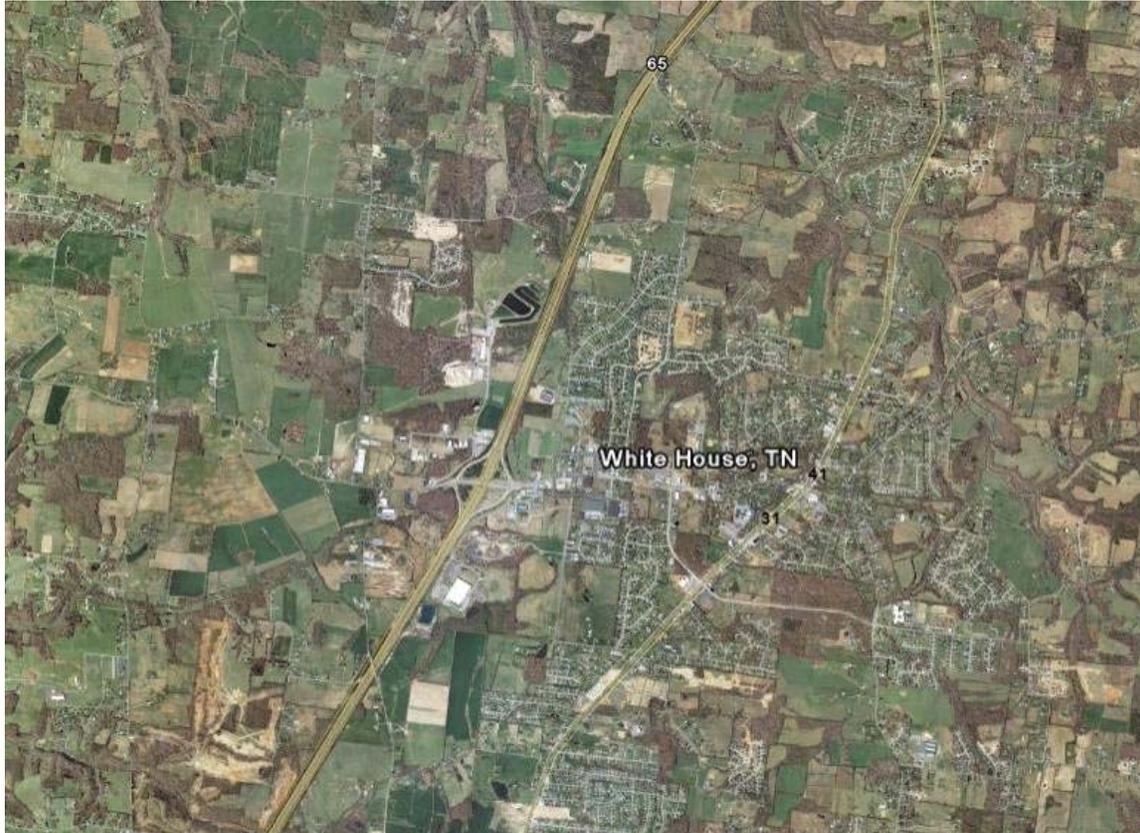


COMPREHENSIVE PLAN 2025



WHITE HOUSE, TN



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COMPREHENSIVE PLAN
2025
White House, Tennessee

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VISION

LOCATION AND HISTORICAL DEVELOPMENT. Located 22 miles north of Nashville, the area was settled around 1828. The original settlement was adjacent to the Louisville and Nashville Turnpike. Between 1838 and 1858, the Turnpike was served by a stage coach line which used the area as a stop for changing horses and lodging. The structure was painted white which gave rise to the area's name as "White House". In 1928, the turnpike became US Hwy. 31 W. The crossing of US Hwy. 31 with State Route 76 formed the nucleus of what is currently recognized as the community. The nearby development of Interstate Highway 65 (I-65) during the sixties boosted the population of the area and the incorporation of White House in 1971. In the ensuing years, the community has remained largely residential, developing along US Hwy. 31. Commercial and industrial development has occurred mostly along Hwy. 76 and I-65.

Some residents of the community seemingly embrace the amenities and conveniences of the increasing urbanization of the area. At the same time, they want to maintain a sense of the size, natural setting and community values that attracted them to settle in the area. Their vision for the future is expressed in the following statements.

SMALL TOWN CHARACTER AND AMENITIES. Members of the community perceive White House to be a desirable place to live due mainly to its small town character and amenities. The small town character includes knowing one another, feeling safe and secure and participating in the community's governance and activities. The accompanying amenities involve mostly low to medium density housing, convenient access and good schools and other community facilities. Founded as a cross-roads community, continuation of the small town feeling should embody White House's cultural and architectural heritage.

POTENTIAL FOR GROWTH. The increase in population from 2,987 in 1990 to 9,891 in 2008, is seen as an indicator of the community's potential for growth. The continuing development of the region and counties suggest a population by the year 2025 of 14,000 to 19,000 within the currently defined City of White House and 4,700 to 5,500 within the proposed unincorporated area. The combined growth has the further potential of 4,000 to 5,000 jobs within the community involving mostly retail and services including offices.

Current sewerage treatment has a plant design and permitted discharge capacity that is capable of serving the potential population of 19,000 to 25,000 for the combined area by the year 2025. Current use is approximately 38 percent of current capacity.

Members of the community perceive the availability of land as adequate for anticipated growth. Approximately 40 percent of the currently defined City of White House and 60 percent of the proposed unincorporated growth area is undeveloped. There are constraints to expansion within areas associated with significant topographic change and areas involving prime agricultural farms and scenic natural areas. It is envisioned that the community's development will conserve these agricultural and natural resources through land use policies that promote setting aside and clustering.

LAND USE DIVERSIFICATION. Members of the community envision a continuation of the mostly residential character while attracting more diversified employment centers, shopping, dining and recreation uses on a selective basis. Additional housing types are desirable in creating more choices and affordability. Mixed use centers are envisioned also in creating more attractive pedestrian-oriented development and in sharing/reducing vehicular trips. Light industry and warehousing/distribution uses are suitable for areas where their traffic, noise and lighting do not impact residential areas. Schools, parks and community centers are perceived as good cornerstones for residential areas. Expansion of the community's greenway is envisioned as linking neighborhoods and community facilities.

The growth and diversification of the community is seen as an opportunity to create a town center. It is envisioned that the town center will encompass the original cross-roads in connecting with White House's heritage. A mixture of uses is desirable including specialty retail, dining, small offices, entertainment, urban residential, library and city administrative offices.

MANAGEMENT OF GROWTH. Management of growth is seen as essential to maintaining the small town character and amenities. Learning from others in identifying best practices for development is

desirable. It is envisioned that the growth will further contribute to the community sense of place and pride.

Strong community participation and leadership are seen as key to management of growth. White House has a legacy of citizen involvement, election of effective officials and responsive governmental service providers. It is envisioned that future development decisions will balance economic benefits and development costs. Members of the community perceive White house to be affordable in regard to housing costs and to the level of services for the property tax rate. The easy access is seen as an amenity in regard to quality of life and as an economic attractor. Future community access improvements should ensure economic benefit through land use diversification/intensification while protecting from incursion of related traffic and noise in residential areas.

GROWTH QUANTIFICATION

POPULATION. The year 2008 population was 9,900 – 10,000 for the City of White House and 3,500 – 3,650 for the unincorporated growth area. The combined City and unincorporated growth area population was 13,400 – 13,650. The 2008 population represented an increase from the year 2000 of approximately 2,600, or 4.5 percent annually, for the City’s 7,297, and 350 – 500, or just under two percent annually, for the unincorporated growth area’s 3,152.

The year 2025 population is projected to be 14,000 – 19,000 for the current City of White House and 4,700 – 5,500 for the unincorporated growth area. The combined City and unincorporated growth area is projected to be 18,700 – 24,500. The 2025 population represents an increase from the year 2008 of approximately 4,100 – 9,100, or 2.4 – 5.4 percent annually for the City, and 1,200 – 1,850, or 2 -3 percent annually, for the unincorporated area.

The lower range in population projection reflects the trend associated with State of Tennessee projections for Robertson and Sumner Counties. The higher range reflects the trend associated with White House’s growth between 2000 and 2008. The actual population is subject to economic change and the City’s land use policies.

POPULATION PROJECTIONS, 2008 – 2025 CITY OF WHITE HOUSE & UNINCORPORATED GROWTH AREA

Year	City of White House		Unincorporated Growth Area	
	Low	High	Low	High
2008	9,900	10,000	3,500	3,650
2010	10,400	11,100	3,650	3,900
2015	11,600	13,700	4,100	4,450
2020	12,800	16,300	4,350	5,000
2025	14,000	19,000	4,700	5,500

Source: RM Plan Group, Nashville, 2008

HOUSING. The year 2008 total housing units was 3,585 for the City of White House and 1,250 for the unincorporated growth area. The combined City and unincorporated growth area housing units were 4,835.

The year 2025 increase in housing units, base on population estimates, is projected to be 1,400-3,250 for the City and 430-660 for the unincorporated growth area. The combined increase for the City and unincorporated growth area is projected to be 1,830-3,910.

The increase in type of housing units for the City is projected to be 4,100-9,100 single-family and 210-500 two-family and multi-family. The increase for the unincorporated growth area is projected to be 390-610 single-family and 40-50 two-family and multi-family.

ADDITIONAL HOUSING UNIT PROJECTIONS, 20025
CITY OF WHITE HOUSE & UNINCORPORATED GROWTH AREA

Housing Type	City of White House		Uninc. Growth Area		Total	
	Low	High	Low	High	Low	High
Single-family	1,190	2,750	390	610	1,580	3,360
Two/Multi-family	210	500	40	50	250	550
Total	1,400	3,250	430	660	1,830	3,910

Source: RM Plan Group, Nashville, 2008

FUTURE LAND USE AND DEVELOPMENT OBJECTIVES

POTENTIAL I-65 INTERCHANGE COMMERCIAL ACTIVITY NODE. In the event that there is new interstate highway access, it is White House's objective to locate any interchange in close proximity with the southern portion of the community's urbanizing area. The preferred location is approximately 1.1 miles south of the current Hwy. 76 interchange. The Potential I-65 Interchange is intended to create a new activity node that encompasses medium-intensity commercial activities. It is also intended to include the following east-west thoroughfare linkages:

Westerly connection/modification with Union Road extending to Hwy. 76 and the new Robertson County High School; and,
Easterly connection extending to US Hwy. 31 and further connecting with the emerging Medical Center located just to the north.

The Potential I-65 Interchange is intended for highway oriented commercial. The following primary uses are included:

Food services;
Retail centers;
Lodging;
Regional offices and office headquarters;
Automotive fueling; and,
Park and ride lots.

The interchange is further intended to serve as an entry to White House. The enhancement as an entry is to be provided through design and access control overlay guidelines for siting, uniform appearance, access and signage. These design and access control guidelines include the following:

Parking located primarily to the side and rear of buildings;
Divided median for thoroughfares;
Shared drive access; and,
Uniform signage, lighting and landscaping.

POTENTIAL 840 INTERCHANGE COMMERCIAL ACTIVITY NODE. In the event that 840 is completed and an interchange at US Hwy. 31 is included, the 840 Interchange is intended for highway oriented commercial. The following primary uses are included:

Food services;
Retail centers;
Lodging;
Distribution centers; and,
Automotive fueling.

The interchange is further intended to serve as an entry to White House. The enhancement as an entry is to be provided through design and access control overlay guidelines for siting, uniform appearance, access and signage. These design and access control guidelines include the following:

Parking located primarily to the side and rear of buildings;
Divided median for thoroughfares;
Shared drive access; and,
Uniform signage, lighting and landscaping.

EXISTING I-65 INTERCHANGE COMMERCIAL ACTIVITY NODE. It is intended that the Existing I-65 Interchange be modified to incorporate parallel access roads on the east and west sides of I-65 connecting with the Potential I-65 interchange located to the south. Current uses are to remain.

HWY. 76 GATEWAY COMMERCIAL ACTIVITY NODE. The Hwy. 76 Gateway Commercial Activity node is located between Sage Road and City Park. While most of the area has developed recently, it is intended that the activity node serve as a “gateway” to White House and the Town Center. It is further intended that the area have an enhanced appearance through uniform signage, lighting and landscaping. The former Osh Kosh warehouse/distribution site is intended for reuse or redevelopment as mixed use. The following primary uses are included in the activity node:

- Retail center up to 150,000 gross square feet;
- Financial institution;
- Food services;
- Personal services;
- Office and office services;
- Entertainment; and,
- Mixed use combination of any of the preceding uses.

HWY ‘S 76 AND 31 MIXED USE ACTIVITY NODE. The Hwy’s 76 and 31 Mixed Use Activity Node is located between City Park and the Town Center and between the Greenway crossing at US Hwy. 31 and the Town Center. As part of the earlier entries to White House, the area includes a mix of residential and commercial uses. It is intended to facilitate the area’s transition through the provision of more intensive activities. The following primary uses are included in the activity node:

- Small Retail centers;
- Food services;
- Personal services;
- Limited office and office services;
- Limited entertainment; and,
- High density residential.

It is further intended that the area have an enhanced appearance through uniform signage, lighting and landscaping that is similar to the Hwy. 76 Gateway Commercial Activity Node.

TOWN CENTER ACTIVITY NODE. The Town Center represents a central place for community gatherings. It is intended to be a more intensive mix of governmental services, entertainment, food services, specialty retail, personal services, small office and urban type housing. The following primary uses are included in the activity node:

- Governmental services such as administrative, library and recreation;
- Entertainment such as performance hall, amphitheater and town meeting;
- Limited food services such as coffee/doughnut/sandwich shop, diner and bakery;
- Specialty retail such as boutique clothing/accessories, jewelry, bookstore and art;
- Limited office and office services such as accounting, insurance and printing; and,
- Urban type housing such as townhome, retirement, boarding and residential over commercial.

The Town Center is intended to be pedestrian oriented including access and scale. Parking is to be provided on a collective/shared basis outside of pedestrian zones.

A uniform appearance is intended through design overlay guidelines. These design guidelines include the following:

- Complementary architectural style and scale; and,
- Complementary color, lighting and signage.

MEDICAL CENTER ACTIVITY NODE. The Medical Center is intended to create a comprehensive health care center involving provisions for in and out-patient treatment, medical offices and assisted care living. The following primary uses are included in the activity node:

- Hospital;
- Out-patient surgical;
- Wellness center;
- Medical testing/lab;
- Pharmacy; and.
- Assisted care living.

It is intended that the Medical Center function as a campus and include pedestrian connections. Access and parking are to be shared.

SUB-INTERCHANGE MIXED USE ACTIVITY NODE. It is intended that the Existing I-65 Interchange, the Potential I-65 Interchange and the Potential 840 Interchange have an adjoining Sub-Interchange Mixed Use activity node. The purpose of the Sub-Interchange Mixed Use activity node is to provide for medium-intensity activities that benefit from and are compatible with the primary access associated with the interchanges. Combinations of the following primary uses are included:

- Retail centers up to 150,000 gross square feet;
- Food services;
- Offices;
- Financial institutions;
- Entertainment;
- Multi-family residential;
- Private schools; and,
- Churches with schools and/or conference space.

CROSS-ROADS COMMERCIAL ACTIVITY NODE. It is intended that light intensity, small scale commercial services be provided at selective locations where major thoroughfares cross. The purpose is to provide convenience commercial near emerging major residential areas as a means of reducing trips. The following uses are included in the activity node:

- Automotive fueling limited to six pumps;
- Convenience food centers up to 10,000 gross square feet;
- Food services up to 10,000 gross square feet;
- Personal services including but not limited to self-seervice laundry up to 10,000 gross square feet; and.
- Combination of any of the preceding uses up to a combined 10,000 gross square feet.

OFFICE - PROFESSIONAL SERVICES ACTIVITY NODE. It is intended to create an Office – Professional Services activity node by expanding the current office and professional services along Hirsch Parkway near US Hwy. 31. The activity node is to include both sides of Raymond Hirsch Parkway. Future uses should be limited in type and scale to current office and professional services uses.

INDUSTRIAL ACTIVITY NODE. Existing industrial provisions are located in the northwest, southeast and southwest quadrants of the I-65 and Hwy. 76 interchange. It is intended to convert the partially developed southwest quadrant to a Sub-Interchange Mixed Use activity node.

RECREATION COMPLEX ACTIVITY NODE. There are two existing recreation complexes, one located at the 85-acre City Park, and a second located at the Soccer Center. City Park is centrally located so that it serves the current population with provisions for softball, baseball, football, tennis and jogging. It also includes a pavilion. The Soccer Center is also centrally located in serving the current population.

It is intended that an additional Recreation Complex be located within each of the four quadrants of the City/growth area. Each complex is to be 25-100 acres and include provisions for multiple sports. fitness

trails and passive recreation. It is also intended that each Recreation complex connect with the community's greenway system and any nearby school, open space and conservation area.

A joint City and YMCA recreation center is in the planning stage currently. Subject to fundraising, the fitness and aquatic center is to be located at City-owned property on US Hwy. 31. In the event that the joint recreation center is constructed, it may serve as an alternate to one or more of the proposed Recreation Complexes.

LIMITED HIGHWAY COMMERCIAL. There are loosely defined medium intensity commercial areas located along US Hwy. 31 and Hwy. 76 west of the I-65 interchange currently. It is the intent to limit the commercial areas to current locations and separate them with residential and institutional groupings such as church, school and day care. The purpose in intermingling the residential and institutional groupings with the limited commercial is to maintain an image similar to that of these community entries in their earlier development periods. Redevelopment of commercial uses should be limited to current type and scale.

TRANSITIONAL ZONING AREAS: This land use classification is not designated on future land use map. The transitional land use would provide on a selective basis a designated area between medium density residential residential uses and public, commercial, and multi-family uses for the use of Neighborhood Center Residential Planned Unit Development and C-5 Zoning Districts.

HIGH DENSITY RESIDENTIAL. It is intended that high density residential areas be located near the Town Center in creating a nearby population base with mixed uses in the Town Center that are mutually supportive. Additional high density residential areas are identified selectively in conjunction with easy access of major thoroughfares. High density residential is defined as up to 5.5 single-family detached, 8 townhome, 6 two-family and 13-14.5 multi-family units per acre. Multi-family development are to be small scale (50-75 units) and part of community. The smaller scale developments typically will not include amenities seen with large scale developments and the developments should be located in areas that offer amenities including sidewalks, greenways, primary road access, and town center redevelopment area.

MEDIUM DENSITY RESIDENTIAL – CONSERVATION. It is intended that medium density residential areas be located in the undeveloped portions of the current City that are identified for residential purposes other than high density residential. Medium density residential is defined as 2.5 single-family detached units per acre and 3.5 units per acre with special approval with planned unit development zoning.

It is further intended that a “conservation overlay” be applied that allows clustering of housing in order to preserve open space. The conservation overlay should allow the preservation of farmland also.

LOW DENSITY RESIDENTIAL – CONSERVATION. It is intended that low density residential areas be located in undeveloped portions of the unincorporated growth area that are identified for residential purposes other than medium and high density residential. Low density residential is defined as 2.25 single-family units per acre or less.

It is further intended that a “conservation overlay” be applied that allows clustering of housing in order to preserve open space. The conservation overlal should allow the preservation of farmland also.

OPEN SPACE. Open space is an undesignated use in regard to future land use and the Future Land Use Plan. The Parks, Facilities and Open Space section of the appendices identifies some potential open space areas. Other potential open space areas may be identified based on any later inventory by the City.

MERGE PDF FUTURE LAND USE MAP

MERGE PDF PARKS AND GREENWAYS

IMPLEMENTATION

USE AND ZONING COMPARISON. The Future Land Use Plan identifies non-residential uses with defined areas by their collective character or “activity node” and undefined areas by their primary activity or “specific use”. Areas with multiple activities are defined as “mixed use”.

The Future Land Use Plan identifies residential uses by their primary density. “High Density Residential” is associated with single-family attached, two-family and multi-family areas of more than 4 housing units per acre. “Medium Density Residential and Conservation” is associated with single-family areas of 2.25 to 3.5 housing units per acre and conservation areas for clustering residential development and preserving farms and open space. “Low Density Residential and Conservation” is associated with single-family of less than 2.25 housing units per acre, farmsteads and conservation areas for clustering residential development and preserving farms and open space.

The following is a comparison of activity nodes and uses identified in the Future Land Use Plan and current zoning districts.

Activity Node/Use	Zoning District
Interchange Commercial Activity Node	C-2, CPUD
Hwy. 76 Gateway Commercial Activity Node	C-1, C-2, CPUD
Hwy’s. 76 & 31 Mixed Use Activity Node	C-1, CPUDL, GOPUD
Town Center Activity Node	C-6
Medical Center Activity Node	C-4
Sub-Interchange Mixed Use Activity Node	CPUD, GOPUD, NCRPUD
Cross-Roads Commercial Activity Node	C-3
Office-Professional Services Activity Node	C-4,C-5
Industrial Activity Node	I-1, I-2
Recreation Complex Activity Node	All
Limited Commercial	C-3, ROPUD
High Density Residential	R-10, NCRPUD
Medium Density Residential & Conservation	A, R-15, SRPUD
Low Density Residential & Conservation	A, R-40, R-20

APPENDIX A

POLICY INITIATIVES/TOOL KIT

POLICY INITIATIVES. The Comprehensive Plan establishes a new vision for the community's growth through conservation. The Plan includes objectives for intensifying future development and reducing the growth impact on open space and farmland. The following policy initiatives and adjustments are recommended.

1. **Medium Density Residential Definition.** The Medium Density Residential zoning district (R-15) should be revised to allow 4 housing units per acre instead of the current 2.25. The revision should be applied to only future plats.
2. **High Density Residential Definition.** The High Density Residential zoning district (R-10) should be revised to allow 8 townhome units per acre instead of the current 4.3. The revision should be applied to only future plats.
3. **Residential Conservation Overlay.** A Residential Conservation Overlay should be established to be applied to all undeveloped Large Lot (R-40), Low Density (R-20) and Medium Density (R-15) Residential zoning districts in the City currently. The Overlay should be applied also to all undeveloped parcels to be included in the City at the time of annexation. The intent of the Residential Conservation Overlay is to ensure that the City can achieve its objectives for clustering housing and preserving open space and farmland prior to development. It is the further intent to allow the City to negotiate development transference and land banking.
4. **New Limited Access Highway Interchange Overlay.** A New Limited Access Highway Interchange Overlay should be established to be applied to all future interchanges associated with I-65 and 840 in conjunction with controlling the placement of buildings, parking, landscaping, lighting, signage and thoroughfare access. The intent of the New Limited Access Highway Interchange is to allow the City to negotiate overall design and access control as identified in the future land use and activity nodes recommendations of the Plan.

TOOL KIT. In order to implement the recommendations of the Comprehensive Plan and the Policy Initiatives, it is recommended that the City establish a "Tool Kit" that includes the zoning and management provisions identified in the preceding section. The following provisions are recommended.

1. **Cluster Housing.** The City has a "conservation subdivision" zoning procedure that allows large portions of property to be permanently reserved as open space or farmland and clusters housing on the remainder of the property. Zoning Ordinance Section 4.140 should be reviewed in considering one minimum lot size of 7,500 square feet for all applicable districts and compensating with an increase in the amount of open space and farmland.
2. **Transfer Development Rights.** The City should develop zoning for Transfer Development Rights (TDR) that allows the right to develop property to be transferred to alternative sites designated as "holding areas". The vacated property would be permanently reserved as open space or farmland. The extent of the transferred development should allow at least the number of housing units that would be achievable without the transfer.
3. **New Limited Access Highway Interchange Design and Access Guidelines.** The City should establish design and access control guidelines for new interchanges. The objectives of the design and access control guidelines are identified in the future land use and activity nodes recommendations of the Plan.

APPENDIX B
PARKS, FACILITIES AND OPEN SPACE OPTIONS

Introduction

The City of White House owns and manages four parks located on the eastern side of Interstate 65 (I-65): the Soccer Complex, City Park, Civic Center and Northwoods Park. Aside from Northwoods Park, a mini park, all other parks primarily serve active recreation needs with sport fields and recreation complexes. The City began developing a greenway system based on a 1998 Greenway Master Plan and has implemented 3.5 miles of the planned system. The existing greenway provides the most passive form of recreation available to the citizens of White House.

The following recommendations for future parks and greenways are intended to balance the active and passive recreation facilities that are available to the citizens of White House as the City plans for future growth. In addition, their locations will provide opportunities to the citizens in the western half of White House, whose connection to existing parks is limited by I-65. These park and greenway sites also take into account the preservation of natural areas within the City and the proposed growth boundary and, therefore, will be impacted by the proposed zoning recommendations.

Parks and Facilities

It is recommended that the City set a goal of acquiring 100 acres per park and acquire no less than 25 acres as a minimum. If the City determines that future active recreation areas or ball fields are necessary, a 25-acre park is the minimum size to develop four youth-size baseball fields and support amenities. A 100-acre park presents many more options, including extensive trail systems and the preservation of natural systems and amenities that can be enjoyed through passive forms of recreation such as bird watching and hiking. Parks with a mix of mature vegetation and open space represent the quality and character of parks that are needed to balance the active recreation areas of White House's existing park system.

Currently, there are no parks located to the west of I-65 despite rapid development. Two zones were identified where population growth is occurring and major roads make land accessible. In addition, the zones have a mix of existing vegetation and open space or contain major waterways that will benefit from the preservation of existing vegetation. Two sites to the east side of I-65 were also identified that have these characteristics. All zones are intended to preserve existing natural features and serve populations that are currently outside of the service boundaries of existing parks and greenways.

The plan identifies four areas of White House that would benefit the most from future open space development based on future growth patterns, environmentally diverse landscapes and existing transportation systems:

Open Space Zone #1: Several heavily vegetated land parcels have been identified around Heritage High School and Middle School along SR 76 and Pleasant Grove Road. Locating a park near this school increases after school recreation opportunities to students and residents of the area and will preserve valuable natural systems and character.

Open Space Zone #2: Mill Branch Creek is a large stream located at the southwest corner of White House City limits. New development is occurring along this corridor, which is desirable because of its natural qualities. This site was identified as one that would highlight the region's natural character. In addition, this location can be linked to the park system east of the interstate along the greater system of waterways.

Open Space Zone #3: A small incorporated area of White House at the northern City limits is the third zone identified for park development. This area is accessible by SR 31W and is

located outside of the current park service areas. Honey Run Creek bisects this incorporated area which contains a mix of vegetation and open space.

Open Space Zone #4: Most of the area east of the City and included within the future urban growth boundary is outside of the current park service areas. Population density is also greater here than areas west of the interstate. Several stream channels make it possible to connect the park with the greenways and schools. Large areas of existing vegetation and waterways provide many locations for future parks that contribute to the City's character.

Open space development is critical to creating a sense of place for the City of White House. Consideration shall be given by the individual developers of each site to develop a land plan that considers creating open space that provides aesthetic and environmental amenities appropriate to existing natural features and future development. Hypothetical park sites have been shown for future discussions of land use. The order in which the sites are developed should follow the order in which they are listed above, or where the need appears greatest with development.

Greenways

The City's existing greenway trail is approximately 3.5 miles long and connects the City Park with High School Meadows. It follows the Jones Branch Creek along the eastern edge of the most highly populated area White House. The setting creates the ideal character of a greenway trail, providing an area where citizens can access nature within heavy development for a casual walk, jog or bike ride. Currently, there is no pedestrian or bicyclist connection across I-65. Although open space and greenway development has been shown to occur in areas of high population density, connecting the two halves of White House through its parks and greenway system should become a goal of future development.

The recommendations for future greenways identifies routes that highlight natural areas such as streams and woods as a means of linking residential areas to parks and schools. The existing trail serves as the foundation of the future greenway routes.

Route #1: Close the northwest connector loop: This route was identified on the original White House Greenway Master Plan as phases 4 and 5. It follows Jones Branch to the branch of an unnamed stream, which will return the trail southwest to the City Park via Calista Rd.

Route #2: Branch off of existing trail to connect schools: Connections to Heritage High and Middle School and South Palmers Elementary School will promote walkability and create a pedestrian connection over I-65. This route also links the soccer complex and high density residential areas to the greenway network.

Route #3: Southern connector to a future park site and new school property along 31W: This loop provides greenway access to a highly natural system along the southern urban growth boundary, east of I-65.

Route #4: Connect the future parks and Heritage High School west of I-65 to the existing greenway: This route will provide maximum connection and walkability to citizens on both sides of the interstate.

Route #5: Extend the trail north from the Honey Run Creek Trailhead following Honey Run Creek and pass under I-65 at the proposed interchange. The trail continues south on the west

side of I-65 along streets, property lines and Frey Branch Creek, and connects to Route #4 at Bill Moss Road.

Development and Conservation Easements

The citizens of White House have identified its natural beauty as an element to be preserved throughout its growth. It is recommended that conservation tools be in place to preserve the natural areas within and surrounding the growth boundaries of White House. Several methods are available to accomplish this, including conservation subdivisions, managing patterns of growth, transferable development rights, riparian buffers, highway buffers, amenity and open space requirements, and amenity incentives. A combination of these regulatory tools will allow the community to protect natural areas and provide public access without inhibiting growth within the community.

Regulatory Options and Recommendations

Conservation Subdivisions

It is recommended that a conservation subdivision ordinance be developed that allows permanent conservation of a portion of a property without a reduction of the overall density permitted. To achieve this goal, portions of the site are developed at a higher density while a portion of the site remains undeveloped and protected by a conservation easement to prevent future development. These subdivisions work extremely well in areas with extensive floodplains or steep slopes that make normal development patterns of large lot subdivisions inappropriate. (City currently has cluster ordinance section 4.140 of Zoning Ordinance available on City's web site. Review for any recommendations to improve ordinance)

Section 4.140

C. Development Standards

8. Pedestrian Circulation: ...that connects each lot with a common open space.

a. any improved open space will be designed to meet all ADA requirements

b. when open space provided by the development contains a section of multi-use greenway shown on the City of White House Parks and Greenways Master Plan, the developer shall build this section of greenway in compliance with City design standards, and shall dedicate a 40' easement for the greenway. Internal trails shall connect the development's trails to the public greenway.

D. Open Space Requirements

2. Mandatory Provisions Governing Organization and Operation of Maintenance Association:

h. ...in its natural state and placed within a conservation easement. The conservation easement shall be transferred to the City or a Land Trust approved by the City.

Transfer of Development Rights

Similar to a conservation subdivision in that the transfer of development rights protects land for future generations, this tool should be considered for implementation in White House. The transfer of development rights from one parcel to another provides the same net density within an area of the community, but protects one parcel from development and allows the other property that receives the development rights to be developed at a higher density.

Conservation planning should be encouraged to achieve desired densities while preserving the maximum amount of open space. Here, the terrain becomes such that development will greatly impact the aesthetic quality and character of the area and impact water quality along a major drainage basin. It is recommended that the regulatory tools be in place before development. Of those, modified zoning and per unit acquisition fees for parks and greenways are appropriate. Conservation planning and zoning regulations, which preserve the natural system, should

continue along the length of this route, including the small section west of the interstate. Any development that occurs along the greenway trails must include all utilities that are associated with the trail development.

Riparian Buffers

Many communities across the state and country have established their own riparian buffers in addition to the buffers already required by the state. It is recommended that the city of White House institute zoning changes that require a 50' riparian buffer along waters of the state in addition to the state's 25' buffer. This buffer should allow the construction of paved greenway trails but prohibit any other grading or construction activity.

Highway Buffer

Along designated roadway corridors, the City has the opportunity to protect scenic views by developing greater minimum setbacks for development. Roadways that are felt to have high quality scenic views should have a minimum 100' development setback to protect existing scenery and to allow for the development of community sidewalks and greenways within the setbacks. (Suggest areas: Tyree Springs, Union Road, Pleasant Grove Road, etc)

Amenity and Open Space Incentives

In many communities development code provides incentives for the development of recreation amenities and/or the protection of open space. The conservation subdivision is one example where allowing smaller development footprints with the same density saves the developer money by reducing infrastructure cost. Other examples include increased density if you provide a public park within the development. These types of open space and amenity incentives should be considered in future zoning codes.

Development Requirements

Providing greenway trails and park land in a community should be a basic requirement of all development just as building roads, water and sewer systems is required. Within the City of White House, it is recommended that the City charge a per residential unit impact fee for park development. Many communities in Middle Tennessee have such fees to keep pace with the growth in their communities. (Article 8 of Zoning Ordinance includes cities impact fee ordinance in place since 1997. Review for improvements. City charges \$ 396 per single family home, \$ 292 Duplex, \$ 245 Multi-family unit, \$ 353 mobile home) It is also recommended that any development that abuts or contains a portion of the adopted greenway master plan recommended in this plan update, be constructed by the developer and dedicated to the City. Collierville and Germantown have successfully used this tool to aid in the implementation of their greenway systems. The development of these trail sections should be per the design standards in the adopted White House Greenway Master Plan.

MERGE PDF

MERGE PDF

MERGE PDF

MERGE PDF

APPENDIX C
COMMUNITY MEETINGS SUMMARY

COMMUNITY MEETING NOTES, APRIL 21, 2008

COMMUNITY CHARACTER

1. Small town atmosphere where you know everybody
2. Primarily residential with small businesses
3. Interstate access and proximity to Nashville is a strength
4. Small community with potential for growth including some selective commercial
5. Character of people
6. Good greenspace – like openness
7. Good community leadership and citizen involvement
8. Good parks
9. Good library and museum
10. Good farmland
11. Hills and farmland are attractive
12. Community is quiet and safe
13. Important to remember and protect community's history

VISION

1. Establish a place that identifies where a sense of the town can be found
2. Establish a cultural center and amphitheater
3. Preserve historical places and character
4. Maintain a quiet community
5. Complete greenway
6. Save farms
7. Provide more retail commercial and restaurants
8. Balance growth
9. Growth should be well managed
10. Learn from others' mistakes
11. Maintain the good schools and governmental services

White House Comprehensive Land Use Plan Review and Update Meeting

June 2, 2008

Town Center:

Retail and Office Uses

Area to include entire block of Hwy 31W of SR including both sides of roadway

Preservation of historic homes in area.

Residential Uses

Parking and open space in center of town center area.

Possible expansion of area to include property across Hwy 31W: Property behind Advanced Auto and White House Utility Offices.

Created attraction including cultural events, shops, restaurants, and theatre.

Liquor by drink key for redevelopment of town center.

Create historical marker

Create water feature for children to play in

Attractive city signs to advertise area for interchange.

Economic Development:

Retail Shops and Restaurants

Office and Professional Uses

Office Headquarters

Entertainment uses

Small local owned non-corporate shops and services.

No expansion of industrial areas.

Housing Needs:

Wilkinson Lane north of Wal-Mart Development

Vacant tracts on Sage Rd and near interchange

Interstate Interchange areas

Raymond Hirsch Parkway west of Hwy 31W

High rise buildings in town center area.

Town Center Area

Avoid non-pedestrian friendly areas.

Adjacent to Strassle Drive

Area around Kroger Center

Additional fire protection equipment to allow higher rise buildings

Small and medium scale developments (50 units) instead of 150 units complexes

Mixed use development settings for high density developments

Limited discussion on minimum single family housing densities

Transportation Issues

Bill Moss or Wilkinson Lane Connection to Hwy 31W (property owner opposition expressed)

Open up northern access to city.

Pleasant Grove improvements including alignment with Union Road (Union Road property owner opposition expressed)

Marlin Road upgrades and extension across Hwy 31W to Union Road future access to interchange

Marlin Road is key east/west connection and provides direct connection to Hendersonville
Sage Road upgrades and connection to Union Road and future interchange area.
Union Road upgrades and connection to Interchange area.
Upgrades to Melton Road to City roadway standards
Meadows Road extension to Shun Pike
SR 76 alignment with Hwy 31W to remove offset in SR 76 roadways (Portland and Springfield)
Pinson Lane Improvements to remove horizontal curve near Pleasant Grove Road
Eden Way Connector to Wilkinson Lane at Wal-Mart Drive
SR 76 /Cross Plains Road, and New Hall Road Improvements remove offset and sight distance issues.
Cedarbrook Drive extension to Tyree Springs Road (Connect SR 76 to Tyree Springs) indirect connections since within existing and future residential areas.
Webster Road improvements including a north section to connect SR 76 near future location of high school on SR 76.
SR 76 and Industrial Drive interchange relocation and improvements including possible connection with future commercial property south of SR 76.
Byrum Drive extension to Indian Ridge Blvd northern access to city.
I-65 Interchange south of Union Road overpass to connect to Union Road, Marlin Road, Sage Road, Webster, and North Swift Road

Preservation Areas and Natural Sensitive Areas:

Farm Land Preservation

Preservation of Family Farms including Kelly, Jackson, Tate, and Nash Family Farms
Remaining Old Historic Areas and Buildings in Town Center
Protection of environmental areas including creeks, slopes, floodways and information to be included on comprehensive plan
Soil types designation
Subdivision Cluster Design, Transfer of Development rights, and Local Farm Trusts between owners and city.

Future Park Area:

Large community park (50 + acre) preferred for active and passive recreation needs.
No small scale city community parks due to safety and maintenance issues.
Greenway extension across Hwy 31W
Greenway along Honey Run Creek
Boyles Property near creek and cave area.
Stone Tavern on Horse Shoe Road
Marlin Road (Cane Property) south of Marlin Road (sloped) natural preservation park
Farmland Park setting
Park near new high school on SR 76 west of I-65
Wilkes Property at Hwy 31W and Melton Road intersection
Sage Road Wheeler Property south of White House Builders Development
North Palmers Chapel Property north and south of Fern Valley Road
New Hall and SR 76 area west of I-65
Boyles Road Property (north of Boyles)
Tate Property West of Hwy 31W and North of Calista Road (Property owner opposition discussed)
North Palmers Chapel Road north of greenway to include White House Church of Christ Property
Tyree Springs and Ben Albert Natural preservation park

Comprehensive Plan Update and Review Project
Public Plan Review Meeting:
Monday August 18, 2008 (5-9pm)

1. Remove park star areas out of developed subdivision and out of the future golf course area. (see attached map).
2. Alter greenway near Calista Road and west of I-65. (see attached map)
3. Sage Road define area as office/professional and medium density residential area and fills in gap area on
Sage Road along the east side of Sage Road.
4. Define scale of high density residential developments 50-70 units.
5. High density residential development scale

Please make sure that the overwhelming concern is captured:

We want apartment developments that are small and are part of the community instead of large ones that become their own communities. We want to allow and encourage apartments developments on 50 to 75 units, with 75 being the maximum. We understand that these may not offer the amenities of larger ones but we are willing to compromise to keep the smaller developments. Please also locate these in areas offering needed amenities such as sidewalks, greenways, primary road access, and town center redevelopment area.

(11 signatures on item# 5)

6. Add area at Fern Valley and Shun Pike as medium density since area was recently zoned for R-15,
Medium Density Residential. (see attached map)
7. Show property on Pleasant Grove Road for multi-family residential. (see attached map)
8. Show property on Meadows Road for multi-family residential. (see attached map)
9. Show property behind Covington Heights Subdivision and greenway for multi-family residential.
(see attached map)
10. Philip Kelly: In regards to roads on map, you have improvements on Union Road, which shows the road crossing over a historical spring house and spring that feeds not only Sulfur Fork Creek but is the main and only source of water for our livestock. It is also crossing prime farmland that is and has been for many many years cultivated and used for crops viable to our operation. (We are very opposed to this item).

In regards to the new road off proposed new interchange, between Nash and Kelly Property (Webster Lane) it would destroy prime farmland and also water supply to our livestock. Interchange on New Hall Road would be more cost effective and destroy less land and benefit more people.

Concerns with roadway access shown at intersection of Pleasant Grove Road and Union Road (revised intersection proposal). Request review multiple lights instead of having aligned intersection due to loss in farm land and concerns with disturbing spring and creek.

Concerns with roadway access shown at Webster Road north to SR 76 due to loss in farm land.
(See attached map)

11. Move greenway section that cuts across Tate Property north of Calista Road and west of Hwy 31W. (see attached map)
12. Move greenway crossing on Hwy 31W to follow Honey Run Creek North. (see attached map)
13. Move greenway on west side of interstate due to concerns with taking farm land. (see attached map)