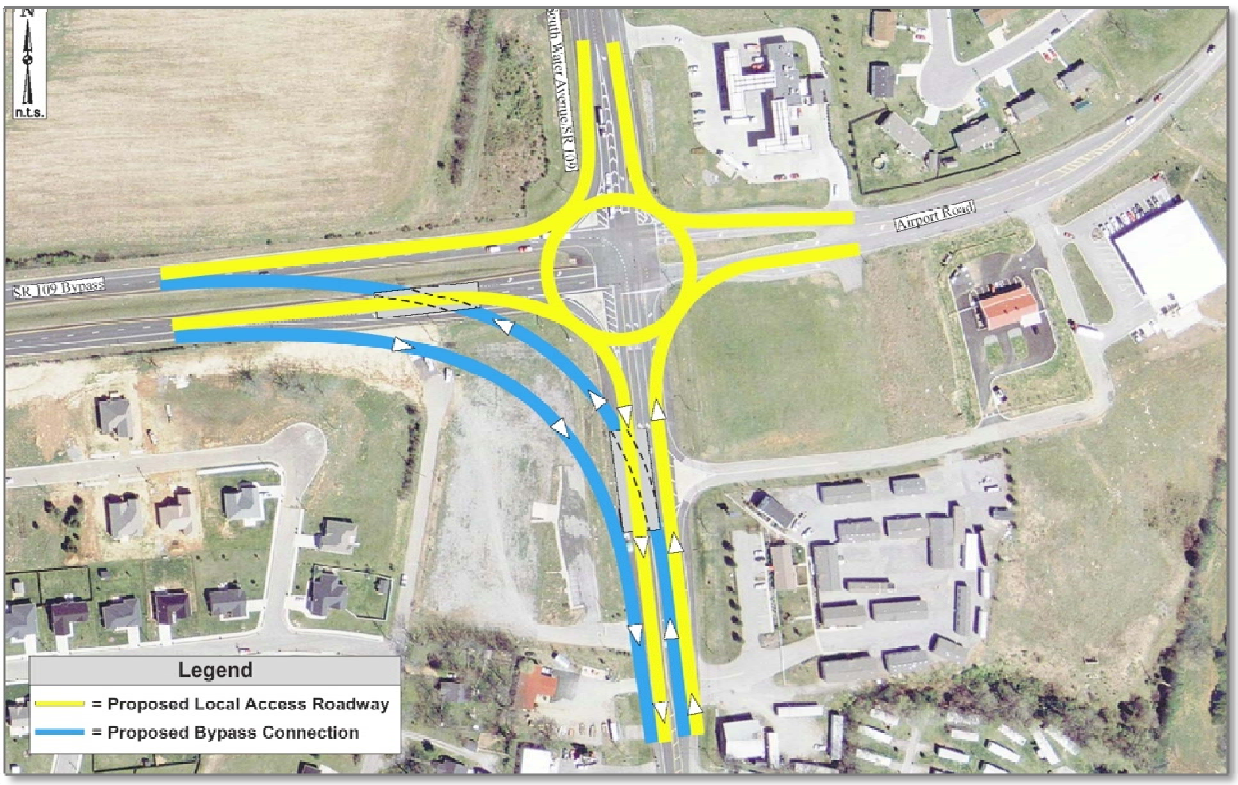
30. ***US-31E / Main Street / Red River Road Intersection*** – redesign the intersection's approaches, pedestrian accommodations, and signal timing. This intersection is the most prominent bottleneck on the US-31E corridor in Gallatin, and represents a significant entry point into the City's downtown area. This project would improve safety for both motorists and pedestrians; enhance traffic flow; and create a more welcoming "entrance" to the City. Proximate railroad crossings and confined geometrics are physical constraints that limit what can be accomplished. The City is currently working with TDOT to determine the range of feasible intersection improvements.

31. ***Main Street / Hartsville Pike Intersection*** – consider either signalization or the installation of a roundabout to improve motorist and pedestrian safety and create a more walkable environment around the hospital and commercial area. Navigating this intersection can be challenging for both vehicular traffic and pedestrians. Priority must be made for emergency vehicle access to the hospital. The proximity of adjacent Main Street signals and high traffic flows should be considered in the development of this improvement plan. Improvements to this intersection would most likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured.

32. ***US-31E / Airport Road Intersection*** –signalization of this intersection would better accommodate the heavy truck turning movements at this intersection and promote the use of Airport Road as a regional truck route. This signal has been warranted by TDOT, design plans are currently being produced, and funding has been included in the City's FY 2008/2009 budget for construction.

33. ***S. Water Avenue / SR-109 / Airport Road Intersection*** – improve the operations of this intersection and promote as a gateway into the City. This intersection is a significant bottleneck on the SR-109 corridor. It may be desirable to create free-flow north-to-west-bound and east-to-south-bound movements between SR-109 and South Water Avenue. This would promote the use of SR-109 as a by-pass around Gallatin, as opposed to trucks traveling on South Water Avenue. This intersection project would mostly likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured. Engineering studies are required to develop and evaluate alternatives for a free-flow interchange at this location. One concept for this interchange is shown below. However, it should be noted, that a final concept should be based on detailed environmental and engineering studies.

Figure 4-7 South Water Avenue/SR-109/Airport Road Interchange



34. **Long-term Traffic Signal Timing Maintenance** – address out-dated signal timing plans along major corridors throughout Gallatin (e.g. Main Street, US-31E, Long Hollow Pike). Better traffic signal management would improve traffic flow, reduce congestion, and improve safety for motorists and pedestrians. The Federal Highway Administration (FHWA) recommends performing signal retiming whenever a new signal is added or access is changed, but at a minimum every three years. Gallatin's Traffic Signal Timing and Coordination Plan were last updated in 2003. Since then, little maintenance has been done on the system. Currently, Gallatin's City Engineer is responsible for all of the signals in the network. The city has approximately 40 signals in service. The FHWA recommends that an agency should have at least one (1) signal technician for a network of this size.

35. ***North-East Collector System*** – Create a collector roadway system for the northeastern area of Gallatin as required by development pressures in the area. The purpose of this system is to provide multi-modal access to this developing residential area. The road network should use existing roadways when appropriate but be established by way of development specific access plans, created by the development community, that provide access to major collectors. This system should ultimately provide a continuous connection between US-31E and SR-109. However, this connection should not be intended as a northern by-pass around Gallatin. The proposed Hatten Track Road/ Albert Gallatin Extension will serve the by-pass need. This collector system is intended to provide connectivity, circulation, and emergency access for local neighborhoods. This system will be constructed by developers as the area develops and will be privately funded.

36. ***Western Collector –*** Consider the possibility of a future extension of Hatten Track Road/Albert Gallatin Road from SR-109 to Long Hollow Pike for western connection to SR-386. This road would provide an additional connection between SR-109 and SR-386; reducing traffic on SR-386 and downtown roads. However, this roadway is only warranted if substantially intense development occurs in the vicinity of this corridor. The current land use plan included in the Gallatin on the Move 2020 General Development and Transportation Plan does not call for development of intensity high enough to warrant this roadway. Future planning studies should consider the need for this corridor.

37. ***Smith Street Connection to US-31E –*** Upgrade the existing roadway and extend Smith Street over Town Creek to connect with US-31E. This will provide an alternate east-west route through Downtown, rather than using Main Street. This project would reduce Downtown congestion and provide opportunities for neighborhood revitalization along Smith Street. It would also provide for an additional pedestrian/bicycle connection in the heart of Gallatin. The extension and improvement of Smith Street was among the top 5 road projects for the City of Gallatin decided upon by the Joint Gallatin City Council/Gallatin Municipal-Regional Planning Commission meeting on September 11, 2000. Smith Street currently ends at Town Creek, before US-31E and the existing roadway is not sufficiently constructed to carry heavier through traffic. Much, if not all, of the roadway would have to be reconstructed if this connection were to be built. The project would be challenging in that it includes a creek crossing and would require the taking of some commercial property along US-31E. Results of these complications, detailed engineering studies are required to explore the best alignment probable costs for this project. This extension would most likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured.

38. ***Peach Valley Road/Nichols Lane Development*** – enhance the collector road system in this part of the City. The construction of these collector roadways would relieve demand from existing roadways (Lock 4 Road, S. Water Avenue, Nichols Lane, and Peach Valley Road). However, new collector roadways are not needed until additional development occurs in this part of the City. Therefore, the construction of these roadways will be entirely developer driven and funded. The ideas for the collector roads were given by members of the Multimodal Transportation Plan Steering Committee.

39. ***Downtown Parking Garage*** – a new downtown parking structure would provide off-street parking for at least 200 vehicles in the downtown area. Additionally, it will reduce some of the on-street parking demand, allowing some spaces to be converted to pedestrian areas or outdoor dining locations along Main Street. The downtown parking garage may be funded with a combination of public and private entities. The Downtown Master Plan recommended that this garage be built in the existing City Hall parking lot, behind the future City Hall Annex. However, parking structures in other locations may be required as the downtown area continues to develop.

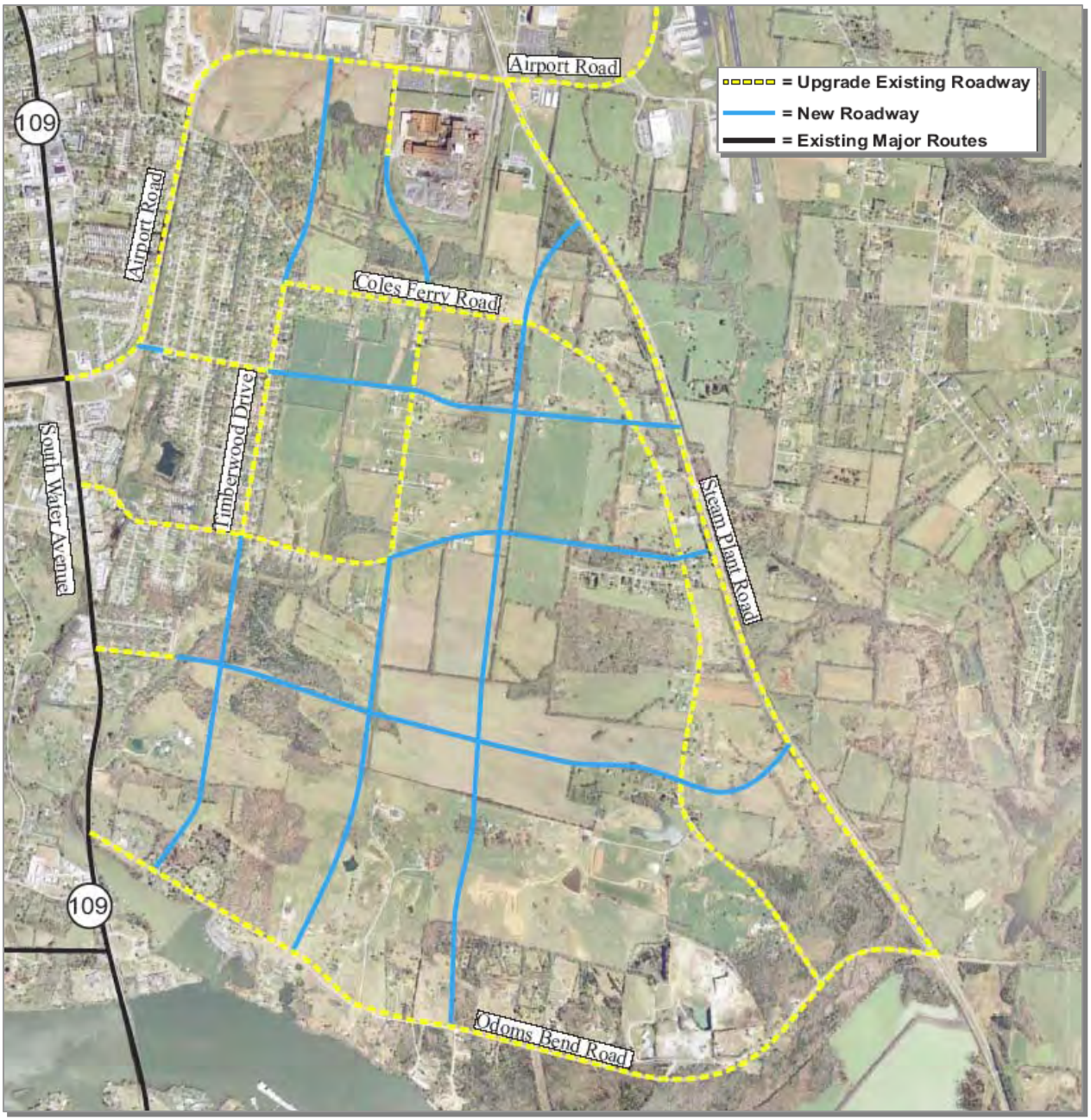
40. ***Odoms Bend Road/Steam Plant Area*** – provide connections for future residential development areas along Coles Ferry Road to South Water Avenue, Airport Road, Steam Plant Road, and Odoms Bend Road. This roadway will be built as development occurs in this area. Several existing roadways would require upgrades as this system is put into place. For example, the geometrics of Drivers Lane would need to be improved and Drivers Lane would need to be realigned to intersect with Nichols Lane. A conceptual sketch of the collector road system for the Coles Ferry development area is provided in Figure 4-8 (see next page). The construction of this network would most likely be privately funded.

41. ***Red River Road (SR-25) west of SR-109 –*** add left and right-turn lanes at appropriate driveways and intersections. The 2030 volumes are forecasted to be on the order of 13,000 vehicles per day, which is above the capacity of a two-lane roadway without left turn lanes. Adding turn-lanes would also enhance the safety performance of the corridor. This extension would most likely be publicly funded. However, private sector funding may be appropriate/required if development pressures force the need for roadway improvements before public sector funding can be secured.

42. ***Lock 4 Road Widening and Bridge Repair***- Widen Lock 4 Road between Nashville Pike and Lock 4 Park to allow for safer turning movements and to better accommodate bicycles and pedestrians. An advanced planning report has been completed and preliminary engineering is expected to be complete in the summer of 2009 for the section between Nichols Lane and Lock 4 Park. The project is currently being funded by the City.

43. ***SR-109/SR-6 Kroger Entrance Interchange Modification*** – The purpose of this interchange modification is to enhance traffic flow at the northbound SR-109 ramp terminal intersection with US-31E. This intersection will be converted from a three-way intersection to a four-way intersection by relocating the northbound SR-109 off-ramp. TDOT is managing this project. It is currently in design and TDOT expected construction to begin in December of 2008. It is being jointly funded by TDOT, the City, and the development community.

Figure 4-8 Conceptual Odoms Bend road/Steam Plant Area Collector System

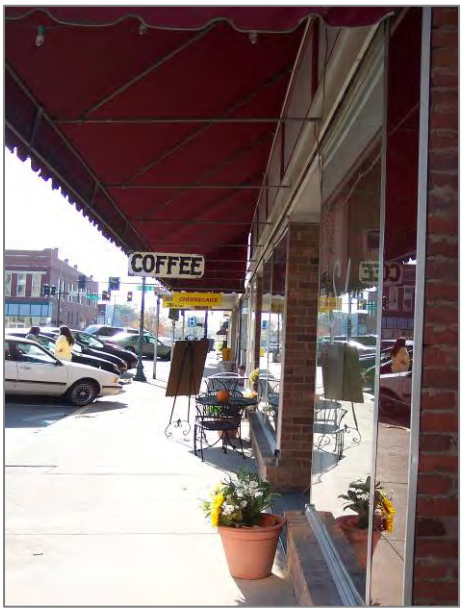


2030 BUILD CAPACITY ANALYSIS

Given the ultimate build conditions, in which all recommended roadway projects are completed, the 2030 levels of service improve from the existing conditions. Some areas still operate under poor levels of service. **Exhibit 4-10** illustrates the 2030 Build levels of service. In particular three roadways could function with poor levels of service, even with the improvements prescribed in this plan. These segments include:

- *Main Street* and *South Water Street* (north of SR-109): are core corridors through the heart of historic downtown Gallatin. It is critical that the human scale walkable nature of these great streets be maintained. Widening South Water Street (north of SR-109) or Main Street to provide for higher vehicular volumes and speeds would work against the goals of developing a pedestrian friendly atmosphere in this section of Gallatin. Therefore, this plan's recommendation is to deemphasize Main Street and South Water Street (north of SR-109) as through vehicular traffic routes, slow speeds, and enhance walkability. Some level of congestion can be healthy for a downtown area. In this case, a congested Main Street and South Water Street (north of SR-109) should be accepted as a sign of a healthy downtown.
- *US-31E*: is a core commercial corridor within Gallatin and also an artery to neighboring communities. As such, there will always be a heavy demand for its use. The goal should be to encourage US-31E for commercial traffic and access to downtown Gallatin. Traffic should not be encouraged to use US-31E as a through connection to I-65, or the greater Nashville region. Rather SR-386 and future transit options should be encouraged for this purpose. Because of the importance of US-31E as a commercial corridor, it would not be appropriate to widen the facility to six or seven traffic lanes. Such a wide facility would likely create safety issues such as conflicts between through and commercial traffic could increase. Rather, this plan recommends managing US-31E as best as possible through access management and close attention to traffic signal timing and operations

Main Street which incorporates vehicular, bicycle, and pedestrian needs



Downtown Water Avenue

BICYCLE AND PEDESTRIAN

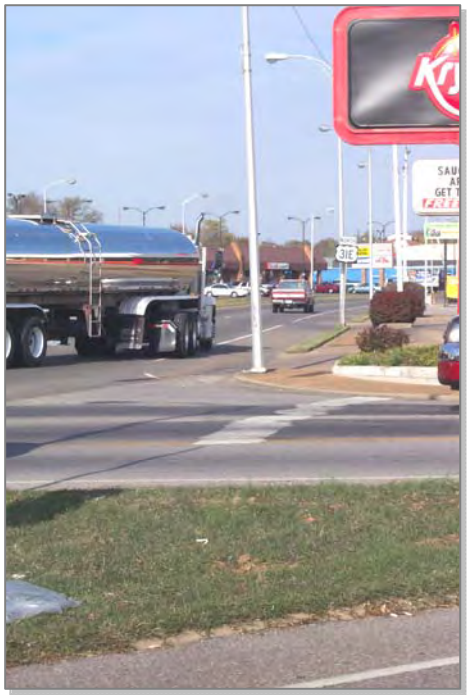
Bicycle and pedestrian systems are important components of any transportation plan. These systems provide residents a choice in their travel. Bicycle traffic may not constitute a significant portion of total travel, yet bicycle use is increasing and offers an important economical, environmentally attractive, and healthy alternative to vehicular travel. Likewise, pedestrian travel is important for both destination based and recreational trips. Walking trips are more restricted and are typically limited to a travel distance of one mile or less, while bicycle trips are often longer.

Safety considerations require that the appropriate bicycle and pedestrian facilities be made available, and this requires proper planning for adequate trails, sidewalks, and intersection crossings. The pedestrian's foremost needs are safety and connectivity. Sidewalks or separate walking paths should be considered in the design of new streets and the improvement of existing streets. Providing safe, clearly delineated and well-maintained bike and pedestrian routes can encourage non-motorized modes.

All roadways should be designed and constructed under the assumption that they will be used by cyclists or pedestrians who will compete with vehicles to share the right-of-way. Sidewalk emplacement is currently sporadic throughout the City, though more recently developed portions of Gallatin generally include sidewalks on at least one side of the street. The City of Gallatin's Greenway Master Plan designated several bicycle/pedestrian trails throughout the City. These trails would be valuable assets to the community and should augment a city-wide bicycle/pedestrian system.

Connections between neighborhoods are important components of a pedestrian system, thereby lessening dependence upon the automobile. Neighborhoods can be connected to each other and to the local recreational facilities by alternate routes which allow cyclists and pedestrians to travel on low volume roads. The proposed greenways would provide these connections in the form of shared use pathways.

In Downtown Gallatin, sidewalks line both sides of Main Street and extend for at least one block along many of the intersecting streets. In the historic area of Downtown, these sidewalks provide sufficient access for pedestrians. However, once out of the historic district, there is a significant lack of pedestrian infrastructure overall. This deficiency is most notably seen in the areas surrounding the schools and public parks or recreation areas. There are several schools in Gallatin that have absolutely no pedestrian access leading to them. Some of these schools are elementary schools serving local residents.



W Main Street and SR 6 / US-31E: Sidewalks but no crosswalks or pedestrian signal heads

Another missing link in the non-motorized accessibility of Gallatin is the lack of pedestrian crossing at major intersections, such as West Main Street and Broadway/US-31E and areas around the Sumner Regional Medical Center. The Volunteer State Community College area also suffers from a lack of efficient bicycle and pedestrian access.

PEDESTRIAN FACILITIES

The Downtown area of Gallatin encourages a pedestrian friendly environment with its covered sidewalks, welcoming store fronts, and curbside parking. The short blocks, slow-moving vehicular traffic, and cleanliness along Main Street promote a walking environment within the town center. Additionally, the pedestrian space is separated from the roadway with planters. This type of design not only enhances the visual assets of the space, it also improves the safety of non-motorized users on the road and on the sidewalk.

Pedestrian walking dog on Lock 4 Road

Some of the main residential roads, such as North Water Avenue and West Eastland Street, have sidewalks that are in relatively good condition. These sidewalks provide residents with access to some of the schools, parks, and shops in Gallatin. These quiet residential areas harbor a safe walking environment because of their slow speeds, lower volumes, and minimal commercial driveways. Sidewalks have been required with new construction since 1999, when the City Council adopted requirements for commercial construction to include the development of sidewalks in their designs. Additionally, the Planning and Zoning Commission adopted requirements for both sides of the streets to be lined with sidewalks in residential areas within zoning districts. The results of these requirements can be seen in areas of more recent development along the sides of West Main/US-31E and Hartsville Pike. Despite the inclusion of sidewalks along residential streets, improvements are needed to make them pedestrian friendly.

Intersection of US-31E and Main Street (no accommodations for bicyclists at entrance to downtown)

To further promote pedestrian mobility, there is a need for improved pedestrian access at the entrances of the Downtown area. For instance, at the intersection of West Main Street and Broadway/US-31E there are sidewalks, but there are no crosswalks, curb ramps, or pedestrian signal heads. This large intersection is one example of poor non-motorized connectivity within the City of Gallatin.

The character of North and South Water avenues differs greatly. North Water is a quiet collector that provides access to small residential streets. In the downtown area, this character changes dramatically. South of Downtown, there are numerous driveways that cut the sidewalks that are present on the northern portion of this roadway segment. Accessibility is not provided to non-motorized users throughout a large portion of South Water where no sidewalks are present. This is especially a concern between Maple Street and SR-109 where sidewalks are not present around the schools.

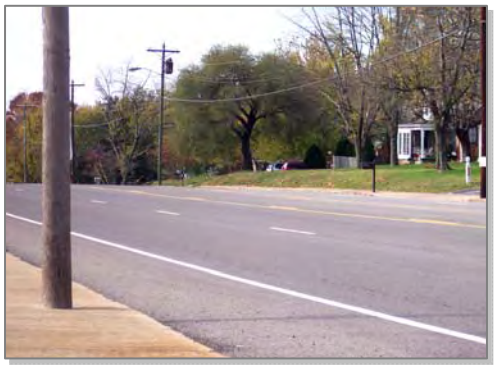
Another area which needs improved pedestrian access is the commercial stretch of West Main / US-31E to the east of SR-109. Although sidewalks are present along both sides of the street, there are few areas where pedestrians can safely cross the street.

This problem is once again found along Hartsville Pike and Main Street near the Sumner Regional Medical Center. In addition to the hospital, there is a grocery store, a gas station, and many small businesses along the roads that could be accessed by pedestrians if it were a more pedestrian friendly environment.

Finally, recreational trip attractors, such as the boat ramps along Lock 4 Road, could be enhanced through the provision of multimodal access. The parks along Lock 4 Road offer valuable lake front recreational opportunities. The enhancement of the roadside should focus on promoting pedestrian and bicyclist use.

Thus, there is a need for improved sidewalk connections in Gallatin. Sidewalks are currently required on both sides of a street for all new development, with the exception of low density (e.g., residential sub-divisions with five lots or less) and rural zoning districts[14]. The Institute of Transportation Engineers identifies the following factors for consideration when reserving space for sidewalks:

- Abutting land use;
- Amount of pedestrian activity;
- Speed and volume of traffic on adjacent street; and
- Proximity to schools, libraries and parks.



Existing shoulders on Hartsville Pike with opportunities for bike lanes

Sidewalks in Gallatin shall be constructed of concrete and shall be a minimum of five (5) feet in width on all streets in residential subdivisions and a minimum of six (6) feet in width for all non-residential subdivisions. Six (6) feet should be considered the minimum appropriate for areas with frequent pedestrian activity, such as near schools or parks or in the downtown area. Further, along streets where concrete curbs are required, a median strip of grassed or landscaped area of at least five (5) feet wide shall be provided between the curb and sidewalk.[15] A six (6) to eight (8) foot buffer should be considered in order to provide a safety margin and space for utilities, traffic control devices and green space.

In general, the designated use of sidewalks for bicycle travel is unsatisfactory. The development of wide sidewalks does not necessarily add to the safety of sidewalk bicycle travel. Bicycles should be discouraged from using sidewalks, as bicycle traffic on sidewalks can create sight-distance and driver expectancy issues at driveways and intersections. However, it should be noted that it is common for young children to ride bicycles on sidewalks in residential areas. Given the lower speeds, the potential for conflicts is lessened. However, it would still be inappropriate to sign these facilities as bicycle routes.

[14] Gallatin Subdivision Regulations, Section 4-102.903 (Sidewalks)

[15] Gallatin Subdivision Regulations, Section 4-102.903, Part 3 (Design Standards)

BICYCLE FACILITIES

In 2004, a Bicycle and Pedestrian amendment was passed to Nashville's 2030 Long Range Transportation Plan. This amendment designated four corridors radiating from Nashville as primary regional bicycle routes. One of these corridors utilizes US-31. Although the segment of Nashville Pike/US-31E that runs through Gallatin is a part of this regional bicycle network, bike-specific facilities have not yet been implemented in Gallatin. Entering the downtown area, there is no accommodations to bicyclists along US-31E. The shoulders along both sides of US-31E on either side of downtown, however, are currently wide enough to allow for bike lanes. Through the addition of pavement markings, the bikeability of this route could be improved.

Hartsville Pike also has ample shoulders to allow for a bike lane on both sides. This corridor provides downtown access to the residential communities on the east side of the City. Due to the new development standards from the 2000 Bicycle and Pedestrian Plan, Hartsville Pike already has sidewalks on both sides of the road.

The provision of bicycle routes can be accommodated via bike lanes on the roadway or designated pathways offset from the roadway. Bike lanes should be one-way facilities and carry bike traffic in the same direction as adjacent vehicle traffic. Bike lanes can vary in width from four (4) feet for roadways with no curb and gutter or no on-street parking to as much as fourteen (14) feet on a roadway with curb and gutter and (heavily used) on-street parking.

Shared use pathways are separated from the roadway and are typically open to all non-motorized users, including pedestrians and cyclists. These pathways are typically two-way and can provide recreational opportunities, shortcuts between residential communities, and/or access to areas otherwise served only by limited access highways. Separation between a pathway and the adjacent roadway is desirable. When two-way pathways are located immediately adjacent to a roadway, some operational problems can occur. If the distance between the edge of the shoulder and the edge of the pathway is less than five (5) feet, a physical barrier should be considered.

The American Association of State Highway and Transportation Officials (AASHTO) specifies design criteria in the "Guide for the Development of Bicycle Facilities". This criterion can be used in the development of both bike lanes along roadways and separate multi-use pathways.

BICYCLE AND PEDESTRIAN PROJECTS

Much work has already taken place to improve non-motorized transportation in Gallatin. For example, efforts such as the Downtown Gallatin Master Plan, the Bicycle and Pedestrian Master Plan of 2000, the 2000 Major Thoroughfare Plan, the 2005 State Route 386 Area Study, the Greenway Master Plan of 2006, and the Nashville Area Metropolitan Planning Organization 2030 Long Range Transportation Plan (Amended 2006) have proposed multi-modal routes specifically focused on pedestrian and bicycle users. These paths, trails, routes and lanes would be designed as part of the transportation system and serve educational environments, community connectors, and natural resource conservation areas. The planned routes run between parks, recreational areas, community centers, residential areas, industrial areas, schools, business districts as well as along regional routes. Existing bicycle and pedestrian facilities in the City of Gallatin are shown in **Exhibit 4-11**.

Selected bicycle and pedestrian improvement projects are currently underway in Gallatin. The City is planning to improve the segment of US-31E between North Water/West Eastland Avenues and College Avenue and to provide pedestrian access to the Guild School on South Water Avenue. The US-31E improvements include the addition of a 10 foot sidewalk along the south side of US-31E, crosswalks at the intersections of US-31E West Eastland Avenue and North Water Avenue, the signalization of these two intersections, and decorative street lighting. Further improvements are being planned for the section of South Water Avenue between Maple Street and the Guild School at Hawkins Avenue including the addition of a sidewalk on the west side to provide access to pedestrians and bicyclists accessing the school. The City is considering funding for this project through the federal Safe Routes to School program.

An addition, the first phase of the Downtown Gallatin Streetscape Project focuses on the Town Square and the surrounding sections of Main Street and North Water Avenue. Funding has already been secured to improve the Public Square with wider sidewalks, repaved streets, landscaping, pedestrian crosswalks, and ornamental furnishings. Subsequent phases have been proposed as outlined in the Downtown Master Plan. Finally, the first phase of the Town Creek Greenway project has been funded in the TIP.

Based on previous work, input from the public, and additional planning efforts this plan recommends several bicycle and pedestrian related projects as a part of the transportation plan. They are discussed below and illustrated in **Exhibit 4-12**. As a general policy however, construction and/or improvement of sidewalks should be considered anytime roadways are improved and/or reconstructed, even for roadways not specifically mentioned in this plan.

Street intersection improvements have been proposed in Gallatin's Downtown Master Plan[16]. Some of these projects are being implemented as a part of the Downtown Streetscape Project. Specifically, the intersection of:

1. Main Street/Water Avenue; and
2. Franklin Street/North Water Avenue; and
3. US-31E/Main Street/Red River Road

will be improved with the implementation of:

- Pedestrian "bulb-outs" at corners to protect vehicles at the end of a parking row and to decrease the pedestrian crossing distance; and
- Cross-walks distinguished by special pavers.

Additionally, the following strategies should be implemented to enhance walkability in the downtown area:

- Reducing curb cuts on Main Street;
- Synchronizing signals on Main Street;
- Pedestrian signal phases / activations across Main Street and Water Avenue; and
- Providing alternative traffic routes between South Water Avenue and US-31E, without traveling through Downtown Gallatin.

Greenway Trunk Line Corridors (multi-use paths)

The 2000 Bicycle and Pedestrian Plan proposed eleven multi-use path facilities. The 2006 Greenway Master Plan organized the greenways into eight corridors prioritized according to feasibility, availability and level of connectivity. These greenways are envisioned to be separated from motorized vehicular traffic by an open space or barrier or within an independent right-of-way. The following projects are shown on order of priority based on the 2006 Greenway Concept Master Plan[17]:

4. Town Creek Trail; A multi-use path approximately 3.6 miles long that generally follows Town Creek. The path is expected to start at Triple Creek Park generally following the creek southwesterly and end at a trail head near the SR-109 Bypass (near Ryan Avenue). The path will connect residential, industrial and the downtown areas, as well as connect to the Triple creeks trail in Triple Creek Park. CMAQ funds are anticipated to complete a downtown segment between Hume Avenue and Smith Street. HPP funds have been sought to construct Phase I (Triple Creel Park to Hume Avenue).

[16] *Downtown Master Plan*. City of Gallatin. p. 24.
[17] *Greenway Concept Master Plan*. City of Gallatin. 2006. p. 6.

5. Station Camp Creek Trail; A multi-use path approximately 3.3 miles long that generally follows Lower Station Camp Creek and/or Lower Station Camp Creek Road. This trail would connect several trailheads along the creek and could possibly connect to Station Camp Elementary, Station Camp High School and Knox Doss Middle School. Ultimately, it is recommended that this trail be continuous between Nashville Pike and Long Hollow Pike.

6. Baypoint Trail; A multi-use trail approximately 1.0 mile long which connects Nashville Pike near Volunteer State Community College and residential uses to East Camp Creek. The trail may follow an existing utility corridor north of GreenLea Boulevard/Bay Point Drive.

7. Lock 4 Trail; A trail approximately 4.0 miles long that would connect the Town Creek Trail system (described above) to Lock 4 Park, which also contains existing bike trails and paths. This trail would generally traverse through residential areas, as well as Sumner Academy plus provides multiple connections to other land uses to the north.

8. Bledsoe Creek Trail; A trail approximately 2.5 miles long that would connect near the medical center to the north around Vena Stuart Elementary School and end at a trail head east of Airport Road and north of Hartsville Pike. Future minor collectors (branch greenway corridors) are expected to connect this trail to the future rails to trails collectors.

9. East Camp Creek Trail; A trail approximately 4.7 miles long that would connect Camp Creek just south of Nashville Pike in the northeasterly direction along Camp Creek. Several trail heads would be connected as well as the residential area between the CSX Railroad and Dobbins Pike.

10. Volunteer State / GAP Trail; A trail approximately 4.5 miles long that would connect Station Camp to the East Camp Creek Trail near Harris Lane. The trail is expected to be on the north side of Old Hickory Lake, run generally parallel to Nashville Pike on the north side, through Volunteer State Community College, traverse the industrial park along Gap Boulevard and connect to the East Camp Creek Trail. This trail could help to connect several proposed bicycle/pedestrian projects near the Volunteer State Community College.

11. Bulls Creek Trail; A trail approximately 1.0 mile long that would connect two trailheads just north of Peach Valley Road. Future minor collectors (branch greenway corridors) are expected to connect this trail to multiple other recreational and residential areas.

Greenway Spurs have been recommended and/or identified to promote further connectivity between the greenway and bicycle and pedestrian facilities.

12. *East Camp Creek Spur* – Provide a trail spur extending up Camp Creek towards SR-386 to provide bicycle and pedestrian access into this future development area.

13. *Hatten Track Trail Spur* - Provide a trail spur extending into the Hatten Track from the E. Camp Creek Trail to provide bicycle and pedestrian access into this development area.

Branch Greenway Corridors (minor collectors) should be identified to promote further connectivity between the trunkline corridors after the trunkline corridors are developed. Preliminary branch greenway corridors are generally illustrated in Exhibit 4-12 as the dashed blue lines.

10-foot Sidewalks are included in many areas in the Greenway Master Plan Map. Those 10 foot sidewalk locations are illustrated as pink in Exhibit 4-12. Sidewalks should follow Tulip Poplar from the East Camp Greenway to Maple Street, Maple Street from Long Hollow Pike to the trailhead along Lock 4 Greenway, North Hume Avenue from Trailhead on Town Creek Greenway to Main, South Pardue Avenue from Main Street to Bledsoe Street, and Bledsoe Street from South Pardue Avenue to Bledsoe Creek Greenway.

Bike Lanes are planned and/or proposed along many roadways within the planning area. Bike lanes are generally a portion of roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicycles. Typically bike lanes require additional pavement to separate bicycle lanes from the vehicle lanes. Bike lanes are typically provided by the use of paved shoulders or wide outside vehicular traffic lanes. Typical cross-sections are shown in Exhibit 4-16. The following summarizes the planned and/or proposed bike lanes and Exhibit 4-12 graphically illustrates the expected locations. The following codes denote the genesis of each proposed improvement (B) = City of Gallatin Bicycle and Pedestrian Plan, (T) = 2000 Major Thoroughfare Plan, and (AS) = SR-386 Area Study.

14. *Long Hollow Pike;* from the western boundary of the study area to Red River Road. It is recommended that pedestrian and bike facilities are included when roadway improvements are planned including connections at a possible interchange with SR-386. (B, T, AS)

15. *US-31E (Nashville Pike);* from the western boundary of the study area through downtown to the eastern boundary of the study planning area. US-31E west of SR-109 is marked as a bicycle route and incorporated. Further, it is TDOT's vision to have a continuous bike route from Nashville to Gallatin via US-31E (Nashville Pike). It is recommended that any development or redevelopment along Nashville Pike should include provisions to provide bike lanes. (B, AS)

16. *GreenLea Boulevard;* from Long Hollow Pike to US-31E. (AS)

17. *Maple Street Extension;* from Long Hollow Pike to Nashville Pike/Main Street. Bike lanes are planned along the Maple Street Extension between Long Hollow Pike and Nashville Pike. This extension provides connectivity between major bike lanes/routes. (AS)

18. *Bison Trail Extension;* from GreenLea Boulevard to connect up with Saundersville Road in Hendersonville west of Lower Station Camp Creek Road. (AS)

19. *St. Blaise Road (north)*; from Long Hollow Pike to the Bison Trail Extension. (B, AS, T) Bike lanes are recommended south of Bison Trail Extension, thus completing a bike system (Project 20).

20. *St. Blaise Road (south)*; from the Bison Trail Extension to GreenLea Boulevard and ultimately to Volunteer State. It is recommended that the south segment of the bike lanes continue from the north segment to complete a continuous segment from Long Hollow Pike to US-31E (Nashville Pike). (B, AS, T) Bike lanes are recommended south of Bison Trail Extension, thus completing a bike system (Project 19).

21. *SR-109;* from southern City Limits to James Street. (B, T) Bike routes are recommended north of James Street, thus completing a bike system (Project 35, 36, 37).

22. *SR-109 (Bypass)*; from SR-109/Airport Road to Hancock Street. (B, T)

23. *Hatten Track Road Extension*; between SR-109 Bypass to Dobbins Pike/North Water Avenue. These bike lanes would connect the State Route 109 Bypass to other facilities. (B, T) Bike Lanes are recommended east of North Water Avenue, thus completing a bike system (Project 27).

24. *Hartsville Pike*; between E. Main Street and eastern City Limits. Existing shoulders are large enough to accommodate bike lanes without widening, so only restriping will be necessary. (B)

25. *Airport Road*; from SR-109 to US-31E (East Broadway Avenue). These bike lanes would connect the southern side of the city to the western part of the City as well as connect to several other facilities. It is recommended to incorporate bike lanes with the roadway widening. (B)

26. *Red River Road*; from Bradford Drive to US-31E/Main Street. Bike lanes are recommended to connect to the Bradford Drive route to complete a multi-modal loop around the golf course and into downtown. (B)

27. *Albert Gallatin Avenue;* from North Water Avenue to East Broadway Avenue. This bike route runs along the north side of Gallatin Municipal Park and would connect multiple bike facilities. (B) Bike lanes are recommended west of North Water Avenue, thus completing a bike system (Project 23).

Bike routes are planned and/or proposed along many roadways within the planning area. Bike routes are considered segments of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bike route number. It is preferred that the roadways designated as bike routes have wider than normal lanes and/or low traffic volumes, but not mandatory. Bike routes typically are designated by means of signage with little or no use of striping to indicate that the corridor is designated as a bicycle route. A bike route is not separated from vehicular traffic by pavement markings. The following codes denote the genesis of each proposed improvement (B) = City of Gallatin Bicycle and Pedestrian Plan, (T) = 2000 Major Thoroughfare Plan, and (AS) = SR-386 Area Study.

28. *Big Station Camp Boulevard;* from Long Hollow Pike to Nashville Pike. (AS)

29. *Belvedere Drive;* from Tulip Poplar Drive to Nashville Pike. A bike route is planned along Belvedere Drive extending southerly to Nashville Pike and connecting to the Lock 4 recreational area. (AS)

30. *Tulip Poplar Drive;* from Maple Street to Lakeshore Drive/East Camp Greenway. It is beneficial to provide an alternative parallel bike system to US-31E. This creates an alternative loop to bike or pedestrian facilities on Nashville Pike. (T)

31. *Old Highway 109;* from Hatten Track Road to the northern planning boundary. This planned bike route would provide multiple connects to other bike lanes and/or routes connecting the northwest area to downtown Gallatin. (B)

32. *Bradford Drive/Buckingham Boulevard;* from Red River Road to Long Hollow Pike. The route would complete a multi-modal loop in the northwest part of the city. (B)

33. *Chambers Street;* from Union School to Redbud Bridge/East Camp Creek Greenway. (B)

34. *East Main Street;* between Hartsville Pike and East Broadway Avenue. This route would assist bicyclists from the downtown district to the north east. Bike routes with sidewalks are also recommended from Hartsville Pike to US-31E and would connect multiple bike facilities. (B) Bike lanes with sidewalks are recommended west of Hartsville Pike, thus completing a bike system (Project 44).

35. *Dobbins Pike;* between northern planning boundary to Albert Gallatin Avenue. This is an integral part of a bike route corridor through the heart of the City of Gallatin. This section connects the northern portion to the Civic Center. (B). Bike Routes are recommended north of Broadway Avenue, thus completing a bike system (Project 36, 37).

36. *North Water Avenue;* between Albert Gallatin Avenue to East Broadway Avenue. This is a northern downtown section of a bike route corridor through the heart of the City of Gallatin. This section connects the northern portion of the city to the downtown. (B) Bike Routes are recommended north of Broadway Avenue, thus completing a bike system (Project 35, 37).

37. *South Water Avenue;* between Broadway Avenue to James Street. This is the southern downtown part of a bike route corridor through the heart of the City of Gallatin. This section connects the downtown area to both the north and south. This bike route would also connect up to bike lanes planned on South Water from James Street to the southern City Limits. (B) Bike lanes are recommended south of James Street (Project # 21). Bike Routes are recommended north of Broadway Avenue, thus completing a bike system (Project 35, 36).

38. *Hancock Street;* from SR-109 to Nashville Pike. Provides multi-modal connection from SR-109 around Gallatin High School and Fairgrounds. (B)

39. *Green Wave Drive;* from Hancock Street to Nashville Pike. Provides multi-modal access along the west side of Gallatin High School. (B)

40. *Graystone Drive/Gibbs Lane;* from East Broadway Avenue to Triple Creek Park. Provides multi-modal access connections from East Broadway Avenue to Triple Creek Park. (B)

41. *Steam Plant Road;* from Hartsville Pike to Gallatin Steam Plant. Provides connections from the medical center to recreational uses. Steam Plant Road generally follows the TVA Railroad. (B)

Bike lanes and sidewalks are recommended along:

42. *Lock 4 Road* from Nashville Pike south. This improvement will require widening of the roadway, because the current roadway has no shoulders and swale drainage. This project will promote multimodal access to recreational facilities.

43. *Blythe Avenue* to provide an alternate to North Water and US-31E for access to the recreational areas on the north side of the City. It is recommended to incorporate bike lanes and sidewalks with any future roadway widening.

44. *Main Street* between US-31E to Hartsville Pike is recommended to promote connectivity for both bike and pedestrians from outside the downtown area into the downtown area. These improvements should be made as the downtown master plan is implemented. Main Street east of Hartsville Pike to East Broadway Avenue is also recommended to be a bike route, thus completing a bike system (Project 34).

Sidewalks and pedestrian crossings are recommended along:

45. *US-31E* leading into Downtown. Improvements are needed to the sidewalks and pedestrian crossings along US-31E. Sidewalks and pedestrian crossings should be coordinated with multiple projects to achieve a multi-modal facility (Projects 3, 48)

46. *Albert Gallatin Avenue* between North Water Avenue and US-31E. This project would serve the recreational users of the Gallatin Civic Center.

47. *South Water Avenue* surrounding the Guild School. The access to the school is limited by the lack of pedestrian facilities along South Water Avenue from Maple Street to Hawkins Avenue. The City has previously made application to complete this project under the *Safe Routes to School* program.

48. *Long Hollow Pike/Red River Road* also has limited neighborhood access to the schools due to the lack of pedestrian facilities. Sidewalks and pedestrian crossings should be coordinated with multiple projects to achieve a multi-modal facility (Projects 3, 45)

49. *Volunteer State Pedestrian Tunnel.* This will provide grade-separated pedestrian and bicycle access across US-31E. A six-foot sidewalk along Nashville Pike between Gap Boulevard and Volunteer State Community College entrance road is also programmed. This project is approved for TIP Funds and expected to be under construction in 2011.

Further bicycle and pedestrian accommodations are proposed to create several new non-motorized connections. These connections could be created either through trail connections or enhanced sidewalks and/or bike lanes. Further study that includes more focused public involvement is needed to fully define the corridors and nature of these connections.

50. *East-West connector between Town Creek and Bledsoe Creek Greenways*. Ideally, this connection would connect these two greenways to the Guild School, providing access from the school to both sides of town. This connection would likely be provided by a mixture of new trails and enhanced sidewalks and/or bike lanes on the existing roadway network.

51. Connect Branch Greenways to Bledsoe Creek Trail at both termini. This connection would likely be provided by a mixture of new trails and enhanced sidewalks and/or bike lanes on the existing roadway network (e.g., S. Westland Avenue).

52. *N. Water/Blyth Avenue Connector* – connect the North Water and Blythe Avenue neighborhoods across the railroad tracks. This connection would probably be best facilitated via an underground pedestrian connection making use of an existing roadway corridor (e.g., W. Jackson Street).

53. *Volunteer State Trail/Bay Point Trail Connection* – Connect the Volunteer State/Gap and Bay Point Trails north of US-31E. This connection should be coordinated with the planning of the other bicycle and/or pedestrian facilities in the area.

54. Provisions for bike and pedestrian connections should be considered between GreenLea Boulevard to Belvedere Drive south of SR-386/Long Hollow Pike as this area develops.

55. Previous plans called for continuous bike lanes connections north of and parallel to US-31E. Although the Master Transportation Plan has changed since the inception, continuous bike and or pedestrian connections are still warranted allowed by development between Volunteer State and Belvedere Drive. Several bicycle/pedestrian enhancement projects are being planned near the Volunteer State Community College and should be coordinated together to ensure connectivity.

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TRANSIT

The City of Gallatin Transit Feasibility Study was conducted in 2005 to assess the current transit options in the City of Gallatin and determine solutions for future demands. Gallatin's transit dependent market includes many of the City's elderly adults, the high percentage of adolescents, and transportation dependent residents. A portion of the elderly and adolescent residents do not have drivers' licenses or choose not to drive. Households with elderly people who no longer drive and households of families and individuals who fall below the poverty level are likely to compose a portion of the population that does not have a vehicle available to them for use. These groups of Gallatin residents would benefit from a public transportation service.

MCHRA demand response (or dial-a-ride) service vehicle

The Transit Feasibility Study summarized the 2000 U.S. Census data presenting the following specific findings:

- Gallatin has a relatively average percentage of senior population with 14.0% of age 65 and over, and 5% of the population of age 75 and older.
- 8% is between 15 and 19 years of age. This relatively high percentage of adolescents may be due to the presence of Volunteer State Community College.
- A total of 24.0% of the population between 21 and 64 have a disability in Gallatin, much higher than the national average of 19.2%.
- 37.1% of households have an income lower than $25,000 per year and approximately 12% have an income below $10,000.
- 9.9% of the occupied housing units, or 895 households, do not own a vehicle, and 35.4% (3,188 households) own only one vehicle.

There are several major trip generators within Gallatin that could attract transportation disadvantaged residents, such as Volunteer State Community College, Sumner Regional Medical Center, and the many commercial and industrial job opportunities within the City. The transit dependent market in Gallatin requires services that will provide transportation within the Region and within the City.

Currently, the only transportation service available to the City of Gallatin is a demand responsive (dial-a-ride) service. The demand responsive service currently established is operated by the Mid-Cumberland Human Resource Agency (MCHRA)[18]. Handicap accessible vans are used to serve the 12 counties in the Mid-Cumberland Region. Flat rates to Nashville are in place for trips from all counties. For Sumner County, this fare is $6.00 each way. Users must schedule their routes 24 hours in advance.

[18] Mid-Cumberland Human Resources Agency. www.mchra.com/services

MCHRA provides two demand responsive transportation services. One service is the MCHRA Public Transit. This service is available to the general public. The other service provided by the MCHRA was established to address the demand for home-based-work trips in the region. The Access to Jobs program serves eligible persons who have completed the Family First program or who are determined to fall within low income guidelines. Both services offer transportation in handicap accessible vans.

The Access to Jobs program provides rides to and from work for eligible residents of the 12-county region. This program is run by the MCHRA, with funding provided by the Tennessee Department of Transportation, Department of Human Resources, and Department of Labor. Fees are only charged to riders who wish to make stops in addition to their work commute.

In 2004, MCHRA provided 165,602 passenger trips across all 12 counties. Of the total number of trips provided in 2004, 23,953 were in Sumner County. Trips in Gallatin made up 90% of those Sumner County trips. A survey of passengers found that the majority of all MCHRA trips were scheduled to access work or medical facilities.

The current transportation system offered by the MCHRA is not viewed as being sufficient to the residents of Gallatin. To compete with neighboring communities like Hendersonville, regional transportation, especially to Nashville, should be developed into a more fixed schedule system. The 2005 Transit Feasibility Study recommended the establishment of a Flexible Bus Service to meet this goal.

The Flexible Bus Service could take the form of a trolley service like the one used in Franklin, Tennessee. This service would offer the reliability of fixed routes with the flexibility of being able to travel off a specific path to pick up and drop off passengers. Typically, a set fare is charged for persons picked up along the regular route, while a fare premium may be charged for individuals requesting that service `flex' from the route. The advantages of implementing this type of service were evaluated in the Transit Feasibility Study and include:

- Operational cost may be the lowest;
- Service is familiar – most people already know how it works and it should not be particularly challenging to operate;
- No advance reservation required to travel in the system (other than deviated portions);
- Provides a sense of permanence of the transit service; and
- Service concept fits best those areas with higher residential end employment densities.

The concerns for this type of service that were stated included:

- Coverage area may be the smallest due to the fixed nature of the system (deviations enlarge the coverage area);
- It may not sufficiently attractive to encourage non-captive riders to use it; and
- Areas with lower densities are not provided with a transit alternative.

The transit Feasibility Study proposed two routes could operate the Flexible Bus Service; an east-west route and a north-south route. The study proposed the east-west route to operate along Long Hollow Pike and Main Street. Sites served include Volunteer State Community College, Wal-Mart, Kroger, Food Lion, businesses along Long Hollow Pike, City Hall, the downtown square, Sumner County Regional Medical Center. Deviations could also serve Gallatin High School and low-income areas along Westland Avenue at Winchester Street and at Cosco Drive and Yale Avenue, and other homes and businesses within a ¾ mile buffer of the route. The north-south route was proposed to operate along Albert Gallatin Boulevard, Blythe Avenue, Eastland Street, and Water Avenue. Sites served include the Civic Center, low-income housing along Blythe Avenue at Small Street, the downtown square, and homes and businesses along Water Avenue. Deviations could also serve low-income housing along Lackey Circle, low-income housing along Boyers Avenue at Hull Circle, and other homes and businesses within a ¾ mile buffer of the route.

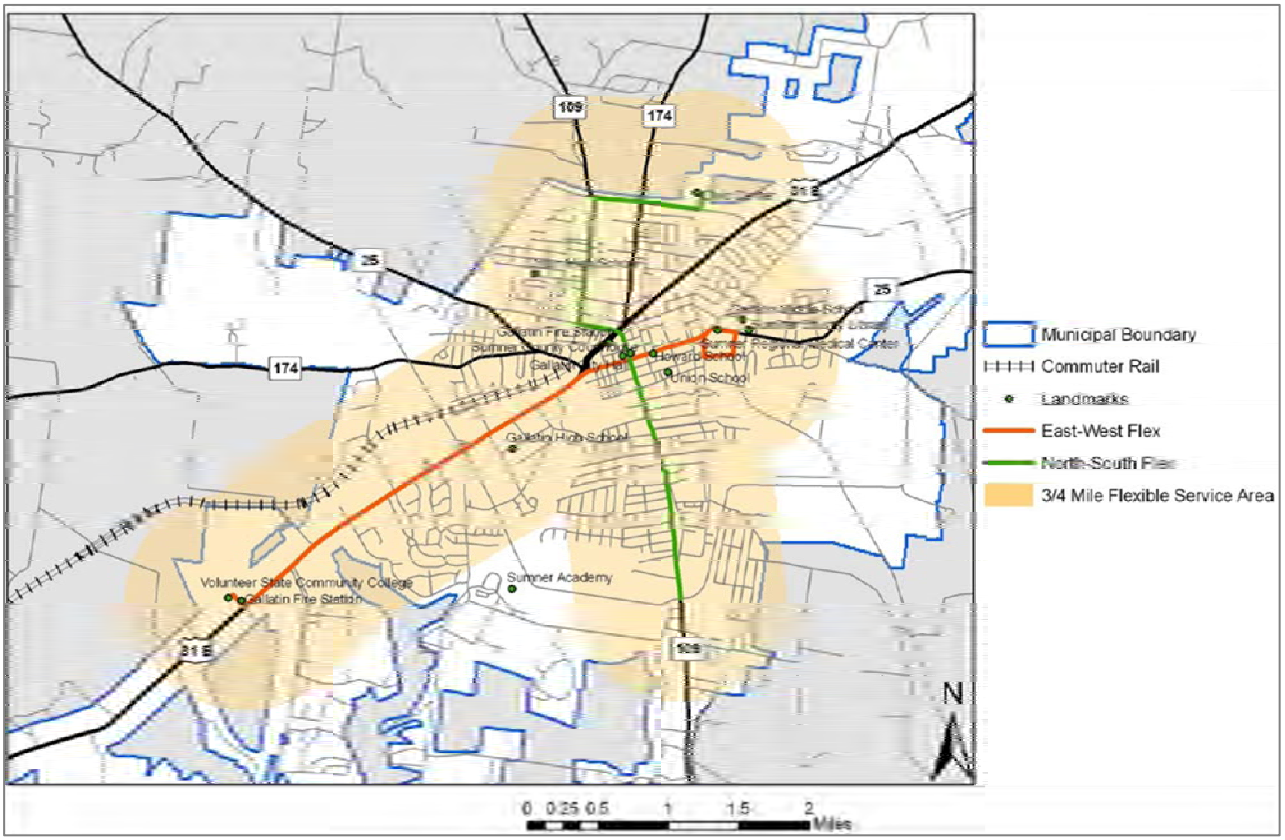
This form of transit was often suggested by the public during the course of this study. Therefore, this plan's recommendation is to work with the Nashville Area MPO to develop a Flexible Bus Service for the City that could be expanded to a Fixed Route Service in the future if warranted by demand. Options for trolley service should also be explored.

Another need is for regional transit connections to the greater Nashville region. At the time that this study began there was no regional transit connection between Gallatin and the greater Nashville region. However, the Metropolitan Transit Authority opened a new one-year pilot bus connection in September of 2008 that now links Gallatin, Hendersonville, and Nashville. Stops are located at the Wal-Mart on Belvedere Drive in Gallatin and in the Kohl's parking lot of the Glenbrook Shopping Center on New Shackle Island Road in Hendersonville. Nashville stops are located at the MTA transit center on 4th and Deaderick, 10th and Broadway, 21st Avenue in front of Vanderbilt University and Edgehill Avenue.

The service runs Monday through Friday for the morning and evening commutes. Fares are $3.50, or $7.00 for a round trip. This service is a welcome addition for Gallatin's travel options. Both Gallatin and Hendersonville have provided $20,000 to help get the service get going. TDOT also offered $28,000 seed money for the service. The money covers the first year of the service. If continued beyond the pilot year, the communities will be asked for more money to keep the buses running.

Moreover, a Northeast Corridor Major Investment Study is currently being conducted by the Nashville Area MPO to examine roadway and transit options between Gallatin and Hendersonville/Nashville along the US-31E corridor. A regional transit route could be implemented by way of express bus or rail service from Gallatin to Nashville through Hendersonville. Regional transit options will be produced from this study.

Figure 4-9 Gallatin Flexible Routes Service



RAIL

Three railroad lines run through Gallatin. These lines serve CSX Transportation's freight trains. Many of these trains are making regional routes to Nashville travelling through Gallatin. Some stop in Gallatin to make local freight transfers.

The long, slow-moving trains significantly affect the traffic flow on the streets in Gallatin. There are three crossings surrounding the US-31E / Main Street / Red River Road intersection. South Water Avenue is also affected by a crossing just north of Factory Street. The Regional Freight and Goods Movement Study is being conducted by the Nashville Area MPO. Thorough investigation is scheduled to be made on the impacts of the rail lines in Gallatin. The results of this study should be used to make the transportation network more efficient. Gallatin's existing rail and air facilities are shown in **Exhibit 4-13**.

CSX Train in Gallatin

AIRPORTS[19]

Sumner County Regional Airport was built in the mid 1960s and currently covers approximately 204 acres including a single 5,000 foot, non-precision runway. The terminal was built in 1985. The airport is located two miles east of Downtown Gallatin and within the City corporate limits. The Sumner County Regional Airport is owned and operated by the Sumner County Regional Airport Authority. Major projects completed since 2003 include Runway Safety Area improvements, protection of Runway Protection Zones, Runway overlay, and hangar developments.

In 2007 the Sumner County Regional Airport Authority realized the need not only to maintain the airport but to grow it fast enough to meet the community demands. The Authority is currently working together with the community to establish a plan to provide airport facilities that meet the demands of this growing community. Currently there is a waiting list of 45 aircraft owners that desire hangar space at Sumner County Regional Airport. The landside development at the airport is currently constrained as there is no additional room to accommodate corporate hangars or T-hangars.

Currently planned projects include drainage improvements, taxiway lighting, pavement rehabilitation, rehabilitation of existing hangars, and construction of a 10-unit T-hangar with taxilanes. The authority completed a Runway Extension Justification Study in 2008 and is acquiring land for a proposed terminal development area to the west runway extension to the south.

Sumner County Regional Airport

[19] Information taken from: Runway Extension Justification Study for Sumner County Regional Airport Authority Sumner County Regional Airport Gallatin, Tennessee; RW Armstrong, March 2008

The new runway would be 6300 feet long, as depicted in **Exhibit 4-14**. This extension will allow the airport to continue to serve the corporate jets that use it now as well as to attract larger jets. Several larger hangars will also be added to the site to accommodate these jets.

The Sumner County Regional Airport Authority is planning to expand the terminal area through partnership with the City of Gallatin which includes the relocation of Airport Road. This roadway relocation will provide additional acreage for airport terminal area development to meet the demand for additional hangars, apron, parking, and other necessary improvements such as water and sewer. Demands from airport users include additional hangar developments (both T-hangars and corporate), apron space for itinerant and based traffic, and longer runway length.

TRUCKS

The Interstate 65 to Interstate 40 connection is heavily traveled by regional trucks. A new I-65/SR-109 interchange near Portland, TN and ongoing improvements to SR-109 will bring additional truck traffic through Gallatin. The most effective way to manage increasing truck traffic is with designated truck routes. In 1997, the City of Gallatin passed a Truck Route Ordinance designating several truck routes in the City. In 2008, the City's Truck Route ordinance was updated to expand these routes and further clarify how these routes should be used. Truck routes in Gallatin are illustrated in **Exhibit 4-15** and include the following:

56. SR-6/US-31-E (Nashville Pike, portion of West Main Street and West Broadway Avenue, and East Broadway Avenue) from to the western to eastern city limits;

57. SR-109 (portion of S Water Avenue and SR-109 North and South) in its entirety;

58. SR-25 (Red River Road) from western city limits to SR-109;

59. SR-25 (Hartsville Pike) from eastern city limits to Airport Road;

60. SR-386 in its entirety;

61. SR-174 (Long Hollow Pike) from western city limits to SR-109;

62. SR-174 (Albert Gallatin Avenue) and Old Highway 109 North to SR-109 North;

63. Big Station Camp Boulevard between SR-6 (Nashville Pike) and SR-174 Long Hollow Pike;

64. GreenLea Boulevard from SR-6 (Nashville Pike) to SR-386;

65. All ingress and egress to downtown Gallatin, even for local delivery, shall be made via a designated truck route;

66. South Water Avenue (north of SR-109 into downtown Gallatin) shall be used for local deliveries and to access businesses along S Water Avenue and downtown Gallatin;

67. SR-25 (Red River Road) from SR-109 to SR-6 shall be used for local deliveries and to access businesses along SR-25 and downtown Gallatin;

68. SR-25 (West Main Street, East Main Street and Hartsville Pike) from SR-6 (West Main Street) to Airport Road shall be used for local deliveries and to access business along SR-25 and downtown Gallatin;

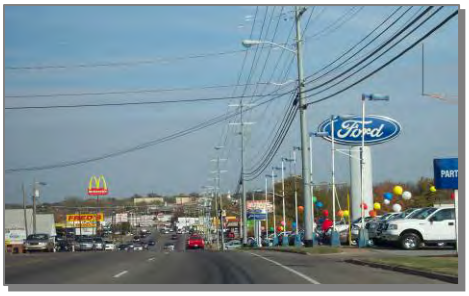
69. SR-174 (Long Hollow Pike) from SR-109 to SR-25 (Red River Road) shall be used for local deliveries and to access business along SR-174, SR-25 (Red River Road) and downtown Gallatin; and

70. Peach Valley Road shall be used to access the Gallatin Wastewater Treatment Plant.

The ultimate effectiveness of truck routes in Gallatin will depend on implementation (e.g., clear signage) and consistent enforcement.

ACCESS MANAGEMENT POLICIES

The best way to maximize the traffic capacity and safety of a road system, particularly arterials, is to minimize conflicting traffic movements. These conflicting movements are most likely to occur at points of vehicular access which generate cross traffic and turning movements both onto and off of the roadway. This applies not only to intersecting streets, but also to driveways leading to individual parcels of land.



Looking north on US-31E approaching Downtown

A well-planned access management program results in benefits to roadway capacity, congestion, and crash rates. In addition to the efficiency and safety of the roadway, its aesthetics can also be improved. Access management involves the thoughtful planning and design of points of access to the public roadway system. Sound access management can have a profound impact on roadway safety and the ability of roads to successfully carry traffic. Failure to properly manage access can result in safety concerns and diminish the public's investment in the roadway system.

Gallatin's current street designs already put one access management technique into practice: the utilization of two-way center turn lanes on many of its major arterials. However, the continuous left turn lane could be modified to control access through the implementation of medians. These medians could not only limit the number of access points, they could also add an aesthetic value to the roadway. Additional improvements to be considered should include the sharing of driveways to provide one access point to several neighboring locations.

The two most prominent corridors in Gallatin that are challenged by the access they have been designed to provide: US-31E south of Main Street and South Water Avenue south of Main Street. Both sides of South Water Avenue are lined with excessive curb cuts. This leads to a decrease in traffic flow and an increase in the risk of crashes.

The implementation of access management requires a common set of standards for the development community to follow, and also a mechanism to implement these standards. A suggested set of access management standards is provided below. The mechanism to implement these standards is found in Gallatin's ordinances. Specifically, Section 13.06 of the Gallatin Ordinances provides guidance as to how and when Traffic Impact Studies are required for developments. These studies provide the City with an opportunity to study and evaluate the transportation impacts of proposed developments. With the information provided in a Traffic Impact Study, the City can ensure that the developer's plan provides for safe and efficient access to the development site and also protects the integrity of the overall transportation system as a part of the overall development package.

ACCESS MANAGEMENT

Access management can be defined as the process or development of a program intended to ensure that the major arterials, intersections, and freeway systems serving a community or region will operate safely and efficiently while adequately meeting the access needs of the abutting land uses along the roadway.

– Access Management, Issue 13 Briefs, Institute of Transportation Engineers. April 2004

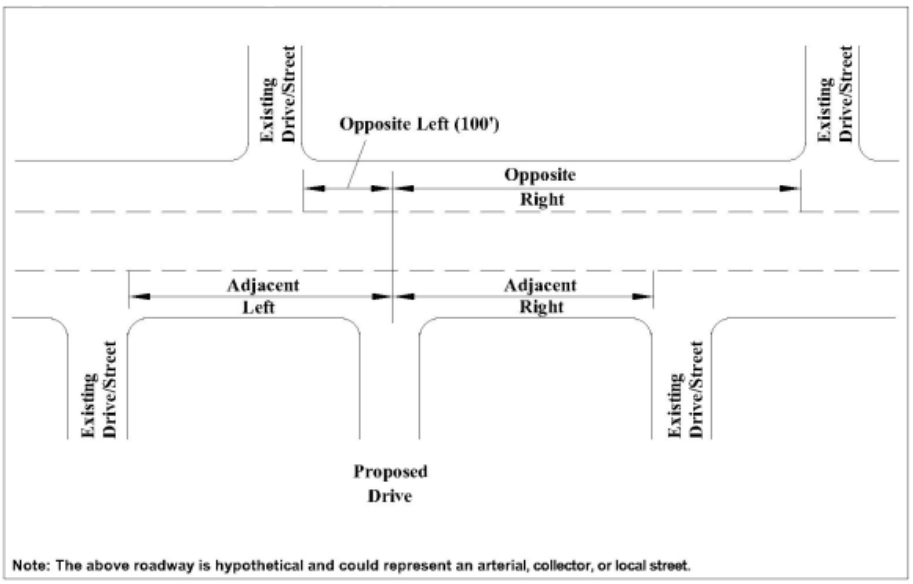
The following standards are intended to establish guidelines for access management as it relates to the City of Gallatin's arterial road system. The standards may be applied to a variety of situations, including long-range planning, project planning and design, right-of-way acquisition, redesign of existing arterial corridors, and driveway permitting. Uniform standards are intended to improve the safety, effectiveness, and efficiency of Gallatin's arterial road system. However, engineering judgment should be used in the application of the recommended dimensions, if warranted by specific traffic conditions.

DRIVEWAYS LOCATION/DESIGN STANDARDS

A driveway should have adequate right turn lanes, channelization and a minimum throat length to accommodate on-site storage of queued vehicles without interfering with street traffic. Adequate sight distance should be provided for a passenger vehicle making a left or right turn exiting from a driveway. In addition, a number of factors should be considered in determining the appropriate location of driveway access:

- Characteristics of the proposed land use;
- Existing traffic flow conditions and the future traffic demand anticipated on the development and the adjacent street system;
- Location of the property;
- Size of the property;
- Orientation of structures on the site;
- Number of driveways needed to accommodate anticipated traffic;
- Number and location of driveways on existing adjacent and opposite properties;
- Location and carrying capacity of intersections;

Figure 4-10 Driveway Location Standards



- Proper geometric design of driveways;
- Spacing between opposite and adjacent driveways;
- Internal circulation between driveways;
- Speed of traffic on the adjacent roadway; and
- Pedestrians, cyclists, and other modes of transportation.

After determining the appropriate location of a driveway, the following criteria should be applied to the design and configuration of the access:

- Driveway access to arterials should not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way. Driveway access to collector streets for commercial or multi-family developments should not be permitted for parking or loading areas that require backing maneuvers in a public street right-of-way.
- One curb cut should be allowed for access to single family and duplex residential tracts.
- For corner tracts, access to residential tracts should be provided from the lesser (lowest classification) street. The determination as to the lesser (or greater) street should be based on the functional street classification and traffic.
- No cuts through a left-turn reservoir of a median should be permitted in order to provide for left turn movements to driveway approaches.
- Driveways in right-turn lane transition areas should not be permitted.
- When a commercial or multi-family development abuts more than one public street, access to each abutting street may be allowed only if the following criteria are met:
  - It is demonstrated that additional access is required to adequately serve driveway volumes and would not be detrimental or unsafe to traffic operations on public streets;
  - The minimum requirements for corner clearance for commercial or multi-family driveways are met; and/or
  - The proposed access does not promote cut-through traffic.

DRIVEWAY SPACING

Downstream Spacing

Street Classification	*Minimum Spacing (feet)*	*Desirable Spacing (feet)[1]*
Major Arterial	300	500
Minor Arterial	225	350
Collector	175	300
Local Street	100	225

Adjacent Drive Spacing

Street Classification	*Minimum Spacing (feet)*	*Desirable Spacing (feet)[1]*
Major Arterial	275	350
Minor Arterial	230	300
Collector	185	235
Local Street	100	150

[1] *Desirable spacing will be required except in existing developments with insufficient frontage. Drives with higher volumes may require greater offsets*

Access control is based upon the functional classification of the roadway on which access is requested. Driveway access spacing should be measured from the centerline of the proposed driveway pavement to the nearest edge of the roadway pavement (paved shoulder or back of curb) of the adjacent or opposite driveway or street as indicated in the figure below. However, the driveway spacing requirements are not applicable to single family lots accessing local streets.

Opposite downstream (right) driveways should not be located closer than the minimum requirements outlined in the table displayed in the left-hand margin. Additional opposite downstream spacing may be required if there is insufficient left turn storage or weave maneuver area between the opposite downstream and proposed driveway

A minimum of one hundred feet (100') shall be required for drives to the left on the opposite side of the street (upstream) for all street classifications where no centerline medians are constructed or proposed.

If the centerline of an opposite drive is less than fifteen feet (15') from the centerline of the proposed drive, the drives form an intersection and the minimum spacing requirements shall apply for the closest drive.

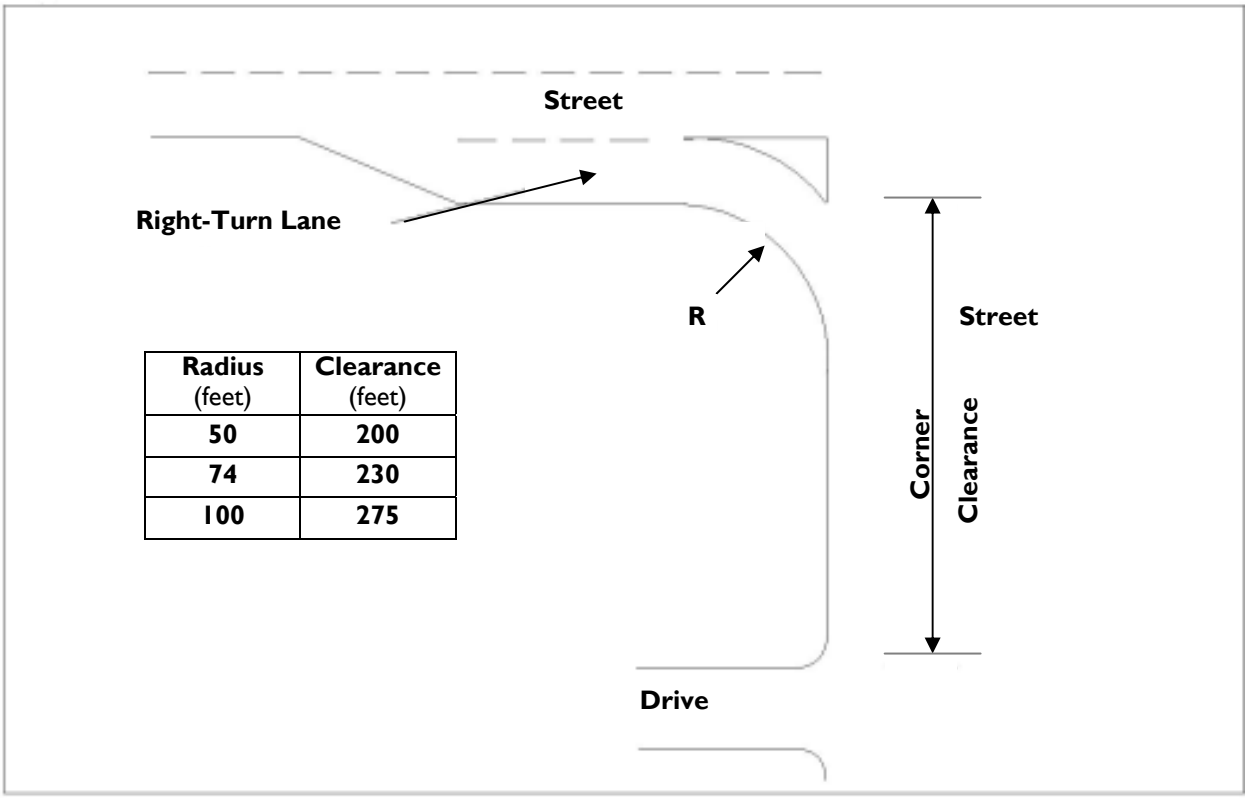
Adjacent drives located on the same side of a street shall be located no closer than the minimum requirements shown in the left-hand margin.

Corner Clearance

Corner clearance for driveway access should meet or exceed the minimum driveway spacing requirements for that roadway. When minimum spacing requirements cannot be met due to lack of frontage and all means to acquire shared access drives or cross access easements have been exhausted, the following requirements should be applied:

- At intersections of arterials with channelized right-turn lanes with yield control, a corner clearance distance in accordance with those set forth in Figure 4-11 should be required for the first downstream driveway. This distance should be measured from the channelized median to the nearest edge of the proposed driveway.

Figure 4-11 Downstream Corner Clearance



Radius (feet)	Clearance (feet)
50	200
74	230
100	275

- No driveway approach should be located closer to the corner than 30 feet on local streets, 75 feet on collector streets, 100 feet on minor arterials and 120 feet for major arterials. This measurement should be taken from the intersection of the adjacent property lines at the corner. When these requirements cannot be met due to lack of frontage, the driveway could be located such that the radius will begin at the farthest property line.

Shared or Cross Access

A joint private access easement should be considered between adjacent lots fronting on arterial and collector streets in order to minimize the total number of access points along those streets and to facilitate traffic flow between lots.

Private cross-access easements should be considered across any lot fronting on an arterial or collector street in order to minimize the number of access points and facilitate access between and across individual lots.

Driveway Density (Commercial)

The number of commercial access drives for each property or site should be restricted on the basis of traffic requirements as determined by the City of Gallatin. The maximum number allowed, if all traffic requirements are satisfied, should be as indicated in the "Driveway Density and Access" table shown in the left-hand margin.

These standards will restrict the number of future driveways along arterials, but alternatives for addressing the existing curb cuts should be evaluated. One solution for controlling access without removing existing driveways is the addition of a median. By adding a median along the arterial, the number of access points can be reduced.

Geometric Design of Driveway Access

- All driveways should meet the City's standard specifications for street construction and construction standards.
- Curb cuts for driveways should not be permitted in the curb return of an intersection.
- A minimum driveway throat length of forty feet (40') for collector streets, sixty feet (60') and eighty feet (80') for arterials may be required to allow free flow for traffic entering the site in order to avoid traffic entering the development causing delays to the through traffic on the adjacent street. However, major traffic generators, such as a shopping center, may require as much as 200 feet of throat depth. The driveway throat length shall be defined as the distance from the street to the first point of conflict in the driveway.
- Throat width should be restrictive enough to discourage erratic maneuvers, control the location and angle of conflict points, and limit ingress and egress to the intended number of lanes of operation. The minimum and maximum driveway widths that shall be provided are shown in the "Driveway Density and Access" table shown in the left-hand margin.
- At signalized driveways, an engineering study should determine the number of lanes necessary to accommodate inbound and outbound traffic.

DRIVEWAY DENSITY AND ACCESS

Number of Allowable Commercial Access Drives

Frontage (feet)	*Max. Number of Commercial Access Drives*
Less than 200	1
200 to 500	2
500 to 1,000	3

Allowable Driveway Throat Widths

Driveway Type	*Throat Width*	
	Min. (feet)	*Max. (feet)*
One-Family Residential	10	28
Multi-Family Residential	24	40
Commercial	24	40[1]

[1] *Wider dimensions may be allowed if two inbound lanes are to be provided.*

Vertical Geometric Requirements

Street Classification	*Required Min. Apron Length (feet)*	*Desirable Grade Change*	*Max. Grade Change Allowed*
Major Arterial	>30	<2%	<3%
Minor Arterial	>20	<4%	<5%

- Access driveways on arterial roadways should be designed to allow vehicles to proceed into or out of the driveway at a speed that will prevent large speed differentials between turning and through traffic. An excessive grade change between the roadway and driveway apron should be avoided to prevent a "speed bump" effect. Required apron lengths, desirable grade changes and maximum allowable grade changes are shown in the "Driveway Density and Access" table shown in the left-hand margin.
- These standards apply to all types of driveways, including those providing access to residential, commercial and industrial uses. The apron should be a relatively flat area where the driveway meets the public roadway. Driveways should have a minimum grade change of between 1/2 and 1% to provide for adequate drainage. Either an upgrade or downgrade is permissible. The maximum allowable difference between the apron and internal grades should be no more than 12%.
- For the benefit of traffic safety and flow on collector and arterial streets, access points may be required to be designed to prohibit certain types of turning movements (for example, left turns). Driveways not meeting the spacing guidelines may be designed for limited access by the addition of a median to the driveway.

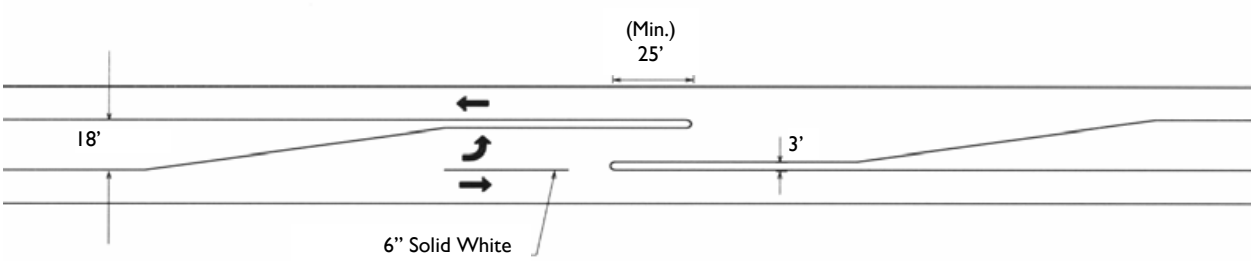
For the benefit of traffic safety and flow on collector and arterial streets, tapered or channelized deceleration lanes for vehicles turning right into high volume or intersection type driveways may be required if warranted. Design of right-turn deceleration lanes shall be in accordance with the AASHTO *Green Book* on auxiliary lanes.

MEDIAN GUIDELINES

Medians should be included or planned to be included on all arterial roads, where there is enough right of way to be obtained. On major collector roads, medians should be seriously considered for inclusion for future projects. For minor collector and local roads, medians should be included where their benefits are greater than their costs or for aesthetic purposes. Some typical design flaws of medians include multiple median openings very closely spaced, narrow medians where cars cannot safely store within them; no left turn lanes; median openings that are too wide; etc. These medians can often reduce the safety and efficiency of a road.

The proper design of medians and median openings is needed to ensure the safety and efficiency benefits. If possible and warranted, all median openings should be designed with left turn deceleration lanes. If an adequate deceleration lane cannot be included, these openings may be signed with a "No Left Turn" or a "No U-Turn" sign.

Figure 4-12 Median Guidelines



Raised medians incorporate an actual barrier between the two flows of traffic on a road. Raised medians are generally designed with mountable curbs and at least 14 – 40 feet wide (median width). The median openings are a traffic control device. Many times these medians restrict direct access to properties from one side of the road; however, access is maintained by allowing vehicles to make u-turns or through connectivity between sites.

Painted medians include pavement markings on the road, which give motorists direction on how to use the road. Many times these medians are disregarded since motorists do not have any physical obstacles to prevent them from making the movement they desire and if the pavement markings get worn it is hard for motorists to see the markings. Raised or painted median openings may be designed at a signalized intersection, a full unsignalized opening or a directional median opening. With a signalized intersection a traffic signal permits movements and most movements are controlled by the signal indicators. Unsignalized full median openings permit left turns to and from the main road and the intersecting road or driveway. Generally, the traffic on the main road has the right of way while traffic on the secondary road or driveway connection is regulated by stop or yield signs. Directional median openings allow for left turns from the major road but preclude left turns from the intersecting road or driveway. Other directional median openings allow for left turns into an intersecting road or driveway and/or out from the driveway.

Mid-Block Staggered Cross Walk in a School Zone

CONTEXT SENSITIVE DESIGN SOLUTIONS

One of the goals of updating the City of Gallatin's Multimodal Transportation Plan is to design a transportation network that will serve the travel needs of the City while creating a more livable community. Gallatin will benefit greatly if context sensitive solutions is used to design its new development projects. Context sensitive solutions (CSS) is defined by the Federal Highway Administration (FHWA)[20] as:

…a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

In 1998 the *Thinking Beyond the Pavement Conference* was held in Maryland. Among the outputs of this conference were the fundamental goals[21] for any CSS project, which are outlined by the evaluation of the project's "qualities" and "characteristics".

Aerial view of a low speed commercial arterial with enhanced pedestrian amenities (e.g., colored pavement cross walks, widened sidewalks)

[20] *What is CSS?* Definition by FHWA. www.contextsensitivesolutions.org

[21] *Core Principles of CSS.* http://www.contextsensitivesolutions.org/content/topics/what_is_css/core-principles/

Qualities that Characterize Excellence in Transportation Design:

- The project satisfies the purpose and needs as agreed to by a full range of stakeholders. This agreement is forged in the earliest phase of the project and amended as warranted as the project develops.
- The project is a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area, i.e., exhibits context sensitive design.
- The project exceeds the expectations of both designers and stakeholders and achieves a level of excellence in people's minds.
- The project involves efficient and effective use of the resources (time, budget, community) of all involved parties.
- The project is designed and built with minimal disruption to the community.
- The project is seen as having added lasting value to the community.

Multi-use pedestrian environment with outdoor seating and an off-set walking area

Characteristics of the Process that will Yield Excellence in Transportation Design:

- Communication with all stakeholders is open, honest, early, and continuous.
- A multidisciplinary team is established early, with disciplines based on the needs of the specific project, and with the inclusion of the public.
- A full range of stakeholders is involved with transportation officials in the scoping phase. The purposes of the project are clearly defined, and consensus on the scope is forged before proceeding.
- The highway development process is tailored to meet the circumstances. This process should examine multiple alternatives that will result in a consensus of approach methods.
- A commitment to the process from top agency officials and local leaders is secured.
- The public involvement process, which includes informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started. A full range of tools for communication about project alternatives is used (e.g., visualization).

Gallatin's *Greenway Master Plan* outlined a network of shared use paths that will provide non-motorized connectivity throughout the City. These paths will connect the residential and recreational areas of the City, providing individuals with an alternative mode to vehicular travel. The paths are also designed to follow natural features, such as Town Creek, in order to benefit from and minimize the impact on Gallatin's natural resources.

For the areas in Gallatin with schools, special accommodations should be made for the safety of children walking or riding their bikes to and from school. Standard cross sections for streets surrounding schools should include wide sidewalks on one or both sides of the roadway. Wherever possible, sidewalks along these routes should be set back from the roadway, to provide additional safety for children. Although the right-of-way required for this cross section is greater than a road with an attached sidewalk, landscaping can be added in the grass separation to enhance the aesthetics and livability of the neighborhood.

Gallatin schools, such as Howard and Guild Elementary, would benefit from safe and attention grabbing cross walks, such as the mid-block crossing shown in the figure to the right[22]. The colored brick in the crossing is effective in making the pedestrian area more visible to drivers.

Improvements may be considered for commercial roadways in low speed areas to enhance the livable community on and off the street. Main Street is an example of such a corridor. Although the vehicle volumes are relatively high, the area benefits from the low speeds of the through traffic. Design techniques may be incorporated to encourage these slow speeds and increase the safety of pedestrians. Simply narrowing the striping of the traffic lanes may help to reduce vehicle speeds. However, if the lanes are physically narrowed, more space may be devoted to pedestrian use[23]. These modifications do not restrict motorized traffic flow; they simply reduce the speeds of vehicles to improve the safety of pedestrians and to encourage a more walkable place.

CROSS SECTIONS

An essential element of any transportation plan is an understanding of the existing street system's classification and functionality. Street classifications are based on the relative importance of that street's traffic movement and access to the facility, whereas the provision of access often detracts from the functionality of movement and vice versa.

The following sections provide general guidelines for the design and upgrade of the Gallatin's street system. The functionality of a given roadway is directly related to its design, i.e., the number of lanes, the provision of turning lanes and on-street parking, etc. However, the functionality of a roadway is offset by the level of access that is provided. Therefore, it is imperative that prudent street design be coupled with access management principles.

PROPER USE OF ROUNDABOUTS

Although roundabouts have been widespread use in other countries for many years, they have only recently been used within the United States. Roundabouts can offer several advantages over signalized and stop controlled alternatives, including better overall safety performance, lower delays, and shorter queues (particularly during off-peak periods), better management of speeds, and opportunities for community enhancement features. In some cases, roundabouts can avoid or delay the need for expensive widening of an intersection approach (such as an overpass or underpass structure) that would otherwise be necessary for signalization[24].

Roundabouts have been categorized according to size and environment to differentiate their design and operational characteristics within different contexts. There are six basic categories based on site environment, number of lanes and size:

[22] Case Study: *Mid-Block Cross Walks in Olympia, WA*. www.contextsensitivesolutions.org
[23] Sidewalk improvements to 8th Street, Barracks Row, Washington, D.C. www.contextsensitivesolutions.org
[24] *Kansas Roundabout Guide*. Kettelson and Associates, Inc. Transystems Corp.

Mini-roundabouts;

- Urban compact roundabouts;
- Urban single-lane roundabouts;
- Urban double-lane roundabouts;
- Rural single-lane roundabouts; and
- Rural double-lane roundabouts.

Good roundabout design places a high priority on speed reduction and speed consistency. Such designs require that vehicles negotiate the roundabout through a series of turning maneuvers at low speeds, generally less than 20 mph. Speed consistency refers to the design objective of slowing vehicles in stages down to the desired negotiating speed to be consistent with the expectations of drivers. Speed control is provided by geometric features, not only by traffic control devices or by the impedance of other traffic. Because of this speed reduction can be achieved at all times of the day. If achieved by good design, then in principle, lower vehicle speeds should provide the following safety benefits[25]:

- Reduce crash severity for pedestrians and bicyclists, including older pedestrians, children, and impaired persons;
- Provide more time for entering drivers to judge, adjust speed for, and enter a gap in circulating traffic;
- Allow safer merges into circulating traffic;
- Provide more time for all users to detect and correct for their mistakes or mistakes of others;
- Make collisions less frequent and less severe; and
- Make the intersection safer for novice users.

Roundabouts provide the most advantages over other traffic control forms under the following conditions:

- Intersections with historical safety problems;
- Intersections with relatively balanced traffic volumes;
- Intersections with a high percentage of turning movements;
- Intersections with high traffic volumes at peak hours but relatively low traffic volumes during non-peak hours;
- Existing two-way stop-controlled intersections with high side-street delays (particularly those that do not meet signal warrants);
- Intersections that must accommodate U-turns;
- Intersections at a gateway of entry point to a campus, neighborhood, commercial development, or urban area;
- Intersections where a community enhancement may be desirable;
- Intersections or corridors where traffic calming is a desired outcome of the project;
- Intersections where widening one or more approach may be difficult or cost-prohibitive; Intersections where traffic growth is expected to be high and future traffic patterns are uncertain;
- Locations where the speed environment of the road changes (for instance, at the fringe of an urban environment);
- Locations with a need to provide a transition between land uses environments (such as between residential and commercial uses); and
- Roads with historical problem of excessive speeds. Recommended Street Design Guidelines

[25] *Roundabouts: An Informational Guide.* Federal Highway Administration.

Traffic flows in and out of the City or from one section of Gallatin to another are typically carried on arterials that, ideally, are uninterrupted corridors designed for the smooth flow of large volumes of traffic. Collector streets typically connect the arterial system with activity centers including residential and commercial areas and schools. The lowest level of the system, local streets, carries traffic to abutting properties. The following section provides preferred design guidelines for each functional classification. Cross sections are shown in **Exhibit 4-16**.

Arterial Streets

The arterial street is given preferential treatment in traffic control at intersections with collectors and local streets. Examples of primary arterials currently serving Gallatin include US-31E, SR-386, SR-109, Long Hollow Pike, and South Water. Airport Road is anticipated to become a primary arterial as the City continues to grow. Minor arterials should be designed for speeds ranging from 35 to 45 mph while major arterials should be designed for speeds between 45 and 60 mph. Rural arterials would generally be built for higher design speeds than their urban counterparts. On-street parking on arterial roadways should be discouraged altogether. Arterial streets typically have a uniformity of design. **Exhibit 4-16** illustrates street design standards for both major and minor arterials.

Collector Streets

Currently, a number of streets within the City of Gallatin are be classified as collectors though they may have been constructed to varying standards. Examples of existing collector roadways include Nichols Lane, Maple Street, and Douglass Bend Road. Collectors should generally be spaced at intervals of one-half mile and, unlike arterials, should be designed or developed to discourage long distance or continuous through traffic. Therefore, the design speed should typically range from 30 to 35 mph. Standard collector designs are shown in **Exhibit 4-16**. The cross section for a three-lane collector with curb and gutter dictates that a collector street should be designed to a width of 36 feet within a minimum of 70 feet of right-of-way. This standard should be adequate to serve the City of Gallatin as it continues to grow since it allows for two travel lanes plus a parking lane or a center-left-turn lane, depending upon the abutting land uses and the level of access provided.

Local Streets

Any remaining streets within the City of Gallatin that are not otherwise classified as arterials or collector roadways are considered local streets. The primary function of a local street is to provide access to adjacent property. Although they should not be unnecessarily circuitous, it is often desirable for local streets to have a curvilinear alignment in order to slow the speed of traffic, discourage through traffic, and allow the street to be more naturally integrated with the topography. However, it is recommended that all local streets be designed for speeds of no less than 25 mph.

The layout of local streets is normally left to the discretion of individual developers (subject to City ordinances), but the Institute of Transportation Engineers recommends the following guidelines for local street design:

- Adequate vehicular and pedestrian access should be provided to all parcels.
- Local street systems should be designed to minimize through traffic movements.
- Street patterns should minimize excessive vehicular travel.
- Local street systems should be logical and comprehensible, and systems of street names and house numbers should be simple, consistent and understandable.
- Local circulation systems and land development patterns should not detract from the efficiency of major streets.
- Traffic generators within residential areas should be considered in the local circulation pattern.
- Planning and construction of residential streets should clearly indicate their local function.
- Local streets should be designed to discourage excessive speeds.
- Pedestrian-vehicular conflict points should be minimized.
- A minimal amount of space should be devoted to street uses.
- There should be a minimal number of intersections.
- The arrangement of local streets should permit economical and practical patterns, shapes and sizes of development parcels.

These guidelines, as with most planning standards, require the use of good judgment and the consideration of site-specific conditions. However, if they are applied during the subdivision design and plat review process, they can help ensure the development of a logical and efficient street system. The standard cross section for a local street in Gallatin is shown in **Exhibit 4-16**.

Curbs and Gutters

It is recommended that all urban streets be paved and have curbs and gutters. The curb and gutter system serves three functions: first, it provides a surface drainage channel along the side of the street; second, it protects the pavement edge from breaking up and thus extends the life of the street; finally, it limits access onto major streets to intersections and curb cuts; i.e. no continuous open curb cuts.

Speed Control

The objective in setting the speed of a roadway is to satisfy the majority of the public's demand for service in a safe and economical manner. Posted speed limits are typically not the highest speeds that might be used by drivers. Rather, the posted speed limit is typically set to approximate the 85th percentile speed, which is the speed at or below which 85% of the vehicles on the road are traveling. Speed zones should be based upon traffic engineering studies, consistent with the prevailing conditions and cross-section of a given street, and they should be enforceable. It should be emphasized that speed limits are ineffective if the posted speed limit is determined arbitrarily.

Generally, most roadways (excluding highways, expressways, and freeways) should be designed and controlled to operate at speeds ranging from 25 to 45 mph. Speeds in the lower range are applicable to local and collector roads in residential areas and perhaps even to arterial streets in crowded business areas. Conversely, speeds in the higher range are applicable to major arterials or collectors whose primary purpose is to move traffic through the area.

Caution should be exercised, particularly in residential areas, of incorporating unnaturally low speed limits, e.g., 20 or 15 mph. It is not uncommon for residents within a community to petition for unusually low speed limits along residential streets. However, studies have determined that speed limits of 20 mph or less are difficult to enforce and are often ineffective.

Cross Section Summary

Figure 4-13 summarizes the general roadway cross sections for the City of Gallatin.

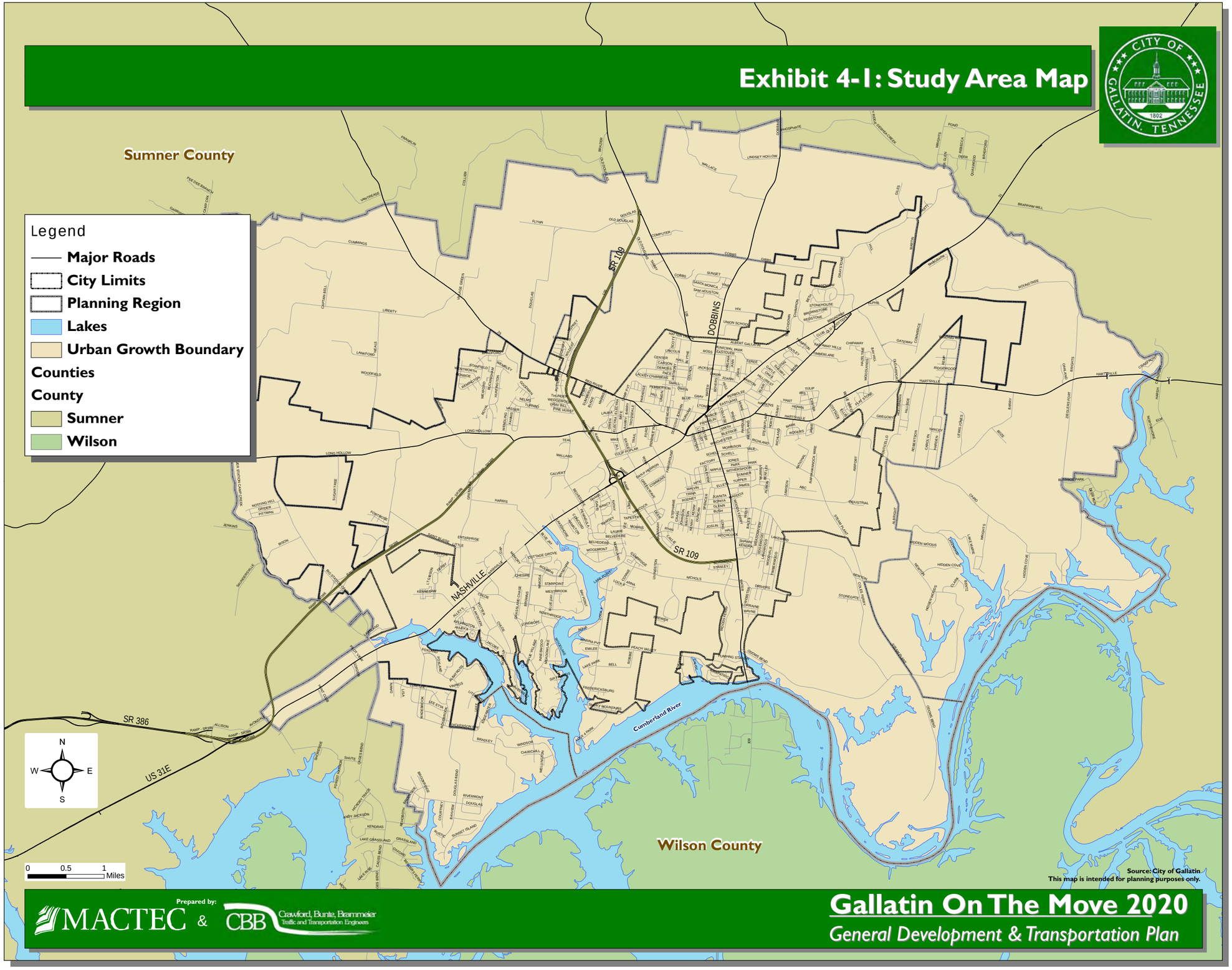
Figure 4-13 General Roadway Cross Sections

Functional Class	*Type*	*Travel Lanes*	*Design Speed (mph)*	*Min. Right-of-Way*	*Lane Width*	*Median Width (4 lanes)*	*Shoulder Width*	*Sidewalk Width*	*Turn Lanes*	*Curb/ Gutter Barrier*
Major Arterial	N/A	2, 4, 5	45+	60' – 118'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' – 14'	Yes
Minor Arterial	Town Center	2 – 5	35 – 40	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Residential	2 – 5	35 – 40	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	5' – 8'	12' (CTL)	No
	Commercial	2 – 5	35 – 40	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Industrial	2 – 5	35 – 40	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
Collector	Town Center	2 – 3	30 – 35	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Residential	2 – 3	30 – 35	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	5' – 8'	12' (CTL)	No
	Commercial	2 – 3	30 – 35	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Industrial	2 – 3	30 – 35	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
Local	N/A	N/A	25 – 30	50'	26' Pavement	N/A	N/A	5' – 8'	Not Required	No

Sources: The information in this table was adapted from the City of Gallatin's Major Thoroughfare Plan of 2000 (p. 45)

MULTI-MODAL TRANSPORTATION PLAN EXHIBITS

Exhibit 4-1: Study Area Map



Prepared by:
MACTEC & CBB Crawford, Bunta, Brammeier Traffic and Transportation Engineers

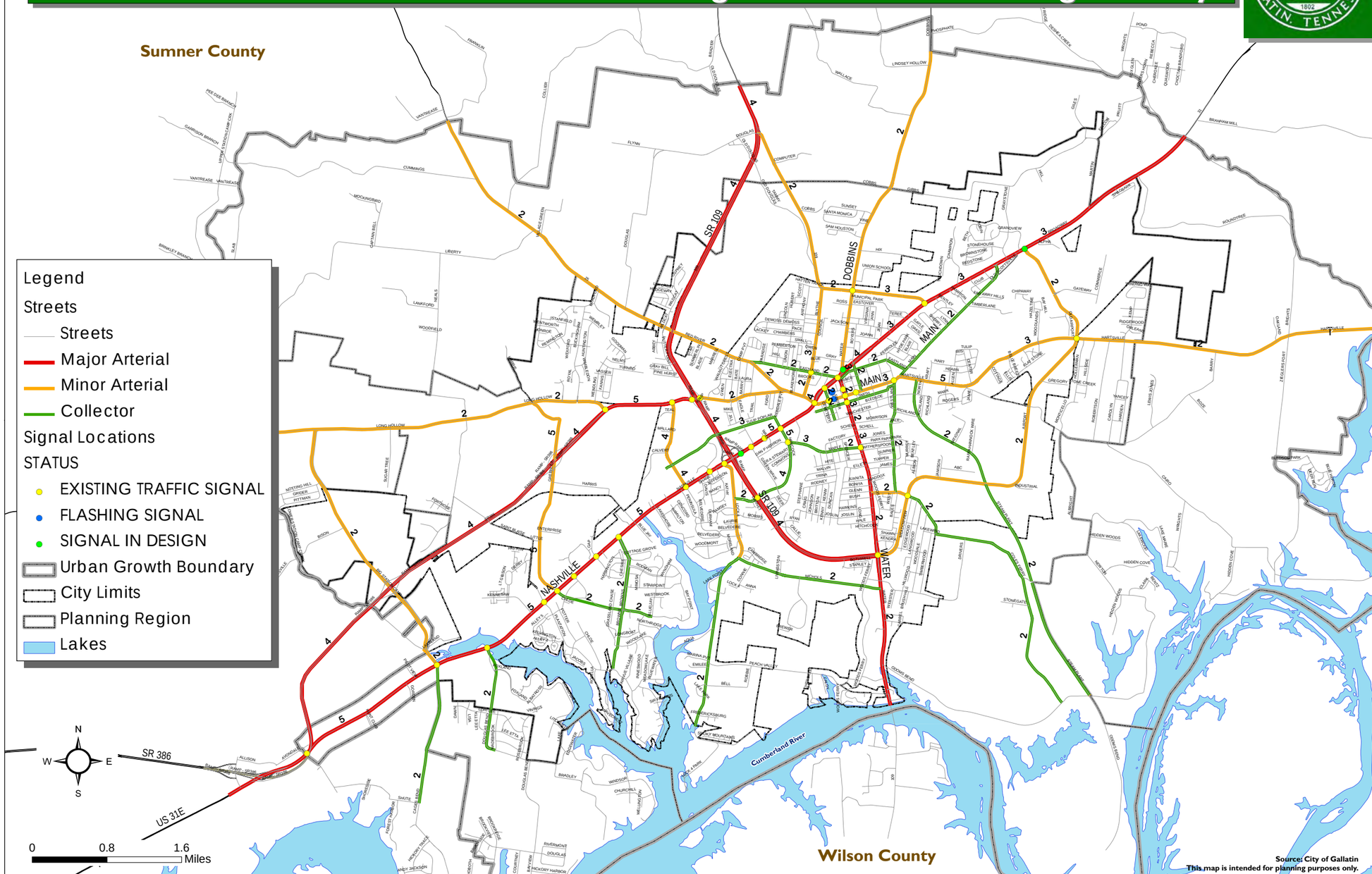
Gallatin On The Move 2020

General Development & Transportation Plan

Prepared By: _____
Checked By: _____

Map Document: (C:\Gallatin\Study Area.mxd)
2/25/2008

Exhibit 4-2: Functional Classification, Number of Lanes, and Traffic Signal Locations of Existing Roadways



Source: City of Gallatin
This map is intended for planning purposes only.

Prepared by: MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

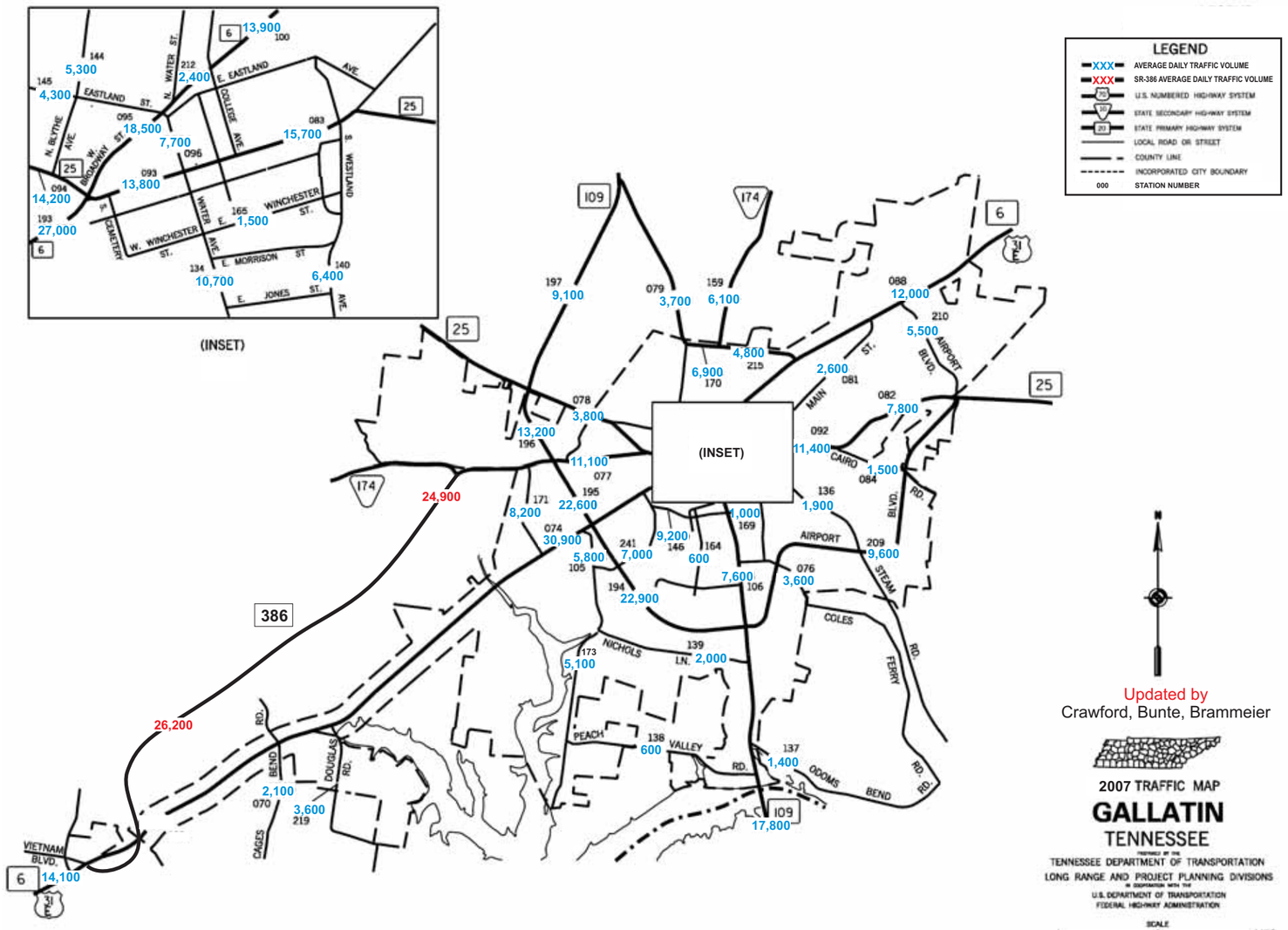
Gallatin On The Move 2020

General Development & Transportation Plan

Prepared By: ____
Checked By: ____

Map Document: (C:\Gallatin\Functional Classification of Roadway Network_CBB.mxd)
4/16/2008

Exhibit 4-3: Existing Traffic Volumes (2008)



Updated by
Crawford, Bunte, Brammeier

2007 TRAFFIC MAP
GALLATIN
TENNESSEE

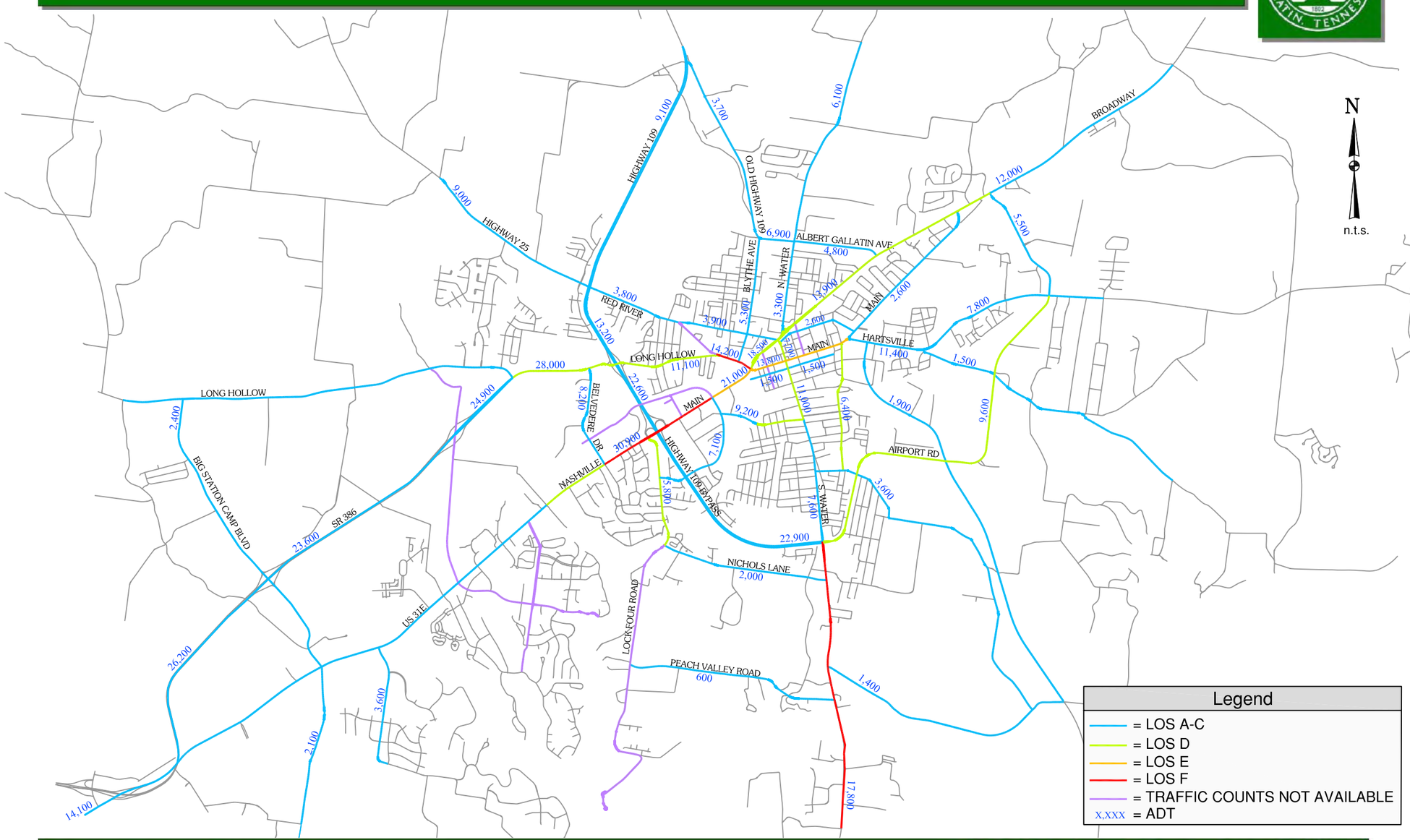
TENNESSEE DEPARTMENT OF TRANSPORTATION
LONG RANGE AND PROJECT PLANNING DIVISIONS
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE
1 0 1 MILE
1 0 1 KILOMETER

83A

Source: http://ww3.tdot.state.tn.us/TrafficHistory/template/viewer.htm?co=83

Exhibit 4-4: 2008 Levels of Service



Prepared by:
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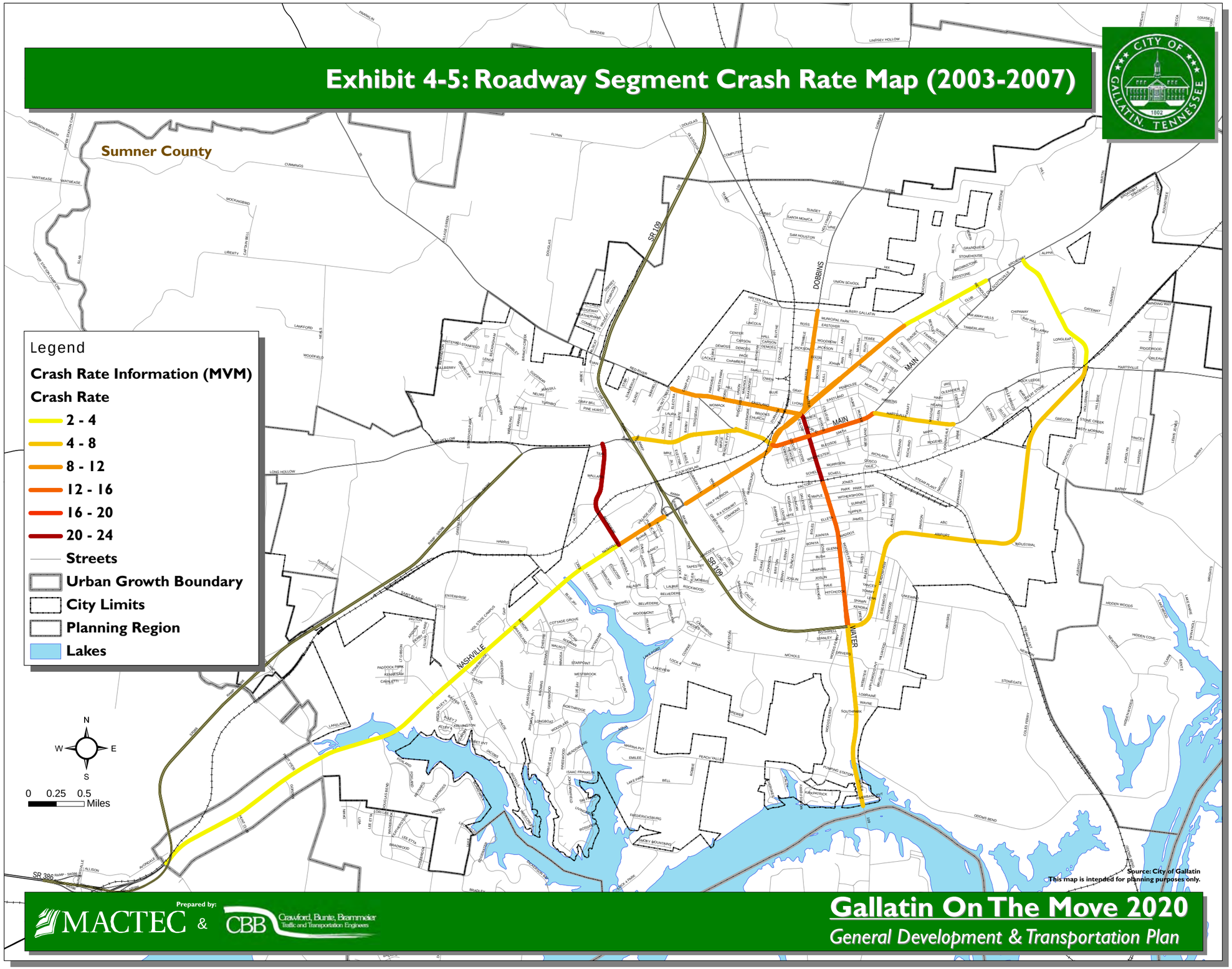
Exhibit 4-5: Roadway Segment Crash Rate Map (2003-2007)



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Prepared by:
MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

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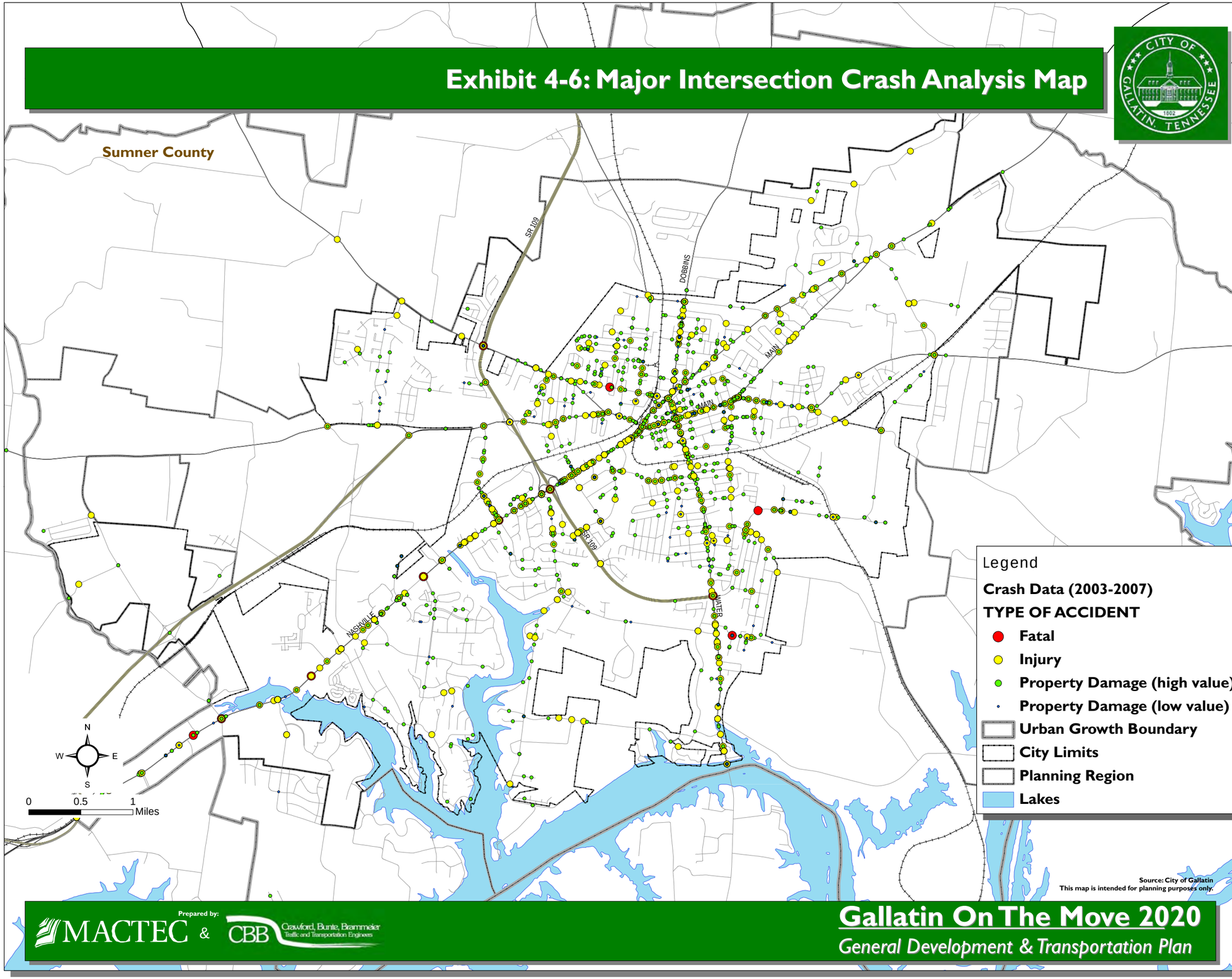
General Development & Transportation Plan

Map Document: (C:\Gallatin\Crash Rates.mxd)
5/6/2008

Exhibit 4-6: Major Intersection Crash Analysis Map



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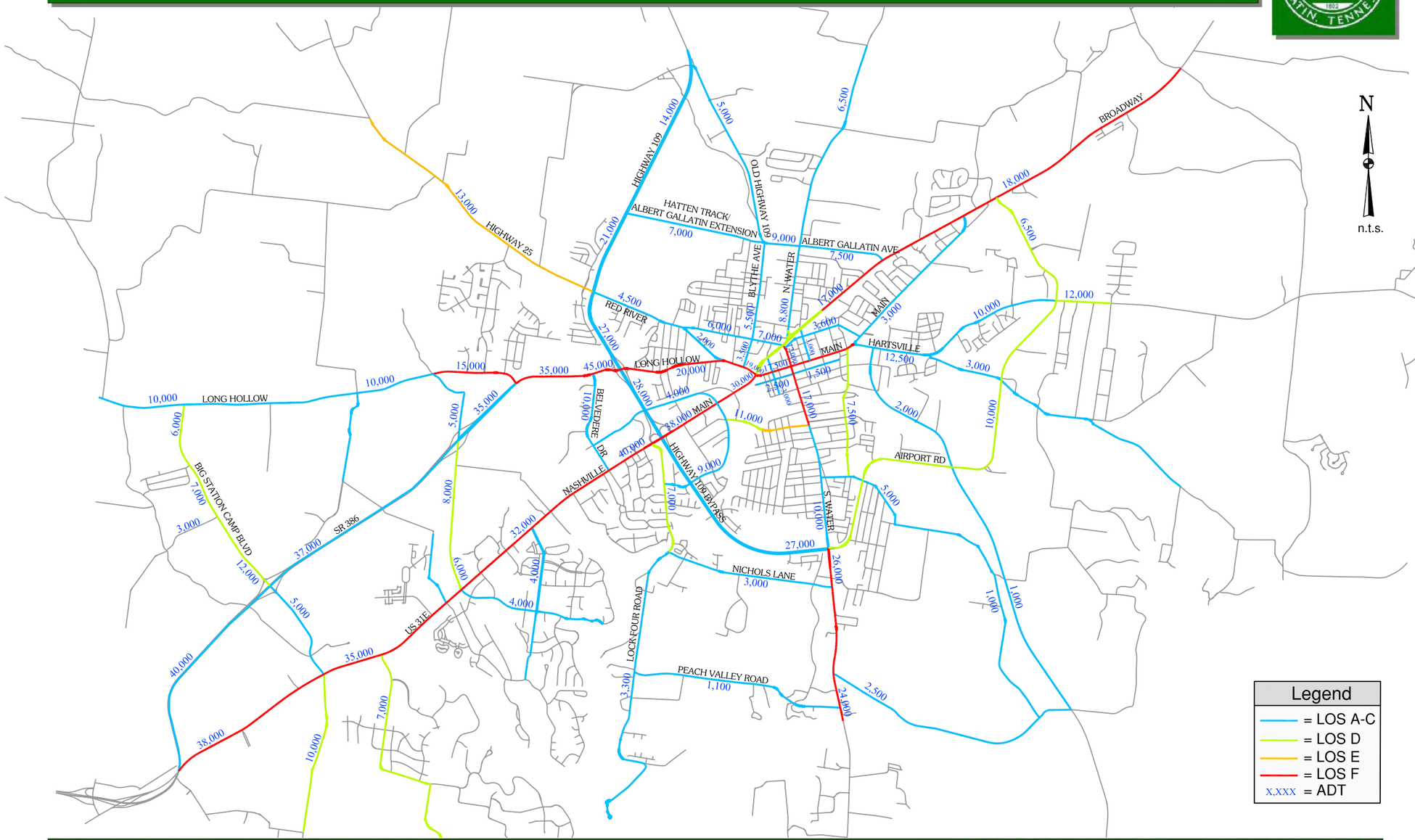
Prepared By: _____
Checked By: _____

Map Document: (C:\Gallatin\Crash Locations.mxd)
2/25/2008

Exhibit 4-7: 2030 No Build Levels of Service



Prepared by:
MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

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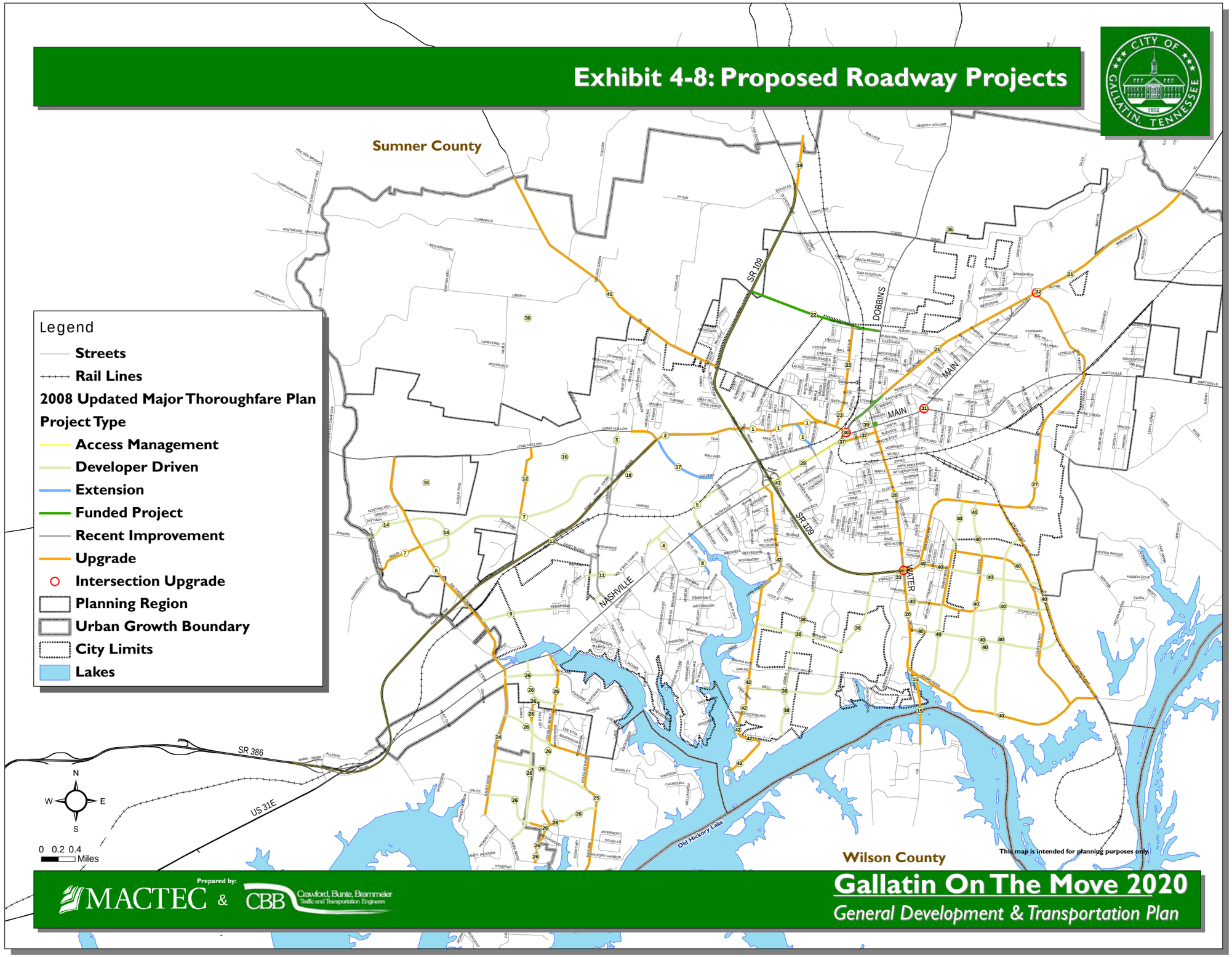
Exhibit 4-8: Proposed Roadway Projects



Prepared by:

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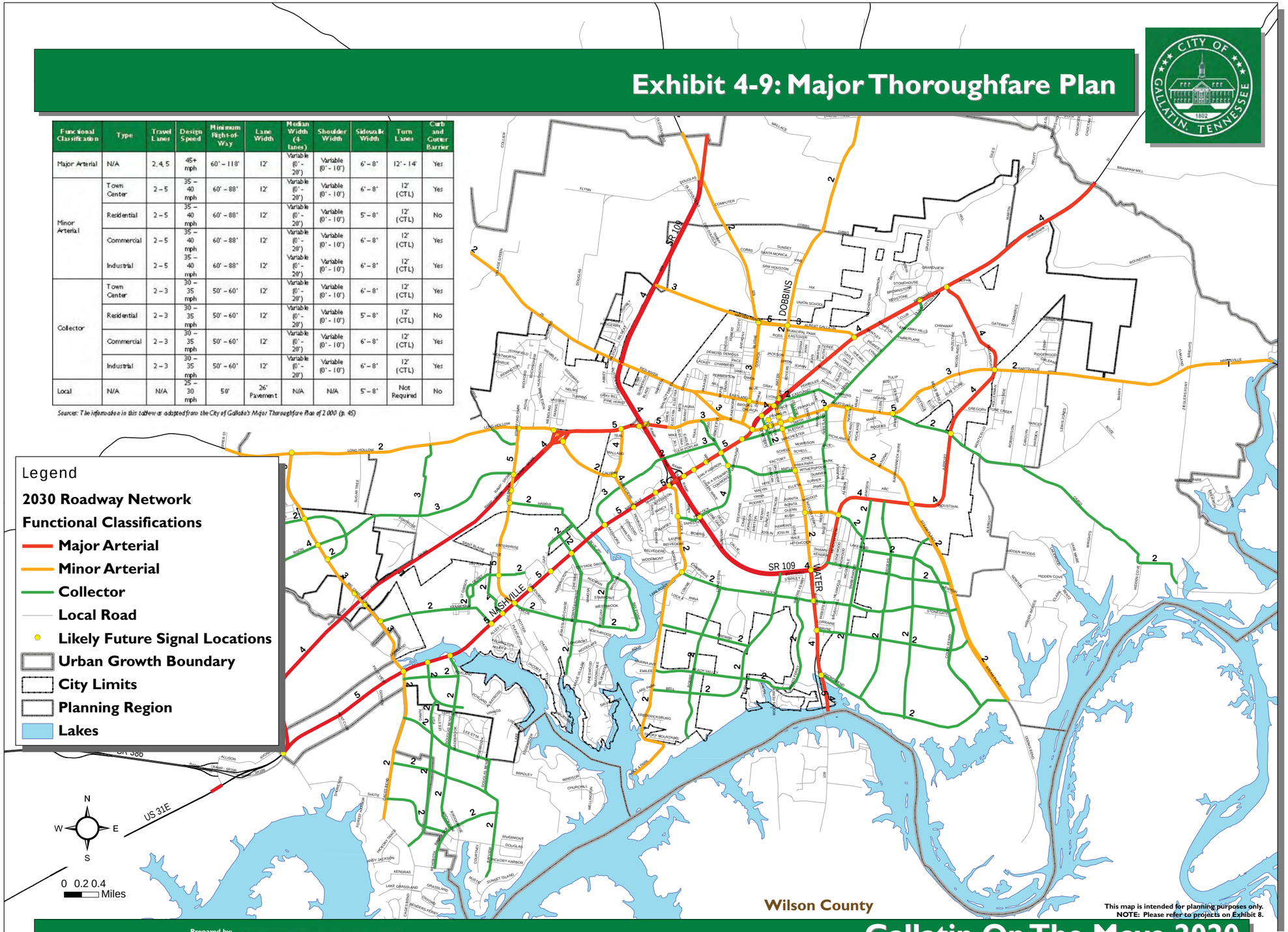
Prepared By: ____
Checked By: ____

Map Document: (C:\Gallatin\2008 HTP_CBB.mxd)
7/10/2008

Exhibit 4-9: Major Thoroughfare Plan

Functional Classification	Type	Travel Lanes	Design Speed	Minimum Right-of-Way	Lane Width	Median Width (4-lanes)	Shoulder Width	Sidewalk Width	Turn Lanes	Curb and Gutter Barrier
Major Arterial	N/A	2, 4, 5	45+ mph	60' – 118'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' - 14'	Yes
Minor Arterial	Town Center	2 – 5	35 – 40 mph	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Residential	2 – 5	35 – 40 mph	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	5' – 8'	12' (CTL)	No
	Commercial	2 – 5	35 – 40 mph	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Industrial	2 – 5	35 – 40 mph	60' – 88'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
Collector	Town Center	2 – 3	30 – 35 mph	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Residential	2 – 3	30 – 35 mph	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	5' – 8'	12' (CTL)	No
	Commercial	2 – 3	30 – 35 mph	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
	Industrial	2 – 3	30 – 35 mph	50' – 60'	12'	Variable (0' - 20')	Variable (0' - 10')	6' – 8'	12' (CTL)	Yes
Local	N/A	N/A	25 – 30 mph	50'	26' Pavement	N/A	N/A	5' – 8'	Not Required	No

Source: The information in this table was adapted from the City of Gallatin's Major Thoroughfare Plan of 2000 (p. 45)



This map is intended for planning purposes only.
NOTE: Please refer to projects on Exhibit 8.

Prepared by:
MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

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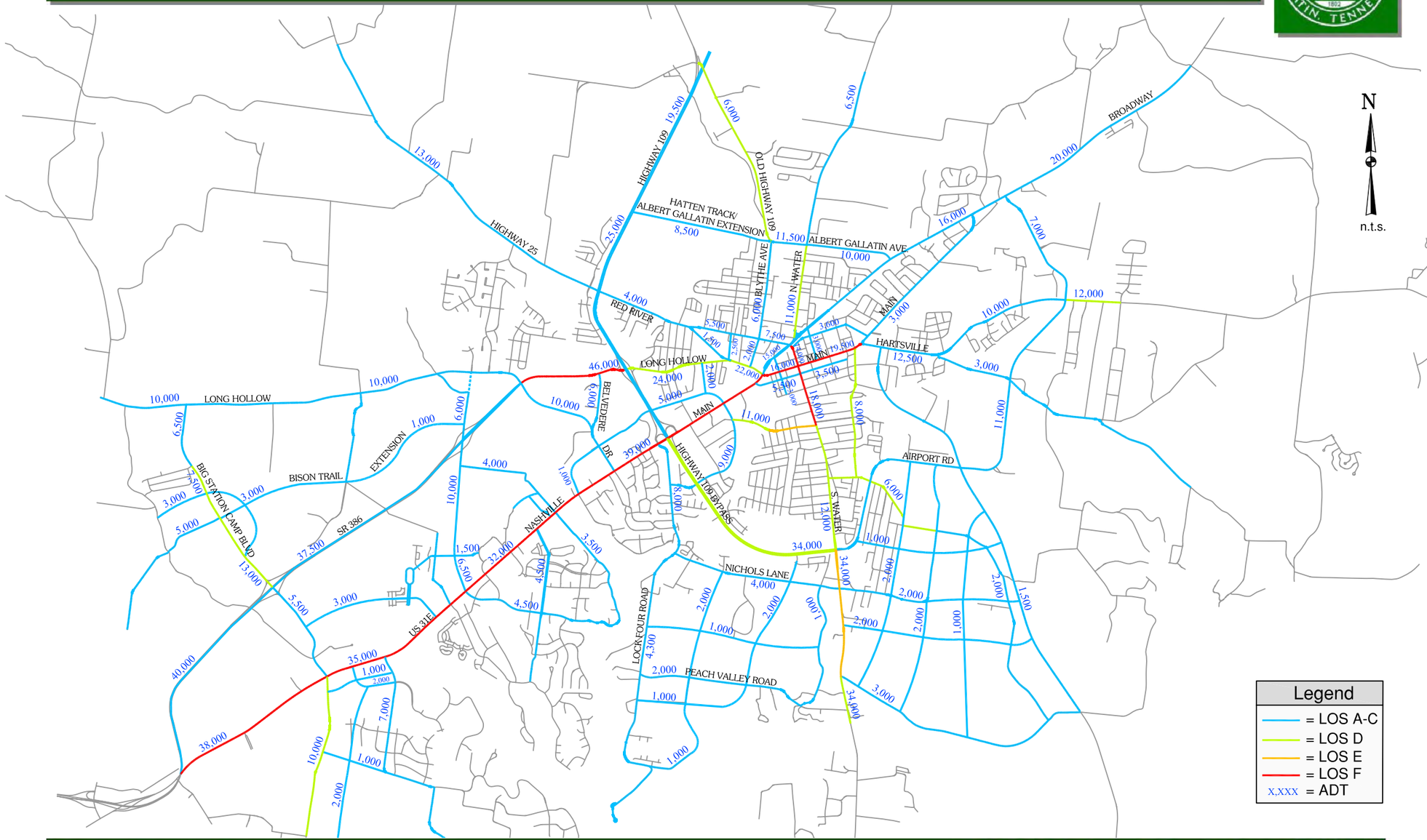
General Development & Transportation Plan

Prepared By:
Checked By:

Map Document: (C:\Gallatin\Functional Classification of Roadway Network_CBB.mxd)
4/16/2008

Exhibit 4-10: 2030 Build Levels of Service



Prepared by:
MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

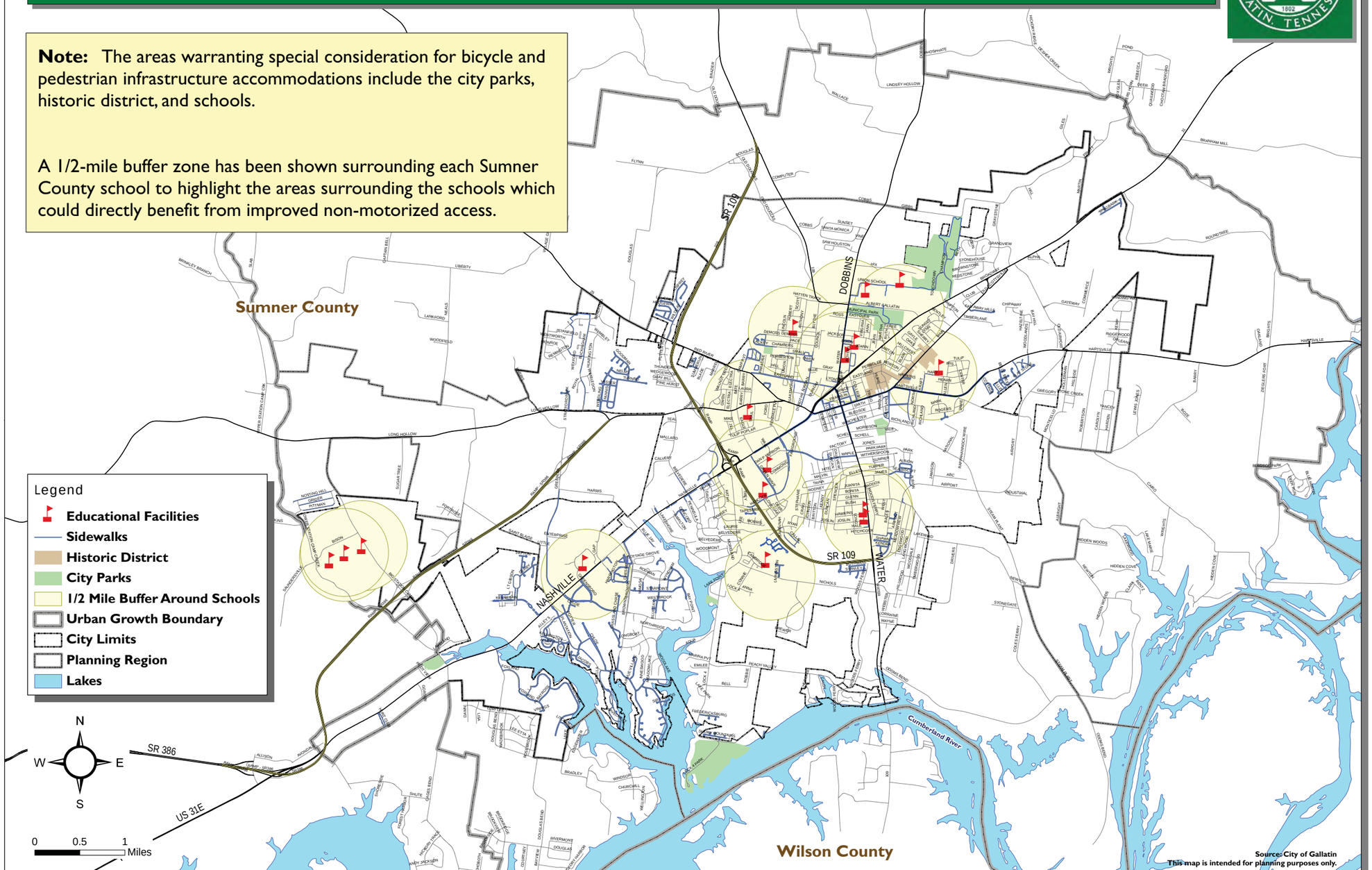
Gallatin On The Move 2020

General Development & Transportation Plan

Exhibit 4-11: Existing Bicycle and Pedestrian Facilities Map

Note: The areas warranting special consideration for bicycle and pedestrian infrastructure accommodations include the city parks, historic district, and schools.

A 1/2-mile buffer zone has been shown surrounding each Sumner County school to highlight the areas surrounding the schools which could directly benefit from improved non-motorized access.



Source: City of Gallatin
This map is intended for planning purposes only.

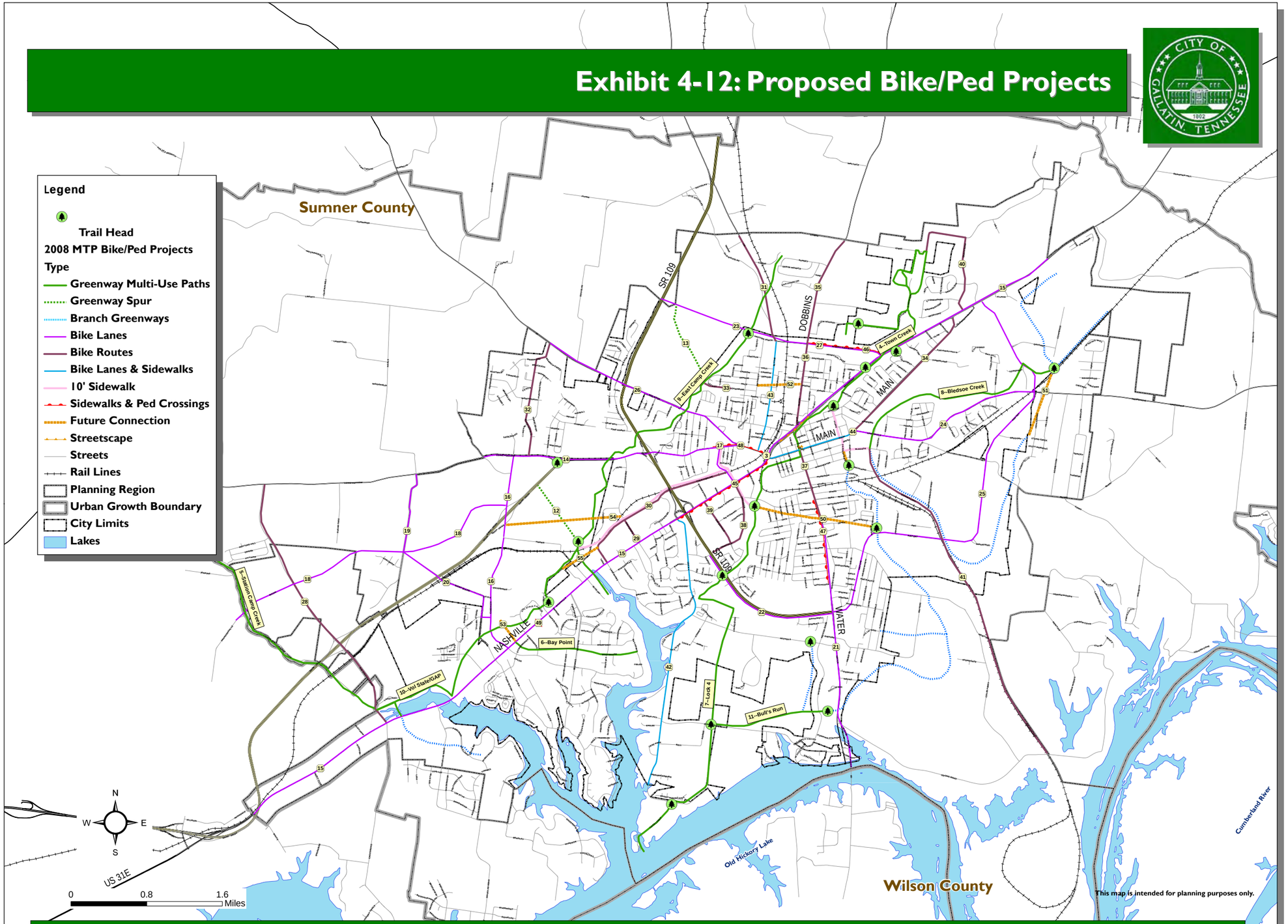
Prepared by:
MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

Gallatin On The Move 2020
General Development & Transportation Plan

Prepared By: ____
Checked By: ____

Map Document: (C:\Gallatin\Existing Bike Ped Facilities around Schools and Parks.mxd)
4/11/2008

Exhibit 4-12: Proposed Bike/Ped Projects



Prepared by:
MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

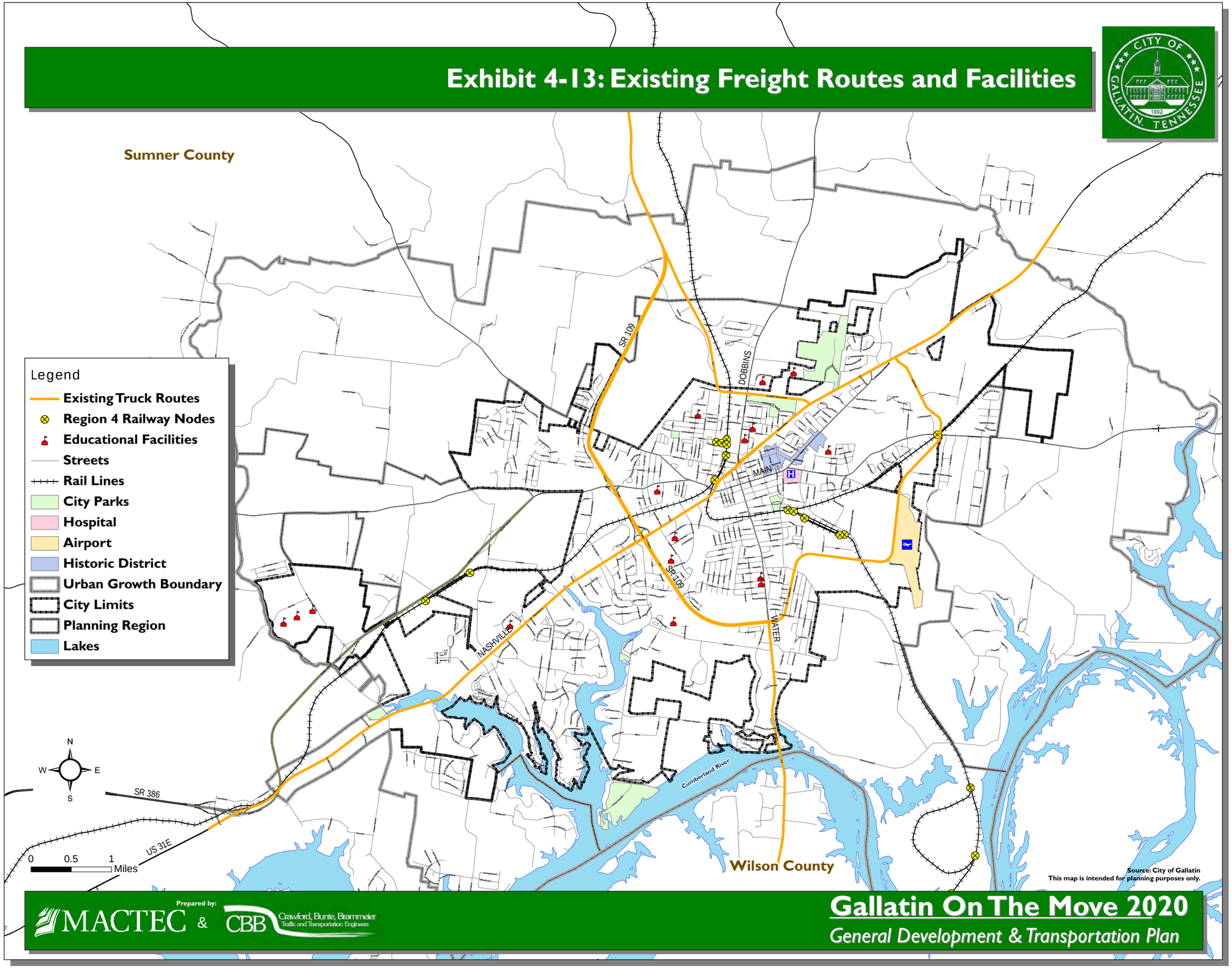
Gallatin On The Move 2020

General Development & Transportation Plan

Prepared By:
Checked By:

Map Document: (C:\Gallatin\2008 MTP_CBB_bikeped.mxd)
7/10/2008

Exhibit 4-13: Existing Freight Routes and Facilities



Prepared by: MACTEC & CBB Crawford, Bunte, Brammeier Traffic and Transportation Engineers

Gallatin On The Move 2020

General Development & Transportation Plan

Prepared By: ____
Checked By: ____

Map Document: (C:\Gallatin\Existing Freight.mxd)
2/25/2008

Exhibit 4-14 – Airport Road Relocation

ARMSTRONG.
9019 Overlook Boulevard/ Suite D-4
Brentwood, TN 37027
PH 615.377.1320 // FX 615.377.3630
rwArmstrong.com

AIRPORT ROAD RELOCATION
JANUARY 23, 2009

SUMNER COUNTY REGIONAL AIRPORT
1475 AIRPORT ROAD
GALLATIN, TENNESSEE

Exhibit 4-15 – City of Gallatin Truck Routes

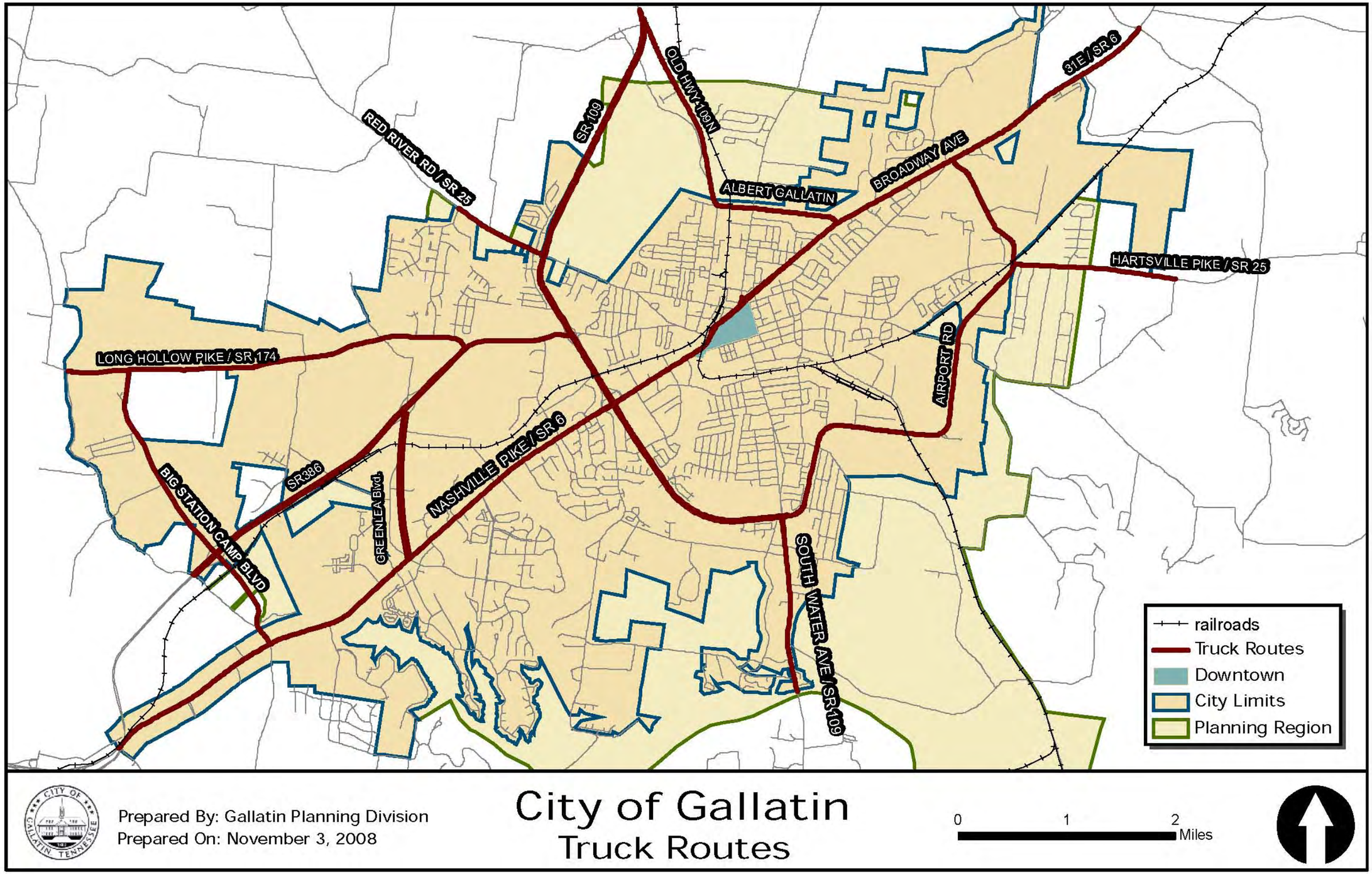
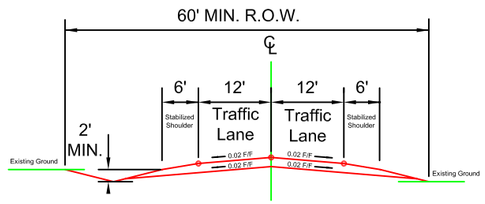
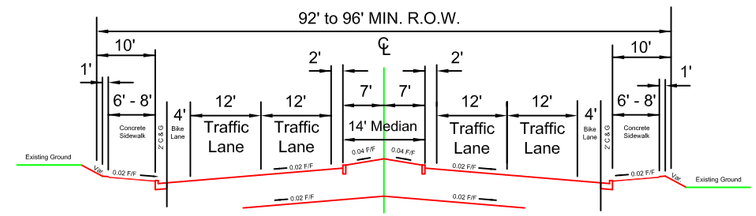


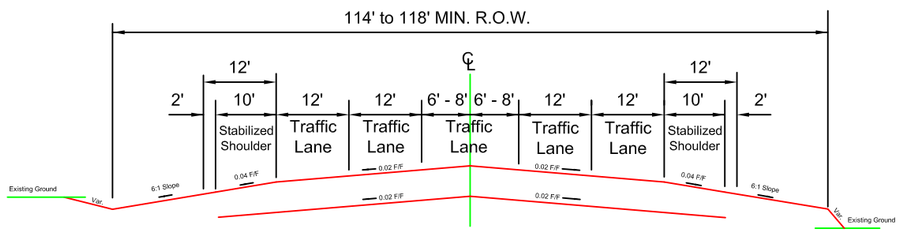
Exhibit 4-16A: Major Arterial Cross Sections



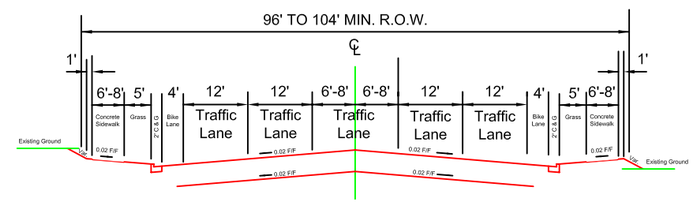
TYPICAL TANGENT SECTION - 2 LANE MAJOR ARTERIAL, SWALE



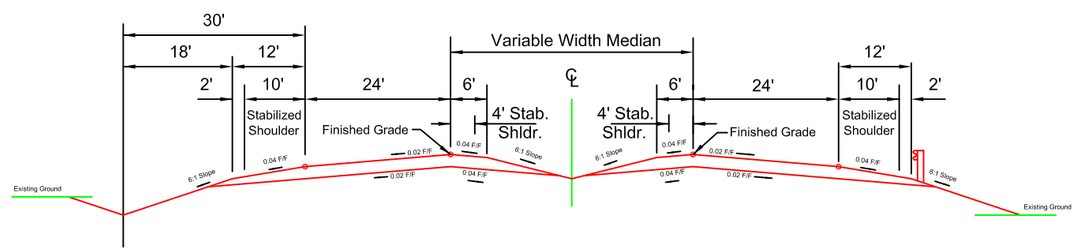
TYPICAL TANGENT SECTION - 4 LANE MAJOR ARTERIAL, CURB & GUTTER



TYPICAL TANGENT SECTION - 5 LANE MAJOR ARTERIAL, SWALE

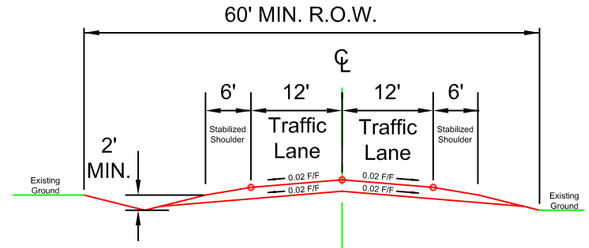


TYPICAL TANGENT SECTION - 5 LANE MAJOR ARTERIAL, CURB & GUTTER

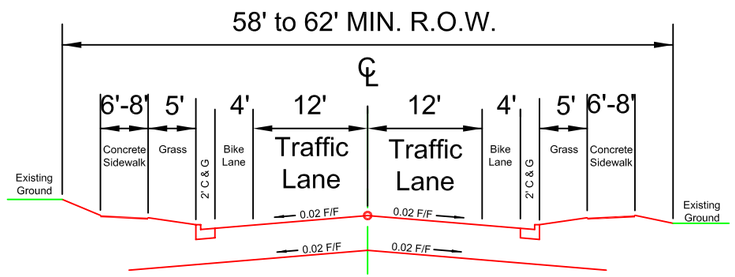


TYPICAL TANGENT SECTION - 4 LANE DIVIDED PRINCIPAL ARTERIAL, SWALE

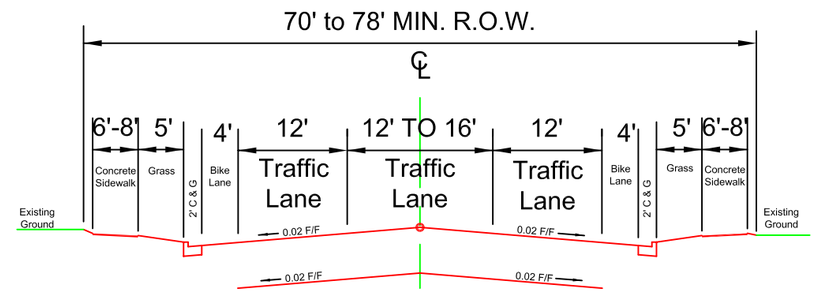
Exhibit 4-16B: Minor Arterial Cross Sections



TYPICAL TANGENT SECTION - 2 LANE MINOR ARTERIAL, SWALE

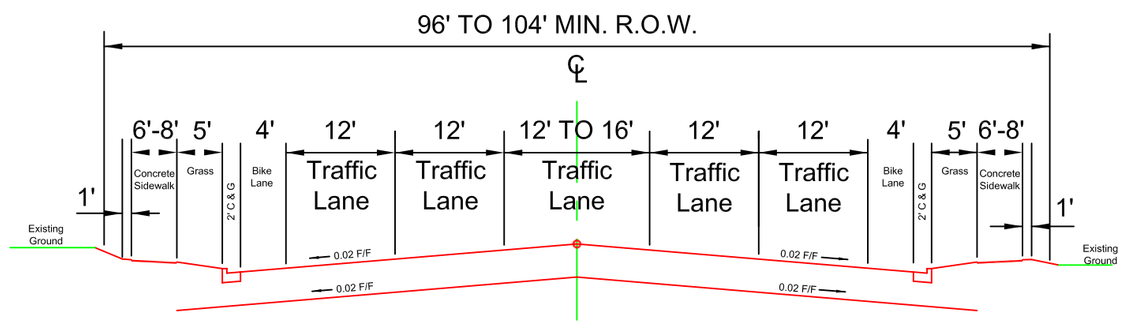


TYPICAL TANGENT SECTION - 2 LANE MINOR ARTERIAL, CURB & GUTTER



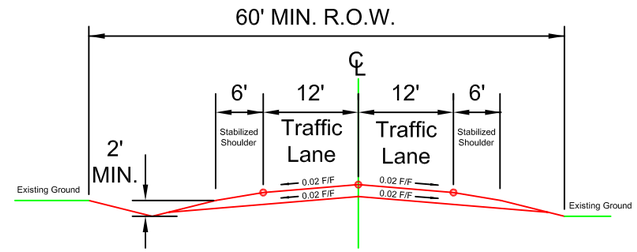
TYPICAL TANGENT SECTION - 3 LANE MINOR ARTERIAL, CURB & GUTTER

Sidewalks- Town Center, Commercial, Industrial = 6'-8'
Residential = 5'-8'



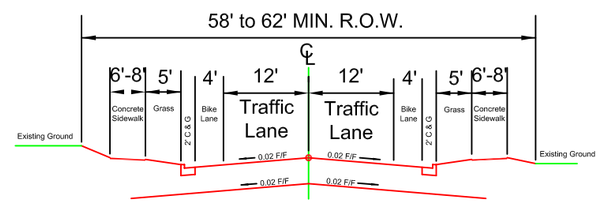
TYPICAL TANGENT SECTION - 5 LANE MINOR ARTERIAL, CURB & GUTTER

Exhibit 4-16C: Collector Street Cross Sections



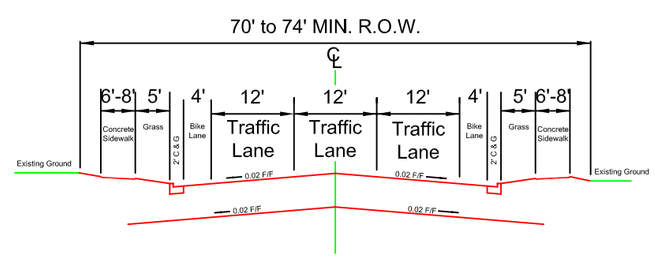
TYPICAL TANGENT SECTION - 2 LANE COLLECTOR, SWALE

Sidewalks- Town Center, Commercial, Industrial = 6'-8'
Residential = 5'-8'



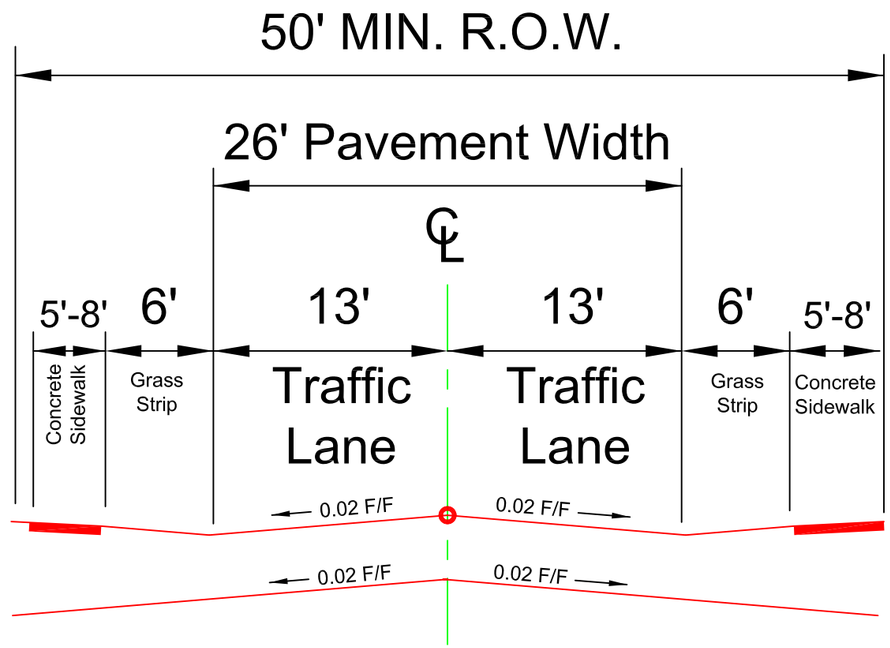
TYPICAL TANGENT SECTION - 2 LANE COLLECTOR, CURB & GUTTER

Sidewalks- Town Center, Commercial, Industrial = 6'-8'
Residential = 5'-8'



TYPICAL TANGENT SECTION - 3 LANE COLLECTOR, CURB & GUTTER

Exhibit 4-16D: Local Street Cross Sections



TYPICAL TANGENT SECTION - LOCAL STREET

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CHAPTER
5

Community Design and Historic Preservation Plan

Establishing a basis for decision making related to appearance, character and historic preservation in the City of Gallatin

Downtown Gallatin's historic architecture, development pattern and building form creates a unique "sense of place" in the city's core

The Community Design and Historic Preservation chapter assesses the positive and negative factors that constitute the visual environment of the City of Gallatin. The overall visual character of the city is the sum of the appearance and character of community components such as gateways, business districts, neighborhoods, corridors and other areas. The analysis in this chapter establishes a basis for the City to make decisions about community appearance and character by defining its goals and policies and by describing design principles or guidelines that will contribute to a desired overall image or series of images of the community.

This chapter relates to the overall goals and objectives of the plan described in Chapter 2: Community Vision. The expanded analysis and recommendations for Community Design and Historic Preservation in this chapter are intended to lead to enhanced guidelines and regulations to promote planning goals. The concepts and recommendations in this chapter are organized under two major headings: Community Design and Historic Preservation Plan.

Example of new development creating a "sense of place" through the use of pedestrian-friendly urban design and architecture in the Green Hills area of Nashville

Community Design

Gallatin's unique history is now represented by individual structures and groups of buildings that differentiate the City from nearby communities. This distinct "sense of place" can be retained by preserving the existing building stock and encouraging sensitive new development. Building owners should be mindful of the fact that each structure is an individual expression of its *typology* (the intent of its original function), its *style* (character of the period it was built or significant changes applied from other periods of its history), individual or regional *details* (materials or fenestration applied by its builder or users), and its *environment* (topography, climate, direction the building faces, social conditions, etc.).

As stewards of the individual buildings that contribute to a unique sense of place, historic building owners are encouraged to retain or repair all original materials and features such as exterior materials, windows, doors, fenestration, glass, and interior finishes of the building "envelope" that can impact the physical structure. Historic building elements that are lost can detract from Gallatin's history and sense of place.

As designers of the developments and buildings that will become a part of historic Gallatin in time, architects, planners, landscape architects, engineers, builders and developers are encouraged to continue the precedent of sense of place that has been inherited from previous generations. Every new building project should be seen as an opportunity to build a greater future for Gallatin.

EVALUATION OF PLANNING EFFORTS AND EXISTING REGULATIONS

The section below provides a brief synopsis of previous planning efforts undertaken by the City and summarizes how support and consideration for community design has evolved over time and resulted in currently adopted regulations in an effort to identify what was done right and what is missing. This section addresses the existing design regulations for the City. It also outlines the shortcomings of the requirements. Sections that follow provide a framework, with objectives and policy statements that can guide development of expanded design review in the City.

Previous Planning Efforts

The 1996 General Development and Transportation Plan addressed community design mainly by recommending development guidelines that sought ensure that new development was compatible with the surrounding existing development character. These guidelines later became part of the Zoning Ordinance.

The Planning Commission adopted the Nashville Pike Corridor SR-109 to East Camp Creek General Development and Transportation Plan Amendment as a more specific plan follow up and amendment to the General Development Plan of 1996. In support of the goals and objectives established in the General Development Plan, the focus and recommendations of the plan primarily addressed compatibility of new development (to existing development), improved landscaping and buffering, and corridor access management. In addition, the plan updated the Future Land Use Map to allow for a range of commercial uses for specific portions of the corridor.

The SR-386 Area Plan focused primarily on transportation and access for the study area in west Gallatin between SR-386 and US-31E/Nashville Pike. The plan did not address architectural character.

The recommendations of the Gallatin Visioning Committee Report and the Downtown Gallatin Master Plan recommend attention to design well beyond what the City has historically regulated. Each recognized the shortcomings of the City's current regulations. The two plans boldly recommend that the City take an expanded role to ensure that the long-range development and redevelopment of the City is in keeping with the vision of the community. Both plans recognize the prescriptive role zoning and design regulations play in the creation of quality communities,

Existing Design Regulations

The discussion of existing design regulations below outlines the portion of the Zoning Ordinance specifically intended to address community design. Design guidelines associated with the existing locally-designated historic districts is discussed later in this chapter.

Zoning Ordinance

Architectural character and compatibility standards are outlined in Section 13.08.010 of the Zoning Ordinance. The section identifies basic design criteria for non-residential structures in the City, including building materials, compatibility with adjacent buildings, adaptation of national prototypes, and acceptance of alternative design plans. In addition, residential infill development design standards are addressed.

Building Materials

The current design standards require exterior façade materials in all developments in all districts with the exception of A, R-40, R-20, R-15, R-10, R-8, and IG to consist of 70% stone and/or brick materials. Within these excluded districts, however, uses other than one-family detached residential uses are required to use brick and/or stone materials for a minimum of 65% of exterior façade materials. The Zoning Ordinance does not specify architectural design standards for one-family detached residential uses. Concrete block, split face block, other related concrete-masonry block materials and manufactured/pre-cast panels are explicitly.

Although quality façade materials are identified, the standards do not prohibit painted brick or stone and do not provide general guidance regarding exterior building color. By prohibiting painted exterior materials (excluding trim) and requiring façade colors to be low reflectance, neutral or earth-tone colors while prohibiting high-intensity, metallic, fluorescent or neon colors and black, this section of the zoning ordinance can facilitate higher quality design in the City's commercial districts and corridors. In addition, the standards can also require a minimum percentage of the exterior façade to include a physical building material change, such as a change in color of a permitted building material, a change in permitted building materials, or a change in assembly of permitted building materials. This type of requirement can add visual interest by preventing vast expanses of a single building material/color.

Compatibility with adjacent buildings

The current guidelines require compatibility with adjacent buildings. Compatibility is measured by massing, scale, proportion of openings, roof types, types of glazed openings and degree of detail. Building forms are required be tailored to fit within the existing topography and site features (as much as possible) and buildings of a proposed development must be compatible with surrounding buildings (within the site and within adjacent properties). The guidelines require the use of materials and colors compatible with adjacent buildings, but fail to provide specific guidance for determining how to achieve this compatibility.

In addition to the general parameters for compatibility, this section can provide additional detailing that does not currently exist. Key examples include requiring a minimum percentage of the total surface area of the front façade to be public entrances and transparent windows, prohibiting blank facades where visible from a public right-of-way, requiring changes in wall plane (i.e. recesses and projections) on building surfaces greater than two stories height or 50 feet in width to prevent long or continuous walls, identifying appropriate roof forms and roof materials (when visible from the public right-of-way), providing requirements for framing of windows, doors and storefronts to add some dimension to façades, and providing standards for canopy and awning construction as well as building/site lighting. It is also important to expand the intent of this section so that it is clear that the prescribed standards are meant to ensure a high quality of design within the City as well as compatibility with existing buildings.

Adapting prototypical designs

The current guidelines emphasize the importance of adapting prototypical designs to particular sites. The ordinance stipulates that developers must adapt national design standard to reflect the specific site context within the City by way of careful siting, use of compatible materials, and landscaping of the site so that it blends with its surroundings.

An important component of site design for national prototypes, in addition to all non-residential uses, that is not addressed is signage. The City's sign ordinance permits signs up to 20 feet in height and does not regulate sign type outside of the CC district. Free-standing pole signs can contribute to visual clutter in an area while detracting from the overall design of a site and surrounding area. Lower-lying monument signs (6-8 feet in height) that are constructed of the same material as the exterior building material of a principal use and are not internally illuminated are a more visually appealing alternative. The City has typically required signage in new master-planned developments to utilize smaller free-standing monument signage.

Alternative Plans

Finally, the Planning Commission has the authority to approve alternative plans that are not in strict compliance with the guidelines if the commission finds that it meets the purpose and intent of the requirements and provides an architectural plan and materials superior to what is otherwise required by the ordinance.

Residential infill

The City's current design guidelines also briefly address infill residential development. In short, the Planning Commission has the authority to establish more restrictive regulations for infill projects with standards regulating building materials, size, scale, proportion of openings, roof types and degree of architectural detail. The guidelines give the Planning Commission the authority to establish guidelines on a case-by-case basis, assuming the new development qualifies as an infill development (Section 13.08.010 E). The guidelines do not, however, establish infill standards. General architectural character and compatibility standards for residential infill should be developed and incorporated into the ordinance; site-specific areas may be necessary for areas where vacant lots exist or where "teardowns" have occurred or have the potential to occur.

Buffer yard and landscaping

Buffer yards/parking lot landscaping requirements contained in the current ordinance provide standard approaches to addressing buffers and landscaping. More flexibility is needed to allow for appropriate protection and buffering while also providing for more landscaping variety (i.e. beyond a couple of rows of pine trees, etc.). Additional standards have been adopted for the PGC and PNC districts. Current landscaping provisions require parking lot landscaping, both at the perimeter and in the interior of parking areas. In addition, landscaping provisions for freestanding signage should be considered for integration into the City's existing standards.

The current ordinance lacks specific requirements for the installation of irrigation systems to ensure the future viability of installed landscaping materials. It also lacks enforcement provisions that require maintenance of the required landscaping by the property owner. In addition, the current ordinance does not specify the use of specific types of native plan materials or provide specific guidance related to the size of plant materials at installation.

The provisions for landscaping should promote incorporation of underground facilities for detention, specific requirements for landscaping and sod around detention ponds and promotion of the use of sod versus seed and straw, sedimentation.

Historic District Design Guidelines

A discussion of the City's historic district design guidelines for the three locally-designated historic districts is presented later in this chapter.

VISUAL CHARACTER ASSESSMENT

Chapter 3 presented the Community Character Area and descriptions of each Character Area. The Visual Character Assessment is organized by the Character Area Categories presented in Chapter 3: Preserve, Centers, Corridors, Neighborhoods and Special Areas – with one exception. This section describes Neighborhoods with the two distinct categories of Town Neighborhood and Suburban Neighborhood. The visual character is assessed for each area, and therefore the City as a whole when taken collectively, by describing views, topography, street patterns, building form and massing, settlement patterns, major landscape features and prominent architectural character. The assessment is presented in the table on the following page.

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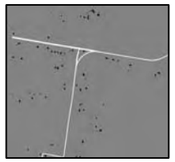
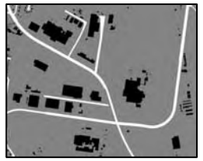
Category	Rural Areas	Suburban Neighborhoods	Town Neighborhoods	Corridors	Downtown	Activity Center	Special Areas
Character Areas	Rural Community, Suburban Neighborhood Emerging, and Emerging Walkable Community	Suburban Neighborhood Established, Suburban Neighborhood Revitalization	Town Neighborhood Preservation, Town Neighborhood Established, Town Neighborhood Revitalization	Commercial Corridor, Commercial Corridor Revitalization, Gateway Corridor, Neighborhood Transition Corridor, Nashville Pike Office Corridor	Downtown, Town Neighborhood Revitalization	Regional Activity Center, College, Broadway/Tobacco Warehouse District, Neighborhood Center	Airport Road Industrial, North Gallatin Emerging Business Center, GreenLea Business Center, Steam Plan
Figure Ground Image							
Predominate Architectural Character	Variety of residential and agricultural building styles and forms. The agrarian vernacular includes historic and/or traditional farm houses, barns and stables.	One-family homes on large lots. The form and style of these homes is defined by the era of construction. In general, styles range from 1960's and 70's era Ranch homes to 1980's, 90's and more recently constructed Traditional homes.	Houses date from the late 19th century through 1950, resulting in a range of architectural styles, including Tudor, Folk Victorian, Colonial Revival and Craftsman (including the Bungalow form).	Often "franchise" or "corporate" or consistent with typical styles based on a building's use. Styles can also include decorative but non-functional details similar to traditional commercial development found in Downtown. Canopies, for example, often do not adequately provide shade but instead are treated as window treatments. In addition, wide expanses of solid building walls without windows or changes in building material or articulation are more common.	Non-institutional buildings reflect a "3-part façade" whereby most primary commercial facades are divided into three sections: the storefront with building entrance and display windows; the upper façade with floors of the building between the storefront/street level and the point where it meets the cornice; and the typically decorative or stylized cornice that caps the upper façade.	Typically reflects institutional nature of an activity center's overall purpose. Primarily brick facades, especially on buildings constructed after the 70% brick requirement was established. Buildings occupied by national chains typically reflect the image of the national chain, though newer buildings in the City do often vary in order to meet the requirements of the existing regulations. More emphasis should be given to the use of varying building facade materials and elements on each building, including the incorporation of columns or piers, canopies or awnings, parapet walls or traditional roof, storefront display windows, and cornice lines atop each façade.	A building's function tends to drive the architectural character in Special Districts. A primary example is a metal building, with or without limited brick and stone facade treatments, to house light industrial uses. In other instances, residential styling is imparted to two-story office buildings.
Building Form and Massing	Low-rise and small in relation to lot size. Either clustered in a small hamlet or village pattern or scattered across the landscape on large lots. Where not in a village or hamlet, setbacks are deep and irregular, often exceeding 100 feet. Gross density and floor area ratios are low.	Defined by one-to-two story residential homes. Homes are primarily located on large suburban-scale lots surrounded on all sides with landscaped yards.	Generally detached one-family dwellings, one to two stories. Front or side porches are common, and garages, if present, are typically detached and in the rear yard.	Typically single-story, with flat or minimal roof pitch. Buildings can be stand-alone structures that vary in size depending on their use (e.g. a coffee shop versus a "big-box" retail center) or grouped together as strip centers that have a single form. Building forms are typically auto-oriented, including office buildings and shops with drive-through facilities and restaurant buildings.	The Downtown form is generally that of two-story, two-part commercial buildings with shared party walls that form a block of individual buildings with only their facades visible from the street.	Activity Centers support a variety of building forms based on a range of land uses and densities that are found. Larger one-part buildings are common, especially commercial (big box) buildings. Also includes stand-alone one story buildings on out-parcels surrounded by parking (usually for restaurants or small retail shops).	Special Districts include larger, multi-story buildings such as industrial and office buildings, or specialized buildings such as those that comprise the steam plant, airport and high school campus.
Street Patterns	Generally ditch/swale cross section without curb or sidewalk. Low walls, fences or natural, irregular pattern of trees and shrubs typically front the edges of roads. With the exception of arterial roadways that cross these areas, the majority of the roads are narrow rural roads with long block lengths and few major intersections	Typically includes a curvilinear street network. Older neighborhoods in this type include higher degrees of connectivity to adjacent communities, arterials and services. Newer neighborhoods have included less connectivity, though connectivity has been encouraged in recent years, resulting in better connectivity in newly-built neighborhoods.	Connected street network that is in a general grid network. Includes well-defined collector and arterial streets that provide multiple access points into the neighborhoods from adjacent areas.	Primarily comprised of arterial roads, collector roads, driveways and parking lots. Very linear road network in general, as opposed to a traditional grid network.	Downtown includes a connected street grid network. The network includes well-defined collector and arterial streets that provide multiple access points from adjacent areas. Downtown is the City's the most accessible center, with multiple points of entry.	Center areas include a relatively connected street network. The network includes well-defined collector and arterial streets that provide multiple access points from adjacent areas. Downtown is the City's the most accessible center, with multiple points of entry. Suburban centers include less connectivity, but over time are planned to develop with new roads that will provide increased connectively.	Street patterns in these areas vary, but typically include large blocks and wide roadways with wide turning radii that accommodate large truck traffic.
Settlement Patterns	Scattered settlement patterns with considerable distance between developed sites, in contrast to more urban areas where residences are close to each other. Some development in these areas is concentrated around major roadway intersections or becomes more dense when closer to arterial roads.	Developed residential neighborhoods consisting primarily of one-family detached homes on large suburban scale lots. Few parks are located in these areas but a significant amount of land is devoted to open space on each lot. Pocket parks are included, however, in some new communities.	Consistent with Gallatin's traditional pattern of development, with homes on small, regular lots that benefit from mature tree cover. Front yards are fairly shallow, and there is less space between homes than Suburban Neighborhoods. Sidewalks are also common.	Developed for commercial purposes and tend to have large building setbacks to accommodate on-site parking at the front of a business, numerous curb cuts and entrance drives, limited on-site landscaping, few sidewalks and prominent signage. Buildings are typically single-use. Corridors that are transitioning from residential to commercial uses due to increased vehicular traffic volume include a mix of commercial and residential uses and building types. Commercial uses, whether an adaptive re-use of a residence or a new building altogether, can add visible parking, signage and lighting that is inconsistent with adjacent residences.	Developed with rows of independently owned or managed two-part commercial structures that formed business blocks. The blocks typically include multiple-leased, vertically mixed uses, all fronting directly onto a sidewalk. Later development is more commonly comprised of stand-alone structures, including larger buildings for housing civic uses	Includes a variety of housing types, though most commonly garden-style apartments. Non-residential uses include employment centers, retail/office and other regional-serving uses. Though a horizontal, campus-style mix of separated uses is the more prevalent pattern of development, especially with college and medical campuses, concentrated vertical mixed use development is also appropriate for these areas. Though rare in Gallatin's centers, outdoor seating, gathering areas, landscaping, traditional lighting and wide sidewalks are important components of these master-planned developments.	Business or industrial parks, typically organized in campus-style developments, are predominant. Similar uses of a higher intensity are grouped in a given area, with large building setbacks and ample on-site parking. Activity Centers are often located adjacent to existing residential areas. In that circumstance, sidewalk and vehicular connections are important.
Topography and Major Landscape Features	Relatively flat and gently rolling land, with many creeks and waterways that transverse the area causing significant amounts of land to be encumbered with floodplain. The extreme northern, eastern and southern areas of the UGB Area gradually become hilly and are characterized with steeper hillsides and heavy vegetation.	Most land is relatively flat and gently rolling. Much of the shorefront of Old Hickory Lake is included. Several major creeks and waterways transverse these areas and cause land to be encumbered with floodplain. Overall, the majority of the area is suitable to support medium to high-density development	Most land is relatively flat and gently rolling. Several major creeks and waterways transverse these areas and create multiple areas encumbered with floodplain. This includes Town Creek. Overall, the majority of the area supports medium density development.	Relatively flat and gently rolling. Several major creek and waterway crossings create multiple areas encumbered with floodplain. Supports medium to high-density development.	Relatively flat and gently rolling. Impacted by Town Creek, which causes areas to be encumbered with floodplain. Predominately medium to high-density development. Prominently located on a high point (the Square) and slopes down to the north, east and south.	Relatively flat and gently rolling. The Regional Activity Center on Station Camp is impacted by Station Camp Creek. These areas support medium to high-density development.	A majority of the land located within the Special Districts areas is relatively flat or gently rolling. By definition, this category includes a wide variety of areas located throughout the UGB Area, and therefore also includes diverse topography and a range of major landscape features. Overall, the majority of the Special District areas support a medium density development and high-intensity uses.
Views	There are magnificent views of the primarily undeveloped areas of the UGB Area from locations throughout the area. The rolling hills, wide open spaces and farms can be viewed from the rural roadways that transverse these areas.	There are views of Old Hickory Lake from many of the lakefront lots primarily located west of Downtown. Prominent views of the rolling hills and countryside exist from many of the recently developed neighborhoods, though many of these views will change as new development occurs in these areas.	Prominent views of Downtown, area park land and attractive residential streets lined with trees and homes.	Views of Downtown along Water Avenue from the north and south are created due to the prominent location of Downtown. These views are in need of enhancement as the buildings lining the corridors are dominated with unattractive development. Views along Nashville Pike west are of newly developing subdivisions located adjacent to wide open rolling countryside that includes horse farms and other agricultural uses. Corridors also provide spectacular views of the Cumberland River/Old Hickory Lake from a variety of locations along Nashville Pike and South Water Avenue.	Important views in Center areas include the vistas along corridors leading into the Downtown Square from Main Street and Water Avenue. Downtown is located on a high point, prominently positioned above the rest of the City. Routes leading to the Square from the north and south, specifically, are in need of visual enhancements.	Regional Centers, depending on the nature of their design, can damage viewsheds with unsightly commercial development, create attractive views through sensitive campus design and landscape architecture, or a combination of the two affects.	By definition, this category includes a wide variety of areas located throughout the UGB Area, and therefore also multiple attractive views and vistas. Views of the Cumberland River from the Steam Plant, for example, are important.

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PREFERRED COMMUNITY CHARACTER

A Community Character Survey (also known as Visual Preference Survey) is a means to obtain public opinions about the visual appearance of the built environment. This survey exercise, administered during the Community Character Workshop, produced anecdotal data that was interpreted and incorporated into the planning process. Survey participants rated a series of images organized into four sub-sections: commercial, residential, transportation, parks and greenspace. Results are described on the following pages.

Overall

Most Preferred

Overall, the images depicting areas with extensive landscaping, trees and open space fared best among the 100 images shown. Images with excessive asphalt were overwhelmingly disliked. The participants' most favorable overall image was the "Greenway Trail" image from the Parks and Open Space section that depicts a meandering multi-purpose trail set in a wide open greenspace accompanied by no visible development.

Most preferred overall image from the Community Character Survey (above)

Least Preferred

Least preferred commercial images tended to portray strip commercial shopping centers (many of which have become dated and underutilized), large parking lots void of trees and landscaping, and images of areas with incompatible land uses. The least favorite overall image was the "Sprawl Corridor" image from the Transportation section. This image showed a typical suburban auto-oriented corridor lined with excessive signage, a web of utility wires and polls, and one-story single-use commercial buildings with parking visible.

Least preferred overall image from the Community Character Survey

Commercial

Most Preferred

Participants generally preferred commercial images portraying lush landscaping, mature trees, wide sidewalks, outdoor dining, and hidden or heavily-landscaped parking areas. Preferred commercial images included one-story and multi-story buildings.

1. **Pharmacy** – A well landscaped parking lot with limited parking in front of the building creates a friendlier environment to both drive and walk through
2. **Historic mixed-use pedestrian street** – Small blocks, buildings with a mix of uses, both vertically and horizontally, and inviting pedestrian activity create a lively and usable street environment
3. **Corner mixed use building** – While the building is oriented towards automobile access with a larger parking lot in front, sidewalks and landscaping help to create a more comfortable and visually appealing space
4. **Mid-rise contemporary office building** – The building is situated on a traditional street block with streetscaping elements such as sidewalks and street trees
5. **Office park** – Street trees and sidewalks make this office park more inviting and visually appealing

Most preferred commercial images from the Community Character Survey.

Least Preferred

Participants generally did not prefer commercial images portraying lack of landscaping, lack of mature trees, lack of sidewalks and large parking areas.

1. **Small-scale strip commercial center** – Auto-oriented and unattractive parking lot and store fronts
2. **Motel and corner feed store** – Awkward building orientation to the street with no street elements to separate the road from the buildings
3. **Suburban shopping center** – Large parking lot with no landscaping or pedestrian elements
4. **Neighborhood auto repair** – Industrial uses adjacent to residential uses
5. **Small-scale commercial building along arterial** – Isolated building with limited use and activity

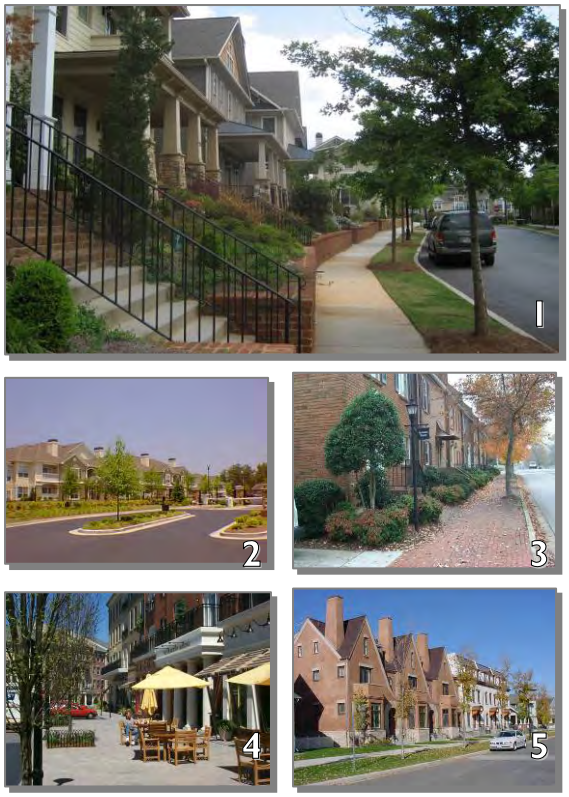
Least preferred commercial images from the Community Character Survey.

Residential

Most Preferred

Participants preferred a variety of residential communities, including a new traditional neighborhood community of one-family homes, a urban multi-story mixed use community that included some ground-floor commercial uses, a well-landscaped entry to a conventional suburban garden apartment community and a row of townhomes located along a pedestrian-friendly street.

1. **One-family homes in traditional neighborhood development** – A complete street with buildings that front the street, sidewalks, street trees, and on-street parking
2. **Entrance to suburban garden apartment** – Landscaping provides a more visually appealing and comfortable space
3. **Townhomes in an urban setting** – Pedestrian scale with inviting walking environment and buildings that front the street
4. **Mixed use** – Inviting pedestrian area with a mix of uses that create activity along the street
5. **Attached housing** – Residential scale and density that creates connections and more compact development

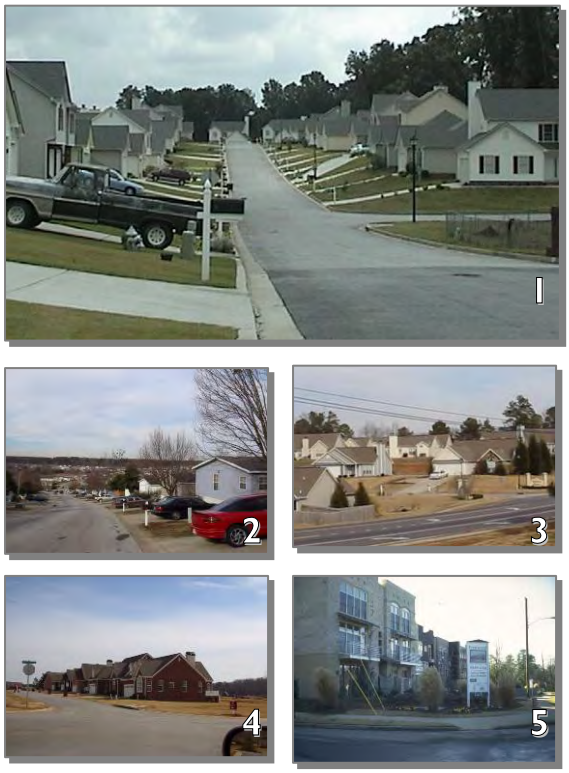


Most preferred residential images from the Community Character Survey

Least Preferred

The least preferred images of residential areas included new and established conventional suburban communities, one of which was characterized by driveway-dominated front yards, tree-less lots and lack of pedestrian infrastructure. Poorly favored images also showed large mobile home park developments and a new three-story condominium row house community.

1. **Suburban one-family** – Monotonous building styles creates a lack of identity
2. **Mobile home park** – Undesirable land use
3. **One-family suburban** – Large lots and limited housing diversity limits the sense of place and increases the use of an automobile
4. **New attached housing** – Isolated buildings limits sense of place and interaction with neighbors
5. **Urban apartment** – Density and scale can be a negative issue with new development



Least preferred residential images from the Community Character Survey

Transportation

Most Preferred

Participants generally preferred images related to transportation that portrayed streets lined with mature trees and landscaping. Most of the preferred images included sidewalks, street trees and street furniture. The number five image showed a light rail streetcar traveling through a dense urban neighborhood.

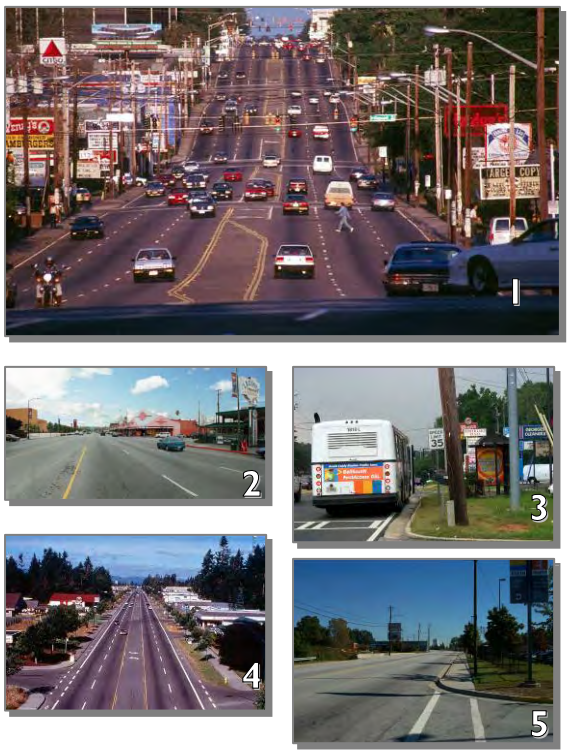
1. **Office park gateway** – Well landscaped and defined entrance helps define an area
2. **Tree-lined street** – Mature trees create a sense of place and a more visually appealing space
3. **Neighborhood street** – A walkable neighborhood street with mature trees and narrower roadway
4. **Rail-based public transportation** – Idea of public transportation as transportation option is attractive
5. **Urban center streetscape** – On-street parking, street trees, a pedestrian area and sidewalk dining creates a more attractive and comfortable walking environment for pedestrians

Most preferred transportation image from the Community Character Survey

Least Preferred

Least preferred transportation images showed wide corridors with out-of-control signage, multiple driveways entrances, automobile-oriented development, overhead utilities, multiple traffic signals with buildings separated from the corridor by oversized parking. Least preferred transportation images generally portrayed poor pedestrian environments even where sidewalks were included.

1. **Strip commercial along major arterial** – Visually cluttered and unsafe pedestrain and driving environment with lots of curb cuts, long cross walks, and high traffic speeds
2. **Low-scale commercial development** – Wide roadways and auto-oriented buildings creates high speeds and unsafe pedestrian environments
3. **Pedestrian-unfriendly bus stop** – Limited pedestrian access creates unsafe environment for public transit use
4. **Arterial commercial corridor** – Auto-oriented, high speed roadway with no pedestrian use
5. **Pedestrian unfriendly arterial road** – Poor sidewalk design limits pedestrian use and safety along roadway



Least preferred transportation images from the Community Character Survey

Parks and Greenspace

Most Preferred

Participants generally preferred parks, greenspace and civic space images that included passive greenspace compared to large recreation complexes. Features found attractive in parks include heavy landscaping, walking trails and park benches. Trees and landscaping were important to participants.

1. **Greenway trail** – Well designed trails create attractive places for recreational activity and establish a connection to natural areas
2. **Corporate garden** – Well designed public space creates more attractive places
3. **Pocket neighborhood center park** – Small, neighborhood parks help connect neighborhoods by creating important public spaces
4. **Retention pond and greenspace serving neighborhood** – Integrated stormwater retention creates a neighborhood amenity rather than a liability
5. **Urban park with fountains** – Interesting public spaces helps created a sense of place

Most preferred parks and greenspace images from the Community Character Survey

Least Preferred

Least preferred civic space images included large stark landscape of ball fields, playgrounds and a cemetery.

1. **Organized athletics-focused park space** – Single, isolated recreational land use can be uninviting and unattractive
2. **Under the freeway park** – Isolated park space can feel unsafe and unattractive
3. **Playfields** – Large, singular use recreation areas can feel unattractive because of the limited activity
4. **Playground** – Play areas without landscaping can feel isolated and unattractive
5. **Cemetery** – To some, cemeteries can be an undesirable land use

Least preferred parks and greenspace images from the Community Character Survey

COMPONENTS AND RECOMMENDATIONS

The following summary of Community Design components and recommendations draws from analysis and the previously described approach to design and preservation in the context of this General Development Plan. These descriptions of the concepts associated with key components of the community and associated

recommendations should be considered in the context of the broad General Development Plan recommendations for policy and implementation.

Many of the Community Design components described in this section have been discussed in earlier sections of this General Development Plan with regards to community character areas and transportation. The following key components of Community Design are included in this section:

- Mixed-Use Development and Design
- Conservation Subdivision and Design
- Commercial Corridors
- Neighborhood Centers
- Signage
- Activity Centers
- Greyfield Redevelopment
- Traditional Neighborhood Development and Design
- Infill Development and Design
- Streetscape Form and Design
- Design Review and Guidelines

Following these discussion of Community Design components are illustrative examples of potential improvements to key areas in Gallatin and specific recommendations for Community Design, provided in the form of brief and specific policy statements.

Mixed-use corner building located in Nashville's Lockeland Springs neighborhood

Community Design Component: Mixed-Use Development and Design

Mixed use development combines numerous uses on one site in a strategic way, including office, retail, residential, hotel, services, and public transportation. Historically mixed use was a common form of development in America, and today is returning in response to land use segregation and the desire for an improved sense of community.

Developing with a mixed-use approach can alleviate traffic and help reduce pollution, while providing residents a cherished place to call Downtown. Accessibility becomes a major benefit, as various stores, restaurants, and homes are located in the same vicinity. Parking needs of the different uses vary throughout the day, and can be skillfully shared and placed in the backs of buildings or on-street as to not discourage pedestrian movement. Also, 'pocket parks,' parks which are tucked within the urban fabric of a Downtown, balance with density to create an enjoyable, livable atmosphere.

Mixed land uses can create convenient places to live for people of various ages and income levels, enhancing the vitality of a community and its streets. Substantial fiscal and economic benefits can also be generated out of mixed use development, as the area becomes more attractive to residents and to businesses who acknowledge the benefits related to areas able to appeal to more people.

Community Design Component: Conservation Subdivision Design

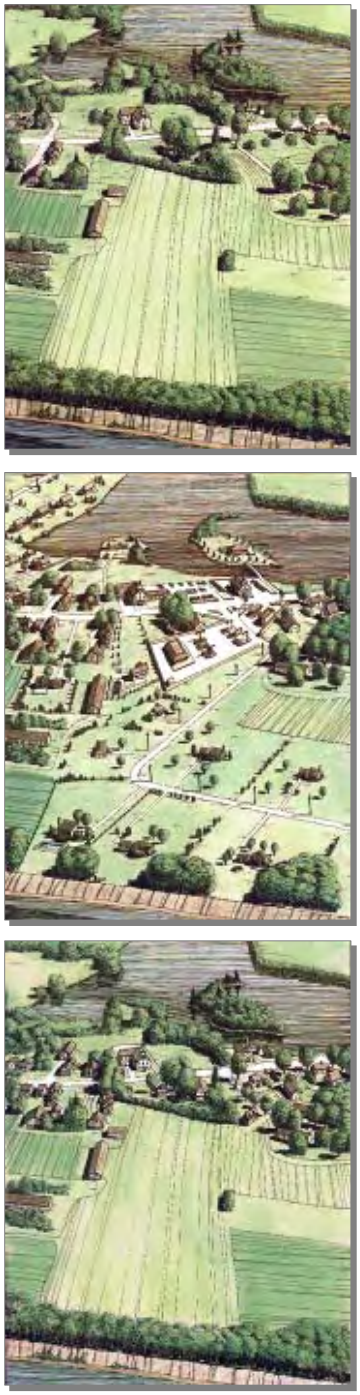
Conservation subdivisions (also called cluster subdivisions) are an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified.

Conservation subdivisions make development in Greenfield, or undeveloped, areas much more sustainable since open space is protected. By clustering homes, future households are accommodated more efficiently on less developed land.

A chief component of the conservation subdivision is that the developer can develop the same number of lots with conservation subdivisions as he can with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space. Greenspace areas are typically reserved in their natural state, or cultivated for agricultural use (if that was the previous use).

Conservation subdivisions can be residential or mixed-use developments in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands and community gardens or farmland.

Conservation subdivisions contrast with conventional subdivisions in which nearly the entire parcel is subdivided into house lots and streets. Conventional subdivisions provide few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.



Alternatives for rural area (top) with equal residential and commercial square footage with conventional large-lot rural zoning regulations (center) and with conservation subdivision ***regulations (bottom).***

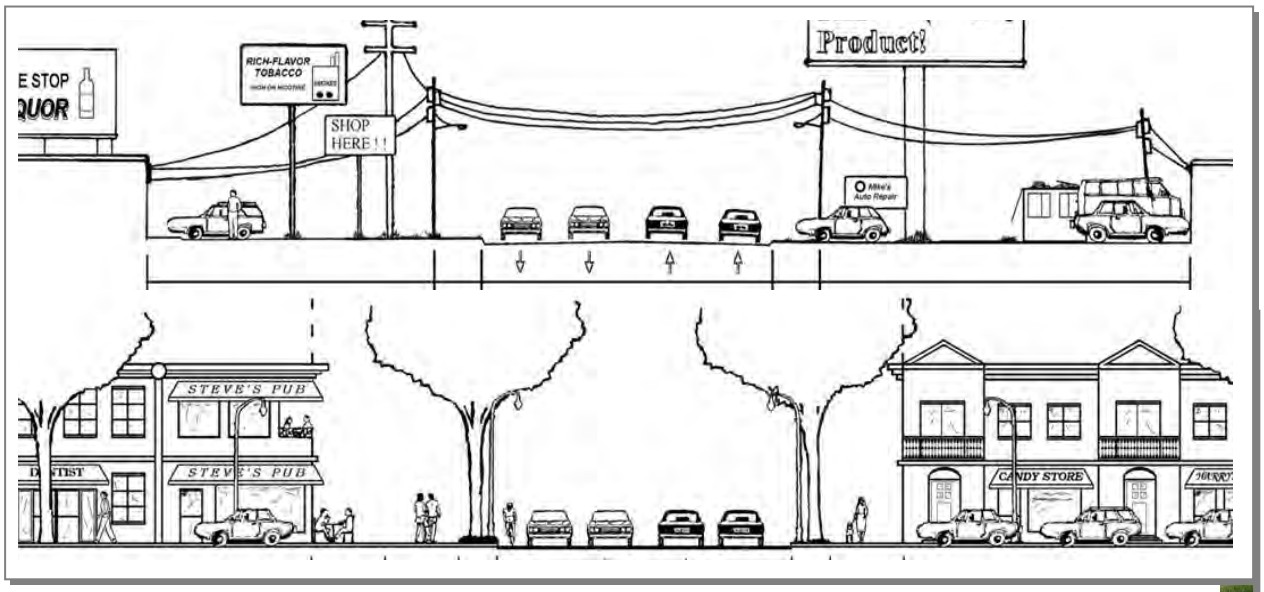
Source: Center for Rural Mass.

Community Design Component: Commercial Corridors

Underused or older commercial strip centers or stand-alone commercial uses provide opportunities to introduce a mix of uses that are easily and safely accessible for pedestrians and autos alike. Mixed use development can incorporate retail, office and residential uses in a single building, accommodate housing options and a mix of local retail and service uses, and maintain the functionality of the corridor by limiting the need to re-enter the roadway to make more than one trip.

The appearance, safety, multi-modal accessibility and services offered along the corridor should all be enhanced by consolidating driveways and encouraging interparcel access, such as that which is recommended in the Nashville Pike Corridor Plan.

Continuous ribbons of automobile-oriented commercial development along major corridors should be discouraged as much as possible in developing and redeveloping areas. A distinct sense of place should be created with transportation, land use and other



Source: City of Atlanta

Commercial Corridors have over time become more like the top image with deep setbacks to allow for parking in front of the buildings, overhead utilities, limited landscaping and a prolifiration of pole-mounted signage and billboards. In contrast, quality commercial corridors should include a mix of uses built to accodate a variety of transportation options and provide for a pleaseant pedestrian experience.

physical enhancements so that the corridor does not become just another commercial strip. In addition, corridors should be organized in a nodal fashion with nodal commercial/mixed use development opportunities at intersections with major streets and new secondary roads. Areas between these development nodes along the corridor provide opportunities for development of higher intensity residential uses that would create more housing choices for the City that are in proximity to commercial areas and major transportation arteries.

Corridors should provide a pedestrian-friendly environment with wide sidewalks and bicycle lanes when possible. In urban areas, landscaping buffers, buildings placed closer to the street and parking to the rear of the building. In suburban areas, sidewalks should be included along all corridors and provided at a safe distance from the edge of pavement.

Increase landscaping is needed along most of the City's corridors, including in and along parking lots to provide shade, reduce impervious surfaces, shield parking areas, and improve the appearance of individual sites and the entire corridor.

Community Design Component: Signage

The design and placement of signage graphics on buildings and along the streetscape contributes to the character of the community and influences the public's perception of a community. Standardized design regulations for the types, sizes, lighting and placement of commercial identification signage brings order to commercial and industrial districts, reduces clutter and distracting elements along the streetscape and ensures that signage graphics are appropriate for the surroundings in which they are located. Standardized design regulations should, however, be sensitive to the character of the community. For example, design standards for Downtown should be developed specific to the needs of a walkable, urban center.

Community Design Component: Neighborhood Centers

Neighborhood centers provide opportunities for mixed-use development that provides additional housing choice at increased densities, community shopping opportunities, and space for civic and institutional uses such as public schools and recreational facilities. These uses are intended to be in close proximity to one another, easily accessible on foot and by car and are intended to serve surrounding residential areas. New neighborhood centers should incorporate traditional neighborhood design elements, including reduced building and yard setbacks to accommodate higher residential densities

Example of a mixed-use neighborhood center and corner building located in Nashville's Germantown neighborhood

Community Design Component: Activity Centers

Activity centers focus commercial development into master planned villages and nodal development with a "main street feel" that offer a wide variety of services, shopping, office, restaurants, entertainment and residences. The "main street feel" includes creating pedestrian-friendly areas with public spaces, with a relatively high intensity mix of businesses, retail and office, employment, education, hospitality and entertainment facilities

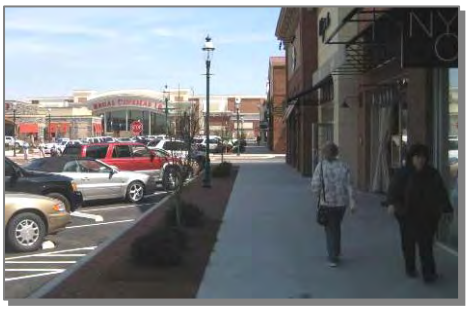
Within the development, these centers should include wide sidewalks with street trees, landscaping and traditional lighting. Buildings should be located in close proximity to each other and on both sides of the street to make walking convenient between buildings. In addition, the centers should be connected to residential areas with wide, pedestrian-friendly sidewalks and paths.

Example of an activity center in the Green Hills community of Nashville

Design guidelines that address design factors, including the size of commercial buildings (facades of large buildings can be broken down into more pedestrian-scaled units), incorporation of outdoor seating and gathering areas, design parameters for parking and internal circulation, architectural treatments, building setbacks, siting and orientation, and adequate buffers to ensure compatibility with adjacent uses should be part of the City's development regulation toolbox.

Taller buildings should be located to the interior of a development, allowing for height step down toward the edge where the area meets adjacent development. Centers should accommodate bikes with lanes and bike racks located throughout.

Examples include the Avenues in Murfreesboro and Hendersonville as well as the Green Hills Center, as shown in the example photographs to the right.



Example of a retail-oriented activity center in Hendersonville

Community Design Component: Greyfield Redevelopment

Today's American urban landscape is dotted with shopping malls which have become obsolete. These shopping centers, built primarily in the 1970's and 1980's, are dying due to various factors including differences in the market, changes in accessibility, and increased competition. Southgate Shopping Center located on South Water Avenue is an example of an underutilized suburban-style shopping center in Gallatin.

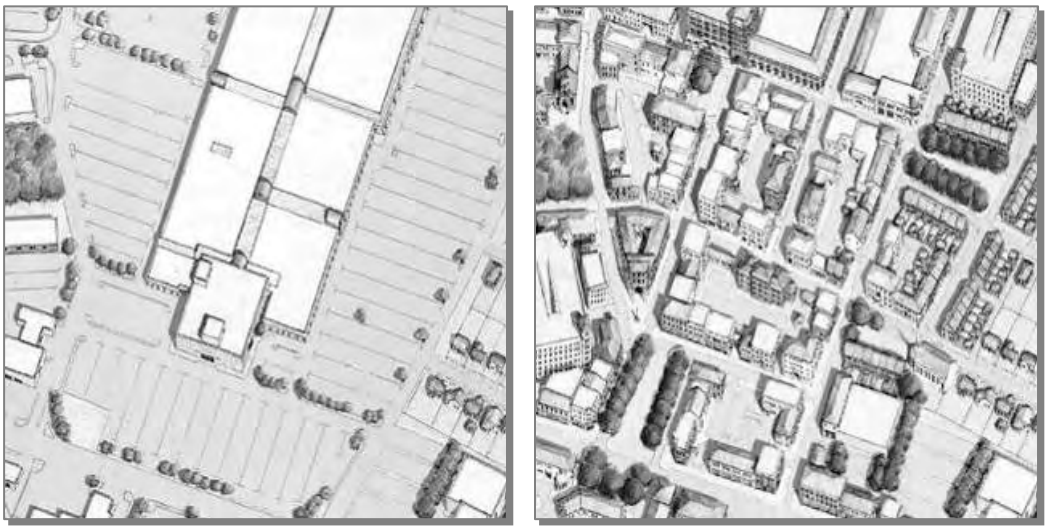
Southgate Shopping Center

A new tool for design experts is to turn these fading centers, named 'greyfields' for the typically empty parking lots surrounding them, into thriving downtown communities. Greyfield revitalization efforts attempt to exchange afflicting influences with smart new growth that is both more environmentally friendly and establishes a strong sense of place.

Revitalization of greyfield sites often consists of major redevelopment rather than conventional regional retail or simple face-lifts. Design initiatives are inspired by classic urban form and characterized by attractive, walkable streets and high density. Many greyfield sites are more suitable to be converted into housing, retail, office, services, and public space rather than standard retail. In these cases mixed-use development becomes an attractive option.

Aerial view of Southgate Shopping Center on South Water Avenue in Gallatin

The mixed-use development plan concept replaces an isolated big box store with large parking lot with traditional, urban design that places buildings close to the street, separated only by a sidewalk and landscaped strip. Parking is located in the rear or to the side of the commercial buildings in order to create a friendly pedestrian environment along each street. The design connects the development to the adjacent community's street grid with pedestrian-friendly streetscapes.



Eastgate Town Center, before and proposed after in Chattanooga, Tennessee

Source: Dover Kohl and Partners

Community Design Component: Traditional Neighborhood Development and Design

The term traditional neighborhood development (TND) describes the planning and urban design of pre- and early 20th-Century urban form built prior to the nation's reliance on the automobile. The Emerging Walkable Community Character Area, described in Chapter 3, encourages development of this kind.

TND form: (1) Lower-density residential, (2) Urban residential, (3) Mixed-Use center, (4) Open Space and Civic Site, (5) Linear Park.

The early forms of these neighborhoods are primarily streetcar and commuter rail suburbs. On a smaller scale they resemble traditional American small towns of the early 20th Century. More recent forms are primarily large master planned communities.

In general, TNDs consist of the following characteristics:

- Compact defined urban neighborhoods composed of compatible mix of uses and housing types
- Network of connected streets with sidewalks and trees for convenient and safe movement throughout the neighborhoods for all modes of transportation
- Focus on pedestrian over the automobile, while retaining automobile convenience
- Integrate parks and public spaces into each neighborhood
- Placement of important civic buildings and key sites to create landmarks and a strong sense of place

Instead of isolating uses from one another, traditional neighborhood development places emphasis on creating quality environments that are not left behind for the newest area next door. TNDs accommodate growth for a diverse array of lifestyles, incomes, and needs.

TNDs provide marketable and viable choices that will retain a sense of belonging and identity. The TND philosophy contends that an appropriate mix of land use mix and housing type along with careful design provides the backbone for livable and sustainable neighborhoods.

TND concepts are important to Gallatin's future, especially in the path of growth along the SR-386 corridor. As Gallatin grows during an era of elevated energy prices and changing demographics, the City must fully embrace and promote the qualities of traditional, walkable communities. Intown neighborhoods with these qualities require appropriate maintenance and infrastructure enhancements, while growing areas on the periphery require master planning and attention to detail to ensure that the developments will add enduring value to the City.

Community Design Component: Infill Development and Design

Infill development is construction on vacant parcels of land that are usually served by utilities and surrounded by older urban growth. This description could also include development or re-use of all vacant or underutilized land. Infill development occurs in a variety of forms, though typically it is small-scale residential or commercial development. Infill development can reduce consumption of forest and agricultural land, increase access of people to jobs and jobs to the labor force, make better use of existing infrastructure and lower costs of public services such as transit, sidewalks, water and sewer, school and public safety (fire, police, ambulance) and reduce the time, money, energy and air pollution associated with community.

Because the overall pattern of development in Gallatin is generally low density, there are many opportunities where vacant and underutilized land exists. Vacant lots in Northside neighborhoods would benefit greatly from infill construction. The City has cited the small, narrow lots as problematic in redevelopment. However, these small lot sizes represent a defining characteristic of these traditional neighborhoods and should be maintained. Residential infill can renew neighborhoods that have an older housing stock, and in so doing, it can help stabilize potentially declining neighborhoods and enhance urban character. Infill construction should maintain the urban design and character of the surrounding neighborhood with the City paying careful attention to the scale of new buildings, location of parking spaces and garages and the use of design elements (such as front porches, stoops or other common finishing touches) to ensure that the new buildings contribute to the architectural quality of the street rather than negatively impact their character.

The images to the right shows a collage of narrow-lot recently-constructed homes in other parts of the country that are examples of what can happen in some of Gallatin's Town Neighborhood Revitalization character area. The last image illustrates the impact infill housing can have in redevelopment of neighborhoods with an established small-lot character.7

Example of Infill housing in the Sweet Auburn Historic District of Atlanta, Georgia

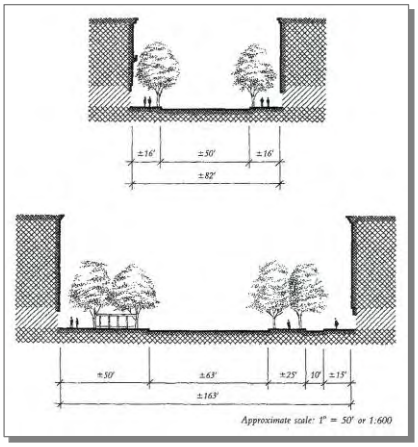
Community Design Component: Streetscape Form and Design

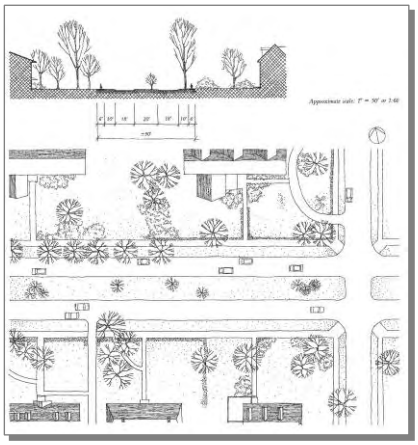
Streets inform the structure and comfort of urban communities. Their sizes and arrangements influence the form of growth in an area, affecting the amount of activity afforded to a region. Streets also shape how people relate to one another and their community, whether traveling in vehicle or pedestrian traffic. A hierarchy of roads becomes important to the centralization of an urban core and its surrounding vicinity, organizing patterns of density and focusing attention on one or many centers.

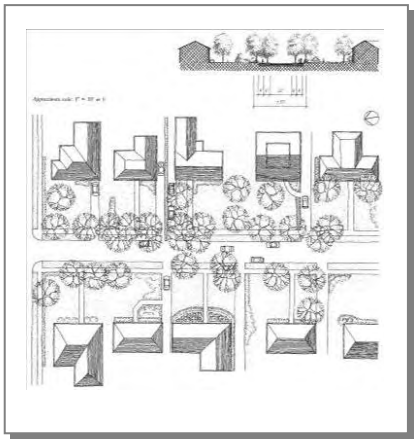
Avenue - An avenue describes a straight, broad roadway bordered on both sides with either trees or large shrubs at regular intervals. The presence of an avenue often indicates an arrival to a landscape or architectural feature. Trees planted along avenues are typically of the same species or cultivar, creating a uniform appearance and emphasizing the full length of the street.

Boulevard - A boulevard indicates a wide, multi-lane thoroughfare, often planted with rows of trees. The boulevard can be perceived as three distinct routes: two sidewalks and the roadway itself, trees separating each of these components. Boulevards can affect the structure and comprehension of a city's layout, linking important localities, and can also become popular destinations themselves. The boulevard can accommodate and even promote residential, business, and retail purposes, and, as in traditional use, often exists as a special place of promenade. In addition to the movement of vehicles and goods, the design purpose of a boulevard is about pedestrian traffic. Boulevards become a way for people to enjoy a city, and help to create a City's identity.

Residential Street - Residential streets are designed to create a quiet, traffic-protected area. The feeling throughout is pedestrian friendly. Often the curb-to-curb width of the street is wide enough to allow some on-street parking. Residential streets can be emphasized by the planting of trees and shrubs.







Examples of Avenue, Boulevard and Residential Street -

Source: Great Streets, Allan B. Jacobs

Community Design Recommendations: Design Review and Improved Guidelines

Design guidelines prescribe the elements required for successful, high-quality commercial, mixed use and higher intensity residential developments. They promote inviting, walkable neighborhoods with pedestrian-scaled signage, connectivity, high-quality site design, appropriately scaled transition areas that connect higher intensity uses to lower intensity uses and quality building materials and façade elements.

The City's existing design standards found in the Zoning Ordinance have served Gallatin well, but have in recent years failed to provide for the highest development quality standards that the City desires. In addition, more specific design guidelines can be written in such a way as to highlight Gallatin's past. Consistent, attractive visual gateways are needed to "announce" Gallatin and to tie together various districts of the community.

Design guidelines are intended to provide a link between general planning policies (e.g. goals and objectives, character area descriptions, etc.) and regulations (e.g. zoning, street standards, etc.). In providing this link, design guidelines help define the preferred, physical design of a place that will inform the many design decisions made for an area every day.

Design guidelines are also intended to help inform those who submit designs on a regular basis such as engineers, utility companies, architects, planners, elected officials, etc. By providing guidelines, a place can be designed and built as a collective whole, rather than independently where the pieces don't add up to meet the collective vision desired by the community. By adopting design guidelines, Gallatin can identify and connect the specific design elements that will allow the City to achieve its vision for the future.

Tennessee Governor Phil Bredesen signed into law Public Chapter 1049 in 2008 providing authorization for municipalities to create a design review commission (DRC) to develop guidelines for the exterior appearance of nonresidential property, multiple family residential property, and entrances to nonresidential developments within the municipality (amended TCA Title 6, Chapter 54). The law allows a municipality to either set up a DRC with authority that would be subordinate to the authority of a municipal planning commission or to appoint the planning commission to serve as the DRC. When there is a separate DRC, any property owner who is affected by a decision of a DRC would be authorized to appeal the decision to the planning commission. If the planning commission is appointed as the DRC, however, appeals to decisions are made to the entire municipal body.

In order to be effective, design guidelines must address existing conditions and build upon the strengths of a place. As such, design guidelines generally address a place as a whole by including elements such as public spaces, site design, landscaping, signage, and architecture. While it is not necessary to address all of these elements, the more inclusive design guidelines are the more effective they can be. A brief description and list of common design issues that each design element can address is listed below.

Public Spaces: In general, public spaces include roads, sidewalks, parks, and some utilities. By addressing these elements, the feel of a place can be improved as well as the function with increased connectivity or utility management to name a few. Common elements include:

- Streetscape Design
- Street Types
- Connectivity
- Sidewalks
- Open Space
- Utilities

Site Design: Site design is intended to address both the internal function of the site as well as its impact on adjacent property and the surrounding community. Common elements include:

- Parking and Loading
- Building Location
- Building Orientation and Form
- Perimeter Conditions
- Access

Landscaping: Landscaping provides a range of functions to a place such as improving the look and feel of an area, buffering between land uses, and mitigating impacts of development and include the following common elements:

- Screening/Buffering
- Plant Types and Location
- Tree types and Location
- Irrigation

Signage: Most places have a range of shapes, lights, and supports for signage. By providing design standards, the visual clutter of an area can be treated as well as provide level playing field for businesses to advertise. Common elements include:

- Residential Development
- Non-residential Development
- Size
- Placement
- Graphic Formats

Architecture: The architecture of a place helps define its character and sense of place. Common elements include:

- Heights and Setbacks
- Building Elements
- Materials
- Colors

Community Design Policies and Recommendations

Architecture and Site Design

◈ *Encourage high quality, architecturally appropriate designs for buildings with high visibility in order to create distinctive visual reference points*

◈ *Support design quality that conveys creativity and excellence in architecture, craftsmanship, and building materials*

◈ *Encourage site and building designs to be compatible with surrounding development and to implement the goals, objectives and policies of the General Development Plan*

◈ *Require new development to connect to and continue site and architectural design quality from adjacent sites*

◈ *Require inclusion of attractive "public" spaces in commercial and mixed-use developments to promote community gathering and socialization*

- *Encourage the inclusion of public art in mixed-use and commercial developments to enhance public spaces and the view from public rights of way*
- *Require screening of mechanical equipment, dumpster/refuse/recycling containers and other unsightly infrastructure. Design of screening elements should be integral to architectural character*
- *Encourage architectural elements that provide shade and shelter from rain to be subtle and integrated into building architecture and character*
- *Require outdoor site and building lighting to be designed to limit glare onto adjacent properties*

Landscape Design Policies and Recommendations

- *Encourage landscape planting choices that maximize the seasonal color effect*
- *Encourage landscape design that is appropriate to the development context, whether urban, suburban or rural in character*
- *Encourage the use of native vegetation in landscape planning*
- *Encourage low maintenance and low water use landscape planting strategies*
- *Strongly encourage preservation of mature trees for incorporation into new landscape designs*
- *Strongly encourage the use of irrigation systems in new developments*

Signage

- *Require signage design and placement to be compatible with building architectural design*
- *Encourage grouping of signs for commercial centers onto monuments that are designed to be compatible with building and landscape architecture*
- *Regularly update and enhance ordinances that regulate the design, size and placement of signs*
- *Limit size/scale of signage to prevent visual clutter along a streetscape*

Streetscape Design

- *Design streets and pedestrian paths to provide visually attractive connections throughout Gallatin*
- *Enhance major streets (whether as boulevards, avenues or otherwise) with features such as gateway monuments, street trees, median plantings, pedestrian lighting, wide sidewalks, poles and mast arms (painted black), decorative paving and public art or sculpture placements*

- *Encourage special streetscape design to mark entry points into the City of into defined neighborhoods*

- *Encourage the use of underground utilities including electric and telephone*

Commercial Development

- *Establish architectural character, landscaping and signage themes for commercial developments that are cohesive and attractive to pedestrians*

- *Allow buildings to be located adjacent to or near public sidewalks/rights-of-way to the extent appropriate, taking into consideration potential need to preserve buffers for landscaping and potential road widening*

- *Require more intense development to be compatible with less intense adjacent developments by incorporating buffering and/or site and building design elements that soften the impact of new development*

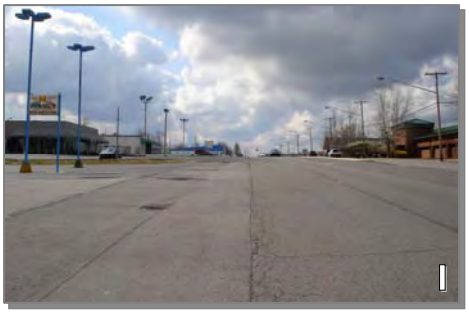
Residential Development

- *Encourage entry designs for residential developments to include low profile identification signs/monuments with landscaping that is in character with the neighborhood*

Community Design Recommendations: Illustrative Examples

South Water Avenue historically served as the City's major southern gateway into Downtown. The corridor was originally developed with one-family residences. Commercial development followed as the neighborhoods on each side of the corridor developed. Over time, commercial development along the corridor was replaced with commercial development along Nashville Pike, leaving South Water Avenue with a collection of underutilized shopping centers, strip malls and other unattractive commercial development mixed in with a few multi-family residential buildings and one-family residential. Commercial development along South Water Avenue has occurred with gradually extended up and down the corridor.

Dramatic changes such as those recommended for the improvements to South Water Avenue are often difficult to visualize since their impacts are often spread out over a significant period of time. Visuilizations for change are shown in the following sections for South Water Avenue near near Guild Elementary School and near the intersection with Woods Ferry Road/Juanita Avenue.



South Water Avenue visuilization of recommended incrimental change near Guild Elementary School (numbers shown on images coorespond to the text on the left)

Guild Elementary School Area

The area shown is looking south on South Water Aveneu near the Guild Elementery School (located on the west side of the street in the photograph) south of Downtown Gallatin. The photo simulations shown to the right on this page, show the before and after that could be anticipated for the corridor by following the recommendations of this report. The bullets shown below descirbe the changes

1. Current conditions (May 2008) - The base image was taken from the center of South Water Avenue looking south on South Water Aveneu near Guild Elementary School.
2. Addition of a landscaped median, on-street parallel parking, pedestrian crossing midblock sign, crosswalk, sidewalks separated from the edge of pavement of the road with a grass strip and redevelopment of the parking areas and underutilized commercial buildings on the east side of the street with a townhome development that fronts the street.

Woods Ferry Road/Juanita Avenue

The area shown is looking south on South Water Avenue near the intersection with Woods Ferry Road/Juanita Avenue south of Downtown Gallatin. The photo simulations shown to the right on this page, dramatize the incremental change that could be anticipated for the corridor by following the recommendations of this report. The bullets shown below describe the changes

1. Current conditions (May 2008) - The base image was taken from the center of South Water Avenue looking south on South Water Aveneu near the intersection with Woods Ferry Road/Juanita Avenue.
2. Addition of a landscaped median, brick crosswalk and additional lanes in each direction (replacing front-yard parking lots that had become one large curb cut).
3. Addition of decorative street lighting, sidewalks separated from the edge of pavement of the road with a grass strip and redevelopment of the underutilized commercial buildings in the background with a mixed use building (ground-floor retail and upper floor residential).
4. Addition of street trees and decorative banners attached to the street light polls and development of more property in the background, all consistent with the idea of a pedestrian-friendly, mixed-use community character.
5. Complete picture – Additional mixed use development along with relocation of utility lines. Redevelopment for this particular concept would require abandonment of a portion of Woods Ferry Road along with the construction of a new intersection with South Water Avenue further south.

Irrespective of the design elements addressed, design guidelines can be a very versatile tool to achieving quality places. Design guidelines have been developed for entire cities and for individual neighborhoods and have incorporated the full range of design elements as well as individual elements such as signage. Regardless of the content of design guidelines, the most important function of design guidelines is to provide a link between general planning policies and specific regulations.

South Water Avenue visuilization of recommended incrimental change near Woods Ferry Road/Juanita Avenue. (numbers shown on images coorespond to the text on the left)

HISTORIC PRESERVATION PLAN

Gallatin is the county seat of one of the earliest-settled areas of Middle Tennessee. Today, this rapidly growing City contains a wealth of historic properties that illustrate its history from the 18th Century to the middle of the 20th Century.

The Historic Preservation Analysis incorporates planning efforts completed by the Gallatin Historic District Commission into the General Development Plan. It addresses significant sites, landmarks, buildings, districts and landscapes and informs recommendations with indication of incentives available to promote historic preservation in Gallatin.

Grassland Tower, constructed in 1929, is the last remaining structure of Grassland Downs, home of the Grasslands International Steeplechase that closed in 1931

HISTORIC DISTRICT COMMISSION

The Historic District Commission (HDC) is made up of five members that are appointed by the Mayor for five year terms. The HDC makeup is required by the state enabling legislation to include at least one member of a local patriot or historical organization, a member of the Planning Commission, and, if available, an architect.

The HDC makes determinations on the appropriateness of the following within the locally-designated historic districts:

- Altering or demolishing any building or structure
- Exterior architectural features for new construction including signs and other exterior fixtures of any new buildings and structures
- Exterior design of any new extension of any existing building or structure
- Front yards, side yards, rear yards, off-street parking spaces, location of entrance drives into the property, sidewalks along the public right-of-way, which might affect the character of any building or structure

The HDC can make a determination on the general compatibility of exterior design, arrangement, texture, and material of the building or other structure in question and the relation of such factors to similar features of buildings in the immediate surroundings.

NATIONAL REGISTER PROPERTIES/DISTRICTS

The City (or area within the UGB) has 14 historic resources listed on the National Register of Historic Places. These resources include historic churches, homes, institutional buildings and farms. They also include the Downtown Gallatin historic district. Historic districts contain a number of historic structures that relate to one another historically and architecturally. Many structures that could qualify individually as landmarks are included in historic districts along with less significant structures. The list of individual properties is included on the Historic Resources Map and presented in the table titled "National Register Properties" shown in the margin.

NATIONAL REGISTER PROPERTIES

Property Name	*Year Completed*
Bledsoe's Fort *(site)*	N/A
Cragfont[1]	1798
Mary Felice Ferrell House	1925
First Presbyterian Church	1837
James B. Jameson House[2]	1844
Maple Shade[2]	N/A
Oakland[2]	1848
Oakley	1852
Rosemont (Guild Home)	1834
Trousdale House	1813
South Tunnel Fortifications *(site)*	N/A
Wall Spring	1827
Walnut Grove	1800

[1] *Located outside of City and UGB (adjacent to UGB)*
[2] *Located outside of City but within UGB*

Source: National Register of Historic Places

SURVEY OF HISTORIC PROPERTIES

The HDC and City staff began a comprehensive survey of the City's historic properties in 2008. The survey, *City of Gallatin Historical and Architectural Survey,* identified 83 properties that met the two basic criteria for National Register consideration – they were at least 50 years old, and had sufficiently maintained their structural and stylistic integrity. This survey and subsequent research indicates that Gallatin has some historic resources of local and statewide significance, and that a large percentage of historic properties that have been preserved form an important composite of Middle Tennessee history.

The report provided the result of a historical and architectural inventory of 83 properties within the City conducted during the spring of 2008. It provided a historic context for Gallatin with an emphasis on settlement and development patterns that shaped the City and allowed an understanding of its remaining historic resources. It also provided an inventory of each surveyed property, including address/location, architectural information, photographs, and a National Register of Historic Places eligibility recommendation. The study provided general recommendations for future historic preservation research and initiatives in the City.

Currently used for offices and among the properties surveyed and recommended eligible to the NRGP, 214 East Main Street was constructed in the early 20th Century as a multi-family apartment building.

The majority of surveyed resources were residential dwellings and their outbuildings, though several of these are now used for commercial purposes or offices. In all, 61 residential dwellings and outbuildings, seven commercial buildings, six agricultural buildings, four churches, four walls and one public building were surveyed. These dwellings represented an excellent cross-section of historic styles and types from Sumner County's frontier period to the early 20th Century. The homes are located throughout the City in both the Downtown area and the edge of the City, though the largest collection of surveyed buildings were 19th and 20th Century commercial buildings located in or near Downtown.

Of the total number of surveyed resources, four were already listed on the NRHP and 53 were recommended as eligible to the NRHP. Among those surveyed, 26 were recommended as not eligible. The study did not examine existing and/or potential NRHP and local historic districts, and therefore made no recommendations concerning historic districts.

The survey report included the following recommendations:

- Coordinate with property owners to list eligible properties on the NRHP
- Conduct additional research into history and architectural character of eligible properties to determine the full extent of their historic significance.
- Use list of eligible NRHP properties as place markers for future evaluations of existing and potential NRHP historic districts.

- Pursue tools that will preserve its historic and architectural heritage such as:
    - Historic Landmark zoning ordinance
    - Demolition permit review process for properties listed or eligible for the NRHP
    - Economic incentives for certified restoration projects

The 83 properties surveyed represented only a sample of the City's wealth of historic properties. From its beginnings as a frontier outpost in the 18th Century through its growth into a county seat and center of a wide agricultural region, the City's historic properties are physical demonstrations of its people's activities and aspirations. Examples include grand early Federal and Greek Revival domestic architecture that rival any in the state of Tennessee, as well as later Victorian, Italianate, Romanesque, and more modest folk forms. Together these properties constitute Gallatin's architectural heritage and deserve a wide audience for understanding and appreciation.

As presented in the table shown in the margin titled "Housing Age - 2000", in the year 2000 there were 892 residential properties that were over 50 years old in the City. Based on these figures (not including commercial or institutional properties), the City has well over 892 properties that would currently meet the age requirement for National Register consideration to be listed individually or as part of a district. With proper planning, the City's historic built environment could be a valuable cultural legacy for future generations and for the promotion of Gallatin's heritage tourism.

HOUSING AGE — 2000

Category	No. of Housing Units	% of Total Housing Units
Built 1960-1969	1,789	18.6%
Built 1950-1959	1,450	15.0%
Built Before 1950	892	9.2%
Built 1940-1949	470	4.9%
Built before 1940	422	4.4%

Total housing units in Gallatin in the year 2000: 9,644

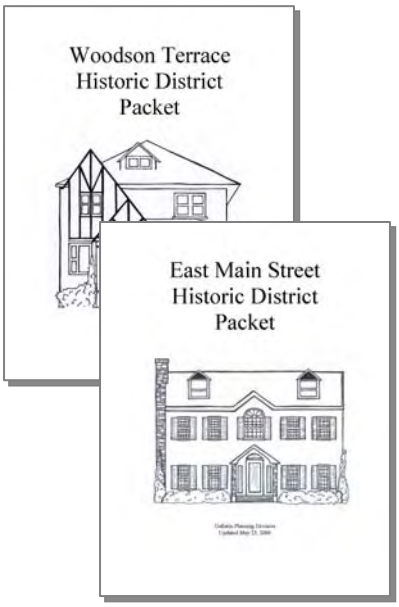
Source: U.S. Census Bureau 2000 (SF3), Table H34

LOCALLY DESIGNATED HISTORIC DISTRICTS

The City has designated three local historic districts (H-1 districts): Woodson Terrace Historic District, East Main Street Historic District and Main Street Historic District. Each are described in the following pages.

Woodson Terrace Historic District

The City of Gallatin has established the Woodson Terrace Historic District. Woodson Terrace represents a park-like neighborhood with curving streets combining with the extended neighboring Downtown street grid. Homes are a mix of bungalow and cottage forms in Craftsman, Revival, and Minimal Traditional styles of the 1910s, 1920s, and through the 1940s, respectively. With the early-to-mid 20th century period of significance the automobile was accommodated with architectural resources of garages, driveways and car ports as part of the character of the environment. Mature trees line the streets with front yards in natural, asymmetrical landscape. Most of the area does not have sidewalks, or the sidewalks are designed along the curb. A mix of traditional stone, brick and wood siding are prominent building materials. The Woodson Terrace Historic District Design Guidelines are the tool the city staff and the HDC use to evaluate the appropriateness of proposed new development and alterations to existing structures.



Historic District Design Guidelines for Woodson Terrace and East Main Street historic districts in Gallatin

East Main Street Historic District

The City of Gallatin established the East Main Street Historic District and associated design guidelines in 2005. The East Main Street Historic District represents a traditional in-town neighborhood which evolved in the early 20th century just outside of the Square in Downtown. This neighborhood developed within walking distance of Downtown businesses and offices prior to the advent of emerging suburbs, and may be referred to as one of Gallatin's "first suburbs." The area comprises mainly of Revival styled residences, mainly two stories in height. The residential area followed the growth of businesses along E. Main Street as Gallatin developed.

Main Street Historic District

The City of Gallatin has established the Main Street Historic District. The Main Street Historic District Design Guidelines are the tool the city staff and the HDC use to evaluate the appropriateness of proposed new development and alterations to existing structures.

HISTORIC PRESERVATION PRINCIPLES

Preservation is defined as taking the action needed to retain a building, district, object or site as it exists at the present time. Levels of preservation efforts might include stabilization to prevent further deterioration or loss of significant historic elements all the way to the philosophical aspects of highly studied restoration measures. General maintenance work that is completed using accepted preservation methods is the best method. The condition of the property, the degree of authenticity, the significance of the property and the amount of funding available usually dictate the method used to preserve a historic property. Following is a list of the four principle preservation methods:

Stabilization

This begins with making a building weather resistant and structurally safe, enabling it to be rehabilitated or restored in the future. Stabilization techniques include covering the roof and windows so that rainwater cannot penetrate, removing overgrown vegetation, pest control, carrying out basic structural repairs, securing the property from vandalism and other steps to prevent additional deterioration of the property.

Rehabilitation

Also referred to as "adaptive use," rehabilitation involves undertaking repairs, alterations, and changes to make a building suitable for contemporary use, while retaining its significant architectural and historical features. Rehabilitation can accommodate the adaptive use of a building from residential to office or commercial use. Physical changes, such as additions for offices, parking lots and signage, may result. Good rehabilitation projects make changes in a way that does not detract from the

historic character and architectural significance of the building and its setting.

Restoration

Restoration involves returning a building to its appearance during a specific time in its history by removing later additions and changes, replacing original elements that have been removed, and carefully repairing parts of the building damaged over time. Restoration is a more accurate and often more costly means of preserving a building. It entails detailed research into the history, development and physical form of the property; skilled craftsmanship; and attention to detail.

Reconstruction

Reconstruction entails reproducing, by new construction, the exact form and detail of a vanished building or part of a building as it appeared at a specific time in its history. When reconstructing elements that are missing from historic architecture, it should be done so as not to "falsify history." This would include replicating elements with similar profiles, scale, massing, and placement, yet using distinctly modern materials.

SECRETARY OF INTERIOR'S STANDARDS

The U.S. Secretary of the Interior's Standards for Historic Preservation Projects were initially developed for use in evaluating the appropriateness of work proposed for properties listed in the National Register of Historic Places. Revised in 1990, the U.S. Secretary's Standards for Rehabilitation are considered the basis of sound preservation practices. The standards allow buildings to be changed to meet contemporary needs, while ensuring that those features that make buildings historically and architecturally distinctive are preserved. The following are key points of these standards.

- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

- Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

THE DOWNTOWN ENVIRONMENT

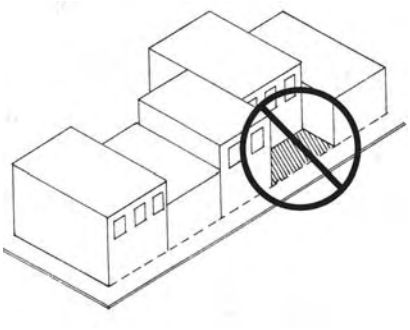
The Central Business District (CBD) or Downtown Gallatin includes a variety of land uses commonly found in urban centers of commerce in southern county seat cities. A mix of City and County government facilities, historic churches, family-owned businesses and the buildings that once housed national retailers, corporate office buildings, and service-sector structures such as gas stations and hotels all attest to the vibrant economy of the traditional city center. Structures in this area are generally constructed to the sidewalk and share side, or "party" walls, as the commercial structures were densely constructed for the highest use of the land. Buildings average one to three stories in height and are marked by ground floor retail or public use with a mix of original residential, office, or storage space in the floors above. Historic architectural styles range from mid-19th century Victorian, turn of the 20th-century Refined Classism, and early to mid-20th century Art Deco and International. The environment is enhanced by wide pedestrian-friendly sidewalks, intersections with crosswalks, on-street parking, and alleys for maintenance and trash removal. The sidewalks are wide enough for future street trees, comfortable street furniture, and areas for pocket parks. The gridded street system itself is a benefit to Downtown character, and the bridges from, as well as the

creek which parallels. Town Creek is a unique natural feature along one edge of the Downtown.

Downtown Gallatin is a highly structured architectural environment where it is important to understand the concepts and traditional application of density, set back, building heights, horizontal continuity of building elements and reserving the sidewalk as the "pedestrian hallway."

Density

The Downtown environment is dense with respect to the remainder of the community. Density lends close proximity for the uses, structures, and lifestyle choices of residents and business persons who frequent Downtown. Density helps businesses succeed because it provides continuous and contiguous points of interest. As a downtown grows and becomes increasingly dense, the blocks of buildings can have a layered effect on the perception of the patron or visitor with more interesting buildings continuing around a corner, and larger buildings being in the blocks further from the perceived center of the area. This progression in density is reflected in scale and/or height.



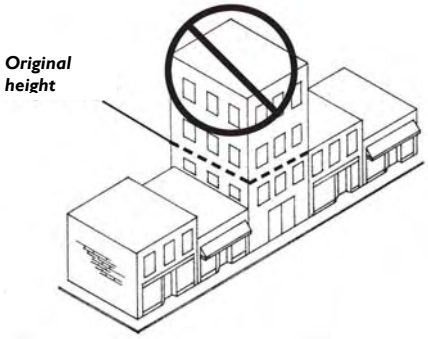
Setbacks in Downtown should remain consistant along the street with structures built to the edge of the sidewalk

Setbacks

Many Downtown Gallatin buildings are built right to the edge of the sidewalk (known as "zero-lot-line" construction) and to the edges of their property boundaries to which commercial structures share adjoining, or "party," walls. If buildings are set back varying distances from the front or side property lot lines this will offset the rhythm of the "wall" of businesses along the street. Existing gaps caused by a variation on building setback can be filled with landscaping, outdoor seating, or other visually interesting and functional amenities to continue perceived edges.

Building Height

Generally, building height in a traditional downtown, or in individual districts within an area, reflects structures which were generally built at about the same time in block groupings. Therefore, the Downtown environment has block faces that are generally even and harmonious in building height. Some buildings may be a story higher or some building cornices may compete in decorative height within the same block. However, when dealing with infill construction or building additions, heights that are out of scale with the average height originally intended for buildings in that historic block are inappropriate.



The building height of infill construction in Downtown should remain in scale with adacent buildings

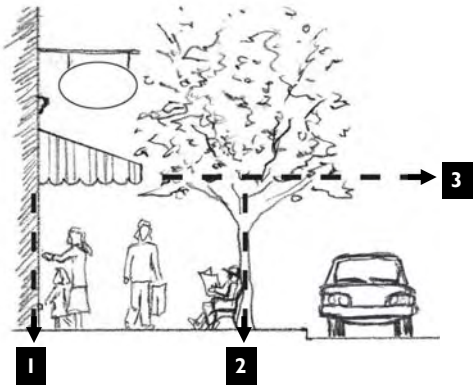
Façade Continuity

Straight lines are harmonious. Modern strip centers utilize this concept well with linear form and signs set at uniform heights. This becomes more challenging in the traditional downtown environment due to independently owned buildings and facades. Coordinating horizontal building elements with neighbors is of key importance. Features which create continuous visual patterns for the pedestrian to scan the downtown marketplace are found in storefront

cornices, banded building materials, awning placement and valances, and banded signs. This is an important reason why retaining and restoring even the smallest building feature is crucial. For each storefront, it is especially important to align items such as display sills, display frames and even some window signage. If there are sidewalk grade changes, different neighboring horizontal elements might line up, such as transom windows with awnings or sign bands.

The Sidewalk is the "Pedestrian Hallway"

The pedestrian is the most important asset to the downtown environment, and provisions for the safety and comfort of the pedestrian are of key importance. One continuous "wall" of the pedestrian hallway is formed by the attractive building facades and storefronts. The opposite, perceived wall should be made up of the rhythmic and equally set line of street planting (a mix of shade trees and decorative trees or planting beds is preferred), and/or pedestrian amenities visually separating the sidewalk from the street. Also helping define this perceived wall and making the pedestrian comfortable from moving traffic can be a row of parking, which is usually parallel or angled on wider streets where allowed. Finally, creating the "ceiling" of the hallway should be a combination of the lower branches of well-maintained shade trees and the even coordinated projections of the underside of storefront awnings or canopies.



Sidewalk as the "pedestrian hallway" is displayed above and descirbed with three major components: (1) Building façade wall (2) Perceived "wall" represtend by street trees, landscaping, lamps, furniture and enhanced by cars parked automobiles that provide additional buffer from moving traffic (3) Perceived "ceiling" represented by store awnings, lower tree branches..

FORM AND STYLE

Two major definitions of how to "read" a building and determine its original intent must be made. Building *form* and the *style* of its architectural details are two separate subjects, and each determines how buildings would be rehabilitated, restored or reconstructed today.

Commercial Building Form

Closely associated with building "type," which focuses more on use, the building *form* is largely defined in plan, arrangement of its functional spaces, and sometimes its social connotation. For example, the form of a traditional commercial building differs from that of the traditional form of a church, a firehouse, post office, gas station, etc. When defining form, it may simply be the overall shape, number and sizes of openings, what they may have been used for, and bays (physical divisions of buildings defined by windows, walls, or lines of support columns).

Predominant Commercial Building Forms Found in Downtown Gallatin

- One Part Commercial
- Two Part Commercial
- Business Block
- Warehouse / Shed
- Hotel / Lodging
- Auto Service / Gas Station / Garage (Fire Station, Car Dealer)

- Church
- Office / Institutional (Bank, Courthouse, City Hall, etc.)
- Residential forms with commercial adaptive use

Primary Commercial Building Forms

Of the many types of commercial building forms, One-Part Commercial, Two Part Commercial and the Business Block have the most influence in shaping the design character of the downtown.

Example of a one-part commercial structure located on West Main Street in Gallatin

One Part Commercial

Generally, a one-story commercial building is a stand-alone shop or one structure of multiple storefronts with individual uses that define individual or internally connected stores within each bay from the facade back.

Example of a two-part commercial structure located on the Public Square

Two Part Commercial

Typically, and most traditionally, a two-part commercial building is the most recognized form that defines "Main Street America." As the name implies, uses of the structure evolved into two parts, one for retail (generally street level) and the other for storage, offices, or residential (generally above). This can be two to five stories generally built to have shared "party" sidewalls to either side. This forms a block of individual buildings with only their facades visible along the street. The Two-Part Commercial form creates an efficient, dense environment of mixed uses in the vibrant city center.

Business Block

The row of independently owned and managed "Two-Part Commercial" structures quickly turned into fully developed, single building complex blocks with multiple leased, usually vertically mixed, uses. Historically, entertainment or gathering spaces would be incorporated in the upper stories or behind the rows of integrated street-level retail with entries for all uses designed into the street-level primary facade.

Example of a "business block" structure located on the Square

Other Forms of Commercial Buildings

There are many other stand-alone commercial buildings found in different sectors of Downtown. Aside from the traditional commercial building forms, other types of structures found in Downtown Gallatin are gas stations, garages, hotels, apartments, government offices, court rooms and the library. Individual use defines their form. In addition, the Temple Front form is found in the Old Commerce Union Bank on the Square.

Commercial Building Style

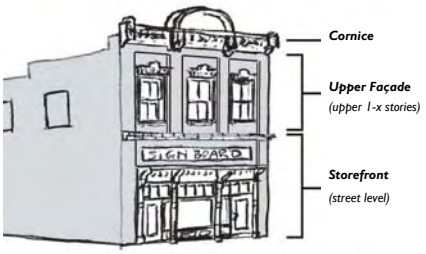
Building or architectural *style* is a matter of the intended choice of decorative embellishments and adornments. Different styles can overlap within the same time period, due to architects and building owners selecting the style that best defined the type of business being conducted or the level of sophistication they wanted to portray to their intended patrons. Often, the intended style is built into the fabric of the building with the choice of exterior cladding, treatment of the foundation material, proportions of the arrangement of elements and the shape of the window openings. However, style is also portrayed in the choice of, window sash and glass divisions, door styles, brackets, applied artistic details, tiles and original intended amenities such as awnings, railings, light fixtures, hardware or signage.

Significant Historic Commercial Building Styles Found In Downtown Gallatin:

- Italianate Victorian
- Folk Victorian
- Romanesque Revival
- Refined Classicism
- Arts and Crafts (Craftsman)
- Neoclassical Revival
- Art Deco
- Art Moderne
- International
- Minimal Traditional
- "Googie" or highway "coffee-shop"

Parts of the Commercial Facade

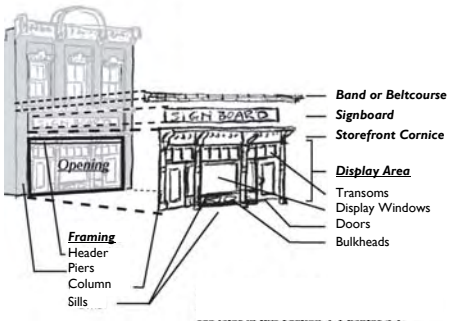
Much of the style of a building is determined by its façade. The "3-Part Facade" defines the vertical sections of most primary commercial facades facing the street or the patron. The facade is divided into three sections: storefront, upper facade and cornice. These divisions can be found across hundreds of years of construction and styles up to the present day. The uses and context of the main parts follow:



Parts of the Commercial Façade: Cornice, Upper Façade and Storefront

Storefront

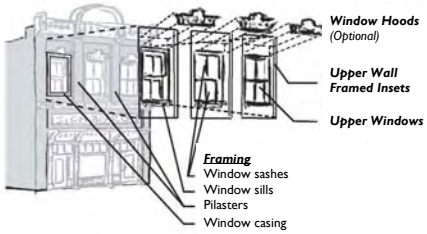
The storefront is the where the facade "interacts" with the patron in the area inset between permanent building piers. It is essentially a large opening filled with an arrangement of glass and provides access to the interior. It has a marketing role as well as a functional role, and therefore street-level storefronts have traditionally been altered much more than any other part of the facade.



Components of the Storefront

Upper Facade

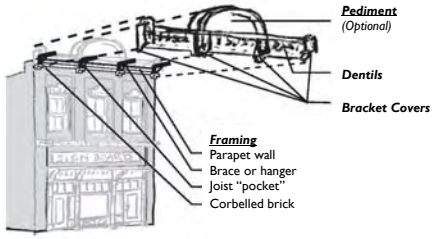
The upper facade can consist of any area or floors of the building above the storefront/street level until the point where it meets the cornice. Window openings, spacing, and arrangement of details among the upper stories create a rhythm to the facade, especially when aligned with neighboring facades along a full block. The upper facade usually consists of at least one floor of upper windows; however, it may also be a tall, window-less facade area that covers a high parapet wall or false front covering the roof line. With multiple floors, the window rhythm is usually repeated. This area may contain pilasters or vertical protruding half columns leading down to the building piers that meet the sidewalk to emphasize height. This is where much of the architectural ornamentation will be found, with features such as arches, stone detail and insets for business signs.



Components of the upper facade

Cornice

The upper cornice is the visual "crown" along the top parapet edge of the primary facade. This decorative and/or stylized element can be attached, applied or a built-up extension of the exterior wall material. The taller a building is, generally the more elaborate the cornice arrangements. Some buildings of five to 20 or more stories use the entire top floor(s) to define the top, or "capital" to the "building column."



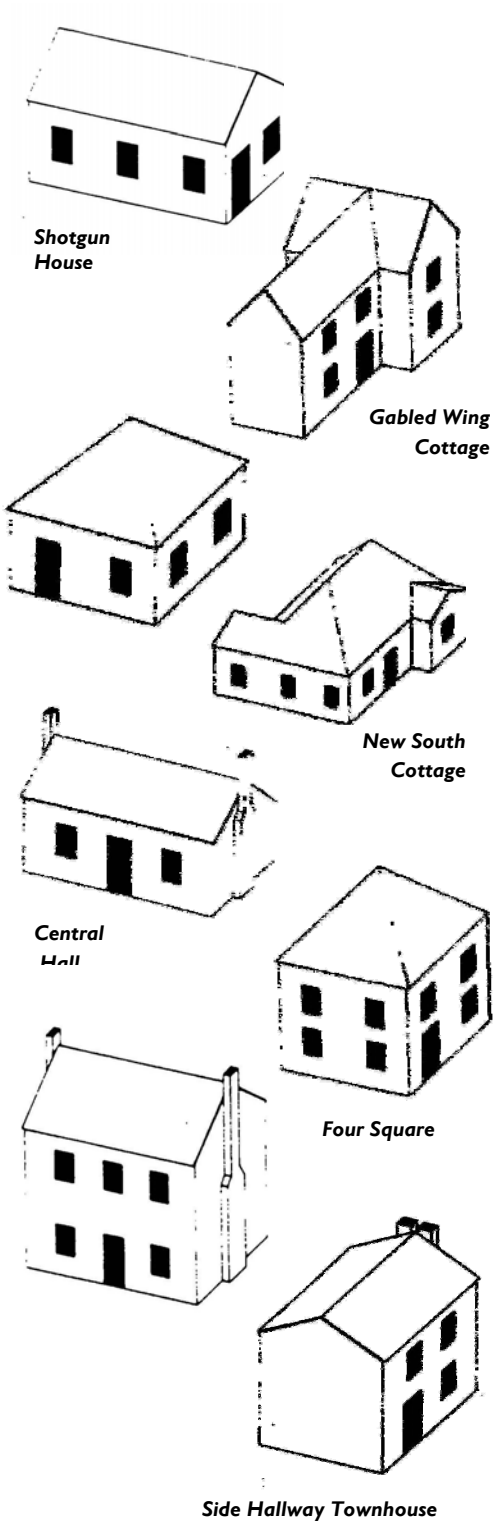
Components of the building cornice

Residential Building Form

A residential house *form* is largely defined in plan, arrangement of its functional spaces, and sometimes its social connotation (i.e. mill village, custom built or planned neighborhood). The form of a traditional residential single family home differs from that of the form of a multifamily duplex, apartment or town home. When defining form, it may simply be the overall shape or could include the number and sizes of openings, if it is (or intended to be) single or multi-family, room layout (i.e. shotgun, central or side hall plans, as opposed to an "open" floor plan). Residential forms, as opposed to commercial, could include roof forms, the yard, porches, and possibly even attached or out-buildings.

Predominant Residential Building Forms: In-Town Gallatin

- Shotgun House (1-Story)
- Gabled Wing Cottage ("L" or "T")
- Pyramid Cottage (1-Story)
- New South Cottage (1-Story)
- Side Hallway Townhouse (2-Story)
- Central Hall
- Four Square (2-Story)
- "I" House (2-story)



Residential Building Style

Building or architectural *style* is a matter of the intended choice of decorative embellishments and adornments that were socially driven by the high styles, pattern books and physically properties of materials and technologies of the period in which they were built. Different styles can overlap within the same time period and different styles may be applied to the same basic house forms listed to the left, below. Architects and home owners selected the style that best defined their personality or the character of the neighborhood at that particular time. Often, the original intended style is built into the fabric of the building with the choice of exterior cladding, the foundation material, proportions of the arrangement of elements and the shape and arrangement of openings corresponding to interior living space. Style could be dictated by an overall, intrinsic neighborhood character especially seen in "early suburban" housing, generally post- World War II. However, style is also portrayed in the choice or necessity of certain window sash and glass divisions, door styles, applied artistic details and original intended amenities such as awnings, railings, light fixtures or hardware.

- Gothic Revival
- Folk Victorian
- Arts and Crafts (Craftsman)
- Neoclassical Revival
- Minimal Traditional•
- International
- Contemporary
- Central Hall, Double Parlor

- Bungalow (1 and 1-1/2 Story)
- English Cottage
- Post WWII Ranch
- Multi-family Apartment

Residential Infill Development

New in-fill development or new construction to replace a structure that has been lost should continue the established pattern of the neighborhood environment (generally taking in consideration the remainder of the block to each side and what is directly across the street). New construction should be aligned with the front and side yard setback and with the existing structures in the adjacent neighborhood by either: A) Setback even with all other homes if there is a developed pattern to the neighborhood or complex of dwellings, or B) if the established pattern is a random setback, take the average setback of all original homes (excluding new additions) in that block face using a common line (street or walk). Architecture should be "contemporary compatible" design where construction can be easily identified as new but the form is in context. Exact replication of previous house forms should be avoided unless the reconstruction is on a highly significant landmark based on documentation and plans of the original, otherwise this would be "creating false history." Materials used on new construction should be consistent with the appearance and application of materials on existing structures in the adjacent neighborhood (brick, wood, stone, etc.).

Most importantly, the design of new construction should be consistent with the established patterns of the neighborhood - if traditional mix there is leeway to design in the most contemporary form. The roof form should be designed to be consistent with adjacent structures, limiting the number of stories of new construction to be equal to or compatible with adjacent homes on either side. Design of new construction should be of similar height, width, and proportions of existing structures in the adjacent neighborhood, taking in consideration A) Foundation height; B) Floor to ceiling height; and C) Use of porches (in depth, height, massing, columns). Design composition and arrangement of parts (shapes, sizes, placement of windows and doors) should be consistent with existing homes.

The characteristics and placement of exterior decoration on new construction should be designed to continue that of existing structures in the adjacent neighborhood, if there is an established style to the neighborhood. Reproduction of styling, such as using all old materials to build a new home, creating a "false sense of history," should be avoided. In a neighborhood of traditionally mixed styles of homes, after conforming to placement and scale, one may design in a contemporary style that is compatible with the surrounding area.

HISTORIC PRESERVATION RECOMMENDATIONS

The following summary of Historic Preservation related recommendations is drawing from analysis is historic preservation in Gallatin and the previously described approach to design and preservation in the context of this General Development Plan. These summary recommendations should be considered in the context of the broad General Development Plan recommendations for policy and implementation.

- *Actively promote underutilized historic properties that have been identified and are located in areas of the City with existing utilities and infrastructure allocations for reuse*
- *Promote Secretary of the Interior's Standards with regards to all historic preservation efforts in Gallatin.*
- *Establish and promote guidelines and standards that drive development and are applied consistently.*
- *Revitalization and redevelopment of underutilized commercial corridors with walkable mixed-use development*
- *Progressively continue streetscape enhancements throughout Downtown, in accordance with the Downtown Master Plan.*
- *Continue to promote and expand festivals in Downtown area that are enhanced by the historic environment and can bring attention to what it has to offer.*
- *Promote desired development patterns with incentives and preparation of master plans for large undeveloped areas where growth is expected over the next 20 years.*
- *Consider developing a "pattern book" for Downtown and historic districts, suggesting typical architectural and urban design elements for new development and redevelopment (for areas not currently designated as an H-1 district)*
- *Identify a larger city core area that outlines Gallatin and place the identified city core area under design guidelines to protect the sense of place and design features from being compromised.*
- *Use infill residential development design guidelines to protect the character of older neighborhoods.*
- *Update existing design guidelines to take into account new building materials and technologies that have been developed since the current guidelines were written and adopted.*
- *Consider expanding the City's National Register Historic Districts to make state and federal funds available to more residential neighborhoods and commercial and industrial areas*
- *Consider new National Register and local H-1 designations that may emerge from the ongoing analysis of properties identified by the HDC for potential National Register status.*
- *Explore ways to expedite the historic preservation designation review process, including*

wider dissemination of educational materials to explain the process and promote the benefits of historic designation

- *Create a locally-designated Downtown historic district with protective design and development guidelines that foster the revitalization of Downtown.*
- *Create National Register and locally-designated neighborhood historic districts throughout the City*
- *Create incentives for historic building restoration*
- *Support historic sites (e.g. Bledsoe Fort, Rose Mont, Cragfont, Wynnewood, Trousdale Place)*
- *Encourage renovation vs. demolition of historic sites*
- *Encourage development of new historic signs/sites*
- *Add historic district gateway signage to mark entrance areas for existing historic districts.*
- *Establish a citywide themed wayfinding signage plan that clearly directs travelers, visitors and residents to the City's historic attractions, including Downtown Square, Old Hickory Lake access points and other recreational areas.*
- *Downtown beautification*
- *Increase flexibility in zoning codes and design guidelines to allow/encourage more residential use in existing buildings in the Downtown area.*
- *Educate the public about valuable properties that require active preservation efforts.*
- *Educate the public about the importance of design guidelines for preservation of historic buildings and neighborhoods and the fact that reasonable guidelines enhance the value and attractiveness of the community for economic development purposes.*
- *Improve aesthetics of Downtown and its periphery to assist with revitalization the neighborhoods that surround the Square.*
- *Create a Gallatin and/or Sumner County Heritage Trail*
- *Market Heritage Tourism*
- *Promote designations under the Century Farm program*
- *Encourage/create coordination between City Planning Division and Greater Gallatin, Inc.*
- *Continue to Complete Historic and Architecture Survey*
- *Digitize Historic Survey Information*
- *Establish Neighborhood Conservation and Overlay district*

- *Promote available historic preservation funding and financing options, including the following:*

Federal Preservation Grants

The Tennessee Historical Commission (THC) awards federally-funded grants for historic preservation projects. The amount of funds available each year is decided when Congress passes the annual budget and could be in the range of $400,000 to be divided appropriately. The grants are matching grants and will pay up to 60% of the cost of approved project work. The remaining 40% must be provided by the grantee as matching funds.

Investment Tax Credit Program

Over the past twenty-five years, more than 29,000 buildings have been rehabilitated across the country, generating over $25 billion in private investment in historic buildings nation-wide. In Tennessee, buildings of almost every type imaginable have benefited from the Investment Tax Credit (ITC) program, from bed and breakfast and hotels and shotgun houses to large-scale business developments. More than 750 buildings in Tennessee have been rehabilitated using the ITC program, generating over $500 million investment in Tennessee's historic buildings.

Local Government Assistance

The THC assists local communities who have established or wish to establish local historic preservation programs. The Local Government coordinator can provide assistance in writing historic zoning ordinances, conducting public meetings, establishing historic districts and design guidelines, and in becoming a Certified Local Government.

CHAPTER
6

IMPLEMENTATION PROGRAM

Summary of recommendations for actions the City of Gallatin should take in order to implement the Community Vision

The Implementation Program presents a summary of the overall strategy for achieving the community vision for future development. It identifies specific measures to be undertaken by the City, including coordination with other entities. The Implementation Program includes the following presents the following information:

- Summary of Recommendations
- Description of Specific Actions
- Implementation Plan Table

SUMMARY OF RECOMMENDATIONS

LAND USE AND GROWTH MANAGEMENT

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Land Use and Growth Management. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- *Objective: Traditional neighborhood development patterns should be promoted for high growth areas with access to major transportation arteries.*
- *Objective: Allow, where appropriate, closer proximity of commercial uses to residential uses to reduce travel distance*
- *Objective: Allow conversion of small homes into office/retail use as a transition between commercial and residential uses in suitable locations*
- *Objective: Connect roads and sidewalks designed for new suburban neighborhood developments to adjacent established neighborhoods to provide connectivity to greenspace, commercial and recreation areas.*
- *Objective: Focus regional-scale suburban, big box commercial development into nodes located at the intersection of major roadways adjacent to areas with higher residential densities.*
- *Objective: Revitalize Gallatin's core neighborhoods and corridors*

- *Objective: Promote desired development patterns with incentives and preparation of master plans for large undeveloped areas where growth is expected over the next 20 years.*

- *Objective: Accommodate continued development in west Gallatin, while providing quality development and redevelopment opportunities along existing corridors, neighborhoods and other specified areas within the UGB.*

- *Objective: Establish and promote guidelines and standards for development, and apply them consistently.*

- *Objective: Revitalize and redevelop underutilized commercial corridors with walkable mixed use development*

- *Objective: Require infrastructure to be in place for growth and limit sewer infrastructure to the City limits.*

- *Objective: Land development regulations will ensure that the layout, architecture and other physical design elements of new development blends with and transitions into nearby existing development and historic resources*

- *Objective: Encourage new employment centers and industry by providing the necessary infrastructure, while also remaining flexible to address future economic shifts and needs.*

- *Objective: Preserve rural character by encouraging development in locations better suited to accommodate urban and suburban growth and adopting development regulations that preserve rural development patterns.*

- *Objective: Promote the use of Transfer of Development Rights (TDR) in areas designated for rural preservation by establishing a land bank and TDR program.*

- *Objective: Promote the use of conservation subdivision design standards in areas designated for rural preservation.*

- *Objective: Fully recognize the economic and cultural value of preserving farming and agriculture in areas not designated for urban and suburban growth.*

Land Use and Growth Management Implementation Recommendations

Zoning Overlays

- Develop and adopt **Corridor Overlay Districts**, which includes design guidelines for new development that work in conjunction with CS and CG zoning districts, when necessary, and other zoning districts, to implement the plan's goals and objectives in addition to specifically implementing master plans that could be created for the Corridor Character Area Categories (Neighborhood Transition Corridor, Commercial Corridor, Commercial Corridor Revitalization, Rural Corridor and Gateway Corridor)

- Develop and adopt an appropriate zoning district to work in conjunction with the Rural Corridor Overlay for small rural commercial development located along Rural Corridors, within the Rural Community character area at the intersection of major roadways

Zoning Districts

- Evaluate need to amend A-Agricultural District to discourage minimum lot sizes less than 5 acres where Conservation Subdivision guidelines are not applied
- Develop and adopt amendments to the Medical Professional Office Zoning District to address the special needs of the area and its relationship to surrounding neighborhoods in addition to creating a walkable environment that links the hospital to the surrounding community. Amendments would include incorporating streetscape and design requirements that may arise from recommendations of a Master Plan for the area.
- Develop and adopt the ***Neighborhood Mixed-Use Node Zoning District*** intended to implement the Neighborhood Center character area
- Develop and adopt **Traditional Neighborhood Development (TND) Ordinance**
- Develop and adopt amendments to the Core Commercial (CC) zoning district as recommended in Downtown Gallatin Master Plan:
    - Restrict markets with fuel pumps
    - Reclassify parking lots as an accessory use (public parking areas should remain exempt)
    - Prohibit drive through windows
    - Remove the building height standard that permits an additional 1.5 feet in height above the 35 foot limit for every 1 foot of front setback beyond the minimum requirement
    - Eliminate or reduce substantially the 10,000 square foot minimum lot size

Other Zoning

- Maintain previously approved zoning (with existing conditions) for the **Nashville Pike Office Corridor** character area and continue implementation of the recommendations of the Nashville Pike Corridor Study
- Develop and adopt a **Conservation Subdivision** ordinance that includes development guidelines, incentives and procedures necessary for creating conservation subdivision development within areas zoned A, R-40 and R-20 within the Planning Region
- Incorporate **Big Box** design guidelines into zoning districts that allow big box retail and warehouse uses
- Update **Mixed Use Zoning Districts** to clarify general levels of allowable horizontal mixed use intended to provide alternatives for commercial zoning along established and revitalization corridors
- Create a form-based zoning district or design corridor overlay that requires installation of specific streetscape elements in addition to design guidelines that ensure development is appropriate for the area
- Amend zoning ordinance to identify criteria for locating single-family attached and multi-family housing in R-6, R-8 and R-10 districts (changing to conditional use and adding design criteria along with restrictions on location – e.g. at corner locations, intersection parcels, restrict these from occurring midblock where they might disrupt the street character and existing development pattern)

Planning Studies and Master Plans

- Develop and adopt ***Master Plans*** for the following areas that would include recommendations for streetscape improvements similar to those under development for the Downtown Square, but tailored to specifically fit the needs and limitations in each of the specific areas to establish a cohesive pedestrian-friendly atmosphere:
    - Broadway/Tobacco Warehouse District character area (Medium Priority)
    - East Main Street Corridor character area (High Priority)
    - Medical Center character area (Medium Priority)
    - Neighborhood Transition Corridor character area (Medium Priority)
    - Commercial Corridor Revitalization character area (e.g. South Water Avenue corridor) (High Priority)
- Develop and adopt ***Neighborhood Plans*** to guide decision making at the neighborhood level for the following areas:
    - Town Neighborhood Revitalization character (High Priority)
    - Established Town Neighborhood character area (Medium Priority)
    - Town Neighborhood Preservation character areas (Low Priority)
    - Suburban Neighborhood Revitalization character area (Low Priority)

Other

- Promote mixed-use development with traditional architectural style and focus on the quality of the pedestrian environment resulting from new development.
- Take advantage of recently adopted legislation allowing for expanded government role in regulating design by implementing expanded design review process for commercial, mixed use and multi-family developments that includes the preparation of design guidelines for commercial, mixed use and multi-family developments
- Develop and establish an incentives program to encourage desired development supports the plan
- Develop infrastructure necessary to accommodate the development envisioned for the North Gallatin Emerging Business Center
- Develop and establish a **Transfer of Development Rights (TDR)** program
- Coordinate with Agricultural Extension office to encourage local farming

NATURAL RESOURCES AND ENVIRONMENT

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Natural Resources and Environment. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision)

- *Objective: Establish specific park and open space dedication requirements for new subdivisions that provide greater incentives for the dedication of usable open space in order to incorporate functional open space into neighborhoods.*
- *Objective: Revise landscaping requirements and adopt a tree ordinance*
- *Objective: Develop a comprehensive greenway and pocket park system*
- *Objective: Set aside land as development occurs in areas included in the City's Greenways*

Plan with the use of conservation easements, etc.

- *Objective: Provide publicly accessible linear greenspace along the river and its tributaries with the use of conservation easements, etc.*
- *Objective: Discourage development along the Cumberland River and its tributaries*
- *Objective: Preserve lakefront property for public access and enjoyment*
- *Objective: Provide incentives to developers to preserve existing open space along developing corridors*

Natural Resources and Environment Implementation Recommendations

- Clarify open space requirements to clearly define open space (i.e. type, use, etc.) and open space dimensional requirements
- Adopt tree protection ordinance/create tree maintenance program
- Institute sidewalk program to connect greenway trails to neighborhoods
- Establish a conservation easement program the use of non-regulatory tools such as conservation easements to acquire greenspace

COMMUNITY DESIGN/HISTORIC PRESERVATION

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Community Design/Historic Preservation. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- *Objective: Educate the public about valuable properties that require active preservation efforts.*
- *Objective: Educate the public about the importance of design guidelines and the fact that reasonable guidelines enhance the value and attractiveness of the community for economic development purposes.*
- *Objective: Improve aesthetics of Downtown and its periphery to assist with revitalization of the neighborhoods that surround the Downtown Square*
- *Objective: Create a locally-designated Downtown historic district with protective design and development guidelines that foster the revitalization of Downtown*
- *Objective: Create National Register and locally-designated neighborhood historic districts throughout the City*
- *Objective: Create incentives for historic building preservation and rehabilitation*
- *Objective: Support historic sites (e.g. Rose Mont, Trousdale Place, The Palace)*
- *Objective: Encourage renovation vs. demolition of historic sites*
- *Objective: Encourage maintenance of properties within locally designated historic districts*

Community Design/Historic Preservation Implementation Recommendations

HDC Commission and Review

- ☞ Explore ways to expedite the historic preservation designation review process, including wider dissemination of educational materials to explain the process and promote the benefits of historic designation
- ☞ Conduct a review and develop an update of the ***Historic District Design Guidelines*** for Woodson Terrace, East Main and Main Street historic districts to consider the following:
    - Addition of tree canopy protection
    - Application of building materials and technologies that have been developed since the current guidelines were written and adopted

Historic Districts

- ☞ Identify new or expanded locally designated historic districts (H-1 Districts), including potential expansion of the Main Street and East Main Historic Districts, based on a review of the City's historic resources survey and recommendations by the HDC.
- ☞ Identify new or expanded **National Register Historic Districts**, based on a review of the City's historic resources survey, to make state and federal historic preservation tax provisions and grants available to more neighborhoods and commercial and industrial areas.
- ☞ Add historic district gateway signage to mark entrance areas for existing historic districts.
- ☞ Develop **Conservation District Zoning Overlay** with design guidelines for infill development applicable in neighborhoods that seek infill design guidelines, but lack the desire to regulate alterations to existing structures (e.g. Town Neighborhood Established, Suburban Neighborhood Established).
- ☞ Establish a locally-designated Downtown Gallatin Historic District with H-1 Zoning District Overlay (and supporting design guidelines) as recommended in the Downtown Gallatin Master Plan. The area would include a larger city core area, beyond that included within the National Register district, to protect the sense of place and design features from being compromised.

Historic Promotion/Marketing/Tourism

- ☞ Continue to promote and expand festivals in Downtown area that are enhanced by the historic environment and can bring attention to what it has to offer
- ☞ Create a Gallatin and/or Sumner County **Heritage Trail**
- ☞ Actively promote underutilized historic properties that have been identified and are located in areas of the City with existing utilities and infrastructure allocations for reuse
- ☞ Coordinate with the Sumner County Convention and Visitors Bureau and Greater Gallatin efforts to establish and market **Heritage Tourism,** including **historic tours and guided tours.**
- ☞ Coordinate with Greater Gallatin and other organizations with interests in historic preservation in Sumner County to develop funding for maintenance programs, purchase of properties, and establishing non-profit foundations/conservancies responsible for the long-term preservation of historic properties

Historic Preservation Programs

- Promote designations under the **Tennessee Century Farm Program**
- Encourage/create coordination between City Planning Division and Greater Gallatin, Inc.
- Digitize Historic Survey Information
- Establish **home revitalization programs** to offer assistance for maintenance, education programs, grant availability, tax incentives (e.g. Community Development Corporations, etc.)
- Promote available federal **housing rehabilitation funds** and **historic preservation tax credits** for income producing properties and establish/identify department to manage, promote, coordination of funds (these are described in further detail in Chapter 5)
- Promote **Secretary of the Interior's Standards** with regards to all historic preservation efforts in Gallatin.

Community Design

- Develop an expanded **Downtown Farmers Market** as recommended in the Downtown Gallatin Master Plan (underway)
- Implement the recommendations of the **Downtown Gallatin Master Plan**, including Downtown streetscape
- Create **Downtown beautification incentives** available to Downtown property and business owners to encourage implementation of projects described in the Downtown Gallatin Master Plan
- Develop **Infill guidelines** to include within the zoning ordinance (or other regulations as needed) to encourage appropriate infill development and protect the character of existing neighborhoods
- Maintain aggressive **sign regulations** to limit uncontrolled, unattractive signage along commercial corridors and at city gateways.
- Promote **landscape design/maintenance** and **tree preservation** throughout Gallatin, including requirements for landscaping installation with new development (require tree planting in front yards of new homes, landscaping around free-standing signs, etc.).
- Coordinate with utility providers to create policies that support the long-term relocation of overhead utility lines underground

HOUSING AND NEIGHBORHOODS

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Housing and Neighborhoods. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- *Objective: Increase flexibility in zoning codes and design guidelines to allow/encourage more residential use in existing buildings in the Downtown area.*
- *Objective: Assess the long-term housing needs of the City and develop strategies to address identified areas of need*

- *Objective: Increase the supply of attractive and affordable housing for lower income individuals and families*
- *Objective: Provide senior housing opportunities for a growing population of retirees*
- *Objective: Locate public housing within walking distance to shopping opportunities/services*
- *Objective: Ensure high standards of construction for all housing in the City*
- *Objective: Maintain residential cost balance so the City can continue to provide workforce housing in addition to accommodating affluent residents*

Housing and Neighborhoods Implementation Recommendations

- Encourage the development of additional housing opportunities for students, faculty and staff of the college by developing appropriate incentives/development regulations, etc.
- Establish **Neighborhood Conservation Overlay district** (also identified in the Community Design and Historic Preservation implementation recommendations)
- Review densities allowed within districts that regulate the City's core/downtown area in accordance with design guidelines that require parking on-street or behind buildings, close proximity of sidewalks to front porches, and well-designed streetscape/landscape.
- Prepare a General Development Plan Housing Element that addresses the following:
- Include housing inventory and conditions analysis and recommendations within each **Neighborhood Plan** prepared for Town Neighborhood Established and Town Neighborhood Revitalization character areas

MOBILITY AND TRANSPORTATION

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Mobility and Transportation. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- *Objective: Work with the Nashville Area MPO, RTA, and TDOT to implement multi-modal solutions including a comprehensive local public transit system that addresses the elderly and the underserved and provides access to Downtown, the hospital and shopping areas, as well as a transit system that provides service between Gallatin and Nashville through Hendersonville*
- *Objective: Develop a comprehensive pedestrian transportation system*
- *Objective : Retrofit and improve operations along the City's corridors*
- *Objective: Facilitate the expansion of the Sumner County Regional Airport*
- *Objective: Provide for parking needs of Downtown*
- *Objective: Develop a complete, connected system of roads*
- *Objective: Improve railroad and railroad crossing safety*

Mobility and Transportation Implementation Recommendations

- ☞ Update street connectivity requirements and exception criteria in the subdivision regulations to strengthen requirements for connecting or providing for future connection between developing subdivisions and adjacent vacant (but developable) property
- ☞ Coordinate with utility providers to create policies that support the relocation of overhead utility lines underground and use of traffic signals mounted on black mast-arm posts.
- ☞ Implement parking recommendations in the Downtown Gallatin Master Plan
- ☞ Develop a sidewalk master plan that identifies gaps in the existing sidewalk system and includes a list of prioritized sidewalk projects (new construction and maintenance/repairs)
- ☞ Coordinate with MPO, RTA and TDOT to develop local transit and inter-city mass transit systems

BUSINESS AND EMPLOYMENT

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Business and Employment. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- ◈ *Objective: Continue efforts to recruit and support new business; develop strategic partnerships with business, industry, and education leaders; attract first class office space, data centers, and corporate office space; and improve communications and technology*
- ◈ *Objective: Guide new technological, industrial and commercial development to appropriate areas of the community*
- ◈ *Objective: Provide opportunities for larger scale commercial developments at the intersection of major road corridors that are designed and scaled to be consistent with the surrounding land uses and to protect the integrity of the City's transportation system*
- ◈ *Objective: Promote Gallatin as a hub for retail, dining, arts, recreation and history*
- ◈ *Objective: Provide adequate levels of public services and infrastructure, including vacant land designated and prepared for industrial development, to further the City's economic development opportunities*

Business and Employment Implementation Recommendations

- ☞ Adopt updated requirements for PBP Zoning District
- ☞ Continue to support EDA's marketing and recruiting efforts for available industrial and office locations including the available GreenLea Business Center properties and North Gallatin Emerging Business Park properties.
- ☞ Coordinate with EDA and property owners to prepare **Master Plan** for the development of the property shown as North Gallatin Emerging Business Park
- ☞ Expand the range of downtown revitalization activities in addition to expanding funding base as recommended in the Downtown Gallatin Master Plan

PARKS AND RECREATION

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Parks and Recreation. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- *Objective: Develop a comprehensive greenway and pocket park system that supplements and supports the City's system of community and regional parks*
- *Objective: Locate new park facilities in close proximity to residential areas*
- *Objective: Provide facilities that cater to both young and elderly residents by expanding the range of activities offered such as playgrounds, walking trails, community gardens, etc.*
- *Objective: Foster coordination among groups that maintain City amenities including creating formal management agreements between the City and community groups to provide assistance with park facilities, such as maintenance, cleanup, beautification, etc.*
- *Objective: Provide enrichment/educational opportunities with recreational activities by creating community centers that offer day care, gardening, a variety of other classes, etc.*

Parks and Recreation Implementation Recommendations

- Develop formal guidelines for establishing greenways and small parks
- Develop requirements that guide the long-term maintenance of land set aside for private park and open space within developing subdivisions
- Expand and improve City parks in such a way as to emphasize the historic significance of the landscape and historic buildings and resources.
- Develop/update and adopt a park and recreation master plan

PUBLIC FACILITIES AND SERVICES

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Public Facilities and Services. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- *Objective: Prohibit development unless adequate infrastructure is in place or can be provided by the developer*
- *Objective: Support recycling efforts and improved participation by residents and businesses*
- *Objective: Build sewer and water treatment facilities to accommodate growth over the next 20 years*
- *Objective: Extend utilities to reach developable areas within City boundaries*

Public Facilities and Services Implementation Recommendations

- ☞ Establish expanded recycling services to commercial, industrial and residential solid waste customers
- ☞ Research opportunities to coordinate with other jurisdictions to deliver City expanded services
- ☞ Develop a comprehensive Solid Waste Management Plan to identify and promote opportunities to improve recycling
- ☞ Develop a City government "Green" policy that establishes recycling and other environmentally-friendly practices as the norm
- ☞ Develop incentives to encourage neighborhood recycling by allowing communities to compete for infrastructure projects, park improvements, beautification grants, etc. based on their participation level in the City's recycling programs
- ☞ Implement plans to expand sewer and water treatment facilities
- ☞ Develop long-range utilities expansion plans consistent with the Community Vision described on the Community Character Map
- ☞ Maintain existing City policy requiring annexation in order to extend sewer and other City-operated utilities to new development

INTERGOVERNMENTAL AND REGIONAL COORDINATION

The following implementation recommendations include action items appropriate to accomplish the goals and objectives of the Community Vision that pertain to Intergovernmental and Regional Coordination. Specifically, these implementation recommendations address the following objectives (reference Chapter 2: Community Vision).

- ◈ *Objective: Provide leadership in regional planning efforts sponsored by the MPO, such as the Tri-County Transportation and Land Use Study and the Northeast Corridor Major Investment Study*

- ◈ *Objective: Coordinate with the Sumner County Planning Commission and Sumner County Commission to establish a process for adoption and implementation of the recommendations of the plan for areas within the Gallatin UGB Area outside of the Planning Region*

- ◈ *Objective: Develop intergovernmental tools in collaboration with Sumner County that address interim planning policies within the designated Urban Growth Boundary (and outside of the Planning Region) prior to the time at which such territory is annexed to the municipalities.*

- ◈ *Objective: Work together with Sumner County Schools to achieve the mutual goals and policies and to efficiently plan for development in the community as a whole and not as individual parts*

- ◈ *Objective: Explore and implement mechanisms and processes for intergovernmental coordination with Sumner County, Sumner County Schools, the City of Hendersonville and other units of government providing services in order to implement the plan*

- *Objective: Develop mechanisms designed to coordinate with the applicable portions of its Community Character Map with the plans of the City of Hendersonville, Sumner County, Sumner County Schools and other entities. These mechanisms will be designed to ensure compatibility with those various plans and will coordinate the locations of new facilities that affect land use patterns and services.*

Intergovernmental and Regional Coordination Implementation Recommendations

- Negotiate with non-City operated utility providers to establish opportunities for utility expansion that are consistent with the City's plan for future development outlined on the Community Character Map
- Coordinate with Sumner County officials to adopt guidelines and legislation complementary to the City's recommended **Rural Corridor Overlay** to implement the community vision for **Rural Corridor** areas located within Gallatin's UGB Area, but outside of the City's planning region
- Coordinate with Sumner County officials to adopt guidelines and legislation complementary to the City's recommended **Conservation Subdivision** ordinance to implement the community vision for **Rural Community** areas located within Gallatin's UGB Area, but outside of the City's planning region
- Coordinate with Sumner County Schools to identify and establish Rural Community areas as inappropriate for new school development

DESCRIPTION OF SPECIFIC ACTIONS

The description of specific actions provides additional information related to the Park and Recreation Mater Plan and Neighborhood Plan recommendations that are presented in the previous pages.

PARK AND RECREATION MASTER PLAN

The purpose of a park and recreation master plan is to translate community needs and desires for parks, facilities and programs into recommendations that can be implemented with a planning period, typically 10 years. In addition, the plan identifies a financial strategy for the implementation of plan recommendations. A park and recreation master plan addresses both the active and passive recreational needs of a community, includes recommendations for land acquisition, improvements to existing recreation sites, development of new parks and facilities, and a capital improvements program.

NEIGHBORHOOD PLANS

A neighborhood plan is typically developed for a small geographic area of a local jurisdiction and in most cases is created to address two main objectives. One, a neighborhood plan is meant to provide greater detail than that provided by a comprehensive plan. The greater detail addresses goals, policies, and guidelines that are more applicable to the specific area of study. The greater detail helps inform the second objective of a neighborhood plan, an action plan. Most neighborhood plans are developed as an implementation strategy to help guide and coordinate local decision making. In many instances, neighborhood plans are used to coordinate local governments, government agencies, school boards, nonprofit organizations, and for profit organizations. Tasks and coordination can range from organizing trash pick-ups to rezoning recommendations, to funding needs for specific projects. In combining both objectives, most neighborhood plans are structured to include the five elements below to help facilitate the planning process and action steps:

- **Plan organization** – The plan should be organized in a logical and functional manner to guide the planning process
- **Planning process validation** – This section should outline the process for the plan development through research and consensus-building to provide legitimacy to the plan
- **Neighborhood Establishment** – This section typically defines the physical boundaries of the neighborhood to create a community image and identity
- **Functional elements** – This section addresses the specific goals, policies, and guidelines by categorizing specific elements such as housing, transportation, parks and open space, land use, etc.
- **Implementation Framework** – This section links the goals and objectives of the functional elements section to programs, actions, and schedules used to implement the plan

DESIGN REVIEW AND DESIGN GUIDLEINES

See Chapter 5 for full description of Design Review and Design Guidelines

IMPLEMENTATION PLAN TABLE

The Implementation Plan Table, presented in Table 6-1 and Table 6-2 in the following pages, provides the following summary of the implementation measures presented throughout the plan. Actions are presented with a low, medium and high priority in both tables.

Table 6-1 Implementation Plan

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
Zoning Overlay	Land Use and Growth Management	Develop and adopt Corridor Overlay Districts, which includes design guidelines for new development that work in conjunction with CS and CG zoning districts, when necessary, and other zoning districts, to implement the plan's goals and objectives in addition to specifically implementing master plans that could be created for the Corridor Character Area Categories:	NTC, CC, CCR, RCorr, GC	New	Planning Division	Staff Time	General Fund	NA
		• Neighborhood Transition Corridor						Top
		• Commercial Corridor						Middle
		• Commercial Corridor Revitalization						Top
		• Rural Corridor						Middle
		• Gateway Corridor						Middle
Zoning Overlay	Land Use and Growth Management	Develop and adopt an appropriate zoning district to work in conjunction with the Rural Corridor Overlay for small rural commercial development located along Rural Corridors, within the Rural Community character area at the intersection of major roadways	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Low
Zoning Districts	Land Use and Growth Management	Evaluate need to amend A-Agricultural District to discourage minimum lot sizes less than 5 acres where Conservation Subdivision guidelines are not applied	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Low
Zoning Districts	Land Use and Growth Management	Develop and adopt amendments to the Medical Professional Office Zoning District to address the special needs of the area and its relationship to surrounding neighborhoods in addition to creating a walkable environment that links the hospital to the surrounding community. Amendments would include incorporating streetscape and design requirements that may arise from recommendations of a Master Plan for the area.	MC	New	Planning Division	Staff Time	General Fund	Middle
Zoning Districts	Land Use and Growth Management	Develop and adopt the Neighborhood Mixed-Use Node Zoning District intended to implement the Neighborhood Center character area	NC	New	Planning Division	Staff Time	General Fund	Top
Zoning Districts	Land Use and Growth Management	Develop and adopt Traditional Neighborhood Development (TND) Ordinance	EWC, NC	New	Planning Division	Staff Time	General Fund	Top

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
Zoning Districts	Land Use and Growth Management	Develop and adopt amendments to the Core Commercial (CC) zoning district as recommended in Downtown Gallatin Master Plan: • Restrict markets with fuel pumps • Reclassify parking lots as an accessory use (public parking areas should remain exempt) • Prohibit drive through windows • Remove the building height standard that permits an additional 1.5 feet in height above the 35 foot limit for every 1 foot of front setback beyond the minimum requirement • Eliminate or reduce substantially the 10,000 square foot minimum lot size	D, BTWD	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Top
Other Zoning	Land Use and Growth Management	Maintain previously approved zoning (with existing conditions) for the Nashville Pike Office Corridor character area and continue implementation of the recommendations of the Nashville Pike Corridor Study	NPOC	Nashville Pike Corridor Plan	Planning Division	Staff Time	General Fund	Top
Other Zoning	Land Use and Growth Management	Develop and adopt a Conservation Subdivision ordinance that includes development guidelines, incentives and procedures necessary for creating conservation subdivision development within areas zoned A, R-40 and R-20 within the Planning Region	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Middle
Other Zoning	Land Use and Growth Management	Incorporate Big Box design guidelines into zoning districts that allow big box retail and warehouse uses	RAC, CC, CCR	New	Planning Division	Staff Time	General Fund	Top
Other Zoning	Land Use and Growth Management	Update Mixed Use Zoning Districts to clarify general levels of allowable horizontal mixed use intended to provide alternatives for commercial zoning along established and revitalization corridors	RAC, NC, CC, CCR, EMSC	New	Planning Division	Staff Time	General Fund	Top
Other Zoning	Land Use and Growth Management	Create a form-based zoning district or design corridor overlay that requires installation of specific streetscape elements in addition to design guidelines that ensure development is appropriate for the area	CC, CCR, EMSC	New	Planning Division	Staff Time	General Fund	Top
Other Zoning	Land Use and Growth Management	Amend zoning ordinance to identify criteria for locating single-family attached and multi-family housing in R-6, R-8 and R-10 districts (changing to conditional use and adding design criteria along with restrictions on location - e.g. at corner locations, intersection parcels, restrict these from occurring midblock where they might disrupt the street character and existing development pattern)	TNR, TNE, TNP	New	Planning Division	Staff Time	General Fund	Middle
Planning Studies and Master Plans	Land Use and Growth Management	Develop and adopt Master Plans for the following areas that would include recommendations for streetscape improvements similar to those under development for the Downtown Square, but tailored to specifically fit the needs and limitations in each of the specific areas to establish a cohesive pedestrian-friendly atmosphere (character areas):	BTWD, EMSC, MC, NTC, CCR	New	Planning Division	Staff Time	General Fund	NA
		• Broadway/Tobacco Warehouse District						Middle
		• East Main Street Corridor						Top
		• Medical Center						Middle

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
		• Neighborhood Transition Corridor						Middle
		• Commercial Corridor Revitalization						Top
Planning Studies and Master Plans	Land Use and Growth Management	Develop and adopt Neighborhood Plans to guide decision making at the neighborhood level for the following areas (character areas):	TNR, TNE, TNP, SNR	New	Planning Division	Staff Time	General Fund	NA
		• Town Neighborhood Revitalization						Top
		• Town Neighborhood Established						Middle
		• Town Neighborhood Preservation						Low
		• Suburban Neighborhood Revitalization						Low
Planning Studies and Master Plans	Land Use and Growth Management	Prepare a detailed plan to address the large developable tracts north of the railroad and east of East Camp Creek	GBC	New	Planning Division	Staff Time	General Fund	Top
Other LUGM	Land Use and Growth Management	Promote mixed-use development with traditional architectural style and focus on the quality of the pedestrian environment resulting from new development.	D, EMSC, MC, NTC, CCR, CC	New	Planning Division	Staff Time	General Fund	Top
Other LUGM	Land Use and Growth Management	Take advantage of recently adopted legislation allowing for expanded government role in regulating design by implementing expanded design review process for commercial, mixed use and multi-family developments that includes the preparation of design guidelines for commercial, mixed use and multi-family developments	All	New	Planning Division	Staff Time	General Fund	Top
Other LUGM	Land Use and Growth Management	Develop and establish an incentives program to encourage desired development supports the plan	All	New	Planning Division	Staff Time	General Fund	Middle
Other LUGM	Land Use and Growth Management	Develop infrastructure necessary to accommodate the development envisioned for the North Gallatin Emerging Business Center	NGEBC	New	Planning Division	Staff Time	General Fund	Middle
Other LUGM	Land Use and Growth Management	Develop and establish a Transfer of Development Rights (TDR) program	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Middle
Other LUGM	Natural Resources and Environment	Clarify open space requirements to clearly define open space (i.e. type, use, etc.) and open space dimensional requirements	All	New	Planning Division	Staff Time	General Fund	Top
Other LUGM	Natural Resources and Environment	Adopt tree protection ordinance/create tree maintenance program	All	New	Planning Division	Staff Time	General Fund	Top
Other LUGM	Natural Resources and Environment	Institute sidewalk program to connect greenway trails to neighborhoods	All	New	Planning Division	Staff Time	General Fund	Top
Other LUGM	Natural Resources and Environment	Establish a conservation easement program the use of non-regulatory tools such as conservation easements to acquire greenspace	P	New	Planning Division	Staff Time	General Fund	Middle
HDC Admin and Review	Community Design/Historic Preservation	Explore ways to expedite the historic preservation designation review process, including wider dissemination of educational materials to explain the process and promote the benefits of historic designation	TNP, D	New	Planning Division	Staff Time	General Fund	Top
HDC Admin and Review	Community Design/Historic Preservation	Conduct a review and develop an update of the Historic District Design Guidelines for Woodson Terrace, East Main and Main Street historic districts to consider the following:	TNP, EMSC, TNE	New	Planning Division	Staff Time	General Fund	NA

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
		• Addition of tree canopy protection						Middle
		• Application of building materials and technologies that have been developed since the current guidelines were written and adopted						Middle
Historic District	Community Design/Historic Preservation	Identify new or expanded locally designated historic districts (H-1 Districts), including potential expansion of the Main Street and East Main Historic Districts, based on a review of the City's historic resources survey and recommendations by the HDC.	TNP, EMSC, TNE, TNR, CCR, NTC	New	Planning Division	Staff Time	General Fund	Top
Historic District	Community Design/Historic Preservation	Identify new or expanded National Register Historic Districts, based on a review of the City's historic resources survey, to make state and federal historic preservation tax provisions and grants available to more neighborhoods and commercial and industrial areas.	All	New	Planning Division	Staff Time	General Fund	Top
Historic District	Community Design/Historic Preservation	Add historic district gateway signage to mark entrance areas for existing historic districts.	TNP, D, EMSC	Gallatin Visioning Committee Report	Planning Division	Staff Time	General Fund	Middle
Historic District	Community Design/Historic Preservation	Develop Conservation District Zoning Overlay with design guidelines for infill development applicable in neighborhoods that seek infill design guidelines, but lack the desire to regulate alterations to existing structures (e.g. Town Neighborhood Established, Suburban Neighborhood Established).	TNE, TNR	New	Planning Division	Staff Time	General Fund	Middle
Historic District	Community Design/Historic Preservation	Establish a locally-designated Downtown Gallatin Historic District with H-1 Zoning District Overlay (and supporting design guidelines) as recommended in the Downtown Gallatin Master Plan. The area would include a larger city core area, beyond that included within the National Register district, to protect the sense of place and design features from being compromised.	D, TNE, TNR, EMSC	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Top
Program	Community Design/Historic Preservation	Continue to promote and expand festivals in Downtown area that are enhanced by the historic environment and can bring attention to what it has to offer	D	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Top
Historic Promotion/ Marketing/ Tourism	Community Design/Historic Preservation	Create a Gallatin and/or Sumner County Heritage Trail	All	New	Planning Division	Staff Time	General Fund	Middle
Historic Promotion/ Marketing/ Tourism	Community Design/Historic Preservation	Actively promote underutilized historic properties that have been identified and are located in areas of the City with existing utilities and infrastructure allocations for reuse	All	New	Planning Division	Staff Time	General Fund	Middle
Historic Promotion/ Marketing/ Tourism	Community Design/Historic Preservation	Coordinate with the Sumner County Convention and Visitors Bureau and Greater Gallatin efforts to establish and market Heritage Tourism, including historic tours and guided tours.	All	New	Planning Division	Staff Time	General Fund	Middle

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
Historic Promotion/ Marketing/ Tourism	Community Design/Historic Preservation	Coordinate with Greater Gallatin and other organizations with interests in historic preservation in Sumner County to develop funding for maintenance programs, purchase of properties, and establishing non-profit foundations/conservancies responsible for the long-term preservation of historic properties	All	New	Planning Division	Staff Time	General Fund	Low
Historic Preservation Program	Community Design/Historic Preservation	Promote designations under the Tennessee Century Farm Program	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Low
Historic Preservation Program	Community Design/Historic Preservation	Encourage/create coordination between City Planning Division and Greater Gallatin, Inc.	D. EMSC	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Middle
Historic Preservation Program	Community Design/Historic Preservation	Digitize Historic Survey Information	All	Historic Survey	Planning Division	Staff Time	General Fund	Middle
Historic Preservation Program	Community Design/Historic Preservation	Establish home revitalization programs to offer assistance for maintenance, education programs, grant availability, tax incentives (e.g. Community Development Corporations, etc.)	TNR, TNE, TNP, SNR	New	Planning Division	Staff Time	General Fund	Middle
Historic Preservation Program	Community Design/Historic Preservation	Promote available federal housing rehabilitation funds and historic preservation tax credits for income producing properties and establish/identify department to manage, promote, coordination of funds (these are described in further detail in Chapter 5)	TNR, TNE, TNP	New	Planning Division	Staff Time	General Fund	Low
Historic Preservation Program	Community Design/Historic Preservation	Promote Secretary of the Interior's Standards with regards to all historic preservation efforts in Gallatin.	TNR, TNE, TNP, EMSC, D	New	Planning Division	Staff Time	General Fund	Top
Community Design	Community Design/Historic Preservation	Develop an expanded Downtown Farmers Market as recommended in the Downtown Gallatin Master Plan (underway)	D	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Underway
Community Design	Community Design/Historic Preservation	Implement the recommendations of the Downtown Gallatin Master Plan, including Downtown streetscape	D	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Underway
Community Design	Community Design/Historic Preservation	Create Downtown beautification incentives available to Downtown property and business owners to encourage implementation of projects described in the Downtown Gallatin Master Plan	D	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Middle
Community Design	Community Design/Historic Preservation	Develop Infill guidelines to include within the zoning ordinance (or other regulations as needed) to encourage appropriate infill development and protect the character of existing neighborhoods	SNE, TNE, TNR, TNP	New	Planning Division	Staff Time	General Fund	Low
Community Design	Community Design/Historic Preservation	Maintain aggressive sign regulations to limit uncontrolled, unattractive signage along commercial corridors and at city gateways.	All	New	Planning Division	Staff Time	General Fund	Middle
Community Design	Community Design/Historic Preservation	Promote landscape design/maintenance and tree preservation throughout Gallatin, including requirements for landscaping installation with new development (require tree planting in front yards of new homes, landscaping around free-standing signs, etc.).	All	New	Planning Division	Staff Time	General Fund	Top
Community Design	Housing and Neighborhoods	Encourage the development of additional housing opportunities for students, faculty and staff of the college by developing appropriate incentives/development regulations, etc.	College, CC, RAC	New	Planning Division	Staff Time	General Fund	Middle

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
Community Design	Housing and Neighborhoods	Establish Neighborhood Conservation Overlay district (also identified in the Community Design and Historic Preservation implementation recommendations)	TNE, TNR	New	Planning Division	Staff Time	General Fund	Middle
Community Design	Housing and Neighborhoods	Review densities allowed within districts that regulate the City's core/downtown area in accordance with design guidelines that require parking on-street or behind buildings, close proximity of sidewalks to front porches, and well-designed streetscape/landscape.	D	New	Planning Division	Staff Time	General Fund	Middle
Community Design	Housing and Neighborhoods	Prepare a General Development Plan Housing Element that addresses the following: • See Housing Element Proposal for details (To Be Added)	All	New	Planning Division	Staff Time	General Fund	Middle
Community Design	Housing and Neighborhoods	Include housing inventory and conditions analysis and recommendations within each Neighborhood Plan prepared for Town Neighborhood Established and Town Neighborhood Revitalization character areas	TNE, TNR	New	Planning Division	Staff Time	General Fund	Middle
Subdivision Regulation	Mobility and Transportation	Update street connectivity requirements and exception criteria in the subdivision regulations to strengthen requirements for connecting or providing for future connection between developing subdivisions and adjacent vacant (but developable) property	All	New	Planning Division	Staff Time	General Fund	Top
Subdivision Regulation	Mobility and Transportation	Coordinate with utility providers to create policies that support the relocation of overhead utility lines underground and use of traffic signals mounted on black mast-arm posts.	All	New	Planning Division	Staff Time	General Fund	Low
Subdivision Regulation	Mobility and Transportation	Implement parking recommendations in the Downtown Gallatin Master Plan	D	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Low
Planning Studies and Master Plans	Mobility and Transportation	Develop a sidewalk master plan that identifies gaps in the existing sidewalk system and includes a list of prioritized sidewalk projects (new construction and maintenance/repairs)	All	New	Planning Division	Staff Time	General Fund	Middle
Planning Studies and Master Plans	Mobility and Transportation	Coordinate with MPO, RTA and TDOT to develop local transit and inter-city mass transit systems	All	Transit Feasibility Study	Planning Division	Staff Time	General Fund	Low
Community Design	Business and Employment	Adopt updated requirements for PBP Zoning District	ARI, NGEBC, GEBC	New	Planning Division	Staff Time	General Fund	Middle
Program	Business and Employment	Continue to support EDA's marketing and recruiting efforts for available industrial and office locations including the available GreenLea Business Center properties and North Gallatin Emerging Business Park properties.	ARI, NGEBC, GEBC	New	Planning Division	Staff Time	General Fund	Middle
Planning Studies and Master Plans	Business and Employment	Coordinate with EDA and property owners to prepare Master Plan for the development of the property shown as North Gallatin Emerging Business Park	NGEBC	New	Planning Division	Staff Time	General Fund	Low
Program	Business and Employment	Expand the range of downtown revitalization activities in addition to expanding funding base as recommended in the Downtown Gallatin Master Plan	D, EMSC, BTWD	Downtown Gallatin Master Plan	Planning Division	Staff Time	General Fund	Low
Planning Studies and Master Plans	Parks and Recreation	Develop formal guidelines for establishing greenways and small parks	P	New	Planning Division	Staff Time	General Fund	Middle

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
Planning Studies and Master Plans	Parks and Recreation	Develop requirements that guide the long-term maintenance of land set aside for private park and open space within developing subdivisions	P	New	Planning Division	Staff Time	General Fund	Middle
Planning Studies and Master Plans	Parks and Recreation	Expand and improve City parks in such a way as to emphasize the historic significance of the landscape and historic buildings and resources.	P	New	Planning Division	Staff Time	General Fund	Low
Planning Studies and Master Plans	Parks and Recreation	Develop/update and adopt a park and recreation master plan	P	New	Planning Division	Staff Time	General Fund	Top
Program	Public Facilities and Services	Establish expanded recycling services to commercial, industrial and residential solid waste customers	All	New	Planning Division	Staff Time	General Fund	Middle
Program	Public Facilities and Services	Research opportunities to coordinate with other jurisdictions to deliver City expanded services	All	New	Planning Division	Staff Time	General Fund	Middle
Planning Studies and Master Plans	Public Facilities and Services	Develop a comprehensive Solid Waste Management Plan to identify and promote opportunities to improve recycling	All	New	Planning Division	Staff Time	General Fund	Low
Program	Public Facilities and Services	Develop a City government "Green" policy that establishes recycling and other environmentally-friendly practices as the norm	All	New	Planning Division	Staff Time	General Fund	Low
Program	Public Facilities and Services	Develop incentives to encourage neighborhood recycling by allowing communities to compete for infrastructure projects, park improvements, beautification grants, etc. based on their participation level in the City's recycling programs	All	New	Planning Division	Staff Time	General Fund	Middle
Program	Public Facilities and Services	Implement plans to expand sewer and water treatment facilities	All	New	Planning Division	Staff Time	General Fund	Underway
Program	Public Facilities and Services	Develop long-range utilities expansion plans consistent with the Community Vision described on the Community Character Map	All	New	Planning Division	Staff Time	General Fund	Middle
Program	Public Facilities and Services	Maintain existing City policy requiring annexation in order to extend sewer and other City-operated utilities to new development	All	New	Planning Division	Staff Time	General Fund	Underway
Program	Public Facilities and Services	Coordinate with utility providers to create policies that support the long-term relocation of overhead utility lines underground	All	New	Planning Division	Staff Time	General Fund	Middle
Program	Intergovernmental Coordination	Negotiate with non-City operated utility providers to establish opportunities for utility expansion that are consistent with the City's plan for future development outlined on the Community Character Map	All	New	Planning Division	Staff Time	General Fund	Middle
Program	Intergovernmental Coordination	Coordinate with Sumner County officials to adopt guidelines and legislation complementary to the City's recommended Rural Corridor Overlay to implement the community vision for Rural Corridor areas located within Gallatin's UGB Area, but outside of the City's planning region	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Middle

Type	Community Vision Category	Project Name and Brief Description	Character Area Implemented	Origin of Project	Responsible Party	Cost	Funding Source	Priority
Program	Intergovernmental Coordination	Coordinate with Sumner County officials to adopt guidelines and legislation complementary to the City's recommended Conservation Subdivision ordinance to implement the community vision for Rural Community areas located within Gallatin's UGB Area, but outside of the City's planning region	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Middle
Program	Intergovernmental Coordination	Coordinate with Sumner County Schools to identify and establish Rural Community areas as inappropriate for new school development	RCorr, RComm	New	Planning Division	Staff Time	General Fund	Middle

Table 6-2 Implementation Plan – Multi-modal Transportation Plan Top Priorities

Project Type	Project No.	Project Name	Brief Description	Origin of Project	Responsible Parties	Study/ Project	Opinion of Probable Cost*	Priority
Roadway – Protect SR-386 Corridor	2	Long Hollow Pk. (SR-174) between SR-386 and SR-109	Restrict access and make free-flow freeway segment as shown in Figure 4-2	SR-386 Study Called for Widening of Existing Road	TDOT	Concept Study	$10-15 million $100-200K Study	1
	17	Access to future development	Provide access for future development that would run between a new Long Hollow Pk. (SR-174)/SR-386 interchange and Calvert Road; Refer to Figure 4-2.	2008 MTP	Developer Driven	Project	$5-10 million	1
Roadway – Improve Red River Road Corridor	1a	Long Hollow Pk. (SR-174)/Red River Rd. (SR-25) Corridor between SR 6 and SR-109	Widen Long Hollow Pk. between SR-109 and Red River Rd. (SR-25) to 3 lanes and modify Long Hollow Pk./Red River Rd. Intersection	2000 MTP/SR-386 Plan Recommended 5-lane Section	TDOT	Project	$1-2 million plus ROW costs	2
	1b	Long Hollow Pk. (SR-174)/Red River Rd. (SR-25) Corridor between SR 6 and SR-109	Red River Rd between Long Hollow Pk. and SR 6 should be improved to 3 lanes; create grade-separated rail-crossing	2000 MTP Recommended 5-lane Section	TDOT	Concept Study	$1-2 million plus ROW and bridge costs $100K Study	2
	30	US-31E/Main St./Red River Rd. Intersection	Redesign the intersection's approaches, pedestrian accommodations, and signal timing	2000 MTP	TDOT/City of Gallatin	Study	$1-2 million $50-100K Study	2
Roadway – SR-109 South	15	New bridge over Old Hickory Lake	TDOT has plans to construct a new bridge on SR-109 over Old Hickory Lake just east of the existing structure	Nashville MPO	TDOT	Alignment Study		3
	20	SR-109 South	Upgrade to a 4 lane road with turns bays and a raised median between Airport Rd. and the southern Urban Growth Boundary	2000 MTP Recommended 5-lane Section	TDOT	Study	$10 million $100-200K Study	3
	33	S Water Ave./SR-109/Airport Rd. Intersection	Improve intersection	2008 MTP	TDOT	Study	$10 million $100-200K Study	3
Roadway – Northern Mobility	21a	East Broadway Ave. (US-31E/SR-6)	Widen to 4 lanes between Joann Street to Airport Road	2000 MTP Recommended 3-lane Section	TDOT	Project	$8-14 million (plus ROW Costs	4
	22	Hatten Track Rd. (Albert Gallatin Extension)	Widen to 5 lanes with curb and gutter between Blythe Ave. and N. Water Ave.; create a new 3 lane roadway connection between Blythe Ave. and SR 1009	Gallatin 2008-2011 TIP; 2000 MTP	City of Gallatin Nashville MPO	Project	$8.5 million	4
	32	US-31E/Airport Rd. Intersection	Signalization of intersection	2000 MTP	TDOT	Project	$300,000-500,000	4
	19	SR-109 North	Improve SR-109 to a 4 lane divided roadway between Old Highway 109 and Gallatin's northern Urban Growth Boundary	Nashville MPO	TDOT	Project	$50 million (cost for project to Portland)	5
Downtown Improvements	1	Street intersection improvement	Improve intersection at Main St. and N. Water Ave.	Gallatin's Downtown Master Plan	Public agency	Project		6
	2	Street intersection improvement	Improve intersection at Franklin St. and N. Water Ave.	Gallatin's Downtown Master Plan	Public agency	Project		6
Nashville Pike/West Main Streetscape Improvements	29	US-31E between N. Water Ave. and SR-109	Improve access management, lower speeds, create a more pedestrian/bike-friendly environment	2008 MTP	TDOT/City of Gallatin	Study	$2-4 million $100K-200K Study	7

Project Type	Project No.	Project Name	Brief Description	Origin of Project	Responsible Parties	Study/ Project	Opinion of Probable Cost*	Priority
	43	SR-109/SR 6 Interchange Improvements	Create 4-legged intersection by relocating northbound off-ramp.	City of Gallatin	TDOT	Project	$500K	7
Roadway	31	Main St./Hartsville Pk. Intersection	Improve intersection with signal or roundabout	2008 MTP	City of Gallatin	Study	$1-2 million $50-100K Study	8
Roadway	21b	East Broadway Ave. (US-31E/SR-6)	Widen to 4 lanes between Airport Road northeastern Urban Growth Boundary	2000 MTP Recommended 3-lane Section	TDOT	Project	$8-14 million (plus ROW Costs	9
Roadway	28	S. Water Ave.	Address the access management, improve/add bike and pedestrian facilities, and enhance design of the S. Water Ave./SR-109 intersection	2008 MTP	City of Gallatin	Study	$2-4 million $100K-200K Study	10
Roadway	27	Airport Rd. Widening	Purchase right-of-way for future upgrade to 4 lanes with turn lanes, sidewalks, and bike lanes	2000 MTP	City of Gallatin and Private Development	Project	$15-20 million	11
Roadway	23	Blythe Ave.	Widen to 3 lanes with curb and gutter between Red River Rd. and Hatten Track Rd.	2000 MTP Called for Improvements to N. Water Ave.	City of Gallatin	Project	$1-2 million	12
Roadway	6	Big Station Camp Blvd. Improvements	Widen Big Station Camp Blvd. between Nashville Pk. and Long Hollow Pk. to 3 lanes but preserve ROW for 5 lanes	2000 MTP	Public and Private	Project	$5-10 million plus ROW costs	13
Downtown Improvements	37	Smith St. Connection to US-31E	Upgrade existing roadway and extend Smith St. over Town Creek to connect with US-31E	City of Gallatin	Public agency (private if development pressures)	Study	$2-5 million $100-150K Study	14
	39	Downtown Parking Garage	New downtown parking structure to provide off-street parking for at least 200 vehicles	Downtown Master Plan	City of Gallatin	Project	$4-10 million	14
Roadway	42	Lock 4 Rd. Widening	Widen and add bicycle and pedestrian accommodations	City of Gallatin	City of Gallatin	Project	$2-4 million	15
Bike/Ped	4	Greenway Trunk Line Corridors	Multi-use path - Town Creek Trail	2006 Greenway Concept Master Plan	Public agency	Project		15
	49	Volunteer State Pedestrian Tunnel	Grade-separated pedestrian and bicycle access across US-31E	Approved with TIP Funds	City of Gallatin	Project		15

** Opinion of probable cost is based on planning level data and methodologies. No specific take-offs were done, further review and estimates needed for design*

Table 6-3 Implementation Plan – Multi-modal Transportation Plan Secondary Roadway Project Priorities

Project Type	Project No.	Project Name	Brief Description	Origin of Project	Responsible Parties	Study/ Project	Opinion of Probable Cost*	Priority
Roadway	1	Long Hollow Pk. (SR-174)/Red River Rd. (SR-25) Corridor between SR 6 and SR-109	Connect Long Hollow Pk. to the new Maple St./Tulip Poplar Extension; create new rail crossing	2000 MTP/SR-386 Plan Recommended 5-lane Section	City of Gallatin	Concept Study	$1-2 million plus ROW and bridge costs $100K Study	Middle
Roadway	1	Long Hollow Pk. (SR-174)/Red River Rd. (SR-25) Corridor between SR 6 and SR-109	Strengthen connection between Red River Rd. and W. Eastland St. via Blythe Ave.	2008 MTP	City of Gallatin	Concept Study	$1-2 million $100K Study	Middle
Roadway	3	GreenLea Blvd. (North)	Continuous connection between Nashville Pk. and Long Hollow Pk. with an interchange at SR-386 (Roadway mostly constructed in 2007-2008)	2000 MTP (known as St. Blaise Rd. Improvements)	Developer Driven	Project	$1-2 million	Middle
Roadway	4	Browns Lane Extension	Extend Browns Lane to connect to the future extension of Gap Blvd.	2000 MTP	Private Developer	Project	$2 million	Middle
Roadway	5	Tulip Poplar Extension	Extend Tulip Poplar Extension to US-31E at Lakeshore Dr.	Part of the 2000 MTP Sumner-Hall Extension	Developer Driven	Project	$1.6 million	Middle
Roadway	7	Bison Trail Extension	Extend Bison Trail from Big Station Camp Blvd. to GreenLea Blvd.	Modified from SR-386 Study Saundersville Extension	Developer Driven	Alignment Study	$10-15 million plus ROW costs $100-200K Study	Middle
Roadway	8	Blue Jay Way Infill	Connect North Blue Jay Way and Blue Jay Way	Modified from SR-386 Study Baypoint Dr. Extension	Public agency	Alignment Study	$1-2 million $50-100K Study	Middle
Roadway	9	Kennesaw Farms Project	Provide access for mixed-use development located north of Nashville Pk. and west of St Blaise Road	SR-386 Study	Developer Driven	Project	$3-5 million	Middle
Roadway	10	Kennesaw/Greensboro Connection	Collector off of St Blaise Rd. providing access from Greensboro Village North to GreenLea Blvd.	SR-386 Study	Developer Driven	Project	$1 million	Middle
Roadway	11	Greensboro Village Project	Several collector roads have been built to provide access to developing areas located north and south of Nashville Pk. around the Harris Lane Extension; future east-west connection provide additional access from Greensboro Village to GreenLea Blvd.	SR-386 Study	Developer Driven	Project	$1-2 million	Middle
Roadway	12	St Blaise Road	Improve roadway between Long Hollow Pk. and Maddux residential development; should be walkable/bikeable	SR-386 Study 2000 MTP	Developer Driven	Project	$3-5 million	Middle
Roadway	13	St Blaise Rd. CSX Crossing	Close to vehicular traffic, leave tunnel open to pedestrians and bicyclists	SR-386 Study		Project	$100k	Middle
Roadway	14	Circulator road in the vicinity of Big Station Camp Blvd.	Create retail circulator for future development on the east side of Big Station Camp Blvd.	SR-386 Study	Developer Driven	Project	$5-10 million	Middle
Roadway/Bike/ Ped	16	Walkable/bikeable collector system	Create a walkable and bikeable small scale collector system for the area roughly bound by Long Hollow Pk. , Bison Trail Extension, Big Station Camp Blvd., and GreenLea Blvd.; provide multi-modal access to residential area	SR-386 Study	Developer Driven	Study - part of site development planning effort		Middle

Project Type	Project No.	Project Name	Brief Description	Origin of Project	Responsible Parties	Study/ Project	Opinion of Probable Cost*	Priority
Roadway	18	SR-386/GreenLea Blvd. interchange Modifications	Reconfigure the northern ramps with a loop in the northeast quadrant to allow for direct connection to a future Bison Trail Extension	2008 MTP	Public agency (private if development pressures)	Concept Study $50-100K Study	$1-3 million	Middle
Roadway	24	Cages Bend Road	Upgrade road between US-31E and the southern Urban Growth Boundary	2000 MTP Called for Minimal Improvements	Sumner County, City of Hendersonville, or Private Developers	Project	$2-4 million	Middle
Roadway	25	Douglas Bend Road	Upgrade road between US-31E and the southern Urban Growth Boundary	2000 MTP Called for Minimal Improvements	Gallatin or Private Developers	Project	$2-4 million	Middle
Roadway	26	Cages Bend and Douglas Bend Area Collector System	Upgrade the existing roadways and expand the collector system to enhance local circulation and create roadway connectivity for future development	2008 MTP	Developer Driven	Study - part of site development planning effort		Middle
Roadway	34	Long-term Traffic Signal Timing Maintenance	Address outdated signal timing plans along major corridors throughout Gallatin	2008 MTP	TDOT/City of Gallatin	Project		Middle
Roadway	38	Peach Valley Road/Nichols Lane Development	Enhance the collector system	2008 MTP	Developer Driven	Study - part of site development planning effort		Middle
Roadway	41	Red River Rd. (SR-25) west of SR-109	Add left and right-turn lanes at appropriate driveways and intersections	2008 MTP	TDOT	Study to determined needed improvement s	$3-5 million	Middle
Roadway	35	North-East Collector System	Create a collector roadway system for the northeastern area of Gallatin as required by development pressures; should provide multi-modal access	Downgraded facility from SR-386 Plan	Developer Driven	Study - part of site development planning effort		Low
Roadway	36	Western Collector	Possible future extension of Hatten Track Road/Albert Gallatin Rd. from SR-109 to Long Hollow Pk. for western connection to SR-386	2008 MTP	Public agency (private if development pressures)	Study - part of site development planning effort		Low
Roadway	40	Odoms Bend Road/Steam Plant Area	Provide connections for future development along Coles Ferry Rd. to S. Water Ave., Airport Rd., Steam Plant Rd., and Odoms Bend Road	2008 MTP	Developer Driven	Study - part of site development planning effort		Low

** Opinion of probable cost is based on planning level data and methodologies. No specific take-offs were done, further review and estimates needed for design*

PLAN MAINTENANCE

The Gallatin Municipal-Regional Planning Commission is responsible for maintaining the plan to accurately reflect current community conditions and the community's vision and priorities for the future. Maintenance of the plan includes minor plan amendments, progress reports and significant plan updates, each of which is described in more detail below. In addition, the General Development Plan Amendment checklist is located in Appendix E.

ANNUAL AMENDMENTS

Annual plan amendments will provide opportunity for relatively minor updates and revisions such as changes in Character Area designations, implementation actions, and review of plan consistency with ordinances and regulations. Annual amendments should be an ongoing process throughout the year and be prepared and distributed in the form of addenda to the adopted plan. Planning Commission should review and approve proposed changes following plan adoption procedures.

MINOR PLAN AMENDMENTS

Minor amendments to the General Development and Transportation Plan provide the opportunity for relatively minor updates and revisions such as changes in Character Area designations, implementation actions, or for the annual review of Plan consistency with ordinances and regulations. Minor Plan Amendments should be processed throughout the year and be prepared and distributed in the form of addenda to the adopted plan. The Planning Commission should review and consider proposed amendments and hold a public hearing on the proposed amendments according to the standard plan adoption procedures.

PROGRESS REPORTS

The Planning Commission and its staff should prepare an Annual Report for submittal and presentation to the City Council. The report should contain the status of implementation, significant actions and accomplishments, as well as recommendations for needed actions and programs to be developed and implemented in the coming year. The time schedule for preparing the Annual Report should be coordinated with the preparation of the annual budget for the City of Gallatin so that the recommendations will be available early in the budgeting process.

SIGNIFICANT PLAN UPDATES

Significant updates to the plan should occur at least every five years. These updates will ensure continued usefulness of the plan for use by public officials, staff, and others. Annual plan amendments from the previous years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving public officials, departments, and citizens and consultant services may be utilized if necessary. As part of a plan update, the base data including population projections and existing land use should be reviewed and updated. Additionally, the goals, objectives and policies of the plan should be analyzed and reviewed to determine their effectiveness and relevance to current conditions. Goals, objectives, and policies that were not previously achieved should be identified and new or modified elements should be developed as necessary. The result of a significant plan update will be a new plan for the City of Gallatin, including identification of current goals, objectives, and actions.

GALLATIN On the Move! 2020

City of Gallatin
General Development and Transportation Plan 2008-2020

APPENDIX

Prepared for:
City of Gallatin
Gallatin, Tennessee

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Adopted: February, 23 2009

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APPENDIX
A

COMMUNITY PARTICIPATION

Involving the community throughout the development of the comprehensive plan plays a key role in the success of the plan

Creating a functional Comprehensive Plan begins with defining a common vision for the future development of the Community. A Community Vision is the overall image of what the community wants to be and how it wants to look at some point in the future – the starting point for creating a plan and actions to implement the plan. A successful visioning process requires meaningful participation from a wide range of community stakeholders. More than 150 Gallatin area residents, property owners, business owners and other stakeholders contributed to the production of the plan. Due to the participation involved in developing the plan, the plan should generate local pride and enthusiasm about the future of Gallatin and thereby encourage citizens to remain engaged in the development process and ensure that the City implements the plan.

Participants viewed the information gathered by the planning team at the Kickoff Meeting

VISIONING PROCESS

The Visioning Process, or citizen participation process, for *Gallatin on the Move 2020* included multiple layers of participation from the residents and stakeholders of the City of Gallatin and Sumner County. A Kick-Off Meeting, Community Character Workshops, a Framework Workshop, an Open House, and Public Hearings at the City Council meetings provided opportunities for input. In addition, the Steering Committee and Technical Advisory Committee added considerable input into the planning process.

Throughout the planning process, public documents were posted on the City government website. Public meetings were announced and detailed accounts reported in the local media (e.g. newspaper, radio, etc.).

Community Character Workshop at Gallatin Civic Center

GENERAL PUBLIC MEETINGS

Kickoff Meeting

The Citywide Kickoff Meeting was held December 3, 2007. The planning team used the Kickoff Meeting as an opportunity to announce the beginning of the planning process to the citizens and other stakeholders. At the meeting, the team outlined the project purpose and general plan approach. Questionnaires were distributed at the meeting and made available on the project website following the meeting. Responses received by the consultant team helped supplement and expand the list of preliminary issues and opportunities presented to the public at the Community Character Workshops. Approximately 50 participants attended the Kickoff Meeting.

Community Character Workshop at Gallatin Civic Center

Community Character Workshops

Community Character Workshops were held at two locations in the City in January 2008 and attracted approximately 40 dedicated participants in spite of threatening weather that included extreme wind and rain on the night of the first workshop, and sleet with the threat of severe winter weather on the night of the second workshop. These meetings focused both on the area of the City served by the meeting location and Citywide planning policies. Participants provided their input on the future of Gallatin during the workshops via community preference surveys, facilitated discussions, completing questionnaires, and one-on-one conversations with the planning team. Participants also responded to the preliminary issues and opportunities and the proposed character areas at these meetings in addition to addressing the questions, "Where are we? Where are we going? Where do we want to go? How do we get there?" The subareas were as follows:

- Central/East Gallatin – Gallatin Civic Center
- West Gallatin/Nashville Pike Corridor – Volunteer State Community College

Community Character Workshop at Vol State

Framework Workshop

The Framework Workshop was held at Gallatin City Hall in February 2008 and attracted approximately 25 participants. A community framework was presented at this workshop. Participants had the opportunity to begin defining the role that each community would play in the future of the City. These ideas would later be fine-tuned by the Steering Committee and Technical Advisory Committee. In addition, participants had the opportunity to view the summarized stakeholder feedback gathered by the planning team during the Community Character Workshops. The consultant team assembled the information gathered during the Community Character and Framework Workshops and presented drafts to the Steering Committee and Technical Advisory Committee for review and fine tuning prior to the Open House.

Particiipants view the results of the Community Character Preference Survey during the Framework Workshop in February2008 held at City Hall

Open House Meetings

The Preliminary Draft plan and Final Draft plan were presented at Open House meetings. Open House meetings Participants viewed the plans prepared for the City and offered comments that resulted in changes to each draft plan. The Open House format allowed participants to drop in at their convenience and stay as little or as long as they wish. Many took the opportunity to speak directly with the Planning Division staff, other City staff and the planning consultant team members and ask specific questions about the impacts of the draft plan recommendations.

The first Open House meeting was held on September 4, 2008 for presentation of the Preliminary Draft. Maps of the various plan elements were posted on the wall for participants to view at their leisure. Copies of the Preliminary Draft document were on hand for viewing, as well. The Preliminary Draft document did not include the full implementation program that would be developed as part of the Final Draft.

The second Open House meeting was held on December 1, 2008 for presentation of the Final Draft. Maps of the various plan elements were posted, including the recommended implementation program.

A final Open House meeting was held on February 16, 2009 to present minor changes to the plan that resulted from input provided by the Planning Commission members and City staff.

City staff answered questionsfrom the public during the Open House held in September 2008 at City Hall

WORKING COMMITTEES

In addition to meetings designed to solicit input from the general public, the planning team also organized two important committees who would provide important input and feedback into the planning process. The Technical Advisory Committee included representatives of relevant departments. The Steering Committee members represented a wide-range of community interests. Each committee is described in more detail in the following paragraphs.

Technical Advisory Committee

The Technical Advisory Committee (TAC) began meeting in November 2007. This group's representatives included planners, engineers, elected officials and other important officials. The TAC assisted in defining the preliminary issues and opportunities, defining community character and preparing the implementation program. In addition, the TAC reviewed drafts of the major plan components at various points during the process of developing the plan, providing at each step of the way critical feedback and insight gained from the front lines of dealing with the important issues facing the City on a daily basis. The TAC members played a vital role in development of the Implementation and Policies. Involvement of the TAC members in this phase was crucial since these are the people who will be the ones coordinating the execution of many of the actions/projects identified in the Short-Term Work Program or administering polices defined in the

Agenda. The committee of 13 members met as a single group a total of three times during the planning process and met jointly with the Steering Committee an additional three times.

Steering Committee

Charged with providing feedback, advising the MACTEC Team, and shaping the overall planning process, Steering Committee began meeting in January 2008. Selected by the City Planner with assistance from the Mayor and City Council members, the committee members included a mix of elected and appointed City officials, key property owners, neighborhood leaders, Chamber of Commerce and other economic development professionals, community service providers, areas residents, Cumberland Region Tomorrow (CRT) and others with some stake in the future development of the City and region Like the TAC members, the Steering Committee members also reviewed drafts of the major plan components at various points during the process of developing the plan, providing at each step of the way critical feedback and insight gained from their diverse backgrounds and experiences in the City. The committee of 25 members met as a single group a total of three times during the planning process and met jointly with the Steering Committee an additional three times.

Steering Committee members meet to discuss the results of the Community Character Workshops

ISSUES AND OPPORTUNITIES QUESTIONNAIRE

The planning consultant team developed an Issues/Opportunities questionnaire that was distributed initially to the Steering Committee and Technical Advisory Committee and later to the general public. The questionnaire provided an opportunity for stakeholders to provide information related to the issues and opportunities the City faces.

The questionnaire was administered with paper copies that could be widely distributed throughout the community as well as downloaded by participants via the City website. An online version of the questionnaire allowed participants the opportunity to type their ideas directly into the questionnaire answer area.

The planning consultant team collected and analyzed these questionnaires and developed the initial list of issues and opportunities that were later presented and made part of a prioritization exercise for the public at the Community Character Workshops.

COMMUNITY PREFERENCE SURVEY

Community Character Workshop participants provided insight into desired development character by completing the Community Preference Survey. During the survey participants rate a series of commercial, residential, transportation and parks/open space images in an effort to determine the preferred general community character. Results are described in detail in the Community Character chapter of this document. Results of the Community Preference Survey are presented in Chapter 5.

APPENDIX
B

APPENDIX B: COMMUNITY ASSESSMENT

The Community Assessment chapter provides an overview of existing conditions in the City of Gallatin. It includes an analysis of available data and information pertaining to geography, population, business/employment, housing, historical and cultural resources, natural resources, transportation, and land use and urban design. Combined with the analyses is input provided by the community, including City residents, property and business owners, elected officials and staff, and the project team.

IMPORTANT DATES IN THE HISTORY OF GALLATIN

- 1802 – Gallatin established as county seat
- 1803 – City first surveyed and platted
- 1815 – City was incorporated
- 1873 – Cholera epidemic ravages City
- 1913 – Blue Grass Line trolley opens providing connection to Nashville
- 1952 – TVA begins operation at Gallatin Steam Plan
- 1954 – SR-109 bridge completed connecting Sumner and Wilson counties

COMMUNITY HISTORY

Gallatin, the county seat of Sumner County, lies in northern Middle Tennessee on a tributary of the Cumberland River called Station Camp Creek. Sumner County shares a common history with the other counties of the Middle Cumberland Valley that were first explored and settled in the late eighteenth and early nineteenth centuries.

From its difficult beginning as a frontier outpost, Sumner County developed into one of Middle Tennessee's premier agricultural areas, exploiting the fertile soil of the Cumberland River valley and its tributaries. As the county seat, Gallatin grew into the political and commercial trade center for the county, connecting it with the larger region and the nearby state capitol at Nashville. Later, in the twentieth century, industrial development and Old Hickory Lake-based recreation continued to shape the area's history. Gallatin still possesses a wealth of historic properties that demonstrate this rich past – from early frontier homes such as the 1795 Walnut Grove, to churches and retail stores of the 19th and 20th centuries.

The location and geography of Gallatin and Sumner County have profoundly influenced their history and development. The City lies in the Cumberland Valley (or Central Basin), just south of the dividing ridge of the Highland Rim escarpment sweeps through Sumner County in an east-west arc that creates a natural division between the fertile bottomland of the south that includes Gallatin and the less productive north. Creeks on the northern side of the ridge drain into the Red and Barren rivers. The southern section is drained by Bledsoe Creek, Station Camp Creek, Drake Creek and smaller streams that flow into the Cumberland River. It was along these creeks that many of the county's earliest settlement forts, homes, and farms were established.

Sumner County was first explored and settled during the late 18th century by explorers and families drawn by the allure of cheap, fertile land. Pushing far into the western wilderness across the Cumberland's, early settlers endured the difficulties of establishing a life in an untamed wilderness claimed as a hunting ground by Native Americans, principally the Cherokees, Chickasaws, Creeks, and Shawnees.

The Cumberland Association regional government created Davidson County in 1783 with the seat at Nashville. The county included most of Middle Tennessee in its boundaries including what is now Sumner County. In 1786, yearning for government services closer to home, settlers in the eastern part of Davidson County petitioned North Carolina to create their own county. Sumner County was thus carved from Davidson and named after Jethro Sumner, a Revolutionary War hero. North Carolina retained ownership of the Cumberland Valley region until it was ceded to the federal government in 1789 as part of the larger "Territory of the United States South of the River Ohio." Six years later the territory had grown enough in population that the state of Tennessee was created in 1796.

When Tennessee was admitted to the Union in 1796, Sumner County still had no county seat. It took five years for the commissioners to agree on a 40-acre site in 1801in what was the middle of James Trousdale's original North Carolina Land Grant on the east bank of Station Camp Creek, about three miles north of the Cumberland River. Named after Albert Gallatin, famous Pennsylvania statesman and early U.S. Secretary of Treasury under Thomas Jefferson, the town was platted, with the first lots sold in early 1802.

Over the next century, Gallatin developed into the political and retail trade hub of the surrounding agricultural region. This region was composed of other early towns in Sumner County including Cairo (the first town in the county and an early contender for seat status) on the Cumberland River and Hartsville on Goose Creek. Several other small farming villages dotted the countryside in the nineteenth century, including many whose names are familiar today such as Castalian Springs, Salem, Hendersonville, and White House. These communities raised food for local consumption, as well as cash crops such as tobacco, cotton, and grains like corn and wheat. By the end of the nineteenth century strawberries were a major cash crop for farmers north of the Highland Rim ridge near Portland.

As the center of this thinly populated agricultural county, Gallatin grew slowly in the early 19th century to a population of 666 in 1830 out of the county's total of 20,606. By that time, Gallatin featured the essential public and private institutions necessary for an early county seat, including a courthouse, a jail and public offices, churches, stores, a printing office, taverns, lawyers, doctors, three schools, and trades people such as tailors, cobblers, and blacksmiths among others. These businesses and institutions were clustered within the original town limits. Gallatin's original town plan continued to fill out gradually until the Civil War, when most mercantile activity ceased.

Gallatin's 19th-century development into a regional commercial center was dependent on a combination of transportation options that included steamships, rough local roads, and later, the railroad. By 1819 the first steamships appeared on the Cumberland River, replacing the earlier flatboats used to move goods in and out of Nashville. Hazardous river conditions prevented steamships from venturing upriver from Nashville until about 1825 when they are first reported to have docked at Gallatin's river landing.

The earliest local roads in Sumner County were the eighteenth century settler trails that remained in use through the nineteenth century. These included the route that connected Knoxville with Nashville, which passed through Bledsoe's Lick, and another that passed north through the Highland Rim. Road conditions improved as the state chartered turnpike companies to build and maintain roads such as the Nashville Pike and Long Hollow Pike.

Private turnpikes continued to provide the model for upgraded transportation until the advent of the automobile in the 1920s encouraged public highway improvements and management by local, state, and federal governments (Durham and Thomas 1986:19).

Growth and development in Gallatin was aided substantially during this time by the completion of the Louisville and Nashville Railroad through Sumner County in 1858. The L&N rail line was located on the opposite side of Station Camp Creek. The depot was surrounded by residential development and industries

By the turn of the 20th century, Gallatin was still a small town serving the needs of a predominantly rural, agricultural county. The county's 1900 census population was 26,072. The town's existing industrial base of cotton, wool, flour and wood mills received a boost in the 1920s as dairy farming grew in the county, leading to the establishment of two milk production plants in Gallatin. In 1913 the Bluegrass Line electric trolley opened and provided transportation to and from Nashville.

Local industrial development continued even during the Great Depression into the 1950s and included lumber companies, furniture factories, clothing and shoe factories and the continued success of the local tobacco industry. This industrial development helped support Gallatin's steady population growth, which reached about 12,000 people by 1960 (Albright and Hendrickson 1957:n.p.).

Other major developments in the 20th-century included the creation of Old Hickory Lake in the early 1950s and the founding of Volunteer State Community College in 1971. The U.S. Army Corps of Engineers impounded the Cumberland River at Old Hickory to create a reservoir and major recreational resource. In 1952 the Tennessee Valley Authority began generating steam at the Steam Plant located on Old Hickory Lake. In 1954 Gallatin was connected directly to Wilson County with the opening of the SR-109 bridge. The lake also encouraged a boom in suburban development along the shores of the lake. Volunteer State Community College met the community's higher education needs as recreation and suburban growth transformed the community into a bedroom community of Nashville (Durham and Milliken 2002:5-6).

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POPULATION

The following section presents a summary of population and demographic characteristics and trends. The summary was prepared using data primarily obtained from the U.S. Census Bureau. These data include demographic data for the City, and in some cases, data are provided for several surrounding areas including cities and counties, as well as the State of Tennessee for comparison.

HISTORIC POPULATION

Gallatin's population has grown steadily in the last 50 years after recording a population of 7,901 in 1960, as shown in Tables B-1 and B-2. The City population almost doubled between 1960 and 1970 and saw continued rapid growth from 1970 to 1980 before slowing down during the 1980s to reach a 1990 population of 18,794. The City population grew by 61.3% between 1980 and 2006. Between 2000 and 2006, the City population grew at a faster rate than that of the County.

Table B-1 Historic Population Gallatin and Sumner County

Area	1960	1970	1980	1990	2000	2006
Gallatin	7,901	13,253	17,191	18,794	23,230	27,723
Sumner County	36,217	56,106	85,790	103,281	130,449	149,416

Source: U.S. Census Bureau, Annual Estimates of the Population for Cities and Counties of Tennessee April 1, 2000 to July 1, 2006

Table B-2 Historic Population Gallatin and Surrounding Area

Area	1980-2006		1980-1990		1990-2000		2000-2006	
	% Change	Ave. Annual Rate	% Change	Ave. Annual Rate	% Change	Ave. Annual Rate	% Change	Ave. Annual Rate
Gallatin	61.3%	1.9%	9.3%	0.9%	23.6%	2.1%	19.3%	3.0%
Sumner County	74.2%	2.2%	20.4%	1.9%	26.3%	2.4%	14.5%	2.3%

Source: U.S. Census Bureau, Annual Estimates of the Population for Cities and Counties of Tennessee April 1, 2000 to July 1, 2006

As shown in Table B-3, Gallatin's growth rate from 2000 to 2006 outpaced five out of seven fellow Sumner County municipalities. Portland and White House grew at faster rates during this period. Sumner County's growth during this period outpaced all of its neighbors in Tennessee and Kentucky, with the exception of Wilson County. The Sumner County total population increase of approximately 19,000 outpaced the total population increase of Wilson County by approximately 5,000 residents.

Table B-3 Historic Population – Gallatin and Surrounding Area

Area	1990	2000	2006	1990-2000		2000-2006	
				% Change	Ave. Annual Rate	% Change	Ave. Annual Rate
Sumner County	**103,281**	**130,449**	**149,416**	**26.3%**	**2.4%**	**14.5%**	**2.8%**
Gallatin	18,794	23,230	27,723	23.6%	2.1%	19.3%	3.6%
Goodlettsville	11,219	13,780	15,584	22.8%	2.1%	13.1%	2.5%
Hendersonville	32,188	40,620	46,218	26.2%	2.4%	13.8%	2.6%
Millersville	2,575	5,308	6,233	106.1%	7.5%	17.4%	3.3%
Portland	5,165	8,458	10,721	63.8%	5.1%	26.8%	4.9%
Westmoreland	1,726	2,093	2,183	21.3%	1.9%	4.3%	0.8%
Mitchellville	193	203	207	5.2%	0.5%	2.0%	0.4%
White House	2,987	7,220	9,184	141.7%	9.2%	27.2%	4.9%
Wilson County	**67,675**	**88,809**	**104,035**	**31.2%**	**2.8%**	**17.1%**	**3.2%**
Lebanon	15,208	20,235	23,702	33.1%	2.9%	17.1%	3.2%
Mt. Juliet	5,389	12,366	19,369	129.5%	8.7%	56.6%	9.4%
Robertson County	**41,494**	**54,433**	**62,187**	**31.2%**	**2.8%**	**14.2%**	**2.7%**
Springfield	11,227	14,329	16,523	27.6%	2.5%	15.3%	2.9%
Davidson County	**510,784**	**569,891**	**578,698**	**11.6%**	**1.1%**	**1.5%**	**0.3%**
Macon County	**15,906**	**20,386**	**21,726**	**28.2%**	**2.5%**	**6.6%**	**1.3%**
Lafayette	3,641	3,885	4,238	6.7%	0.7%	9.1%	1.8%
Trousdale County	**5,920**	**7,259**	**7,811**	**22.6%**	**2.1%**	**7.6%**	**1.5%**
Allen County, KY	**14,628**	**17,800**	**18,788**	**21.7%**	**2.0%**	**5.6%**	**1.1%**
Scottsville, KY	4,278	4,327	4,537	1.1%	0.1%	4.9%	1.0%
Simpson County, KY	**15,145**	**16,405**	**17,180**	**8.3%**	**0.8%**	**4.7%**	**0.9%**
Franklin, KY	7,607	7,996	8,110	5.1%	0.5%	1.4%	0.3%
Nashville-Davidson--Murfreesboro MSA	**985,026**	**1,311,789**	**1,455,097**	**33.2%**	**2.9%**	**10.9%**	**2.1%**
State of Tennessee	**4,877,185**	**5,689,283**	**6,038,803**	**16.7%**	**1.6%**	**6.1%**	**1.2%**

Source: U.S. Census Bureau, Annual Estimates of the Population for Counties of Tennessee and Kentucky April 1, 2000 to July 1, 2006; Annual Estimates of the Population for Cities of Tennessee and Kentucky: April 1, 2000 to July 1, 2006

POPULATION PROJECTIONS

Based on the projections in Table B-4, Gallatin is projected to increase by 15,508 residents, or 66.8%, between 2000 and 2025. This population increase is similar to both Sumner County as a whole and Unincorporated Sumner County. Both of these areas are projected by 50.9% and 60.8% respectively.

Table B-4 Population Projections – Option 1

Area	2000	2005	2010	2015	2020	2025	% Change 2000-2025	Ave. Annual Rate 2000-2005
Gallatin	23,230	26,348	29,470	32,539	35,617	38,738	66.8%	2.1%
Unincorporated Sumner County	42,074	45,228	50,038	54,581	59,110	63,487	50.9%	1.7%
Sumner County	130,449	145,007	161,570	177,616	193,675	209,736	60.8%	1.9%

Source: Population Projections for the State of Tennessee 2005 to 2025 prepared by Tennessee Advisory Commission on Intergovernmental Relations and the University of Tennessee Center for Business and Economic Research 2003

HOUSEHOLD SIZE

Household size decreased in Gallatin and Sumner County from 1990 to 2000. The dip continued for the County between 2000 and 2006. Data for the City is not available for this time period. Smaller household sizes impact land use planning by increasing the demand for housing choice beyond the conventional single-family house located on a half acre to an acre lot that is common in Gallatin in 2008. The drop in household size occurred at the MSA and State level as well.

Table B-5 Household Size

Year	Gallatin	Sumner County	Nashville-Davidson-Murfreesboro MSA	State of Tennessee
1990	2.60	2.77	2.54	2.56
2000	2.50	2.64	2.49	2.48
2006	NA	2.58	2.47	2.48
Ave. Annual Growth Rate 1990-2000	-0.4%	-0.5%	-0.2%	-0.3%
Ave. Annual Growth Rate 2000-2006	NA	-0.4%	-0.1%	0.0%

Source: U.S. Census Bureau: 2000 Census DP-1 (SF 1); American Community Survey 2006

HISTORICAL AGE DISTRIBUTION

Age distribution affects a variety of needs and services as the City plans for future housing, commercial, public institutions, and recreational facilities. The City's fastest-growing age groups between 1990 and 2000, as shown in Table B-6, were those in the 45-to-54 years age group, followed closely by the 55-to-59 and 85 and older age groups. While those under 20 experienced significant growth from 1990 to 2000, their share of the population decreased from 29.6% to 28.4% in 2000, further describing the aging of the population in the City. The 2010 Census will determine if this trend continued during this decade.

Table B-6 Historical Age Distribution

Age Group	1990		2000		% Change 1990-2000
	Population	% of Total	Population	% of Total	
Under 5 years	1,402	7.5%	1,700	7.3%	21.3%
5-to-9 years	1,515	8.1%	1,566	6.7%	3.4%
10-to-14 years	1,289	6.9%	1,645	7.1%	27.6%
15-to-19 years	1,355	7.2%	1,685	7.2%	24.4%
20-to-24 years	1,285	6.8%	1,515	6.5%	17.9%
25-to-34 years	3,081	16.4%	3,370	14.5%	9.4%
35-to-44 years	2,668	14.2%	3,510	15.1%	31.6%
45-to-54 years	1,961	10.4%	2,978	12.8%	51.9%
55-to-59 years	814	4.3%	1,209	5.2%	48.5%
60-to-64 years	805	4.3%	904	3.9%	12.3%
65-to-74 years	1,390	7.4%	1,555	6.7%	11.9%
75-to-84 years	894	4.8%	1,128	4.8%	26.2%
85years and older	335	1.8%	495	2.1%	47.8%
Total	18,794	100%	23,260	100%	23.8%

Source: U.S. Census Bureau - DP-1 (SFI) 1990 and 2000

RACE AND HISPANIC ORIGIN

White residents made up the largest share of the population in the City with an estimated 65.0% in 2000, down from 80.4% in 1990. As shown in Table B-7, African American residents made up approximately 26.9% of the population in 2000, with a combination of other races making up 8.1%. African Americans made up 19.1% of the City's population in 1990.

The Census does not include Hispanic as a race, but accounts for this population under ethnicity. As a result, people of Hispanic origin generally make up portions of more than one racial group. The figures included with this analysis include persons of Hispanic origin with the various racial groups for comparison purposes. As a group, the number of persons of Hispanic origin increased from 0.5% in 1990 to 8.1% in 2000. While 2006 data is not available for Gallatin, 2006 data for the County shows that the population of persons of Hispanic origin is growing in the area. Most likely this trend has occurred in Gallatin, as well.

Gallatin experienced significant changes in racial and ethnic diversity between 1990 and 2000. Trends likely continued during this decade, if estimates prepared for Sumner County and the MSA in the 2006 American Community Survey are any indication. Racial and ethnic minority populations in the County and the State each experienced significantly larger growth rates than the white population.

Table B-7 Race and Hispanic Origin for Surrounding Area

Place	Time Period		Population By Race					Persons of Hispanic origin
			White	African American	American Indian/ Alaska Native	Asian/ Native Alaskan/ Pacific Islander	Two or more races and Other race	
Gallatin	1990	Total	15,107	3,594	26	51	16	86
		% of Total	80.4%	19.1%	0.1%	0.3%	0.1%	0.5%
	2000	Total	18,435	7,634	380	931	994	2,291
		% of Total	65.0%	26.9%	1.3%	3.3%	3.5%	8.1%
	% Change 1990-2000		22.0%	112.4%	1361.5%	1725.5%	6112.5%	2564.0%
Sumner County	1990	Total	97,073	5,562	195	347	104	567
		% of Total	94.0%	5.4%	0.2%	0.3%	0.1%	0.5%
	2000	Total	120,510	7,634	380	931	994	2,291
		% of Total	92.4%	5.9%	0.3%	0.7%	0.8%	1.8%
	% Change 1990-2000		24.1%	37.3%	94.9%	168.3%	855.8%	304.1%
	2006	Total	136,249	9,978	507	1,333	1,349	3,907
		% of Total	91.2%	6.7%	0.3%	0.9%	0.9%	2.6%
	% Change 2000-2006		13.1%	30.7%	33.4%	43.2%	35.7%	70.5%
Nashville-Davidson-Murfreesboro MSA	2000	Total	977,923	191,876	3,571	20,560	37,381	40,139
		% of Total	79.4%	15.6%	0.3%	1.7%	3.0%	3.3%
	2006	Total	1,155,106	223,819	4,076	29,676	2,619	72,664
		% of Total	79.4%	15.4%	0.3%	2.0%	2.9%	5.0%
	% Change 2000-2006		18.1%	16.6%	14.1%	44.3%	14.0%	81.0%
State of Tennessee	2000	Total	4,563,310	932,809	15,152	15,040	119,145	123,838
		% of Total	80.8%	16.5%	0.3%	0.3%	2.1%	2.2%
	2006	Total	4,781,578	1,011,726	16,135	77,492	151,872	187,747
		% of Total	79.2%	16.8%	0.3%	1.3%	2.5%	3.1%
	% Change 2000-2006		4.8%	8.5%	6.5%	415.2%	27.5%	51.6%

Source: U.S. Census Bureau - 2000 Census DP-3 (SF 1); 2006 American Community Survey - Demographic and Housing Estimates

HOUSEHOLD INCOME DISTRIBUTION

Household income distribution changes between 1990 and 2000 shifted a larger share of the City's total households to higher income brackets as evidenced by a 20.1% drop in households earning under $10,000, and large percentage increases in household earning over $50,000, as shown in Table B-8. Inflation and rising incomes both contributed to these shifts. The largest percentage increase occurred in the $150,000-or-more bracket at 1,513.3%. Anecdotal evidence suggests that this trend has continued during this decade.

Table B-8 Household Income Distribution

Household Median Income Category	1990		2000		% Change 1990-2000
	Total	% of Total	Total	% of Total	
Total Households	7,003	100.0%	8,914	100.0%	27.3%
Less than $10,000	1,338	19.1%	1,069	12.0%	-20.1%
$10,000 to $14,999	719	10.3%	749	8.4%	4.2%
$15,000 to $24,999	1260	18.0%	1489	16.7%	18.2%
$25,000 to $34,999	1,101	15.7%	1,177	13.2%	6.9%
$35,000 to $49,999	1,400	20.0%	1,458	16.4%	4.1%
$50,000 to $74,999	819	11.7%	1681	18.9%	105.3%
$75,000 to $99,999	253	3.6%	715	8.0%	182.6%
$100,000 to $149,999	98	1.4%	334	3.7%	240.8%
$150,000 or more	15	0.2%	242	2.7%	1513.3%

Source: U.S. Census Bureau 1990 Census DP-4 (STF 3); 2000 Census DP-3 (SF 3)

MEDIAN HOUSEHOLD INCOME

As shown in Table B-9, median household income increased 17.7% from $43,081 in 1989 (in 2006 dollars) to $50,689 (2006 dollars) in 1999 compared to a state and national increases of 7.8%, 8.9%, 9.1% and 4.0% for the County, MSA, State and nation, respectively. Gallatin's median household income in 2000 fell slightly below that of the County, MSA and nation, but was well above the State figure. Data for Gallatin is not available for years beyond 2000, but 2006 data for the County, MSA, State and nation show drops of -4.3%, -10.9%, -8.4% and -4.7%, respectively, when adjusted for inflation to 2006 dollars.

Table B-9 Median Household Income

Area	1989	1999	2006	% Change 1989-1999	% Change 2000-2006
Gallatin	$43,081	$50,689	NA	17.7%	NA
Sumner County	$51,693	$55,700	$53,306	7.8%	-4.3%
Nashville-Davidson-Murfreesboro MSA	$49,137	$53,514	$47,699	8.9%	-10.9%
State of Tennessee	$40,331	$43,999	$40,315	9.1%	-8.4%
United States	$48,865	$50,816	$48,451	4.0%	-4.7%
Note: Values for 1989 and 1999 shown above have been adjusted for inflation to year 2006 dollars using Bureau of Labor Statistics Inflation Calculator					

Source: U.S. Census Bureau 1990 Census DP-4 (STF 3); 2000 Census DP-3 (SF 3); and 2006 American Community Survey - Selected Economic Statistics

PER CAPITA INCOME

Per capita income rose significantly from $19,895 in 1989 to $22,447 in 1999, when adjusted for inflation to 2006 dollars, as captured in Table B-10, an increase of 12.8%. The County experienced an increase of 16.7% between 1990 and 2000. While data for the City is not available for 2006, estimates for the County, MSA, State and nation included in the American Community Survey indicate significant increases for all but the County. The County's per capita income increased by only 2.1% during this time period, compared to double-digit increases for the MSA, State and nation. It is not clear if this Countywide data will be reflected in the City. The 2010 Census will provide clarity on this topic.

Table B-10 Per Capita Income

Area	1989	1999	2006	% Change 1989-1999	% Change 1999-2006
Gallatin	$19,895	$22,447	NA	12.8%	NA
Sumner County	$21,944	$25,610	$26,153	16.7%	2.1%
Nashville-Davidson-Murfreesboro MSA	$23,683	$26,235	$33,498	10.8%	27.7%
State of Tennessee	$19,924	$23,467	$29,260	17.8%	24.7%
United States	$23,444	$26,122	$31,481	11.4%	20.5%
Note: Values for 1989 and 1999 shown above have been adjusted for inflation to year 2006 dollars using Bureau of Labor Statistics Inflation Calculator					

Source: U.S. Census Bureau 1990 Census DP-4 (STF 3); 2000 Census DP-3 (SF 3); and 2006 American Community Survey - Selected Economic Statistics

BUSINESS AND EMPLOYMENT

NUMBER OF FIRMS AND EMPLOYEES

The annual average number of jobs in the Gallatin zip code 37066 rose more significantly than that of Sumner County from 1998-2005 to a total of 16,011 at 913 firms, as shown in Table B-11. More than 39% of the county's jobs are located in zip code 37066, a proportion that remained relatively unchanged from 1998 to 2005. The average annual wage of 37066 employers fell slightly to $29,848 in 2005, down from $31,199 in 1998 (adjusted to 2005 dollars). The 1.4% average annual growth rate between 1998 and 2005 allowed for an estimated increase of 2,970 jobs in 37066 during this time period.

Table B-11 Employment in Zip Code 37066 and Sumner County 1998-2005

Area	Information Name	1998	2002	2005	% Change 1998-2005	Ave. Annual Growth Rate 1998-2005
Gallatin Zip Code 37066 *(includes areas outside the city limits)*	Number of Firms	830	847	913	10.0%	1.4%
	Number of Employees	13,041	14,629	16,011	22.8%	3.0%
	Annual Payroll ($1,000)	$406,866	$420,339	$477,899	17.5%	2.3%
	Ave. Annual Wage	$31,199	$28,733	$29,848	-4.3%	-0.6%
Sumner County	Number of Firms	2,523	2,727	2,882	14.2%	1.9%
	Number of Employees	32,828	36,831	40,880	24.5%	3.2%
	Annual Payroll ($1,000)	$953,276	$1,096,769	$1,251,967	31.3%	4.0%
	Ave. Annual Wage	$29,039	$29,778	$30,625	5.5%	0.8%
Note: Dollar values for 1998 and 2002 shown above are adjusted for inflation via the U.S. Bureau of Labor Statistics web-based Inflation Calculator						

Source: U.S. Census Bureau Zip Code Business Patterns for 37066

LARGEST EMPLOYERS

Major employers in Gallatin are shown in Table B-12. Gap, Inc. is the City's largest employer with more than 1,250 jobs located on Gap Boulevard northeast of the Volunteer State Community College (VSCC) campus that fronts Nashville Pike. VSCC is the City's third largest employer at 800 and attracts around 7,500 students. Sumner Regional Health Systems currently employees more than 1,200, most of which work out of Sumner Regional Hospital located east of Downtown Gallatin on SR-25/Hartsville Pike.

Table B-12 Major Employers

Employer Name	Employer Name	Number of Employees
Gap, Inc.	Clothing distribution	1,250
Sumner Regional Health Systems	Medical center/hospital administration/corporate office	1,201
Volunteer State Community College	Two-year public college	800
R.R. Donnelley and Sons	Commercial printing and binding	320
ABC Group Fuel Systems	Automotive fuel systems	305
SERVPRO	Cleaning and restoration/corporate headquarters	214
Hoeganaes	Powdered metal products	193
Fleetwood Homes	Fleetwood Homes	177
TVA Gallatin Fossil Plant	Electrical power	175
National Industrial Concepts	National Industrial Concepts	168
Charles C. Parks	Food distribution	150
ABC Technologies	Plastic automotive parts	150
ITW/CIP	Automotive fasteners	127
Nationwide Studios	Photo processing/ corporate headquarters	125
Byrons/Rich Seapak	BBQ meat	120

Source: Gallatin EDA 2007

LABOR FORCE

Historical Labor Force Size

The Gallatin labor force grew by 18.6% between 1990 and 2000 (as shown in Table B-13), an average annual growth rate of 1.7%. This figure is slightly lower than that for the County and MSA, but higher than that of the state and nation. City data for beyond the year 2000 was not available at the time of the analysis. However, data available from the American Community Survey for 2006 indicate that the county, MSA, state and nation experienced 2000-to-2006 growth rates of 19.5%, 17.5%, 6.3% and 9.8%, respectively. Based on the ratio of labor force to employment in 2000, the City likely experienced a 2000-to-2006 labor growth rate of approximately 19.0%.

Table B-13 Historical Labor Force Size

Time Frame	Gallatin	Sumner County	Nashville-Davidson-Murfreesboro MSA	State of Tennessee	United States
1990	9,239	54,248	528,644	2,432,337	125,182,378
2000	10,962	68,565	662,584	2,822,908	137,668,798
2006	NA	81,961	778,303	3,000,398	151,203,992
Growth Rate 1990-2000	18.6%	26.4%	25.3%	16.1%	10.0%
Ave. Annual Growth Rate 1990-2000	1.7%	2.4%	2.3%	1.5%	1.0%
Growth Rate 2000-2006	NA	19.5%	17.5%	6.3%	9.8%
Ave. Annual Growth Rate 2000-2006	NA	3.0%	2.7%	1.0%	1.6%
Growth Rate 1990-2006	NA	51.1%	47.2%	23.4%	20.8%
Ave. Annual Growth Rate 1990-2006	NA	2.6%	2.4%	1.3%	1.2%

Source: U.S. Census Bureau - 2000 DP-3 (STF 3); 1990 DP-3 (SF3)

Labor Force Employment Status

Table B-14 presents characteristics of the City labor force. In 2000, 60.7% of all persons 16 years and over participated in the City labor force, including 70.2% of males and 52.5% of females.

Table B-14 Labor Force Employment Status

Category	Total		Male		Female	
	Population	% of Total	Population	% of Total	Population	% of Total
Population 16 years and over	18,053	100.0%	8,396	100.0%	9,657	100.0%
In labor force	10,962	60.7%	5,893	70.2%	5,069	52.5%
Employed	10,334	57.2%	5,611	66.8%	4,723	48.9%
Unemployed	605	3.4%	266	3.2%	339	3.5%
Not in labor force	7,091	39.3%	2,503	29.8%	4,588	47.5%

Source: U.S. Census Bureau DP-3 (SF3) 2000

Labor Force Employment by Occupation

The share of City residents in occupation categories in the year 2000, shown in Table B-15, differed significantly from the shares for the same categories for the County, MSA and state. For example, 23.7% of the City's labor force held management, professional and related occupations, compared to 30.2% for the County, 34.7% for the MSA and 29.5% for the state. Also, 23.4% of the City's labor force held production, transportation and material moving occupations compared to 17.7%, 14.4% and 19.9% for the County, MSA and state, respectively. Anecdotal evidence suggests that the City has shifted more in the direction of the County during this decade. The 2010 Census will provide insight into how much change has occurred.

Table B-15 Labor Force Employment by Occupation

Occupation	Gallatin		Sumner County	Nashville-Davidson-Murfreesboro MSA	State of Tennessee
Management, professional, and related occupations	2,448	23.7%	30.2%	34.7%	29.5%
Service occupations	1,539	14.9%	11.4%	12.7%	13.7%
Sales and office occupations	2,729	26.4%	29.5%	28.3%	26.1%
Farming, fishing, and forestry occupations	99	1.0%	0.4%	0.3%	0.6%
Construction, extraction, and maintenance occupations	1,106	10.7%	10.8%	9.6%	10.3%
Production, transportation, and material moving occupations	2,413	23.4%	17.7%	14.4%	19.9%

Source: U.S. Census Bureau (SPF 3) 2000, Table P50

Labor Force Employment by Industry

Table B-16 presents the labor force employment by industry in 2000. At the time, Manufacturing made up the largest share of the labor force employment at 22.5%, compared to 17.5% for the County, 13.5% for the MSA and 18.9% for the state. Educational, health and social services made up 17.1% of the labor force in the City, which is in line with the County, MSA and state.

Table B-16 Labor Force Employment by Industry

Industry	Gallatin		Sumner County		Nashville-Davidson-Murfreesboro MSA		State of Tennessee	
	Number of Employees	% of Total Employed	Number of Employees	% of Total Employed	Number of Employees	% of Total Employed	Number of Employees	% of Total Employed
Total Employed Civilian Population	10,334	100.0%	65,926	100.0%	631,914	100.0%	2,651,638	100.0%
Agriculture, Forestry, Fishing, hunting and mining	143	1.4%	579	0.9%	4,367	0.7%	36,051	1.4%
Construction	756	7.3%	5,293	8.0%	47,084	7.5%	193,255	7.3%
Manufacturing	2,326	22.5%	11,549	17.5%	85,178	13.5%	501,836	18.9%
Wholesale Trade	467	4.5%	3,342	5.1%	28,710	4.5%	101,183	3.8%
Retail Trade	1,356	13.1%	9,087	13.8%	73,440	11.6%	312,992	11.8%
Transportation, warehousing, and utilities	458	4.4%	3,641	5.5%	31,929	5.1%	166,144	6.3%
Information	202	2.0%	2,025	3.1%	25,972	4.1%	63,200	2.4%
Finance, Insurance, and Real Estate	591	5.7%	4,158	6.3%	49,105	7.8%	153,323	5.8%
Professional, scientific, management, administrative, and waste management services	601	5.8%	5,060	7.7%	55,700	8.8%	196,702	7.4%
Educational, health and social services	1,771	17.1%	10,796	16.4%	118,559	18.8%	493,673	18.6%
Arts, entertainment, recreation, accommodation, and food services	714	6.9%	4,804	7.3%	53,724	8.5%	199,260	7.5%
Other Services	499	4.8%	3,237	4.9%	31,901	5.0%	128,068	4.8%
Public Administration	450	4.4%	2,355	3.6%	26,251	4.2%	105,951	4.0%

Source: U.S. Census Bureau DP-3 (SF3) 2000

HOUSING

The following section is a brief summary of publicly available housing data obtained from the U.S. Census Bureau. Preparation of a full Housing Element was not included within the Scope of Work for this project.

HOUSING TYPE AND MIX

The City's housing stock increased 26.3% between 1990 and 2000 compared to 29.8% for the County during the same period, as shown in Table B-17. The City's housing stock composition changed somewhat as the share of 5-to-9 units and 10-or-more units increasing while the share of one-unit detached units dipped slightly. The City housing stock was significantly more diverse than the County as a whole.

Table B-17 Type of Housing

Housing Unit Classification	Gallatin					Sumner County						
	1990		2000		% Change- '90-'00	1990		2000		2006		% Change '90-'00
Total Units	7,635	100.0%	9,644	100.0%	26.3%	39,807	100.0%	51,657	100.0%	60,312	100.0%	29.8%
1 unit (detached)	5,122	67.1%	6,352	65.9%	24.0%	29,279	73.6%	38,505	74.5%	44,815	74.3%	31.5%
1 unit (attached)	126	1.7%	205	2.1%	62.7%	826	2.1%	1,051	2.0%	1,607	2.7%	27.2%
2 to 4 units	945	12.4%	1,003	10.4%	6.1%	2,490	6.3%	2,910	5.6%	1,944	3.2%	16.9%
5 to 9 units	337	4.4%	627	6.5%	86.1%	1,234	3.1%	2,021	3.9%	1,873	3.1%	63.8%
10 or more units	504	6.6%	722	7.5%	43.3%	2,005	5.0%	3,066	5.9%	5,104	8.5%	52.9%
Mobile Home or Trailer or other	601	7.9%	735	7.6%	22.3%	3,973	10.0%	4,104	7.9%	4,969	8.2%	3.3%

Source: U.S. Census Bureau - 2000 Census DP-4 (SF3); 1990 Census DP-1 (STF1); 2006 American Community Survey Selected Housing Characteristics

HOUSING PERMIT TRENDS

For the year 1999 through the end of 2006, the City issued permits for an additional 2,937 housing units, as shown in Table B-18. It is important to note that the issuance of a building permit does not always translate into construction of new housing units, since plans for construction plans often change. The number of permits issued in this time period ranged from a high of 535 in 2001 to a low of 115 in 2000. A majority of the new units were single-family. The average value per unit for issued building permits for single family increased from 113,038 in 1999 to $161,625. The value peaked in 2005 at $234,906.

Table B-18 Housing Permit Trends - Gallatin

Housing Unit Type	1999	2000	2001	2002	2003	2004	2005	2006	Total '99-'06
Single Family	206	115	157	211	272	320	370	503	2,154
2 Family	0	0	10	4	0	0	24	28	66
3 and 4 Family	0	0	4	15	23	0	71	0	113
5 or More Family	16	0	364	16	0	208	0	0	604
Total	222	115	535	246	295	528	465	531	2,937
Ave. Unit Value - Single Family	$113,038	$104,214	$115,076	$120,894	$156,376	$177,471	$234,906	$165,118	$161,625
Ave. Unit Value/ Non-Single Family	$40,684	$0	$42,300	$76,400	$62,711	$47,115	$40,945	$49,986	$45,780
Note: Values shown for years 1999 through 2006 are not adjusted for inflation									

Source: U.S. Census Bureau, Construction Statistics Division: Housing Units Authorized by Building Permits (C-40).

HOUSING UNIT TRENDS

According to the 2006 American Community Survey estimates, shown in Table B-19, the County increased its number of housing units 16.8%, from 51,657 units in 2000 to 60,312 units in 2006. This increase of 16.8% matched by Robertson County and topped by Wilson County at 18.8%. The remaining surrounding counties and state as a whole grew at significantly slower rates during this period.

Table B-19 Housing Unit Trends – Surrounding Area

Area	2000	2006	% Change 2000-2006	Ave. Annual Growth 2000-2006
Sumner County	51,657	60,312	16.8%	2.6%
Davidson County	252,977	274,990	8.7%	1.4%
Robertson County	20,995	24,521	16.8%	2.6%
Trousdale County	3,095	3,314	7.1%	1.1%
Macon County	8,894	9,393	5.6%	0.9%
Wilson County	34,921	41,481	18.8%	2.9%
Allen County, Kentucky	8,057	8,404	4.3%	0.7%
Simpson County, Kentucky	7,016	7,686	9.5%	1.5%
State of Tennessee	2,439,443	2,681,150	9.9%	1.6%

Source: U.S. Census Bureau (SF3); Annual Estimates of Housing Units for Counties in Tennessee/Kentucky April 1, 2000 to July 1, 2006; 2006 data for Gallatin not available

HOUSING AGE

As shown in Table B-20, 23.4% of the housing units recorded in 2000 were built after 1990 and 38.3% were built after 1980. More than 61% of the City's housing units were constructed before 1980, compared to 50.5% in the County. The City and County each have a lower percentage of homes built before 1940, 4.4% and 4.2%, respectively, than that of the MSA and state, which reflects the substantial level of growth experienced in the City and County in recent decades.

Table B-20 Housing Age

Category	Gallatin	Sumner County	Nashville MSA	State of Tennessee
Total Housing Units 2000	9,644	51,657	509,293	2,439,443
Built 1990-2000	2,261	15,281	131,356	572,831
Built 1990-2000 (% of total units in 2000)	23.4%	29.6%	25.8%	23.5%
Built 1980-1989	1,436	10,292	102,144	421,225
Built 1980-1989 (% of total units in 2000)	14.9%	19.9%	20.1%	17.3%
Built before 1980	5,947	26,084	275,793	1,445,387
Built before 1980 (% of total units in 2000)	61.7%	50.5%	54.2%	59.3%
Built 1970 – 1979	1,816	11,308	97,400	477,097
% Built 1970 - 1979	18.8%	21.9%	19.1%	19.6%
Built 1960 - 1969	1,789	7,602	70,151	347,760
% Built 1960-1969	18.6%	14.7%	13.8%	14.3%
Built 1940 - 1959	1,920	5,001	74,853	428,704
% Built 1940 - 1959	19.9%	9.7%	14.7%	17.6%
Built 1939 or earlier	422	2,173	33,389	191,826
% Built 1939 or earlier	4.4%	4.2%	6.6%	7.9%

Source: U.S. Census Bureau (SF3), Table H34

SPECIAL NEEDS FACILITIES

Special needs housing facilities within the City include the following:

- Morningside
- Methodist
- Nursing Homes
- Assisted Living Centers
- Christian Towers
- The Place
- Golden Living Centers

GEOGRAPHY

LOCATION

Gallatin is located in south central Sumner County and is part of the Nashville-Davidson-Murfreesboro Metropolitan Statistical (MSA) area. A majority of the land located within the existing City limits is relatively flat and gently rolling. The City is located along Old Hickory Lake, which is formed by the Cumberland River and Old Hickory Dam. Several major creeks and waterways transverse the City and UGB Area that create multiple areas encumbered with floodplain. The extreme northern, eastern and southern areas of the UGB Area gradually become hilly and are characterized with steeper hillsides and heavy vegetation. Overall, the majority of the area is suitable to support medium to high-density development.

PHYSIOGRAPHIC REGION

Gallatin is located in the Central Basin physiographic region, also commonly referred to as the Nashville Basin. The Nashville Basin is an elliptical depression surrounded by the Highland Rim formed by the relatively rapid erosion of an uplifted area of bedrock called the Nashville Dome during late Paleozoic times. Approximately 125 miles north-south and about 60 miles east-west, the Nashville Basin is subdivided into inner and outer sections. Gallatin is located in the outer basin that includes a rolling hills landscape. Natural Resources

WILDLIFE

The Tennessee Department of Environment and Conservation Natural Areas Division maintain an inventory of plants and animals that are rare enough to warrant state and federal protection. The species identified are vulnerable to the impacts of rapid land use changes and population growth and should be protected by the City of Gallatin to the extent possible.

Plants

The following plants in Sumner County are located on the Tennessee State list for endangered, threatened or in need of special concern:

Ramps	Leafy Prairie-clover	American Ginseng
Davis' Sedge	Goldenseal	Sweetscent Ladies'-tresses
Hitchcock's Sedge	Creeping St. John's-wort	Water Stitchwort
Giant Blue Cohosh	Butternut	Least Trillium
Spring Blue-eyed Mary	Michigan Lily	

Animals

The following animals in Sumner County are located on the Tennessee State list for endangered, threatened or in need of special concern:

A Stonefly	Splendid Darter	Blackfin Darter
Bottlebrush Crayfish	Orangefish Darter	Northern Pine Snake
Cave Thorn	Flame Chub	Southeastern Shrew
Pink Mucket Pearly Mussell	Blackfin Sucker	Bewick's Wren
Great Egret	Gray Bat	Southern Cavefish
Hellbender	Bedrock Shiner	Common Barn-owl
Teardrop Darter	Eastern Splender Glass Lizard	Meadow Jumping Mouse

WATER

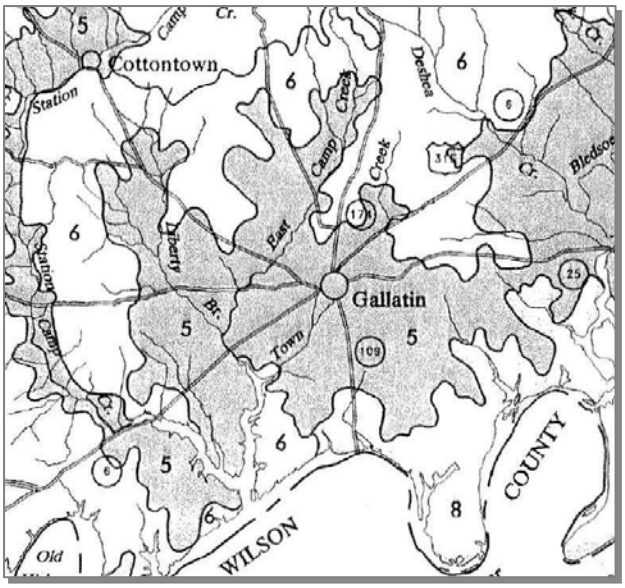
Gallatin has an abundance of water resources, the largest of which includes the Cumberland River and Old Hickory Lake. The Cumberland River and Old Hickory Lake divides Sumner County on the south from Wilson and Davidson Counties. Other large creeks run through various areas of Sumner County and in proximity to Gallatin; among the many are Station Camp Creek, East Camp Creek, Town Creek, Liberty Branch, Bledsoe Creek and Drakes Creek. There are also several city lakes with small dams used for the communities' water supplies. The map entitled "Base Map" and found within the Atlas of Maps section of this appendix, shows major water bodies in the Gallatin area.

In addition to rivers, streams and lakes, Gallatin's Urban Growth Boundary possesses nearly 3,380 acres of wetlands which comprises roughly 6.5% of Urban Growth Boundary land. While most of the wetland area is located around the Cumberland River and Old Hickory Lake, smaller wetlands are scattered throughout the Gallatin area. Wetland areas can be seen in the "Wetlands Map" located in the Atlas of Maps section of this appendix.

FLOODPLAINS

Identification of floodplain areas within the county and participating municipalities was based on the most recent Digital Flood Insurance Rate Maps (DFIRM) produced by FEMA dated December 16, 2004. The map located in the Atlas of Maps section of this appendix and titled "Floodplain Map" display the locations of all of the major water bodies in the Gallatin area and delineate the 1.0% annual chance of flood and 0.2% annual chance of flood boundaries. These are areas that have a 1.0% chance or 0.2% chance of equaling or exceeding the recorded base flood elevation during any year. Overall, approximately 10% of the Gallatin Urban Growth Boundary is comprised of 1.0% annual chance floodplain while the 0.2% annual chance floodplain encompasses 1.0% of the Urban Growth Boundary.

The National Climate Data Center list 26 flooding events for Sumner County since 1994, but there have been many smaller events.



General Soil Unit Map for Gallatin area: (5) Harpeth-Mimosa-Arrington (6) Mimosa-Harpeth (7) Barfield-Rock outcrop-Inman-Harpeth.
Source: U.S.D.A. Soils of Sumner County 1991

Floodplains are located primarily along the Cumberland River, Station Camp Creek, East Camp Creek, Bledsoe Creek, Town Creek, Drakes Creek, Liberty Branch and Rankin Branch.

SLOPES

As a result of Gallatin's location in the Central Basin physiographic region, the landscape is predominantly flat and gently rolling. The Slope Map, found in the Atlas of Maps section of this appendix, shows that the majority of the Gallatin Urban Growth Boundary is categorized with areas ranging from 0.0% to 10% slope. While steeper slopes are noticeable in the extreme northern, eastern and southern areas outside of the Urban Growth Boundary, the majority of the land within the Urban Growth Boundary can be categorized as rolling hills.

SOILS

The general soil unit map shows broad areas that have a distinctive pattern of soils, relief, and drainage. Each map unit on the general soil map is a unique natural landscape. Typically, it consists of one or more major soils and some minor soils. It is named for the major soils. The soils making up one unit can occur in another but in a different pattern. The general soil map can be used to compare the suitability of large areas for general land uses. Areas of suitable soils can be identified on the map. Likewise, areas where the soils are not suitable can be identified. Soils in Gallatin fall into the following three general soil map associations: .

- Harpeth-Mimosa-Arrington
- Mimosa-Harpeth
- Barfield-Rock outcrop-Inman-Harpeth

The **Harpeth-Mimosa-Arrington** soils are very deep and deep, nearly level to rolling, well drained soils that have a loamy surface layer and a loamy or clayey subsoil. This map unit consists of soils on broad, rolling uplands and on narrow, nearly level flood plains. Slopes are commonly less than 12%. This unit accounts for a vast majority of the developed area within the Gallatin city limits. It is about 55% Harpeth soils. 12% Mimosa soils 10% Arrington soils, and 23% soils of minor extent.

This unit is primarily developed as urban land within the Gallatin city limits as well as used for pasture and cultivated crops. This unit is well-suited for urban uses, although areas of Arrington soils are not suited because of the flooding. Many of the limitations for urban uses in the uplands can be overcome by using good engineering

practices. The hazard of erosion is a management concern if cultivated crops are grown, but it can be overcome by applying good conservation practices.

The **Mimosa-Harpeth** soils are deep to very deep, undulating to hilly, well drained soils that commonly have a loamy surface layer and a clayey subsoil. This map unit consists of soils on undulating to hilly uplands. Slopes are dominantly 5% to 20%. This unit is found on land within the Gallatin UGB area south of Town Creek on Lock 4 Road and south of Peach Valley Road to the Cumberland River, between Station Camp Creek and Liberty Branch, the Dobbins Pike corridor and in portions of the Gallatin UGB area between the city limits and Deshea Creek. This unit is about 52% Mimosa soils, 10% Harpeth soils, and 38% soils of minor extent.

This unit is used mainly as pasture, though in some areas it has been used for woodland and cultivated crops. This unit is well suited to pasture, but is poorly suited to cultivated crops and to most urban uses. The slope, the slow permeability, and the depth to bedrock are limitations for most urban uses. These limitations are difficult to overcome and challenges that the City will face since much of the area expected to develop in the next 20 years is located in this map unit. The slope is a limitation for cultivated crops that is difficult to overcome.

The **Barfield-Rock outcrop-Inman-Harpeth** soils are shallow to very deep, undulating to hilly, well drained soils that have a clayey or loamy surface layer and a clayey or loamy subsoil. This map unit consists of soils on undulating to hilly uplands. Slopes are dominantly less than 20%. This unit is in the southeastern part of the UGB area primarily in and around the Steam Plant Road. This is about 42% Barfield soils, 16% Rock outcrop, 15% Inman soils, 14% Harpeth soils, and13% soils of minor extent.

This unit is used mainly as pasture or woodland, although some areas are idle or cultivated. Most areas of this unit are poorly suited to farming and urban uses, although the undulating areas of Harpeth soils are well suited to pasture, cultivated crops, and most urban uses. The depth to bedrock, the slope, and the slow permeability are limitations for many uses. These limitations are difficult to overcome.

SUSCEPTIBILITY TO NATURAL HAZARDS

According to the *Sumner County Joint-Jurisdictional Hazard Mitigation Plan (Hazard Mitigation Plan)*, adopted in 2005 by the Sumner County Commission, the Gallatin City Council and the city councils of the remaining cities in the county, the following 11 natural hazards could occur within Gallatin and Sumner County: dam failure, drought, earthquake, extreme heat, flood, hailstorm, land subsidence, winter/ice storm, tornado/windstorm, wildfire and thunderstorm. Of these 11, Gallatin and Sumner County are primarily susceptible to floods/flash floods, tornados/windstorms and winter/ice storms. The *Hazard Mitigation Plan* established flooding/flash flooding as the highest-priority natural hazard due the Cumberland River and the creeks that feed the river and a varied topography.

The National Climate Data Center lists 26 flooding events for Sumner County since 1994, but there have been many smaller events. According to the *Hazard Mitigation Plan*, significant tornados occur in Sumner County once every three to four years and may affect up to 30% of the county's population. Research compiled for the plan found that there have been at least 22 recorded tornado events in Sumner County since March 4, 1955 resulting with 1 death, 75 injured and $8.1 million plus in property damage. This information was compiled prior to tornado events in 2006 and early 2008 that impacted Gallatin and Sumner County. On average, winter storms occur once every two to three years, affecting the entire county, according to the Hazard Mitigation Plan.

The Sumner County Emergency Management Agency (SCEMA) is responsible for developing plans and procedures that would provide the most effective and efficient coordination of resources available in the mitigation of, planning and preparedness for, response to and recovery from emergencies and disasters. Sumner County has been and will continue to be subject to a wide variety of hazards that have the potential for causing significant damage and/or loss of life. It is imperative that local government agencies, as well as the citizens at large be prepared to deal effectively with the results brought about by the occurrence of such events. The agency is also responsible for helping prepare the citizens of Sumner County to deal with emergencies and their consequences.

The Sumner County Emergency Management Plan establishes the framework for the development of a comprehensive emergency management program within and for Sumner County and its various political subdivisions. The emergency management program's purpose is to mitigate the potential effects of the various hazards that might impact the county, to prepare for the implementation of measures which will preserve life and

minimize damage, to respond effectively to the needs of the citizens and local jurisdictions during emergencies, and to provide a recovery system to return the county and its communities to a normal status as soon as possible after such emergencies. This plan defines the roles and responsibilities associated with the mitigation, preparedness, response, and recovery efforts directed at natural disasters, technological accidents, enemy attacks, and other major events that might impact Sumner County.

COMMUNITY FACILITIES AND SERVICES

This section provides an inventory of the community facilities and services in the City of Gallatin. Community facilities and services assessed were organized into the following major categories shown in the sections that follow: Police, Fire Protection, Public Utilities, Electrical Service Natural Gas, Parks and Recreation, Education, Libraries, Health Care. Preparation of a Community Facilities and Services Element was not part of the Scope of Work for this project.

POLICE

The Gallatin Police Department (GPD) provides crime prevention and control law enforcement services within the corporate limits of Gallatin. GPD has mutual aid agreements with surrounding jurisdictions to provide/receive additional support when needed. Additionally, joint task forces have been established, including the Emergency Response Team, the Drug Task Force, DUI checkpoints and criminal investigations and prosecutions. GPD currently operates seven zones. The average geographic mass is 3.8 square miles for each zone. Each zone has at least one officer assigned 24 hours a day, seven days a week. GPD operates a central police headquarters located on West Franklin Street in Downtown Gallatin.

The 2007 recommendation by the Municipal Technical Advisory Services (MTAS) recommends that the City maintain the current officer to population ratio of 2.55 police officers per 1,000 citizens. The current support personnel ratio is 1.04 per 1,000 citizens. A similar ration must be maintained in order to prove the same level of service as the population grows and as the City expands its boundaries.

The Sumner County Sheriff's Department provides law enforcement services to unincorporated areas within the Planning Region and Urban Growth Boundary. The Sheriff operates out of the Judicial Center/Jail in Gallatin.

Volunteer State Community College Security Force provides law enforcement services for the College campus. VSCC security operates out of a central office on the campus.

FIRE PROTECTION

The Gallatin Fire Department (GFD) provides full-time fire protection service within the corporate limits of Gallatin. The GFD responds to calls outside of its jurisdiction based upon mutual aide agreements with surrounding agencies. In 2007, GFD employed approximately 50 full-time employees, including 43 fire fighters, engineers and officers. The City's fire protection qualifies for a Fire Insurance Rating of 4.

GFD operates three fire stations. Fire Department Headquarters-Station 1 is located at Foster Street and West Franklin Street in Downtown Gallatin (behind City Hall) and serves areas south of the railroad. Station 2 is located on Nashville Pike adjacent to Volunteer State Community College and serves the growing west Gallatin area. Station 3 is located on Red River Road southeast of the intersection with West Eastland Street and serves areas north of the railroad.

GFD has plans to construct a new station in the Big Station Camp Boulevard area to serve the west side of Gallatin. An additional 21 fire fighters will be hired to staff the new station.

Unincorporated areas within the Planning Region and Urban Growth Boundary area are currently served by various volunteer fire departments (VFD). Among the VFDs are stations located on Douglass Bend Road and Old Highway 109 North, both of which are inside the UGB, but outside of the city limits. The City of Hendersonville Fire Department also responds to calls for service when requested for mutual aid.

PUBLIC UTILITIES

Water

The Gallatin Public Utilities Department (GPUD) provides water services to residential, business and industrial customers in the City and outside the City's corporate limits. GPUD's water service area extends from the

corporate limits in each direction, with the largest portion of the unincorporated service area being southeast and east of the City.

White House Utility District (WHUD) and Castalian-Bethpage Utility District (CBUD) each provide water services to customers in some unincorporated areas within the Planning Region and UGB. WHUD provides water services to a large portion of the unincorporated area west of the city limits, while CBUD provides water services to a sizeable area located east of the city limits. The City of Gallatin entered into a contractual agreement with WHUD and CBUD over the provision of water services in certain service areas. According to the agreement, the City has the option to purchase and supply water in certain areas currently serviced by WHUD and CBUD upon annexation by the City.

GPUD provides water service to approximately 16,000 customers, with approximately 3,000 of these customers in the CSBU. Gallatin's drinking water, which is surface water, is pumped through an intake on Old Hickory Lake. GPUD's modern water treatment plant currently produces an average of six to eight million gallons per day of high quality drinking water (depending on the season). It has the capacity to treat and pump up to 16 million gallons of water per day. GPUD currently maintains approximately 319 miles of various-sized water distribution mains, five water storage tanks, 1,670 fire hydrants, and two water pumping facilities.

Over the past several years, the City has undertaken several major infrastructure improvement projects impacting the western area of the UGB including the Long Hollow Pike Water Line Project and the SR 386 Utility Relocation Project.

Recently completed projects include:

- Construction of a new five million gallon water storage tank on Long Hollow Pike and the construction of a 24-inch water main extension from South Water to the tank site as well as construction of a 16-inch water main from Long Hollow Pike to Green Lea Blvd. This project enables us to provide water service and fire protection to new and future developments on the west side.
- Completed Airport Road water line addition.
- Purchased and installed electric stand-by generators for the Water Treatment Plant.

GPUD has planned additional improvement projects that will be necessary to facilitate future growth:

- Replace the tube settlers at the Water Treatment Plant.
- Replace main frame and software at Water Treatment Plant.
- Continue water system improvements.

Sanitary Sewer

GPUD provides wastewater services to residential, business and industrial customers in the City and some areas outside the City's corporate limits. GPUD's service area for sewer includes a majority of the UGB area east of the City and a sizeable area north and west of the City. White House Utility District (WHUD) provides sewer services a sizable area of the unincorporated area west of the city limits. The City of Gallatin entered into a contractual agreement with WHUD over the provision of sewer services in certain service areas. According to the agreement, the City has the option to purchase and supply water and sewer services in certain areas currently serviced by WHUD upon annexation by the City.

The Gallatin Wastewater Treatment Plant furnishes service to approximately 11,000 customers. The treatment plant has the capacity to hydraulically treat 10.5 million gallons per day and an organic loading capacity to treat 5.5 million gallons per day. It currently treats an average flow of 4.0 million gallons per day. The plant uses activated sludge process and chlorine disinfection, designed to treat domestic, commercial, and industrial wastewater prior to discharge. Sludge generated at the plant is applied as a soil amendment to agricultural land through an outside contractor.

The wastewater collection system consists of over 160 miles of sanitary sewer lines and 22 sewage pumping stations. GPUD's active and on-going sewer system rehabilitation program is designed to reduce the amount of unwanted stormwater entering the collection system.

Over the past several years, the City has undertaken several major infrastructure improvement projects. The GPUD has planned additional improvement projects that will be necessary to facilitate future growth.

GPUD plans to continue its existing sanitary sewer service policy, which states that if development occurs before the installation of planned improvements, developers must provide for the extension of the sanitary sewer lines into the area according to existing City of Gallatin sanitary sewer service policies.

Recently completed projects include:

- Construction of three new sanitary pump stations:
- Nashville Pike at Station Camp Creek
- Fairvue
- Kennesaw Village
- Installation of a 30-inch trunk sanitary sewer from Nashville Pike to the new pump station in Fairvue. These sanitary improvements were installed for future growth and development on the west side of town and to free up capacity Downtown.
- Rehabilitation of Eastland, Jones Street, Oaks Drive sanitary sewer.
- Installation of sanitary sewer on SR109 South and the Riverbank Court Area.
- Completion of several sanitary sewer infiltration abatement areas.
- Installation of sanitary sewer pump station telemetry equipment in 10 large pumping facilities.
- Installation of sanitary sewer flow monitoring equipment at nine locations in the sewer system to monitor flow for infiltration.
- Designed new Wastewater Treatment Plant.

GPUD has planned additional improvement projects that will be necessary to facilitate future growth:

- Expansion at the Waste Water Treatment Plant. Design and build a facility to beneficially reuse 100% of the biosolids generated at the Waste Water Treatment Plant.
- Replacement of Woodvale Sewer Pump Station and force main.
- Replacement of Lakeshore Drive Pump Station.
- Modernization and upgrade of the Number 1 Sewer Pump Station.
- Complete sanitary sewer system evaluation studies in the "A" Basins, as well as the "B" Basins.
- Design and construct sanitary sewer rehabilitation project to reduce inflow/infiltration.
- Expand sanitary sewer to areas inside the city limits that do not currently have the service.

NATURAL GAS

The GPUD provides natural gas services to approximately 11,500 residential, business, and industrial customers within the corporate limits of the City in addition to all areas within the UGB. The natural gas service area extends well beyond the UGB to the north and east. Over the past several years, the City has undertaken major infrastructure improvement projects including the Western Gallatin Gas Distribution System Improvement Project.

Recently completed projects include:

- Expanded gas system to all new subdivision developments.
- Completed West Side gas main additions to improve gas pressures.

GPUD has planned additional improvement projects that will be necessary to facilitate future growth:

- Extension of six-inch natural gas main down Long Hollow Pike from St. Blaise Road to Station Camp Creek Road and down New Station Camp Creek Road.
- Expansion of gas system to serve growth areas in the system.

ELECTRICAL SERVICE

The Gallatin Department of Electricity (GDE) provides electrical distribution service throughout the City. Cumberland Electric Membership Corporation is the primary service provider for customers located outside of the corporate limits, but within the Planning Region and UGB.

PARKS AND RECREATION

Leisure Services Department

The Leisure Services Department provides recreational and athletic services for both City residents and non-residents. Leisure Services operates approximately 486 acres of recreational and athletic parks located throughout the City. Parks operated by the City are as follows:

- Clearview Park – 6 acres
- Municipal Park – 60 acres
- Rogers Soccer Complex – 34 acres
- Thompson Park – 13 acres
- Triple Creek Park

The City also operates the multi-functional Civic Center that is used for a variety of civic sports and recreational activities. The Civic Center includes a swimming pool, running/walking track, racquetball courts, and basketball courts. The City also operates a 136-acre, 18-hole, municipal golf course on Long Hollow Pike.

Gallatin offers Little League Baseball with the Kiwanis Club and the American Legion. Tee Ball, Senior League Baseball, and slow-pitch girls' softball leagues are also present. Basketball, football, tennis, and soccer leagues are also available for various ages.

The City is currently evaluating areas for a new park area on the west side of Gallatin. Additional park facilities and personnel will be required within the next five to 10 years to service the entire City, including areas to be annexed during this period.

Other recommendations were recently provided by the 2007 MTAS report. The recommendations were as follows:

- Preparation of a Parks and Recreation Master Plan
- Creation of a Greenway Advisory Committee
- Neighborhood park in western city limits with a community center
- Outdoor facility with eight new ball fields on the west side
- Creation of a Senior Citizens Advisory Committee
- Long term – New Community Recreation Center
- Addition of four new tennis courts

State Parks

The Tennessee Department of Environment and Conservation State Parks Division operates the Bledsoe Creek State Park. The 164-acre park is situated on the Bledsoe Creek embankment of Old Hickory Lake Reservoir near the old 1780s settlement of Cairo. The park offers boating (two launch ramps for access to the lake), camping, fishing, hiking trails (more than six miles) and picnic facilities.

Army Corp of Engineers Recreation Areas

The Army Corp of Engineers owns property located at the terminus of Lock Four Road. The Lock Four Recreation Area includes a mountain-biking path that hosts national mountain-biking events. In addition, the park includes boat ramps for access to Old Hickory Lake, hiking, playground, walking and hiking trails, fishing and picnic areas. The Corp also maintains and operates Nat Caldwell Park located on the north side of Nashville Pike at Douglass Bend Road on Station Camp Creek. Nat Caldwell provides areas for picnic and group picnic uses.

Private/Semi-Public Resources

Gallatin is home to three golf courses:

- Long Hollow Golf Club - a public, 18-hole course built in 1983
- Gallatin Country Club - a private, 9-hole course built in 1948
- The Club at Fairview - a private, 18-hole course built in 2004
- Foxland – a private, 18-hole course built in 2007

EDUCATION

A renowned public school system, complemented by several private schools, provide Gallatin and Sumner County with exceptional primary education opportunities, while Volunteer State Community College and several nearby universities allow students to extend their education while staying close to home. Vocational training opportunities are also plentiful and the Gallatin Economic Development Agency's Executive Director sits on the Sumner County Technical Career Training Advisory Panel, the purpose of which is to identify skill sets that high-school graduates will need to successfully compete for jobs in local industries.

Sumner County School System schools serving the area within Gallatin's UGB include the following:

- Gallatin High School
- Station Camp High School
- Joe Shafer Middle School
- Knox Doss Middle School
- Rucker-Stewart Middle School
- Guild Elementary School
- Howard Elementary School
- Union Elementary School
- Vena Stuart Elementary School

Private schools located within Gallatin's UGB include the following:

- College Heights Christian Academy (PK-12)
- Sumner Academy (PK-8)
- Southside Christian School (K-12)
- St. John Vianney Catholic School (PK-8)

Post-secondary colleges and universities

- Volunteer State Community College
- Nearby Colleges and Universities

LIBRARIES

- Edward Ward Carmack Library (existing and under construction sites)
- Volunteer State Community College
- Sumner County Archives

HEALTH CARE

Sumner Regional Medical Center, a 155-bed full-service hospital located east of Downtown Gallatin on SR-25/Hartsville Pike, includes an emergency room, a nationally recognized cancer-treatment program, a wound care center, a cardiac catheterization lab, and a diagnostic sleep center. The staff can also perform digital mammography, interventional cardiology, neurosurgery, computerized knee replacement surgery, and PET therapy, among other procedures. Lifeflight to Vanderbilt Medical Center is also provided on the medical center grounds.

In 2008, the Sumner Regional Health Systems, the City's second largest employer, opened the new Sumner Healthplex and Wellness Center on Big Station Camp Creek Road. The 112,000-square-foot facility will contain a

fully equipped fitness/wellness center, primary and specialty medical offices, outpatient rehabilitation, an outpatient diagnostic center and cardiac rehabilitation.

The Gallatin Health Department, with two locations, provides women and children's services, flu shots, special needs services, testing for sexually transmitted diseases and tuberculosis, family planning, and immunizations. The department also inspects restaurants, hotels, campgrounds, day care centers, schools, and other public facilities where food is served, to ensure proper sanitation. Additionally, it is responsible for investigating animal bites, rabies, and other animal-related diseases.

LAND USE

EXISTING LAND USE

A key element in the planning process is an inventory of existing land uses and current development patterns in the City. The sections that follow provide an outline of the existing land use. Identification and location of existing land uses within the City was assisted by the tax parcel database maintained by the Sumner County Properly Assessor's Office, zoning map records from the City of Gallatin and a review of aerial photography available for the area and field surveys conducted in 2007. Field surveys were conducted throughout the City.

An existing land use map displays the development on the ground categorized into groups of similar types of uses at a given point in time. For purposes of this analysis, the City of Gallatin Existing Land Use map, shown in the Atlas of Maps section at the end of this appendix, depicts land uses as of July 2007, Table B-21 provides the acreage of existing land use by land use classification for the City of Gallatin corporate limits (city limits), the Municipal Planning Region (Planning Region) and the area within the Urban Growth Boundary (UGB). Totals shown for the Planning Region and UGB include areas within the corporate limits of the City. The categories are defined in the following paragraphs.

Table B-21 Existing Land Use – City of Gallatin

Land Use Category	City Limits		Planning Region		UGB	
	Acres	% of Total	Acres	% of Total	Acres	% of Total
Rural	***8,834.1***	***43.7%***	***13,220.1***	***44.5%***	***30,811.8***	***59.1%***
Rural/Agricultural	7,266.5	36.0%	36.7%	85.2%	25,598.2	49.1%
Rural Residential	1,567.6	7.8%	7.8%	18.0%	5,213.7	10.0%
Open Space	***553.6***	***2.7%***	***704.1***	***2.4%***	***781.4***	***1.5%***
Park, Recreation, Open Space	517.7	2.6%	2.2%	5.1%	652.8	1.3%
Cemetery	35.9	0.2%	0.2%	0.4%	128.7	0.2%
Public Institutional	***705.8***	***3.5%***	***802.5***	***2.7%***	***822.8***	***1.6%***
Religious	114.8	0.6%	0.4%	0.9%	137.7	0.3%
Public	150.6	0.7%	0.6%	1.4%	179.8	0.3%
School	440.4	2.2%	1.7%	3.9%	505.4	1.0%
Business and Employment	***2,030.0***	***10.0%***	***2,174.9***	***7.3%***	***2,194.7***	***4.2%***
Commercial	913.2	4.5%	3.4%	7.9%	1,035.9	2.0%
Industrial	1,116.8	5.5%	3.9%	9.1%	1,158.9	2.2%
Residential	***5,390.2***	***26.7%***	***6,410.7***	***21.6%***	***9,246.9***	***17.7%***
Low Density Residential	3,769.6	18.7%	16.0%	37.0%	7,565.5	14.5%
Medium Density Residential	1,115.2	5.5%	3.8%	8.9%	1,152.2	2.2%
High Density Residential	52.8	0.3%	0.2%	0.4%	53.4	0.1%
Multi-Family Residential	366.4	1.8%	1.3%	3.0%	389.6	0.7%
Mobile Home Park	80.5	0.4%	0.3%	0.6%	80.5	0.2%
Assisted Living	5.7	0.0%	0.0%	0.0%	5.7	0.0%
Other Categories	***2,693.5***	***13.3%***	***6,398.2***	***21.5%***	***8,309.8***	***15.9%***
TCU	2,117.4	10.5%	12.5%	29.1%	4,251.5	8.1%
Vacant	28.7	0.1%	0.1%	0.2%	28.7	0.1%
Unknown	547.4	2.7%	8.9%	20.7%	4,029.6	7.7%
Total	**20,207.1**	**100.0%**	**29,710.5**	**100%**	**52,167.4**	**100.0%**

Rural

The **Rural/Agricultural** land use classification includes properties devoted predominantly to agricultural production or to private forest lands. Agricultural production may include moderately intensive livestock production. Rural/Agriculture land use classification makes up more than 43.7% of the property within the city limits, 44.5% within the planning region and 59.1% within the UGB. Overall, 30,811 acres are currently represented by this classification.

The **Rural Residential** land use classification includes site-built, detached, single-family dwellings, each located on an individual lot, and has a lot size greater than five acres. More than 36% of the property within the city limits, 7,266 acres, is currently represented by this classification.

Open Space

The **Open Space** land use classification includes City and state parks and recreation areas in addition to private greenspace committed to future greenspace use. Approximately 2.7% of the property within the city limits, approximately 553 acres, is currently represented by the Open Space classification. Neighborhood parks and recreation facilities cover approximately 517 acres at various locations throughout the City. The largest concentration of property in the Parks, Recreation, Open Space classification occurs at Triple Creek/Municipal Park area located along East Broadway/US-31E.

The **Cemetery** land use classification includes properties devoted to public cemetery use. Less than 1% of the property within the city limits, 35 acres, is currently represented by this classification. Cemeteries are scattered throughout the City, with the largest cemetery representing the cemetery located near the intersection of SR-109 Bypass and Old 109 north of Gallatin.

Public Institutional

The **Religious** land use classification includes religious buildings and worship facilities such as churches, mosques, temples and synagogues. A little more than 3.5% of the property within the city limits, 705 acres, is currently represented by this classification. The Religious land uses are scattered throughout the City.

The **Public** land use classification includes state, federal and local government uses and institutional land uses. Government uses includes City Hall and government building complexes, police and fire stations, libraries, prisons, post offices, schools and other similar uses. Institutional uses include colleges, churches and other religious facilities. Around 0.7% of the property within the city limits, 150 acres, is currently represented by this classification.

The **School** land use classification includes public and private secondary and post-secondary educational institutions. Around 2.2% of the property within the city limits, 440 acres, is currently represented by this classification.

Business and Employment

The **Commercial** land use classification includes land dedicated to non-industrial business uses, including retail sales, services and entertainment facilities. Commercial uses may be located as a single use in one building or grouped together in a shopping center. More than 4.5% of the property within the city limits, 913 acres, is currently represented by this classification. Commercial land uses are primarily located along the commercial corridors of the City such as:

- Downtown
- Broadway
- South Water Avenue
- North Water Avenue
- Blythe Avenue
- Red River Road
- Belvedere Drive
- Nashville Pike

- Hancock Street
- East Main/Hartsville Pike

The **Industrial** land use classification includes land devoted to storage, warehousing, wholesale trade and manufacturing facilities of both the light and heavy variety. Clusters of industrial land uses exist in the following locations in the City:

- Airport Road
- Steam Plant Road
- Harris Lane
- Belvedere Drive
- Maple Street

Residential

The **Low Density Residential** land use classification includes site-built, detached, single-family dwellings, each located on its own lot, and has a lot size between 15,000 square feet and five acres. More than 18.7% of the property within the city limits, 3,769 acres, is currently represented by this classification. Single Family land uses, the second most abundant classification in the City, are scattered throughout the City for the most part covering both urban and suburban neighborhoods, many of which are located adjacent to or at least near the major commercial corridors.

The **Medium Density Residential** land use classification includes site-built, detached, single-family dwellings, each located on its own lot, and has a lot size between 6,000 square feet and 14,999 square feet. More than 5.5% of the property within the city limits, 1,115 acres, is currently represented by this classification. Single Family land uses, the second most abundant classification in the City, are scattered throughout the City for the most part covering both urban and suburban neighborhoods, many of which are located adjacent to or at least near the major commercial corridors.

The **High Density Residential** land use classification includes site-built, detached, single-family dwellings, each located on its own lot, and has a lot size less than 5,999 square feet. Approximately 0.3% of the property within the city limits, 52 acres, is currently represented by this classification. Single Family land uses, the second most abundant classification in the City, are scattered throughout the City for the most part covering both urban and suburban neighborhoods, many of which are located adjacent to or at least near the major commercial corridors.

The **Multi-Family Residential** land use classification includes apartments, condominiums, and attached single-family dwellings (fee-simple townhouses). Less than 2% of the property within the city limits, 366 acres, is currently represented by this classification. The largest concentration of multi-family residential is located on the south side of Gallatin along the 109 Bypass.

The **Mobile Home Park** land use classification includes detached manufactured home dwellings. Less than 1% of the property within the city limits, 80 acres, is currently represented by this classification. The two largest concentrations of mobile home parks are located at the intersection of West Eastland Street and Red River Road and along the railroad tracks near the intersection of North Water Street and West Gray Street.

The **Assisted Living** land use classification includes assisted living centers and establishments. Less than 1% of the property within the city limits, 5.7 acres, is currently represented by this classification. The only concentration of assisted living is located on the west side of Gallatin along Hartsville Pike and Belle Breeze Place.

Other

The **Transportation/Communication/Utilities** land use classification includes major transportation routes, power generating plants, electric utility substations, railroad facilities, airports and other similar uses. A little more than 10% of the property within the city limits, 2,117acres, is currently represented by this classification. The largest parcel included in this classification occurs at the airport. The acreage for public roads and rights-of-way are also included in this category, but no displayed as such on the map.

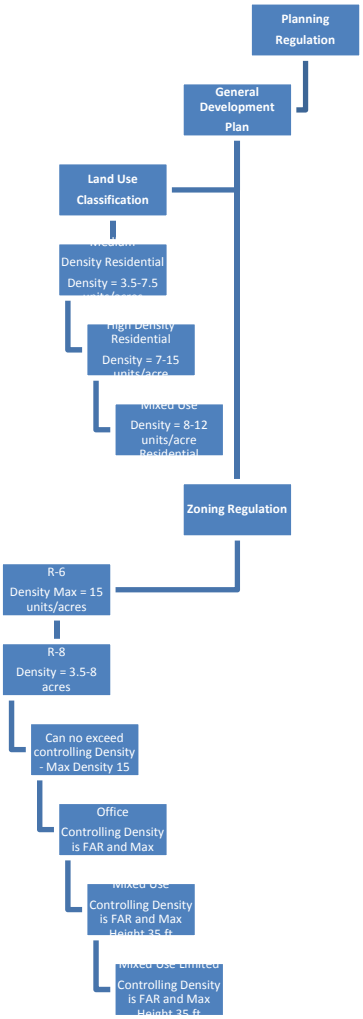
The category indicated as **Vacant** represents properties for which available building structure data does not show the existence of a building structure within a given parcel. Less than 1% of the property within the city limits, 28

acres, falls within this category. This category is presented only in Table B-21 and is not reflected on the Existing Land Use Map.

The category indicated as **Unknown** represents properties for which available data does not provide land use classification information. A little less than 3% of the property within the city limits, 547 acres, falls within this category.

ANALYSIS OF EXISTING MULTI-FAMILY/MIXED USE REGULATIONS

Based on the review of both the General Development and Transportation Plan (Plan) and the current City zoning regulations, the multifamily densities and scales are in line with suburban/residential scales. Both the Plan and the zoning regulations provide for a layered and informed regulation of uses that are appropriate for their respective character areas. Below is a summary of how the two work together to control density and type:



In addition to the comparison chart, below is a summary table for rules of thumb and housing densities.

Typical Densities of Select Housing Types	
Housing Type	***Typical Gross Density Range (Units/Acre, including streets)***
Single-Family detached (generally 1-2 stories	4 to 10
Single-Family rowhouses (2-3 stories)	8 to 20
Three to six-family houses (3-4 stories)	8 to 25
Multi-Family rowhouses (3-4 stories)	20-40
Low-rise multifamily (2 -5 stories)	15-50
Lofts	25 to 50
Midrise multifamily	100-150
High-rise multistory	60-100+

Source: Planning and Urban Design Standards (2006)

Comparing the densities allowed and described in the Plan and the zoning regulations, the multi-family dwellings for Gallatin are not only below the standards for the multi-family housing type but also in line with the single-family housing type densities.

Mixed Use Summary

As shown above in the comparison chart, the Plan calls for a density range of 8-12 units/acre for residential development in the mixed use category. Combined with the FAR requirements and the Maximum Building Height of 35 ft in the zoning regulations for Mixed Use categories, it can be summarized that the Gallatin multi-family regulations are in line with the City vision and suburban character.

The type of mixed use is also a topic of review. Currently, the mixture of uses with regards to residential and other uses is allowed within the mixed use categories, planned unit development where allowable uses within the particular zoning category can be grouped, and some of the commercial categories. Under these categories, there are no requirements to mix uses within a single development application. However, these categories do allow, rather than prohibit, the combination of uses. Additionally, there are no performance standards or percentages of the appropriate mixture of uses (e.g. residential, office, commercial). The amount and type of development within these categories is up to interpretation of the intent and goals for each category and determined with consideration of other development impact factors such as current market trends, transportation impacts, or other service delivery impacts.

<u>Conditional Use Requirements</u>

15.06.040 General Requirements

A conditional use permit shall be granted provided the Board finds that it:

A. Is so designed, located, and proposed to be operated so that the public health, safety and welfare will be protected;
B. Will not adversely affect other property in the area in which it is located;
C. Is within the provisions of "Conditional Uses" as set forth in this Ordinance; and
D. Conforms to all applicable provisions-of this Ordinance for the district in which it is to be located and is necessary for public convenience in that location.

In addition to the above conditions for all conditional uses, residential multifamily must also meet the following:

15.06.080 Specific Standards for Residential Activities

A conditional use permit shall not be granted for the residential activities specified below unless the standards established therein are met as a part of the conditions for issuing such permit in the applicable zone districts.

A. Special Conditions for Multi-family Dwelling and Mobile Home Park Activities – In addition to the standards contained in this Ordinance, for these type developments, the

Board of Appeals shall specifically find that there will be no adverse impact upon adjoining properties or the neighborhood in which such use is proposed. In making this finding, the Board shall consider the effect upon traffic congestion, overcrowding of schools, availability of necessary public utilities, and suitability of the site for the use, and such other factors as the Board may deem necessary.

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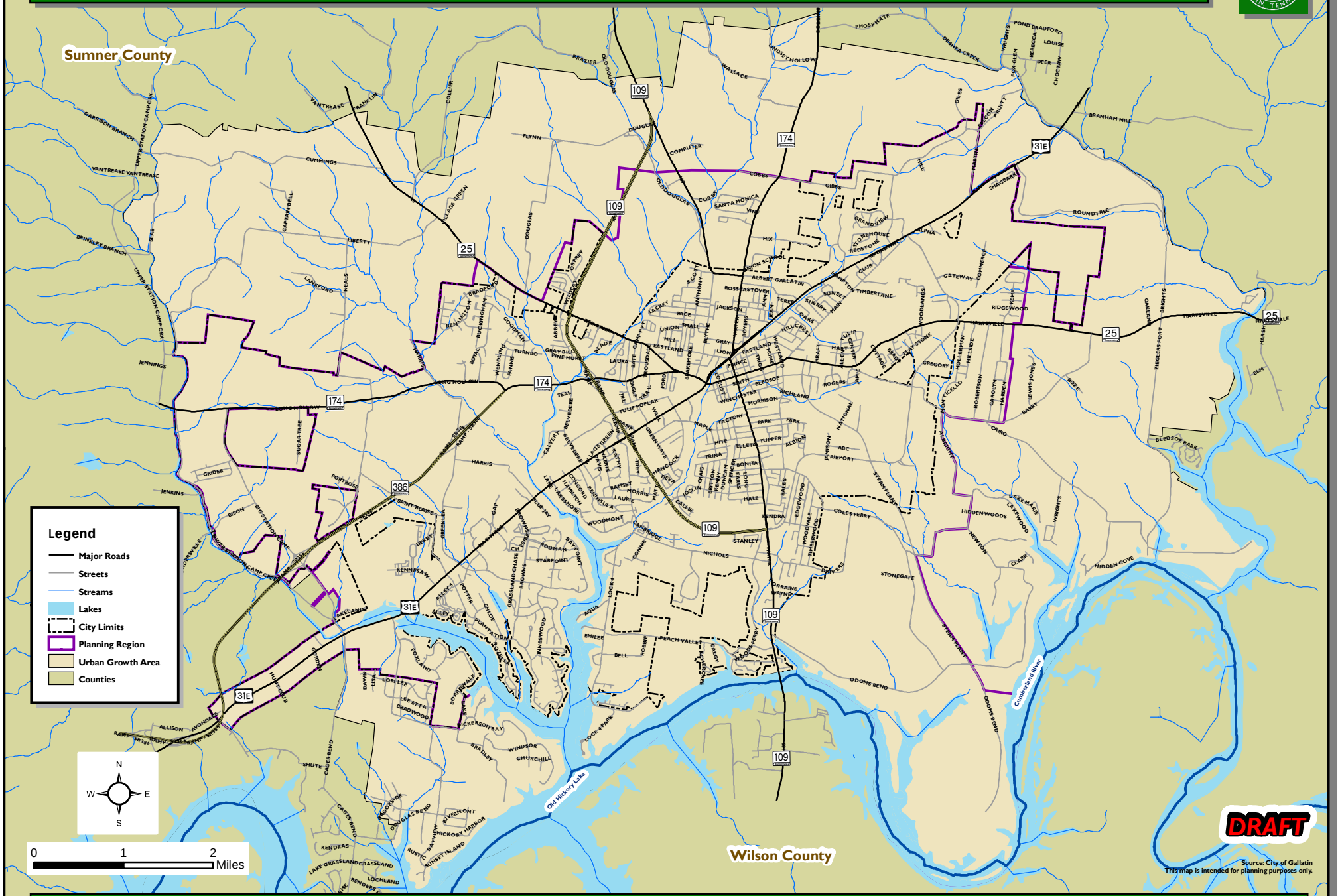
ATLAS OF MAPS

The Atlas of Maps section includes the maps referenced throughout Appendix B in the following pages.

Base Map



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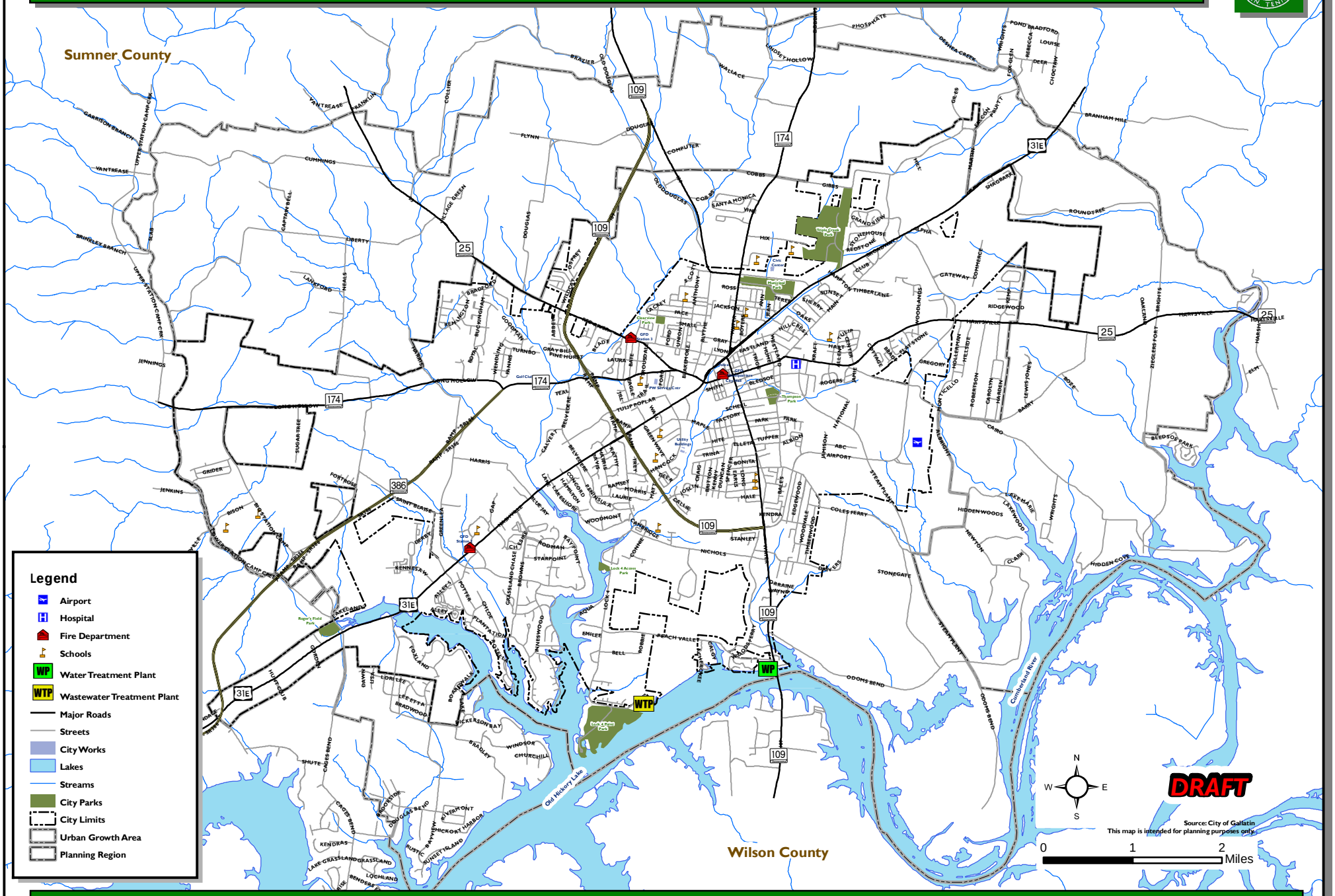
MACTEC

Gallatin On The Move 2020

General Development & Transportation Plan

Community Facilities Map



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Gallatin On The Move 2020

General Development & Transportation Plan

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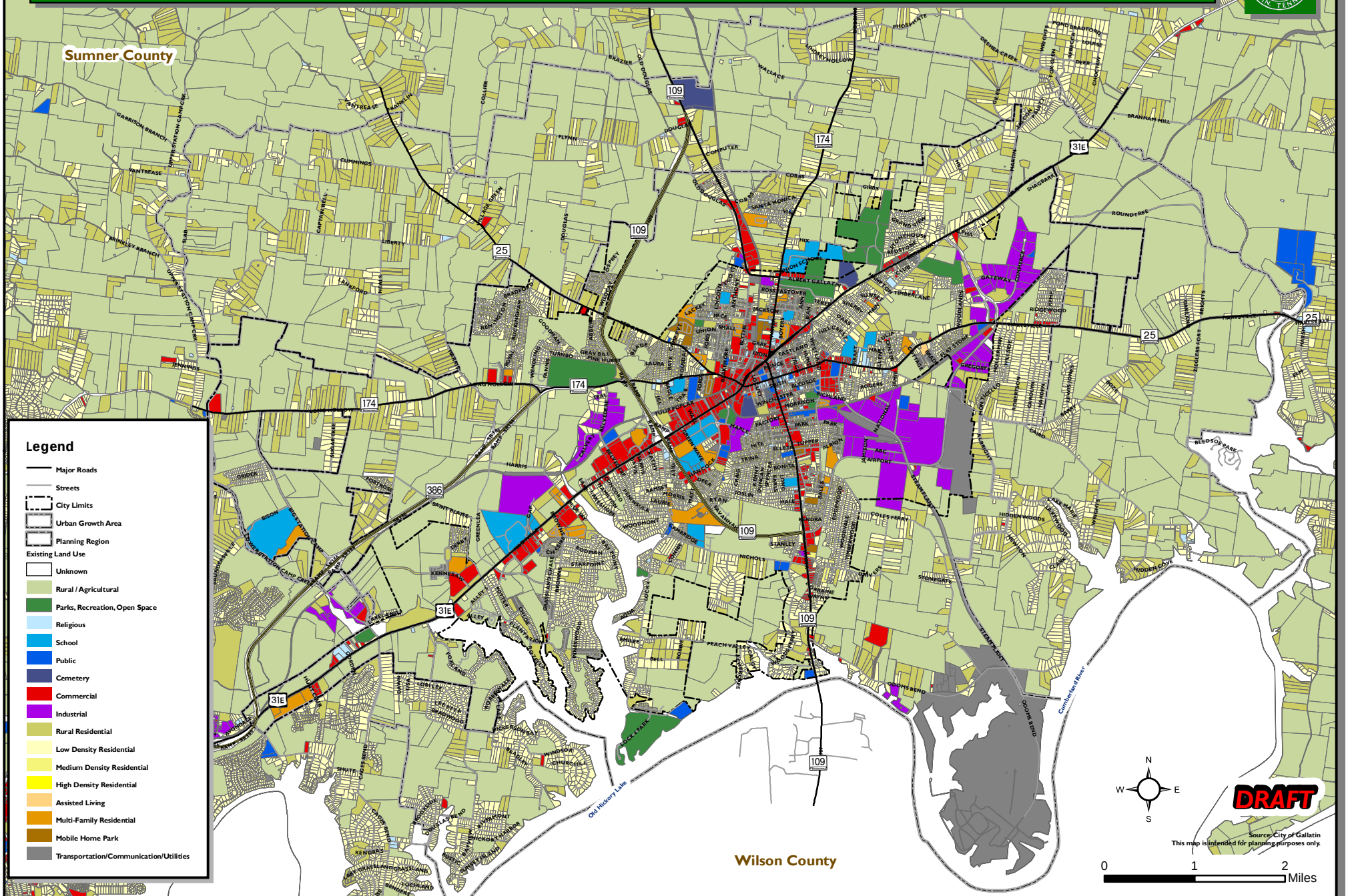
Existing Land Use Map



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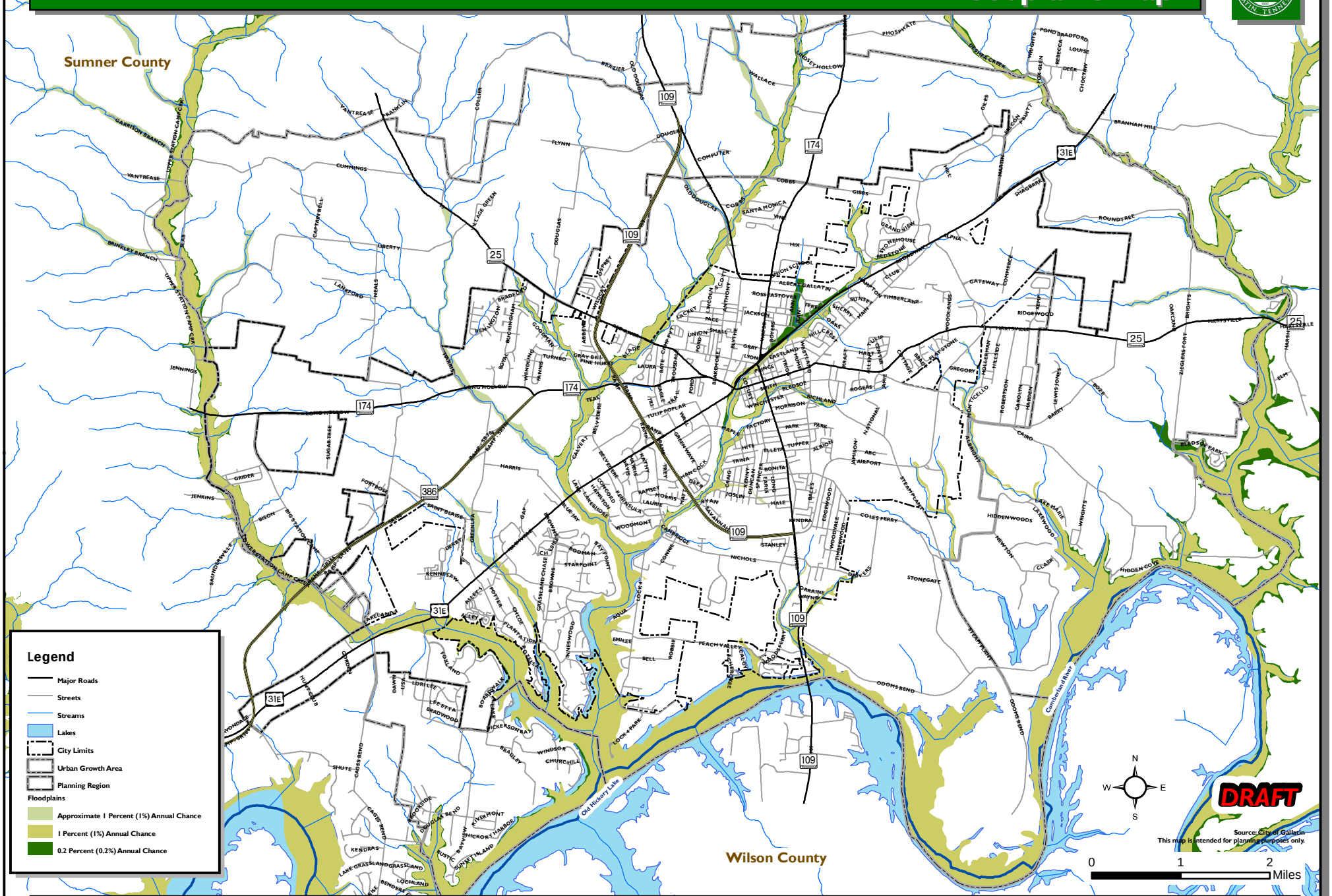
Gallatin On The Move 2020

General Development & Transportation Plan

Floodplains Map



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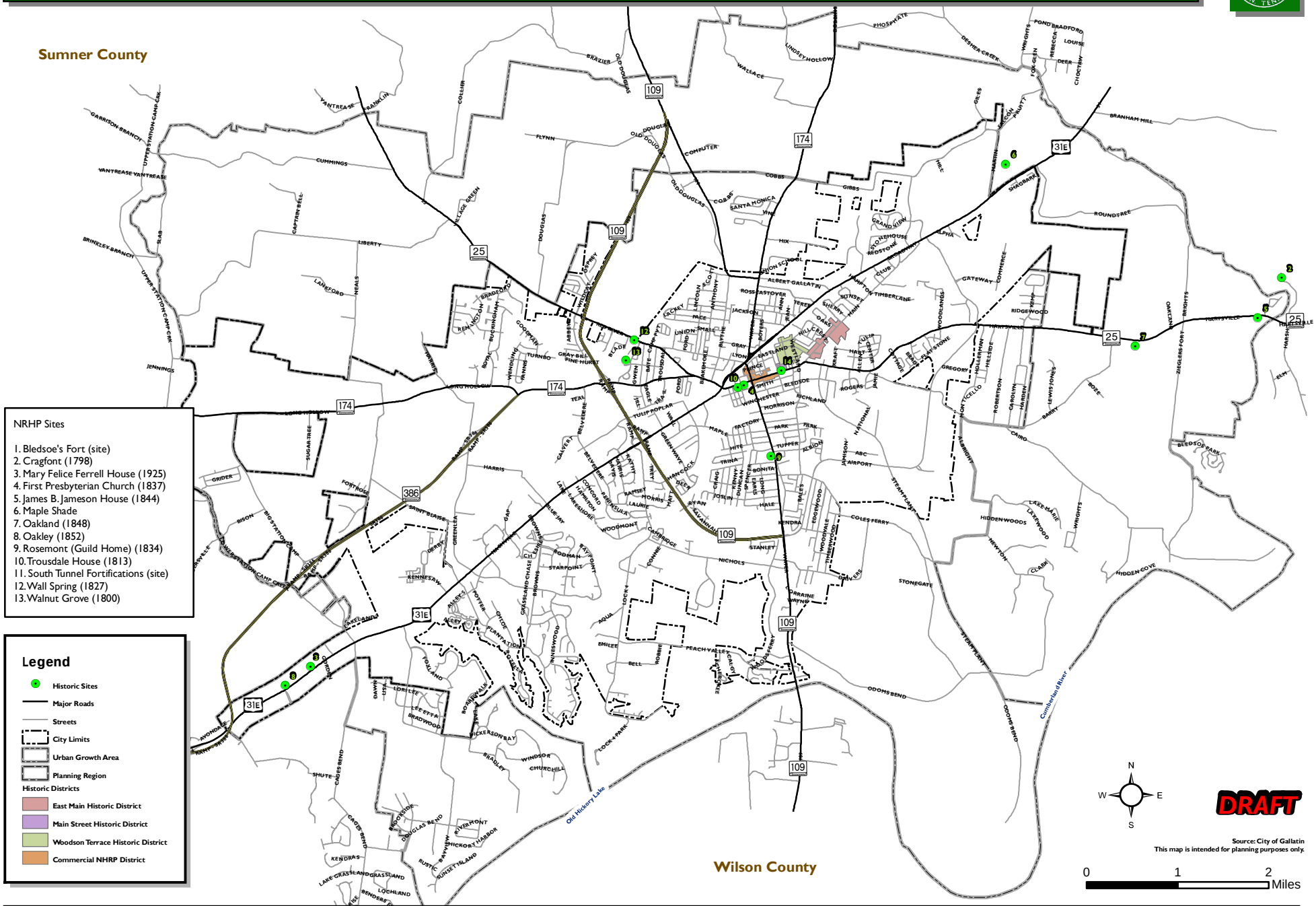
Gallatin On The Move 2020
General Development & Transportation Plan

Historic Landmarks Map



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Gallatin On The Move 2020

General Development & Transportation Plan

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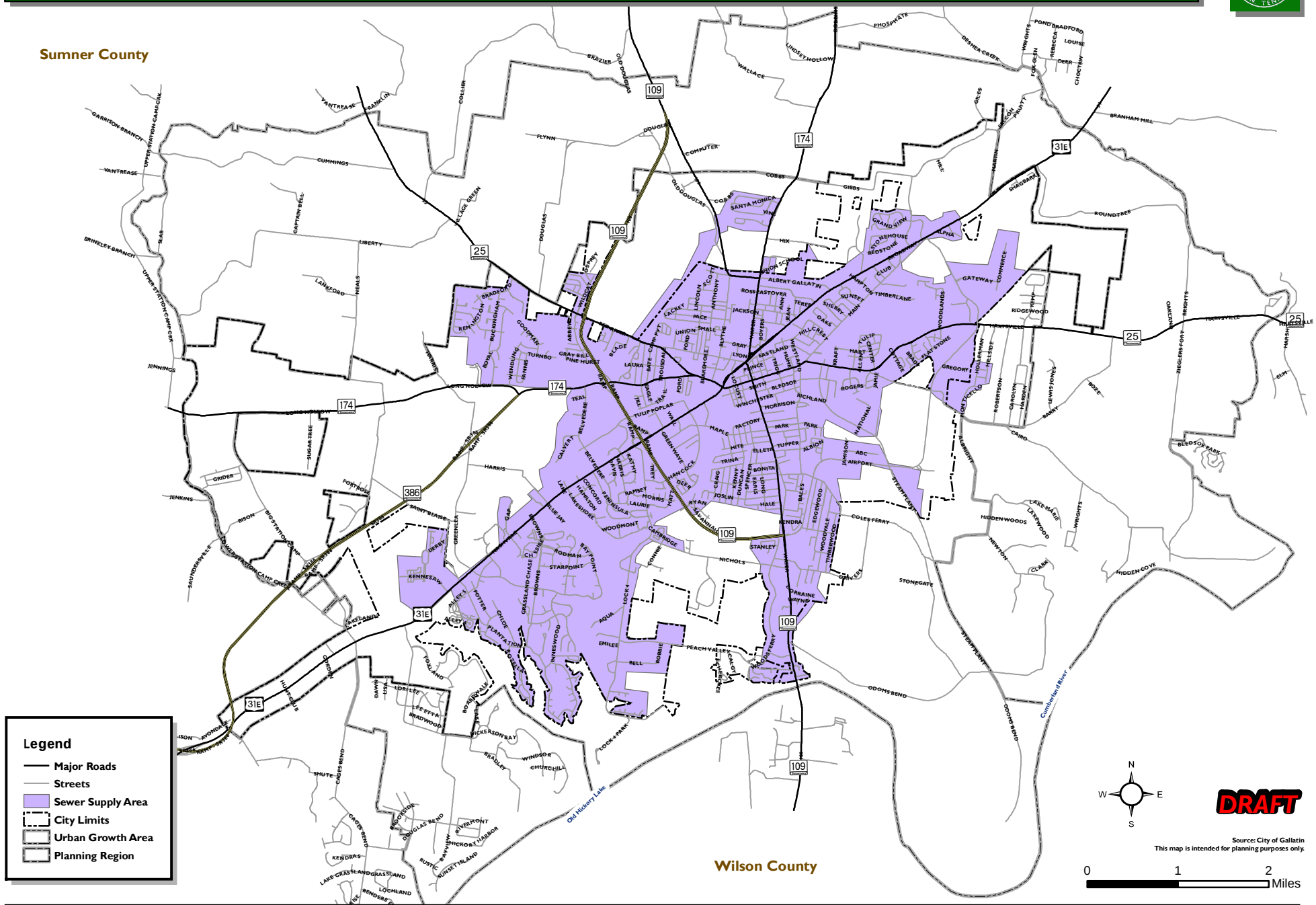
Sewer Supply and Wastewater Treatment Map



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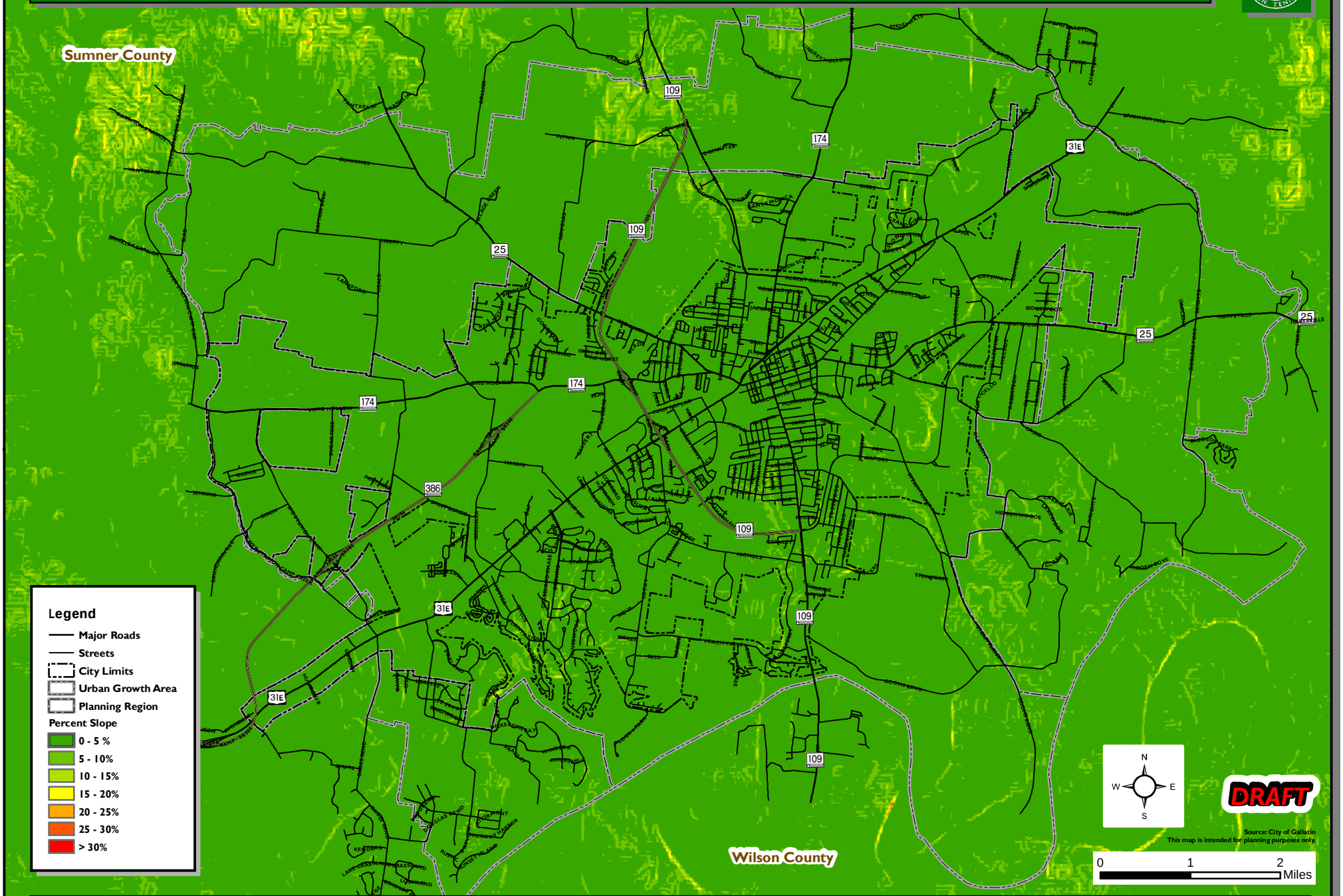
MACTEC

Gallatin On The Move 2020
General Development & Transportation Plan

Slope Map



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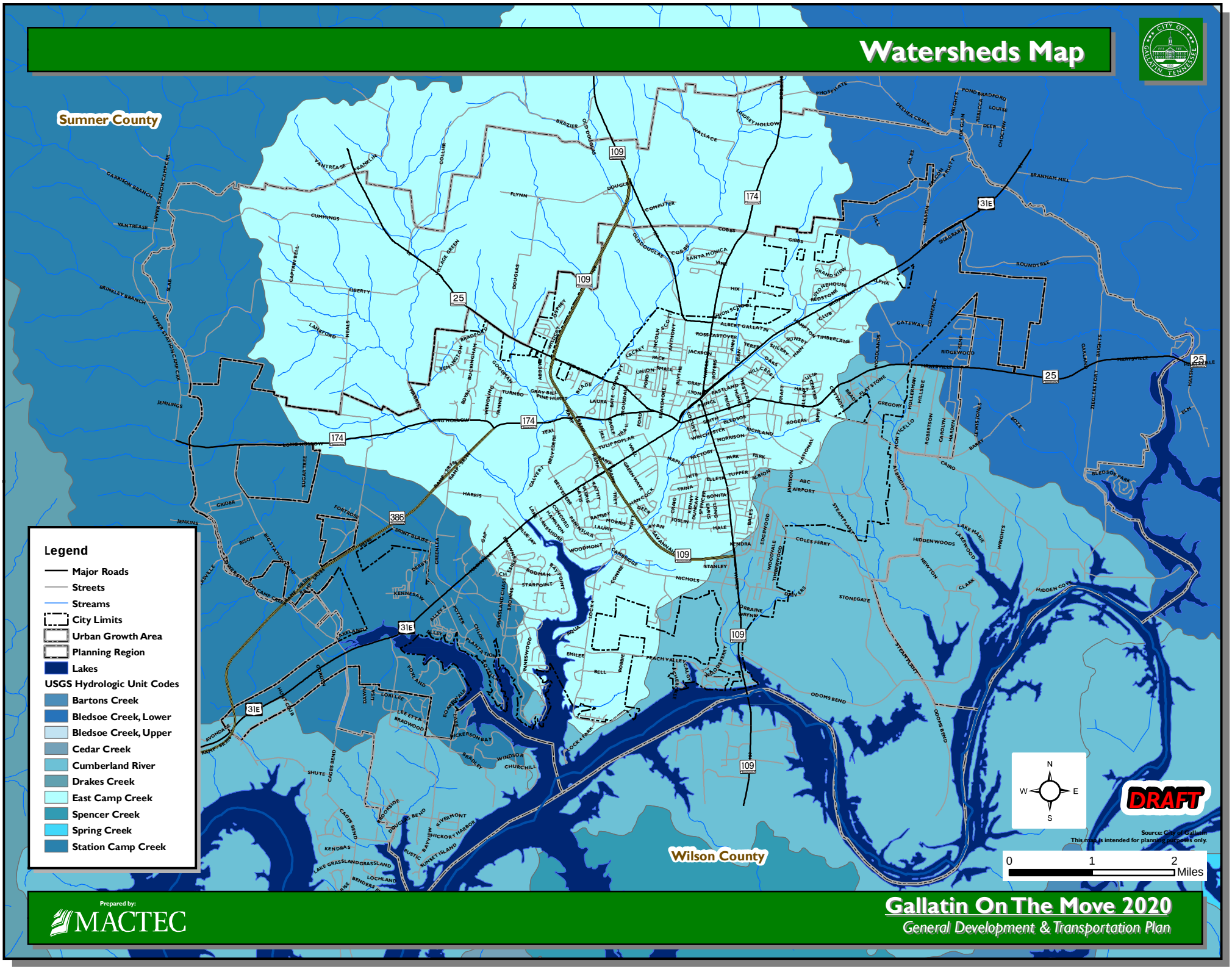
Watersheds Map



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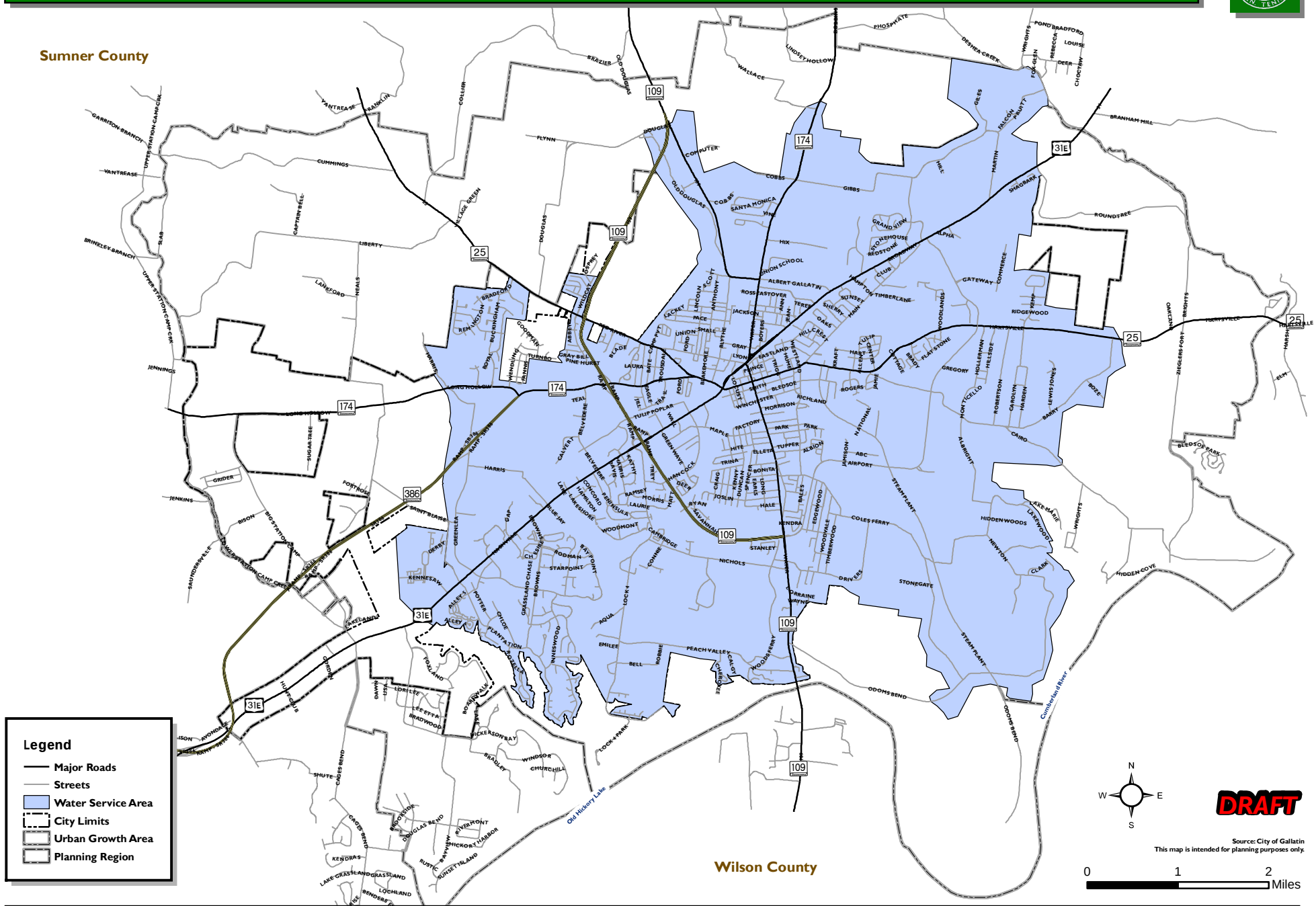
Water Supply and Treatment Map



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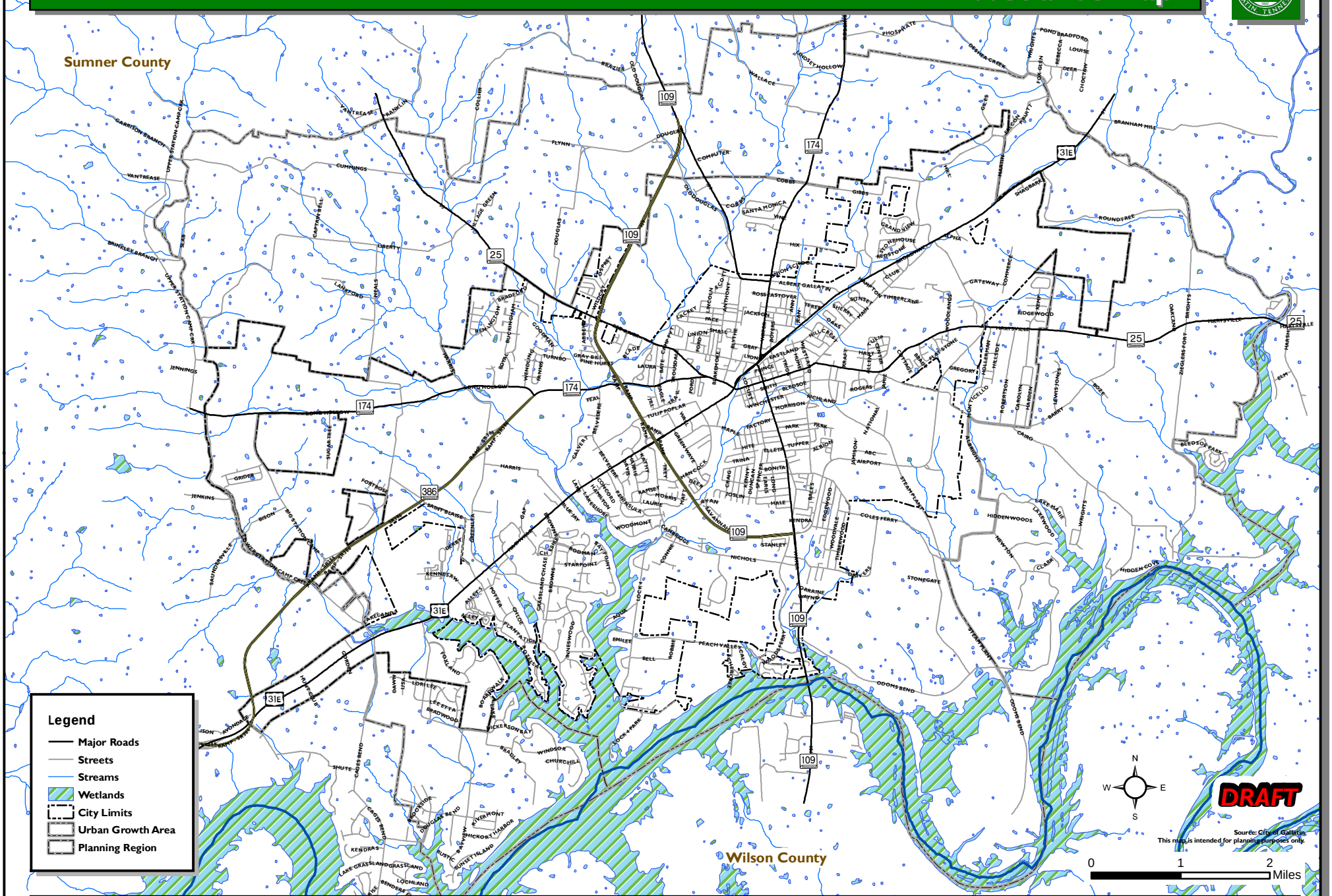
Wetlands Map



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General Development & Transportation Plan

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APPENDIX
C

GLOSSARY OF TERMS AND DEVELOPMENT CONCEPTS

Identifying and prioritizing issues and potential opportunities helps determine what the community needs to address in the General Development Plan.

The following pages provide a comprehensive list of terms and phrases used throughout this plan and other community planning documents. The list provides a brief description for each term or phrase shown.

Accessory Dwelling Unit (ADU) -A self-contained housing unit incorporated within a single-family dwelling (not within accessory structures, except with a Special Permit) that is clearly a subordinate part of the single-family dwelling.

Adaptive Reuse or Adaptive Use - The redevelopment of existing older or abandoned structures for new development opportunities. These activities provide for the revitalization and redevelopment of older urban areas by providing new uses for existing structures. (e.g., residential loft units in former warehouse buildings).

Adequate Public Facilities Ordinances (APFO) - Adequate public facilities ordinances prevent new construction until municipal services, including water, sewer, roads, and schools, are available to serve that development.

Agricultural Districts/Preservation Areas -Areas designed to keep land in agriculture that are legally recognized. Landowners may voluntarily enroll in programs and may receive special benefits and protection from regulation.

Agricultural Zoning -Agricultural zoning, including forestry zoning, restricts land uses to farming and livestock, other kinds of open-space activities and limited home building. It is sometimes used in tandem with urban growth restrictions.

Alleys - Service easements running behind or between rows of houses. Alleys provide access to utilities and sanitation, garages, backyards and accessory units.

Annexation - A change in existing community boundaries resulting from the incorporation of additional land.

Aquifer -A water-bearing geologic formation. The source of ground water for drinking and irrigation.

Big Box Retailer - Large, stand-alone discount stores, such as Wal-Mart and Office Depot

Biodegradation - Breakdown of organic material into innocuous products by the action of living organisms

Biodiversity - The grand diversity of life on Earth and all the interconnections that support these myriad forms of life; includes variety of life at the genetic, species and ecosystem levels.

Bioretention System -The bioretention system (also referred to as a "rain garden" or a "biofilter") is a stormwater management practice to manage and treat stormwater runoff using a conditioned planting soil bed and planting materials to filter runoff stored within a shallow depression. The method combines physical filtering and adsorption with bio-geochemical processes to remove pollutants. The system consists of an inflow component, a pretreatment element, an overflow structure, a shallow ponding area (less than 9" deep), a surface organic layer of mulch, a planting soil bed, plant materials, and an underdrain system to convey treated runoff to a downstream facility.

Business Improvement District – A public/private sector partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development and marketing/promotion of their commercial district.

Blight - Physical and economic conditions within an area that cause a reduction of or lack of proper utilization of that area. A blighted area is one that has deteriorated or has been arrested in its development by physical, economic, or social forces.

BMP (Best Management Practice) – refers to the practice considered most effective to achieve a specific desired result for protection of water, air and land and to control the release of toxins.

Board of Zoning Appeals - A group appointed by the local legislative body to consider minor zoning adjustments, such as conditional use permits and variances. It is empowered to conduct public hearings and to impose conditions of approval.

Brownfields -Sites that are underutilized or not in active use, on land that is either contaminated or perceived as contaminated.

Buffer Zone - A strip of land created to separate and protect one type of land use from another.

Built Environment -The urban environment consisting of buildings, roads, fixtures, parks, and all other improvements that form the physical character of a city.

Bus lanes - A lane on a street or highway reserved primarily, or exclusively, for buses.

Bus rapid transit (BRT) - BRT combines the quality of rail transit and the flexibility of buses. It can operate on bus lanes, HOV lanes, expressways or ordinary streets.

Business Improvement District (BID) -A public/private sector partnership in which property and business owners of a defined area elect to make a collective contribution to the maintenance, development and marketing/promotion of their commercial district.

Capital Facilities (Infrastructure) - Public facilities characterized by a one-time cost, a useful life generally exceeding five years, significant and construction costs and long-term financing requirements. Land acquisition, site preparation, development planning, and engineering

Conservation Subdivisions

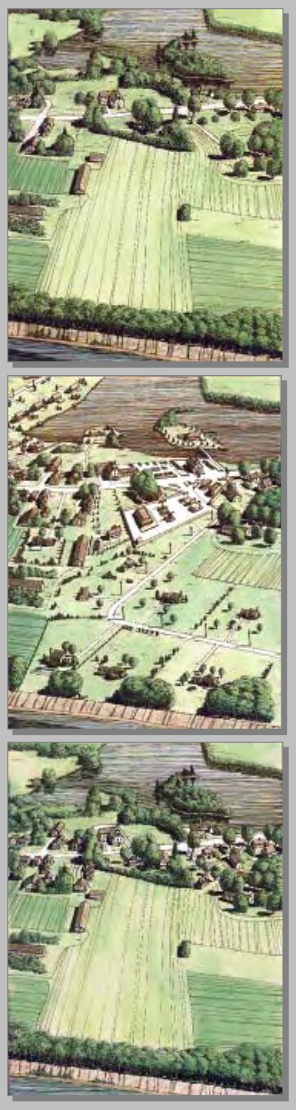
Conservation subdivisions (also called cluster subdivisions) are an alternative to conventional residential lot designs. Designers identify land resources (e.g. scenic views, steep slopes, riparian areas, etc.) worthy of conservation, then design development in a way that respects and preserves the resources identified.

Conservation subdivisions make development in Greenfield, or undeveloped, areas much more sustainable since open space is protected. By clustering homes, future households are accommodated more efficiently on less developed land.

A chief component of the conservation subdivision is that the developer can develop the same number of lots with conservation subdivisions as he can with conventional subdivisions. The difference is that conservation subdivisions allow the development to occur with much smaller lots that are clustered in order to preserve the areas for open space.

Conservation subdivisions can be residential or mixed-use developments in which a significant portion of overall acreage is set aside as undivided, permanently protected open space, while houses are clustered on the remainder of the property. They are similar in many respects to golf course communities, but instead of a manicured golf course, they feature natural forests, meadows, wetlands and community gardens or farmland.

Conservation subdivisions contrast with conventional subdivisions in which nearly the entire parcel is subdivided into house lots and streets. Conventional subdivisions provide few green spaces for walking, little habitat for wildlife and few opportunities for residents to interact with their neighbors. Conservation subdivisions, on the other hand, provide all of these things.



Alternatives for rural area (top) with equal residential and commercial square footage with conventional large-lot rural zoning regulations (center) and with conservation subdivision ***regulations (bottom).***

Source: Center for Rural Mass.

Central Business District (CBD) -The downtown retail trade and commercial area of a city or town, or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels and services.

Charrette -A Charrette is a planning session in which participants brainstorm and visualize solutions to a design issue. Charrettes provide a forum for ideas and offer the unique advantage of giving immediate feedback to designers while giving mutual authorship to the plan by all those who participate. The term "charrette" comes from the French term for "little cart" and refers to the final intense work effort expended by architects to meet a project deadline. At the Ecole de Beaux Arts in Paris during the 19th century, proctors circulated with little carts to collect final drawings, and students would jump on the charrette to put finishing touches on their presentations minutes before their deadlines.

Cluster Development -A pattern of development in which industrial and commercial facilities and homes are grouped together on parcels of land in order to leave parts of the land undeveloped. Cluster development is often used in areas that require large lot sizes, and typically involves density transfer. Zoning ordinances permit cluster development by allowing smaller lot sizes when part of the land is left as open space.

Commercial - Land use that is primarily for businesses, which may include shopping, restaurants, gas stations, etc.

Community Plan - A portion of the local general plan that focuses on a particular area or community within the local government. Community plans supplement the policies of the general plan.

Community Services - Services provided to citizens by a local government that may include police, fire, hospital, schools, trash removal, water treatment, recycling, etc. These services are paid for by local taxes and user fees.

Commuter Rail - Train service that takes suburban commuters to jobs close in and back again

Compact Building Design - The act of constructing buildings vertically rather than horizontally, configuring them on a block or neighborhood scale that makes efficient use of land and resources, and is consistent with neighborhood character and scale. Compact building design reduces the footprint of new construction, thus preserving greenspace to absorb and filter rain water, reduce flooding and stormwater drainage needs, and lower the amount of pollution washing into our streams, rivers and lakes.

Comprehensive Plan -Regional, state, or local documents that describe community visions for future growth. Comprehensive plans describe general plans and policies for how communities will grow and the tools that are used to guide land use decisions, and give general, long-range recommendations for community growth. Typical elements include, land use, housing, transportation, environment, economic development, and community facilities.

Conservation Areas -Environmentally sensitive and valuable lands protected from any activity that would significantly alter their ecological integrity, balance, or character, except in cases of overriding public interest.

Conservation Development -Consideration of landscape history, human culture, topography, and ecological values in subdivision design. Using cluster housing, zoning, covenants, and other design features, at least half of a subdivision can be preserved as open space, farmland, or natural areas.

Conservation Easements -Conservation easements are voluntary, legally binding agreements for landowners that limit parcels of land or pieces of property to certain uses. Land under conservation easements remains privately owned, and most easements are permanent.

Conservation Subdivision – See Conservation Development.

Context sensitive design (CSD) - A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources. CSD is an approach that considers the total context within which a project will exist.

Context Sensitive Design (CSD) -A collaborative, interdisciplinary approach that involves all stakeholders to develop a facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources. CSD is an approach that considers the total context within which a project will exist.

Deed Restriction -A legally binding restriction on the use, activity, and/or limitation of property rights, recorded at the registry of deeds.

Density Bonus -Allows developers to build in specified areas densities that are higher than normally allowed.

Density -The average number of people, families, or housing units on one unit of land. Density is also expressed as dwelling units per acre.

Design Flexibility - Allows for flexibility in parking and open space designations, setbacks and height limitations in order to facilitate the production of a range of affordable housing types.

Design Standards -Design standards or guidelines can serve as a community's desire to control its appearance, from within and without, through a series of standards that govern site planning policies, densities, building heights, traffic and lighting.

Development Fees - Fees charged to developers or builders as a prerequisite to construction or development approval. The most common are -(1) impact fees (such as parkland acquisition fees, school facilities fees, or street construction fees) related to funding public improvements which are necessitated in part or in whole by the development; (2) connection fees (such as water line fees) to cover the cost of installing public services to the development; (3) permit fees (such as building permits, grading permits, sign permits) for the administrative costs of processing development plans; and, (4) application fees (rezoning, CUP, variance, etc.) for the administrative costs of reviewing and hearing development proposals.

Development Rights -Development rights give property owners the right to develop land in ways that comply with local land use regulation.

Disinvestment - The withdrawal of taxes, capital, jobs and other resources from a community.

Down-zoning - A change in zoning classification to less intensive use and/or development.

Ecosystem services - The natural processes within an ecosystem that cycle nutrients through the system, convert and disperse energy, purify water and generate air

Ecosystem -The species and natural communities of a specific location interacting with one another and with the physical environment.

Edge City - Suburban "down towns" that began to spring up on the edges of metropolitan areas in the 1980s, usually at the intersection of a radial freeway and a bypass or beltway.

EIR or Environmental Impact Report - A detailed review of a proposed project, its potential adverse impacts upon the environment, measures that may avoid or reduce those impacts, and alternatives to the project.

Eminent Domain - The legal right of government to take private property for public use provided the owner is offered just compensation for the taking of property.

Endangered -Species that are in danger of extinction. It also is a category that denotes protection under federal law (Endangered Species Act).

EPA (Environmental Protection Agency) - The federal body charged with responsibility for natural resource protection and oversight of the release of toxins and other threats to the environment.

ERI (Environmental Resource Inventory) - A listing and description of natural resources and general environmental characteristics of a given geographic area.

Estuary - A water body where salt and fresh water meet resulting in brackish water. These areas usually have associated marshlands and are critical nursery and feeding habitat for a variety of marine species.

Eutrophication - The natural aging process of water bodies, by siltation and organic decomposition, which reduces both water volume and oxygen levels. Surface run-off or airborne deposition of nitrogen and phosphorus accelerate this.

Exotic Species - A species that has invaded an ecosystem in which it does not normally occur, usually through accidental (or intentional) human introduction

Express Routes - Bus service with a limited number of stops.

Fenestration - General term used to denote the pattern or arrangement of openings, i.e., windows and doors, etc, in a façade

Fiscal Impact Analysis - The analysis of the estimated taxes that a development project would generate in comparison to the cost of providing municipal services required by that project.

Flexible Routes - Routes that will provide curb-to-curb service within a defined corridor, generally within 1/2 to 1 mile of the route.

Flood Hazard Area -Total stream and adjacent area periodically covered by overflow from the stream channel containing 1) the floodway which is the channel itself and portions of the immediately adjacent overbank that carry the major portion of flood flow, and 2) the flood fringe beyond it which is inundated to a lesser degree.

Flood Plain -Nearly level area adjacent to a water body, subject to inundation under heavy rain or blockage conditions (overflow area).

Floor Area Ratio (FAR) -A measure of development intensity. FAR is the ratio of the amount of floor area of a building to the amount of area of its site. For instance, a one-story building that covers an entire lot has an FAR of 1. Similarly, a one-story building that covers 1/2 of a lot has an FAR of 0.5.

General Plan - A statement of policies, including text and diagrams setting forth objectives, principles, standards and plan proposals, for the future physical development of the city or county.

Genetic diversity - A variation in the inherited characteristics (such as coloration and height) of individuals within and between populations of a species.

GIS (Graphic Information Systems) -GIS technology is used to develop maps that depict resources or features such as soil types, population densities, land uses, transportation corridors, waterways, etc. GIS computer programs link features commonly seen on maps (such as roads, town boundaries, water bodies) with related information not usually presented on maps, such as type of road surface, population, type of agriculture, type of vegetation, or water quality information. A GIS is a unique information system in which individual observations can be spatially referenced to each other.

Green Infrastructure - A strategically planned and managed network of parks, greenways, conservation easements and working lands with conservation value that supports native species, maintains natural ecological processes, sustains air and water resources and contributes to the health and quality of life for communities and people.

Green Spaces and/or Open Spaces - Areas left relatively natural and undeveloped in urban and suburban settings, such as parks, bicycle and pedestrian trails and natural wildlife areas. Also includes the living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space

Greenfields -Newly developed commercial real estate on what was previously undeveloped open space.

GreenPrint -A strategic approach to integrating critical natural resource areas into community and regional plans.

Greenspace - Permanently protected land and water, including agricultural and forestry land, that is in its undeveloped, natural state.

Greenway -A linear open space; a corridor composed of natural vegetation. Greenways can be used to create connected networks of open space that include traditional parks and natural areas.

Groundwater -All water below the surface of the land. It is water found in the pore spaces of bedrock or soil, and it reaches the land surface through springs or it can be pumped using wells.

Growth Management -A term that encompasses a whole range of policies designed to control, guide, or mitigate the effects of growth.

Habitat fragmentation - The division of large tracts of natural habitat into smaller, disjunct parcels.

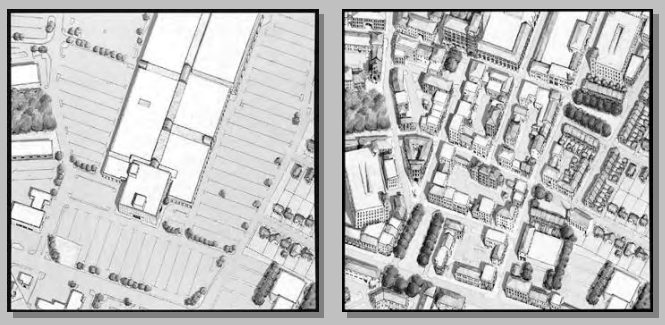
Greyfield Redevelopment

Today's American urban landscape is dotted with shopping malls which have become obsolete. These shopping centers, built primarily in the 1970's and 1980's, are dying due to various factors including differences in the market, changes in accessibility, and increased competition.

A new tool for design experts is to turn these fading centers, named 'greyfields' for the typically empty parking lots surrounding them, into thriving downtown communities. Greyfield revitalization efforts attempt to exchange afflicting influences with smart new growth that is both more environmentally friendly and establishes a strong sense of place.

Revitalization of greyfield sites often consists of major redevelopment rather than conventional regional retail or simple face-lifts. Design initiatives are inspired by classic urban form and by classic urban form and characterized by attractive, walkable streets and high density. Many greyfield sites are more suitable to be converted into housing, retail, office, services, and public space rather than standard retail. In these cases mixed-use development becomes an attractive option.

The mixed-use development plan concept replaces an isolated big box store with large parking lot with traditional, urban design that places buildings close to the street, separated only by a sidewalk and landscaped strip. Parking is located in the rear or to the side of the commercial buildings in order to create a friendly pedestrian environment along each street. The design connects the development to the adjacent community's street grid with pedestrian-friendly streetscapes.



Eastgate Town Center, before (top) and proposed after (bottom) in Chattanooga, Tennessee

Source: Dover Kohl and Partners

Habitat -Living environment of a species, that provides whatever that species needs for its survival, such as nutrients, water and living space.

High density development overlay - Creates a new high-density overlay zoning to encourage the production of rental, workforce homeownership and special needs housing. Applies to locations with appropriate infrastructure and transportation, such as rezoned commercial properties or multi-family residential sites. The overlay zone would mandate minimum higher densities in special overlay and other zones in exchange for provision of a range of needed community housing.

High occupancy vehicle (HOV) lanes - A lane or lanes on a highway, freeway, separate right of way, or arterial street restricted for use by vehicles carrying more than one person.

Historic Area -An area or building in which historic events occurred, or one which has special value due to architectural or cultural features relating to the heritage of the community. Elements in historic areas have significance that necessitates preservation or conservation.

Housing Element - A comprehensive assessment of current and projected housing needs for all economic segments of the community. It sets forth local housing policies and programs to implement those policies.

Impact Fees - Costs imposed on new development to fund public facility improvements required by new development and ease fiscal burdens on localities.

Impact Fees or Taxes - Assessments levied on new development to help pay for construction of parks and the infrastructure(schools, roads, and other public facilities) needed to serve the new population; impact taxes differ from fees in that they allow assessments to be proportional to the size of the new house or business.

Impervious Surface -Any surface through which rainfall cannot pass or be effectively absorbed. (Roads, buildings, paved parking lots, sidewalks etc.)

Incentive Zoning - Provides for give and take compromise on zoning restrictions, allowing for more flexibility to provide environmental protection. Incentive zoning allows a developer to exceed the zoning ordinance limitations if the developer agrees to fulfill conditions specified in the ordinance. The developer may be allowed to exceed height limits by a specified amount in exchange for providing open spaces or plazas adjacent to the building.

Inclusionary Zoning - A system that requires a minimum percentage of lower and moderate income housing to be provided in new developments.

Industrial - Land use that is primarily for businesses, such as warehouses, manufacturing plants, automobile service shops, etc.

Infill - Development that occurs on previously developed land within established communities.

Infill Development -Infill projects use vacant or underutilized land in previously developed areas for buildings, parking, and other uses.

Infrastructure -Water and sewer lines, roads, urban transit lines, schools and other public facilities needed to support developed areas.

Initial study - An analysis of a project's potential environmental effects and their relative significance. Initiative - A ballot measure which has been placed on the election ballot as a result of voter signatures and which addresses a legislative action.

Intermodal -Those issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation and coordination of various modes. Also known as "multimodal."

ISTEA/TEA-21 (Transportation Efficiency Act for the 21st Century) -Federal legislation that encompasses all transportation regulation and funding (Inter-modal Surface Transportation Efficiency Act was the original title).

Jitney - Privately-owned, small or medium-sized, vehicle usually operated on a fixed route but not on a fixed schedule.

Land Trusts -Nonprofit organizations interested in the protection of natural resources and historic areas. Activities include public education, purchase and coordination of conservation easements, and planning services.

Land Use -The manner in which a parcel of land is used or occupied.

Leapfrog Development - Development that occurs beyond the limits of existing development and creates areas of vacant land between areas of developed land.

Level of Service (LOS) - A qualitative measure describing operational conditions within a traffic stream in terms of speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience and safety.

Light Rail - The modern version of a streetcar or tram. Line-haul service - A fixed-route bus system that operates on arterial streets or on toll ways or expressways.

Linkages - Features that promote the interconnectedness of neighborhoods, commercial and office areas, open space resources and public places, and provide convenient access between these different uses.

Live-work Unit - Buildings that offer the opportunity for individuals to live and work in the same structure. Units may be rental or condominium. Purchase of home and office may be accomplished through a single mortgage.

Location Efficient Mortgage -A lending program that allows homebuyers to borrow more money based on the transportation cost savings of living near mass transit.

Lot Area - Lot area is the total square footage of horizontal area included within the property lines.

Low Impact Development (LID) -An approach to environmentally friendly land use planning. It includes a suite of landscaping and design techniques that attempt to maintain the natural, pre-developed ability of a site to manage rainfall. LID techniques capture water on site, filter it through vegetation, and let it soak into the ground where it can recharge the local water table rather than being lost as surface runoff.

Master Plan -A statement, through text, maps, illustrations or other forms of communication, that is designed to provide a basis for decision making regarding the long term physical development of the municipality.

Metropolitan Planning Organization (MPO) - The organization designated by local elected officials as being responsible for carrying out the urban transportation and other planning processes for an area.

Minimum Density Standards - Standards that establish minimum higher densities to ensure that existing land available for development is not underutilized.

Mitigation -Process or projects replacing lost or degraded resources, such as wetlands or habitat, at another location.

Mixed Use - Development that combines two or more of the types of development -residential, commercial, office, industrial or institutional.

Mixed Use Development -Development that is created in response to patterns of separate uses that are typical in suburban areas necessitating reliance on cars. Mixed use developments include residential, commercial, and business accommodations in one area.

Modal Split -A term that describes how many people use alternative forms of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using public transportation.

National Environmental Policy Act (NEPA) - A comprehensive federal law requiring analysis of the environmental impacts of federal actions such as the approval of grants; also requiring preparation of an Environmental Impact Statement (EIS) for every major federal action significantly affecting the quality of the human environment.

Neo-Traditional Development -A traditional neighborhood, where a mix of different types of residential and commercial developments form a tightly knit unit. Residents can walk or bike to more of the places they need to go and municipal services costs are lower due to the close proximity of residences. A more compact development also reduces the amount of rural land that must be converted to serve urban needs.

New Urbanism -Neighborhood design trend used to promote community and livability. Characteristics include narrow streets, wide sidewalks, porches, and homes located closer together than typical suburban designs.

NIMBY ("Not in My Backyard") - NIMBY is an acronym for the sentiment that exists among some people who do not want any type of change in their neighborhood.

Nodal Development – Nodal development concentrates mixed used development (such as commercial, office and higher density residential) to provide required densities and service to make transit affordable and to foster community hubs where daily services can be reached within walking distance.

Non-Point Source Pollution (NPS) - Pollution that cannot be identified as coming from a specific source and thus cannot be controlled through the issuing of permits. Storm water runoff and some deposits from the air fall into this category.

Nonporous Surface - A surface that water cannot permeate.

Open Space -Used to describe undeveloped land or land that is used for recreation, farmland as well as all natural habitats (forests, fields, wetlands etc.).

Overlay Districts -Zoning districts in which additional regulatory standards are superimposed on existing zoning. Overlay districts provide a method of placing special restrictions in addition to those required by basic zoning ordinances.

Overlay Zone - A set of zoning requirements that is superimposed upon a base zone. Overlay zones are generally used when a particular area requires special protection (as in a historic preservation district) or has a special problem (such as steep slopes, flooding or earthquake faults). Development of land subject to overlay zoning requires compliance with the regulations of both the base and overlay zones.

Parcel Map - A minor subdivision resulting in fewer than five lots. The city or county may approve a parcel map when it meets the requirements of the general plan and all applicable ordinances.

Payment in Lieu of Taxes (PILOT) -Local property tax incentive arrangements offered through governmental agencies known as Industrial Development Boards ("IDBs"). Under PILOT arrangements, companies make payments to the local IDBs in lieu of payment of traditional real or personal property taxes. In Tennessee, property owned by local IDBs is exempt from property taxes.

Pedestrian-Friendly - A term used to describe streets or areas that are laid out in an interconnected network providing convenient and safe pedestrian access between important destinations. Areas that are pedestrian-friendly, are attractively landscaped, provide visual interest and a sense of security to encourage walking.

Planned Unit Development (PUD) -PUDs are areas that are planned and developed as one entity, by a single group. Planned unit developments usually include a variety of uses, including different housing types of varying densities, open space, and commercial uses. Project planning and density is calculated for the entire development rather than individual lots.

Planning Commission - A group of residents appointed by the City Council to consider land use planning matters. The commission's duties and powers are established by the local legislative body and might include hearing proposals to amend the general plan or rezone land, initiating planning studies (road alignments, identification of seismic hazards, etc.), and taking action on proposed subdivisions.

Planning -The process of setting development goals and policy, gathering and evaluating information, and developing alternatives for future actions based on the evaluation of the information.

Priority Funding Areas (PFA) -Programs to guide development into designated areas and away from conservation areas using infrastructure investments.

Public Spaces - Places that create community identity, foster social interaction and add community vitality. They may include major sites in central locations such as urban riverfronts, downtown plazas and parks, shopping streets and historic districts. Public spaces may be libraries, post offices or other civic building areas. Smaller, less central sites include neighborhood streets and parks, playgrounds, gardens, neighborhood squares and older suburban commercial centers.

Public-Private Partnerships - A collaborative arrangement between public and private entities in which resources and information are shared in order to serve a particular public purpose. Public-private partnerships specify joint rights and responsibilities and imply some sharing of risks, costs or assets, thereby allowing parties to effectively achieve common goals.

Purchase of Development Rights (PDR) -Programs through which local governments may purchase development rights and dedicate the land for conservation easements, protecting it as open space or agricultural areas.

Quality Growth -Well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Quality of Life -Those aspects of the economic, social and physical environment that make a community a desirable place in which to live or do business. Quality of life factors include those such as climate and natural features, access to schools, housing, employment opportunities, medical facilities, cultural and recreational amenities, and public services.

Redevelopment - Reinvestment in older elements of a region – a historic structure, long-time residential community, brownfield, shopping center or main street – offers an opportunity to revitalize communities while preserving social and environmental values.

Redevelopment Plan – Enabled under Tennessee statue 13-20-205, a Redevelopment Plan is adopted to guide development and investment in a Redevelopment District. The Redevelopment Plan is a legal document that defines a specific geographic area for public/private investment and creates specific legal tools to assist in the redevelopment process. These tools include modifying land use controls, land assembly rights, and financial investment mechanisms such as TIF financing.

Referendum - A ballot measure challenging a legislative action by the city council or county board of commissioners. Referenda petitions must be filed before the action becomes final and may lead to an election on the matter.

Rehabilitation - In communities with a large stock of older housing or other structures that could lend themselves more easily to conversion into residential units, rehabilitation can be a very affordable and environmentally-friendly way to provide more housing, commercial areas and offices.

Purchase of Development Rights

The purchase of development rights (PDR) involves the voluntary sale by a landowner of the right to develop a property to a government agency or private nonprofit land trust. The land owner receives a cash payment in return of signing a legally binding agreement, a deed of easement that restricts the use of the land, usually in perpetuity to farming and open space. The land remains private property with no right of public access. State and local governments have relied primarily on the sale of bonds to finance the purchase of development rights.

The sale of development rights lowers the value of the farm for estate tax purposes, aiding in the transfer of the farm to the next generation. The price of the development rights is determined by an appraisal. Although future generations that farm a preserved farm will have development rights to sell, the farm will retain a value for farming, and the land can be sold to someone else to farm.

PDR and the purchase of conservation easement are the same thing. By convention, however, PDR refers to the purchase of a conservation easement by a government agency, whereas the acquisition of conservation easements is done by private land trusts. The PDR also tends to refer to the preservation of active farm and forestlands.

When development rights are purchased from several; contiguous farms, development can be more effectively directed away from the farming area, allowing farm owners to invest in their farms without complains from non-farm neighbors.

Residential - Land use that is primarily for houses, townhouses, apartments or other dwelling types.

Resource Efficiency - The efficient use of natural resources maximizes productivity while minimizing waste and environmental impact. For example, buildings that incorporate energy efficient technologies are typically more comfortable, have lower utility bills and have less impact on the environment. Resource efficiencies garnered through sensitive design, increased densities, integration of land uses and a balanced transportation system may improve air quality, reduce traffic congestion and save money.

Reverse Commute - A trip that is running in the opposite direction of the heaviest traffic. The reverse commute generally involves travel between employment locations in the outlying suburban areas and residence locations closer to the urban core of the metropolitan area.

Riparian Area -Vegetated ecosystems along a water body through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding.

Runoff - The water that flows off the surface of the land, ultimately into our streams and water bodies, without being absorbed into the soil.

Rural character - Rural character consists of qualities such as horse farms, lakes, pastures, farms, estates and undisturbed roadsides. Areas contain mature and natural landscape with informal placement of trees and indigenous vegetation is characteristic of the area.

Scale - Urban designers typically emphasize the importance of human scale in successful environments. Considerations of human scale include building height and bulk regulations to ensure that new development and redevelopment efforts are pedestrian-oriented and compatible with the existing built environment.

Sediment and Erosion Control - Practices and processes that effectively protect the soil surface from the erosive force of rain, storm water runoff and, in some cases, wind. Higher rates of erosion and sediment loss typically accompany urban development. A variety of planning, design and engineering practices are used to minimize the negative impacts of erosion on urban streams.

Sedimentation - Build up of soils in streams and lakes via runoff from surrounding land, especially land cleared of vegetation.

Sense of Place - A feeling of attachment and belonging to a particular place or environment having a special character and familiarity.

Setback - A minimum distance required by zoning to be maintained between two structures or between a structure and property lines.

Shared Parking - Parking area that is utilized by more than one business, development or property to minimize parking surfaces in an area. Shared parking works best when the various users have customers with parking needs at different times of the day.

Siltation - Process by which loose soil is transferred and builds up in streams, rivers, and lakes, causing changes in stream channels and in depth. It may result in filling in an area and/or causing flooding.

Site Plan -A scaled plan showing proposed uses and structures for a parcel of land. A site plan could also show the location of lot lines, the layout of buildings, open space, parking areas, landscape features, and utility lines.

Smart Growth - - Well-planned, environmentally-sensitive land development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.

Special Districts -Geographic areas in which fees or taxes are collected to fund investments or services benefiting properties within the district.

Sprawl -Development patterns where rural land is converted to urban/suburban uses more quickly than needed to house new residents and support new businesses, and people become more dependent on automobiles. Sprawl defines patterns of urban growth that includes large acreage of low-density residential development, rigid separation between residential and commercial uses, residential and commercial development in rural areas away from urban centers, minimal support for non-motorized transportation methods, and a lack of integrated transportation and land use planning.

Stream Corridor -The area (containing wetlands, flood plains, woodlands, unique habitats, and steep slopes) which lies between relatively level uplands and stream banks and through which water, draining from the uplands, flows and is naturally cleansed and stored. Base flow for streams comes from ground water as springs and seeps.

Stream - A body of water flowing in a channel.

Streetscape -The space between the buildings on either side of a street that defines its character. The elements of a streetscape include -building frontage/façade; landscaping (trees, yards, bushes, plantings, etc.); sidewalks; street paving; street furniture (benches, kiosks, trash receptacles, fountains, etc.); signs; awnings; and street lighting.

Subdivision -A subdivision occurs as the result of dividing land into lots for sale or development.

Subdivision Rules and Regulations -Procedures, requirements, and provisions governing the subdivision of land that is specified in formal Rules and Regulations promulgated by a city or town.

Sustainable Development -Development with the goal of preserving environmental quality, natural resources and livability for present and future generations. Sustainable initiatives work to ensure efficient use of resources.

Taking - A taking occurs when a government action violates the 5th Amendment property rights of a landowner by taking a piece of property without offering fair compensation. "Takings" include physical acquisitions of land, and may include regulations that unduly deprive landowners of certain uses of their property or have the effect of diminishing the value of property.

Tax Increment Financing (TIF) -A program designed to leverage private investment for economic development projects in a manner that enhances the benefits accrued to the public interest. In many cases, TIFs are used in conjunction with a Redevelopment Plan to help guide public investment projects.

TEA-21 (Transportation Efficiency Act for the 21st Century) -Federal legislation that encompasses all transportation regulation and funding (Inter-modal Surface Transportation Efficiency Act was the original title).

Traditional Neighborhoods - Traditional neighborhood design is a development approach that reflects historic settlement patterns and town planning concepts such as gridded, narrow streets, reduced front and side setbacks, and an orientation of streets and neighborhoods around a pedestrian oriented "town center."

Traffic Calming - Street design measures that slow traffic down restrict the areas in which cars are allowed, and otherwise manage the flow of traffic to make other forms of transportation such as walking and bicycling more attractive and feasible options.

Traffic Signal Priority Systems - System of traffic controls in which buses are given an advantage over other general-purpose traffic by use of early or extended green time to avoid delays at intersections. Systems are sometimes combined with traffic signal preemption systems used by emergency vehicles.

Transfer of Development Rights -A system that assigns development rights to parcels of land and gives landowners the option of using those rights to develop or to sell their land. TDRs are used to promote conservation and protection of land by giving landowners the right to transfer the development rights of one parcel to another parcel. By selling development rights, a landowner gives up the right to develop his/her property, but the buyer could use the rights to develop another piece of land at a greater intensity than would otherwise be permitted.

Transit Nodes -Stops along a public transportation route where people board and disembark, often where one or more routes intersect with each other. These sites can provide ideal locations for mixed-use development as well as transit-oriented development.

Transit-Oriented Development (TOD) -The development of housing, commercial space, services, and job opportunities in close proximity to public transportation. Reduces

Traditional Neighborhood Development

The term traditional neighborhood development (TND) describes the planning and urban design of pre- and early 20th-Century urban form built prior to the nation's reliance on the automobile.

The early forms of these neighborhoods are primarily streetcar and commuter rail suburbs. On a smaller scale they resemble traditional American small towns of the early 20th Century. More recent forms are primarily large master planned communities.

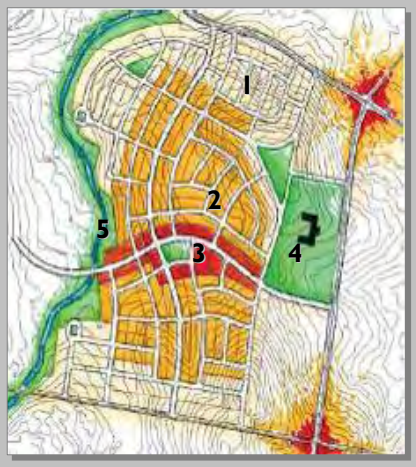
In general, TNDs consist of the following characteristics:

- Compact defined urban neighborhoods composed of compatible mix of uses and housing types
- Network of connected streets with sidewalks and trees for convenient and safe movement throughout the neighborhoods for all modes of transportation
- Focus on pedestrian over the automobile, while retaining automobile convenience
- Integrate parks and public spaces into each neighborhood
- Placement of important civic buildings and key sites to create landmarks and a strong sense of place

Instead of isolating uses from one another, traditional neighborhood development places emphasis on creating quality environments that are not left behind for the newest area next door. TNDs accommodate growth for a diverse array of lifestyles, incomes, and needs.

TNDs provide marketable and viable choices that will retain a sense of belonging and identity. The TND philosophy contends that an appropriate mix of uses, housing types, and strong design provide the backbone livable and sustainable neighborhoods.

TND concepts are key to Gallatin's future as development moves northeast from the Nashville-Davidson County and Hendersonville areas along the SR 386 corridor..



Traditional Neighborhood Development form:
(1) Lower-density residential
(2) Urban residential
(3) Mixed-use center
(4) Open Space and Civic Site
(5) Linear Park.

dependency on cars and time spent in traffic, which protects the environment and can ease traffic congestion, as well as increasing opportunity by linking residents to jobs and services.

Transit-Supportive Development - A development pattern that reinforces the use of public transportation through efficient, pedestrian-oriented land use design and higher densities. The development, within walking distance of the transit station, center or stop, offers a variety of housing and commercial activities.

Transportation Demand Management (TDM) - A transportation plan that coordinates many forms of transportation (car, bus, carpool, rapid transit, bicycle, walking, etc.) in order to distribute the traffic impacts of new development. Rather than emphasizing road expansion or construction (as does traditional transportation planning), TDM examines methods of increasing the efficiency of road use.

Upzone - To change the zoning of a tract or parcel of land from a lesser to greater intensity of usage. An example would be a change in zoning from single family to multi-family or mixed use.

Urban Growth Boundary - A boundary designating specific areas for development over a given period of time (e.g., as protected green space; it ensures that new development makes the most efficient use of available land and encourages more livable urban spaces

USGS (United States Geological Survey) - A federal agency which provides mapping of topography, aquifer levels and areas where aquifers are recharged.

Variance -The relaxation of requirements of a zoning district for a specific parcel or tract of land. Variances are often issued to avoid unnecessary hardships to a landowner.

Walkability - Areas that are walkable and are safe, comfortable, interesting and accessible. They offer amenities such as wide sidewalks, attractive storefronts that face the sidewalk, shade, shelter and a sense of spatial enclosure provided through landscaping and streetscape elements. These areas are inviting to pedestrians for shopping, recreation and relaxation.

Watershed -The geographic area which drains into a specific body of water. A watershed may contain several sub-watersheds.

Wetlands -Area having specific hydric soil and water table characteristics supporting or capable of supporting wetlands vegetation.

Zoning Administrator - A planning department staff member responsible for hearing minor zoning permits.

Zoning -Classification of land in a community into different areas and districts. Zoning is a legislative process that regulates building dimensions, density, design, placement and use within each district.

Transfer of Development Rights

Transfer of Development Rights (TDR) programs are typically instituted to preserve open space or ecologically sensitive areas, such as wetlands, agricultural or forest uses or historic buildings or landmarks. In each case, the purpose is to protect the underlying resource while compensating the owner of the resources for its use.

Detaching development rights from agricultural land means that such land cannot be developed or could only be developed at a very low intensity. When TDR is applied to historic buildings located in high-value areas, those buildings are preserved, because development pressure that would otherwise result in building's demolition and replacement is alleviated.

TDR features moving development potential from a property targeted for preservation to a property planned for development. The owner of the first property receives cash compensation from a developer or local government. The transfer of development rights (TDR) means that the development right can be moved to another site to develop that other property at a higher density than would normally be allowed.

The first step is for a local government to establish a TDR market. This includes identifying a sending area, from which TDRs will be sent, and a receiving area, where developers use the TDRs to build at a higher density. For farmland preservation purposes, after the development rights are transferred, the sending area is then restricted to farming.

The two leading TDR programs for preserving farmland are in Montgomery County, Maryland and in the New Jersey Pinelands. Purchase of development rights has been far more popular than TDRs, however, partly because of the controversy in identifying sending and receiving area.

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APPENDIX
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DOWNTOWN GALLATIN MASTER PLAN

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APPENDIX
E

General Development Plan Amendment Checklist

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GENERAL DEVELOPMENT PLAN AMENDMENT (GDPA) CHECKLIST	
Project Name:	Map #: Group: Parcel #:
Contact Person:	GDPA File Number:

The General Development Plan Amendment (GDPA) checklist is designed to assist applicants with identifying the information that must be included on all GDPA applications. Initial submittals must include a completed Planning Commission Application Form, a completed GDPA checklist, and nine (9) folded copies of the GDPA documents by **4:30 PM** on the submittal deadline. If a checklist item does not apply to your application, please note in the box next to the item that it does not apply "N/A". Otherwise, please clearly mark each box in the checklist to indicate that the required information has been provided. If you have any additional questions, please contact the Planning Division staff member assigned to your application.

- ❑ Date of pre-application meeting with Staff – Date: _____ Staff Member: _____
- ❑ Agent letter, if application not signed by the property owner
- ❑ Site Data Table listing: property owner name, existing land use, proposed land use, existing property zoning, proposed property zoning, size of property, Tax Map and Parcel #, site address, pertinent bulk regulation information, if any.
- ❑ Written description of the proposed project, including information addressing the overall concept, proposed uses and development schedule of the project. Explain why it is necessary to amend the General Development Plan and provide a detailed evaluation of the requested amendment according to its potential impact on the following criteria:
  - o Land use compatibility with surrounding area.
  - o Impact on transportation system and expected traffic impacts.
  - o Sanitary sewer and water services.
  - o Encroachment on the natural environment.
  - o Overall environmental impact on adjacent properties (auditory/visual impacts, obnoxious odors, etc.).
  - o Storm water runoff hazards.
  - o Impacts on community facilities.
- ❑ Generalized Concept Plan map of the area drawn at a scale of at least 1"=200'.
- ❑ Property boundary lines, dimensions, topography, general physical features of the property, and a location map of the proposed project.
- ❑ Identification of surrounding property owners according to the latest tax roll available at the Sumner County Property Assessor's Office. This information must be labeled on the Concept Plan and also provided in a printed list showing the owner name, mailing address, and tax map and parcel information.
- ❑ Generalized transportation plan including routes of proposed major streets, driveways, sidewalks, and pedestrian ways.
- ❑ Identification of the proposed use of the property, including a tabulation of the land area to be devoted to various uses and activities and overall densities.
- ❑ Identify areas of existing tree growth and areas proposed to be retained or used to meet open space and buffer yard requirements.
- ❑ General location and description of the types of utilities and proposed storm drainage.
- ❑ Preliminary estimates of traffic volumes and movements to and from the completed project and along the boundary streets.
- ❑ General information sufficient to describe the general design of the development as required by the City Planner.
- ❑ A preliminary time schedule for completion of the entire project.

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APPENDIX
F

HISTORIC SURVEY OF GALLATIN

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APPENDIX
G

GALLATIN TRUCK ROUTE ORDINANCE AND MAP

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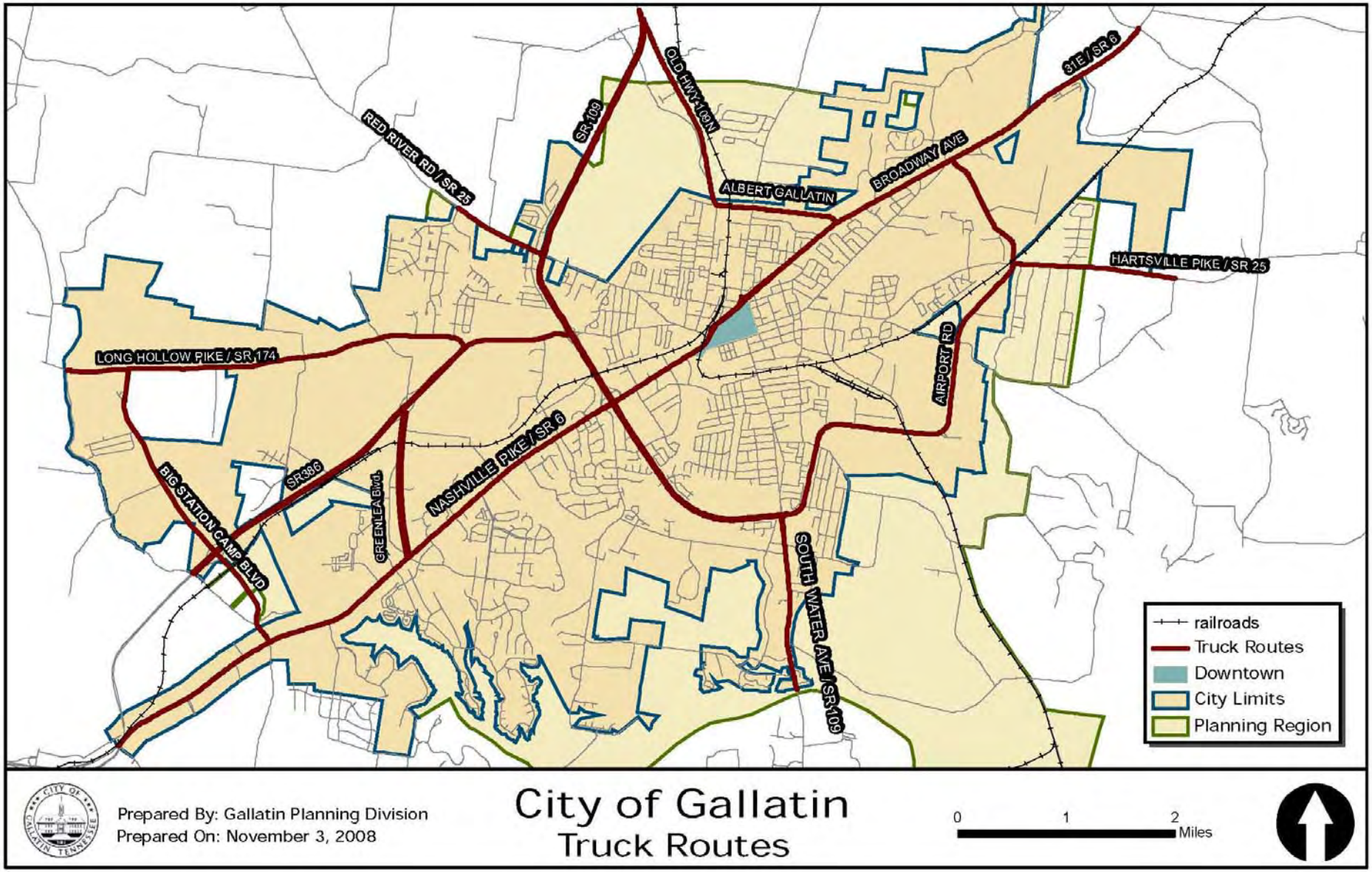
RED RIVER RD / SR 25
SR 109
OLD HWY 109N
ALBERT GALLATIN
BROADWAY AVE
31E / SR 6
HARTSVILLE PIKE / SR 25
LONG HOLLOW PIKE / SR 174
AIRPORT RD
NASHVILLE PIKE / SR 6
SR386
GREENLEA Blvd.
BIG STATION CAMP BLVD
SOUTH WATER AVE / SR 109
railroads
Truck Routes
Downtown
City Limits
Planning Region
Prepared By: Gallatin Planning Division
Prepared On: November 3, 2008
City of Gallatin
Truck Routes
0
1
2
Miles

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APPENDIX
H

LAND CAPACITY ANALYSIS

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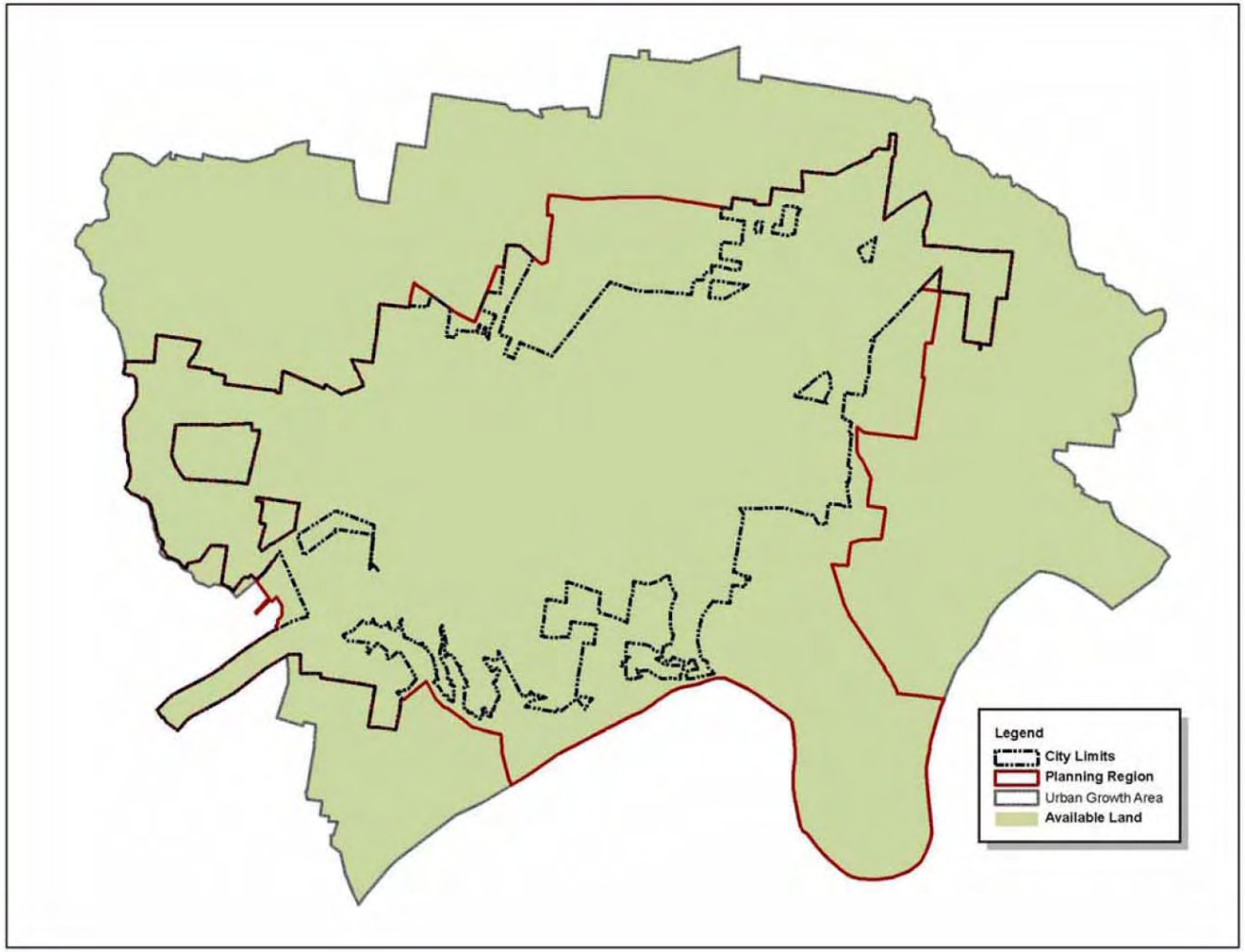
City of Gallatin
Capacity Analysis

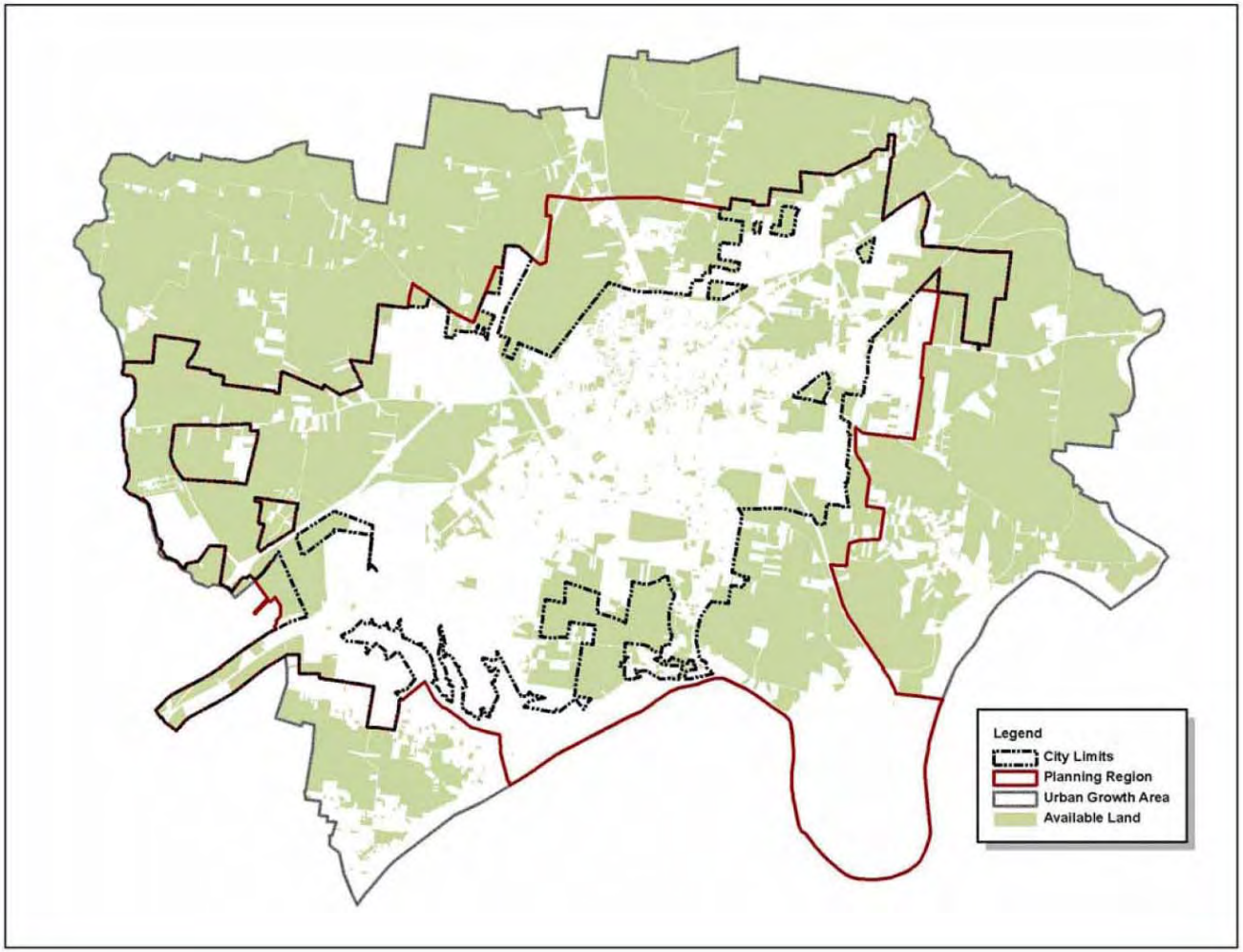
All Land Within Urban Growth Boundary
51,965 Acres



All Available Land
30,297 Acres

Criteria
Land that is ..

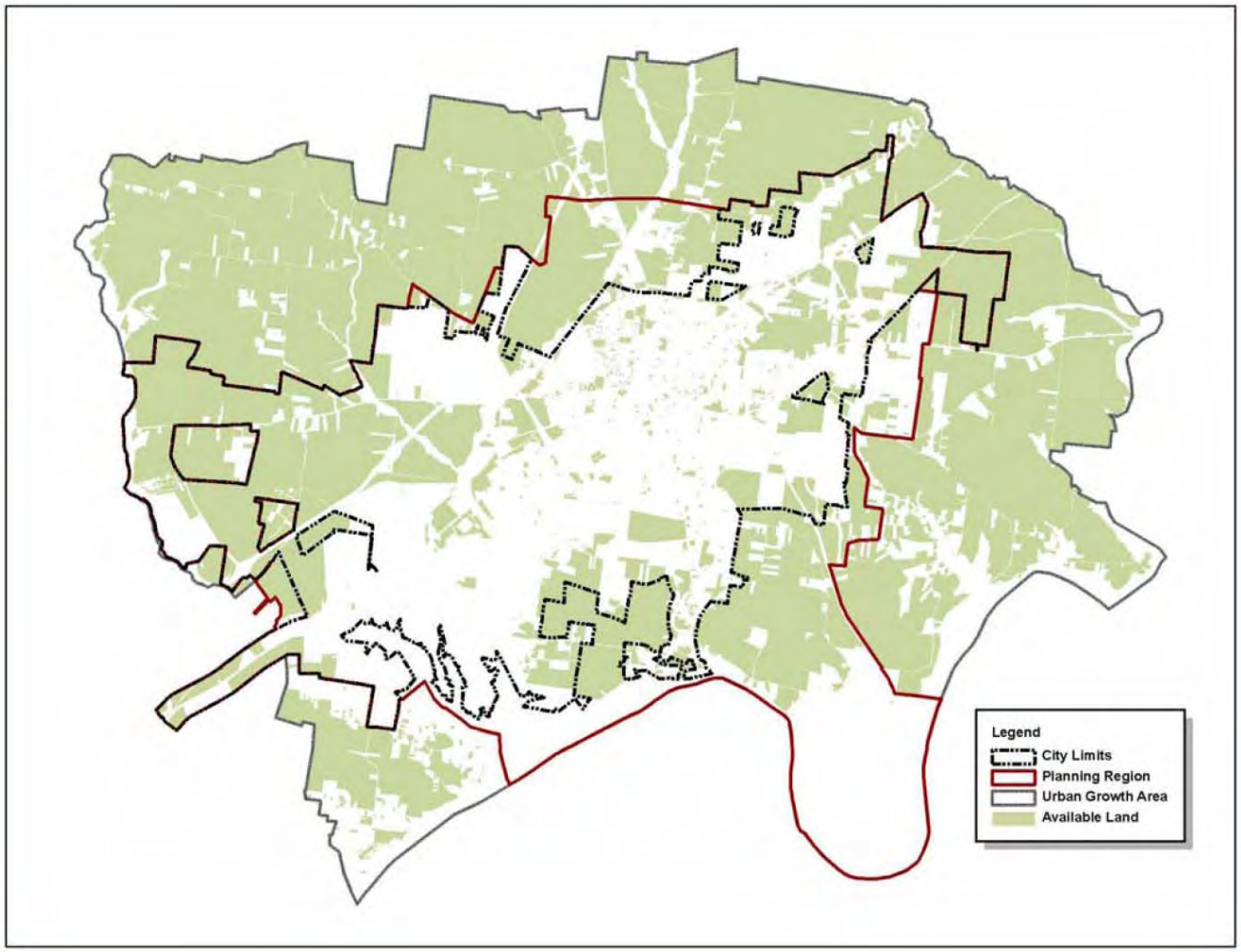
- Vacant
  OR
- Agricultural Use
  OR
- Residential Use with lot size greater than 5



All Available Land - Outside of Floodplains
28,910 Acres

Criteria
Land that is ..

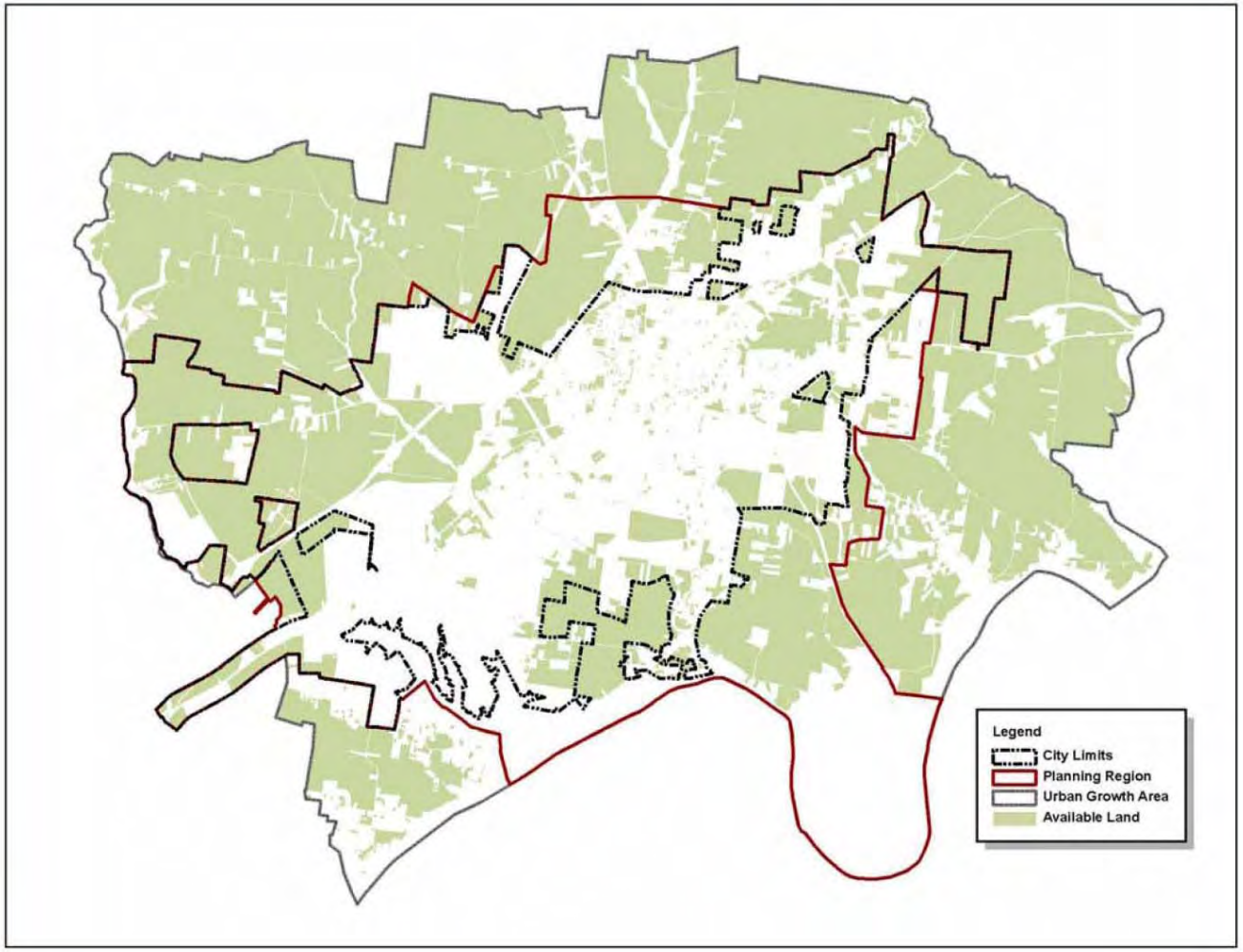
- Vacant
  OR
- Agricultural Use
  OR
- Residential Use with lot size greater than 5
  AND
- Outside of 100-year & 500-year floodplains



All Available Land – Less than 25% Slope
28,910 Acres

Criteria

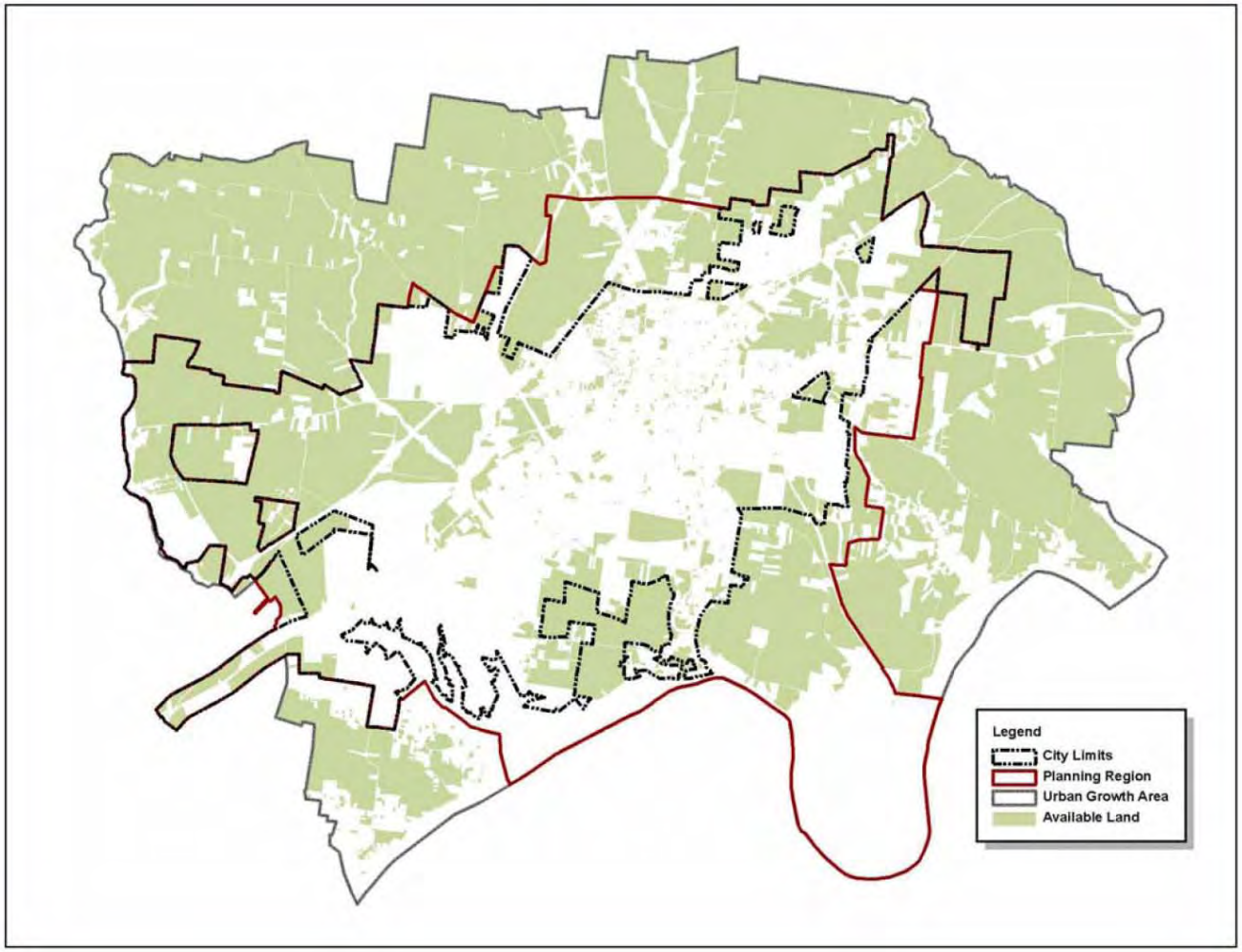
- Vacant
  OR
- Agricultural Use
  OR
- Residential Use with lot size greater than 5
  AND
- Outside of 100-year & 500-year floodplains
  AND
- Slope Less than 25%



All Available Land – Less than 15% Slope
28,905 Acres

Criteria

- Vacant
  OR
- Agricultural Use
  OR
- Residential Use with lot size greater than 5
  AND
- Outside of 100-year & 500-year floodplains
  AND
- Slope Less than 15%



Type of Land	Acres	Percentage of UGB
Total UGB Acreage	51,965	100.00%
Available Land	30,297	58.30%
Available Land After Floodplains	28,910	55.63%
Available Land Under 25% slope	28,910	55.63%
Available Land Under 15% slope	28,905	55.62%

District	District Name	Res Lot Unit Per Acre	NonRes Lot Unit Per Acre	Available Land < 15% slope (Non-Const)	Available Land 15-25% slope (20% Const)	Lot Units < 15% slope	Lot Units 15-25% slope
Gallatin City Zoning							
A	Agriculture	0.40		3,619.98		1,447.99	
CC	Core Commercial	4.36		3.39		14.78	
CG	Commercial General		4.36	110.53		481.48	
CS	Commercial Services		4.36	88.45		385.28	
CSL	Commercial Services Limited		2.18	3.65		7.96	
IG	General Industrial		1.09	288.49		314.17	
IR	Restrictive Industrial		1.09	525.68	0.21	572.46	0.23
MPO	Medical Professional Office		2.18	16.83		36.66	
MRO	Multiple Residential Office	7.26	2.18	392.28		1,851.18	0.00
MU	Mixed Use	7.26	2.18	69.15		326.30	
MUG	Mixed Use General	2.18	2.18	21.62		47.09	
OR	Office Residential	5.45	2.18	30.60		116.62	
PGC	Planned General Commercial		2.18	529.60		1,153.46	
PNC	Planned Neighborhood Commercial		2.18	1.71		3.73	
R-08 PUD	Medium Density - Planned Residential	7.26		0.22		1.57	
R-10	Medium Density Residential	4.36		97.17	0.17	423.27	0.74
R-10 PUD	Medium Density - Planned Residential	5.81		73.59		427.40	
R-15	Medium Density Residential	2.90		542.83		1,576.39	
R-15 PUD	Medium Density - Planned Residential	4.84		172.07		832.83	
R-20	Low Density Residential	2.18		771.14		1,679.55	
R-20 PUD	Low Density - Planned Residential	2.90		254.87		740.13	
R-40	Low Density Residential	1.09		2,244.86	0.60	2,444.65	0.65
R-6	High Density Residential	7.26		32.02		232.46	
R-8	Medium Density Residential	5.45		8.99		48.95	
County Zoning							
A - County	Agriculture	0.73		81.82		59.40	
Estate A	Estate A - Low Density Residential	0.54		5,668.26		3,086.37	
MDRPUD	Medium Density Residential - Planned Unit Residential	8.71		461.21		4,018.06	
LDRPUD	Low Density Residential - Planned Unit Residential	4.84		88.00		425.92	
R1A	General Residential	1.09		10,239.22	3.41	11,150.51	3.72
RA	Residential A (Rural)	1.09		2,472.58	0.70	2,692.64	0.76
Total				**28,910.81**	**5.09**	**36,599.23**	**6.10**

Grand Total (Units of Lots)	**36,605.33**