



HENDERSONVILLE LAND USE & TRANSPORTATION PLAN

Implementation

Chapter 7



Chapter 7 - Implementation

Successful implementation of the Hendersonville Land Use & Transportation Plan will depend greatly on the ability of local, private, and governmental entities to work together in collaboration. An “action plan” provides a framework for achieving the City’s desired future vision. It builds on the successes of previous planning studies and provides an implementation framework for future decision-making. The action plan summarizes recommendations from throughout the Plan, a timeframe for completion of the action, potential funding sources (if applicable), and determination of responsible agencies to oversee implementation of the action.

The intent of the action plan is two-fold. First, it provides City decision-makers with a blueprint for implementation that will enable them to track progress and schedule future year improvements. Second, clearly defined action items enable the City to identify public and private investment opportunities that are healthy, sustainable, and achievable through well-guided land use and transportation policies that encourage quality design and environmental stewardship.

The structure of the action plan does not require all recommendations be completed in unison. Instead, the recommendations promote flexibility and partnership between the City and the development community to implement the vision of the Plan in several phases as development occurs and funding sources become available. Local, regional, and state partnerships can also be leveraged to ensure strategic and timely improvements. Working together is especially important, given the amount of development anticipated for the study area.

With this in mind, the action plan starting on page 7.1, summarizes recommendations made throughout the Plan. Specific categories include recommendations from the Land Use, Transportation, and Complete Street chapters. Ultimately, these recommendations should be administered as priorities and regional initiatives present the opportunity.



Action Plan

GENERAL ACTION ITEMS

Publicize the Hendersonville Land Use and Transportation Plan.

Post the Plan on the City’s website. Print color copies of the Plan. Distribute to staff, Planning Commission, BOMA, County Planning Commission, TnDECD, and Library. Make copies available to the public. Develop a professional Exhibit of key components of the Plan and display this Exhibit in the lobby of City Hall.

Responsibility: Planning Department Staff

Date: November, 2009

Revisit and evaluate this Plan annually and update as necessary.

Responsibility: Planning Commission

Date: Annually

POLICY ACTION ITEMS

Prepare a new Zoning Ordinance and Map.

It must be based on and consistent with this Plan, and, in particular, with Chapter 3.

- a. The new ordinance should contain components of a hybrid, form-based code and or other modern, proven zoning and land use management techniques.
- b. Specific design standards should be utilized where feasible in lieu of greater use and restrictions on density.
- c. Zoning Districts/Classifications should be consistent with the Character Areas as shown on the General Framework Map and the Character Area descriptions on pp 3.2 – 3.9. Noting that a range of densities and FARs is indicated in the character area descriptions, the precise density allowances to be contained within the new Zoning Ordinance must be carefully determined.
- d. Conservation Subdivision Design (CSD) standards should be developed and incorporated into the zoning ordinance (and subdivision regulations) for Rural Living areas. As an incentive to develop to these higher standards, higher density should be offered as indicated in the Rural Living description on p. 3.2.
- e. Waterfront Living design standards should be developed and incorporated into the zoning ordinance for Waterfront Living areas. Higher density should be allowed for developments conforming to these standards. Such standards should encourage maximum utilization of lake frontage for the enjoyment of all homeowners with the development.
- f. Specific zoning districts or an “overlay” should be provided which contains standards borrowed from the most recently approved and best planned unit developments within the City. The purpose of this action is to substantially reduce, if not mostly eliminate, the large number of planned unit development master plans (which are inconsistent and difficult to administer).
- g. Include standards for residential accessory buildings, i.e., maximum size, number, minimum setback, etc.

Responsibility: Planning Department Staff,
Planning Commission & BOMA

Date: Adopt by Spring, 2010

Update the Subdivision Regulations.

Update as necessary to implement the recommendations of this Plan. For example, page 5.1 recommends that no driveway should be within 100 ft of an intersection. The subdivision regulations should be amended accordingly.

Responsibility: Planning Department Staff and Planning Commission Date: January, 2010

Develop an Annexation Plan and pursue expansion of the Planning Region.

Responsibility: Planning Department Date: 2011

Coordinate infrastructure planning with other agencies.

Coordinate other necessary infrastructure with Hendersonville Utility District, White House Utility District, Nashville Electric Service, Cumberland Electric Membership Corporation, and the Sumner County School District.

Responsibility: Planning Department Date: On-going

PLACE-MAKING ACTION ITEMS

Prepare Neighborhood Improvement Plans.

Prepare Neighborhood Improvement Plans (NIPs) for aging residential neighborhoods and commercial areas or corridors. A good example of a commercial corridor which needs an improvements plan is all or part of West Main Street. A “Business As Usual” analysis should be prepared based on current trends. This should be presented to owners, tenants and property management agencies along with a menu of public and private improvements and financing mechanisms designed to revitalize the corridor and return the corridor to a position of competition with new trendy shopping areas. Examples of residential areas which may be interested in co-authoring a NIP with the City are parts of the Walton Ferry and Indian Lake peninsulas. These neighborhoods may choose an “overlay” of additional standards designed to stabilize, preserve and enhance the quality of life and property values within these neighborhoods. The City might offer incentives, i.e., street lights, sidewalks, etc.

Responsibility: Planning Department, HOAs, Neighborhood Groups Date: West Main - 2010-11 Others – On-going

Enhance the historic center of Hendersonville.

Re-convene the Town Center Committee to re-visit the Town Center Plan and to facilitate implementation of the Plan. Consider re-branding the area, i.e. Old Town. Seek partnerships with owners/developers.

Responsibility: Town Center Committee Date: 2010-11

Preserve remaining open space in the Hendersonville Urban Growth Boundary.

Develop an Open Space Plan to preserve prime open space in strategic locations before it is all gone. Consider Transfer of Development Rights as a mechanism to acquire open space. Reinforce this initiative through Conservation Based Subdivision Design as recommended in this Plan.

Responsibility: Planning Department Date: 2011-12

CAPITAL IMPROVEMENTS ACTION ITEMS

Prepare a Capital Improvements Program.

This program should include recommended roadway improvements for which Federal and State funds cannot be secured and which are necessary to accommodate development. Such projects will supplement improvements (or payments-in-lieu of construction) provided by developers who develop along a portion of these roadways. This Program should also include all other capital improvements necessary to accommodate and sustain the growth and development of the City. This includes fire stations, and water and sewer extensions, especially on the Cages Bend peninsula.

Responsibility: Planning Department, Finance Director, Other Department Heads Date: 2010-11

TRANSPORTATION ACTION ITEMS

Require roadway improvements in accordance to the Plan.

As a general rule, all Roadway Improvements as specified on Map 5-11 and Table 5-2 should be a requirement for developers as they obtain subdivision approval for property adjacent to existing or proposed streets designated for improvements. This includes widening or new construction of all collector (or connector) streets as specified in Chapter 5.

Responsibility: Planning Commission Date: On-going

Prepare Transportation Planning Reports.

Prepare Transportation Planning Reports (TPRs) for Stop 30/Goshentown Road, Drakes Creek Road, Indian Lake Road and other roads included on the Recommended Roadway Improvement Map and which are likely to experience rapid development and/or which are candidates for inclusion in the MPO Transportation Improvements Program (TIP). Such TPRs should confirm/specify the precise amount of right of way and roadway improvements which should be required by the Planning Commission in conjunction with approval of subdivisions adjacent to these roadways.

Responsibility: Planning Department Staff, MPO, and TDOT Date: 2010 and on-going

Secure funding for planned surface transportation infrastructure.

Pursue all available Federal and State Funds, in particular, Urban Surface Transportation Program (U-STP) funds, for eligible roadways included on the Recommended Roadway Improvements Map – Map 5-11.

Responsibility: Planning Director Date: On-going

Study the feasibility of improvements to Vietnam Veteran’s Boulevard.

Ask TDOT to study the need and feasibility to improve Vietnam Veterans Boulevard

- a. Intersection improvements
- b. Adding a third lane in each direction from I-65 to Saundersville Road
- c. Constructing a direct connection with I-65 for traffic to and from the north

Responsibility: County Highway Committee, Hendersonville and Gallatin BOMAs Date: 2010

Plan for transit options.

- a. Participate in and support the completion and implementation of the Northeast Corridor Mobility Study.
- b. Support and promote a region-wide dedicated source of funding for construction, operation and maintenance of the Preferred Alternative.
- c. Adopt land use policies to support mass transit, i.e., Transit Oriented Development.
- d. Plan early for future Bus Rapid Transit and/or commute rail stations.

Responsibility: Planning Department, Planning Commission, BOMA Date: On-going

Support bike & pedestrian accommodations.

Pursue Enhancement Grants through TDOT for on-going construction of additional phases of the Bike/Ped Plan. Also pursue other available sources of funding for bike/ped trails and sidewalks, i.e., Safe Routes to Schools. Also pursue direct federal appropriations through our congressmen.

Responsibility: Planning Department, Public Works Department Date: On-going