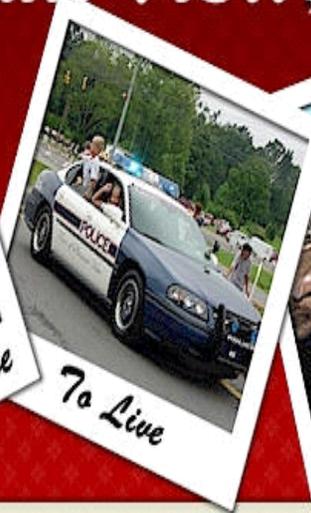


Pleasant View, Tennessee



TOWN OF PLEASANT VIEW LAND USE PLAN 2008 – 2025

LAND USE TASK
FORCE
NOVEMBER, 2007

CHAPTER 1

INTRODUCTION

PURPOSE OF PLAN

The 2008-2025 Pleasant View Land Use and Transportation Policy Plan spans a planning period of seventeen (17) years and is designed as a living document for managed quality growth.

The purpose of this document is to provide Pleasant View, Tennessee with a policy plan for the future development of land, infrastructure, and transportation facilities. A land use and transportation policy plan is an essential planning instrument for a community with the primary purpose of producing an overall development plan and identifying specific strategies for implementing the plan. The objective of the plan, is outlined in Section 13-4-203 of Tennessee Code Annotated, is to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development."

The information contained in this plan serves as a framework to guide municipal and county officials, community leaders, business entrepreneurs, industrialists, developers, and citizens as they make decisions affecting the future growth and development of Pleasant View for the next two decades. This plan is not intended to supersede the responsibility or authority of local officials and department directors. Instead, it is designed to provide the public and private sectors a basis to maximize the interdependencies between the various elements, entities, and organizations in the community. Resulting development goals, objectives, and policies are accompanied by implementation strategies present in this plan. Periodic review and adjustment of the plan when necessary should reflect existing circumstances, development patterns, and trends.

The Pleasant View Planning Commission, Land Use Task Force, and City Council has the immediate task of implementing all regulations that are necessary in promoting the Town's growth. This land use and transportation policy is a vital instrument for the planning commission in their function as the municipal body charged with enforcing the current zoning ordinance, design standards, subdivision regulations, and growth plan.

Scope of Plan

This land use and transportation policy plan is designed to formulate a coordinated, long term development program for the Town of Pleasant View and projected growth area. The preparation of a development program requires gathering and analyzing a vast array of information and data. The historic events, governmental structure, natural factors, and socio-economic characteristics of Pleasant View were studied to determine how these affect land uses and transportation facilities. Existing land uses and transportation facilities are analyzed to identify important characteristics, relationships, patterns and trends. From these analyses, relevant needs, issues, and opportunities relative to land use and transportation in Pleasant View were identified. Compiled community information was used to produce a major thoroughfare plan and a development plan.

The development plan consists of two interdependent elements:

- First: Identification of development goals and objectives and the establishment of policies for achieving them,
- Second: Creation of a development plan concept which visually illustrates the goals, objectives, and policies. To achieve the goals and objectives identified in the development plan, specific strategies or measures are outlined in an implementation schedule.

Community Goals, Process and Methodologies

The development of community goals and objectives is a primary product of this Land Use and Transportation Policy Plan. Essential to the development of these goals and objectives is citizen participation. Citizen participation is necessary to identify local needs and problems perceived by the community at large. Several methodologies are relevant in obtaining citizen input. The methodologies utilized in this Plan included surveys, interviews, and study groups. From citizen participation, goals and objectives addressing the recognized needs and problems were identified. These goals and objectives are presented within Chapter 6 of this Plan.

Companion Planning Documents

A number of companion planning documents will be used in conjunction with this Pleasant View Land Use and Transportation Policy Plan. They include:

1. Town of Pleasant View Zoning Ordinance and Zoning Map, as of February, 2008.
2. Pleasant View Major Thoroughfare Plan, as of February, 2008.

References:

American Planning Association: A Glossary of Zoning, Development, and Planning Terms. 1999.

Soil Survey for Cheatham County , Tennessee. U.S. Dept of Agriculture, Soil Conservation Service, 2002.

Tennessee Statistical Abstract, 1973-2003.

Federal Emergency Management Agency-National Flood Insurance Program maps.

Tennessee Department of Transportation, Planning Division: Traffic Flow Maps.

Population Projections for Pleasant View and Cheatham County, prepared by the University of Tennessee, Center for Business and Economic Research, 2005 to 2025.

1990, 2000 Census of Population and Housing—Tennessee; U.S. Department of Commerce, Bureau of the Census.

Urban Growth Boundary Report for Pleasant View, Cheatham County, Tennessee. August 1999 -Cheatham County Chamber of Commerce.

MTIDA 2005 Community Data Sheet for Pleasant View, Tennessee www.mtida.org.

Tennessee Blue Book 1999-2000, Tennessee Secretary of State.

U.S. Census Bureau, Census 1990-2000.

The 1995-1999 Tennessee State Recreation Plan.

Strategic Plan for Sidewalks & Bikeways, Metro Nashville-Davidson County.

Tennessee Rail System Plan, October 10, 2003 Tennessee Department of Transportation Regional Transit Authority www.rta.org.

Music City Star Program www.lightrailnow.com.

Tennessee Long Range Transportation Plan 2006, Greater Nashville Area Rural Planning Organization.

Pleasant View HWY 49 Plan, CTE and TDOT.

CHAPTER 2

BACKGROUND FOR PLANNING

INTRODUCTION

Effective planning for any community requires gathering information relating to its background. The size, location, and character of a community are important features of community development. Information regarding early settlement and events affect past development trends of the city and provide context in planning for future development. Understanding community political history and government structure reveals the environment of future planning and development. Background data for the Town of Pleasant View is presented in this chapter.

PHYSICAL SETTING

The Town of Pleasant View covers a total land area of 12.6 square miles, is located on the northern edge of Cheatham County, (*Latitude: 36.39 N, Longitude: 87.04 W*) bordering Robertson County. The Eastern boundary runs from Goodsprings Road to Triangle Road, the Southern boundary runs along Old Clarksville Pike from Triangle Road to Oaklawn Road, and the Western boundary along Oaklawn Road back to the Robertson – Cheatham County line. Downtown Nashville is located approximately 25 miles from Pleasant View. Pleasant View maintains 55 city streets (about 24 miles).

LOCATION - PROXIMITY

Interstate 24, Exit 24 -- The “*Center Point*” of northern Middle Tennessee!

Located Directly off of the Interstate Exit...minutes away from:

- 25 minutes northwest of downtown Nashville
- 20 minutes southwest of downtown Clarksville
- 10 minutes from Ashland City via Highway 49
- 15 minutes from Springfield via Highway 49

The Schools within the city limits include Pleasant View Elementary on Church Street and Pleasant View Christian School on Hicks Edgen Road. The larger congregations within the city limits include: Baptist, Methodist, and Church of Christ.

The primary corridors serving Pleasant View are SR 49 and SR 41 – A. Pleasant View accesses Interstate 24 via State Route 49 at the Cheatham – Robertson county line.

See **Illustrations 1 and 2** for a regional map and zoning maps, respectively.

POPULATION

- **Current: 3701**
- **5 mile radius: 10,037**
- **3 Mile Radius: 4481**
- **10 mile radius: 38,224**

SUMMARY OF LOCAL DEVELOPMENT

Pleasant View, located in the northern part of Cheatham County, was formerly known as "Bradley's Stand," as well as, "Turnbull Horse Stamp." The mail and telegraph lines ran from Clarksville to Nashville and the Town of Pleasant View served as a stagecoach stop and rest area between the two cities.

The Town was named Pleasant View by a group of citizens in 1870. The first post office was in operation in 1880. The first postmaster's salary was \$12.00 per year and escalated to \$300.00 per year by 1911. The first rural delivery of mail was made in 1909.

In 1886, Pleasant View had a population of nearly 300 people and had emerged as the seat of tobacco factories, as well as, a large loose leaf tobacco market.

Prior to 1850, children were schooled at home. From 1850 to around 1870, children were taught in 2 homes located in Pleasant View. The first school building was erected in 1870 on five acres dedicated to the Pleasant View Academy, more commonly referred to as "The Highland Institute." Students could attend the Institute at no cost for 5 months of the year. Students who attended the Institute beyond the 5 months were charged \$3.00 per month per student.

The Citizens Bank was established in Pleasant View in 1905 and by 1920 had capitol stock, surplus, and undivided profits of \$22, 000.00. This bank survived until 1958.

The first and only telephone was installed at the local drug store in 1910. When telephone service was available to the private sector, the rates were \$1.50 per month and subscribers were told that the rate would always remain the same. The first dial system was installed in 1936.

Around 1930, the first electric lights in Pleasant View were powered by Tennessee Light and Power Company. By 1938, the TVA Electric Service came to the Town by means of C.E.M.C.

The first water supply for Pleasant View was from a drop off from Mill Springs. Later, the citizens of the Town drew water from a public well located in the center of what is now Main Street. The water was drawn by a hand pump. As the area developed, private wells and cisterns became the source of water for Pleasant View citizens. Pleasant View Utility District now provides water service to the area.

Utilities Available

- Water/Sewer
- Electric
- Gas
- Cable

Pleasant View was incorporated under a house bill in 1921 and consisted of approximately 105 acres. The local government consisted of a mayor and six aldermen and was divided into three wards. The Town was unincorporated ten years later (Source: Town of Pleasant View, City Website. Web Address: <http://www.townofpleasantview.com/history.htm>).

Illustration 1 Regional Map

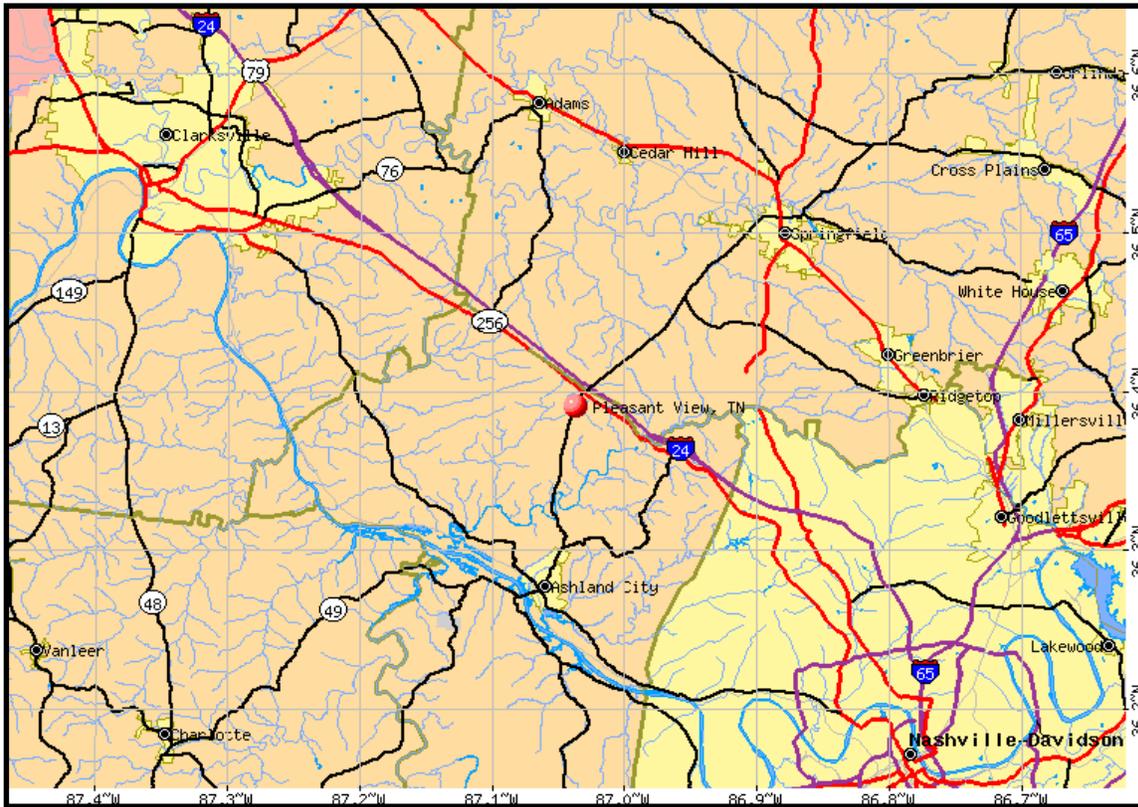
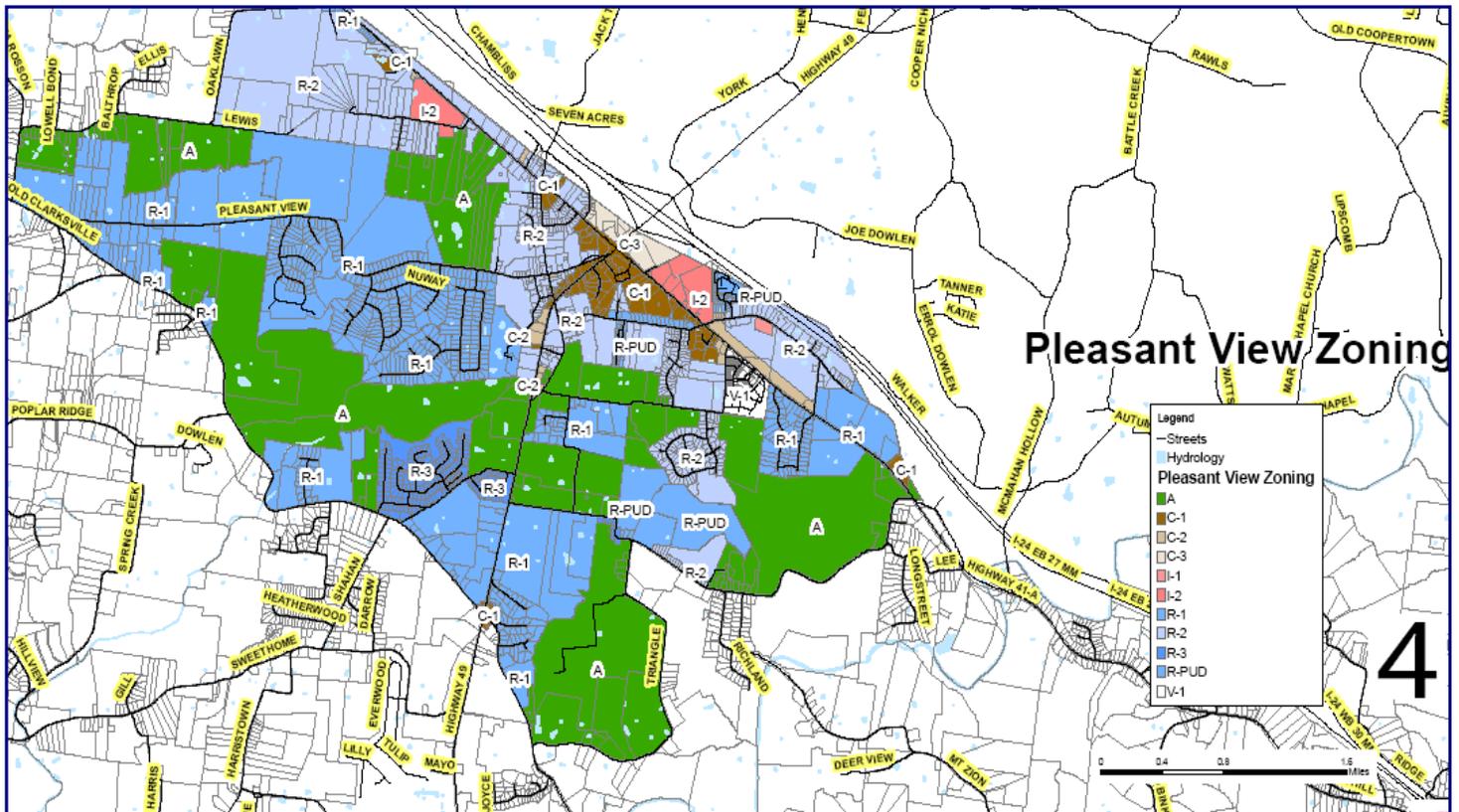


Illustration 2 Zoning Map



GOVERNMENT AND PLANNING ENTITIES

Governmental Structure

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

In 1996, the citizens of Pleasant View voted to re-incorporate under a public act Mayor/Aldermanic Charter. The population of Pleasant View at the time of incorporation was approximately 2,150. Currently, the population is 3,701 and growing.

Initially, the Town of Pleasant View was governed by a Mayor and two Aldermen. David Davis served as Mayor from October 10, 1996 until December of 1998. Morris Bidwell served as Vice-Mayor/Alderman, and Don Worrell served as Alderman. In 1998, the Town voted to increase the number of Aldermen to serve on the Board to four. The current Board of Mayor and Aldermen consists of: Mayor Kerry McCarver, Vice Mayor/Alderman Perry Keenan, Alderman June Nicholson, Alderman Mary Lobato, and Alderman Morris Bidwell. The City Recorder is Lisa Parker, the Building Commissioner is Mike Gupton, the Police Chief is Michael Douglas, the City Attorney is Kevin Heffelman, and the Community Planner is Sharon Caton.

The Board of Aldermen meets on the second Tuesday of each month at 7:00 p.m. at Pleasant View City Hall. The Board also meets every fourth Thursday of the month for an organizational workshop. The workshops are held at Pleasant View City Hall at 7:00 p.m. Residents are encouraged to attend these workshops to address concerns involving the Town. Pleasant View is conveniently located between Nashville and Clarksville off of Interstate 24 at exit 24. Pleasant View has no property tax and operates on state and local sales tax. Services provided by the different departments of the Town include police, building and codes enforcement, and road maintenance. Pleasant View's fire service is provided by the Pleasant View Volunteer Fire Department. Police Chief is Michael Douglas. Officers are Terry Lee, Adam Wright and Tad Wheeler. Schools within the city limits include Pleasant View Elementary (K-4) and Pleasant View Christian School (K-12) with Sycamore Middle and Sycamore High Schools just outside of the city limits. Pleasant View City Hall is opened Monday through Friday from 7:30 a.m. to 4:30 p.m. and is located at 1008 Southern Drive, with a mailing address of P.O. Box 127, Pleasant View, Tennessee, 37146. The phone number is (615) 746-0600. E-mail can be sent to townpv@bellsouth.net

The Pleasant View City Charter is available viewing on the city website address at: <http://www.townofpleasantview.com/Pleasant%20View%20Charter.pdf>. A City calendar, meeting minutes, board and committee information, local events, and other information are available on the main webpage address at: <http://www.townofpleasantview.com/>.

Planning Entities

The Pleasant View Municipal Planning Commission was established in 1998 with seven members. In that same year, Pleasant View entered into a technical planning assistance contract with the Tennessee Department of Economic and Community Development, Local Planning Assistance Office. Since its inception, the Pleasant View Municipal Planning Commission has remained active and current with its planning a zoning program. Regular meetings of the planning commission are held on a monthly basis at the Pleasant View Town Hall.

Pleasant View's Planning Commission plays an important role in land use decisions for the town. The members review issues related to community growth and development and make recommendations to the Mayor and Board of Aldermen on zoning and subdivision policies and land development requests. Public meetings are held by the Planning Commission to provide citizens with the opportunity to have input on land use recommendations. Planning Commission meetings are held on the 4th Tuesday of each month at 6:30 p.m. in the City Hall located at 1008 Civic Court, Pleasant View, TN. The public is invited to attend.

Members

MAX MOSS (CHAIRMAN)

KENNY ELROD (VICE-CHAIR)

PERRY KEENAN

KEVIN DURR

TERESA WALSH

DON WORRELL

DAN MOORE

In December, 2006 Pleasant View through its participation in the Cheatham County Joint Economic and Community Development Office established a countywide Community Planning Office. On September 27, 2007 the four municipalities of Ashland City, Kingston Springs, Pegram, Pleasant View, and Cheatham County won the *Marshall S. Stuart Award* for excellence in Intergovernmental Cooperation and Coordination.

Press Release and Photo:

FOR IMMEDIATE RELEASE:

Pegram, Kingston Springs and Cheatham County were recently awarded the coveted Marshall S. Stuart Award from the Greater Nashville Regional Council. Chip Chipoletti, Alderman in Pegram, recognized the cooperation between the south Cheatham entities and brought attention to these efforts in a formal nomination. Officials and Planning Commissions have continued to work closely with the newly hired planner, Ms Sharon Caton and codes enforcer, Phil Buma to establish

uniform planning and zoning regulations, transportation and land use plans and sharing of Codes Enforcement resulting in a reduction of costs for each town. The proximity of Cheatham County to Nashville has brought increasing pressures of growth to both the county and cities. Seamless integration of the rules, defining preservation areas, growth management and providing a guide for future development will be vital to the future pattern of growth in the region.

The Marshall S. Stuart Award is named for the late Judge Marshall Stuart who was the Executive Director of the Greater Nashville Regional Council from 1970-1985. The region never had a stronger advocate for cooperation between the governments. It is in his memory this award is dedicated and awarded each year for intergovernmental cooperation.



Shown in picture: County Mayor, Bill Orange and Leigh Ann Richards, Secretary, Pegram Planning Commission

LAND USE TASK FORCE IMPLEMENTATION

On January 10, 2007 Pleasant View held the first meeting of the Land Use Task Force Committee. Task Force members represent a broad cross-section of the community in order to gain multiple perspectives, insight, and methodologies. Monthly meetings, community surveys, discussions with federal, state, and local entities, business owners, emergency personnel, the Planning Commission, City Council, and others informed the process.

Two Public Hearings to present the plan to the citizens are scheduled along with media coverage to explain the components of the plan, gather input, and revise as necessary to include public comments.

Included in the appendices are several documents related to the preparation of the plan and survey data. The Land Use Task Force completed their task with dedication and commitment, using a Quality Growth model, available technology, and historical data and trends. They are to be commended for their efforts on behalf of the community.

Land Use Task Force Members

KENNY ELROD (CHAIRMAN)

KENDALL FELTS

SHANE RAY

LORRAINE RIDGELY

FRANK LUPPE

MIKE GUPTON

KERRY MCCARVER

DAN BRINK

KEVIN DURR

LISA KENNICOTT

WALTER KLOCKO

SHARON CATON, COMMUNITY PLANNER

CHAPTER 3

NATURAL FACTORS AFFECTING DEVELOPMENT

The natural environment often dictates the pattern of land use or development in a community. The climate, air and water quality, topography, drainage, flooding, and soils are significant natural factors which affect development. Ignoring these factors can prove to be extremely costly to specific property owners, as well as the entire community. Not all land is suitable for development. Therefore, as land use development occurs, natural factors, which cannot be altered, must be thoroughly considered in the planning process. The limits and type of land use should be responsive to these natural factors, in order to protect the welfare of the general populace. Through increased knowledge of these factors and the appropriate use of land, future development can avoid the mistakes of the past. The purpose of this chapter is to review and evaluate natural factors as they influence the current and projected land use patterns in Pleasant View. **Illustrations 3 – 7** denote these natural factors affecting development.

Climate

The climate of Pleasant View and Cheatham County is described as being mild to temperate, being characterized by relatively cold winters and warm summers. There is normally an abundant amount of rainfall in Pleasant View. Based on the United States Weather Bureau 35 – year mean, the normal annual precipitation for the community is slightly greater than 51 inches. Of this figure, 20 inches of rain can be expected between the months of December and March, with approximately 13 inches of rainfall occurring during the spring and summer seasons. Accordingly, the Pleasant View area has an average snowfall of approximately 10 inches. Flooding occurs along Sycamore Creek with major flooding occurring within the Cumberland River floodplain. The 100-year floodplain parallels the Cumberland at Elevation 402 as the river meanders through Cheatham County. There is some flooding of structures that are within the floodplain along with storm runoff in the area of the creek. Precipitation is generally lightest in the late summer and early fall of the year, as high-pressure weather systems are most frequent at this time of year. On an average, periods of drought are offset by period of ample to excessive precipitation. **See Chart 1 below.**

Chart 1 Monthly Averages for Pleasant View, TN (37146)

| | Avg. High | Avg. Low | Mean | Avg. Precip | Record High | Record Low |
|----------------------------|-----------|----------|------|-------------|--------------|--------------|
| <u>Jan</u> | 46°F | 22°F | 34°F | 3.85 in. | 76°F (1972) | -18°F (1982) |
| <u>Feb</u> | 52°F | 25°F | 38°F | 4.33 in. | 83°F (1996) | -5°F (1979) |
| <u>Mar</u> | 62°F | 33°F | 47°F | 5.51 in. | 86°F (1986) | 0°F (1998) |
| <u>Apr</u> | 70°F | 40°F | 55°F | 4.21 in. | 90°F (1995) | 19°F (1997) |
| <u>May</u> | 78°F | 50°F | 64°F | 5.43 in. | 94°F (1987) | 29°F (1997) |
| <u>Jun</u> | 86°F | 59°F | 72°F | 4.61 in. | 103°F (1988) | 38°F (1984) |
| <u>Jul</u> | 90°F | 64°F | 77°F | 4.47 in. | 105°F (1983) | 46°F (1997) |
| <u>Aug</u> | 89°F | 63°F | 76°F | 2.84 in. | 105°F (1983) | 42°F (1986) |
| <u>Sep</u> | 83°F | 55°F | 69°F | 3.80 in. | 102°F (1990) | 33°F (1983) |
| <u>Oct</u> | 72°F | 43°F | 57°F | 3.23 in. | 93°F (1998) | 19°F (1997) |
| <u>Nov</u> | 60°F | 33°F | 47°F | 4.49 in. | 85°F (1999) | 6°F (1997) |
| <u>Dec</u> | 50°F | 26°F | 38°F | 4.98 in. | 78°F (1998) | -13°F (1989) |

Pleasant View, TN (37146) Weather Facts

- July is the average warmest month.
- The highest recorded temperature was 105°F in 1983.
- On average, the coolest month is January.
- The lowest recorded temperature was -18°F in 1982.
- March is the average wettest month.

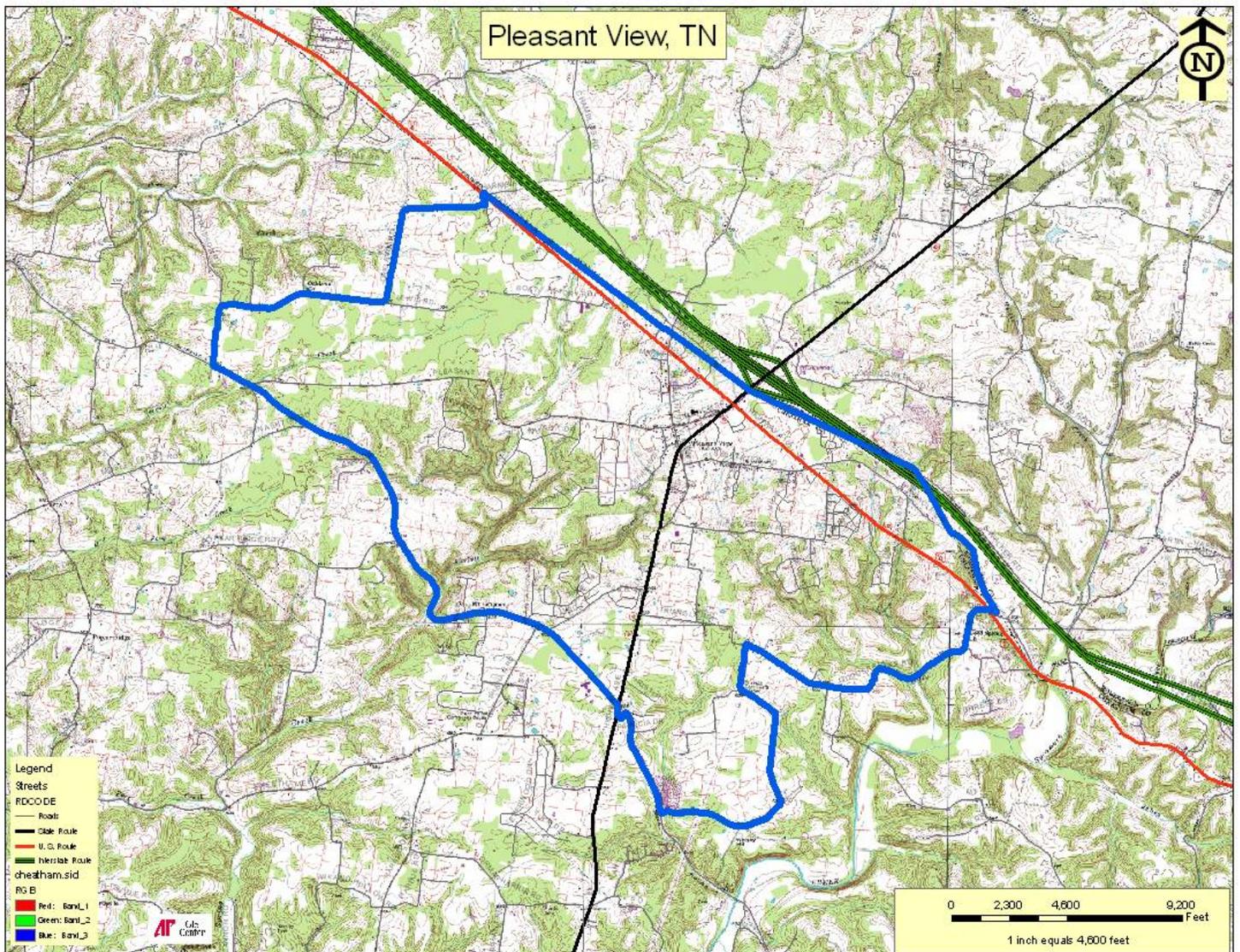
Pleasant View has an average growing season of 193 days. The mean annual temperature of Pleasant View is about 59 degrees, with a mean winter temperature of 41 degrees and a mean summer temperature of 78 degrees. Extremes in temperature are uncommon, seldom above 100 degrees or below -5 degrees. There is some variation in relative humidity during a given year, with the highest average daily values being recorded in winter. The first fall freeze is usually in late October and the last spring freeze is usually in early April.

Pleasant View-area historical tornado activity is near Tennessee state average. It is 65% greater than the overall U.S. average. On 4/27/1970, a category 4 (max. wind speeds 207-260 mph) tornado 7.6 miles away from the Pleasant View city center killed 3 people and injured 85 people and caused between \$500,000 and \$5,000,000 in damages. On 12/24/1988, a category 4 tornado 30.5 miles away from the city center killed one person and injured 7 people and caused between \$5,000,000 and \$50,000,000 in damages.

Topography

Topography is defined as the general configuration of the earth's surface, including its slope, geological characteristics, and other natural features. Pleasant View is located on a portion of the Highland Rim on the edge of the central basin of Middle Tennessee. A majority of the geologic formations of the area consist of limestone, chert, shale, sandstone, siltstone and dolomite.. (See **Illustration 3** below.)

Illustration 3 - Topography



Physiography and Drainage

The drainage pattern within Pleasant View is mostly well defined.

Cheatham County is in the Western Highland Rim physiographic area of Tennessee. The geologic material in which the soils formed are Mississippian siltstone and limestone, Pleistocene loess, and recent alluvium.

The topography in the northern part of the county generally is characterized by gently sloping ridges adjoining moderately steep or steep side slopes along drainage ways. (See Illustrations 5 & 6) The soils in these areas are well drained or moderately well drained. Several areas in the northern part of the county are characterized by nearly level flats that collect runoff from the adjacent ridges. These nearly level soils do not have a distinct drainage pattern and are not so well drained.

Also significant in this part of the county are areas of karst landforms that are characterized by a series of sinkholes and that have no apparent surface drainage. The sinkholes are interconnected to subterranean passages and caverns that eventually emerge in the Cumberland River.

Cheatham County is drained by two major river systems—the Cumberland and Harpeth Rivers. The Cumberland River flows from the southeast to the northwest across the center of the county. Flow is normally moderate to sluggish, except in winter and early spring when it can be moderately rapid. The mean water depth is controlled by the Cheatham Dam, which is a Corps of Engineers water-control facility located in the westernmost reach of the river in Cheatham County. The flood plains on both of the river systems are long and narrow with adjacent stream terraces along most of their lengths. The flood plains of the rivers and their major tributaries are subject to occasional flooding during periods of heavy rainfall. Many areas along both rivers have nearly vertical rock bluffs adjacent to the stream channel.

Flood Areas

The Harpeth River is formed by the confluence of Concord Creek and Puckett Branch in southwest Rutherford County. The stream flows in a general northeasterly direction for about 119 miles to its confluence with the Cumberland River at mile 152.9, about four miles upstream of Cheatham Dam. The stream drains 866 square miles at its mouth, while falling about 380 feet from its origin near Eagleville in Rutherford County, to its confluence with the Cumberland River.

Illustration 4 – Contours 2ft.

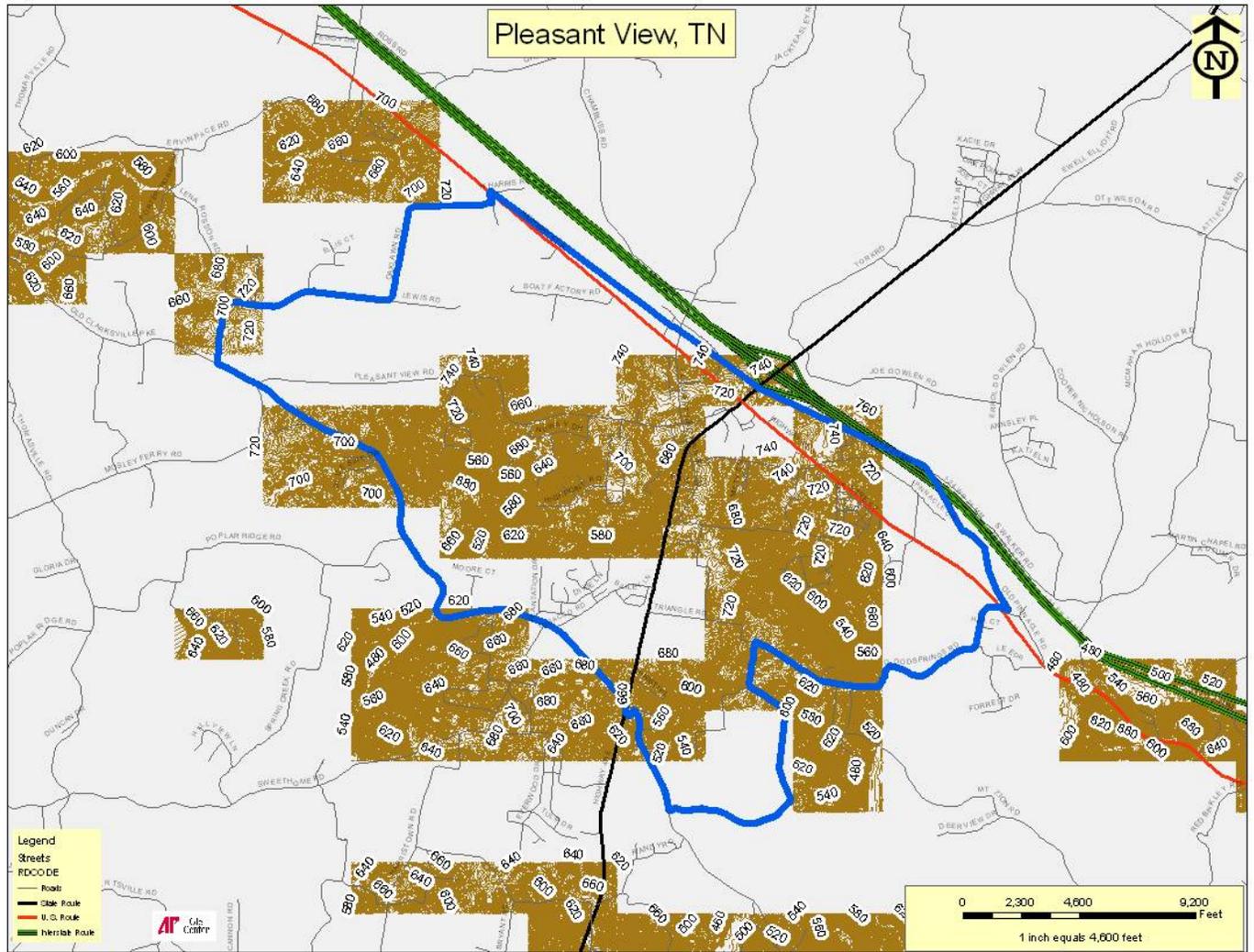
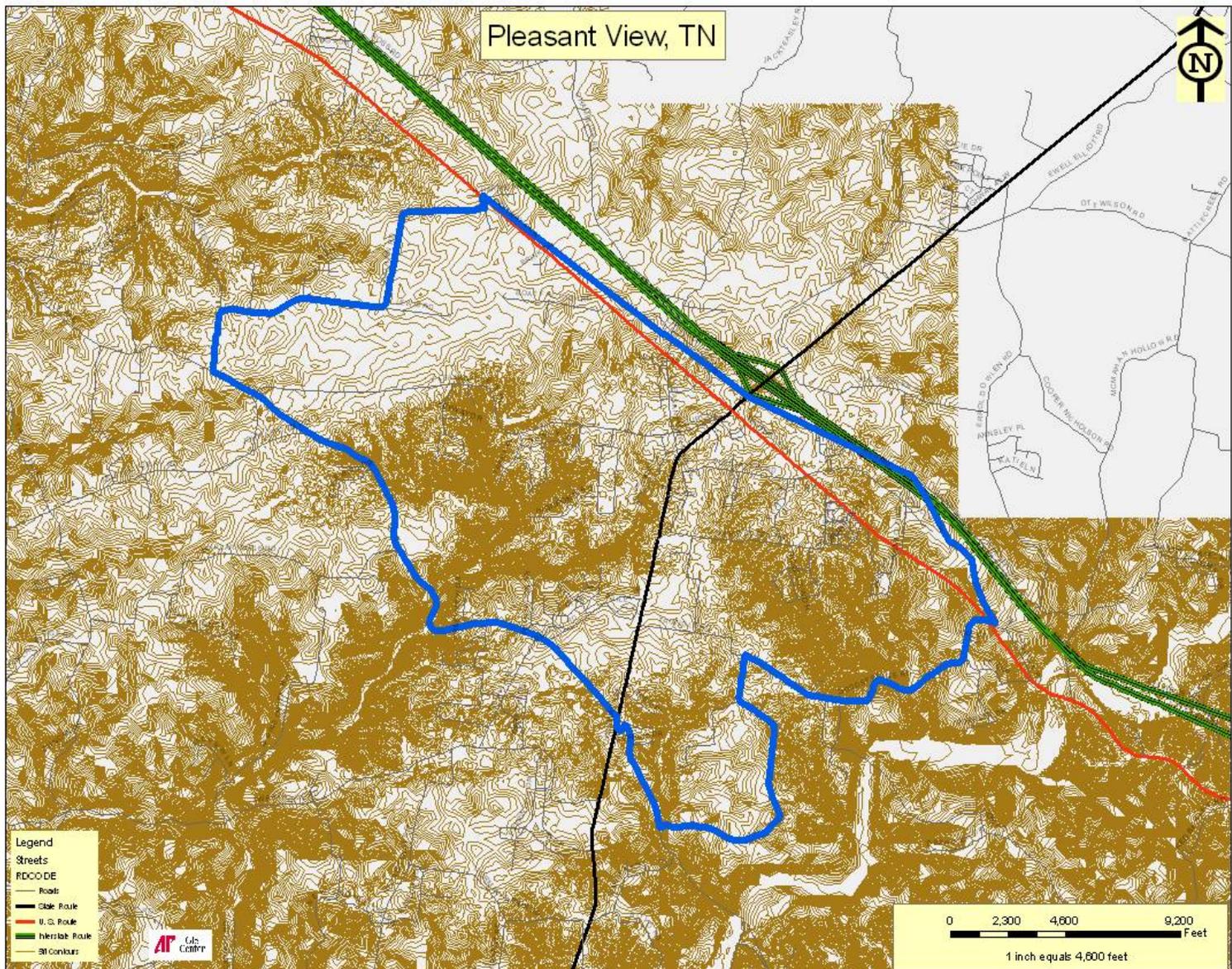


Illustration 5 – Contours at 5 ft Interval.



Soil in Pleasant View - Ennis Series

The soils of Pleasant View, for the purpose of this planning document, consist of one generalized grouping:

1. Sengtown-Mountview-Dickson Undulating to very steep, well drained and moderately well drained soils that formed in loess and limestone residuum; on uplands The soils in this map unit dominate most of the northern half of the county. The landscape is characterized by broad, undulating plains; moderately steep to very steep hillsides; and narrow valleys (fig. 2). Throughout this unit are small karst areas in which sinkholes and underground drains are common. The soils in this unit are underlain by limestone. A few perennial streams and many intermittent streams dissect the uplands. This map unit makes

up about 33 percent of the county. It is about percent 67 Sengtown soils, 20 percent Mountview soils, and 9 percent Dickson soils. Guthrie, Taft, Lindside, Nolin, Etowah, Minvale, and Ennis series consists of very deep, well drained soils that formed in gravelly alluvium on narrow flood plains. Slopes range from 0 to 3 percent. Ennis soils are geographically associated with Lindside, Nolin, Humphreys, Hawthorne, and Sulphura soils. Lindside soils are intermingled with areas of the Ennis soils on narrow flood plains. They are moderately well drained and have a lower content of chert in the solum than the Ennis soils. Nolin soils are on the wider flood plains. They are well drained, and the content of rock fragments in their solum is less than 15 percent. The well drained Humphreys soils are on gently sloping colluvial foot slopes. Hawthorne and Sulphura soils are on adjacent, steep side slopes. They are somewhat excessively drained, and the content of rock fragments in their solum is more than 35 percent. Typical pedon of Ennis gravelly silt loam, occasionally flooded, 4.2 miles west of Pleasant View, 1.1 miles southwest of the intersection of Bethel Road and Old Clarksville Pike, 0.6 mile southeast of the intersection of Old Clarksville Pike and Tula Page Road, 200 feet northeast of Tula Page Road and Raccoon Creek. (Atlas sheet 4) Ap—0 to 7 inches; brown (10YR 4/3) gravelly silt loam; weak fine granular structure; very friable; common fine and medium roots; about 20 percent, by volume, angular chert fragments 1/2 inch to 3 inches in diameter; slightly acid; clear wavy boundary.

Bw—7 to 30 inches; dark yellowish brown (10YR 4/4) gravelly silt loam; weak fine subangular blocky structure; friable; common fine and medium roots; about 30 percent, by volume, angular chert fragments 1/2 inch to 3 inches in diameter; medium acid; gradual wavy boundary.

Ab—30 to 40 inches; very dark grayish brown (10YR 3/2) very gravelly silt loam; weak fine subangular blocky structure; friable; about 35 percent angular chert fragments 1/2 inch to 5 inches in diameter; medium acid; gradual wavy boundary. C—40 to 60 inches; dark brown (10YR 4/3) very gravelly silty clay loam; weak medium granular structure; about 55 percent, by volume, angular chert fragments 1/2 inch to 5 inches in diameter; friable; medium acid.

The thickness of the solum ranges from 25 to 60 inches. Reaction ranges from very strongly acid to medium acid unless the surface layer has been limed. The content of gravel and cobbles ranges from 15 to 35 percent in the solum and up to 55 percent in the C horizon. The depth to bedrock is more than 5 feet. The Ap horizon has hue of 10YR, value of 4 or 5, and chroma of 2 to 6. It is gravelly silt loam or gravelly loam.

The Bw horizon has hue of 10YR or 2.5Y, value of 4 or 5, and chroma of 3 to 6. It is gravelly silt loam or gravelly loam. The Ab horizon, if it occurs, has hue of 10YR, value of 3 or 4, and chroma of 2 or 3. It is gravelly silt loam or gravelly silty clay loam. The C horizon has hue of 10YR or 7.5YR, value of 4 or 5, and chroma of 3 to 6. It is very gravelly silt loam or very gravelly silty clay loam (See Fig. 1 Below).

SUITABLE SOILS FOR URBAN USES (Building Site Development)

| Abbr. | <u>Soil type and slope percentage</u> | <u>septic suitability</u> |
|-------|---|---------------------------|
| AmA | Armour silt loam, 0 to 2 % slopes | moderate limitation |
| AmB | Armour silt loam, 2 to 5 % slopes | moderate limitation |
| AmC | Armour silt loam, 5 to 12 % slopes | moderate limitation |
| HuB | Humphreys gravelly silt loam, 2 to 5% slopes | moderately suited |
| HuC | Humphreys gravelly silt loam, 5 to 12% slopes | moderate limitation |
| MnC2 | Minvale gravelly silt loam, 5 to 12 % slopes | moderate limitation |
| MtC2 | Mountview silt loam, 2 to 5% slopes | moderate limitation |
| SgC2 | Sengtown gravelly silt loam, 5 to 12 % slopes | moderate limitation |

Figure 2.—Relationship of soils to topography and the underlying material in the Sengtown-Mountview-Dickson general soil map unit.

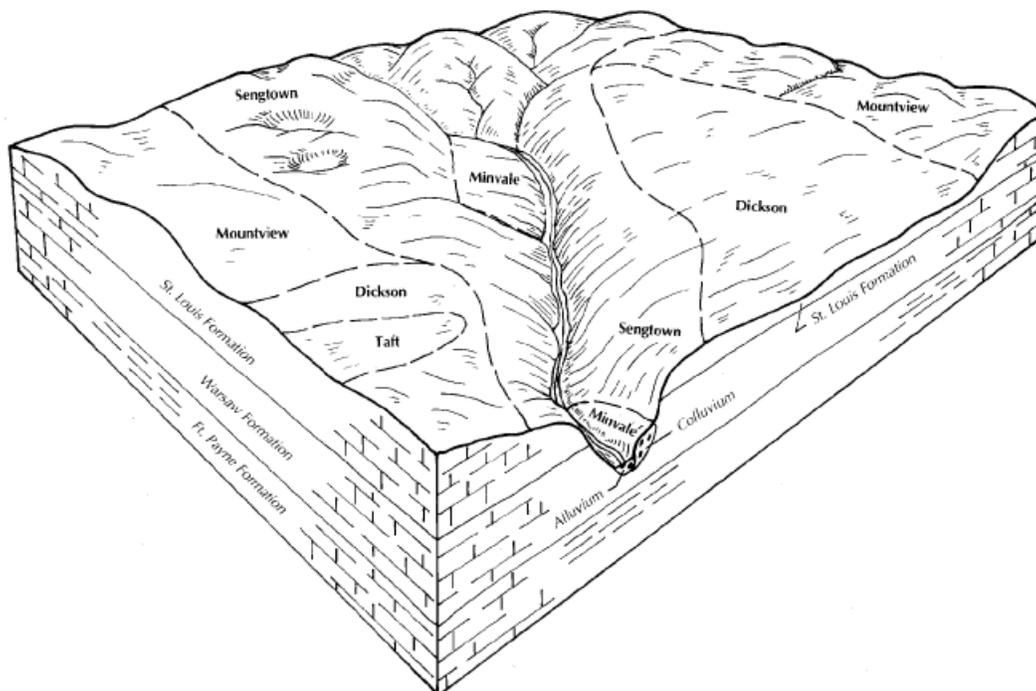
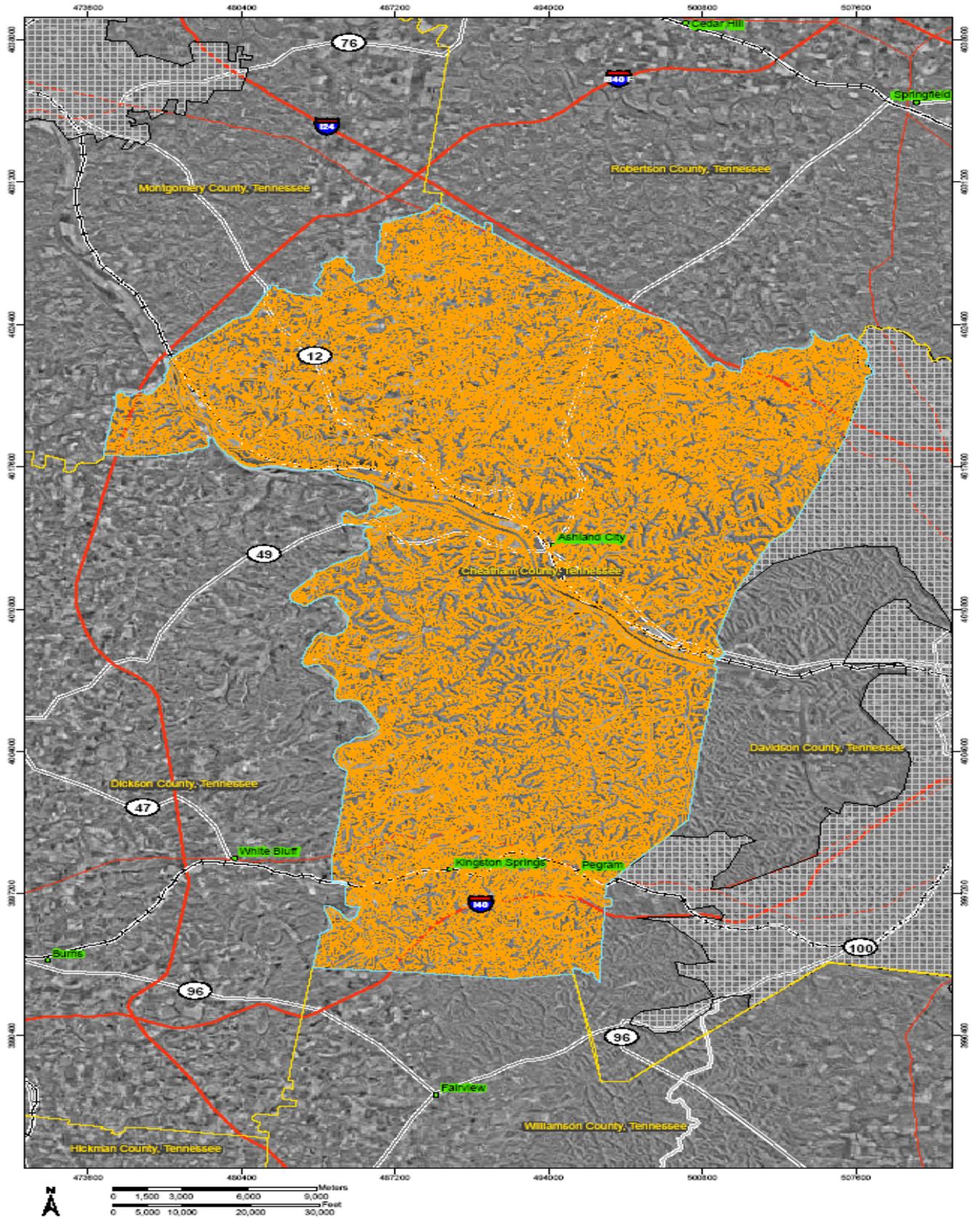


Illustration 6 – Cheatham County Soil Map



Want more information?

[http://epa.gov/iaq/radon/pubs/citguide.html#howdoes.](http://epa.gov/iaq/radon/pubs/citguide.html#howdoes)

There are no immediate symptoms of exposure to radon gas. It is a silent killer.

Radon is the second leading cause of lung cancer in the United States, second only to cigarette smoking. **Radon does not cause headaches, shortness of breath, coughing, or fever.**

Inhalation of radon gas causes mutations in healthy lung cells and causes cancer with prolonged exposure. Smokers are at a higher risk of developing lung cancer from exposure to radon since smoking exacerbates the mutation of lung cells and deteriorates lung function.

**SURGEON GENERAL
HEALTH ADVISORY**

“Indoor radon gas is a national health problem. Radon causes thousands of deaths each year. Millions of homes have elevated radon levels. Homes should be tested for radon. When elevated levels are confirmed, the problem should be corrected.”

The health risk posed by residential radon exposure may have been substantially underestimated in previous studies, according to investigators at the University of Iowa College of Public Health. Their findings indicate that the exposure assessment models used in many previous studies may have underestimated the risk posed by residential radon exposure by fifty percent or more. Because of the magnitude of lung cancer incidence and its poor survival rate, even secondary causes of lung cancer such as prolonged residential radon exposure are important, researchers stated.

The Environmental Protection Agency has published [“A Citizen’s Guide to Radon: The Guide to Protecting Yourself and Your Family From Radon \(third edition\).”](#) It is a complete guide for citizens to learn more about radon

Want more information?

<http://www.epa.gov/iaq/radon/pubs/citguide.html#risk>

Radon first gained national attention in the early eighties. Shortly thereafter, Tennessee became involved in radon issues at the state level. In a statistically valid survey of homes, some startling facts emerged.

Percent of single family homes likely to have radon levels above EPA recommended limit of 4 pCi/l based upon 1987 survey

| | |
|-----------------|------------------|
| National | Tennessee |
| 6% | 16% |

Today, it is known that portions of Tennessee have an even higher incidence rate for elevated radon levels than first found. Some of these areas of higher radon concentrations include Nashville-Davidson County, Williamson and Rutherford Counties, the Central Middle Tennessee area, Knoxville-Knox County, and the Tri-Cities area of East Tennessee as well as karst areas scattered throughout the state. In many of these areas, the percent of single-family homes with elevated levels of radon have ranged from **thirty percent (30%) to fifty percent (50%).**

It is found everywhere. However, there are areas where it is more likely to be found. The following table summarizes areas where radon is found and the type of soils or rocks in which it occurs.

| Area | Description of area |
|---|---|
| Coastal plain and Mississippi Alluvial Plain of western Tennessee | High soil moisture, high water tables and lack of permeable soils. Some areas with very sandy or excessively-drained soils may cause homes to have indoor radon levels exceeding 4 pCi/l. |
| Highland Rim and Nashville Basin of middle Tennessee | Area is underlain by sedimentary rocks, principally limestone, shale, chert and dolomite. Areas underlain by cherty limestone have high radon potential. Limestone and shale part of the Highland Rim has moderate radon potential. Nashville Basin has high geologic radon potential. Presence of abundant phosphatic soils, local karst and presence of generally well-drained soils contribute to the potential for high radon levels. Very high to extreme indoor radon levels are possible where homes are sited on soils developed on the Chattanooga shale, on phosphate-rich residual soils or on karst pinnacles |
| Appalachian Plateau of east Tennessee | Sandstones and shales underlie most of this area. There are areas of sandy, well-drained to excessively-drained soils and some karst areas may be a source of locally elevated radon levels. |
| Ridge and valley of upper east Tennessee | this region that also has areas of karst and well-drained soils. Sandstone and cherty dolomite form most of the ridges. Limestone and shale form most of the valleys. Very high to extreme indoor radon levels are found in homes that are sited on soils containing black shales, phosphate-rich residual soils or karst pinnacles. |
| Unaka Mountains of upper east Tennessee | Area is underlain by siltstone, sandstone, conglomerate, quartzite, phyllite, gneiss, granite and metamorphosed volcanic rocks. Homes on phosphate-rich residual soils developed on phosphatic carbonate rocks are among those that may be high. |

The Environmental Protection Agency (EPA) has classified areas of the United States with potential radon problems based upon five factors:

- Indoor air data
- Geology
- Aerial radioactivity
- Soils
- Foundation

There are three groups in the classification and they are based upon the factors identified above and range from high to lower.

- Zone One, high risk factor for radon
- Zone Two, moderate risk factor for radon
- Zone Three, low risk factor for radon

EPA recommends that all homes be tested for radon regardless of zone designation or geographic location. There is no zone that has no risk factor for radon.

Tennessee counties with radon by zone

Zone 1

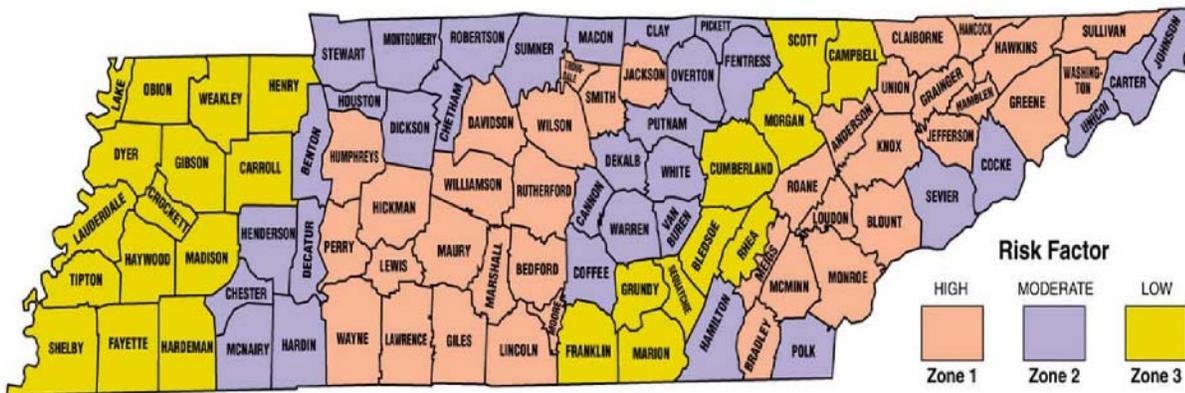
Anderson, Bedford, Blount, Bradley, Claiborne, Davidson, Giles, Grainger, Greene, Hamblen, Hancock, Hawkins, Hickman, Humphreys, Jackson, Jefferson Knox, Lawrence, Lewis, Lincoln, Loudon, Marion, Marshall, Maury, McMinn, Meigs, Monroe, Moore, Perry, Roane, Rutherford, Smith, Sullivan, Trousdale, Union, Washington, Wayne, Williamson, Wilson

Zone 2

Benton, Cannon, Carter, Cheatham, Chester, Clay, Cocke, Coffee, Decatur, DeKalb, Dickson, Fentress, Johnson, Hamilton, Hardin, Henderson, Houston, Macon, McNairy, Montgomery, Overton, Polk, Pickett, Putnam, Robertson, Sevier, Stewart, Sumner, Unicoi, Van Buren, Warren, White.

Zone 3

Bledsoe, Campbell, Carroll, Crockett, Cumberland, Dyer, Fayette, Franklin, Gibson, Grundy, Hardeman, Haywood, Henry, Lake, Lauderdale, Madison, Marion, Morgan, Obion, Rhea, Scott, Sequatchie, Shelby, Tipton, Weakley.



Homeowners have reported radon levels in their homes in Tennessee as high as 3,060 pCi/L. As of 2001, 22,157 home radon tests have been made.

| | |
|---|------|
| Percent of tests below 4 pCi/l | 66% |
| Percent of tests between 4 and 10 pCi/l | 23% |
| Percent of tests between 10 and 20 pCi/l | 8% |
| Percent of tests between 20 and 50 pCi/l | 2.5% |
| Percent of tests between 50 and 100 pCi/l | 0.4% |
| Percent of tests over 100 pCi/l | 0.1% |

Karst topography is the name given to an area underlain by rocks such as limestone and is characterized by caves, sinkholes, and depressions. Much of Tennessee is underlain by limestone and other such rocks. Some types of rocks have higher than average uranium contents. These include light-colored volcanic rocks, granites, dark shales, sedimentary rocks that contain phosphate, and metamorphic rocks derived from these rocks. These rocks and their soils may contain as much as 100 parts per million of uranium. For an explanation of the geology of radon, visit the [USGS website](#). (Source: United States Geological Survey Report on Radon in Tennessee. 2005).

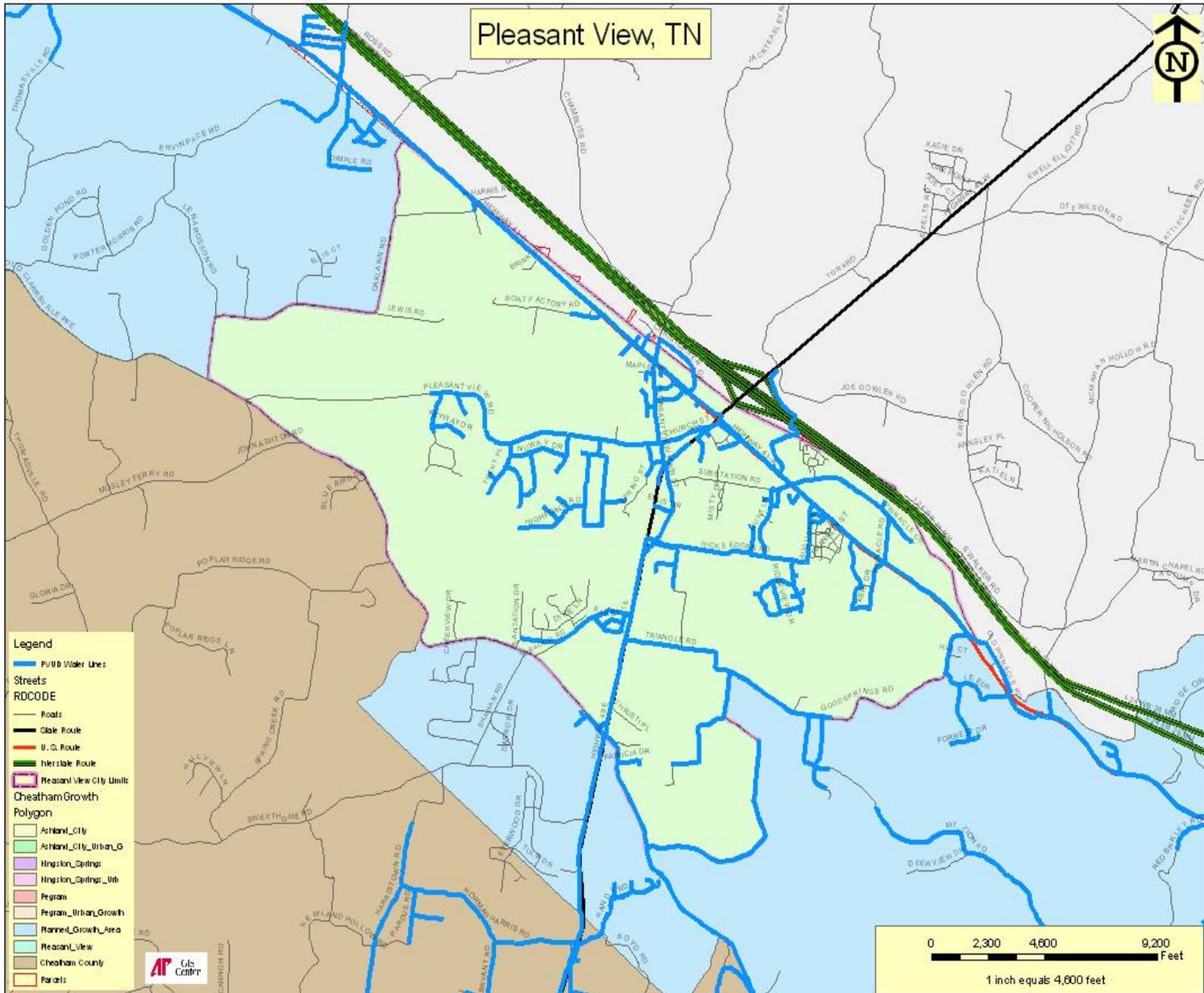
Pleasant View has numerous sinkhole locations throughout the northern area as a result of underground spring and cave connections to the Red River Watershed Region.

Air Quality and Water Resources

The air and water quality in Pleasant View is excellent. An abundance of open space and a lack of dense urbanization within the immediate area are conducive to the maintenance of the purity of the air. Available information indicates that national air quality standards are being met in the immediate area. No major contributors of air pollution exist within the community. More specifically, the northern portion of Cheatham County has a low emission density when compared with the remaining counties that constitute the Nashville Metropolitan Statistical Area. Accordingly, all applicable state and national ambient air quality standards are being met, with the exception of photochemical oxidants that are a result of the natural rock formations that characterize the area.

The Pleasant View Utility District surface water intake is located on Sycamore Creek. The intake is located within the Sycamore watershed. The Pleasant View Utility District has approximately 10,750 customers and produces an average of 1.1 million gallons per day (MGD). The Tennessee Division of Water Supply considers the Pleasant View Utility District intake to be of low susceptibility based on the factors outlined below. The area upstream of the intake is characterized by mostly rural communities. There are no large agricultural operations located upstream of the intake; however, small farms are located throughout the watershed. There has been no known impact to the water source at the intake. There are no hazardous waste facilities located within the 1000 ft corridor, within 15 miles upstream or ½ mile downstream of the intake, and there are no facilities with NPDES permits. There are no facilities with priority SIC codes located within 5 miles upstream or ½ mile downstream of the intake within the 1000 ft corridor of Sycamore Creek. There has been no known TRIS release located upstream of the intake within the watershed. Highway 49 runs across Sycamore Creek approximately four miles upstream from the Pleasant View Utility District intake while Interstate 24 and Highway 41 run across Sycamore Creek approximately fourteen miles upstream from the intake. For purposes of Tennessee's Source Water Assessment Program, high susceptibility is greater than 40% of the susceptibility diagram (pie chart) filled in from a summation of the susceptibility factors; moderate susceptibility is 20% - 40% filled in, and low susceptibility is less than 20% filled in. For further explanation of susceptibility analysis determinations and Tennessee's EPA-approved Source Water Assessment Program, the reader may contact the nearest office of the Tennessee Division of Water Supply at 1-888-891-8332 or the central office of the Division at 1-615-532-0191 for a copy of Tennessee's Source Water Assessment Plan. The Source Water Assessment Plan may also be found by visiting the Department of Environment and Conservation's Web site at <http://www.state.tn.us/environment/dws>. For more information regarding Pleasant View Utility District source water protection area and plan, the reader is advised to contact the Pleasant View Utility District or contact the central office of the Division of Water Supply. (See Illustration 8 for Water Line Map)

Illustration 8 – Water Line Locations



CHAPTER 4

SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

This chapter is intended to provide a brief synopsis of population trends within the Town of Pleasant View and Cheatham County, emphasizing those trends pertinent to the preparation of the land use plan. Strategies for community development, projections of land use needs, discussions of land use issues, and the relevance of the land use plan to future planning documents, should reflect the findings of this segment. This information is not intended to provide a detailed demographic analysis of the area. Instead, the focus of the information is on “order of magnitude” estimates of future of population and employment levels within the Town and its accompanying Urban Growth Boundary.

For the purposes of this plan the past changes in population and employment were examined for their implications for development within the Town of Pleasant View. Of most significance are the projected changes in the population and employment within Cheatham County and Pleasant View for the year 2020.

A Regional Context

Pleasant View and Cheatham County are part of a thirteen (13) county functionally and economically integrated environment known as the Nashville-Davidson-Murfreesboro Metropolitan Statistical Area (Nashville MSA). As a result of this condition it may be said, that growth within Pleasant View is directly dependent upon conditions within this broader economic region of which the Town and county are an integral part.

Tables 4-1 through 4-3, present historical population data for the counties of the Nashville MSA, for the period 1960 - 2000. The analysis of this information has been segmented into a comparison between Davidson County, “the core county”, and a composite of the twelve (12) counties which surround and are satellites of Davidson County, which are collectively referred to as “the outlying counties”. These “outlying counties” include Cannon, Cheatham, Dickson, Hickman, Macon, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson and Wilson. Over this forty (40) year span, the total population located within this region has risen from 646,434, recorded in the 1960 Census of Population, to 1,431,213 in 2000.

Table 4-1, presents actual population of the counties of the Nashville MSA as recorded in the Census of Population, for the period 1960 to 2000. A very clear pattern of population concentration has continued over this forty (40) year time span. In 1960, the counties of the MSA accounted 18.12 percent of Tennessee’s total population. By 2000, the region’s share had grown to 25.16 percent of the state total. While the population of the Nashville MSA counties has continued to rise as a percentage of the state’s total, a significant change in the internal distribution pattern of that population has been experienced. For several decades culminating about 1960, the region’s population gains were largely concentrated within Davidson County. After 1960, however, the “outlying counties”, have received the lion’s share of regional population gains. In 1960, the population of these counties represented a third of the region’s total. By the year 2000, the “outlying counties” represented a 60.18 percent share of the total population of the MSA.

TABLE 4-2
POPULATION WITHIN THE COUNTIES OF THE
NASHVILLE METROPOLITAN STATISTICAL AREA
1960-2000

| | 1960 | 1970 | 1980 | 1990 | 2000 |
|--|---|------------------|------------------|------------------|------------------|
| GEOGRAPHIC AREA | TOTAL POPULATIONS | | | | |
| Cannon | 8,537 | 8,467 | 10,234 | 10,467 | 12,826 |
| Cheatham | 9,428 | 13,199 | 21,616 | 27,140 | 35,912 |
| Dickson | 18,839 | 21,977 | 30,037 | 35,061 | 43,156 |
| Hickman | 11,862 | 12,096 | 15,151 | 16,754 | 22,295 |
| Macon | 12,197 | 12,315 | 15,700 | 15,906 | 20,386 |
| Robertson | 27,335 | 29,102 | 37,021 | 41,494 | 54,433 |
| Rutherford | 52,368 | 59,428 | 84,058 | 118,570 | 182,023 |
| Smith | 12,059 | 12,509 | 14,935 | 14,143 | 17,712 |
| Sumner | 36,217 | 56,266 | 85,790 | 103,281 | 130,449 |
| Trousdale | 4,914 | 5,155 | 6,137 | 5,920 | 7,259 |
| Williamson | 25,267 | 34,423 | 58,108 | 81,021 | 126,683 |
| Wilson | 27,668 | 36,999 | 56,064 | 67,675 | 88,809 |
| Sub-Total <i>Outlying Counties</i> | 246,691 | 301,936 | 434,851 | 537,432 | 741,943 |
| Davidson | 399,743 | 447,877 | 477,811 | 510,784 | 569,891 |
| NASHVILLE MSA | 646,434 | 749,813 | 912,662 | 1,048,216 | 1,311,834 |
| TENNESSEE | 3,567,089 | 3,926,018 | 4,591,023 | 4,877,185 | 5,689,283 |
| SUMMARY ANALYSIS 1960-2000 | | | | | |
| MSA, as % of Tennessee | 18.12% | 19.10% | 19.88% | 21.49% | 23.06% |
| Outlying, as % of MSA | 38.16% | 40.27% | 47.65% | 51.27% | 56.56% |
| Cheatham, as % MSA | 1.46% | 1.76% | 2.37% | 2.59% | 2.74% |
| SOURCE: U.S. Bureau of | the Census, Census of Population, 1960 through | | | | |
| 2000 | | | | | |

TABLE 4-3

**ANALYSIS OF NET POPULATION CHANGE
WITHIN COUNTIES OF THE NASHVILLE MSA**

1960-2000

| GEOGRAPHIC AREA | 1960-1970 | | 1970-1980 | | 1980-1 990 | | 1990-2000 | |
|------------------------------|------------------|--------------|------------------|--------------|-------------------|--------------|------------------|--------------|
| | Change | % | Change | % | Change | % | Change | % |
| Cannon | -70 | -0.8% | 1,767 | 20.9% | 233 | 2.3% | 2,359 | 22.5% |
| Cheatham | 3,771 | 40.0% | 8,417 | 63.8% | 5,524 | 25.6% | 8,772 | 32.3% |
| Dickson | 3,138 | 16.7% | 8,060 | 36.7% | 5,024 | 16.7% | 8,095 | 23.1% |
| Hickman | 234 | 2.0% | 3,055 | 25.3% | 1,603 | 10.6% | 5,541 | 33.1% |
| Macon | 118 | 1.0% | 3,385 | 27.5% | 206 | 1.3% | 4,480 | 28.2% |
| Robertson | 1,767 | 6.5% | 7,919 | 27.2% | 4,473 | 12.1% | 12,939 | 31.2% |
| Rutherford | 7,060 | 13.5% | 24,630 | 41.4% | 34,512 | 41.1% | 63,453 | 53.5% |
| Smith | 450 | 3.7% | 2,426 | 19.4% | -792 | -5.3% | 3,569 | 25.2% |
| Sumner | 20,049 | 55.4% | 29,524 | 52.5% | 17,491 | 20.4% | 27,168 | 26.3% |
| Trousdale | 241 | 4.9% | 982 | 19.0% | -217 | -3.5% | 1,339 | 22.6% |
| Williamson | 9,156 | 36.2% | 23,685 | 68.8% | 22,913 | 39.4% | 45,662 | 56.4% |
| Wilson | 9,331 | 33.7% | 19,065 | 51.5% | 11,611 | 20.7% | 21,134 | 31.2% |
| OUTLYING COUNTIES | 55,245 | 22.4% | 132,915 | 44.0% | 102,581 | 23.6% | 204,511 | 38.1% |
| Davidson | 48,134 | 12.0% | 29,934 | 6.7% | 32,973 | 6.9% | 59,107 | 11.6% |
| NASHVILLE MSA | 103,379 | 16.0% | 162,849 | 21.7% | 135,554 | 14.9% | 263,618 | 25.1% |
| TENNESSEE | 358,929 | 10.1% | 665,005 | 16.9% | 286,162 | 6.2% | 812,098 | 16.7% |

SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000

TABLE 4-4

A COMPARISON OF NET POPULATION GAINS WITHIN DAVIDSON COUNTY AND THE OUTLYING COUNTIES OF THE NASHVILLE MSA

1960-2000

| | 1960-1970 | 1970-1980 | 1980-1990 | 1990-2000 | Average Decade Increase |
|---|------------------|------------------|------------------|------------------|--------------------------------|
| NET POPULATION CHANGE | | | | | |
| OUTLYING COUNTIES | 55,245 | 132,915 | 102,581 | 204,511 | 123,813 |
| DAVIDSON COUNTY | 48,134 | 29,934 | 32,973 | 59,107 | 42,537 |
| TOTAL MSA | 103,379 | 162,849 | 135,554 | 263,618 | 166,350 |
| PERCENT OF TOTAL CHANGE WITHIN THE MSA | | | | | |
| OUTLYING COUNTIES | 53.4% | 81.6% | 75.7% | 77.6% | 74.4% |
| DAVIDSON COUNTY | 46.6% | 18.4% | 24.4% | 22.4% | 25.6% |
| AVERAGE ANNUAL INCREASE | | | | | |
| CHEATHAM COUNTY | 377 | 842 | 552 | 877 | 662 |
| OUTLYING COUNTIES | 5,525 | 13,292 | 10,258 | 20,451 | 12,381 |
| DAVIDSON COUNTY | 4,813 | 2,993 | 13,555 | 26,362 | 16,635 |
| SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000 | | | | | |

This outward movement of population has significance for the future of Pleasant View. Two factors are particularly important to future growth potential within the area. First, there is the matter of accessibility. Davidson County has been, and continues to be, the dominant center of employment within the region. Much of the population growth within the outlying counties has taken place at locations that directly adjoin Davidson County and can be characterized as suburban residential in character. Gradually, however, jobs have begun to follow workers to suburban locations. The explosive growth seen in the Murfreesboro/Rutherford County area and in the Franklin/Cool Springs portion of Williamson County are examples of such movements.

Town of Pleasant View and Cheatham County

Tables 4-4 and 4-5, present population information specific to Pleasant View and Cheatham County. Table 4-4, indicates that during the period 1960-2000, the counties of the Nashville MSA, taken in total, have increased from 18.12 to 23.06 percent of the total population of the state. In this same time span the outlying counties, taken as a whole, have increased from 38.16 to 56.56 percent of the MSA population. Cheatham County constituted a 1.46 percent share of the MSA population in 1960, and 2.74 percent of the

MSA total recorded in 2000. Over the period 1960-2000, the Pleasant View Census Division has increased from 4.78 to 6.30 percent of total Cheatham County population.

Taken together this information produces a picture of a state wherein an increasing proportion of the population is concentrating within urban areas that are, in turn, expanding beyond the central cities into the suburban fringe. Within Middle Tennessee this expanding population is locating in suburban areas that are within easy commuting distance of Metropolitan Nashville.

TABLE 4-5
POPULATION GROWTH TRENDS WITHIN
CHEATHAM COUNTY AND THE NASHVILLE MSA

| | 1960 | 1970 | 1980 | 1990 | 2000 |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|
| MSA, as % of Tennessee | 18.12% | 19.1% | 19.88% | 21.49% | 23.06% |
| Outlying Counties, as % of MSA | 38.16% | 40.27% | 47.65% | 51.27% | 56.56% |
| Cheatham, as % of MSA | 1.46% | 1.76% | 2.37% | 2.59% | 2.74% |
| Cheatham as % of Outlying Counties | 3.82% | 4.37% | 4.97% | 5.04% | 4.84% |

SOURCE: U.S. Bureau of the Census, Census of Population, 1960 through 2000
1960-2000

Table 4-5, presents a summary of population change within the Town of Pleasant View for the 1960-2000 time span. The census division is the principal geographic unit of analysis utilized because it is the smallest unit of census geography that has remained stable in size over this span of time and, thus, presents a basis for long-term comparison. The population of the Town has increased from 1,081 in 1980 to 2,146 in 2000. Due to the various annexations that have taken place over this time period, long-term direct comparison is not possible. The information is offered, however, in order to establish a basis for future population estimates for the Town.

TABLE 4-6
POPULATION WITHIN THE TOWN OF PLEASANT VIEW AND
CHEATHAM COUNTY

1960-2000

| YEAR | 1960 | 1970 | 1980 | 1990 | 2000 |
|--------------------------------|-------------|-------------|-------------|-------------|-------------|
| POPULATION | | | | | |
| Town of Pleasant View | N/A | N/A | N/A | N/A | 2,934 |
| Cheatham County | 9,428 | 13,199 | 21,616 | 27,140 | 35,912 |
| PERCENTAGES | | | | | |
| Town of Pleasant View, as % of | N/A | N/A | 19.99 | 19.79 | 16.73 |

Source: U.S. Bureau of the Census, Census of Population, 1960 through 2000

HOUSING/HOUSEHOLDS

Household information for Pleasant View was not available prior to 1997. The number of households in Pleasant View according to the 2000 U.S. Census is 1,044. Average household members per were slightly above the national average in 2000 with 2.91 people per household. The average family size was 3.19 people per household in 2000. Total housing units in Pleasant View in 2000 was 1,044.

The number of households in Cheatham County increased from 9,515 in 1990 to 12,878 in 2000. People per household have moderately decreased, with 3.3 people per household in 1970 to 2.77 in 1990 to 2.76 in 2000. The average family size per household has shown a decrease as well but only slightly, with roughly 3.15 people per family in 1990 and 3.08 in 2000. Total housing units in Cheatham County have grown from 4,223 units in 1970 to 10,297 in 1990 and 13,508 in 2000.

There were 1,044 housing units with 88.7% ownership in 2000 compared to the 66.2% national ownership figures in 2000.

Projections of Future Population

Tables 4-7, 4-8 and 4-9, present population projections for the Nashville MSA - Cheatham County and the Pleasant View Census County Division. The projections extend to the year 2025. The reader is forewarned that projections of this type are at best an “educated guess” of future population. Moreover, the smaller the entity in relation to the whole, the greater the potential for error. This means that smaller a geographic unit (such as the Town) has significantly greater potential for error than projections for the state or nation as a whole.

Table 4-8, presents a series of population projections for the state and the counties of the Nashville MSA. The principal source of these numbers is a publication, produced by the University of Tennessee, Center for Business and Economic Research, entitled, Population Projections for Tennessee Counties and Municipalities 2005-2025.

The population of Cheatham County is projected to rise at roughly the same rate as the population within the “outlying counties”. In actual numbers, the population of the county is projected to rise to approximately 44,880 by 2010 and to something in the order of 59,205 by 2025.

TABLE 4-7

**ACTUAL AND PROJECTED POPULATION
FOR COUNTIES OF THE NASHVILLE MSA
2005—2025**

| | ACTUAL | | PROJECTED | | | |
|--|----------------|----------------|----------------|------------------|------------------|------------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 |
| CANNON | 12,826 | 13,445 | 14,183 | 14,852 | 15,426 | 15,946 |
| CHEATHAM | 35,912 | 40,126 | 44,880 | 49,691 | 54,477 | 59,205 |
| DICKSON | 43,156 | 47,288 | 52,059 | 56,823 | 61,487 | 66,148 |
| HICKMAN | 22,295 | 23,979 | 25,800 | 27,564 | 29,259 | 30,981 |
| MACON | 20,386 | 21,827 | 23,473 | 25,092 | 26,628 | 28,140 |
| ROBERTSON | 54,433 | 59,380 | 64,809 | 70,196 | 75,388 | 80,534 |
| RUTHERFORD | 182,023 | 203,240 | 232,326 | 260,125 | 288,924 | 318,583 |
| SUMNER | 130,449 | 145,007 | 161,570 | 177,616 | 193,675 | 209,736 |
| TROUSDALE | 7,259 | 7,586 | 8,055 | 8,492 | 8,881 | 9,226 |
| WILLIAMSON | 126,638 | 149,596 | 174,261 | 199,913 | 226,133 | 252,426 |
| WILSON | 88,809 | 98,910 | 110,448 | 122,115 | 133,704 | 145,249 |
| Sub-total | 724,186 | 810,384 | 911,864 | 1,012,379 | 1,113,982 | 1,216,174 |
| DAVIDSON | 569,891 | 596,399 | 620,928 | 643,675 | 665,579 | 688,340 |
| NASHVILLE MSA | 1,294,077 | 1,406,783 | 1,532,792 | 1,656,054 | 1,779,561 | 1,904,514 |
| TENNESSEE | 5,689,283 | 6,017,599 | 6,425,959 | 6,821,312 | 7,195,375 | 7,559,532 |
| SUMMARY STATISTICS | | | | | | |
| MSA, as % of Tennessee | 22.75% | 23.38% | 23.85% | 24.28% | 24.73% | 25.19% |
| Outlying, as % of MSA | 55.96% | 57.61% | 59.49% | 61.13% | 62.60% | 63.86% |
| Cheatham, as % MSA | 2.78% | 2.85% | 2.93% | 3.00% | 3.06% | 3.11% |
| SOURCE: Center for Business and Economic Research , University of Tennessee | | | | | | |

Tables 4-9, and 4-10 present population estimates and projections for Pleasant View. Estimates are provided for total population and the number of households. Total population is projected to rise from the 2000 level of 2,146, to a figure in the range of 2,608 by 2010, and to almost 3,400 by 2025. The number of households is estimated to rise from the 2000 figure of 773 to roughly 1,365 by the year 2025.

County Growth Rates 2000 - 2025

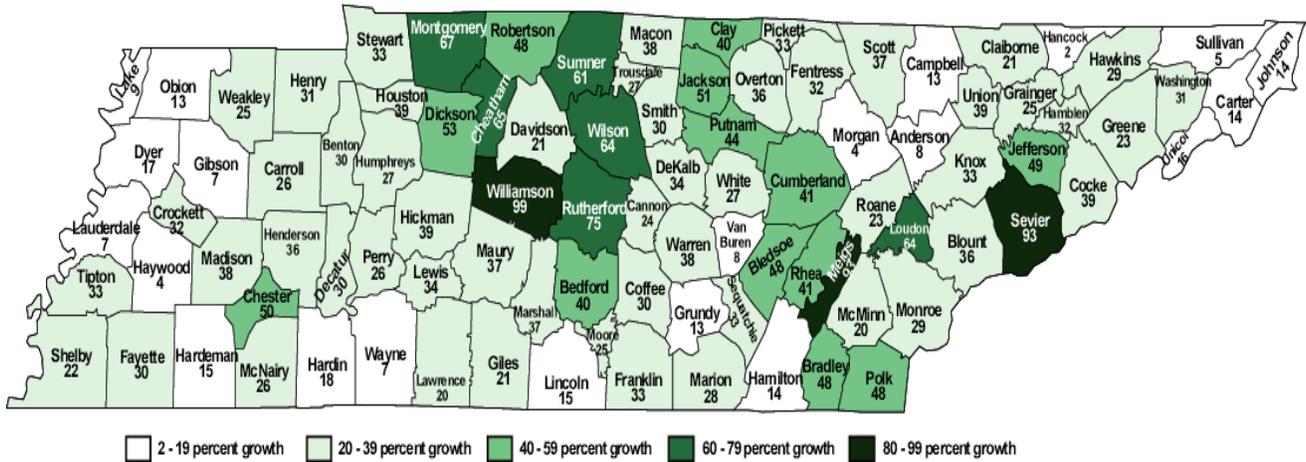


TABLE 4-8

PROJECTED POPULATION FOR PLEASANT VIEW 2005 – 2025

| YEAR | Actual | Projected | | | | |
|--|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 |
| Cheatham County | 35,912 | 43,815 | 49,721 | 55,926 | 62,435 | 64,777 |
| Pleasant View | 2,934 | 3,342 | 3,752 | 4,169 | 4,587 | 5,003 |
| *Pleasant View 2007 Certified Census - 3645 | | | | | | |
| Source: Center for Business and Economic Research, University of Tennessee --2003 | | | | | | |

TABLE 4-9

ACTUAL & ESTIMATED NUMBER OF HOUSEHOLDS PLEASANT VIEW 2000-2025

| Date | Total Population | Population Within Households | Persons per Household* | Number of Households |
|---|------------------|------------------------------|------------------------|----------------------|
| 2000 | 2,934 | 2,860 | 2.74 | 1,044 |
| 2010 | 3,752 | 3,413 | 2.91 | 1,173 |
| 2020 | 4,587 | 3,810 | 2.85 | 1,337 |
| 2025 | 5,003 | 4,306 | 2.78 | 1,549 |
| Notes : (*)Persons per household estimate developed from trend experienced in Cheatham County 1970-2000 | | | | |
| Source : Local Planning Office | | | | |

Findings: Developing estimates of future population levels is always a difficult matter. When we examine historical trends within the State and Metropolitan Region a clear pattern is evident. Over the past forty years, the population concentrates within major urban centers scattered about the State. As the population within these urban centers has expanded, the distribution of the population has seen a marked movement toward regional suburbanization. This suburban movement has been generally radial in nature and has closely followed major transportation corridors.

EMPLOYMENT

Historic Employment Trends

This section briefly outlines various employment trends for Cheatham County over the past fifty years. Before continuing, it should be noted that the following information represents employment of the population and not necessarily employment generated within the county. Employment in all sectors of the economy increased from 2,963 workers in 1950 to 19,750 workers in 2000, representing a 666.5 percent rate of growth.

Agriculture

Employment changed within Cheatham County during the past five decades. The face of the workforce changed with the introduction of the industrial parks in Nashville as well as Ashland City, as more and more people sought employment in the factories. Agriculture has been a major employer in Cheatham County since its early days as a community. However, agriculture has declined in importance in Cheatham County over time, decreasing at a significant rate. In this respect, there were 1,757 persons involved in agricultural activities in 1950, while there were only 114 agriculturally employed persons in 2000.

Unemployment

Unemployment rates for Cheatham County from 1950-2000 showed fluctuating percentage rates. 1960 had a rate of 4.6%, 1970 at 4%, 1980 at 9%, 1990 at 3.6%, and 2000 at 2.3%.

Median Income

The median income for a household in Pleasant View was \$54,236 in 2000, compared to \$41,994 nationally, while at the county level the figures were \$45,836 in 2000. The median income for a family in Pleasant View was \$60,543 in 2000 compared to \$50,046 nationally, while at the county level the figures were \$49,143 in 2000. The per capita income for the town was \$19,236 in 2000 and \$29,466 in 2005 compared to \$21,587 in 2000 and \$25,267 nationally, while at the county level the figures were \$18,882 in 2000. The poverty level in Pleasant View was 2.8% of families and 4.9% of the population in 2000, compared to 9.2% of families nationally and 12.4% of the population nationally. The poverty level for Cheatham County was 5.3% of families and 7.4% of the population in 2000.

Business Sector

Pleasant View is primarily a bedroom community with a small employment base. Most residents commute to Nashville and other larger cities in the area to work. However, Pleasant View's business sector consists of many small retail and service entities, a growing medical community, and several light industrial businesses.

There are currently four financial institutions, eleven restaurants, and numerous general retail establishments in the municipality. The largest majority of these businesses are located along Hwy 49 and HWY 41 – A. There are currently five industries in Pleasant View.

Employment

U.S. Census Data (2000) for Pleasant View reveal that 446 persons or 29.5% of the population is employed in Management/Professional, 414 persons or 27.3% of the population are employed in Sales and office occupations, and 316 persons or 20.9% of the population is employed in Educational, health and social services. During the period between 2000 and 2008, multiple health services businesses located in Pleasant View, reflecting a change in employment trends within the city. Of the population in the labor force, 1489 persons commuted to work with an average travel time of 31.7 minutes one-way.

| U.S. CENSUS 2000 AMERICAN FACT FINDER | | |
|--|---------------|----------------|
| Subject | Number | Percent |
| EMPLOYMENT STATUS | | |
| Population 16 years and over | 2,127 | 100.0 |
| In labor force | 1,559 | 73.3 |
| Civilian labor force | 1,543 | 72.5 |
| Employed | 1,514 | 71.2 |
| Unemployed | 29 | 1.4 |
| Percent of civilian labor force | 1.9 | (X) |
| Armed Forces | 16 | 0.8 |
| Not in labor force | 568 | 26.7 |
| Females 16 years and over | 1,104 | 100.0 |
| In labor force | 728 | 65.9 |
| Civilian labor force | 724 | 65.6 |
| Employed | 707 | 64.0 |
| Own children under 6 years | 287 | 100.0 |
| All parents in family in labor force | 186 | 64.8 |
| COMMUTING TO WORK | | |
| Workers 16 years and over | 1,489 | |
| Car, truck, or van -- drove alone | 1,150 | 100.0 |
| Car, truck, or van -- carpooled | 255 | 77.2 |
| Public transportation (including taxicab) | 4 | 17.1 |

| U.S. CENSUS 2000 AMERICAN FACT FINDER | | |
|---|---------------|----------------|
| Subject | Number | Percent |
| Walked | 9 | 0.3 |
| Other means | 5 | 0.6 |
| Worked at home | 66 | 0.3 |
| Mean travel time to work (minutes) | 31.7 | 4.4 |
| Employed civilian population 16 years and over | 1,514 | |
| OCCUPATION | | 100.0 |
| Management, professional, and related occupations | 446 | |
| Service occupations | 178 | 29.5 |
| Sales and office occupations | 414 | 11.8 |
| Farming, fishing, and forestry occupations | 4 | 27.3 |
| Construction, extraction, and maintenance occupations | 221 | 0.3 |
| Production, transportation, and material moving occupations | 251 | 14.6 |
| | | 16.6 |
| INDUSTRY | | |
| Agriculture, forestry, fishing and hunting, and mining | 20 | |
| Construction | 164 | 1.3 |
| Manufacturing | 188 | 10.8 |
| Wholesale trade | 61 | 12.4 |
| Retail trade | 174 | 4.0 |
| Transportation and warehousing, and utilities | 109 | 11.5 |
| Information | 40 | 7.2 |
| Finance, insurance, real estate, and rental and leasing | 109 | 2.6 |
| Professional, scientific, management, administrative, and waste management services | 119 | 7.2 |
| Educational, health and social services | 316 | 7.9 |
| Arts, entertainment, recreation, accommodation and food services | 57 | 20.9 |
| Other services (except public administration) | 66 | 3.8 |
| Public administration | 91 | 4.4 |
| | | 6.0 |
| CLASS OF WORKER | | |

| U.S. CENSUS 2000 AMERICAN FACT FINDER | | |
|--|---------------|----------------|
| Subject | Number | Percent |
| Private wage and salary workers | 1,135 | |
| Government workers | 240 | 75.0 |
| Self-employed workers in own not incorporated business | 135 | 15.9 |
| Unpaid family workers | 4 | 8.9 |
| | | 0.3 |
| INCOME IN 1999 | | |
| Households | 970 | |
| Less than \$10,000 | 44 | 100.0 |
| \$10,000 to \$14,999 | 39 | 4.5 |
| \$15,000 to \$24,999 | 77 | 4.0 |
| \$25,000 to \$34,999 | 80 | 7.9 |
| \$35,000 to \$49,999 | 186 | 8.2 |
| \$50,000 to \$74,999 | 288 | 19.2 |
| \$75,000 to \$99,999 | 187 | 29.7 |
| \$100,000 to \$149,999 | 49 | 19.3 |
| \$150,000 to \$199,999 | 10 | 5.1 |
| \$200,000 or more | 10 | 1.0 |
| Median household income (dollars) | 54,236 | 1.0 |

Economic Development Background

Pleasant View is contained within the Greater Nashville Regional Council. The Greater Nashville Regional Council (GNRC) is the regional planning and economic development organization of the 13 counties and 52 cities of Middle Tennessee; Cheatham, Davidson, Dickson, Houston, Humphreys, Montgomery, Robertson, Rutherford, Stewart, Sumner, Trousdale, Williamson, and Wilson.

The Council was established by the Tennessee State Legislature 40 years ago as the Mid-Cumberland Council of Governments and Development District (MCCOG/DD). This was a cooperative effort between area local governments and chambers of commerce to create a forum for regional planning and cooperation to deal more effectively with the commonly shared growth and development opportunities, problems, and needs of the rapidly growing region.

MCCOG/DD became the Greater Nashville Regional Council through new state legislation in 1988 aimed at strengthening the Council's regional planning role, with GNRC being

established as a regional authority under the act and continuing as one of Tennessee's nine Development Districts. GNRC's full Board is comprised of the mayor of each city, the county mayor of each county, two members of the State Legislature, four minority members and an industrial representative of each county. The full Board meets annually to elect new officers, certifies a new Executive Committee, and to approve the annual budget and work program. The smaller Executive Committee, with representatives from each county, meets monthly in carrying out its responsibility of directing the Council's planning programs and technical assistance services on behalf of member governments, with a professional staff 78 people. (Source: Comprehensive Economic Development Strategy & Regional Capital Improvements Program for the Greater Nashville Region, September 2007. GNRC Website: <http://www.gnrc.org/Reports/2007-2008%20CEDS%20FINAL%209-27-07.pdf>.)

Summary of Findings

During the planning period 2005-2025, the Pleasant View population is projected to increase on the average of 17.05%. However, this change is not reflective of a long-term trend. Cheatham County as a whole is projected to increase on average at 11.0%. This compares to the state, which is expected to grow 10.6%. With a consistent increase in job creation and minimal out-migration, Cheatham County as a whole will continue to enjoy growth. An increase in the number of households in Pleasant View will have a significant impact on planning issues. The slight decrease in persons-per-household in Cheatham County reflects smaller family sizes.

Moderate population growth, as compared to the state averages, will encourage a higher percentage of growth in the various land use categories for Pleasant View. The need for expanded housing, commercial areas, or industrial sites will be predicated on the continuation of current trends of modest economic growth and projected long-term population growth.

The Land Use Task Force Committee discussed at length the need to maximize employment potential within the city to provide well paying jobs by targeting businesses requiring highly skilled workers or professional or management staff. The city will continue to encourage location of medical facilities and satellite companies serving that business sector. Employment close to home for many citizens would greatly increase the quality of life by reducing commute time. Lessening the time spent commuting to and from employment centers allows more time for family, community, recreation, and leisure activities.

CHAPTER 5

EXISTING LAND USE AND TRANSPORTATION ANALYSIS INTRODUCTION

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

EXISTING LAND USE AND TRANSPORTATION

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

Illustration 5 depicts the various land uses in the Town of Pleasant View and in the Town's Urban Growth Boundary as determined by a land use survey completed by the Land Use Task Force.

The Community Planning Office and APSU GIS Center also completed digitizing Pleasant View tax maps and adding various layers of information, including zoning, streets, UPG areas, flood, parcel, and Soil Maps. The project provides mapping and analysis through the Geographic Information System. This chapter will further illustrate these utilities.

The land uses depicted on the Existing Land Use Map are grouped into the following categories:

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

Two-Family Residential: This includes all duplex dwelling and zero lot line dwellings.

Multi-Family Residential: This includes all apartments and other lots with three or more attached dwelling units on one lot.

Planned Unit Development: This includes all subdivision development including residential, commercial, Village, and Mixed Use approved for PUD overlay zoning.

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

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

Public/Semi-Public, Cultural and Recreational: Land on which educational, religious and fraternal facilities, and all federal, state, and local governmental uses are located. Land on which museums, libraries, churches, cemeteries, parks, and similar uses are located.

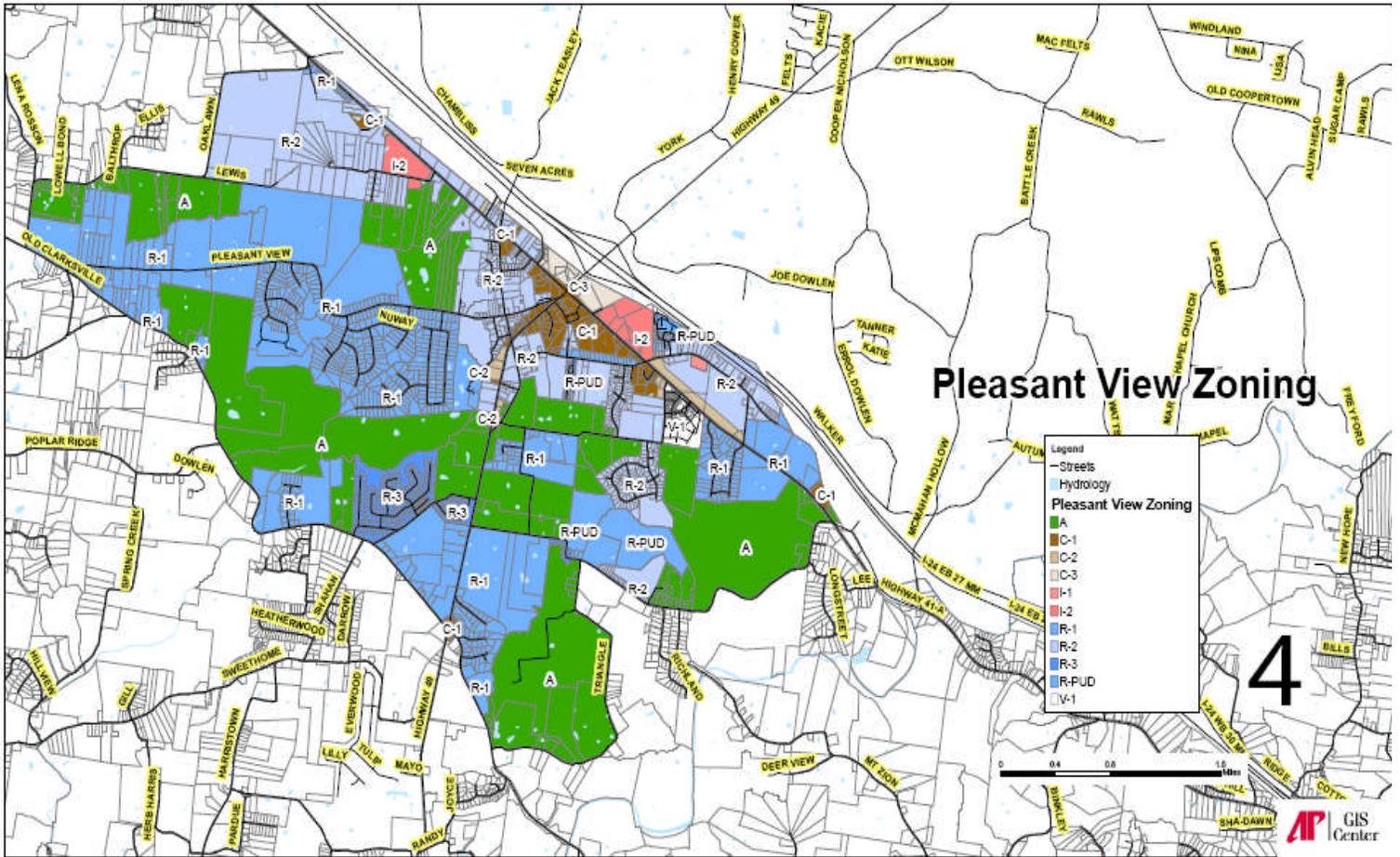
Industrial: Land on which manufacturing, assembly, processing or fabricating of raw materials are located.

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

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

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

ILLUSTRATION 5 - LAND USE INVENTORY



LAND USE ANALYSIS

Within the corporate limits of Pleasant View there are approximately 7,978 acres, or 12.6 sq. miles of land area. Of this total area, an estimated acres, or 98 % of the land area is developed (with agricultural use as developed). Residential land comprises 4,680 acres, or 58.6 % of the total area. Commercial land comprises about 345 acres or 4.3 % of the total area. There are four parcels of industrial land within Pleasant View consisting of 117 acres or 1.5%. Agricultural land comprises 2705 acres or 33.9 %. Vacant land comprises 60 acres or .8%. Public/Semi or Public land uses comprise 71 acres or .9 % of the total area. The largest category of total land area in Pleasant View is residential followed by agricultural/vacant developable land. This area comprises a total of 2765 acres or 34.7%. A large percentage of this land is undeveloped due to the lack of infrastructure necessary for development.

The predominant developed land uses are in the form of residential and agricultural. This Land Use information is depicted in **Table 5.1**. Land Use information for Pleasant View's Urban Growth Boundary area (UGB) is depicted in **Table 5.2**.

Table 5.1
TOTAL ACREAGE OF EXISTING LAND USES
PLEASANT VIEW TOWN LIMITS

Table 5.2
TOTAL ACREAGE OF EXISTING LAND USES

| | Acreage | Percent |
|---------------------------------|---------|---------|
| Residential | 4,680 | 58.6 |
| Commercial | 345 | 4.3 |
| Industrial | 117 | 1.5 |
| Public/Semi Public | 71 | .9 |
| Vacant | 60 | .8 |
| Agricultural Developable | 2705 | 33.9 |
| Total for Town | 7978 | — |
| | | 100% |

7

PLEASANT VIEW URBAN GROWTH BOUNDARY

| | Acreage | Percent |
|--------------------------------|---------|---------|
| Residential | 7925 | 29.450 |
| Commercial | 210 | .789 |
| Industrial | 10 | .001 |
| Public/Semi Public | 225 | .849 |
| Transportation | 1784 | 6.719 |
| Vacant with Constraints | 4072 | 15.236 |
| Vacant and Developable | 12606 | 46.954 |
| Religious | 78 | .002 |
| Total for Town | 26910 | 100% |

Residential Land

The residential land use category, like in many communities, occupies the largest developed portion of land in Pleasant View. Also, again like most communities in Tennessee, the traditional single-family detached dwelling unit is the predominant form of residential land use. The natural topography of the Pleasant View area has had a very significant affect on residential development. Accordingly, this has led to the creation of a linear development pattern along major thoroughfares and arterial roads.

Residential developments in Pleasant View are located along and adjacent to collector and arterial streets that traverses the low points, valleys and some ridges in the area. As stated earlier a majority of the residential development is single family dwellings on individual lots. The greatest numbers of these developments are located in the Harris Farms, Pleasant View Village subdivision, Misty Acres Subdivision, The Oaks Subdivision, Greens of Lexington Subdivision, Triangle Pointe Subdivision, and Pleasant View Downs Subdivision. There two additional approved subdivisions of single family, multi-family, and residential – commercial mixed use including Sweet Oaks and The Enclave of Pleasant View. Chart ___ lists the development details of residential subdivision in Pleasant View.

Pleasant View Subdivisions

Harris Farms – Map 019 Parcel 005.00
Intersects Hwy 49 & Filmore Harris Rd.
To complete 07/01/08
223 lots with **30** lots undeveloped

Pleasant View Village – Map 020 Parcel 006.00
Intersects Hwy 41-A and Hicks Edgin Rd.
Began 2004 – 12 year time frame
300 lots with **225** lots undeveloped

Misty Acres – Map 010O Grp B Parcel 001.00
Intersects Substation Rd. and Misty Dr.
To complete 07/01/08
34 lots with **15** lots undeveloped

The Oaks – Map 010 Parcel 063.03
Intersects Kendall Ct. & Substation Rd.
To complete 12/31/07
5 lots with **3** lots undeveloped

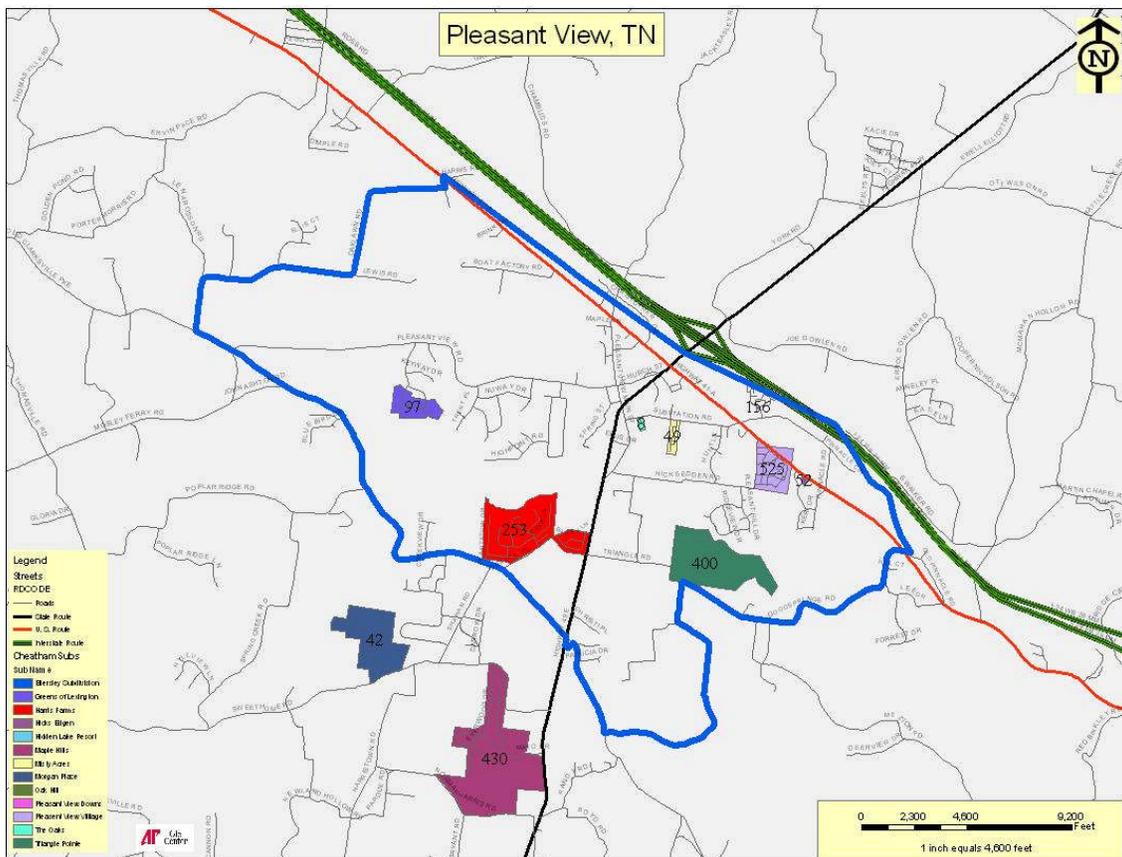
Pleasant View Downs – Map 010K Grp.A Parcel 003.00
Intersects Hwy 41-A and Pinnacle Rd.
Began 2006 – 10 year time frame
86 lots with **70** lots undeveloped

Greens of Lexington – Map 011 Parcel 007.45
 Intersects Keystone Dr. and Pleasant View Rd.
 To complete by 2010
 53 lots with **44** lots undeveloped

Triangle Pointe Map 020 Parcels 041.00, 041.12 and 042.00
 Intersects Hwy 49 and Triangle Rd.
 To complete by 2012
400 lots undeveloped

The Enclave of Pleasant View – Map 20 Parcel 127.00
 Intersects Hwy 41-A and Hicks Edgen Rd.
 To complete by 2010
 52 lots undeveloped

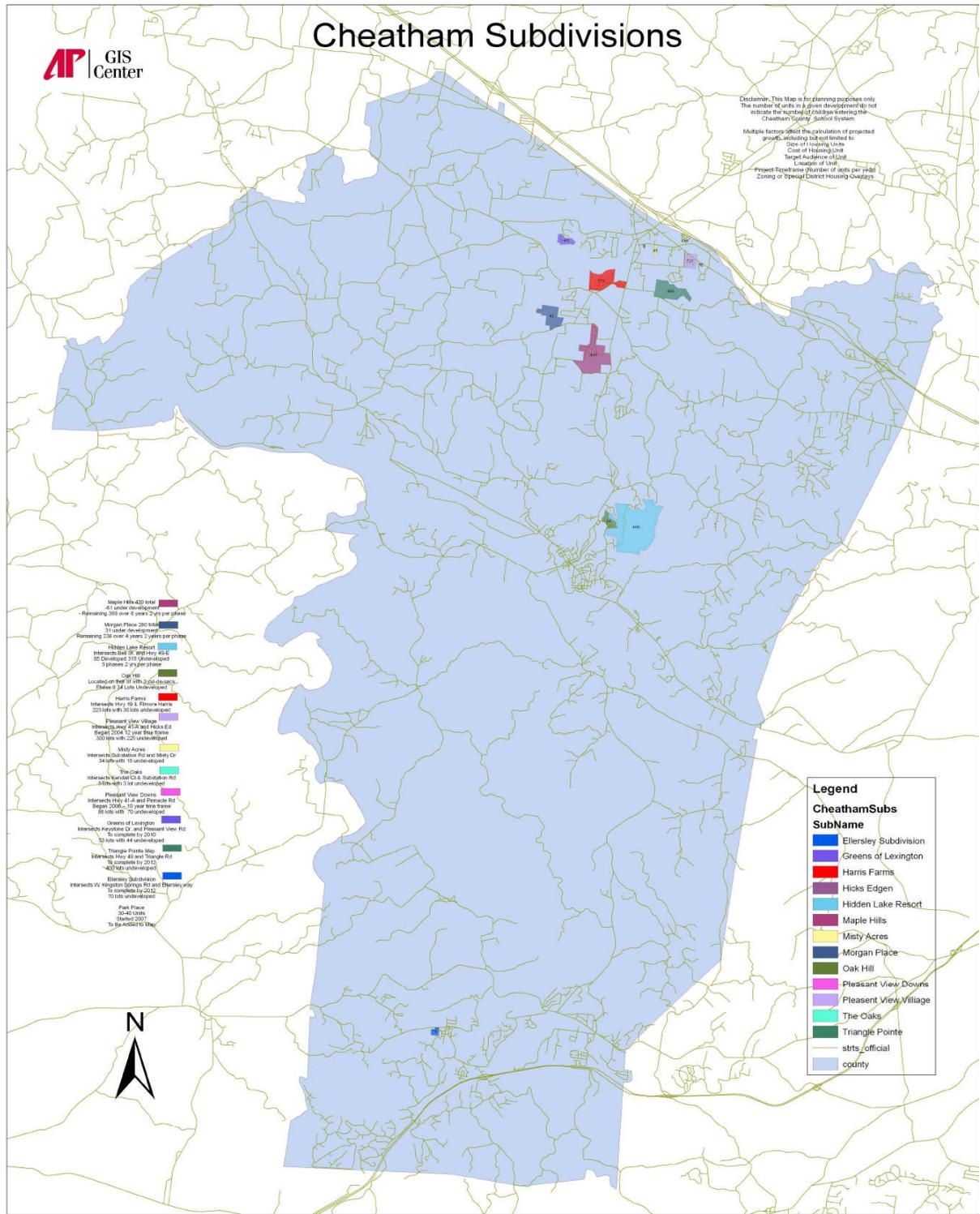
ILLUSTRATION 6 – APPROVED SUBDIVISIONS CITY



Currently there are no apartment complexes within the Town. There are no mobile home parks but there are some mobile homes on scattered lots within Pleasant View. Even when considering the limitations present due to lack infrastructure availability and large agricultural areas there are still areas remaining within the community for large-scale residential development. The remaining lands outside of the city can be developed but

infrastructure limitations make for difficulty in developing this land. On the northwest side of Pleasant View on HWY 41 - A. are wooded acreage that would make for an attractive residential or commercial development, but the additional traffic should be a consideration and could present problems for existing and future residential needs. Map ____, demonstrates subdivisions, build out timelines, units and other information related to residential growth in the area.

ILLUSTRATION 7 – APPROVED SUBDIVISIONS COUNTY



Commercial

The commercial areas of Pleasant View are located on Hwy 49 and Hwy 41- A, with the shopping center being the commercial focal point. Commercial is generally scattered along the highway with the greatest concentration being at Hwy 41 – A at Hwy 49, including the shopping center area and other commercial points along HWY 41 - A, east of the intersection. Other commercial areas exist in the old downtown area and along HWY 49 south toward Ashland City. All commercial areas presently have adequate on site parking with the exception of small convenience store/gas stations outside the city and particular locations surrounding the downtown center in existence for many years. There is also a commercial district in the urban growth area outside of Town at Old Clarksville Pike and HWY 49. The topography, location Sycamore High School, and corridor development in this area will affect expansion of HWY 49.

There are two areas with the greatest potential for future commercial development. One area that would serve Pleasant View and traffic passing through town could be located at the intersection of Hwy 49 and HWY 41 – A. The cost of land in this area will likely dictate big box store, office park, or Interstate interchange development. Other parcels are available along HWY 49 and HWY 41-A in both directions. This appears to be the final node of commercial that could be developed without disturbing existing residential land. Infrastructure improvements and a planned TDOT project at the major corridor intersections would facilitate development in other areas. If another area is considered it should be in conjunction with existing commercial land. This could be done in harmony with the residential land by extensive use of landscaping, buffering and control of lighting and signage along with mixed use zoning and PUD overlays to afford the city control measures over traffic, aesthetic, and location of proposed projects. Another area being considered for commercial is within the acreage south of the town on HWY 49 just below Sycamore High. Zoned RCPUD, this commercial could act as a buffer between the residential subdivision and existing commercial development. A new roadway from Pleasant View Elementary to HWY 49 at the old Bellsouth building will provide improved traffic flow for the school, newly approved commercial development and the residential areas beyond.

Industrial

There are presently approximately 117 acres of Industrial land use. These areas are located west and east of HWY 49 along HWY 41 – A. All of the Industrial Zoned land is used for industrial purposes and those businesses appear vibrant. Other land used for industrial purposes is inappropriately zoned and will require further study to determine highest and best use for re-zoning purposes.

Utilities

The Cumberland Electric Membership Corporation provides electrical service to Pleasant View and locations north of Cheatham County. The northeast area of town near Davidson County has service provided by Nashville Electric Service. **APSU and the Planning Department are working on maps of all utility services in Pleasant View.** Pleasant View Utility District provides water and sewer services in some locations within the city and surrounding area. Septic sewage systems are still used in many areas, a concern for future development. Expansion of utility services will limit growth potential and in some areas undersized services lines for water and insufficient revenues or available land will limit sewer expansion. The Springfield Gas System provides Natural Gas service to much of Pleasant View and northern Cheatham County. It appears that the natural gas lines within the vicinity have adequate pressure from which to expand to serve subsequent residential, commercial, and industrial demands. About 20% to 30% of Pleasant View is served with natural gas. Adequate supplies of electricity and natural gas will be available in sufficient quantities to accommodate the future growth of Pleasant View and northern Cheatham County.

Public/Semi-Public

Major concentrations of land in this category are located at Pleasant View Elementary School, Sycamore Middle School, Balthrop and a planned Town Park, and Town Hall. The Town Parks are the most utilized public areas. They contain over 35 acres and have a Recreation Board that oversees the facilities. The existing park contains one softball fields, one baseball field, one large equipped playground area, a pavilion, and restroom facilities, tables for picnicking lighted facilities, water fountain, and a concession stand. The Pleasant View Elementary School contains large open spaces for outdoor activities along with playgrounds. The Town Hall Complex contains a Public Meeting room along with some vacant land on front of the property that could be utilized in the future. The town needs and is considering a library in the future.

The amount of land currently devoted to public uses is adequate for the size of the town. However, the Town is considering a town wide system of greenways-bikeways that would serve to provide alternative forms of transportation and recreation. This system is considered a community priority. Due to continuing growth recreational uses will increase in demand and will expand to meet the need.

Water for northern Cheatham County is supplied by and purchased from the Pleasant View Utility District, a private utility. Its water treatment facility is located just west of the city on HWY 41 - A. Raw water is obtained from the Sycamore Creek via the intake that is located directly behind the treatment plant at Floyd Hudgens Rd. The treatment capacity of the water treatment plant is approximately 3.3 million gallons per day with consumption at 1.2 million gallons per day and storage capacity at 7 million gallons. The average daily water use of the districts' 15,000+ customers is about 1.6 gallons per day, which includes residential, commercial, and industrial uses. **Illustration 8** depicts the water lines in northern Cheatham County, including fire hydrants and a 20-year plan for

water line improvements. In addition, some areas of northern Cheatham County and the City of Pleasant View are served by East Montgomery Utility District.

Most of Pleasant View is served with adequate water lines and fire hydrants. However there are areas without adequate water lines for fire protection. An area of HWY 41 – A beginning at Main St. and traveling west to the corporate city limits, Oaklawn Rd., Triangle Rd., 2429 HWY 49 E from Main St. to HWY 41 - A due to inconsistency in the size of lines along the corridor and a several lesser roads are not adequately served with fire protection. Many of these lines are planned for up grading to six-inch or better lines over the next 20 years, which will improve fire protection within Pleasant View. However, all of Pleasant View is accessible to public drinking water with adequate pressures. All newer subdivisions are fully served with drinking water and fire hydrants. Water pressures are adequate within the entire Town. In summary, the Pleasant View Utility District water system has a more than adequate capacity to serve a growing Pleasant View for the next 20 years, but water lines will need to be upgraded as shown on the water map. Some other water line improvements will also be needed that are not proposed by the utility district, such as a development located on Christi Place where the meters are all located on the street and leaks are prevalent along with other smaller roadway segments. Most of the older sections of town developed before the Town was incorporated will need some water line or fire hydrant location improvement as growth occurs.

Many of the residents of Pleasant View currently have individual septic systems. However, in 1986, the Pleasant View Utility District began its first public sewer program, an alternative sewage disposal system that uses septic tanks and offsite drain fields that treat the wastewater through *drip irrigation*, a filtration process through sand filters prior to the water's reintroduction to the environment. They are typically used in areas where individual septic systems cannot be facilitated due to the terrain or if soils are not suitable. Currently, there are [REDACTED] residential customers and [REDACTED] commercial customers. The system can currently handle a capacity of 250,000 GPD (gallons per day), of which the system is currently handling 100,000 GPD. The system's reclamation station is located off Sweet Home Rd. The station takes the liquid refuse from the customer's individual vaults and re-circulates through sand filters and disperses the cleansed water back to the soil in a nearby field. Recent studies have been conducted which analyzed the new areas of Pleasant View to expand, and the need for implementation of gravity lift stations where necessary.

Illustration 9 depicts the sewer line coverage in Pleasant View.

ILLUSTRATION 8 WATER LINES

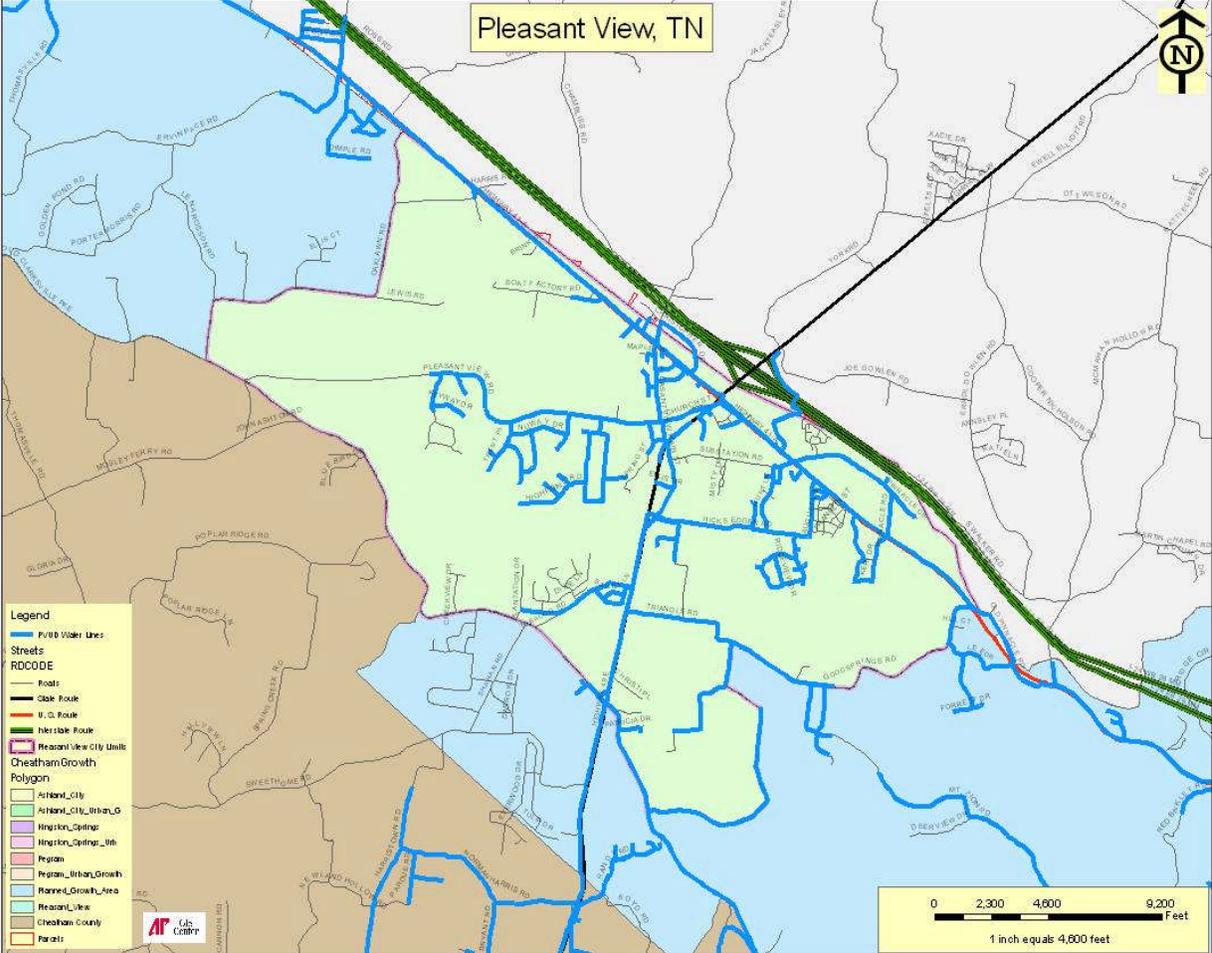
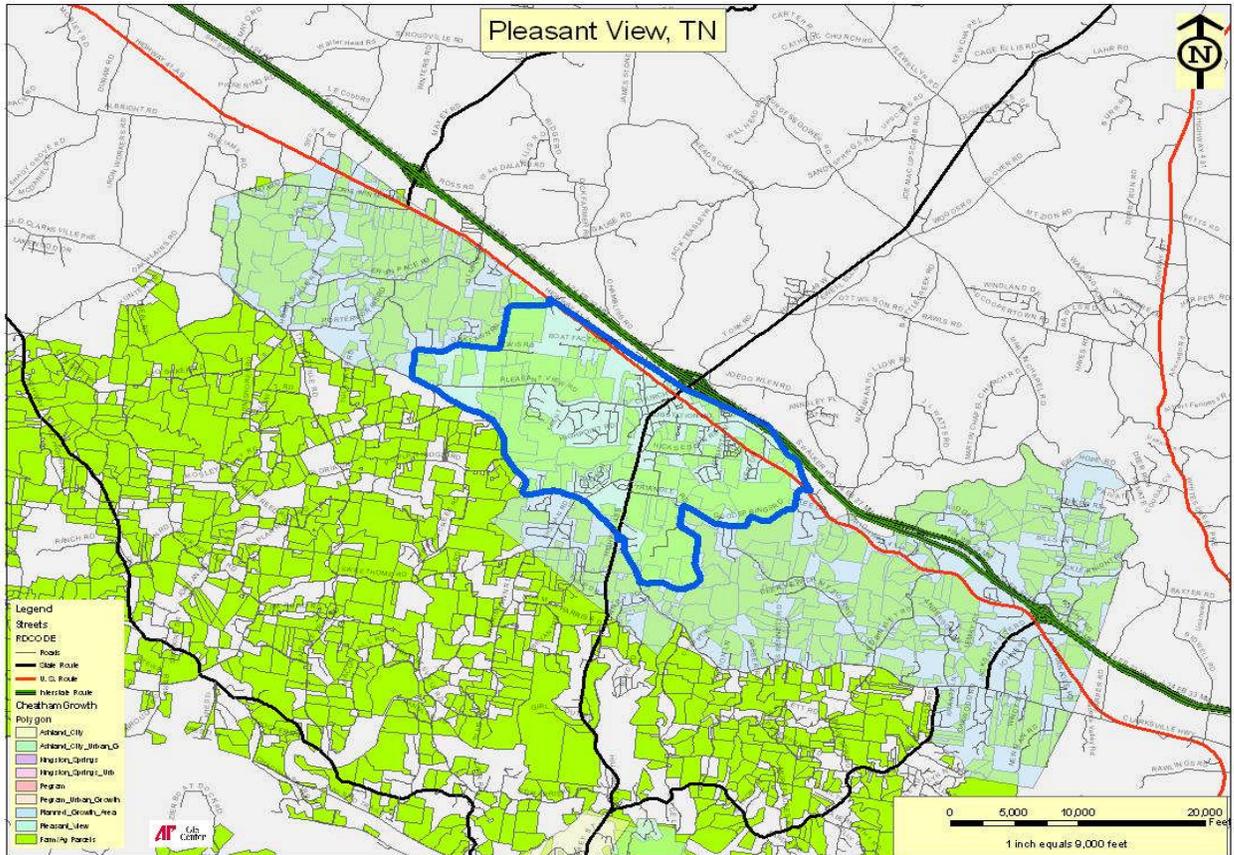


ILLUSTRATION 9
SEWER LINES

ILLUSTRATION 11 – UNDEVELOPED LAND AREAS - ADJACENT



Pleasant View, along with Ashland City, Kingston Springs, Pegram, and Cheatham County completed a state approved Growth Plan to identify probable areas of development, plan services, and infrastructure improvements. The growth plan was reopened with state approval in mid 2007 in order to re-examine development trends, service gaps, and population shifts. Cluster growth in the northern sector of the county immediately adjacent to and located in the City of Pleasant View provide multiple opportunities for achieving balance between residential and commercial development and the need to maximize capital improvement funds. **Illustration 12** depicts the current Growth Map.

served. These classifications, as shown on **Illustration 10**, include interstate highway, arterial streets, collector streets, and local streets.

Interstate Highway: Access controlled roadways connecting major population centers, devoted to serving high traffic volumes and long distance trips. The only such highway in this category is Interstate 24, which is an east-west highway on the south side of the town. Pleasant View does not have an interchange to I-40 within the corporate limits.

Arterial Street: Roadways that link population centers, but often lack controlled access and traffic flow separation. Most of these streets are numbered federal and/or state highways. Highway 41 - A is a major highway in the United States, and Highway 49 which runs predominately north-south from Pleasant View to Ashland City are the arterial streets within Pleasant View.

Collectors: Roadways that link arterial streets and distribute traffic onto minor streets. These links also provide direct access to major traffic generators. These streets include Triangle Rd., Hicks Edgen, and Pleasant View Rd., Boat Factory Rd., Substation Road, and to a lesser extent Pinnacle Road, Filmore Harris Rd., Mission Acres Rd.

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

Traffic Circulation Patterns

Traffic Circulation in Pleasant View relies most heavily on Highways 49 and 41 - A which carries traffic to Ashland City, Nashville and Clarksville. Highway 49 is the major carrier of traffic to Interstate 24 through Pleasant View and also South to Ashland City and onward to HWY 12. Traffic counts taken by the Tennessee Department of Transportation in 2005 indicated that Highway 49 to the intersection with Highway 12 had an average daily traffic count of 12,595 vehicles, as compared to _____ vehicles in 1985. Highway 41 - A on the east and west end of Pleasant View had an average daily traffic count of 5,830 in 2005, as compared to _____ in 1985.

Illustration 11 reflect the traffic counts on major roads in Cheatham County as taken from the Tennessee Department of Transportation Traffic Map.

Impediments to Traffic

There are significant impediments to the flow of traffic within Pleasant View. The major obstacle is the intersection at HWY 49 and 41 – A at the northern end of the community. Also, Old Clarksville Pike and Sycamore High provide barriers on south side of the community toward Ashland City. Meeting minutes from a TDOT consulting study group list traffic inhibitors for communities in Cheatham County and Pleasant View.

ILLUSTRATION 9 – TRAFFIC COUNT MAP

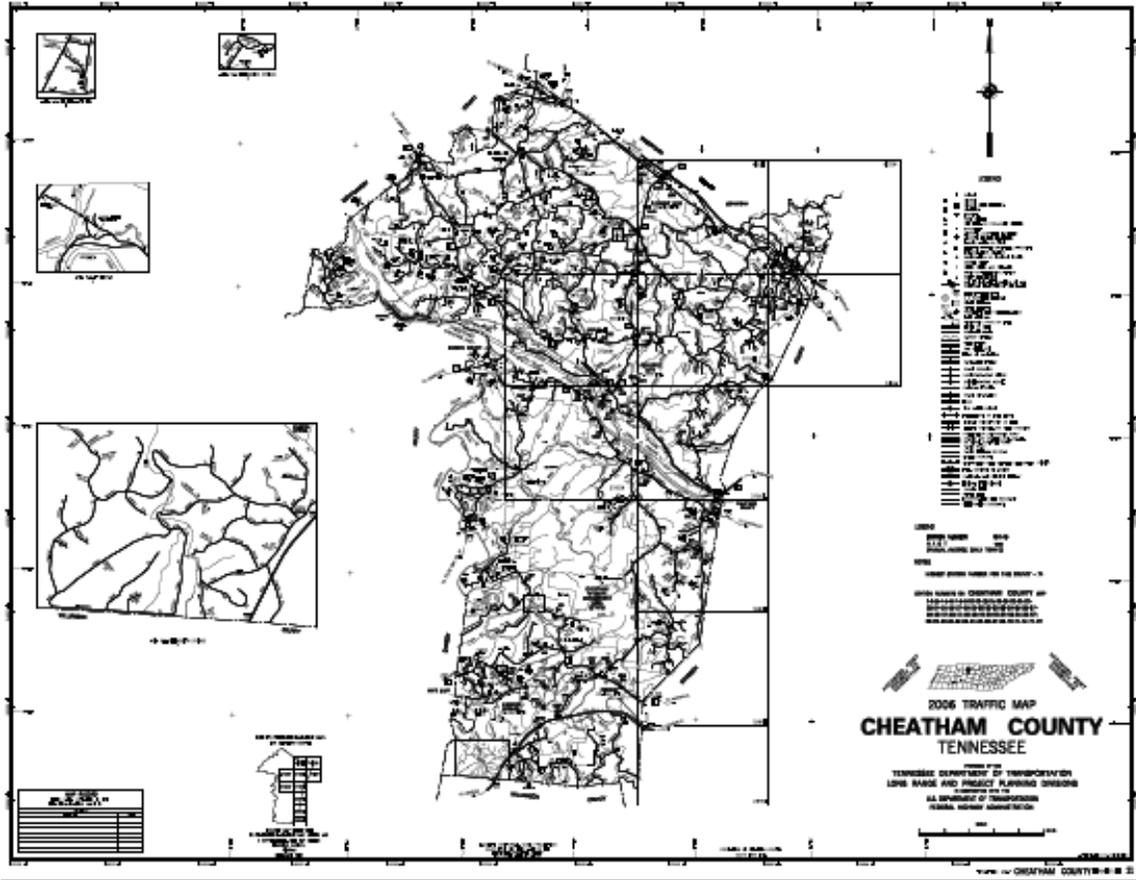


ILLUSTRATION 10 – TRAFFIC COUNT TABLES

| Rec | Station Number | County | Location | Year | Annual Average Daily Count | Remarks | Route Number | Route Name | Is Station Out? |
|-----|----------------|----------|------------------------|------|----------------------------|---------------|--------------|------------|-----------------|
| 1 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2007 | 3763 | | 00958 | 958 | N |
| 2 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2006 | 3941 | UP & DOWN | 00958 | 958 | N |
| 3 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2005 | 3077 | | 00958 | 958 | N |
| 4 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2004 | 3121 | EST | 00958 | 958 | N |
| 5 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2003 | 4798 | | 00958 | 958 | N |
| 6 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2002 | 2459 | EST | 00958 | 958 | N |
| 7 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2001 | 2497 | | 00958 | 958 | N |
| 8 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 2000 | 2400 | EST | 00958 | 958 | N |
| 9 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1999 | 2351 | | 00958 | 958 | N |
| 10 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1998 | 2230 | EST | 00958 | 958 | N |
| 11 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1997 | 2217 | | 00958 | 958 | N |
| 12 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1996 | 1755 | | 00958 | 958 | N |
| 13 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1995 | 1748 | | 00958 | 958 | N |
| 14 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1994 | 1500 | ACTUAL = 1108 | 00958 | 958 | N |
| 15 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1993 | 1568 | | 00958 | 958 | N |
| 16 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1992 | 1495 | | 00958 | 958 | N |
| 17 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1991 | 1522 | | 00958 | 958 | N |
| 18 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1990 | 1579 | | 00958 | 958 | N |
| 19 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1989 | 1617 | | 00958 | 958 | N |
| 20 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1988 | 1594 | | 00958 | 958 | N |
| 21 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1987 | 1292 | | 00958 | 958 | N |
| 22 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1986 | 1198 | | 00958 | 958 | N |
| 23 | 000009 | Cheatham | SOUTH OF PLEASANT VIEW | 1985 | 858 | | 00958 | 958 | N |

| Rec | Station Number | County | Location | Year | Annual Average Daily Count | Remarks | Route Number | Route Name | Is Station Out? |
|-----|----------------|----------|-------------------------|------|----------------------------|----------------|--------------|------------|-----------------|
| 1 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2007 | 13659 | | SR049 | SR-49 | N |
| 2 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2006 | 12595 | HIGH LAST YEAR | SR049 | SR-49 | N |
| 3 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2005 | 14058 | | SR049 | SR-49 | N |
| 4 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2004 | 12821 | | SR049 | SR-49 | N |
| 5 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2003 | 11952 | | SR049 | SR-49 | N |
| 6 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2002 | 11742 | | SR049 | SR-49 | N |
| 7 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2001 | 13057 | UP 2 YRS. | SR049 | SR-49 | N |
| 8 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 2000 | 10073 | ACTUAL = 14999 | SR049 | SR-49 | N |
| 9 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1999 | 9908 | | SR049 | SR-49 | N |
| 10 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1998 | 9791 | | SR049 | SR-49 | N |
| 11 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1997 | 9432 | | SR049 | SR-49 | N |
| 12 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1996 | 8875 | | SR049 | SR-49 | N |
| 13 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1995 | 7850 | | SR049 | SR-49 | N |
| 14 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1994 | 7761 | | SR049 | SR-49 | N |
| 15 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1993 | 7033 | | SR049 | SR-49 | N |
| 16 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1992 | 6598 | | SR049 | SR-49 | N |
| 17 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1991 | 6480 | | SR049 | SR-49 | N |
| 18 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1990 | 7172 | | SR049 | SR-49 | N |
| 19 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1989 | 6468 | | SR049 | SR-49 | N |
| 20 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1988 | 5995 | | SR049 | SR-49 | N |
| 21 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1987 | 5553 | | SR049 | SR-49 | N |
| 22 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1986 | 4882 | | SR049 | SR-49 | N |
| 23 | 000006 | Cheatham | NEAR ROBERTSON C O LINE | 1985 | 5409 | LOOKS HIGH | SR049 | SR-49 | N |

| Rec | Station Number | County | Location | Year | Annual Average Daily Count | Remarks | Route Number | Route Name | Is Station Open? |
|-----|----------------|----------|------------------------|------|----------------------------|---------|--------------|------------|------------------|
| 1 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2007 | 5816 | | SR112 | SR-112 | N |
| 2 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2006 | 5830 | | SR112 | SR-112 | N |
| 3 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2005 | 5965 | | SR112 | SR-112 | N |
| 4 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2004 | 6347 | EST | SR112 | SR-112 | N |
| 5 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2003 | 6654 | | SR112 | SR-112 | N |
| 6 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2002 | 6054 | | SR112 | SR-112 | N |
| 7 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2001 | 5503 | | SR112 | SR-112 | N |
| 8 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 2000 | 5632 | | SR112 | SR-112 | N |
| 9 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1999 | 6023 | | SR112 | SR-112 | N |
| 10 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1998 | 5115 | | SR112 | SR-112 | N |
| 11 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1997 | 5282 | | SR112 | SR-112 | N |
| 12 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1996 | 4768 | | SR112 | SR-112 | N |
| 13 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1995 | 4214 | | SR112 | SR-112 | N |
| 14 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1994 | 4223 | | SR112 | SR-112 | N |
| 15 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1993 | 3797 | | SR112 | SR-112 | N |
| 16 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1992 | 3445 | | SR112 | SR-112 | N |
| 17 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1991 | 3923 | | SR112 | SR-112 | N |
| 18 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1990 | 4114 | | SR112 | SR-112 | N |
| 19 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1989 | 3846 | | SR112 | SR-112 | N |
| 20 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1988 | 3630 | | SR112 | SR-112 | N |
| 21 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1987 | 3424 | | SR112 | SR-112 | N |
| 22 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1986 | 3166 | | SR112 | SR-112 | N |
| 23 | 000007 | Cheatham | EAST OF PLEASANT V IEW | 1985 | 3037 | | SR112 | | |

| Station Number | County | Location | Year | Annual Average Daily Count | Remarks | Route Number | Route Name | Is Station Out? |
|----------------|----------|------------------------|------|----------------------------|---------------|--------------|------------|-----------------|
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2007 | 10175 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2006 | 9556 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2005 | 8874 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2004 | 9036 | EST | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2003 | 8858 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2002 | 7379 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2001 | 7711 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 2000 | 8436 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1999 | 8344 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1998 | 7966 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1997 | 7808 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1996 | 6780 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1995 | 7344 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1994 | 6100 | ACTUAL = 3025 | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1993 | 6064 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1992 | 5655 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1991 | 5564 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1990 | 6430 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1989 | 5393 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1988 | 5036 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1987 | 4660 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1986 | 4188 | | SR049 | SR-49 | N |
| 000008 | Cheatham | SOUTH OF PLEASANT VIEW | 1985 | 3706 | | SR049 | SR-49 | N |

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Meeting Minutes

Subject: Preliminary Purpose & Need Document for SR 49

Meeting Date: August 8, 2007

Location: Mayor Bill Orange's Office, Cheatham County Courthouse, Ashland City

Transcription Date: August 10, 2007

Attendees: Mayor Bill Orange (Cheatham County), Sharon Caton (Cheatham County Planning), James Fenton (Cheatham County Economic and Community Development), Jeff Pancirov (GNRPO), Jim Morinec (CTE), Kim King (CTE)

Copies: Gary Webber

Purpose:

The purpose of the meeting was to discuss the Preliminary Purpose and Needs document prepared by TDOT's Long Range Planning Office, dated July 11, 2007. CTE was present to gain background knowledge on new development in the area and to ensure that purpose and needs identified in the document prepared by TDOT align with the purpose and needs identified by CTE. The following summarizes the information provided by the attendees:

Jeff Pancirov initiated the meeting by summarizing the process behind the identification of SR 49, from SR 12 to I-24, as the priority project for the GNRPO. He noted that the RPO process initially considered the entire 105-mile corridor of SR 49, from Dover to the Kentucky state line. A purpose and need statement was submitted to TDOT's long range planning office, which following evaluation of geometrics, crash rates, and traffic operations, initially identified the segment of SR 49, between 41A and Coopertown, as the priority project. However, TDOT's current construction project on SR 431 in Coopertown is expected to improve traffic operations on this portion of SR 49 and accommodate the growing Coopertown population. Thus, the focus turned to the segment of SR 49, from SR 12 in Ashland City to I-24 in Pleasant View.

A conversation was initiated concerning the infrastructure facilities and amenities listed in the "Access" section of the Preliminary Purpose and Needs document. Mayor Orange, James Fenton, and Sharon Caton added the following information relevant to this topic:

- ✓ Three schools, which contribute to the traffic on SR 49, should be included in this section: Pleasant View Elementary, Pleasant View Christian, and Ashland City Elementary
- ✓ AO Smith, which produces water heaters, employs approximately 1600 people and is located southeast of the intersection of SR 12 and SR 49 in Ashland City. Approximately two-thirds of the employees commute from outside Cheatham County.
- ✓ Ashland City Park is located southwest of the intersection of SR 12 and SR 49 in Ashland City. Currently, this park offers the only soccer facilities in the area.
- ✓ Several new residential and commercial developments have been approved. Sharon Caton will send CTE updated information on these developments. In addition, traffic impact studies have been prepared for several of the residential developments along SR 49 near Pleasant View. Sharon Caton will send CTE copies of these studies.
- ✓ The County has plans to move all county offices from Ashland City to the new Government Services Complex on SR 49 between Ashland City and Bear Wallow Road.
- ✓ The Braxton Condominiums, located at Harpeth Shoals Marina in Ashland City, will include 136 condo units and 161 boat slips.

The following additional information concerning needs along SR 49 was identified by Mayor Orange, James Fenton, and Sharon Caton:

- ✓ Ed Harris Road serves as a by-pass between residential areas west of Ashland City and SR 49.
- ✓ The intersection of SR 49 and SR 12 is an off-set intersection operated by two traffic signals. Semi-trucks often stop traffic in all directions when making the movement from the east leg of SR 49 to the west leg of SR 49 and vice versa.
- ✓ An APR was prepared by TDOT in 2000 for the intersection of Bear Wallow Road and SR 49. This APR identified three alternative alignments for Bear Wallow Road at this intersection. Mayor Orange has proposed to TDOT a fourth alternative for realigning Bear Wallow, which would align Bear Wallow directly across from Ed Harris Road. Mayor Orange said that the county is willing to make a contribution to the improvements at this intersection.
- ✓ Sharon Caton expressed concern over access management along SR 49 as new developments propose multiple access points on SR 49.
- ✓ Church Street, in Pleasant View, may be realigned to intersect SR 49 south of the existing intersection.
- ✓ Three Planning Commissions are active along this portion of SR 49: Cheatham County, Pleasant View, and Ashland City. Land use planning committees are also becoming active in this area.

CTE stated that a field review will be planned within the next two months to address the corridor(s) identified in the Transportation Planning Report and the impacts along the corridor(s). CTE confirmed that both Mayor Gary Norwood (Ashland City) and Mayor Kerry McCarver (Pleasant View) would be invited to the field review.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

CTE



Kim King, E.I.
Transportation Planner

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Meeting & Field Review Minutes

| | |
|----------------------------|--|
| Subject: | TPR – SR 49 from SR 12 in Ashland City to I-24 in Pleasant View |
| Meeting Date: | September 5, 2007 |
| Location: | Cheatham County Planning Office, Ashland City |
| Transcription Date: | September 20, 2007 |
| Attendees: | TDOT: Gary Webber, Ken Elrod, David Thompson, Billy Binion, Rick Hackett, Bob Allen, C.L. Tilley; Cheatham County: Mayor McCarver, Mayor Orange, Sharon Caton, James Fenton; GNRPO: Jeff Pancirov; FHWA: Gary Fottrell; CTE: Jim Morinec, Kim King |
| Copies: | Attendees, Bill Hart, Terry Gladden |

Purpose:

The purposes of this meeting were as follows: 1) To familiarize the stakeholders with the TPR process specifically regarding State Route 49; 2) To receive feedback from the stakeholders on the corridor option and typical cross-sections presented; and 3) To identify additional historical, environmental, and culturally significant impacts along the corridor. The following summarizes the information provided by the attendees:

Meeting:

CTE began the meeting with an explanation of the TPR process and background on the project. CTE explained that the original request from the RPO was to evaluate improvements to the entire 105-mile segment of SR 49 from Dover to the Kentucky State line. The TDOT Long Range Planning Division identified the segment from SR 12 to I-24 as the priority segment based on geometrics, crash history, traffic operations, and other planned improvements.

CTE then explained the purpose and need, as identified at that time. Primary needs involve addressing geometric, safety, and capacity issues, as well as economic development. CTE presented an aerial photograph, with the proposed corridor, traffic generators, and potential impacts displayed. CTE also provided each attendee with a copy of a map of the existing roadway segment, projected traffic volumes (prepared by TDOT), and examples of cross-section options. It was explained that while the examples of cross-sections included only 4-lane options, a three-lane option for this corridor will also be considered.

CTE then asked that the attendees review the aerial photograph presented and mark additional impacts/areas of concern. CTE noted that the Cheatham County Courthouse and the cemetery located at the northern terminus of Golf Club Lane should be included on the drawing. During this effort, the following additional impacts/concerns were identified (starting in Pleasant View and moving south to Ashland City):

- ✓ Balthrop Park
- ✓ Post Office – directly across from Balthrop Park
- ✓ Baptist Church (Southwest corner of SR 49 and Church Street)
- ✓ Slave Quarters (South of Pleasant View Main Street at SR 49)
- ✓ Potential realignment of Church Street to intersect SR 49 immediately south of Balthrop Park
- ✓ Livery Stables (Historic Significance – Southwest corner of Pleasant View Main St and SR 49)

- ✓ Wetlands (Southeast corner of SR 49 and Triangle Road)
- ✓ Planned mixed-use development on Dozier Property (along SR 49, southwest of Old Clarksville Pike)
- ✓ Two access locations for Maple Hills subdivision – one on SR 49 and one on Sweethome Rd
- ✓ Possible future one-way connection from Sycamore Schools to Sweethome Road
- ✓ Powder Mill (Historic Significance/Potential Conservation Site – east of SR 49, near Sycamore Creek)
- ✓ Sycamore Powder House (Historic Significance – west of SR 49, near Sycamore Creek)
- ✓ Birdsong Bed & Breakfast (Historic Significance – east of SR 49, near Powder Mill)
- ✓ Girl Scout Property (northwest corner of SR 49 and Girl Scout Road)
- ✓ Wetland along tributary of Sycamore Creek, west side of SR 49
- ✓ Renewed concern about the intersection of Bear Wallow Road and SR 49 – school buses must turn around in Food Lion parking lot to travel north on SR 49 from Bear Wallow
- ✓ Access from Hidden Lake Resort to Bear Wallow Road
- ✓ Property on north end of Vanhook Road at SR 49, currently for sale, will be rezoned commercial
- ✓ TDOT representatives noted design constraints (topography & blue-line streams) – particularly near Sycamore Creek.

In addition, representatives of Cheatham County requested that improvements be designed to minimize ROW acquisition – particularly from Pleasant View to Old Clarksville Pike. Representatives of Cheatham County also expressed concern about traffic and parking near the Courthouse in Ashland City on court-days. Lose & Associates is working with a group called Renaissance Ashland City to prepare a plan for downtown Ashland City that would rectify problems such as this. James Fenton, Cheatham County's Joint Economic and Community Development Director will send the Renaissance Ashland City plans to CTE.

Sharon Caton will send a GIS representation of Cheatham County's FEMA floodplain areas. CTE will update the list of potential impacts based on the information supplied during the meeting and verify the historical significance of relevant properties.

Field Review:

Attendees then drove the segment of SR 49 from SR 12 to I-24 as a group in a van provided by TDOT. During this time, attendees pointed out impacts/areas of concern listed above, and identified the land northeast of Bell Street and SR 49 as having been filled recently. TDOT suggested that, in order to minimize ROW on four-lane cross-section options near Ashland City and Pleasant View, CTE should consider the minimum 72-foot urban cross-section with four-foot shoulders and curb and gutter.

These minutes represent our understanding of the discussion and decisions reached during the meeting and field review. Please forward additions and/or corrections to kim.king@cte.aecom.com.

Sincerely,

CTE



Kim King, E.I.
Transportation Planner

ILLUSTRATION 10
MAJOR THOROUGHFARE PLAN

Tennessee's Long-Range Transportation Plan, created in conjunction with TDOT and the Greater Nashville Rural Planning Organization (RPO) has several highways listed in Cheatham County for upgrades and improvements on the local transportation priorities list for 2006-2008. On the list for Pleasant View is Hwy 49 which will be upgraded for passing lanes and bike lanes. This has been Cheatham County's top priority for a long time--connect every town in the county. In addition, Hwy 49 is the connector for I-24 and HWY 12 to Ashland City. Portions of Hwy 49 in Pleasant View and into Ashland City have been prioritized to be upgraded within the next decade.

Traffic Generators

The primary traffic generator in Pleasant View is at the Pleasant View Shopping Center and Pleasant View Elementary School. These two locations are actually located in close proximity to each other and thus form one traffic-generating district. Primary residential traffic generators include major subdivisions and the various businesses, industries, and commuters on the northern and southern sides of Town.

Air/Rail/Port

There are no airport facilities located within Pleasant View. The John Tune Airport is located some 25 miles away in Nashville, off Briley Parkway. Also, Pleasant View is located about 30 miles away from the Metro-Nashville International Airport on Interstate 24. The nearest port facility is located on the Cumberland River some 25 miles away in Nashville.

A current alternative for the commuting citizen is the rideshare program by The Regional Transportation Authority. The RTA, created in 1988, provides a mass transit operation using buses. The RTA's objectives are to promote economic growth of membership and improve air quality, ease traffic congestion, and minimize stress of daily commutes in the Greater Nashville region. The RTA serves nine counties, of which Cheatham County is a member. Pleasant View, along with Ashland City and Kingston Springs, are participating members.

Sidewalks/Greenways

The Tennessee Department of Transportation (TDOT) recognizes a municipality's sidewalks and greenways as a legitimate alternative to the standard ways of public travel. With funding through grants from both Federal and State agencies, a municipality can provide maintenance and expansions to existing paths, and innovations for promoting this alternative to the motoring public.

Pleasant View currently does not have a sidewalk system, with exception to a small walking trail in the Town Park. However, Nashville/Davidson County has a Strategic Plan for Sidewalks and Bikeways, as part of the *1995-1999 Tennessee State Recreation Plan*, that identifies the Bellevue area to extend and improve greenways. This plan recognized by illustration an extension into Pleasant View that came to the center of town near Town Hall and the Park. The Development Concept in Chapter 6 will elaborate more on this.

SUMMARY OF FINDINGS

The current land use pattern in Pleasant View will continue to be significantly affected infrastructure needs that limit the areas available for development. Much of the area available for development is ideal for mixed use and PUD development. Sewer will be available for all future large-scale residential development as it is expanded throughout the town. With a number of large acreage tracts that are relatively level and not prone to flooding, a substantial portion of the projected growth will involve zoning and subdivision regulations to control the pace and quality of development. Pleasant View is and will continue to be a bedroom community to Nashville with excellent potential for commercial, office park, light industrial, and location destination development

CHAPTER 6

THE DEVELOPMENT PLAN

INTRODUCTION

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

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

MAJOR ASSUMPTIONS, FACTORS, ISSUES AND TRENDS

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

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

1. The local government will continue to support economic and community development and the municipality will continue to have a strong planning program.
2. The municipality currently has funds available, although limited, for capital budgeting and the implementation of a public improvement program.
3. Natural factors, primarily topography and areas susceptible to flood hazard limit some areas for development in the municipality.
4. Moderate population growth over the next fifteen to twenty years is projected for the municipality and the county during the planning period.

5. Manufacturing, retail, and public and private services are projected to be the more prominent source of employment for the municipality during the planning period.
6. The municipality has few industrial parcels available for development and there are marketable large areas of undeveloped land available for large-scale industrial development. With extensive and proper infrastructure, more can be made available.
7. The municipality's proximity to I-40 has created potential for private and public service commercial enterprises.
8. The primary transportation problems in the municipality are with sparse upgrades to existing roadways including repairs and widening.
9. The municipality's water capacity and availability are adequate to meet the projected demands for future development.
10. The extension and upgrading of all utility lines will be necessary to accommodate significant growth and development.
11. The municipality's water lines will need to be replaced and upgraded as needed.
12. Areas that lack public sewer availability will hinder the anticipated growth in the higher density residential, and commercial and industrial development.

DEVELOPMENT GOALS

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

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

1. To direct the best suitable development in Pleasant View, while preserving and protecting the long-standing agriculture and woodland tradition.
2. To preserve, protect and enhance the overall quality of life in Pleasant View while encouraging a more harmonious and higher standard of development.
3. To provide for adequate housing to meet the needs of all residents while ensuring that all residential developments provide pleasant and harmonious living environments, are served by adequate vehicular and pedestrian circulation systems, are served by adequate infrastructure, and are properly related to other municipal land uses.

4. To provide for steady introduction of goods and commercial services with varied sites suitable for a variety of outlets.
5. To retain and expand the commercial and industrial development base to provide for the essential employment needs of Pleasant View and Cheatham County.
6. To provide adequate and efficient public facilities and services, and to provide a diversity of cultural and recreational opportunities.
7. To provide utility services that effectively and efficiently meet the needs of the municipality.
8. To provide an efficient and effective transportation system with appropriate linkages and capacities.
9. To encourage the development of undeveloped land which has less natural restrictions and which has the necessary infrastructure.

OBJECTIVES AND DEVELOPMENT POLICIES

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

The objectives and policies contained in this document represent the official public policy guidelines concerning land use and transportation matters for decision-making by the Town of Pleasant View. The policies are presented as guidelines to be followed by developers, builders, neighborhood groups, civic organizations, and other private and public interests engaged in and concerned about growth and development in the community. The policies are also presented so that interested individuals and groups can better anticipate the 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 understand that growth is necessary for long-term viability and most regulate growth to varying extents. However, in more and more communities, the costs and benefits of continued growth have emerged as public issues. There is often hesitation over accommodating further development with its consequences of greater numbers of residents and higher densities, economic expansion, rapid consumption of land, and alteration of the natural environment.

The Town of Pleasant View anticipates and welcomes growth and understands its importance as a part of those forces which beneficially affect the community's quality of life. At the other end of the spectrum, the policy of growth at any cost has long term detrimental impacts and is not supported by the Town. The approach taken by Pleasant View will be that of managed growth. To guide general growth and development the following objectives and policies are adopted.

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

Policies

1. Ensure that areas less suitable for development, due to natural factors, are developed only when appropriate remedial measures are taken.
2. Decisions on development proposals shall be based on an analysis of soils, slope, depth to bedrock, and location relative to flood prone areas.
3. Where the condition of the land is in doubt, and it appears that an unsuitable condition might exist, the potential developer shall have the responsibility for undertaking the necessary studies to prove the feasibility of the land to support the proposed development.
4. All development proposals will be assessed for the appropriateness of engineering design and the installation of all necessary drainage facilities and appurtenances.
5. The planning commission shall ensure that the pre-development run-off discharge rate of any site is not increased as a result of development. Proposed future developments should not increase flooding potential, substantially alter drainage patterns, or degradate natural water quality.
6. Areas located in a designated floodplain should be developed only in conformance with National Flood Insurance Program guidelines.
7. Major natural drainage ways, which are a part of the natural system of dispersing normal flood run-off in any drainage basin, should be protected from encroachment.
8. Ground water shall be protected by restricting the use of septic tanks to appropriate soil types and land formations. Most new development will be directed to areas on the Town sewer system.
9. Development proposals involving soil disturbance shall be in conformance with appropriate sediment and erosion control measures.

10. Areas of excessive slope should be conserved as open space if development would cause soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
 11. Areas with slopes in excess of ten percent should only be developed where engineering documentation is available to prove that no adverse affects will occur to housing construction, road stability, drainage and erosion.
 12. Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.
 13. Vegetation should be used as an alternative to man-made devices for buffering, screening, insulation, erosion control and water quality protection, whenever practical.
 14. The Town shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.
 15. The Town should consider adopting a Stormwater Ordinance in order to regulate stormwater discharges and pollutants. Educating developers as well as the general public also should be included.
- B. Objective-Coordination of the demand for public services with the Town's capability to supply them.

Policies

1. All new development, whether public or private, shall have appropriate infrastructure which shall be properly installed at the expense of the developer. Cost sharing of strategic utilities to specific areas will be considered when directed to serve growth areas identified in the land use plan and provided mutual benefit will be bestowed to the developer and the citizens of Pleasant View.
2. All future expansions or extensions of the Town's services, facilities, or utilities should be in conformance with a plan which phases the improvements in segments suitable to the Town's ability to pay.
3. Services and utilities provided by the Town should be used as a tool to direct or discourage development in specific directions.
4. Availability and capacity of existing services and utilities should be used as criteria in determining the location of higher intensity uses in the Town and in decisions concerning annexation.
5. To aid developers in determining those areas most conducive to development, database maps of the infrastructure system will be routinely updated.

6. Developments with requirements beyond existing levels of police and fire protection, parks and recreation, and utilities shall only be allowed to develop when such services can be adequately provided and maintained.
7. Appropriate infill development should be regulated to enhance existing development and to make more efficient use of existing services and utilities.

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. Urban development proposals which are contiguous with existing development within the Town limits should be regulated through the extension of services.
3. Services provided by the Town should be in conformance with an adopted phasing plan and shall not be provided outside the Town.
4. The Town should participate in the establishment of a permanent source of funds to provide financing for economic development.
5. 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:
 - a. Environmental impacts such as water quality degradation, destruction of wetlands, etc.
 - b. Social impacts such as public safety, availability of community services, etc.
 - c. Economical and fiscal impacts such as budget constraints, job creation or loss, etc.
 - d. Impacts to public services and facilities, and transportation, such as water supply and treatment capacity, sewer treatment capacity, Average Daily Traffic (ADT) counts on major roads, etc.

2. Land use, site planning, and urban design criteria should be utilized to promote pleasant, functional and understandable relationships between land uses.
3. Planning for community facilities and services should be based on the principal of maintaining or increasing the current levels of service provision.
4. Community development should include ways to encourage young people to remain in Pleasant View/Cheatham County to live and work.

OPEN SPACE PRESERVATION

The largest percentage of land in Pleasant View is vacant land with constraints, of which agriculture and woodlands are the primary uses and limited residential development. While much of Cheatham County's communities have shifted from land used for agriculture to urban and suburban, these areas of Pleasant View have limitations to development. Town officials, in planning the future of Pleasant View, should preserve the agriculture and woodland areas while at the same time controlling development.

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

Objective-Continue to promote open space preservation in Pleasant View, by recognizing those lands well-established in agricultural or woodland uses.

Policies

1. The Town, through its regulatory tools of the zoning ordinance and subdivision regulations, should administer and enforce proper and consistent development of future lands in the community that will eliminate or at least minimize adverse effects of development on existing open space lands.
2. Administering and enforcing National Flood Insurance Program regulations when permitting development in floodplain areas.
3. Adopt and administer a Stormwater Ordinance that will protect existing lands adjacent or in vicinity of any proposed development, such as erosion and sedimentation control methods.
4. The Town should allocate funds to expand the building codes department to administer and police all developments throughout the course of the development process to ensure adequate compliance with all regulations, including protection of existing lands and their uses from new developments.
5. Based on locally developed criteria, agricultural land uses known or suspected of having harmful impacts on the health, safety, and welfare of people, and

those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the Town.

6. The Town should change the regulations regarding density by considering an amendment to the zoning ordinance by amending the Low-Density (R-1) District with a minimum area of land from 80,000 square feet (1.8 acres) to five (5) acres. Also, the Town could offer tax break incentives or accolades to landowners who apply for “greenbelt” status when preserving large acreage.

RESIDENTIAL

A large portion of the developed land in Pleasant View is devoted to residential uses, consisting of single-family dwellings, multi-family dwellings and mobile homes. Assuming that the community will experience moderate population growth, suitable land for this growth will continue to be available in Town. To ensure the most appropriate development of existing and future residential areas in Pleasant View, the following developmental objectives and policies are adopted:

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

Policies

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

7. Higher density residential uses should locate in planned developments or in close proximity to existing higher density developments.
8. The Town should ensure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.
9. The Town should regulate the rehabilitation of existing residences which can be purchased by low and moderate-income residents.
10. The Town should regulate sound development in suitable areas by maintaining and improving transportation facilities.
11. New residential development should be designed to regulate the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.
12. Transitional land uses or areas (linear greenbelts) or other design elements should be provided between residential neighborhoods and commercial areas in order to enhance the compatibility of land uses.
13. Land development along floodzone or poor soil areas should be limited to low-density residential, greenspace, agriculture preservation, or a combination.

COMMERCIAL

The HWY 41 - A and HWY 49 corridor in Pleasant View has traditionally as the town central business sector. The Town has shown interest in preserving its traditional business sector, and promoting new commercial activity for local as well as regional traffic. However, any significant commercial development at this intersection will require the reduction of speed and implementation of traffic lights, as well as modifying intersections and new curb cuts with HWY 41 - A and HWY 49. This will take negotiations with the Tennessee Department of Transportation to propose and implement the necessary renovations prior to any commercial development. These renovations will require the Town to cover the costs of the renovations. In addition, with the anticipation of a future extension of the commuter rail service, Pleasant View should seize on the opportunity to encourage development near the train station.

The cemeteries and numerous churches in the community provide the main private services in the community. The cemeteries are spacious, well-maintained, and provide a pleasant feeling of open space in Pleasant View. The church properties are attractively configured and maintained and add significantly to the character of the area. New uses of this type should also enhance the community's appearance, while at the same time, creating the least possible conflict with adjacent land uses.

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

- A. Objective-Take appropriate measures to ensure that the Town of Pleasant View can create a viable center for commercial and private services to its citizens.

Policies

1. Future commercial developments shall be in compliance with a comprehensive plan for all commercial growth and development.
 2. The Town should establish a chamber of commerce to recruit and retain business and service outlets that fulfill local market demands. The Town should participate in the Middle Tennessee Industrial Development Association (MTIDA) to promote economic development.
 3. The Town should encourage and support the expansion of existing commercial areas and those that will result in the consolidation of commercial activities at central locations.
 4. The Town should provide for adequate parking within the central business sector as well as pedestrian-friendly walking areas. These areas should be in place for the future commuter rail extension.
 5. Any new private services should be carefully planned so that they will contribute to the continued efforts of the community to preserve an open space appearance, while minimizing traffic inhibitions.
- B. Objective-Ensure that all new commercial development meets appropriate standards and guidelines.

Policies

1. All commercial developments shall be designed in compliance with appropriate site development standards.
2. Commercial development shall be approved in only those areas where infrastructure is available and adequate to support such development.
3. Commercial development should be designed so as to minimize negative impacts to the existing transportation system.
4. Strip commercial developments should be discouraged in favor of cluster developments with limited entrance and exit points.

5. Commercial uses which are high intensity traffic generators shall be located on arterial status roads.
6. All new large-scale commercial developments shall be located on frontage or access roads with controlled ingress and egress points, when feasible.
7. All commercial and private service developments shall be provided with an adequate number of off-street parking spaces.
8. Commercial developments should be designed so as to minimize negative impacts to residential developments and to enhance the aesthetics of such developments.
9. To the extent feasible, landscaping or other screening shall be provided between commercial and residential land uses.

INDUSTRIAL

The Ashland City - Cheatham Co. Chamber of Commerce is continuously working on attracting industrial prospects to Cheatham County. Automotive and distribution-related industries are being entertained for locating to the county. With interstate interchanges conveniently located near Pleasant View, these industrial businesses are better suited for the development of an industrial base in Pleasant View. However, having this area equipped with the availability of sewer will be very crucial to this development. And in addition, an overall lack of interest in establishing an industrial park in Pleasant View will also be crucial in whether this will become a reality. Nevertheless, the Town should keep its options open should it reconsider in the near future.

Properties in an industrial park area should be the main locale for new industries coming into Pleasant View. If other industrial opportunities present themselves, the community should consider promoting rezoning for new sites and promoting the infrastructure needs to make industrial opportunities reality, namely the extension of public sewer and renovation of the public roads.

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

Objective-Provide areas for suitable sites adjacent to and in the general vicinity of an Industrial Park.

Policies

1. The legislative body should support improvements in the local economy by providing industrial site locations.
2. To provide for industrial land and employment in Pleasant View and provide Town services to those industrial activities, the Town should consider ways to fund the infrastructure necessities.

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 creation of a Pleasant View Chamber of Commerce in its efforts to attract industrial prospects and to retain and promote the expansion of existing industries. The Town should participate in the Middle Tennessee Industrial Development Association (MTIDA) to promote economic development.
5. Based on locally developed criteria, industrial land uses known or suspected of having harmful impacts on the health, safety, and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the Town.
6. To the extent feasible, landscaping or other screening shall be provided to reduce the conflict and soften the impact between industrial uses and other land uses.

PUBLIC/SEMI-PUBLIC SERVICE, CULTURAL AND RECREATIONAL

Public/semi-public service, cultural and recreation uses in Pleasant View consume a slightly larger percentage of land as most other small cities. The Sycamore High School serves Pleasant View as well as students from the center portion of the county and is a significant land use in the community. Pleasant View's elementary and middle schools also serve Pleasant View and students from outside the municipality. Though no new schools are proposed in Pleasant View or surrounding areas at present time, population increases in this area of Cheatham County prove the necessity for additions and modifications to existing schools as well as a comprehensive structure use study and redistricting considerations.

As has already been shown in earlier chapters, Pleasant View has several sites of historical and natural significance and undeveloped land. Therefore, there is potential for adequate and convenient locations for parks and public recreation uses.

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

Greenways and trails are becoming a very significant factor in the livelihood of communities throughout the state. The *Tennessee State Recreation Plan* encourages each county to contribute and participate in creating greenways and trails and connection. The Cheatham Wildlife Reserve is already a focal point for recreational activity in the county, as well as Cheatham Lake on the Cumberland River. Since the wildlife reserve is not within close proximity to Pleasant View, it should be encouraged to link the Town with this natural reserve by way of a greenway system. There are currently three systems of greenways and

trails in the county (Brush Creek Fishing Trail and Lock A Trail) and the Cumberland River Bicentennial Trail in Ashland City. With Ashland City in close proximity to the North of the Reserve, it could be possible for the two cities to develop a greenway system that could connect to one another by way of the Reserve.

The City Park is another focal point for Pleasant View's greenway system. In nearby Metro Nashville/Davidson County, the *Metro Strategic Plan for Sidewalks and Bikeways* is to enable Metro to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life. The plan provides Metro with a blueprint for making walking and bicycling attractive, safe, and practical transportation options for citizens throughout Nashville and Davidson County. According to Metro's plan, they have identified connections of the bike trail system with a future extension into Pleasant View near the Town Park. This intra-county greenway proposal is in synchronization with the Tennessee State Recreation Plan of connecting communities throughout the state. With this in mind, this should become an important policy with the Town in planning its future greenway system.

Finally, the Town should consider connecting with Ashland City and its development of greenways utilizing best case scenarios.

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

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

Policies

1. The Town should prepare a comprehensive community facilities plan, following this land use plan and based on local standards and location criteria, that will evaluate what services are available and what services will be needed in the future.
2. Public facilities and services should be improved and expanded in accordance with an adopted public improvement program and capital budget.

- 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 could consider working with the Cheatham County Parks and Recreation in proposing possibilities of parks and other recreational facilities in the Pleasant View community.
3. The Town should promote the joint use of parks and other public facilities, especially with the schools, and other nearby municipal and county governments.
4. The Town should enhance the opportunities for passive recreation through the creation of a Town-wide greenbelt/green-way system which includes walking and biking trails.
5. Community and neighborhood parks should be developed and appropriately located within the Town.
6. The Town should maximize the use of public recreational land through close coordination with federal, state and county officials.
7. The Town should promote efforts to document, preserve and protect historic sites and structures in Pleasant View and Cheatham County.
8. The Town should acquire undeveloped land for parks, recreation use, and greenspace preservation. Such undeveloped lands that have limited development capability should be explored as potential park and greenway system lands and overall Town-wide beautification.
9. The Town should continue to explore opportunities to seek funding for acquisition of potential park lands and greenways through grants.

UTILITIES

Land development without the extension of adequate utilities is costly to the general public. In order to achieve proper development and facilitate saving public funds, it is extremely important to coordinate the extension of utilities with the community's development plan. 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 which shall be properly installed at the expense of the developer. Where it is to the benefit of the community and economically feasible, the cost sharing of critical utilities in strategic areas should be considered.
2. The Town should implement requirements for sewer system improvements by developers and connections requirements for utility districts.

3. The Town should ensure that water systems are adequate to meet current and future needs in considering development.
 4. 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.
 5. Through its budgeting process, the Town should plan early for any needed capacity expansions to its water 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 health and safety standards.
2. Water and sewer lines of adequate size and location shall be required in all new developments and redevelopments.
3. The use of underground electrical utilities should be encouraged wherever feasible.
4. The location of utility structures for storage of equipment, pumps or similar materials should be adequately buffered and landscaped so as not to detract from the surrounding area.
5. The water distribution system should be periodically evaluated to ensure that water lines are of adequate size to provide adequate pressure for fire fighting, and that a suitable number of fire hydrants are present in all developed area. Present pressure deficiencies should be corrected.

UNDEVELOPED LAND AND OPEN SPACE

As the community grows, a significant amount of undeveloped land will be pursued to convert into urban development. Planning developable areas is very important. Poor drainage, slope, and unsuitable soils are the major limiting factors. Some of this unsuitable land would best be utilized as farm land or otherwise open/green space. To guide the future development of these lands in the Town of Pleasant View, the following objectives and policies are adopted:

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

Policies

1. Appropriately located public open spaces and general recreational uses should be provided to serve the local residents as well as visitors. These areas should be readily available and designed to serve all age groups.
 2. The Town should ensure that adequate amounts of open space areas are available for future populations.
 3. Places of rare natural beauty, indigenous plants and animals, and areas of historic interest should be preserved and maintained.
 4. All publicly-owned land should be examined for its potential open space or recreational use before being sold or disposed of by the Town.
- B. Objective-Ensure that appropriate standards and guidelines are followed for development of undeveloped land and for the provision of open space.

Policies

1. Public support and approval of development proposals that result in the conversion of prime farmlands should be reserved for those developments consistent with this plan and required for urban growth and development.
2. Areas of excessive slope should be conserved as open space, when possible, if development should cause significant soil and/or water degradation, or where the terrain possesses special scenic or recreational value.
3. Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.
4. Administering and enforcing National Flood Insurance Program regulations when permitting development in floodplain areas.
5. Filling and excavation in areas prone to flooding shall only be allowed when consistent with National Flood Insurance Program regulations and allowed only after careful review of appropriate alternatives.
6. Mature vegetation, especially along stream banks should be protected from indiscriminate removal in order to enhance the aesthetic value of the landscape as well as to control erosion.

7. The Town should develop appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas such as streams, creeks, and springs.

TRANSPORTATION

The future transportation system in Pleasant View 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 generators, parking needs, growth trends, construction of new thoroughfares, and the location preferences of new development. Although the municipality cannot control all the factors which will influence its future transportation system, it can provide some direction. The following objectives and policies are presented as a guide to achieving an adequate and efficient future transportation system:

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

Policies

1. All new development, whether public or private, should have an adequate transportation system which shall be properly installed at the expense of the developer.
2. All new major streets should be located in a manner that will minimize disruption to neighborhoods, open space-recreational areas, or commercial areas.
3. All segments of the transportation system should be designed and located to meet future as well as present demands.
4. Wherever possible, off-street parking shall be required for existing land uses. All new land uses shall be required to provide off-street parking facilities.
5. On-street parking for existing uses shall be permitted only where adequate street widths are available and where such parking will not reduce the current level of service of the street.
6. Sidewalks should be extended and improved around schools, required in new major subdivisions, and in other areas of high pedestrian traffic.
7. The Town should continue to explore opportunities to seek funding grants to improve and expand the existing sidewalk system.
8. Older streets in the Town should be widened and upgraded or improved through a street improvement program.
9. The Town should consider committees to study safety and traffic issues along the major roads and the CSX lines.

- 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 use of land, and designed to minimize the points of traffic volume and turning movements.
2. All new streets and other public ways shall be designed to incorporate drainage systems which are adequate in size to handle runoff from anticipated developments.
3. All streets and other public ways shall be designed so as to provide the least interference with natural drainage ways.
4. All new streets and other public ways shall be designed and located in a manner which offers the maximum protection from flood and erosion damage.
5. Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeal both to motorist and surrounding residents.
6. Street signage, compliant with an approved sign ordinance and other safety features, should be required at the time of development.

Plans for innovations in public transportation should also be mentioned here in this section. Two plans currently on the table, the *Music City Star* and the *Tennessee Rail System Plan* have identified Cheatham County in a series of phases for developing commuter rail travel. In both plans, the regional transportation officials hope to launch a much-needed alternative to link Nashville with both nearby counties as well as other major cities in the state. The *Music City Star* is a ultra-low-budget starter line project envisioned as a "foot in the door" for "other-than-bus" transit, and the hope is that commuters, and the public in general, will be sufficiently impressed to vote in the near future for more funding for longer-term operation and expansion of the system. Four other corridors are ultimately planned, resulting in a 145-mile network. Proposed corridors include the Northeast Corridor, serving the communities of Gallatin and Hendersonville; the Southeast Corridor, with service to Murfreesboro, Smyrna, and LaVergne; the South Corridor, covering the communities of Franklin and Brentwood; and the West Corridor, serving Kingston Springs and Bellevue. A sixth corridor serving Cheatham and Montgomery counties is also under consideration.

With intrastate travel, The *Tennessee Rail System Plan* of October 10, 2003 identified the Nashville-to-Memphis route as the most promising passenger rail corridor, 2nd behind the Louisville-to-Chattanooga route, in annual ridership projections and benefits to cost estimates. Here, the Nashville-to-Memphis route will be utilizing the same CSX track that runs through Pleasant View. This rail plan calculates approximately 2.6 million people

living in the Nashville-to-Memphis corridor, versus 2.9 million in the Louisville-to-Chattanooga corridor.

Objectives in this plan identify potentially beneficial rail infrastructure improvements in the State, with tasks to be evaluated including intermodal facility improvements, system connections, rail safety related improvements, and other related issues. The Nashville Area Metropolitan Planning Organization (MPO) in cooperation with the Federal Transit Administration (FTA) is undertaking a study of transportation improvements called the Southeast Corridor High Performance Transit Alternatives Study. The purpose is to study potential transit systems that could be built in the corridor between Nashville and Murfreesboro.

The MPO is a multi-county agency responsible for transportation planning in Davidson, Rutherford, Sumner, Williamson, and Wilson counties. The MPO has adopted plans for a high performance transit system to operate in the five corridors radiating outward from downtown Nashville. The Regional Transportation Authority (RTA), the agency charged with construction and operation of this system, is about to begin construction of the East Corridor between Nashville and Lebanon. The other four corridors will connect Nashville with the cities of Murfreesboro, Gallatin, Kingston Springs, and Franklin.

THE DEVELOPMENT PLAN CONCEPT

The goals, objectives and policies of the Development Plan are visually represented in the Development Plan Concept, **ILLUSTRATION 13** which follows. It is based on the same factors from which these goals, objectives and policies were derived including natural factors, existing land use patterns, and the existing transportation system. The Development Plan Concept reflects a decision making process culminating in a recommended general development pattern for the municipality and its urban growth boundaries.

Low Density Residential: Combination of Agriculture and Low Density Residential uses, with developments characterized by an open appearance.

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

High Density Residential: Uses characterized by multiple number of dwelling units which include duplex, triplex, and other multi-family uses, and mobile homes and mobile home parks.

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

Mixed Use Development: Developments designed with any particular land use, or have a combination of a variety of uses, which include residential and commercial.

Public: Combination of educational, governmental, fraternal, religious, recreational, and other similar uses intended for the public.

The Major Thoroughfare Plan

The Major Thoroughfare Plan for Pleasant View is designed to identify streets that should be maintained and improved to provide the main corridors of access into and through the community. The major arterial are U.S. Highway 49, and Hwy 41 - A The collectors include _____.

Conceptual Future Land Use Pattern

The majority of land use in Pleasant View should continue to be mixed use and PUD designed to maximize potential and minimize impact on public structures and finance. Therefore, in order to accommodate this increased land development, the roads listed above that are designated as the major traffic carriers should be analyzed for traffic capacity as well as adequate width of roadway and other safety concerns before developments are approved. Failure to do so creates a burden on the Town in its ability to maintain and keep pace with providing consistent service to the public. Each road is different, therefore, each road comes with its own set of concerns that should be analyzed individually.

U.S. 49, which has not been widened in recent years, should be further widened in the coming years. However, any development along this corridor should be carefully designed so that any additional acquisition of land by any government entity will not detract from or otherwise condemn a land use. The same consideration should also be given to HWY 41 – A the Minor Arterials in the Town.

The Tennessee Department of Transportation and a consultant are redesigning the Hwy 49 Corridor from Pleasant View to Ashland City, which includes passing through Pleasant View to I - 24. Widening and right-of-way acquisitions will be anticipated, which will have an obvious impact on land development in the Pleasant View portion. Depending on the design plans, TDOT's plans may create potential for a variety of land development. However, it is the goal of this development plan to promote low-density land development.

Roads identified as priority for future upgrades and improvements as well as roads that should be considered for future reclassification will be identified in **ILLUSTRATION 14.**

ILLUSTRATION 13
DEVELOPMENT PLAN CONCEPT

ILLUSTRATION 14
PROPOSED MAJOR THOROUGHFARE PLAN

CHAPTER 7

PLAN IMPLEMENTATION

INTRODUCTION

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

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

METHODS FOR IMPLEMENTATION

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

Planning Commission Project Review

Under *Tennessee Code* Section 13-4-104, after the adoption of a plan, no public improvement project can be authorized or constructed in the municipality until and unless the location and extent of the project 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 land use and transportation plan. A zoning ordinance is designed to regulate the type and intensity of land use. It divides a community into specific districts corresponding to the intended use of the land as guided by the policies of the land use plan. For each district, zoning regulates the location, height, bulk, and size of buildings and other structures, the percentage of the lot that may be occupied, the sizes of yards, courts and other open spaces, and the density of population. Zoning can assure the proper location of residential, commercial, and industrial uses. It can protect street right-of-ways so that future widening is feasible. It can also prohibit overcrowding of building lots. In addition, zoning can help stabilize property values and can help prevent deterioration of neighborhoods.

The Pleasant View Municipal Zoning Ordinance was first adopted by the Town of Pleasant View in 1998. The current zoning ordinance was last revised in 2007. This last revision included the creation of planned unit development (PUD) criteria. These PUD regulations are designed to promote flexibility in design and permit planned diversification in the location of structures, efficient use of land that will facilitate a more economic arrangement of buildings, traffic circulation systems, utilities, land use, and preserve as much as possible existing landscape features and utilize them in a harmonious fashion. These regulations, just as is mentioned below in the subdivision regulation section, are also adopted in other municipalities in the county and have the same objectives.

Subdivision Regulations

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

The Pleasant View Municipal Subdivision Regulations were first adopted by the Pleasant View Municipal Planning Commission in 1998. The subdivision regulations are current as of 2007, however, the planning commission, in conjunction with the other municipalities and the county, are in the process of revising regulations to make the county more uniform in regulation of subdivisions, but more importantly to promote the idea of requiring open space developments and environmental protection through layout and design of the land. These land design requirements in the subdivision regulations shall be promoted to preserve the natural beauty and topography and ensure appropriate development with regard to natural features, cultural and water resources, agricultural land, and scenic view sheds. With this in place, better land development should come as a result. Zoning revisions will include criteria for utility placement and connections, overlay zones for large undeveloped and agricultural areas, and design criteria for commercial and residential integration.

Codes Enforcement

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

municipality as a whole.

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

The Town of Pleasant View has adopted the current International Standard Building Code and contracts a building inspector for construction inspections. However, the Town has a part-time Building Official to enforce all existing codes and ordinances and to monitor day-to-day activities in the community to ensure proper development procedures.

Utility Extension Policies

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

Within the Town of Pleasant View, the extension of utilities is generally the responsibility of the developer. As land is subdivided it is the responsibility of the developer to pay for utility extensions into his development and to pass the cost on to the lot buyers.

Public Improvements Program and Capital Budget

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

Infill Development

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

Annexation

There is no anticipated annexation of additional lands for the immediate future. However, the lands located within the Town's Urban Growth Boundary (UGB) are susceptible to annexation as the Town sees necessary to facilitate. Any modifications to the Town's UGB shall be in accordance with Public Chapter 1101.

Pleasant View proposes an Urban Growth Boundary a little over twice the size that will be

needed for the future population increases and an increased commercial base. It is not possible to project or control what property will be available for development due to private ownership of property and an ever-changing market. An area larger than is needed must be provided to allow Pleasant View the ability to control growth along its boundaries by ensuring that adequate utilities are provided in the proposed Urban Growth Boundary. Pleasant View does not anticipate that the entire urban growth boundary will become part of the Town, but it must be in a position to incorporate areas that will develop.

Citizen Participation

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

Local Leadership

The Pleasant View Town Council bears most of the responsibility for implementation of this land use plan. As the municipality's decision makers, they have the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives and policies developed in this plan. It is important that the legislative body maintain a close working relationship with the planning commission so that the planning process is properly coordinated.

IMPLEMENTATION SCHEDULE

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

Many of the tools can be implemented by hiring additional staff, addressing issues with legislation, or continuing existing programming. Only as these program items are selected from this implementation schedule by the Pleasant View Town Council, in consultation with the municipal departments, will a detailed financial analysis and work schedule program be drafted.

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

YOUR OBJECTIVES

TOWN OF PLEASANT VIEW, TENNESSEE

RESOLUTION 08- 08

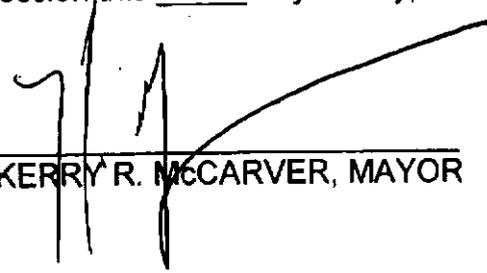
**RESOLUTION ADOPTING A
LAND USE PLAN**

WHEREAS, the Board of Mayor and Aldermen for the Town of Pleasant View recognize importance of adopting a formal land use plan for the benefit of it's residents and citizens; and

WHEREAS, the Planning Commission through the Land Use Task force had recommended the adoption of the Land Use Plan for 2008-2025 by Board of Mayor and Aldermen for the Town of Pleasant View; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Mayor and Aldermen of the Town of Pleasant View, Tennessee that the Town hereby adopts the Town of Pleasant View Land Use Plan for 2008-2025 in its entirety.

READ, ADOPTED, AND APPROVED in open session this 8th day of July, 2008.


KERRY R. MCCARVER, MAYOR

ATTEST:


LISA PARKER, CITY RECORDER