



HENDERSONVILLE LAND USE & TRANSPORTATION PLAN

Land Use

Chapter 3



The City of Hendersonville's geographic location has a strong influence on its historic land use patterns. Its proximity to Nashville promoted development initially as a bedroom community. The desire to be in proximity to Old Hickory Lake attracted residential growth on the City's peninsulas. As the City continues to grow, the focus will shift to balancing the City's tax base, redeveloping underdeveloped areas, and protecting environmentally-sensitive areas. The City should focus its efforts on integrating land use and creating a sustainable development pattern.

This chapter of the Plan serves as the foundation for the City's Comprehensive Plan that will be completed by City staff.

General Framework Plan

The General Framework Plan provides overall guidance for realizing the community's vision toward more sustainable development patterns in the study area. Specific elements in the General Framework Plan include: guiding principles, character area typology, supporting infrastructure, consolidated framework map, and general recommendations.

The framework plan was formulated in partnership with City staff, the Steering Committee, and participants in the public design charrette. It accommodates a diverse set of interests, while preserving those characteristics that support the guiding principles established at the outlook of the planning process.

Guiding Principles

The project team worked with members of the public in attendance at the public design charrette to create a set of guiding principles for influencing the pattern, type, and intensity of development envisioned for the City of Hendersonville. These principles generally support, encourage, and implement the community's vision to become a self-sustaining city.

Principles for guiding the land use component of the Hendersonville Land Use & Transportation Plan include:

1. Transform Hendersonville from a bedroom community to a self-sustaining city, one with clear and recognizable character, sense of community, and longevity.
2. Consider the community's concern for environmental stewardship, economic prosperity, and protection of quality-of-life unique to this lakeside city when formulating recommendations in the Plan.
3. Good design should come from careful exploration of ways to integrate building architecture and overall site design with anticipated market forces and the needs of the surrounding environment.
4. The Plan should result in a blueprint for preferred land use patterns, development intensities, and design qualities encouraged in the community.

Character Areas

Community character embodies the different land use types and development patterns envisioned for the community. The term "character" represents the look or feel of a place, that which sets it apart from other areas. Character areas have their own unique setting, development pattern, and visual qualities.

Many cities across the country are switching from conventional land use designations to character areas in developing comprehensive plans because of the renewed interest in the interrelationship between land use and urban design for creating a unique sense of place. Generalized development characteristics used to describe character areas include: general development pattern, average residential density, average non-residential intensity, prevailing building height, open space elements, street pattern, typical street spacing, street connectivity, and typical street cross sections.

Character areas included in the Land Use & Transportation Plan are not meant to be synonymous with zoning districts, nor should they be thought to replace the rules and requirements set forth in currently adopted City ordinances.

The following character areas were identified for the study area:

- Rural Living
- Suburban Living
- Waterfront Living
- Mixed-Use Neighborhood
- Old Town
- Suburban Center
- Regional Activity Center
- Employment Center

The character area sheets found on pages 3.2 –3.9 describe in detail all eight character areas.

General Framework Map

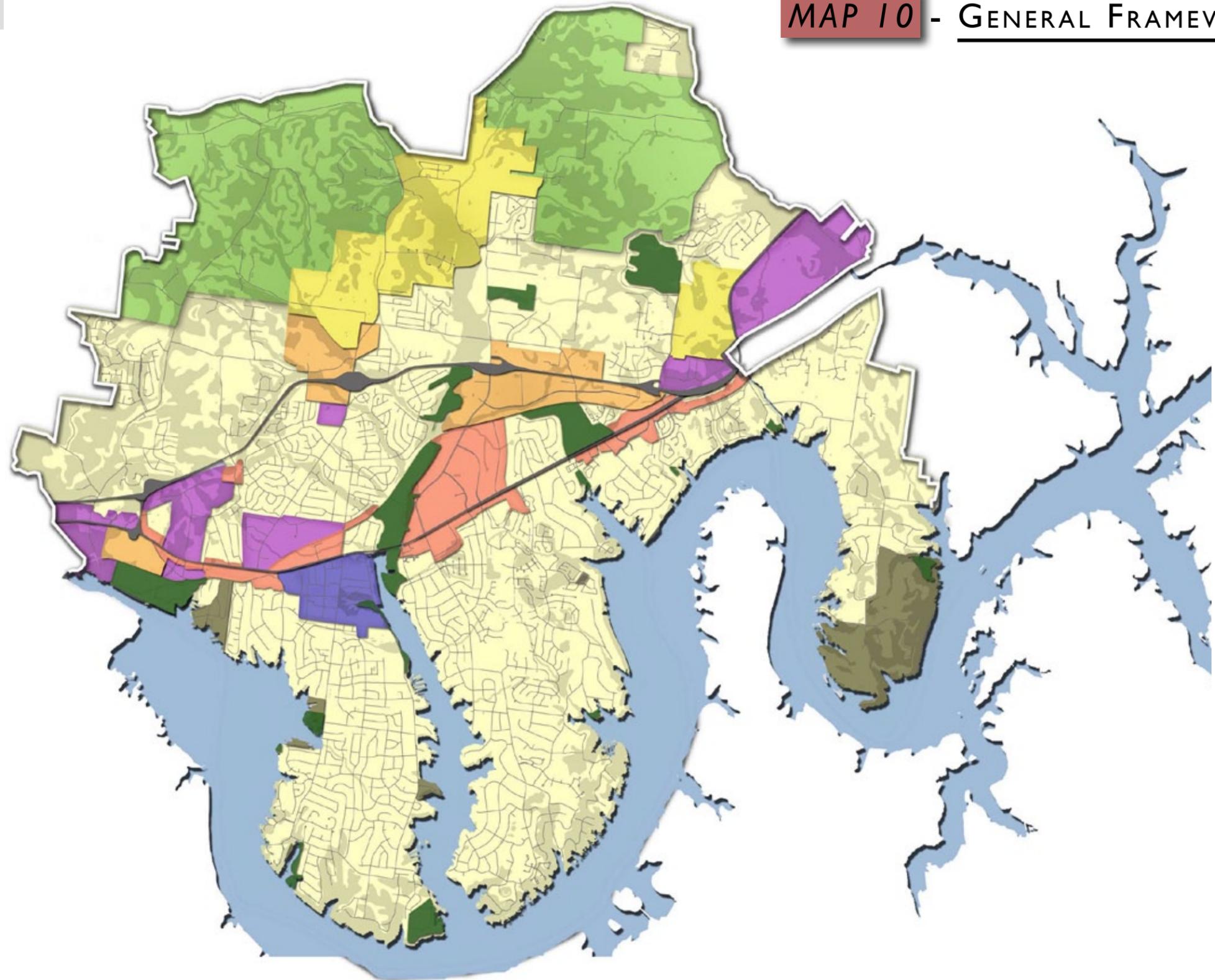
The context maps for each of the eight character areas were melded together to form a General Framework Map for the study area. It represents the preferred development patterns and design principles favored by citizens in attendance at the public design charrette.

The General Framework Map, Map 10 on page 3.1, highlights the general location for each of the eight character areas found in the study area.

CHARACTER AREAS

-  RURAL LIVING
-  SUBURBAN LIVING
-  WATERFRONT LIVING
-  MIXED-USE NEIGHBORHOOD
-  OLD TOWN
-  SUBURBAN CENTER
-  REGIONAL ACTIVITY CENTER
-  EMPLOYMENT CENTER

-  PARKLAND/GOLF COURSE
-  ENVIRONMENTALLY SENSITIVE AREA
-  STUDY AREA BOUNDARY
-  WATER BODIES



Rural Living

Character & Intent

Rural Living areas are characterized by rolling hills, abundant open space, and a high-degree of separation between buildings. Large lot, residential home site take advantage of scenic views. More dense residential development should only be allowed in conservation-based subdivisions (CSD), leaving large areas for permanent open space and uninterrupted views of the surrounding hillside.

Land Use Considerations

Primary Land Uses

single-family detached, single family attached (CSD only), working farms

Secondary Land Uses

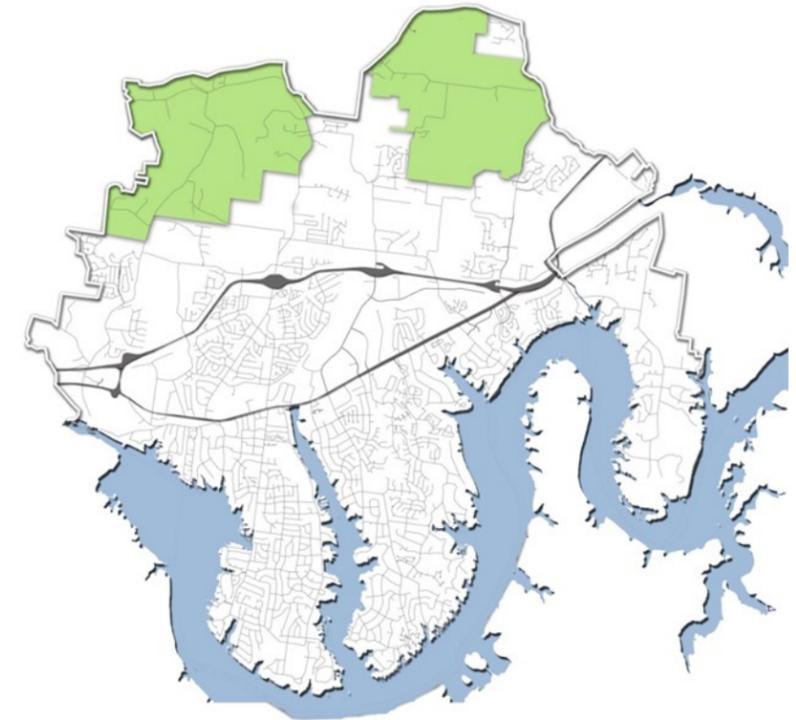
civic & institutional, parks, trails & open space

Precedent Photos



Context Map

Rural Living areas are located in the northern extremes of the City, where steep slopes and a sparse transportation network provide significant challenges to new development.



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with rural living:

General Development Pattern	Isolated Uses
Residential Density	1 .0 d.u./ 2 acres (Large Lot) 1.0 - 3.0 d.u./acre (CSD)
Non-Residential Intensity	N/A
Building Height	2 stories
Open Space Elements	Protected Natural Areas/ Greenways/ Stream Corridors

Street Pattern	Curvilinear
Typical Street Spacing	2,500 - 5,000 ft.
Street Connectivity	Low
Typical Street Cross Section	Rural Condition

Anticipated Level of Change

Rural living areas will continue to see demand for new residential development. Some residential lots will be several acres and oriented toward rural roads. New residential subdivisions will follow the principles of conservation-based design.

Suburban Living

Character & Intent

Suburban Living areas are found in close proximity to suburban centers, which provide rooftops necessary to support the commercial and professional office uses within the center. These neighborhoods are generally formed as subdivisions and may contain one or more of the following housing types: single-family detached, villas, townhomes, and multi-family. Residential uses oriented interior to the site are typically buffered from surrounding development by transitional uses or landscaped areas. Suburban neighborhoods are traditionally auto-dependent, characterized by medium street connectivity and the presence of cul-de-sacs.

Suburban Living with single-family detached homes will continue to be the predominate type in Hendersonville. New multi-family neighborhoods in strategic locations of the City will be important to provide housing options for both young professionals and retirees.

Land Use Considerations

Primary Land Uses

single-family detached, villas, townhomes, & senior housing

Secondary Land Uses

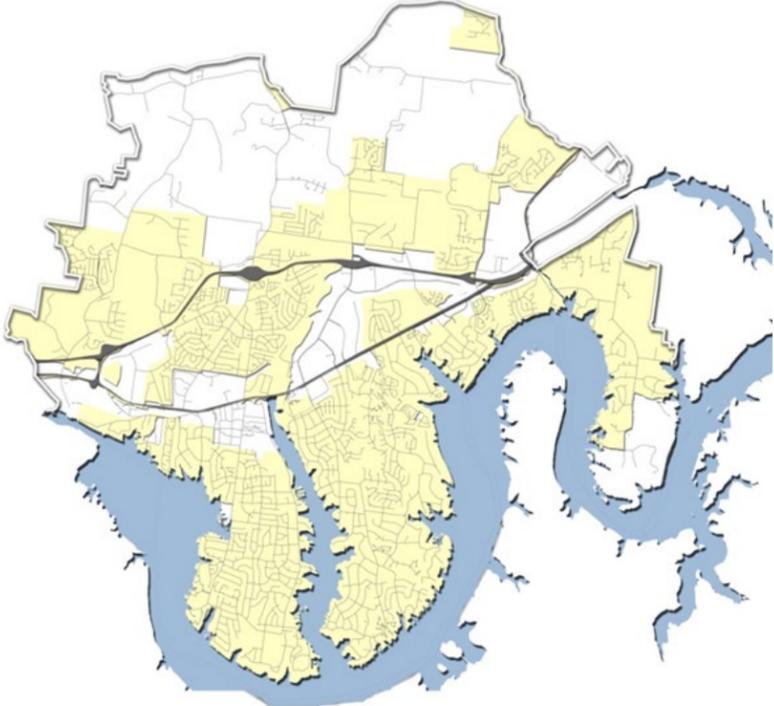
multi-family, civic & institutional & parks, trails & open space

Precedent Photos



Context Map

Suburban Living neighborhoods are located throughout the City.



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with suburban neighborhoods:

General Development Pattern	Isolated Uses	Street Pattern	Modified Grid
Residential Density	1.0 - 4.0 d.u./acre (SF) 8.0 - 12.0 d.u./acre (MF)	Typical Street Spacing	1,500 - 3,000 ft.
Non-Residential Intensity	N/A	Street Connectivity	Medium
Building Height	2 - 4 stories	Typical Street Cross Section	Urban Condition
Open Space Elements	Community Parks / Greenways / Stream Corridors		

Anticipated Level of Change

New suburban neighborhoods will continue to develop in high growth areas of the City, especially north of Vietnam Veterans Parkway and on Cages Bend Peninsula. New residential neighborhoods may include one or more of housing types such as single-family detached, villas, townhomes, condominiums, and apartments. Change in existing residential neighborhoods should be limited to infill of remaining vacant parcels.

Waterfront Living

Character & Intent

Waterfront living represents the opportunity to activate the water's edge in almost fully developed areas along Old Hickory Lake. A variety of residential and non-residential (water dependent) uses might be appropriate for waterfront living areas; considering expected environmental impacts and design qualities. New construction in these areas might be accommodated in one of three ways: modest infill developments in stable neighborhoods, redevelopment of significantly-sized deteriorated, abandoned, or underused properties, or new development in previously undeveloped areas.

Development in waterfront living areas should maximize being near, seeing, and interacting, with Old Hickory Lake. Building placement and orientation should preserve scenic views. Passive parks and seating areas should complement the waterfront. Large developments in the character area should include areas for public gathering - restaurants, marinas, or public plazas - to activate the site. Land adjacent to the water's edge in larger developments should emphasize public or private uses.

Land Use Considerations

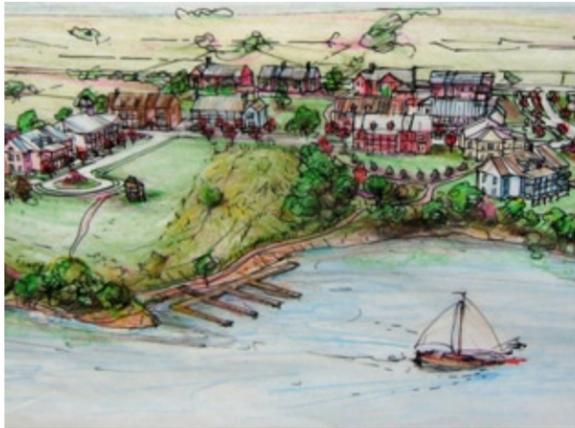
Primary Land Uses

single family detached, villas, townhomes, multi-family, hotels, marinas, & cultural institutions

Secondary Land Uses

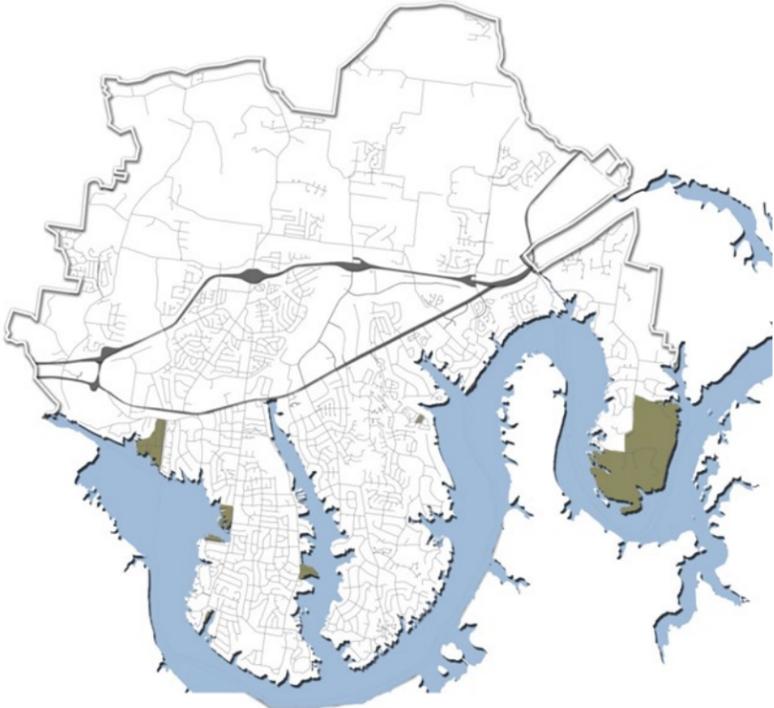
neighborhood-serving commercial (<10,000 GFA), civic & institutional & parks, trails & open space

Precedent Photos



Context Map

Waterfront living areas represent small pockets of undeveloped and underdeveloped land on Walton Ferry, Indian Lake, and Cages Bend Peninsulas. All waterfront living areas provide direct access to the water's edge.



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with waterfront living:

General Development Pattern	Mixed Uses	Street Pattern	Modified Grid
Residential Density	3.0 - 12.0 d.u./acre	Typical Street Spacing	Varies
Non-Residential Intensity	0.50 - 1.0 FAR	Street Connectivity	Medium
Building Height	2 - 6 stories	Typical Street Cross Section	Urban Condition
Open Space Elements	Village Green / Pocket Parks / Public Plazas / Water's Edge / Stream Corridors		

Anticipated Level of Change

Market conditions will largely influence the type, magnitude, and schedule of development for new uses in waterfront living areas. Development may be residential or non-residential in nature; subject to compatibility with its surrounding uses.

Mixed-Use Neighborhood

Character & Intent

A mixed-use neighborhood is an emerging mixed-use area planned or developed with a large-scale master plan. Such areas should include employment opportunities, commercial uses that serve a neighborhood scale, and a variety of housing types and densities, offering residents the ability to live, shop, work, and play in one community. The design and scale of the development reinforces the interdependence of uses on a site, encouraging active living through a complete and comprehensive network of walkable streets.

Mixed-Use Neighborhoods further the vitality and sustainability of the area, the efficiency of utilities and transportation serving the area, and the sense of community experienced by residents, business owners, and visitors to the area. These communities generally follow the design principles of smart growth for programming preferred uses, patterns, intensities, and design elements on the site (see Place Making, pages 3.10 - 3.11 & Street Realms, pages 6.1 - 6.3). Mixed-Use Neighborhoods often become popular activity centers within the suburban landscape.

Land Use Considerations

Primary Land Uses

single family detached, villas, townhomes, multi-family, senior housing, restaurant, neighborhood-serving commercial, professional office, & live/work/shop units

Secondary Land Uses

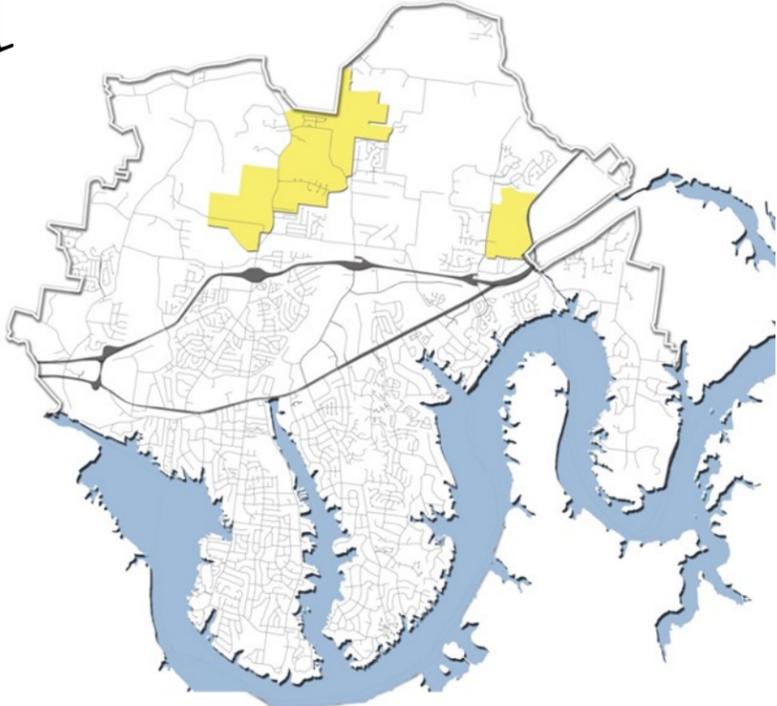
civic & institutional, & parks, trails & open space

Precedent Photos



Context Map

Mixed-Use Neighborhoods represent emerging growth centers north of Vietnam Veterans Parkway. Durham and Willowbrook represent two approved mixed-use neighborhoods.



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with Mixed-Use Neighborhoods:

General Development Pattern	Uses	Street Pattern	Modified Grid
Residential Density	3.0 - 6.0 d.u./acre	Typical Street Spacing	600 - 1,500 ft.
Non-Residential Intensity	0.35 - 1.0 FAR	Street Connectivity	High
Building Height	2 - 4 stories	Typical Street Cross Section	Urban Condition
Open Space Elements	Village Green / Pocket Parks / Public Plazas / Stream Corridors		

Anticipated Level of Change

Neighborhood mixed-use centers at Durham and Willowbrooke are expected to build out over several years. The mix of uses, development intensities, and block patterns at both sites are included in approved master site plans. Market conditions, owner interest, and a master site plan (yet to be developed) would dictate the type, magnitude, and schedule of development programmed for the third neighborhood mixed-use center west of New Shackle Island Road and north of Goshentown Road.

Old Town

Character & Intent

Old Town reinforces the community's desire to reinvest in the area as the original center of Hendersonville. A conceptual development plan, design guidelines, and a phasing plan for transforming the waterfront and surrounding neighborhoods into a vibrant destination are provided in the Hendersonville Town Center Master Plan completed in August 2006.

Land Use Considerations

Primary Land Uses

professional office, civic & institutional uses, cultural institutions, neighborhood commercial, and live/work/shop units, single family detached, villas, townhomes, multi-family, senior housing

Secondary Land Uses

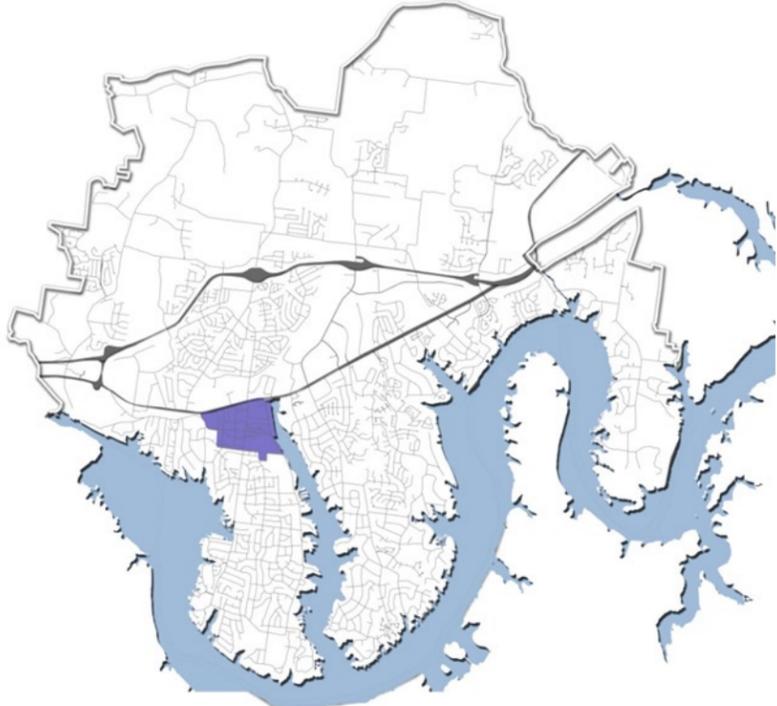
parks, trails & open space

Precedent Photos



Context Map

Old Town represents the study area limits for the Hendersonville Town Center Master Plan completed in August 2006.



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with Old Town:

General Development Pattern	Mixed Uses	Street Pattern	Traditional Grid
Residential Density	3.0 - 15.0 d.u./acre	Typical Street Spacing	600 - 800 ft.
Non-Residential Intensity	0.35 - 1.0 FAR	Street Connectivity	High
Building Height	2 - 4 stories	Typical Street Cross Section	Urban Condition
Open Space Elements	Village Green / Pocket Parks / Public Plazas / Water's Edge / Stream Corridors		

Anticipated Level of Change

Significant changes are anticipated in the area with build out of the concept plan included in the Hendersonville Town Center Master Plan; including new street connections, greenways with multiuse paths, a new commercial center, and increased residential densities. Market conditions, owner interest, and continued support by City officials will largely influence realization of the overall concept plan.

Suburban Center

Character & Intent

Suburban centers serve the daily needs of surrounding suburban residential neighborhoods. They typically locate near high-volume roads, such as highways or arterials, and design themselves to be accessible primarily by automobile. Strip centers and big box developments are the prevailing building styles for the character area. Large parking lots serve visitors coming to the suburban shopping center.

Suburban centers are generally categorized by the type of uses and magnitude of development. Common types of suburban commercial centers in Hendersonville include neighborhood commercial center, retail power center, and lifestyle center. New and aging suburban centers in the City are encouraged to develop or redevelop as intense, mixed-use activity nodes; supporting a “park once” mentality and/or walking between complementary land uses in and around the development.

Land Use Considerations

Primary Land Uses

general commercial services, restaurant, multi-tenant commercial, big box commercial, hotel, & professional office

Secondary Land Uses

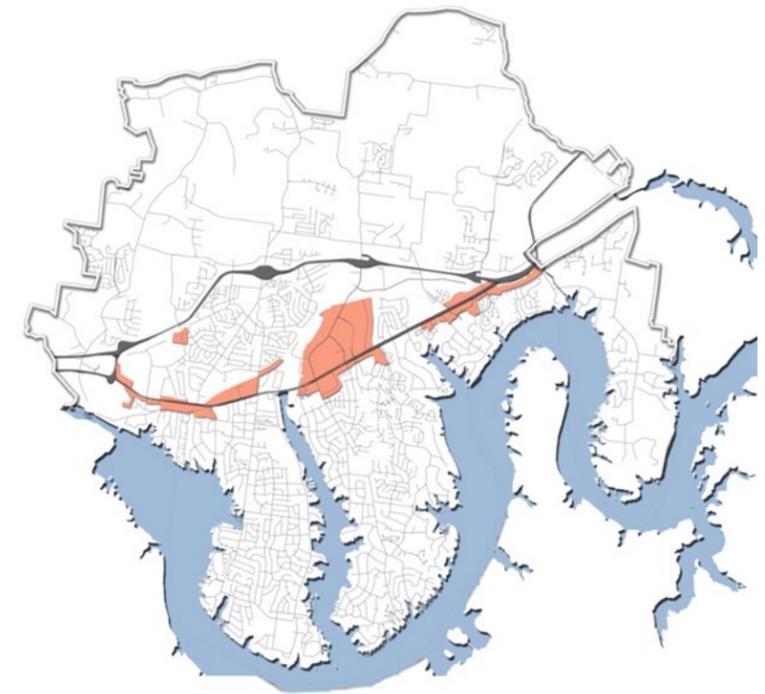
civic & institutional & parks, trails & open space

Precedent Photos



Context Map

Suburban centers are concentrated along major thoroughfares in the City, including West Main Street/ Gallatin Road, & India Lake Boulevard



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with suburban centers:

General Development Pattern	Isolated Uses	Street Pattern	N/A
Residential Density	N/A	Typical Street Spacing	1,300 - 1,500 ft.
Non-Residential Intensity	0.20 - 0.50 FAR	Street Connectivity	N/A
Building Height	1 - 4 stories	Typical Street Cross Section	Urban Condition
Open Space Elements	Stream Corridors		

Anticipated Level of Change

Suburban centers will continue to develop as new commercial nodes in high-growth areas. Retail and professional office uses are expected to fill these small activity centers. Continued demand for new commercial and office space, as well as the absence of large, vacant tracts of land in emerging growth areas, should also reinforce future infill development and redevelopment of underutilized parcels along West Main Street/ Gallatin Road.

Regional Activity Center

Character & Intent

Regional Activity Centers draw people from outside the city for shopping, employment, parks, or housing. These large-scale developments, typically over 100 acres in size, are planned and developed using a master development plan. Most include a healthy mix of residential, nonresidential, and civic uses. Regional Activity Centers (RACs) tend to locate near major housing transportation corridors (e.g. highways or railways), and often at the interchange of two major highways.

Phases of a Regional Activity Center build out over several years.

Land Use Considerations

Primary Land Uses

hotels, professional office, corporate office campus, university, research & development, restaurants, multi-tenant commercial, big box commercial, & live/work/shop units, single family detached, villas, townhomes, multi-family, senior housing. Office only north of SR 386, east of Drakes Creek Road.

Secondary Land Uses

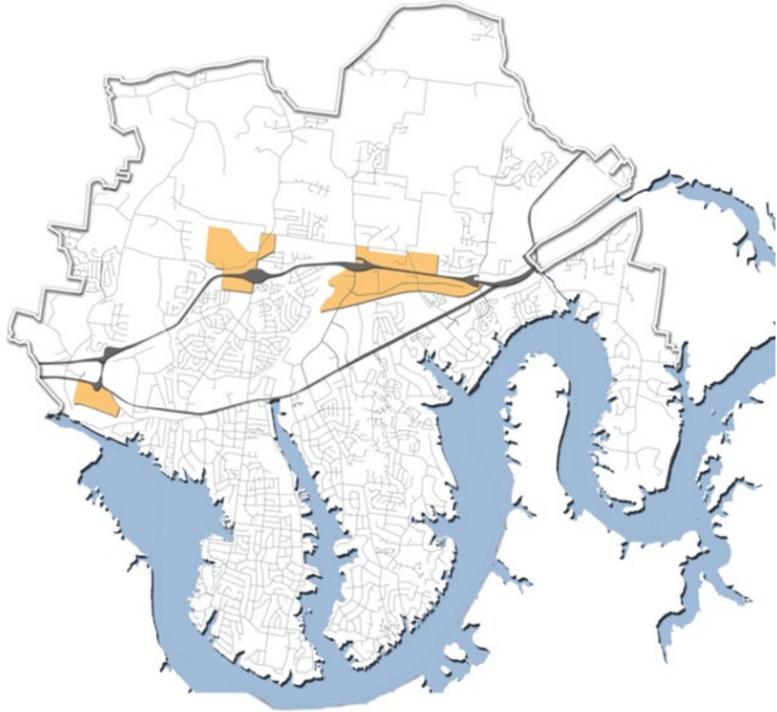
civic & institutional, parks, trails & open space

Precedent Photos



Context Map

Regional activity centers represent large tracts of land with good access to Vietnam Veterans Parkway and/or the CSX rail corridor. The Streets of Indian Lake Village and Glenbrook represent two regional activity centers in the City.



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with regional activity centers:

General Development Pattern	Mixed Uses	Street Pattern	Modified Grid
Residential Density	3.0 - 15.0 d.u./acre	Typical Street Spacing	800 - 1,500 ft.
Non-Residential Intensity	0.35 - 2.0 FAR	Street Connectivity	Medium
Building Height	1 - 6 stories	Typical Street Cross Section	Urban Condition
Open Space Elements	Village Green / Pocket Parks / Public Plazas/ Stream Corridors		

Anticipated Level of Change

Existing regional activity centers are expected to continue their build out for several years. Residential and office development at Indian Lake Village and Glenbrook are expected to complement existing retail centers. Market conditions, owner interest, and a master plan (yet to be developed) would dictate the type, magnitude, and schedule of development programmed for the regional activity center on West Main Street.

Employment Center

Character & Intent

Employment centers provide basic jobs and keep people in the city during normal work hours. They typically locate near major transportation corridors (e.g., highways or railways) and may include office parks, manufacturing centers, corporate campuses, or major universities. Clusters of uses that support or serve one another should be encouraged to locate in the same employment center.

Employment centers are generally categorized by the type of uses and magnitude of development. Types of employment centers identified in Hendersonville include industrial parks, large-scale office parks, the Hendersonville Medical Center, and the Rogers Group Stone Quarry.

Land Use Considerations

Primary Land Uses

professional office, corporate office/manufacturing campus, hospital (and supporting uses), university, research & development, & light industrial

Secondary Land Uses

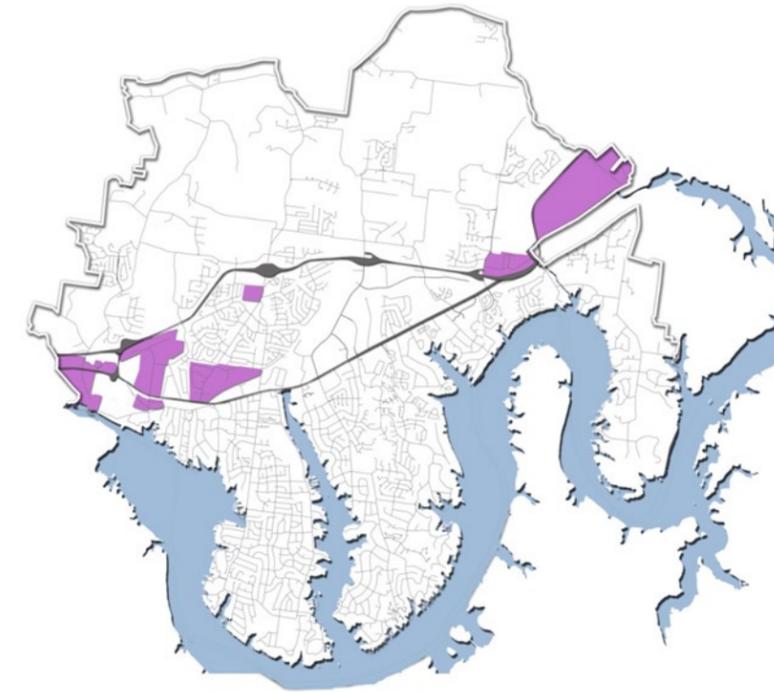
commercial (serving primarily the employment center), civic & institutional, & parks, trails & open space

Precedent Photos



Context Map

Employment centers represent existing industrial parks and office complexes located near the eastern and western extremes of the City. An industrial park is also located along Avondale Road near Vietnam Veterans Parkway



Place-Making Qualities

Place-making refers to the act of designing and arranging buildings, streets, landscaping, and other elements on the site in a manner that reinforces the intent of the character area type. The following place-making qualities are associated with employment centers:

General Development Pattern	Mixed Uses
Residential Density	N/A
Non-Residential Intensity	0.20 - 0.5 FAR
Building Height	1 - 4 stories
Open Space Elements	Public Plazas / Stream Corridors

Street Pattern	Modified Grid
Typical Street Spacing	1,200 - 1,500 ft.
Street Connectivity	Medium
Typical Street Cross Section	Urban Condition

Anticipated Level of Change

Employment centers are represented by existing industrial parks, the Hendersonville Medical Center, and the Rogers Group Stone Quarry. New development in one or more of these locations would largely be infill development or redevelopment.

Supporting Infrastructure

Information below summarizes how supporting infrastructure influenced the assignment of character areas within the study area.

Transportation System

The General Framework Plan assumes the road system will mature as Hendersonville grows into a self-sustaining city. Improvements to the transportation system consider the planning process and recommendations of currently adopted transportation plans but represent more up-to-date analysis of existing and planned land uses and development, environmental constraints, and projected future travel demand and safety concerns. The emphasis for improving the future year transportation system is to 1) make improvements to arterial streets that balance regional mobility with local livability, 2) identify strategic locations for increased connectivity through the collector street network, and 3) encourage opportunities to build a truly multi-modal transportation system that satisfies latent demand for local pedestrian and bicycle activity.

Chapter 5 provides a detailed description of the City's transportation system and recommendations for improvement.

Water and Sewer System

The majority of the study area is served with water and sewer by the White House Utility District and Hendersonville Utility District. The most dense development patterns identified in the General Framework Map were located in close proximity to existing or anticipated water and sewer service. Those areas currently not served by water and/or sewer include the southern tip of both Indian Lake and Cages Bend Peninsulas and the northwest portion of the study area. As a result of recent expansion of services down West Main Street into the Rockland Road area, and planned expansion throughout both peninsulas as indicated in the Hendersonville Utility District 10-year Capital Improvements Plan, development patterns in these areas are anticipated to change. The remaining northwest portion of the study area is unlikely to be served by sewer over the next 10 years. This area was identified for low-density, low-intensity development patterns, which continue to rely on private wells and private septic for supporting new growth.

Maps 5A and 5B on pages 2.8 and 2.9 shows the utility providers and their service areas within the study area.

Special Conditions

Some conditions in the study area warrant different development standards and design guidelines than found throughout the character area as a whole. These conditions, present in most of the character areas, influence the type and intensity of development where they are present. These underlying conditions should be inventoried before development occurs on a site to determine if encroachment is reasonable and to what extent. In Hendersonville, one condition was created: environmentally-sensitive areas.

Environmentally-Sensitive Areas

Environmentally-sensitive areas remain generally undeveloped to protect the integrity of open space,

natural features, and scenic areas that define the environmental cohesiveness of the city. These areas represent the greatest opportunity for keeping the community green and environmentally sustainable; adding to residents' high quality-of-life and overall attractiveness of the area. The following items represent environmentally-sensitive areas in Hendersonville: wetlands, floodplains, riparian buffers around perennial and intermittent streams, steep slope areas (i.e., greater than 15% slope), park and recreation areas, and land owned by the Army Corps of Engineers. Environmentally-sensitive areas should be the highest priority for preservation in any character area.

Place-making

Place-making embodies the movement to create more livable communities, identifiable character, and a higher quality of life. The process of place-making celebrates the uniqueness of a community and identifies the physical improvements or planning initiatives necessary to implement the guiding principles determined by a community and ensure its longevity.

Place-making means different things to different communities. In Hendersonville, many design elements supportive of place-making are addressed in the City's Design Review Manual and Pattern Book for Residential & Mixed Use Developments. However, three place-making themes emerged during the public design charrette: traditional neighborhood development, appropriate locations for mixed-use and higher densities, and conservation-based subdivisions. The market is bringing more large-scale, master planned communities to the City, making a discussion of traditional neighborhood developments and their design qualities relevant to this Plan. The City is facing challenges determining the appropriate locations for mixed-use and higher density development. Conservation subdivisions are a sustainable way to develop the remaining undeveloped portions of the City with substantial environmental constraints. When designed appropriately, these developments create housing choice and support transit. Future infill and redevelopment opportunities in the City are likely candidates for mixed-use and higher density developments.

Traditional Neighborhood Development

A traditional neighborhood development (TND) is a comprehensive development that includes a variety of housing types and land uses within a planned community. These developments equally value public and private space, and create a balanced community of homes, businesses, and civic and public spaces. Although designed to accommodate vehicular traffic, emphasis is placed on the pedestrian, with safe and easy crossings, street furniture and lighting, continuous storefronts, and lively streets.

Density Versus Design

Density is the ratio of residential units to acres of land. Measuring density can help determine the intensity/character of an area (e.g., rural, suburban, urban), but it does not speak to the quality of construction, design, or its stability. These characteristics are closely linked to design; not to density. Design includes how the buildings relate to the street, how buildings relate to each other, aesthetics, and the function the buildings serve. Factors that contribute to the success of dense areas include walkability, a mix of uses, orientation toward the street, and an enjoyable public realm with wide sidewalks, street trees, and street furniture. When all these elements are in place, the neighborhood will be perceived as safe, lively, comfortable, and enjoyable— no matter the increased density.

Conservation-Based Subdivisions

Conservation subdivision design is an alternative to more traditional suburban development patterns. Proponents of conservation subdivision design refer to these developments as “twice green,” because they reduce the environmental footprint of new development while improving the overall financial success of the project (by reducing infrastructure costs and increasing sales prices). Benefits from conservation subdivision design include: reduced stormwater run-off, decreased flood potential, lower infrastructure costs, and more land in permanent open space.



Images: “Conservation Design for Subdivisions (Page 28), Randall G. Arendt, 1996”.

General Recommendations

Recommendations made throughout the chapter for implementing the General Framework Map include:

Update the City’s Comprehensive Plan with recommendations from the Hendersonville Land Use & Transportation Plan.

The Planning Department should include the General Framework Map and other recommendations from the land use chapter as new goals, objectives, and policies in the land use element of the City’s update to the Comprehensive Plan.

Update the 2025 Land Use Plan for the Hendersonville Urban Growth Boundary to include the recommendations from the Hendersonville Land Use and Transportation Plan.

City leaders should coordinate with officials for Sumner County to revise the 2025 Land Use Plan for the Hendersonville Urban Growth Boundary to include recommendations from the Hendersonville Land Use & Transportation Plan.

Coordinate with state, regional, and local government agencies to prepare for future growth and development in the planning jurisdiction.

The City of Hendersonville should coordinate with state, regional, and local government agencies in the area responsible for providing public facilities and services to ensure adequate capacity is reserved to serve the magnitude and timing of development and redevelopment anticipated in the General Framework Plan.

Protect environmentally-sensitive areas within the General Framework Map.

The Planning Department should review rules and requirements in its existing land development regulations related to development near environmentally-sensitive areas. Environmentally-sensitive areas illustrated in the General Framework Map should be the highest priority for preservation in any character area.

Implement riparian buffer requirements in local ordinances.

The Board of Mayor and Aldermen should adopt rules and requirements either in a free-standing ordinance or in revisions to the existing development regulations that implement riparian buffers for all development activities, including those that do not require the subdivision of land. Riparian buffer requirements should apply to both perennial and intermittent streams, varying in width from 50 to 100 feet based on site conditions, to stabilize stream banks and protect water quality.

Implement recommendations from the Hendersonville Town Center Master Plan completed in 2006.

City leaders should identify, prioritize, and fund improvements that jumpstart investment in the Town Center; represented by Old Town in the General Framework Plan. Reinvestment in the waterfront and surrounding neighborhoods could result in a unique and vibrant destination along Old Hickory Lake. Investment in the area should reinforce the history, culture, and sense of community in the original center of Hendersonville.

Promote a mix of housing types in appropriate locations of the City that responds to shifting housing markets emerging in the region.

The Planning Department and Board of Mayor and Aldermen should work together to provide solutions that ensure the City meets future housing needs and preferences for various housing types in the community. The focus should be on shifting housing markets in response to changing demographic and socioeconomic characteristics, lifestyle choices, and market conditions; and the opportunities that will result from providing a more stratified housing market in Hendersonville.

Revise local land development regulations to allow conservation-based subdivisions and traditional neighborhood developments without the need for a planned unit development designation.

The Planning Department should review and revise local land development regulations to allow for conservation-based subdivisions and traditional neighborhood developments without a lengthy and unpredictable development review process. This should be completed under the City's initiative to re-write the local zoning ordinance utilizing current zoning techniques.

Promote the principles of active living by design in new neighborhoods and centers.

Active living by design is a program of the Robert Wood Johnson Foundation that works with local and national partners to promote a culture of active living (e.g., walking, bicycling, etc.) within communities. The program offers various forms of technical assistance from phone consultation to long-term partnering programs. City leaders should contact the Foundation for technical assistance related to implementing active living by design principles in local plans and ordinances. Ultimately, the City should aim for designation of "Fit Community" or "Active Living by Design Community" by the Foundation.

Review and revise (as needed) the City's Design Review Manual to promote the development patterns, intensities, and design elements recommended in the Hendersonville Land Use & Transportation Plan.

The Planning Department should complete a thorough review of the City's Design Review Manual to ensure consistency with general development and place-making recommendations in the Hendersonville Land Use & Transportation Plan.

Revise the City's Pattern Book of Amenities for Residential and Mixed Use Developments to address development patterns advocated for at the public design charrette.

The Planning Department should expand the City of Hendersonville Pattern Book of Amenities for Residential and Mixed Use Developments to include information and examples for development patterns and intensities advocated for at the public design charrette, including conservation-based subdivisions, traditional neighborhood development, active living by design, and residential neighborhoods that include a variety of housing types and densities.