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# I. INTRODUCTION AND OVERVIEW

The Robertson County 2040 Comprehensive Growth and Development Plan includes a 2025 Future Land Use Map for a mid-term timeframe and the overall visions and supporting goals, objectives and policies for Robertson County and the municipalities of Adams, Coopertown and Cross Plains for the year 2040. With a projected population increase of 48 percent by 2040, Robertson County and its sister municipalities recognized that conventional planning tools comprised of zoning ordinances, subdivision regulations and thoroughfare plans were not going to be effective in accommodating future demands for infrastructure and facilities that will result from new development and population growth. Community leaders in Robertson County believe that development of a citizen-driven Comprehensive Growth and Development Plan (Comprehensive Plan) will provide a blueprint for guiding future growth in the County and will serve to manage new development in a well-planned manner while accommodating new sustained employment and population growth.

The stage has been set to create a 2040 Vision Plan over the past decade through the efforts of many organizations. Previous planning efforts and community workshops established the foundation for moving forward now to adopt a guiding plan for the County that will provide an imperative balance between encouraging well-planned growth and new job creation while protecting the County's unique agricultural economy and rural quality of life. With economic development as a primary goal for the County, careful planning of employment centers along major transportation routes, an educated workforce, adequate supporting infrastructure, an interconnected and multi-modal transportation network and funding sustained sources are key to achieving the County's goals.

Early in the planning process, a Steering Committee was established to guide the development of the Comprehensive Plan and represent the

broad-based needs and desires of Robertson County citizens and employers.

This joint plan has been created to reflect the values and needs of the citizens of Robertson County, supported by broad community involvement and participation of several regional planning agencies. The plan is intended to be used as a guide in directing future public policy decisions within the unincorporated portion of the County, and the participating municipalities of Adams, Coopertown and Cross Plains. **Exhibit I-1** is a map of the County and the three municipalities that are included in this plan.



Through extensive community participation and input forums, the Steering Committee for the County's Comprehensive Growth and Development Plan created a Vision Statement to guide the creation of the Comprehensive Plan and future implementation of its goals, objectives and policies far beyond 2040.

In addition to the Vision Statement, the Steering Committee also established Cornerstone Principles to serve as the key foundation of the goals, objectives and strategies for the Comprehensive Vision Plan (Plan). These cornerstones guided the creation of the key elements of the plan.



### Cornerstones

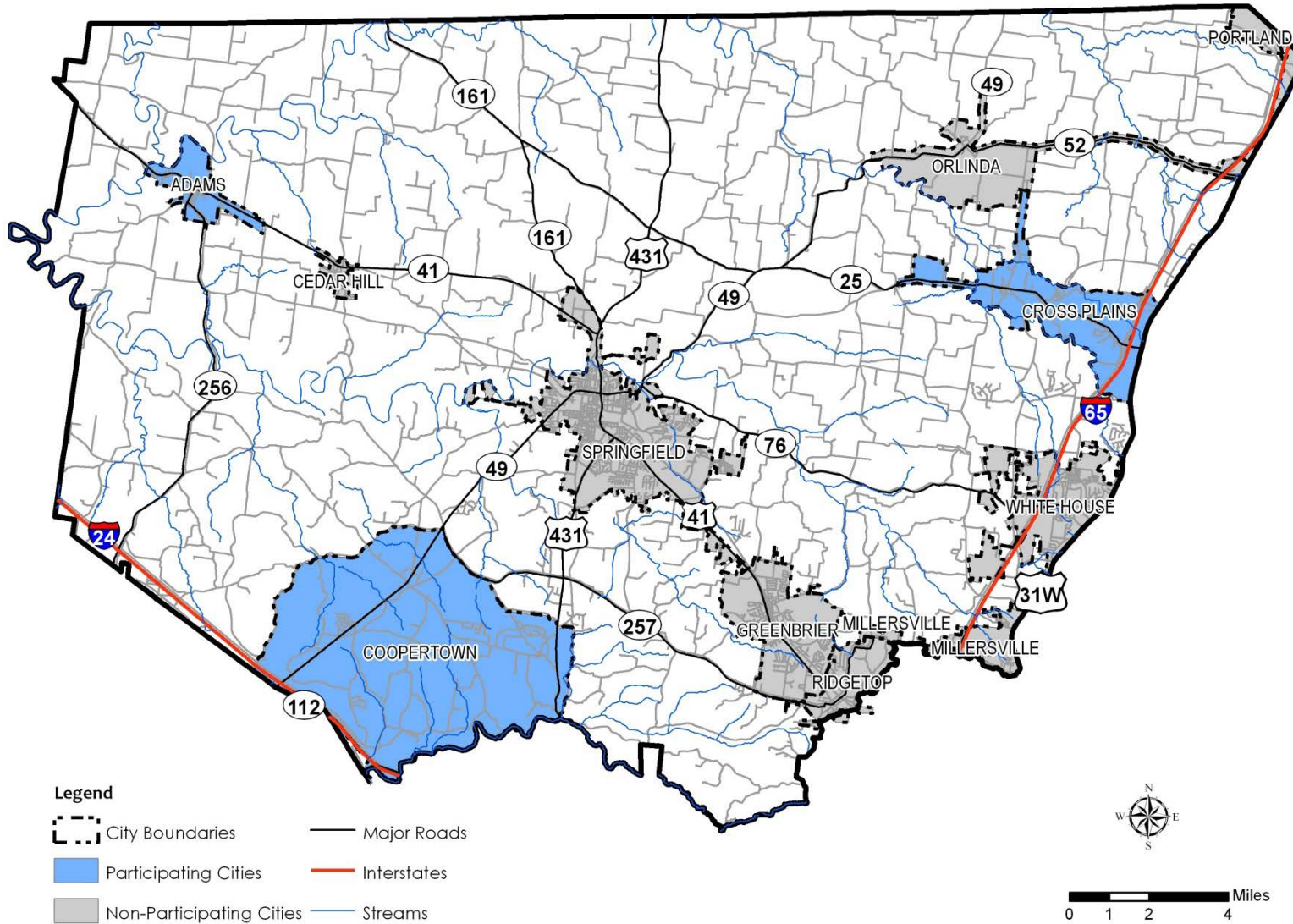
The Plan will:

1. Be built on the public participation process and represent the Citizens' vision.
2. Provide a framework for future development.
3. Guide effective use of financial resources through controlled growth and development, and the phasing of infrastructure and community services.
4. Provide economic development implementation strategies to retain grow and create jobs.
5. Provide strategies to preserve cultural and natural resources.
6. Provide strategies to preserve the rural character and agrarian heritage.
7. Include strategies to develop an efficient transportation network and a sustainable potable water supply system.

This joint Plan sets the stage for the County to change the paradigm from today's scenario of relatively slow growth in job creating by developing strategies to increase employment with higher paying jobs, attract a more diverse population and workforce, increase the quality of life in the County, and ultimately creating a complete community where citizens can live, work, learn, worship and play.

The goal is to achieve these significant changes while still preserving the agrarian heritage and economy of the County and the beauty of its natural resources.

Exhibit I- 1: Robertson County and Participating Municipalities



## A. HISTORY

First known as the Tennessee County of North Carolina, Robertson County was first settled in 1778 by Thomas Kilgore. This first white settler came to Robertson County and built a fort, Kilgore's Station, on the banks of the Red River near present-day Cross Plains. After discovering the rich fertile land of Robertson County, Thomas Kilgore brought his family, neighbors and friends to settle a thriving town. For many years, Kilgore's Station served as an important landmark in the overland emigration to Tennessee and had emigrants arriving rapidly to settle the most valuable lands of the County.



Source: *Goodspeed's History of Tennessee*

In 1796, Robertson County was formed from Tennessee County by the first General Assembly and the City of Springfield was established as the county seat. Using the rich fertile land, distilleries and tobacco farms started to

pop up throughout the county. The first two major enterprising businesses in the County were that of Daniel Holman, who owned a distillery, and John McMillian, who owned a cotton gin. By the 1800's Robertson County had helped to establish Tennessee as one of the major producers of alcohol in the US. Whisky was the main choice of the County's distillers with over 45,000 barrels of whisky being produced annually by 1874.

Like numerous other rural communities, Robertson County's agriculture transitioned from the whisky business to crop production with crops largely derived from livestock, tobacco and grains. It was during this time that Robertson County realized that the community's local raw materials and the available labor market would allow them to become attractive to prospective businesses and lead the way for industrial development.

Building on the established manufacturing base of tobacco and woolen industries located in Springfield, an industrial board with strong leadership was created to attract new industries and their sought-after jobs. This led to the creation of the South Industrial Park in the 1980's and the North Industrial Park in the 1990's and helped establish Springfield as the hub for manufacturing activity in the County.

With the increase in migration, small local communities began to form and the creation of some of the existing cities and towns were formulated

*"In nothing is Robertson County more distinguished than in the making of whisky. From an early period in the history of the State this brand has been sought after, and it now has a world-wide reputation. As will be seen from the appended figures, the amount of whisky manufactured and handled in the county is enormous. By far the largest distillery is operated by Charles Nelson, and is situated near Greenbrier. At this distillery there was manufactured, in 1885, 8,029 barrels, or 379,125 gallons of whisky, upon which the revenue tax amounted to \$341,212.50. There were taken out of the warehouses during the same time 7,223 barrels, or 321,819 gallons of whisky."*  
Goodspeed's History of Tennessee published in 1886 and 1887.

during the whisky, agriculture and industrial movements. Originally called Red River Station, Adams incorporated in November 10, 1869 as a town before finally becoming a city in 1935. Coopertown, which derived its name from the large cooper shop that made barrels for the nearby Red River Mills Distillery, incorporated as a town in 1996 when the citizens held a referendum and voted to become a town.



The first settlement in Robertson County, Cross Plains was made by Thomas Kilgore on the waters of the Middle Fork of Red River, three-fourths of a mile west of Cross Plains. The Legislature of North Carolina passed a pre-emption law securing to settlers of Tennessee 640 acres of land provided the settlement was made prior to 1780. In the spring of 1778 Kilgore left North Carolina with some ammunition, some salt, and a few grains of corn. Traveling on foot he passed through East Tennessee until he reached Bledsoe's Lick, where he found a colony of six or eight families. After resting a few days, he went on some twenty-five miles west where he located. As a safe hiding place from the Indians, he selected a cave a mile west of where Cross Plains is now located. It had a bold stream of water running from it into the Middle Fork of Red River. Cross Plains is the second oldest town in Roberson County.



*The Bell Witch House 1909 (www.bellwitchcave.com)*

## B. REGIONAL PLANNING EFFORTS

In order to create and understand the Plan, one must first understand that there have been numerous regional planning efforts that have occurred over the past few years. These regional planning efforts have all included Robertson County and were reviewed as part of this planning process. Each of these plans has helped to not only establish a foundation for community planning but, have influenced the ultimate community plans for the County contained in this Plan.

### 1. NASHVILLE AREA MPO 2035 REGIONAL PLAN

#### PURPOSE

The MPO's 2035 Regional Transportation Plan establishes guiding principles, goals and objectives for the enhancement of Middle Tennessee's transportation system over the next 25 years. The plan details a multi-modal strategy to support the economic growth and prosperity goals of the region's communities, while dealing with the problems of future congestion, concerns for the health, safety and security of travelers, as well as the negative effects that system expansion has on the natural and socio-cultural environment. The plan was developed according to the following guiding principles:

- *Livability*- Enhance quality-of-life by supporting increased opportunities for affordable housing, education, jobs, recreation, and civic involvement without increasing the burden on citizens to enjoy their community;
- *Prosperity*- Contribute to regional economic well-being through transportation solutions that reduce the cost of living and doing business, increase access to education, jobs and amenities, and attract new investment;
- *Sustainability*- Support growth and prosperity without sacrificing public health, natural and socio-cultural resources, or the financial stability of this or future generations;

- *Diversity*- Recognize the multitude of needs and variety of perspectives and backgrounds of Middle Tennessee's citizenry by promoting a range of transportation choices designed with sensitivity to the desired context.

The 2035 Plan provides a balanced, financially-feasible set of transportation improvements that can be constructed or implemented with nearly \$6 billion in expected federal, state and local funding sources. The plan is currently being updated to the year 2040.

#### POPULATION AND EMPLOYMENT

As part of the update to the 2035 Long Range Transportation Plan, the MPO developed population and job forecasts that extend to the 2035 planning horizon. These estimates, shown in **Table I-1**, were generally accepted by the counties within the MPO region.

The region was estimated to grow in population from 1.39 million to 2.17 million people from 2006 to 2035, which is an increase of approximately 55.92 percent. Over the course of the next 29 years this equates to an average annual increase in total population of 1.92 percent. Davidson County has the largest population of the seven-county region. However, Williamson County is projected to grow at the highest rate with population anticipated to more than double over the planning horizon.

The forecast in jobs for the Nashville Area MPO was estimated to increase at a similar rate as the region's population. The region's jobs were estimated to grow from 983,074 to 1,536,746 over the next 29 years, which is an increase of 56.32 percent. Jobs were also estimated to increase an average of 1.94 percent per year. Williamson County's employment forecasts, similar to their projected population growth, show a 147 percent increase, which is the largest increase in employment of any of the other counties.

**Table I-2** shows the breakdown of the region-wide forecasted jobs by employment industry sector. The largest current employment industry sector for the region is the services industry. Services industry jobs also account for the largest growth from 2008 to 2035 at 78 percent.

**Table I- 1: Population & Jobs Forecast for MPO Counties**

	YEAR	MPO	DAVIDSON	MAURY	ROBERTSON	RUTHERFORD	SUMNER	WILLIAMSON	WILSON
People	2006	1,394,928	613,856	77,550	61,708	230,980	148,534	159,094	103,206
	2015	1,637,000	654,879	89,371	73,949	288,734	172,232	229,052	128,783
	2025	1,904,300	702,871	101,595	87,563	349,083	197,500	308,328	157,360
	2035	2,174,914	752,326	114,005	101,324	409,986	223,124	387,970	186,179
Jobs	2006	983,074	559,435	44,773	29,573	131,831	57,236	108,904	51,322
	2015	1,128,118	618,891	50,722	34,251	155,284	64,282	143,628	61,060
	2025	1,316,029	687,059	58,019	40,223	187,195	73,129	196,539	73,865
	2035	1,536,746	755,684	65,964	47,049	226,453	83,053	269,755	88,788

Source: U.S. Census Bureau, Woods & Poole Economics, Nashville Area MPO, 2010

**Table I- 2: Regional Employment by Industry/Sector, 2008-2035**

Category	Detailed Category	2008		2035		Change
		Jobs	% of Jobs	Jobs	% of Jobs	
<b>Totals</b>		1,013,430	100%	1,536,746	100%	52%
Industrial	Farm and Agricultural Services	13,386	1.32%	14,217	0.93%	6%
	Mining	928	0.09%	912	0.06%	-2%
	Construction Employment	65,045	6.42%	92,297	6.01%	42%
	Manufacturing Employment	83,309	8.22%	71,806	4.67%	-14%
	Trans, Communications & Public Utilities	40,604	4.01%	68,429	4.45%	69%
	Wholesale Trade	43,167	4.26%	49,819	3.24%	15%
Retail	Retail Trade	185,871	18.34%	278,331	18.11%	50%
Office	Finance, Insurance, & Real Estate	88,668	8.75%	120,327	7.83%	36%
	Services	391,338	38.62%	697,292	45.37%	78%
	Government	101,114	9.98%	143,316	9.33%	42%

Source: U.S. Department of Labor, Woods & Poole Economics, Nashville Area MPO, 2010

## LAND USE AND TRENDS ANALYSIS

The Nashville Area MPO, during the 2035 Plan update process, developed land use scenarios based on two concepts. The first scenario utilizes a jurisdiction's current land use policy and land development regulations to forecast the development pattern (Land Use Policy Map). Utilizing the growth policy (or vision), the MPO developed the second scenario (Growth Policy Map), which is based on character areas assigned by the MPO to each parcel. CommunityViz is the GIS-based tool the MPO utilizes to build the regional land use models and to forecast future demographic potential of each parcel of land within the region. This modeling process allocates future households and employment across the region based on existing land use policies and each parcel of land's ability to attract new growth. **Exhibit I-2** graphically represents the two development trends developed by the MPO.

Essentially, the land use model is an exercise in determining the development capacity of the land or supply and demand. **Exhibit I-3** illustrates the results of the analysis conducted by the MPO of the region's land availability for development.

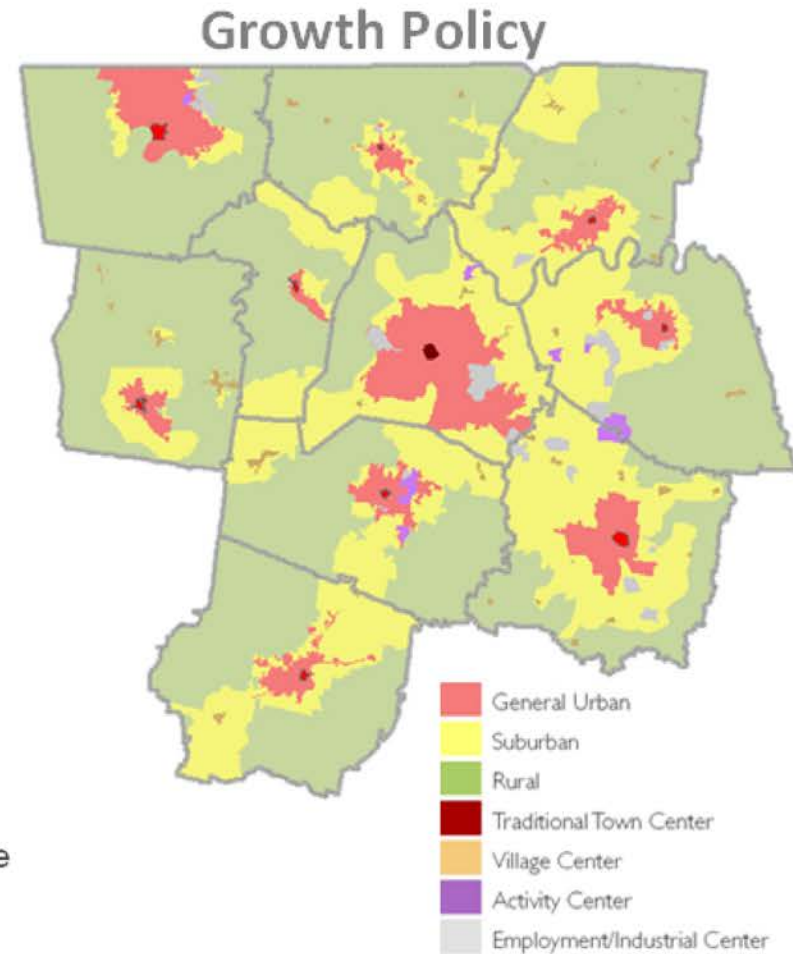
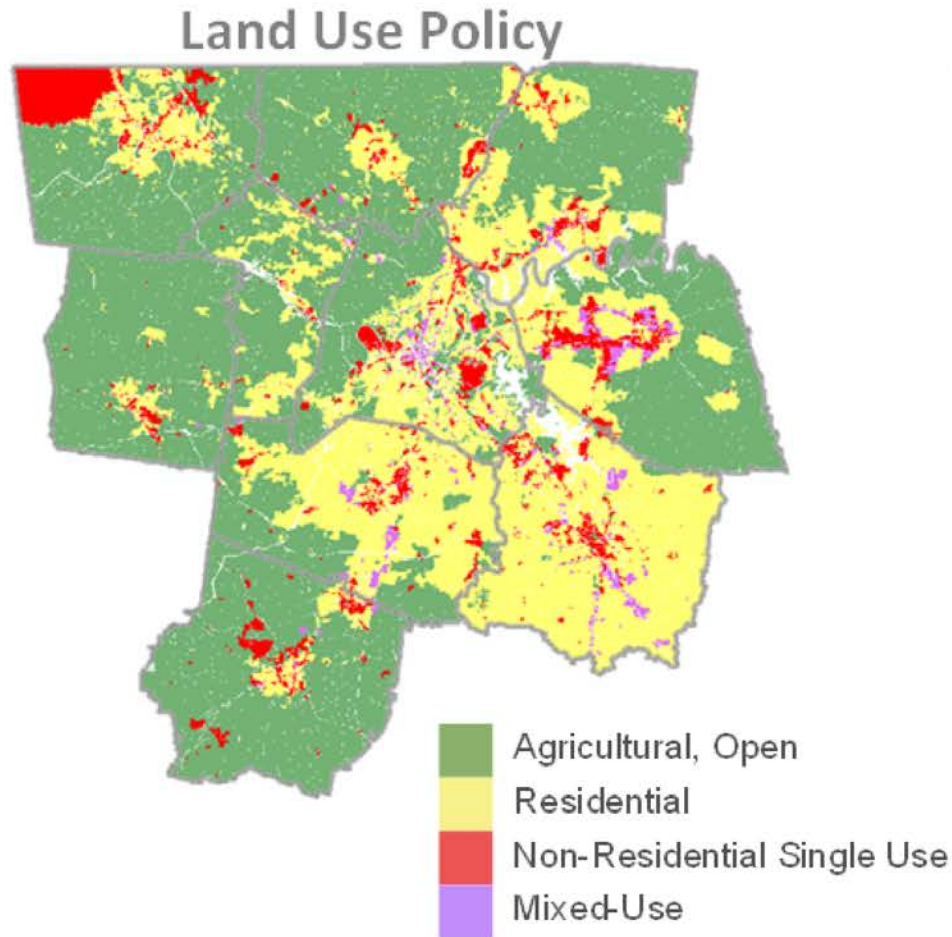


As shown in the MPO's Development Trends (Exhibit I- 2), Robertson County is projected to remain predominantly agrarian or rural under existing land use policies and regulations. Therefore, the Land Use Policy model indicates some continued urbanization with no real center or hub in the County.

The Growth Policy Scenario projects Springfield to be the primary center of urban growth in the future. Following the trends analysis and development capacity analysis, the MPO develops measures of suitability for each parcel. The output of this process is the graphic shown in **Exhibit I-4**.

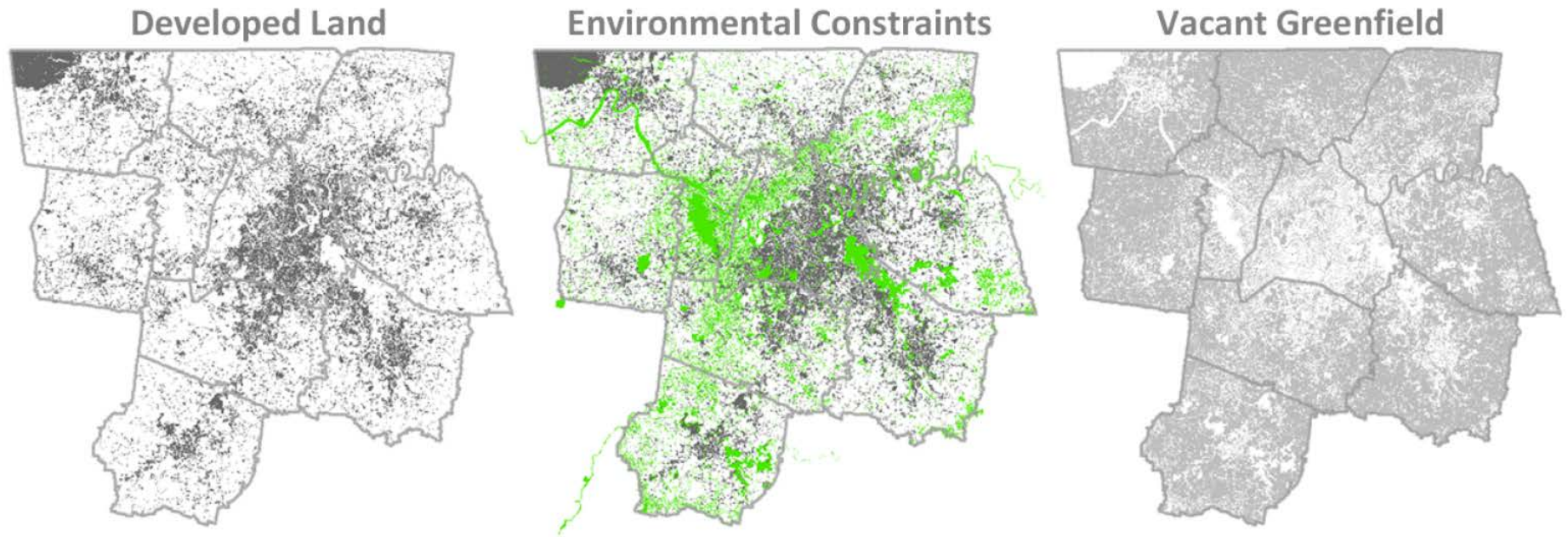


Exhibit I- 2: MPO Development Trends



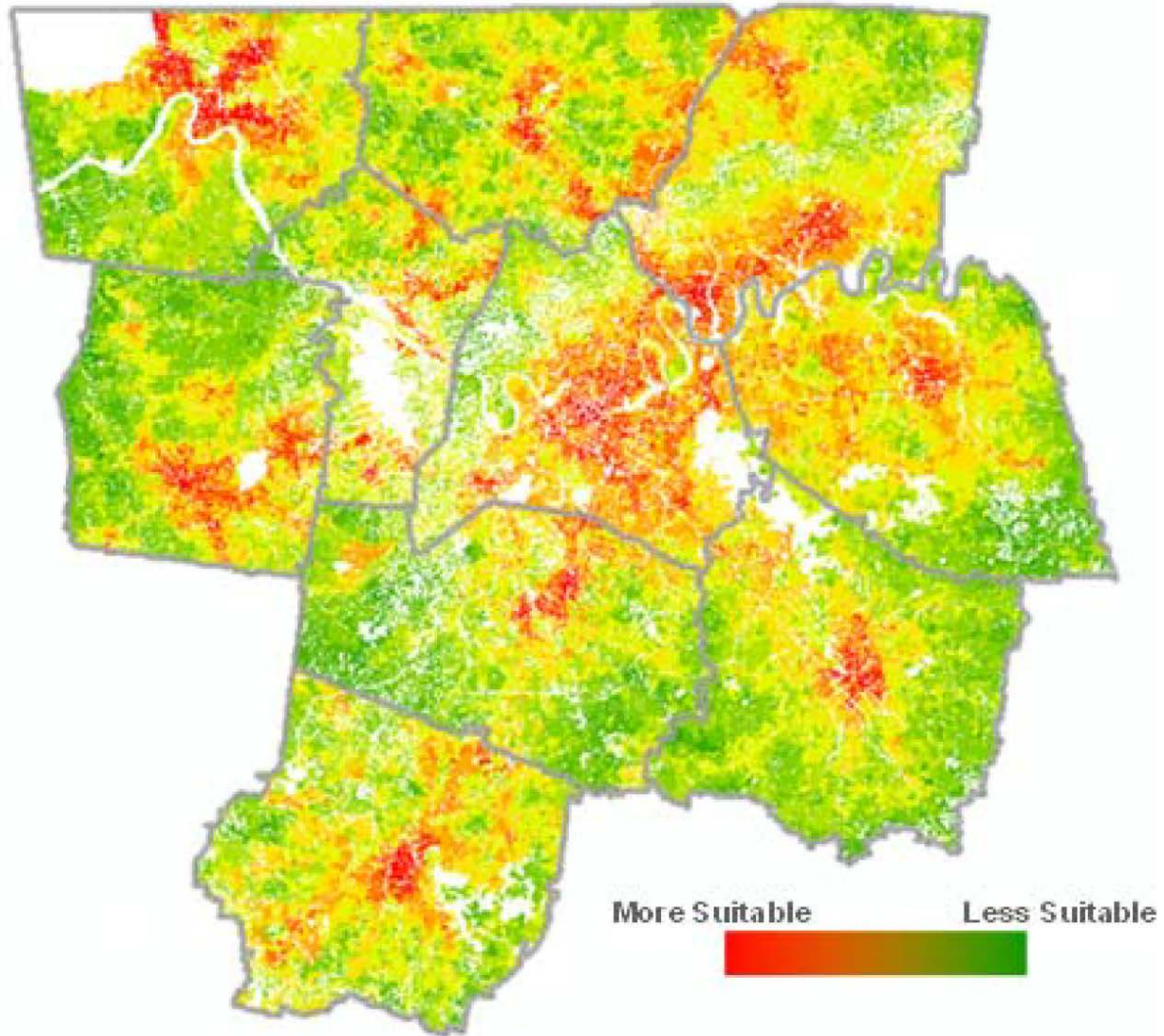
Source: 2035 Regional Transportation Plan, Nashville Area MPO, 2010.

Exhibit I- 3: MPO Region Land Availability



Source: 2035 Regional Transportation Plan, Nashville Area MPO, 2010.

**Exhibit I- 4: Suitability Land Analysis**



*Source: 2035 Regional Transportation Plan, Nashville Area MPO, 2010.*

## 2. NASHVILLE MPO TRI-COUNTY TRANSPORTATION & LAND USE STUDY

One of the most influential regional planning efforts has been the completion of the Tri-County Transportation & Land Use Study in 2012 by the Nashville Area Metropolitan Planning Organization (MPO). This study was the first of its kind in the region to bring together local governments, citizens and businesses across jurisdictional boundaries to address significant growth issues from a regional perspective. Beginning in 2007, a forum was created of local leaders in the counties of Robertson, Sumner and Wilson in an effort to consider growth plans of their neighboring communities to improve their own for the sake of regional mobility and prosperity. The purpose of the study was to develop and cultivate the transportation and land use vision (or preferred growth scenario) of the tri-county sub-region.

A multi-year effort, the Preferred Growth Strategy for the Tri-County region was the primary product of the regional planning process. The final Preferred Growth Strategy (**Exhibit I-5**), the Center & Corridors, highlights that over 80 percent of residential and employment growth will be directed to areas within close proximity to existing development along key transportation routes (corridors) and established destinations (centers). Included in the Preferred Growth Strategy are the ten Character Areas shown on **Table I-3**.

Three land use growth scenarios were developed by the MPO during the Tri-County Study, which included Business As Usual (BAU), Centers and Corridors and Centers. As is implied by the name, the Business As Usual scenario is based on the current development trends. BAU becomes the scenario against which each other scenario is compared for improved land use patterns and mobility. The Centers and Corridors land use scenario concentrates urban growth along strategic corridors and at urban centers. The Centers land use scenario is based on a compact development concept, which focuses urban development solely within central urbanized areas at higher densities and intensities.

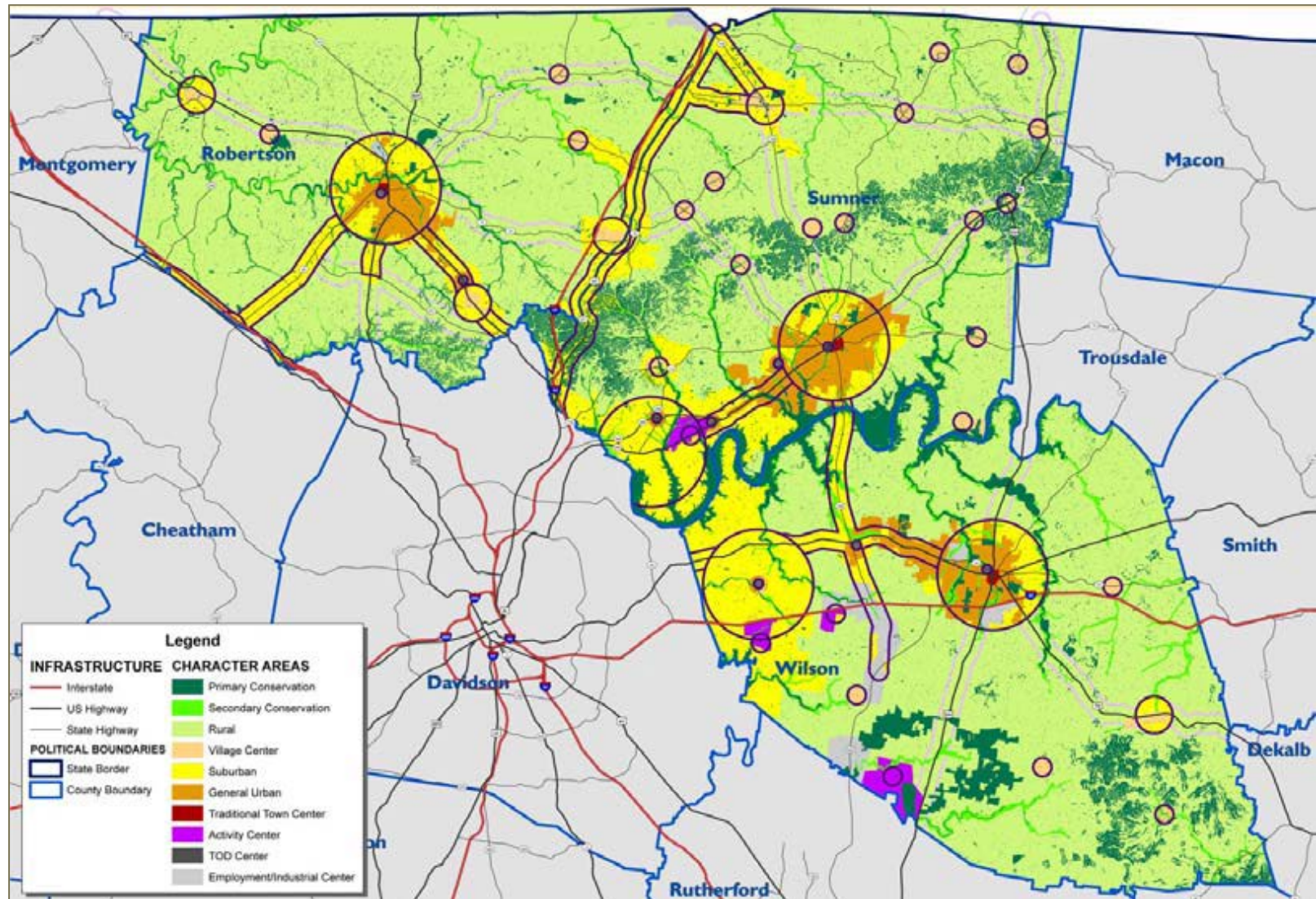
Using the development patterns depicted in the Preferred Growth Scenario, the MPO and counties worked to adopt a common set of transportation policies that pursued specific improvements to the transportation network throughout the multi-county region.

**Table I- 3: MPO 2035 Character Areas**

MPO 2035 Character Areas
Conservation
Rural
Suburban
General Urban
Traditional Town Center
Village Center
Employment/ Industrial center
Activity Center
Transit- Oriented Development Center
Secondary Conservation

After an intense public input campaign and analysis of the three alternative scenarios, the MPO developed a land use scenario that met the desires of the stakeholders and public that participated. The Preferred Growth Strategy is shown in **Exhibit I-5**. Similar to the Centers and Corridors growth alternative, the preferred strategy concentrates development at specific core areas and along strategic corridors. Robertson County is portrayed on the Preferred Growth Strategy with the predominant growth center located in the Springfield area with smaller nodes located at Adams, Cedar Hill, Cross Plains, White House, Orlinda and Greenbrier. Growth (suburban) along the corridors is projected to follow US Highway 41, SR 49, US Highway 31 West, and a portion of US Highway 431.

Exhibit I- 5: MPO 2035 Preferred Growth Strategy



Source: Nashville Area MPO Tri-County Transportation and Land Use Study, 2012.

## CHARACTER AREAS

**Each Character Area is applied to a geographic area with similar regulations for land development intensity, pattern, and form.**

Due to the size and diversity of the Tri-County area, local land use policies are aggregated into Character Areas. As each regional growth scenario was developed, this common development pattern "language" facilitated the comparison of similar land use categories across multiple jurisdictions.



### 1 Conservation

Areas recognized for preservation of environmentally sensitive areas. Includes state parks & large dedicated open spaces.

### 2 Rural

Areas recognized as those having significant value for continued agricultural purposes and rural way of life in the future.

### 3 Suburban

Areas where a variety of land uses occur at low densities, generally separated across the landscape by specific use type. Areas that extend beyond current city limits to Urban Growth Boundary. Automobile-oriented, includes highway commercial areas found along major roadway corridors and residential subdivisions.

### 4 General Urban

Areas where a variety of land uses occur at medium to high densities, having a well-connected pattern within the landscape. Areas generally within current city limits of county seats. Generally comprised of established residential neighborhoods found near historic core areas.

### 5 Traditional Town Centers

Areas with a variety of land uses, typically at the highest densities in region. Generally found in historic established core areas such as the county seats. Pedestrian oriented, due to these areas being planned prior to euclidean zoning (separates land uses) and automobile dominance in the landscape (typically pre-1940s).

### 6 Village Centers

Smaller town, hamlet, or village centers in rural or suburban setting. Grid street system (not necessary). Possible mixed-use neighborhoods, commercial concentration.

### 7 Employment Centers

High concentration of light industrial, back-office, or industrial employment.

### 8 Activity Centers

Large-scale developments that are regional destinations with a mix of office, retail and residential land uses.

### 9 Transit Oriented Development Center

District supporting a mix of land uses, at higher densities, located in close proximity to an existing or planned mass transit station.



Character Area: Transit Oriented Development Center



Character Area: Suburban



Character Area: Traditional Town Center



Character Area: Village Center

## DEVELOPMENT FORM FOCUS AREAS

These Development Form Focus Areas depict how proposed land use policies manifested in the built environment in accordance with the parameters of a given character area and with successfully integrated transportation facilities. Each represents one character area flanking a "strategic corridor" defined during the planning process. The hypothetical results are four multi-modal, mixed-use communities with transportation and land use functioning symbiotically through sound urban design.

Source: Nashville Area MPO Tri-County Transportation and Land Use Study, 2012.

### 3. CUMBERLAND REGION TOMORROW REGIONAL VISIONING AND SCENARIO PLANNING REPORT

Upon examining the growth patterns and characteristics occurring in the Cumberland Region and what impact uncontrolled growth could have on the lives of its citizens, The Regional Visioning Project concluded with these findings:

- Residents of Middle Tennessee want to preserve their unique communities and beautiful landscapes
- The Region's quality of life is key to economic vitality
- The region can preserve quality of life and accommodate the rapid growth that is sure to come to Middle Tennessee

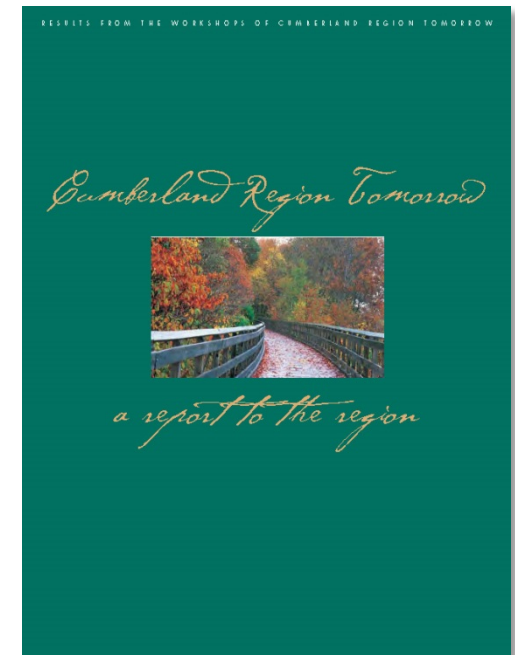
### 4. CUMBERLAND REGION TOMORROW QUALITY GROWTH TOOLBOX

The Quality Growth Toolbox highlights Cumberland Region Tomorrow's Principles for Quality Growth goals, standards, and practices in growth planning for the Middle Tennessee region including:

- Guide our region's growth with comprehensive community plans
- Update zoning, subdivision and building codes to implement community plans
- Use design to protect and enhance our region's diversity of community character
- Redevelop and strengthen our region's cities, towns, and rural communities to ensure a range of unique lifestyle choices
- Create a variety of housing choices for our region's diverse workforce
- • Conserve our region's land, water, natural, and cultural resources for our future economic, health and social well being

- Link land use and transportation planning to promote an integrated framework to guide growth and development
- Guide public and private investment to efficiently use pre-existing infrastructure and developed land
- Think and act regionally to ensure our future livability and economic vitality
- The Region does not have much time to accomplish these changes. There should be a sense of urgency to enact regulations and exercise the tools identified in the Toolbox throughout the Region.

All of these plans provided regional visions and actions for managing growth within a specific region that included Robertson County. The MPO plans focused on transportation and promoting compact, mixed use growth centers served by a network of multi-modal transportation options while the Cumberland Region Tomorrow plans focused on creating quality places through good community design principles and place-making strategies to create liveable communities for all the residents of Middle Tennessee.



## C. COUNTY PLANNING EFFORTS

In addition to the regional plans, past and current County regulations and plans were reviewed to provide a clear understanding of the existing growth and the desired future. Plans that were reviewed included the Robertson County General Plan (1971), the Urban Growth Boundaries created as a result of the Public Chapter 1101 requirements (1998), the Cost of Community Services Study (2006) and the A.I.A 150 Blueprint for America Visioning Workshop for Robertson County (2007). Brief summaries of these plans and information are used in the creation of this plan and can be found below.

### 1. GENERAL PLAN 1971

The Robertson County General Plan provided input on the background of Robertson County, the general goals, planning concepts and implementation strategies that had been used by the County since 1971. The age and the need to update and incorporate more recent data and trends was one of the reasons to create an updated plan. While the plan is over 40 years old, it provides insights on the vision and the regulatory tools utilized within the County during that era. The 1971 plan includes a Future Land Use Map that will be replaced by the maps and policies of this plan.

### 2. ROBERTSON COUNTY URBAN GROWTH BOUNDARY (UGB) PLAN

Enacted in 1998 by the Tennessee General Assembly, Public Chapter 1101 resulted in a county-wide growth policy that established municipal

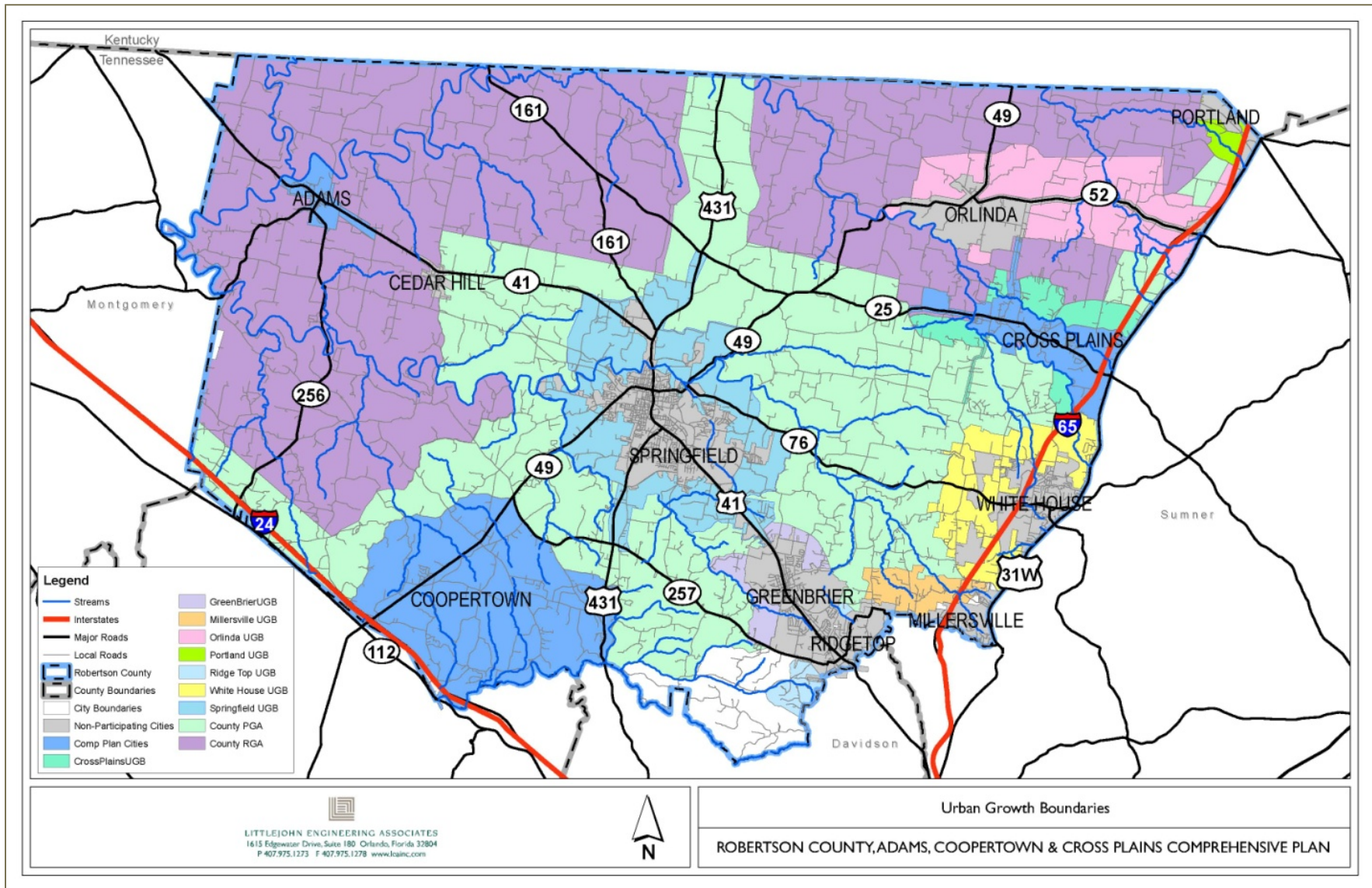
boundary changes that could be accomplished by cities in the County through annexation and/or incorporation of new municipalities. Mandating the establishment of a comprehensive growth plan for the county and its municipalities, an urban growth boundary was established around each of the existing municipalities so that municipalities would be able to plan for areas of higher intensity and preserve rural areas. The Urban Growth Boundary (UGB) Map depicted those areas where development was expected to occur in the future and set aside those areas that were prime for agricultural use. The areas where development was projected around the existing city boundaries became the UGB for that City and the County. The UGB Map depicts the following areas:

- Development expansion areas for cities in the County (UGB);
- Development expansion areas for unincorporated areas of the County (PGA); and
- Areas in the unincorporated County to remain in agricultural and very low density residential uses (RGA).



**Exhibit I-6** depicts the Urban Growth Boundaries for the municipalities within Robertson County. The cities participating in this plan are highlighted in blue and non-participating cities in gray. Properties within a municipality's urban growth boundary that conformed to the requirement of Public Chapter 1101 are permitted to be annexed by the municipality, whereas properties not within the established urban growth boundary cannot be annexed into a planned growth area. Nothing in the law forbids development of property in rural areas but it does intend for those areas to be developed with low intensity development and to be preserved primarily for agricultural purposes.

Exhibit I- 6: Urban Growth Boundaries



### 3. COST OF COMMUNITY SERVICES

The Cost of Community Services Study prepared by America’s Farmland Trust and Cumberland Region Tomorrow in 2006 provided a snapshot of Robertson County’s government revenues and expenditures using FY2005-06 as a baseline in an effort to determine the current net fiscal impact of existing land uses in the county. The report examines revenues by land use and the financial demands of public services (e.g., public safety, government administration, schools, courts, etc.) and shows the cost of providing these services to residential, commercial and industrial, and farmland uses.

The study found that in Robertson County over 83 percent of revenue in FY2005 was generated by residential land uses; 15 percent was generated by commercial and industrial land uses; and two percent by farm and forest land. Additionally, it determined that 96 percent of county



expenditures were used to provide services for residential land use compared to three percent for commercial and industrial uses and one percent for farm and forest land. While residential developments contribute the largest amount of revenue, its net fiscal impact is negative; thus promoting the need for commercial and industrial development in order to create a net positive fiscal impact from property taxes and other revenue sources derived from business and industry.

### 4. A.I.A 150 BLUEPRINT FOR AMERICA VISIONING WORKSHOP (2007)

A partnership of various organizations, governments and the County, A.I.A 150 Blueprint for America Visioning Workshop for Robertson County used ten principles of livable communities in the workshops to create a recommendation summary . The ten principles are shown depicted. The comments and recommendations from this workshop were then used in the creation of the Robertson County section of the Cumberland Region Tomorrow Collaborative Actions for Quality Growth.

Ten Principles of Livable Communities
Design in a human scale
Provide choices
Encourage mixed use development
Preserve urban centers
Vary transportation
Build vibrant spaces
Create a neighborhood identity
Protect environmental resources
Conserve landscapes
Design matters

### 5. GREATER NASHVILLE REGIONAL COUNCIL

In 2011 following closure of the Local Planning Assistance Office by the State of Tennessee, the GNRC began offering direct planning assistance to local Planning Commissions by contract. While GNRC has long been active in planning at the State and regional level, providing staff planners to attend local meetings and provide more hands-on planning and regulatory assistance is a more recent addition to GNRC services. GNRC planners help communities with their Comprehensive Plans, 1101 Growth Plans, parks and recreation planning, community facility and capital budgets, subdivision regulations, and zoning regulations. GNRC is currently providing local planning assistance to the cities of Coopertown and Portland in Robertson County. The GNRC is also on the Technical Advisory Committee for the Robertson County Plan.

## D. MUNICIPAL PLANNING EFFORTS

While Robertson County does not exercise planning, subdivision regulations or zoning within any of the municipal limits, several municipalities have established regulations on their own. These regulations were reviewed in an effort to provide coordination on major municipal and county planning efforts. It is essential there be consistency between development and preservation visions for all municipalities and the county. Special attention was paid to those municipalities participating in the plan (Adams, Coopertown and Cross Plains). The following is a list of some of the adopted plans, regulations, zoning maps and zoning regulations that were reviewed:



### ADAMS

- Adams 2035: Park and Recreation Board 25 Year Plan

### COOPERTOWN

- Coopertown Development Plan (2001)

- Future Major Thoroughfare Plan Map
- Land Use and Transportation Policy Plan (2004- 2020)
- Zoning Map (2011) and regulations.



### MILLERSVILLE

- Subdivision Regulations
- Zoning Regulations

### PORTLAND

- Subdivision Regulations
- Future Land Use Map
- Zoning Map



### ORLINDA

- Development Priority Guidelines (2002)

### SPRINGFIELD

- The Springfield Municipal Code (2011)
- Amended Zoning Ordinance (November, 1990 with amendments through July, 2009)
- Regulations for Subdivisions Development
- Ordinance 11-03: Storm Water Management



### WHITE HOUSE

- White House Future Land Use Map (2008)
- White House Greenway Master Plan
- White House Zoning Ordinance and Subdivision Regulations

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