Submitted: August 7, 2012
Re-Submitted: August 28, 2012

SOUTH NOLENSVILLE
LAND USE PLAN AMENDMENT

Town of Nolensville, Williamson County, Tennessee

KISERVOGRINDESIGN
Land Planning + Landscape Architecture + Urban Design

August 27, 2012

Mr. Henry Laird
Town Planner
P.O. Box 547
Nolensville, TN 37135

RE: Land Use Policy Plan Amendment: South Nolensville
August 7, 2012 Initial Submission

Mr. Laird:

Thank you for your recent comments regarding the above identified submittal.

Enclosed are 14 copies of the proposed Land Use Policy Plan Amendment for South Nolensville with a PDF digital copy per your request. Your suggestion to provide some examples or illustrations of mixed use development and suggested densities is very helpful. We are preparing Vision Boards that will help convey the look and feel of the possible mixed product that we envision for South Nolensville. We will present these and our amendment submittal to the Planning Commission on September 11th. The feedback we receive from the Planning Commission and from comments at the public hearings will guide our design team's potential recommendation for site design and density guidelines that the Planning Commission may want to consider as part of the Land Use Policy Amendment.

We have no preconceived notions of residential densities or non-residential intensities that would be acceptable to town leaders. As stated in the "Land Use Amendment" we are proposing a mix of uses that will include detached and attached residential units as well as various commercial and institutional uses that would serve the Southern Nolensville area. We believe that an economically viable mix of uses and development master planning will best serve this area and provide future opportunities for the well-managed growth of South Nolensville before, during and after the new county school campus is constructed.

We look forward to your continued guidance regarding this submittal and the forthcoming meeting scheduled for September 11, 2012.

Should you have any questions or further suggestions please do not hesitate to contact me.

Very truly yours,

Dwight E. Kiser
President
Kiser + Vogrin Design

Kiser + Vogrin Design, LLC + 619 Bradley Court + Franklin, TN 37067 + 615.620.7171
www.kiservogrin.com

TUNE, ENTREKIN & WHITE, P.C.

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*Rule 31 listed General Civil Mediator

August 7, 2012

Mr. Henry Laird, Town Planner
Nolensville Town Hall
7218 Nolensville Road
P.O. Box 547
Nolensville, TN 37135

RE: Land Use Policy Plan Amendment: South Nolensville

Dear Mr. Laird:

As a follow up to my letter to Mayor Alexander dated May 29, 2012, which contained a petition from landowners in the area between Rocky Fork Road and York/Williams Road, enclosed please find an application and supporting documents to amend the Nolensville Land Use Policy Plan (Nov. 2005) filed on behalf of the property owners referred to as *Nolensville Citizens for Smart Growth*. The amendment document follows the format contained in Appendix A of the present Plan. We understand that you will undertake a review of this request based upon all relevant factors including, but not limited to, the size of the study area, the degree of change recommended, design parameters or other characteristics, and provide a recommendation to the Planning Commission.

As you and I previously discussed, filing this request today will have it appear on the Nolensville Planning Commission agenda of September 11, 2012 at which time the applicants and/or representatives will provide an overview of the requested amendment. That evening the Commission is expected to set a date for a public hearing which may coincide with the required community meeting that must be held prior to formal consideration by the Planning Commission (on October 9, 2012?). Dwight Kiser and I look forward to hearing from you soon to confirm the next procedural steps.

Respectfully submitted,

Shawn R. Henry, AICP

Enclosures

PROPOSED LAND USE AMENDMENT

The Applicant proposes to amend the current Town of Nolensville's Land Use Policies and Plan as follows:

I. Eliminate paragraph 9 under Section A. POLICES FOR RESIDENTIAL DEVELOPMENT;

II. Add Section AA following Section A. POLICIES FOR RESIDENTIAL DEVELOPMENT to read:

AA. POLICIES FOR MIXED USE SOUTH VILLAGE (SV) COMMUNITY

1. Allow for the planning and development of a mixed use South Village (SV) community within the physical area generally bounded by Rocky Fork Road to the north, the Town's corporate limits to the south, the proposed Williamson County High School site to the east, and the ridge line dividing Nolensville Road and Clovercroft Road to the west.

2. Plan for a variety of complimentary land uses such as medium to high density residential, retirement facilities, commercial services, retail, restaurants, offices and institutional users within the framework of a creatively designed and sustainable community.

3. Prepare and adopt a new zoning classification that enables the development of mixed use communities.

4. Expand the Master Plan Greenway and Trail system to connect with and into the proposed South Village.

5. Promote the development of outdoor passive and active recreational opportunities in the South Village

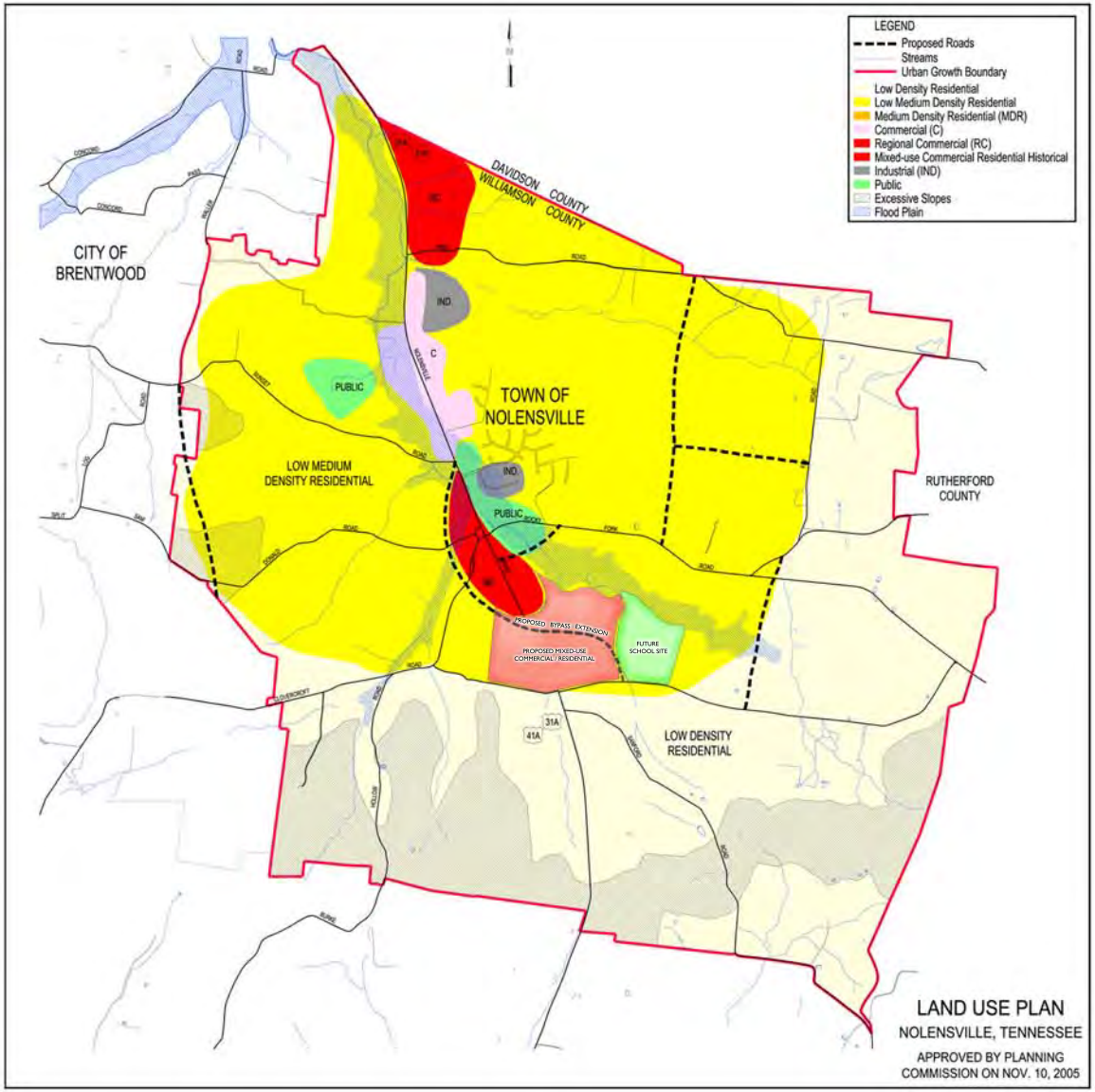
6. Design creative street configurations and promote connectivity of traffic patterns to provide alternative access within the development and reduce reliance on Nolensville Road.

7. Promote the extension and installation of utilities with the South Village area and to the southern corporate limits by the development community by allowing for a higher intensity of land uses.

8. Require the preparation and adoption of Design Standards that set forth the minimum requirements for mixed use development to insure compatibility with the vision of the Town of Nolensville.

III. AMENDED LAND USE MAP

The following Exhibit's (#1 & #2) represent the proposed amendment to the Land Use Plan of Nolensville, TN as approved by the Planning Commission on November 10, 2005:



KISERVOGRINDESIGN

Exhibit # 1 - Existing Land Use Plan with Proposed Amendment

SOUTH NOLENSVILLE LAND USE PLAN AMENDMENT

WILLIAMSON COUNTY, TENNESSEE

August 7, 2012
Project # 12013

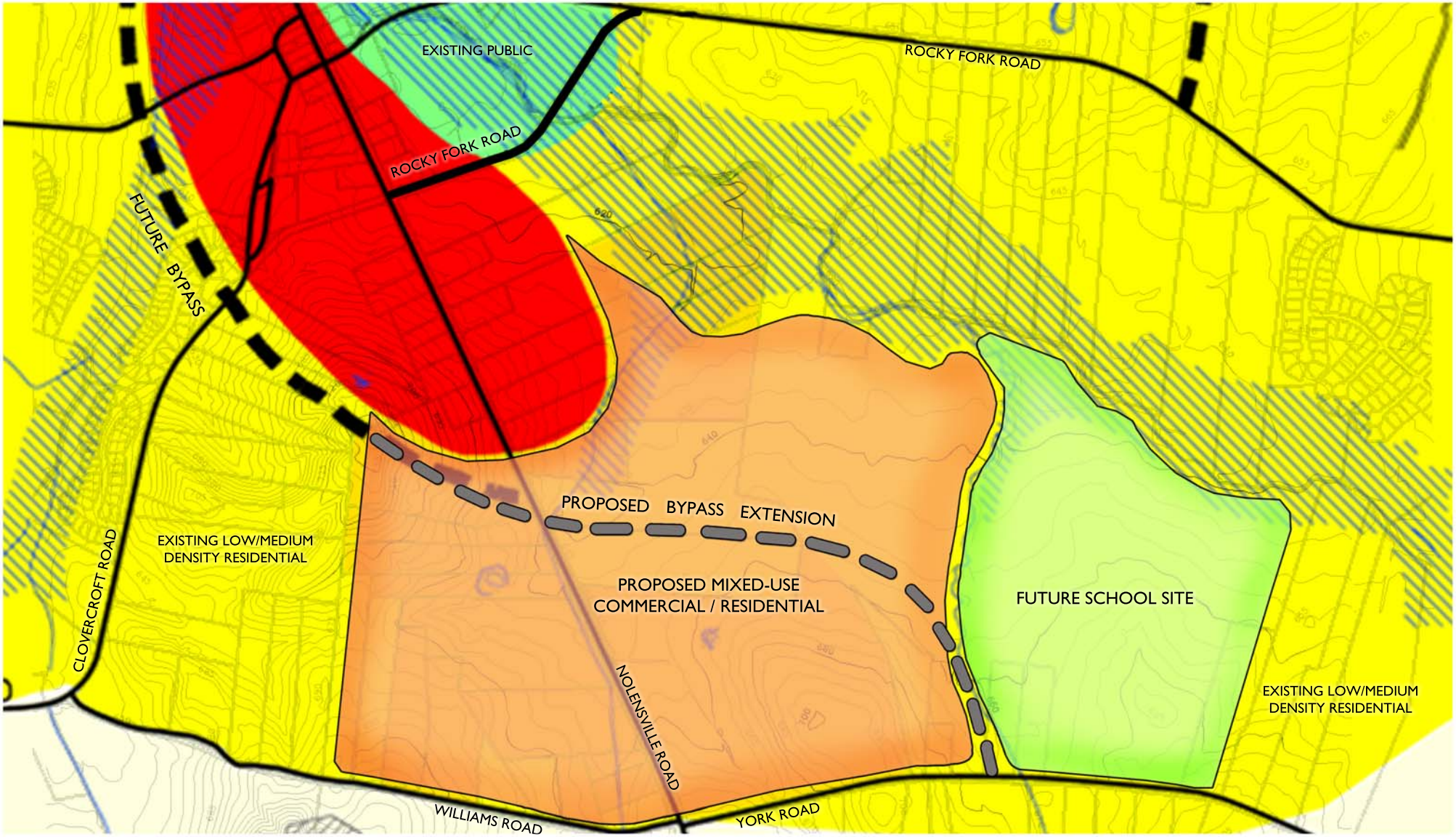


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Exhibit # 2 - Proposed Land Use Plan Exhibit - Enlarged

SOUTH NOLENSVILLE LAND USE PLAN AMENDMENT

WILLIAMSON COUNTY, TENNESSEE

August 7, 2012
Project # 12013

0 300 600 900

SCALE: 1"=300'

LAND USE AMENDMENT APPLICATION

1. **Description Of Land Use Character**

   The study area for this amendment proposal is generally bounded by Rocky Fork Road to the north, the Town's corporate limits to the south, the proposed Williamson County High School site to the east, and the ridge line dividing Nolensville Road and Clovercroft Road to the west. The existing character of the study area is low density residential and vacant land with some agricultural activities located south of the area. The area includes the proposed future location of a new Williamson County high school and middle or elementary school on the eastern portion of the study area. The topography is flat to rolling with Mill Creek on the northeastern boundary of the study area. The surrounding property within the city limits is similar with steeper topography located west and northwest of the area (see Exhibit #3).

2. **General Description Of Proposed Development**

   This application seeks to establish Land Use policy that would support the development of a mixed use, walkable community based on the planning principals of sustainable design that will provide diverse housing for young families thru the aging population. The proposed development would include a mix of high and medium density residential product, commercial and retail services, and office & institutional land uses. The developments will be planned in such a way as to avoid the typical "strip commercial" format typical of other major arterial commercial developments. This proposed "South Village" would serve the neighborhood commercial service needs of residential development south of the Historic Village of Nolensville.

3. **Conditions That Have Changed**

   <u>New high school and middle or elementary schools are planned for this area (see Exhibit #4 & #5)</u>. Other areas in Williamson County where new schools have been built have experienced extensive growth (see existing Williamson County High School aerial exhibits). Thompson's Station and Spring Hill have reported that with the completion of Independence High School, Heritage Elementary and Middle schools both residential and commercial growth has accelerated. Also, the decision that the corporate entity Mars made to relocate their headquarters in Thompson's Station was based on the location of the schools and the availability of housing for their workers. Providing for a full range of housing opportunities in proximity to the schools will provide students with a walkable alternative. This has the potential to reduce traffic volume related to school activities.

The existing Land Use Policy Plan (Nov. 2005) recognized that "Another impetus for growth in the area is the education system of Williamson County". The opening of the Sunset Middle & Elementary schools had a significant impact on both Sunset Road and Nolensville Road. (see Exhibit #6). With the coming of the new high school and middle or elementary schools traffic impacts on Nolensville Road, York Road and Williams Road will be significantly greater if the development patterns anticipated by the existing Land Use Plan is not changed to address this growth.

Economic and demographic changes. The collapse of the housing, banking and financial markets have severely impacted the feasibility of low density housing that has traditionally occurred throughout Nolensville and Williamson County in the past. This market change requires creative alternatives that support a mix of higher density residential development closer to supporting services in a sustainable manner.

Extension of sewer. The construction of the Mill Creek sanitary sewer removed a major constraint on growth in the past – "the lack of adequate sewer service and capacity". After the adoption of the current Land Use Policy, the trunk sewer was extended further into the study area and its availability along Mill Creek was a determinate factor in the decision of the Williamson County Board of Education and Board of Commissioners to construct a new school campus in the study area. With the extended truck sewer in place, there is a significant opportunity, through the installation of branch collectors, to easily service the Southern Village. Several properties in the study area have been adversely impacted by the lack of soils required for traditional septic systems. Reliance on septic systems is not a sustainable solution. In order to promote the extension of utilities to serve this area, higher intensity uses of the properties must be considered to attract and justify the cost of installation. The topography of the study area is perfectly situated for extension of the Mill Creek collector (see Exhibit #7).

Residential Development in and around the Town of Nolensville has greatly expanded since the adoption of the Land Use Policy Plan. The original Policy Plan projected population growth of 8,814 by the year 2015. The 2010 census showed a population of 5,861 which does not include the Catalina and Silver Stream Farms communities (that impact the Town of Nolensville area). It appears that the 2015 projection is conservative and that additional development is sure to come.

A significant portion of this development has occurred within the southern half of the Town and the potential for continued development will accelerate with the coming of the proposed schools and the availability of supporting infrastructure. Additionally, future residential development, south of the Historic Village, is certain to occur as the

southern limits of the Urban Growth Boundary are annexed into the Town. This expansion of town is anticipated by the 2005 Land Use Policy Plan.

As this certain growth evolves, the requirements for supporting commercial and institutional services will be required. It is justifiable to consider the need for a planned, centrally located Southern Village that will support this future growth, without detracting or sacrificing the potential for desired growth and development of the Nolensville corridor located north of the Historic Village District.

The soon to be completed State Route 840 will change development patterns of southern Williamson County. This will allow unimpeded access to the eastern and western reaches of the state by avoiding the congestion in and around Nashville. With this access comes the opportunity for significant user's (entities such as Mars Corporate Headquarters in Thompson's Station and other large employment based organizations) to seek locations close to transportation routes and supported by adequate water and sewer. The Town of Nolensville and its Urban Growth Boundary area represents the only municipality that could offer these facilities in the southeastern part of the County. The long standing precept of residents of this area traditionally heading north to seek work and shopping opportunities will slowly reverse itself as future development finds its way to the southern reaches of Nolensville. This will be a good thing as traffic patterns will change and the impact on traffic passing thru the historic village will equalize given the availability of services to the south.

The MPO and Major Thoroughfare Plan of the Town of Nolensville prepared in 2005, projected traffic volumes for the year 2025. This exhibit (see Exhibit #8) indicates Nolensville Road will grow to a five (5) lane Major Arterial with a daily traffic count of 25,500 vehicle trips. If this comes to pass the impacts on the Historic Village will be significant. While these studies anticipate the construction of a western bypass to ease the impacts on the Village no feasibility studies have been undertaken to date and the expansive floodplain and significant topography in this area render this proposal questionable.

One way to reduce this impact is to capture vehicle trips heading north for commercial services and to provide needed housing opportunities south of the historic village. By planning for a mixed use Southern Village this would reduce potential traffic volume heading north through the historic village by capturing much of this traffic generated by the schools and future development to the south.

The existing 2005 Land Use Plan of Nolensville. This plan was prepared nearly eight (8) years ago and did not anticipate the changes that have occurred in the Economy and development patterns of Williamson County during this period. Based on professional planning principles, this plan should be reviewed and made current with present conditions on a five (5) year basis.

4. How Will Project (Proposed Amendment) Support The Growth Management Policies

The proposed amendment will support development patterns that support the Town of Nolensville's growth management policies. The amendment is consistent with the adopted vision for the town's future growth and development, which is:

> Vision Statement: Nolensville should retain its small town character, scenic value, and ecological quality while accommodating carefully controlled growth. Such growth should provide housing opportunities, needed community services and shopping opportunities, job creation, fiscal revenues, and the necessary infrastructure to support growth. Growth should be compact, land efficient and not pose a financial strain on the municipal government and its existing residents.

The following 2005 goals and objectives can be achieved with the proposed amendment:

1. Balance the need for new commercial growth with the desire to preserve existing businesses and the desire to enhance the existing small town character.
2. Avoid conventional strip commercial appearance by limiting the amount of parking visible from Arterial roads and controlling the placement of the buildings.
3. Encourage the development of quality residential neighborhoods that provide housing opportunity for a wide range of buyers that will support the cost-effective delivery of urban services.
4. Develop a well planned system of interconnected streets that efficiently move traffic on arterial and collector streets while providing safe local streets that are conducive to residential uses.
5. Protect, conserve and enhance the Town's natural resources and beauty.
6. Consider the development of residential areas to preserve open space, woodlands, and environmentally sensitive areas and to reduce the amount of infrastructure to be maintained by the Town.

7. Require the development of usable open space and park areas as part of residential development that is both easily accessible for residents and visible to the community.
8. Work closely with Williamson County to ensure that the educational needs of the children and the recreational needs of all residents are met.

The following stated policies in the Plan are consistent with this proposal:

Policies for Residential Development

- Residential development may be permitted to occur at a density appropriate for the area based on compatibility with existing development, capacity of the infrastructure system and the capability of the land area. Where sewer is available, medium and higher density subdivision may occur;
- High density may be permitted to occur in proximity to areas of commercial concentration;
- Planned unit developments may only be permitted within areas of town where the following standards can be met:
    a. The traffic can be safely accommodated on the street system and primary access to the property can be obtained without passing through existing developments;
    b. The development preserves significant natural features;
    c. The development is basically compatible with existing development or can be appropriately screened from existing development;
- Creative street configurations … should be incorporated into all subdivision designs to slow traffic and create safe neighborhood environment;
- In order to obtain sensitive and superior design all subdivisions should be designed incorporating the skills of all designers including surveyors, civil engineers and landscape architects (and planners);

Environmental Policies

- Land immediately adjacent to streams should be left in a natural state to control erosion and sedimentation of such streams. All such steams and drainage ways should be incorporated into a development design that uses such areas as amenities;
- Flood plain areas should be limited in development intensity to those activities that do not obstruct flood flows;
- Construction on slopes greater than 15% should be strictly controlled…;

- Natural vegetation should be preserved as much as possible through sensitive design and development practices. The siting and scale of all structures and roads should be harmonious with and sensitive to the character of the entire area and an asset to the site on which it is located;
- Landscaping should be incorporated into all development activities, both to enhance a site and to be used as transitional screening between residential and commercial areas. Landscaping plans should include shade trees as well as other plants;
- A street tree program should be instituted to encourage the preservation of existing trees on public rights-of-way as well as adjacent private land and the planting of additional trees which are appropriate to the streetscape;
- Hill tops and ridge lines should be protected by developing a map of areas to be protected and by limiting the location and height of structures;

Commercial Development Policies

- Commercial areas other than the Village should restrict the amount of parking in the front of buildings and visible from the arterial road, and placement of buildings should enhance the visual impact of development. Any consideration of commercial rezoning should require the application of the commercial corridor overlay standards;
- A mix of commercial, high density residential and institutional land uses should be encouraged along Nolensville Road in order to avoid a typical strip of commercial uses;
- Connectivity between adjacent uses and shared driveways shall be encouraged in order to limit the number of curb cuts along Nolensville Road and to enable customers to park once and walk from one business to another;

Community Facilities Policies

- Governmental services by their nature must be located in an area appropriate for the service provided;
- Non-institutional civic as well as cultural and religious activities should locate within or adjacent to commercial areas and may be used as buffers between commercial and residential areas;
- Intense institutional activities should have locations with major street access, and adequate traffic circulation patterns should be internally designed;

Transportation

- The development of land should be coordinated with the development of street and highway systems;
- Future "strip" commercial development along major roads should be avoided;
- The town should cooperate in the establishment of a regional mass transit system;
- Developers should pay for and install all necessary traffic control devices that are necessitated by the development;
- Private roads constructed in planned unit developments, or where permitted, should meet city specifications;
- Traffic safety should be improved by the reduction of sign clutter along streets and highways;

City Design and Beautification

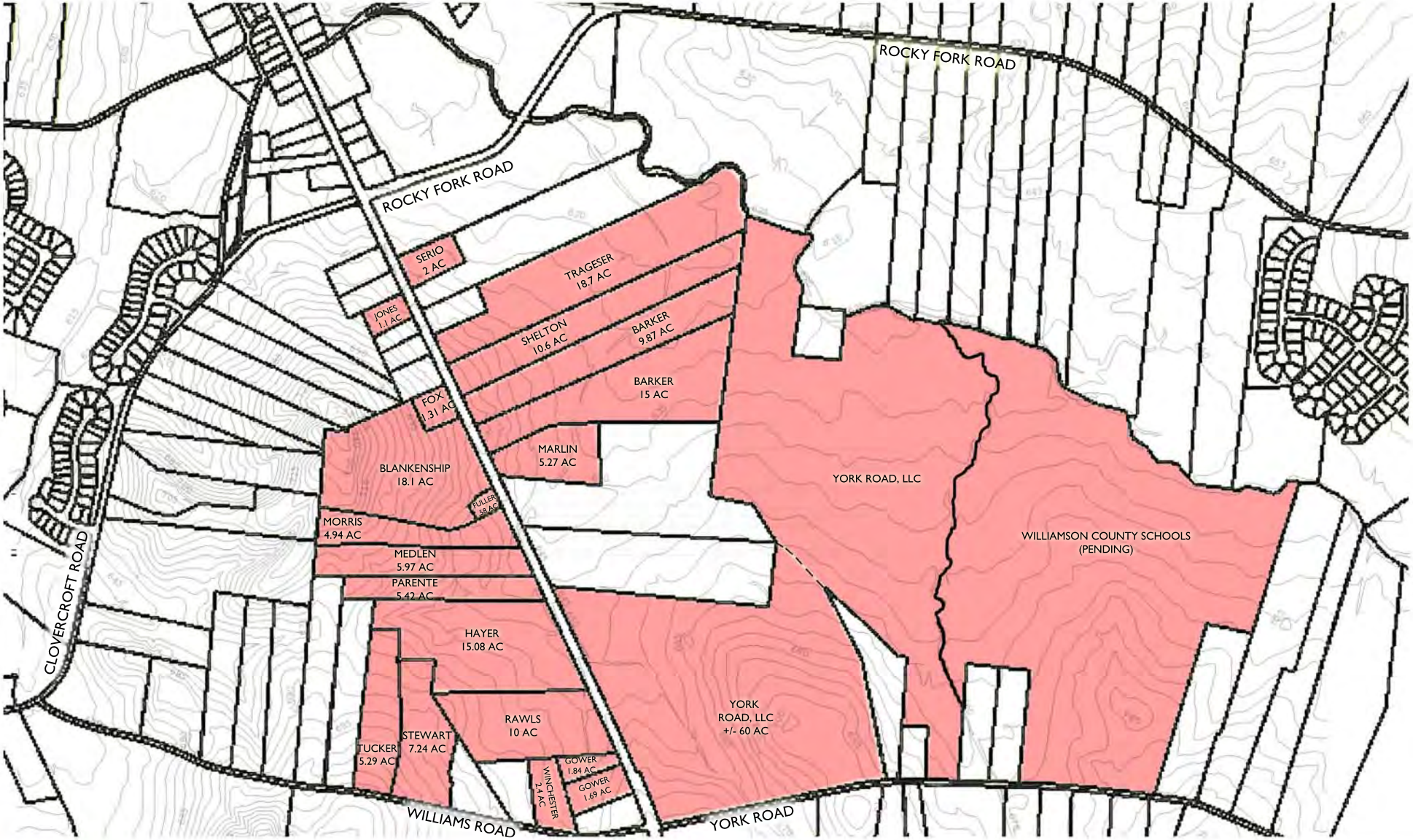
- All new developments should be reviewed for zoning and landscape compliance and improved design by submission of site or planned unit development plans;
- As a part of any revitalization of the historic district and appropriate adjacent areas, a sidewalk, street lighting, and utility concealment program should be initiated;
- Building and construction activity in the vicinity of any historically and/or architecturally significant building or site should respect the presence and importance of these sites;

Utility Systems

- All new developments within the primary sewer service area should be connected to the sanitary sewer system. Where extension of sewers is not economically feasible, development should be permitted only at very low densities;
- Future fire flow requirements should be considered when water system improvements are made;
- All new water line installations should be of sufficient size to provide the required fire flow plus potable water, and fire hydrants should be spaced so that no home is farther than 500 feet from a fire hydrant. In medium and high density developments, no home should be more than 300 from a fire hydrant;
- Water systems in commercial or multi-family developments should be based on the fire flow requirements.

5. Planning Objectives Of Development

- Plan for mixed use, sustainable development with opportunities for diverse housing, commercial services and office and institutional users in a walkable community format incorporating the strategies of Connectivity and Access Management as outlined in the Town of Nolensville Major Thoroughfare Plan - August 2005 (see Exhibit #9)
- Plan for housing of mixed income families and retirees in anticipation of the changing demographics of Nolensville, Williamson County and Middle Tennessee.
- Plan for housing near proposed schools that will reduce the need for extensive busing and commuting.
- Plan for neighborhood commercial services that cater to the daily needs of the current and future population of southern Nolensville and captures anticipated vehicular traffic within the proposed development.



KISERVOGRINDESIGN

Exhibit # 3 - Property Owners in Support of Land Use Amendment

SOUTH NOLENSVILLE LAND USE PLAN AMENDMENT

WILLIAMSON COUNTY, TENNESSEE

August 7, 2012
Project # 12013

0 300 600 900

SCALE: 1"=300'

KISERVOGRINDESIGN

Exhibit # 4

August 6, 2012
Project # 12013

CONCEPTUAL YORK ROAD HIGH SCHOOL/ELEMENTARY SCHOOL CAMPUS

WILLIAMSON COUNTY, TENNESSEE

Exhibit #5

FILED 5/23/12
AT 1:20 p.m.
[illegible] JW

RESOLUTION NO. 6-12-12
Requested by: BOARD OF EDUCATION

RESOLUTION OF THE WILLIAMSON COUNTY BOARD OF COUNTY COMMISSIONERS' APPROVAL OF AN INTENT TO FUND FOR ONE MILLION DOLLARS FOR LAND

WHEREAS, the Williamson County Board of Commissioners approved intent to fund 1-11-8 in January 2011 for land for a NE High School for an amount "not to exceed $3 million and spending $30,000 per acre for purchase of the property..." ; and

WHEREAS, the Williamson County Board of Education has been searching and has located 75 acres of land suitable to construct the NE High School, a site with sewer access added by the property owner; and

WHEREAS, based on the current growth and growth projections for Nolensville and Sunset elementary and Sunset Middle schools, there will be a future need for a middle or elementary school in the same area; and

WHEREAS, the land found for the high school will accommodate an additional school if an additional 25 acres is purchased at some future date; and

WHEREAS, the Williamson County Board of Education has negotiated an agreement to immediately purchase 75 acres for the NE High School site for $3 million and to purchase an additional 25 acres adjacent to said 75 acres, the sale of which is to be closed within four (4) years, at the price of one (1) million dollars; and

WHEREAS, said agreement is contingent on appropriate Commission funding approvals;

NOW THEREFORE BE IT RESOLVED that the Williamson County Board of County Commissioners meeting in regular session on June 11, 2012 approve funding of an amount not to exceed $3 million for purchase of ±75 acres, using all funds left from the Summit High construction project, and borrowing no more than $1 million and to approve an additional $1 Million to fund the above noted request for a middle or elementary school in the same area and take the appropriate actions as to provide funding as necessary.

BE IT ALSO FURTHER RESOLVED, that the County may fund the above noted project in anticipation of the issuance of tax exempt bonds, with the expectation that the County will reimburse itself for any funding with the proceeds of the tax-exempt bond issues; and that this resolution shall be placed in the minutes of the Williamson County Board of County Commissioners and made available for inspection by the general public at the office thereof; and that this resolution constitutes a declaration of official intent under Treas. Reg. §1.150-2.

Ricky Jones
Commissioner Ricky Jones

Committees Referred to and Action Taken

School Board		**Yes** 11	**No** 1	**Pass**____
Education		**Yes** 6	**No** 0	**Pass**____
Budget		**Yes** 5	**No** 0	**Pass**____
Commission	**Yes**___	**No**___	**Pass**___	**Out**____

Elaine Anderson-County Clerk

Jack Walton– Commission Chairman

Rogers Anderson-County Mayor

Date

6.12.ITF addl Land.docx

F i s c h b a c h
Transportation Group, Inc.
Traffic Engineering and Planning
Ms. Gillian L. Fischbach, P.E., PTOE, President

August 5, 2012

Mr. Dwight Kiser
Kiser Vogrin Design
619 Bradley Court
Franklin, TN 37067

Dear Dwight:

As requested, I have prepared some materials related to the existing and projected traffic conditions in the Town of Nolensville. Specifically, I have gathered the following information:

1. Recent historical growth on two key roadways within the study area, and

2. Trip generation calculations for the proposed high school and middle school campus that is planned for construction on the north side of York Road.

RECENT HISTORICAL GROWTH

The Tennessee Department of Transportation (TDOT) conducts an annual count program throughout the state. This count program includes the annual collection of average daily traffic (ADT) counts at numerous fixed locations, including two key locations in the Town of Nolensville:

1. Nolensville Road, immediately south of Sunset Road
2. Rocky Fork Road, east of Nolensville Road

Also, TDOT has a count station on Nolensville Road, south of the Town of Nolensville and immediately north of Highway 96. As shown in Table 1, the average growth on Nolensville Road in the vicinity of Sunset Road has increased at a rate of approximately 1.5% per year since 2005. However, south of town near Highway 96, the traffic volumes on Nolensville Road have decreased since 2005. These trends suggest that the additional traffic volumes on Nolensville Road in the middle town are from the Town's growth, not through traffic from the south.

In addition, it is important to note that the average daily traffic volumes on Rocky Fork Road have increased at a rate of 4.3% per year, largely because of the new elementary school that has been built on Rocky Fork Road. This trend illustrates how school-related traffic can contribute to growth that is higher than that found on other arterial and collector roadways.

PO Box 682736 Franklin, TN 37068 (615)771-8022 phone Gillian@FTGtraffic.com

TABLE 1. HISTORICAL TRAFFIC VOLUMES WITHIN THE STUDY AREA

Year	Station 51 ADT (Nolensville Road at Sunset Road)	Annual Growth	Overall Growth
2005	10,360		
2006	10,150	-2.03%	
2007	10,335	1.82%	
2008	10,902	5.49%	
2009	10,556	-3.17%	
2010	10,495	-0.58%	
2011	11,300	7.67%	1.51%
Year	**Station 54 ADT (Nolensville Road at Highway 96)**	**Annual Growth**	**Overall Growth**
2005	5,191		
2006	5,478	5.53%	
2007	5,939	8.42%	
2008	5,611	-5.52%	
2009	5,312	-5.33%	
2010	5,092	-4.14%	
2011	5,093	0.02%	-0.31%
Year	**Station 52 ADT (Rocky Fork Road)**	**Annual Growth**	**Overall Growth**
2005	3,557		
2006	3,668	3.12%	
2007	4,284	16.79%	
2008	4,159	-2.92%	
2009	4,394	5.65%	
2010	4,870	10.83%	
2011	4,472	-8.17%	4.29%

TRIP GENERATION FOR A HIGH SCHOOL AND MIDDLE SCHOOL CAMPUS

Trip generation calculations were conducted in order to identify how much traffic will be generated by the future high school and middle school campus that is proposed for construction on York Road. Initial trip generation data for daily and peak hour trips were identified from Trip Generation, Eighth Edition, which was published by the Institute of Transportation Engineers (ITE) in 2008. This information is shown in Table 2. However, in the past several years, Fischbach Transportation Group has prepared numerous traffic studies for existing and planned schools in Middle Tennessee, and the data collected for those studies indicates that ITE's trip generation data (which is based on averages from around the country) significant underestimates the traffic that is actually generated by schools in Middle Tennessee. Specifically, recent data suggests that a new Williamson County High School and Middle School can be expected to generate the total volumes shown in Table 2. Even though a combined campus would generate less total traffic than the aggregate of two separate school sites, it is likely that the daily and peak hour trips generated by a new school campus will exceed the sum of ITE's estimates for these schools. It is important to note that, if the campus were to include an elementary school instead of a middle school, as shown, these results would be the same.

TABLE 2. TRIP GENERATION

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
High School (LUC 530)	2,000 students	3,032	571	269	191	389
Increase Based on Recent Traffic Studies in Middle TN		125%	150%	250%	250%	175%
Revised Total Trips Generated		**3,790**	**857**	**672**	**479**	**680**
LAND USE	**SIZE**	**DAILY TRAFFIC**	**GENERATED TRAFFIC**			
			AM PEAK HOUR		**PM PEAK HOUR**	
			ENTER	**EXIT**	**ENTER**	**EXIT**
Middle School (LUC 530)	800 students	1,296	238	194	112	136
Increase Based on Recent Traffic Studies in Middle TN		125%	150%	250%	250%	175%
Revised Total Trips Generated		**1,620**	**356**	**486**	**279**	**239**

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK HOUR		PM PEAK HOUR	
			ENTER	EXIT	ENTER	EXIT
Elementary School (LUC 530)	800 students	1,032	198	162	101	123
Increase Based on Recent Traffic Studies in Middle TN		125%	150%	250%	250%	175%
Revised Total Trips Generated		**1,290**	**297**	**405**	**252**	**216**

If York Road provides the only access to the new school campus, all of the traffic generated by the schools will have to use York Road and Nolensville Road, and the daily and peak hour traffic volumes on these facilities and their intersection will increase significantly. In addition, if there are no residential or commercial land uses adjacent to the schools, then all of the school traffic will have to use York Road and Nolensville Road to access similar land uses. Providing such land uses adjacent to the school campus will provide opportunities to contain a portion of the school traffic in the vicinity of the school campus.

In addition to this data, it is important to consider the potential impacts of roadway construction, extensions, and connections that are planned in the vicinity of the Town of Nolensville. Specifically, the following projects are included in the Nashville Area MPO's 2035 Regional Plan:

1. **State Route 840**
   By the end of 2012, SR 840 will be completed from I-40 in Fairview to I-40 in Lebanon. This connectivity will offer the Town of Nolensville increased visibility from the south. Such a shift was not intended in the Town's existing Land Use Policy but will likely spur demands for residential and commercial growth south of the Town's historic district.

2. **Interchange at I-24 and Rocky Fork Road**
   The MPO's Regional Plan includes a new interchange on I-24 at Rocky Fork Road. Although this will not provide a direct connection to the Town of Nolensville, it can be expected to increase the traffic volumes on the east-west roadways on the east side of Nolensville Road. Specifically, these improvements are included in the MPO's Regional Plan as a project that should be completed before 2035. Also, the Regional Plan includes an unfunded improvement of Rock Springs Road from Rocky Fork Road to I-24.

3. **McEwen Drive**
   This facility will be reconstructed and improved from Cool Springs Boulevard / Oxford Glen Drive to Wilson Pike. Also, a new alignment of McEwen Drive will be constructed east of Wilson Pike and built south to connect to the existing alignment of Clovercroft

Road. Specifically, these improvements are included in the MPO's Regional Plan as a project that should be completed before 2015. When these projects are completed, there will be a continuous east-west corridor between I-65 and Nolensville Road. Such connectivity will likely spur demands for residential and commercial growth west of the Town's historic district.

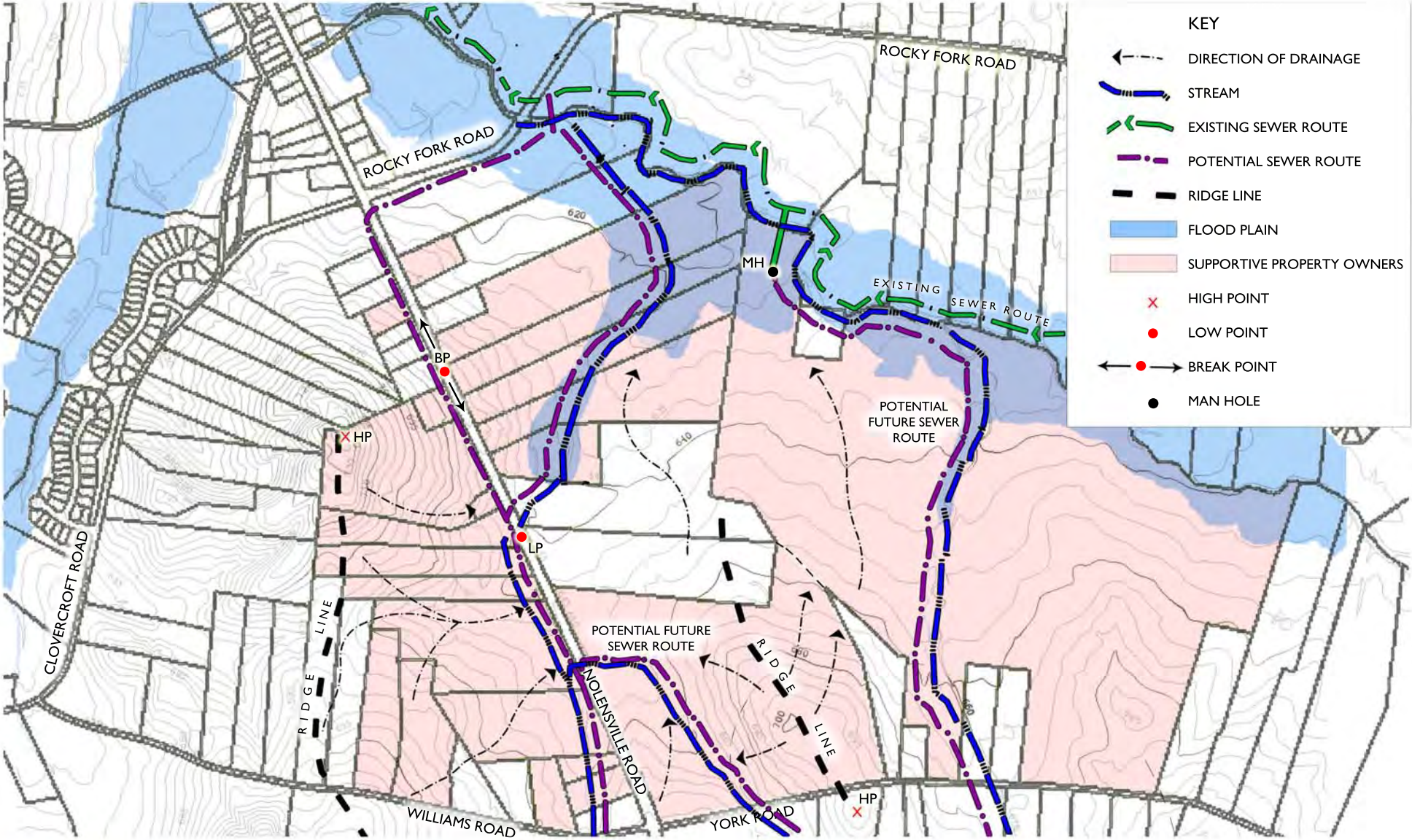
All of these factors suggest that the Town of Nolensville's existing Land Use Policy should be updated to consider and plan for future traffic patterns and land use demands within the Town.

Please contact me if you have any questions about these materials or need any additional information.

Sincerely,

Gillian L. Fischbach, P.E., PTOE

Ms. Gillian L. Fischbach, P.E., PTOE
President



KISERVOGRINDESIGN

Exhibit # 7 - Physical Site Attibutes and Conceptual Sanitary Sewer

SOUTH NOLENSVILLE LAND USE PLAN AMENDMENT

WILLIAMSON COUNTY, TENNESSEE

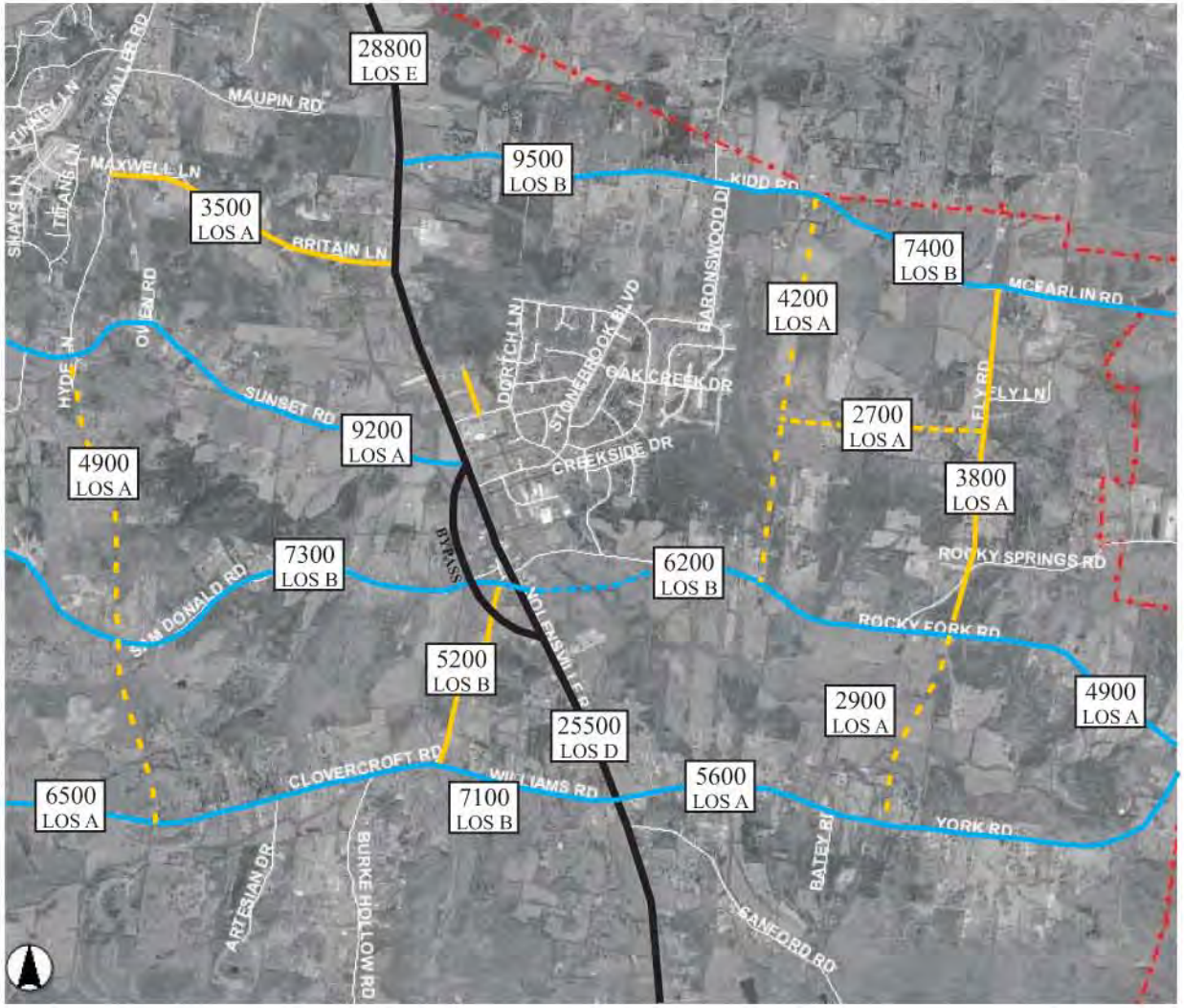
August 7, 2012
Project # 12013

0 300 600 900

SCALE: 1"=300'

Fischbach
Transportation Group, Inc.
Traffic Engineering and Planning

Year 2025 Projected Traffic Volumes



N

No Scale

6500 LOS A — Daily Traffic Volume Level of Service

Major Arterial Roadway (5 lanes)
Minor Arterial Roadway (3 lanes)
Collector Roadway (2-3 lanes)

Exhibit #8

6. CONNECTIVITY AND ACCESS MANAGEMENT STRATEGIES

Connectivity

Typically, an interconnected network of streets and sidewalks serve to disperse vehicular trips. This pattern, which also includes the elimination of many dead-end roads, provides multiple route choices, and so the overall network capacity is increased, vehicular traffic is dispersed, and congestion is reduced. Also, this network encourages alternative transportation modes such as walking and biking by making such modes practical, safe, and attractive for short trips. With this interconnectivity, neighborhood streets serve local residential trips, other neighborhood trips, and some through traffic. Any opportunity to increase the connectivity of existing roadways within the existing neighborhoods east of Nolensville Road would facilitate efficient traffic operations within the study area.

In neighborhoods with effective and well-utilized interconnectivity, the roadways are usually designed for speeds of 15-25 mph. These low speeds are encouraged by the provision of narrow street widths and the placement of on-street parking. Also, low vehicle speeds are supported by the prevalence of T-intersections, significant pedestrian activity, and interesting streetscapes. Typically, such streets have one travel lane in each direction and parking on at least one side, for a width of 28-30 feet. Overall, the connected patterns of well-designed streets improve community access in spite of low design speeds and narrow widths. These roadway characteristics are not consistent with those that are currently found in the existing neighborhoods east of Nolensville Road.

Traffic congestion and roadway costs tend to increase with lower development densities and increased dependence on private automobiles. Regardless of population density, transportation systems that include greater street connectivity, a more pedestrian-friendly environment, shorter route options, and more extensive transit service tend to reduce per-capita vehicle travel, congestion delays, traffic accidents and pollution emissions.

Often, the roadways within a typical suburban neighborhood design are designed without any sidewalks at all. Where sidewalks are provided, they are typically four feet wide, and they often lack a grass strip and/or parking strip to provide a buffer between pedestrians and moving vehicles. In contrast, more urban developments are designed so that walking is as convenient as possible. Specifically, the design of urban developments include considerable emphasis on short walking distances between land uses so that the walking experience is both safe and pleasant. Minimum sidewalk widths are 5-6 feet so that two pedestrians are able to walk comfortably side-by-side.

For standard suburban neighborhood developments, trip generation estimates are based on the tendency for people to travel in automobiles between individual, stand-alone land uses that are found in non-adjacent developments. For these developments, the rate at which automobile trips are generated strongly varies with the land use characteristics of particular sites, location of particular sites, and time of day. In contrast, within neighborhood developments that include adequate connectivity, land uses may be strategically located in order to reduce trip generation. Specifically, the land uses are co-mingled so that one trip may serve several purposes. Also, by reducing distances between residences and town centers, people more likely to walk or bike

between such land uses. Overall, these neighborhoods are more self-sufficient and therefore capture many of their own trips, thereby reducing the overall internal and external vehicle trip generation.

Access Management

Many urban and suburban jurisdictions have implemented one or more access management strategies in order to link roadway design to land use in order to improve access to properties on either side of a given transportation facility. Such practices include limiting the number of driveways and intersections on arterial roadways, constructing medians to control turning movements, encouraging clustered development, and creating more pedestrian-oriented street designs. Specifically, the following measures increase vehicle speeds, reduce congestion delays, and reduce incidents:

1. Limit the number of driveways per lot
2. Locate driveways away from intersections
3. Connect parking lots and consolidate driveways so that motorists are able to travel between parcels without reentering an arterial
4. Increase minimum lot frontage on major streets
5. Promote a connected street system so as to avoid street networks that direct all local traffic onto arterial roadways
6. Encourage internal access to outparcels so that numerous curb cuts are avoided on arterial roadways
7. Regulate the location, spacing, and design of driveways

LEGEND

A Brentwood High School

B Brentwood Middle School

C McGavock Farms Neighborhood

D Brentwood Country Club

E Princeton Hills Neighborhood

F Brass Lantern Farm Neighborhood

G Foxland Hall Neighborhood

H Belle Rive Neighborhood

KISERVOGRINDESIGN

BRENTWOOD HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Centennial High School

B Commercial Retail

C Future Office Development

D Future Vanderbilt Medical Campus

E Future Columbia State Campus

F Franklin Oaks Apartments

G Andover Neighborhood

H Commercial Retail

I McEwen Mixed Use Development

KISERVOGRINDESIGN

CENTENNIAL HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Fairview High School

B Fairview Middle School

C Fairview Elementary School

D McCormick Grove Neighborhood

E Braxton Bend Neighborhood

KISERVOGRINDESIGN

FAIRVIEW HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Franklin High School

B Columbia State Community College

C Cheek Park

D Commercial Retail

E Williamson County Parks & Rec.

F Franklin Sewage Treatment Plant

G Chestnut Bend Neighborhood

H Harlinsdale Farm

I Commercial Retail

J Orleans Estates Townhomes

K Rebel Meadows Neighborhood

KISERVOGRINDESIGN

FRANKLIN HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Independence High School

B Tollgate Village Neighborhood

C Tollgate Village Commercial Center

D S.S. Treatment System

E Mars Corporate Headquarters

F The Fields of Canterbury

KISERVOGRINDESIGN

INDEPENDENCE HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Page High School

B Page Middle School

C Stags Leap Neighborhood

D Milcrofton Utility District

KISERVOGRINDESIGN

PAGE HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Ravenwood High School

B Kenrose Elementary School

C Oakhall Neighborhood

D Raintree Forest Neighborhood

E The Laurels Neighborhood

F Northumberland Neighborhood

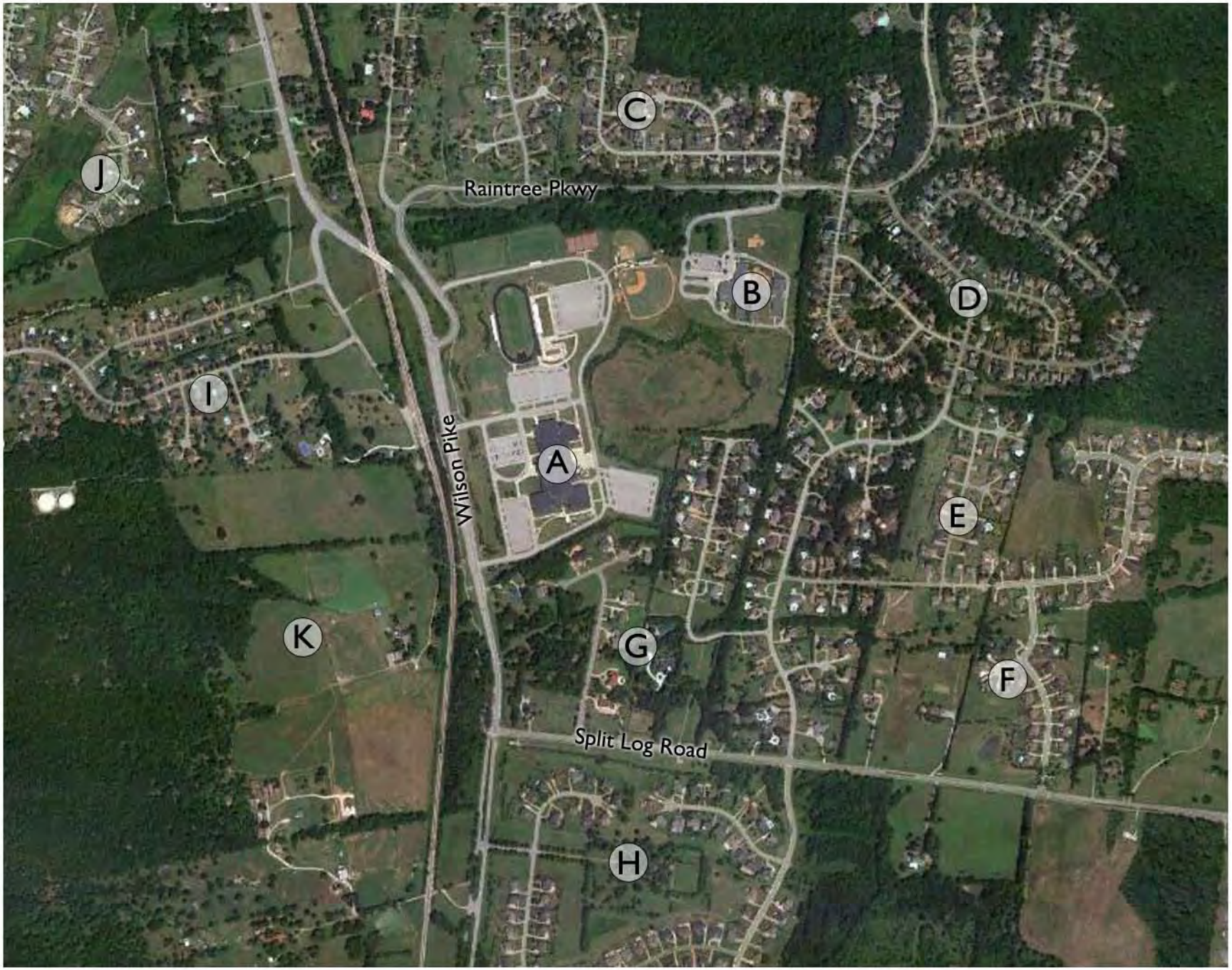
G Cross Pointe Neighborhood

H Inglehame Farms Neighborhood

I Carriage Hills Neighborhood

J Montclair Neighborhood

K Marcella Vivrette Smith Park



KISERVOGRINDESIGN

RAVENWOOD HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

August 6, 2012
Project # 12013

LEGEND

A Summit High School

B Spring Station Middle School

C Aston Woods Neighborhood

D Cherry Grove Neighborhood

E Glennmont Neighborhood

F Spring Hill Place Neighborhood

G Wade's Grove Neighborhood

H Future Mixed Use Development

KISERVOGRINDESIGN

SUMMIT HIGH SCHOOL
AND SURROUNDING AREA
Williamson County, Tennessee

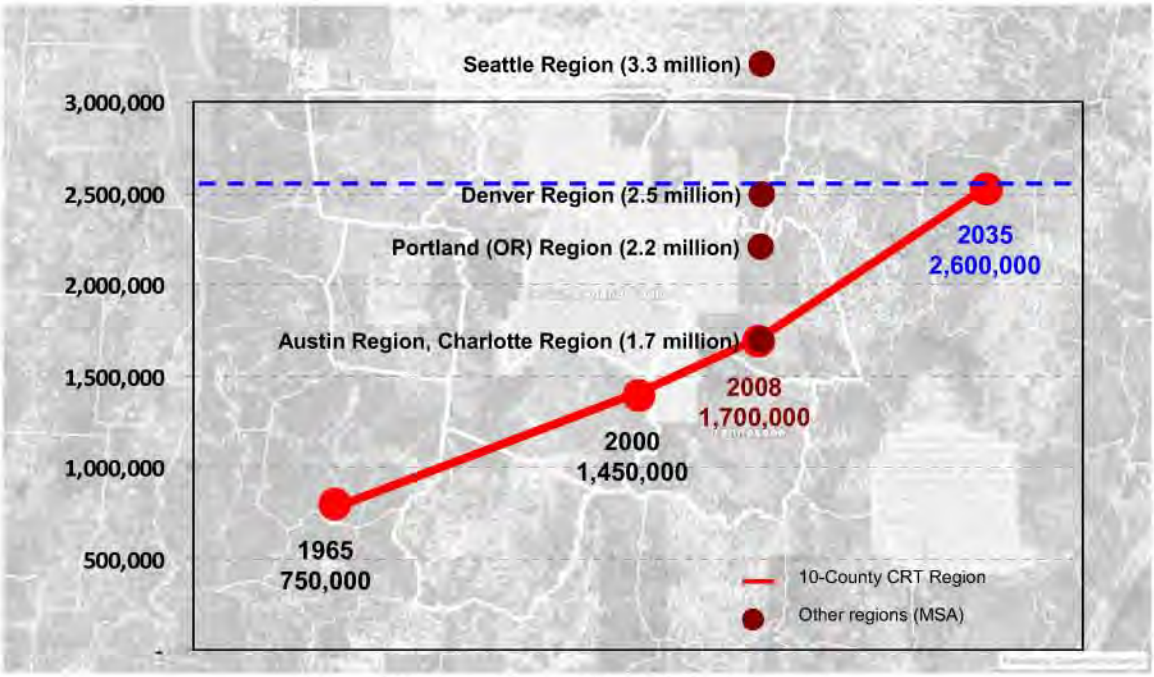
August 6, 2012
Project # 12013

3.0 Regional Growth Forecasts

3.1 Population & Employment Trends

The greater Nashville area is poised to grow by leaps and bounds over the next 25 years. Across the 10-county Middle Tennessee region, the MPO forecasts nearly one million more people to live in the area by the year 2035. Where those people live, work, and play, along with their socio-economic characteristics, will significantly influence the need for investments into our region's transportation infrastructure. As we think about future investments in transportation, it is important to realize that by the 2035, our region will be as large as the Denver region is today.

Figure 9. Middle Tennessee Population Growth Trends and Forecast, 1965 to 2035



Source: U.S. Census Bureau, Woods & Poole Economics.

Much of the projected growth for Middle Tennessee is expected to occur within the seven counties that are included, at least in part, in the planning area of the Nashville Area MPO. As shown in the following tables, from 2006 -- a year following the adoption of the MPO's last regional transportation plan -- to the year 2035, the seven county area is expected to see a 56 percent increase in population and jobs.

Davidson County is expected to remain the most populous county of the region and the center of the region's job market, adding another 138,470 people and 196,429 jobs by the year 2035. Williamson County is expected to see the largest rate of growth, as well as the largest net increase in population (228,976 people), more than doubling its population from 2006 through 2035, from 159,094 people to 387,970– a 144 percent increase.

Table 2. 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

Over the next quarter century, the demographic makeup of the region is expected to change significantly from that of today, particularly with respect to race, ethnicity, and age. By the year 2035, 15 percent of residents in the area will be 65 years or older, compared with about 11 percent today. Nationally, by the year 2025, experts expect just over one-quarter of all households will have children living at home – compared with about half of households back in the 1950s. The region's population also will be more racially and ethnically diverse. According to MPO forecasts provided by Woods and Poole Economics, by the year 2035, the percentage of the population within the region of Hispanic ethnicity will grow to 19 percent from about 6 percent in 2010.

Table 3. Change in Key Demographic Indicators, 1990-2035

Demographic	1990	2000	2010	2035
Total Population	982,486	1,226,954	1,506,645	2,174,914
Median Age	33	35	36	35
Non-White, Non-Hispanic	17%	19%	20%	20%
Hispanic	1%	3%	7%	20%
65 Years of Age or Older	11%	10%	11%	15%

Source: U.S. Census Bureau, Woods & Poole Economics

Since the mid-1980s, the counties surrounding Davidson County have been experiencing rapid population and economic growth, resulting in a diversification of economies and the development of a regional economy. Mirroring trends at the national level, the Nashville region will see continued job losses (-14%) in the Manufacturing and Industrial sectors while Nashville's strength in the Medical and Services (+78%) sectors will drive future growth. Transportation, Communication and Public Utilities will also experience noteworthy growth.

Table 4. Regional Employment by Industry/ Sector, 2008-2035

Category	Detailed Category	2008 Jobs	2008 % of Jobs	2035 Jobs	2035 % of Jobs	Change 2008-2035
	Totals	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, Comm, & 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 and Poole Economic

Table 5. Percentage of Jobs by Employment Category and County, 2008-2035

Year	Category	Davidson	Maury	Robertson	Rutherford	Sumner	Williamson	Wilson
2008	Industrial	19%	33%	44%	36%	34%	17%	35%
	Retail	19%	16%	15%	16%	17%	20%	18%
	Office	62%	52%	41%	48%	49%	63%	47%
2035	Industrial	15%	26%	37%	31%	31%	11%	28%
	Retail	17%	15%	13%	20%	16%	21%	21%
	Office	68%	59%	50%	49%	53%	68%	51%

Source: U.S. Department of Labor, Woods and Poole Economic

3.2 Land Development Forecasts

As indicated by the MPO's projection for a 56 percent increase in population between now and 2035, the Nashville area is anticipated to grow as a region well into the future. Determining where those people will live, work, and play is instrumental in determining where and how transportation infrastructure should be improved or expanded to accommodate that growth. While predicting the future is no easy task, the MPO employs a state-of-the-art geographic information system (GIS) modeling tool to assist in the effort.

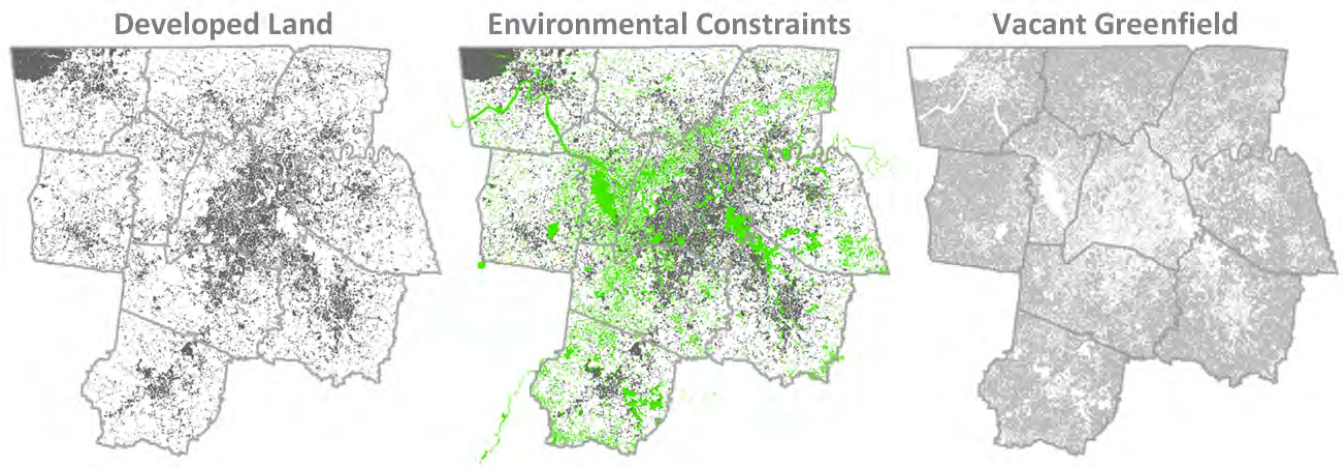
The MPO's regional land use model, built using *CommunityViz*, is the tool used to predict future demographic potential of each parcel of land throughout the region. This model allocates future households and employment throughout the region based on the land use policies and the each parcel of land's ability to attract new growth.

The basic premise of the land use model is the concept of supply and demand. The supply is simply the region's ability to accommodate new development. In other words, it's the regions "development capacity". Supply is usually determined by land use policies and/or subdivision regulations and provides specific guidelines that developers should follow when looking at a prospective piece of property. Demand is the region's predicted growth based on the region's economic outlook. This value can, (and does), change on a regular basis so it's important to monitor this and revise the demand when appropriate.

Step 1: Identify Land Available for Future Development

The first step in predicating a future land development pattern is to identify those areas that can physically accommodate future growth. This analysis includes the identification of parcels of land throughout the region that are either already developed, or have some characteristic or factor that prevents or precludes future growth from occurring. Natural barriers such as bodies of water or steep slopes, or land protected by public policy or regulation (e.g., parks, conservation areas, etc.) are taken off the table and not considered available for future development. The result of this analysis produces a map of vacant Greenfield parcels that have the capacity to support some amount of future growth.

Figure 10. Land Availability Analysis



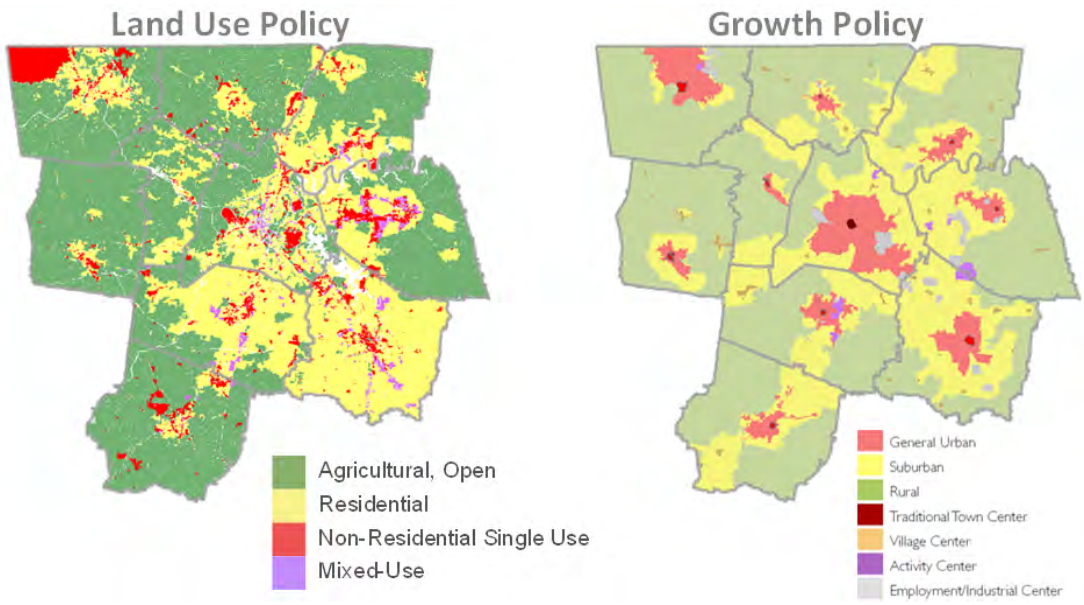
Step 2: Identify the Development Capacity of that Land

Exactly how much opportunity a parcel has to support future growth is determined by several factors. The second step in the land use modeling process measures each parcel's development capacity through an in-depth analysis of its land area, topographic features, and the implications of the overlying land development regulations and local land use policies.

Capacity is calculated for each parcel for a three-dimensional area called a building envelope. The building envelope exists on the portions of the parcel that can physically support development and is further defined by land development regulations (e.g., parking requirements, allowable density or floor-area-ratios, building heights, setbacks, etc.). The local land use policy dictates what type of capacity is being calculated (e.g., residential, commercial, mixed-use, etc).

Because of the regional scale of the MPO's land use model, it is not practical to analyze the specific land development regulations that apply to every single parcel throughout the area. Instead, the MPO assigns each parcel into one of eight character area types (e.g., general urban, suburban, rural, town center, etc.) which provide generalized assumptions about the land development regulations that would apply to a set of parcels that are part of a relatively homogeneous area. The following figure presents the generalized land use policies and land development regulations (or growth policy) that are used by the land use model.

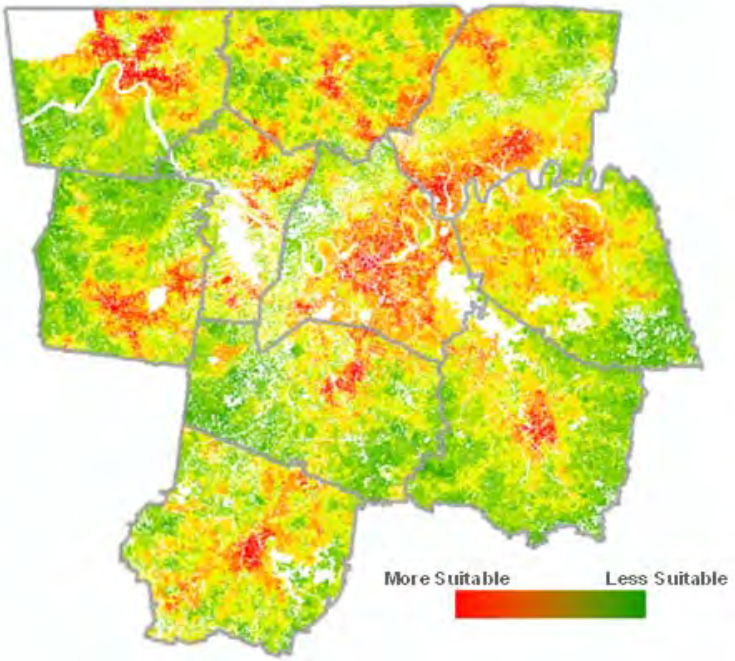
Figure 11. Land Use and Capacity Analysis



Step 3: Assess the Attractiveness of that Land to Future Development

Up to this point, no effort has been made to account for the real-world influences that determine to what extent the real estate market will invest or not in future development. The third step in the land use modeling process involves developing a measure of suitability, or level of attractiveness, for each parcel to develop at some point in the future. In taking this step, the MPO relied heavily on the input from real estate developers from across the region to identify the attributes that must exist in order to make a property a worthwhile investment. Using that local expertise, the MPO assign a suitability score to each parcel based on its proximity to a long list of assets or liabilities that make it more or less attractive for development.

Figure 12. Land Suitability Analysis

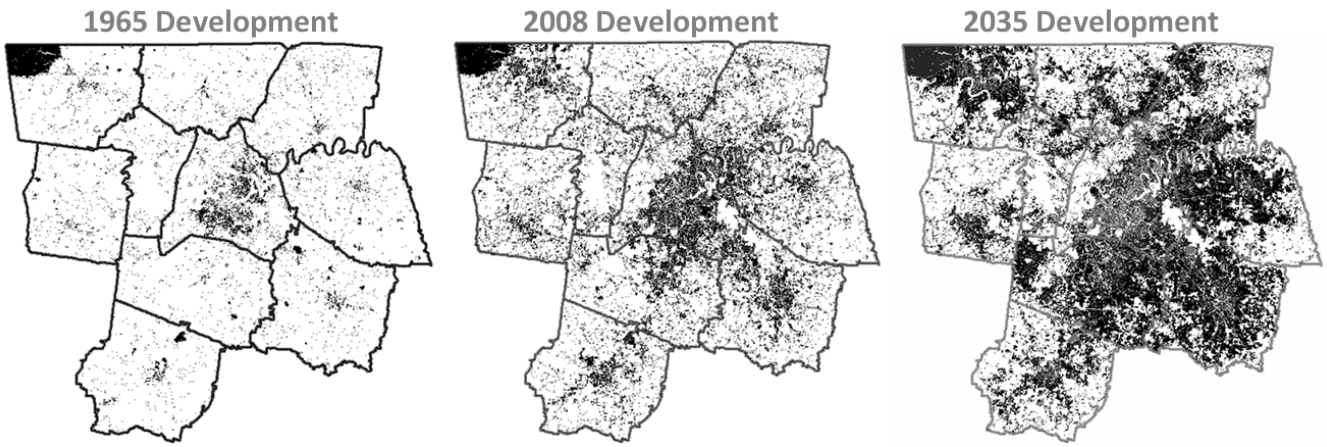


Step 4: Allocate New Growth to Suitable Land

The last step in the land use modeling process is the allocation of future growth to vacant parcels. In this final step, the model first looks to allocate future growth to the more suitable parcels, but not to exceed any one parcel's available capacity for growth. Once a parcel has reached its full potential – as defined by its own physical features as well as local policy and regulation – the model removes the parcel from further consideration.

The following figure presents the results of the 2035 land use model, compared with the observed land development pattern of 1965 and 2008.

Figure 13. Land Development Trends and Forecast, 1965 to 2035



Distribution of People and Jobs

With the land use modeling task complete, the MPO is able to complete its forecasts of future growth by identifying where people will live in work in the future. The results of such analysis become the basis for predicting future traffic congestion using the MPO's regional travel demand model.

The following figures present the resulting forecast for the distribution of people and jobs throughout the MPO area, with a comparison made to the observed pattern of 2008.

Figure 14. MPO Residential Growth by Block, 2008 to 2025

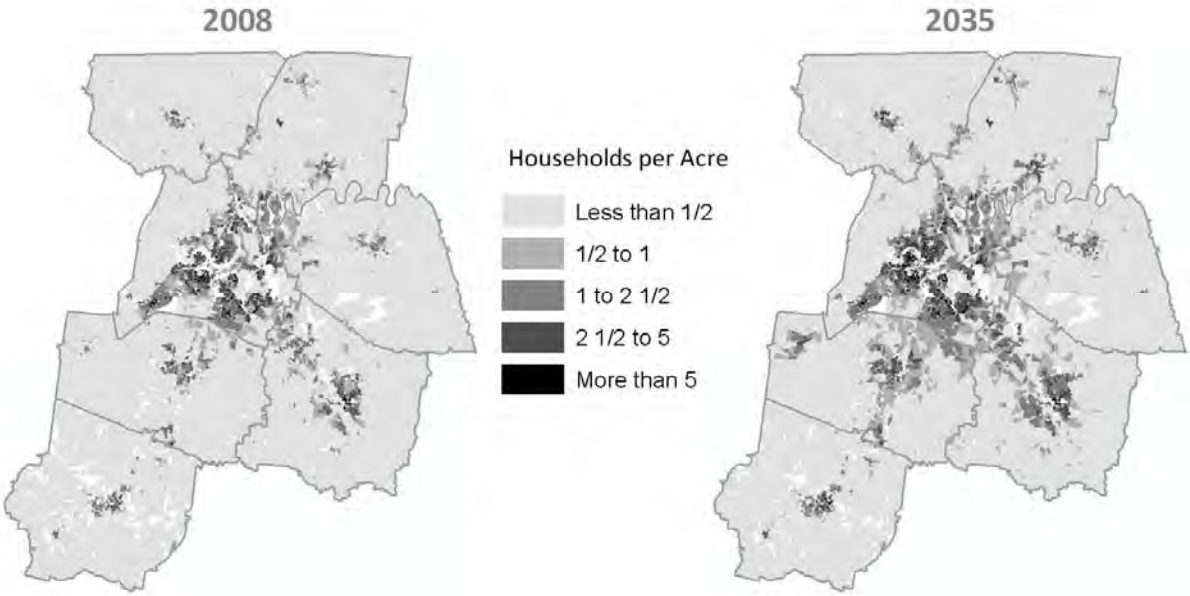
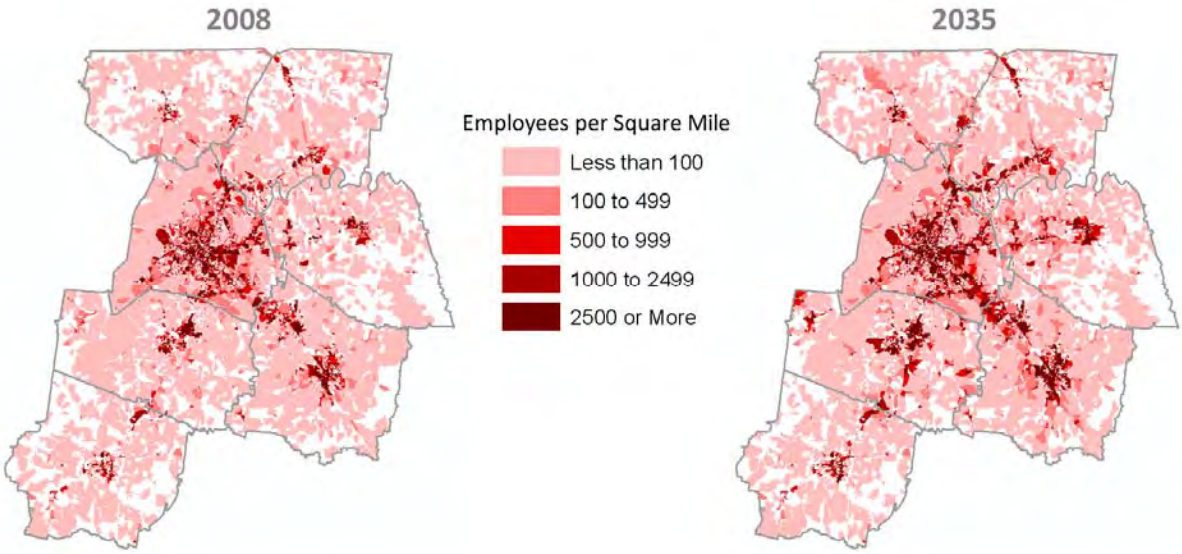
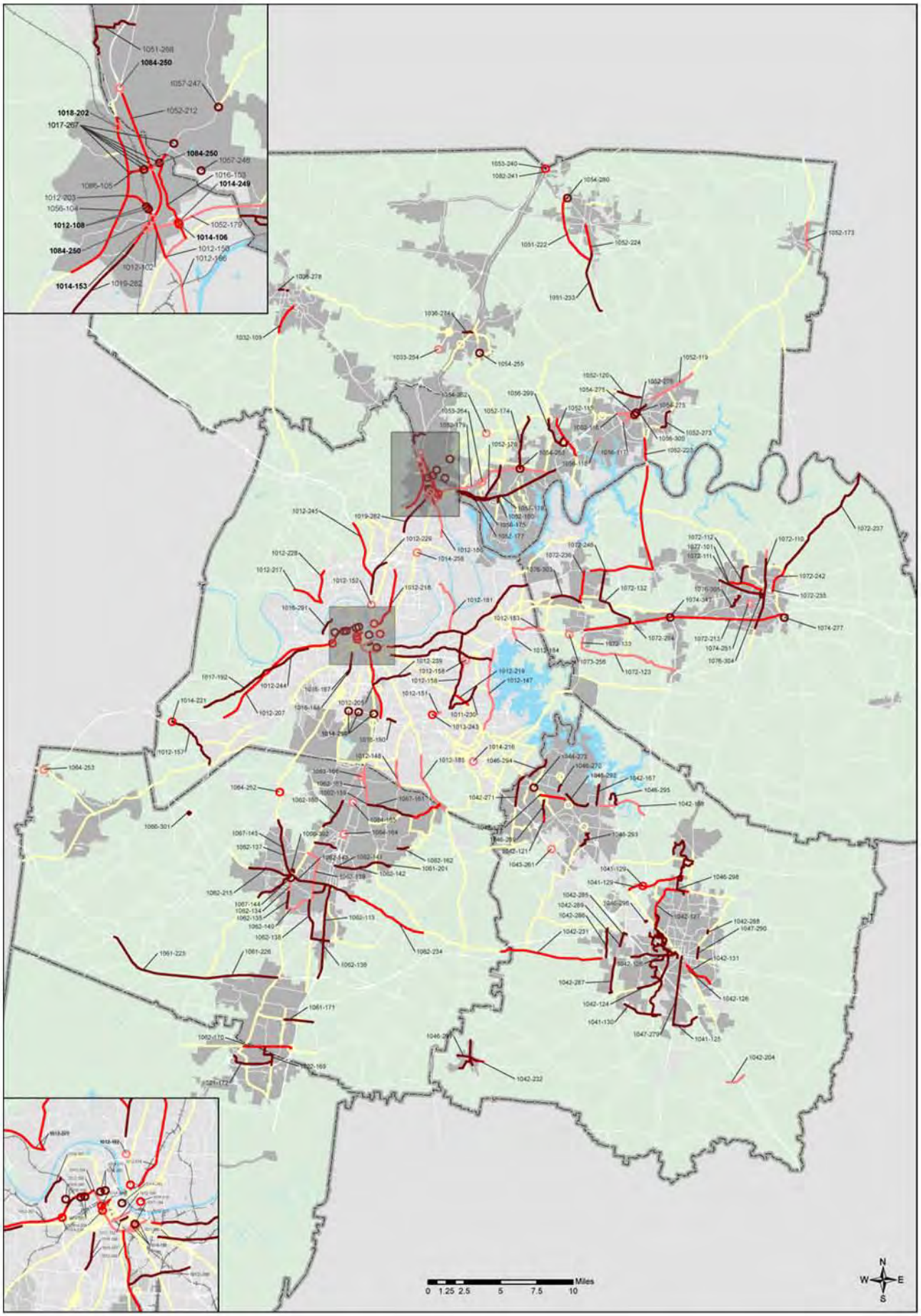


Figure 15. MPO Employment Growth by Block, 2008 to 2025





Legend

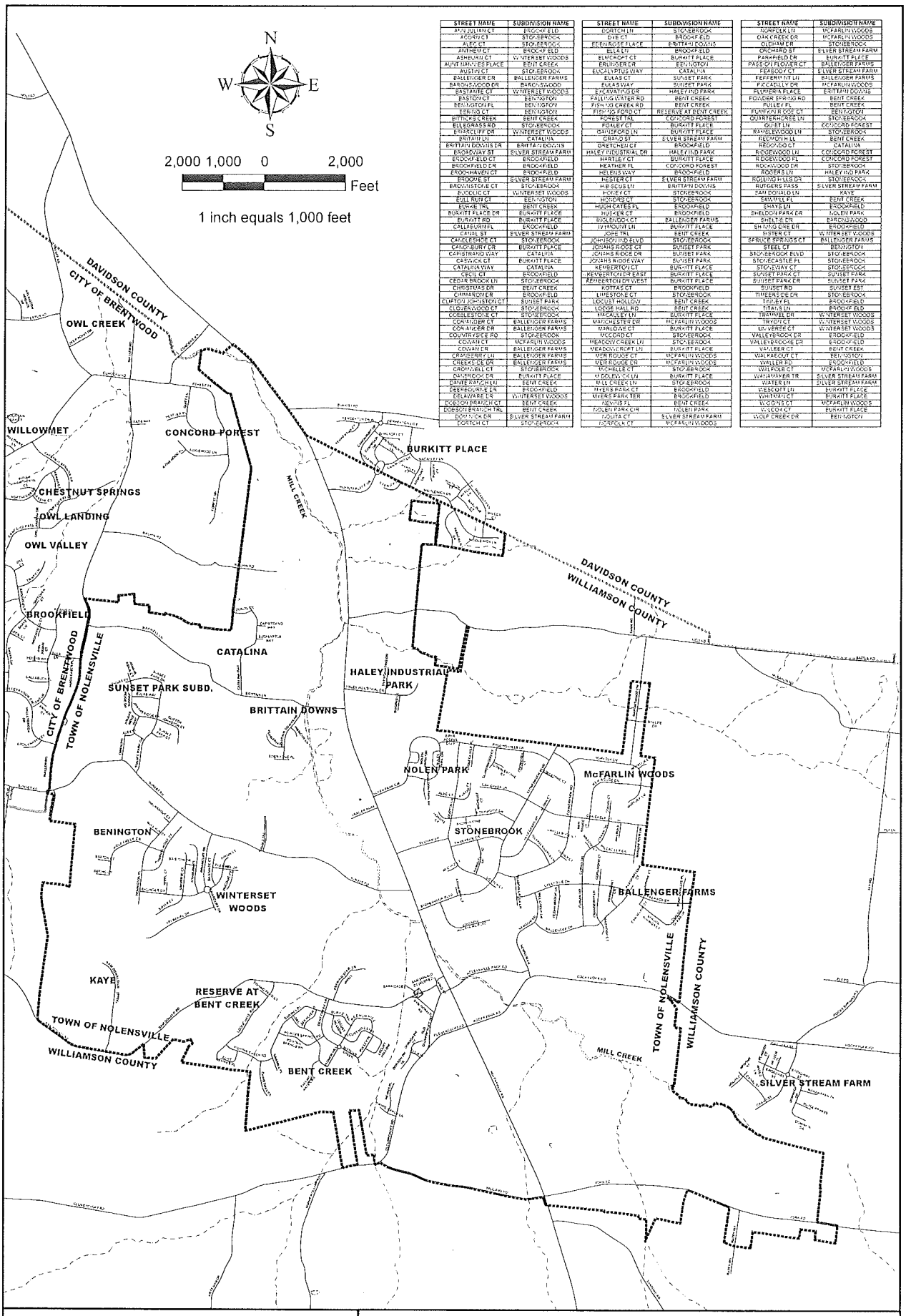
- 2011-2015 RTP Projects
- 2016-2025 RTP Projects
- 2026-2035 RTP Projects
- Unfunded Projects

This map is for illustrative purposes only. Drawings depict conceptual project corridors and areas not approved alignments

ROADWAY AND INTERSECTION IMPROVEMENTS NEEDS VERSUS COST-FEASIBLE PROJECTS

Nashville Area MPO

August 2010



STREET NAME	SUBDIVISION NAME
AMPHITHEATER CT	BROOKFIELD
ACORN CT	STONEBROOK
ALEC CT	STONEBROOK
ANTHEM CT	BROOKFIELD
ASHBURN CT	WINTERSET WOODS
AUNT HANNIES PLACE	BENT CREEK
AUSTIN CT	STONEBROOK
BALLENGER DR	BALLENGER FARMS
BARDWELL WOOD DR	BARDWELL WOOD
BASTAINE CT	WINTERSET WOODS
BASTON CT	BENINGTON
BENINGTON FL	BENINGTON
BERING CT	BENINGTON
BITTING'S CREEK	BENT CREEK
BLUEGRASS RD	STONEBROOK
BRIARCLIFF DR	WINTERSET WOODS
BRITAIN LN	CATALINA
BRITTAIN DOWNS DR	BRITTAIN DOWNS
BROADWAY ST	SILVER STREAM FARM
BROOKFIELD CT	BROOKFIELD
BROOKFIELD DR	BROOKFIELD
BROOKHAVEN CT	BROOKFIELD
BROOKIE ST	SILVER STREAM FARM
BROWNSTONE CT	STONEBROOK
BUCCLIC CT	WINTERSET WOODS
BULL RUN CT	BENINGTON
BURKE TRL	BENT CREEK
BURKITT PLACE DR	BURKITT PLACE
BURKITT RD	BURKITT PLACE
CALLABURN FL	BROOKFIELD
CAMEL ST	SILVER STREAM FARM
CANDLESHOE CT	STONEBROOK
CANDLEBURY DR	BURKITT PLACE
CARISBRAND WAY	CATALINA
CASWICK CT	BURKITT PLACE
CATALINA WAY	CATALINA
CECIL CT	BROOKFIELD
CEDAR BROOK LN	STONEBROOK
CHRISTMAS DR	BENT CREEK
CIMMARON DR	BROOKFIELD
CLIFTON JOHNSTON CT	SUNSET PARK
CLOVERWOOD CT	STONEBROOK
COBBLESTONE CT	STONEBROOK
CORIANDER CT	BALLENGER FARMS
CORIANDER DR	BALLENGER FARMS
COUNTRYSIDE RD	STONEBROOK
COVAN CT	MCFARLIN WOODS
COVAN DR	BALLENGER FARMS
CRAFTSBURY LN	BALLENGER FARMS
CREEKS DE DR	BALLENGER FARMS
CROMWELL CT	STONEBROOK
DANBROOK DR	BURKITT PLACE
DANIEL RATCHELIN	BENT CREEK
DEERGUN LEE DR	BROOKFIELD
DELAWARE DR	WINTERSET WOODS
DOBSON BRANCH CT	BENT CREEK
DOBSON BRANCH TRL	BENT CREEK
DOMINICK DR	SILVER STREAM FARM
DORTCH CT	STONEBROOK

STREET NAME	SUBDIVISION NAME
DORTCH LN	STONEBROOK
DYE CT	BROOKFIELD
EDELWEISS PLACE	BRITTAIN DOWNS
ELLA LN	BROOKFIELD
ELMCROFT CT	BURKITT PLACE
ERLINGER DR	BENINGTON
EUCALYPTUS WAY	CATALINA
EULAS CT	SUNSET PARK
EULAS WAY	SUNSET PARK
EXCAVATING DR	HALEY IND PARK
FALLING WATER RD	BENT CREEK
FISHING CREEK RD	BENT CREEK
FISHING FORD CT	RESERVE AT BENT CREEK
FOREST TRL	CONCORD FOREST
FOXLEY CT	BURKITT PLACE
GAINSFORD LN	BURKITT PLACE
GRAND ST	SILVER STREAM FARM
GRETCHEN CT	BROOKFIELD
HALEY INDUSTRIAL DR	HALEY IND PARK
HARTLEY CT	BURKITT PLACE
HEATHER FL	CONCORD FOREST
HELEN'S WAY	BROOKFIELD
HESTER CT	SILVER STREAM FARM
HIBISCUS LN	BRITTAIN DOWNS
HORDE CT	STONEBROOK
HOWARD CT	STONEBROOK
HUGH CATES FL	BROOKFIELD
HUSKER CT	BROOKFIELD
INGLEWOOD CT	BALLENGER FARMS
IVY MOUNT LN	BURKITT PLACE
JOSIE TRL	BENT CREEK
JOHNSON IND BLVD	STONEBROOK
JOHNS RIDGE CT	SUNSET PARK
JOHNS RIDGE DR	SUNSET PARK
JOHNS RIDGE WAY	SUNSET PARK
KEMBERTON CT	BURKITT PLACE
KEMBERTON DR EAST	BURKITT PLACE
KEMBERTON DR WEST	BURKITT PLACE
KOTTAS CT	BROOKFIELD
LINESTONE CT	STONEBROOK
LOCUST HOLLOW	BENT CREEK
LOOSE HALL RD	BENT CREEK
MACAULEY LN	BURKITT PLACE
MANCHESTER DR	MCFARLIN WOODS
MARLOWE CT	BURKITT PLACE
MCCORD CT	STONEBROOK
MEADOW CREEK LN	STONEBROOK
MEADOWCROFT LN	BURKITT PLACE
MER ROUGE CT	MCFARLIN WOODS
MER ROUGE DR	MCFARLIN WOODS
MICHELLE CT	STONEBROOK
MIDDLE LOCK LN	BURKITT PLACE
MILL CREEK LN	STONEBROOK
MYERS PARK CT	BROOKFIELD
MYERS PARK TER	BROOKFIELD
NEVIS FL	BENT CREEK
NOLEN PARK CIR	NOLEN PARK
NOTTA CT	SILVER STREAM FARM
NORFOLK CT	MCFARLIN WOODS

STREET NAME	SUBDIVISION NAME
NORFOLK LN	MCFARLIN WOODS
OAK CREEK DR	MCFARLIN WOODS
OLDHAM DR	STONEBROOK
ORCHARD ST	SILVER STREAM FARM
PARKFIELD DR	BURKITT PLACE
PASSOVER FLOWER CT	BALLENGER FARMS
PEABODY CT	SILVER STREAM FARM
PEPPERMINT LN	BALLENGER FARMS
PICCADILLY DR	MCFARLIN WOODS
PLUMERIA PLACE	BRITTAIN DOWNS
POWDER SPRING RD	BENT CREEK
PULLEY FL	BENT CREEK
PUMPKIN ROSE CT	BENINGTON
QUARTERHORSE LN	STONEBROOK
QUIET LN	CONCORD FOREST
RAMBLEWOOD LN	STONEBROOK
REDMON HILL	BENT CREEK
REGOLOGO CT	CATALINA
RIDGEWOOD LN	CONCORD FOREST
RIDGEWOOD PL	CONCORD FOREST
ROCKWOOD DR	STONEBROOK
ROGERS LN	HALEY IND PARK
ROLLING HILLS DR	STONEBROOK
RUTGERS PASS	SILVER STREAM FARM
SAM DONALD LN	KAYE
SAWYER FL	BENT CREEK
SHAYS LN	BROOKFIELD
SHELDON PARK DR	NOLEN PARK
SHELTIE DR	BARDWELL WOOD
SHIVING CREEK DR	BROOKFIELD
SISTER CT	WINTERSET WOODS
SPRUCE SPRINGS CT	BALLENGER FARMS
STEEL CT	BENINGTON
STONEBROOK BLVD	STONEBROOK
STONECASTLE PL	STONEBROOK
STONEWAY CT	STONEBROOK
SUNSET PARK CT	SUNSET PARK
SUNSET PARK DR	SUNSET PARK
SUNSET RD	SUNSET EST
TIMBERSIDE DR	STONEBROOK
TINNEY FL	BROOKFIELD
TITAN'S LN	BROOKFIELD
TRAPPER DR	WINTERSET WOODS
TRYON CT	WINTERSET WOODS
UNIVERSE CT	WINTERSET WOODS
VALLEYBROOK DR	BROOKFIELD
VALLEYBROOKE DR	BROOKFIELD
VAULER CT	BENT CREEK
WALKABOUT CT	BENINGTON
WALLER RD	BROOKFIELD
WALPOLE CT	MCFARLIN WOODS
WARNAMAKER TR	SILVER STREAM FARM
WATER LN	SILVER STREAM FARM
WESCOTT LN	BURKITT PLACE
WHITNEY CT	BURKITT PLACE
WIGGINS CT	MCFARLIN WOODS
WILCOX CT	BURKITT PLACE
WOLF CREEK DR	BENINGTON

Legend

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NOLENSVILLE, TENNESSEE 1838 A Great Place To Live

Town of Nolensville, Tennessee Street Map

(Revised September 18, 2009)

TENNESSEAN.COM

'Sleepy' Nolensville sees eye-opening growth

Those who follow building trends in the county have started to take notice that once-sleepy Nolensville is turning into a powerhouse of new home starts.

During the past few months, building activity in the town was running fairly close to that of Brentwood, its prosperous neighbor to the west, at least on paper.

In May, 18 building permits were issued in Nolensville, only one permit less than in Brentwood that same month. The combined price of the homes is also fairly close, with Brentwood at $6,648,6600 to Nolensville's $6,565,987.

Brentwood issued a few more building permits last month, 25 compared with 20 in Nolensville. In April, Nolensville issued 25 while Brentwood issued 27 permits.

Those close numbers weren't surprising to Brentwood resident Bill Kottas, a principal with CK Development, which created Brentwood subdivisions such as Chenoweth, Brookfield and the Estates of BonBrook as well as Bent Creek and Benington in Nolensville.

"I think one of the main reasons is the schools," he said. "With the new Nolensville Elementary, the Sunset schools and Ravenwood, the buyer doesn't see a big difference between Nolensville and Brentwood right now. You get the same great facilities, the excellent teaching staff and all the same benefits of being in the Williamson County school system as everyone else."

Schools lead way

Debra Judson, a realty agent with Zeitlin & Co. in Cool Springs, got her license in 2000 and has lived in Nolensville since 1998. She agrees with Kottas. Most of her relocating clients start their home search focused on schools first followed by community location and pricing.

"The location of the schools is the same, but the only difference is the ZIP code change. You have the convenience of being close to Cool Springs and I-65 in both, but in Nolensville, you have more choices in the communities. And there is good pricing as well as the ability to upgrade," she said.

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Builders are more likely to show potential buyers lots and then ask what they'd like their new homes to look like based on available floor plans.

"There's more opportunity of selection where your 425 price point gives you more buying power and your child will still go to Ravenwood," Judson said.

Those who are new to Nolensville are putting down some big money to live in these new neighborhoods. Sunset Park, Benington and Catalina homes usually go for about $475,000 and up.

"They offer half-acre lots and three-car garages," Judson said. "They're just selling hand over fist."

Business follows rooftops

Nolensville is getting more businesses, which, in turn, can attract future residents.

When Bent Creek started welcoming its first homeowners in 2005, Nolensville had little more than a gas station, a Sonic Drive-In and a grocery, Kottas remembers. Now there are more retail centers playing host to a variety of nail salons, dance studios and a new Dollar General. Residents also can chose to dine on pizza, Mexican fare, gourmet coffee, Chinese take-out and sample barbecue from world-renowned pit master Patrick Martin's standalone restaurant, Martin's BBQ Joint.

But even with the uptick of late, Nolensville shouldn't expect to unseat Brentwood in either home prices or new residential building starts anytime soon, according to industry leaders.

"Brentwood will always be higher. But this is probably going to be a trend in Nolensville for quite a while," Kottas said.

Contact Bonnie Burch at 615-771-5421 or bburch@tennessean.com. Follow her on Twitter at BonnieBurch_WAM.

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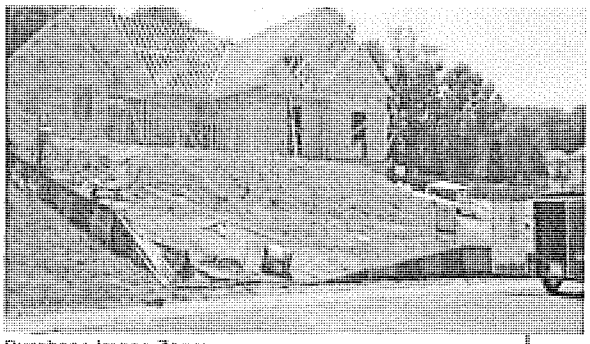

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Framing is going up on a new home on Piccadilly Drive in the Nolensville subdivision of McFarlin Woods. Vicky Travis / The Tennessean

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New home construction making a comeback

By Nevin Batiwalla
nbatiwalla@bizjournals.com | 846-4278

Home construction is on the rebound in Middle Tennessee, a leading sign that the region's economy is growing again.

Through April, more than $94 million in residential building permits had been issued in Davidson County, a 24 percent increase from a year ago, according to the U.S. Census Bureau. For the broader Nashville metropolitan area, the number of single-family residential permits issued was up 20 percent during the same period.

An uptick in home construction is a sign of job growth. Take Spring Hill, for example, where new homes are popping up and selling fast because of major expansions by General Motors and Mars Petcare, builders said. The flurry of construction also represents millions of dollars that ripple throughout the economy.

David Hughes, a principal with builder Citizens Homes, said business is up 100 percent. So far this year, his company has sold 30 new homes.

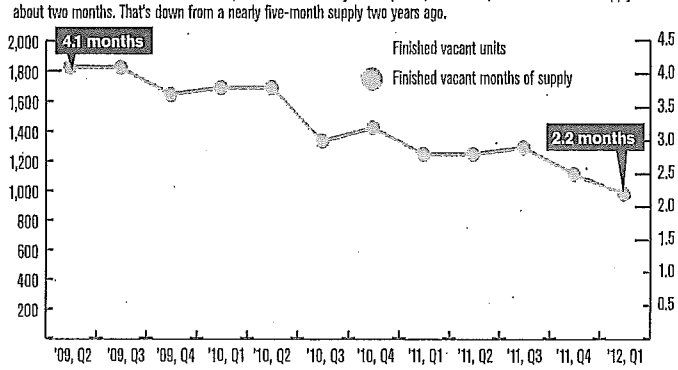
"2012 has been a whole lot better than 2011 was," Hughes said. "But we are still not anywhere near an average market for Nashville."

Hughes said Williamson and Wilson counties are coming back strong.

"The $250,000 to $500,000 range probably has been the strongest price points," he said.

Shrinking supply

With demand for new homes on the rise, Nashville's inventory of completed, but vacant, new homes is at a supply of about two months. That's down from a nearly five-month supply two years ago.



Source: Metrostudy

Just this week, Tower Investments LLC and Tennessee Contractors Inc. announced development had begun on Stream Valley, a 345-acre mixed-use project in southern Williamson County that is zoned for 824 single-family homes. Ryan Homes is pre-selling houses in the development for $300,000 to $400,000.

Meanwhile, it has been a challenge to sell homes in Antioch's Harvest Grove subdivision, where prices range between $130,000 and $160,000, Hughes said.

"The starter home market is still pretty weak," he said. "We haven't seen a big surge in that price point. People who are renting are afraid to buy and are flocking to apartments right now."

As rent prices continue to climb, Hughes said, eventually renters will reconsider buying.

David McGowan, president of Regent Homes, has a similar story to tell. This time last year, his company had sold 48 homes. This year, sales already are at 89.

"Submarkets in south Davidson and north Williamson are doing extremely well," McGowan said. "If you've got the lots, you're able to sell right now."

However, Rutherford County isn't doing as well, he said.

"Rutherford is starting to pick up, but it's about a year behind the Davidson County market," McGowan said.

In the Nashville area, new home construction increased 57 percent in the first quarter over last year, according to Metrostudy, a national housing market research firm. Jason Brown, director of Metrostudy's Nashville region, expects home construction to continue to improve this year, although the second quarter is not likely to be as robust as the first quarter.

"I anticipate as Nashville becomes more healthy we will see an increase in starts," Brown said. He expects sales to lag construction until the fourth quarter.

The biggest obstacle for developers remains access to capital.

"Most have capital to do one subdivision, but they don't have the capital to do five or 10," Brown said. "The banks' appetite for those type of loans was frozen for the past four years."

With banks hesitant to make those kind of loans, builders are seeking capital from private capital and out-of-market investors.

Another issue is an anticipated shortage of lots ready for development that is fast approaching in certain areas in Davidson and Williamson counties.

"Really no new supply of lots is coming online," McGowan said. "The average person doesn't realize how long it takes to get a lot ready. Between the entitlement process and securing a bank loan, it can take 36 months for a land developer to get a lot online."

If builders are not actively looking for land for 2013 or 2014, "they are behind the curve," Brown said.

Having a healthy housing supply is important for business growth. Housing is on the top of the list of things companies consider when deciding where to relocate, economic development professionals say.

But, the expected shortage will likely push prices up for existing homes.

"When people realize they can't get a new home they'll migrate to the resale market, and prices will start to rise and that causes new home construction to rise as well," Brown said.

With much of the available developable lots spoken for, builders are turning to subdivisions such as Dorsett Park off Granny White Pike in Nashville and Burkett Place in Nolensville where construction came to a halt during the recession. In the case of Burkett Place, Regent has been able to sell homes over the past 12 months twice as fast as bank appraisers expected.

"Subdivisions that sat dormant for three years are now doing very well," McGowan said.

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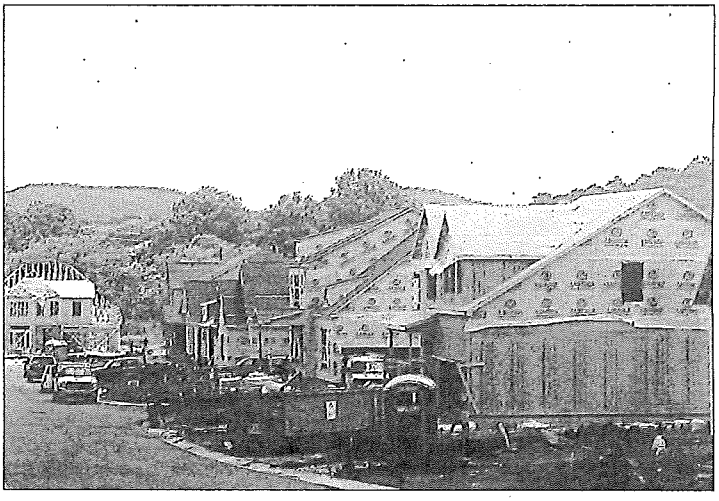

JAMES YATES | NASHVILLE BUSINESS JOURNAL

Citizens Homes is building new homes in the Bent Creek subdivision in Donelson. The builder says business is up 100 percent this year.

TENNESSEAN.COM

Williamson County sees housing rebound

FRANKLIN — Whether she crunches the numbers or looks at the faces coming into the county offices for a building permit, Lisa Hobgood reaches the same conclusion: Residential construction is on the rebound.

"I'm starting to see some guys I haven't seen in a while," said Hobgood, a financial assistant in the community development office for Williamson County. "Absolutely, they're encouraged."

By almost any measure, the market for single-family homes in Williamson County is getting stronger. Taxes collected on new construction over the past six months is at a five-year high, the median sales price is climbing, more building permits are being issued and, anecdotally, long-dormant projects are seeing more hard hats and pickups than they have in years.

This activity is taking place while lenders continue to foreclose at a rate that is only slightly better than when foreclosures peaked in 2010 at 456. There were 405 foreclosures last year, and the county has seen 171 this year, according to Simon Hartland of Realty Trust Residential.

Seemingly, this new construction won't fare well as long as foreclosure properties continue to hit the market, but Williamson County is actually running low on inventory, according to Jason Brown, director of Metrostudy for the Nashville area.

"They have to actually build something to close, which sounds kind of obvious, but it hadn't been that way for a few years," Brown said of home sales.

During the first quarter of the year, there were slightly more than 100 new homes on the market in Williamson County, which is enough inventory for almost two months, Brown said. Three years ago there was a five-month supply. When construction slowed to a trickle during the recession, buyers slowly exhausted the county's inventory.

For the past three or four months, Brown said, Williamson County has seen a greater number of housing starts than sales, which is a very positive sign. By comparison, Davidson County is seeing an approximately equal volume of new construction and sales.

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"Davidson is generally about a year behind Williamson in terms of starts and closings," Brown said.

Foreclosures mostly below $200,000

One of the key factors in seeing new construction, Brown said, is the difference in the homes now being built and those being resold by banks. In the 12 months before the start of May, 46 percent of Williamson foreclosure transactions were for less than $200,000. During the same period, 52 percent of new homes sold for $350,000 to $700,000, Brown said.

That gap exists in Davidson, but it is not as wide. Though there are pockets of stronger growth, most new homes in Davidson are selling for $300,000 or less.

The recent sales activity in Williamson fits with what Hobgood said she's seeing in the permitting office. During the first five months of the calendar year, the county issued 84 permits for single-family homes going up in the unincorporated areas. For the most part, those homes start at $350,000 and top out around $600,000, she said. The construction also is scattered across the county and is not concentrated in particular areas.

In 2010, the county issued 129 permits for new single-family homes, Hobgood said.

Boyle Investment Co. is developing Berry Farms, a project expected to bring 1 million square feet of commercial space a nd 1,000 homes to the Goose Creek Bypass area near Interstate 65. Jeff Haynes, a managing partner with the firm, said builders will take ownership of 53 residential lots within a couple of weeks. The Berry Farms acreage sat untouched during the depths of the recession until a year ago when Boyle began installing the infrastructure to support new construction.

"I think the general consensus from everyone in Nashville is, we're darn glad to be in Nashville rather than some other area," Haynes said.

This market has generally weathered the recession better than others, and that's attractive to businesses and the people they hire, he said.

"Ultimately, we have people moving to the city, and that means we have people looking for homes."

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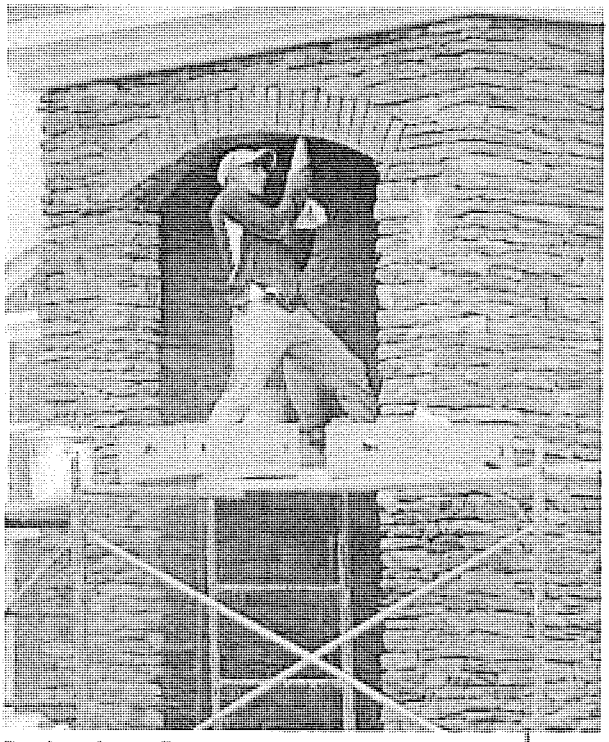

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A worker on Thursday puts the finishing touches on brick and stone accents on the front of a new home in the Tuscany Hills subdivision in Brentwood. / Sanford Myers / The Tennessean

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