Town of Smyrna

Comprehensive Plan

August 2007

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Town of Smyrna Comprehensive Plan

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Chapter 1: Introduction

The Town of Smyrna is a vibrant, dynamic community currently contending with a myriad of issues related to a rapidly increasing population. In addition to a unique set of challenges, this growth presents tremendous opportunity for the community of Smyrna to make informed decisions on future development and manage its increasing size. The Town of Smyrna Comprehensive Plan Update outlines Smyrna's goals for its future and expresses the town's commitment to the planning process. Quality of life, employment opportunities, and the convenience of urban amenities positioned in a rural setting continue to draw residents and visitors to the area. The key to maintaining the town's quality of life and shaping future development is the Comprehensive Plan.

Purpose of the Plan

The Comprehensive Plan is a tool that allows the Town of Smyrna to be proactive rather than reactive when dealing with growth. The plan is designed to articulate and implement a vision of how the town will grow in ways that sustain its stakeholders' values. The purpose of comprehensive planning is to provide guidance for long range planning and will:

- Involve all segments of the community in developing a vision for the community's future.
- Generate local pride and enthusiasm about the future of the community.
- Engage the interest of citizens in implementing the plan.
- Provide a guide for decision making for use by the local government officials and other community leaders.

Community involvement is the cornerstone of a successful comprehensive plan. By involving stakeholders and the very citizens that will be affected by the policies and recommendations set forth in this document, it is much more likely to be accepted and produce results everyone will be proud of. Guidance from the Comprehensive Plan Advisory Committee (CPAC), local officials, and members of the public not only generates enthusiasm in the planning process, but also provides valuable information from a variety of perspectives – land owners, commuters, employers, town leaders, and residents. Involving a diverse array of viewpoints evokes interest in the outcome of the process as well, which helps ensure the plan will be implemented. Perhaps the most important reason for the Comprehensive Plan Update is to give guidance to community leaders validated by the voice of Smyrna residents.

Planning Process

The authority for planning in the Town of Smyrna is established in Tennessee's State Code. According to State Code, planning in the Town of Smyrna,

> "…facilitate[s] a well-planned, comprehensive network of local community facilities and services as well as the establishment of an orderly, compatible and efficient configuration of land uses to create a more pleasant and attractive community environment that is affordable thereby maximizing the local expenditure of public and private funds."

Title 13, Chapter 4 of Tennessee Code Annotated provides direction to the town and the legal foundation for the planning commission and its role as a public body responsible for executing a planning program within the Smyrna town limits (http://www.townofsmyrna.org/).

A comprehensive plan considers all facets of planning for future growth. The process is a communitywide effort to establish and achieve a vision for the Town of Smyrna that citizens and leaders will accept and take responsibility for implementing. An all-inclusive planning process benefits those who lead, as well as those who reside, in Smyrna.

The process began through close collaboration with town officials and an appointed committee, which resulted in the understanding of issues, opportunities, and constraints facing Smyrna. The group then worked together to form a vision for the future, which lead to the established goals and objectives that will facilitate the success of the plan.

Comprehensive Plan Advisory Committee

The Comprehensive Plan Advisory Committee was involved in most of the planning process through their attendance and participation at project meetings. Project meetings were conducted on a monthly basis with a total of six CPAC meetings. The town council appointed the 12-member committee in May 2006 and working meetings were conducted through December 2006. CPAC members brought a variety of perspectives to the process - each knowledgeable in different

fields and providing his unique contributions. However, all provided guidance from the standpoint of Smyrna residents. The committee was responsible for reviewing each element of the plan and approving or offering suggested revisions. This process provided insight into the town's unique character and ambitions.

Public Involvement

The Comprehensive Plan is not only a product of efforts by the CPAC and Smyrna leadership, but also from public efforts. Two public charrettes and one public meeting were conducted to inform and update members of the public regarding the process and, most importantly, gain their input. Public input ensures the concerns of citizens are addressed and the identity of the local community is preserved. Including the citizens that live, work, and play in the Town of Smyrna who will be affected by the plan's policies and recommendations, ensures the plan is all-inclusive. Working with various constituencies to reach consensus on major community decisions for the Comprehensive Plan – such as future development and transportation improvements – truly represents a community effort.

Issues and Possibilities Forum

The first charrette, the Issues and Possibilities Forum, held July 31, 2006 had a total attendance of 37 citizens and interested members of the public, CPAC members, town leadership, and consulting team members in

attendance. As its title suggests, the forum was used to identify issues and possibilities the public believes Smyrna is facing. The charrette was also used to inform citizens of the planning process and invite them to get involved in the actual development of the plan by marking areas of growth, constraint, and opportunity on several large maps that were provided. Advertising in the local newspaper, on local television Channel 3, and passing out flyers helped to spread the word and lead to the impressive attendance. Citizens were given a brief PowerPoint presentation on the process and then worked in small groups headed by either a CPAC member, town official, or consultant.

Visual Preference Survey

The first charrette revealed the public's perception of where growth is occurring. The second charrette aimed to determine what form that development will take. A visual preference survey (VPS) was conducted at the second charrette on September 11, 2006. A VPS shows examples of development types and gave the public the opportunity to say where that development may or may not fit within the town. The group was provided a four page handout with a map of Smyrna that divided the town into four areas, A through D. The group was then shown several images of different types of development within four categories: residential, commercial, office, and streets, and instructed to rank how appropriate each development type was for each area on a scale of one to five, with five being most appropriate. The results were calculated and revealed how each image was rated, showing how the community feels about density, mixed use, and relationships with certain development types. A more detailed report of the VPS can be found in the *Land Use* chapter.

Final Public Meeting

The last public meeting was held toward the end of the process on May 7, 2007, in order to present the final draft to the public and provide a final opportunity for the public to offer input. There were approximately 25 people in attendance with a strong presence from town and county staff, as well as the planning commission, town council, and other elected officials. After a review of the process to date, the consulting team presented the future land use plan, major thoroughfare

plan, and utilities and infrastructure recommendations to ensure that the plan fully captured the community's desires for Smyrna's future progress.

Comments from the group included discussion of design standards and the desire for quality development which are addressed in the final document.

Plan Organization

This plan updates Smyrna's *Land Use and Community Facilities Plan* completed in November 2001. The complexion of Smyrna has changed dramatically in only five years, and this updated plan takes the new growth and development into account. The *Community Profile* chapter outlines this new growth and development and provides the basis for future demographic and economic projections, and the planning recommendations that follow. The remainder of the plan is based on these projections and the existing conditions that are documented. The goals, objectives, and policies in Chapter 3 recognize existing issues and concerns, and present future aspirations for the Town of Smyrna. Once the existing data was gathered and a vision for the town established, the future land use plan, major thoroughfare plan, community facilities plan, and utilities and infrastructure plans were developed. Finally, the *Implementation* chapter offers a strategy for executing and maintaining the Comprehensive Plan and its policies. A description of each of the nine chapters follows:

Chapter 1: Introduction establishes the purpose of the document and explains the origin and basis of the planning process.

Chapter 2: Community Profile begins with a brief history of Smyrna and accounts for the existing condition of the town, including environmental, demographic, housing and economic information.

Chapter 3: Goals & Objectives lists the goals and objectives formulated by the CPAC that are intended to guide the planning process in the areas of land use, transportation, and community assets.

Chapter 4: Land Use explains the existing development pattern and describes how to manage future growth through efficient land use. The Existing Character Map and Future Land Use Map are both elements of this chapter.

CHAPTER 5: UTILITY INFRASTRUCTURE summarizes Smyrna's infrastructure capacity as it relates to opportunities and constraints for future growth.

CHAPTER 6: ECONOMIC DEVELOPMENT explains the relationship between land use, mobility, housing/neighborhoods, and image as tools to be utilized to enhance the economic capacity of the community.

CHAPTER 7: TRANSPORTATION describes Smyrna's existing transportation system and illustrates future improvements. The major thoroughfare plan update and gateways portion of the plan are included in this chapter.

CHAPTER 8: COMMUNITY FACILITIES assesses general public service needs, including fire protection, law enforcement, parks and recreation, and other community facilities.

CHAPTER 9: PLAN IMPLEMENTATION includes a plan of action for accomplishing the goals and objectives set forth in previous chapters, as well as the process for maintaining the plan as the Town of Smyrna continues to grow and develop. This chapter includes the zoning ordinance review.

APPENDIX contains meeting agendas, minutes, materials from the CPAC and public meetings, and other supplementary materials.

Chapter 2: Community Profile

In order for a town to plan for the future, it must first have a thorough understanding of both its historic and present conditions. The Community Profile offers a summary of present day Smyrna, as well as a basis for future demographic and economic projections. By analyzing existing data, trends can be identified in order to prepare for the prospective needs of the town. This chapter presents an inventory of the town's demographic, economic and community characteristics, as well as population projections for 2025 that provide a foundation for the Comprehensive Plan.

Most of the data presented in this chapter comes from the U.S. Census Bureau, which conducts a census every 10 years. Other sources used are listed at the end of this section under *Internet Resources*. In order to compare the Town of Smyrna to other areas similar in size and close in proximity, data was obtained for the cities of Gallatin, Lebanon, and Murfreesboro. Comparable information was also collected for Rutherford County and the State of Tennessee.

History of Smyrna

The history of a town offers an account of past events and tells the story of its residents. Smyrna's history provides the setting for the modern day town as its residents know and understand it today. The history of Smyrna not only provides background information, but is also an account of the experiences that help form the town's identity and uniqueness.

Settled in the early 19th century as an agriculturally based community, Smyrna's early history began near the banks of the Stones River. Significant to the formation of the town, the Smyrna depot opened as a stop on the Nashville-Chattanooga rail line in 1851. Silas and John F. Tucker named the station "Smyrna" after their church, Smyrna Presbyterian. The depot led to an increase in the community's population and the town's incorporation in 1869. The depot's placement was pivotal to the formation of the downtown area and was responsible for spurring economic growth.

Sam Davis House

Times of war also had considerable impacts on the Town of Smyrna. The Civil War began soon after the town was established, with famous battles such as the Battle of Stones River occurring eight miles from the town. Located near the rail line, Smyrna was a supply route between the Confederate troops stationed in Murfreesboro and Union forces in Nashville. The historic Sam Davis Home, a local civil war hero, offers a memorial to this time in Smyrna's history.

The effects of war played a major role in the formation of Smyrna, as well as the development of the town's transportation system. Soon after the formation of the railroad, which established the downtown and led to the town's incorporation, the State of Tennessee revoked the town's charter. However, Smyrna was reinstated in 1915, and the first major roadway to impact Smyrna and its population was completed in 1927. The Dixie Highway, U.S. route 41-70, connected Smyrna to Nashville with a paved road. To this point, Smyrna had primarily been an agrarian town, but things would soon change with the establishment of the Sewart Air Base in 1941.

Air Base's Early Years

During World War II, the United States military chose the Town of Smyrna as the site for an Army-Air Force training base for pilots because of the nearby railroad and highway transportation system. It was later named Sewart Air Force Base in honor of Major Allan J. Sewart, Jr., a World War II hero from Nashville. The facility was a large employment source with as many as 10,000 military personnel and their families stationed at the facility at one point. It left an indelible mark on the town when the Department of Defense closed the base in 1970. The property was divided between Rutherford County, the State of Tennessee, and the Metropolitan Nashville Airport Authority.

Although the base closure caused many to lose their jobs and move from the town, it provided an opportunity for Rutherford County to develop private industrial uses on the site. This private industry led to the establishment of a Nissan plant, the first Japanese automobile manufacturer to build a plant in the United States. The Nissan plant, the largest automobile manufacturing plant under one roof, produced its first vehicle in 1983. Nissan has provided steady employment to approximately 6,300 workers over the years.

The formation of Smyrna has been marked by transportation and continues to grow as a result of its strategic location near Interstate 24 (I-24) and State Route 840 (SR 840), as well as its access to waterways, the CSX railroad system, and its own Fixed Base Operation (FBO) airport, the Smyrna/Rutherford County Airport. In order to capitalize on opportunities presented by this growth, this Comprehensive Planning document will guide local officials and residents in the decision making process to prepare the Town of Smyrna for future expansion and development.

Significant Historical Sites

Established under the National Historic Preservation Act of 1966, the National Register of Historic Places (NRHP) has identified and documented, in partnership with state, federal, and tribal preservation programs, more than 76,000 districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture, according to the National Register Information System.

The criteria for listing a site in the NRHP were developed to recognize the accomplishments of all people who have made a significant contribution to the country's history and heritage.

The Sam Davis Home, located in the vicinity of downtown Smyrna, is the only site officially designated on the National Register of Historic Places. However, there are several significant places of historic value also located in the town. These properties evoke civic pride and create a sense of identity for the Town of Smyrna and should be preserved and celebrated:

- Cheney-Tucker House
- Gregory Mill
- Mount Zion Missionary Baptist Church
- Nice Mill
- Old Smyrna Presbyterian Church
- Sewart Air Force Base
- Smyrna United Methodist Church
- Train Depot



Environmental Features

The potential for future development, access to the transportation system, and utility service are all affected by the town's environmental features. Environmentally suitable land can support a variety of land uses, whereas land with steep slopes, poor drainage, or within floodplain areas is less appropriate for development. A map showing Smyrna's residential development constraints can be found on page 12. Smyrna's natural resources are necessary to consider when planning for the town's future, and should be preserved when necessary and always dealt with respectfully.

Topography

Fortunately, development in the current Smyrna town limits is only slightly constrained by steep slopes or unmanageable topography. The majority of steep slopes, with a 20 percent slope or greater, are west and southwest of the current town limits. However, this will affect future growth and development, as there are several areas of steep slopes in the urban growth boundary (UGB) area. Areas with a slope greater than 20 percent severely limit the amount of development that can be constructed. For this reason, development should be discouraged in these areas.

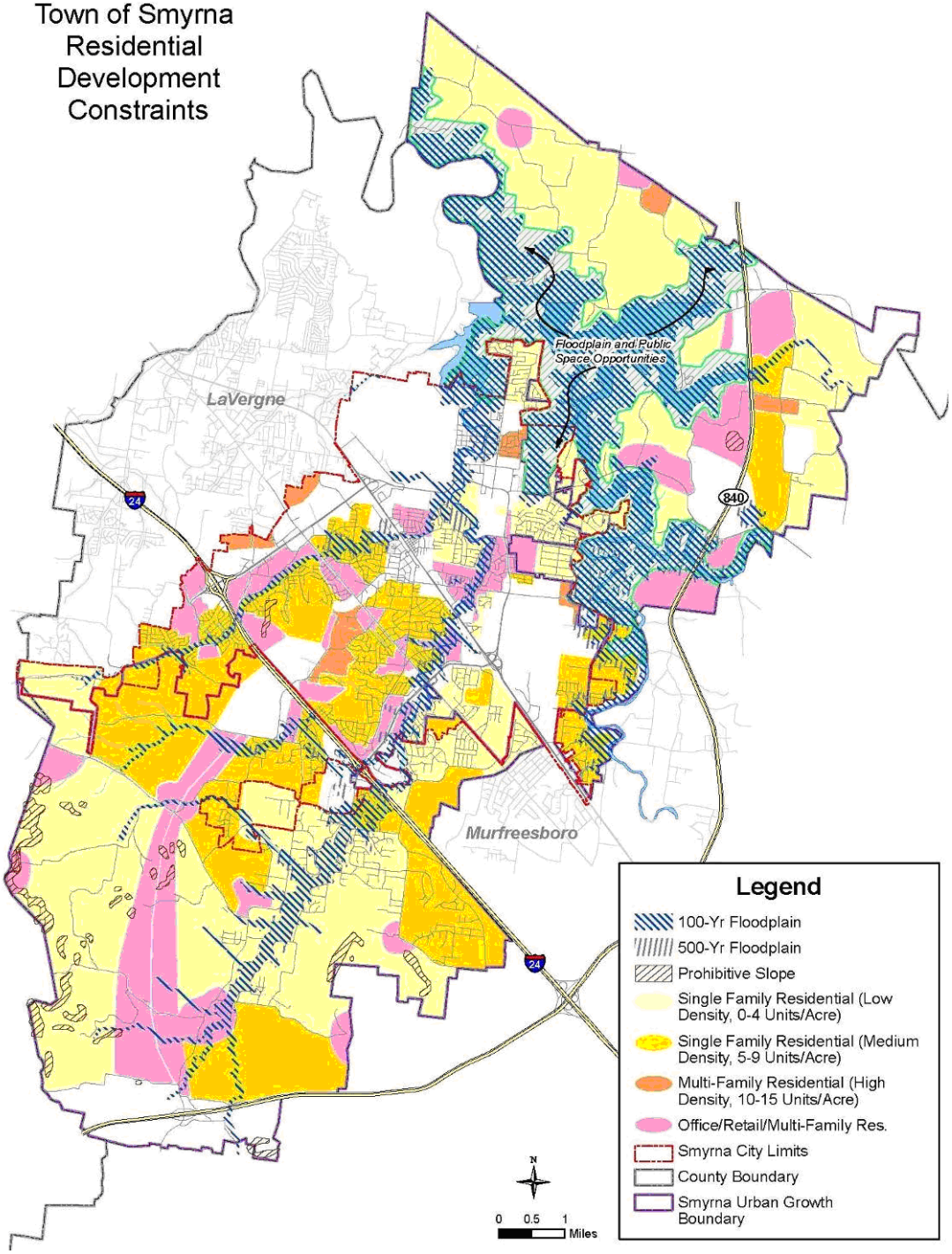
Other sites within the UGB with steep slopes are north of Percy Priest Lake, adjacent to the Fate Sanders Natural Area. Only a few small areas within the Town of Smyrna limits would actually have an impact on development – north of I-24 near Rock Springs Creek and north of Burnt Knob Road. The map on page 12 shows prohibitive slope within the UGB.

Floodplains

The planning area consists of several large flood plains, as shown in the *Development Constraints* map. A "floodplain" is the lowland adjacent to a river, lake, or ocean. Floodplains are designated by the frequency of the flooding large enough to cover them. For example, the 10-year floodplain will be covered by the 10-year flood and the 100-year floodplain by the 100-year flood.

Most of the known floodplains in the United States have been mapped by the Flood Insurance Administration, one of the agencies within the Federal Emergency Management Agency. The areas along Stewart Creek, Stones River, and near Percy Priest Lake are susceptible to flooding, especially portions of Sam Ridley Parkway, Rock Springs Road, and Mapleview.

Town of Smyrna Residential Development Constraints



Demographics

Smyrna experienced a tremendous amount of growth between 1990 and 2000, which presented many challenges and opportunities for the town to manage. Since 2000, the town conducted two special censuses in 2003 and 2005 that also indicate a rapidly growing population. Projections do not indicate that this trend is expected to slow down. The following are characteristics of the residents of Smyrna and statistics regarding population make up, educational attainment, and housing.

Population

The Town of Smyrna grew 87 percent from 1990 to 2000 with the addition of 11,922 people, according to the U.S. Census Bureau. The town's population rose from 13,647 people in 1990 to 25,569 people in 2000. The 2003 and 2005 special censuses indicate further population growth, as shown in *Table 2.1, Population Change*.

Population Change			
1990	2000	2003	2005
13,647	25,569	29,983	33,123

Table 2.1, Population Change

Smyrna experienced the largest percent increase in population from 1990 to 2000 when compared to three other cities, as displayed in *Table 2.2, Area Population Change (1990-2000)* and *Figure 2.1, Area Population Change (1990-2000)*.

Area Population Change (1990 – 2000)				
City	Population			1990 to 2000
	1990	2000	% Change	Absolute Change
Smyrna	13,647	25,569	87%	11,922
Gallatin	18,794	23,230	24%	4,436
Lebanon	15,208	20,235	33%	5,027
Murfreesboro	44,922	68,816	53%	23,894

Table 2.2, Area Population Change (1990-2000)

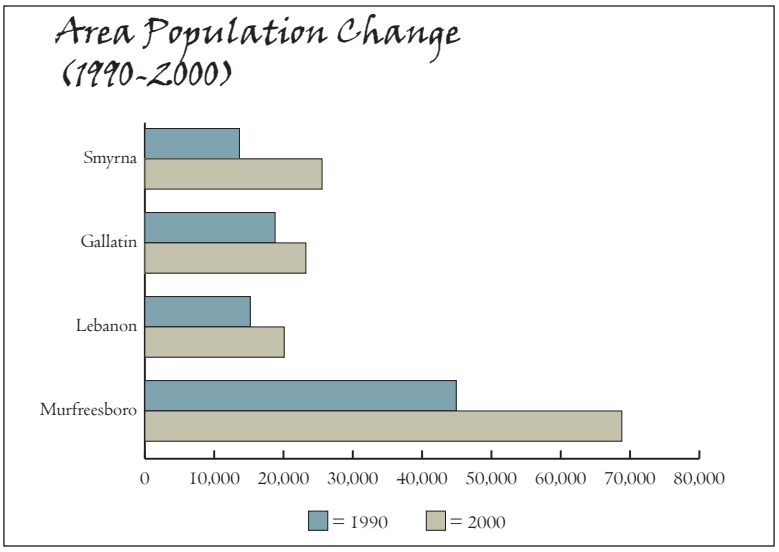


Figure 2.1, Area Population Change (1990-2000)

Historical Trends

As seen in *Table 2.3, Historical Population, 1900 to 2000* and *Figure 2.2, Smyrna Historical Population*, the town experienced its largest increase in growth during the 1940s as a result of the opening of the Sewart Air Force Base. There was a 213 percent increase in population between 1940 and 1950. Since that time, Smyrna has continued to grow with the coming of the Nissan plant in the 1980s and a significant population increase during the '90s as a result of the town's proximity to Nashville and its quality of life. In addition, the town is on pace to match its growth rates of the 1970's and 1980's as indicated by the 27 percent increase from 2000 to 2005.

Historical Population, 1900 to 2000			
Year	Population	Absolute Change	% Change
1920	463		
1930	531	68	15%
1940	493	-38	-7%
1950	1,544	1,051	213%
1960	3,612	2,068	134%
1970	5,698	2,086	58%
1980	8,839	3,141	55%
1990	13,647	4,808	54%
2000	25,569	11,922	87%
2003	29,983	4,414	17%
2005	33,123	3,140	10%

Table 2.3, Historical Population, 1900 to 2000

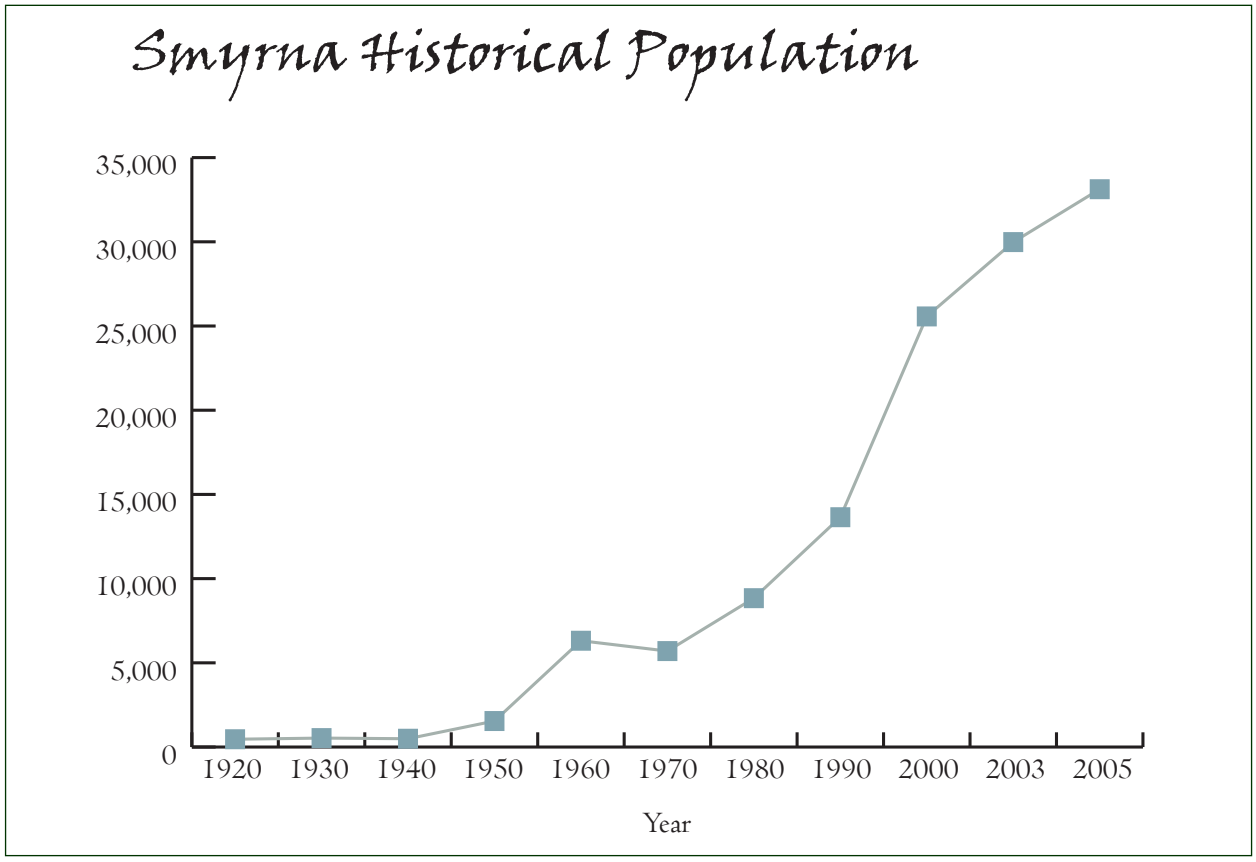


Figure 2.2, Smyrna Historical Population

Density Patterns

As of the 2000 census, the Town of Smyrna had an incorporated area of 23 square miles. Since that time, Smyrna's town limits have grown to approximately 29 square miles. In 2000, the town's overall density was 1,119.8 persons per square mile and 438.6 housing units per square mile. This is significantly denser than Rutherford County, which only had 294.1 persons per square mile in 2000. When contrasted with other cities of comparable size, Smyrna is denser than Gallatin and Lebanon, as shown in *Table 2.4, Population Density 2000* (next page). This can be attributed to the large amount of growth focused within the existing town limits from 1990 to 2000.

Population Density 2000		
City	Persons per Square Mile	Total Area in Square Miles
Smyrna	1,119.8	22.97
Gallatin	1,057	21.97
Lebanon	692	29.25
Murfreesboro	1,764.9	39.20

Table 2.4, Population Density 2000

Census tract data reveals that the southwestern tract 040803, as well as tract 040403 east of town and adjacent to Percy Priest Lake, became denser during the population boom of the 1990's. Also, tracts 040302 and 40404, located closest to the city of Murfreesboro, actually decreased in density. This indicates a shift in population distribution north along I-24, away from Murfreesboro toward Nashville, *Figure 2.3, Town of Smyrna U.S. Census Tracts* (facing page).

County Distribution

According to the University of Tennessee's Center for Business and Economic Research 2005 population estimates for Rutherford County, Smyrna made up 15 percent of the county population, which was projected to be 218,292 in 2005. This increased from 1990 when the town of Smyrna only made up 11.5 percent of the county population.

The population of Rutherford County is growing at a slower rate than Smyrna with a 53.5 percent population increase between 1990 and 2000, while Smyrna's population changed at a rate of 87 percent during the same time. This means the county population is growing partly as a result of the tremendous amount of population growth in the Town of Smyrna.

University Influence

One of the four campus locations for Motlow State Community College is located in Smyrna. Motlow State partnered with the Tennessee Army National Guard in Smyrna and began offering day classes in January 2000. The college offers a variety of associate degrees and continuing education courses. Motlow State has completed a new 17,500 square feet facility with the possibility of future expansion up to 70,000 square feet. This initial phase will accommodate up to 1,500 additional students, according to information from the Town of Smyrna. The facility was constructed with land and infrastructure donated by the town.

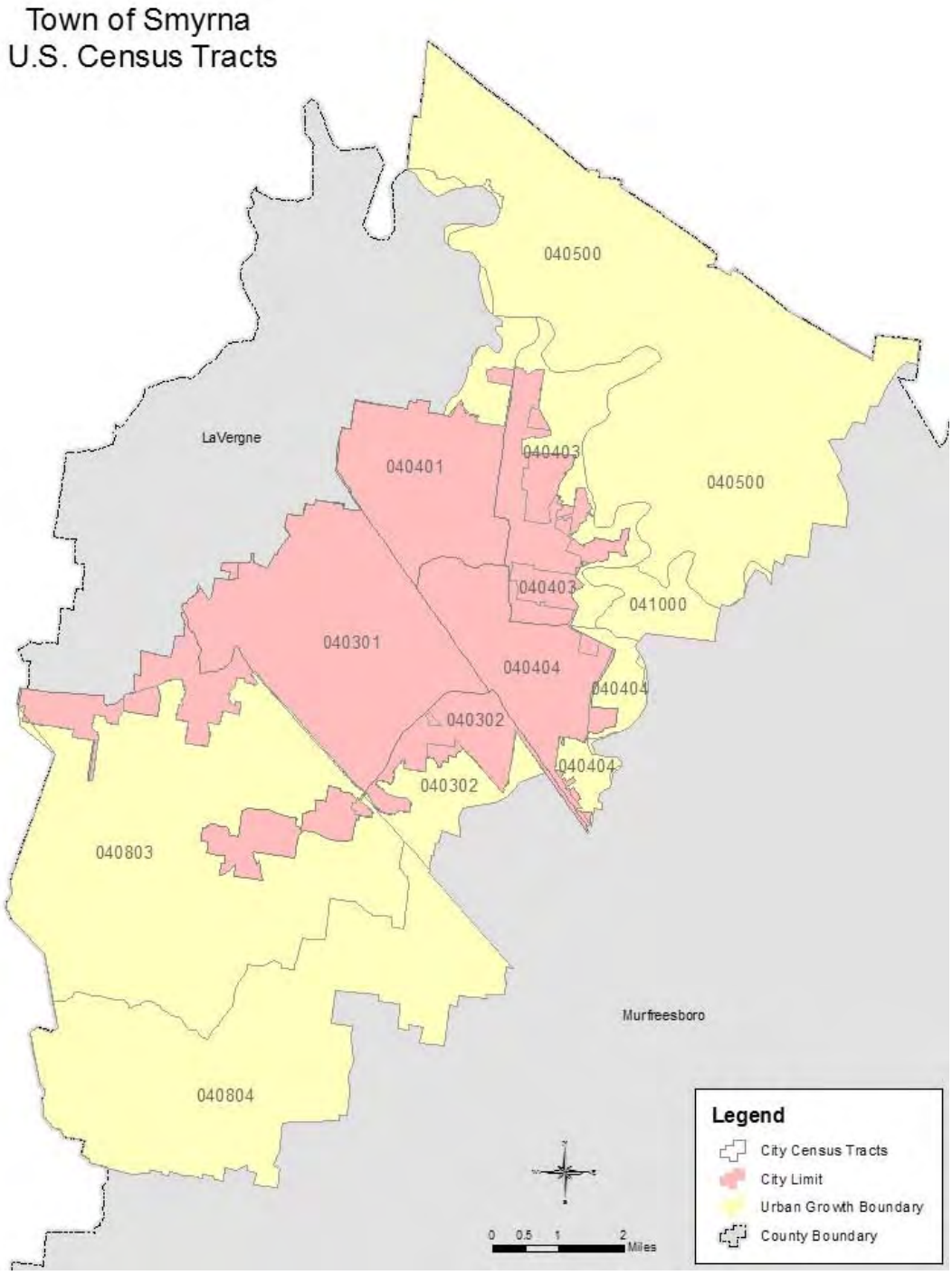


FIGURE 2.3, TOWN OF SMYRNA U.S. CENSUS TRACTS

Smyrna also has access to several other educational institutions, including Middle Tennessee State University (MTSU). Located approximately 13 miles away, MTSU is the oldest and largest public university in the mid-state region. Other educational facilities in close proximity to Smyrna are Tennessee Technological Center, Tennessee State University, the University of Tennessee Space Institute, David Lipscomb University, Fisk University, Vanderbilt University, Belmont University, and Trevecca Nazarene University, all located within 30 miles of Smyrna.

Educational Attainment

According to the 2000 Census, 19.8 percent of Smyrna's population has a bachelor's degree or higher, while 79.9 percent have achieved their high school diploma or higher. This is slightly higher than the State of Tennessee, which has a 75.9 percent high school graduation rate and 19.6 percent earning a bachelor's degree or higher.

Census tract data reveals that tract 040401 and a small portion of tract 040803 have the highest percentage of persons 25 years and older with a high school diploma (86-87.3 percent), as well as the highest median household incomes. Conversely, tract 040403 has the highest percentage of bachelor's degrees or higher (21.7-22.1 percent) but one of the lower median household incomes. The tract with the lowest median household income, 040301, surprisingly has one of the highest percentages of high school and college graduates (see *Figure 2.3*).

Only 4.1 percent of Smyrna residents have a graduate or professional degree which is lower than the state at 6.8 percent and Rutherford County with 6.7 percent.

Age / Gender

The median age for Smyrna residents is 31.4 years, which is just slightly higher than the county at 31.2 years but lower than the state at 35.9 years. The largest percentage of residents are in the age range of 35 to 39 years old, while the lowest percentage (6.6 percent) of Smyrna's population is 65 years and older, as shown in *Table 2.5, Smyrna Age and Gender, 2000.* This percentage is lower than both the state and county's percentages of residents 65 years and older. There is also a significant number of residents in the age range of five to 19. These age allocations are indicative of a community composed of young families with children that live at home, and implies the need for community facilities such as schools and parks.

Gender allotment shows that females make up 50.7 percent of the Smyrna population and begin to outnumber males in every cohort over the age of 34.

Race / Ethnicity

As shown in *Figure 2.4, Smyrna According to Race, 2000,* the majority of Smyrna's population is white (87.2 percent), which is a higher percentage than Rutherford County (85.7 percent white) and the State of Tennessee (80.2 percent white). Smyrna's minority population is lower than the state (22.0 percent minority) and only slightly higher than the county (17.0 percent minority), with 17.1 percent of the Smyrna community considered minority.

Projections

According to projections based on the town's historic population trends since 1980, Smyrna's population is expected to increase 63 percent in 10 years from 2005 to

Smyrna Age and Gender, 2000

	Male	Female
Over 90	15	45
85 to 89	22	81
80 to 84	73	134
75 to 79	131	244
70 to 74	167	230
65 to 69	281	324
60 to 64	357	432
55 to 59	548	571
50 to 54	685	746
45 to 49	857	882
40 to 44	1,037	1,101
35 to 39	1,187	1,233
30 to 34	1,105	1,098
25 to 29	1,099	1,126
20 to 24	967	955
15 to 19	946	881
10 to 14	907	912
5 to 9	985	1,003

Table 2.5, Smyrna Age and Gender, 2000

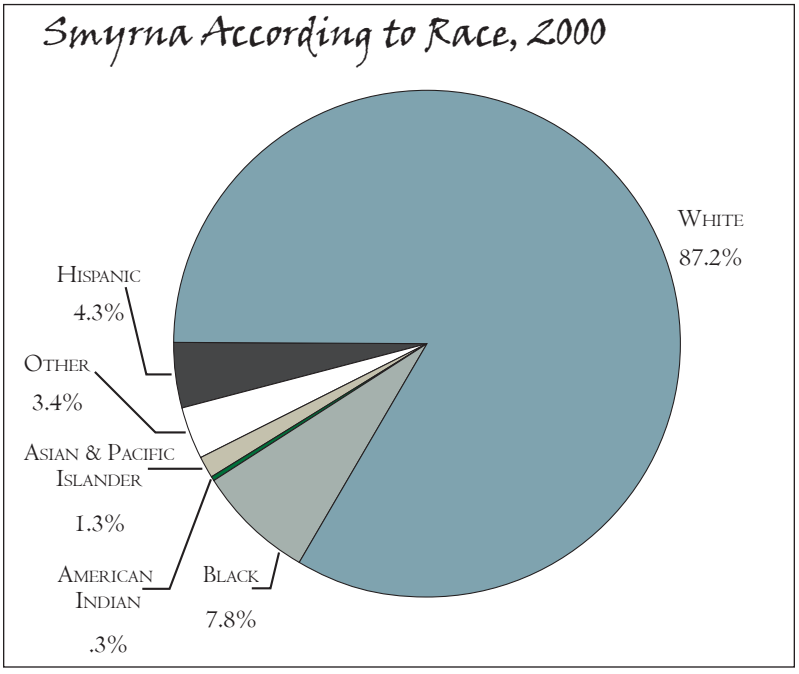


Figure 2.4, Smyrna According to Race, 2000

2015, as indicated in *Figure 2.5, Smyrna Population Projections*. Assuming a 5.8 percent annual growth rate, derived from averaging the annual growth rates from the censuses from 1980 through 2005, the projected population for Smyrna is expected to reach 69,460 by 2025.

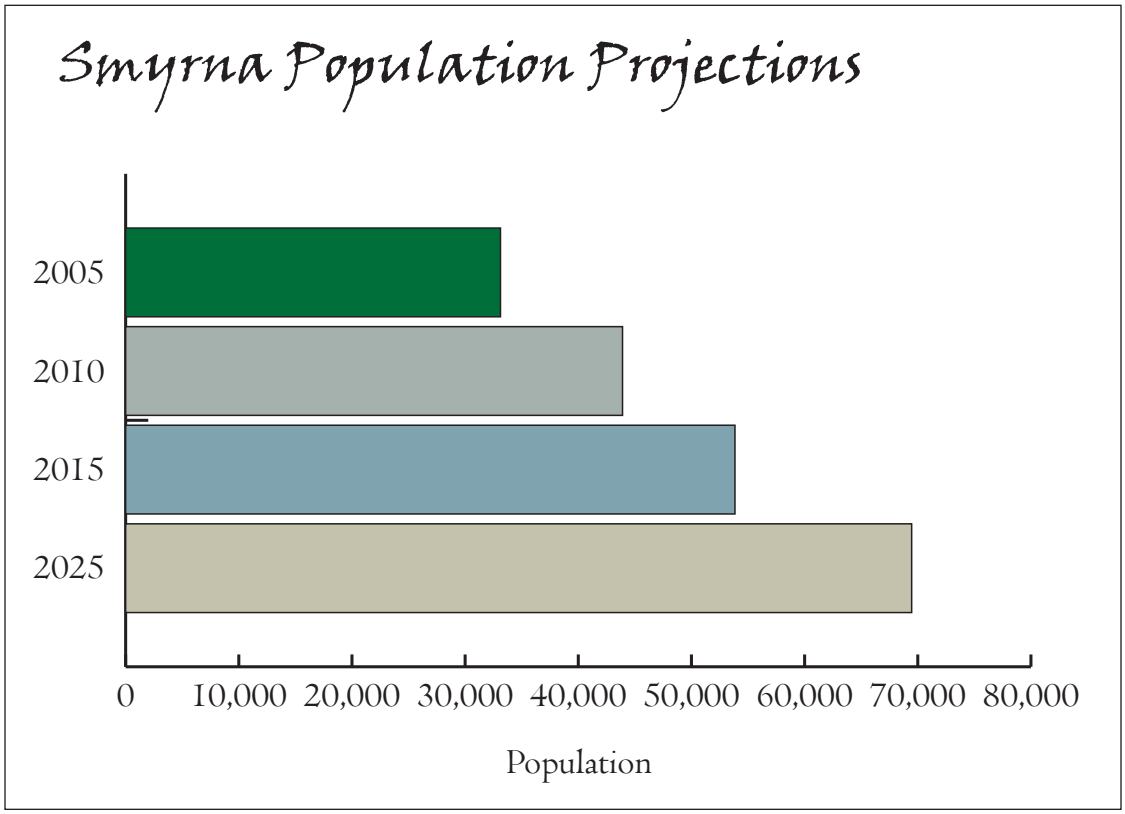


Figure 2.5, Smyrna Population Projections

Housing

Development Trends

Town of Smyrna data reveals 57 residential developments currently under construction, planned, or completed within the last five years. The total number of units in these recent developments equal 8,377 units, as shown in *Table 2.6, Residential Developments Active or Completed since 2001* (next page). The largest percentages of these developments are single-family units, followed by townhomes, then apartments.

The locations of these residential developments indicate significant growth between Sam Ridley Parkway and Lee Victory Parkway with a few dispersed throughout the town and located north and south of these roadways, as shown in *Figure 2.6, Town of Smyrna Residential Development 2001-2006.* This type of centrally located residential development pattern, paired with the town's moderate density levels, points toward healthy development trends opposed to sprawl, which uses valuable open space and is considered a less efficient development pattern.

RESIDENTIAL DEVELOPMENTS ACTIVE OR COMPLETED SINCE 2001

Development	Total # of Units	Type of Development					Completed	Active
		Single-family	Townhomes	Apartments	Commercial	Mobile Homes		
Woodmont	869	653	216					
Westfork	644						501	143
Seven Oaks	402	374	28				402	
Hidden Hills	375							
Stoneridge Farms	336			336			336	
Lenox of Smyrna	312	62	210	40	36,000 sq. ft.			
Midway Townhms.	290		290					
Bankside	275							
Burton Homes	262						107	155
Rosemont/Glenrose Meadows & Park	238							
Lakeside: V – VII	226							
Belmont	216							
Mill Springs	214	78	136					
Fairway Meadows	208			208			208	
Lee Crossing Tnhm.	202		202					
Addition to Villages of Valley Green	190	60						
Westfork Annex	186							
Florence Crossings	184	112	72					
Lake Hills Annex	175							
The Legacy	145	118	27				145	
Greentree	140							
Adelaide Park	136							
The Vineyards	131						131	
Florence Rd. Ests.	121					121		
Summer Ridge	118							
Villages of Valley Green	101	79	22		5,250 sq. ft.			
Mill Creek	99	28	71					
Johnstown	98							
Wolverine Condos.	85		85				85	
Hunter's Point: VIII – X	83						83	
The Highlands	82						82	
Hunter's Point Anx.	80							
Mayfield Manor	80			80*			80	
Potts Crossing Anx.	79						79	
Stewart's Landing	76		76				76	
Enon Springs Road Estates	71					71		
Poplar Grove	69		69				69	
Oak Valley Townhomes	57		57				57	
Deerwood Estates	54							
Forest Crossing Village	51						51	
Prime Land	43							
Cayla Village: VI	43						43	
Villages of Hazelwood	43		43				43	
Forest Crossing	43						43	
Thompson Woods: Section V	41							
Mason Tucker	40						26	14
Liberty Hill	39							
Old Jefferson Ests.	38						38	
Mountainbrook	37						37	
Oak Leaf Village	32						32	
Valley Green Add.	25						25	
Cooke's Cove	17						17	
Cedar Forest: VII	15							
Cheney Woods	8						8	
Wildwood Farms: V	6						6	
Southside	76		76					

* Senior living units

TABLE 2.6, RESIDENTIAL DEVELOPMENTS ACTIVE OR COMPLETED SINCE 2001

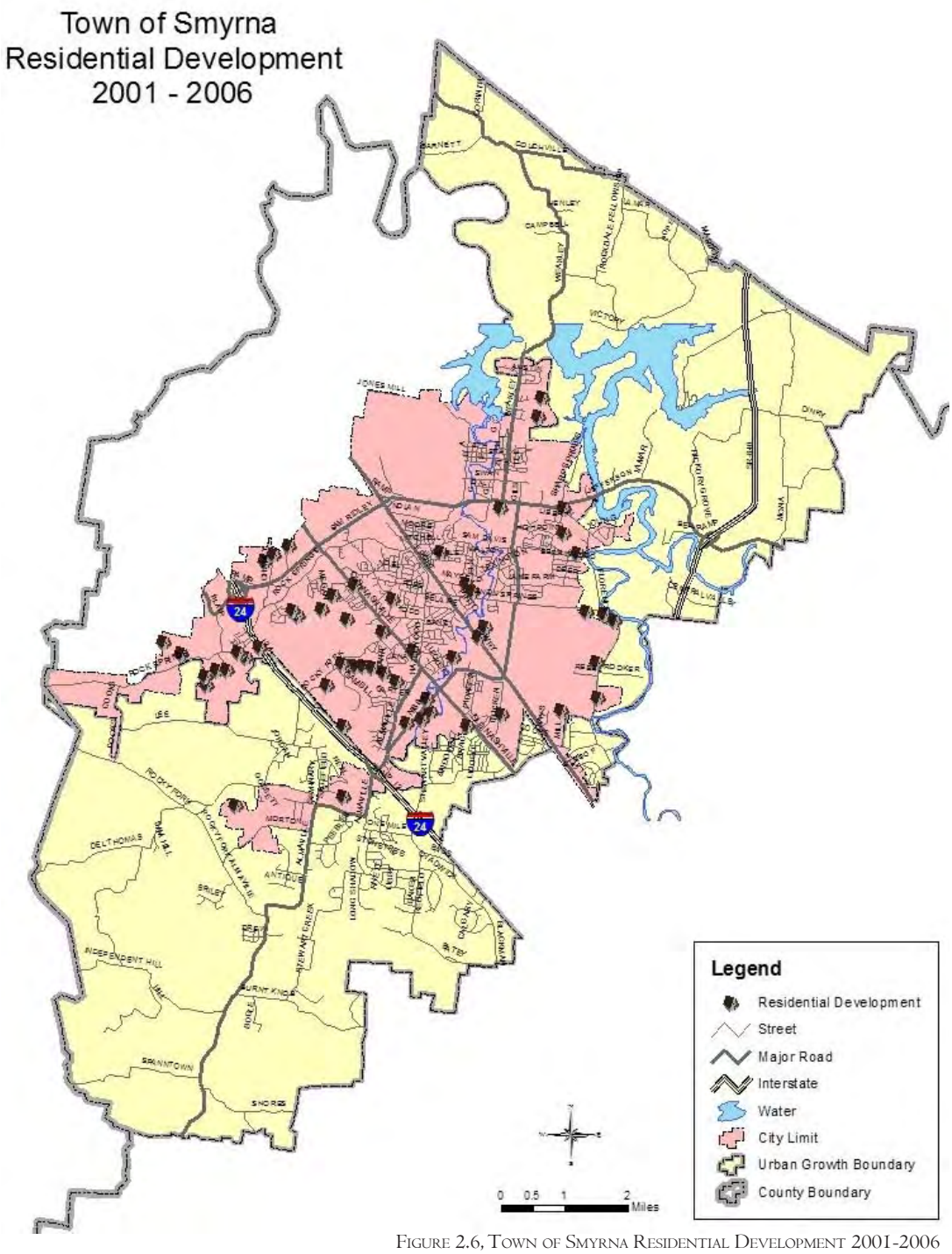


FIGURE 2.6, TOWN OF SMYRNA RESIDENTIAL DEVELOPMENT 2001-2006

Single-Family/Multifamily Housing Starts

New single-family housing starts have steadily increased over the past five years with approximately 7,652 new single-family housing units, including townhomes, built in the past five years, as shown in *Table 2.6*. In the Town of Smyrna, the average square footage for these new single-family residences is approximately 1,688 square feet, according to permit data from the Town of Smyrna from 2001 through May 2006. According to a sample of 204 residential units from Realtracs.com, the average list price for a two to three bedroom/two to three bathroom residential unit in Smyrna is $175,357, which does not include townhomes. This sample had an average square footage of 1,769.

In addition to an increase in new single-family housing starts, Smyrna has also experienced a steady increase in multifamily, high-density new construction since 2001, with approximately 584 apartment units and 1,678 townhome units built or under construction.

Household Characteristics

Smyrna has the largest average household size when compared to the other three cities displayed in *Figure 2.7, Average Household Size, 2000*. The average household size in Smyrna is 2.62, which is larger than the average household sizes for Gallatin (2.5), Lebanon (2.41), and Murfreesboro (2.42). This corresponds to the fact that the 35 to 39 year old age group makes up the largest percentage of residents in Smyrna and typically has young children that live at home, which accounts for the larger household size.

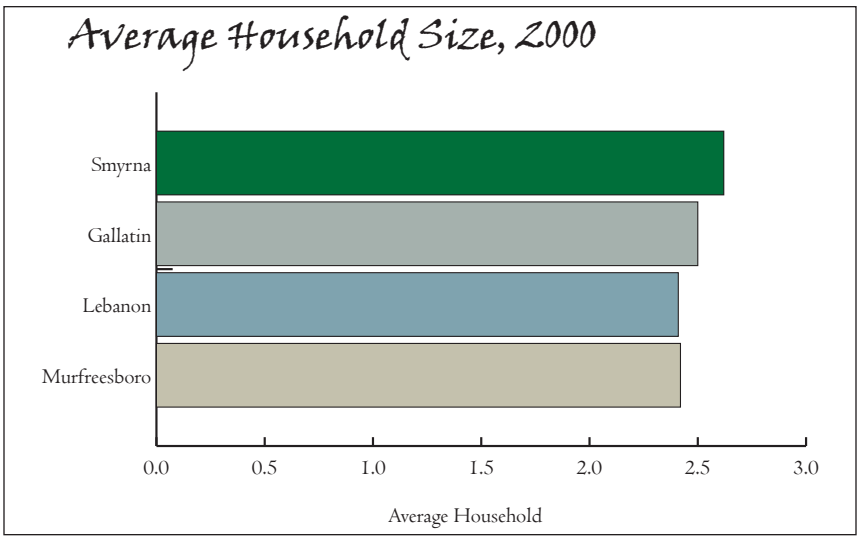


FIGURE 2.7, AVERAGE HOUSEHOLD SIZE, 2000

Ownership Rates

The US Census Bureau indicates that the homeownership rate for Smyrna is 64.5 percent, which is higher than Gallatin, Lebanon, and Murfreesboro, as shown in *Figure 2.8, Home Ownership & Renter Occupied Units, 2000*. However, all four cities have a lower percentage of owner occupied housing units than Rutherford County and the State of Tennessee, as shown in *Table 2.7, Housing Units 2000*. It is important to note that ownership rates were obtained for the purpose of this plan from six year old data only available from the 2000 Census. However, since 2000, the town has approved six new rental developments with a total of 1,284 new units. There has also been a tremendous amount of multifamily townhomes, as well as single-family detached homes, built and bought by investors as rental property. These developments are not reflected in the six new rental developments.

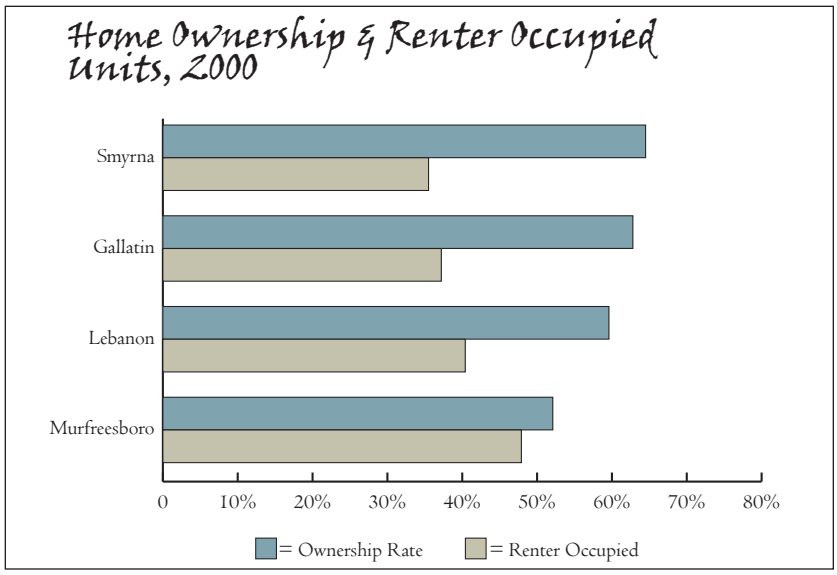


Figure 2.8, Home Ownership & Renter Occupied Units, 2000

Housing Units, 2000

City / County / State	Total # of Housing Units	% Occupied		% Vacant	% Owner Occupied	% Renter Occupied
Smyrna	10,016	9,608	95.9%	4.1%	64.5%	35.5%
Gallatin	9,600	8,963	93.4%	6.6%	62.8%	37.2%
Lebanon	8,693	7,987	91.9%	8.1%	59.6%	40.4%
Murfreesboro	28,815	26,511	92%	8%	52.1%	47.9%
Rutherford Co.	70,616	66,443	94.1%	5.9%	69.8%	30.2%
Tennessee	2,439,443	2,232,905	91.5%	8.5%	69.9%	30.1%

Table 2.7, Housing Units, 2000

In 2000, Smyrna had less owner occupied housing than the county and the state; correspondingly, the town had a higher percentage of renter occupied housing units at 35.5 percent. However, the three comparison cities all have more renter occupied units than Smyrna, also shown in *Figure 2.8* and *Table 2.7*.

Housing Types

2000 Census data indicates most of the homes in Smyrna are single-family residential detached units (63.1 percent). Twenty-seven (27) percent of all dwellings are multiunit dwellings (7.7 percent have less than five units, while 19.3 percent have more than five units), while mobile homes make up seven percent of all dwellings in the community as noted in *Figure 2.9, Smyrna Housing Types*. These figures are consistent with the new developments shown in *Table 2.6* where the majority of dwelling units are single-family units and mobile homes account for only two percent of the new residential development since 2001.

Because mobile homes are more prominent in rural areas, in 2000, Smyrna had a higher percentage when compared to Lebanon (6.6 percent) and Murfreesboro (2.4 percent), two more urbanized areas, and only slightly lower than Gallatin (7.6 percent). The State of Tennessee had a larger percentage (11 percent) than Smyrna, while Rutherford County had a slightly lower percentage of mobile homes (6.7 percent) at that time.

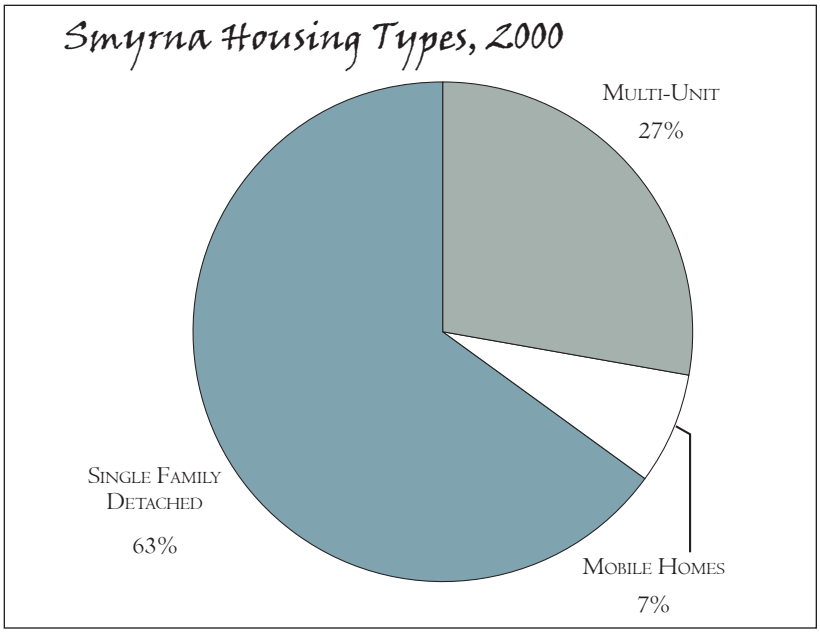


Figure 2.9, Smyrna Housing Types

Availability

According to the 2000 Census, there are 10,016 housing units in the Town of Smyrna, an 89 percent increase from the 5,312 units in 1990. This increase in housing units corresponds directly to the 87 percent increase in population between 1990 and 2000.

Even though the housing stock grew at about the same rate (89 percent) as the population (87 percent), there was a 17 percent decline in vacant housing units during this time, with 476 vacant units in 1990 and only 408 vacant units in 2000. The decrease in vacant housing units between 1990 and 2000 could be attributed to the fact that 41.7 percent of Smyrna's housing structures were being built during that time, which created many new dwellings for residents to inhabit, *Table 2.8, Housing Units by Year Structure Built, 2000.*

Also shown in *Table 2.8,* only 17.9 percent of Smyrna's housing stock was constructed prior to 1970. This is a lower percentage of older homes than Gallatin (42.9 percent), Lebanon (44.7 percent), and Murfreesboro (27.3 percent). This means that a larger percentage of Smyrna homes are less likely to need serious repair or revitalization in the near future.

Housing Units by Year Structure Built, 2000								
	Smyrna		Gallatin		Lebanon		Murfreesboro	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Total	9995	100	9644	100	8749	100	28952	100
1999 to March 2000	676	6.8	317	3.3	341	3.9	2063	7.1
1995 to 1998	2147	21.5	1232	12.8	1219	13.9	5343	18.5
1990 to 1994	1344	13.4	712	7.4	627	7.2	3186	11.0
1980 to 1989	2374	23.8	1436	14.9	1188	13.6	5715	19.7
1970 to 1979	1674	16.7	1816	18.8	1464	16.7	4766	16.5
1960 to 1969	847	8.5	1789	18.6	1562	17.9	3461	12.0
1940 to 1959	835	8.4	1920	19.9	1723	19.7	3322	11.5
1939 or earlier	98	1.0	422	4.4	625	7.1	1096	3.8

Table 2.8, Housing Units by Year Structure Built, 2000

Economics

Smyrna is located in the geographic center of Tennessee and the eastern United States with 80 percent of the U.S. population living within a 700 mile radius of Smyrna. Its location, along with its access to three interstate systems, and air, road and rail transportation facilities, makes Smyrna an attractive economic hub.

According to the 2002 Economic Census, Smyrna's economic base consists of mostly manufacturing, educational, health, social services and retail trade industries. Smyrna is home to the Nissan manufacturing plant and the Smyrna/Rutherford County Airport. The town is also included within the Nashville Metropolitan Statistical Area, which strongly affects its economic conditions.

Income

As of the 2000 census, the median household income for the Town of Smyrna in 1999 was $44,405, a figure greater than Tennessee ($36,360) but lower than the county ($46,312) at that time. It is also higher than the cities of Gallatin ($34,696), Lebanon ($35,118), and Murfreesboro ($39,705) in 2000.

More up-to-date state and county information comes from the U.S. Census Bureau's Small Area Income and Poverty Estimates (SAIPE). The SAIPE provides more current estimates of selected income and poverty statistics than the most recent decennial census. State and county data estimates are produced annually with the next release scheduled for sometime in December 2006. According to the most recent available data from 2003, Rutherford County's median household income was $48,545. This is only lower than Wilson County, which had a $52,673 median household income in 2003. Both of these counties are higher than the state at $37,925 and Sumner County at $47,224.

Labor Market

The 2000 census indicated that Smyrna had a lower unemployment rate at 2.1 percent, than Gallatin (3.4 percent), Lebanon (4.6 percent), Murfreesboro (5.3 percent), and Rutherford County (3.6 percent). More up-to-date information reveals an increase in the unemployment rate, but Smyrna still maintains a lower unemployment rate than the other cities.

According to the Tennessee Department of Labor and Workforce Development, as of May 2006, Rutherford County has the second lowest unemployment rate with 3.8 percent, down from the April rate of 3.9 percent. Tennessee's unemployment

rate for May 2006 was 5.4 percent. According to the most recent data for the Town of Smyrna, as of December 2005 Smyrna's unemployment rate is 4.0 percent, which is lower than Murfreesboro (4.5 percent) and Gallatin (5.0 percent). County data for December 2005 reveals a rate of 3.7 percent for Rutherford County, 3.9 percent for Wilson County, and 4.0 percent for Sumner County.

Listed as number 10 on Tennessee's 50 Largest Employers list, the largest employer in Rutherford County, Nissan Motor Manufacturing Corporation, USA, is located in Smyrna and employs 6,300 people. As of December 2002, there were 437 employers within Smyrna's UGB with approximately 19,000 employees. A list of the largest employers in Smyrna is located in *Table 2.9, Major Employers in Smyrna.*

Major Employers in Smyrna	
Employer	# of Employees
Nissan Motor Mfg., Corp. USA	6300
Cumberland Swan Holdings, Inc.	793
Asurion	575
MI Windows & Doors	475
StoneCrest Medical Center	450
Distribution & Auto Service	400
Square D	375
Tridon	350
Town of Smyrna	360
Taylor Farms Tennessee	300
Estes Express Lines	170
MSM Industries	150
Autrans Corp	145

Table 2.9, Major Employers in Smyrna

Source: Rutherford County Chamber of Commerce

Labor Force

Management, professional and related occupations, and sales and office occupations together make up 57.7 percent of the Smyrna labor force, as indicated by the 2000 U.S. Census. Production, transportation, and material moving make up the third highest percentage of occupations constituting 20.2 percent of the total workforce, as shown in *Figure 2.10, Occupations in Smyrna, 2000* (next page). The mean travel time to work is 26.8 minutes, and the approximate travel time to Nashville is 30 minutes.

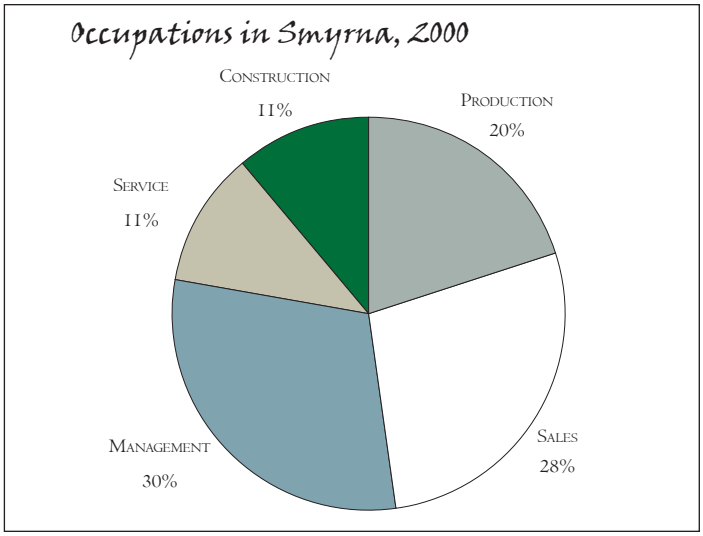


Figure 2.10, Occupations in Smyrna, 2000

Property Value

The median value of owner-occupied dwellings, according to the 2000 Census, is $115,700. Since 1995, 64.4 percent of Smyrna home owners have moved into their units, which indicates a fairly high turnover rate. The local property tax for Smyrna is 86 cents per $100 assessment recently approved for the 2006-07 fiscal year. Rutherford County's personal property taxes are $2.44 per $100 assessment for 25 percent of appraised value. Commercial taxes are $2.44 per $100 assessment for 40 percent of appraised value.

Development Potential

Smyrna's growing economic base can be partly attributed to its strategic location near three major interstates, I-24, I-65, and I-40. Smyrna is also home to the largest and busiest Fixed Base Operations airport in the state. An FBO is an airport-based business which parks, services, fuels, repairs or rents aircraft, and it may often provide flight training.

Smyrna's accessibility, in addition to a low town property tax rate (86 cents per $100 assessed value), encourages new development and increases its economic growth potential.

According to the Rutherford County Chamber of Commerce, developments currently underway include a several hundred acre business park adjacent to the new terminal at the Smyrna/Rutherford County Airport, a new home improvement store, grocery stores, shopping centers, and a variety of new restaurants. There are also several new developments under

construction, or recently completed, in the Sam Ridley Parkway area, including a new hospital expansion, coffee shops, hotels, restaurants, and a recreational facility.

Based on the presented data, Smyrna is expected to continue seeing considerable residential and commercial growth similar to that which has been experienced over the last 10 years.

Incorporated Town

Twenty-nine (29) square miles are incorporated into the Town of Smyrna, as shown in *Figure 2.12, Smyrna Comprehensive Plan Study Area*. Smyrna is approximately 25 miles southeast of Nashville and 12 miles north of Murfreesboro, and it shares common borders with the City of La Vergne.

Government

The Town of Smyrna is governed by a Private Act Council/Town Manager Charter, not a typical city manager form of government, that consists of six council persons and one mayor. The town council relies on 12 advisory committees and boards listed below:

- Beautification Committee
- Board of Adjustments and Appeals
- Athletic Committee
- Project Assistance Board
- Sister City Relations Committee
- Board of Zoning Appeals
- Parks and Recreation Advisory Board
- Planning Commission
- Historic Zoning Commission
- Beer Board
- Stormwater Advisory Committee
- Industrial Development Board

Tax Structure

As previously mentioned under the *Development Potential* section, the property tax rate for the Town of Smyrna is 86 cents per $100 of assessed value, according to recent property tax assessments for the 2006-07 fiscal year. Property taxes help fund many of the services available to the town citizenry such as parks and community facilities, police and fire protection, local roadway improvement projects, etc. Recent reappraisals and local tax rate updates reflect the most up-to-date property tax information for the surrounding cities. According to the most recent updates from each municipality's tax assessor's office, the City of Murfreesboro's property tax rate recently decreased to $1.41 per $100 assessed along with Rutherford County which is now at $2.44 per $100 assessed. These are both higher than Smyrna's rates. Gallatin also has a higher rate than Smyrna at $1.12 per $100 assessed. Lebanon, however, recently lowered their property tax rate, which is now 37 cents per $100 assessed and lower than the Town of Smyrna's, shown in *Figure 2.11, Local Property Tax Rates.*

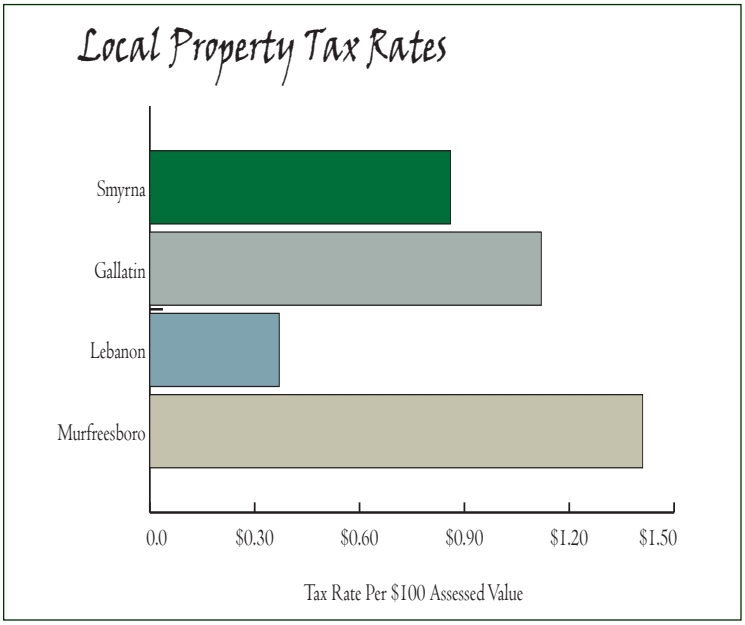
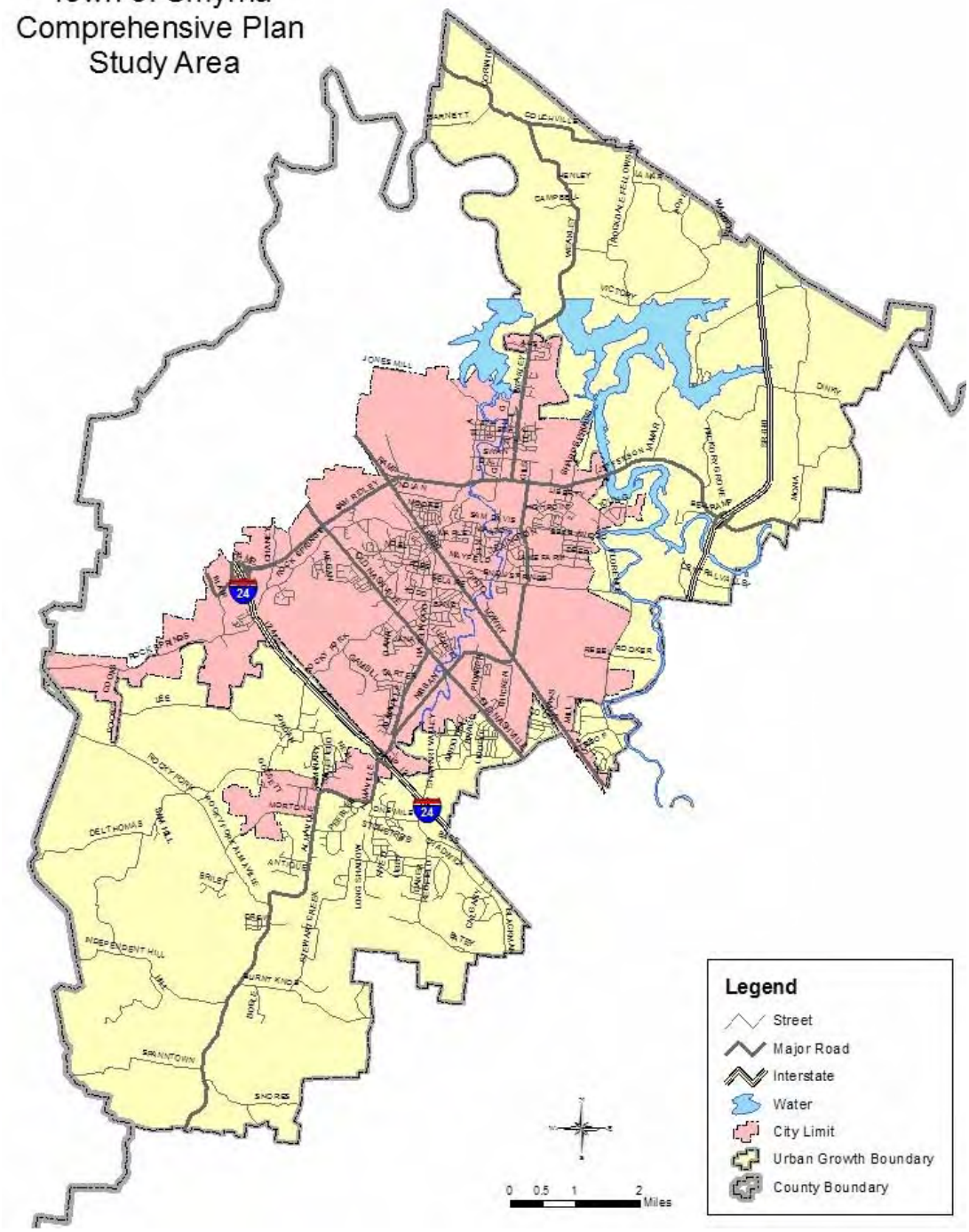


FIGURE 2.11, LOCAL PROPERTY TAX RATES

According to the Tennessee Department of Revenue, as of July 1, 2006 Smyrna's local sales tax is 2.75 percent, which is equivalent to Murfreesboro, also at 2.75 percent. Gallatin and Lebanon have a lower sales tax at 2.25 percent. The state sales tax, however, is much higher at seven percent since there is no state income tax. Like many communities in Tennessee, Smyrna draws most of its revenue from property and sales tax with the exception of some revenue from utility sales, franchise fees, and license and permit purchases.

Town of Smyrna
Comprehensive Plan
Study Area



Internet Resources

THE TOWN OF SMYRNA
http://www.townofsmyrna.org/

US CENSUS BUREAU
http://www.census.gov/

RUTHERFORD COUNTY
http://www.rutherfordcounty.org/

RUTHERFORD COUNTY CHAMBER OF COMMERCE
http://www.rutherfordchamber.org/

UNIVERSITY OF TENNESSEE CENTER FOR BUSINESS AND ECONOMIC RESOURCE
http://www.cber.utk.edu/

TENNESSEE DEPARTMENT OF LABOR AND WORKFORCE DEVELOPMENT
http://www.state.tn.us/labor-wfd/

TENNESSEE DEPARTMENT OF REVENUE
http://www.state.tn.us/revenue/tntaxes/index.htm

REALTRACS.COM
http://www.realtracs.com/

MIDDLE TENNESSEE STATE UNIVERSITY
http://www.mtsu.edu/

ALBERT GORE RESEARCH CENTER
http://janus.mtsu.edu/Smryna/Smyrna.htm

FLOODPLAIN MANAGEMENT ASSOCIATION
http://www.floodplain.org

Chapter 3: Goals & Objectives

The following is a list of goals and objectives developed from comments and keywords provided by the Comprehensive Plan Advisory Committee (CPAC), members of the public, local officials, and staff. These goals and objectives are meant to guide the planning process in the areas of land use, transportation, and community assets for the Town of Smyrna.

Land Use

Land Use Goal 1: Well-Balanced Land Use Patterns

High quality development that promotes sensible growth patterns.

Objectives:

- Promote growth where adequate infrastructure exists.
- Annex land and extend services in a coordinated and timely manner to protect public interest and assure continued orderly growth and development.
- Ensure a reasonable and logical mixture of commercial development and residential development throughout the town.

Policies:

- Establish acceptable levels of service for all public services such as sewer, water, wastewater, law enforcement, fire protection, recreation, emergency services, and trash disposal. These levels should be achieved when considering new development and annexed land.
- Identify specific locations for commercial nodes in areas where residential development is expected in the future to ensure that neighborhood retail, entertainment, and employment opportunities exist in close proximity.
- Adopt density incentives for large residential developments that incorporate commercial components and encourage mixed commercial-residential uses within.

Land Use Goal 2: Establish Community Identity

A vibrant, attractive community that not only reflects the values of the community, but also visually sets the community apart from surrounding areas.

Objectives:

- Promote unique development design in residential and commercial areas.
- Enhance commercial identity through more detailed signage and landscaping standards.
- Encourage the use of boulevards and pedestrian-friendly roadways.

Policies:

- Establish urban design standards and architectural standards for all new and renovated residential and commercial developments. Elements such as maximum setbacks, exterior materials, roof pitch, and garage orientation will establish continuity and character.
- Revise development ordinances to include more detailed standards for signage and landscaping. Signage should be consistent in height, bulk, materials, and lighting. Parking lots and property perimeters should have minimum landscaping requirements for all developments.
- Develop a hierarchy of street standards to which all boulevards and residential streets must adhere. Landscape medians, trail systems, street trees, and access management significantly contribute to community identity.
- Enhance existing neighborhoods through improvements to the public rights-of-way such as sidewalks, medians, and open space.

Land Use Goal 3: Responsible New Growth

A balanced and diverse pattern of land uses that enhances the character of Smyrna.

Objectives:

- Provide a mix of different land uses in suitable locations, densities, and patterns.
- Encourage residential development to be self-sufficient by providing commercial uses, mixed uses, recreational opportunities, and open space.
- Enhance existing and new development with linkages through open space and alternative transportation modes such as pedestrian and bicycle paths as well as landscape buffering between less-compatible land uses.

Policies:

- Utilize the future land use plan as a guide for the distribution and location of land uses.
- Permit mixed-use development by allowing first floor commercial and office development and upper floor residential development in business districts.
- Develop minimum open space standards and density incentives for residential projects that include commercial components and allow for open space linkages.
- Establish development standards for commercial development that incorporate landscaping and sidewalk standards that link to new and existing residential development.

Housing

Housing Goal 1: Diversify Housing

A community in which a variety of housing alternatives are available in sufficient quantity to residents at all income levels.

Objectives:

- Promote alternative single-family housing opportunities such as attached garden homes, townhomes, cluster housing, and condominiums that are appropriately placed and adhere to quality design standards.
- Continue to introduce housing opportunities for non-owners such as retirement housing and townhouses.
- Improve and rehabilitate existing quality single-family and multifamily homes while, maintaining the character of the housing stock.

Policies:

- Require homeowners' associations to maintain facilities and open spaces within their neighborhoods.
- Allow for alternative site design to achieve affordable housing, including reduced setbacks, reduced street widths, and reduced lot size.
- Provide density incentives to developers who incorporate two-family and multifamily housing opportunities into new single-family developments in exchange for increased amenities.
- Make provisions for attached and detached accessory residential uses to the primary residence such as granny flats, in-laws quarters, and apartments.
- Encourage retirement housing as part of mixed residential developments or as free-standing developed communities.
- Encourage developers to implement codes, covenants, and restrictions.

Housing Goal 2: Promote Mixed Residential and Commercial Uses

A community in which there is a mixture of residential uses and commercial uses within each neighborhood.

Objectives:

- Promote downtown housing opportunities, particularly for persons seeking "live-work" accommodations.
- Encourage new development to have a variety of residential uses within each development.
- Introduce a neighborhood-friendly commercial or business land use element into new residential developments.

Policies:

- Allow for mixed uses on individual properties in new developments.
- Require developers to incorporate two-family and multifamily housing opportunities into new single-family developments where appropriate.
- Encourage retirement housing within new developments.
- Develop land use standards that require commercial and business development be part of new residential developments where appropriate.

Housing Goal 3: Encourage Self-Sufficient Neighborhoods

A community where new development has the necessary amenities and design to create and maintain established, prosperous, and interconnected neighborhoods.

Objectives:

- Ensure that amenities are available to maintain marketability of existing neighborhoods.
- Provide for active and passive recreation amenities in neighborhoods with direct pedestrian access.
- Maintain interconnected paths and visual corridors between neighborhoods and other destinations.
- Provide for common open space within new neighborhoods and developments.
- Create pedestrian-friendly neighborhoods that are interconnected and within access to amenities such as parks, schools, and commercial uses.

Policies:

- Require new residential developments to maintain common open space with recreational opportunities such as playground equipment, swimming pools, sport fields/courts, and walking paths.
- Provide density incentives for developers who provide linkages to existing and planned open space and commercial uses.
- Incorporate sidewalks/paths and linkages in existing neighborhoods and commercial areas.
- Require new commercial development to incorporate sidewalks/paths into their design.

Housing Goal 4: Establish Neighborhood Character

A community where new development has aesthetic features and design elements that will establish and maintain neighborhood character and cohesion.

Objectives:

- Establish neighborhood identity through residential architectural features.
- Incorporate unique design standards into new residential developments to reduce infrastructure costs and establish character.
- Promote gateways between neighborhoods and developments to establish identity.

Policies:

- Require a variety of quality exterior materials for construction of new homes.
- Allow for the reduction of street widths, building setbacks, and lot sizes in new developments.
- Create street standards to allow for boulevards, landscaped lanes, and other residential streets to connect existing and new developments and managed access.
- Encourage pedestrian interactivity by requiring setbacks for garages beyond the front of the home and promoting elements such as front porches, walkways, and alleyways.

Economic Development

Economic Development Goal 1: Sites and Infrastructure

Thriving commercial and industrial sectors that demonstrate their importance through economically beneficial results.

Objectives:

- Ensure that sites best suited for commercial and industrial uses are available and appropriately located to accommodate specific site requirements related to size, topography, infrastructure capacity, and access to major roadways.

Policies:

- Establish adequate and appropriately placed zoning to accommodate industrial and commercial growth.
- Actively promote residential densities supportive of long term commercial sustainability without detracting from current community character.
- The town should encourage the development of future industrial sites and manufacturing facilities in areas with:
    - other industrial or manufacturing uses,
    - access to major transportation networks that can accommodate commercial truck traffic, and
    - adequate buffers between lower-intensity uses;

  and implement overlay districts to ensure these things are considered.

Economic Development Goal 2: Balance Jobs and Housing

A healthy job to housing balance that offers the option to both live and work in the same community.

Objectives:

- Offer adequate amenities (i.e., schools, churches, daily shopping, and parks and open space) within close proximity to residential and office developments in order to offer support to these areas.
- Offer a variety of housing opportunities for non-owners, middle class, and white collar workers that reflect the town's recruitment efforts.

Policies:

- The Town of Smyrna should explore opportunities for grants.
- Attract new business along Lowry Street by offering incentives acquired through possible grant monies.
- Encourage new office development within close proximity to transit and bicycle routes to offer employees alternative modes for commuting to work.

Economic Development Goal 3: Quality of Life

Offer quality environments and amenities to help retain existing businesses and residents while attracting prospects to the community.

Objectives:

- Provide thriving neighborhoods, cultural and recreational opportunities, retail shopping options, medical facilities, educational opportunities, entertainment diversions, and overall aesthetic appeal.
- A range of commercial types should be allowed in the community to serve both regional needs in large commercial centers and local daily needs in smaller, neighborhood-oriented developments.

Policies:

- Discourage strip commercial development in order to improve traffic safety, visual impact, and maximize the use of land.
- Neighborhood commercial uses should be integrated into the community to support a sustainable, walkable environment.
- Request that design plans be provided for potential re-zonings/applications.
- Promote parking in areas that are commercially viable but add to the desired visual character of the community as a whole, or a special area such as downtown.

Economic Development Goal 4: Revitalize Downtown

A strong town core that offers business and visitor opportunities.

Objectives:

- Expand existing office space in the downtown area and encourage additional office development in the town's core.
- Develop more activities and attractions in the downtown core, including more opportunities for retail.

Policies:

- Encourage redevelopment and infill development through the use of incentives.
- Provide incentives to developers who offer pedestrian amenities downtown such as plazas, public seating and attractive streetscaping.
- Provide incentives for developers to develop in and around historic districts in order to attract visitors to these culturally rich areas.

Transportation

Transportation Goal 1: An Enjoyable Travel Experience

Existing and future roadways that ensure safe travel and connectivity while offering scenic views and aesthetic landscape treatments.

Objectives:

- Reduce traffic congestion by offering needed through streets and alternative routes with connections to arterial streets.
- Revitalize existing roadways through aesthetic treatments such as raised medians with landscaping, and ensure that future roadways adhere to the same standards.
- Promote gateways between neighborhoods and developments to establish identity.
- Ensure a variety of parking options in the downtown vicinity to ensure easy access and encourage visitors.

Policies:

- Create street standards to allow for boulevards, landscaped lanes, and other residential streets to connect existing and new developments and managed access.

Transportation Goal 2: Respect Bicycle and Pedestrian Traffic

Ensure that pedestrian, bicycle, and other alternative modes of travel are given the opportunity to function as a primary means of travel.

Objectives:

- Develop interconnected sidewalks and bicycle lanes/routes that are linked to various destinations and activity centers such as the downtown, recreational facilities and parks, and major employment centers.
- Consider implementing public transit options and develop residential communities around these transit stations (transit-oriented development).

Policies:

- Encourage new office development within close proximity to transit and bicycle routes to offer employees alternative modes for commuting to work.
- Offer park-and-ride commuter options near community developments.
- Implement a voluntary, citizen-funded sidewalk program.
- Allow for the reduction of street widths, building setbacks, and lot sizes in new developments to increase density and encourage pedestrian travel.

Community Assets

Community Assets Goal 1: Preserve Smyrna's Character

Preserve significant historical and cultural lands, sites, and structures that contribute to the community's identity and character.

Objectives:

- Increase awareness of historical sites and enhance existing features that define the Town of Smyrna.
- Ensure that Smyrna's design standards are implemented.

Policies:

- Establish a wayfinding and signage program that adheres to design standards and enhances the awareness of Smyrna attractions.
- Provide incentives for developers to redevelop/develop in historic areas and the downtown in order to attract visitors.

Community Assets Goal 2: Increase the Vitality of Downtown

Establish downtown as a destination for visitors and the Smyrna community.

Objectives:

- Revitalize and enhance existing commercial, transportation and pedestrian features that support the downtown area.
- Promote the visual character of downtown through proper signage and aesthetic treatments.

Policies:

- Increase the amount of parking in and around the downtown core.
- Address eyesores and dysfunctional portions of downtown by establishing a specific downtown revitalization plan.

Community Assets Goal 3: Protect the Environment

Ensure a clean and uncontaminated environment within the Town of Smyrna, including waterways, land areas, and streetscapes.

Objectives:

- Protect waterways from construction run off by enforcing existing pollution regulations and their respective penalties.
- Protect local waterways against sediment from erosion caused by encroaching development by requiring natural or artificial buffers adjacent to waterways.
- Encourage the use of recycling facilities within the Town of Smyrna provided by Rutherford County.

Policies:

- Provide more creek clean up volunteer opportunities-particularly while Stewart's Creek and Hart's Branch are dry and easier to clean.
- Establish a tree replenishment program in the Town of Smyrna.

Chapter 4: Land Use

Of the various elements of a Comprehensive Plan, the land use component is typically the most recognized and referenced. It is, in many ways, the foundation from which the remaining components evolve. Transportation patterns, infrastructure, public services and facilities, and urban design features all adjust to address the needs of land uses such as residential, commercial, and industrial. Even then, adjustments are made according to type, size, density, and proximity to other uses. While it may not be possible to foresee all of the details necessary to address future land use development, this element and its relationship with remaining elements of the Comprehensive Plan provide a basis from which decisions can be made. Often this can be done in a manner that is economically viable, fiscally responsible, coordinated with infrastructure improvements, and desirable for the area's residents, businesses, and visitors.

The pattern of development is important to any community. Given that Smyrna is experiencing growth not expected to slow any time soon, the community has the opportunity to plan for development and ensure continued quality of life. The appropriate mix of land uses and the proactive effort to create the community that residents envision can aid in maintaining the town's character and a strong tax base.

The land use element of the Smyrna Comprehensive Plan provides a physical vision for the future of the area based upon the concerns and ideals of area residents, leaders, and business owners. It includes goals, objectives, and policies to guide land use decisions, as well as a future land use plan that visually depicts the location of land uses. The land use element consists of six general sections including:

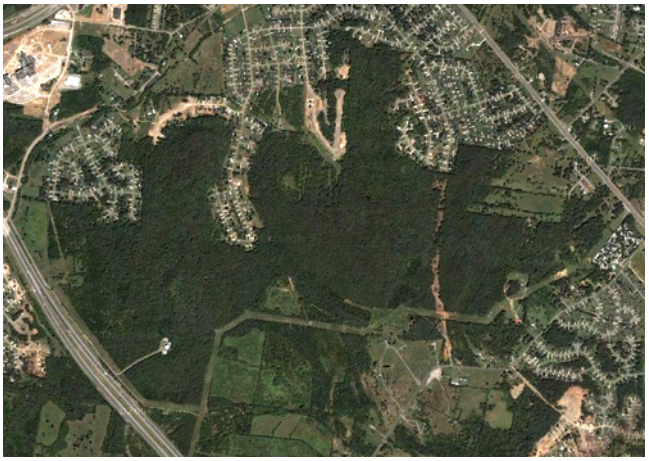
- Identification of the existing community character;
- Visual preference to identify future community identity;
- Key land use issues as discerned through public involvement, land analysis, and review of existing documents and processes;
- Goals, objectives, and policies that address the issues related to land use;
- Analysis of existing conditions, including land development patterns and current land use; and
- Future land use plan, including discussion of major features and introduction of the future land use plan map.

Existing Community Character

The character of the Town of Smyrna is representative of small historic middle Tennessee suburban communities. At its heart are the historic street networks and buildings that initially developed around the railroad. This core has expanded as single-family residential neighborhoods grew around it. Over the last 50 years these neighborhoods have gravitated toward Interstate 24 (I-24) and the Nissan automotive manufacturing plant. Commercial and higher density residential developments are located along many segments of the town's arterial roadways. At the periphery are located low-density residential developments, farmsteads, and natural areas. The following are specific character districts that comprise the town. Their locations can be found in *Figure 4.1, Character District Map*.

Rural Hillside

Two large contiguous areas of steep topography are located within the town and its designated growth areas. These include a series of steep hills south of the Sam Ridley Parkway interchange on I-24 and a series of hills located in the eastern growth area near SR 840 (SR 840). Steep slopes with limited residential development characterized these areas.



Higher-density development enchroaching within rural hillside area

Densities are less than 0.1 dwelling per acre. The limited roadway network is comprised of narrow two-lane roads. The area near I-24 has had a significant impact on the shape of the town as development has typically avoided this area. The picturesque qualities of the wooded hillsides have reinforced the natural beauty of the area. In some areas, more dense development (four units per acre) is beginning to encroach into these areas and change the characteristics of the area.

Rural Agricultural & Natural Areas

Rural agricultural and natural areas are primarily located on the outskirts of the town within the northeastern and southwestern growth areas. Smaller natural areas are located in various parts of the community along Nissan Drive and east of the airport. These areas are characterized by continuous patchwork of agricultural fields, fence rows, farms, and pastoral

Rural Agricultural Area

landscapes. These areas reinforce the agrarian heritage of the area and provide a charming identity for the community.

Within these areas, densities are less than 0.3 dwelling per acre. The street network is primarily comprised of two-lane rural roads without curb and gutter. Houses are set back from the road at distances more than 200 feet and are connected to the roadway network by long driveways. Residential architecture ranges from the rural vernacular styles of the one- and two-story farmhouses arranged with other agricultural buildings to large single-family estate homes.

Rural Residential

The rural residential areas are the transitional residential development areas between the more agrarian areas outside the town and the more dense suburban developments typically found within the town. These areas are characterized by large lot, single-family, disconnected residential subdivisions indiscriminately scattered within agricultural areas. They are primarily located along the southern part of the town and the north shore of Percy Priest Lake.

Rural Residential Area

Densities are less than one dwelling per acre. In some instances, these homes front the rural roadway system, but often access is provided via two-lane roadway networks separated from the established rural roadways. These separate, denser roadway networks do not connect to other developments and are characterized by their lack of curb and gutter and use of cul-de-sacs. Residential architecture is mainly comprised of large one-story ranch style homes. Homes are set back 40 to 50 feet or more from the roadway. Sidewalks are not present. Overhead utilities are common within these areas.

Suburban Residential

The areas designated as suburban residential are located within the town limits and are characterized by suburban, medium-density, single-family residential areas. These areas have the most variation in their character due to the large span of time during which all of these developments were created.

SUBURBAN REIDENTIAL ROADWAY WITH NO CURBS

Densities range from two to four units per acre. The street network is comprised of separate local street systems that access the larger street networks. Connections between other neighboring developments are limited. Cul-de-sacs are commonly used within these areas. Roadways that do not have curb and gutter and utilize open ditches/swales to convey stormwater characterize most of these areas. Another common edge treatment is a raised curb without a gutter. Newer developments with sidewalks utilize full curb and gutters cross-sections.

SUBURBAN REIDENTIAL ROADWAY WITH SIDEWALKS, CURBS, AND GUTTERS

Houses are connected via front- and side-loaded driveways and are set back 20 to 35 feet from the street. Narrow concrete sidewalks are only present within recently completed developments. Overhead utilities are typical of these areas.

Architectural styles are varied, ranging from large two-story homes to single-story ranch homes. Limited duplexes and higher-density developments are present within these areas.

Core Suburban Residential

The older suburban neighborhoods surrounding the historic core of the town comprise the core suburban residential areas. They are characterized by medium- to low-density, single-family neighborhoods.

Densities range from two to three units per acre. The street network is similar to the suburban residential areas with the exception that it utilizes fewer cul-de-sacs, almost exclusively has no curbs, and utilizes ditches for stormwater management. In addition, the network provides more connections between neighborhoods.

The landscape is distinctly more mature in these areas. Large shade trees are present throughout the neighborhoods. Houses are connected via front-loaded driveways and are set back 20 to 35 feet from the street. Overhead utilities are typical of these areas. The architectural character is comprised mostly of single-story ranch houses of various sizes.

Core Suburban Residential

Office Medical

The largest concentration of office medical is in proximity of the Stonecrest Medical Center. Single and multiple office buildings on individual lots served by large surface parking areas characterize these areas. Though multiple-story buildings are immediately adjadcent to the Medical Center, most buildings are single-story. Tenants are predominantly small businesses.

These areas are located along major arterial roadways. Buildings are set back 35 feet or more from the street. Overhead utilities are typical of these areas. Sidewalks are generally not present.

Stonecrest Medical Center

Representative office development

Thoroughfare Development

Thoroughfare Development

Thoroughfare development areas are associated with the major arterials within the community. The majority of these areas are concentrated on Sam Ridley Parkway between the I-24 interchange and Old Nashville Road. One-story buildings on individual lots served by large surface parking areas characterize the commercial uses. In addition, high-density residential is also included near the commercial areas, most often in the form of apartment complexes. The high-density residential uses are compromised of multiple buildings on a single lot with large areas of surface parking. The architectural typologies range between townhouses to multi-story flats.

Within the commercial portions of these areas, the buildings are set back to accommodate parking in front. The parking separates the buildings from the street. No sidewalks are provided. Within the older thoroughfare commercial areas along Lowry Street, parking is provided as angled parking directly adjacent to the storefronts or along the side. Again, no sidewalks are provided and overhead utilities are prevalent.

Older Thoroughfare Development

Historic Core

This area, original to the Town of Smyrna, developed around the railroad. Historic buildings remain on both sides of the railroad and Lowry Street. This district is approximately bounded on the east by Adams, 4th and Main streets and to the west by Front Street. The historic railroad depot remains in the center and is currently part of a small public greenspace. One- and two-story historic commercial buildings, orientated towards the railroad, with parking typically provided as angled in front or smaller shared lots, characterize the area. Some units do provide for live/work conditions by providing second story residential units. The street grid is more defined here than anywhere else in Smyrna and does provide connections to the adjacent core suburban residential areas. Sidewalks vary and are typically five to eight feet wide.

Building setbacks also vary from 10 to 25 feet or more to allow for angled parking in the front. Apparent recent improvements include a roundabout near the historic train depot, improved sidewalks, landscaping, and street lamps. Overhead utilities are once again found throughout.

The character of the commercial buildings is typically historic brick of varying roof heights and styles, which adds an architectural quality not often found elsewhere in the town. Commercial uses vary from restaurants to small professional offices to various specialty shops.

Historic Downtown

Industrial Warehouse

The largest of these areas are concentrated near the airport. Smaller pockets of industrial warehouses and other uses are adjacent to the Nissan plant, east of the airport, and south of I-24. A notable characteristic of these industrial parks is the fact that all are grouped rather tightly together into four main locations. Distinct boundaries between industrial land uses and the character of adjacent land uses become apparent.

Representative industrial park

The scale of the structures tend to be large warehouse type buildings that are set back typically 35 feet or more from the roads, with no sidewalks provided. Most often, vast expanses of lawn with limited landscaping or large expanses of parking separate the buildings from the streets. Major entrances to these complexes are provided off of both local roads and larger street networks. Overhead utility wires run throughout the sites.

Nissan

This complex of buildings is located in one general area southeast of the historic core. Major access to the site is provided off of Nissan Parkway and Enon Springs Road.

Building character is typical of large manufacturing plants and warehouses. Access is limited and parking areas are usually found gated or fenced. Sidewalks are typically provided internally only and provide no connection to the adjacent land uses. Overhead utilities are commonly found here as well.

NISSAN AUTOMOTIVE MANUFACTURING PLANT

Airport

The airport comprises the northern boundary of the town. It is surrounded to the south and east by a mixture of uses; industrial warehouses are predominately found on the eastern edge, while limited areas of rural and suburban residential and thoroughfare development can be found to the south. The airport area serves as a transportation hub for various industrial and commercial uses and provides some commercial business opportunities on site. Main access to the airport is provided from Sam Ridley Parkway.

AIRPORT

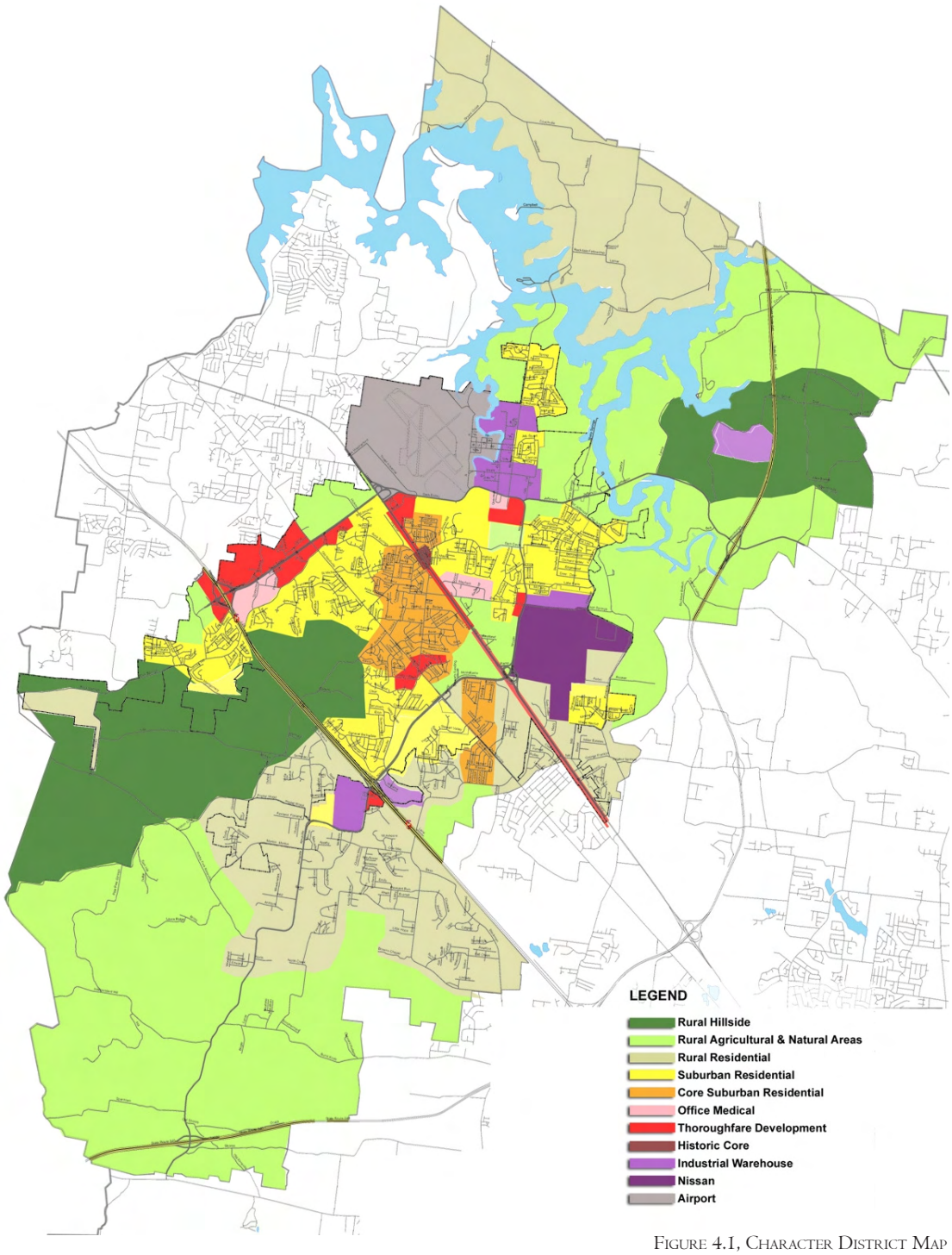


FIGURE 4.1, CHARACTER DISTRICT MAP

Visual Preference

A visual preference survey was conducted to determine the community's preference for the form that development should take within various parts of the town. A total of 15 people participated in the process. Recognizing that various building typologies may not be appropriate for the entire planning area, it was divided into four areas. (See *Figure 4.2, Visual Preference Survey Map,* facing page). According to the *Visual Preference Survey Map,* Area A comprises the historic core of the town, Area B includes the majority of the area within the town limits surrounding the core, Area C comprises the designated growth area to the southwest, and Area D encompasses the northeast growth area.

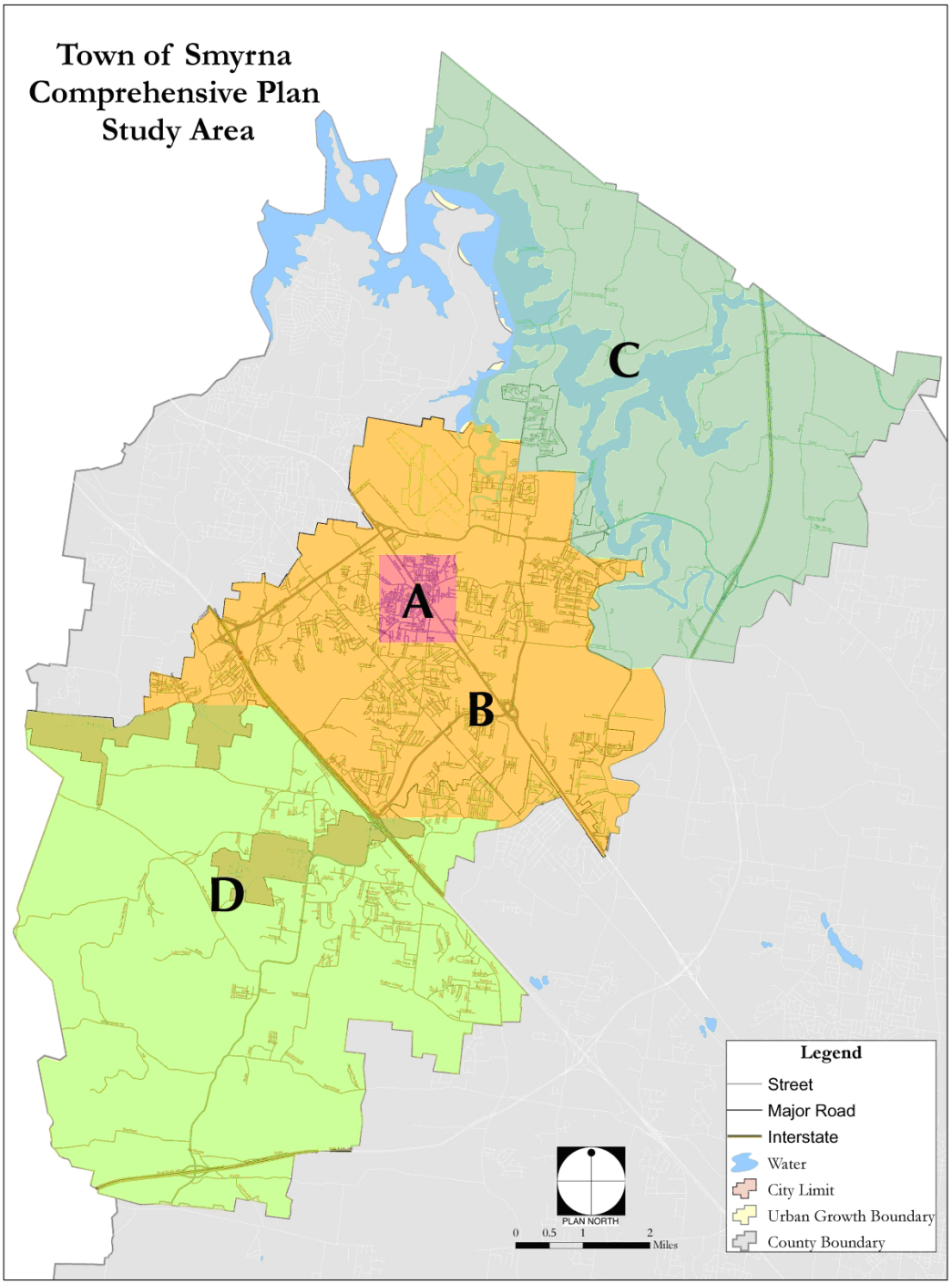


FIGURE 4.2, VISUAL PREFERENCE SURVEY MAP

There were a total of 102 images divided into four land use categories included in the survey. They included residential, commercial, office, and streets. For each image, the participants were asked to rate it based on the appropriateness for each of the four areas. They were rated using the following scale:

1=Not Appropriate
2=Less Appropriate
3=Appropriate
4=More Appropriate
5=Most Appropriate

The five highest rated and five of the lowest rated images for each category and area are summarized in Appendix A. The results of the survey illustrated the following for each area:

Area A

The participants' responses showed a propensity for higher density residential development within this area. In all land use categories, the idea of mixing uses was a common theme. In addition, many of the images that were the highest rated illustrated buildings were built to the sidewalk with parking either located behind the building or on the street.

High-density mixed-use residential flats and townhouses were the highest rated images within the residential category, while mobile home parks, rural farmsteads, conservation development, and low- to medium-density, single-family housing developments were rated the lowest within this area.

Example of high-density mixed use residential flats

Retail development on the bottom floors of the mixed-use developments was prevalent in many of the highest rated images. Photos also showed the presence of various retail activities on the sidewalk (i.e., outdoor dining and retail sales).

Example of single-family housing converted to office

Most of the retail uses were at a smaller pedestrian scale, while lower rated images involved larger "big box" style developments. Malls and large strip developments also fell in the bottom of this category.

Office uses were also of a smaller scale. The highest rated image showed the conversion of single-family housing into offices. In addition, the small office located on the bottom floors was common, including live/work units where owners of the businesses lived above their office. Larger office park developments were the lowest rated in this category.

Narrow roads with on-street parking, sidewalks, and extensive streetscaping characterized the higher rated images within the street category. One high rated image included a trolley system. Larger arterial roads with no sidewalks and rural roads were rated the lowest in this area.

Area B

Due to the large area and varied characteristics of Area B, it was not a surprise that the images selected illustrated a wide spectrum of development typologies. Appropriate development ranged from mixed-use developments built to the street with parking behind to single "big box" uses set back from the street with parking in front.

Example of high-density single-family attached housing

Medium- to high-density development typologies were illustrated in the highest rated images for Area B. They included single-family residential developments with front porches built to the street, mixed-use flats, medium-density gated apartments, and high-density transit oriented developments. Again mobile homes were rated the lowest in this area while low-density, single-family housing and conservation developments were seen as less appropriate than the previously mentioned development types.

Example of corporate headquarters building

The highest rated images for retail varied. It included small neighborhood retail, mixed-use, low-density, outdoor pedestrian oriented malls, thoroughfare commercial (i.e. gas stations and fast food restaurants), and "big box" style developments. Landscape areas with generous buffers were a common theme for the larger uses set back from the street. Lower rated images included the indoor mall, large "big box" development built to the street, and the cluttered strip commercial development.

The highest rated office images for Area B included a large corporate headquarters building, hospital complex, and live/work office uses. As in Area A, large office parks were the lowest rated office images. Surprisingly, offices mixed with retail were poorly rated.

Streets rated in Area B were more mixed. Higher rated images included streets with on-street parking and extensive streetscaping, but others with narrower roads and similar features were rated lower. In addition, large boulevards with identity features were rated high. One highly rated image included a trolley system. Rural roads and alleys were rated less appropriate within this area.

Example of farmstead development pattern

Area C

The participants began to shy away from higher densities within Area C. Higher rated images tended to illustrate rural to low-density development types, while the lowest rated images were of higher densities. Development was set back at greater distances from the street and uses were not mixed.

The highest rated images for residential uses ranged from farmstead, conservation development to low-density, single-family neighborhoods. Higher density, mixed-use development was rated as less appropriate.

Strip commercial and "big box" single-story development characterized the highest rated images for retail development within Area C. Landscaping and reduced, or more cohesive, signage were a common theme for each of these images. Images rated less appropriate were cluttered strip commercial and high-density, mixed-use developments.

As in Area B, the corporate headquarters rated the highest. Large single-use office parks were also illustrated in the higher rated images. The lower rated images within this category included residential office conversion, live/work, mixed-use, and transit oriented developments.

Large multi-lane roadways characterized the highest rated images. One highly rated image did include a two-lane rural road. The lowest rated images included narrow roads with street parking, alleys, extensive streetscapes, and those with trolley systems.

Example of landscape strip commercial development

Example of single-use office park

Area D

Since Areas C and D had similar characteristics, the images tended to be rated similarly for each of these areas. Higher rated images tended to illustrate rural to low-density development types, while the lowest rated images were of higher densities. Development was set back at greater distances from the street and uses were not mixed.

Images for residential and retail were nearly rated identical. The only variation was office uses. The participants' tastes tended to include more single-use office park development and some small-scale office developments.

In conclusion, participants rated images showing higher densities as more appropriate in Area A than any other area. The less dense the area the less appropriate higher densities were rated. This mimicked the current development pattern. It is reasonable to assume that if other higher density areas form a core (i.e., transit hub), higher densities will be more acceptable within the area.

Key Land Use Issues

Analysis of existing conditions, land use trends, and public input gathered at various public forums have revealed a number of issues that significantly impact land use in Smyrna. In conjunction with the Comprehensive Plan, these issues have been summarized into three broad categories. Each issue is addressed through goals, objectives, actions, and the future land use plan.

- WELL-BALANCED LAND USE PATTERNS. Like many communities, growth in Smyrna is moving away from the core of the community. Commercial development is growing outwards along major roadways, and new residential subdivisions are being built on the outer limits of the town. As a result, the automobile has become virtually the only means of access between residential areas and commercial centers. Efforts need to be made to establish smaller nodes of commercial development to allow pedestrian and other forms of non-motorized transportation throughout the community.
- ESTABLISH COMMUNITY IDENTITY. An attractive appearance and positive image will instill pride among local residents, attract businesses, and draw visitors to the community. Enhancement of Smyrna's image may be accomplished by strengthening and improving its residential character, encouraging quality development, establishing visually aesthetic corridors, and developing signage standards.
- RESPONSIBLE NEW GROWTH. Development should occur in a manner that enhances quality of life and simultaneously maximizes use of the site. In addition, new development, especially residential development, should strive to be self-supporting by supplying not only residential accommodations, but commercial and recreational opportunities as well.

Goals, Objectives, and Actions

The goals, objectives and subsequent policies respond directly to the key land use issues raised by participants in the community meetings conducted as part of the planning process. They also reflect the observations discovered through extended analysis of the various land uses throughout Smyrna and its urban growth boundary. Also listed in *Chapter 3: Goals & Objectives,* the land use goals and objectives are as follows:

Land Use Goal 1: Well-Balanced Land Use Patterns

High quality development that promotes sensible growth patterns.

Objectives:

- Promote growth where adequate infrastructure exists.
- Annex land and extend services in a coordinated and timely manner to protect public interest and assure continued orderly growth and development.
- Ensure a reasonable and logical mixture of commercial development and residential development throughout the town.

Policies:

- Establish acceptable levels of service for all public services such as sewer, water, wastewater, law enforcement, fire protection, recreation, emergency services, and trash disposal. These levels should be achieved when considering new development and annexed land.
- Identify specific locations for commercial nodes in areas where residential development is expected in the future to ensure that neighborhood retail, entertainment, and employment opportunities exist in close proximity.
- Adopt density incentives for large residential developments that incorporate commercial components and encourage mixed commercial-residential uses within.

Land Use Goal 2: Establish Community Identity

A vibrant, attractive community that not only reflects the values of the community, but also visually sets the community apart from surrounding areas.

Objectives:

- Promote unique development design in residential and commercial areas.
- Enhance commercial identity through more detailed signage and landscaping standards.
- Encourage the use of boulevards and pedestrian-friendly roadways.

Policies:

- Establish urban design standards and architectural standards for all new and renovated residential and commercial developments. Elements such as maximum setbacks, exterior materials, roof pitch, and garage orientation will establish continuity and character.
- Revise development ordinances to include more detailed standards for signage and landscaping. Signage should be consistent in height, bulk, materials, and lighting. Parking lots and property perimeters should have minimum landscaping requirements for all developments.
- Develop a hierarchy of street standards to which all boulevards and residential streets must adhere. Landscape medians, trail systems, street trees, and access management significantly contribute to community identity.
- Enhance existing neighborhoods through improvements to the public rights-of-way such as sidewalks, medians, and open space.

Land Use Goal 3: Responsible New Growth

A balanced and diverse pattern of land uses that enhances the character of Smyrna.

Objectives:

- Provide a mix of different land uses in suitable locations, densities, and patterns.
- Encourage residential development to be self-sufficient by providing commercial uses, mixed uses, recreational opportunities, and open space.
- Enhance existing and new development with linkages through open space and alternative transportation modes such as pedestrian and bicycle paths as well as landscape buffering between less-compatible land uses.

Policies:

- Utilize the future land use plan as a guide for the distribution and location of land uses.
- Permit mixed-use development by allowing first floor commercial and office development and upper floor residential development in business districts.
- Develop minimum open space standards and density incentives for residential projects that include commercial components and allow for open space linkages.
- Establish development standards for commercial development that incorporate landscaping and sidewalk standards that link to new and existing residential development.

Existing Conditions and Land Use

Existing land use provides clues to past and present development trends and provides a glimpse of uses available throughout Smyrna. An inventory of the existing land uses was assembled through recent aerial imagery and land use maps provided by the town.

Existing Land Use

Existing land use provides the basis for historic and current development trends occurring in Smyrna.

Of the 29 square miles that comprise the incorporated areas of Smyrna, nearly two-thirds is residential land use. Industrial land use makes up 23 percent and commercial and office uses make up the remaining 12 percent of the incorporated area. Compared to surrounding communities such as Spring Hill, Franklin, and Lebanon, Smyrna has a larger industrial base and a slightly smaller commercial and office base. For the most part, the high level of residential uses parallel these same communities, but the breakdown between high-, medium- and low-density varies significantly between the communities.

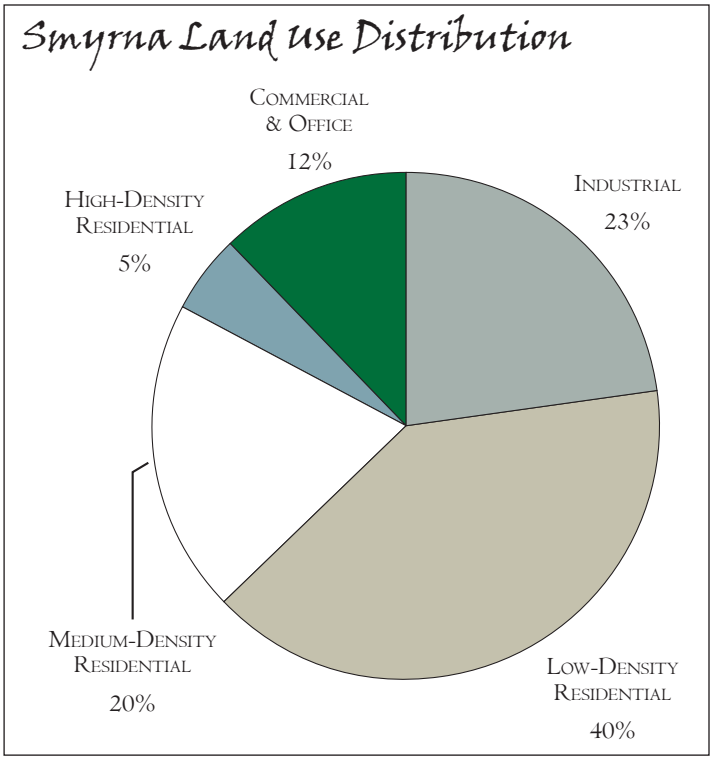


Figure 4.3, Smyrna Land Use Distribution

As shown in *Figure 4.3, Smyrna Land Use Distribution*, low-density residential development (zero to four units per acre) makes up the largest portion of the overall land uses in Smyrna at 40 percent. Medium-density residential (five to nine units per acre) makes up 20 percent of the overall land use in Smyrna. Together, these two levels of residential development make up nearly two-thirds of Smyrna. This is due to the high demand for single-family homes in the area as discussed in the *Community Profile*. High-density residential (10 to 15 units per acre) make up another five percent of the overall land use. The next highest land use is industrial, which makes up 23 percent of the land uses. This is directly attributed to the Smyrna Airport and the

Nissan Motor Manufacturing Corporation. The remaining 12 percent of commercial and office areas are along the main thoroughfares (Sam Ridley Parkway, Lowry Street, Old Nashville Highway, and Nissan Drive) and attract the standard variety of restaurants, retail, and "big-box" businesses.

Anticipated Trends

As mentioned earlier, growth in Smyrna is moving away from the core of the community. Commercial development is growing outwards along major roadways, and new residential subdivisions are being built on the outer limits of the town.

Several ongoing trends are expected to affect land development patterns in Smyrna. While these trends may be positive or negative, several can be altered through implementation of the Comprehensive Plan to enhance future development.

- Growth will continue on the outskirts of Smyrna.
- Single-family residential development will remain the predominant type of residential use.
- Alternative housing development, such as duplexes and residential accessory structures, will remain inconsequential.
- Multifamily development will continue to be perceived as undesirable.
- Commercial and residential uses will follow national trends by consuming more land per unit than past development.
- The automobile will continue to be the primary and virtually exclusive means of accessing commercial and recreational opportunities.
- Commercial development will occur along major roadways with limited means of access management.
- Land uses will continue to separate as mixed-uses continue to be perceived as only appropriate in downtown settings.
- While Smyrna has a stronger employment base than most surrounding communities, it will still continue to serve as a bedroom community to Nashville.
- The town will continue to attract commercial opportunities to serve the residential areas in and around the community.

Land Use Projections

Land use projections for the Town of Smyrna and the urban growth boundary are based upon existing conditions, anticipated growth and growth trends that will likely result in increased or decreased development of a certain land use. Projections represent a forecast of future land use requirements that aid in development of the future land use plan and the future land use map. While an effort is made to anticipate future events, it is impossible to anticipate all of the factors that will impact land use in and around Smyrna.

The Comprehensive Plan anticipates that Smyrna will grow within the next 20 years. This is the result of anticipated growth in population, as well as the reality that the consistent desire for new development will result in expansion of the developed area. Projections for future land use are based upon the increase in population as presented in the *Community Profile*.

Residential

The increase in residential development is expected to parallel the increase in population. At the current rate of growth, the number of housing units (single-family, multifamily, and mobile homes) will more than double over the next 10 to 20 years. Similarly, the amount of land consumed for residential development would also more than double under the current standards. At the current rate, and under the current development standards for minimum lot size, approximately 2,600 acres would be consumed for low-density residential development, 110 acres for medium-density, and 220 acres for high-density. Overall, this equates to approximately 3,000 acres, or nearly five square miles of building lots. On average, 20 percent of a development is dedicated for drainage, roadways, and other infrastructure that supports residential development, which would bring the total to 3,600 acres and nearly six square miles of residential land use added to the community over the planning horizon. This is a 30 percent increase in land consumed by residential development.

Utilizing the Comprehensive Plan, residential development is still expected to increase. However, unlike the growth anticipated in residential land use, the Comprehensive Plan proposes growth of only 17 percent. More importantly, the plan does not envision fewer homes or businesses locating in Smyrna. Rather, better land management practices are expected to result in use of less land for building lots while increasing the amount of land for open space and dedicated park land.

Land needed for residential development will grow at a slower rate than population projections through a variety of activities designed to maintain affordability and increase neighborhood character. Residential areas will increase only slightly in

density, but will benefit from alternative designs for new neighborhoods such as clustering, traditional neighborhood design, and minimum open space requirements.

Multifamily development will maintain its current rate for the large scale developments, but it will increase overall by incorporating a variety of lower density options such as mixed residential developments, duplexes, and townhomes. Planned, limited integration of low-density, multifamily units into single-family neighborhoods will add diversity character to neighborhoods while also establishing residential options that provide ample opportunity for residents to remain in the neighborhood as their housing needs change.

Commercial & Industrial

As stated in the *Community Profile*, Smyrna is expected to continue to see considerable commercial and industrial growth similar to what has occurred over the last 10 years. Given Smyrna's proximity to I-24, I-65, and I-40 (the latter two via SR 840), commercial growth would most logically continue to occur along these major vehicular corridors. Industrial growth would continue to expand in the existing areas designated for such near the airport and on the east side of town.

Under the Comprehensive Plan, commercial growth will also outpace population growth over the course of the next 20 years. However, land management practices and development standards will allow this growth to be accommodated successfully while utilizing less land and improving aesthetics. Industrial growth will also increase, but the focus of the plan will be on attracting clean and desirable industries with improved aesthetic development standards.

- Through mixed-use development and clustering businesses (instead of strip development), the amount of land needed would be substantially smaller.
- As commercial development occurs, land consumption will be managed and minimized to the extent possible in order to promote pedestrian-friendly opportunities and provide improved aesthetics with improved landscaping and signage standards.
- Regulations for industrial development will be established to create campus-like settings that incorporate landscape and open space design standards to create aesthetically pleasing developments.

Future Land Use Plan

While the character of Smyrna is unique, the basic needs of the community are similar to those of most other suburban areas. Residents seek quality housing and employment opportunities. Equally important are places to shop, learn, and play. Smyrna's current ability to provide these uses is the foundation for development of a future land use plan.

Change in land use over time is a reality. It is inevitable that a growing urban area such as Smyrna will expand. Residents will continue to search for higher quality of life and developers will continue to provide their concept of what the market dictates. The essence of comprehensive planning is the recognition that Smyrna does not have to wait to react to growth. Instead, the community can determine where and how growth should occur. Through community support, the plan can ensure that growth meets the desired standards leading to that higher standard of living.

The land use categories displayed on the future land use map (*Figure 4.4*, next page) differ from the town's zoning map. Together with policies, goals, objectives, action statements, and the concept of recognizable character districts, the future land use map is a guide for development, redevelopment, and daily decision making.

The future land use map supports a mix of land uses, but does not specifically set aside areas in each neighborhood designated as "retail" or "residential" to accommodate those uses. Rather, each land use section describes uses that are appropriate. The goals of each land use designation are designed to achieve the three main land use goals previously discussed:

- Well-balanced land use patterns,
- Established community identity, and
- Responsible new growth.

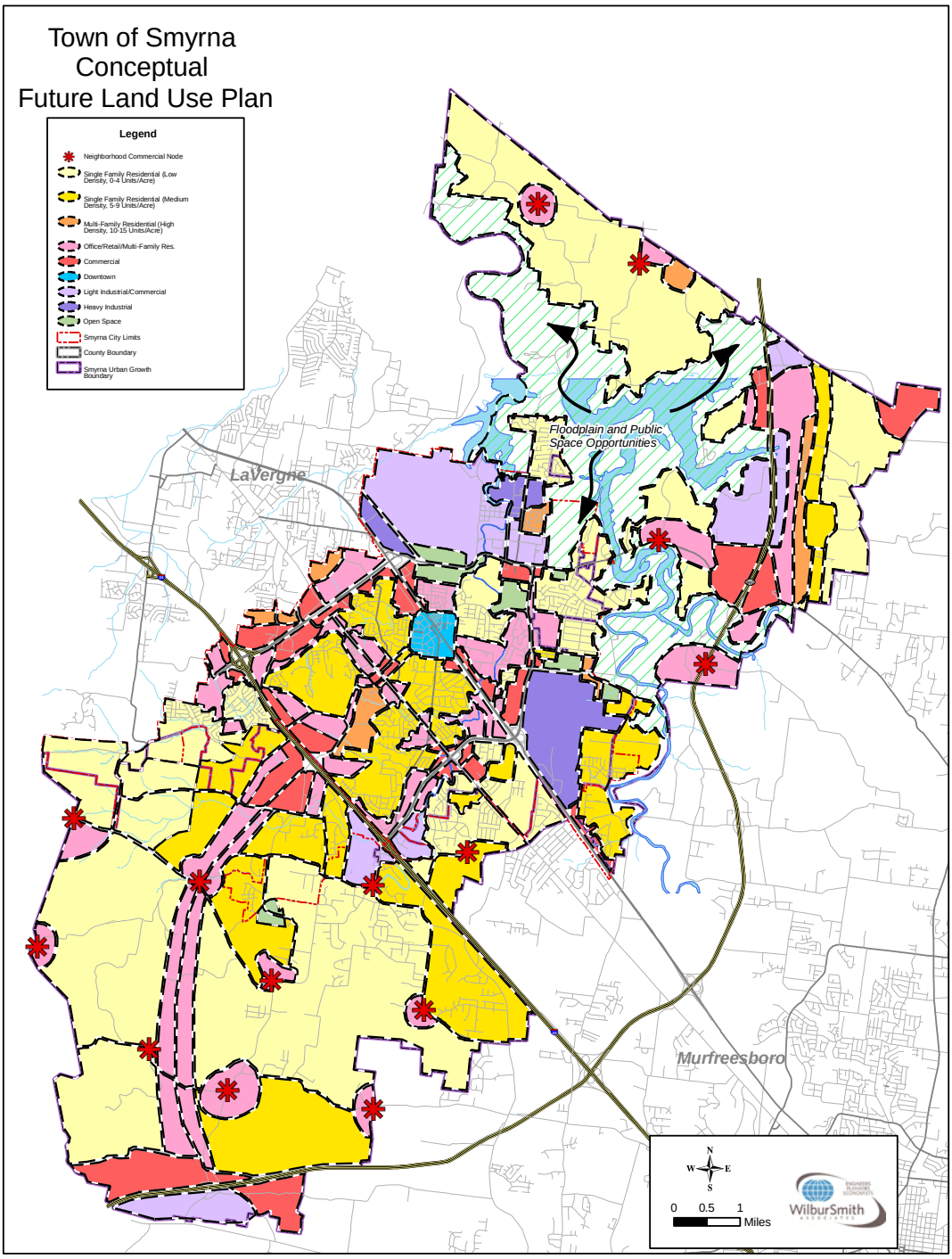


FIGURE 4.4, FUTURE LAND USE PLAN

The land uses are broken into three main categories: residential, mixed-uses, and commercial/industrial. Policies are outlined for each category that meets the objectives described in the goals, objectives, and policies section.

Residential

Two types of residential uses are incorporated into the future land use map: single-family and multifamily. Land use policies for these residential land uses include:

> Policy 1: Neighborhoods should have direct access to residential streets, but not to primary streets. Residential development should not be adjacent to major roadways.
>
> Policy 2: Residential development should include land set aside for parks and recreational facilities.
>
> Policy 3: Schools, parks, places of worship, and community facilities should be located close to, and within, residential neighborhoods

Single-family – conventional single-family, detached dwellings are the primary use. Additional residential uses such as duplexes and accessory residential units are also permitted. In addition, public uses such as schools, places of worship, parks, and other neighborhood-oriented uses are acceptable.

Multifamily – structures with more than two dwelling units. Additional residential uses such as single-family and duplexes may be included, but the goal is to permit higher density. Similar to the single-family areas, public uses including schools, places of worship, parks, and neighborhood-oriented uses are included, as well as low-intensity commercial uses and service-oriented businesses.

Mixed Uses

Two types of mixed uses are shown on the future land use map: office/retail/multifamily and downtown. Land use policies for these mixed-use areas strive to:

> Policy 1: Establish low-intensity retail and office nodes throughout the town and make them conveniently accessible to neighborhoods.
>
> Policy 2: Allow for mixed-use developments, as well as mixed-use structures, that include retail, office, and residential opportunities.

Policy 3: Make office and business uses compatible with nearby residential areas by means of limiting building height, landscaping, and pedestrian access.

Policy 4: Make mixed-use development a buffer between more intense uses and residential areas.

Policy 5: Allow the downtown to serve as the major hub of government and related offices. Retail, entertainment, and residential activities should also be encouraged, particularly through adaptive reuse of existing structures and undeveloped properties.

Office/Retail/Multifamily – encourages a mixture of office, retail, and residential development. While this area is considered primarily office/retail, it allows the flexibility of multifamily uses including those located in the same structure. This area also serves as a transition between residential and commercial land uses.

Downtown – provides for the highest level of mixed land uses in the central core of the town. Uses include residential, office, retail, commercial, and public uses such as places of worship, schools, and parks. The mix of uses provides the opportunity for growth in the downtown area and establishes the unique character of Smyrna for its visitors and residents.

Commercial & Industrial

Three types of commercial and industrial uses are shown on the future land use map: commercial, light industrial/commercial, and heavy industrial. Land use policies for these mixed-use areas include:

Policy 1: Commercial areas should include a range of development types to serve local needs as well as regional needs.

Policy 2: Locate commercial nodes at major intersections designed to accommodate traffic.

Policy 3: Industrial development should be grouped together, have adequate access for heavy vehicles, and not be adjacent to residential areas.

Policy 4: Landscape and open space buffers should separate high-intensity uses from lower-intensity uses as well as serve as visual buffers from outside storage of equipment and materials.

Commercial – provide for high-intensity commercial uses such as large-scale shopping facilities, large multi-retailer developments, and auto-related businesses. These areas provide high-visibility for retail activity and also serve as a buffer between high-intensity commercial areas and residential areas. Additional permitted uses include retail and office development where appropriate.

Commercial Nodes – are dispersed throughout the planning area to offer small-scale shopping needs like market style groceries, pharmacies, and eateries such as a pizza parlors or ice cream shops to a localized area. They are meant to reduce the number of long trips to larger commercial centers and promote pedestrian interaction. They are placed in close proximity to existing or future neighborhoods in hopes that they will be within walking distance or only a short bike or car trip away.

Light Industrial/Commercial – encourages high-intensity commercial uses that are also compatible with light industrial uses. When appropriate, the mixture of these uses supports and enhances each use.

Heavy Industrial – established for high-intensity industrial activity. These areas are located near alternative transportation modes, including the airport and railway. Since outside storage is often associated with these uses, additional landscaping and screening is required. Limited commercial activity may be appropriate in some areas.

Housing

Housing is an issue of particular importance to the Town of Smyrna because of its vital role as a source of shelter, but also as a symbol of quality of life and personal pride. Likewise, neighborhoods offer an image of community pride and speak significantly to the character of an area and its residents. A well-maintained neighborhood with an active street life often provides the perception of safety, communication, integrity, health, and family values.

Desirability of a neighborhood is based upon a number of variables, particularly those related to the local housing stock. For housing to be attractive it must be:

- Affordable to the extent that a household can cover the costs of purchase, maintenance, utilities, and other regular expenses at an acceptable rate;
- Adequate to meet the needs of households in terms of living spaces, open space, amenities, and infrastructure;

- Accessible without undue hardship which may, on an immediate scale, include handicap accessibility and, on a larger scale, provide quick access to destinations for work, shopping or recreation;
- Appeal to the investor, homeowner, or renter because it is well-maintained, in an attractive location, new, historic, or otherwise, and offers a distinct or desired character; and
- Quality in its materials, construction, and maintenance.

Housing is certainly not the only characteristic important in the desirability of a neighborhood. Potential and existing homeowners and renters will be more attracted to areas that include:

- Quality infrastructure such as well-maintained streets, curbs, and storm drainage;
- Identity through gateways, defined edges, landscaping, lighting, signage, architecture, other streetscape amenities, or history;
- Dynamic character, particularly pedestrian activity such as walking, bicycling, open communication, and children playing;
- Proximity to amenities such as parks, schools, churches, daily shopping, and work opportunities; and
- Curb appeal of maintained landscaping and other features that indicate active and attractive upkeep.

The purpose of the housing and neighborhoods element of the Smyrna Comprehensive Plan is to ensure that area homes and neighborhoods meet the current and future needs and requirements of residents. To do so, housing should be affordable, adequate, appealing, and of sound quality. Neighborhoods should offer quality infrastructure, strong identity, dynamic character, proximity to amenities, and curb appeal.

Current Housing Issues

Residents and leaders of Smyrna have identified a number of issues that play a role in the ability to provide an exceptional living environment. These issues form the basis for goals, objectives and policies regarding housing and neighborhoods. The four primary issues identified are:

1. The existing housing stock lacks diversity.
2. The existing development patterns do not attract mixed-uses.
3. Current residential development lacks amenities and open space.
4. Architectural design standards are needed for future residential development.

The existing housing stock lacks diversity. The existing housing stock is largely comprised of single-family detached homes. The addition of alternatives such as lofts, granny flats, two-family, multifamily, retirement housing, and townhouses could fill gaps in the housing supply and better ensure the availability of "life cycle housing".

The existing development patterns do not attract mixed-uses. Current development patterns within Smyrna do not incorporate a variety of housing types or small scale commercial development into new residential subdivisions. Requiring these elements as part of all new development not only allows the opportunity for a diverse housing stock, but it also creates neighborhood identity. Neighborhoods with a commercial or business component often become more pedestrian friendly and the need for vehicle trips decreases.

Current residential development lacks amenities and open space. Residential subdivisions within Smyrna are not self-sufficient when it comes to amenities. Pedestrian paths, swimming pools, open space, playgrounds, etc. are all elements that should be required of new residential development. The opportunity to link neighborhoods to each other is also made possible by requiring pedestrian pathways and the continuity of open space. These types of amenities ensure that local neighborhoods remain desirable and highly marketable for an extended period of time. Self-sufficient neighborhoods also decrease the burden on the town to provide these amenities.

Architectural design standards are needed for future residential development. Residential design standards encompass a wide range of architectural elements of houses such as porches, garages, and auto storage structures and exterior building materials. Requiring desirable elements/materials in future neighborhoods ensures that neighborhood character is established and maintained within the town.

Housing Goals & Objectives

The Comprehensive Plan Advisory Committee, Town of Smyrna staff, elected officials, members of the public, and WSA staff utilized the information gathered through data collection and public input to establish issues and develop goals and objectives for improving the area housing environment. Goals are designed to specifically address housing and neighborhoods, but also complement efforts to address other topics such as land use, transportation, growth management, and image. The objectives and policies are more specific recommendations to help the Town of Smyrna achieve their goals.

Relative to housing and neighborhoods, the Town of Smyrna strives to offer:

- A community in which a variety of housing alternatives are available in sufficient quantity to all residents at all income levels;
- A community in which there is a mixture of residential uses and commercial uses within each neighborhood;
- A community where new development has the necessary amenities and design to create and maintain established, prosperous, and interconnected neighborhoods; and
- A community where new development has aesthetic features and design elements that will establish and maintain neighborhood character and cohesion.

iHousing Goal 1: Diversify Housing

A community in which a variety of housing alternatives are available in sufficient quantity to residents at all income levels.

Objectives:

- Promote alternative single-family housing opportunities such as attached garden homes, townhomes, cluster housing, and condominiums that are appropriately placed and adhere to quality design standards.
- Continue to introduce housing opportunities for non-owners such as retirement housing and townhouses.
- Improve and rehabilitate existing quality single-family and multifamily homes while, maintaining the character of the housing stock.

Policies:

- Require homeowners' associations to maintain facilities and open spaces within their neighborhoods.
- Allow for alternative site design to achieve affordable housing, including reduced setbacks, reduced street widths, and reduced lot size.
- Provide density incentives to developers who incorporate two-family and multifamily housing opportunities into new single-family developments in exchange for increased amenities.
- Make provisions for attached and detached accessory residential uses to the primary residence such as granny flats, in-laws quarters, and apartments.
- Encourage retirement housing as part of mixed residential developments or as free-standing developed communities.
- Encourage developers to implement codes, covenants, and restrictions.

Housing Goal 2: Promote Mixed Residential and Commercial Uses

A community in which there is a mixture of residential uses and commercial uses within each neighborhood.

Objectives:

- Promote downtown housing opportunities, particularly for persons seeking "live-work" accommodations.
- Encourage new development to have a variety of residential uses within each development.
- Introduce a neighborhood-friendly commercial or business land use element into new residential developments.

Policies:

- Allow for mixed uses on individual properties in new developments.
- Require developers to incorporate two-family and multifamily housing opportunities into new single-family developments where appropriate.
- Encourage retirement housing within new developments.
- Develop land use standards that require commercial and business development be part of new residential developments where appropriate.

Housing Goal 3: Encourage Self-Sufficient Neighborhoods

A community where new development has the necessary amenities and design to create and maintain established, prosperous, and interconnected neighborhoods.

Objectives:

- Ensure that amenities are available to maintain marketability of existing neighborhoods.
- Provide for active and passive recreation amenities in neighborhoods with direct pedestrian access.
- Maintain interconnected paths and visual corridors between neighborhoods and other destinations.
- Provide for common open space within new neighborhoods and developments.
- Create pedestrian-friendly neighborhoods that are interconnected and within access to amenities such as parks, schools, and commercial uses.

Policies:

- Require new residential developments to maintain common open space with recreational opportunities such as playground equipment, swimming pools, sport fields/courts, and walking paths.
- Provide density incentives for developers who provide linkages to existing and planned open space and commercial uses.
- Incorporate sidewalks/paths and linkages in existing neighborhoods and commercial areas.
- Require new commercial development to incorporate sidewalks/paths into their design.

Housing Goal 4: Establish Neighborhood Character

A community where new development has aesthetic features and design elements that will establish and maintain neighborhood character and cohesion.

Objectives:

- Establish neighborhood identity through residential architectural features.
- Incorporate unique design standards into new residential developments to reduce infrastructure costs and establish character.
- Promote gateways between neighborhoods and developments to establish identity.

Policies:

- Require a variety of quality exterior materials for construction of new homes.
- Allow for the reduction of street widths, building setbacks, and lot sizes in new developments.
- Create street standards to allow for boulevards, landscaped lanes, and other residential streets to connect existing and new developments and managed access.
- Encourage pedestrian interactivity by requiring setbacks for garages beyond the front of the home and promoting elements such as front porches, walkways, and alleyways.

Chapter 5: Utility Infrastructure

Continued growth in Smyrna is dependent on the town's ability to provide basic services such as potable water, wastewater treatment, stormwater management and natural gas. The availability of these services plays a role in determining the location and intensity of development, much like zoning or other land use regulations do. This is because a lack of adequate infrastructure makes it difficult to attract development, while the provision of services to new areas is an invitation to growth. The decision to upgrade or expand infrastructure and the associated capital investment should therefore closely reflect the community's goals for future growth and development.

This section summarizes Smyrna's infrastructure capacity as it relates to opportunities and constraints for future growth. Information regarding existing service capacity and future needs is informed by the *Smyrna Land Use and Facilities Plan* (2001), which identified future infrastructure needs to accommodate projected population growth through 2020. It is the opinion of this study that the recommendations from the previous plan continue to reflect the needs of the Town of Smyrna in 2006. The 2006 Sewer System Comprehensive Study examines the possible expansion of the town's sewer collection system. The results of this comprehensive report are reflected in this Comprehensive Plan Update and outlined in the following sections.

Infrastructure Capacity Issues

Water

Smyrna's drinking water is supplied by surface water from J. Percy Priest Lake, a reservoir on the Stones River. The water is treated at the town's water treatment facility, which currently has a capacity of 12 million gallons per day (MGD). The average daily demand in 2005 was 8.18 MGD. By the year 2020, this is projected to reach an average of 16.6 MGD with a peak of 24.9 MGD.

The Tennessee Department of Environment and Conservation suggests that municipalities hold a 24 hour supply of water in storage. This will require Smyrna to increase water storage as average daily demand increases. According to the 2001 *Smyrna Land Use and Community Facilities Plan*, this will amount to an additional 7.5 million gallons of in-system storage by 2020.

Growth projections for Smyrna estimate that 69,460 people will reside in the town by 2025, including the population in the consolidated utility district. To accommodate this population, the following water system improvements have been recommended.

Water Service Improvements Required to Accommodate 2025 Demands			
Improvement	Location	Estimated Cost*	Status
3 million gallon ground storage tank	Adjacent to existing tank on Mason Tucker Road	$1,201,190	
2.5 million gallon ground storage tank	West Jefferson One basin	$1,130,000	
2 million gallon ground storage tank	Adjacent to existing million gallon interstate tank	$847,500	Added on RSR
Upgrade Mason Tucker Booster Station to a pumping capacity of 8 MGD	Mason Tucker Booster Station	$353,690	
Install 6,600 linear feet of 20-inch water main	From Old Nashville Highway to I-24/Sam Ridley Interchange	$636,190	
Replace 4,400 linear feet of 6-inch water main with 18-inch water main	From the water plant running east across the Stones River to the West Jefferson One Basin	$904,000	
Rework a hydraulic bottleneck requiring 300 linear feet each of 36 inch, 24 inch and 18 inch Ductile Iron water main.	At Jefferson Pike leaving the water plant	$84,750	
Install 8,000 linear feet of 12-inch water main.	From Old Nashville Highway along Lee Victory Parkway south to the I-24 interchange.	$395,500	
Upgrade the Nolensville Booster station	Near the I-24/Sam Ridley Parkway Interchange		Completed
Upgrade Water Treatment Plant capacity from 12 MGD to 25 MGD		$14,125,000	
Source: Smyrna Land Use and Community Facilities Plan, 2001. * Cost estimates have been calculated to reflect 2006 dollars using an annual inflation rate of 2.5 percent.			

Table 5.1, Water Service Improvements Required to Accommodate 2025 Demands

Wastewater

Wastewater systems collect waste from individual homes and businesses, and transfer the waste through a system of pipes and lift stations to be treated at Smyrna's wastewater treatment plant. Once treated, the effluent is discharged into Stewarts Creek. Smyrna's treatment facility can currently handle 7.8 MGD of waste. As of 2005, the average daily flow was 4.77 MGD with a peak of 8.8 MGD.

The 2001 *Smyrna Land Use and Community Facilities Plan* projected future wastewater demand for each drainage basin within Smyrna's urban growth boundary (UGB). The projections were based on existing land use, proposed future land use, projected population, and the amount of land in the basin that is likely to develop. Based on these factors, the 2001 plan estimated the average daily wastewater flow to reach 13.3 MGD with a peak flow of 27.4 MGD by 2020. More recent information from city staff shows an estimated average daily flow of 20 MGD by 2025. Significant improvements in the system will be required to meet this demand. Those that were proposed in the 2001 plan are included in *Table 5.2*.

Wastewater Infrastructure to Accommodate New Service Areas

Infrastructure Needs	Location	Estimated Cost*	Status
Gravity feed to a collection point that is pumped to the Stewards Creek trunk sewer. This will require sizing upgrades, a pump station and force main.	Olive Branch Basin	$988,750	
Gravity feed to the Stewart Creek trunk sewer requiring sizing upgrades.	Rocky Fork Basin	Cost Estimate Needed	
Gravity feed to a collection point that is pumped to the Harts Branch trunk sewer requiring sizing upgrades, a pump station and force main.	Gambill Lane Basin	$1,130,000	
Gravity feed to the Stewart Creek trunk sewer requiring sizing upgrades.	Stewarts Creek Basin	Cost Estimate Needed	Under Design Engineering Cost
Gravity feed to the Stewart Creek trunk sewer requiring sizing upgrades.	Blackman Basin	Cost Estimate Needed	Under Design Engineering Cost
Gravity trunk feed to a collection point that is then pumped across Stones River to the Nissan/Jefferson Pike Pumping Station, including a tunnel crossing Jefferson Pike and a submerged river crossing.	West Jefferson One and Two Basins	$3,390,000	

(Continued, Next Page)

Gravity feed to the Stewart Creek trunk sewer requiring sizing upgrades.	Baker Road Basin	Cost Estimate Needed	Engineering Costs
Source: Smyrna Land Use and Community Facilities Plan, 2001. * Cost estimates have been calculated to reflect 2006 dollars using an annual inflation rate of 2.5 percent.			

TABLE 5.2, WASTEWATER INFRASTRUCTURE TO ACCOMMODATE NEW SERVICE AREAS

In addition to servicing new areas, growth will place pressure on portions of the existing system. Necessary upgrades to existing systems are summarized in *Table 5.3*.

UPGRADES OF EXISTING WASTEWATER INFRASTRUCTURE NEEDED TO ACCOMMODATE FUTURE GROWTH			
Upgrade	Location	Estimated Cost*	Status
Expand the Wastewater Treatment Plant from the current capacity of 7.8 MGD to the projected 2020 average daily demand of 20 MGD.	Existing Wastewater Treatment Plant at Jack Hunter Drive	$19,775,000	
16,000 linear feet of 36 inch trunk sewer to route flow from up stream of the existing Meadowbrook Pumping Station directly to the wastewater treatment plant. This eliminates the need for the Meadowbrook Pumping Station and eliminates capacity issues with the Industrial Park Trunk Sewer.	Meadowbrook Trunk Sewer	$3,955,000	Engineering phase
Provide service to these residential areas that are currently on aging septic systems. Trunk sewers are already in place.	Chicken Pike, Baker Road and Miller Estates Lateral Sewers	$4,237,500	
Upsizing the Harts Branch trunk sewer.	Harts Branch Trunk Sewer	$706,250	3-year plan to begin FY 07-08
Upsizing the existing trunk to a 24 inch diameter trunk for 3,000 linear feet along Stewarts Creek.	Stewarts Creek Basin	$494,940	Engineering phase
Source: Smyrna Land Use and Community Facilities Plan, 2001. * Cost estimates have been calculated to reflect 2006 dollars using an annual inflation rate of 2.5 percent.			

TABLE 5.3, UPGRADES OF EXISTING WASTEWATER INFRASTRUCTURE NEEDED TO ACCOMMODATE FUTURE GROWTH

2006 Sewer System Comprehensive Study Summary

The purpose of the sewer system comprehensive study was to compile a comprehensive report of the town's future infrastructure needs and examine the possible expansion of the sewer system collection system. The study found that existing physical features permitted the opportunity for expansion of the current system in the Stewart's Creek drainage area located southwest of the present town limits between Interstate 24 and State Route 96 at the Almaville Road interchange. Smyrna is considering future annexation of this area which would mean town services, such as sewer collection service, will have to be provided.

Analysis of existing and anticipated future land uses revealed that the town is anticipating future residential, commercial, and industrial growth in the Stewart's Creek drainage area. Generally, the existing uses within this basin are agricultural and low-density residential. Clearly, if areas within this basin are annexed by the town, these uses will change dramatically. As such, wastewater flows will significantly increase.

Population growth in the Rutherford County area, construction of State Route 840, the town's proximity to the Metro Davidson County area, and the town's annexation intentions are all factors that have brought on the demand for services in this area. These factors have also resulted in requests for sewer services in areas adjacent to the western boundaries of present town limits. They study pointed out that it is not anticipated the town will extend sewer service east of its present sewer service area primarily because of the presence of the J. Percy Priest Reservoir along the town's northeastern boundary.

The report discusses the possible service area expansion, estimated flow projections, and projected interceptor sizes for the upper Stewart's Creek drainage system. It specifically deals with the area defined by the Stewart's Creek drainage area but does not consider water service for this area as this service is provided by other providers.

Existing Facilities

The study examined existing sewer wastewater collection and treatment services that the Town of Smyrna provides to its residents living within the town limits, but deals specifically with possible sewer service for the upper Stewart's Creek drainage basin and the existing facilities downstream of this area.

The upper Stewart's Creek drainage basin includes Olive Branch and Rocky Fork creeks. The estimated size of this area is 23,099 acres, or about 36 square miles. The existing gravity sewer line serving this basin is 24 inches in diameter. This

sewer line extends in two directions: one segment towards Stewart's Creek and a second segment extending parallel to Olive Branch. The first segment of this sewer line was installed several years ago to provide service to the users located to the south of the interchange. According to the as-built drawings, this sewer line was installed at a depth to allow gravity sewer service upstream along Stewart's Creek.

The second segment of this sewer line was installed about two years ago along Olive Branch. This line was installed to provide sewer service to the new Rutherford County schools. Approximately 1,000 feet upstream of the interchange, this line was installed through a subdivision to the school site. This gravity line sizes are 18-inch and 12-inch diameter lines.

Due to the topography, size, and potential uses within the upper Stewart's Creek drainage basin, potential large diameter gravity sewer line interceptors along the creeks and drainage ways may be installed. A listing of the potential line sizes are provided in the *Improvements* portion of the report.

Upper Stewart's Creek Sewer System Improvements

Examination of the area's existing facilities revealed several recommended improvements for upgrades to the existing collection and treatment system. A review of the existing drainage basin was conducted to determine the estimated gravity line sizes necessary to provide sewer service to the upper Stewart's Creek drainage basin. Certain general assumptions were made in determining these line sizes and can be found in the final report. Based on these assumptions, gravity sewer line sizes were determined for each of the mini-basins. These line sizes are shown in *Exhibit One* attached to the report. In addition, the estimated flows through each basin are shown in *Table One* in the report.

It should be pointed out, upgrades to the existing collection and treatment system of this part of the basin would be necessary as development occurs. Upgrades to the collection system include replacing existing gravity sewer lines with larger diameter sewer lines or installing parallel sewer lines to add capacity. However, these improvements would only have to take place as development occurs upstream and the existing hydraulic capacity is reduced in these lines.

The town will also be required to increase the hydraulic and organic treatment capacity of the wastewater treatment plant as new users are added in the upper Stewart's Creek basin. The expansion of the treatment plant should be constructed in accordance with state guidelines. These guidelines specify that planning and construction of the plant occur as the influent flows reach certain mileposts.

The report points out that it will be difficult to place a schedule of improvements for upgrades to the collection and treatment plant improvements. However, it also notes that town representatives will be closely monitoring the flow records and make recommendations as the need arises for each of these items.

It is recommended the town use the suggested line sizes as a guide as development within the basin progresses. It is possible these line sizes could change with changes in use, density, topography or layout of developments. Revisions to the line sizes should be reviewed on a case by case basis.

The Town of Smyrna is able to provide sewer service to the upper Stewart's Creek basin. Existing facilities are in place for future development. Future line extensions within this basin should take place upon approval by the town representatives in coordination with other possible developments throughout the drainage basin.

Stormwater Management

Development inevitably increases the amount of impervious (hard) surfaces such as pavement and rooftops, which prevent the ground from absorbing rainwater naturally. As a result, rainwater runs directly from rooftops, parking lots and streets into storm sewers. During major rain events, the rapid increase in stormwater runoff can overburden the storm sewers and cause brief flooding events. Additionally, stormwater runoff can create water quality issues because it carries pollutants such as dirt particles, engine fluids and pesticides directly to surface water sources such as streams and rivers. This is a particularly important issue for Smyrna since the town's drinking water supply comes from the surface waters of J. Percy Priest Lake.

The town's Public Works Department operates a Municipal Separate Storm Sewer System (MS4) program which aims to improve water quality in Smyrna through improved stormwater management practices. In addition to the MS4 program, the town has a Stormwater Advisory Committee. These initiatives have resulted in the creation of local policies and a Stormwater Management Ordinance that will promote best management practices to mitigate development impacts. One recommended strategy is the construction of detention and retention basins. These facilities capture stormwater before it runs into the storm sewers, slowing the process and reducing the risk of overflow. Regional and communitywide detention facilities on public land can also incorporate attractive landscaping and trails in order to double as parks and recreation space.

Natural Gas

The Town of Smyrna owns the existing natural gas distribution system that serves customers within and around Smyrna. In addition to residential customers, the town has several large industrial users, including Nissan.

According to the 2001 *Smyrna Land Use and Community Facilities Plan*, the current natural gas system is adequate but will require additional transmission lines to support future growth. Proposed improvements include:

- A transmission line from the Columbia Gulf Transmission Company to provide a second source of supply.
- A new gate station and steel high pressure loop to accommodate residential development in the southern portion of the UGB.
- A new steel line from gate station #2 north of the airport to support growth in the West Jefferson basins.

Utility Infrastructure Guidelines

The following guidelines are meant to guide growth in an efficient manner and address the town's infrastructure capacity issues.

- Development is most appropriate in close proximity to existing infrastructure to reduce the short term expense of extensive infrastructure development and the long term expense of maintenance.
- Strategically extend or enhance infrastructure in areas where residential, commercial or industrial growth and redevelopment are most desirable to the community.
- Development should be clustered and densities increased to the extent palatable in order to minimize infrastructure requirements and costs.
- Approval of new development activity should at least partially hinge upon the availability of adequate infrastructure.
- Plans to address water, wastewater, natural gas, and stormwater should be periodically and regularly updated to reflect the condition and capacity of the system as well as demographic changes and development trends.

Chapter 6: Economic Development

Smyrna has benefited from a prolonged period of residential and economic growth. The presence of large employers like Nissan, the town's close proximity to Nashville, low property tax rates, and state initiatives to supply adequate infrastructure are a few of the many reasons why Smyrna's economic outlook appears to be bright. Though Smyrna's future prosperity is largely dependent on market forces, there are many things the town can do to ensure that the community continues to attract economic growth.

Economic Development Issues

Sites and Infrastructure

Industrial and commercial uses have special site requirements related to size, topography, infrastructure capacity, and access to major roadways. The availability of appropriate sites is an important factor in decisions regarding the location and expansion of businesses. If Smyrna is to continue to attract industrial and commercial growth, it will have to ensure that sites best suited for this type of activity are identified and zoned appropriately. This can be difficult in rapidly growing areas, if residential development is considered the "highest and best use" of all undeveloped sites.

Currently, the town owns approximately 46.7 acres of undeveloped land on the north side of Sam Ridley Parkway, adjacent to Motlow College Boulevard, well-suited to attract new economic growth. By providing the necessary infrastructure to accommodate a future office development and allotting the appropriate engineering funds in the budget, the town hopes to attract potential developers. Existing developments adjacent to the property include a YMCA (10.76 acres) and Motlow State Community College (14.34 acres, with another 11.53 acres reserved for future expansion of the educational facility), which are suitable land uses to compliment a future office park.

Jobs/Housing Balance

Rapid residential growth in Smyrna should be matched by a similar level of employment growth to ensure that a healthy jobs to housing balance is maintained, meaning that Smyrna residents have the option to both live and work in the same town. As commute times grow longer and gas prices increase, the value of working close to home is magnified. The option to both live and work in the same community is an attractive convenience for existing residents as well as a marketable amenity to potential home buyers and employers. The presence of commercial and industrial uses strengthens the local tax base by reducing the town's dependence on residential property taxes as a primary revenue source.

Density and Commercial Return on Investment

Smyrna, like many communities throughout the country, has settled into a development pattern that focuses almost exclusively upon travel by car. While this has a number of positive and negative impacts to the overall quality of life, it is particularly critical to economic development because of the resulting low density of development and subsequent low commercial return on investment. In other words, commercial investment decisions are based upon a variety of factors, the most important of which is the number and location of households or "rooftops" that can potentially be "captured." Most residential development in Smyrna is low density and automobile dependent so commercial developers have responded with development patterns that best capture automobile traffic.

Automobile dependent commercial development tends to require substantial on site space for parking, resulting in reduced space available for the commercial structure. The reduced amount of available space means reduced profitability. At the same time, the automobile creates an extremely "fluid" customer base that can travel significantly farther, therefore, providing the developer greater flexibility in location or relocation of a structure. Typical sites that follow this pattern include linear strip development and "big box" retail development along Sam Ridley Parkway and Lowry Street.

Commercial development provides tremendous benefit to the community over the short term, however, automobile dependent commercial development can also have long term negative impacts, if not addressed. The low return on

investment and flexibility of the customer base mean that developers look for cheaper construction methods and other means to increase short term profitability. Structures are designed for a short term investment – roughly 10 years – and the likelihood that development will relocate to a new site rather than reinvest in an existing site. If the new site is within a roughly similar area, the investor can expect to maintain similar market capture because of the "fluid" customer base created by relying solely on automobile traffic. The result of short term, low return on investment development patterns is that commercial activity is always being reinvented, *but at new locations*. As a result, the amount of available commercial space becomes greater than the need and existing commercial centers struggle to retain value and market capture.

While no community seeks to dictate the market, the increasingly short term business model applied to commercial development ultimately conflicts with Smyrna's desire for commercial centers and neighborhoods that remain healthy and vibrant over the long term. Equally important, it impacts the tax revenue that is needed over the long term to maintain infrastructure and services to the growing community.

Key to long term growth is increasing the opportunity for return on investment at a site and creating a market in which reinvestment is more attractive than relocation. Funds can be established to encourage reinvestment; however, a healthier solution is to simply alter investment decisions by promoting greater density and more walkable neighborhoods with increased connectivity to commercial sites. In this manner, the "cone" for needed market capture is reduced or, better yet, additional market is available resulting in greater initial investment in a site. In either case, relocation becomes less attractive because the market is more localized. Walkability and connectivity further increase the initial investment and reinvestment decisions because walking customers are far less willing to travel long distances to reach a particular business. If a commercial establishment does opt to relocate, the chances of another, equally valuable business locating at the existing site are much stronger.

Downtown Reinvestment

The economic impact of downtown cannot be overstated. In fact, its value is perhaps best noted by the fact that many suburban communities that developed without a downtown are finding ways to establish a "town center" (one local example is Brentwood, Tenn.). While steps have been taken to improve conditions, downtown Smyrna continues to be a work in progress. The area is partially hampered by the active presence of the railroad line that splits the downtown area, as well as the substantial space that is required for near-site parking.

Generally speaking, downtown reinvestment can take two approaches. First, a community can determine that downtown can continue to play its traditional role as a commercial center for meeting daily needs. Second, downtown can build upon its charm and history to become a location for specialty goods and services. While both methods of reinvestment are equally viable, each offers unique challenges. For downtown to continue as a traditional commercial center, it must compete with surrounding commercial centers such as activity along Sam Ridley Parkway. On the other hand, the market for specialty services tends to be regional and, to be successful, downtown will require sufficient presence to draw customers willing to travel.

In either case, successful downtown redevelopment will be dependent upon the ability to maintain and enhance historic character, provide ample parking, and create a pedestrian-friendly relationship between block faces along Lowry Street currently separated by the rail line, roadway, and recently established parking. Infill development could certainly provide a needed boost in commercial space; however, special attention to architectural detail will be necessary to promote the character of the area. New parking, while needed, may be improperly placed because of its visual impact on the sense of area character. An alternative strategy could include consolidation of parking into two strategic locations to the rear of structures with the space currently occupied by parking used for higher purposes such as infill activity or open space that could create a stronger pedestrian focal point.

Quality of Life

Quality of life has historically been considered a great marketing tool used to highlight the attractive features of a community and potentially entice investors in for a visit. However, quality of life, which refers to the environment and amenities an area has to offer, is becoming an increasingly important factor in retaining existing, and attracting new, businesses to a community. It has become one of the primary considerations in investment decisions by companies, particularly those with an interest in a strong, diverse labor pool. While some establishments continue to determine location based solely on the characteristics of the development site, others are drawn primarily by a city with quality neighborhoods, cultural and recreational pursuits, and retail shopping opportunities. Quality of life factors may also include housing and neighborhood options, medical facilities, educational opportunities, recreational resources and entertainment diversions, and overall aesthetic appeal.

Economic Development Goals and Objectives

With an understanding of the economic development possibilities and issues facing Smyrna, the following goals and objectives were developed to address concerns and make certain that the town's economic future continues to be bright.

Economic Development Goal 1: Sites and Infrastructure

Thriving commercial and industrial sectors that demonstrate their importance through economically beneficial results.

Objectives:

- Ensure that sites best suited for commercial and industrial uses are available and appropriately located to accommodate specific site requirements related to size, topography, infrastructure capacity, and access to major roadways.

Policies:

- Establish adequate and appropriately placed zoning to accommodate industrial and commercial growth.
- Actively promote residential densities supportive of long term commercial sustainability without detracting from current community character.
- The town should encourage the development of future industrial sites and manufacturing facilities in areas with:
    - other industrial or manufacturing uses,
    - access to major transportation networks that can accommodate commercial truck traffic, and
    - adequate buffers between lower-intensity uses;

  and implement overlay districts to ensure these things are considered.

Economic Development Goal 2: Balance Jobs and Housing

A healthy job to housing balance that offers the option to both live and work in the same community.

Objectives:

- Offer adequate amenities (i.e., schools, churches, daily shopping, and parks and open space) within close proximity to residential and office developments in order to offer support to these areas.
- Offer a variety of housing opportunities for non-owners, middle class, and white collar workers that reflect the town's recruitment efforts.

Policies:

- The Town of Smyrna should explore opportunities for grants.
- Attract new business along Lowry Street by offering incentives acquired through possible grant monies.

- Encourage new office development within close proximity to transit and bicycle routes to offer employees alternative modes for commuting to work.

Economic Development Goal 3: Quality of Life

Offer quality environments and amenities to help retain existing businesses and residents while attracting prospects to the community.

Objectives:

- Provide thriving neighborhoods, cultural and recreational opportunities, retail shopping options, medical facilities, educational opportunities, entertainment diversions, and overall aesthetic appeal.
- A range of commercial types should be allowed in the community to serve both regional needs in large commercial centers and local daily needs in smaller, neighborhood-oriented developments.

Policies:

- Discourage strip commercial development in order to improve traffic safety, visual impact, and maximize the use of land.
- Neighborhood commercial uses should be integrated into the community to support a sustainable, walkable environment.
- Request that design plans be provided for potential re-zonings/applications.
- Promote parking in areas that are commercially viable but add to the desired visual character of the community as a whole, or a special area such as downtown.

Economic Development Goal 4: Revitalize Downtown

A strong town core that offers business and visitor opportunities.

Objectives:

- Expand existing office space in the downtown area and encourage additional office development in the town's core.
- Develop more activities and attractions in the downtown core, including more opportunities for retail.

Policies:

- Encourage redevelopment and infill development through the use of incentives.
- Provide incentives to developers who offer pedestrian amenities downtown such as plazas, public seating and attractive streetscaping.
- Provide incentives for developers to develop in and around historic districts in order to attract visitors to these culturally rich areas.

Chapter 7: Transportation

The Town of Smyrna Major Thoroughfare Plan (MTP) was last updated in January 2003. Given the length of time since the last update, this document will revisit the MTP and make some minor modifications to the 2003 plan in order to better reflect the changes in the transportation system since that time. The purpose of the MTP is to provide the town with an analysis of existing traffic conditions and traffic conditions for the year 2025, as projected by the Nashville Area MPO travel demand model. This analysis provides the town with the data necessary to develop its plan for road improvements to accommodate forthcoming increases in traffic. It should be noted that no changes have been made to the 2025 projections developed as part of the 2003 plan. However, the updates include revisions to the existing transportation network characteristics (including traffic volumes and levels of service) and a revised major thoroughfare plan map. Any other inquiries not related to the existing transportation network characteristics or the revised MTP map, such as the demographic data inputs used in the travel demand model, should be directed to the original 2003 plan.

Existing Transportation Network

Since 2003, the roadway network in Smyrna has experienced a few minor changes. However, as seen in the following tables, most of the changes are in the form of increases in traffic since that time. Following are tables that have been updated to include the most recent available roadway characteristics for all roadways analyzed as part of the 2003 MTP.

Existing Roadway Inventory

The following table (*Table 7.1: Existing Roadway Inventory*, next page) provides route names and functional classes for all roadways analyzed as part of the revised MTP. There have been no changes to the existing roadway inventory since the 2003 plan.

EXISTING ROADWAY INVENTORY

Route Name	From	To	Functional Class	State Hwy. #
9th Avenue	Fitzugh Road	Weakley Lane	Urban Collector	--
Almaville Road	Old Nashville Pike	Lee Victory Parkway	Urban Collector	--
Almaville Road	I-24	Study Boundary	Rural Major Collector	SR102
Baker Road	Old Nashville Pike	Blackman Road	Rural Minor Collector	--
Bass Road	Baker Road	Blackman Road	Local	--
Blackman Road	Bass Road	Baker Road	Local	
Blackman Road	Baker Road	Study Boundary	Rural Minor Collector	--
Blair Road	Lavergne City Limits	Rock Springs Road	Local	--
Bragg Avenue	Old Nashville Pike	Baker Road	Local	--
Burnt Knob Road	Almaville Road	Florence Road	Rural Minor Collector	--
Carter Lane	Almaville Road	End	Local	--
Cedar Grove Road	Chaney Road	Rock Springs Road	Local	--
Chaney Road	Lavergne City Limits	Rock Springs Road	Local	--
Chicken Pike	Lee Victory Parkway	Old Nashville Pike	Local	--
Cooks Lane	Rocky Fork Road	Rock Springs Road	Local	--
Enon Springs Road E	US 41/70	Nissan Drive	Urban Minor Arterial	--
Enon Springs Road E	Nissan Drive	Florence Road	Local	--
Enon Springs Road W	Old Nashville Pike	US 41/70	Urban Collector	--
Fitzhugh Blvd	Sam Ridley Parkway E	9th Avenue	Urban Collector	--
Florence Road	Study Boundary	Sulfure Springs Rd	Rural Minor Collector	--
Florence Road	Sulfur Springs Road	Old Jefferson Pike	Local	--
Front Street	Rock Springs Rd	Hazelwood Drive	Urban Collector	--
George Franklin Rd	Florence Road	US 41/70	Local	--
Hazelwood Drive	Front Street	Old Nashville Pike	Urban Collector	--
Highland/Richland Av	Enon Spgs Road West	Rock Springs Road	Local	--
I-24	Lavergne City Limits	Sam Ridley Parkway W	Urban Interstate	10024
I-24	Sam Ridley Parkway E	Study Boundary	Rural Interstate	10024
Imperial Blvd	Rock Springs Rd	End	Local	--
Industrial Blvd.	Lavergne City Limits	Sam Ridley Parkway W	Local	--
Jefferson Pike	Sam Ridley Parkway E	Old Jefferson Pike	Urban Minor Arterial	SR266
Jefferson Pike	Old Jefferson Pike	SR 840	Rural Major Collector	SR266

Lake Farm Road	Nissan Blvd	Florence Road	Local	--
Lee Road	Cooks Lane	Seminary Road	Local	--
Lee Victory Pkwy	US 41/70	I-24	Urban Minor Arterial	SR102
Mason Tucker Rd	Sam Ridley Parkway W	Todd Lane	Local	--
McNickle Dr	Hazelwood Drive	US 41/70	Local	--
Nissan Dr	Sam Ridley Parkway E	US 41/70	Urban Minor Arterial	SR102
Noel Lane	Old Nashville Pike	Highland Ave	Local	--
Old Jefferson Pike	Florence Road	Jefferson Pike	Local	--
Old Nashville Pike	Lavergne City Limits	Baker Road	Urban Minor Arterial	--
Old Nashville Pike	Baker Road	Study Boundary	Rural Minor Collector	--
One Mile Lane	Peebles Drive	Baker Road	Local	--
Peebles Dr	Almaville Road SR102	Almaville Road SR102	Local	--
Poplar Wood Rd	Rocky Fork Road	Seminary Road	Local	--
Rock Springs Road	Study Boundary	Old Nashville Pike	Local	--
Rock Springs Road	Old Nashville Pike	Front Street	Urban Collector	--
Rocky Fork-Almaville Rd	Rocky Fork Road	Almaville Road SR102	Rural Minor Collector	--
Rocky Fork Rd	Study Boundary	Rocky Fork-Almaville Rd	Rural Minor Collector	--
Rocky Fork Rd	Rocky Fork-Almaville Road	Old Nashville Pike	Local	--
Sam Davis Road	US 41/70	Nissan Drive	Urban Collector	--
Sam Hager St	US 41/70	Sam Davis Road	Local	--
Sam Ridley Parkway E	US 41/70	Jefferson Pike	Urban Minor Arterial	SR266
Sam Ridley Parkway W	Blair Road	I-24	Local	--
Sam Ridley Parkway W	I-24	US 41/70	Urban Minor Arterial	SR266
Seminary Rd	Almaville Road SR102	Lee Road	Local	--
SR 840	Wilson County	I-24	Rural Principal Arterial	SR840
Sulfur Springs Rd	Florence Road	SR 840	Rural Minor Collector	--
Threet Industrial Rd	Sam Ridley Parkway E	End	Local	--
Todd Lane	Hazelwood Drive	Old Nashville Pike	Local	--
US 41/70 SR1	Lavergne City Limits	Study Boundary	Urban Principal Arterial	SR001
Washington St	Front Street	US 41/70	Urban Collector	--
Weakley Lane	Sam Ridley Parkway E	Percy Priest Lake	Urban Collector	--
Weakley Lane	Percy Priest Lake	Couchville Pike	Rural Minor Collector	--
Wolverine Trail	Lavergne City Limits	Sam Ridley Parkway W	Local	--

Table 7.1, Existing Roadway Inventory

The significance of the existing facilities table on the previous page is that in order to be eligible for funding under the newly adopted SAFETEA-LU federal legislation, a roadway must be "functionally classified" as a collector or higher roadway. This allows federal funds designated for roadway improvement projects under the SAFETEA-LU legislation to be used on these roadways. Following is a map of all functionally classified roadways (*Figure 7.1*).

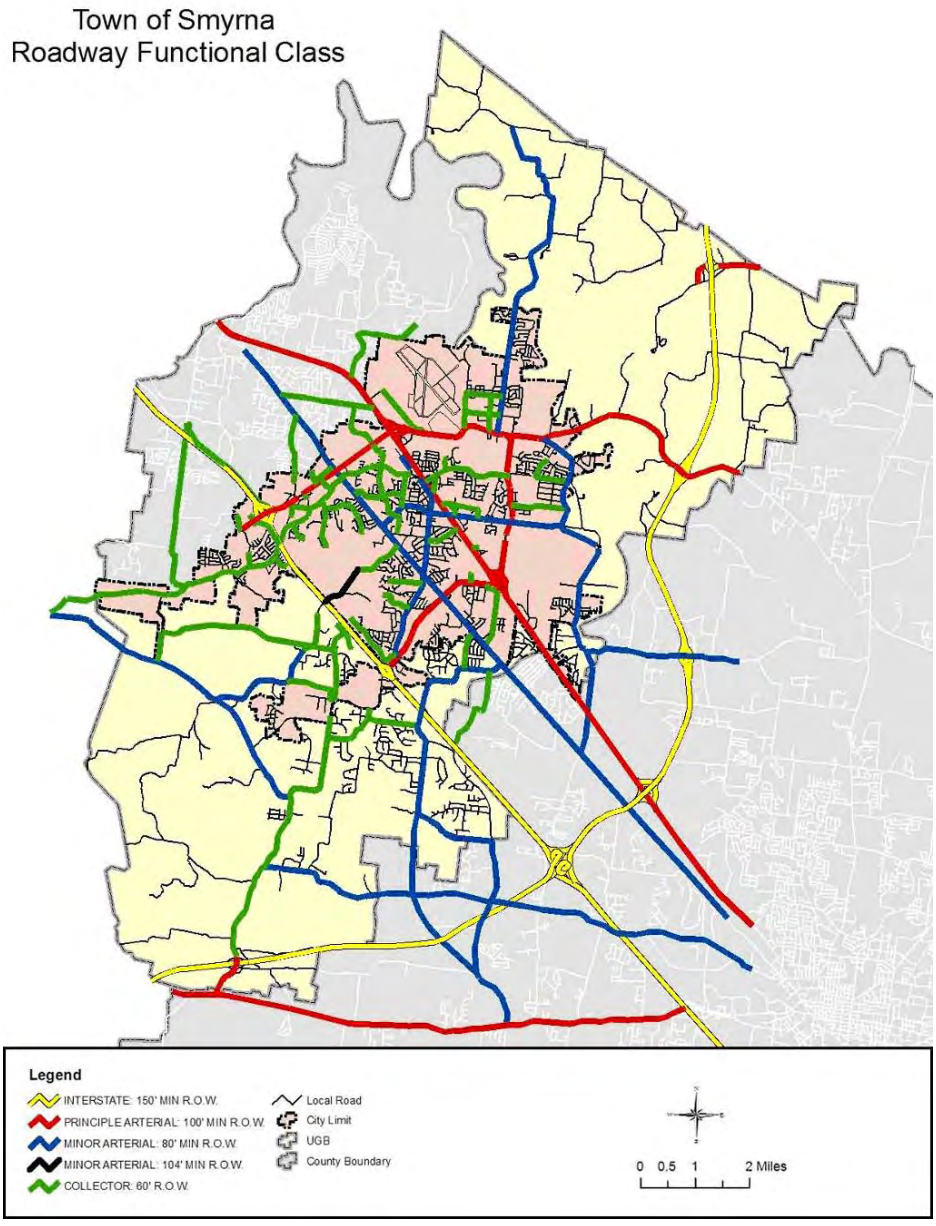


FIGURE 7.1, ROADWAY FUNCTIONAL CLASS

In addition to the list of functionally classified roadways, it is important to have an up-to-date database of the roadway dimensions and characteristics for the town limits and urban growth boundary. As stated in the 2003 plan, the dimensions are used to determine roadway capacities and to determine the locations of deficient roadway lane widths. Furthermore, each travel lane for a major thoroughfare should be a minimum of 11 feet wide to ensure proper capacities and to minimize safety issues. Following is an updated list of each of the roadways and their characteristics with highlighted roadways representing deficient travel lane widths (*Table 7.2, Existing Roadway Dimensions*).

Existing Roadway Dimensions

Route Name	From	To	Lanes	R/W	PVT	Avg. Lane Width	Median	Shoulder	Drainage
9th Avenue	Fitzhugh Road	Weakley Lane	2	50-80	24	12		4	DITCH
Almaville Road	Old Nashville Pike	Lee Victory Parkway	2	50	20	10		4	DITCH
Almaville Road	I-24	Seminary Road	2	50	20	10		4	DITCH
Almaville Road	Seminary Road	Burnt Knob Road	2	50	20	10		4	DITCH
Almaville Road	Burnt Knob Road	Study Boundary	2	50	20	10		4	DITCH
Baker Road	Batey Circle	Blackman Road	2	44	20	10		4	DITCH
Bass Road	Baker Road	Blackman Road	2	36	18	9		4	DITCH
Blackman Road	Bass Road	Baker Road	2	36	18	9		4	DITCH
Blackman Road	Baker Road	Study Boundary	2	44	20	10		4	DITCH
Blair Road	Lavergne City Limits	Sam Ridley Pkwy W	2	40	16	8		4	DITCH
Blair Road	Sam Ridley Pkwy W	Rock Springs Road	2	60	24	12		4	DITCH
Bragg Avenue	Old Nashville Pike	Baker Road	2	50	24	12		2	DITCH
Burnt Knob Road	Almaville Road	Blackman Road	2	40	18	9		4	DITCH
Burnt Knob Road	Blackman Road	Florence Road	2	40	20	10		4	DITCH
Carter Lane	Almaville Road	End	2	50	24	12		2	DITCH
Cedar Grove Road	Chaney Road	Rock Springs Road	2	36	22	11		2	DITCH
Chaney Road	Lavergne City Limits	Sam Ridley Pkwy W	2	50	24	12		2	DITCH
Chaney Road (Stonecrest Pkwy)	Sam Ridley Pkwy W	Rock Springs Road	3	60	36	12		4	DITCH
Chicken Pike	Lee Victory Pkwy	Old Nashville Pike	2	36-120	18-24	9-12		2-10	DITCH
Cooks Lane	Rocky Fork Road	Rock Springs Road	2	50	20	10		2	DITCH
Enon Springs Rd E	Mayfield Dr	Nissan Drive	4	80	48	12		20	DITCH
Enon Springs Rd E	Nissan Dr	Nissan Entrance	4	100	48	12		22	DITCH
Enon Springs Rd E	Nissan Entrance	Florence Road	2	36-60	18-24	9-12		4-6	DITCH
Enon Springs Rd E	US 41/70	Mayfield Dr	3	60	36	12		4	DITCH

(Continued, Next Page)

Enon Springs Rd E	College St	Hazelwood Dr.	3	60	36	12		12	CURB
Enon Springs Rd E	Hazelwood Drive	US 41/70	2	40	24	12		12	DITCH
Enon Springs Rd E	Old Nashville Pike	College St	2	50	20	10		4	DITCH
Fitzhugh Blvd	Sam Ridley Pkwy E	9th Avenue	2	60	24	12		6	DITCH
Florence Road	Study Boundary	Old Nashville Pike	2	50	20	10		4	DITCH
Florence Road	Old Nashville Pike	US 41/70	2	50	20	10		4	DITCH
Florence Road	US 41/70	Sulfur Springs Rd	2	40	18	9		4	DITCH
Florence Road	Sulfur Springs Road	George Franklin Rd	2	40	18	9		4	DITCH
Florence Road	George Franklin Rd	Enon Spgs Rd East	2	30-60	16-24	8-12		2-6	DITCH
Florence Road	Enon Spgs Rd East	Old Jefferson Pike	2	36	14	7		4	DITCH
Front Street	Rock Springs Rd	Hazelwood Drive	2	30	20	10		2	DITCH
George Franklin Rd	Florence Road	US 41/70	2	40	18	9		4	DITCH
Hazelwood Drive	Front Street	Enon Spgs Rd W	3	40	35	11.7		5	DITCH
Hazelwood Drive	Enon Spgs Rd W	Walnut St	2	34	20	10		4	DITCH
Hazelwood Drive	Walnut St	Old Nashville Pike	2	50	22	11		4	DITCH
Highland/Richland Av	Enon Spgs Road W	Rock Springs Road	2	40	20	10		2	DITCH
I-24	Lavergne City Limits	Sam Ridley Pkwy W	8	300	96	12	6-48	36	DITCH
I-24	Sam Ridley Pakrway E	Almaville Road	8	300-430	96	12	48-178	36	DITCH
I-24	Almaville Road	Study Boundary	8	300-430	96	12	112-182	28	DITCH
Imperial Blvd	Rock Springs Rd	End	2	60	24	12		4	DITCH
Industrial Blvd	Lavergne City Limits	Sam Ridley Pkwy W	2	28	12	6		4	DITCH
Jefferson Pike	Sam Ridley Parkway E	Old Jefferson Pike	2	60	22	11		6	DITCH
Jefferson Pike	Old Jefferson Pike	SR 840	2	60	22	11		6	DITCH
Lake Farm Road	Nissan Blvd	End	2	50	20-24	10-12		4-12	CURB/ DITCH
Lee Road	Cooks Lane	Seminary Road	2	40	20	10		4	DITCH
Lee Victory Pkwy	I-24	Old Nashville Pike	4	250	48	12	40	28	DITCH
Lee Victory Pkwy	Old Nashville Pike	US 41/70	4	250	48	12	40	28	DITCH
Mason Tucker Rd	Enon Spgs Rd W	Todd Lane	2	50	24	12		10	DITCH
Mason Tucker Rd	Sam Ridley Parkway W	Enon Spgs Rd W	2	50	24	12		0-2	CURB
McNickle Drive	Hazelwood Drive	US 41/70	2	50	25	12.5		2	DITCH
Nissan Drive	US 41/70	Enon Springs Road E	5	250	48	9.6	18	22	DITCH
Nissan Drive	Enon Springs Road E	Sam Davis Road	5	84-88	60	12		6	CURB
Nissan Drive	Sam Davis Road	Sam Ridley Pkwy E	5	84	60	12		6	CURB
Noel Lane	Old Nashville Pike	Highland Ave	2	50	24	12		2-6	CURB/ DITCH
Old Jefferson Pk	Florence Road	Jefferson Pike	2	40	16	8		2	DITCH
Old Nashville Pike	Lavergne City Limits	Chicken Pike	5	80	60	12		4	DITCH
Old Nashville Pike	Chicken Pike	Study Boundary	2	50	20	10		6	DITCH

One Mile Lane	Peebles Drive	Baker Road	2	36	24	12		6	DITCH
Peebles Drive	Almaville Road	One Mile Lane	2	36	20	10		6	DITCH
Peebles Drive	One Mile Lane	Almaville Road	2	50	24	12		6	DITCH
Poplar Wood Rd	Rocky Fork Road	Foxland Rd	2	36	16	8		4	DITCH
Poplar Wood Rd	Foxland Rd	Seminary Road	2	50	24	12		8	DITCH
Rock Springs Rd	County Line	Iona Drive	2	40	18	9		4	DITCH
Rock Springs Rd	Iona Drive	Chaney Road (Stonecrest Pkwy)	3	60	36	12		4	DITCH
Rock Springs Rd	Chaney Road (Stonecrest Pkwy)	Old Nashville Pike	3	60	36	12		2	DITCH
Rocky Fork-Almaville Rd	Rocky Fork Road	Almaville Road	2	40	18	9		2	DITCH
Rocky Fork Rd	Study Boundary	Rocky Fork-Almaville Rd	2	40	18	9		2	DITCH
Rocky Fork Rd	Rocky Fork-Almaville Road	Old Nashville Pike	2	40	18	9		4	DITCH
Sam Davis Rd	US 41/70	Nissan Drive	2	40	20	10		4	DITCH
Sam Hager St	US 41/70	Sam Davis Road	2	40	22	11		2	DITCH
Sam Ridley Pkwy E	US 41/70	Fitzhugh Blvd	5	120	60-62	12		4-20	CURB/ DITCH
Sam Ridley Pkwy E	Fitzhugh Road	Weakley Lane	5	90-120	60	12		4	CURB
Sam Ridley Pkwy E	Weakley Lane	Jefferson Pike	5	90	60	12		4	CURB
Sam Ridley Pkwy W	Blair Road	I-24	4 to 2	Varies	Varies	Varies		Varies	DITCH
Sam Ridley Pkwy W	I-24	Old Nashville Pike	4	250	48	12	34-38	28-32	DITCH
Sam Ridley Pkwy W	Old Nashville Pike	US 41/70	4	250	48	12	34-38	28-32	DITCH
Seminary Road	Almaville Road	Lee Road	2	30	14	7		4	DITCH
SR 840	Wilson County	Jefferson Pike	4	250	48	12	60	28	DITCH
SR 840	Jefferson Pike	Sulfur Springs Rd	4	250	48	12	60	28	DITCH
SR 840	Sulfur Springs Road	US 41/70	4	250	48	12	60	28	DITCH
SR 840	US 41/70	I-24	4	250	48	12	60	28	DITCH
Sulfur Springs Road	Florence Road	SR 840	2	40	18	9		4	DITCH
Threet Industrial Rd	Sam Ridley Parkway E	End	2	50	24	12		6	DITCH
Todd Lane	Hazelwood Drive	Old Nashville Pike	2	40-50	21-24	10.5-12		4-6	CURB/ DITCH
US 41/70	Lavergne City Limits	Morgan Ave	4	150	48	12	30	18	DITCH
US 41/70	Morgan Ave	Mayfield Dr	5	80-150	60	12		20	CURB
US 41/70	Mayfield Dr	Enon Springs Road	4	150	48	12	28	16	DITCH
US 41/70	Enon Springs Road	Study Boundary	4	150	48	12	20-28	20-22	DITCH
Washington St	Front Street	US 41/70	3	40	22	7.3		2	DITCH
Weakley Lane	9th Avenue	Percy Priest Lake	2	60	22	11		4	DITCH
Weakley Lane	Percy Priest Lake	Couchville Pike	2	60	22	11		4	DITCH
Weakley Lane	Sam Ridley Parkway E	9th Avenue	2	60	22	11		4	DITCH
Wolverine Trail	Lavergne City Limits	Sam Ridley Parkway W	2	80	24	12		20	DITCH

Table 7.2, Existing Roadway Dimensions

Traffic History

Perhaps one of the more important indicators of travel demand and its growth is the identification and analysis of traffic counts. The previous plan included traffic counts from 1997 to 2001. As of the time of writing for this document, traffic counts are available for an additional four years to 2005 and are documented in the following table (*Table 7.3, Average Daily Traffic: 1997-2005*). All counts are measured in average daily traffic (ADT) and were collected by the Tennessee Department of Transportation (TDOT).

Average Daily Traffic: 1997 - 2005

Route Name	From	To	Lanes	STA #	1997	1998	1999	2000	2001	2002	2003	2004	2005
Almaville Road	Old Nashville Pike	Lee Victory Parkway	2	8	5,522	5,495	5,944	6,912	7,250	6,760	7,781	8,014	8,254
Almaville Road	I-24	Seminary Road	2	105	14,681	15,541	14,662	14,525	14,650	14,382	15,101	16,905	15,788
Almaville Road	Seminary Road	Burnt Knob Road	2	53	3,766	3,197	3,517	3,794	3,300	3,512	3,798	4,168	4,293
Almaville Road	Burnt Knob Road	Study Boundary	2	52	2,616	2,077	2,965	3,038	2,960	1,746	2,015	2,075	2,181
Baker Road	Old Nashville Pike	Batey Circle	2	9	1,706	1,720	1,421	1,787	1,810	1,856	1,865	1,295	1,334
Baker Road	Batey Circle	Blackman Road	2	194	1,000	1,334	1,113	1,502	X	X	X	X	X
Burnt Knob Road	Almaville Road	Blackman Road	2	193	2,017	2,030	2,170	2,215	2,320	2,407	2,607	2,757	2,706
Burnt Knob Road	Blackman Road	Florence Road	2	138	3,100	3,587	3,388	4,517	–	4,294	4,284	5,439	5,602
Enon Springs Rd E	US 41/70	Mayfield Dr	2	160	10,384	9,860	12,509	13,478	12,920	13,060	12,917	13,638	12,368
Enon Springs Rd E	Mayfield Dr	Nissan Drive	4	160	10,384	9,860	12,509	2,157	1,670	X	X	X	X
Enon Springs Rd W	Old Nashville Pike	College St	2	7	3,367	3,391	3,507	3,139	3,620	4,347	4,646	4,785	5,254
Enon Springs Rd W	College St	Hazelwood Drive	3	246	4,670	4,947	5,268	5,463	5,450	5,400	6,127	5,717	5,889
Enon Springs Rd W	Hazelwood Drive	US 41/70	2	119	7,943	8,583	11,306	7,837	8,420	8,007	9,012	9,282	9,315
Fitzhugh Blvd	Sam Ridley Pkwy E	9th Avenue	2	165	2,303	2,479	2,806	2,676	2,770	2,561	2,323	2,106	2,169
Florence Road	Study Boundary	Old Nashville Pike	2	86	–	2,350	2,410	2,724	2,680	2,935	3,057	3,194	5,120
Florence Road	Old Nashville Pike	US 41/70	2	139	3,092	4,000	2,294	2,194	2,510	3,180	3,027	3,167	3,548
Florence Road	US 41/70	Sulfur Springs Rd	2	15	1,247	1,260	958	1,070	1,150	1,212	1,169	1,204	–
Hazelwood Drive	Walnut St	Old Nashville Pike	2	117	8,967	9,467	9,123	11,056	9,030	8,576	8,821	9,086	9,315
I-24	Lavergne City Limits	Sam Ridley Pkwy W	8	104	66,500	68,506	72,382	75,666	79,090	81,936	84,936	85,810	89,802
I-24	Sam Ridley Pakrway East	Almaville Road	8	125	58,319	59,953	59,277	62,174	65,940	84,703	83,914	85,814	93,278
I-24	Almaville Road	Study Boundary	8	255	–	–	56,180	58,989	60,130	75,601	80,711	77,386	83,220
Jefferson Pike	Sam Ridley Parkway East	Old Jefferson Pike	2	13	10,125	10,950	12,282	10,688	10,370	11,249	12,044	12,804	13,126
Jefferson Pike	Old Jefferson Pike	SR 840	2	177	8,856	9,709	10,739	10,157	10,020	9,587	11,475	11,989	11,306

Lee Victory Pkwy	I-24	Old Nashville Pike	4	172	12,894	11,742	11,658	14,223	13,600	12,923	15,167	15,622	18,094
Lee Victory Pkwy	Old Nashville Pike	US 41/70	4	170	15,142	13,589	14,451	18,299	13,850	15,207	16,290	18,526	18,734
McNickle Drive	Hazelwood Drive	US 41/70	2	118	4,067	4,389	4,916	4,219	4,170	4,226	3,959	4,212	4,231
Nissan Drive	US 41/70	Enon Springs Road E	5	156	20,034	20,399	19,753	19,702	17,830	19,766	20,910	23,364	25,566
Nissan Drive	Enon Springs Road E	Sam Davis Road	5	159	23,280	20,404	25,644	20,576	22,980	21,288	20,214	20,820	21,954
Nissan Drive	Sam Davis Road	Sam Ridley Pkwy E	5	11	18,800	22,660	22,645	27,284	25,150	22,982	23,118	24,319	23,360
Old Nashville Pike	Lavergne City Limits	Enon Springs Road West	2	135	8,504	10,041	9,589	8,364	X	X	X	X	X
Old Nashville Pike	Enon Springs Road West	Lee Victory Parkway	2	171	7,769	8,766	9,814	8,850	9,250	10,311	10,347	10,657	10,977
Old Nashville Pike	Lee Victory Pkwy	Study Boundary	2	137	6,068	6,080	7,465	6,332	6,560	6,750	6,688	6,927	9,341
Rock Springs Rd	Study Boundary	Blair Road	2	134	1,679	1,343	1,444	1,691	1,660	1,670	1,730	1,900	1,990
Rock Springs Rd	Blair Road	Old Nashville Pike	2	6	–	3,350	4,090	3,285	3,210	3,197	3,294	3,393	3,495
Rocky Fork-Almaville Road	Rocky Fork Rd	Almaville Road SR102	2	136	1,284	1,007	1,092	1,082	1,180	1,281	1,339	1,339	960
Sam Davis Rd	US 41/70	Nissan Drive	2	121	5,928	4,577	4,586	4,638	4,420	4,352	4,438	3,982	4,101
Sam Ridley Pkwy E	US 41/70	Fitzhugh Blvd	5	114	16,339	16,350	18,565	21,027	19,580	19,675	22,129	22,320	23,282
Sam Ridley Pkwy E	Fitzhugh Road	Weakley Lane	5	178	20,405	17,024	21,737	20,560	18,670	17,801	20,282	22,782	22,568
Sam Ridley Pkwy E	Weakley Lane	Jefferson Pike	5	115	21,673	20,980	23,008	23,860	24,340	25,315	21,575	22,222	24,283
Sam Ridley Pkwy W	Blair Road	I-24	4	133	1,955	1,206	1,604	3,282	1,740	3,583	4,014	4,134	4,418
Sam Ridley Pkwy W	I-24	Old Nashville Pike	4	126	17,953	20,675	24,777	29,365	27,210	25,160	27,180	30,655	37,885
Sam Ridley Pkwy W	Old Nashville Pike	US 41/70	4	127	15,455	15,470	19,865	18,637	19,500	19,258	22,316	22,985	26,080
SR 840	Wilson County	Jefferson Pike	4	248	7,964	10,120	10,099	11,822	12,660	16,561	17,912	18,916	19,483
SR 840	Jefferson Pike	Sulfur Springs Rd	4	249	6,854	9,139	11,018	8,264	11,310	14,081	–	18,240	16,237
SR 840	Sulfur Springs Road	US 41/70	4	250	7,496	9,829	10,434	10,097	12,070	15,598	16,382	18,799	17,709
SR 840	US 41/70	I-24	4	251	13,332	15,872	20,474	20,587	22,140	28,928	33,384	35,143	32,214
Sulphur Springs Road	Florence Road	SR 840	2	140	1,200	1,404	1,338	1,545	1,500	1,480	1,520	1,560	2,740
Todd Lane	Hazelwood Drive	US 41/70	2	164	938	965	871	714	960	1,002	1,075	1,107	1,140
US 41/70	Morgan Ave	Mayfield Dr	5	116	39,492	29,627	28,729	24,139	30,300	25,192	22,791	23,475	26,552
US 41/70	Enon Springs Road	Study Boundary	4	10	22,198	20,690	20,404	20,697	20,320	22,553	21,915	23,508	15,505
Weakley Lane	Sam Ridley Parkway East	9th Avenue	2	148	10,221	10,447	10,456	12,278	9,810	10,791	11,864	12,762	12,750
Weakley Lane	9th Avenue	Percy Priest Lake	2	12	6,508	6,314	7,536	7,623	7,670	7,448	8,197	8,389	8,641
Weakley Lane	Percy Priest Lake	Couchville Pike	2	130	1,880	1,602	1,764	1,759	1,630	1,880	1,920	1,640	1,680

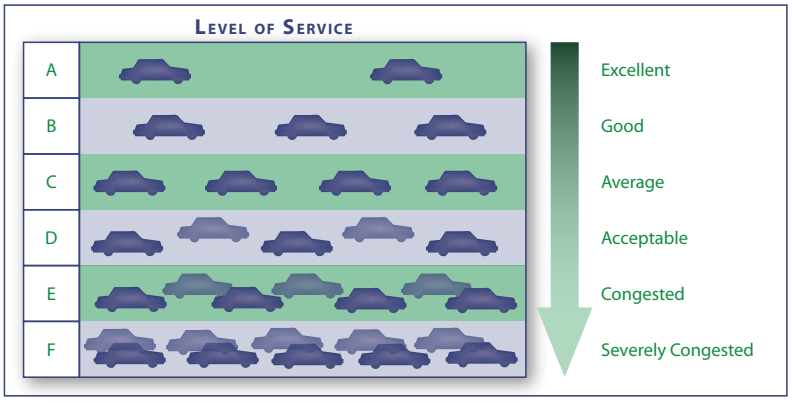
"–" = Missing
"X" = Deleted

Table 7.3, Average Daily Traffic: 1997-2005

The table above provides the basis for the upcoming analysis of roadway capacities (measured in level of service) and it is worthy to note a few of the roadways with the most significant volume increases since 2001.

As mentioned in the previous plan, State Route 840 (SR 840) experienced the most dramatic increase in traffic volume from 1997 to 2001. As of 2005, SR 840 again was near the top of the list in terms of percentage increase in volume, averaging a 47.5 percent increase from 2001 to 2005. The most significant increase in traffic from 2001 to 2005 occurred on Sam Ridley Parkway West from Blair Road to I-24 (154 percent). Other significant increases occurred on Enon Springs Road, Florence Road, I-24, Nissan Drive, Old Nashville Highway, and Sulphur Springs Road. Each of these roadways experienced an increase greater than 40 percent in ADT on at least one segment of the roadway from 2001 to 2005. As for significant decreases in traffic, five roadways experienced decreases in traffic greater than 10 percent. Those are Almaville Road from Burnt Knob Road to the urban growth boundary (UGB) (-26.3 percent), Baker Road from Old Nashville Highway to Batey Circle (-26.3 percent), Fitzhugh Boulevard from Sam Ridley Parkway E to 9th Ave (-21.7 percent), Rocky Fork-Almaville Road from Rocky Fork Road to Almaville Road (-18.6 percent), US 41/70 from Morgan Avenue to Mayfield Drive (-12.3 percent) and from Enon Springs Road to the UGB (-23.7 percent).

Existing Capacity Analysis



Utilizing the tables from the previous plan, a capacity analysis follows which includes capacity calculations expressed in terms of level of service (LOS). LOS is a qualitative measurement of roadway operation that compares the capacity of a roadway (capacity is based on functional class and number of lanes) and the actual traffic volume for the roadway. LOS utilizes a letter grading system to indicate how well a roadway operates with letters ranging from "A" to "F" with "A" being excellent and "F" failing (see diagram above). The system is very much like the grading system utilized by most schools. Following is the existing capacity analysis and resulting volume to capacity (V/C) ratios and LOS for years 2003 to 2005 (*Table 7.4, Existing Capacity Analysis, 2003-2005*).

Existing Capacity Analysis (2003 - 2005)

Route Name	From	To	2003	V/C	LOS	2004	V/C	LOS	2005	V/C	LOS
Almaville Road	Old Nashville Pike	Lee Victory Parkway	7,781	0.81	E	8,014	0.83	E	8,254	0.86	E
Almaville Road	I-24	Seminary Road	15,101	0.46	C	16,905	0.52	C	15,788	0.48	C
Almaville Road	Seminary Road	Burnt Knob Road	3,798	0.32	D	4,168	0.35	D	4,293	0.36	D
Almaville Road	Burnt Knob Road	Study Boundary	2,015	0.17	C	2,075	0.17	C	2,181	0.18	C
Baker Road	Old Nashville Pike	Batey Circle	1,865	0.16	B	1,295	0.11	B	1,334	0.11	B
Burnt Knob Road	Almaville Road	Blackman Road	2,607	0.22	C	2,757	0.23	C	2,706	0.23	C
Burnt Knob Road	Blackman Road	Florence Road	4,284	0.36	C	5,439	0.45	D	5,602	0.47	D
Enon Springs Rd E	US 41/70	Mayfield Dr	12,917	0.80	C	13,638	0.84	C	12,368	0.76	C
Enon Springs Rd W	Old Nashville Pike	College St	4,646	0.48	C	4,785	0.50	C	5,254	0.55	C
Enon Springs Rd W	College St	Hazelwood Drive	6,127	0.38	C	5,717	0.35	C	5,889	0.36	C
Enon Springs Rd W	Hazelwood Drive	US 41/70	9,012	0.69	D	9,282	0.71	D	9,315	0.72	D
Fitzhugh Blvd	Sam Ridley Pkwy E	9th Avenue	2,323	0.18	C	2,106	0.16	C	2,169	0.17	C
Florence Road	Study Boundary	Old Nashville Pike	3,057	0.25	C	3,194	0.27	C	5,120	0.43	D
Florence Road	Old Nashville Pike	US 41/70	3,027	0.25	C	3,167	0.26	C	3,548	0.30	D
Florence Road	US 41/70	Sulfur Springs Rd	1,169	0.10	A	1,204	0.10	A	–	X	X
Hazelwood Drive	Walnut St	Old Nashville Pike	8,821	0.68	C	9,086	0.70	C	9,315	0.72	C
I-24	Lavergne City Limits	Sam Ridley Pkwy W	84,936	0.65	C	85,810	0.66	C	89,802	0.69	D
I-24	Sam Ridley Pakrway E	Almaville Road	83,914	0.64	C	85,814	0.66	C	93,278	0.71	D
I-24	Almaville Road	Study Boundary	80,711	0.62	C	77,386	0.59	C	83,220	0.64	C
Jefferson Pike	Sam Ridley Parkway E	Old Jefferson Pike	12,044	0.93	E	12,804	0.98	E	13,126	1.01	F
Jefferson Pike	Old Jefferson Pike	SR 840	11,475	0.88	D	11,989	0.92	E	11,306	0.87	D
Lee Victory Pkwy	I-24	Old Nashville Pike	15,167	0.34	B	15,622	0.36	B	18,094	0.41	B
Lee Victory Pkwy	Old Nashville Pike	US 41/70	16,290	0.37	B	18,526	0.42	B	18,734	0.43	B
McNickle Drive	Hazelwood Drive	US 41/70	3,959	0.30	C	4,212	0.32	C	4,231	0.33	C
Nissan Drive	US 41/70	Enon Springs Road E	20,910	0.61	C	23,364	0.68	D	25,566	0.75	D
Nissan Drive	Enon Springs Road E	Sam Davis Road	20,214	0.62	C	20,820	0.64	C	21,954	0.67	D
Nissan Drive	Sam Davis Road	Sam Ridley Pkwy E	23,118	0.71	D	24,319	0.75	D	23,360	0.72	D
Old Nashville Pike	Enon Springs Road W	Lee Victory Parkway	10,347	0.32	C	10,657	0.33	C	10,977	0.34	C
Old Nashville Pike	Lee Victory Pkwy	Study Boundary	6,688	0.56	D	6,927	0.58	D	9,341	0.78	D
Rock Springs Rd	Study Boundary	Blair Road	1,730	0.14	B	1,900	0.16	B	1,990	0.17	C
Rock Springs Rd	Blair Road	Old Nashville Pike	3,294	0.34	C	3,393	0.35	C	3,495	0.36	C
Rocky Fork-Almaville Road	Rocky Fork Rd	Almaville Road SR102	1,339	0.11	B	1,339	0.11	B	960	0.08	B
Sam Davis Rd	US 41/70	Nissan Drive	4,438	0.46	D	3,982	0.41	C	4,101	0.43	C
Sam Ridley Pkwy E	US 41/70	Fitzhugh Blvd	22,129	0.68	D	22,320	0.68	D	23,282	0.71	D
Sam Ridley Pkwy E	Fitzhugh Road	Weakley Lane	20,282	0.62	C	22,782	0.70	D	22,568	0.69	D
Sam Ridley Pkwy E	Weakley Lane	Jefferson Pike	21,575	0.66	C	22,222	0.68	D	24,283	0.74	D

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Sam Ridley Pkwy W	Blair Road	I-24	4,014	0.42	C	4,134	0.43	C	4,418	0.46	D
Sam Ridley Pkwy W	I-24	Old Nashville Pike	27,180	0.62	C	30,655	0.70	D	37,885	0.86	E
Sam Ridley Pkwy W	Old Nashville Pike	US 41/70	22,316	0.51	C	22,985	0.52	C	26,080	0.59	C
SR 840	Wilson County	Jefferson Pike	17,912	0.27	A	18,916	0.29	A	19,483	0.30	B
SR 840	Jefferson Pike	Sulfur Springs Rd	–	X	X	18,240	0.28	A	16,237	0.25	A
SR 840	Sulfur Springs Road	US 41/70	16,382	0.25	A	18,799	0.29	A	17,709	0.27	A
SR 840	US 41/70	I-24	33,384	0.51	C	35,143	0.54	C	32,214	0.49	C
Sulphur Springs Road	Florence Road	SR 840	1,520	0.13	B	1,560	0.13	B	2,740	0.23	C
Todd Lane	Hazelwood Drive	US 41/70	1,075	0.08	C	1,107	0.09	C	1,140	0.09	C
US 41/70	Morgan Ave	Mayfield Dr	22,791	0.70	D	23,475	0.72	D	26,552	0.81	D
US 41/70	Enon Springs Road	Study Boundary	21,915	0.64	C	23,508	0.69	D	15,505	0.45	C
Weakley Lane	Sam Ridley Parkway E	9th Avenue	11,864	0.91	D	12,762	0.98	E	12,750	0.98	E
Weakley Lane	9th Avenue	Percy Priest Lake	8,197	0.63	D	8,389	0.65	D	8,641	0.66	D
Weakley Lane	Percy Priest Lake	Couchville Pike	1,920	0.15	C	1,640	0.13	C	1,680	0.13	C

"–" = Missing
"X" = Not Applicable

Table 7.4, Existing Capacity Analysis (2003-2005)

As seen above, there are several congested corridors (LOS E or F) or marginally acceptable corridors (LOS D) in the study area. Following is a chart (*Table 7.5, Top 10 Congested Corridors*) of the top 10 congested corridors based on 2005 volume to capacity ratios.

Top 10 Congested Corridors (2005 V/C)

Rank	Route Name	From	To	Capacity	2004	V/C	LOS	2005	V/C	LOS
1	Jefferson Pike	Sam Ridley Parkway E	Old Jefferson Pike	13,000	12,804	0.98	E	13,126	1.01	F
2	Weakley Lane	Sam Ridley Parkway E	9th Avenue	13,000	12,762	0.98	E	12,750	0.98	E
3	Jefferson Pike	Old Jefferson Pike	SR 840	13,000	11,989	0.92	E	11,306	0.87	D
4	Sam Ridley Pkwy W	I-24	Old Nashville Pike	44,000	30,655	0.70	D	37,885	0.86	E
5	Almaville Road	Old Nashville Pike	Lee Victory Parkway	9,600	8,014	0.83	E	8,254	0.86	E
6	US 41/70	Morgan Ave	Mayfield Dr	32,600	23,475	0.72	D	26,552	0.81	D
7	Old Nashville Pike	Lee Victory Pkwy	Study Boundary	12,000	6,927	0.58	D	9,341	0.78	D
8	Enon Springs Rd E	US 41/70	Mayfield Dr	16,200	13,638	0.84	C	12,368	0.76	C
9	Nissan Drive	US 41/70	Enon Springs Road E	34,300	23,364	0.68	D	25,566	0.75	D
10	Sam Ridley Pkwy E	Weakley Lane	Jefferson Pike	32,600	22,222	0.68	D	24,283	0.74	D

Table 7.5, Top 10 Congested Corridors

Of the top 10 corridors listed above, seven were in the list in the previous plan. The three that dropped out of the list include Hazelwood Drive from Walnut Street to Old Nashville Highway, Nissan Drive from Sam Davis Road to Sam Ridley Parkway East, and Nissan Drive from Enon Springs Road East to Sam Davis Road. Taking the place of the three that dropped off the list are Weakley Lane from Sam Ridley Parkway East to 9th Avenue, Enon Springs Road East from US 41/70 to Mayfield Drive, and Nissan Drive from US 41/70 to Enon Springs Road East.

Recommended Amendments to the Major Thoroughfare Plan

The intent of this update is to amend the 2003 MTP to include recently identified needs for the transportation network in the Town of Smyrna UGB based on updated existing conditions data. No additional travel demand modeling was conducted for this update and therefore the revised MTP project list will only include changes to the transportation network based on existing conditions and recent traffic trends.

Based on the existing conditions of the transportation network and the changes in development patterns since 2003, the following projects are recommended for amendment into and out of the MTP. A map of the new roadway projects and existing MTP roadways (from the previous plan and the recommended projects below) is shown in *Figure 7.2* (next page).

1. Rocky Fork Road Extension: This would provide a principle arterial from the proposed Rocky Fork Road interchange with I-24 to SR 840 at Almaville Road. This facility is proposed to be four lanes with bike lanes and 250 feet of right-of-way.
2. New road from the proposed Rocky Fork Road extension to the Williamson County line. This would provide direct access to Williamson County with a four lane urban principle arterial with bike lanes and 250 feet of right-of-way. This road takes the place of the formerly proposed Sam Ridley Parkway extension to Williamson County.
3. Removal of the Sam Ridley Parkway extension.
4. Removal of the Lee Victory extension and its frontage roads that connected I-24 from the Lee Victory/Nissan Boulevard interchange to the Almaville Road interchange at SR 840.
5. Adjust alignment of Moorhill Avenue extension to the south of the previous alignment for topographic reasons.

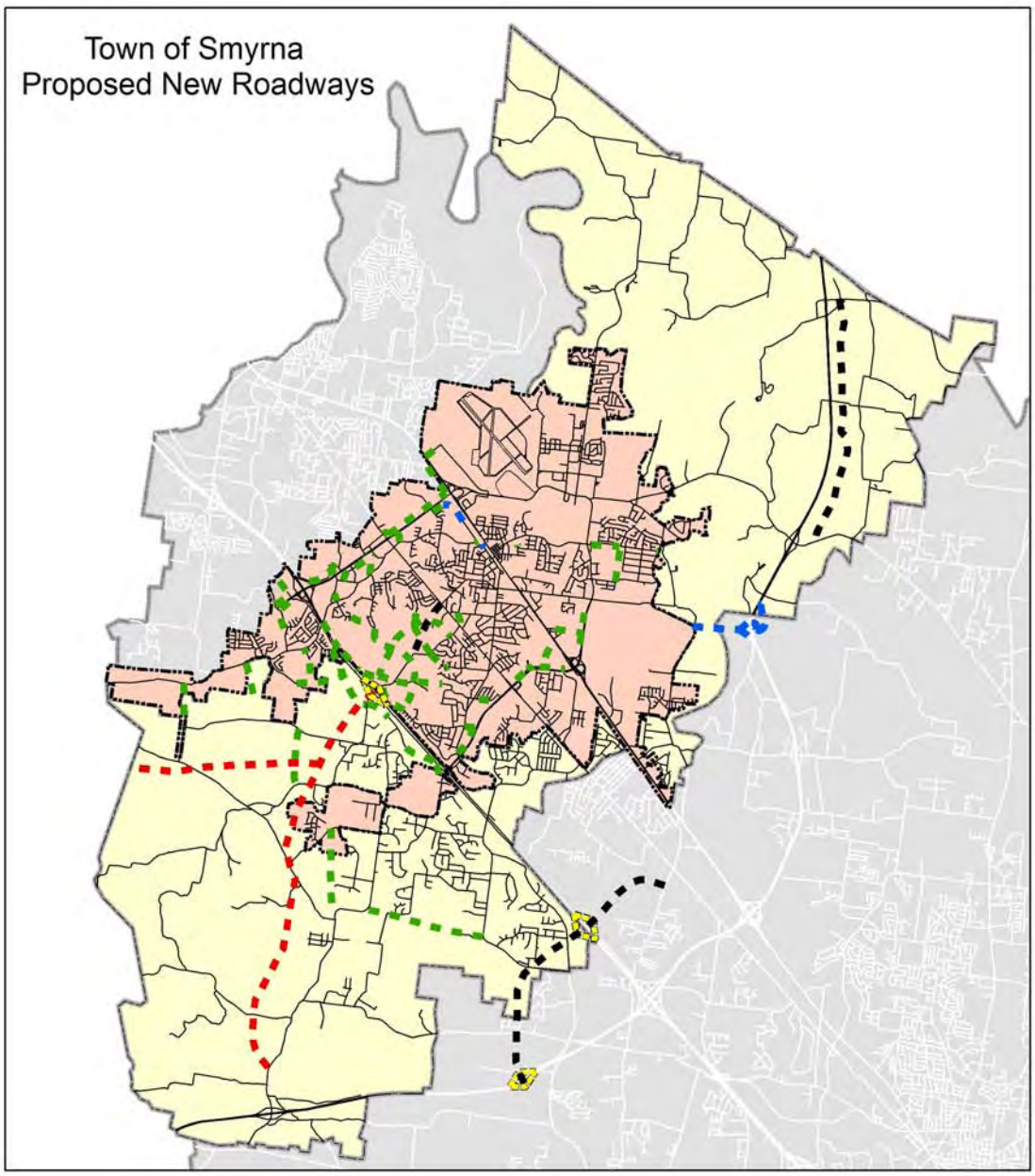


Figure 7.2, Town of Smyrna Proposed New Roadways

As previously mentioned, in terms of population growth, few cities rival the Town of Smyrna. This leads to increased levels of traffic as indicated in the *Traffic History* and *Existing Capacity* sections of this chapter. While this chapter provides an update to the major thoroughfare plan developed in 2003, based on updated existing conditions it did not consider future growth in travel demand. Analysis of future travel demand is key to any successful transportation planning effort, and the development of a plan that will enable the town to continue to be proactive in its efforts to accommodate future growth.

It is highly recommended that the Town of Smyrna pursue a major update to its MTP in the near future. This major update should utilize the newly developed Nashville Area MPO travel demand model to do a complete assessment of the future needs of the Town of Smyrna transportation network. The new travel demand model includes revised demographic data and projections, as well as a completely revised set of traffic analysis zones, which could all impact the needs identification process for the Smyrna MTP. *Figure 7.3* (next page) is the updated major thoroughfare plan map for the Town of Smyrna.

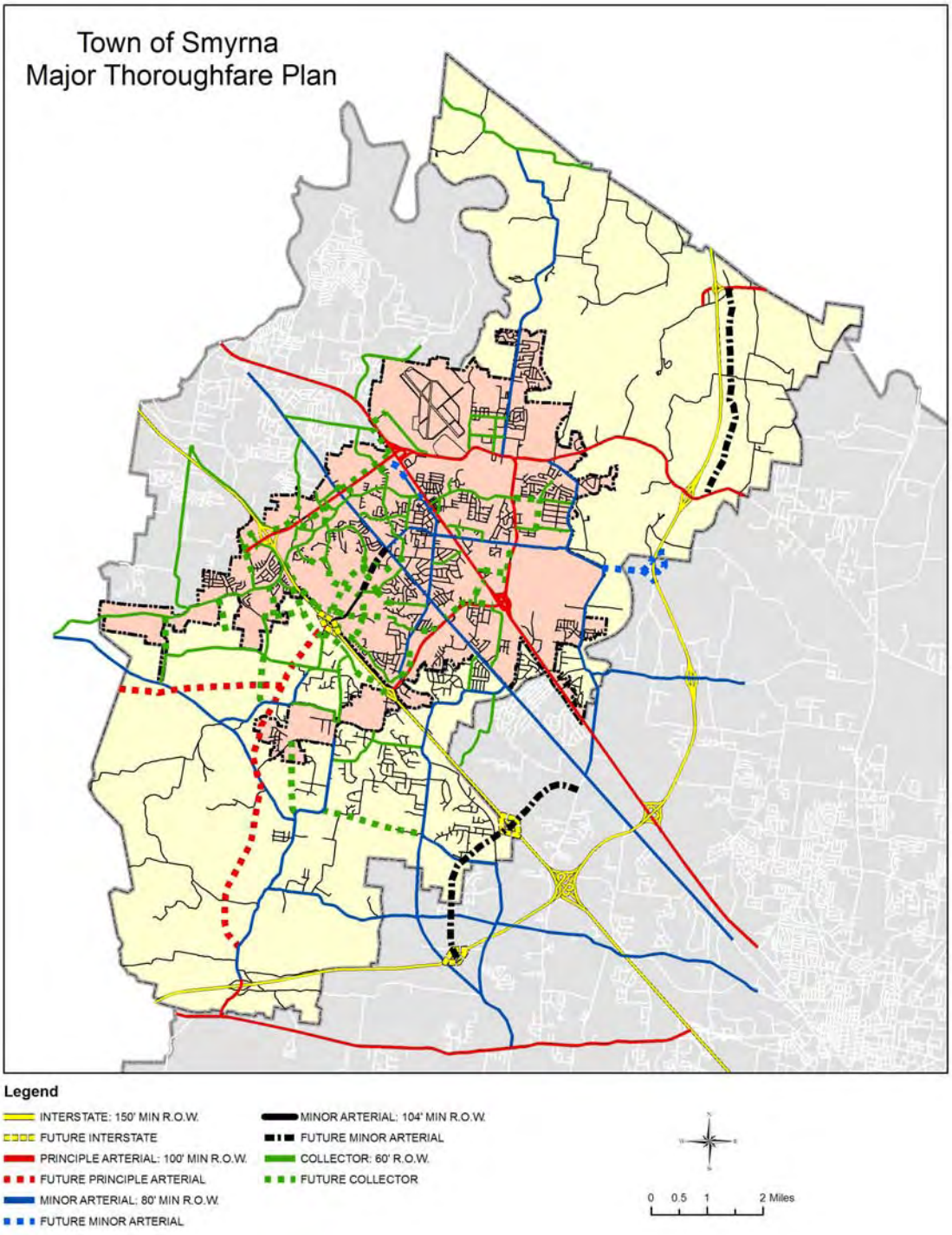


FIGURE 7.3, TOWN OF SMYRNA MAJOR THOROUGHFARE PLAN

Gateways

The analysis of existing traffic conditions and recommendations for future traffic planning centers on highly traveled corridors within the Town of Smyrna. These highly traveled corridors are considered gateways into the Smyrna community, and are therefore important to the town's identity. The Town of Smyrna has identified three gateway corridors within the town (*Figure 7.4*). Each corridor is approximately one mile in length. They include the following:

- Lowry Street from Sam Ridley Parkway interchange to Mitchell Avenue,
- Nissan Drive from the Interstate 24 (I-24) interchange toward Old Nashville Highway, and
- Sam Ridley Parkway from the I-24 interchange to Austin Lee.

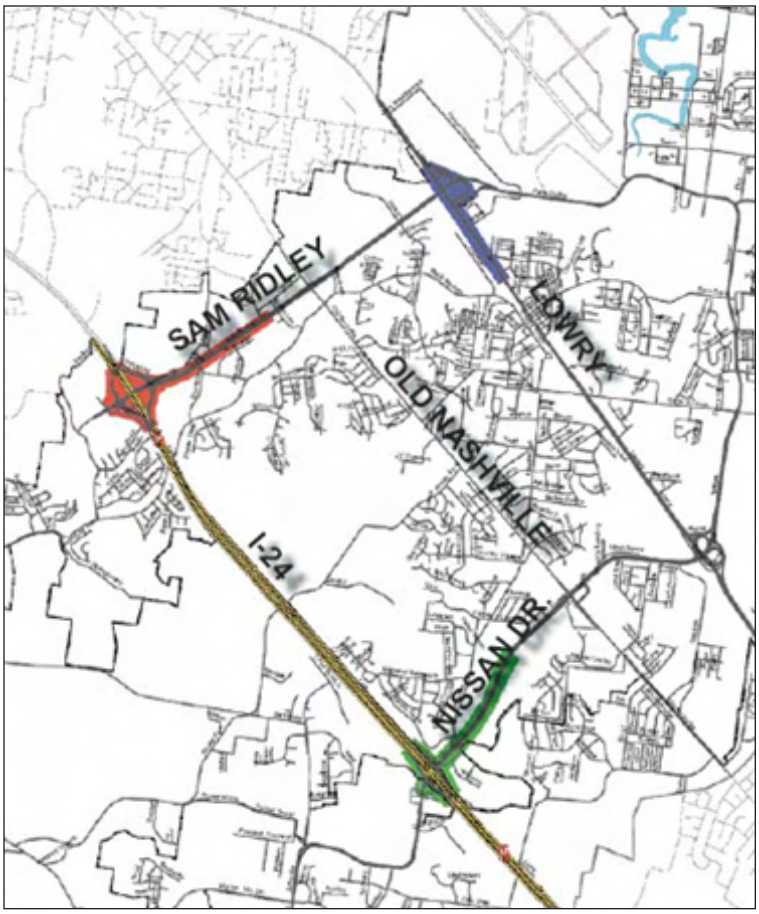


Figure 7.4, Smyrna Gateway Corridors

The corridors have a number of common characteristics which pose opportunities and challenges. These characteristics include: they are all major arterial thoroughfares, users travel at high speeds, medians separate traffic lanes, corridors have no curbs, stormwater drainage is in the form of open swales and ditches, and portions of the corridors are under control of TDOT.

The nature of high-speed major arterials is that they are grand in scale, have wide right-of-way, have multiple lanes, and cars travel at high speeds. In order for the gateways to be effective, they will need to include bold features and a comprehensive makeover that differentiates them from the rest of Smyrna. Their design must be easily discernable and offer interest at various speeds.

The medians create an opportunity to provide additional planting that can help enhance the aesthetic

qualities of the corridors. The roadways within the corridors have no curb and gutters and rely on open swales and ditches. This current system allows for the water to infiltrate back into the soil and reduces the need for more costly infrastructure. Stormwater management is an essential component of the gateway corridors. Unless there is good reason to change this system, the gateways should allow for the existing system to function.

Since the gateways are under the control of TDOT, the designs of the gateways will be reviewed and approved by them. The introduction of the Context Sensitive Solutions (CSS) by the Federal Highway Administration (FHWA), created a new approach to transportation design. It is defined by the FHWA as a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist.

This new approach offers flexibility in the application of engineering and design requirements, not a "one size fits all solution". The concept plans shown in this document for the gateways have not been reviewed by TDOT. These plans represent an overall concept for the gateways that identifies opportunities and approaches that can be adjusted during the CSS process. The following is a description of each corridor's unique characteristics, identity, and gateway design.

Strip commercial development looking south on Lowry

Lowry Street Gateway

Strip commercial development dominates the Lowry Street corridor. The numerous driveways, haphazard signage, and scattered parking lots create a chaotic atmosphere. This corridor is important because it is the gateway to the heart of Smyrna and leads to its historic center. Most users enter from the north from the Sam Ridley Parkway interchange or directly along Lowry Street. The Lowry Street gateway should accomplish the following objectives:

Looking north on Lowry toward Sam Ridley Interchange

- Signal to drivers on Sam Ridley Parkway that they are passing over an important gateway and provide information to direct them to the heart of the town.
- Create a defined gateway at the Sam Ridley Parkway overpass announcing to motorist traveling south on Murfreesboro Road that they have entered the gateway to the heart of Smyrna.
- Establish a streetscape that promotes pedestrian activity.
- Extend the greenway system and provide connection to future Sam Ridley Parkway multi-use trail.
- Create a more aesthetically appealing and consistent environment that reinforces the identity of the area.

The following is the proposed concept plan (*Figure 7.5*, fold-out) and before and after visualizations (*Figure 7.6*, next page).

Figure 7.6, Lowry Gateway Before

Figure 7.6, Lowry Gateway After

LOWRY GATEWAY

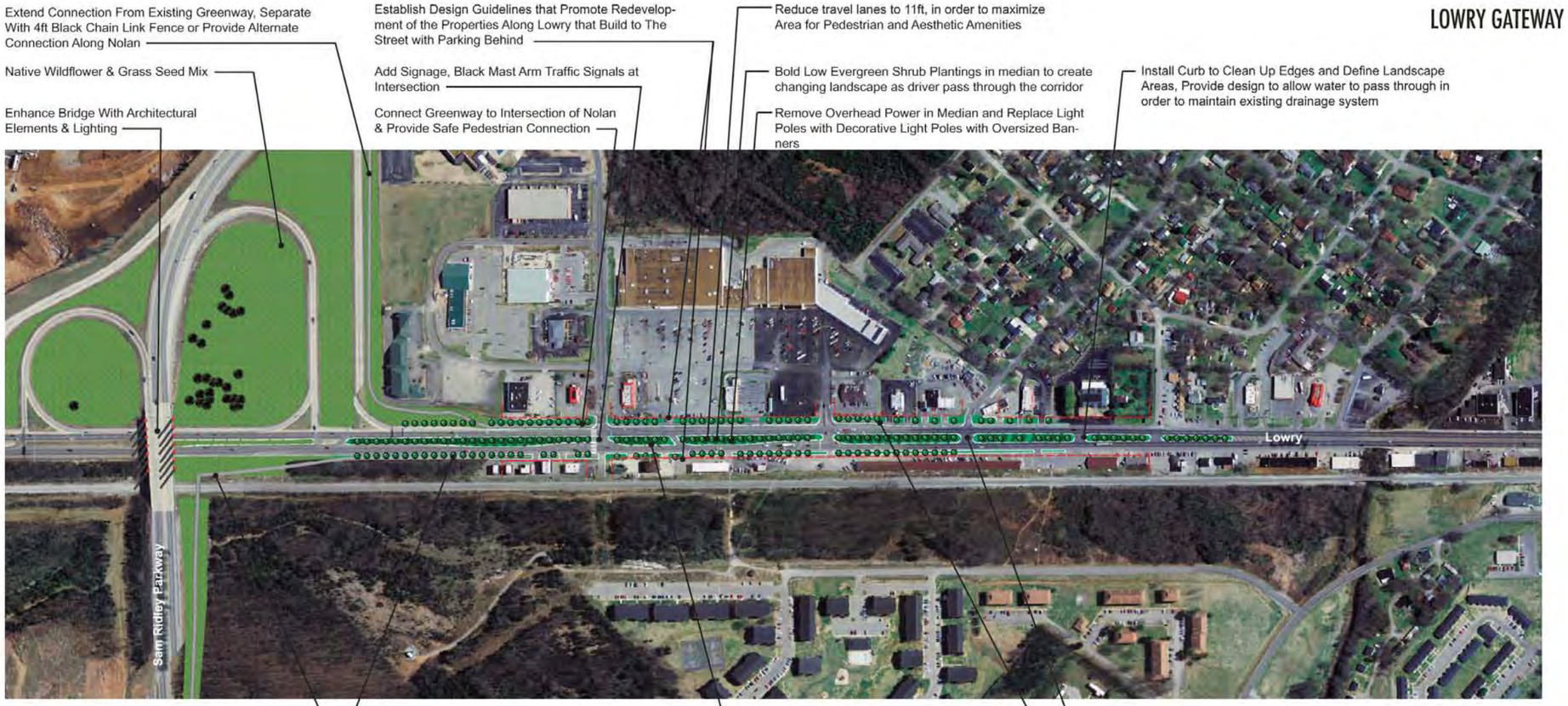
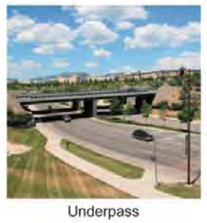
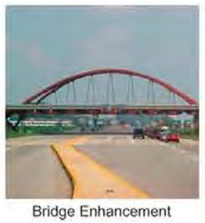


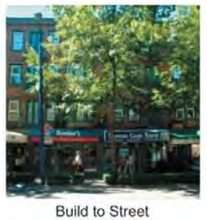
Figure 2.1: Lowry Gateway


Wildflowers/Native Grasses


Underpass


Bridge Enhancement


Signage


Build to Street


Drainage with Curb

Banners


Greenway Connection

FIGURE 7.5, LOWRY GATEWAY CONCEPT PLAN

Nissan Drive Gateway

The Nissan Drive gateway is characterized by the gentle rolling topography and flat open agricultural plains, dotted by existing wooded areas. The majority of the corridor has not been developed and remains rural in character. This is the southern gateway for Smyrna leading drivers from I-24 to the Nissan Automotive Assembly Plant. The Nissan Drive gateway should accomplish the following objectives:

- Provide wayfinding information that directs users to common destinations (i.e., Nissan Plant) and acknowledge the entry into Smyrna.
- Enhance I-24 underpass and entry and exit ramps.
- Differentiate the I-24 interchange.
- Preserve existing creek and related riparian habitat.
- Introduce native low maintenance and visually appealing landscape.
- Provide interest along drive that reinforces the rural character of the corridor.

Nissan Drive near Almaville, looking east

Powerlines crossing Nissan Drive

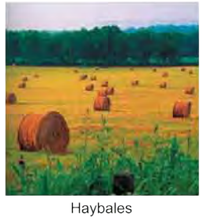
The following is the proposed concept plan (*Figure 7.7*, fold-out) and before and after visualizations (*Figure 7.8*, next page).

Figure 7.8, Nissan Gateway Before

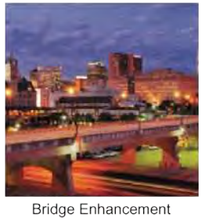
Figure 7.8, Nissan Gateway After

NISSAN GATEWAY

Figure 3.1: Nissan Gateway


Haybales


Antique Tractor


Bridge Enhancement


Signage


Native Wildflower & Grasses


Decorative Mast Arm


Bridge Enhancements


Art in the Landscape

FIGURE 7.7, NISSAN GATEWAY CONCEPT PLAN

Sam Ridley Parkway

The Sam Ridley Parkway gateway is characterized by retail and office development set back from the roadway. The roadway is fenced off from this development at the right-of-way. Few driveways and curb cuts have been allowed within the corridor. This corridor is the widest of the three corridors, which makes it even more important that the design gestures be significant enough to alter the character of the gateway. This is the north gateway on I-24 and leads to the local airport. The Sam Ridley Parkway gateway should accomplish the following objectives:

Sam Ridley Parkway looking west toward I-24

Sam Ridley Parkway looking east toward Old Nashville Highway

- Provide wayfinding information that directs users to common destinations (i.e., Stonecrest Medical Center, airport, and historic downtown) and acknowledges the entry into Smyrna.
- Differentiate the I-24 interchange.
- Establish a greenway connection within the right-of-way that connects Lowry Street and the Stonecrest Medical Center.
- Enhance signalized intersections.
- Create a more aesthetically appealing and consistent environment that reinforces the identity of the area.

The following is the proposed concept plan (*Figure 7.9,* fold-out) and before and after visualizations (*Figure 7.10,* next page).

Figure 7.10, Sam Ridley Gateway Before

Figure 7.10, Sam Ridley Gateway After

SAM RIDLEY GATEWAY

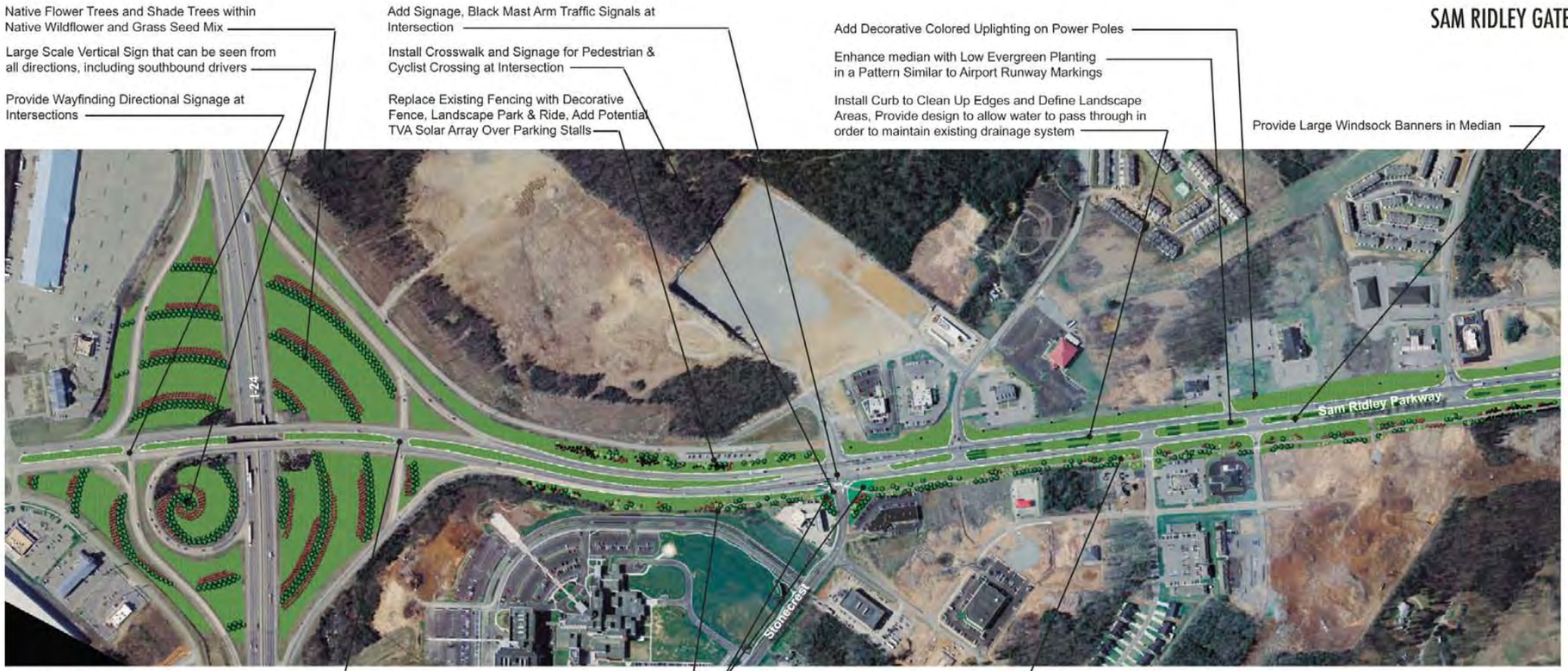


Figure 4.1: Sam Ridley Gateway


Native Wildflower & Grasses


Airport Runway Planting


Greenway


Signage


Windsock


Decorative Mast Arm


Solar Array


Curb With Drainage

Figure 7.9, Sam Ridley Gateway Concept Plan

Chapter 8: Community Facilities

Community facilities are neighborhood amenities that reflect the Town of Smyrna's quality of life, but are greatly affected by the demands of a growing population. Smyrna provides a multitude of services to its residents including a thriving parks and recreation system, library services, and fire and police protection. It is crucial to preserve and enhance these services because they promote the physical and emotional well being of the Town of Smyrna. This chapter of the Comprehensive Plan will outline plans to ensure that successful community facilities are available to provide safety, recreational, and educational opportunities – critical components to any flourishing community – to future generations.

Parks and Recreation

Consistent population growth and expansion affects all facets of the Town of Smyrna's quality of life – including its parks system. The 1995 parks master plan was updated in late 2006 to ensure that municipal facilities, services and programs keep pace with the growing community. Through a process of public involvement, the parks master plan establishes direction for the Parks Department for the next 10 to 15 years, based on the current population trends and the location of the town's urban growth boundary (These population trends are consistent with the population projections outlined in the *Community Profile*). The plan makes recommendations for new park locations, rehabilitation efforts, and the expansion of existing facilities while also establishing a capital improvements budget (CIB) and a timeline for implementation. The 2006 parks and recreation master plan recommendations are reflected in this Comprehensive Plan Update and summarized below. The complete parks master plan may be viewed in the Smyrna Parks Department office.

2006 Parks Master Plan Summary

While the town has made dramatic progress in the last 10 years, two major objectives of the 1995 parks plan have not been achieved: the development of a new community park and an indoor recreation center. A clear goal of the parks master plan is to provide sufficient athletic and passive park areas for the town's growing population. During the last 10 years, the town has grown significantly, yet no new athletic competition fields were added. Therefore, it is not surprising to find that current facilities are at capacity. The parks plan provides the bulk of the new fields needed at the proposed MegaPark, and it presents a draft concept plan to renovate the Town Centre facility into a state-of-the-art indoor recreation center, shown below (*Figure 8.1*, next page).

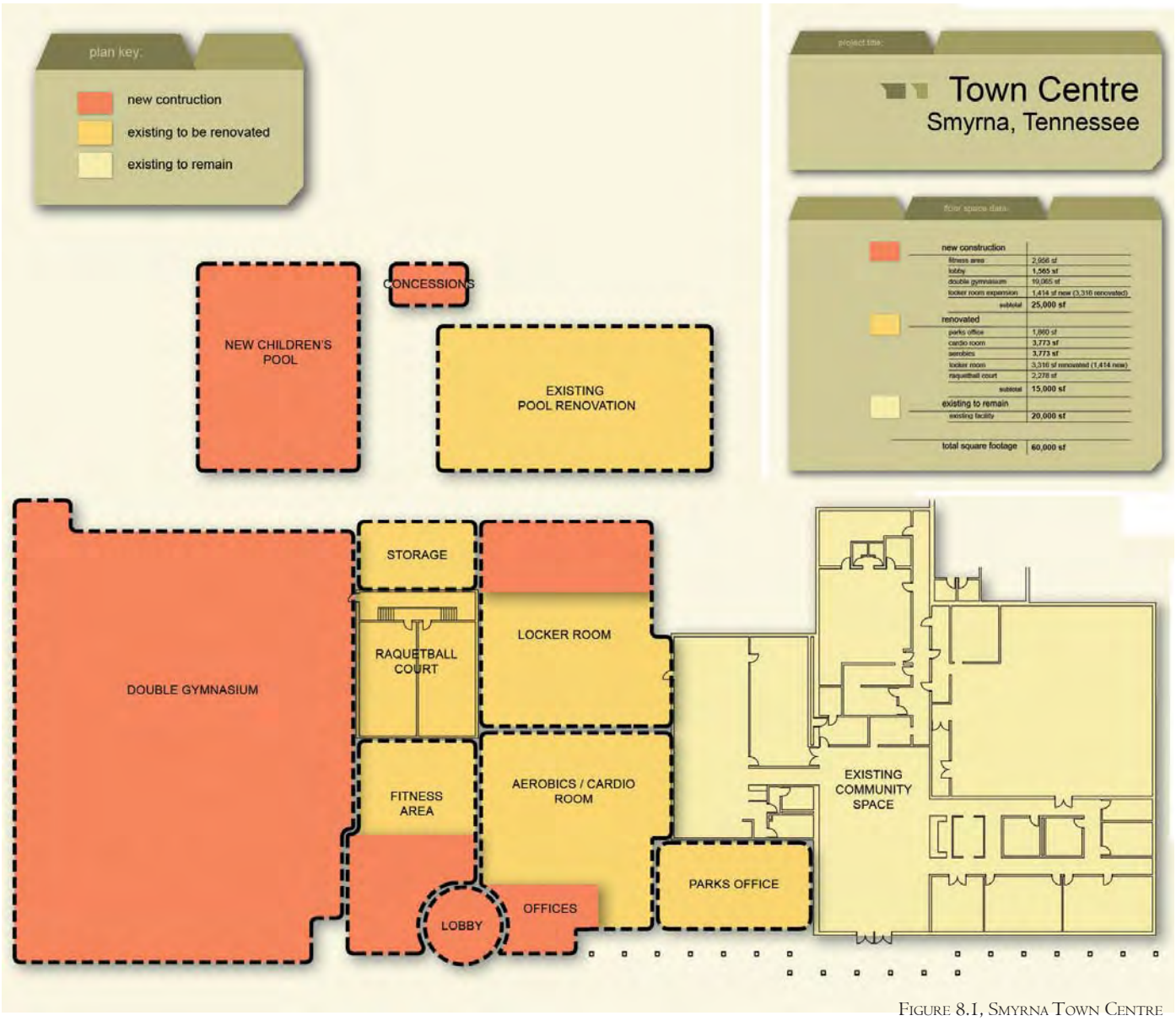


FIGURE 8.1, SMYRNA TOWN CENTRE

Doing More with Less: Conversion of Existing Facilities

A review of current recreation trends indicates that the town lacks the recommended number of playing fields and courts for a variety of recreation activities (tennis, baseball, softball, soccer, etc.). The plan addresses these needs by redeveloping and revitalizing existing park land rather than building new facilities. Rotary Park, Lee Victory, Todd Lane and the Town Centre facilities are planned for redevelopment since they can accommodate different uses but not the expansion of their current uses. This strategy leads to lower construction/redevelopment costs and saves land costs, which are now approaching $30,000 per acre in growth areas.

Fiscally Responsible Plan

The plan includes a CIB that attempts to provide for these needed facilities in an expeditious and fiscally responsible manner. In reviewing the total expenditures over the 14-year life of the plan, the averaged capital expenditures per year would be approximately $50 per person compared with the department's averaged capital budget of approximately $43 per person over the last five years. By redeveloping certain parks and facilities rather than buying and building new parks all over town, this plan represents a sound investment for Smyrna and will maintain the town's presence as a leading suburban community in the Nashville area.

Below is the *2006 Parks and Recreation Master Plan Map* (*Figure 8.2,* next page) that illustrates where major upgrades at existing facilities will take place, as well as the location of the new MegaPark, neighborhood parks, and greenway trails. Following the map is the CIB matrix (*Figure 8.3,* fold-out) that identifies the major capital funding projects proposed in the master plan.

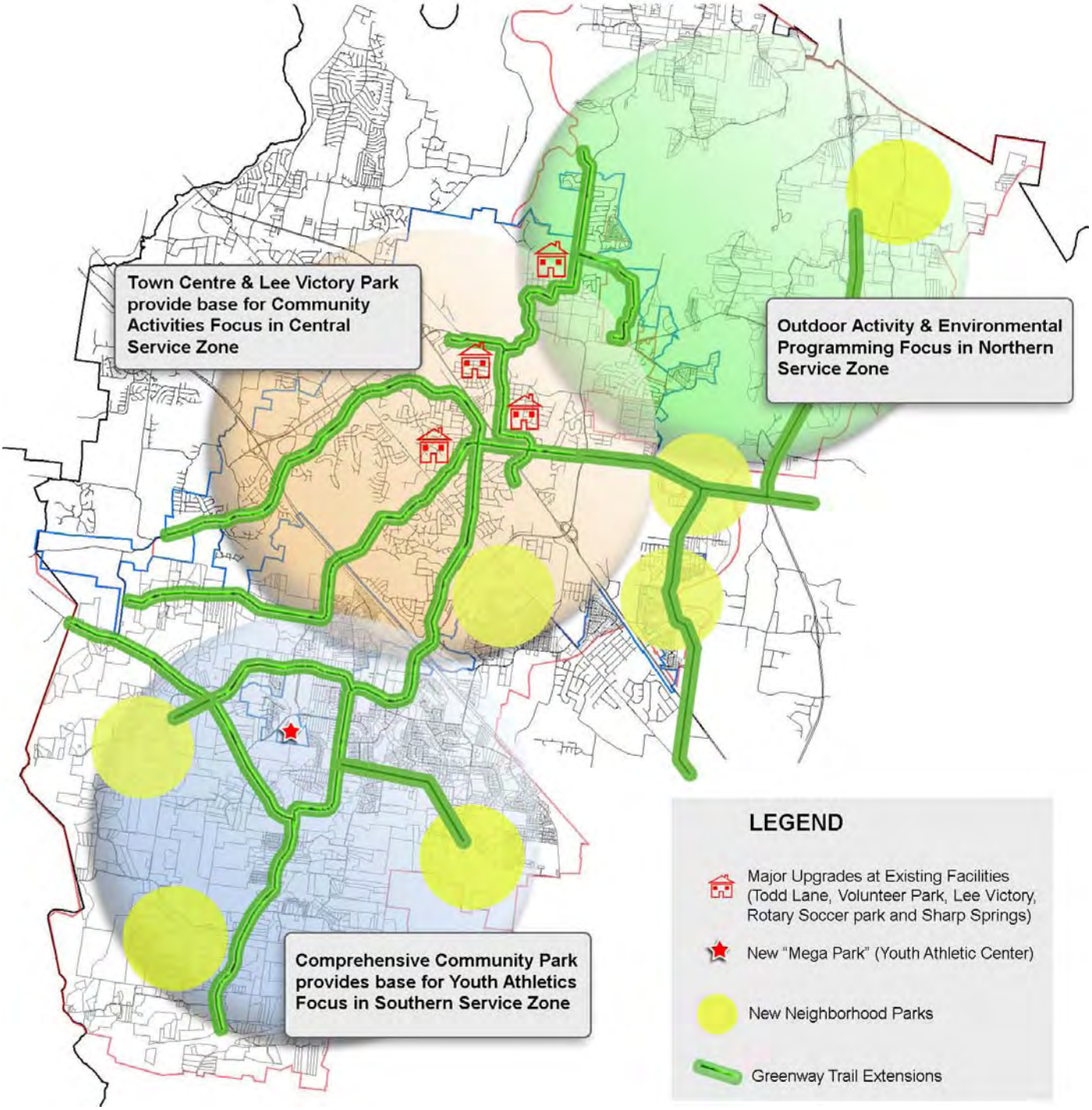


FIGURE 8.2, PARKS AND RECREATION MASTER PLAN MAP

Focus Area	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	TOTAL
Outdoor/Environmental	**$134,750**	**$320,000**	**$324,119**	**$301,400**	**$159,119**	**$335,800**	**$14,000**	**$489,019**	**$922,269**	**$0**	**$0**	**$0**	**$22,000**	**$279,400**	**$3,301,875**
Sharp Springs Park	$109,750	$320,000	$299,119		$159,119			$325,119	$922,269						$2,135,375
Volunteer Park	$25,000					$335,800									$360,800
West Fork Drive Park			$25,000	$301,400											$326,400
Neighborhood Park (NE Smyrna)													$22,000	$279,400	$301,400
New Florence Road Park (COE)							$14,000	$163,900							$177,900
Adult Athletic/Community	**$312,000**	**$797,000**	**$4,356,000**	**$2,098,850**	**$1,230,355**	**$0**	**$262,500**	**$770,845**	**$0**	**$10,000**	**$0**	**$0**	**$0**	**$0**	**$9,837,550**
Lee Victory Memorial Park	$140,000	$125,000		$200,000	$1,230,355			$338,345							$2,033,700
"New" Town Centre		$400,000	$3,805,000	$1,653,750											$5,858,750
Rotary Soccer Park		$145,000	$420,000	$200,000			$197,500								$962,500
Gregory Mill Park	$60,000	$127,000													$187,000
Hilltop-Rosenwald Park			$33,000												$33,000
Todd Lane Park	$25,000						$65,000	$432,500							$522,500
Pioneer Park	$87,000		$67,000												$154,000
Davis Park				$45,100											$45,100
Old Rock School Park			$31,000							$10,000					$41,000
Youth Athletic/Growth Areas	**$1,500,000**	**$5,728,153**	**$915,738**	**$0**	**$0**	**$5,132,600**	**$1,762,120**	**$0**	**$22,000**	**$279,400**	**$22,000**	**$1,772,780**	**$11,552,400**	**$0**	**$28,687,190**
Rock Springs Park						$15,400									$15,400
Mega Park @ SW Smyrna	$1,500,000	$5,728,153	$915,738			$5,092,200	$1,460,720					$1,471,380	$11,273,000		$27,441,190
Neighborhood Park (Rocky Fork)									$22,000	$279,400					$301,400
Neighborhood Park (SR 840)											$22,000	$279,400			$301,400
Neighborhood Park (Baker Road)												$22,000	$279,400		$301,400
Neighborhood Park (Lee Property)						$25,000	$301,400								$326,400
Annual Improvements	**$280,000**	**$230,000**	**$110,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$130,000**	**$2,050,000**
Greenway Linkages	$250,000	$200,000	$80,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$1,630,000
Practice Field Development	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000	$70,000
Playground/Equipment Reserves	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$350,000
Totals	**$2,226,750**	**$7,075,153**	**$5,705,856**	**$2,530,250**	**$1,519,474**	**$5,598,400**	**$2,168,620**	**$1,389,864**	**$1,074,269**	**$419,400**	**$152,000**	**$1,902,780**	**$11,704,400**	**$409,400**	**$43,876,615**

FIGURE 8.3, CAPITAL FUNDING PROJECTS

Capital Improvements Budget

The amounts shown in the above CIB matrix reflect the cumulative total costs of each major improvement recommended in the existing and proposed park locations. The CIB is grouped into three primary "focus areas" on which the master plan centers: outdoor activities and environmental programming, community activities, and youth athletics and future growth. The recommended CIB includes a total of more than $43 million in park improvements across the town through 2020. Due to dramatic needs expressed for additional athletic fields in the near term, there are significant capital projects in the early stages of the planning period; however, the overall budget approximates an average annual capital spending of $450 per person over this planning period.

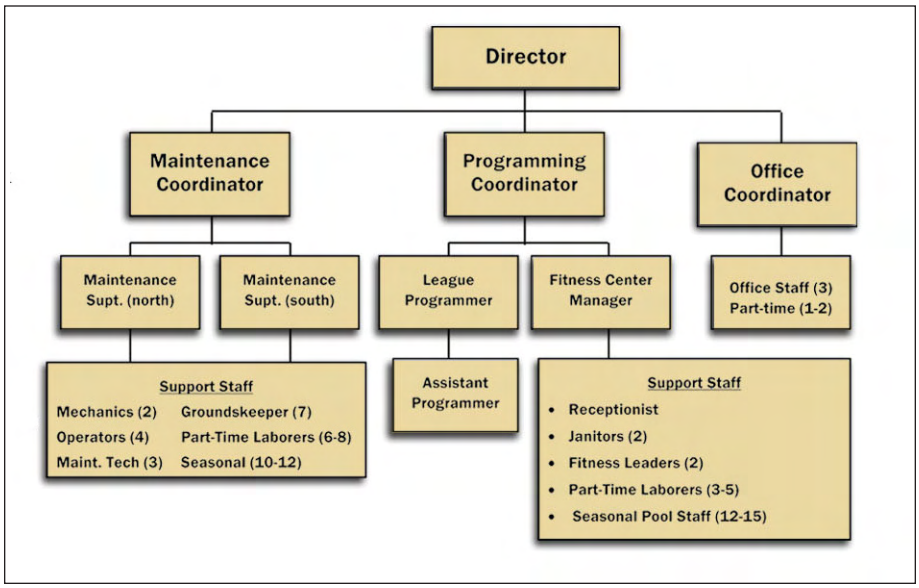


Figure 8.4, Organization Chart

Staffing Plan

In order to achieve the overriding plan goal of "provide first rate maintenance of all park facilities," additional park staff is recommended. This parks master plan projects full build-out of the town's park system, and the chart below (*Figure 8.4*) depicts an organizational structure and staffing level recommended to properly maintain and operate the proposed park system.

Operations Budget

In order to continue to "do more with less," this plan proposes to convert three existing facilities in order to maximize the use of the land. In order to take full advantage of current staff and facilities, the full and adequate funding of the department's operating budget is needed. At a minimum, the operating budget should be funded at $75 to $80 per resident.

Community Facilities Plan

Coordinating capital improvement construction and the expansion of municipal services is a critical component of any community facilities plan. The basis for implementing these improvements is, therefore, an important factor in determining when capital improvements will become necessary. Annual population forecasts can be used to create a time line of when improvements should be complete. This works well in municipalities experiencing slow growth or largely developed areas where a large influx of residents represents only a small percentage of the overall population. However, the Town of Smyrna is experiencing rapid population growth and has the potential for even greater population growth in the coming years. Therefore, based upon the tenuous nature of population forecasting, it is preferable to coordinate improvements with actual population growth rather than population forecasts over time. For example, construction of an additional public library may become desirable as population growth occurs and increased demand is placed on the existing facility. Improvements should not be tied to a specific date since Smyrna may grow somewhat faster or slower than population forecasts anticipate. This population growth approach leads to improvements being linked to a population line rather than the more traditional time line based on population forecasts.

Fire Protection

Today, under the direction of Chief William Culbertson, the fire department utilizes a force of 49 trained firefighters and six police officers also trained as fire fighters (public safety officers). With the renovation of Fire Station #2, the department has shown its attitude toward the future. The renovation included a 1500 square-foot training room to assist the department as well as other town departments in addressing advances in technology.

In the fall of 2000, another step to grow the Smyrna Fire Department was taken. Fire Station #5 was completed to service the Rock Springs Road area. This station will service the fast-growing area in and around I-24. In addition, the town utilizes one training facility to conduct training exercises and continuing education. See *Figure 8.5* for a map of fire station locations and service areas.

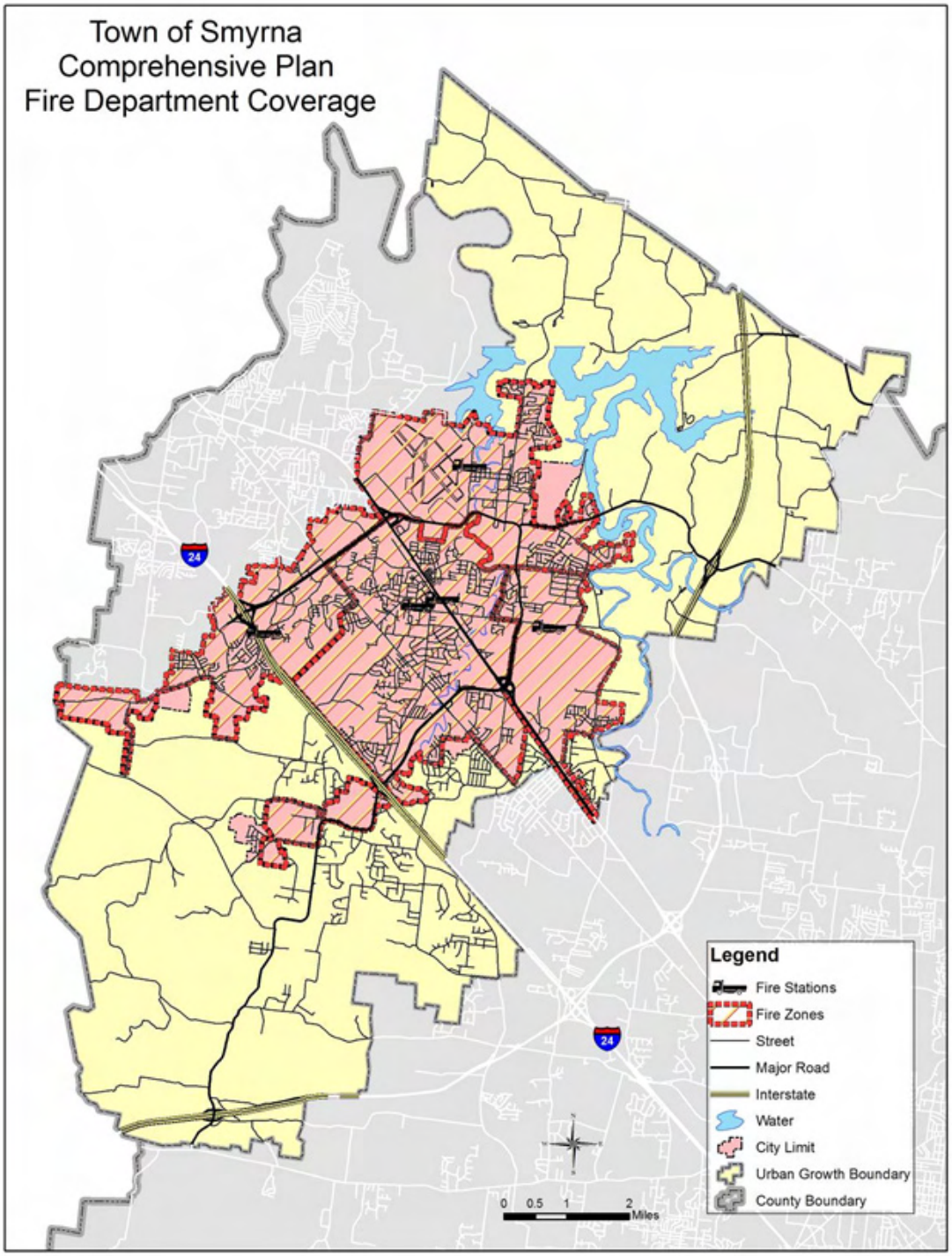


FIGURE 8.5, TOWN OF SMYRNA FIRE DEPARTMENT COVERAGE

The Town of Smyrna has committed and should continue to commit capital improvement funds that will provide fire protection for the community. Fire protection is an essential community safety service and careful consideration should be given to the placement of fire halls throughout the community. The highest level of fire suppression service relative to the associated capital costs and limited availability of funding is a major part of commitment to community fire safety.

The Insurance Services Office (ISO) rates communities according to their fire suppression capabilities. Insurance premium rates for local residents and business owners are directly affected by the community's ISO fire rating. The ISO rating system is based on how well fire departments receive alarms and dispatch fire-fighting resources, the availability to supply the required water flow, and preparedness of engine companies. As of November 2006, the Town of Smyrna Fire Department had achieved an ISO-Class 3 status and is authorized for a staff of 70 shift personnel that work out of the five fire stations spread throughout town. An ISO rating of 3 is based on a scale of one to 10, with one being the best possible rating.

The National Fire Protection Association (NFPA) publishes statistics regarding the service levels of fire departments around the country. Based on a 2005 population of 33,123, the town currently operates at a ratio of 1.87 firefighters per 1,000 population. With five operational fire halls, the town currently provides a fire hall at the rate of 0.15 per 1,000 population. Municipalities of comparable size and character to the Town of Smyrna generally staff fire halls at a rate of 1.2 firefighters per 1,000 population. Those same communities average 0.091 stations per 1,000 persons. Even though Smyrna exceeds the industry average, the department does not meet standard recommendations. Departments that staff at industry average levels are understaffed and do not meet NFPA or ISO recommendations. However, Smyrna's Fire Department has accomplished great things in the past few years and is striving to become compliant. During the 2006 fiscal year, the Smyrna Fire Department reached the level of staffing that assures three personnel per apparatus and continues to make progress while striving to meet the recommendations of the NFPA and ISO.

New fire halls should be located so that response times are minimized and the maximum number of residences and businesses are served with the fewest number of halls. The ISO *Fire Suppression Rating Schedule* recommends that, "the built-upon area of the city should have a first-due engine company within 1½ miles and a ladder-service company within 2½ miles." The town currently attempts to locate fire halls based on a 1.5 mile service radius standard. The following planning criteria are recommended for locating future fire halls:

- 80 percent of the coverage area should be within a 1.5 mile service radius of new fire halls.
- The number of overlapping response areas should be minimized.
- Fire halls should be located in close proximity to high density residential, commercial and industrial areas.
- Fire halls should be located adjacent to, but not directly on, major arterial streets. This helps to avoid congested intersections and at-grade rail crossings, which can increase response times. Intersection signalization may be provided to improve access to arterial streets.
- Approximately two acres should be allocated for each new fire hall.

A new fire hall is planned for the community on Morton Road. A fire hall in the area would greatly improve response times to developing industrial activities located on both sides of the interchange. Due to expected population growth and expansion into previously undeveloped areas, it is anticipated that additional fire halls will be required to maintain acceptable levels of response. Therefore, during the 20-year planning period, three additional fire halls are recommended for the following communities:

- The western sector of the Rock Springs/Seminary community, south of Lee Road approximately midway between Rock Springs Road and Rocky Fork Road.
- The Almaville community, near the intersection of Almaville Road and Independent Hill Road.
- The western portion of the Jefferson/Mona community, near the intersection of West Jefferson Pike and Hickory Grove Road.

The Town of Smyrna will need to budget approximately $7 million for the construction of four additional fire halls within the 20-year planning period. This is based on a planning estimate of $1.75 million for the cost of constructing, equipping, and staffing a new fire hall. However, a significant cost savings may be realized if new fire halls are collocated with future police precincts and costs shared. It is estimated that a shared facility could reduce costs up to 15 percent. Cost savings of up to $1 million may be realized during the 20-year planning period. The currently planned hall on Morton Lane should be given first priority. Programming of additional fire hall construction will be determined primarily by the rate of commercial, industrial and residential growth experienced by the associated response areas.

A fire hall in the West Jefferson Pike area may be warranted in the first half of the 20-year planning period due to the pending installation of sewers. Development of new industrial uses around the SR 840 and Almaville Road interchange will likely determine the construction timeline for a fire hall in the Almaville community. The need for a new fire hall in

the Lee Road area will be determined by the urbanization rate that occurs in the area following construction of the I-24 and Rock Fork Road interchange. *Figure 8.6* shows locations for recommended fire stations.

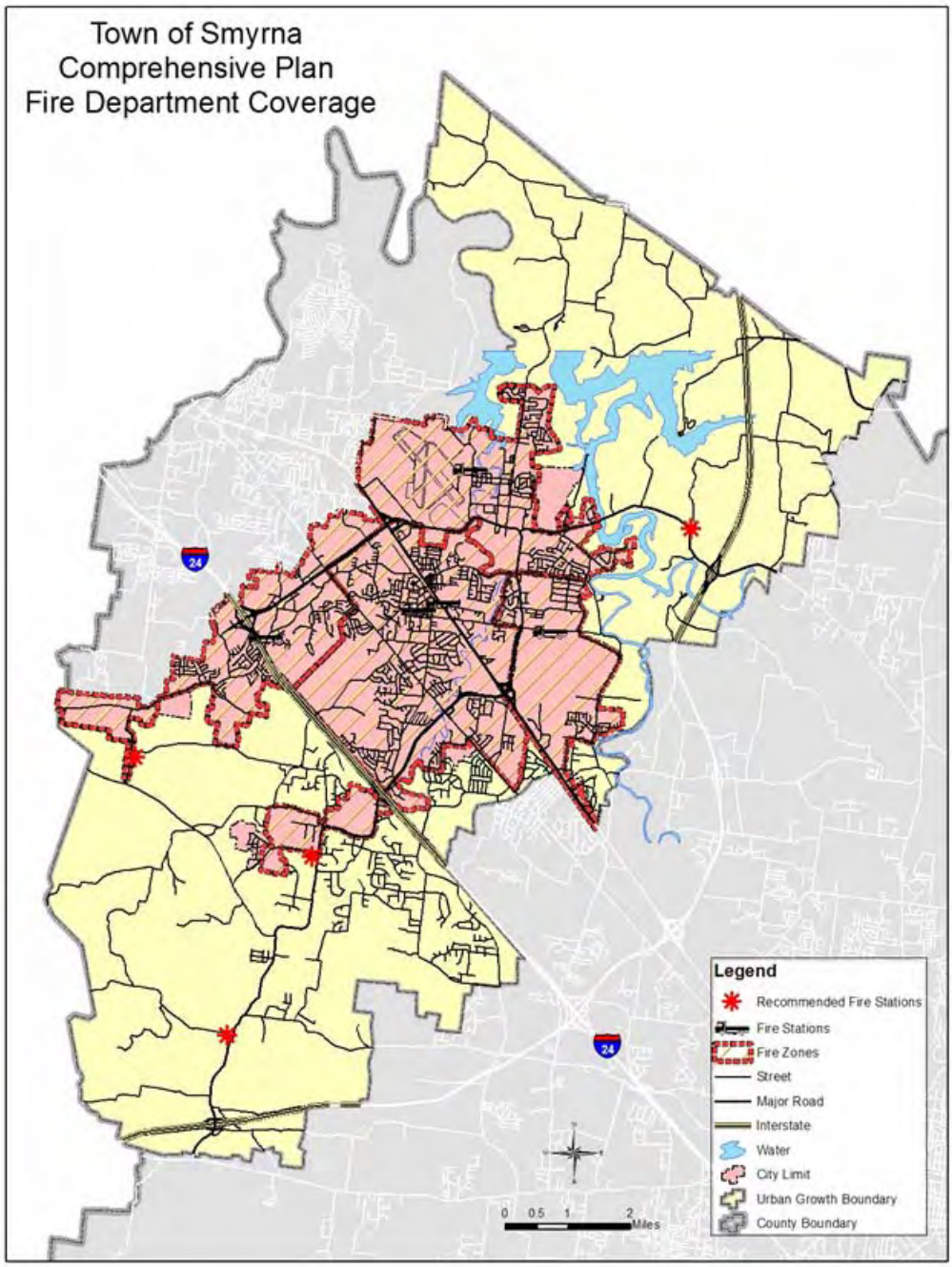


FIGURE 8.6, TOWN OF SMYRNA RECOMMENDED FIRE STATIONS

Police Protection

The provision of police protection is a basic public safety service provided by municipalities. Industry standards set by the International Association of Police Chiefs recommend a ratio of 2.2 police officers per 1,000 residents. With a budget to employ 80 police officers and a 2005 population of 33,123, the Town of Smyrna could exceed this recommendation. Currently, the Smyrna Police Department has a force of 70 officers, which allows the department to serve the community with 2.1 officers per 1,000 capita, but with a fully staffed force of 80 officers, Smyrna's rate would increase to 2.4 officers per 1,000 capita. *Figure 8.7* shows the SPD service coverage area.

When forecasting the need for additional police services during the 20-year planning period, it was assumed that the Smyrna Police Department will continue to operate from a central precinct. Therefore, the costs associated with expansion will be primarily related to additional manpower and equipment. However, in the event that additional precincts are necessary, one measure to help reduce facility cost would be to collocate new police precincts with new fire halls. It is estimated that the Police Department cost to construct, equip, and staff a new shared facility precinct would be approximately $1.5 million. Therefore, if new shared facilities are planned, this amount should be budgeted in each case.

Town of Smyrna Police Department Anticipated Officers

Year	Total Officers	New Officers	Initial Cost of New Officers
2010	97	17	$2,600,000
2015	119	22	$3,300,000
2020	136	17	$2,600,000
2025	153	17	$2,600,000
Total		73	$11,000,000

Table 8.1, Anticipated Officers

Additional officers and the necessary equipment associated with their services should be obtained so that a minimum ratio of 2.2 officers per 1,000 residents is maintained as Smyrna's population continues to grow. The current initial cost to employ and equip each new police officer is estimated at approximately $150,000. Based on an annual population growth rate of 5.8 percent, the table below shows the anticipated number of new police officers and the associated initial cost required to meet the International Association of Police Chiefs standards.

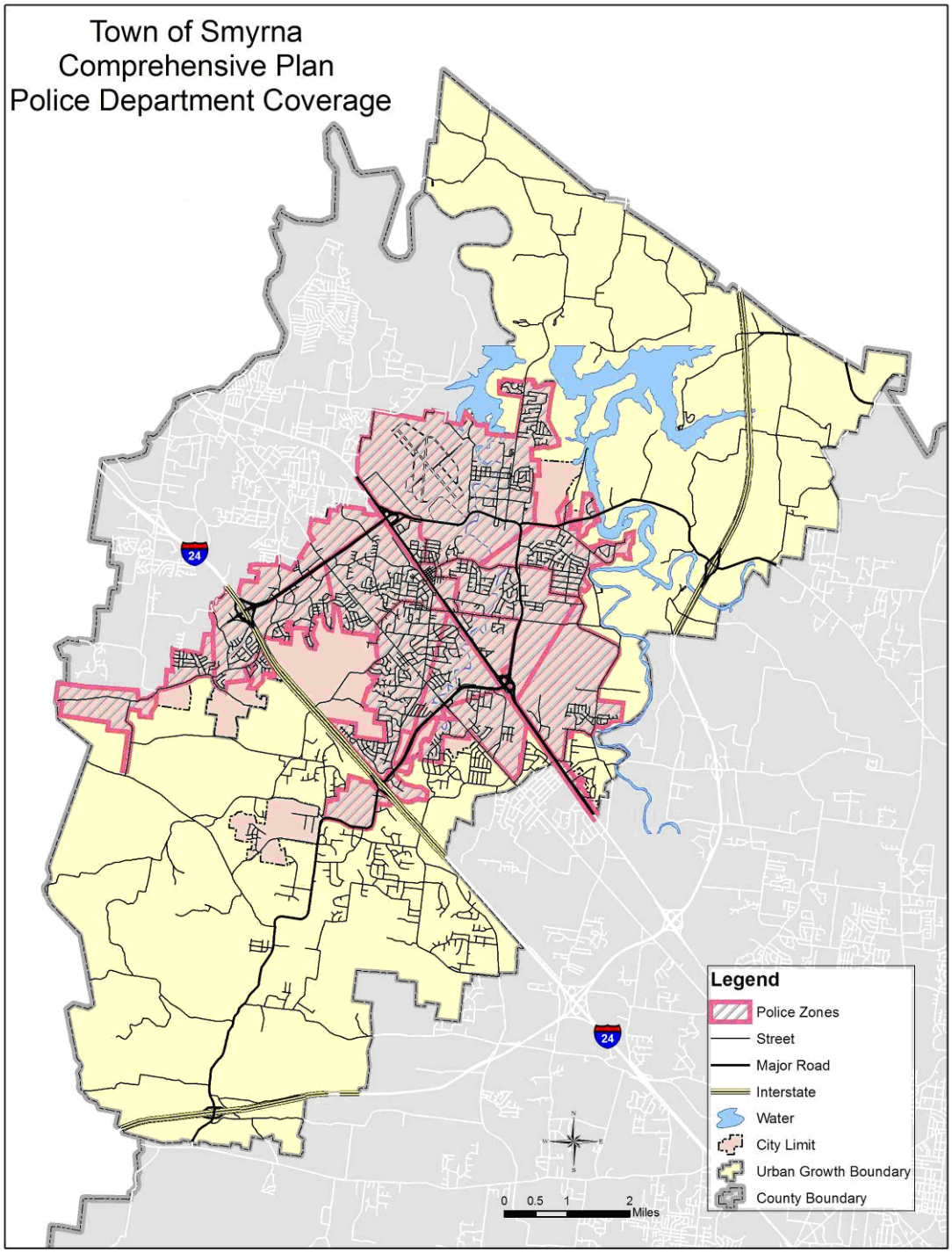


FIGURE 8.7, TOWN OF SMYRNA POLICE DEPARTMENT COVERAGE

As represented in the table, an additional 73 new police officers and associated equipment are expected to be necessary during the 20-year planning period. The total cost is estimated at $11 million. It should be noted that this cost estimate reflects the initial cost to employ and equip each new police officer and does not include annual salary costs.

Library Services

The Smyrna Public Library is a branch of the Linebaugh Public Library System of Rutherford County. The Linebaugh Library Foundation was created in 2001 as a means to fund long-term projects beyond the scope of available public moneys, manage endowments, and encourage gifts, thereby meeting the needs and desires of Rutherford County's growing population. In November 1999, the new Smyrna Public Library opened at 400 Enon Springs Road West. The Library provides services typical of well-planned libraries around the country, including inter-library loans and an online library catalog and renewal system. Special events are held throughout the year and include such activities as computer classes, reading programs, writing camps, and children's programs. Facilities encouraging genealogy and historical research are important features of the Linebaugh libraries. The Smyrna Public Library currently houses approximately 73,000 volumes in 20,000 square-feet.

The impact of future community growth on the existing library system has been evaluated to assist Rutherford County in programming for future demands. Planning for community library facilities is generally based on one of two demand criteria. The first is the number of volumes (books and periodicals) available per person. The second is facility size as a function of square feet per person. Current industry standards recommend the provision of two volumes per person, and/or the allocation of one-half of a square foot of facility space per person.

The existing library on Enon Springs Road West was sized to serve both the Town of Smyrna and the City of LaVergne. The existing facility has approximately 20,000 square feet of floor area, equating to 0.6 square feet per person based solely on the Town of Smyrna population. The library currently contains approximately 70,000 volumes, resulting in 2.1 volumes per person, again based solely on Smyrna's population.

For planning purposes, it was assumed that the overall service population base served by the Smyrna library will be equivalent to 150 percent of the Town of Smyrna population. The following table identifies future demands on library

LINEBAUGH PUBLIC LIBRARY SYSTEM TOWN OF SMYRNA BRANCH		
Year	Library Volumes	Facility Size (S.F.)
2010	132,000	33,000
2015	162,000	41,000
2020	185,000	47,000
2025	209,000	53,000

TABLE 8.2, SMYRNA LIBRARY INFORMATION

services through the twenty year planning period based on this 150 percent service population estimate and the aforementioned library planning criteria.

Rutherford County should monitor the need for facility expansion and the number of library volumes to keep pace with demand during library service population growth. As library facilities expand and the number of library volumes increase, the likely result will be additional branch libraries rather than continued expansion of the existing facility. If additional branch libraries are expanded, they should be located so that they can serve the most residents with the shortest travel distances.

Chapter 9: Implementation

Smyrna's Comprehensive Plan is an important tool available to residents and leaders to prepare for the continued growth that is expected well into the future. Each key land use issue has been analyzed and goals, objectives, and policies have been proposed to address them. Finally, policies have been developed that summarize the issues that have been heard throughout the process. The final step for making the Comprehensive Plan a successful one is its implementation.

The *Implementation* section of the Comprehensive Plan is designed to set the hard work of local residents and community leaders on a path toward success by providing the next steps. It outlines strategies, necessary elements, and sets the actions identified in the plan into motion.

Strategies for Implementation

Implementing Smyrna's Comprehensive Plan means more than simple changes in land use regulations. The plan represents a shift to a community that *wants* to apply its vision and principles in daily decision-making and actions to a community that will now have the necessary tools to be able to evoke change. Those efforts will require a consistent reminder of the importance of supporting the plan and the following seven points serve as a guide for these efforts.

Maintain Citizen Involvement

Citizen participation has been a cornerstone in the process to create the plan, and it is even more essential to ensure the success of the plan. In order for the plan to be implemented, it must continue to enjoy the support and understanding of the general public. Both current and future community leaders of Smyrna must pledge their support to maintain public involvement, awareness, and commitment of the purpose and importance of the Comprehensive Plan.

Furthermore, the many ideas and comments contributed by the citizens during the plan's development were incorporated and shaped the resulting goals, objectives, and actions. The public should continue to be involved in the implementation and maintenance of the plan. Input and informational opportunities such as advisory committees, public meetings, community workshops, open houses, newsletters, and public notices should be used to educate and involve citizens in continued planning. Methods and activities for public participation should be selected to achieve meaningful and effective involvement.

The Key is Quality

The Comprehensive Plan is designed to improve and enhance the quality of life for current and future residents. Its goal is to provide a standard of excellence by which future development, programs, and activities can be measured. It is this level of quality that is highly desired by the citizens whether it is in terms of infrastructure, community parks and recreational areas, neighborhoods, business areas, gateways and corridors, or simply the Town's approach to its future.

Make Success Quick & Constant

A strategy used by successful organizations is to seek results early in the implementation process. By doing so, stakeholders are able to see the benefits of their involvement. Momentum created by success naturally induces more involvement by persons desiring to participate in a successful program. In the strategic Implementation Plan presented, some of the programs and activities may take longer to complete, while others will provide an immediate opportunity to make an impact on the community, and thus on the successful implementation of the plan.

Solve Problems Creatively

As the planning process unfolded, participants were challenged to think creatively and consider non-traditional opportunities. It is necessary to be creative and innovative in your approach to solving key issues and problems in order to seek continuous improvement. It is this ability to overcome what may ordinarily be considered as obstacles that will demonstrate the Town's willingness to achieve the community vision, including the use of creative solutions.

Share Responsibility & Rewards

It is important to remember that the plan was developed in the interest of all citizens and businesses in the community leading to a collective vision to benefit everyone. Furthermore, implementation of the plan should not rest on any one individual, entity, or organization. A vast array of stakeholders play a role in the future of the community, including the general public who should always remain centrally involved in the process. By working together, the community can achieve its vision, which is of benefit to all involved.

Planning in Daily Decision-Making

Opportunities for integrating the plan's recommendations into other business practices and programs of the community are vital to widespread recognition of the plan as a decision-making tool. For instance, the plan's recommendations should be widely used in decisions pertaining to infrastructure improvements, proposed new development/redevelopment, expansion of public facilities, services and programs, etc. The plan should be referenced often to maintain its relevance to local decisions and to support the decisions that are being made.

Plan Maintenance

Annual Amendments

Annual plan amendments will provide opportunity for relatively minor updates and revisions such as changes in future land use designations, implementation actions, and review of plan consistency with ordinances and regulations. Annual amendments should be an ongoing process throughout the year and be prepared and distributed in the form of addenda to the adopted plan. Proposed changes should be reviewed and approved by the Planning Commission and should be adopted in a manner similar to the plan itself including public hearings.

Progress Reports

The Planning Commission and its staff should prepare an Annual Report for submittal and presentation to the Town Council. The report should contain the status of implementation, significant actions and accomplishments, as well as recommendations for needed actions and programs to be developed and implemented in the coming year. The time schedule for preparing the Annual Report should be coordinated with the Town's annual budget so that the recommendations will be available early in the budgeting process.

Significant Plan Updates

Significant updates to the plan should occur at least every five years. These updates will ensure continued usefulness of the plan for use by public officials, staff, and others. Annual plan amendments from the previous years should be incorporated into the next major plan update. Plan updates will be a significant undertaking involving public officials, departments, and

citizens and consultant services may be utilized if necessary. As part of a plan update, the base data including population projections and existing land use should be reviewed and updated. Additionally, the goals, objectives and policies of the plan should be analyzed and reviewed to determine their effectiveness and relevance to current conditions. Goals, objectives, and policies that were not previously achieved should be identified and new or modified elements should be developed as necessary. The result of a significant plan update will be a new plan for Smyrna, including identification of current goals, objectives, and actions.

Implementation Plan

The Implementation Plan is an enhanced summary of the policies and activities discussed throughout the Comprehensive Plan. More than a simple compilation of actions, the Implementation Plan sets the foundation for carrying out activities by addressing important components of priority, time, and responsibility.

Priority

Each of the action statements is assigned a priority level on a scale of one to three.

- Priority 1: The activity can and should be done as soon as possible.
- Priority 2: The activity requires a prerequisite activity or may take some time to formulate.
- Priority 3: The activity requires several prerequisite activities, requires additional research, and/or needs substantial funding.

Time Frame for Implementation

The time frame for implementation goes hand-in-hand with the priority level. The time frame is broken down into two ranges: 1-2 years and 2-5 years. An activity with a time frame of 1-2 years is something that can and should be done quickly in order to maintain the momentum of the Comprehensive Plan. Activities with a 2-5 year time frame require additional research and the coordination of two or more groups.

Zoning and/or Subdivision Ordinance Amendment Necessary

Many of the activities require an amendment to the Zoning Ordinance or the Subdivision Regulations simply to permit the desired activity or to guide the activity, explained in further detail below. In addition, some time investment will be needed to draft the language and ensure enforceability measures.

Multi-Department Involvement Needed

Some of the activities require input and coordination with additional departments of the town, civic organizations, and other groups. The coordination of these groups involves additional time and resources to formulate the implementation of these activities.

Additional resources often times include services provided by Smyrna. As the Town and adjacent areas continue to develop, conditions emerge that can be addressed more effectively by a broader level of services provided by Smyrna, such as police and fire protection and solid waste collection. In these instances, Smyrna should seek opportunities to annex property where service extensions are possible, and where development activity is or may be occurring.

Annexation is the process by which the town extends its municipal services, laws, taxing authority, and voting privileges to a new territory. Annexation encourages orderly growth and provides standardized service to all citizens. It also promotes fairness by requiring that those who use the services provided by the town share in the costs of operating the town. Upon annexation, the Town's zoning ordinance assigns a city zoning district to the property. If no specific zoning district is assigned or legislative body chooses to annex territory without a Planning Commission recommendation, such annexed territory is zoned Low-Density Residential, R-1.

Comprehensive Plan Update/Amendment Needed

Since the Comprehensive Plan is a living document, amendments and updates will be needed in order to carry out several of the activities. Updates to the Future Land Use Map will be primarily required in order to establish, expand, and clarify areas for certain types of development patterns.

Budgetary Constraint Level

All of the activities will require a certain level of investment by the Town. This investment may come in the form of time, money, or a combination of the two. For the purpose of this determination, the primary focus is a financial investment in order to complete the activity. The budgetary constraint level is therefore broken down into three levels:

- LOW: activities that predominately rely on staff resources.
- MEDIUM: activities that rely on staff resources as well as potential involvement of a consultant or other type of specialist.
- HIGH: activities that require specialized study or up-front costs provided by the Town such as infrastructure improvements or the addition of staff.

Zoning Ordinance Review

There are several changes and amendments that would need to be made to the current Zoning Ordinance in order to reflect the intent of the Comprehensive Plan Update and its implementation. During the amendment process, it would be the perfect time to consider the additional observations discussed in this review.

Positive Elements of the Current Ordinance

The current Zoning Ordinance for Smyrna, Tennessee is more contemporary than most. There are several positive elements contained in the ordinance that assist in making interpretation and intent very clear.

- The *Definitions* section is fairly comprehensive. Most all terms are contained in this section.
- The specific uses, both permitted and prohibited, are grouped together under a section for each respective district rather than being grouped into a broader, all-inclusive category. Too many times, use tables are grouped under an "umbrella" type hierarchy whereby more intense districts permit all the uses in the less intense districts beneath it. While this may seem logical, there are less intense uses that absolutely should not be allowed in certain districts.

Elements to Relocate in the Current Ordinance

There are a handful of administrative sections of the Zoning Ordinance that should be moved into separate documents adopted by the Planning Commission or the BZA – more specifically, Application Packets. This is done primarily to allow routine updates and changes without having to go through the full-fledged zoning ordinance amendment process.

Application Packets

Application Packets should be made for each type of petition that comes before the Planning Commission and BZA. They include:

- An itemized list of submittal requirements
- A detailed list of what is to be shown on the plans, if applicable
- The meeting and application schedule for hearings
- Public notice requirements (if applicable)
- The review process and what to expect

Elements to Improve in the Current Ordinance

The current ordinance is entirely comprised of text. A more graphic-layout and organization of the ordinance would make it more user-friendly as well as make it easier to administer. Color, tables, charts, graphics, table of contents, index etc could easily be added to make the ordinance more effective. Meanwhile, there are a few specific sections of the Zoning Ordinance that could be added or improved upon:

Definitions

Reference the book The Latest Illustrated Book of Development Definitions by Harvey S. Moskovitz & Carl G. Lindbloom for current definitions.

- Make sure all definitions are contained in one area of the zoning ordinance.
- If certain terms are only applicable to a certain article (for example Flood Control), it should be so noted.
- Related terms should be grouped together. For example, all the different types of signs should be grouped under the definition for "sign". Another example is grouping all the different types of setbacks (front, side, rear) under the definition for "setbacks".

- Definitions should not contain development regulations. For example, the measurements for a "buffer strip" should be omitted.
- Unless there is a very specific, local issue, uses should not be defined. It is more effective to have the ordinance reference the Standard Industrial Code (SIC) which groups and lists related uses in great detail.
- Uses covered by State Code should cite the code. These are uses such as daycares, group homes, etc.
- Defined terms should not be duplicated. If there are similar terms that are commonly used, they should cross-reference each other. For example, "one hundred year flood" and "flood, 100-year" are both defined in the ordinance.

Elements to Incorporate or Address

- Utilize tables and graphics wherever possible.
- Explain the intent of certain regulations in more detail.
- Allow provisions for more flexibility in the ordinance requirements that allow minor deviations from standards such as parking, landscaping, etc.
- Adult-oriented businesses should be addressed in some manner.
- The ordinance could be broken down into smaller chapters and sections for clarity and effectiveness.
- Make the Sign Code a part of the Zoning Ordinance.
- Incorporate overlay districts to address design guidelines, signage, parking, etc.

Goals and Action Statements	Priority	Time Frame for Implementation	Zoning and/or Subdivision Ordinance Amendment Necessary	Multi-Department Involvement Needed	Comp Plan Update/ Amendment Needed	Budgetary Constraint Level
LAND USE GOAL 1: High quality development that promotes sensible growth patterns						
Establish acceptable levels of service for all public services such as sewer, water, wastewater, law enforcement, fire protection, recreation, emergency services, and trash disposal. These levels should be achieved when considering new development and annexed land.	2	2-5		✓		low
Identify specific locations for commercial nodes in areas where residential development is expected in the future to ensure that neighborhood retail, entertainment, and employment opportunities exist in close proximity.	1	1-2			✓	low
Adopt density incentives for large residential developments that incorporate commercial components and encourage mixed commercial-residential uses within.	2	1-2	✓			low
LAND USE GOAL 2: A vibrant, attractive community that not only reflects Smyrna's values but visually sets the community apart from surrounding areas						
Establish urban design standards and architectural standards for all new and renovated residential and commercial developments. Elements such as maximum setbacks, exterior materials, roof pitch, and garage orientation will establish continuity and character.	3	2-5	✓			low
Revise development ordinances to include more detailed standards for signage and landscaping. Signage should be consistent in height, bulk, materials, and lighting. Parking lots and property perimeters should have minimum landscaping requirements for all developments.	1	1-2	✓			medium
Develop a hierarchy of street standards for boulevards and residential streets to adhere to. Landscape medians, trail systems, street trees, and access management significantly contribute to community identity.	3	1-2		✓		medium
Enhance existing neighborhoods through improvements to the public rights-of-way such as sidewalks, medians, and open space.	3	2-5		✓		high
LAND USE GOAL 3: A balanced and diverse pattern of land uses that enhances the character of Smyrna						
Utilize the Future Land Use Plan as a guide for the distribution and location of land uses.	1	1-2	✓		✓	low
Permit mixed-use development by allowing first floor commercial and office development and upper floor residential in business districts.	1	1-2	✓			low
Develop minimum open space standards and density incentives for residential projects that include commercial components and allow for open space linkages.	2	2-5	✓	✓		medium
Establish development standards for commercial development that incorporate landscaping and sidewalk standards that link to new and existing residential development.	2	2-5	✓	✓		medium

HOUSING GOAL 1: A community in which a variety of housing alternatives are available in sufficient quantity to residents at all income levels						
Require Homeowners Associations to maintain facilities and open spaces within their neighborhoods.	2	2-5	✓			low
Allow for alternative site design to achieve affordable housing including reduced setbacks, reduced street widths, and reduced lot size.	1	1-2	✓			low
Provide density incentives to developers who incorporate two- and multi-family housing opportunities into new single-family developments in exchange for increased amenities.	2	1-2	✓			medium
Make provisions for attached and detached accessory residential uses to the primary residence such as granny flats, in-laws quarters, and apartments.	1	1-2	✓			low
Encourage retirement housing as part of mixed residential developments or as free-standing developed communities.	3	2-5	✓			low
Encourage developers to implement codes, covenants, and restrictions.	1	1-2	✓			low
HOUSING GOAL 2: A community in which there is a mixture of residential uses and commercial uses within each neighborhood						
Allow for mixed uses on individual properties in new developments.	1	1-2	✓			low
Require developers to incorporate two- and multi-family housing opportunities into new single-family developments where appropriate.	2	1-2	✓			low
Encourage retirement housing within new developments.	3	2-5				low
Develop land use standards that require commercial and business development be part of new residential developments where appropriate.	2	1-2	✓			low
HOUSING GOAL 3: A community where new development has the necessary amenities and design to create and maintain established, prosperous, and interconnected neighborhoods						
Require new residential developments to maintain common open space with recreational opportunities such as playground equipment, swimming pool, sport fields/courts, and walking paths.	1	1-2	✓	✓		medium
Provide density incentives for developers who provide linkages to existing and planned open space and commercial uses.	2	2-5	✓	✓		medium
Incorporate sidewalks/paths and linkages in existing neighborhoods and commercial areas.	2	2-5		✓		high
Require new commercial development to incorporate sidewalks/paths into their design.	2	1-2	✓	✓		low
HOUSING GOAL 4: A community where new development has aesthethic features and design elements that will establish and maintain neighborhood character and cohesion						
Require a variety of quality exterior materials for construction of new homes.	1	1-2	✓			low
Allow for the reduction of street widths, building setbacks, and lot sizes in new development.	2	2-5	✓	✓		medium
Create street standards to allow for boulevards, landscaped lanes, and other residential streets to connect existing and new developments and managed access.	3	2-5	✓	✓		medium
Encourage pedestrian interactivity by requiring setbacks for garages beyond the front of the home and promoting elements such as front porches, walkways, and alleyways.	2	1-2	✓	✓		medium

ECONOMIC DEVELOPMENT GOAL 1: Thriving commercial and industrial sectors that demonstrate their importance through economically beneficial results						
Establish adequate and appropriately placed zoning to accommodate industrial and commercial growth.	2	2-5	✓	✓		low
Actively promote residential densities supportive of long term commercial sustainability without detracting from current community character.	1	1-2		✓		low
The Town should encourage the development of future industrial sites and manufacturing facilities in areas with: 1) other industrial or manufacturing uses, 2) access to major transportation networks that can accommodate commercial truck traffic, 3) adequate buffers between lower-intensity uses, and implement overlay districts to ensure these things are considered.	3	2-5		✓	✓	medium
ECONOMIC DEVELOPMENT GOAL 2: A healthy job to housing balance that offers the option to both live and work in the same community						
The Town of Smyrna should explore opportunities for grants.	1	2-5		✓		high
Attract new business along Lowry Street by offering incentives acquired through possible grant monies.	2	2-5		✓		medium
Encourage new office development within close proximity to transit and bicycle routes to offer employees alternative modes for commuting to work.	3	2-5		✓		low
ECONOMIC DEVELOPMENT GOAL 3: Offer quality environments and amenities to help retain existing businesses and residents while attracting prospects to the community.						
Discourage strip commercial development in order to improve traffic safety, visual impact and maximize the use of land.	1	1-2				low
Neighborhood commercial uses should be integrated into the community to support a sustainable, walkable environment.	2	1-2				low
Request that design plans be provided for potential re-zonings/applications.	2	2-5	✓	✓		low
Promote parking in areas that are commercially viable, but add to the desired visual character of the community, as a whole, or a special area such as downtown.	3	2-5		✓	✓	low
ECONOMIC DEVELOPMENT GOAL 4: A strong town core that offers business and visitor opportunities						
Encourage redevelopment and infill development through the use of incentives.	2	2-5		✓		medium
Provide incentives to developers who offer pedestrian amenities downtown such as plazas, public seating and attractive streetscaping.	2	1-2		✓		medium
Provide incentives for developers to develop in and around historic districts in order to attract visitors to these culturally rich areas.	2	2-5		✓		medium
TRANSPORTATION GOAL 1: Existing and future roadways that ensure safe travel and connectivity while offering scenic views and aesthetic landscape treatments						
Create street standards to allow for boulevards, landscaped lanes, and other residential streets to connect existing and new developments and managed access.	3	2-5	✓	✓		medium
TRANSPORTATION GOAL 2: Ensure that pedestrian, bicycle, and other alternative modes of travel are given the opportunity to function as a primary means of travel.						
Encourage new office development within close proximity to transit and bicycle routes to offer employees alternative modes for commuting to work.	1	2-5		✓		low
Offer park and ride commuter options near community developments.	2	2-5		✓		medium
Implement a voluntary and citizen funded sidewalk program.	3	2-5		✓		medium
Allow for the reduction of street widths, building setbacks, and lot sizes in new development to increase density and encourage pedestrian travel.	3	2-5	✓	✓		medium

COMMUNITY ASSETS GOAL 1: Preserve significant historical and cultural lands, sites and structures that contribute to the community's identity and character.						
Establish a wayfinding and signage program that adheres to design standards and enhances the awareness of Smyrna attractions.	1	1-2	✓	✓		low
Provide incentives for developers to redevelop / develop in historic areas and the downtown in order to attract visitors.	3	2-5		✓		medium
COMMUNITY ASSETS GOAL 2: Establish downtown as a destination for visitors and the Smyrna community.						
Increase the amount of parking in and around the downtown core.	2	1-2	✓	✓		high
Address eyesores and dysfunctional portions of downtown by establishing a specific Downtown Revitalization Plan.	2	2-5		✓	✓	medium
COMMUNITY ASSETS GOAL 3: Ensure a clean and uncontaminated environment within the Town of Smyrna including waterways, land areas, and streetscapes.						
Provide more creek clean up volunteer opportunities – particularly while Stewart's Creek and Hart's Branch are dry and easier to clean.	2	2-5		✓		low
Establish a tree replenishment program in the Town of Smyrna.	2	2-5	✓			medium

Implementing the Plan

Implementing the Comprehensive Plan will require a commitment from Town staff, elected officials, and local residents to utilize the plan as part of Smyrna's decision making process. While keeping the goals and objectives in mind, following the land use guidelines and recommended activities established in this document is the first step to a successful plan and achieving a desired future land use pattern.

The details of the Implementation Plan will assist the Town with determining its priorities for addressing the necessary goals and policies that have been identified in this Comprehensive Plan. Obviously, activities with a high priority and short-term time frame for completion are the ones to tackle first and activities with a high budgetary constraint level and long-term time frame can be dealt with at a later date. It is ultimately up to the Town to utilize the implementation guide to establish what and when the activities are completed in order to put the Comprehensive Plan into place.

The future of Smyrna is promising thanks to present day efforts that show foresight and great consideration. While changes occur and this plan evolves, the vision of Smyrna will remain the same. Staying focused and keeping the Town's best interest in mind while using the Comprehensive Plan Update as a guide, will produce results that the community wants, a flourishing town with smart and successful land use management.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