

**Department of Economic
and Community Development**



TENNESSEE

Local Planning Assistance Office

Rachel Jackson Building /6th Floor
320 Sixth Avenue North
Nashville, Tennessee 37243-0405
615-741-2211

May 4, 2000

The Honorable Terry V. Wallace
County Executive of Marshall County
1108 Courthouse Annex
Lewisburg, Tennessee 37901

Dear Mr. Wallace:

The Local Government Planning Advisory Committee at its meeting April 26 approved the Marshall County Growth Plan submitted by the Marshall County Coordinating Committee. Enclosed is one copy of the materials submitted by the Coordinating Committee and a copy of the Local Government Planning Advisory Committee Resolution of Approval.

The Comprehensive Growth Plan law requires that you file your plan with your county register. The Local Government Planning Advisory will also keep a copy of your plan.

If I or the Local Government Planning Advisory Committee may be of additional assistance, please contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Don Waller".

Don Waller
Director

DW/jw

Enclosure

**Submittal of County Growth Plan
and
Certificate of Ratification**

Whereas, the Marshall County Coordinating Committee has developed and recommended to the county and municipal legislative bodies of Marshall County a Growth Plan which complies with TCA 6-58-106; and

Whereas, the County and municipal legislative bodies have ratified the Marshall County Growth Plan as required by TCA 6-58-104; and

Whereas, the Marshall County Coordinating Committee has held the requisite public hearings pursuant to TCA 6-58-104;

Now Therefore, the Marshall County Coordinating Committee submits to the Local Government Planning Advisory Committee the Marshall County Growth Plan for its approval pursuant to TCA 6-58-104.



Chair, County Coordinating Committee

3-21-2000
Date

**Resolution of Approval
By The
Local Government Planning Advisory Committee**

Whereas, the Marshall County Coordinating Committee has submitted a County Growth Plan for Marshall County and its municipalities; and

Whereas, the Coordinating Committee has certified that the plan has been ratified pursuant to TCA 6-58-104;

Now, Therefore Be It Resolved by the Local Government Planning Advisory Committee that the Marshall County Growth Plan is hereby approved and becomes effective this date.



Chair, Local Government Planning Advisory Committee

4-26-2000
Date



COUNTY OF MARSHALL

TERRY WALLACE
County Executive

Courthouse Annex
Lewisburg, TN 37091

931/359-1279
Fax: 931/359-0551
email: mcgov@tnweb.com

March 21, 2000

Mr. Don G. Waller, Director
Local Planning Assistance Office
Tennessee Department of Economic & Community Development
6th Floor, 320 Sixth Avenue North
Rachel Jackson State Office Building
Nashville, TN

Dear Mr. Waller:

The purpose of this letter is to file our final County Growth Plan for Marshall County with the Local Government Planning Advisory Committee. This Plan has been approved by the Marshall County Coordinating Committee and was forwarded to all local governments in Marshall County. All local governments, including Marshall County, Lewisburg, Cornersville, Chapel Hill, and Petersburg, have ratified the Plan.

Enclosed for your approval are two (2) copies of the Submittal of County Growth Plan and Certificate of Ratification and the Growth Plan Map. This Plan meets all the requirements of TCA Section 6-58-106, the Growth Policy Act, Public Chapter 1101 of 1998.

On behalf of the Marshall County Coordinating Committee and all local governments involved, we support this Plan. We feel that the process was helpful in dealing with future growth issues and appreciate the opportunity to participate in the process. Please do not hesitate to contact Mr. Terry Wallace, Marshall County Executive, should you have any questions or need additional information regarding this matter.

Sincerely,

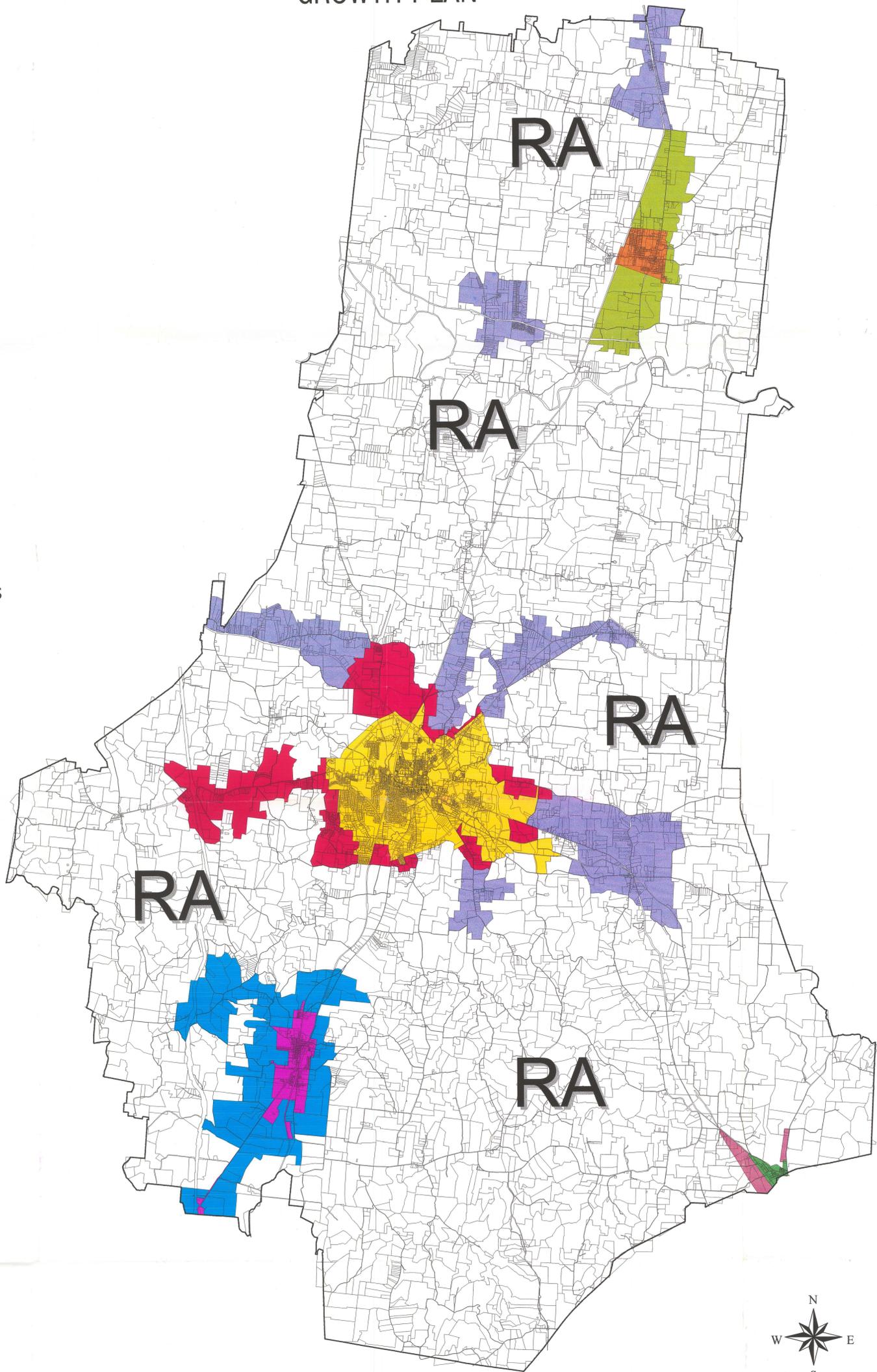
George Phillips, Chairman
Marshall County Coordinating Committee

lm

enclosures (4)

MARSHALL COUNTY GROWTH PLAN

-  County
-  Parcels
-  County PGAs
-  Chapel Hill City Limits
-  Chapel Hill UGB
-  Cornersville City Limits
-  Cornersville UGB
-  Lewisburg City Limits
-  Lewisburg UGB
-  Petersburg City Limits
-  Petersburg UGB



Local Government Planning Advisory Committee
 Date: April 26, 2000
 To: Approve Marshall County Growth Plan
Tom Stiner
 Tom Stiner, Chairman





State of Tennessee
Department of Economic and Community Development

Local Planning Assistance Office

William Snodgrass/Tennessee Tower Building-10th Floor
312 8th Avenue North
Nashville, Tennessee 37243-0405
615-741-2211

January 24, 2008

The Honorable Joe Boyd Liggett
Marshall County Mayor
1108 Courthouse Annex
Lewisburg, TN 37901

Dear Mayor Liggett:

The Local Government Planning Advisory Committee has approved the amended Marshall County Growth Plan submitted by the Marshall County Coordinating Committee. Enclosed is a copy of the materials submitted by the Coordinating Committee and a copy of the Local Government Planning Advisory Committee's Resolution of Approval, effective January 23, 2008.

The Comprehensive Growth Plan law requires that you file your plan with your county register. The Local Government Planning Advisory Committee will also keep a copy of your plan.

If I or the Local Government Planning Advisory Committee may be of additional assistance, please contact me.

Sincerely,

Tim Roach
Director

TR/jw

Enclosures

**Submittal of County Growth Plan
And
Certificate of Ratification**

Whereas, the Marshall County Coordinating Committee has developed and recommended to the County and municipal legislative bodies of Marshall County a Growth Plan which complies with TCA 6-58-106; and

Whereas, the County and municipal legislative bodies have ratified the Marshall County Growth Plan as required by TCA 6-58-104; and

Whereas, the Marshall County Coordinating Committee has held the requisite public hearings pursuant to TCA 6-58-104;

Now Therefore, the Marshall County Coordinating Committee submits to the Local Government Planning Advisory Committee the Marshall County Growth Plan for its approval pursuant to TCA 6-58-104.

Joe B. Coble
Chair, County Coordinating Committee

1/4/08
Date

**Resolution of Approval
By The
Local Government Planning Advisory Committee**

Whereas, the Marshall County Coordinating Committee has submitted a County Growth Plan for Marshall County and its municipalities; and

Whereas, the Coordinating Committee has certified that the plan has been ratified pursuant to TCA 6-58-104;

Now, Therefore Be It Resolved by the Local Government Planning Advisory Committee that the Marshall County Growth Plan is hereby approved and becomes effective this date.

Kristina G. Baldwin
Chair, Local Government Planning Advisory Committee

1-23-08
Date

County of Marshall



Joe Boyd Liggett, County Mayor

1108 Courthouse Annex
Lewisburg, TN 37091
931-359-1279 fax: 931-359-0539
931-993-6740 cell phone
mcgov@vcourthouse.net

January 8, 2008

Mr. Tim Roach
Director of Local Planning
Tennessee Department of Economic & Community Development
312 Eighth Avenue North, Tenth Floor
Nashville, TN 37243

Dear Mr. Roach:

The purpose of this letter is to file our amendment to the 2000 County Growth Plan for Marshall County with the Local Government Planning Advisory Committee. This Plan has been approved by the Marshall County Coordinating Committee and was forwarded to all local governments in Marshall County. All local governments, including Marshall County, Lewisburg, Cornersville, Chapel Hill and Petersburg have ratified the Plan.

Enclosed for your approval are two (2) copies of the Submittal of the amended County Growth Plan, Certificate of Ratification and the Growth Plan Map. This Plan meets all the requirements of TCA Section 6-58-106 and the Growth Policy Act, public Chapter 1101 of 1998.

On behalf of the Marshall County Coordinating Committee and all local governments involved, we support this Plan. Please do not hesitate to contact Mr. Joe Boyd Liggett, Marshall County Mayor, should you have any questions or need additional information regarding this amended Plan.

We ask that you accept our Plan as part of your January agenda for the Local Government Planning Advisory Committee. This request is due to the City of Lewisburg being in the process of negotiations on property in their newly developed business park which is outside of their present UGB, but in their proposed expansion. This could possibly affect the outcome of these negotiations. Since these transactions could carry a large impact to our community in the possibility of bringing additional jobs to our area, we ask that you give this request your utmost consideration in placing it on your next meeting's agenda.

Sincerely,

Joe Coble, Chairman
Marshall County Coordinating Committee

Lm

enclosures

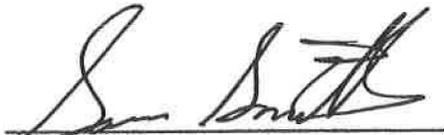
RESOLUTION 08-01-01

A resolution to ratify the amendment of the 20-Year Growth Plan for Marshall County, Tennessee

WHEREAS, the Marshall County Coordinating Committee has developed and recommended to the County of Marshall an amended 20-Year Growth Plan which is pursuant with TCA 6-58-104;

NOW THEREFORE LET IT BE RESOLVED BY THE MARSHALL COUNTY COMMISSION that the Marshall County Coordinating Committee's recommended amendment to the Marshall County 20-Year Growth Plan hereby be ratified and be submitted to the State of Tennessee Local Government Planning Advisory Committee for its certification that the plan has been ratified pursuant to TCA 6-58-104.

This resolution shall take effect immediately upon its passage, the public welfare and safety requiring it.



SAM SMITH
CHAIRMAN



DAPHNE EAGAN
COUNTY CLERK

Approved for entry this 4 th day of January, 2008.



Joe Boyd Liggett, County Mayor



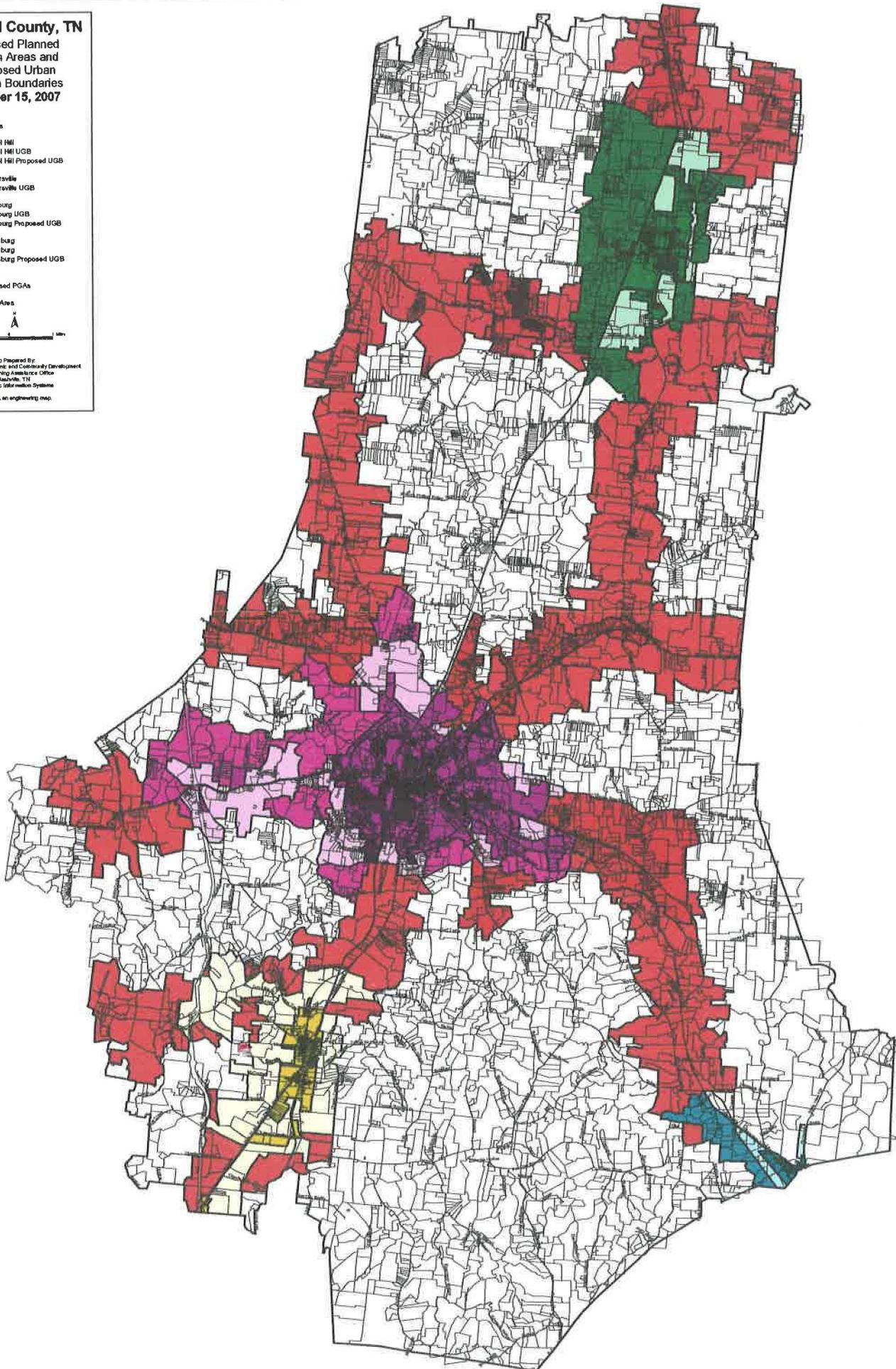
Marshall County, TN

Proposed Planned
Growth Areas and
Proposed Urban
Growth Boundaries
October 15, 2007

-  Parcels
-  Chapel Hill
-  Chapel Hill UGB
-  Chapel Hill Proposed UGB
-  Cornersville
-  Cornersville UGB
-  Lewisburg
-  Lewisburg UGB
-  Lewisburg Proposed UGB
-  Petersburg
-  Petersburg UGB
-  Petersburg Proposed UGB
-  PGAs
-  Proposed PGAs
-  Rural Area



Map Prepared By:
Department of Economic and Community Development
Local Planning Assistance Office
Nashville, TN
Geographic Information Systems
This is not an engineering map.



DOCUMENTS ENCLOSED

Submittal of County Growth Plan and Certificate of Ratification

Resolution – County Commission approval of County Wide Plan

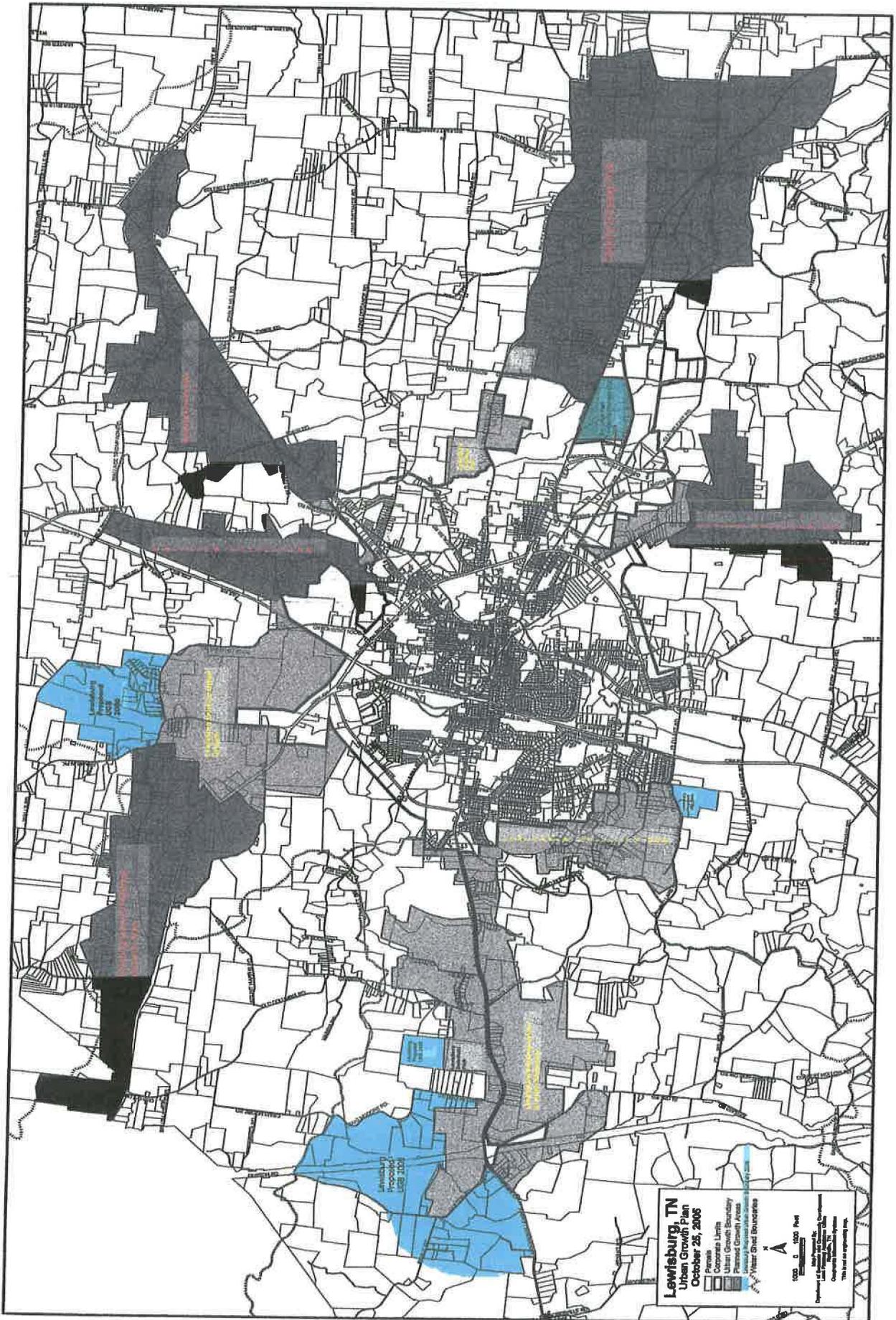
Map – Marshall county, TN proposed Planned Growth Areas and proposed Urban Growth Boundaries

City of Lewisburg – Urban Growth Boundary Report

Town of Chapel Hill – Urban Growth Boundary Report

Town of Petersburg – Urban Growth Boundary Report

Marshall County – Growth Plan of Unincorporated Areas of Marshall County (PGA)



Lewisburg, TN
Urban Growth Plan
October 25, 2005

◻ Corridor
 ◻ Planned Growth Areas
 ◻ Urban Growth Boundaries
 ◻ Lewisburg Proposed LEIS 2005
 ◻ Water Shed Boundaries

0 500 1000 Feet
 Department of Public Works
 Lewisburg, TN
 Copyright 2005
 This plan is approved by the...

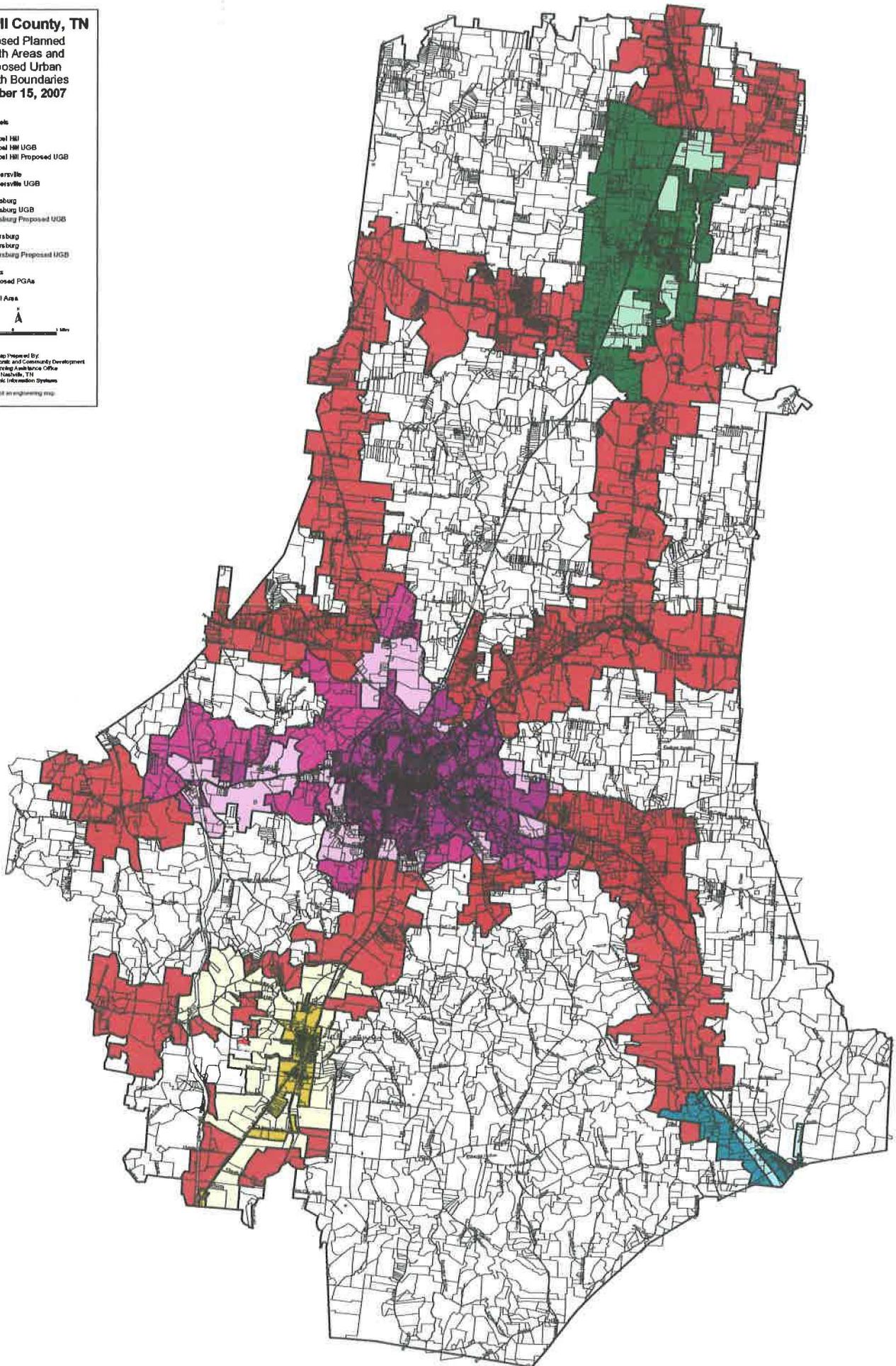
Marshall County, TN

Proposed Planned
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-  Parcels
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-  Proposed PGAs
-  Rural Area



Map Prepared By:
Department of Economic and Community Development
Local Planning Assistance Office
Nashville, TN
Geographic Information Systems
This is not an engineering map.



URBAN GROWTH BOUNDARY REPORT

LEWISBURG, TENNESSEE

INTRODUCTION

Public Chapter 1101 of 1998 created the need for Tennessee cities and counties to evaluate their potential growth for the next twenty years defining their responsibility to manage growth, ensuring efficient use of land, and providing public service standards. The law requires each county to prepare a countywide growth plan that identifies each municipality's growth boundary, county planned growth areas, and rural areas. A required county coordinating committee is made up of a representative cross section from the county that will assist in determining the final county growth plan. The county government and each municipality will participate in the process by proposing boundaries based upon historical experience, economic trends, topographical characteristics, population projections, land needs, and required public services. During this process and after its completion, the right of annexation will have been restricted considerably. The end result should serve all governmental entities within the county and guide urban and rural growth in a more efficient manner.

Purpose

Public Chapter 1101 sets forth the conditions required for determining the required urban growth boundaries, planned growth areas, and rural areas. Part of the process of determining a reasonably compact yet sufficiently large territory that will accommodate residential and nonresidential growth for a period of twenty (20) years is the preparation of a report that will address such things as (1) population projections; (2) costs and projected costs of core infrastructure, urban services, and public facilities necessary to accommodate development within the current boundaries of the municipality and throughout the territory under consideration for an urban growth boundary; (3) land management requirements for future growth; and (4) an examination of the effects of urbanization upon agricultural lands, forests, recreational areas and wildlife management areas within the territory under consideration for an urban growth boundary.

Methodology

This report was prepared utilizing many methods that included a review and study of previously prepared annexation studies, growth reports, discussions with local officials, and field surveys encompassing areas under consideration for the proposed urban growth boundary. Land uses were inventoried and analyzed using previously purchased digital information in addition to tax records provided by the State's Comptrollers' Office. Information on public services and facilities was obtained through a questionnaire completed with cooperation from local officials. The University of Tennessee provided population projections, in accordance with the Public Chapter 1101. Residential density information was prepared by utilizing the current certified population, the amount of acreage available or currently in use and calculations with current zoning densities. 2000 U.S. Bureau of

Census information was used to determine the average household size, and in turn to forecast the number of housing units required to accommodate the projected population. Household information combined with a survey of developed residential lots was used to calculate the acreage currently used as residential. Information pertaining to natural development constraint features was obtained from topographic maps supplied by the U.S.D.A Natural Resources Service. The guidelines set forth in Public Chapter 1101 were then applied to all the above data that was gathered for the preparation of the proposed Urban Growth Boundary and its accompanying documentation.

URBAN GROWTH BOUNDARY REPORT

LEWISBURG, TENNESSEE

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EXISTING MUNICIPAL LAND USE ANALYSIS

The City of Lewisburg contains approximately 11.5 square miles. Table 1 indicates that of the total 7,169.64 acres contained within the city limits, approximately 5,810 acres are developed. An inventory of the existing land use is depicted in Table 1. Table 2 contains the inventory of land use in the current Urban Growth Boundary, and Table 3 contains the inventory of land use in the proposed Urban Growth Boundary.

Table 1

**Existing Land Use
Lewisburg, Tennessee**

Land Use Category	Acreage	Percent of Total
Residential (all types)	3,316.8	46.3%
Commercial	970.1	13.5%
Industrial	812.0	11.3%
Public/Semi-Public	711.5	9.9%
Open Space/Agriculture	1,359.2	19.0%
Total	7,169.6	100.0%

Land Use Inventory

The existing land use inventory of Lewisburg is also summarized in Table 1 with a more detailed description as follows:

Residential – Residential land comprises 3,316.8 acres, or about 46.3% of the total land area within the City of Lewisburg. The majority of this category is single-family housing developments comprising 1,583.6 acres (22.1%) of the total land area. Single-family housing developments over 2 acres comprise 1,354.1 acres (18.9%), multi-family developments comprise 308.8 acres (4.3%), mobile home developments comprise 41.2 acres (0.6%), and mobile home developments over 2 acres comprise 29.1 acres (0.4%).

Commercial – Commercial land comprises 970.1 acres, or 13.5% of the total land area. The main corridors of Commerce Street, which separates the northern from the southern portion of the community and the Ellington By-Pass, which circles most of the city provides most of the land area for commercial activities. Future commercial developments will continue on these thoroughfares and should expand toward Interstate 65 along state routes (SR 373 and SR 50). City officials are anticipating more commercial development to occur at the interchange on Interstate 65 at Mooresville Road (SR 373) when the adequate infrastructure is in place for such development. Even though interstate interchange access is not possible in Marshall County on SR 50, city officials feel this corridor has the potential to be developed with some

type of commercial or industrial activities. In order for any non-residential development to occur additional city services will be required.

Industrial – Industrial land within the corporate limits comprises 812.0 acres, or about 11.3% of the total land area. From Lewisburg’s total population base of 10,413, industries employ over 4,114 (average annual employment) concluding that many commuters not only drive to Lewisburg from within Marshall County but also from surrounding counties. City officials would like to ease peak hour traffic on these congested city streets by emphasizing industrial expansion towards the interstate side of the city. This would reduce traffic somewhat through the community and also provide space for expansion. There are large vacant tracts of land suitable for industrial development near the city along SR 50 towards Interstate 65. These tracts will only be developed if city services are extended in this direction.

Public/Semi-Public – This land category contains 711.5 acres (9.9%) of the total land area in public and semi-public uses such as parks, church properties, schools, government lands, utilities, cemeteries and other recreational areas.

Open Space/Agriculture – This land use category represents areas currently used in agriculture, forested, or otherwise undevelopable lands (ie., lands subject to flooding, karst areas, poor soils, and excessive slope.) Currently, this undeveloped land comprises 1,359.2 acres or 19.0% inside the corporate limits. Of the undevelopable lands mentioned above, further analysis of FEMA flood maps and US Department of the Interior Geological Survey maps indicate approximately 825 acres are generally unsuitable for development within Lewisburg’s city limits due to flooding potential and steepness of slopes. The remaining inventory of 535 vacant acres constitutes the lands that are suitable for higher density urbanized development.

Transportation Analysis

Not included in the land use inventory figures was streets and rail lines. Rights-of-way (R-O-W) within the corporate limits amounts to approximately 1,500 acres or 88.23 miles of streets and railroad use.

Table 2
Existing Land Use
Current Urban Growth Boundary

Land Use Category	Acreage	Percent of Total
Residential (all types)*	3,161.1	59.6%
Commercial	80.32	1.5%
Industrial	51.4	1.0%
Public/Semi-Public	128.8	2.4%
Open Space/Agriculture	1,884.8	35.5%
Total	5,306.4	100.0%

*Residential – Residential land comprises 3,161.1 acres, or about 59.6% of the total land area within the current UGB. The majority of this category is single-family housing developments over 2 acres comprising 2,896.9 acres (54.6%). Single-family housing developments comprise 185.7 acres (3.5%) of the total land area., mobile home developments over 2 acres comprise 37.6 acres (0.7%), multi-family developments comprise 30.07 acres (0.6%), and mobile home developments comprise 11.0 acres (0.2%).

Transportation Analysis

Not included in the land use inventory figures was streets and rail lines. Rights-of-way (R-O-W) within the current UGB amounts to approximately 49.21 miles of streets and railroad use.

Table 3
Existing Land Use
Proposed Urban Growth Boundary

Land Use Category	Acreage	Percent of Total
Residential (all types)*	5,035.4	63.4%
Commercial	307.0	3.9%
Industrial	3.0	0.1%
Public/Semi-Public	340.4	4.3%
Open Space/Agriculture	2,246.0	28.3%
Total	7,931.8	100.0%

*Residential – Residential land comprises 5,035.4 acres, or about 63.4% of the total land area within the proposed UGB. The majority of this category is single-family housing developments over 2 acres comprising 4,776.8 acres (60.2%) of the total land area. Mobile home developments over 2 acres comprise 161.4 acres (2.0%), single-family housing comprise 75.9 acres (1.0%), multi-family developments comprise 11.9 acres (0.2%), and mobile home developments comprise 9.4 acres (0.1%).

Transportation Analysis

Not included in the land use inventory figures was streets and rail lines. Rights-of-way (R-O-W) within the proposed UGB amounts to approximately 65.24 miles of streets and railroad use.

EXISTING MUNICIPAL SERVICES

Water Service Area – Lewisburg’s water treatment plant is located in the city but obtains its water from the Duck River. The Lewisburg Water Department currently serves 5,452 customers, of which 4,362 are within the city, and 1,090 outside the city. The current capacity of the treatment plant is 4 million gallons per day. There are a total of six (6) storage tanks with a capacity in the tanks for 5.8

million gallons. According to the Water Department there are no plans for expansion geographically. An increase in residential growth of approximately 4,000 gallons per month per house (a 25% increase) could be accommodated before capacity would be affected.

Wastewater Service Area – The wastewater department currently serves 4,158 customers, of which 4,147 are within the city, and 11 are outside the city. Treatment capacity is 3.0 million gallons per day with the treatment system being a trickling filter discharging into Big Rock Creek. Sanitary sewers also serve approximately 70 percent of the water service area. The remaining dwellings are located mostly in the older parts of town and in a more rural setting on larger lots. Many of these dwellings were constructed prior to the establishment of a sanitary sewer system and are served solely by individual septic systems. There are some large vacant properties scattered throughout the city are so situated that they are not feasible to extend sanitary sewer service to at the present time. Sanitary sewer service is limited to within the corporate limits.

Electrical – The Lewisburg Electric Department provides electricity for the City of Lewisburg. The department buys electricity wholesale from TVA and sells it to approximately 5,500 customers inside the city limits. It is anticipated that street lighting will continue to be provided by Lewisburg Electric Department with the city paying a monthly fee for each pole (\$340,000 of the City's 2006-2007 street maintenance budget is dedicated to street lighting—see below in Roads & Streets) Streetlights in newly annexed areas will be installed along all streets and street intersections. In addition, streetlights will continue to be provided by request and according to necessity, based on current policies.

Natural Gas – Currently the Lewisburg Gas Department furnishes natural gas to a total of 2,921 customers, of which 2,831 are inside the city limits and 90 customers outside the city limits. For the 2006 year, the average daily purchase volume in the winter months was 2,069 dth (decatherms), compared to 847 dth for the summer months.

Roads and Streets – The City of Lewisburg contains approximately 93.23 miles of roadway throughout the community. The Tennessee Department of Transportation maintains 20.06 miles of state highways within the city while Lewisburg maintains the remaining 73.17 miles of local roadways. A review of the current budget indicates the city is paving, resurfacing, and maintaining approximately 20 miles of local streets annually. The Public Works Department has five (5) Dump Trucks, (1) Bulldozer, two (2) Backhoes, two (2) Brush Trucks, and three (3) One-Ton Trucks. The annual street maintenance budget for 2006-2007 is \$1,585,600, of which \$340,000 is dedicated to street lighting.

Most of the current city streets and highways are in good to excellent condition. However, the cost of street repair including associated drainage improvements increase each year as the city adds new streets and existing streets continue to age. The timing of maintenance and increasing costs will have an effect on Lewisburg's ability to take on new street responsibilities while maintaining the existing level of street condition within the city limits.

Solid Waste Collection – The City of Lewisburg provides garbage collection as a service to its citizens. Thirteen (13) city employees utilizing three (3) garbage trucks pick up garbage twice during a normal five (5) day work week. The city currently budgets approximately \$935,600 for garbage collection, which includes a dump and tipping fee of \$8.58 per ton of garbage. The cost for this sanitation service per month for each household for this service is approximately \$12.00 per month. The city is no longer involved in operating a municipal landfill. Marshall County has agreed with the landfill owner to operate the solid waste facility and encourage its use as a regional facility and to serve as the host.

In so doing they will utilize a surcharge imposed on each ton of solid waste that shall be expended for solid waste management purposes. Such things as landfill monitoring and county convenience centers are the result of this agreement. By keeping county property taxes out of the operation of the landfill as well as maintaining county-wide convenience centers, the mutual agreement between county and city governments are providing all county residents a very beneficial service.

Recreation – The City of Lewisburg provides recreation programs and other services under this category. Community activities and recreation programs serve all residents of Marshall County including those living outside the corporate boundaries of the City of Lewisburg. The city has constructed and maintains six parks, the largest being Lewisburg Recreation Center and the smallest being Harmon Playground. The 2006-2007 annual budget is \$1,047,600. The recreation department employs twelve (12) full-time and forty (40) seasonal personnel.

City supported programs include softball, baseball (tots), baseball (youth), baseball (adult), soccer, swimming, nature/trails, senior centers, basketball, tennis, crafts, volleyball, walleyball, racquetball, and daycamp. In addition, the city has just completed one phase of a greenway system located around Old Lake, which is designed as a walking/hiking/scenic trail. Another greenway project links various areas of the community to Big Rock Creek, which flows through the downtown portion of Lewisburg.

Codes and Planning – The City of Lewisburg enforces the Standard Building Code for all building and construction that goes on within the city limits. The same department enforces the municipal zoning ordinance, subdivision regulations, and flood damage prevention ordinance. The city also participates in the National Flood Insurance Program. The Mayor and City Council of Lewisburg, the Municipal Planning Commission guide development for the city, and the Joint Economic and Community Development Board as well as many other civic groups charged with the orderly development of their community.

Police Department The Lewisburg Police Department has a total of 32 full-time employees. The police department in addition to being the primary answering point for the E-911 calls for Marshall County handles dispatching. The International Association of Policemen recommends 2.1 patrol officers per 1,000 population with communities under 30,000 total population. Using this standard, Lewisburg currently employs 3.2 per 1,000. The operating budget for the current fiscal year is \$2,566,750.

Fire Department – The Lewisburg Fire Department has a total of 18 full-time and 10 volunteer employees. The City of Lewisburg has an ISO Rating of 5 and response area covers the city limits. Beyond the city limits is categorized as mutual aid. The vehicles currently operated by the department include: (1) 750 gpm pumper, (1) 1,250 gpm pumper, (2) 1,500 gpm pumpers, 1,500 gpm aerial platform pumper, and (1) car. The operating budget for the current fiscal year is \$1,159,350.

URBAN GROWTH PROJECTIONS

Projected 20 Year Population Growth

Lewisburg's most recent certified population figure is 10,413 as of the 2000 U.S. Census. The University of Tennessee Center for Economic and Business Research has published population projections for Lewisburg through the year 2025. The projections, along with the percentage difference for each five (5) year interval, are shown in Table 4.

TABLE 4

LEWISBURG POPULATION PROJECTIONS

2000	% change	2005	% change	2010	% change	2015	% change	2020	% change	2025
10,413	8.1%	11,260	7.7%	12,130	6.9%	12,969	6.1%	13,763	5.4%	14,512

University of Tennessee Population Projections, December 2003

The 2025 projected population is an increase of 4,099 over the 2000 certified population of 10,413. Using the average household size of 2.38 persons per household as provided by the U.S. Bureau of the Census, a total of 1,722 new housing units will be required. Using the average residential density of 2.9 units per acre (R-1, Low Density Residential) provided by in the city's current zoning ordinance, 2,023 new housing units should require approximately 593 acres of vacant land.

Future Land Needs

An estimate of the minimum land space required to serve the future population of Lewisburg based on projections requires an evaluation of current vacant lands and acreage added to the total land area required to support the projected population. The following ratio provides an approximation of future space needs:

$$\frac{\text{current urban land}}{\text{current population}} = \text{urban land area per person}$$

$$\frac{7,169 \text{ acres of urban land}}{10,413 \text{ population}} = 0.688 \text{ acres per person}$$

If it is assumed that this ratio of 0.688 acres of urban land area will be required for each resident, then by the year 2025, a theoretical total of 2,010 acres (0.688 acres X 4,099 population increase) or 3.14 square miles of land will be required for Lewisburg's urban land needs.

Some of this additional acreage may be suitable for urban development and some will not. There must also be taken into consideration the fact that some of the lands will simply not be for sale. Factors such as these must be considered when determining needs for future development.

Projected 20 Year Economic Growth

Much of Lewisburg's economy relies on its industrial base that serve Marshall County and the surrounding counties. In addition to the jobs provided by those industries the local economy also relies on the retail, professional, and service businesses that serve the residents of the community and the adjacent population. Corridors for community expansion have been provided courtesy of the state and interstate highway system. Emphasis on future growth and expansion is being placed on these corridors toward Interstate 65 to include Ellington Airport.

Impact on Agricultural Lands, Forests, Recreational Areas, and Wildlife Management Areas

Residential, commercial, and industrial growth beyond Lewisburg continues to convert previously agricultural and forested lands into urbanized lands. There are some farmlands located on the major corridors in and out of Lewisburg that will be effected by continued urbanization. Agricultural and farming operations still remain the dominant activity beyond the corporate limits. If the City of Lewisburg expands its borders and sewer service is provided into these areas, then some farmlands will be developed. There are no large active forestry enterprises being conducted in the proposed growth boundary with the exception of small tracts of undisturbed forests. There are no formal wildlife management areas to contend with beyond the corporate limits. The city maintains Lewisburg Lake, which is, located beyond the city limits just south of the city as a recreational area complete with a hiking/walking trail around the lake. Urban growth is occurring around Lewisburg in all directions and is expected to continue. By defining growth corridors as Lewisburg proposes, it is hoped that intruding into any agricultural, forests, recreational, and wildlife management areas will impose only a minimum of detrimental effects.

Proposed Urban Growth Boundary

Lewisburg's proposed Urban Growth Boundary contains an area of 7,931.8 acres, or 12.4 square miles. One of the city's principal justifications for requesting an area of this size is the fact that the City of Lewisburg is already providing some of the areas with urban services. Lewisburg is committed to providing all of the urban services in this area as future development pressures continue and has proven their ability to efficiently and to effectively provide these services. City officials agree that the interchange at I-65 and the corridor along SR373 will help provide future economic security for Marshall County and Lewisburg as well.

Projected Costs of Services

Sanitary Sewers

Since the previous UGB study, the City has completed sewer line expansion west on Hwy 373 to the I-65 interchange. The cost for further expansions into other areas of the proposed UGB would be calculated by \$150,000-\$175,000 per mile, according to current department calculations. Actual costs could be greater or lesser depending on the terrain and the number of lift stations required by the location. In addition, any annexations by invitation or request could shift the funding of this service from the city to the developer requesting to be annexed.

Water Services

Since the previous UGB study, the City has also completed water line expansion west on Hwy 373 to the I-65 interchange. As noted earlier in the report, there are no plans for expansion of the water treatment plant at this time. Approximately 4,000 gallons per month per household of residential growth could be accommodated before capacity would be affected. The cost for further expansions into other areas of the proposed UGB would be calculated by \$100,000 per mile, according to current department calculations. Actual costs could also be greater or lesser depending on the terrain and the number of pumping stations required by the location. In addition, any annexations by invitation or request could shift the funding of this service from the city to the developer requesting to be annexed.

Natural Gas

Natural gas is an optional service. However, from an engineering standpoint, the expansions in the UGB would be complicated to design infrastructure based on the limited parameters known to date. A major network of trunk-line pipes must be adequately sized to meet the future needs. In the end, the City must ensure that the projects are economically feasible and provides reasonable payback period on the capital expenditures required to provide service.

Transportation

The City of Lewisburg has developed a major thoroughfare plan according to the Tennessee Department of Transportation (TDOT) capacity standards and average daily traffic counts. The limits for this plan is the territory included in the proposed Urban Growth Boundary. This plan will serve as the basis for any future major streets to be located within the proposed Urban Growth Boundary. These corridors are anticipated to accommodate all traffic growth within the time frame provided for in the legislation. The city will continue to work with TDOT in maintaining and expanding its road network to maximize the safe, rapid, and efficient movement of people and goods.

The cost of the construction of new streets within the city limits will continue to be borne both by the developer and the city. As the city continues to annex and accepts new streets, an additional maintenance cost of \$5,000 per year per mile must be allocated. It is important that

all new streets be constructed to city standards before the city formally accepts them for public maintenance. Decisions concerning street repaving will probably be made on rational, prioritized ranking established according to the need, rather than on an as-needed basis.

Parks and Recreation

Lewisburg currently has an approximate total of 174 acres of developed parkland. The National Recreation and Parks Association suggests that a minimum, a community park system be composed of a core system of developed recreational land totaling not less than 6.5 to 10.5 acres per 1,000 population. To satisfy this requirement in the year 2020, Lewisburg will be required to contain an inventory of between 96 and 156 acres of recreational land. Lewisburg currently exceeds the suggested minimum and maximum acreage for a community park system, for the 2020 projected population.

Police

In order to meet the current suggested ratio of 2.1 sworn and uniformed police officers per 1,000 population for cities under 30,000 in population, it is estimated that Lewisburg will need to employ approximately 31 officers by the year 2020. The department currently meets that requirement.

As the population and boundaries continue to expand, the number of persons per square mile will also continue to decrease, as the response time to those requiring assistance continues to increase. Such continued expansions will require additional police stations. Any additional construction of new facilities for police and fire expansions might consider the joint utilization of these protective services.

Fire Protection

In order to maintain its class 5 ISO rating, it will be necessary to locate proposed fire stations so no area within the city limits is located more than 5 miles from such facilities. This would require an additional fire station if annexations should extend out along State Highway 50. The newest station, which is just being completed, is located on the western side of the city and is located within five miles of the Mooresville Exit on Interstate 65. In addition, the location of this fire station will provide fire protection coverage for most of the western portion of the proposed Urban Growth Boundary along State Highway 50 (Columbia Highway). Water lines need to provide adequate flow and minimum pressure in order to provide fire protection, in addition to spacing fire hydrants no further than 1,000 feet apart. The area along Mooresville Highway to I-65 should provide no obstacles in supplying adequate fire protection. The area towards the airport and along Highway 50 to I-65 need upgrading in order to provide such protection. Lewisburg, through annexation, will provide the extension of water lines containing fire hydrants sufficient in size and pressure to afford adequate fire protection.

CHAPTER 1

PURPOSE OF PLAN

INTRODUCTION

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

The *Chapel Hill Comprehensive Growth Plan* covers a planning period of approximately twenty years, 2006-2026. The information presented in this plan should be used as a framework to guide municipal and county officials, community leaders, businessmen, developers, and other stakeholders as they make decisions, which affect the future growth and development of Chapel Hill. The plan is not intended to supersede the responsibility or authority of local officials and department heads. Instead, it is designed to give the public and private sectors a basis to constructively use the interdependencies that exist between the various elements and organizations in the community.

Within the next ten to twenty (20) years, growth from the greater Nashville area will surge by an estimated 500,000 individuals. This growth in the greater Nashville area will cause a continued movement of urbanization and suburbanization into the rural surrounding counties. This process of urbanization and suburbanization has been an on-going process in the counties immediately surrounding Metropolitan Nashville for the better part of the last fifty years, but, in the next fifty years, this urbanization and suburbanization will proceed into the second-tier counties surrounding Metropolitan Nashville. Northern Marshall County will begin to feel the impacts of this growth within the next decade. The close proximity to Interstates 840 and 65, as well as the proposed widening of US Highway 31-A, will mean an even greater ease in connectivity to the employment centers in Davidson, Rutherford, and Williamson Counties. Coupled with cheaper livability rates and the attractiveness of residential development within the northern Marshall County area, developers will cast their eyes, and their financial recourses, into Northern Marshall County and Chapel Hill. This increased interest in the residential development will inevitably be a boon to the real-estate market in the Northern Marshall County area. It is vital for the town to begin preparing itself now for the challenges and opportunities that this growth will bring.

The Town of Chapel Hill will become a focus of this growth because of its sanitary sewer system, school system, and its small town atmosphere that will attract many residents who prefer to live in a rural residential environment. This plan is submitted in order to prepare for this pending growth. The development goals, objectives, policies, and the implementation strategies presented in this plan should be periodically reviewed, and when necessary, updated to reflect unanticipated occurrences or trends.

SCOPE OF PLAN

This *Chapel Hill Comprehensive Growth Plan* is designed to formulate a coordinated, long-term development program for the Town of Chapel Hill. The preparation of a development program requires gathering and analyzing a vast array of information. The plan is composed of two main elements: a study of the current conditions of the town and a development plan for the future of the town. The governmental structure, environmental constraints, and socio-economic characteristics of Chapel Hill are included within the current conditions to determine how these have affected and will affect land-uses and transportation facilities. Existing land-uses and transportation facilities are included to identify important characteristics, relationships, patterns, and trends. From these analyses, pertinent challenges, needs, and issues relating to land-use and transportation in Chapel Hill are identified. An amalgamation of this information is utilized to produce a Development Plan. The Development Plan, as presented herein, consists of two interdependent elements: the first being the identification of development goals and objectives with the establishment of policies for achieving them. The second element is the creation of a proposed Development Plan Map, which visually illustrates the goals, objectives, and policies. The plan is not a detailed blueprint for future development, or a zoning map, which establishes districts permitting certain specific uses and excluding others. Rather, it is a guide for making these and other important decisions and should be used accordingly. To achieve the goals and objectives identified in the development plan, specific strategies or measures are outlined in an implementation schedule.

CHAPTER 2

CURRENT CONDITIONS

INTRODUCTION

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

Location, Size and General Description

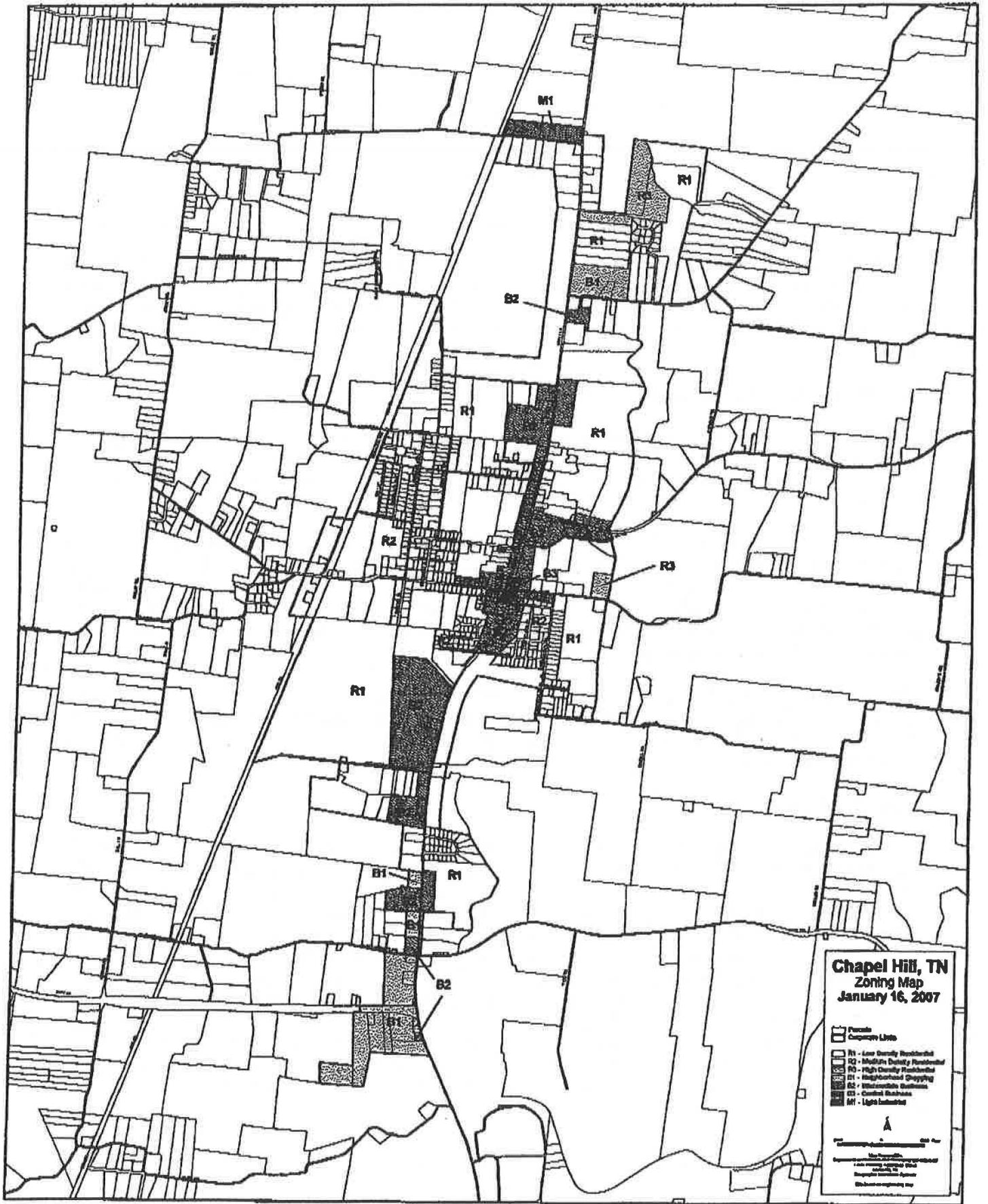
The Town of Chapel Hill is located in northern Marshall County along US Highway 31-A. The town is located fifteen (15) miles from Lewisburg, the county seat of Marshall County and forty-eight (48) miles from Nashville, the Tennessee State Capital. The location of Chapel Hill is shown on MAP 1.

The Marshall County lies in the Central Basin of Tennessee with outcroppings of the Eastern Highland Rim to the east and south. The Central Basin provides this area of Southern Middle Tennessee with its gentle undulating surface interspersed with rolling hills, valleys and pasturelands. The Duck River flows along the southern corporate limits of the Town of Chapel Hill and it is the principal stream of the region, affecting many elements of the area, but most especially the natural environment and the economy.

The town has developed along the spine of US Highway 31-A, which runs north to Nashville and south towards Lewisburg. All the commercial, residential, and public or quasi-public development in the town is in relation to Highway 31-A. The CSX Railroad track runs along the western corporate limits of town, forming the western edge of Chapel Hill.

Early Settlement

Prior to 1807, there were no European or American established settlements within the Marshall County area; however, the Duck River served as a vital artery both for game and for transportation for the Native American inhabitants of the Mid-Southeastern area. As the population of the newly established state of Tennessee continued the ever-expanding march westward, several cities and towns were established in the southern Middle Tennessee area. The area now incorporated as the Town of Chapel Hill was originally part of Bedford County, but, when Marshall County was carved from parts of Bedford, Lincoln, and Maury Counties in 1836, the town was placed within the newly formed county. The new county was named to honor the first U.S. Supreme Court Justice, John Marshall, while the new county seat, Lewisburg, was named to honor famed Louisiana Purchase Explorer Meriwether Lewis. In 1870, an additional segment of territory was given to Marshall County from Giles County, establishing the current corporate boundaries of the county. The town was established along one of the six original pikes originating out of Nashville, providing a market for traffic coming to and going from the new capital of the state.



GOVERNMENTAL STRUCTURE

Since planning occurs in a political environment, a knowledge of the governmental structure of the municipality is an important aspect of planning for its future. A municipality's form of government, financial capability, and Planning Commission status directly affects its ability to plan for growth and development. The purpose of this section is to provide a general examination of the governmental structure of Chapel Hill, to briefly describe its functions, and to assess its potential influence on future development.

Chapel Hill was chartered in 1808. Chapel Hill has a Mayor and Aldermen form of government. Five (5) Aldermen and a Mayor sit on the Board. Meetings of the Board are held monthly. The town has twelve (12) full-time employees, a volunteer fire chief and Fire Department. The employees are as follows:

Town Administrator --	1
Town Recorder --	1
Town Clerk --	1
Police Department --	5
Public Works and Building Inspector --	1
Water and Wastewater Department --	3
Volunteer Fire Chief --	1
Volunteer Fire Department --	19

Municipal Planning Commission

The Chapel Hill Municipal Planning Commission was established on April 10, 1980. The Planning Commission consists of five (5) members. The officers of the Planning Commission are the Chair and Secretary. The Planning Commission meets on a regular monthly basis and has been continuously active since its inception. The Board of Zoning Appeals consists of five members and meets on an as-called basis.

The Planning Commission has a staff of three professionals: a planner from the Middle Tennessee Regional Office of the Local Planning Assistance Office, Tennessee Department of Economic and Community Development; an engineer from the professional engineering firm of Griggs and Maloney; and the Town's Attorney from the law firm of J. Todd Moore.

The town currently has a zoning ordinance, a set of subdivision regulations, and a major thoroughfare plan in place to serve as the land-use policies that guide, control, and regulate growth.

Utilities

Adequate infrastructure including utility services, highways roads and access to mass transit, and technological support are essential to the growth of any area. In the Town of Chapel Hill, an area experiencing significant residential development, the capacity of utility and emergency service providers to extend services to homes throughout the county to new and proposed subdivision is particularly critical.

Water

The Town of Chapel Hill Water Department is one of only two self-sufficient water producers in Marshall County. The existing water system can comfortably meet the Town's average daily demand of 160,000 gallons per day as it has the capacity to produce some 400,320 gallons per day and with

minor upgrades to the systems the Water Department will have the capability of producing 600,000 gallons per day. Additionally, a secondary water source has been added to relieve any pressure on the system caused by increased usage in the summer months; also, the town has a water purchasing contract with MCBPU . Chapel Hill currently serves approximately 620 customers and the average use per residential home is 4,000 Gallons per month. The current charge is \$16.00 base fee and \$2.66 per thousand gallons. The annual budget is \$310,000. Most of the proposed UGB has already existing water lines, however, there are portion that do not have water. The town will either acquire the lines from MCBPU or install the approximate 168,960 feet at \$40.00 per foot with the assistant of developers, tap fees, in-house projects, federal and state grants, and low interest loans.

Sewer

At present, Chapel Hill Sewer Department is a biological natural system in which the grey water is collected, treated and discharged into the Duck River there are an estimated 250 to 300 taps remaining, however, the lagoon system only has 29 payments left. The payments are \$7,000 a month and once the bond expires the town will expand the lagoon for growth. To ensure that all new subdivisions have sewer service, the Chapel Hill Subdivision Regulations allow for the use of alternative sewer treatment systems such as the STEP drip system. In 2008, the Town will apply for a grant from the South Central Tennessee Development District to expand the existing lagoon. The current lagoon will be paid for in April 2010. Presently the town has 504 sewer customers including Henry Horton State Park. The town's sewer rate is \$16.00 base charge and \$2.63 per thousand gallons and \$3.89 per thousand after 3,500 gallons. The annual budget is \$311,000. Presently the town has 25,000 feet of line in use. Construction the approximate 221,700 (Per Griggs and Maloney) feet will be a combination of waivers, tap fees, developers construction, federal and state grants, and low interest loans.

Emergency Services

The Marshall County ambulance service responds to an average of about twenty-four (24) medical emergencies within the city limits and sixty-nine (69) such calls outside of its limits annually. It is housed in a facility owned by the Chapel Hill Lion's Club with utilities and maintenance provided by the Town. The average cost for the town is roughly \$8,000 annually. Presently, there is a larger more suitable ambulance for Chapel Hill, however, the current building is not large enough to house the ambulance.

Police

The police department, comprised of one chief and four full-time officers, responded to 975 calls from January 1, 2006 to October 31, 2006. Of these calls, 79% or 759, were from within the city limits and the remainder twenty-one (21) percent were in the county. When called upon, The Police Department also assists the County Sheriff's Department with law enforcement issues in Northern Marshall County, demonstrating its response and investigative capacity. The annual Budget for the CHPD is \$338,517. Presently TBI/FBI recommends one officer patrolling per 3,500 residents. Presently Chapel Hill has one officer on patrol for 1,500 est. residents which the population could in fact double and sufficient coverage is in place. Additional officers will be added as needed to cover future growth through grants and tax based dollars.

Fire Department

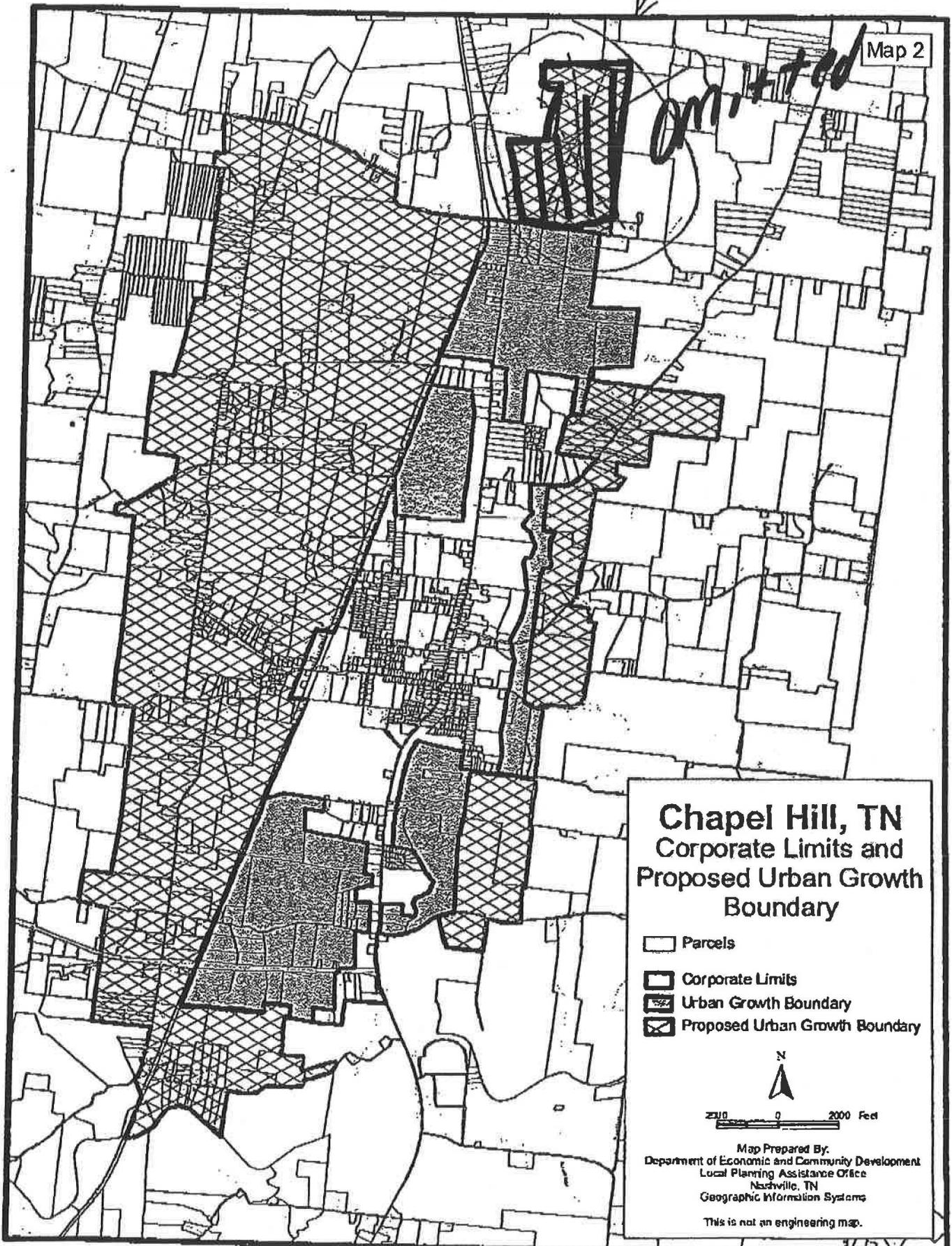
In 2005, the fifteen (15) volunteers under the leadership of a paid part -time fire chief responded to a total of 197 calls, fifty-four (54) percent of which represented medical emergencies. One hundred-forty-eight (148) of the total calls were from locations outside of the city limits. City officials are creating a strategic plan to provide a response mechanism for around-the-clock fire protection including the possibility of hiring several full time employees. The CHVFD receives \$4,500 from

the county, \$13,000 from a picture drive, and private donation, Lion's Club and the town absorbs roughly \$50,000 a year this includes but does not limit payment of fire hall, salary, fuel, insurance, utilities, town employees and trained fire fighters, plus one certified fire fighter, that respond to calls during the day, and other miscellaneous items. The Town has presently applied to phase in a full time fire department. Increased tax base and grants will help complete the phase for a full time fire department.

NOT to be put in

Map 2

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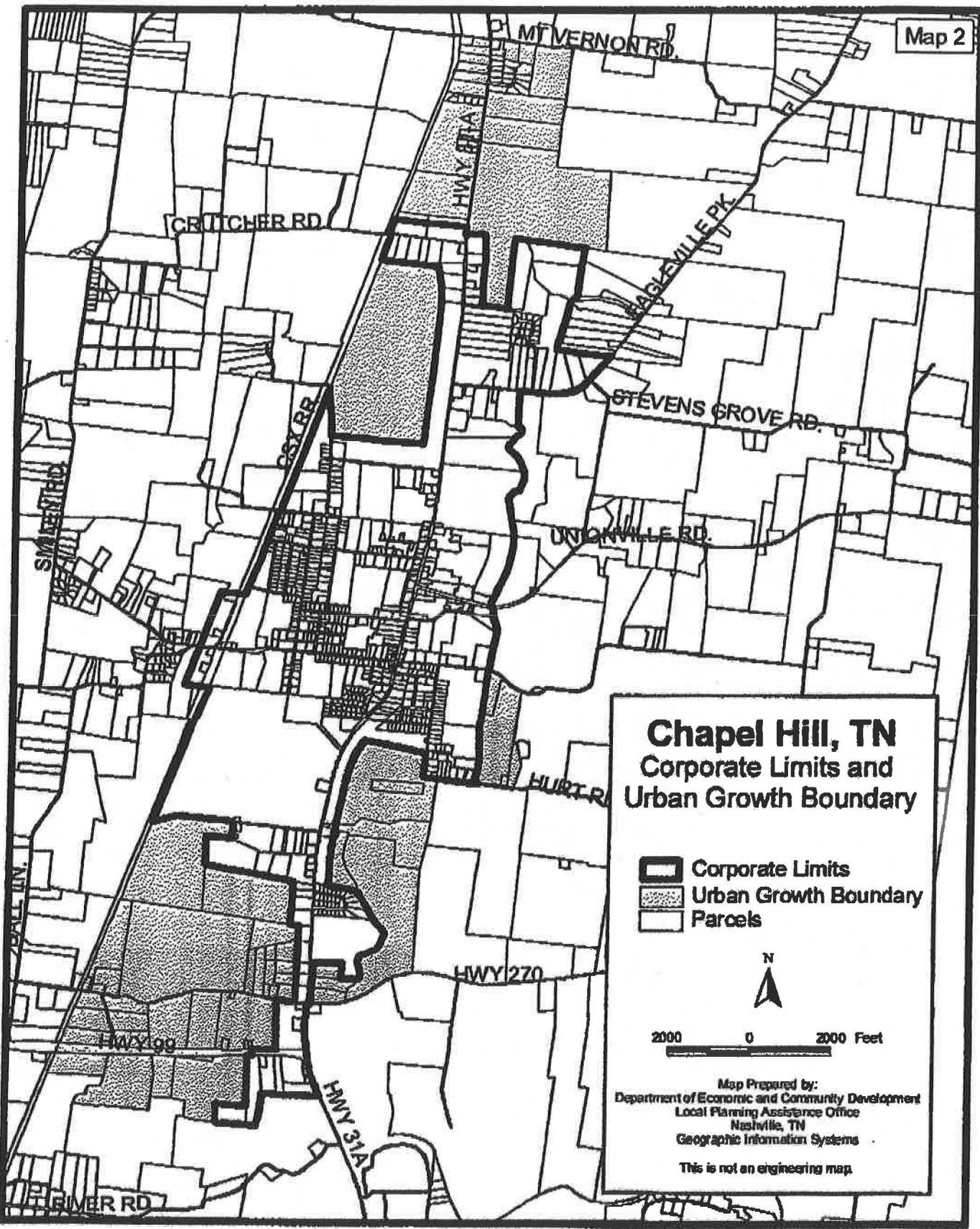
Chapel Hill, TN
Corporate Limits and
Proposed Urban Growth
Boundary

- Parcels
- Corporate Limits
- Urban Growth Boundary
- Proposed Urban Growth Boundary



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

This is not an engineering map.



Map 2

**Chapel Hill, TN
Corporate Limits and
Urban Growth Boundary**

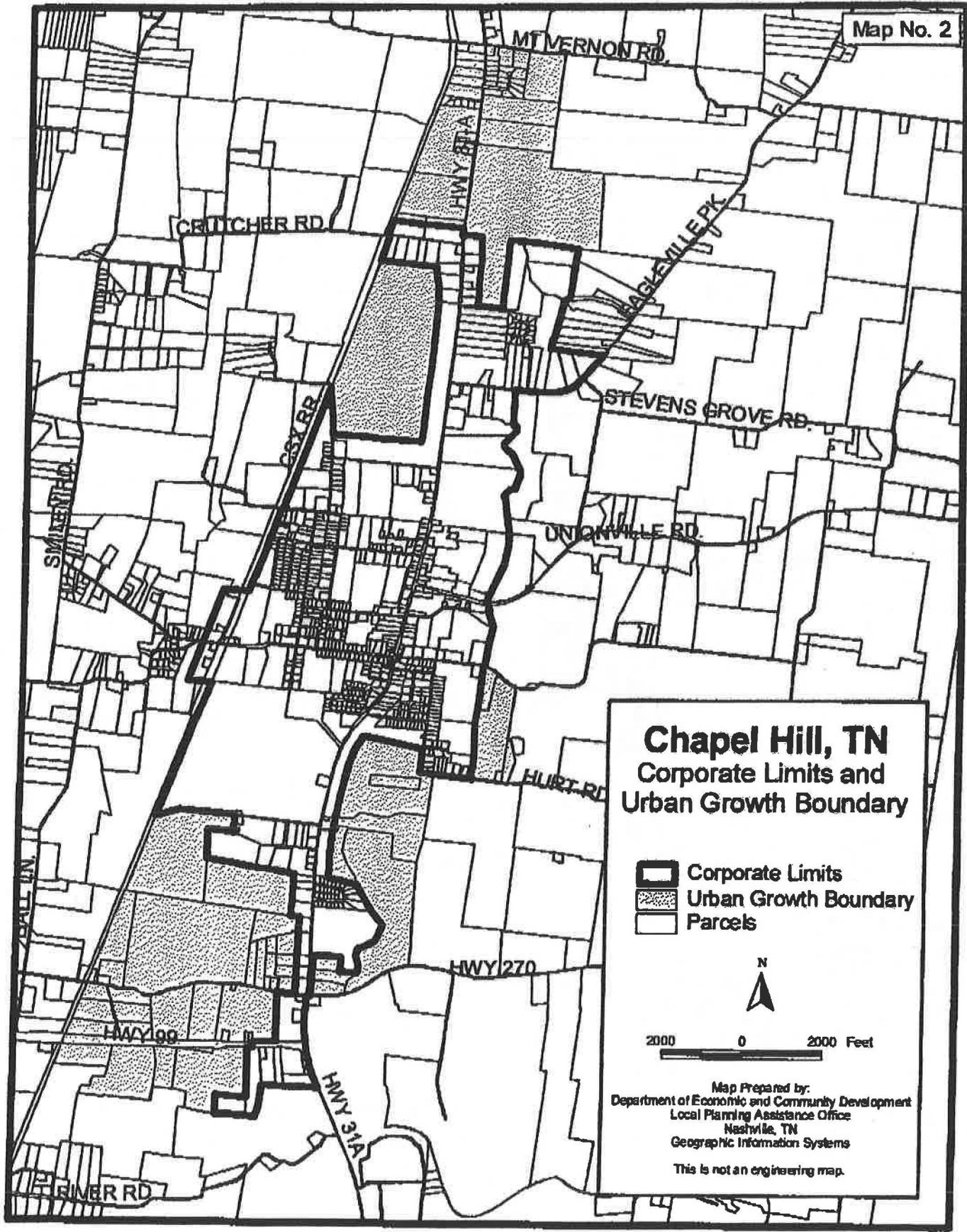
-  Corporate Limits
-  Urban Growth Boundary
-  Parcels



2000 0 2000 Feet

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Chapel Hill, TN
Corporate Limits and
Urban Growth Boundary

-  Corporate Limits
-  Urban Growth Boundary
-  Parcels



2000 0 2000 Feet

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CHAPTER 3

ENVIRONMENTAL CONSTRAINTS AFFECTING DEVELOPMENT

INTRODUCTION

The natural environment, that is, the environment existing prior to urban development often dictates the pattern of land-use in a community. Simply put: all development occurs within a natural environment, and that environment imposes constraints and limitations on all development. The environmental constraints of a particular area may be slight, or they may be severe. The climate, air and water quality, topography, drainage, flooding, wetlands, and soils are significant environmental constraints that affect development. Ignoring these factors can prove to be extremely costly to specific property owners and to the community as a whole.

Not all land is suitable for development. Therefore, as land-use development occurs, environmental constraints, which cannot be altered, must be considered in the plans for development. The limits and types of land-use should be responsive to the environmental constraints in order to protect the welfare of the general populace. For example, lands with flood hazard areas might exclude housing altogether and be indicative of better uses of land, such as passive recreation. Through increased knowledge of these environmental constraints and the appropriate use of land, the mistakes of the past can be avoided for future development. The purpose of this chapter is to review and evaluate the environmental constraints influencing the land-use patterns in Chapel Hill and its projected growth area.

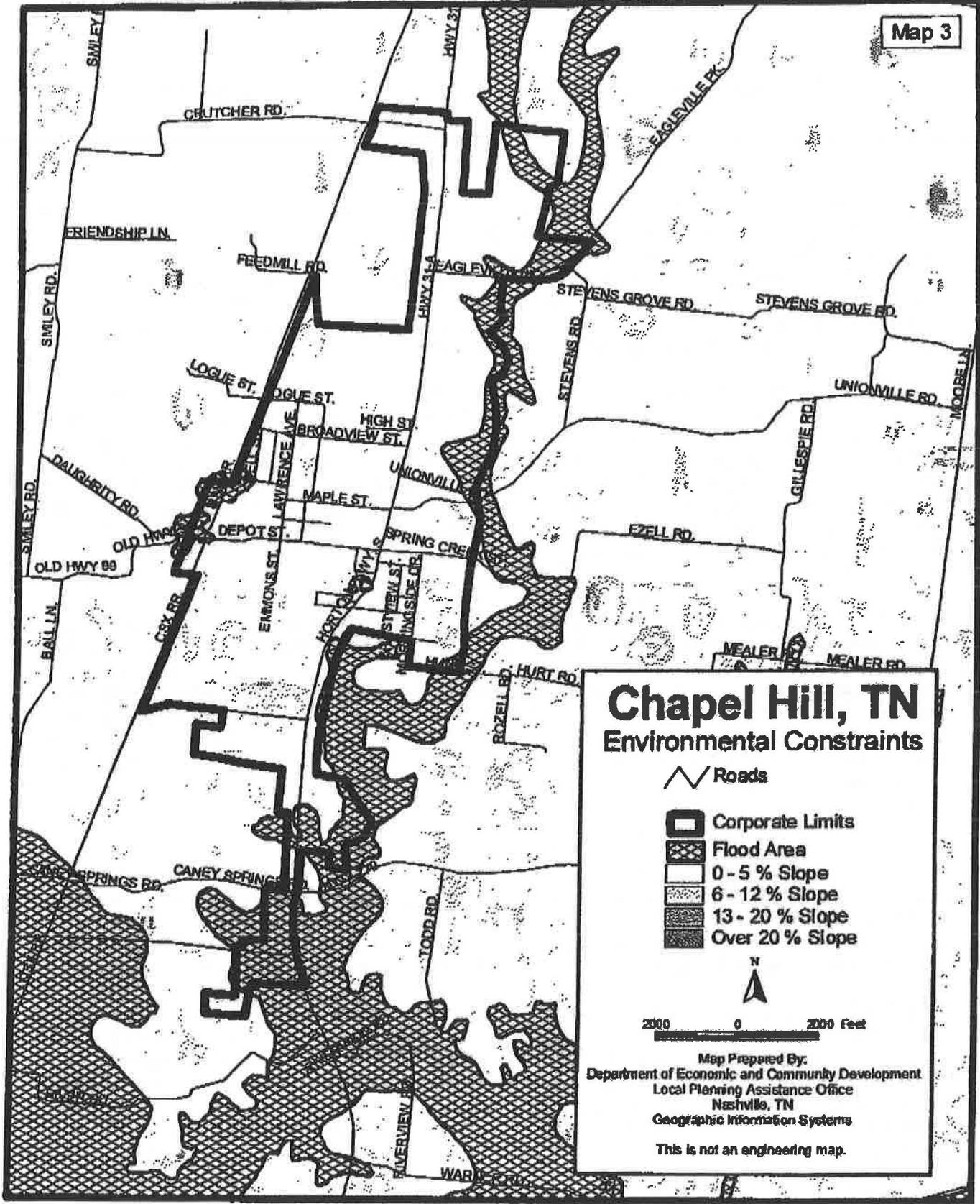
This chapter is organized by segregating out each individual environmental constraint that affects the growth and development within the Town of Chapel Hill. However, each environmental constraint does not influence development independently and, as such, a comprehensive understanding of all of the environmental constraints within the town is vital to allow growth that is minimally harmful to the environment, both built and natural. Therefore, MAP 3, presents a composite map of all of the environmental constraints within Chapel Hill. The remainder of the chapter and maps then examine, in a more in-depth manner, the topographical and hydrologic factors within the town.

TOPOGRAPHY

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

Chapel Hill and Marshall County lie within the Central Highlands Province of the state. On a smaller geographic scale, the county lies within the southeastern sector of the Central Basin, which accounts for the relatively flat land with slight sloping hills throughout this area of northern Marshall County. Much of the area around the town lies within the Duck River floodplain and, as such, slopes gradually southward towards the river. Being near the Duck River, the town also has a number of sink holes and underground stream-ways that present particular concerns for new development.

MAP 4, shows the topographical conditions for the Town of Chapel Hill and the surrounding area within northern Marshall County.



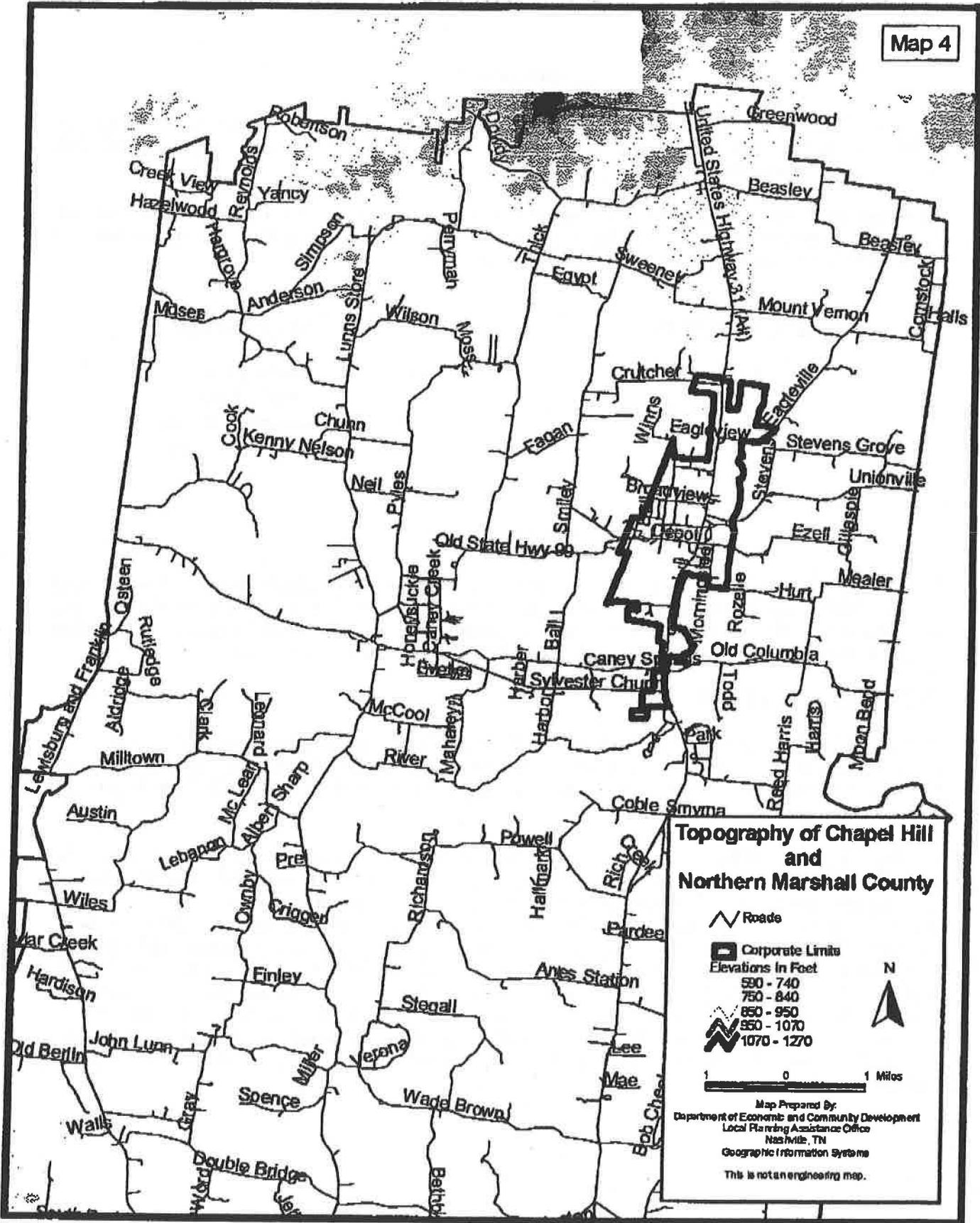
Chapel Hill, TN Environmental Constraints

-  Roads
-  Corporate Limits
-  Flood Area
-  0 - 5 % Slope
-  6 - 12 % Slope
-  13 - 20 % Slope
-  Over 20 % Slope

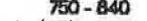


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This is not an engineering map.



**Topography of Chapel Hill
and
Northern Marshall County**

 Roads
 Corporate Limits
 Elevations in Feet
 590 - 740
 750 - 840
 850 - 950
 950 - 1070
 1070 - 1270

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 This is not an engineering map.

SLOPE ANALYSIS

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

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

Percent of Slope

0 - 5
6 - 12
13 - 20
20+

Nature of Slope

virtually flat
gentle slopes
moderate slopes
rough and steep

HYDROLOGY

Hydrology is the study of water - its distribution, quality, and its affects, both on the surface and below. Hydrology is significant to this plan because land-use is perhaps the most important determinant of some characteristics of water. Hydrology is vital in planning for new growth within Chapel Hill because of the presence of the Duck River, just to the south of town.

Hydrology and Land-Use

The use of land is always primarily determined by the hydrologic characteristics of an area. An understanding of the impact of urban land-use on the local hydrology is necessary for making smart decisions in allowing new growth. Thus, the following is a brief outline of the hydrologic impacts of land-use development.

The existing pattern of land-use within an area has a direct affect on the hydrology of an area. The more impervious surface an area has, the more sever the stormwater run-off problems become. In an area with troublesome drainage problems, such as Chapel Hill, all community decision-makers need to be sensitive, aware, and active about land-use decisions and the hydrologic affects of those decisions. The community leaders of the town have are participating in a program established by the Southeast Watershed Forum and the Tennessee Valley Authority called Tennessee Growth Readiness, which encourages a vigorous examination of the current land-use controls within the town in relation to stormwater run-off, water quality, and scenic beauty of natural waterways. By periodically examining the town's land-use controls affect on stormwater run-off and water quality, through the Tennessee Growth Readiness Program, Chapel Hill retains the ability to make smart development choices as growth occurs.

DRAINAGE

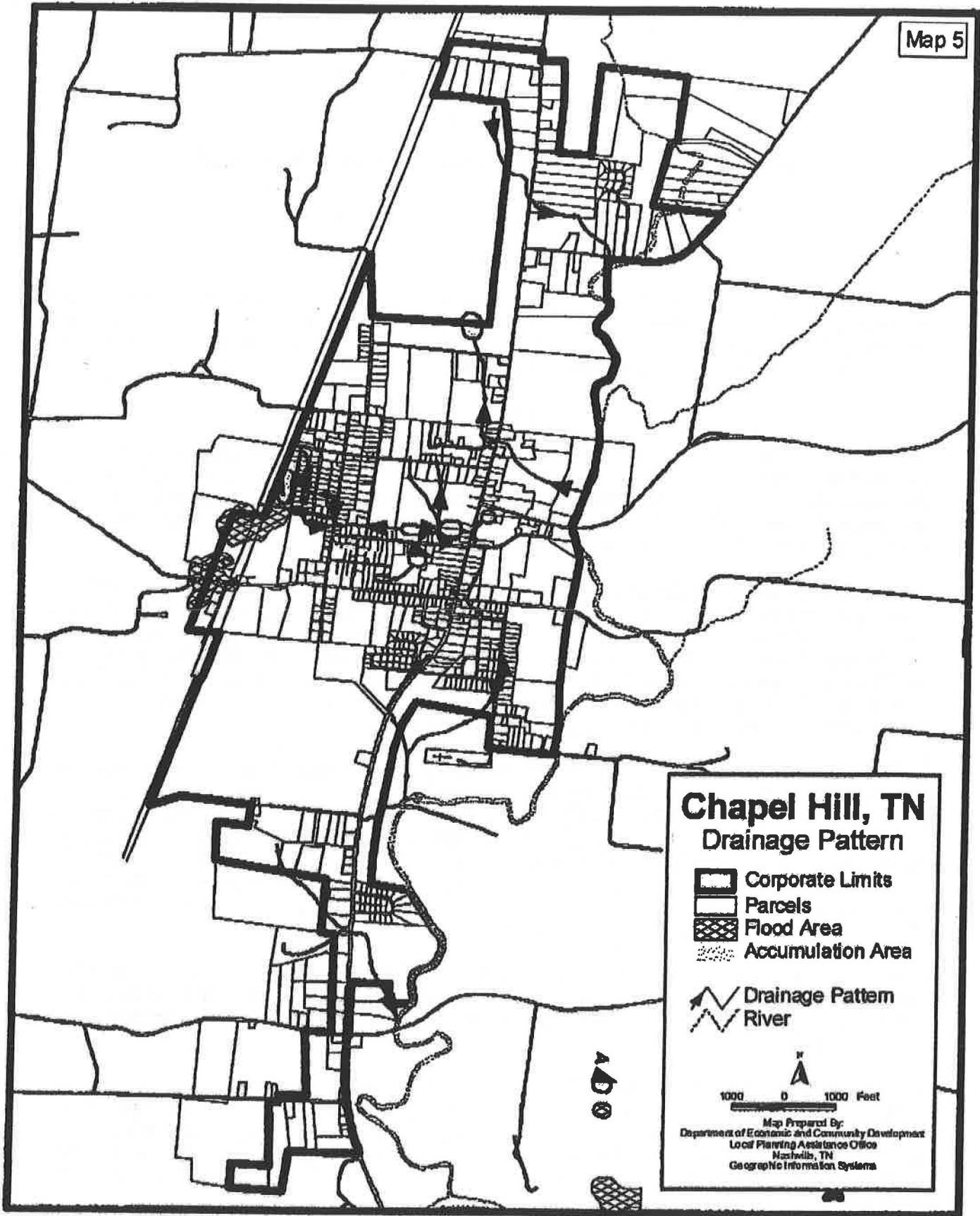
Management of the natural drainage ways within Chapel Hill is an essential component of the town's ability to ensure quality of life for the residents and protection of private property. As previously mentioned in the Slope section of this chapter, the Duck River is the primary drainage area for the town. To ensure quality growth, new developments should be designed with as little disruption of the natural drainage ways as possible. By allowing the natural drainage ways within the town to remain intact, the impact of all new developments will be lowered, resulting in less flooding problems. MAP 5, shows the drainage pattern within the town.

FLOOD HAZARDS

The Duck River and its tributaries provides the town with many areas in which flooding is a challenging problem, especially as new development occurs. All new development in the town should be reviewed with a higher understanding of the linkage of increasing impervious surfaces, disruption of natural drainage ways, and flooding problems in the area.

As long as the floodplain consists of trees, open fields, or marshes, flooding is not problematic. However, when people's activities occupy and disrupt the floodplain, hazards develop. It is, therefore, only logical that, in order to eliminate flood hazards, development must be kept out of the floodplain. This can be accomplished in Chapel Hill through a combination of the enforcement of floodplain management and progressive land-use controls.

MAP 5
DRAINAGE PATTERN



Chapel Hill, TN Drainage Pattern

-  Corporate Limits
-  Parcels
-  Flood Area
-  Accumulation Area
-  Drainage Pattern
-  River



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

CHAPTER 4

DEMOGRAPHIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

This chapter will present a brief summary of population and employment trends. Strategies for community development, projections of land-use needs, discussions of land-use issues, and the relevance of land-use plan to future planning documents, are all included within this discussion of the socio-economic factors affecting development within the town.

POPULATION

Since population changes occur in a wider context, it is helpful to relate population trends within Chapel Hill to Marshall County. As such, the following is a brief outline of Marshall County's geographic area and population figures. Marshall County measures 375 square miles and has four incorporated communities. These communities are Chapel Hill, Cornersville, Lewisburg and Petersburg, which is split between Marshall and Lincoln counties.

According to the 2000 U.S. Census, Marshall County's population was 21,539 in 1990. By 2000, the county population had grown to 26,767. During the same period, Chapel Hill's population grew from 833 to 943 (see TABLE I). A special census conducted in 2005, by the Local Planning Commission Assistance Office, found Chapel Hill's population to be 1,181, representing a twenty-five (25) percent increase in just five (5) years. Population projections from the 2000 U.S. Census estimate that Chapel Hill's population in 2025 will reach 1,560 residents. In 2010, another special census will be conducted to determine the pace of growth.

TABLE II, reflects population changes of the four incorporated municipalities and the county from the years 2000 to 2025, taken from data gathered by the University of Tennessee Center for Business and Economic Research in January 2003. The population increase that Chapel Hill experienced from 2000 to 2005 as revealed by the special census illustrate that these 2003 projections may be conservative. Due to annexations and growth within the corporate limits the population is estimated at 1,680. The town has 600 residential customers times 2.8 persons in each home is 1,680 people. However the numbers do effectively illustrate steady, continuous growth throughout Marshall County in its incorporated and unincorporated areas.

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

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

TABLE I
POPULATION OF
INCORPORATED LOCALITIES WITHIN
MARSHALL COUNTY
1990 to 2000

City/County	1990	2000	Percent Change
Chapel Hill	833	943	13.2%
Cornersville	683	962	40.8
Lewisburg	9,879	10,413	5.4%
Petersburg	150	168	12%
Total County	21,539	26,767	24.3%

Source: US Census 2000

TABLE II

MARSHALL COUNTY MUNICIPAL POPULATION PROJECTIONS

2000 to 2025

<u>Town/County</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2015</u>	<u>2020</u>	<u>2025</u>
Chapel Hill	943	964	1,027	1,086	1,139	1,191
Cornersville	962	976	1,040	1,096	1,139	1,199
Lewisburg	10,413	11,260	12,130	12,969	13,763	14,512
Petersburg*	168	175	188	200	212	219
Unincorporated	14,281	15,240	16,372	17,457	18,473	19,423
Total County	26,767	28,615	30,756	32,808	34,737	36,544

University of Tennessee Center for Business and Economic Research, January 2003

*Note that the numbers for Petersburg are only for those living within Marshall County

The location of Chapel Hill puts its residents within a manageable commute of job centers like Lewisburg, Murfreesboro, Franklin, and Columbia. It is likely that improved transportation linkages to Nashville, Franklin, and Murfreesboro via US Highway 31-A, State Route 840, and Interstate 65 will make the town more attractive to commuters who choose to live in bedroom communities and drive into larger employment centers. However, the most accessible employment centers are Lewisburg and Marshall County, therefore, they will be considered as the primary influences upon Chapel Hill. The technique of projection used herein is a "step-down" method whereby Chapel Hill's population is related to a larger area, and the Chapel Hill Census County Division, * which in turn is related to Marshall County. These relationships are projected by means of regression analysis, i.e., a mathematical way of calculating an average of past trends. In this way, the growth trends of the region are applied to Chapel Hill.

The following is a ten and twenty year breakdown of the proposed population increase within Chapel Hill and Marshall County. It is anticipated that the population figures for the Town of Chapel Hill will reflect a continual increase to the year 2025. The following increases are based on the certified population numbers from the 2000 decennial census. The town should expect an appropriate population increase of approximately 143 persons by the year 2015. The county can expect an approximate growth of 6,041 persons by 2015. In 2025, Chapel Hill is projected to have an increase of 248 persons, while the county can expect an increase of 9,777 persons. TABLE II, reflects the population projections for the four incorporated municipalities within Marshall County, as well as the projections for the incorporated areas to the year 2025.

TABLE III, depicts the racial and age composition of the population in Marshall County and Chapel Hill. The majority of the population in both Marshall County and Chapel Hill are Caucasian, comprising eighty-nine (89) percent of the racial make-up of the county and ninety-five (95) within the Town of Chapel Hill.

Eight (8) percent of the individuals residing in Marshall County are Black/African American, while four percent are Black/African American in the Town of Chapel Hill.

Two (2) percent of the individuals in Marshall County are of some other race. One (1) percent of the individuals belonging to some other race are found in Chapel Hill. In the county, approximately one (1) percent individuals are two or more races while less there are no individuals with that racial make-up found in the Town of Chapel Hill. The analysis of the racial make-up of both Marshall County and the Town of Chapel Hill shows that the overwhelming majority of the population is white, with small numbers of minorities.

The analysis also shows that most of the population within the county and the town are within the prime working age. The majority of the Marshall County and Chapel Hill population is between the ages of 18 to 64 years, such that in the county sixty-two (62) percent of the individuals fall in this age category. In Chapel Hill, the percentage is even higher, covering seventy (70) percent of the population.

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

TABLE III
POPULATION BY RACE AND SEX BY AGE FOR 2000

<u>Race</u>	<u>Marshall County</u>	<u>Chapel Hill</u>
White Alone	23,935	893
Black/African American Alone	2,081	35
American India and Alaska Native Alone	66	6
Asian Alone	84	0
Native Hawaiian and Other Pacific Islander Alone	4	0
Some Other Race Alone	392	9
Two or More Races	205	0
<u>TOTAL</u>	26,767	943

<u>Age</u>	<u>Marshall County</u>	<u>Chapel Hill</u>
19 years and under	7,546	245
20 to 64 years	15,860	526
65 years and older	3,361	172
<u>Sex</u>		
Male	13,069	446
Female	13,698	497
<u>TOTAL</u>	26,676	943

Source: South Central Tennessee Development District

EMPLOYMENT

The location of Chapel Hill in the northeastern corner of Marshall County and the transportation routes of the area indicate that most job opportunities for the residents are found in the labor market defined as Marshall, Maury, Williamson, and Davidson Counties and, specifically, as the employment centers of Lewisburg, Columbia, Franklin, and Nashville.

The ability of the labor market area to supply ample labor opportunities for the Chapel Hill labor force, particularly in industry, is enhanced by an excellent rural road system and a moderate climate. The labor force in the labor market area is characterized by an eagerness to learn and work coupled with a high level of productivity, all of which are supported by a strong system of supply and demand. While no major industrial activity is current located within the town, the analysis of the current demographic, social, and economic conditions of Chapel Hill suggest that the town is ready, willing, and able to sustain and support such private investments.

CHAPTER 5

EXISTING LAND-USE AND TRANSPORTATION ANALYSIS

INTRODUCTION

As a prerequisite to preparing a plan for future land-use and transportation, a survey and analysis of the existing patterns and characteristics must be completed. The data from this Chapter's Existing Land-use Analysis, when integrated with information pertaining to environmental constraints, the current population, the current economic status, and the current transportation facilities, provides a framework through which the town can delineate those areas that are best suited for the various future land-uses and transportation facilities over the planning period of this Development Plan.

EXISTING LAND-USE AND TRANSPORTATION

Before a municipality can determine its future land-use requirements, it is necessary for an inventory and analysis of existing land-uses be completed. This land-use inventory identifies and analyzes the various uses by categories and the amounts of land devoted to each. MAP 6 and CHART 1, depict the various land-uses in the Town of Chapel Hill, as determined by a land-use survey completed by the Local Planning Assistance Office and the Chapel Hill Planning Commission in the summer of 2005.

The land-uses depicted on MAP 6 and CHART 1, are grouped into the following categories:

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

Commercial: Land on which retail and wholesale trade activities and/or services occur, including which an array of private firms that provide special services to the population of Chapel Hill and Northern Marshall County. This category includes banks, professional offices, personal services, repair services, etc., and vacant floor space.

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

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

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

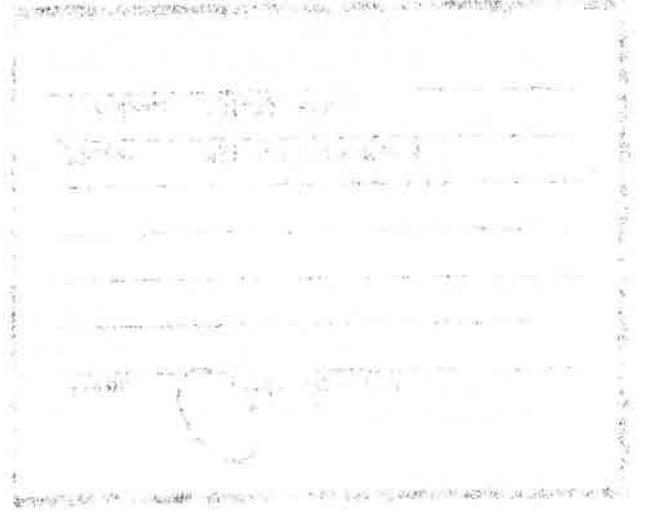
Vacant Land: Land that either has not been or cannot be developed.

CHART 1

CURRENT CHAPEL HILL LAND-USE

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LAND-USE ANALYSIS

This section of the land-use analysis examines existing uses of land in Chapel Hill. Through this land-use analysis, a breakdown of the different categories of uses is utilized. US Highway 31-A, functions as the spine for nearly all development within the town. This is evident in the Land-use analysis for Chapel Hill.

As mentioned earlier, information concerning land-use in Chapel Hill was obtained by a field survey completed by the Planning Commission in the summer of 2005. Land-uses were mapped on a parcel-by-parcel basis and classified according to the major categories shown in the MAP 6 and CHART 1.

Within the corporate limits of Chapel Hill, there are 1,963.4 acres or 3.07 square miles of land. Of this total land area, an estimated 66 percent is developed. Residential land comprises 48.9 percent of the total land. Approximately four (4) percent is used as commercial. Approximately 16 acres or 0.8 percent is used for industry. Public/Quasi-Public uses comprise approximately 0.5 percent. The remaining 32.8 percent comprise vacant or undeveloped land. An analysis of each land-use category follows. The proposed UGB is 8,500 acres not including Henry Horton Park which is an additional 1,100 acres. Newly proposed acreage will be divided as follows:

Residential	70%
Commercial	20%
Other Industrial	10%

Residential

The residential land-use category, as in most communities, occupies the largest portion of developed land in Chapel Hill, comprising 961 acres out of the total 1963 acres within the town. Also, as in most communities, the traditional single-family detached home is the predominant form of residential land-use. Flooding within the town has a significant affect on the residential development in Chapel Hill and its growth area.

Commercial

Land area in Chapel Hill utilized for commercial use amounts to approximately seventy-one (71) acres and exhibits a diversified commercial approach. The major portion of the commercial development within the town is along US Highway 31-A, illustrating how the Nashville Highway functions as the main artery of all development within the town. Including 60 acres of 31A between the CHES and Patterson Cemetary Road.

Industrial

There is only one industrial site located within the town, located on Highway 31-A, comprising approximately sixteen (16) acres of total land.

Public, Quasi-Public

Public and quasi-public land-uses presently comprise approximately ten (10) acres of total land usage. This category includes churches, town and fire halls, parks, and recreational areas, along with cemeteries, post offices, cultural, educational, and civic uses.

Utilities

Utilities provide the basic necessities required to make a livable community. Any new growth within the town will not occur unless and until adequate utility services are available to support the new growth. Therefore, included within this chapter are two maps showing the current water and sewer system that the town had in affect as of the end of 2005. This utility information is essential to planning for new development as the town grows. In order to provide a more accurate picture of the utility infrastructure within the Town of Chapel Hill, MAP 7 and MAP 8, include information on the water and sewer system, respectively.

Traffic Circulation Patterns and Thoroughfares

Transportation issues that all communities face are often too complex to be addressed solely at the local level. The problems associated directly and indirectly with transportation require an increasing level of cooperation between all levels of government. Today's society of one that is ever more dependent upon the movement of people and goods. With a greater trend toward working couples and commuting, more families are increasingly in need of more than one vehicle. In a community such as Chapel Hill, more commuting, and comminuting to longer distances, to employment, shopping, and entertainment is much more likely than in a larger community. MAP 9, depicts the current street system for the Town of Chapel Hill.

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

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

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

US Highway 31-A and State Route 99 are the two thoroughfares within this category.

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

Depot Street and Spring Creek Street are the two thoroughfares found within this category.

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

Chapel Hill has approximately twenty-three (23) miles of existing city streets. Most streets in Chapel Hill are paved, with the exception of Patterson Cemetery Road. Most streets are in good condition, however, others are in need of repair. Before the town accepts new roads, consideration of upgrading the thoroughfares currently in need of maintenance should be a priority.

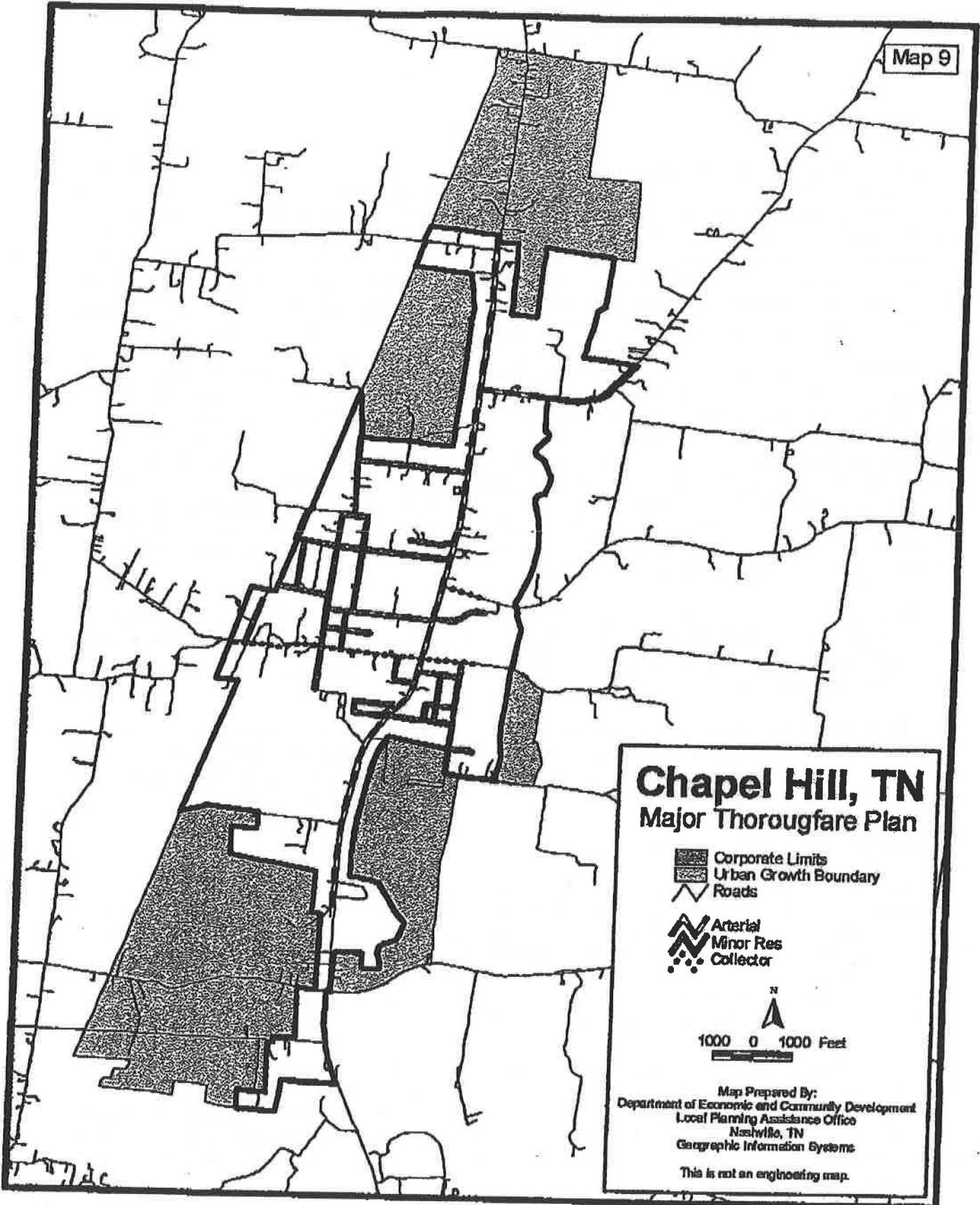
Collector streets, based on current average daily traffic, appear to be adequate for some years to come. The design of these streets seems to be functional and does not pose any serious problems.

Safe pedestrian movement in Chapel Hill is hampered by the lack of a sidewalk system. To enhance pedestrian movement while ensuring its safety and well-being, sidewalks are encouraged on at least one side of the street in built up areas and particularly in areas with a higher traffic flow, e.g., south toward the commercial downtown area from High Street and US Highway 31-A, and south toward Forrest Street and US Highway 31-A.

Air/Rail/Port

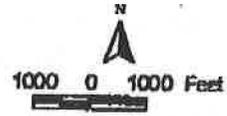
There are no airport facilities located in Chapel Hill. Lewisburg has a small aviation airport that can serve the city and surrounding areas. The closest major airport is the Nashville International Airport.

The CSXT Rail Road crosses along the western boundary of the town. There are currently seven (7) railroad crossings within Chapel Hill.



Chapel Hill, TN Major Thoroughfare Plan

-  Corporate Limits
-  Urban Growth Boundary
-  Roads
-  Arterial
-  Minor Res
-  Collector



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

This is not an engineering map.

CHAPTER 6

THE DEVELOPMENT PLAN

INTRODUCTION

A primary concern for most progressive communities is whether they will be able to guide and provide for their future growth and development. *The Chapel Hill Chapel Hill Comprehensive Growth Plan*, through the Development Plan presented in this chapter, establishes how the town can best accommodate spatial growth during the twenty-year planning period. The Development Plan should serve as a general guide for the Town of Chapel Hill and its projected growth area. It is derived from an analysis of past events affecting development, governmental structure, environmental constraints, socio-economic factors, existing land-uses, and the existing transportation system. It is also based on several major assumptions, factors, issues, and trends.

Change in a community is constant. This Development Plan is provided as a way for the community decision-makers and stakeholders within Chapel Hill to control the changing community in a positive and effective way. Each community has a unique set of challenges when confronted with new growth pressures. The material contained within this chapter is presented as a way to deal with these growth pressures. It should be noted at this point, however, that with any plan for a community, the timing is at best very general and the end product is, of course, constantly evolving. A forward leaning planning program embraces the evolving situation of the community and creates a set of land-use controls to protect the present and better the future of the community. It must be noted that the impact of this plan will only be felt if it is applied by the decision-makers within the town and given the authority to guide development.

The intent of the this chapter is to provide the decisions-makers within the Town of Chapel Hill with a platform by which they can make the most informed choices in the month-by-month, deliberative process of planning, which includes the approval of new subdivision plats, new site plans, and zoning changes.

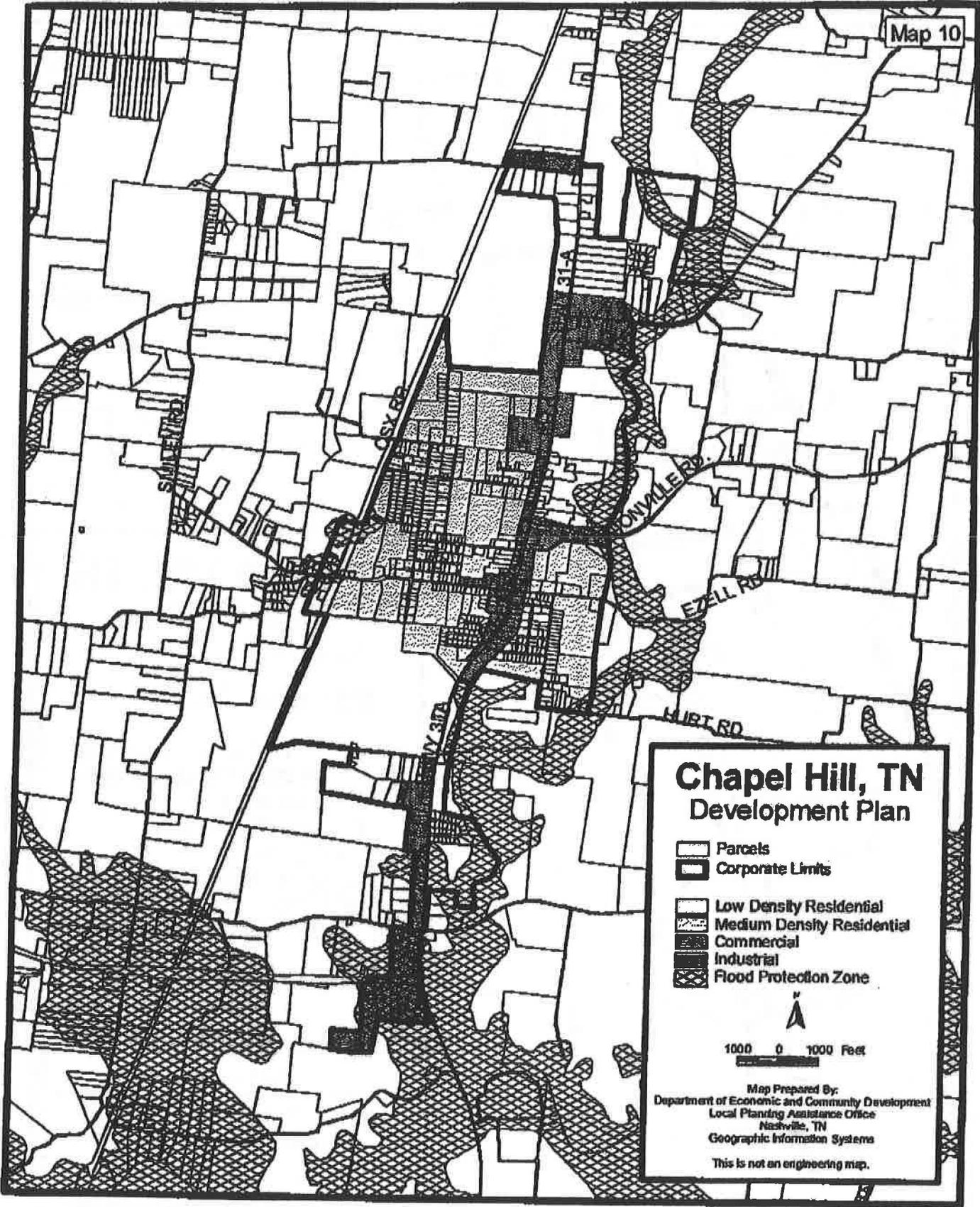
The Development Plan requires the establishment of goals that reflect the future vision of the town. Objectives based on the goals, and the policies to achieve these objectives, are presented in this chapter. These goals, objectives, and policies represent detailed guidelines for future development decisions for the Town of Chapel Hill.

Development Plan Map

The fundamental goal of the Development Plan Map of the *Chapel Hill Comprehensive Growth Plan* is to advance the economic, aesthetic, and environmental objectives through development of a land-use pattern that is consistent with the direction established within these broad areas of operational policy. MAP 10, illustrates the Development Plan for Chapel Hill for the next two decades.

The Development Plan Map should serve as a primary mechanism for coordinating the goals and objectives set forth in the following sections of this chapter.

With the sudden increase in energy prices and the resulting basic materials shortages experience in autumn of 2005, the much discussed and debated theories of the concentration of land-uses through the use of mixed-use development has gained new urgency. The land-use plan can seek to advance mixed-uses through the process of identifying impacts associated with individual uses and encouraging configurations of land-uses, which provide the most positive benefits with the fewest negative impacts.



Chapel Hill, TN Development Plan

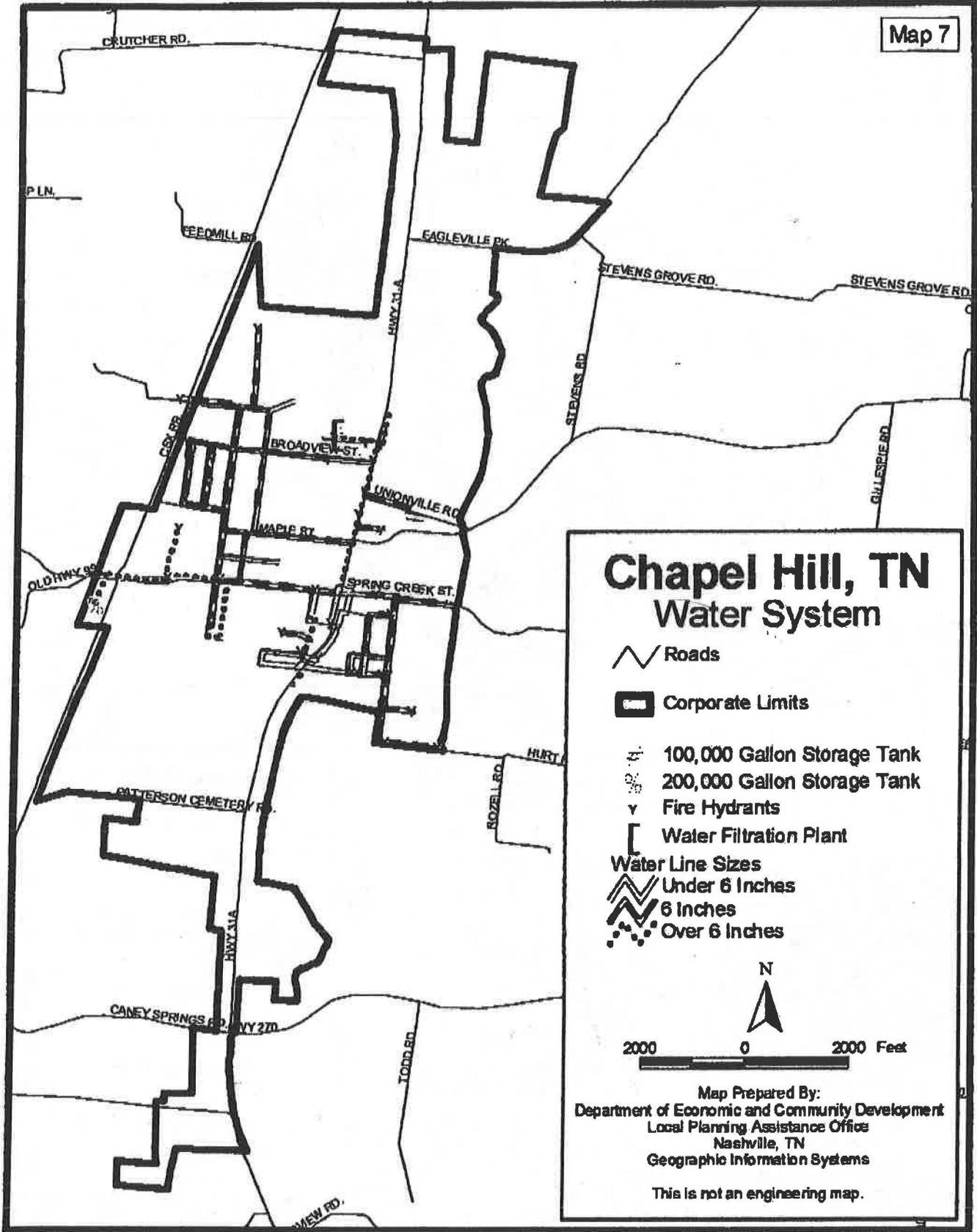
-  Parcels
-  Corporate Limits
-  Low Density Residential
-  Medium Density Residential
-  Commercial
-  Industrial
-  Flood Protection Zone

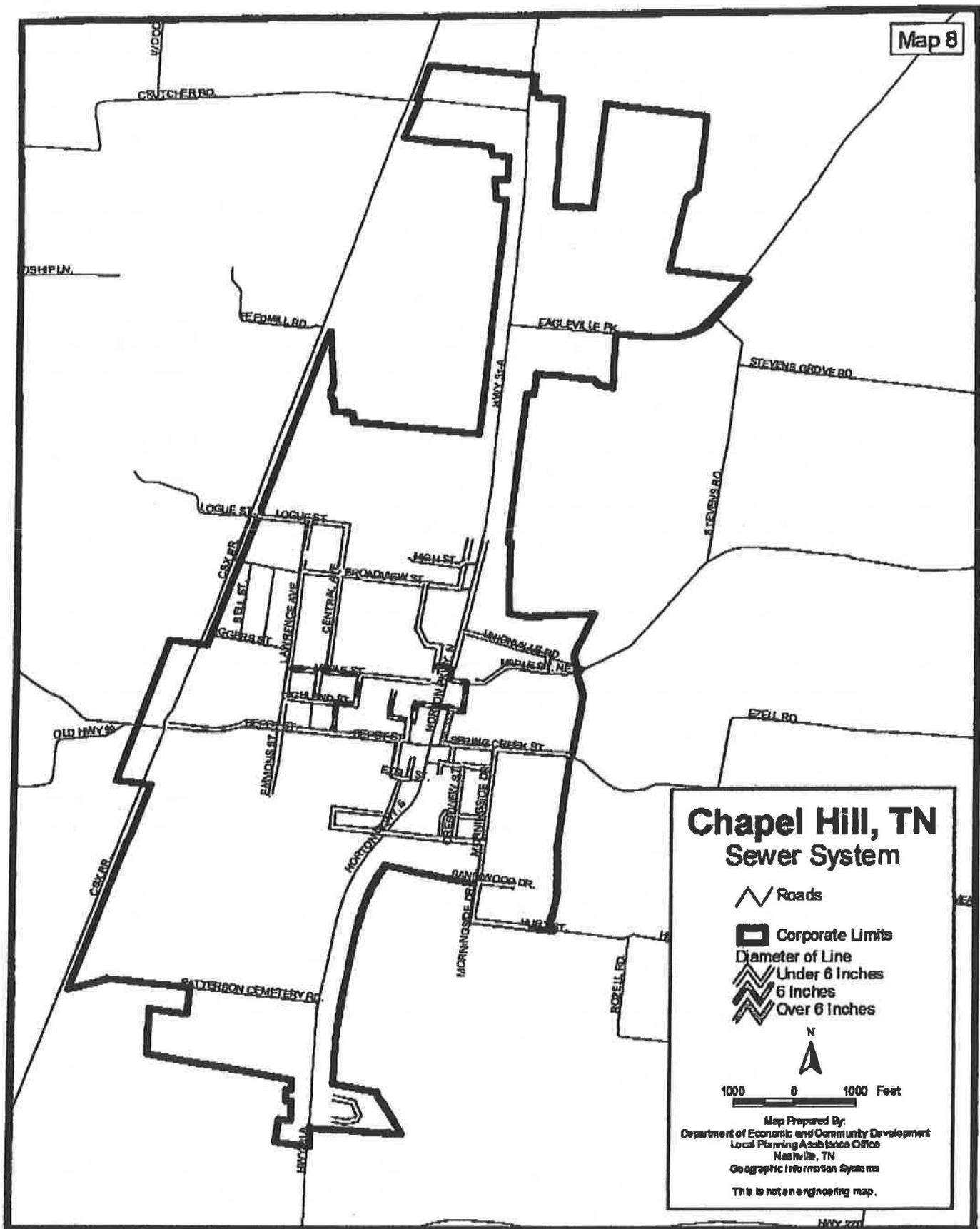


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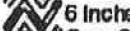
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Local Planning Assistance Office
Nashville, TN
Geographic Information Systems

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Chapel Hill, TN Sewer System

-  Roads
-  Corporate Limits
-  Diameter of Line
Under 6 Inches
-  6 Inches
-  Over 6 Inches



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Map Prepared By:
Department of Economic and Community Development
Local Planning Assistance Office
Nashville, TN
Geographic Information Systems
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A major objective of all land-use planning is the protection of the natural environment. Perhaps the single most important aspect of this process, apart from the identification of areas requiring special attention or protection, is the balancing of land-uses with the land's capability of absorbing new development. This balancing act is of particular concern within Chapel Hill, where any new development will have varying impacts on the flooding within the town. Therefore, all new development should be viewed through a prism of balancing new land-uses and flooding impacts to the surrounding area.

The majority of land-use in Chapel Hill should continue to be single family residential on individual lots with adequate setbacks to insure the current density of the town persists. Land is available for future expansion on every side of the community. Space should also be made available for multiple types of homes within the town.

As mentioned in Chapter 1 of this plan, within the next twenty years, growth from the greater Nashville area will surge by an estimated 500,000 people. The Development Plan Map is presented to better focus the development priorities of the town, as this projected growth looms in the near future.

Map 11, New Growth Map for Chapel Hill, reflects a flurry of development taking place within the current city limits as well as the proposed New Urban Growth Boundary. Of the 979 new units shown, 173 are in active construction, 85 are ready to receive final approval from the Planning Commission, 113 have received preliminary approval from the Commission and 504 are in the conceptual design phase. Almost forty (40) percent of the new housing units illustrated are located in the proposed New Urban Growth Boundary.

MAJOR ASSUMPTIONS, FACTORS, ISSUES, AND TRENDS

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

1. The local government will continue to support economic and community development and the municipality will continue to have a strong and productive planning program.
2. The lack of regional planning authority limits the municipality's control over development in its projected growth area; therefore, cooperative information exchanges between the county and the town are vitally important to ensure quality growth in the unincorporated areas surrounding the town.
3. Natural factors, primarily flooding potentials, limit areas for development in the municipality and its projected growth area.
4. Population growth is projected for the county during the planning period. The town will be one of the first centers of this population growth because of its location and transportation linkages.
5. Private services are projected to be the primary sources of employment for the municipality during this planning period. Additionally, commuting to employment sites outside of the corporate limits is expected to continue.

6. The municipality has enough vacant parcels or floor space that may allow for aggressive commercial activity.
7. The municipality's water and sewer treatment capacities are in need of expansion. As such, any new growth must take the current capacities, or lack thereof, into account.

DEVELOPMENT GOALS

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

The following goals are general statements that the Chapel Hill Municipal Planning Commission upholds as its policy positions regarding the future development of the municipality.

1. To preserve, protect, and enhance the quality of life in Chapel Hill, while encouraging higher and more harmonious standards of development.
2. To provide for adequate housing to meet the needs of all residents while ensuring that all residential developments provide pleasant and harmonious living environments; are served by adequate vehicular and pedestrian circulation systems; are served by adequate infrastructure; and are properly related to other municipal land-uses.
3. To provide for an adequate supply of commercial services.
4. To provide opportunities for any industrial sites available for clean and unobtrusive industries.
5. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.
6. To provide utility services that effectively and efficiently meet and anticipate the needs of the municipality.
7. To provide an efficient and effective transportation system with appropriate linkages and capacities.
8. To encourage the development of vacant land that has less natural restrictions and that has the necessary infrastructure.

OBJECTIVES AND DEVELOPMENT POLICIES

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

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

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

GENERAL DEVELOPMENT AND GROWTH MANAGEMENT

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

The Town of Chapel Hill anticipates and welcomes growth, while understanding its importance as a part of those forces that beneficially affect the community's quality of life. However, the policy of growth at any cost has long term detrimental impacts and is not supported by the town. The approach taken by Chapel Hill will be that of managed growth. To guide general growth and development the following objectives and policies are adopted.

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

Policies

1. Ensure that areas less suitable for development, due to environmental constraints, are developed only when appropriate remedial measures are taken.
2. Decisions on development proposals shall be based on an analysis of soils, slope, depth to bedrock, and location relative to flood prone areas.
3. Where the condition of land is in doubt and it appears that an unsuitable condition might exist, the potential developer shall have the responsibility for undertaking the necessary studies to prove the feasibility of land to support the proposed development.
4. All development proposals will be assessed for the appropriateness of engineering, design, and the installation of all necessary drainage facilities and appurtenances.
5. The Planning Commission shall ensure that the pre-development run-off discharge rate of any site is not increased as a result of development. Proposed future developments should not increase flooding potential, substantially alter drainage patterns, or degrade natural water quality.
6. Areas located in a designated floodplain should be developed only in conformance with National Flood Insurance Program guidelines.

7. Major natural drainage ways that are a part of the natural system of dispersing normal flood run-off in any drainage basin should be protected from encroachment by new or existing development.
8. Development proposals involving soil disturbance shall be in conformance with appropriate sediment and erosion control measures.
9. Areas of excessive slope should be conserved as open space, if development would cause soil or water degradation, or where the terrain possesses special scenic or recreational value.
10. Areas with slopes in excess of ten percent should only be developed where engineering documentation is available to prove that no adverse affects will occur to housing construction, road stability, drainage, or erosion.
11. Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.
12. Vegetation should be used as an alternative to man-made devices for buffering, screening, insulation, erosion control, and water quality protection, whenever practicable.
13. The town shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.

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

Policies

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

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

Policies

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

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

Policies

1. The town should establish livability standards or criteria for assessing the impacts of development projects on the continued livability of the community. For growth management these standards or criteria should assess:
2. Environmental impacts such as water quality degradation, destruction of wetlands, etc.
3. Social impacts such as public safety, availability of community services, etc.
4. Economical and fiscal impacts such as budget constraints, job creation or loss, etc.
5. Impacts to public services and facilities, and transportation, such as water supply and treatment capacity, sewer treatment capacity, Average Daily Traffic (ADT) counts on major roads, etc.
6. Land-use, site planning, and urban design criteria should be utilized to promote pleasant, functional, and understandable relationships between land-uses.
7. Planning for community facilities and services should be based on the principal of maintaining or increasing the current levels of service provision.
8. Community development should concentrate on ways to encourage young people to remain in Chapel Hill/Marshall County to live and work.

RESIDENTIAL

A large portion of the developed land in Chapel Hill is devoted to residential uses, consisting of single-family dwellings and a few multi-family, duplexes, and mobile homes. There are few vacancies within the existing housing units in Chapel Hill. Assuming moderate growth, the town should expect new residential development in the form of subdivisions of several of the larger tracts of land both within the corporate limits, within the town's Urban Growth Boundary, and within land adjacent to the town, but currently in the county. Residential growth is expected to be the major force within the town's development for the duration of this plan. It is to be noted the Dagherty and Lampley are not in the present UGB, but have requested annexation by contract or letter of intent requesting annexation. The remaining developments are in the preliminary plat phases and have been brought before the Chapel Hill Regional Planning Commission. Some of the proposed subdivisions are as follows:

Jent Tate and Daniel's Stoneybrook Subdivision	55 lots remaining
Daughrity	76 lots
Lampley	85 lots
Warner	204 lots
Bivin's Park	35 lots

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

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

Policies

It is important that the quality of a rural environment be maintained. The quiet and attractive atmosphere of the community's residential areas should be preserved.

The town should ensure new and varied residential developments in environmentally safe and aesthetically pleasing areas for all residents. There is enough vacant land to host future, well planned, residential developments. Well planned developments will enhance the livability of Chapel Hill, add wealth to the community, and add to the attractiveness of the town's housing stock.

A pattern of development that is functional, sensitive to human and natural environment, and enhances the character of the entire community should be fostered.

The town should allow housing types ranging from single-family structures to multi-family developments. Mobile homes should be properly located within an established mobile home park (MHP) district. Older, substandard, or dilapidated mobile homes should be removed.

Infill development should be encouraged but only in locations that are comparable with surrounding residential densities.

Land-use controls should be used to foster a variety of housing types, which are compatible with the natural landscape.

The town should encourage and concentrate high-density housing developments along major traffic corridors where water and sewer lines are available and with easy access to retail businesses, pedestrian amenities, cultural activities, and parks.

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

Higher density residential uses should be located in planned developments or in close proximity to existing higher density developments.

The town should ensure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.

The town should encourage the rehabilitation of existing residences that can be purchased by low and moderate-income residents.

The town should encourage the preservation and revitalization of older structures that possess historical, cultural, or social importance.

The town should encourage the adoption of historic residential districts and zoning within the core area of the downtown.

The town should protect structures and sites that have historical values by registering them with the National Register of Historic Structures.

The town shall encourage sound development in suitable areas by maintaining and improving transportation facilities. This involves the development of safe and convenient circulation patterns for pedestrian and vehicular movement.

New residential development shall not be allowed in those areas where infrastructure is unavailable or inadequate to support such development.

The town should assure that all new roads are built to proper standards and have adequate rights-of-way.

New residential development should be designed to encourage the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.

Transitional land-uses, linear greenbelts, or other design elements should be provided between residential neighborhoods and commercial areas in order to enhance the compatibility of land-uses.

COMMERCIAL AND PRIVATE SERVICES

The Central Business District located in the heart of town has been the focal point for commerce and private services in Chapel Hill since the early years of the community. Like many older Central Business Districts, this area has experienced some structural deterioration. In recent years there have been efforts to restore some of the buildings in the downtown area with great success. The remodeling of existing buildings and infilling of vacant spaces should be encouraged. It is expected that most new commercial development will compliment the residential development within the town.

More than twenty (20) businesses have opened in Chapel over the past three years resulting in job creation and increased tax revenue for the Town. They represent a variety of industries and services and include:

A. J. Medical North	Las Fiesta's
Beauty Time Salon	American Thrift Store
Chapel Hill Auto Care	Noah's Ark Daycare
Chapel Hill Hardware	Paul's Deli
Chapel Hill Paint & Frame	Pool & Spa Express
Chapel Hill Properties	Salon Sensations
Domino's	Sonic
Dr. Milligan Dental Office	State Farm Insurance
Family Dollar Store	Subway
Farm Bureau Insurance	The Barber Shop
First Commerce Bank	The Gym
Gomer's	Las Fiesta's

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

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

Policies

1. Future commercial developments and redevelopments shall be in compliance with the comprehensive plan for all commercial growth and development.
2. The town should recruit and retain business and service outlets that fulfill local market demands.
3. The town should encourage and support expansion of existing commercial areas, so as to properly service the citizens of Chapel Hill and Northern Marshall County.
4. The town should encourage the adaptive reuse of existing structures in the Central Business District.
5. The town should expand and/or improve parking within the Central Business District.

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

Policies

1. Attract commercial concerns that will blend into the rural environment of Chapel Hill.
2. Encourage community projects to attract patrons and visitors to the downtown commercial areas by making it more visually attractive while retaining its unique and historically valuable properties.

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

INDUSTRIAL

Industrial development in Chapel Hill is minimal, as illustrated, there is only one manufacturing business within the corporate limits. It is not probable that industrial development will be a driving force for the new growth within Chapel Hill, but, nevertheless, the following objectives and policies are provided as guidelines for such growth. The consideration of any new industrial/manufacturing sites encompasses four critical location factors:

location in relation to major transportation routes

future availability of utilities

probable impact on adjoining uses

topography

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

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

- A. **Objective:** Retain the existing light industrial base and provide areas for some industrial development in the area zoned for that purpose or in other suitable sites elsewhere. Any new industrial development should be done in conjunction with the creation of an industrial park.

Policies

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

- B. **Objective:** Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial use.

Policies

1. All industrial developments shall be designed in compliance with appropriate site development standards.
2. Industrial uses should locate near transportation facilities that offer the access required by the industry. Such uses should not be allowed to create demands that exceed the capacity of the existing and future transportation network.
3. Industrial development should locate within the town consistent with the phasing plan for infrastructure, where the proper sizing of facilities such as water, sewer, and transportation has occurred or is planned.

4. Landscaping, open areas, or other screening shall be provided to reduce the conflict and soften the impact between industrial uses and all other land-uses.

PUBLIC/QUASI-PUBLIC

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

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

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

Policies

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

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

Policies

1. Decisions concerning the provision of recreation facilities shall be guided by a Community Facilities Plan for such facilities, and shall be consistent with the Capital Budget. A special recreation plan may help direct detailed attention of both recreational facilities and programs.
2. The town should enhance the opportunities for passive recreation through the creation of a town-wide greenbelt/green-way system that includes walking and biking trails.
3. Community and neighborhood parks should be developed and appropriately located within the town, especially within new developments.
4. The town should maximize the use of public recreational land through close coordination with federal, state, and county officials.
5. The town should promote efforts to document, preserve, and protect historic sites and structures in Chapel Hill.
6. Locate public and semi-public uses where they can best serve the citizenry.

7. Promote the organization of joint educational-recreational facilities.
8. Encourage the acquisition of needed public areas through gifts, reservations, and dedications by private individuals, groups and enterprises.
9. Encourage the preservation of scenic and/or environmentally sensitive areas.
10. Promote the installation of a public library.

UTILITIES

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

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

Policies

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

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

Policies

1. Adequate utilities should be extended into urbanizing areas on a priority basis with a rate differential between such areas and the municipality. These extensions shall meet all health and safety standards.
2. Water and sewer lines of adequate size and location shall be required in all new developments.

3. The use of underground electrical utilities should be encouraged, wherever practicable.
4. The location of utility structures for storage of equipment, pumps, or similar materials should be adequately buffered and landscaped so as not to detract from the surrounding area.
5. The water distribution system should be periodically evaluated to ensure that water lines are of adequate size to provide adequate pressure for fire fighting and that a suitable number of fire hydrants are present in all developed areas. Present pressure deficiencies should be corrected.

C. **Objective:** Establish guidelines for alternative sewer developments.

Policies

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

VACANT LAND AND OPEN SPACE

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

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

Policies

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

Objective: Ensure that development of open space is done in a comprehensive process.

Policies

1. Public support and approval of development proposals that result in the conversion of prime land should be reserved for those developments consistent with this plan.
2. When possible, areas of excessive slope should be conserved as open space if development would cause significant soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
3. A minimum percentage of open space should be conserved and managed in a natural condition. This can be achieved by using land trusts or conservation easements.
4. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.
5. Filling and excavation in floodplains shall only be allowed when consistent with National Flood Insurance Program regulations allowed only after careful review of appropriate alternatives.
6. Mature vegetation, especially along stream banks should be protected from indiscriminate removal in order to enhance the aesthetic value of the landscape as well as to control erosion.
7. The town shall develop appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas.
8. The development of smaller lot subdivisions while preserving open spaces should be encouraged.
9. Smaller lots and solar orientation of buildings should be encouraged in order to achieve energy conservation through land-use planning.
10. The preservation of trees to conserve shade canopy and lend an aesthetic value to the town should be encouraged, particularly in new developments.
11. In the event that existing trees are cut, new trees should be planted at regular intervals along streets and in parking areas to reduce the air temperature in the summer and to add beauty year round.
12. Increased insulation of in the construction of new buildings should be encouraged in order to enhance energy conservation.

TRANSPORTATION

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

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

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

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

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

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

Policies

1. Assure that all new roads are built to proper standards according the town's subdivision regulations and have adequate rights-of-way.
2. All new development whether public or private should have an adequate transportation system that shall be properly installed at the expense of the developer.

3. All new major streets should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
4. All segments of the transportation system should be designed and located to meet future and present demands.
5. Develop safe and convenient circulation patterns for vehicular and pedestrian movement.
6. Wherever possible, off-street parking shall be required for existing land-uses. All new land-uses, except for commercial and private service uses in the central business district shall be required to provide off-street parking facilities.
7. Promote a program of sidewalk construction and improvement. Assign highest priority to routes of highest pedestrian use. Existing sidewalks should be extended and improved.
8. Sidewalk widths should be between 4-6 four feet in width.
9. Sidewalks should be constructed to slightly slope so that they drain to the front yard rather than the street.
10. Where possible an alternate pedestrian network should be substituted for sidewalks, e.g., walking trails through common areas.
11. Encourage a walking tour of historic homes and structures.
12. Older streets in the town should be upgraded or improved through a continuing street improvement program.

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

Policies

1. Streets should be related to the topography and designed to minimize the points of traffic conflict and turning movements.
2. All new streets and other public ways shall be designed to incorporate drainage systems that are adequate in size to handle runoff from anticipated developments.
3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new streets and other public ways shall be designed and located in a manner that offers the maximum protection from flood and erosion damage.
5. Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeals both to motorist and surrounding residents.

6. The pavement width of all new streets should be shortened to reduce impervious materials and allow for more green space.
7. Street pavement widths in low-density areas should be between 18-20 feet.
8. Rights-of-way widths for a residential street should be 45 feet or less and should the placement of utilities.
9. Street signage and other safety features should be required at the time of development.

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

Policies

1. Begin to work with transportation officials at the regional, State, and Federal level to explore alternative modes of transportation, including rail, bus rapid transit, or other such modes for the residents of Chapel Hill.

CHAPTER 7

PLAN IMPLEMENTATION

INTRODUCTION

The purpose of a *Chapel Hill Comprehensive Growth Plan* is to provide a flexible guide for future community development activities. General planning is a primary step in guiding community development. The benefits derived from a plan, therefore, cannot be achieved unless planning principals and recommendation are converted into actual community policies that will positively influence development. So, implementation is a crucial part of the planning process.

Successful implementation of the plan is greatly dependent upon the active participation, support, understanding, and cooperation of the governmental, public, and private sectors of the Chapel Hill community. The participatory nature of the process serves an educational role and increases understanding of the town's planning program.

Implementing the plan is the primary avenue of achieving the stated goals of the community. The various segments of the plan can be implemented in a varieties of ways, such as the city's police power, which includes zoning, subdivision regulations, and code enforcement; public policy, which includes citizen participation, utility extensions, and improvement programs; and State or Federal programs, which includes grant monies, consulting experts on specific issues, and specific services that are not provided by the town.

Regulatory Measures

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

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

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

METHODS FOR IMPLEMENTATION

There are ten methods of plan implementation identified for Chapel Hill to utilize in the effectuation of this plan. Each of these are reviewed within this section.

Planning Commission Project Review

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

Zoning

Zoning is a legal mechanism that can assist the municipality in implementing a Chapel Hill Comprehensive Growth Plan. Perhaps the most powerful, and most inexpensive, tool for implementing the land-use plan, the zoning ordinance controls the placement of building on the land, building height, the amount of land required for off-street parking, and other important physical elements. A zoning ordinance is designed to regulate the type and intensity of land-use. It divides a community into specific districts corresponding to the intended use of the land as guided by the policies of the land-use plan. For each district, zoning regulates the location, height, bulk, and size of buildings and other structures, the percentage of the lot that may be occupied, the sizes of yards, courts and other open spaces, and the density of population. Zoning can assure the proper location of residential, commercial, and industrial uses. It can protect street rights-of-way so that future widening is feasible. It can also prohibit overcrowding of building lots. Additionally, zoning can help stabilize property values and can help prevent deterioration of neighborhoods. In essence, the zoning ordinance attempts to produce a sensible land pattern by keeping compatible uses together, eliminating incompatible uses, and, based on the plan, properly locating the various physical components of the town as they relate to each other and to the character of the land. Zoning, however, is not a substitute for the plan, but merely one of the means by which the objectives of the plan may be achieved. The town's *Zoning Ordinance* is current and up-to-date.

Traditionally, zoning and land planning activities have divided land-use into separate components, never mixing uses. The theory behind this practice being that when various land-use areas are separate and distinct, the probability of a negative environmental impact is reduced. While negative impacts are reduced by separating land-uses, the distance between shopping, working, and living areas is lengthen. In many communities, the new trend in land planning and development is to allow a limited mixing of land-uses, particularly residential and commercial. This type of mixed-use development or 'traditional neighborhood development' harken back to an era when all types of uses were allowed in a compact area, thereby reducing the travel time between different land-uses.

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

Infill Development

In relation to mixed uses, the town should encourage development of vacant parcels in preference to outlying tracts. In so doing, the goal of a compact development pattern is furthered and sprawl

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

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

Subdivision Regulations

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

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

Subdivision Regulations provide the guide by which a Planning Commission can review all proposed plats for subdivisions in an equitable manner. These controls are necessary if sound, economical development is to be achieved. Through enforcement of these regulations, the design and quality of subdivisions will be improved, resulting in better living conditions and greater stability of property values for the individual property owner. Such controls over the subdivision of land ensure the installation of adequate utilities that may be economically serviced and maintained. These controls are also used in providing a coordinated street system and to ensure that significant open space for recreation and other public services is provided. All growth will be done using the Smart Growth Principles.

Codes Enforcement

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

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

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

The Town of Chapel Hill has adopted the Southern Building Code and it is enforced as required. There is much that can be done locally in making decisions that affect development. The extent, location and timing of public improvements are major steps for carrying out a coordinated development policy.

Utility Extension Policies

Another significant tool for effective land-use planning is the control over the extension of municipally owned and operated utility services. The placement of public facilities play a key role in shaping future development. Utility extension policies can be used for controlling the location and timing of development in a rational coherent and efficient fashion. Since utility services, such as water and sewer, are so important to any major development, the refusal to extend such services into an area generally assures that only limited development can occur. Major fixed-site facilities such as parks, schools, and community centers should be regarded as primary steps in community development policy, in that they create the focal points of the community or a particular neighborhood, and private developers often find it desirable to relate their activities to these large installations.

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

The town has undertaken a major extension of its sewer line to serve those areas both north and south of town that have recently annexed into the corporate limits. This extension will be a major investment in the growth of the town and the decision to proceed with any new extensions needs to be considered carefully in order to ensure that the town has the financial capability to handle such an added expense.

Public Improvements Program and Capital Budget

A long range public improvements program and shorter range capital improvements budget are logical methods of effectuating the plan, of scheduling public facilities, and of developing the means for the financing of the improvements over the years ahead in accordance with the plan. They are an avenue for placing the city's annual budgeting process on a sound planning and management basis. The public improvement program and capital budget provides the means through which the local government can effectively undertake a properly planned and programmed approach toward utilizing its financial resources in the most efficient way possible. The public improvements

program identifies recommendations for capital improvements, estimates their costs, and identifies possible financing alternatives. The capital budget is a method of developing and scheduling a way to finance the projects identified in the public improvements program. As such, it is a spending plan based upon definite priorities. By its nature, it makes the town government more efficient and assures that limited public funds will be spent on projects of the highest priority.

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

Annexation

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

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

The Town recognizes that there is currently an abundance of farm land on the fringe areas of Chapel Hill. Therefore, the Town has adopted a resolution assuring those farmers that until growth reaches them and until their land is no longer used for farming the Town does not wish to annex.

It is anticipated that the *Marshall County Growth Plan* will be re-opened in the autumn of 2006. It is the recommendation of this plan that the town utilize this opportunity to plan for several areas where new growth should be located and, eventually, incorporated into the town.

Citizen Participation

Planning done without any citizen involvement is planning that has no meaning to the larger community. Each stakeholder who contributes to the planning process that produces the final plan becomes vested in implementation of the plan.

Citizens can offer support for programs designed to achieve community goals. Successful citizens participation can be achieved through a public education program designed to inform the community of the various purposes and reasons for the actions of both the Planning Commission and the Legislative Body. Specific efforts should be taken to obtain input from the general public through organizational public meetings, public hearings, and surveys. News articles should also be utilized to educate the public regarding the work activities of the Planning Commission.

Citizen participation through the various civic clubs, service clubs, chambers of commerce, and business groups play a major role in the planning process. Every year a myriad of private decisions are made by individuals and groups concerning various projects that will affect the development of

the community. Moreover, many pressing problems find their best solution through the exercise of active private incentive. With citizen support firmly behind planning and as an active part of the planning process, a greater number of decisions will be made in support of community plans and goals.

Local Leadership

The Chapel Hill Board of Mayor and Aldermen bears most of the responsibility for implementation of the land-use plan. As the municipality's decision makers, the Board has the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives and policies developed in this plan. It is important that the Board maintain a close working relationship with the Planning Commission, so that the planning process is properly coordinated for the benefit of the citizens and stakeholders of the Town of Chapel Hill.

IMPLEMENTATION SCHEDULE

The following implementation schedule provides an outline of the plan in broad strokes. It highlights the three primary elements of the plan, then delineates who bears the responsibility for carrying out those duties, and, finally, sets forth a timeline for the implementation of that responsibility.

1. **Land-Use:** The character of the town is determined by the uses of land, and how those uses interact. The future land-use for the town is suggested in the Development Plan Map, MAP 10, and described in Chapter 6. The Planning Commission is responsible for the review of site plans for commercial or industrial developments and subdivisions of land within the town. The commission is also responsible for recommendations on zoning issues. The Board of Mayor and Aldermen bear the decision making authority on zoning issues. The Land-use of the Town of Chapel Hill will be determined in the month-to-month deliberative process of the Planning Commission and the Board of Mayor and Alderman meetings.
2. **Transportation:** The town's transportation network will be primarily determined by the addition of residential subdivisions. It is the responsibility of the Planning Commission to determine the appropriate level of construction and connectivity of the roads in these new subdivisions. All existing roads, and their condition, is the responsibility of the Board of Mayor and Alderman. The town should also work closely with the Tennessee Department of Transportation's new Rural Transportation Organization, which directs money and resources for rural state roadways. Any expansion or alteration of Highway 31-A should be closely monitored for impacts on the town. The transportation network of the town will be determined in the month-to-month deliberative process of the Planning Commission and the Board of Mayor and Alderman meetings.
3. **Annexation:** The town's corporate limits will dramatically change during the two decades covered by this plan. Special attention should be paid to any revisions or re-openings of the *Marshall County Growth Plan*, as this document and map determine the ability of the town to expand. The Board of Mayor and Alderman bear primary responsibility for all annexations. The expansion of the town should be determined in long-range projections.

CHAPTER 8

SUMMARY OF PLAN RECOMMENDATIONS

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

Guide the expected growth in a planned and orderly manner.

Encourage new residential, commercial, and limited industrial growth in Chapel Hill.

Guide the land conversion process using environmental controls to minimize the resulting degradation.

Continue responsible subdivision plat and site review to control storm water run off and resultant invasive flooding.

Continue clean air quality standards to preclude unhealthy pollution.

Continue high water quality standards throughout the community.

Using national and state laws and agencies such as the Tennessee Historical Commission, establish a policy on the preservation of valuable historic properties and structures.

Seek and utilized established national and state laws along with the Tennessee Historical Commission and related agencies to place historic structures on the National Register of Historic Places.

Continue high standards for solid waste control.

When applicable, seek to improve the fire insurance rating for the Town of Chapel Hill. Work with the Insurance Services Office to determine the fire equipment and hydrant needs required for an improved rating.

Seek funds to upgrade development and recreational uses in the Town Park.

Maintain an active Planning Commission to consistently enforce Zoning and Subdivision Regulations in a fair and equitable manner.

Work with land developers and subdividers for the construction of affordable, high quality housing.

PROPOSED EXPANSION OF THE URBAN GROWTH BOUNDARY TOWN OF PETERSBURG

PROPOSED UGB EXPANSION

According to figures provided by the University of Tennessee Center for Business and Economic Research, the latest certified population cost for the Town of Petersburg is 584. By the year 2020, the University of Tennessee projects the population to be 796, an increase of 212. These projections are considered to be conservative based on the increase in population experienced between the 1990 and the 2000 Census records.

To the northwest of the existing UGB, the proposed expansion will include an extension of 1.1 miles north to mile marker 17. In addition to the expansion length, we propose to increase the expansion area to .38 miles on the northwest side of Highway 431. All of this proposed area is in Marshall County.

CURRENT AND PROJECTED COSTS

The Town of Petersburg has determined that there is no need for additional land suitable for high density industrial, commercial or residential development. There is no development in the Town at this time that would generally be considered high density development for any kind of land use, be it industrial, commercial or residential, and there being limited estimated future growth for this area, the Town believes there is little or no need for additional lands for high density development. If the need for such high density development does arise, it would likely be of such limited scope that land available within the municipal boundaries could sufficiently be use, reused or redeveloped for such purposes.

The Town of Petersburg has determined that due to the limited estimated future growth in this area, that any urban expansion would likely have no or relatively insignificant impact upon any agricultural lands, forests, recreational areas and wildlife management areas within the proposed UGB territory.

For fifteen years after the date of the annexation of any territory in the UGB any revenue generated in the annexed area by local option sales taxes and wholesale beer taxes which had been received by the county prior to the annexation continue to go Marshall County. Any increases in these revenues generated in the annexed areas, property taxes in the annexed areas, stated shared taxes and existing tax revenue currently collected by the Town of Petersburg would go toward the cost of providing core infrastructure, services and public facilities.

If and when any of the territory within the UGB is annexed into the Town, then comparable services must be provided to them. The services currently provided by Petersburg to its citizens include police and fire protection, solid waste collection, road maintenance, street lighting and recreational facilities. The current police force is adequate for the proposed expansion area. The Lincoln County Volunteer Fire

Department has a station within the current city limits and with the mutual aid agreement with the county there is adequate fire protection as well. The Town's solid waste collection system pays for itself with residents being charged a monthly fee for garbage pickup. According to Town officials, the cost for new road construction is approximately \$7,500 per mile. The small area within the UGB would not call for a large expenditure for road construction. Street lighting is provided by Fayetteville Electric Service who installs the lights and bills the Town monthly for all street lights. The Town's monthly utility bill would increase slightly according to the number of additional street lights. Recreational facilities for residents are found in the Morgan School Park, a two acre park that was purchased by the Town. This facility would serve any new residents as well. The Town's water is purchased from Lincoln County, however management of the utility is held within the Town of Petersburg. Electrical Service is provided by Fayetteville Utility System. There is no sanitary sewer service provided.

Section 7(a) (2) of Chapter 1101 of 1998 states in part that a "municipality shall also determine and report the current costs and the projected costs of core infrastructure, urban services and public facilities necessary to facilitate full resources within the current boundaries of the municipality and to expand such infrastructure, services and facilities throughout the territory under consideration for inclusion within the urban growth boundaries." The law does not require that the Town of Petersburg provide sanitary sewer, it only requires that the Town determine and report the current projected cost of core infrastructure, urban services and public facilities. It has been estimated that it would cost the Town of Petersburg approximately \$1.5 million to provide sewer to its current residents. The Town has chosen not to provide that service at this time.

**GROWTH PLAN
FOR UNINCORPORATED AREAS OF
MARSHALL COUNTY, TENNESSEE**

**PREPARED BY
MARSHALL COUNTY PLANNING COMMISSION**

**WITH ASSISTANCE FROM
TENNESSEE DEPARTMENT OF ECONOMIC AND COMMUNITY
DEVELOPMENT LOCAL PLANNING ASSISTANCE OFFICE
MIDDLE TENNESSEE REGION**

**DECEMBER 2006
AMENDED FEBRUARY 2007
AMENDED NOVEMBER 2007**

**A GROWTH PLAN FOR UNINCORPORATED PORTIONS OF
MARSHALL COUNTY, TENNESSEE**

Background

Marshall County is in south-central Tennessee. It is bordered on the north by Williamson and Rutherford Counties and on the west by Maury County on the east by Bedford County and on the south by Lincoln and Giles Counties. The County has a land area of 241,000 acres or 375 square miles. Lewisburg is the county seat, and is located in the center of the County, with a 2000 certified population of 10,413. According to the University of Tennessee Center for Business and Economic Research figures the 2000 population of Marshall County was 26,767, up from the 1990 figure of 21,539 showing a growth of 24.3%. The 1990 population density per square mile was 57.4, the 2000 census shows a density of 71.3 per square mile ranking 51st in the state. According to the 2000 census; the median age was 36.3, the median household income was \$39,404 ranking 12th in the state, Trade , Transportation and Utilities provides the largest share of employment at 34.9% while Manufacturing places second at 31.6%. The percentage of adults with a High School diploma or equivalent or better was 73.6% ranking 26th in the state. Marshall County is largely rural by nature, of it's 241,000 acres 166,840 were classified as farmland by the U.S. Department of Agriculture in 1997, the average farm is 152 acres, with livestock accounting for 84% of the market value of agricultural products sold, crops sales make up the remaining 16%. Interstate I-65 runs north and south through the western portion of the county, with interchanges at Hwy 373, 129, and 31A.

I. INTRODUCTION

Through **Public Chapter 1101**, of 1998, (the act) the Tennessee General Assembly provided the structures and processes for local governments to cooperatively manage growth within each of the State's ninety-five counties. The law provides that each municipality is to develop an "Urban Growth Boundary" (UGB) and to devise a plan for the UGB. The UGB established for each municipality is to identify a region that contains the corporate limits of the municipality and contiguous unincorporated area where urban growth may occur. The county government is charged with the responsibility of developing a plan for all portions of the county that lie beyond the Urban Growth Boundaries of the municipalities. The territory located beyond the Urban Growth Boundaries is to be classified as "Planned Growth Areas" or "Rural Areas". This document is intended to fulfill that requirement.

The Act provides the following definitions for the three use classifications that are to be established within the county:

Urban Growth Boundaries (UGB) – The municipality and contiguous territory where high-density residential, commercial and industrial growth is expected, or where the municipality is better able than other municipalities to provide urban services.

Planned Growth Areas (PGA) – Territory outside municipalities where high or moderate density commercial, industrial, and residential growth is projected.

Rural Areas (RA) – Territory not in UGB or PGA and that is to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial, or residential development.

Tennessee Code Annotated 6-58-106

Section 7.

(1) The urban growth boundaries of a municipality shall:

- (A) Identify territory that is reasonably compact yet sufficiently large to accommodate residential and nonresidential growth to occur during the next twenty (20) years;
- (B) Identify territory that is contiguous to the existing boundaries of the municipality;
- (C) Identify territory that is a reasonable and prudent person would project as the likely site of high density commercial, industrial and/or residential growth over the next twenty (20) years based on historical experience, economic trends, population

growth patterns and topographical characteristics; (if available, professional planning, engineering and/or economic studies may also be considered);

- (D) Identify territory in which the municipality is better able and prepared than other municipalities to efficiently and effectively provide urban services; and
 - (E) Reflect the municipality's duty to facilitate full development of resources within the current boundaries of the municipality and to manage and control urban expansion outside of such boundaries, taking into account the impact to agriculture lands, forests, recreational areas and wildlife management areas.
- (2) Before formally proposing urban growth boundaries to the coordinating committee, the municipality shall develop and report population growth projections; such projections shall be developed in conjunction with the University of Tennessee. The municipality shall also determine and report the current costs and the projected costs of core infrastructure, urban services, and public facilities necessary to facilitate full development of resources within the current boundaries of the municipality and to expand such infrastructure, services, and facilities throughout the territory under consideration for inclusion within the urban growth boundaries. The municipality shall also determine and report on the need for additional land suitable for high density, industrial, commercial, and residential development, after taking into account all areas within the municipality's current boundaries that can be used, reused or redeveloped to meet such needs. The municipality shall examine and report on agricultural lands, forests, recreational areas and wildlife management areas within the territory under consideration for inclusion within the urban growth boundaries and shall examine and report on the likely long-term effects of urban expansion on such agricultural lands, forests, recreational areas, and wildlife management areas.
- (3) Before a municipal legislative body may propose urban growth boundaries to the coordinating committee, the municipality shall conduct at least two (2) public hearings. Notice of the time, place, and purpose of the public hearing shall be published in a newspaper of general circulation in the municipality not less than fifteen (15) days before the hearing.
- (2) **Each planned growth area of a county shall:**
- (A) Identify territory that is reasonably compact yet sufficiently large to accommodate residential and nonresidential growth projected to occur during the next twenty (20) years;
 - (B) Identify territory that is not within the existing boundaries of any municipality;
 - (C) Identify territory that a reasonable and prudent person would project as the likely site of high or moderate density commercial, industrial, and/or residential growth over the next twenty (20) years based on historical experience, economic trends,

population growth patterns and topographical characteristics; (if available, professional planning, engineering and/or economic studies may also be considered);

- (D) Identify territory that is not contained within urban growth boundaries; and
 - (E) Reflect the county's duty to manage natural resources and to manage and control urban growth. Taking into account the impact to agriculture lands, forests, recreational areas, and wildlife management areas.
- (1) Before formally proposing any planned growth area to the coordinating committee, the county shall develop and report population growth projections; such projections shall be developed in conjunction with the University of Tennessee. The county shall also determine and report the projected costs of providing urban type core infrastructure, urban services and public facilities throughout the territory under consideration for inclusion within the planned growth area as well as the feasibility of recouping such costs by imposition of fees or taxes within the planned growth area. The county shall also determine and report on the need for additional land suitable for high density industrial, commercial and residential development after taking into account all areas within the current boundaries of municipalities that can be used, reused or redeveloped to meet such needs. The county shall also determine and report on the likelihood that the territory under consideration for inclusion within the planned growth area will eventually incorporate as a new municipality or be annexed. The county shall also examine and report on agriculture lands, forests, recreational areas, and wildlife management areas within the territory under consideration for inclusion within the planned growth area and shall examine and report on the likely long-term effects of urban expansion on such agriculture lands, forests, recreational areas, and wildlife management areas.
 - (2) Before a county legislative body may propose planned growth areas to the coordinating committee, the county shall conduct at least two (2) public hearings. Notice of the time, place, and purpose of the public hearing shall be published in a newspaper of general circulation in the county not less than fifteen (15) days before the hearing.
 - (3) **Each rural area shall:**
 - (A) Identify territory that is not within urban growth boundaries;
 - (B) Identify territory that is not within a planned growth area;
 - (C) Identify territory that, over the next twenty (20) years, is to be preserved as agriculture lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial or residential development; and

- (D) Reflect the county's duty to manage growth and natural resources in a manner, which reasonably minimizes detrimental impact to agriculture lands, forests, recreational areas, and wildlife management areas.

Purpose

The purpose of the growth plan is to direct the coordinated, efficient, and orderly development of the local government and its environs that will, based on an analysis of present and future needs, best promote the health, safety, morals and general welfare.

Methodology

Research indicates that it was the desire of the legislature to encourage those involved in the process, to utilize the services of the Local Planning Office of the Department of Economic and Community Development, the County Technical Assistance Service, and the Municipal Technical Advisory Service. In addition to those agencies, many other sources were used, of particular assistance was the Tennessee Department Commission on Intergovernmental Relations. The Marshall County Budget Director's Office played a significant role as well. Field interviews were conducted with department heads in the municipalities as well as in Marshall County government. Previous growth studies were reviewed as well as historical data. The Marshall County Planning Commission's members presented a unique, diverse, and significant role in this report, most members having long standing ties in the community, as well as knowledge of historic and geographic features that were utilized in this report as well. The latest FEMA Flood Insurance Rate Maps were used as well as other GIS Data from the Marshall County Assessor of Property Office. The information gathered was then used to meet the criteria established by the Public Chapter 1101 for County Planned Growth Areas, and Rural Areas of Marshall County.

II. Population Projections

One of the requirements of the 1101 is that the twenty-year plan be based upon the population projections developed by the University of Tennessee Center for Business and Economic Research. Figures provided for Marshall County and the municipalities are shown on **Tables 1 and 2**. **Table 2** shows a 2025 population projection of 19,423 in the unincorporated areas of Marshall County an increase of 4183 over the 2005 population or 27.4 %.

Table 1

	Census		Projections				
	2000	2005	2010	2015	2020	2025	
Marshall County Total	26,767	28,615	30,756	32,808	34,737	36,544	
Chapel Hill	943	964	1,027	1,086	1,139	1,191	
Cornersville	962	976	1,040	1,096	1,150	1,199	
Lewisburg	10,413	11,260	12,130	12,969	13,763	14,512	
Petersburg (portion in Marshall Co.)	168	175	188	200	212	219	
Unincorporated	14,281	15,240	16,372	17,457	18,473	19,423	
Maury County Total	69,498	74,185	79,962	85,453	90,486	95,303	
Columbia	33,055	34,006	36,391	38,599	40,574	42,419	
Mount Pleasant	4,491	4,629	4,958	5,264	5,538	5,794	
Spring Hill (portion in Maury Co.)	2,462	3,932	4,598	5,324	6,108	6,976	
Unincorporated	29,490	31,617	34,015	36,266	38,267	40,113	
Lynchburg / Metro Moore Co.	5,740	5,992	6,335	6,650	6,930	7,162	
Perry County Total	7,631	7,987	8,448	8,888	9,260	9,611	
Linden	1,015	1,045	1,102	1,155	1,200	1,242	
Lobelville	915	963	1,020	1,074	1,120	1,164	
Unincorporated	5,701	5,978	6,327	6,659	6,939	7,205	
Wayne County Total	16,842	17,223	17,630	17,909	18,046	18,056	
Clifton	2,699	2,640	2,680	2,697	2,694	2,672	
Collinwood	1,024	995	1,008	1,015	1,012	1,002	
Iron City (portion in Wayne Co.)	3	3	4	4	4	4	
Waynesboro	2,228	2,153	2,177	2,187	2,178	2,156	
Unincorporated	10,888	11,431	11,761	12,006	12,158	12,222	

Source: Population Projections for the State of Tennessee 2005 to 2025. A publication of the Tennessee Advisory Commission on Intergovernmental Relations and the University of Tennessee Center for Business and Economic Research, published December 2003.

**TABLE 2. A SUMMARY OF POPULATION INCREASES PROJECTED
FOR UNINCORPORATED PORTIONS OF MARSHALL COUNTY**

2000	2005	2010	2015	2020	2025
14,281	15,240	16,372	17,457	18,473	19,423

NET INCREASE BEYOND 2000

	959	2,091	3,176	4,192	5,142
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III. ANALYSIS OF LAND USE

Within the unincorporated portion of Marshall County a broad selection of land use activities can be found. For purposes of analysis these activities can be grouped into seven (7) functional categories. However, in the category **Land Use Acreage – Without Corporate Limits, Table 3** the overwhelming use of land in Marshall County is shown, Residential (all types) 59% and Vacant Agricultural, Open Space 39%.

Table 3

Marshall County Acreage

Chapel Hill Limits	1,969.556	Acres
Chapel Hill UGB	1,904.988	Acres
Chapel Hill Proposed UGB	6,002.952	Acres
Cornersville Limits	1,390.930	Acres
Cornersville UGB	6,140.812	Acres
Cornersville Proposed UGB	0.000	Acres
Lewisburg Limits	8,128.360	Acres
Lewisburg UGB	5,436.985	Acres
Lewisburg Proposed UGB	6,548.824	Acres
Petersburg Limits (Marshall Side Only)	218.155	Acres
Petersburg UGB	303.490	Acres
Petersburg Proposed UGB	937.325	Acres
PGA	11,929.325	Acres
Proposed PGA	47,380.685	Acres
Rural	142,135.150	Acres
TOTAL	240,427.536	Acres

Land Use Acreage - Overall

Single Family Residential	3,825.643	Acres
Single Family Residential Over 2 Acres	126,584.425	Acres
Multi Family Residential	518.126	Acres
Mobile Home	468.821	Acres
Mobile Home Over 2 Acres	4,722.931	Acres
Commercial	3,484.364	Acres
Industrial	988.415	Acres
Public/Semi Public	3,555.819	Acres
Vacant (includes Agricultural, Open Space, etc.)	88,144.794	Acres
TOTAL	232,293.338	Acres
Culls (Streets, Rivers, etc.)	8,134.198	Acres

Land Use Acreage – Without Corporate Limits

Single Family Residential	1,702.129	Acres
Single Family Residential Over 2 Acres	123,718.724	Acres
Multi Family Residential	172.016	Acres
Mobile Home	376.738	Acres
Mobile Home Over 2 Acres	4,575.999	Acres
Commercial	2,303.353	Acres
Industrial	160.716	Acres
Public/Semi Public	2,531.525	Acres
Vacant (includes Agricultural, Open Space, etc.)	85,463.541	Acres
TOTAL	221,004.741	Acres
Culls (Streets, Rivers, etc.)	4,119.916	Acres

Total Residential Acreage (all types)	130,545	as a percentage of total = 59%
Commercial and Industrial	2464	as a percentage of total = 1.1%
Public/Semi Public	2532	as a percentage of total =1.1%
Vacant Agricultural, Open Space	85,464	as a percentage of total =39%

1. Suburban Residential
2. Industrial Areas
3. Interchange Service Areas
4. Cross Roads Communities
5. Agricultural Lands
6. Constrained Lands
7. Publicly Held Lands

1.) Suburban Residential

A major focus of the Act is upon management of so-called "suburban sprawl". This term refers to a condition seen in virtually every major metropolitan area of the country wherein suburban development invades the rural landscape enveloping the land and permanently altering the local culture. Within Marshall County the issue of managing suburban growth appears to be a significant concern. This matter is particularly at issue as it relates to preservation of agriculture lands and the rural lifestyle.

Within Marshall County suburban residential development, has principally occurred along major transportation routes and within the municipalities and their fringes. To date, the great majority of this growth consists of suburban low-density (lots over 2 acres) residential development situated on large tracts with frontage along existing roads or on small lots (3/4 to 1 acre) within small-scale subdivisions. In the past few years the pace of this activity as well as the volume has begun to rise. Moreover, the nature of the market being served has changed. While many of the purchases are still focused on the local market for employment an increasing proportion commute to work outside of Marshall County. Managing this form of land use is perhaps the single most significant challenge before any unit of local government. To that end the Marshall County Planning Commission has been proactive encouraging alternate methods of development, such as cluster subdivisions, with decentralized sewer systems which mandate greenspace, which helps with environmental concerns and stormwater issues. Also the Planning Commission is promoting "smartgrowth" principals which encourage mixed land use, compact design to reduce infrastructure cost.

2.) Industrial Areas

Much of Marshall County's major industry is located within the municipalities (particularly Lewisburg) and is likely to remain in this condition due to the availability of urban services needed for this type of land use. The municipalities, through zoning, now mostly control development of the industrial land base. It is

anticipated that this development pattern will remain within the incorporated portions of Marshall County.

3.) Interchange Service Areas

Managing the use of land in and around the county's Interstate interchanges is a matter of particular significance to the realization of commercial potential. A total of three (3) interchanges, exist within the county. One (1) is located at Interstate I-65 exit 22 (hwy 31A) within the Town of Cornersville, which provides all urban services. The second at Interstate I-65 exit 27 (Hwy 129) is in Cornersville's Urban Growth Boundary has no public water or wastewater services. The third is at Interstate I-65 exit 32 (Hwy 373) and is in the city of Lewisburg's Urban Growth Boundary, areas of the interchange have been annexed into the city limits, public water and wastewater is available. It is clear that achieving the full economic potential afforded by these facilities will require full urban services.

4.) Crossroad Communities

Marshall County, as is the case with virtually all the rural counties in the state, contains a number of small crossroads service centers, that meet a variety of needs for the surrounding population. Over the years some of these areas have expanded and their role has changed to become a focus for limited suburban growth. The following areas, although widely varying in size and services offered, are considered as crossroads communities:

- Belfast
- Berlin
- Caney Springs
- Delina
- Farmington
- Holt's Corner
- Mooresville
- Ostella
- Verona

Some of these areas have experienced growth while others have declined. Some have become significant providers of commercial goods and services, while others offer only a very limited line of such items. However, all these areas have to some degree assumed the historical role of providing some level of services to the nearby resident population. Due to this historic role, these areas are expected to serve as focal points for future development within the county.

5.) Agriculture Lands

Agriculture has long been a significant element within the economy of Marshall County. However, the matter of protecting these agriculture lands is perhaps the single most difficult and complex land use issue that faces the county.

Two (2) facts are at the root of this dilemma. First, is the fact that land best suited for agricultural use is also the most inviting for urban usage. That is to say, flat to rolling fertile lands are easily and comparatively cheaply converted from fields of crops to fields of houses. Secondly, there is the matter the differential in the value of land used for agriculture versus the value when utilized for urban purposes. The pressure exerted by increasing urban population and economic activity is more than sufficient to produce a continuing demand for conversion of agricultural lands to urban purposes. The lure of this gain coupled with the continuing marginal economic condition associated with traditional agricultural enterprise is equally sufficient to cause farmers to respond to that demand with a continuing supply of land suitable for urban expansion. The result of this conversion process is "urban sprawl".

This process is alive and active in Marshall County today. Moreover, it appears that the county lies along a major growth corridor that links Metropolitan Nashville and Huntsville, Alabama. Future TDOT projects includes linking Shelbyville, Lewisburg, and Columbia by means of a four lane highway. As well as making 31A a four lane highway from Interstate 840 south through Chapel Hill, through Lewisburg, through Cornersville to Interstate I-65.

6.) Constrained Lands

The term "constrained land" is intended to include a variety of conditions that significantly limit the use of land for purposes other than woodland, pastures or other "natural" open land activities. Included in this group are areas subject to flood, wetlands, karst areas and land with steep slopes. Areas that lay along the Duck River in the central portion of the county are examples of constrained lands.

7.) Publicly Held Lands

Marshall County contains a total land area of 375.4 square miles (240,256 acres). The only publicly held land within Marshall County is Henry Horton Park which is owned by the State of Tennessee. The park accounts for 1,140 acres or 1.8 square miles of the county's total land area and serves as a recreation and wildlife preservation purpose.

IV. ANALYSIS OF PUBLIC SERVICES

This portion of the analysis is intended to provide a brief summary of the public services currently being provided by the county. The emphasis of this analysis is on significant operational characteristic and cost of the various services.

Utilities

Where such services are available they are provided either by one of the municipalities or by a public utility. The following is a brief summation of the major utilities and growth-related issues associated with each of the various services.

Water Service

Water service is provided by the following organizations:

1. Chapel Hill Water System

According to the Chapel Hill Comprehensive Growth Plan, The Town of Chapel Hill currently serves approximately 620 customers, the existing water system meets the Town's average daily demand of 160,000 gallons per day and has the capacity to produce 400,320 gallons, and the annual budget is \$310,000.

2. Lewisburg Water System

According to their Urban Growth Report, Lewisburg's water treatment plant is located in the city but obtains its water from the Duck River, The Lewisburg Water Department currently serves 5,452 customers, 4,362 are within the city, 1,090 outside city limits. The current capacity of the treatment plant is 4 million gallons per day.

3. Marshall County Board of Public Utilities (MCBPU)

The office for the Marshall County Board of Public Utilities is located in Lewisburg, MCPBU currently serves approximately 3,000 customers and has 17 employees. The total budget for the MCBPU during the current fiscal year is \$ 6,406,000. MCBPU is currently involved in a 57 mile countywide project to upgrade and connect water lines. Part of that project includes the installation of a 300,000 gallon water tank in the Caney Springs area which will increase storage capacity in anticipation of growth. The extension of waterlines is made possible by USDA Rural Development grants and loans, which are paid back by means of rate payers, and the monies received from the Adequate Facilities Tax, The Marshall County Commission has designated the first \$300,000 collected each year be used for the extension of water lines. USDA Rural development required local contributions, to that end MCBPU has spent approximately \$1,500,000 in machinery and materials for the extension of waterlines.

Sewer Service

The Cities of Chapel Hill, and Lewisburg are the only providers of sewer service in the county, the city of Lewisburg provides sewer service to the city of Cornersville.

Marshall County has endorsed the use of Decentralized Sewer Systems countywide and made provisions in their subdivision regulations and zoning resolution for their installation and maintenance. The decentralized systems when installed under these provisions will be approved by the Marshall County Board of Public Utilities, and the Tennessee Department of Environment and Conservation, paid for by the developer, then deeded over to the MCBPU for ownership and future maintenance.

Electric Service

The Duck River Electric Membership Cooperative provides electric service within unincorporated portions of Marshall County. This utility also provides electric service to all the municipalities within Marshall County.

Gas

The Horton Highway Utility District serves the northern third of Marshall County from Bedford County line to the Maury County line, north of Coble Rd. Lewisburg gas serves the municipality, as well as areas on the fringe of the city limits. LP gas is available countywide provided by private suppliers

Emergency Services

Fire Protection

Fire protection for Marshall County, excluding Lewisburg, is provided by eight (8) volunteer fire departments. These fire stations are located in the following areas:

Table 4

MARSHALL COUNTY FIRE DEPARTMENTS

**SOUTH MARSHALL FIRE DEPARTMENT #50
2099 NEW OSTELLA ROAD
PUMPER
BRUSH TRUCK**

FARMINGTON/RICH CREEK FIRE DEPARTMENT #51

2090 WADE BROWN ROAD

PUMPER (2)

16M FIRE TRUCK

TANKER (2)

BRUSH TRUCK

BELFAST FIRE DEPARTMENT #53

445 BELFAST/FARMINGTON ROAD

PUMPER

TANKER (2)

BRUSH TRUCK

BERLIN FIRE DEPARTMENT #54

1700 OLD BERLIN ROAD

PUMPER

TANKER

BRUSH TRUCK

MOORESVILLE FIRE DEPARTMENT #55

3054 DEMASTUS ROAD

PUMPER

TANKER

BRUSH TRUCK

CHAPEL HILL FIRE DEPARTMENT #56

119 NORTH HORTON PARKWAY

PUMPER

TANKER

BRUSH TRUCK

PUMPER/TANKER

FIVE POINTS FIRE DEPARTMENT #57

3984 OSTELLA ROAD

PUMPER

TANKER

BRUSH TRUCK

CORNERVILLE FIRE DEPARTMENT #58

410 SOUTH MAIN STREET

PUMPER (2)

1ST RESPONDER/EXTRICATION/BRUSH UNIT

The personnel serving as firemen are all volunteers; except for Chapel Hill, which has a paid Fire Chief, each station is adequately equipped. All these agencies provide automatic mutual aid to one another. Marshall County gives each fire hall \$ 4,500.00 annually, in addition except for Chapel Hill and Cornersville, Marshall County also provides Insurance on vehicles and volunteers, vehicles maintenance, gas and diesel. The total EMA budget for Marshall County is \$366,477.

Ambulance Service/Rescue and Extrication

Marshall County government provides emergency ambulance service to all persons within Marshall County. The Marshall County Rescue Squad provides rescue services to all persons within the county. The Marshall County Emergency Medical Service strives to enhance the quality of life in the community they serve by providing the highest level of out of hospital care possible. To that end:

The central office is located in Lewisburg and houses 3 ambulances and an extrication truck, with room to house two more ambulances as future needs warrant it. The facility has housing for three 24 hour crews, an on site morgue, ability to land helicopters next door. The West Lewisburg, Cornersville, and Chapel Hill stations each have 1 ambulance and a 24 hour crew. The Marshall County EMS has 30 full time employees and 13 part time. The total budget for the current fiscal year is \$ 2,343,873.

Police Services

The Sheriff's Department is located at 209 First Ave. North in Lewisburg. The Department currently employs a total of thirty (30) employees. One (1) Sheriff, One (1) Chief Deputy, Five (5) Dispatchers, Twenty-two (22) Deputies and One (1) Bookkeeper. The Deputies patrol 397 square miles and 657.23 miles of roads in Marshall County.

The County Jail is located at 130 East Church Street in Lewisburg. The jail employs twenty-five employees, One (1) Jail Administrator, One (1) Record Clerk, One (1) Cook and Twenty-two (22) Correctional Officers. The population capacity for the jail is two hundred eighty three (283) with the current population of ninety-five (95), seventy-six (76) males and nineteen (19) females.

The Marshall County Sheriff provides the following policing services:

1. Process serving to all incorporated and unincorporated areas within the entire county.
2. Operation of county jail designed to house 283 prisoners.
3. Court security for all courts operating within the county courthouse. Municipal courts provide their own security.
4. Patrol services throughout the unincorporated portions of Marshall County.

The budget for the Sheriff's Office stands at \$ 1,744,589 for the current fiscal year. The budget for the Jail is \$ 1,357,033.

Waste Management

Marshall County provides solid waste collection and disposal for residents of the county through a contract with Waste Management Company. Four (4) convenience centers situated throughout the county serve as collection points for this operation. The waste is hauled to the Cedar Ridge Landfill on Mooresville Highway for disposal. For the current fiscal year, the budget for this operation stands at \$ 578,440 thousand dollars. The locations of the convenience centers are located:

- 1) 2200 HIGHWAY 99
- 2) 1936 FAYETTEVILLE HIGHWAY
- 3) 3026 OLD COLUMBIA ROAD
- 4) 4050 OSTELLA ROAD

Education

Residents of Marshall County are served by one (1) public school system Chapel Hill Elementary School serves grades K-5 and Forrest High School serves grades 6-12. Cornersville School serves grades K-12. Marshall County Elementary serves grades K-2, and Westhill Elementary School serves grades 3-5. Lewisburg Middle School serves grades 6-8, and Marshall County High School serves grades 9-12. The total budget for the school system \$ 33,041,257 during the current fiscal year.

Road Construction and Maintenance

At the present time the cost of asphalt paving typically averages roughly \$ 100,000 thousand dollars per mile, repaving cost are roughly forty (40) to fifty (50) thousand dollars per mile. The unincorporated portions of Marshall County contain approximately five hundred fifty (550) to six hundred (600) miles of roads. If it is assumed that the average effective life of the paving on these roads is ten (10) years and that the county had a cycle of maintenance such that each road was paved in that time period, a total of fifty five (55) to sixty (60) miles would need to be paved each year. At the current prices this would require a budget of 2.2 to 3.0 million dollars per year. The total budget for the highway department for the current fiscal year is \$ 3,574,867, in addition the Highway Department has road construction fund of \$1,440,00.

Planning and Zoning

On the request of the Marshall County Quarterly Court, the Tennessee State Planning Commission in the 1960's established the Marshall County Planning Commission. The Commission continues to be active in planning and land use controls. The County contracts with the Local Planning Assistance Office for professional assistance and technical support.

The Planning Commission enforces subdivision regulations throughout the unincorporated areas of the County. These regulations constitute the primary instrument a locality has under state law for regulating all subdivision of land. **see illustration 1.**

The Marshall County Commission has adopted a comprehensive zoning resolution that regulates the use of land by various classifications throughout the county. Marshall County is a participating member of the National Flood Insurance Program. Flood Plain Regulations are a part of the zoning resolution. The County employs a Zoning Administrator, who issues zoning compliance certificates and performs other administrative duties. The Planning Commission meets the third Tuesday of every month, and is currently in the process of revising both its subdivision regulations and zoning resolution with an eye towards greater involvement in the "smartgrowth" principals. That is, mixed land use, cluster subdivisions, compact design to reduce infrastructure cost and impervious surfaces and promote more thoughtful planned contiguous communities rather than haphazardly occurring subdivisions throughout the county.

Building Codes

Marshall County employs a full time Building Inspector whose office is located in the Hardison Annex in Lewisburg. The Building Inspector currently enforces the 2003 International Residential Code, and the 2003 International Building Code, and serves all of the unincorporated areas of Marshall County as well as the city of Lewisburg.

V. Proposed Rural Areas

1.) Identify territory that, over the next twenty (20) years areas to be preserved as agricultural lands, forests, recreational areas, wildlife management areas or for uses other than high density commercial, industrial or residential development.

The rural areas are identified as those areas not included in the County's Planned Growth Area, or in the Urban Growth Boundary of any of the Municipalities. **See illustration 2.**

Marshall County has significant natural resources; among them are the soil, wildlife, forested areas, rivers and streams. The Duck River is the largest waterway, but there are numerous streams and creeks throughout the county. The Duck River supports one of the highest biologically diverse systems of any tributary in North America. The river basin contains 54 species of fresh water mussels and 22 species of freshwater snails. Henry Horton State Park is located along the banks of the Duck River. Marshall County has

approximately 97,000 acres of forest, the majority of which is held in private ownership. According to the 1997 United States Department of Agriculture Census Marshall County has 166,840 acres in farmland, the average size of the farm is 152 acres, the number of full time farms listed in the 1997 census was 366. Cattle sales are the number one source of revenue for farmers, while the county ranks 5th in the state for dairy production. The most immediate threat to the rural areas is unregulated development.

2.) Reflect the county's duty to manage growth and natural resources in a manner which reasonably minimizes impact to agricultural lands, forests, recreational areas and wildlife management areas.

There are various methods available to Marshall County Government to control growth and preserve the rural areas. One is regulation through the Zoning Resolution, Floodplain Ordinance and Subdivision Regulations of Marshall County, another is by means of differential tax assessment "Greenbelt" and others are voluntary such as the transfer of Developmental Rights, and Conservation Easements and Land Trusts. The Marshall County Planning Commission has been actively pursuing a variety of methods to lessen the impact of development. One has been the Better Site Design Principals Workshop which has been an interaction between local governments, developers, Tennessee Valley Authority, The Nature Conservancy, The Southeast Watershed Forum, The Duck River Agency, University of Tennessee Water Resources Center, Tennessee Department of Economic Development State Planning Office, South Central Development District, and citizens considering alternate methods of development with the goal in mind to reduce impervious surfaces, promote compact design, encourage open space areas in subdivisions and improving water quality in the watersheds. After an 18 month process the Workshop has delivered it's recommendations, which the Marshall County Planning Commission will consider in revising their zoning resolution and subdivision regulations. Clearly, there is much work to be done in this area; community involvement and education will be fundamental in an ongoing process that will include many diverse organizations throughout Marshall County. For example, the Marshall County Soil Conservation District is actively promoting Best Management Practices, which are effective, practical, structural and nonstructural methods, which prevent or reduce the movement of sediment, nutrients, pesticides and other pollutants from the land to surface or ground water.

VI. Planned Growth Areas

The Planned Growth Areas shall include all parcels in their entirety, in which apportion of such parcels stretches one half mile from the center of all major roads in Marshall County not claimed by another jurisdiction. The major roadways included in this are Highway 431 north and south of Lewisburg, Highway 31A north and south of Lewisburg, Highway 99 from where it enters Marshall County on the west to the intersection of 31A, Eagleville Pike from 31A east to the county line, Highway 270 from the intersection of 31A east until it leaves Marshall County, Highway 64 from the intersection of 31A east until it leaves Marshall County, Highway 50 from where it enters Marshall County on the

west to Lewisburg, from Lewisburg south to Petersburg(except for the area south of Bert Watt Rd. and west of Highway 50. Highway 373 where it enters Marshall County on the west to Cornersville, New Ostella Rd. (129) from 31A east to Cherry Corner Rd. see **illustration 2.**

Marshall County chose to restrict the Proposed Planned Growth Areas to these areas with the following goals in mind: 1.) Provide a unified physical design of the local community; 2.) Encourage a pattern of compact and contiguous high density development to be guided into urban areas or planned growth areas; 3.) Establish an acceptable and consistent level of public services and community facilities and ensure timely provision of those services and facilities; 4.) Promote the adequate provision of employment opportunities and the economic health of the region; 5.) Conserve features of significant statewide or regional architectural, historical, or archaeological interest; 6.) Protect life and property from the effects of natural hazards, such as flooding, winds, and wildfires; 7.) Take into consideration such other matters that may be logically related to or form an integral part of a plan for the coordinated, efficient orderly development of the local community; and 8.) Provide for a variety of housing choices and assure affordable housing for future population growth.

1.) Develop and report population projections in coordination with the University of Tennessee.

One of the requirements of the Public Chapter 1101 is that the twenty year plan be based upon the population projections developed by the University of Tennessee Center for Business and Economic Research. Figures provided for Marshall County and the municipalities within it are shown on Tables 1 and 2.

2.) Determine and report projected cost of providing urban type core infrastructure, urban services and public facilities throughout the territory under consideration for inclusion with the PGAs, as well as the feasibility of recouping such cost by imposition of fees or taxes within the PGA.

Because Marshall County chose to limit it's designation of Planned Growth Areas to parcels within one half mile of the major highways in the county not claimed by another jurisdiction, it does not appear that the proposed PGAs will generate significant new infrastructure needs.

Public Water, With the exception of Highway 270, and Highway 129 from the county line west to Cornersville, public water is already in, or in very close proximity to all of the PGAs. Both Lewisburg Water and Wastewater, and MCBPU have a history of cost sharing with developers in the extension of water lines. The extension of water lines on Highway 270 has been considered by MCBPU and some preliminary engineering reports performed, if undertaken the project would receive funding from a combination of loan/grants from Rural Development as well as ratepayers, and funding from the Adequate Facilities Tax. Marshall County has designated the first \$300,00 collected each year from this tax to be spent on the extension of water lines. Based on the 2005 population count of

15,240 within the unincorporated areas, less the 1090 served by the city of Lewisburg Water and Wastewater and the current MCBPU budget of \$6,406,000. the estimated per capita cost to provide water service would be \$487.15. At current per capita cost, the estimated cost of providing water service based on the 2025 population estimate of 19,423, less 1,090 served by the city of Lewisburg, would be \$8,930,889.58. The extension of water lines on Highway 129 would most likely be a joint venture between the City of Cornersville and Lewisburg Water and Wastewater with the extension funded by ratepayers and loans.

Wastewater, As mentioned before, Marshall County actively endorses Decentralized Sewer Systems, the procedure set forth requires the developer to receive certification from MCBPU, fund the system, then deed ownership of the system to MCBPU, future operations and maintenance will be provided by Marshall County. The most common Decentralized Sewer System currently used is the (STEP) Septic Tank Effluent Pump System which collects wastewater to a central treatment point where the effluent is treated usually by means of a sand filter, then disposed of in one of several means, the most common a central drain field. The technology in this field is rapidly advancing, and currently these systems are actively being promoted by the Environmental Protection Agency as a means to deal with developmental pressures as well as protection of the watersheds.

Roads Changes in the Subdivision Regulations of Marshall County require the developer to pave roads in the new subdivisions removing that burden from the Marshall County Highway Department. As mentioned earlier The Marshall County Highway Department has \$1,440,000 construction fund to service roads in the county.

Waste Collection Waste collection is achieved by means of a contract with Waste Management. Four convenience collection centers are located throughout the county.

Fire/Police Protection and Ambulance Services The provision of emergency services is a difficult matter within a predominately rural setting, which characterizes Marshall County. It is apparent that response time simply cannot be on a par with that found in municipalities thus slower response times are a fact of life for those who choose to live in a rural environment. Based on the 2005 county population of 28,615 and the estimated budget allotment for fire, ambulance, and police protection of \$5,811,972. the estimated per capita cost to provide these services is \$203.11. At current per capita cost, the cost of providing this service based on the 2025 population projection of 36,544 would be \$7,422,451.84.

Education It is expected that Marshall County will continue to control and fund the public school system in the future. The Marshall County Board of Education will remain responsible for planning and implementing future expansion of the school system. Based on the 2005 population count of 28,615 and the current budget allotment of \$33,041,257 the per capita cost to provide this service is \$1,154.68. At current per capita cost, the cost of providing this service based on the year 2025 estimated population count of 36,544 would be \$42,196,739.33.

Funding Once the local growth plan is adopted, a county may provide or contract for the provision of services within a PGA and set a separate tax rate specifically for the services provided within a Planned Growth Area. T.C.A. 6-58-112(a)(2). Should the need arise for services not listed in this report Marshall County could set a separate tax rate to fund them.

3.) *Determine and report the need for additional land suitable for high density industrial, commercial and residential development after taking into account all areas within the current municipal boundaries that can be used, reused or redeveloped to meet such needs.*

The city of Lewisburg currently is developing a new industrial park on Highway 373 near Interstate 65, this park, in addition to the existing industrial park, should adequately take care of future industrial development for some time. Marshall County has determined there is no need for additional land suitable for high-density industrial, commercial or residential development at this time. If the need for such high density development does arise it would likely occur within the municipal boundaries of Lewisburg, which has the required infrastructure in place.

4.) Determine and report on the likelihood that the proposed PGA territory will eventually incorporate as a new municipality or be annexed.

It could be anticipated, that portions of the proposed PGAs contiguous to the existing municipalities because of their location, along the major highways of Marshall County could be annexed. It would be highly speculative to suggest other areas in the proposed PGAs might incorporate, but the Caney Springs area, as well as Belfast would have to be mentioned as a possibility.

5.) Examine and report on agricultural lands, forests, recreational areas and wildlife management areas within the proposed PGA territory, and shall examine and report on the likely long-term effects of urban expansion on such agricultural lands forests, recreational areas and wildlife management areas.

Henry Horton State Park is located in a proposed PGA on Highway 31A just south of Chapel Hill, because of it's status as a State Park urban expansion will have limited effect on the park other than increased volume of use. Because Marshall County chose to limit the location of it's proposed PGAs to parcels along major highways intrusion into agricultural lands, forests, recreational areas and wildlife areas is limited. One area however, located on Highway 50/431 bordered on the north by Bert Watt Rd. and the south by the city limits of Petersburg and the west by Highway 50/431 was eliminated from PGA consideration because of the high concentration of floodplain as identified by FEMA Firm Map # 47117C0285D. While other areas of proposed PGAs do have some floodplain issues, they do not to the degree referenced above. Marshall County through use of its Floodplain Ordinance does control development in the floodplain. There is no question urban expansion will continue into the agricultural lands of Marshall County as financial pressures continue in their present state. Again, that is why Marshall County chose to limit it's PGA's to areas along the main roads in Marshall County, to encourage contiguous, compact growth where infrastructure is already in place, which lessens the impact on agricultural lands.

Marshall County, TN

Proposed Planned
Growth Areas and
Proposed Urban
Growth Boundaries
October 15, 2007

- Parcels
- Chapel Hill
- Chapel Hill UGB
- Chapel Hill Proposed UGB
- Cornersville
- Cornersville UGB
- Lewisburg
- Lewisburg UGB
- Lewisburg Proposed UGB
- Petersburg
- Petersburg UGB
- Petersburg Proposed UGB
- PGAs
- Proposed PGAs
- Rural Area



Map Prepared By:
Department of Economic and Community Development
Local Planning Assistance Office
Nashville, TN
Geographic Information Systems
This is not an engineering map.

Local Government Planning Advisory Committee
TO: Amend the Marshall County Growth Plan
DATE: 10/3/07
Kathy Babbitt, Chair
Jim Roach
Department of Economic & Community Development

