

White House Comprehensive Plan



White House 2040: Creating and Sustaining a Community with Character

Adopted: April 8, 2019



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WHITE HOUSE COMPREHENSIVE PLAN

Section 1: Introduction

This Comprehensive Plan is designed to be the City of White House's overall comprehensive planning and development toolkit. It was developed to position the City to address growth, development, and redevelopment in the next 20 years. This comprehensive planning document is designed to be used to support the City's overall growth and budgetary policy.



COMPREHENSIVE PLANNING

The White House comprehensive planning process is a long-range transportation and land use planning effort that is intended to guide future growth and the physical development of the City. The goals and policies are designed to help White House become a prosperous, healthy, equitable, and resilient community. This section defines both the scope and limit of this Plan's elements, while explaining how and when supporting documents and implementing tools are used.

The end result of the comprehensive planning process is this Comprehensive Plan. The main focus covers both transportation and land use, which are vital and inextricably linked aspects related to White House's growth and development through the year 2040. Taken together, they form the way forward for the City's decision-makers; elected and appointed officials; property owners; business owners; residents; developers; and all interested and engaged stakeholders.

CITY PLANNING

The goals and policies in the Plan cover a wide variety of topics, but they are all geared towards informing and guiding land use and transportation decisions. A land use decision is one that has a significant impact on present or future land uses on a particular piece of property. Examples of

land use decisions include zoning decisions, annexation within the City's Urban Growth Boundary, and capital infrastructure investments and extensions.

When applying the goals and policies identified throughout this Plan to particular situations, such as specific development proposals or small area plans, there may be competing or, in some cases, conflicting policies. Such proposals or situations must be judged to determine if they meet the spirit of the purpose and goals in a given instance. Even the strongest policies should not automatically preclude other policies. Each and every city planning and development decision is different in some aspect, but, it must be acknowledged, that the incremental, month-by-month decisions made with the guidance of this Plan will result in the making and remaking of White House.

There is no set formula that determines "good" city planning. However, the collective impact of each and every decision made by City Staff and the Planning Commission will result in how the built environment of White House looks, functions, and feels. This Plan aims to be clear, reasonable, and realistic, but also aspirational. Therefore, in cases where there are competing directions offered by different policies or goals, City Staff and Planning



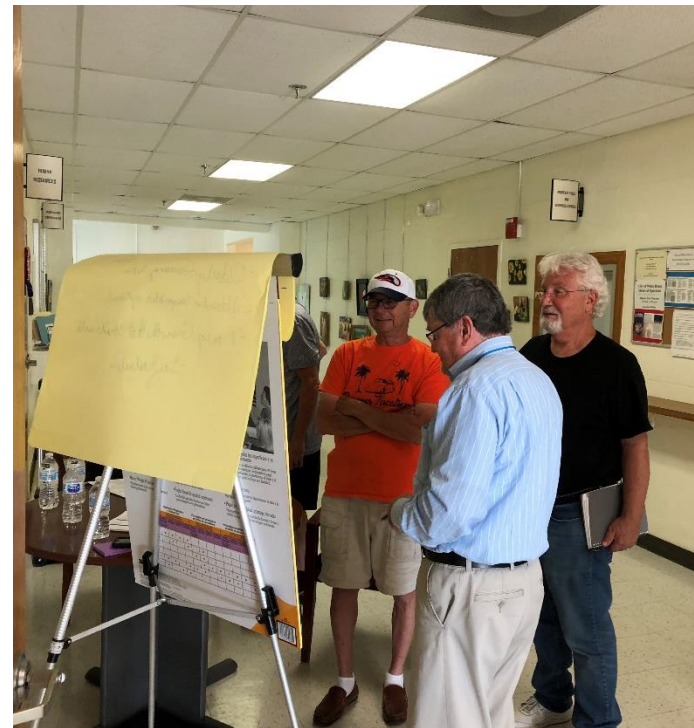
Commission may choose the direction they believe best embodies the spirit of the Plan, as a whole.

This Plan endeavors to maintain the careful balancing act of city planning. There will be trade-offs and compromises. This Plan attempts to create an environment of controlled flexibility in the growth and development of White House, while providing clear guidance on land use and capital improvement decisions. This Plan's Purpose and Goals (Section 1.2) provide an anchor and reference point for Staff, Planning Commission, Board of Mayor and Aldermen, and all City stakeholders to consider when making land use decisions.

HOW WAS THIS PLAN DEVELOPED?

The White House 2040 planning process encompasses a 12-month period of analysis, reflection, engagement, and generation of ideas. The City Staff and Consultant Team worked extensively to produce the Comprehensive Plan. One public meeting was held that provided an open platform for citizens and stakeholders to engage in the White House 2040 comprehensive planning process. The public meeting was held on April, 17, 2018. The meeting was an open-house and provided stations for stakeholders to engage with City Staff and the consultant team to discuss each Plan resulting from the White House Comprehensive Planning Process. Additional public

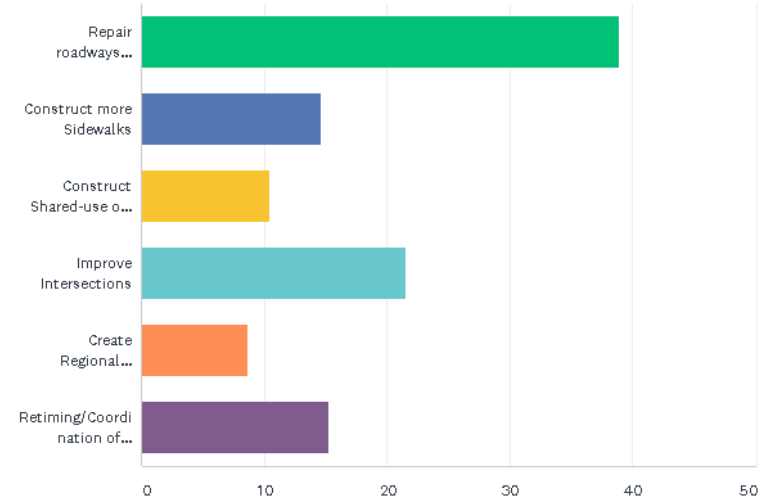
meetings were held November 12, 2018, December 10, 2018, and January 14, 2019 to allow for additional review, comment, and feedback. In addition to the public meetings, a survey was distributed in order to solicit public feedback from a wide range of stakeholders.



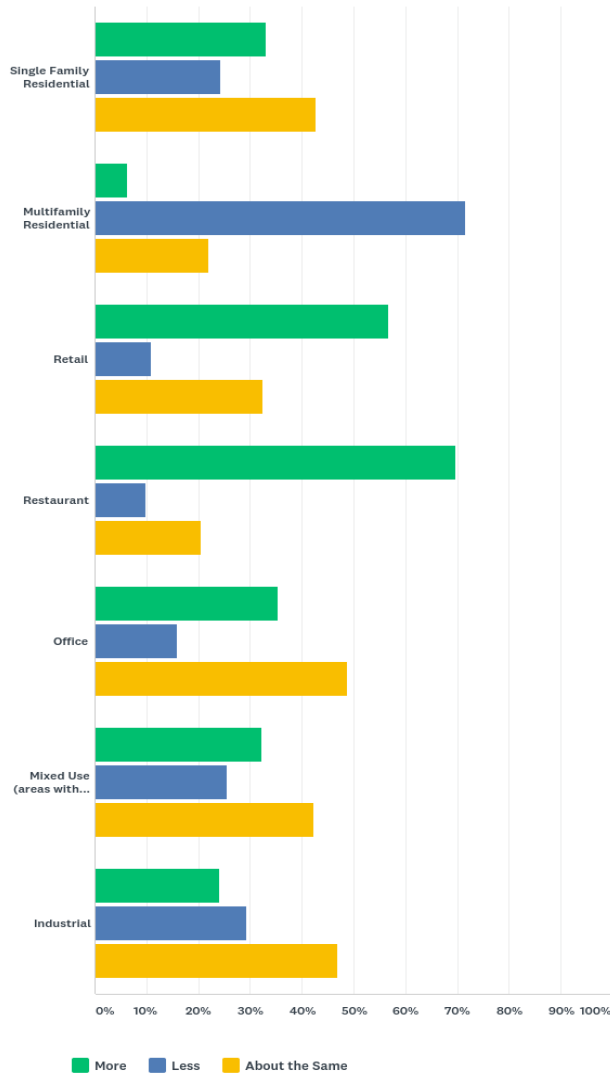
In addition to the public meetings, a 10-question, online survey was distributed from May 28, 2018, until June 25, 2018, in order to solicit public feedback from a wide range of stakeholders. Of the responses received, 88% live in White House, while only 31% work in the City.

Most (72%) noted that they would not utilize transit, if it was available as a community option. Sidewalks and multiuse paths ranked as the top two most preferred pedestrian facilities, which correlates to the top two areas of concern for transportation in White House, which were noted as Lack of Bicycle Facilities and the need for More Off-Road Shared-Use Facilities.

Respondents were asked to allocate funding for future transportation improvement and the top three results were: (1) Repair Roadways (potholes/cracks/etc.), (2) Construct More Sidewalks, and (3) Construct Shared-use Off Street Facilities, which continue the theme of increased pedestrian connectivity seen in the survey results.



Respondents were asked if the City needed “More”, “Less” or “About the Same” of a grouping of land uses and provided the following results:



Respondents noted the need for more restaurants and retail options, “About the Same” office and industrial uses and less multifamily uses.

The final two questions in the 10-question survey related to quality of life in White House and an open-ended comment section to allow for further explanation from the respondents. Respondents were asked to rank several factors in terms of importance to the future development within White House. Protective services, economic development and shopping/retail convenience rounded out the top three in the rankings.



Section 1.2 Goals

This section provides the Goals and Objectives for development and redevelopment throughout the City of White House. To achieve the vision of the White House 2040 planning process, this section establishes the overall 2040 Planning Purpose and Goals for the City's residents, decision-makers, property owners, business owners, City Staff, and all stakeholders. Future Land Use Plan organizes the City into Character Areas. Each Character Area utilized by this Plan is based on the existing sit and overall development pattern of the surrounding area.



Purpose and Goals

This section sets forth the foundation for the overarching policy framework for the White House 2040 Comprehensive Plan. The vision, goals, and policy for this Plan is considered throughout each element of the Comprehensive Plan to ensure consistent vision and implementation.

This section describes the Plan Goals, then describes how this plan relates to regional and state planning, especially related to transportation planning. Since transportation is not only a local issue, the White House 2040 comprehensive planning process links to regional partnerships by identifying the goals of the Tennessee Department of Transportation (TDOT) and the Nashville Area Metropolitan Planning Organization (MPO).

White House 2040 Policy Goals and Objectives

The following goals and objectives provide the foundation of this plan: to make White House a more

connected, prosperous, and healthy community. In essence, these goals are designed to pave the way forward for the City of White House.

White House Comprehensive Plan Purpose Statement

The Plan is a policy guide for the City of White House to use in decision-making for transportation and land use development that aims to leverage growth, development and investment to make the City a socially and economically vibrant community.



Create a healthy, environmentally sustainable and socially connected White House.

Encourage the development of local business and economic vitality within White House.

Promote preservation of historic, cultural, and natural resources within White House.

Manage growth in an orderly process to maintain the quality of life for the residents of White House.

Consider multimodal connections as part of all transportation projects and development applications to improve pedestrian and traffic safety in White House.

Promote safety for all users of White House's transportation network.

Work cooperatively with White House's neighboring communities, governments and agencies on regional growth and transportation issues.



Plan Implementation Toolkit

The following provides City decision-makers with a step-by-step toolkit for implementing the policies, projects, and overall vision encompassed by the White House 2040 comprehensive planning process.

Future Growth Plan:

Use this Plan and its policy framework as a **vision** for the White House's future growth and development.

City Planning:

Use the Plan to **create** exceptional places for people through the design of development and redevelopment, the activation of streets and incorporation of a transportation network that includes a pedestrian and multimodal focus.

Decision Making:

Let this Plan serve as a **guide** for decision making. The most common way this Plan will be used in this manner is the Zoning process. Rezoning decisions should be based on compliance with this Plan. This Plan should also be used in making decisions for capital improvements throughout the community. For example, it can be used as a guide for determining priorities for roadway improvements, greenway improvements, and for the construction of sidewalks.

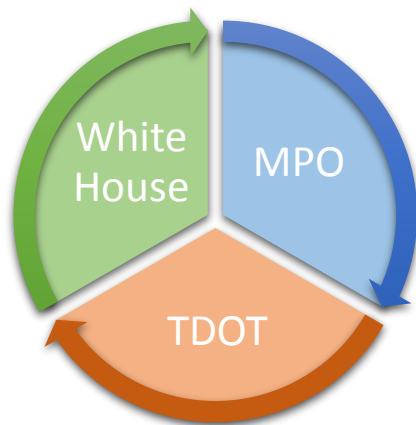
Legal Requirements:

This Plan is intended to meet certain the **legal requirements** set forth in the Tennessee Code Annotated (TCA) Title 13 Chapter 4 Part 2, which states that "it is the function and duty of the commission to make and adopt an official general plan for the physical development of the municipality."



Alignment with State and Regional Goals

In order to align the White House 2040 comprehensive planning process with state and regional planning and transportation objectives, this



plan incorporates the high-level goals established by both the MPO and TDOT. Growth, development, and transportation issues do not stop at a city or county boundary. These issues require a partnership between local,

regional, and state agencies. This planning process attempts to interweave the City's future planning with both the MPO and TDOT. The goals of these partners in planning are incorporated into White House's planning vision, future conditions, and plan implementation.

The MPO Goals are included from Middle Tennessee Connected 2040 Regional Transportation Plan, which sets the overall framework for transportation projects and funding within the seven county area within the MPO. The TDOT Guiding Principles are included from the 25-Year Long Range Transportation Plan, which establishes the vision and strategy to address the state's prioritization of and

funding for multimodal transportation projects throughout Tennessee.

NASHVILLE AREA MPO GOALS

- Maintain a safe and reliable transportation system for people and goods
- Help local communities grow in a healthy and sustainable way
- Enhance economic competitiveness by improving private sector performance
- Spend public funds wisely by ensuring a return on investment

TDOT GUIDING PRINCIPLES

- Preserve and Manage the existing system
- Support the State's Economy
- Maximize Safety and Security
- Provide for the Efficient Movement of People and Freight
- Build Partnerships for Sustainable and Livable Communities
- Protect Natural, Cultural, and Environmental Resources



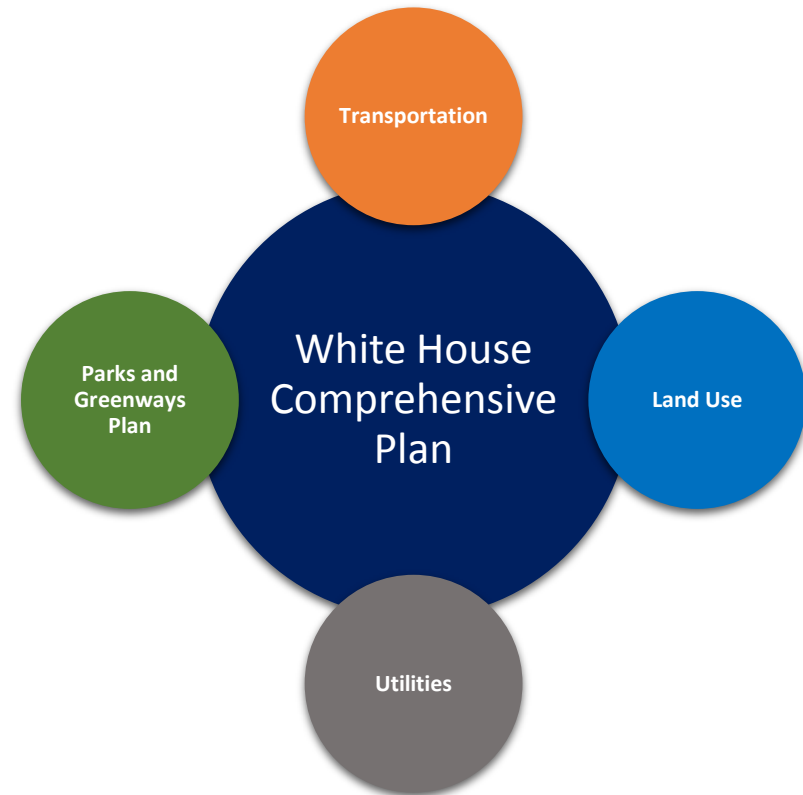
How to Use this Plan

This Plan is an all-inclusive resource for economic and community development that interconnects each element within the White House Comprehensive Plan into a policy toolkit for White House. By tying together land use, transportation, utilities, and parks and greenways policies, the Plan offers direction and vision for the future of the community that considers all facets of development and growth. By also examining the economic and social qualities of White House that spur successful and significant improvements, the Comprehensive Plan offers an approach to help shape the future physical development of the community. Finally, the Plan connects the implementation strategies from each Plan element White House Plan to best utilize resources to achieve the goals and objectives of this comprehensive planning process.

Like many communities in the Middle Tennessee region, White House faces increasing development pressures that sometimes conflict with a strong desire to preserve, protect and enhance its small town charm. The Comprehensive Plan is a tool that aims to lessen growth conflicts by guiding the community in controlling and managing its growth through the year 2040, with updates to keep current along the way.

In addition to a unique set of challenges, this growth presents tremendous opportunity for the

City of White House to make informed decisions on future development and manage overall growth. This Plan, along with previous planning efforts, offers a proactive approach toward shaping the future in order to promote sustainable economic and community development. To be proactive involves a clear vision of what the future can be and a strategy towards achieving that end. This Framework Plan ties together the three current planning documents for the City of White House:



Section 2: Land Use

2.1 Existing Conditions

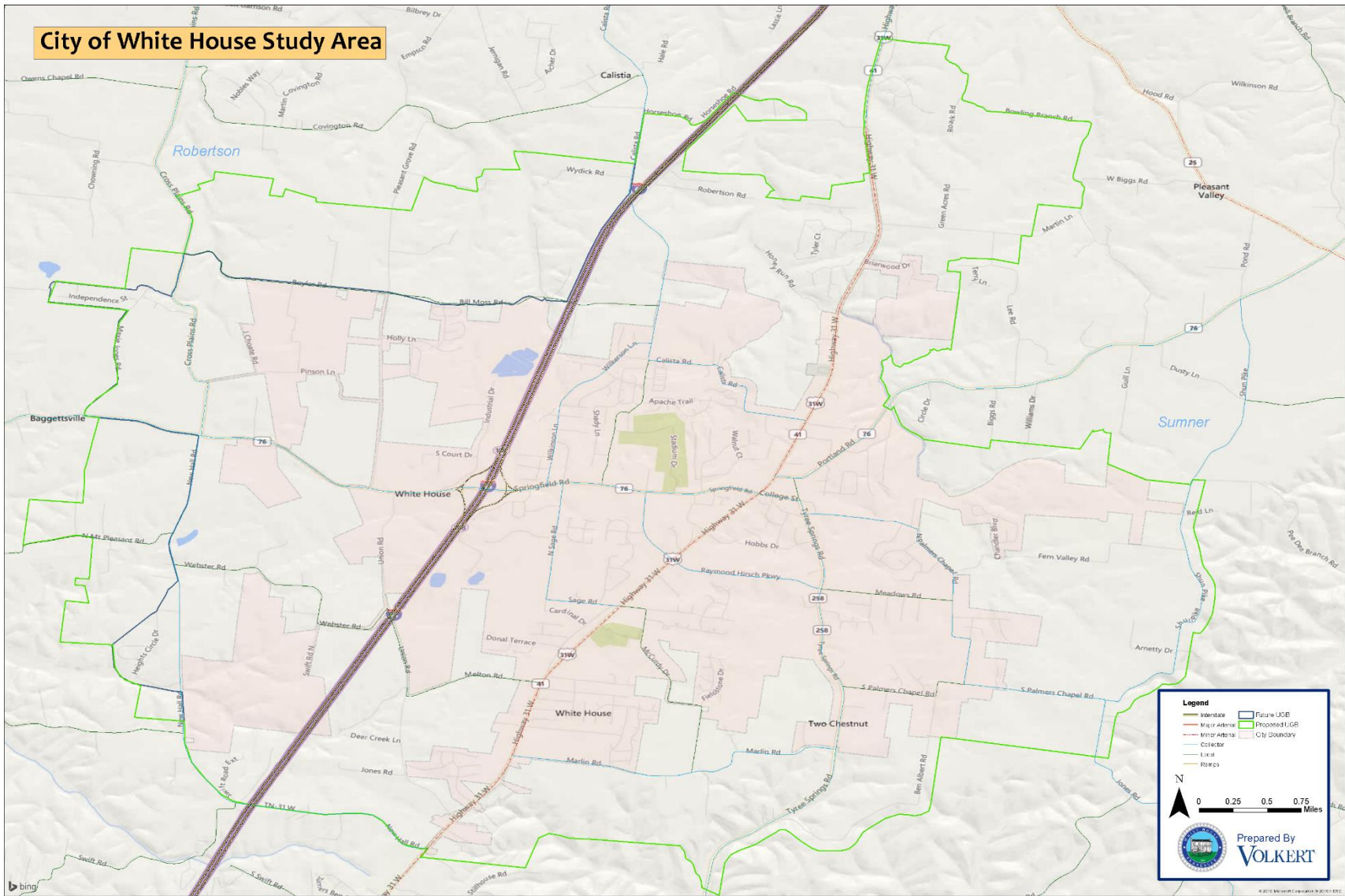
This section of the Land Use Element of the White House 2040 Comprehensive Plan provides an overview of land use existing conditions within the White House 2040 study area. The baseline data, researched and analyzed for this section, is designed to enable City Staff, the Board of Mayor and Aldermen, the Planning Commission, citizens, the development community, business owners and other stakeholders to better understand the current function of the City's existing land use and to plan for future growth, development and redevelopment. The planning team evaluated and reviewed existing land use, environmental constraints, population and the City's economic base to produce this presentation of the land use baseline information for the White House 2040 Comprehensive Plan.

Study Area

The study area for the White House 2040 Plans includes the City of White

House and its Urban Growth Boundary (UGB). White House is unique in that it is located in both Sumner and Robertson counties, approximately 22 miles north of Nashville. The City limits include major transportation thoroughfares: Interstate 65; US Highway 31; and State Route 76. Map 1 shows the Study Area on the next page.





2.2 Population and Economy

A more comprehensive compilation of the City's Population and Economy (P&E) was developed as the first step in the White House 2040 comprehensive planning process. Please refer to the White House 2040 P&E report for greater detail on the following information that is provided, in summary form, below.

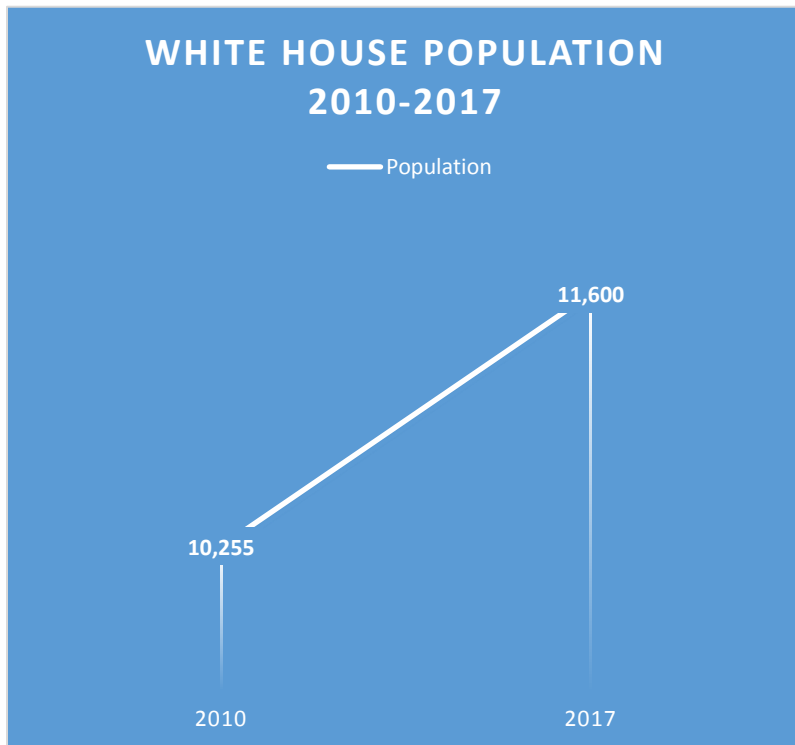
Population

The City of White House has enjoyed steady growth decade-over-decade; however, the 2017 Special

Census showed a jump in the overall population growth rate. As shown in the Population Chart, the 2010 population of White House was certified at 10,255. The 2017 Special Census recorded 11,600 persons. This shows the City maintaining, but also accelerating the historic and steady population growth trends.

As noted in a more in-depth explanation in the P&E report, the Greater Nashville Regional Council (GNRC) shared their 2040 regional transportation model with the planning team to help the City align transportation planning projects with the Nashville Area Metropolitan Planning Organization (MPO) Region. The 2040 regional transportation model includes both population and employment projections through the horizon year of 2040 to allow for regional transportation planning. The model utilizes past decadal population growth rates to forecast future growth. It does not include the certified 2017 population of 11,600 for the City, nor does it account for the acceleration of the City's overall population growth rate.

For the purposes of the White House 2040 comprehensive planning process, the regional transportation model 2040 population projection of 14,226 will be considered as the low end of a population growth range. The MPO population projections will be utilized for transportation planning



in order to synchronize the City's transportation planning projects with the MPO's Long Range Transportation Plan and Transportation Improvement Projects (TIP) list.

In order to provide the City with a more up-to-date review of how current growth rates may impact the 2040 population numbers, the planning team performed a straight-line population projection. This required a calculation of the City's growth rate between the 2010 census count and the 2017 special census, which equates to 1.7 percent per year. If that growth rate is applied to the same time periods utilized by the regional transportation model, a 2040 population of 16,544 persons is projected.

These numbers represent a straight-line growth projection, therefore it should be considered as the high end of a 2040 population projection for White House. A population growth range of 14,226 – 16,544 includes the best of both local and regional information and can be utilized by the City for overall growth and development policies.

Economy

The economy of White House functions in a broader, regional, and national context. While the City has a strong employment base, with 42 percent of the residents being classified by the Census in

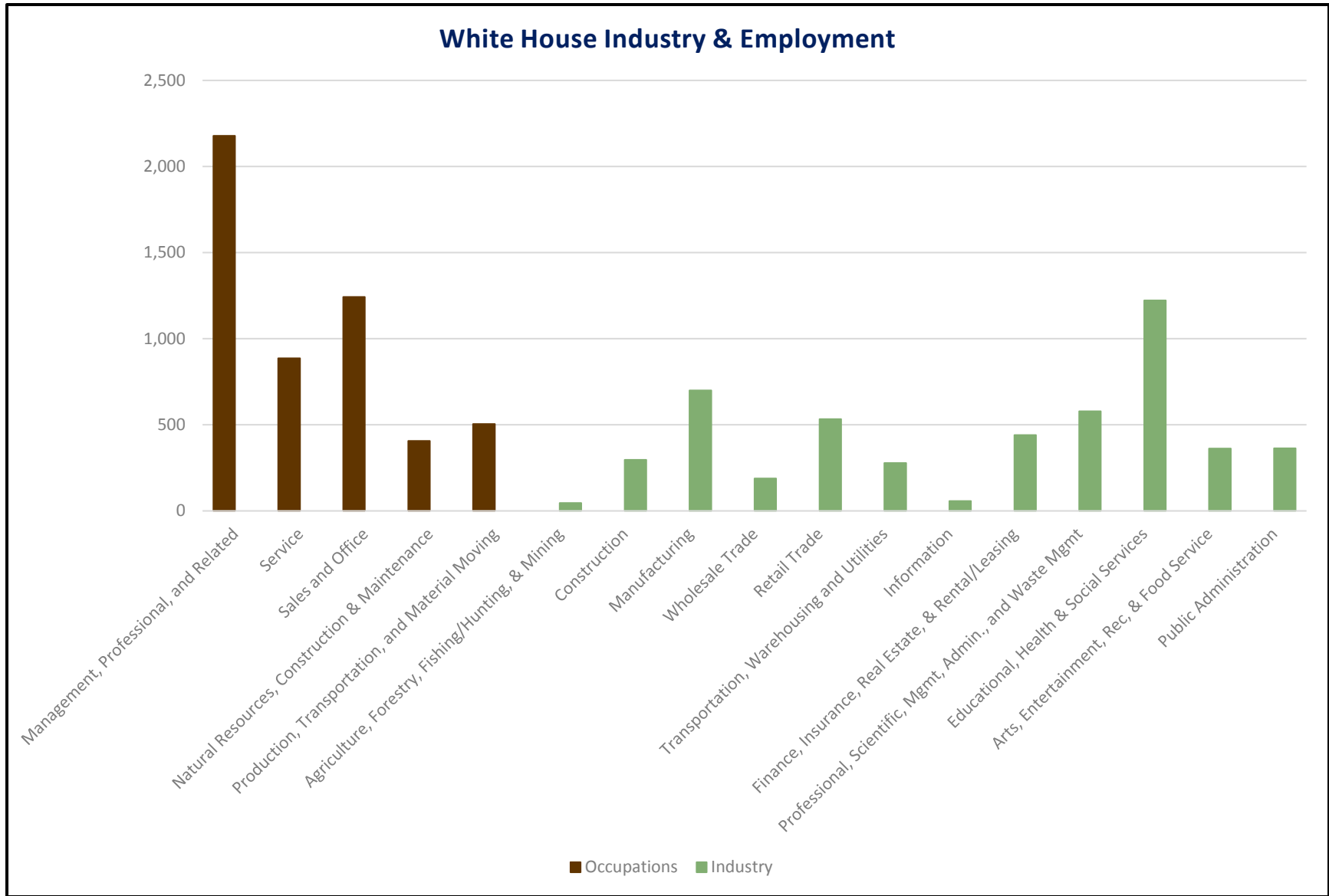
Management, Professional, and Related Occupations. This high percentage of professional jobs is linked to the City's higher than average Household Income. White House industry is comprised of various categories with Educational, Health, and Social Services (23 percent); Manufacturing (13 percent); and Professional, Scientific, Management, Administrative, and Waste Management Services (11 percent), making up the top three industries in the City. Per the 2010 US Census, the top industry in White House was Educational, Health, and Social Services (21.6 percent), followed by Finance, insurance, Real Estate, and Rental and Leasing (12.9 percent), and with Retail Trade (11.2 percent) rounding out the top three.

As shown in the Industry and Employment Chart, White House has a healthy distribution of both



employment and industry, spread across multiple economic sectors.





2.3 Environmental Constraints

The natural environment, for the purposes of this Plan, is defined as the existing environment prior to urban development or related disturbance. This is differentiated from the built environment, which is defined as the elements of an area that are made by people to create spaces, as part of society, in which people live and work. The natural environment has an elemental impact on the pattern of land use and development within a community. All urban development occurs in direct relation to the natural environment and that environment imposes constraints and limitations on all development within the built environment. A built environment that ignores the natural environment will prove to be costly to property/home owners, to business owners, and to the community as a whole.

This Plan acknowledges that not all land is suitable for development. Therefore, as development or



redevelopment occurs, environmental constraints, must be considered in the City's existing and future land use and development policies. If those areas deemed as environmentally constrained are developed there could be negative impacts on the broader community. The limits and types of land use should be responsive to environmental constraints in order to protect the general welfare of a community. Through increased knowledge of these environmental constraints and the appropriate use of land, the mistakes of the past can be avoided for future development. The purpose of this section is to review and evaluate the environmental constraints influencing the land use patterns in the Study Area.

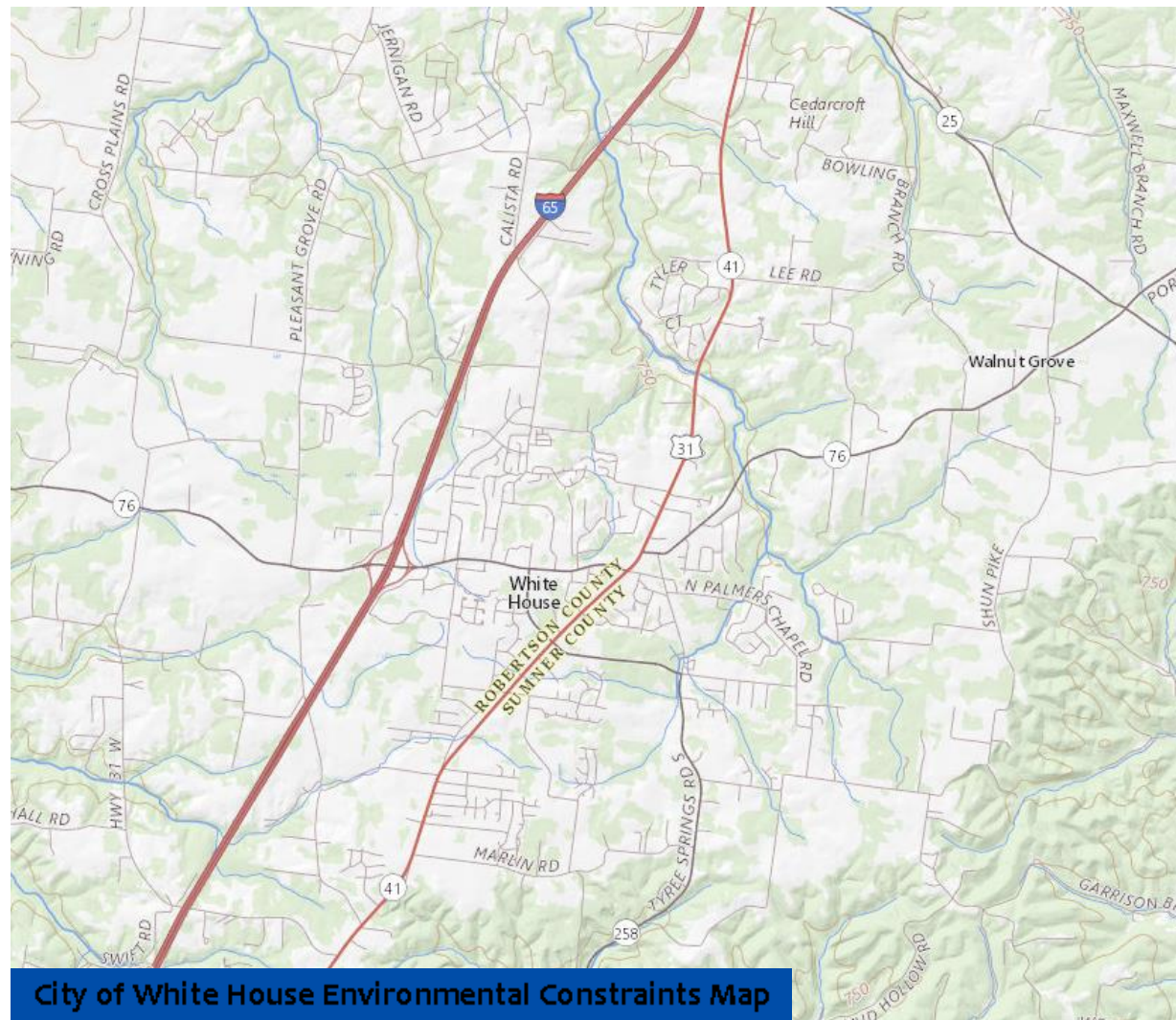
This section is organized by separating each individual environmental constraint that may impact growth and development within the Study Area. However, each environmental constraint does not influence development independently. As such, a



comprehensive understanding of all of the environmental constraints within the Study Area is essential to allow and encourage growth, development, and redevelopment that is minimally harmful to the environment, both built and natural. Therefore, the Environmental Constraints Map, presents a composite map of the environmental features and natural conditions reviewed for this report within the White House Study Area. The remainder of this section examines, in an in-depth manner each natural and environmental factor reviewed within the Study Area.

The review of the environmental constraints shows some areas of steep slopes, mostly either associated with drainageways or in areas outside of the current City limits. The topography is similar to other parts of the Western Highland Rim physical regional, which surrounds the Nashville Central Basin. The Western Highland Rim typically has Mississippian limestone as

bedrock, although some karst features are noted in United States Geological Survey (USGS) Maps in the Study Area. Since areas within the City and its UGB are noted for karst topography, sinkholes should be



considered as a possible environmental constraint as part of site and subdivision reviews for new developments. The United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Soil Surveys for Robertson and Sumner counties find that the primary soil series in the Study Area are Dickson silt loam and Mountview silt loam, both of which are noted as deep, moderately well drain soils that are used for a variety of agricultural uses.

Slopes and floodplains will be the most impactful environmental constraint to land development in the City's UGB. Outside of National Flood Insurance Program (NFIP) mapped floodplain and flood hazard areas, the only other areas noted as constrained for new development are portions of the study area in the northern and southern UGB that contain steep slopes. Therefore, new annexations should take note of the topography and slopes within the new developments included as part of any annexation request.

Topography

Topography is a fundamental characteristic of land. A community's topographic layout literally shapes how that community will grow and where it will not. For the purposes of this Plan, the most important aspect of a topographic review of the White House Study Area relates to an examination of those areas

with moderate and steep slopes, as this will impact future land uses.

A four-category slope classification system was utilized in the analysis of topography in the White House Study Area. These categories have been chosen because they are generally agreed to be of particular value in determining the most appropriate use of the land based upon its slope. Slope is the degree of rise or fall, or an expression of steepness, over land surfaces. For example, a slope of 20 percent indicates the land elevation will rise 20 feet for each 100 feet of horizontal distance traversed. The following is a slope-development chart that was used by the planning team in a review of the Study Area:

PERCENT OF SLOPE	NATURE OF TERRAIN	DEVELOPMENT SUITABILITY
0-5	Virtually Flat	High Suitability
6-12	Gentle Slopes	Moderate Suitability
13-20	Moderate Slopes	Low Suitability
20+	Rough And Steep	Not Suitable

Those areas with moderate to steep slopes, including hills and ridgetops, are considered areas in need of preservation within White House to retain important viewsheds.



Floodplains and Land Use

Just as topography is a fundamental characteristic of a landscape and community, so are waterways, floodplains, and drainageways. The land is always impacted by how water interacts with the surrounding area. An understanding of the impact of land use on the local streams, creeks, and drainageways is necessary for making appropriate and comprehensive land use decisions. Therefore, the following provides a brief outline the environmental constraints and natural resources related to waterways within the Study Area.

The existing pattern of land use within an area has a direct impact on the hydrology of an area. The more impervious surface an area has, the more severe the stormwater run-off problems become. In an area with troublesome drainage problems, all community decision-makers should be sensitive, aware, and proactive about new land use decisions. Each new development should be thoroughly examined for its impact on the community's overall environment.

Management of the natural drainageways, creeks and streams within White House is an essential component of the City's ability to ensure quality of life for the residents and protection of private property. Honey Run Creek, Arterburn Branch, and Jones Branch are shown on the NFIP as having flooding hazards within the City of White House. These

floodplain and flood hazard areas are noted as areas of constrained development potential within the Study Area.

To ensure quality growth, new developments should be designed with as little disruption of the natural drainageways as possible. By allowing the natural drainageways and floodplains within the City to remain intact, the impact of all new developments will be lowered, resulting in less flooding hazards for residents and less damage for property owners. All new development and redevelopment in the City should be reviewed with a stricter scrutiny understanding of the linkage of increasing impervious surfaces, disruption of natural drainageways, and flooding problems in the area.

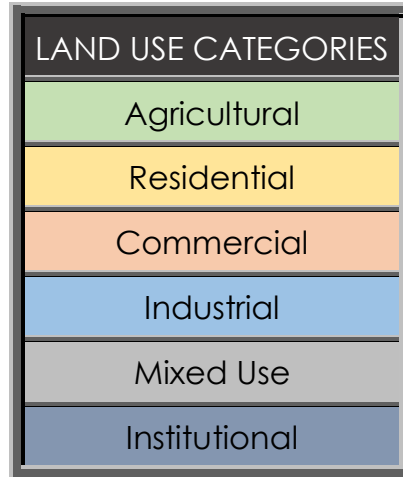
As long as a floodplain remains in a natural state, with native vegetation, open fields, or marshes, flooding is, generally, not problematic to life or property. However, when human activities and structures occupy and disrupt a floodplain, hazards inevitably develop. Therefore, it is only prudent that, in order to eliminate flood hazards, development of floodplains should be limited and done only in conjunction with proper engineering reviews and practices. Floodplain hazard mitigation can also be accomplished in White House through a combination of the enforcement of floodplain management and progressive land use controls.



Land Use

Land use involves the totality of the utilization, management, and categorization of the natural and built environments. It refers to the different activities that occur in a particular area and the behavior patterns that result. Transportation patterns, infrastructure, protective services, community facilities, and urban design are all interconnected to the use of land.

Planners employ broad categorizations of land use, which typically encompasses more specific and detailed uses. The White House Comprehensive Plan Update utilizes the Land Use Categorization shown, right, in order to rationalize the existing development pattern within the City of White House in an efficient way. This categorization system is an initial consideration for the future land use planning efforts for the Study Area. Understanding the existing land use and development pattern is an essential step in creating a set of future land use recommendations that: prevents land-use conflicts; promotes manageable capital improvements; supports economic development; and fosters a true sense of community. The Plan provides a tool for the government officials to manage the development of land within their



jurisdiction that is desirable for area residents, businesses, visitors, property owners, and all other stakeholders.

Existing Land Use

Existing land use in the City of White House is an inventory of areas within the Study Area devoted to specific uses and activities. Examination of existing land uses highlights potential problems associated with those land uses, as well as areas of conflicting or incompatible uses. Examining the City's current land use pattern also points out the parameters placed by the physical environment and community infrastructure on the evolving land use of the Study Area.

The majority of the incorporated area within the City of White House is residential land use. Commercial and industrial uses comprise the remaining areas of the City. Much of the outlying UGB is low density residential, agricultural, vacant land, and natural areas. The existing land use and development pattern is influenced by the transportation connections, intersections, and corridors within White House. The majority of the nonresidential uses within the City are located along Interstate 65, the I-65/SR 76, the SR 76



Corridor, the SR 76 and US 31 intersection, and the US 31 corridor.

Existing Zoning

Zoning is the process of dividing land in a municipality into zones or districts in which certain land uses are permitted or prohibited. Zoning regulations are a land use regulatory tool for local governments meant to protect the general welfare of a community by establishing minimum development standards. The City of White House has eighteen different zones classified within its City limits per Article V of the *Zoning Ordinance*; however, not all of these districts are mapped on the City's *Zoning Map*.

As the *Zoning Map* shows, below, most of the zones within the City are residential. These range from a Large Lot District (R-40) to a High Density District (R-10). Commercial Districts, established by the *Zoning Ordinance*, include a range of commercial intensities from a Central Business District to a neighbor service district, to a general commercial district. These commercial districts are concentrated along the Interstate 65/SR 76 Interchange and the main thoroughfares throughout the City. Commercial districts are meant to be located in appropriate proximity to established residential areas and near major transportation connections, such as Interstate 65, offering local and regional retail and service trades to residents and the traveling public. The

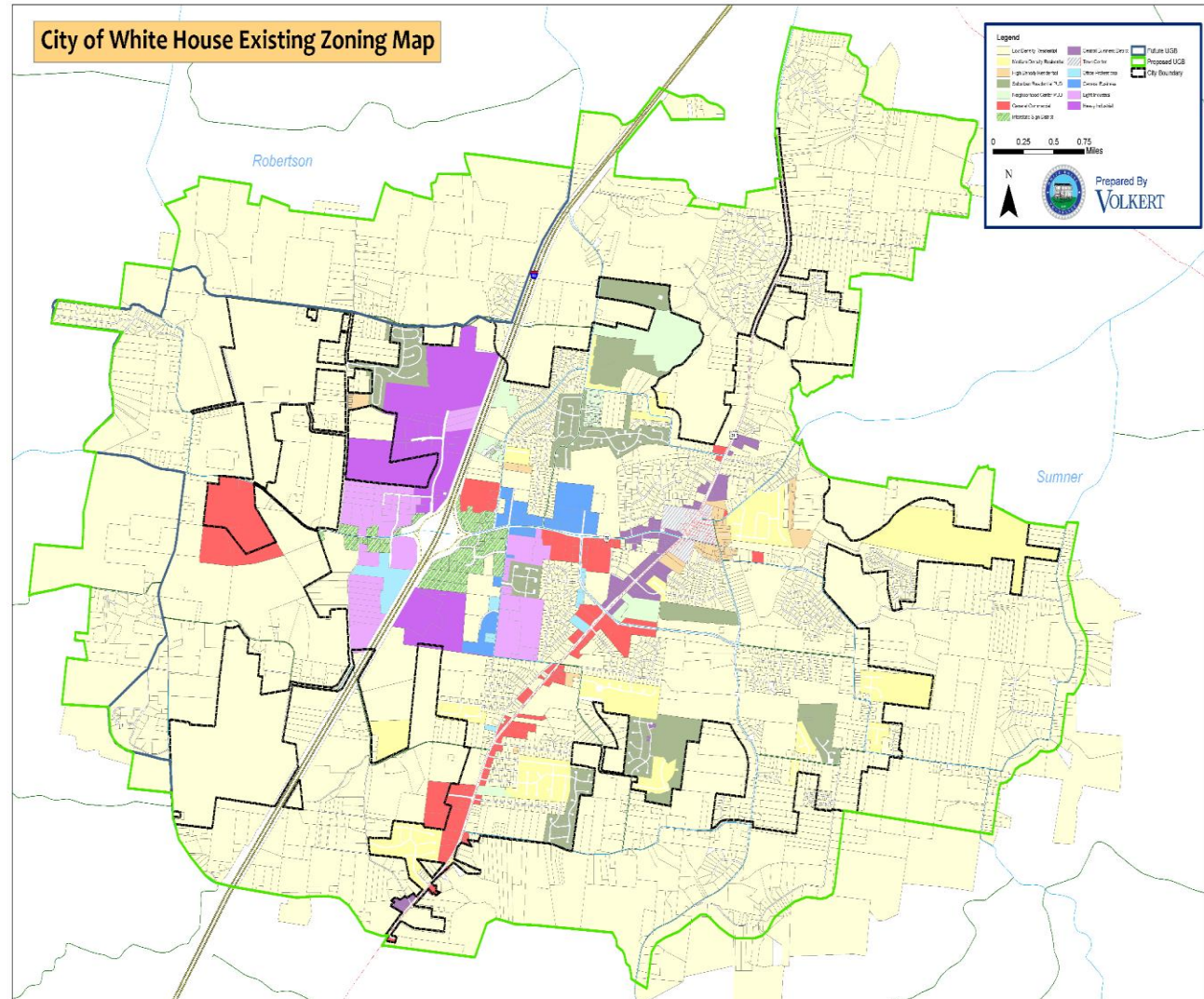
City's *Zoning Ordinance* incorporates both residential and commercial Planned Unit Development (PUD) districts, as well.

There are two industrial districts: Light Industrial (I-1) and Heavy Industrial (I-2). These Industrial zones are suitably focused near the Interstate 65 Corridor, with additional pockets of I-1 along Sage Road. The areas along Sage Road have been identified as more appropriately zoned as commercial or mixed use due to proximity to residential uses. In general, industrial districts are meant to provide sufficient space in appropriate locations to meet the needs of the City's expected economic expansion for all types of distributive, manufacturing, and related activities. With the nature of industrial uses, it is of particular importance to provide for the separation of these uses to protect adjacent residential and commercial areas from offensive noise, vibration, odorous matter, heat, humidity, glare, and other issues.

The zoning pattern within the City of White House follows a typical grouping, with nonresidential (commercial, office, and industrial) zones clustered at transportation intersections and along the main corridors, with residential zones occupying the majority of the City's land area. An appropriate mix of base zoning districts are important for the successful development and continued growth of the City of White House. This offers residents, business



owners, property owners, and developers the ability to live, work and play within the study area, creating a sense of community and ownership. Zoning is a tool to encourage sustainable land use and not meant to simply restrict and limit residents and businesses. It also allows the preservation of important natural and historically significant areas and helps create meaningful, smart, and cohesive development. Zoning regulations are designed to be consistently and equitably enforced, but are meant to be adaptable to change community circumstances and goals.



2.4 Future Land Use Policies & Map

This section provides the Future Land Use Map, and Future Land Use Policies for development and redevelopment throughout the City of White House.

To achieve the vision of the White House 2040 planning process, this section establishes the overall policies for the City's residents, decision-makers, property owners, business owners, City Staff, and all stakeholders to use in future land use decisions. These policies are meant as a policy guide for all rezonings, changes in use, and capital improvements within the Study Area of this Plan.

The Future Land Use Plan organizes the City into Character Areas. Each Character Area utilized by this Plan is based on the existing site and overall development pattern of the surrounding area.



Character Areas

Character Area-based planning focuses on creating a built environment that is cohesive in geographic areas throughout a city. Character area planning places an emphasis on sustaining or reinventing the way an area looks and how it functions, based on the context of a given area. This Plan contains policies and tailored strategies that apply to each area, with the goal of enhancing the existing character or promoting a desired character for the future. Character Areas define areas that presently have unique or special characteristics that need to be preserved, have potential to evolve into unique areas, or require special attention because of unique development issues.

The Character Areas in this Plan are both reflective of the existing development pattern within the City, but also forward-looking at redevelopment and new development possibilities. Twelve Character Areas are identified along this range of development and are shown in the figure, according to the predominant land use category: Residential, Mixed Use, or Industrial.

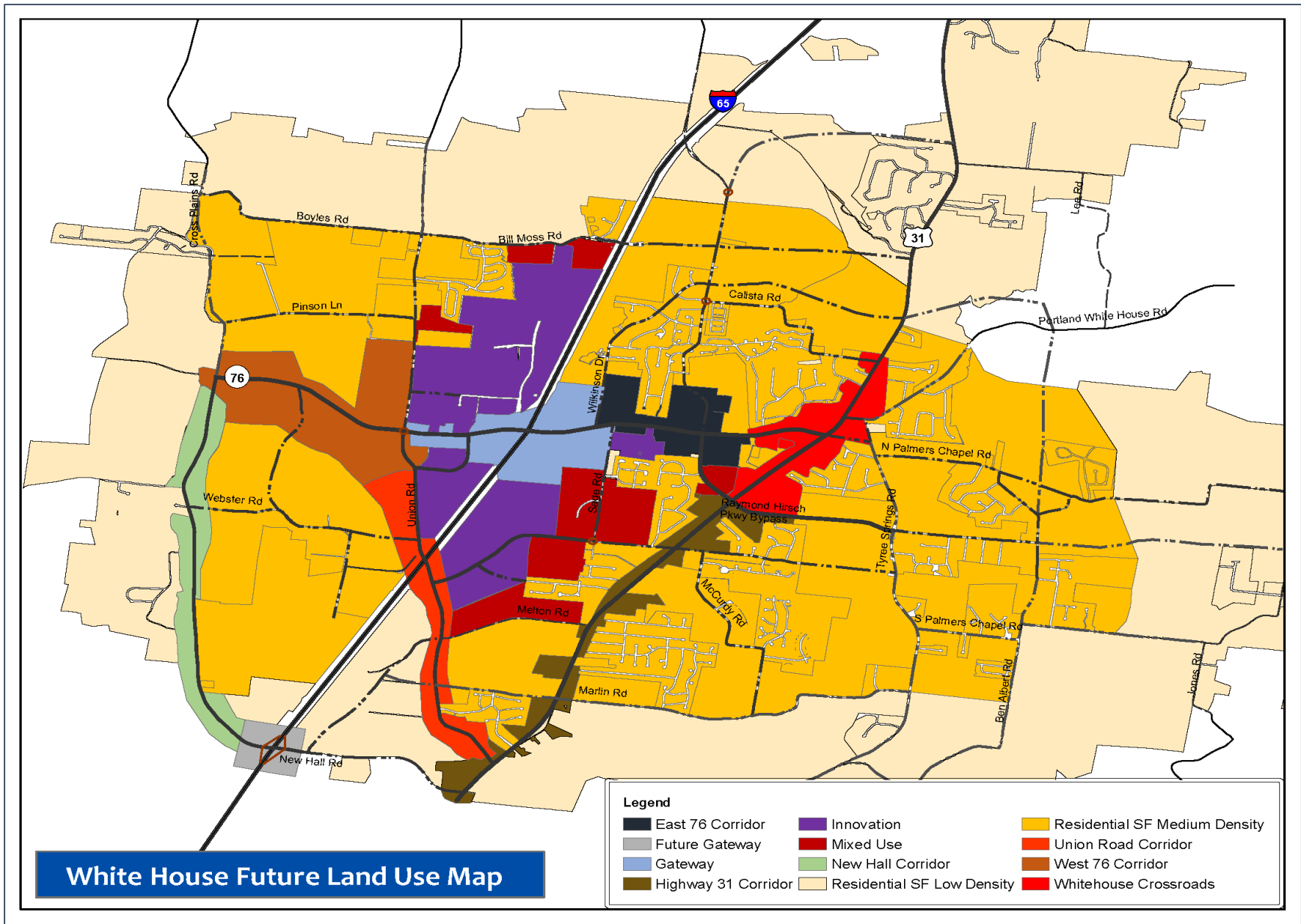
Residential	Mixed Use	Industrial/Office
<ul style="list-style-type: none">• Single Family Low Density Residential• Single Family Medium Density Residential	<ul style="list-style-type: none">• White House Crossroads• Mixed Use• Highway 31 Corridor• West 76 Corridor• East 76 Corridor• New Hall Road Corridor• Union Road Corridor• Gateway• Future Gateway	<ul style="list-style-type: none">• Innovation



Future Land Use Map and Character Area Policies

Each Character Area is organized into a Policy Chart that is meant to provide the review and guidance for land use policy decisions throughout the City and, if annexation occurs, within the Urban Growth Boundary. The Character Area Chart corresponds to the Future Development Map through the geographic depiction of the Character Areas. The Charts and Map are designed to be used in tandem.





Single Family Low Density Residential

Character Area Policy	
Single Family Low Density Residential	<p>Character: The Single Family Character Area consists of residential development that include quality neighborhoods and housing choices for community at low density per acre.</p>
	<p>Appropriate Zoning Category and Uses: R-40 Large Lot Residential, R-20 Low-Density Residential. SR-PUD Suburban Planned Unit Development is only appropriate along arterials/collectors and with lot size reduction for open space preservation.</p>
	<p>Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.</p>
	<p>Design and Context Principles: New dwellings and structures should complement and aid in establishing and/or continuing the residential character of the area. Subdivisions of 20 lots or more should include variations in housing styles to avoid a monotonous development pattern. Open space preservation is encouraged through the use of SPUD or clustering/alternative lot layout and design through convention zoning. Interconnected open space preservation is encouraged.</p>

The intent of this Character Area is to enhance and preserve existing low density single family residential neighborhoods and create new, similar residential neighborhoods.

General Description:

The Low Density Single Family Residential Character Area is characterized by low density single family detached residential development and neighborhoods, with limited, intermixed and compatible governmental and/or civic uses, as permitted as special exceptions. The general development pattern is defined by a single use activity on individual lots. Street networks are typically defined by a grid of streets or curvilinear streets, depending on topography and site conditions, and includes moderate distances between intersections. Buildings have deep to moderate setbacks, depending on the underlying zoning district, and use the building structure or landscaping to frame the street.

Streetscape Description:

Roadway typical sections are generally local roads, although, since this character area covers broad areas of the City, specific guidance can be found in the proposed functional classification map in the Transportation chapter.

Open and Green space Description:

Green space is largely incorporated on individual lots, but neighborhood and community parks should be located within and near neighborhoods to enhance the quality of life of residents.



Interconnected open spaces is preferred in the development and site design of new sites.

Future Development Description:

Future development should emphasize interconnectivity, housing diversity, and a mixture of lot sizes, within the acceptable zoning districts. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multiuse paths in order to link current and future neighborhoods and major destinations such as the Library, community centers, health facilities, personal services, commercial clusters, parks, schools, or other such uses.

Primary Future Uses

MOST APPROPRIATE: Low Density Single family detached residential uses are the most appropriate use in this Character Area.

APPROPRIATE, WITH RESTRICTIONS: Governmental, Religious, and/or Civic Uses such as places of worship, schools, low impact governmental services, community centers, parks, or other passive recreational (including greenways and

trails) are typically only appropriate if they are compatible with surrounding residential development and are located on a Collector or Arterial street.



SINGLE FAMILY HOMES



CITY OF WHITE HOUSE MASTER/VISION PLAN PRECEDENT IMAGERY



Single Family Medium Density Residential

Character Area Policy	
Single Family Medium Density Residential	<p>Character: The Single Family Character Area consists of residential development that include quality neighborhoods and housing choices for community at medium density per acre.</p>
	<p>Appropriate Zoning Category and Uses R-15 Medium-Density Residential, SR-PUD Suburban Planned Unit Development</p>
	<p>Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.</p>
	<p>Design and Context Principles: New dwellings and structures should aid in establishing the residential character of the area and provide housing choices for the community. New developments or redevelopments should include a mix of architectural styles, while also blending with existing, adjacent development patterns. Open space preservation is encouraged through the use of SPUD or clustering/alternative lot layout and design through convention zoning. Interconnected open space preservation is encouraged.</p>

The intent of this Character Area is to enhance and preserve existing single family residential neighborhoods and create new, similar residential neighborhoods that will improve the quality of life in White House by increasing the housing supply.

General Description:

The Single Family Medium Density Residential Character Area is characterized by low density single family detached residential development and neighborhoods with smaller lot sizes and more density, with limited, intermixed and compatible governmental and/or civic uses, as permitted as special exceptions. The general development pattern is defined by a single use activity on individual lots. Street networks are typically defined by a grid of streets or curvilinear streets, depending on topography and site conditions, and includes moderate distances between intersections. Buildings have moderate setbacks and use the building structure or landscaping to frame the street.

Streetscape Description:

Roadway typical sections are generally local roads, although, since this character area covers broad areas of the City, specific guidance can be found in the proposed functional classification map in the Transportation chapter.

Open and Green space Description:

Green space is largely incorporated on individual lots, but neighborhood and community parks should be located within and near neighborhoods to enhance the quality of life of residents.



Future Development Description:

Future development should emphasize interconnectivity, housing diversity, and a mixture of lot sizes, within the acceptable zoning districts. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multiuse paths in order to link current and future neighborhoods and major destinations such as the Library, community centers, health facilities, personal services, commercial clusters, parks, schools, or other such uses.

Primary Future Uses

MOST APPROPRIATE: Medium Density Single family detached residential uses are the most appropriate use in this Character Area.

APPROPRIATE, WITH RESTRICTIONS: Governmental, Religious, and/or Civic Uses such as places of worship, schools, low impact governmental services, community centers, parks, or other passive recreational (including greenways and trails) are appropriate only if they are compatible with surrounding residential development and are located on a Collector or Arterial street.



SINGLE FAMILY HOMES



CITY OF WHITE HOUSE MASTER/VISION PLAN PRECEDENT IMAGERY



Character Area Policy

White House Crossroads

Character:

The White House Crossroads is the town center and community core for White House. The development pattern is established, but there are several under- or un-developed tracts within the Character Area. Changes to the area are likely and encouraged as development and redevelopment occurs. Since this is the City’s crossroads and town center, new development should focus on a mix of uses and services that are more urban in lot sizes and setbacks. Retail, restaurant, attached residential and multifamily residential uses are particularly appropriate for this area.

Appropriate Zoning Category and Uses

C-1 Central Business, C-6 Town Center Commercial, R-TC High Density Town Center Commercial, NC-PUD Neighborhood Center Planned Unit Development

Infrastructure:

Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.

Design and Context Principles:

This character area represents the crossroads and town center of White House. Therefore, the design and context should be more reflective of the most urban development in the City. This include short setbacks, small lot sizes, and complementary mixed uses. New developments should include a mix of architectural styles. Buildings should include quality materials with architectural details and features. Parking should be located to the side or behind commercial buildings and mitigated by landscaping.

The intent of the White House Crossroads Character Area is to enhance and activate a town center at an important cross-roads in White House.

General Description:

The White House Crossroads Character Area is characterized by a compatible mixture of commercial, civic, and residential uses that help form the most urban center of the community. The general development pattern is reflective of a true mixed use town center, since proposes new commercial, office and residential uses to an area that includes the City’s Library and City Hall.

This Character Area is considered to be an area of change, meaning that redevelopment should be encouraged and incremental site improvements, such as landscaping or architectural improvements, are envisioned as the most likely process for overall redevelopment. Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Parking should be located to the rear- and side- of all buildings to create a more urban built environment. On street- and angled parking may be appropriate in large, master-planned developments. All parking should be considered part of the streetscape and site that contributes to the urban context of this area. Therefore, landscaping, tree islands, street trees and



street furniture should be part of any proposed development.

Streetscape Description:

Roadway typical sections are a mixture of 4 Lane Avenues on 76 and 31-W, as well as Mixed Use Collector and local roads. Specific guidance can be found in the proposed functional classification map in the Transportation chapter.

Open and Green-space Description:

Green space is limited and generally accessed via pocket parks, community parks, and greenways.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and architecturally interesting development to continue the process of activating this area as a town center. As noted, this designed to be the most urban area of the City and to include a compatible mixture of uses to achieve this level of development.

This character area contains a major intersection of State Routes and the development in this area should reflect both a crossroads and a town center. The built environment should be designed to reflect a true sense of place and not just reflective of a generic development to cultivate an active and lively urban environments. Master Planned developments are encouraged in this character area to ensure a more

intensively level of detail is provided during the development process. The City should expand and update the design standards requirements in order to help foster a built environment reflective of the vision of this Character Area. Street trees, landscaping, pedestrian mobility options, and community supported commercial design standards will aid in the redevelopment of this corridor.

Primary Future Uses

MOST APPROPRIATE:

The White House Crossroads Character Area is open to a wide range of primary future uses. Multifamily Residential, Commercial, Retail, Restaurant, Office, and Hospitality uses are the most appropriate uses within the town center.

NOT APPROPRIATE:

New auto-oriented uses, such as gas stations or similar uses that are dependent on quick trips should be located in other Character Areas within the City that support and are designed for such uses.

SITE DESIGN:

All uses along in the White House Crossroads Character Area should be developed or redeveloped in conjunction with Access Management requirements and should incorporate



multimodal transportation elements, including sidewalks, multiuse paths, and landscaping/streetscape elements.

To help establish a vision for the overall development of this Character Area, a vision plan was created to help show, conceptually, how development should occur, over time. This vision is by no means binding, and it imagines the area from a master planning, high-level mind set.

The vision plan is merely provided for property owners and community stakeholder to image, “What if...”

Architectural and site design elements are essential to aid in the creation of a town center for the City of White House. A principal objective for this Character Area is to create spaces throughout the corridor to redefine Highway 31 as a town center for White House that allows for places for the community to gather, to shop, to dine, and to call home. If successful, it will reinforce a sense of community identity and spirit, grow the tax base, and integrate spaces for community events.

As the design evolves, changes should be expected. This Vision Plan offers a starting point for review. Many aspects of the final design will likely be different, including the town center’s relationship to Highway 31 and SR 76. Realignment of SR 76 through the town center may be re-examined as part of any final

development and design plans, although this was examined as part of the Transportation element of this Plan, and not recommended at this time.





Mixed Use Character Area

The intent of this Character Area is to enhance and promote areas appropriate for a neighborhood-scale mixture of compatible and complementary residential and nonresidential uses. These areas are not intended for large-scale highway commercial or regional shopping type uses. These areas are intended to be smaller pockets of personal service or convenience commercial type uses in close proximity to residential uses. These areas are intended to improve the quality of life for residents in White House by providing vibrant neighborhoods, with a compatible mixture of residential and small scale commercial and/or office uses.

General Description:

The Neighborhood Mixed Use Character Area is characterized by a mix of residential, small-scale commercial, and low-impact office uses. These neighborhoods are intermixed with compatible governmental, religious, and/or civic uses. The general development pattern is largely urban and can generally be defined by single- and multi-use activity on small to medium lot sizes, depending on the surrounding development pattern. Street networks and intersections are defined by site context. Buildings have short to moderate setbacks and use the building structure or landscaping to frame the street.



Character Area Policy	
Mixed Use	Character: The Mixed Use Character Area functions as a transitional place between existing uses and development patterns. The intent of this Character Area is to be flexible and accommodating to development, while fitting new development into the City’s overall character. The development pattern is evolving. Changes to the area are likely and encouraged as development and redevelopment occurs. This area is appropriate for a wide range of uses and building types. New development should focus on a mix of uses and services. Retail, restaurant, and attached residential uses are particularly appropriate for this area.
	Appropriate Zoning Category and Uses C-1 Central Business, C-2 General Commercial, C-4 Office/Professional, SR-PUD Suburban Planned Unit Development, NC-PUD Neighborhood Center Planned Unit Development. R-10 High-Density Residential is appropriate only for small scale properties of 1-3 acres.
	Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.
	Design and Context Principles: This character area represents a transitional area between existing land uses, development patterns, and zoning districts. Therefore, the design and context should be flexible in providing appropriate in-fill development that works in context with the existing and surrounding development pattern. This includes developments with a variety of setbacks, lot sizes, and complementary mixed uses. New developments should include a mix of architectural styles. Buildings should include quality materials with architectural details and features.

Streetscape Description:

Roadway typical sections are a mixture of 3 Lane Avenues, Mixed Use Collectors, and local roads. Specific guidance can be found in the proposed functional classification map in the Transportation chapter.

Open and Green-space Description:

Green space is characterized by streetscapes, greenways, and community parks.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and context-responsive development. All development should be neighborhood-scale of 1 to 2 stories, while designed to be sensitive to surrounding residential uses. Buffering and transitional features should be employed on nonresidential uses to ensure that the neighborhood-scale development pattern is consistent with surrounding neighborhoods. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes in order to link current and future neighborhoods.

Primary Future Uses

MOST APPROPRIATE:

This Character Area is open to a mixture of primary future uses with the primary function being the creation of neighborhood commercial nodes that provide personal services and necessary goods to the residential uses nearby.

Residential, Office, Commercial, and Civic are all appropriate, depending on surrounding development pattern and site context. Duplexes are appropriate but should not be concentrated within a neighborhood.

SITE DESIGN:

The context of the Mixed Use Character Area should be reflective and complementary of the surrounding residential uses. All uses within this Character Area should be developed or redeveloped with in conjunction with Access Management and should incorporate multimodal transportation elements in order to make for a walkable environment. Landscape should be fully incorporated into any new site plans in order to both provide buffering from any use incompatibilities (such as office or commercial uses adjacent to residential uses) and to provide screening from nonresidential site elements (such as parking lots, dumpsters, and loading zones).



Highway 31 Corridor	Character Area Policy
	Character: The Highway 31 Corridor is a major corridor within White House. The development pattern is established, but will continue to evolve as a primary mixed commercial corridor that provides a market and service opportunities to the community. Changes to the area are likely and encouraged as development and redevelopment occurs. Since this a mixed commercial corridor, new development should focus on a mix of retail uses and services that provide markets for local and regional customers.
	Appropriate Zoning Category and Uses C-2 General Commercial, C-4 Office/Professional Medium Density Residential or Planned Residential Uses may also appropriate in select locations along Highway 31, provided the site has access to more than 1 street connection to a secondary roadway.
	Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.
	Design and Context Principles: This character area represents a high activity mixed use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials on facades facing the corridor. New developments should include a mix of architectural styles. Nonresidential uses should transition to residential uses and scale. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping. Loading zones and service areas should be screened from adjoining properties.

The intent of the Highway 31 Corridor Character Area is to enhance and improve this primary commercial and market place for White House and to allow for development and redevelopment along a major transportation corridor.

General Description:

The Highway 31 Corridor is characterized by a mix of high intensity commercial, with some office and industrial development. The general development pattern is largely existing, with a mixture of highway commercial uses, governmental facilities, including schools, as well as some smaller office, hospitability, and industrial uses. Redevelopment and development along this corridor is expected and should be encouraged. Incremental site improvements, such as landscaping or architectural improvements, are envisioned as a likely process for overall upgrades to the corridor. Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Parking is appropriate for no more than two rows along Highway 31 W. Large fields of parking are discouraged and should be mitigated with landscaping and tree islands.

Streetscape Description:

Roadway typical sections are a designed to be a 4 Lane Avenue to accommodate high volumes of traffic.



Open and Green-space Description:

Green space is limited and generally accessed via pocket parks, community parks, and greenways.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and architecturally interesting development to provide this corridor with a sense of place. As noted, this is a primary commercial and market area for the residents of White House. While this corridor is a major State Route connecting points north and south, the built environment can be designed to reflect a true sense of place and small, incremental upgrades to site elements can achieve this. Street trees, landscaping, and increased pedestrian mobility options.

Primary Future Uses

MOST APPROPRIATE:

The Highway 31 Corridor Character Area is open to a wide range of primary future uses. Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor.

NOT APPROPRIATE:

New industrial uses should be located in other Character Areas within the City that support and are designed for such intensive uses. Existing industrial uses should not expand or add land, but should be relocated to more appropriate areas, as identified by this Plan.

SITE DESIGN:

All uses along the Highway 31 W should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements, including sidewalks, multiuse paths, and landscaping/streetscape elements.



Character Area Policy

76 West Corridor

Character:

The 76 West Corridor is a major transportation connection within White House and the land uses pattern are expected to transition into a mixed use corridor. As a primary connection to the interstate, new development should focus on a mix of retail uses and services that provide markets for local customers. Neighborhood retail use are the appropriate nonresidential uses for this area. Large tracts should be master planned and are encouraged to have a mixture residential and nonresidential uses.

Appropriate Zoning Category and Uses

R-15 Medium-Density Residential, C-2 General Commercial, C-4 Office/Professional, SR-PUD Suburban Planned Unit Development, NC-PUD Neighborhood Center Planned Unit Development

Infrastructure:

Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.

Design and Context Principles:

This character area represents a mixed use corridor. The design and context should be flexible to accommodate a range of uses, with an emphasis on quality materials on facades facing the corridor. New medium density single family or planned residential developments should include a mix of architectural styles, while also blending with existing, adjacent development patterns. Nonresidential uses should be located along 76 at major intersections and transition to residential uses and scale. All buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping.

The intent of the 76 West Corridor Character Area is to help guide and direct new development along a major corridor with a connection from the Interstate.

General Description:

The 76 West Corridor, with many large tracts of undeveloped land in this Character Area, the existing development pattern is anticipated to evolved. This area should development with a compatible mix of uses, with some retail nodes, as well as extensions of residential development

Master planned development and redevelopment should be encouraged and incremental site improvements, such as landscaping or architectural improvements, are envisioned as the most likely process for overall redevelopment of existing properties in this area.

Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Parking is appropriate for no more than two rows along 76 West. Large fields of parking are discouraged and should be mitigated with landscaping and tree islands.

Streetscape Description:

Roadway typical sections are a designed to be a 4 Lane Avenue to accommodate high volumes of traffic.



Open and Green-space Description:

Green space is limited and generally accessed via pocket parks, community parks, and greenways.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and master planned development. All development should be neighborhood-scale, while designed to be sensitive to surrounding residential uses. Mixed use neighborhoods are appropriate with buffering and transitional features to ensure that the any commercial, retail, or personal service uses are designed to be neighborhood-scale and are consistent with surrounding residential neighborhoods. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes in order to link current and future neighborhoods.

Primary Future Uses

MOST APPROPRIATE:

The 76 West Corridor Character Area is open to a wide range of primary future uses. Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor.

SITE DESIGN:

All uses along the 76 West Corridor Character Area should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements, including sidewalks, multiuse paths, and landscaping/streetscape elements.



76 East Corridor

Character Area Policy	
76 East Corridor	Character: The 76 East Corridor is a major commercial corridor for White House. The development pattern is established, but evolving. Changes to the area are likely and encouraged as development and redevelopment occurs. Since this a commercial corridor, new development should focus on a mix of retail uses and services that provide markets for local and regional customers.
	Appropriate Zoning Category and Uses C-2 General Commercial, C-4 Office/Professional, SR-PUD Suburban Planned Unit Development, NC-PUD Neighborhood Center Planned Unit Development
	Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.
	Design and Context Principles: This character area represents a high activity commercial corridor within White House. Therefore, the design and context should be flexible to accommodate a range of commercial uses, with an emphasis on quality materials on facades facing the corridor. New developments should include a mix of architectural styles. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping.

The intent of the 76 East Corridor Character Area is to enhance and improve this primary commercial and market place connection from the Interstate and to

encourage development and redevelopment along a major transportation corridor.

General Description:

The 76 East Corridor is characterized by a mix of high intensity commercial, with some office and industrial development. The general development pattern is largely existing, with a mixture of highway commercial uses, as well as some smaller office, hospitability, and industrial uses. Development and redevelopment should be encouraged and incremental site improvements, such as landscaping or architectural improvements, are envisioned as the most likely process for overall redevelopment of existing properties in this area.

Buildings have short to moderate setbacks and use the building structure and landscaping to frame the street. Parking is appropriate for no more than two rows along 76 East. Large fields of parking are discouraged and should be mitigated with landscaping and tree islands.

Streetscape Description:

Roadway typical sections are a designed to be a 4 Lane Avenue to accommodate high volumes of traffic.

Open and Green-space Description:

Green space is limited and generally accessed via pocket parks, community parks, and greenways.



Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and architecturally interesting development to provide this corridor with a sense of place. As noted, this is a primary commercial corridor with a connection to the Interstate. While this corridor is a major State Route connecting points east and west, the built environment can be designed to reflect a welcoming gateway into White House. The City should expand and update the commercial design requirements in order to help foster a built environment reflective of the vision of this Character Area. Street trees, landscaping, pedestrian mobility options, and community supported commercial design standards will aid in the redevelopment of this corridor.

Primary Future Uses

MOST APPROPRIATE:

The 76 East Corridor Character Area is open to a wide range of primary future uses. Commercial, Personal Services, Office, Medical, Governmental, and Religious uses are the most appropriate uses throughout the corridor.

NOT APPROPRIATE:

New industrial uses should be located in other Character Areas within the City that support and are designed for such intensive uses. Existing industrial uses should not expand or add land, but should be relocated to more appropriate areas, as identified by this Plan.

SITE DESIGN:

All uses along the 76 East Corridor Character Area should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements, including sidewalks, multiuse paths, and landscaping/streetscape elements.



New Hall Road Corridor

The intent of the New Hall Road Character Area is to enhance and promote areas appropriate for a neighborhood-scale development that complements existing residential uses but also encourages new development that consists of compatible and complementary master planned developments.

General Description:

The New Hall Road Character Area is characterized by suburban-scale residential development and neighborhoods, with limited, intermixed and compatible governmental and/or civic uses, as permitted as special exceptions.

The general development pattern is defined by a single use activity on individual lots. Street networks are typically defined by a grid of streets or curvilinear streets, depending on topography and site conditions, and includes moderate distances between intersections. Buildings have deep to moderate setbacks, depending on the underlying zoning district, and use the building structure or landscaping to frame the street.

This area should function as a transition from the medium density residential to the low density residential character areas that adjoin it. This area is defined separately because it is along an important

Character Area Policy

Character:

This Character Area reserves land around New Hall Road in order to create a possible Mixed Use Corridor connection to the proposed interchange for a Future Gateway Character Area. If an interchange on Interstate 65 is approved, the land use in this area may evolve into a Mixed Use Corridor, since it will be along a primary transportation connection for the community. Therefore, careful consideration should be given to development of land in this area until an interstate interchange is approved. Changes to the area are likely and encouraged only when the interchange is approved through TDOT and FHWA. The land uses should remain residential until an interchange is approved. At that time, a Small Area Study should be completed in order to update the appropriate land uses and character vision for development along this corridor.

Appropriate Zoning Category and Uses until Interchange is Approved:

R-40 Large Lot Residential, R-20 Low-Density Residential, SPUD SR-PUD Suburban Planned Unit Development

Infrastructure:

Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.

Design and Context Principles:

The character should remain residential until an Interchange is approved; however, if new residential development is proposed, consideration should be made as to the status of the proposed Interchange. Site design considerations for access and reservation of areas for possible mixed use, retail, or personal service uses should be considered, especially at major intersections.

New Hall Road Corridor



north-south connection and in anticipation of a future interchange and gateway to Interstate 65.

Streetscape Description:

Roadway typical sections are designed to be a 3 Lane Avenue to accommodate a moderate volume of traffic in a residential context.

Open and Green-space Description:

Green space is characterized by streetscapes, greenways, and community parks.

Future Development Description:

Future development should emphasize interconnectivity, housing diversity, and a mixture of lot sizes, within the acceptable zoning districts. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multiuse paths in order to create safe and interconnected links current and future neighborhoods.

Primary Future Uses

MOST APPROPRIATE: Low Density Single family detached residential uses are the most appropriate use in this Character Area. Smaller lot sizes may be appropriate as part of a Planned Unit Development.

APPROPRIATE, WITH RESTRICTIONS: Governmental, Religious, and/or Civic Uses such as places of worship, schools,

low impact governmental services, community centers, parks, or other passive recreational (including greenways and trails) are appropriate only if they are compatible with surrounding residential development and are located on a Collector or Arterial street.



Union Road Corridor

Character Area Policy

Union Road Corridor

Character:

The Union Road Corridor Character Area recognizes that Union Road functions as an important North-South connection and is one of the few transportation connections between 76 and 31. This Character Area creates primarily residential Corridor that may include some mixed use opportunities at major intersections.

Appropriate Zoning Category and Uses:

R-15 Medium Density Residential, R-20 Low-Density Residential, SR-PUD Suburban Planned Unit Development, NC-PUD Neighborhood Center Planned Unit Development

Infrastructure:

Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.

Design and Context Principles:

Master planned developments are encouraged along this corridor. The character should be largely residential, with neighborhood retail or personal service uses appropriate at major intersections. New medium density single family or planned residential developments should include a mix of architectural styles, while also blending with existing, adjacent development patterns. Nonresidential uses should be located along Union Road at major intersections and transition to residential uses and scale. All buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping.

neighborhood-scale development that complements existing residential neighborhoods and where new development consists of compatible and complementary master planned developments.

General Description:

The Union Neighborhood Character Area is characterized by a mix of residential uses and supportive retail/commercial uses. These neighborhoods may be intermixed with compatible governmental, religious, and/or civic uses. The general development pattern is suburban and can generally be defined by a single- or multiple uses a variety of lot sizes, depending on the intended use.

Street networks and intersections are defined by site context. Buildings have short to moderate setbacks and use the building structure or landscaping to frame the street.

This Character Area should be viewed as a transitional area that connects and buffers a variety of uses from industrial to residential.

Streetscape Description:

Roadway typical sections are a designed to be a 3 Lane Avenue to accommodate medium volumes of traffic in a primarily residential context.

Open and Green-space Description:

Green space is characterized by streetscapes, greenways, and community parks.

The intent of the Union Road Character Area is to enhance and promote areas appropriate for a



Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and master planned development. All development should be neighborhood-scale, while designed to be sensitive to surrounding residential uses. Mixed use neighborhoods are appropriate with buffering and transitional features to ensure that any commercial, retail, or personal service uses remain neighborhood-scale and are consistent with surrounding residential neighborhoods. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes in order to link current and future neighborhoods.

Primary Future Uses

MOST APPROPRIATE:

This Character Area is open to a mixture of primary future uses with the primary function being the creation of neighborhoods, as permitted in the appropriate zoning districts noted in the policy chart. Commercial nodes may be appropriate, when neighborhood in design and scale, in order to provide commercial services and personal services to the residential uses nearby.

Residential, Commercial, and Civic are all appropriate, depending on surrounding development pattern and site context.

All uses within this Character Area should be developed or redeveloped in conjunction with Access Management and should incorporate multimodal transportation elements in order to make for a walkable environment.



Gateway

Character Area Policy	
Gateway	<p>Character: The Gateway development pattern is established, but evolving. Changes to the area are likely and encouraged as development and redevelopment occurs. Since this is the City's interstate connection and gateway, new development should focus on a mix of uses and services that are both local and regional in scale. Hospitality, retail, and restaurant uses are particularly appropriate for this area.</p> <p>Appropriate Zoning Category and Uses: C-2 General Commercial, Interstate Sign District C-2, C-4 Office Professional</p> <p>Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.</p> <p>Design and Context Principles: This character area may include the most intensively scaled development within the City. Development located adjacent to residential uses should transition height and scale, appropriately. New developments should include a mix of architectural styles to present an attractive Gateway from Interstate 65 into White House. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping.</p>

The intent of the Gateway Character Area is to enhance the Interstate 65 area and to aid in the development and redevelopment of city-wide and regional scale commercial, restaurant, office, and hospitality uses.

This Character Area is reserved for high intensity uses that perform as an economic engine for the City.

General Description:

The Gateway Character Area is characterized by an intense mixture of uses: commercial/retail, office, hospitality, and personal services. The general development pattern reflects the highest levels of intensity allowable within the City. The built environment consists of one - to multi-story buildings and includes both single use and mixed use activities. Parking should mostly be relegated to the side and rear of buildings. Buildings range from no setback to moderate setbacks.

Streetscape Description:

Roadway typical sections are designed to be a 4 Lane Avenue to accommodate high volumes of traffic in an intensity developed context with high levels of activity.

Open and Green-space Description:

Green space is characterized by streetscapes, greenways, and community parks and should conform to the City's Parks Master Plan.

Future Development Description:

Future development should emphasize connectivity and uses that generate high levels of activity, but respect the context of the surrounding area. Additionally, new development should create a



pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes linking current and future neighborhoods and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, or other such uses.

Primary Future Uses

MOST APPROPRIATE:

Mixed use development is the most appropriate use. Restaurant, Office, Commercial, and Hospitality uses.

SITE DESIGN:

The context of the Gateway Character Area should be reflective of the highest levels of activities and intensity within the City. Master planned developments that incorporate quality site design features and architectural materials with a variety of retail, office, restaurant, and hospitality-type uses are encouraged. All uses within this Character Area should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements in order to make for a walkable environment.



Future Gateway

The intent of the Future Gateway Character Area is to reserve areas in anticipation of a new interchange on Interstate 65 in order to allow master planning for future development in this area.

This Character Area is reserved for medium intensity, commercial and retail uses that will perform as an economic engine for the City.

General Description:

The Future Gateway Character Area is characterized by a mixture of uses: commercial/retail, small scale hospitality, and personal services.

The general development pattern reflects a medium to high level of intensity allowed within the City. The built environment consists of one - to multi-story buildings and includes both single use and mixed use activities. Buildings range from no setback to moderate setbacks.

Streetscape Description:

Roadway typical sections are a designed to be a 3 Lane Avenue to accommodate medium volumes of traffic in a possible mixed use environment.

Character Area Policy	
Future Gateway	Character: This Character Area reserves land around a proposed interchange for a Future Gateway. If an interchange on Interstate 65 is approved, the land use in this area will evolve into a service commercial gateway into White House. The land use and development pattern will change, depending on the approval of an interchange. Therefore, careful consideration should be given to development of land in this area until an interstate interchange is approved. Changes to the area are likely and encouraged only when the interchange is approved through TDOT and FHWA. The SR 76 Interchange/Gateway should remain as the main entrance into White House from the interstate, with this interchange functioning more for interstate commercial and hospitality uses. At that time, a Small Area Study should be completed in order to update the appropriate land uses and character vision for development along this corridor.
	Appropriate Zoning Category and Uses Only if Interstate Interchange is Approved: C-2 General Commercial, Interstate Sign District C-2, C-4 Office Professional <i>If no interchange is approved, appropriate uses in adjoining character areas apply.</i>
	Infrastructure: Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.
	Design and Context Principles: This character area may include moderately scaled development, while new development located adjacent to residential uses should transition down in height and scale. Appropriate buffering and screening of nonresidential uses is necessary to mitigate any impacts on adjoining, existing residential uses. New developments should include a mix of architectural styles to present an attractive new gateway connection from Interstate 65 into White House. Buildings should include quality materials with architectural details and features. Parking should be mitigated by landscaping.



Open and Green-space Description:

Green space is characterized by streetscapes, greenways, and community parks.

Future Development Description:

Future development should emphasize connectivity and uses that generate high levels of activity, but respect the context of the surrounding area. Additionally, new development should create a pedestrian-friendly environment by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes linking current and future neighborhoods and major destinations such as libraries, neighborhood centers, health facilities, commercial clusters, parks, schools, or other such uses.

features and architectural materials with a variety of retail, office, restaurant, and hospitality-type uses are encouraged. All uses within this Character Area should be developed or redeveloped in conjunction with Access Management requirements and should incorporate multimodal transportation elements in order to make for a walkable environment.

Primary Future Uses

MOST APPROPRIATE:

Mixed use development is the most appropriate use. Restaurant, Commercial, Retail, and Hospitality uses.

SITE DESIGN:

The context of the Gateway Character Area should be reflective of the highest levels of activities and intensity within the City. Master planned developments that incorporate quality site design



Innovation District

The intent of this Character Area is to enhance the business and employment base of White House, while allowing for a flexible mixture of office, light industrial, and similar uses. This Character Area is specific to enhance and promote the needs of business, office, and industrial activities within the City.

General Description:

The Innovation District Character Area is characterized by a mix of uses that form and support the City's employment base. A concentration of uses is intended to focus an area for industrial and economic development; however, civic uses are also appropriate. The general development pattern reflects a high level of intensity allowable within the City for industrial, manufacturing, research, and similar type uses. The built environment consists of one- to multi-story buildings and includes both single use and mixed use activities, including campus-style developments. Street networks and intersections are defined by site and transect context. Buildings have moderate to deep

Character Area Policy

Innovation

Character:

The Innovation Character Area includes those industrial areas within the City. This Character Area reflects a change in the economy away from heavy industrial facilities and positions industrially zoned land as areas for entrepreneurship and job creation. The zoning pattern in this Character Area is largely established for industrial uses. Changes to overall character of the area may occur and should focus on creating a safe and functional district for a wide range of industrial and related uses. This Character Area, while industrial in nature, is intended to provide for a transition and buffer from more intensive uses to less intensive uses such as residential or commercial.

Appropriate Zoning Category and Uses:

I-1 Light Industrial, I-2 Heavy Industrial, C-4 Office/Professional

I-3 Special Industrial uses are appropriate only in circumstances where the uses proposed for the site would benefit the community as a whole and a suitable area may be available.

Infrastructure:

Extensions to transportation, water, sewer, and other services should be expected. New service or extensive redevelopment of existing services should be vetted and reviewed by Planning Commission and Board of Mayor and Aldermen as a primary element of approval.

Design and Context Principles:

This character area represents an area with a flexible, innovative approach to Industrial, Manufacturing, Craft, or Artisanal made products. Buildings should be compatible with the established character of the area, while being functional for light industrial or office uses. Buildings should include quality materials that are functional but durable, with architectural details and features on street-facing facades. Parking should be scaled to the size, scale, and scope of the uses. Parking lots and loading areas should be mitigated by landscape.

In areas where there are residential commercial land uses in proximity to proposed industrial uses (such as Bill Moss Road and Sage Road), the scale of the building should transition to a residential scale. Additionally, in these areas appropriate screening and buffering should be applied in the site planning process to protect existing residential uses. If possible, less intensively industrial uses (light industrial, flex space, and/or office uses) are the most appropriate uses in areas that adjoin existing residential uses.



setbacks. Cohesive landscaping should be use to soften and minimize the intense economic and industrial activities in this Character Area.

Streetscape Description:

Roadway typical sections are generally local roads, although, since this character area touches 76 East and Union Road, 3 Lane Avenues, 4 Lane Avenues, or Mixed Use Corridors are designated, depending on the specific location. Guidance can be found in the proposed functional classification map in the Transportation chapter.

Open and Green-space Description:

Green space is characterized by streetscapes, greenways, and community parks.

Future Development Description:

Future development and redevelopment should emphasize access control, connectivity, and economic development. Additionally, new development should consider a pedestrian-friendly additions, where safe and appropriate, by adding sidewalks and/or creating other pedestrian-friendly multi-use trail/bike routes.

Primary Future Uses

MOST APPROPRIATE:

Light Industrial, limited manufacturing, and research type uses are the most appropriate to achieve the vision of this Character Area. Office, supportive commercial uses, and Civic uses are also appropriate.

NOT APPROPRIATE:

To ensure protection of land for economic development, Single Family and Multifamily residential uses are not appropriate in this Character Area.

SITE DESIGN:

The site design of development or redevelopment within the Innovation Character Area should be reflective of an employment district, while providing appropriate site design and transitional buffering to nearby residential uses. This area functions as the one of the City's primary economic development assets and site design in this area should be flexible to allow for redevelopment and adaptive reuses of existing sites for new purposes. All uses within this Character Area should be developed or redeveloped in conjunction with Access Management requirements to ensure the efficient and safe movement of traffic, including freight-related vehicles.



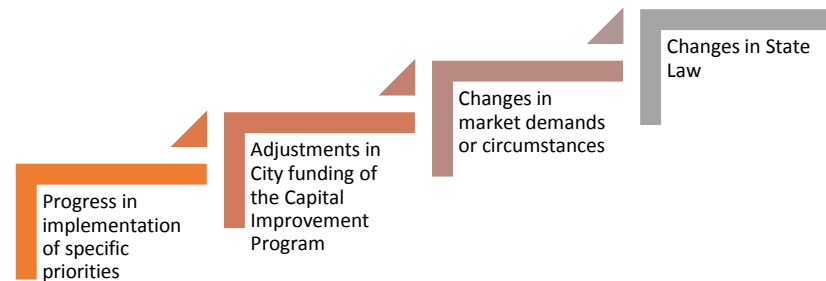
2.5 Implementation

Once the White House 2040 Comprehensive Plan is adopted, the work of accomplishing the policies, goals, and objectives becomes the true measure of success of the overall planning process. Moving from a vision to the actual result of the built environment is challenging and will not be a simple, clear cut task. This Chapter is presented, in conjunction with the Transportation portion of the plan, to help achieve the overall vision of the White House 2040 planning process. It establishes the ground-work and provides the toolkit necessary for City Staff, Planning Commission, the Board of Mayor and Aldermen, the development and design professional community, as well as the citizenry of the City of White House to achieve the vision of this plan.

Annual Reviews

Annual reviews of the Comprehensive Plan should be undertaken with respect to current conditions and trends. Citizens, property owners, and stakeholders have been invaluable to the creation of this comprehensive planning process. The City Staff and the Planning Commission should review this Plan annually and should make recommendations on prioritized changes to this document.

A report on the findings of the review should then be prepared by City Staff. Those items that appear to need specific attention should be examined in more detail, and changes and/or additions should be made accordingly. By such periodic reevaluations, the Plan will remain fresh, functional, and will continue to give the Planning Commission, City Staff, developers, property owners, and citizens' effective guidance and will aid decision-making throughout the City. Periodic reviews of the Plan should include consideration of progress in the implementation of specific priorities, adjustments to the City's overall budget, changes in the market and changes in state law.



Plan Amendments

This Plan is intended to be a living planning document for the City of White House. It should be a Plan that responds to changing needs and conditions. The full benefits of the Plan can only be realized by regular maintenance to ensure it is a vital and up-to-date document. As changes occur and new issues within the City develop, the Plan should be revised. By such action, the Plan will remain current and effective in meeting the City's needs.

Plan amendments should be made after thorough analysis of immediate needs, as well as consideration for the long-term effects of proposed amendments. The City Staff and the Planning Commission should consider each proposed amendment carefully to determine whether or not it is consistent with the Plan's intent and whether it will be beneficial for the long-term health and vitality of the City. Amendments should occur per the typical Planning Commission review process.

Five-Year Review & Update



In addition to periodic annual review, the Plan should undergo a thorough review and update every five years. The review and update process should be reflective of any amendments and updates to policies that have occurred since the time of adoption of this Plan. Specific input on major changes should be sought from various groups, including property owners, neighborhood groups, civic leaders, developers, business owners, and other citizens and individuals who express an interest in the long-term growth and development of the City.



Specific Implementation Strategies

Implementation is one of the most important, yet most difficult, phases of the comprehensive planning process. Without practical and realistic processes for implementation, the recommendations contained within the Plan will be difficult to realize. The City should work towards the implementation of the following priorities on an incremental, annual, and deliberate basis.

The three tables on the following pages provide a coordinated listing of Plan implementation priorities. Few cities have the ability to implement every recommendation or policy within their comprehensive planning document immediately following adoption. White House will be no exception. Plan implementation, therefore, must be prioritized to guide **top priorities**, **near-term priorities**, and **on-going priorities**. These priorities must be balanced with timing, funding, and City Staff's time and resources. While all the recommendations share some level of importance, they cannot all be targeted for immediate implementation. Other than the delineation of these priorities into immediate, long-term, and on-going, they are in no order of priority.

The first table lists the **top priorities** that should be targeted for implementation within the two years following the adoption of this Plan. The second table

lists the **near-term priorities** that should be implemented in five years following the adoption of this plan. The third table outlines the **on-going priorities** that will not be able to be achieved with a one-time action; but require on-going actions and attention.



TOP PRIORITIES		
IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
<p>COMPREHENSIVE UPDATE TO ZONING ORDINANCE AND SUBDIVISION REGULATIONS:</p> <ul style="list-style-type: none"> • Initiate a process to update, streamline, and modernization the regulatory framework for Zoning and Subdivision Regulations. • Revise Planned Unit Development review and adoption process to stream-line review process, but also to clarify that PUDs are exceptions to standards that require beneficial results for the City. Explore if the CPUDs are still necessary. • Update, modernize, and consolidate Base Zoning Districts and Requirements. • Incorporate appropriate revisions in the Subdivision Regulations based on new street standards and classifications. • Work to incorporate increased emphasis and regularity requirements on street interconnectivity, especially the Subdivision Regulations. 	<p>City Staff, Planning Commission, Board of Mayor and Aldermen</p>	<p>Zoning Ordinance and Subdivision Regulations</p>
<p>MAJOR CORRIDOR/INTERSTATE GATEWAY STREETScape PLAN: Create a small area plan for portions of 76, 31W, and the areas around the Interstate 65 interchange area to enhance this gateway entrance into the City.</p>	<p>City Staff, Planning Commission, Board of Mayor and Aldermen</p>	<p>Capital Improvements Plan / City Budget /New Comprehensive Planning Document</p>
<p>REZONINGS TO AMEND ZONING MAP IN ACCORDANCE WITH THE FUTURE LAND USE MAP: Review Zoning Map to bring forward appropriate rezoning requests to update Zoning Map. Industrial areas along Sage Road are a top priority.</p>	<p>City Staff, Planning Commission, Board of Mayor and Aldermen</p>	<p>Zoning Map</p>



NEAR-TERM PRIORITIES

IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
<p>ACCESS MANAGEMENT: Adopt pro-active Access Management standards that confirm to implement the policies of and goals of the Comprehensive Plan.</p>	<p>City Staff, Planning Commission, Board of Mayor and Aldermen</p>	<p>Zoning Ordinance, Subdivision Regulations, and Access Management Ordinance</p>
<p>PARKS, RECREATION, TRAILS, AND OPEN SPACE PLAN: Identify and create a comprehensive parks, recreation, trail, and open space plan. This plan should bolster the City's current parks system and build on the White House 2040 Plans.</p>	<p>City Staff, Planning Commission, Parks and Recreation Commission Board of Mayor and Aldermen</p>	<p>Capital Improvements Plan</p>
<p>FUTURE INTERSTATE GATEWAY PLAN: Identify and create a small area plan/streetscape plan to enhance the future interstate gateway entrance into the City to help define the character of the area.</p>	<p>City Staff, Planning Commission, Board of Mayor and Aldermen</p>	<p>Capital Improvements Plan / City Budget /New Comprehensive Planning Document</p>
<p>SMALL AREA PLANS: Identify and create a small area plan to enhance the interstate gateway entrance into the City to help define the image of White House.</p> <ul style="list-style-type: none"> • Sage Road to Union Road Connection and development within the Innovation Character Area • Union Road/Love Lane Extension/Pleasant Grove Intersection Improvement 	<p>City Staff, Planning Commission</p>	<p>Capital Improvements Plan / City Budget /New Comprehensive Planning Document</p>



ON-GOING PRIORITIES		
IMPLEMENTATION ACTION	RESPONSIBLE GROUP	IMPLEMENTATION MECHANISM
CONSISTENT DEVELOPMENT DECISIONS: Use this Plan and the Transportation Plan to guide monthly development reviews for Planning Commission and Board of Mayor and Aldermen actions.	City Staff, Planning Commission, Board of Mayor and Aldermen	Zoning Ordinance and Subdivision Regulations
CONSISTENT POLICY: Use this Plan to achieve the overall White House 2040 goals and objectives to interweave land use and transportation throughout the City.	City Staff, Planning Commission, Board of Mayor and Aldermen	Zoning Ordinance, Subdivision Regulations, and Capital Improvements Plan
ARCHITECTURAL REVIEW: Work proactively with community stakeholders to create a reasonable architectural review system to ensure the use of quality building materials in commercial areas and along appropriate corridors.	City Staff, Planning Commission, Board of Mayor and Aldermen	Zoning Ordinance/Design Review Manual



Section 3: Transportation

The mobility of a community when properly maintained is a characteristic that supports a healthy economy and promotes growth. Transportation plans are a tool to be used by the city to plan for future needs of the network. As the city and region grow communities want to plan for adequate roadway, pedestrian, and bicycle facilities. These plans help the community realize an environment that will support increased vehicular trips and financially plan for adequate facilities to encourage pedestrian and bicycle trips.

The City of White House is located north of Nashville along I-65 and lies in both Robertson and Sumner Counties. Currently, the Middle Tennessee Region is experiencing unprecedented growth that will impact planning for the City of White House. This transportation plan will examine and analyze the existing system, determine the expected future growth in the City based on the land use, and obtain public input regarding issues with the transportation network and areas that need improvement.

The purpose of the plan is to recommend projects that will help the City's transportation system maintain adequate operations, while providing mobility for economic commerce, personal trips, recreational trips, and those travelling through the

city. The plan is a tool to help the community design an infrastructure system that will accommodate increased traffic and create alternative means of travel throughout the study area.



Roadway Classifications

Roadways are functionally classified based on their characteristics such as lane widths, traffic volumes, speed, and number of access points. Federal Highway Administration has set up qualitative guidelines for determining the classification of roadways. These guidelines help create steps so that judgement is applied in a systematic fashion. Table 1 below lists the functional classifications as defined by FHWA.

Table-1. FHWA Functional Classification Definitions^{1¶}

Arterial

- Serve major activity centers, provides facilities for longer distance trips, and typically have limited access points. There are major and minor arterials. (Traffic Volumes Major arterial = 2,000 to 27,000 AADT; Minor Arterial = 1,500 to 14,000)

Collector

- Carry vehicles from local roads to arterials. There are major and minor collectors.

Local

- Provide direct access to multiple properties and are not intended for long distance travel.

1- Highway Functional Classification Concepts, Criteria and Procedures, 2013 Editions

Table 2 shows the definitions the City of White House has established for functional classification of roadways as defined in the *Subdivision Regulations*.

Table-2. Local-Functional Classification Definitions¶

Arterial

- Collect and distribute traffic from residential collector and other residential streets to the arterial transportation systems (Traffic Volumes = 2,500 to 6,000 trips/day)

Collector

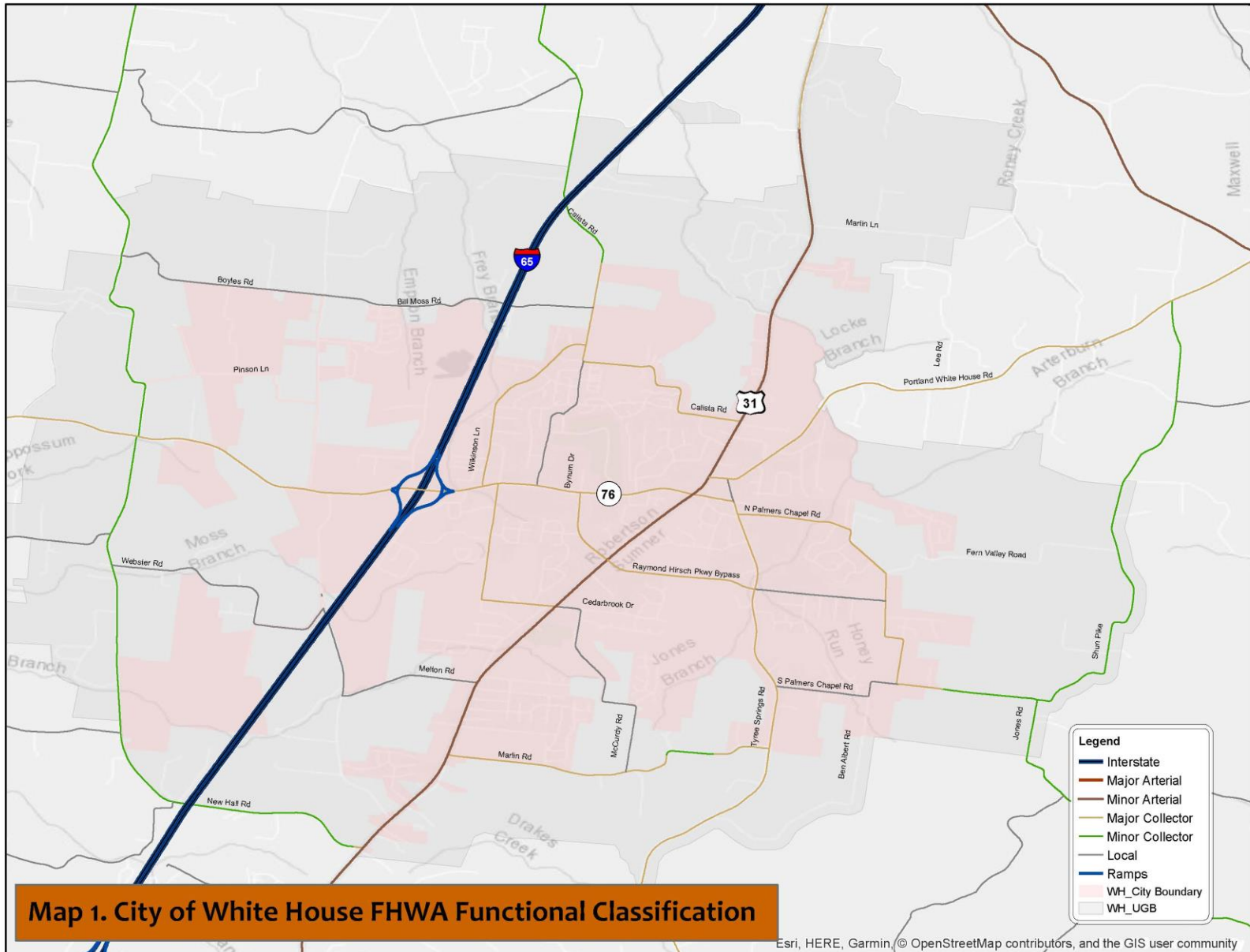
- Residential Streets provide access to individual properties and collects and distributes neighborhood traffic from residential streets to arterials. (Traffic Volumes = 1,000 to 2,500 trips/day)

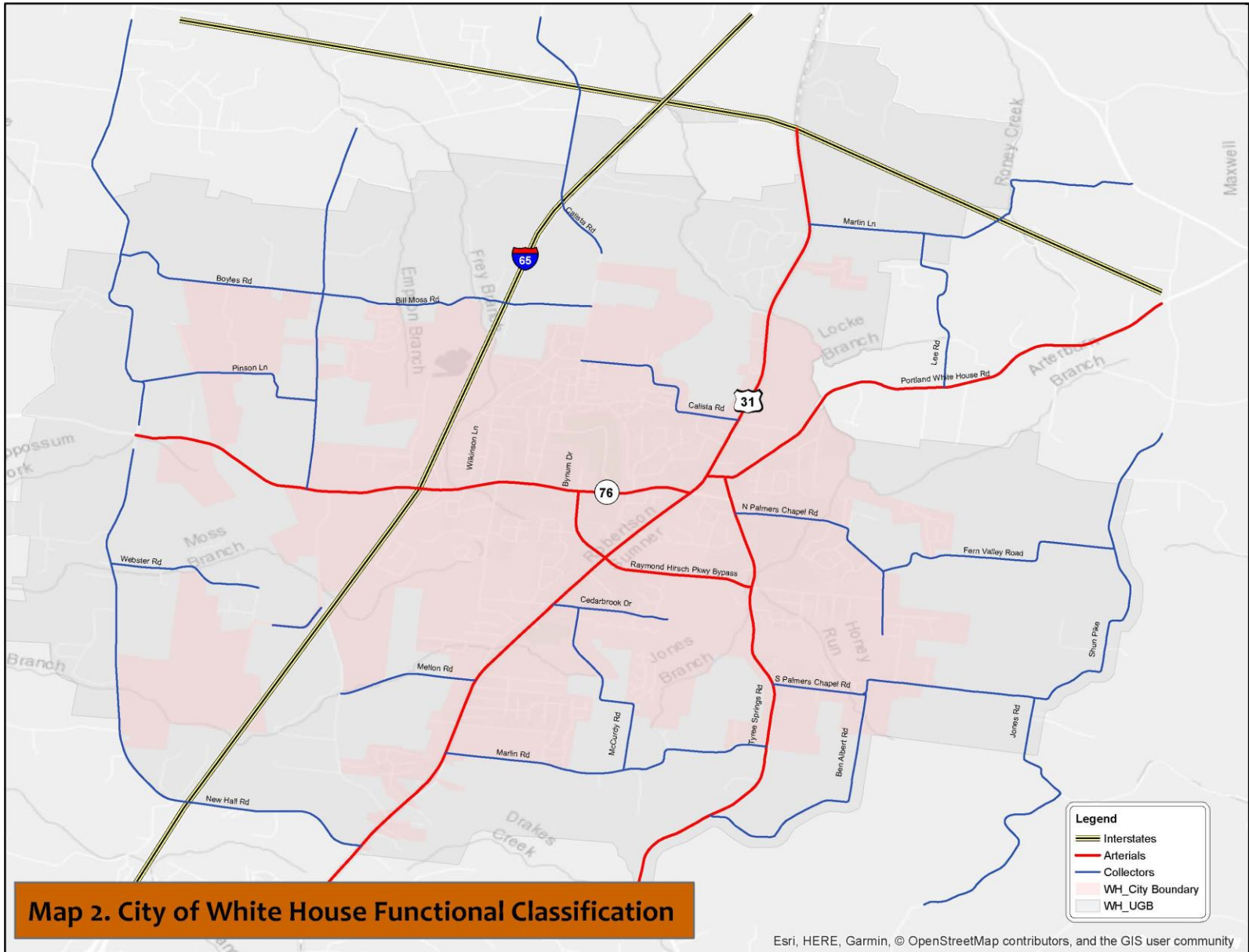
Local

- Provide direct access to multiple properties and are not intended for long distance travel.

Roads on the National Highway System (NHS) that are functionally classified by FHWA are eligible for federal funding programs. Map 1 depicts, the functional classification designations used by the Nashville Metropolitan Planning Organization (MPO) in the travel demand model (TDM). The TDM is a computer aided model of the regional transportation system used by the MPO to evaluate and create recommended transportation projects. This classification is one of the characteristics used to establish the capacity of the roadways in the TDM.







Map 2 depicts the roadway functional classification as defined in the *White House Subdivision Regulations*. Local municipalities can define the roadway classification for those roadways that are not part of the NHS system. This is often done to identify roadways important to local travel and commerce.

Table 3 identifies the MPO model roadway classification and the local roadway classification. The two roadways that are part of the NHS system include Interstate 65 and Highway 31, which are classified as the same type of road in the MPO model and by White House. It is common for roadways to easily fall into the arterial or collector classification system because of the various characteristics that define each category. Therefore, it is easy to see where the MPO may classify some roadways in one category, while the City of White House classifies them differently. The four roadways classified as Major Collectors in the MPO model and Arterials by White House are Raymond Hirsch Parkway, Highway 76, Portland White House Road, and Tyree Springs Road. The four roadways classified as Local by the MPO and Collector by White House include Boyles Road, Bill Moss Road, Webster Road, and Melton Road. The roadways in the table that do not contain an MPO classification are not included in the model.

Table 3. Roadway Classifications

Roadway	Functional Classification	
	MPO	Local
Interstate 65*	Interstate	Interstate
Raymond Hirsch Parkway	Major Collector	Arterial
Highway 76	Major Collector	Arterial
Highway 31*	Minor Arterial	Arterial
Portland White House Road	Major Collector	Arterial
Tyree Springs Road	Major Collector	Arterial
Boyles Road	Local	Collector
Bill Moss Road	Local	Collector
Pinson Lane		Collector
Webster Road	Local	Collector
New Hall Road	Minor Collector	Collector
Cross Plains Road	Minor Collector	Collector
Martin Lane		Collector
Calista Road	Major Collector	Collector
N. Palmers Chapel Road	Major Collector	Collector
S. Palmer's Chapel Road	Major Collector/Minor Collector/Local	Collector
Ben Albert Road		Collector
Jones Road	Minor Collector	Collector
Shun Pike	Minor Collector	Collector
Melton Road	Local	Collector
Marlin Road	Major Collector	Collector
Pleasant Grove Road	Local	Collector
Fern Valley Road	Local	Collector
McCurdy Road	Local	Collector
Cedarbrook	Local	Collector

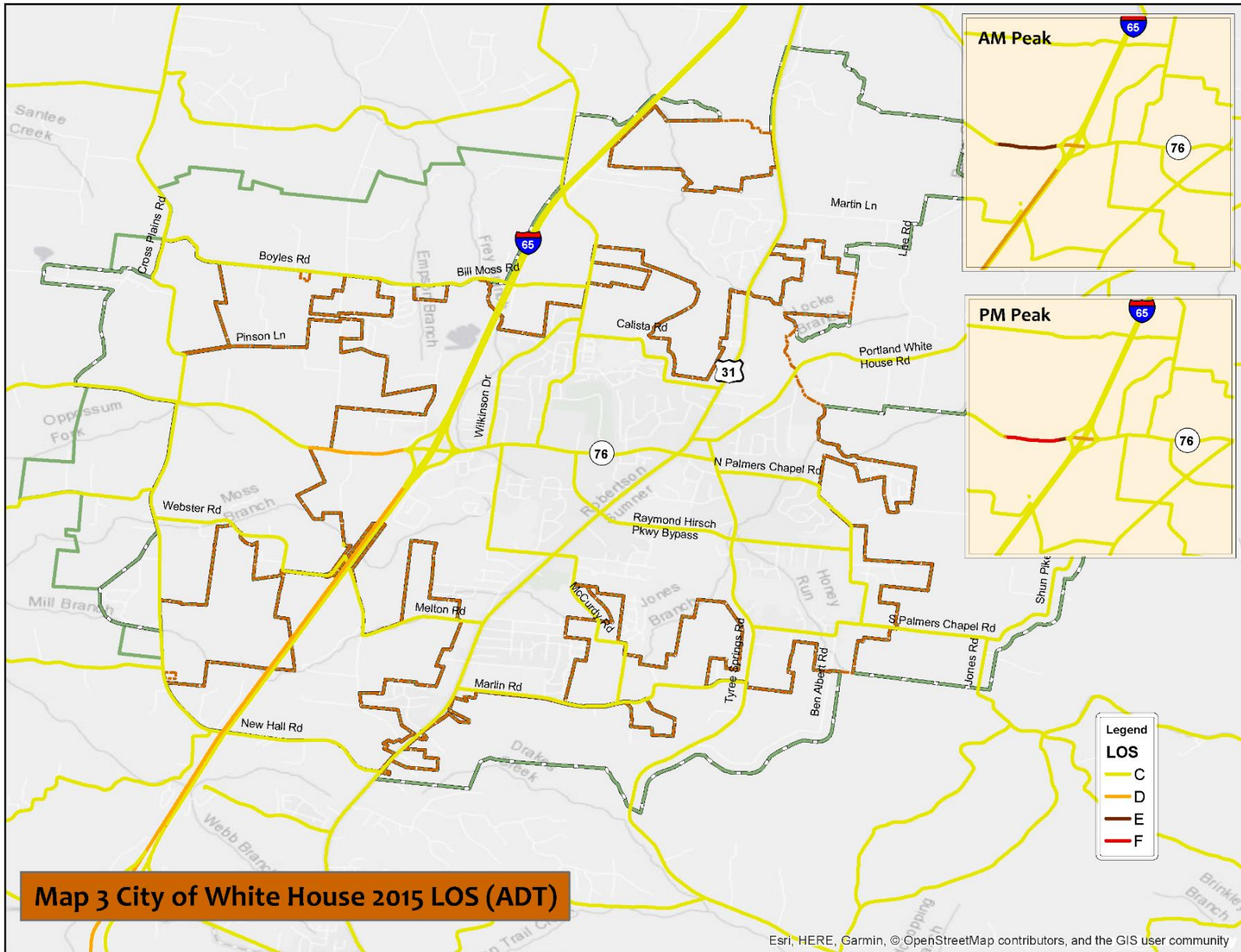
*Roadway on NHS System



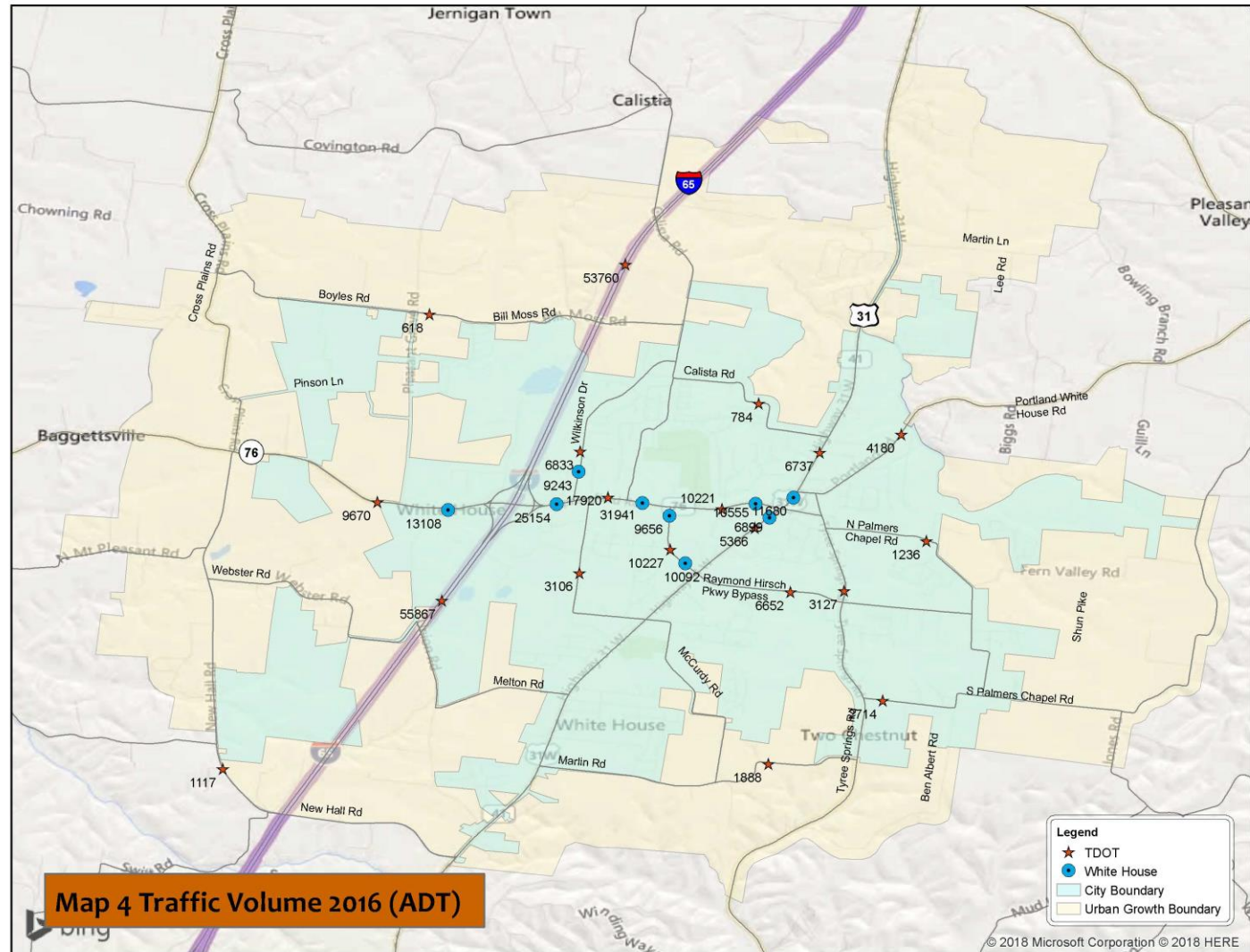
Roadway Operations

The operation of roadways is analyzed and reported as a level of service (LOS), per industry standards. The LOS ranges from A to F, depending on the traffic volume and other roadway characteristics (number of lanes, widths of lanes, etc.) which affect maneuverability, delays and speed of the vehicles. The MPO traffic model utilizes the traffic volumes and characteristics included in the model to determine the LOS. LOS ranges from A to F, with an A being the best and an F being the worst. An LOS of D or above is seen as an acceptable level of service based on the maneuverability, speed, and delay experienced by drivers on roadways operating at this level of service. Map 3 shows the LOS for the Average Daily Traffic (ADT) from the 2015 MPO model. (ADT is the total daily trips seen on the roadway in a 24-hour period.) As shown, most of the roadways in White House operate at LOS C except a segment of I-65 and a segment of Highway 76 west of I-65 that both operate at LOS D. During the AM peak, the highest traffic volume for one hour between 6-10 AM, the MPO model analyzes the segment of Highway 76 east of I-65 to operate at LOS E and during the PM peak, the highest traffic volume for one hour between 2-6 PM, it operates at LOS F.



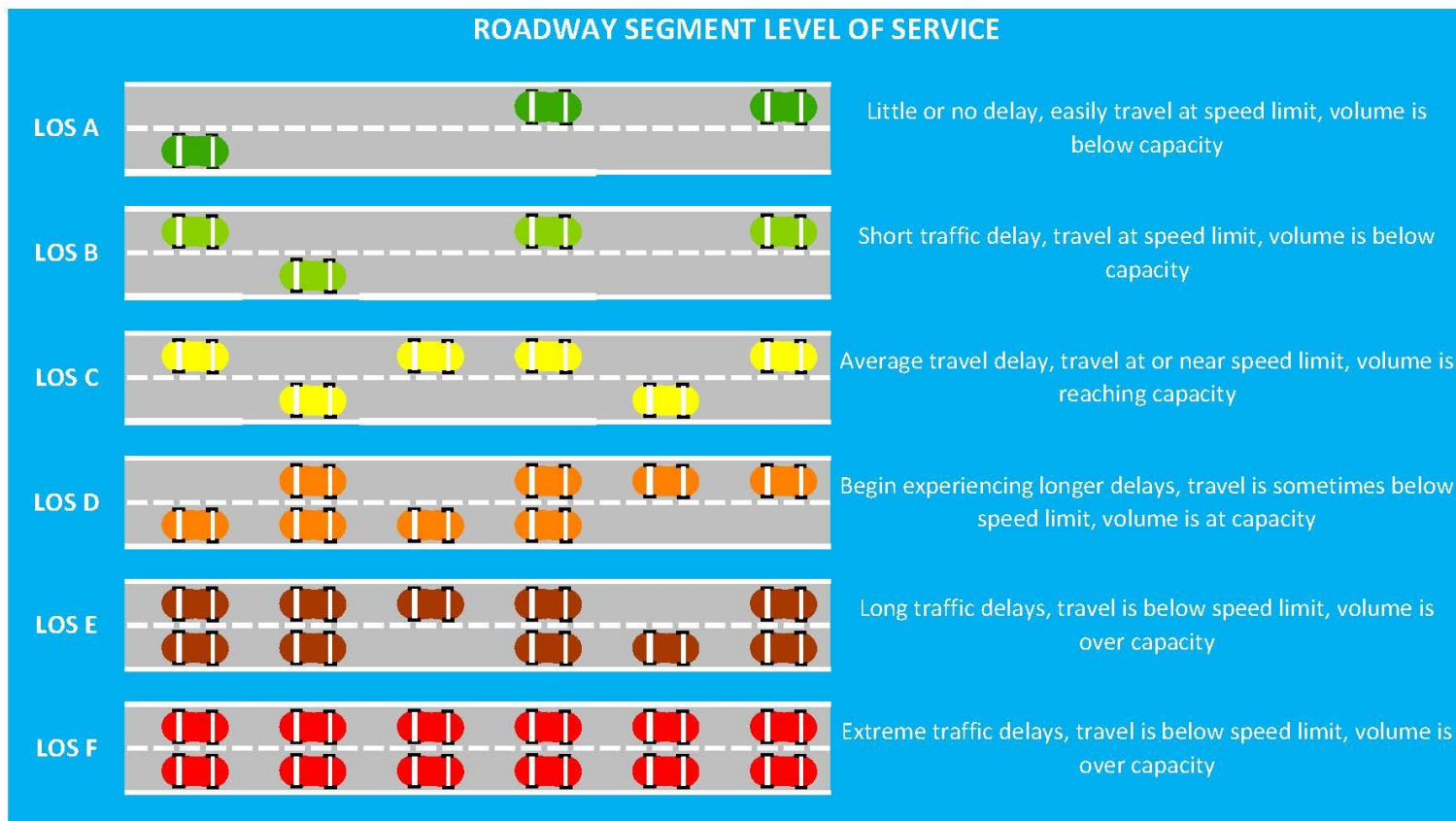


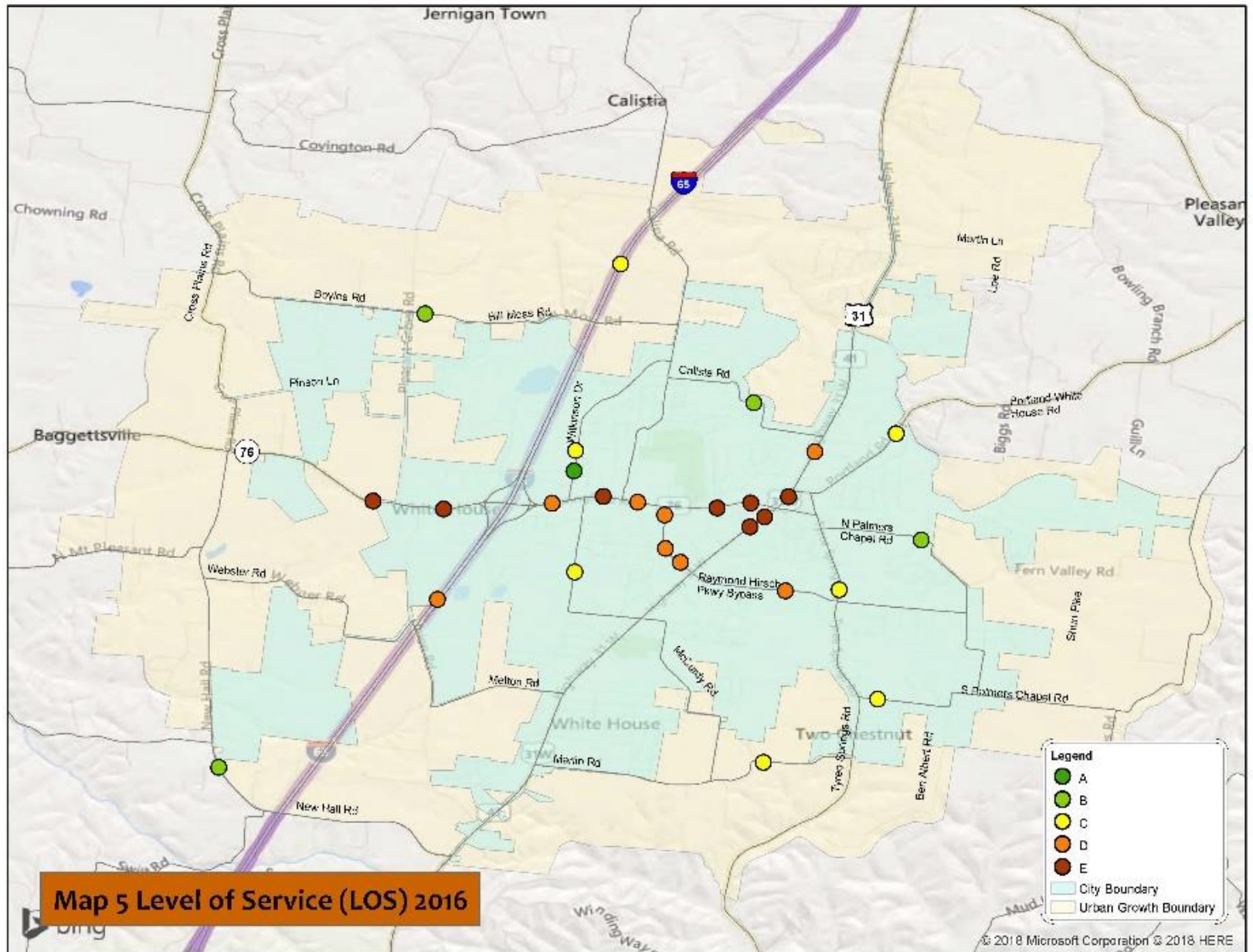
The City of White House has conducted traffic counts along Highway 76 and Highway 31 since 2013. In addition, as part of the Tennessee Department of Transportation annual counts several stations located in the White House Growth Boundary are conducted on an annual or bi-annual basis. These traffic counts shown on Map 4 show the 2016 ADT volumes recorded by TDOT and the City of White House.



Level of service (LOS) is an industry standard analysis used to evaluate traffic operations of the roadway network. The analysis can be based on intersections or on roadway segments. For the purposes of this study the LOS analysis conducted will be segment analysis. The characteristics that influence the roadways operation include traffic volume, speed, number of access points, terrain, truck volumes, and on

two-lane highways passing ability. The results of the LOS analysis using the traffic volumes from TDOT and White House counts is shown on Map 5.





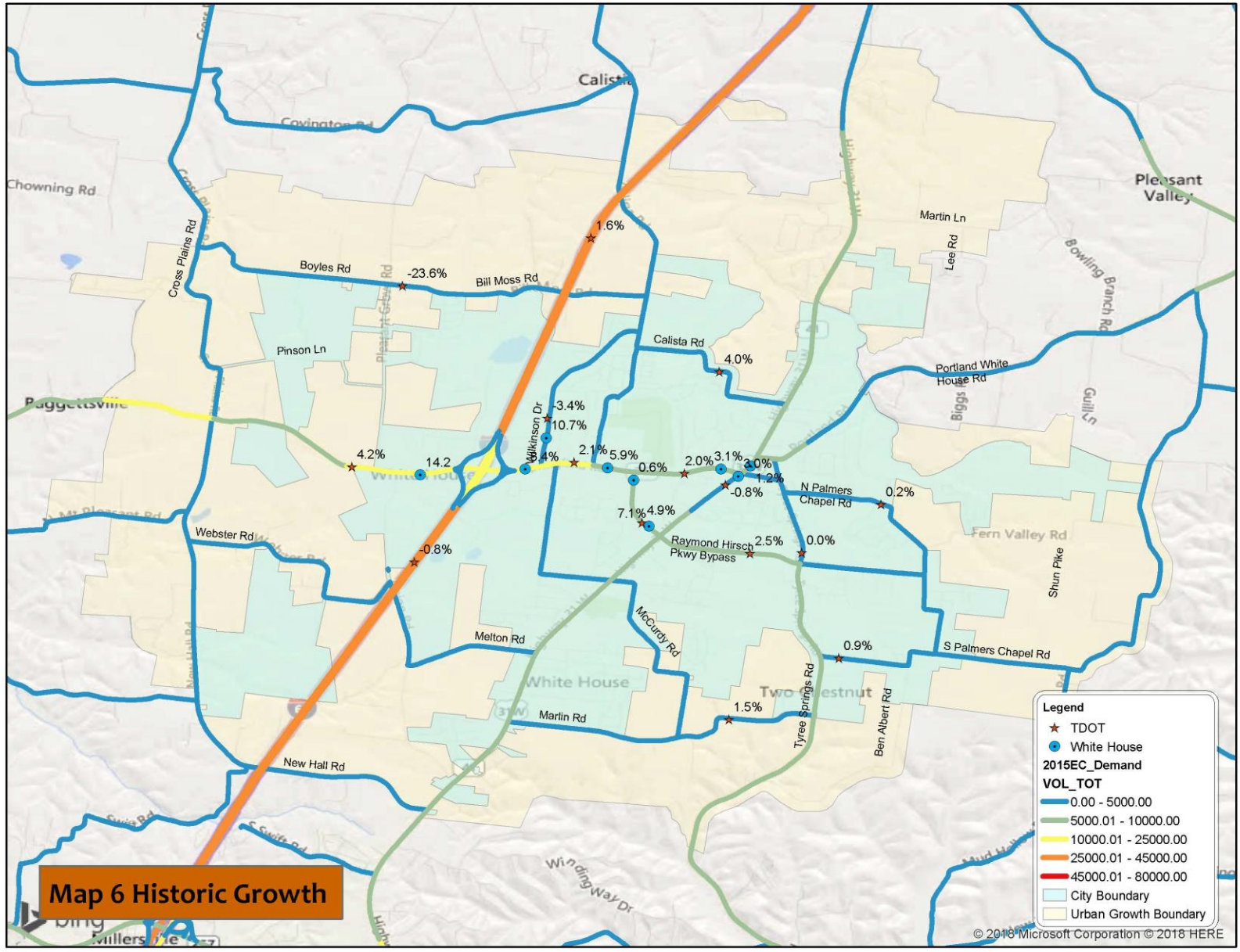
In order to establish an historic growth rate in the study area, the historic ADT counts were used to determine linear growth rates at each count location. These linear growth rates are shown on Map 6 and depict patterns associated with the development along the roadways.

- The area around the I-65 exit along Highway 76 has seen the highest growth where it has approached an average of 9.5% in the four years.
- Farther east on Highway 76 and on north and south of Highway 76 on Highway 31 the average growth rate has been closer to 2.4%.
- The TDOT and White House Stations on Highway 31 averaged together have experienced a 1.4% increase.
- The growth rate for the two count stations on I-65 average 0.5% increase.
- The residential areas have seen a 3.3% increase in the historic growth rate.
- The rural or undeveloped areas have experienced an increase of 2.5% growth since 2013.

Based on the amount and type of development experienced within and around White House, this type of traffic volume growth is expected. Roadways located in areas of nonresidential land use, particularly, commercial, retail, and restaurant uses,

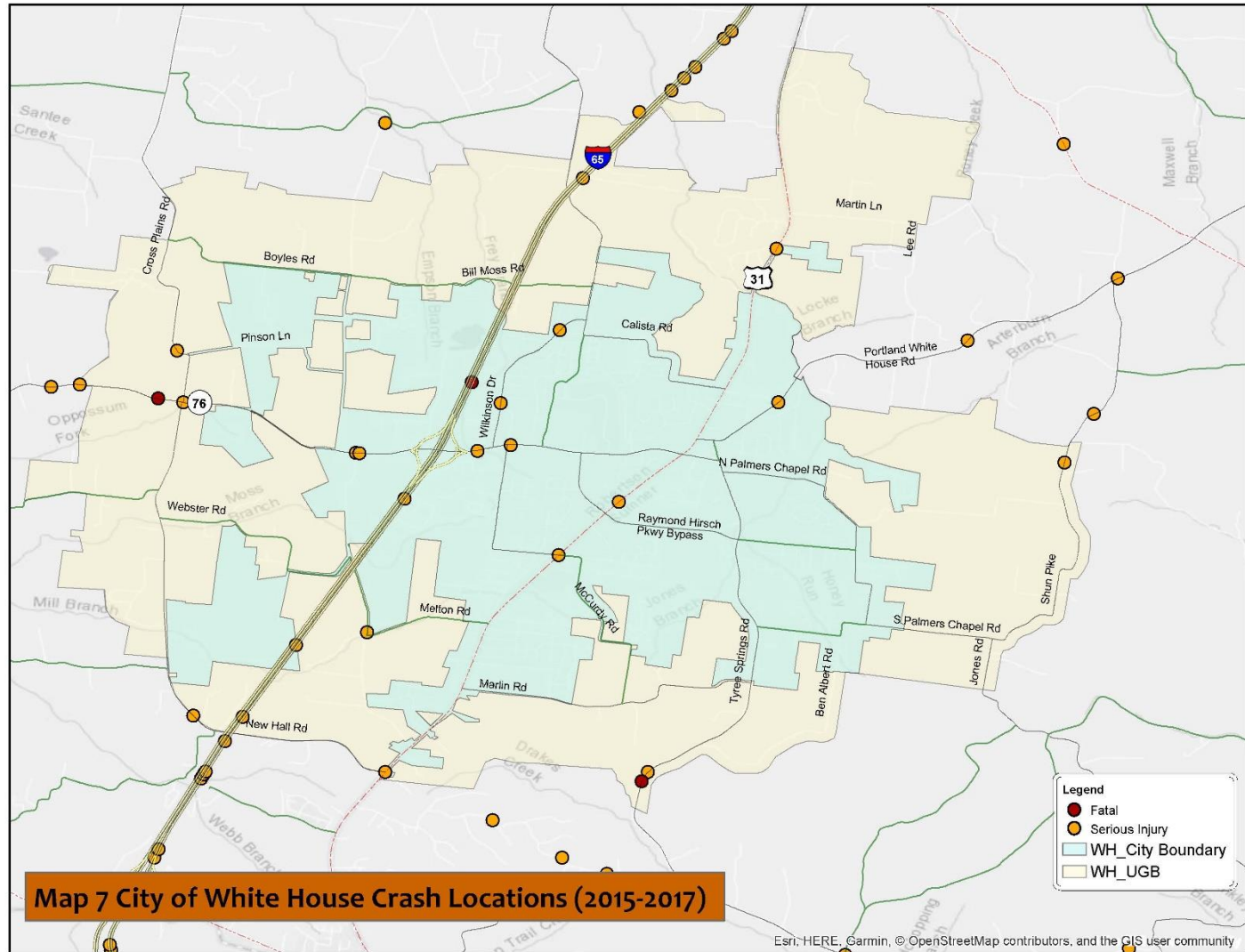
will typically experience higher growth rates than areas where the land use or zoning consists of residential or agriculture uses. The properties near the interstate, where more nonresidential uses were developed, obviously experienced higher growth rates because of the commercial uses clustered in that area.





Safety on the Roadways

All municipalities want to provide safe roadways for their users. Crashes are caused by a variety of situations ranging from driver behavior to environmental characteristics. Evaluating historical crashes can sometimes identify characteristics of the roadway that can be improved to limit or reduce the crashes. Map 7 shows the crashes from January 1, 2015 to December 31, 2017 that were identified as fatal or serious injury crashes. Most of the serious injury

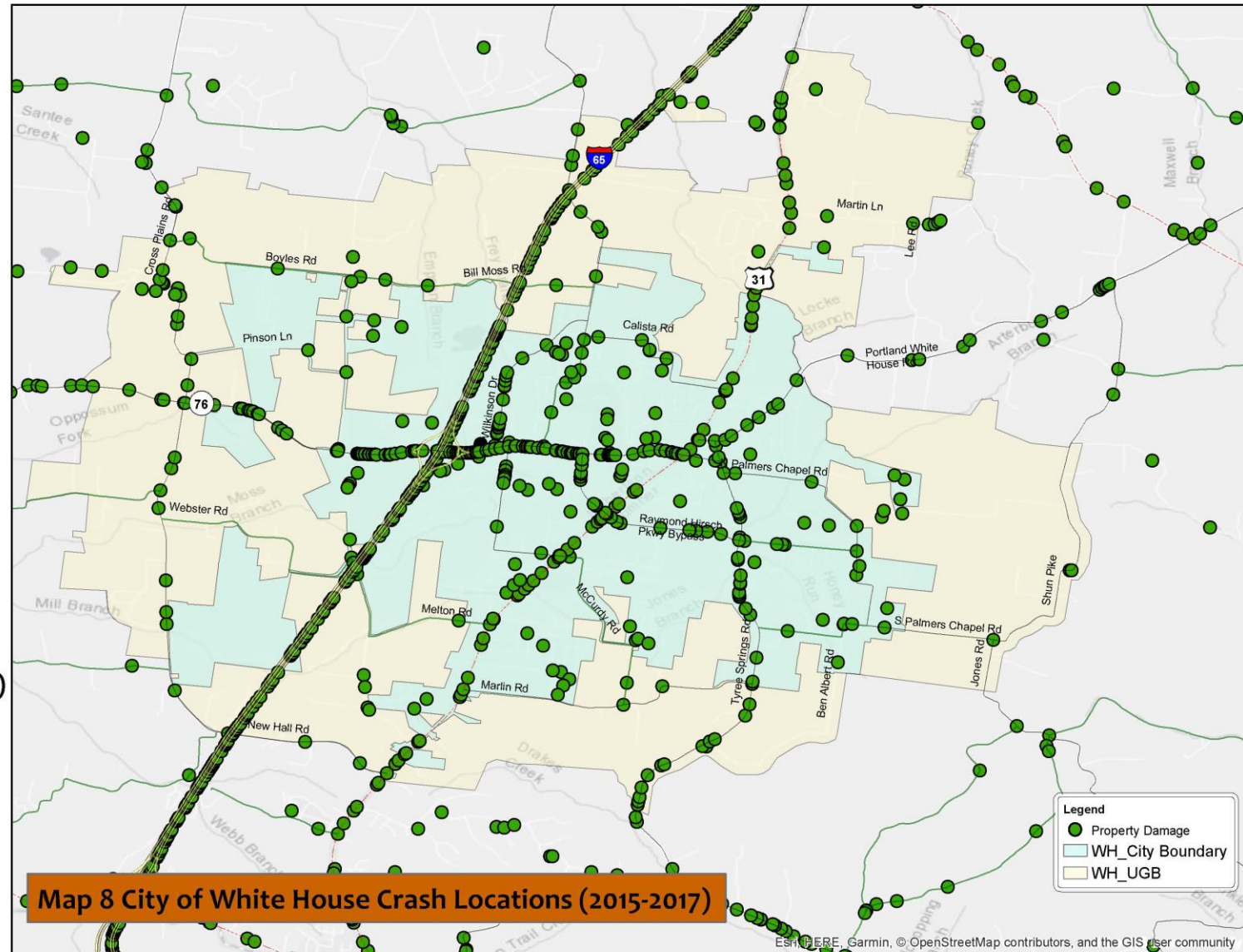


crashes occurred on Highway 76. There were three fatal crashes, one on I-65, one on Highway 76 west of I-65 near the city limits, and one on Tyree Springs



south of the city limits but within the UGB. The serious injury and fatal crashes have not been concentrated in an area.

Map 8 shows the crashes that involved property damage over \$400 from January 1, 2015 to December 31, 2017. As expected, more crashes are seen on roadways with higher traffic volumes such as I-65 and Highway 76. This commonly occurs where speeds are higher, more signals are present, and more lanes are present. There is also a concentration of crashes at the intersection of Raymond Hirsch Parkway and Highway 31 which is expected at this type of intersection.



Regulations and Reports that Affect the White House Transportation System

White House Subdivision Regulations

The *Subdivision Regulations* address several characteristics that affect the roadway network. Section 4-102.5 includes information regarding the location and design standards for accesses to property located on Arterial and Collector roadways. Both the street standards and sidewalk standards are explained in Section 4-103. Characteristics such as sidewalk widths and location are described in detail in this section. Several aspects of roadway design are included in the regulations in Section 4-103 including access points, traffic impact study requirements, and street layout. Section 4-104 includes specifications for functional design criteria including trip generation rates for residential development, right-of-way and pavement width requirements, details for one-way streets, and acceleration and deceleration lanes. Roadway Construction specifications are included in Section 4-105 and Appendix B.

White House Zoning Ordinance

The *White House Zoning Ordinance* contains standards for aspects that affect the transportation network. Article IV has parking standards such as number of stalls required for various uses and stall dimensions.

Middle Tennessee Connected 2016-2040 Regional Transportation Plan

The City of White House, being located within the Nashville Area MPO, is part of the Nashville MPO regional transportation plan. The constrained project list contains a couple projects in White House:

1. Project No. 9973 White House Local STP funds for Roadways and Bridge Improvements including Repair, Resurfacing, Multimodal Upgrades, Safety improvements, etc.
2. Project No. 1266 SR-41/US-31 Bicycle and Pedestrian Improvements from Clearview Court to North Trailhead

Transportation Improvement Program for FY 2017-2020(TIP)

TIP # 2016-52-232 (Robertson County) State Route 76 Widening (Phase I) from Charles Drive to Industrial Drive – widening the roadway to provide two lanes in each direction

TIP # 2015-56-074 (Sumner County) State Route 41/US-31W Sidewalk/Bike Lane Project – Sidewalk and striping improvements to a 0.75 mile section of SR-41/US-31 to include a 10 foot multi-use path to complete a loop connection for the city's 3.5 mile greenway system



Multimodal Elements

A City's transportation network includes more than roadways, turn-lanes, and traffic signals meant solely for automobile use. Current transportation planning practice has broadened its scope to include a wide array of transportation facilities including pedestrian, bicycle, freight-related, and transit means of transportation and are generally grouped into the term multimodal transportation, which will be used throughout Plan. This section of the Transportation Plan Element of the White House 2040 Comprehensive Plan includes a review of the City's existing multimodal facilities that provides a baseline understanding of existing conditions within the study area.

Sidewalk, Bicycle Facilities, and Greenway Facilities

Sidewalks, Bike Lanes/Routes, Shared Use Lanes, and Greenway facilities are an integral part of the City of White House transportation network. With growing awareness of the many benefits of bicycling and walking, as it relates to active living and as an alternative transportation method, a network of sidewalk, bicycle, and greenway routes result in many of the following benefits for the City of White House:

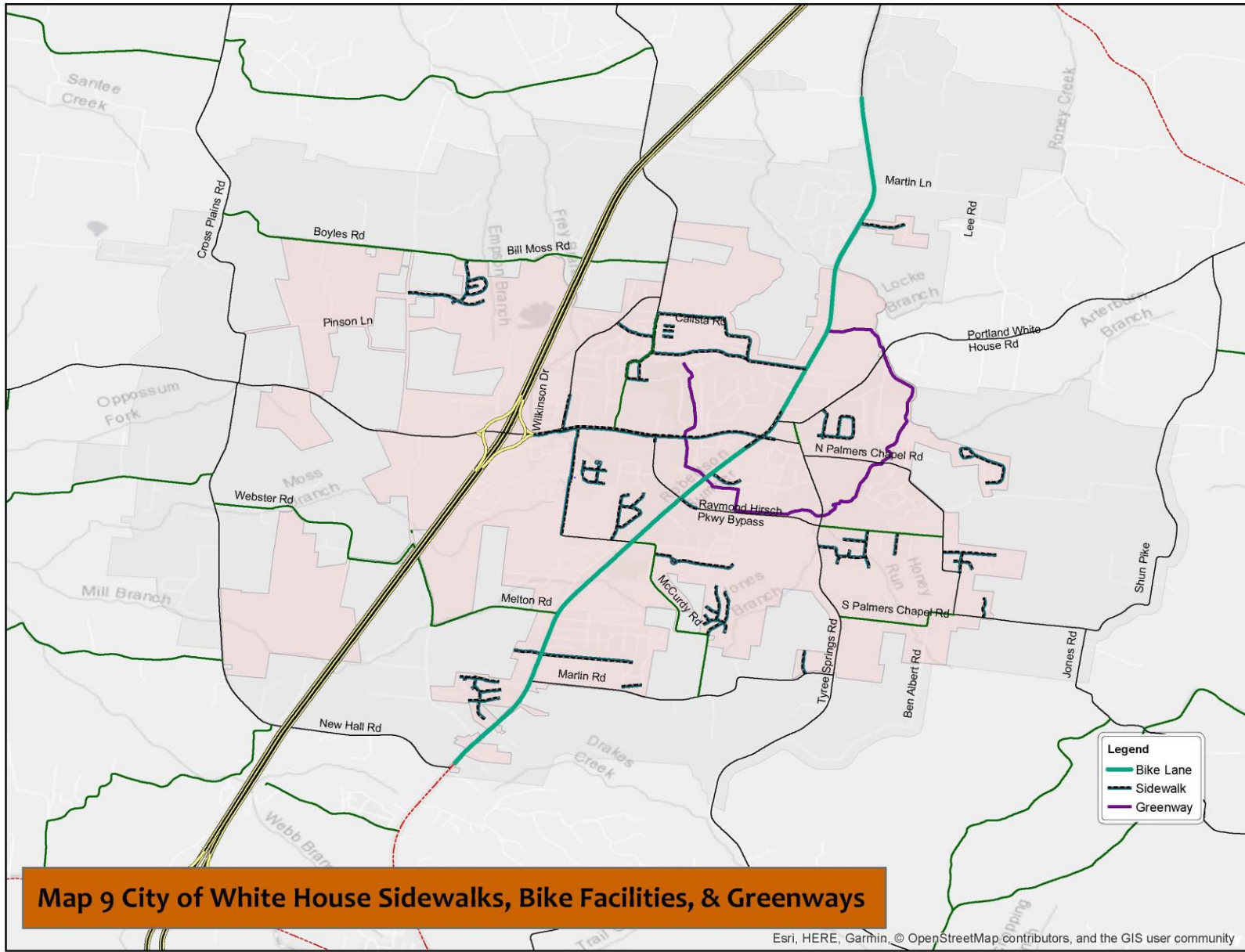
- Enhancing the community image and local quality of life

- Promoting healthier lifestyles
- Reducing commuting costs
- Expanding tourism opportunities
- Increasing and stabilizing property values
- Enhancing the local economy
- Aiding business recruitment efforts
- Providing opportunity for people unable to drive or without cars
- Improving the natural environment
- Preserving natural areas

Map 9 depicts the sidewalks, bike facilities, and greenways located in the City of White House.

The City of White House Greenway system is the envy of many of its peer and surrounding communities covering 3.5 miles and connecting retail businesses, residences, schools, and agricultural areas. The greenway system creates a partial loop around the core of the City: beginning with a connection at the White House Municipal Park along Highway 76, at the Andrew Jackson Trailhead; continues south to Highway 31W, at the James K. Polk Trailhead; then continues east to Tyree Springs Road, at the Tyree





Run Creek and associated floodplain, past North Palmers Chapel Road and Highway 76, passing the Veterans Memorial Trailhead; with a terminus at Highway 31W, at the Honey Run Creek Trailhead. Portions of the Greenway are certified as a Level II Arboretum.

The typical bicycle facilities that are part of the roadway network include shared lane bike routes and bike lanes. The difference between the two types of facilities are the shared bike facility has pavement markings in the same lanes as vehicles but bike lanes have a separate striped facility on the pavement. The City's primary bicycle facility is located along Highway 31W and is mostly striped as a bike lane.

Sidewalks are provided to offer an alternative means of transportation between uses and mostly for shorter trip lengths. When the pedestrian environment is a comfortable, safe area that connects the appropriate attractors and generators the number of pedestrians tends to increase. As part of the transportation plan, the typical sidewalk amenities and locations will be evaluated. The types of amenities that promote walking trips are pedestrian scaled lighting, buffer areas between vehicular travel lanes and sidewalks, trees, and in some locations outdoor seating.

Currently, the City's sidewalk network is limited. There are some sidewalk connections along portions of Highway 31W, along Highway 76, College Street and several of the local streets have sidewalks through neighborhoods.

[White House Greenway Master Plan](#)

White House has been proactive in promoting an active lifestyle by providing greenways and parks in the city. White House has a greenway master plan that identifies future park locations, potential trail head locations, new greenway locations and the important roadways to provide connections within the city. This future plans for parks and greenways will be discussed more in the future conditions.

The bicycle facility on State Route 31, which mainly consists of bike lanes, interconnects with the White House Greenway at the James K. Polk Trailhead and the Honey Run Creek Trailhead, providing important bicycle network connections for the community. These are two of the four existing trailheads that provide Parking areas and entryways to the existing greenway shown on Map 8.



Transit

Mass transit is a hot topic in the Middle Tennessee region. The overall growth and development in the Middle Tennessee region has promoted the state, local governments, and regional agencies to begin the planning process for an interconnected mass transit network. As the interstates and major state routes and highways are expected to reach capacity by 2040, alternatives to roadway widenings and single occupancy vehicle trips are being discussed regionally. While there are no mass transit options currently within the City of White House, regional planning documents do call for transit to be added along the I-65 corridor between White House and Nashville. The nMotion Plan, adopted by the



Regional Transit Authority (RTA) in 2016, was the result of the regional planning process and includes White House as a terminus for an express bus connection to downtown Nashville. The 85X White House express bus route includes the creation of a park and ride lot at the Highway 76 / I-65 Interchange.

Freight

Freight related uses are a critical element of the regional economy. The interstate system that runs through Middle Tennessee carries a significant amount of freight moving through the state but also within the state. The Middle Tennessee region has thousands of jobs directly and indirectly related to the freight industry. With the new industry standards being placed on truck drivers for safety it is important for the state to provide proper areas for the drivers to park. Since White House is along the I-65 corridor, freight related facilities and uses were reviewed for this report. White House does not have publicly maintained truck parking areas, but there is a Love's Truck Stop that provides 83 parking spaces, diesel fuel, a store, restaurants, ATM, internet, and weigh scales. The Love's Truck Stop is located at the intersection of Loves Lane and Highway 76, just west of the I-65 interchange.



3.2 Future Transportation Conditions

As the City of White House Plans for the future, evaluating the expected growth in the City is necessary to determine roadway projects needed for adequate mobility. The City is anticipating growth in various types of land uses, including industrial, commercial and residential. This section evaluates and provides guidance on managing the vehicular trips generated by this anticipated future growth and development within the community. Establishing a realistic growth pattern in traffic volumes is a major factor that influences the future project needs for the transportation network. This growth is influenced heavily by the zoning and land use allowed per the land use plan. Therefore, the traffic volume growth is determined from existing land use and traffic patterns and applied to the proposed future land use and transportation system.

The result of the future analysis is an operational level of service that is used to determine the impacts of traffic growth on the roadway network and plan for needed improvements.

Multimodal facilities for pedestrians and bicyclists will be a part of the future transportation system in White House. Future locations for multimodal facilities will be evaluated so that connections are made to provide for short trips and long recreational trips.



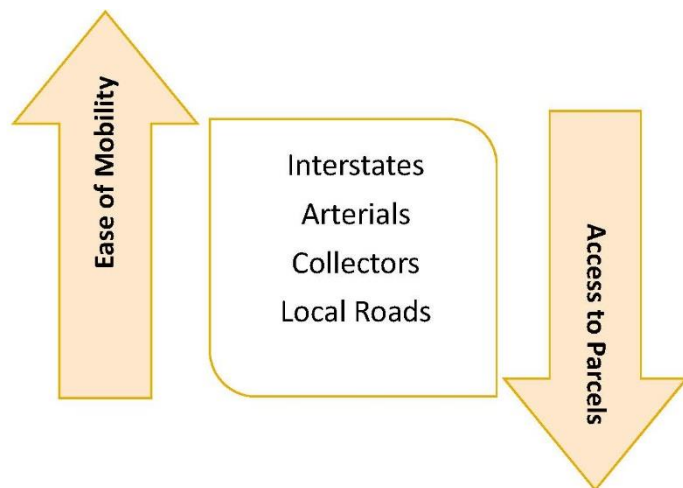
Roadway Classifications

As mentioned in the existing conditions, roadways are functionally classified by FHWA. In addition, The City of White House has established guidelines in the Subdivision Regulations to determine roadway classifications. The main purpose of establishing the classification is so that projects are eligible for federal funding when they are located on the NHS system. Based on the existing White House Major Thoroughfare Plan (MTP), there are several roadways expected to experience an increase in traffic volumes and will, therefore, be reclassified. These roadways are listed in Table 4.

Table 4. Future Roadway Classifications

Roadway	Existing Classification	Proposed Classification
Wilkinson Lane	Local	Proposed Arterial
Byrum Road	Local	Proposed Arterial
Sage Road	Local	Proposed Arterial
Union Road	Local	Proposed Arterial
Meadows Road	Local	Proposed Arterial
Union Road	Local	Proposed Collector/ Proposed Arterial

The graphic below depicts the relationship of the roadway classification system to the operational mobility and access provided to parcels.



Roadway Operations

Determining future roadway operations depends heavily on the methodology used to determine the future traffic volumes. Traffic volumes rely on the types and location of land uses and the economy. The Nashville MPO model uses a prediction method to determine the expected population and employment of each area for the future. The calibration method for the model focuses on regional numbers. Therefore, to calibrate this plan to be most helpful for the City of White House a more localized growth methodology will be incorporated to the traffic volumes, which is based on the land use along each roadway. Utilizing the existing traffic counts, the historic traffic growth rates, and the land uses, future traffic volumes will be calculated based on 0-10 year growth rate and 11-24 year growth rate which will result in projected traffic volumes for 2040. Since development of an area typically occurs over a 10-year period, the higher traffic growth rate will be applied for 10 years. During the remaining years, the future growth rate is expected to be at the historic level for the area. Therefore, we will use two growth rates in undeveloped areas.

Traffic Counts

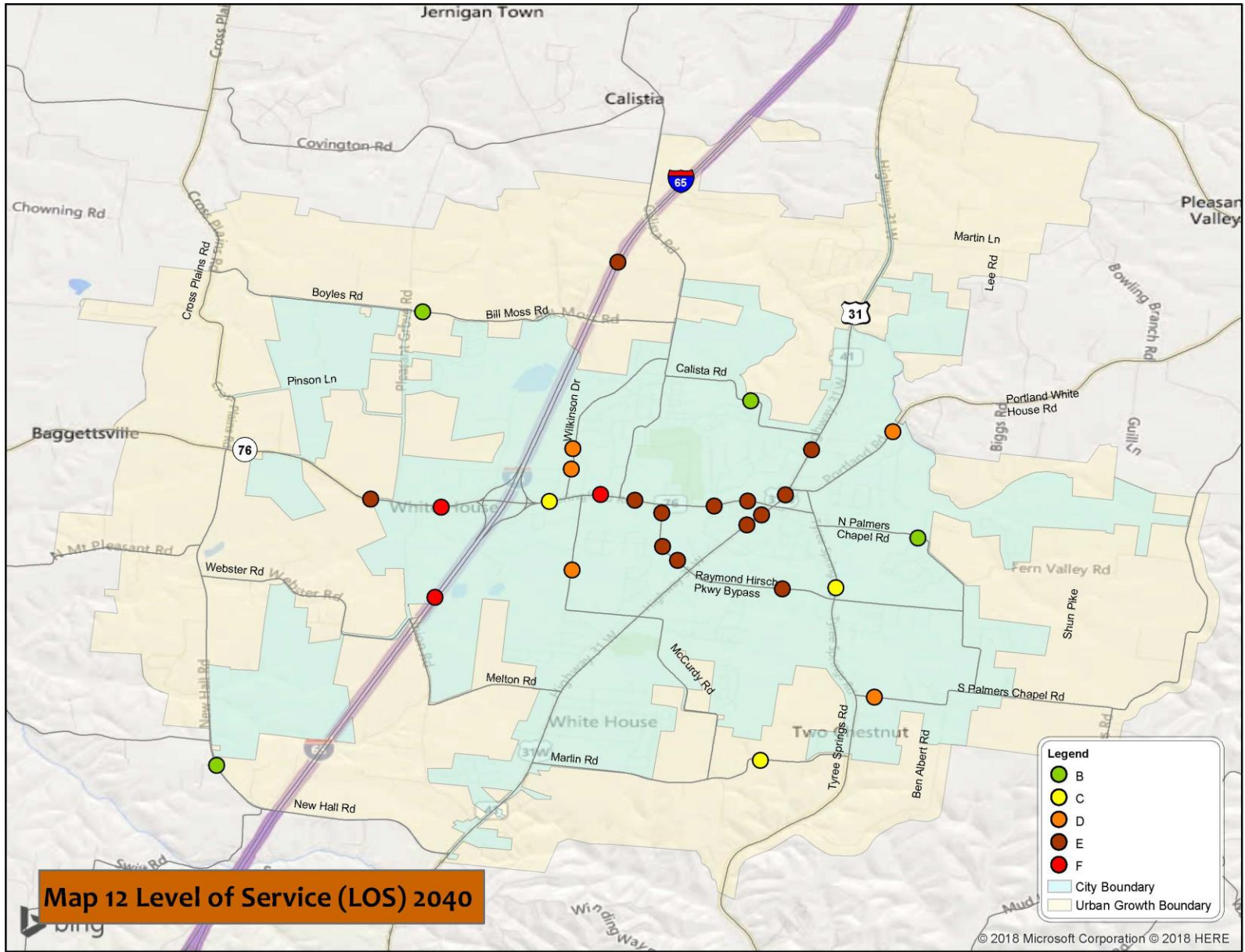
Table 5. Historic Growth Rate per Land Use

Land Use	Growth Rate	
	0-10 Years	11-24 Years
Interstate Sign District	7.5%	0.5%
Commercial	2.7%	0.5%
Residential	2.4%	0.5%
Rural	2.4%	0.5%
Interstate	0.5%	0.5%

The existing conditions section, Map 5, displayed the 5-year historic traffic growth rate at White House and TDOT count locations. These growth rates were broken down according to the land uses along those areas to determine the 0-10 year growth rate and the 11-24 year growth rate. Table 5 lists the growth rates per land use calculated for the 0-10 year horizon and the growth rate for the 11-24 year horizon. The growth rate for the 11-24 horizon year was calculated using the historic count data from the TDOT count stations located in White House. Map 11 shows the 2040 calculated traffic growth rates.

As expected, the highest increase in the number of daily trips is expected to be seen along Interstate 65. The arterials are also expected to experience an increase in daily trips. Highway 76 trips are predicted to increase by 2,700 up to 16,200 trips and Highway

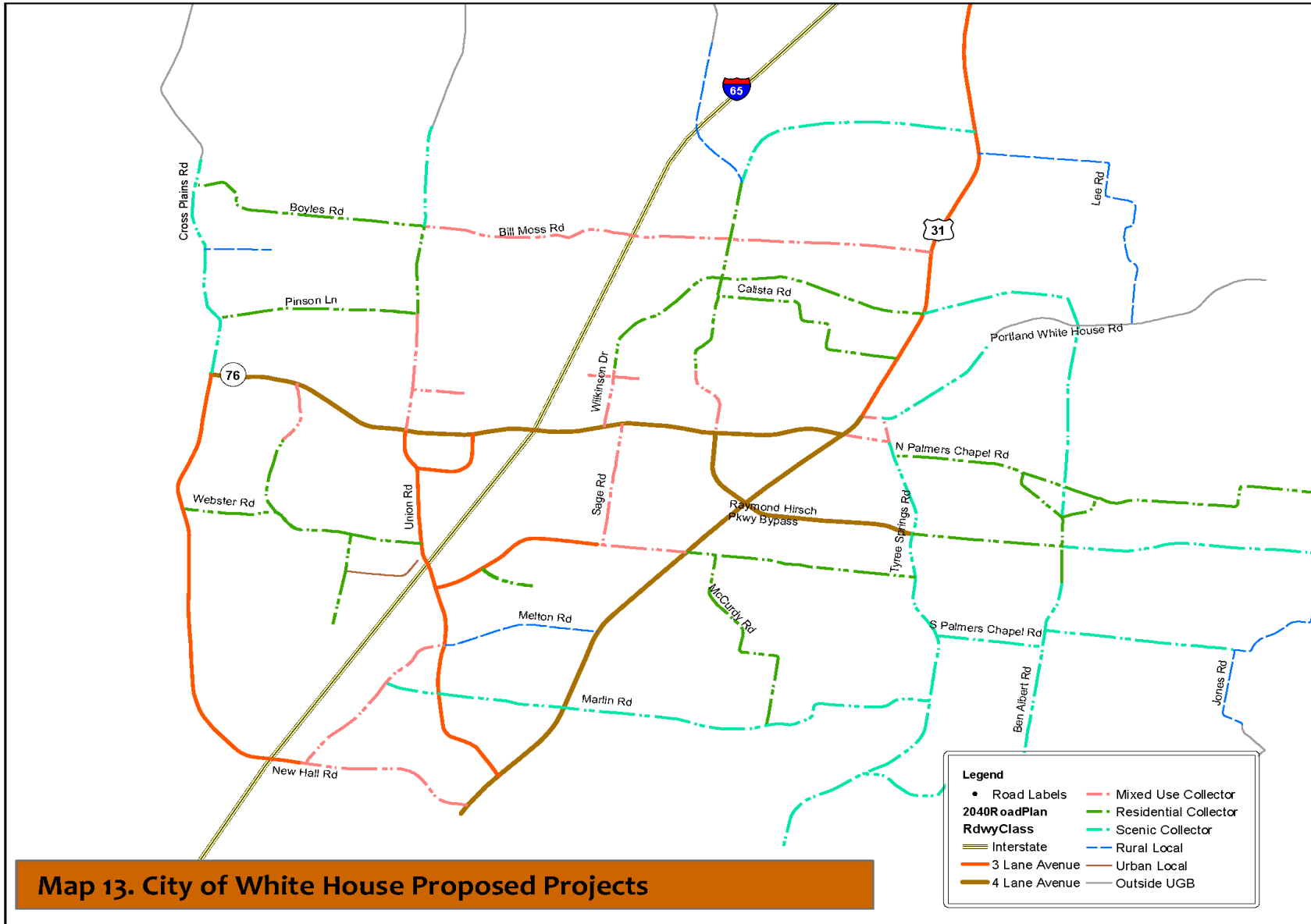




Future Roadway Improvements from MTP

The City of White House has a Major Thoroughfare Plan (MTP) with new roadways, interchanges, and roadway improvements proposed to handle the future traffic growth. Map 13 shows the proposed new roadways, interchanges, and roadways that need improvements as shown on the existing MTP. This update will include a review of the new roadways and roadway improvements based on the proposed land use and traffic growth analysis.





Multimodal Elements

White House has made the pedestrian and bicycle elements of their transportation system an important part of the overall transportation network. As such, future planning for these facilities and the parks and greenways is needed to create a friendly pedestrian and bicycle environment. The future needs will be based on the location of attractors and generators, as well as, on the future zoning and land use plan.

Future Sidewalk and Bicycle Facilities

Analysis of existing facilities is sometimes performed to determine if the existing facilities are adequate for pedestrian and bicycle use. This type of analysis is typically based on the roadway, parking, and sidewalk characteristics. These characteristics include amount of daily traffic, amount of truck traffic, width of travel lanes, speed of traffic, shoulder widths, sidewalk widths, on-street parking presence buffer area, and amenities in a buffer area. Within White House a modified review of these characteristics along with a review of the White House Greenway Master Plan is being used to determine the future needs.

White House Greenway Master Plan

The roadways identified in the master plan as important roadways include Highway 76, Highway 31, Tyree Springs Road, Raymond Hirsch

Parkway/Meadow Road, and N. Palmers Chapel Road. Since Highway 31W provides bike lanes for approximately 6.1 miles and sidewalks from the greenway crossing South of Clif Garrett Drive traveling north to Clearview Court for 0.6 miles, that roadway has adequate facilities for pedestrians and cyclists. Highway 76 near the interstate has high truck traffic west of the interstate and an intense number of accesses east of Interstate 65 which are not ideal characteristics for on-road bicycle facilities. With the hotels and restaurants on the east side of the interstate, sidewalks should be provided between these uses making pedestrian trips easier. Along Tyree Springs, the greenway master plan shows a greenway connection that travels southward from Raymond Hirsch Parkway to south of Dawn Court where it is proposed to travel westward toward the soccer complex. The existing greenway provides a connection between Highway 76, Highway 31, and Tyree springs running in the same general alignment approximately 0.25 miles north and east of Raymond Hirsch Parkway. According to the master plan N. Palmers Chapel Road does not have any proposed pedestrian or bicycle facilities along the alignment. The existing greenway does cross the roadway and connect north Highway 76 to Tyree Springs Road.



3.3 Recommended Transportation Projects

The effects of the growth that may occur in White House between today and 2040 will affect the transportation network as shown in the future conditions section of the report. The City of White House is preparing this plan to address the increase in traffic volumes and provide mobility within and through the city. The recommendations will be analyzed to determine if the operation of the roadways will improve with the implementation of the projects. After these steps are performed a final project list will be presented including roadway widenings, new roadway locations, and new multimodal locations. The intent of the final project list is to provide the City with a plan to handle the traffic generated by new development throughout the City.



Roadway Classifications

The current functional classification established by the City of White House, which relies heavily on traffic volumes, can be improved by establishing a new roadway classification that considers the context of the roadway. Historically roadways have been defined by their ability to move traffic or provide access to parcels or other roadways. There is a correlation between the land use and roadway characteristics that define the roadway functional classification. The revised classification system will consider the land use around the roadway as a defining factor for roadway classification of the White House roadways. This will not affect the classification of the roadways classified on the FHWA system.

Multilane Boulevard

The purpose of the multilane boulevard is to move traffic between attractors and generators and provide connections to access oriented roadways. The roadways have more than one lane of travel in each direction serving high volumes of traffic and in some developments provide pedestrian and bicycle facilities. A median is sometimes provided to separate opposite directions of through traffic and traffic control signals are spaced farther apart to keep traffic moving. These roadways run through industrial areas and interchanges serving freight, commercial areas, and multifamily developments.

Avenues – 3 and 4 lane

Avenues also serve the purpose of moving traffic and connecting access oriented roadways, but they provide pedestrian facilities and are generally shorter in length. They sometimes have medians or a two-way left turn lane.

- **4 Lane Avenues** will have two lanes for through travel in each direction and a two-way left turn lane. These roadways will be found in industrial areas, at interchanges, commercial areas, and multifamily developments.
- **3 Lane Avenues** will have one lane for through travel in each direction and a two-way left turn lane. These roadways will be found in industrial areas, at interchanges, commercial areas, and multifamily developments.

Collectors – Residential, Mixed-use, & Scenic

Collector roadways provide a connection between local roads and roadways that function primarily to move traffic through a corridor.

- **Residential Collectors** will serve as the main roadway through a residential development. They will have two lanes, one for each direction of travel and may provide separate pedestrian facilities.



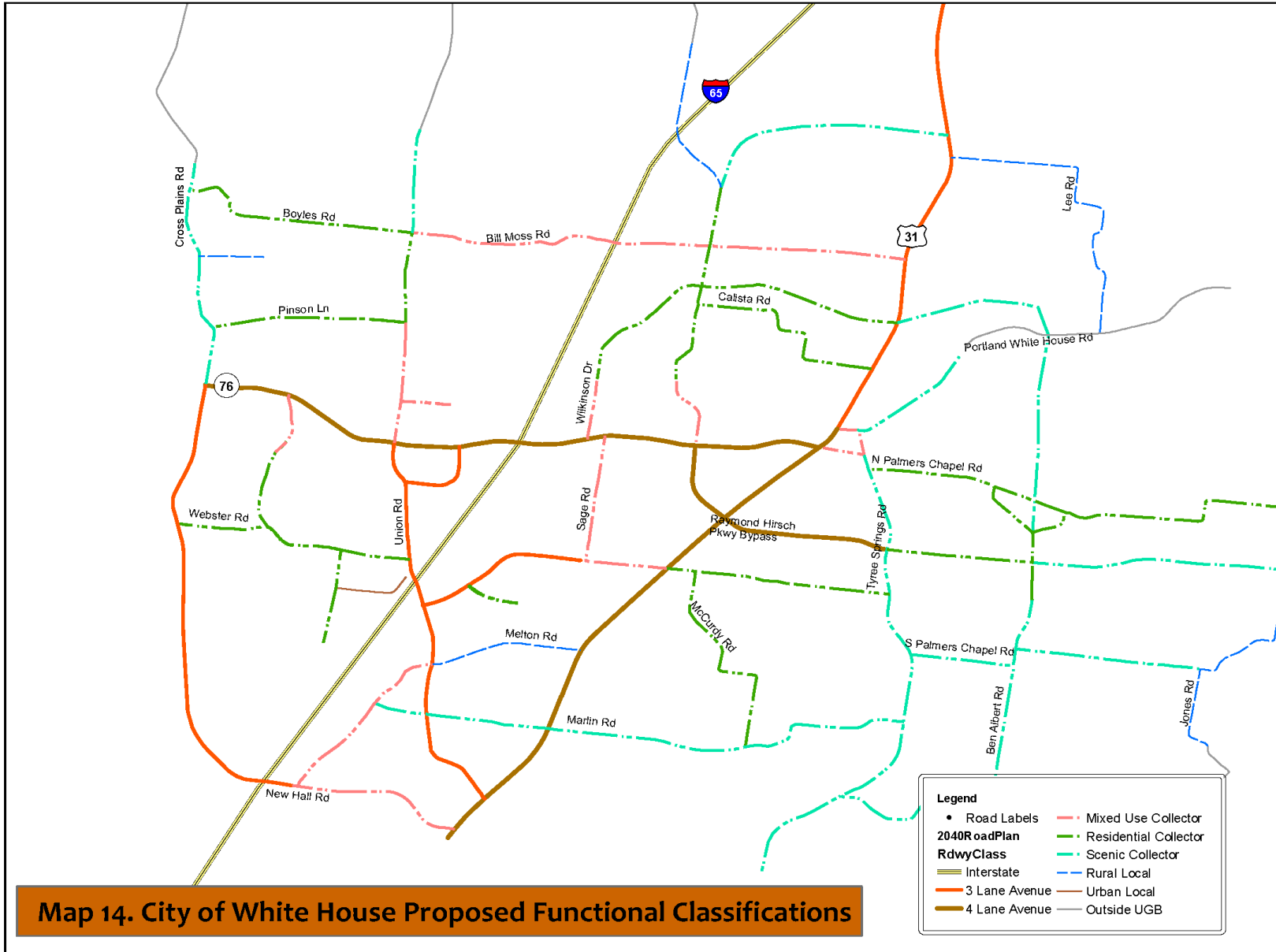
- **Mixed-use Collectors** will serve as the main road for developments with residential and commercial uses. They will have one lane for each direction of travel, on-street parking where appropriate, and turn lanes as needed at intersections. They will provide pedestrian facilities and in some locations bicycle facilities.
- **Scenic Collectors** will serve developments in areas on the outside edges of the city limits and will connect to the local roadways. This cross section will have one travel lane in each direction, where appropriate turn lanes at intersections, medians, and pedestrian facilities.

Local Roads – Urban and Rural

These roads will provide access to agriculture residential areas and move traffic to the collector roads at low speeds.

- **Urban local roads** are seen in subdivisions and where the street serves developments with 1 home on less than an acre.
- **Rural local roads** serve agriculture development and low density residential developments. The area around the roadway is typically has lower intensity development than the urban roadways.





Roadway Cross Sections

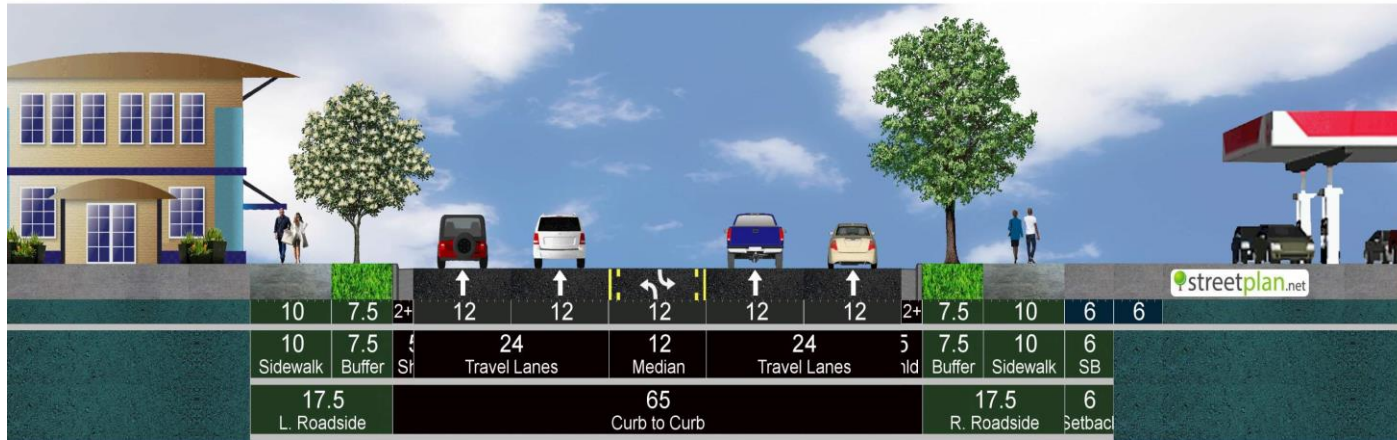
Cross sections are included to show the right of way (ROW) width, travel lane widths, drainage, buffer area, pedestrian facility, and bicycle facility recommended for each of the classified roadways. These cross sections can be implemented as new development and redevelopment occur within the City of White House.

Table 6. Proposed Roadway Classification

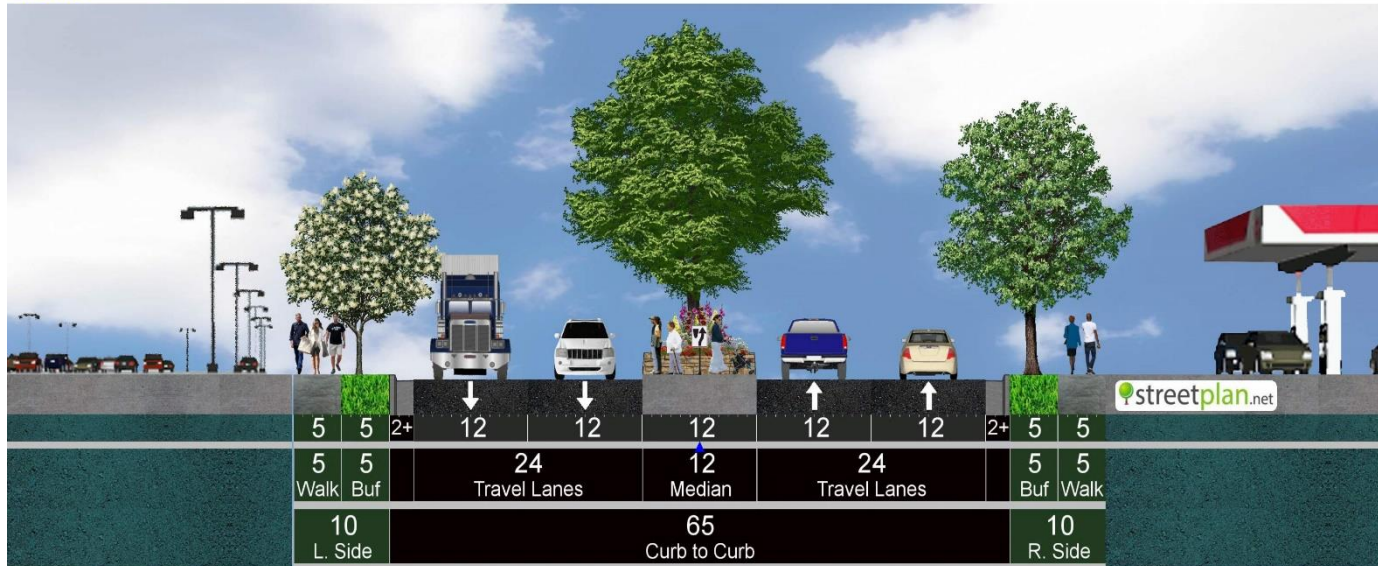
Functional Classification	Alternative	ROW	Pavement Width	Drainage Type	Buffer Area	Sidewalk
Multilane Boulevard	1	100'	65'	C&G	7.5'	10'
4 Lane Avenue	1	85'	65'	C&G	5'	5'
	2	85'	65'	C&G	5'	5'
3 Lane Avenue	1	60'	41'	C&G	4.5'	5'
	2	60'	40'	Ditch	5'	5'
Residential Collectors	1	45'	29'	C&G	3'	5'
	2	45'	28'	Ditch	6'	0'
Mixed Use Collectors	1	65'	43'	C&G	5'	6'
	2	65'	41'	C&G	6'	6'
Scenic Collector	1	40'	28'	Ditch	6'	0'
	2	65'	39'	C&G	7'	6'
Urban Local Roads	1	40'	28'	Ditch	6'	0'
	2	50'	29'	C&G	5.5'	5'
Rural Local Roads	1	35'	26'	Ditch	4.5'	0'



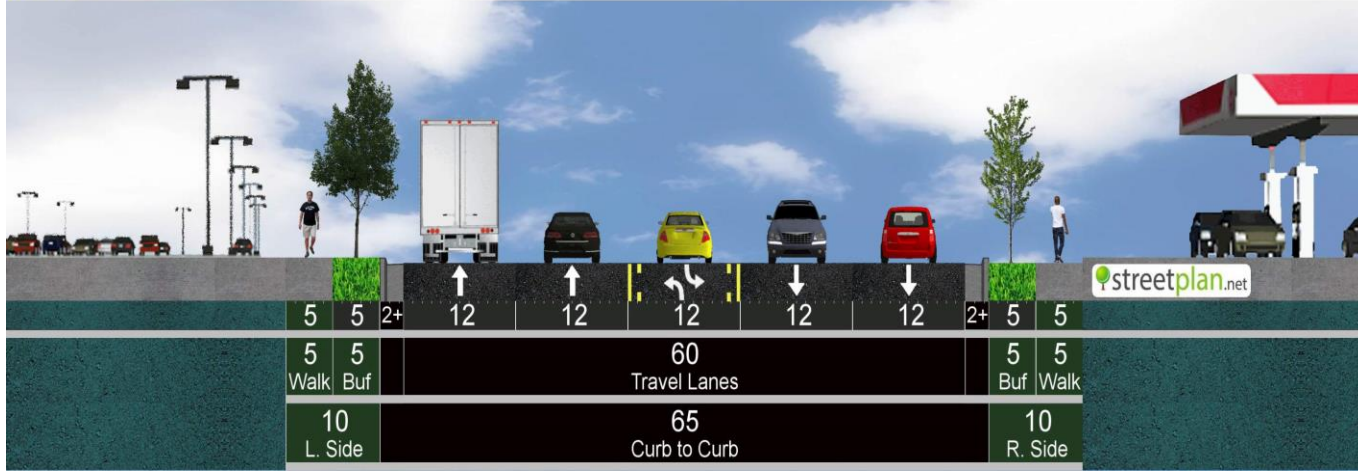
Multilane Boulevard Alt 1 Right-of-Way: 100' of 100'



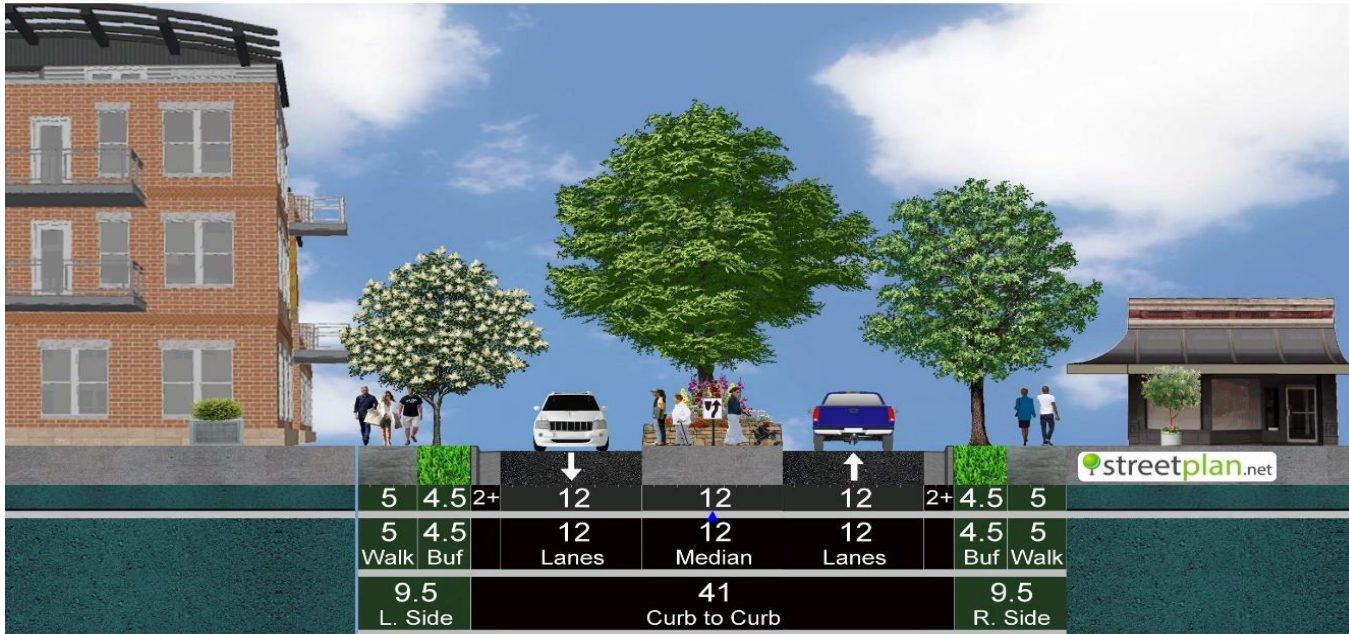
Avenue 4 Lane Alt 1 Right-of-Way: 85' of 85'



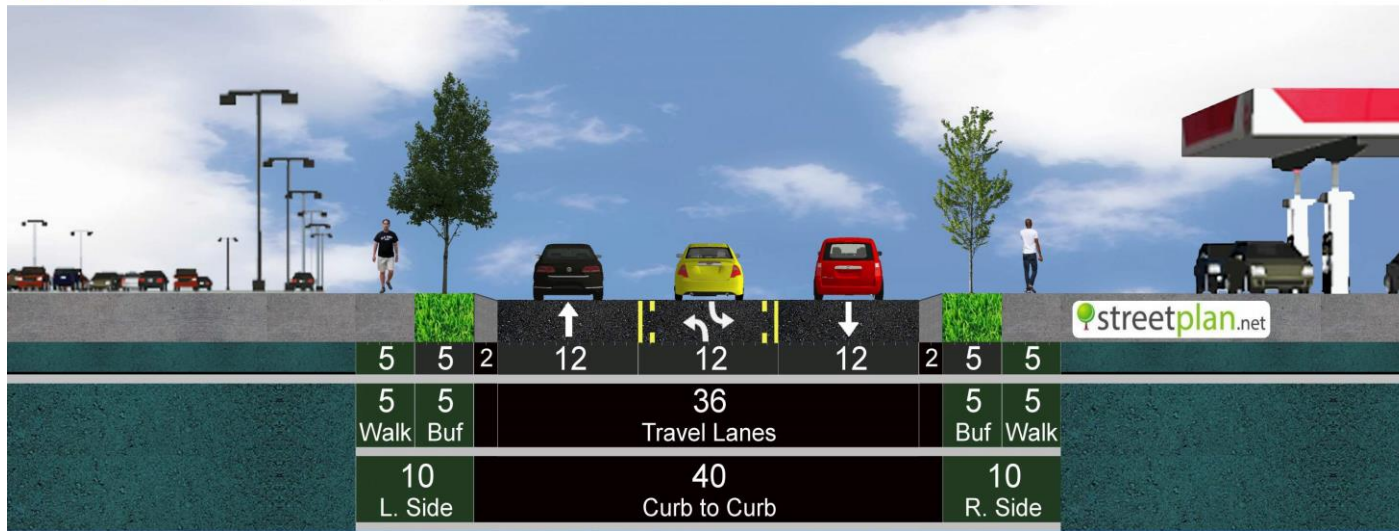
Avenue 4 Lane Alt 2 Right-of-Way: 85' of 85'



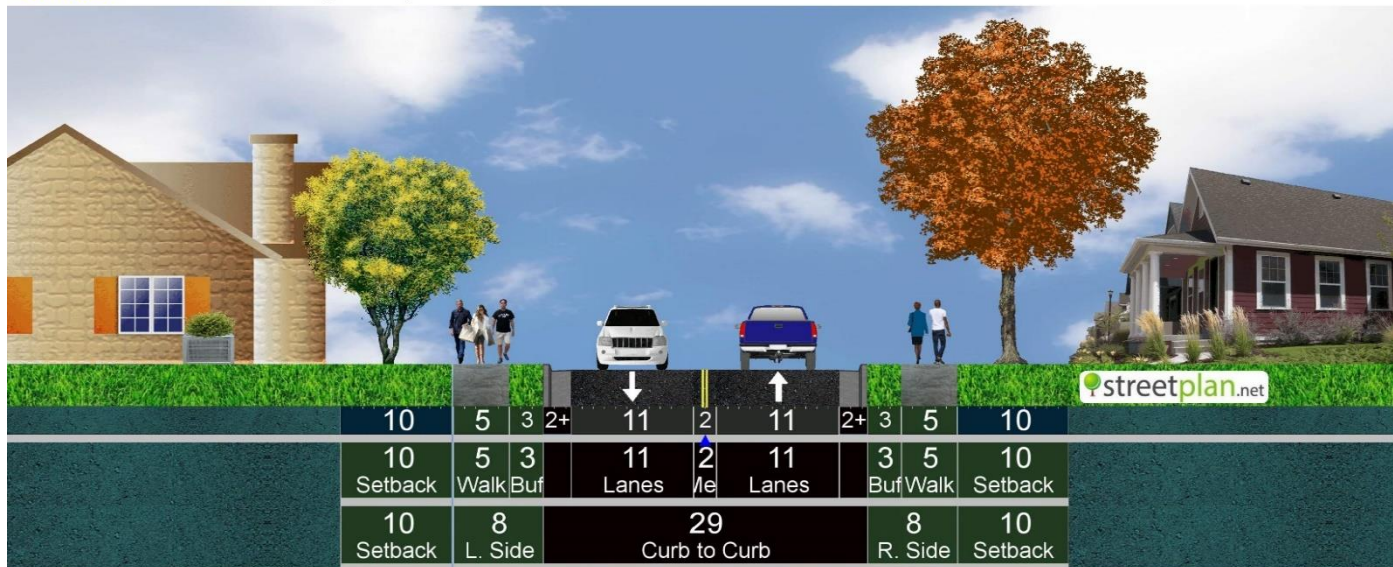
Avenue 3 Lane Alt 1 Right-of-Way: 60' of 60'



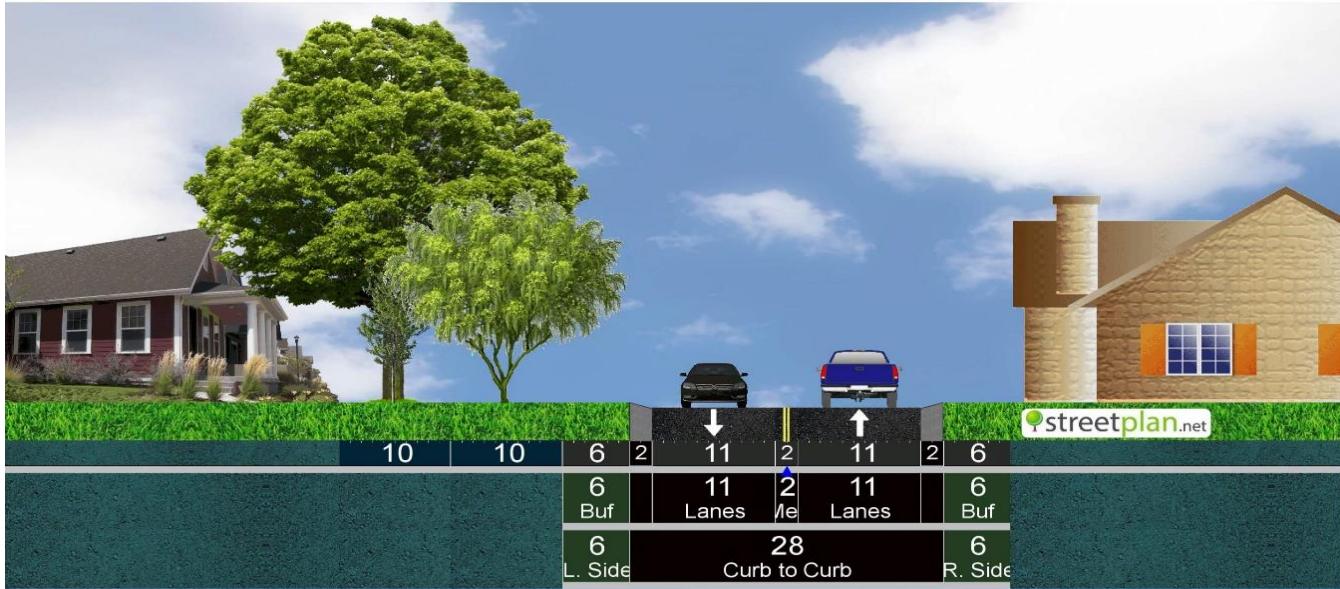
Avenue 3 Lane **Alt 2** Right-of-Way: 60' of 60'



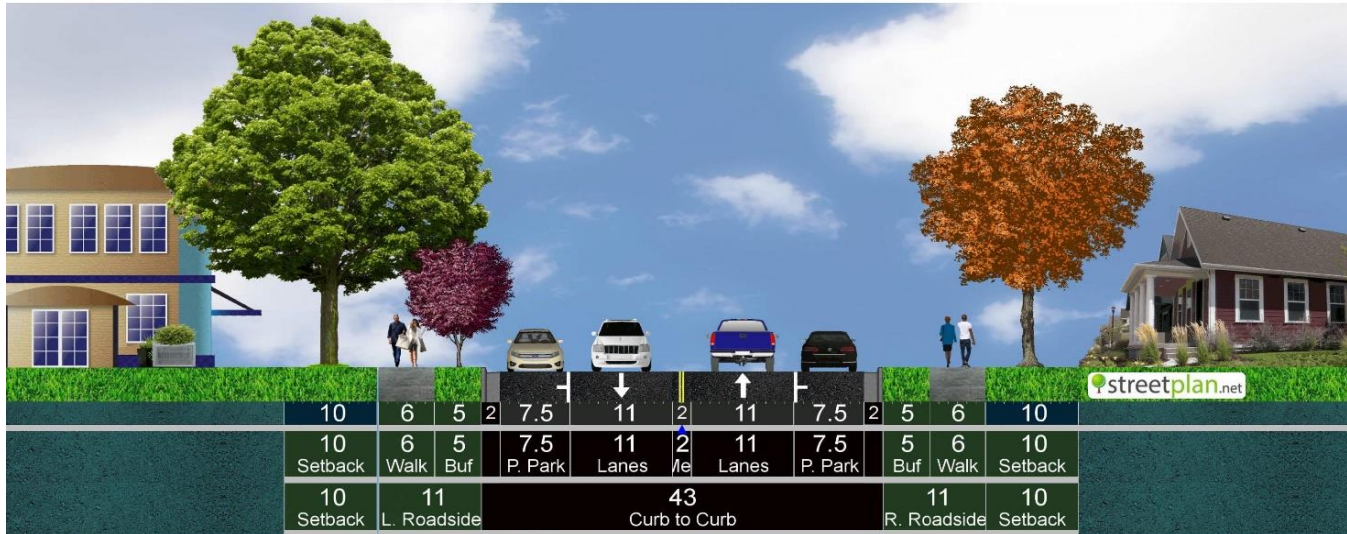
Collector Residential **Alt 1** Right-of-Way: 45' of 45'



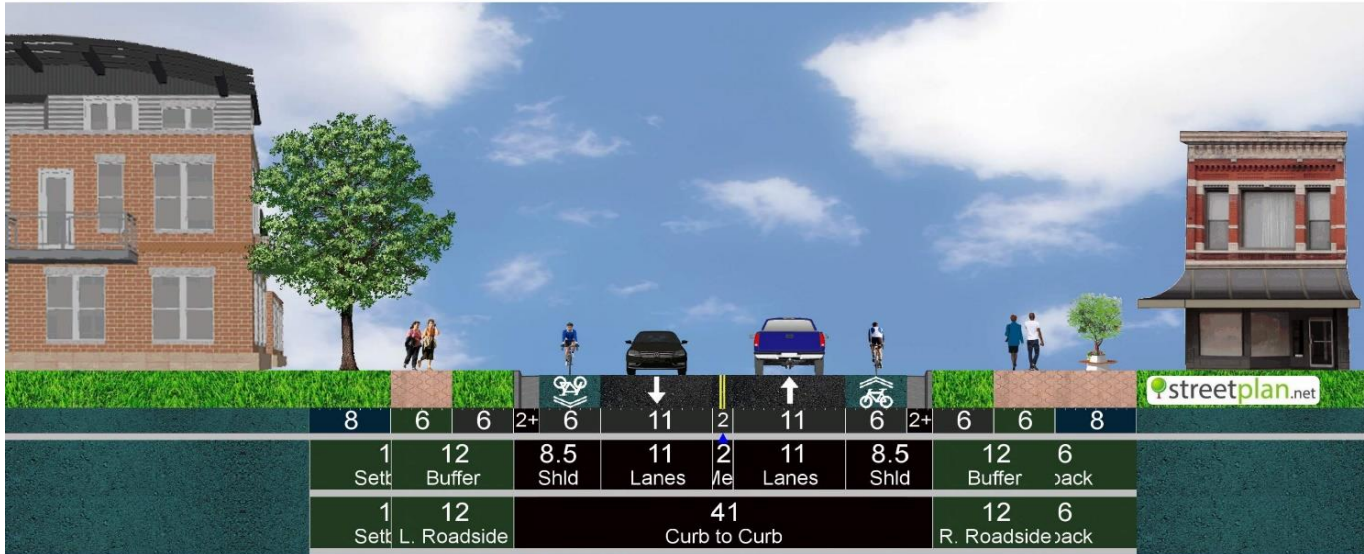
Collector Residential **Alt 2** Right-of-Way: 40' of 40'



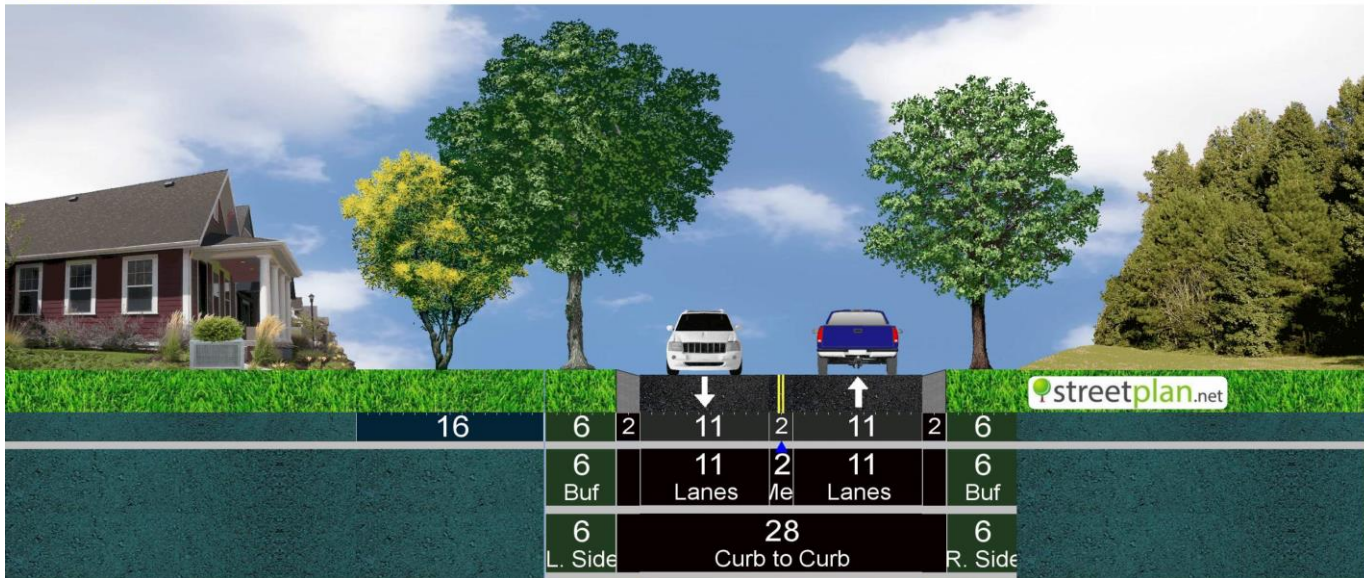
Collector - Mixed Use Mixed Use **Alt 1** Right-of-Way: 65' of 65'



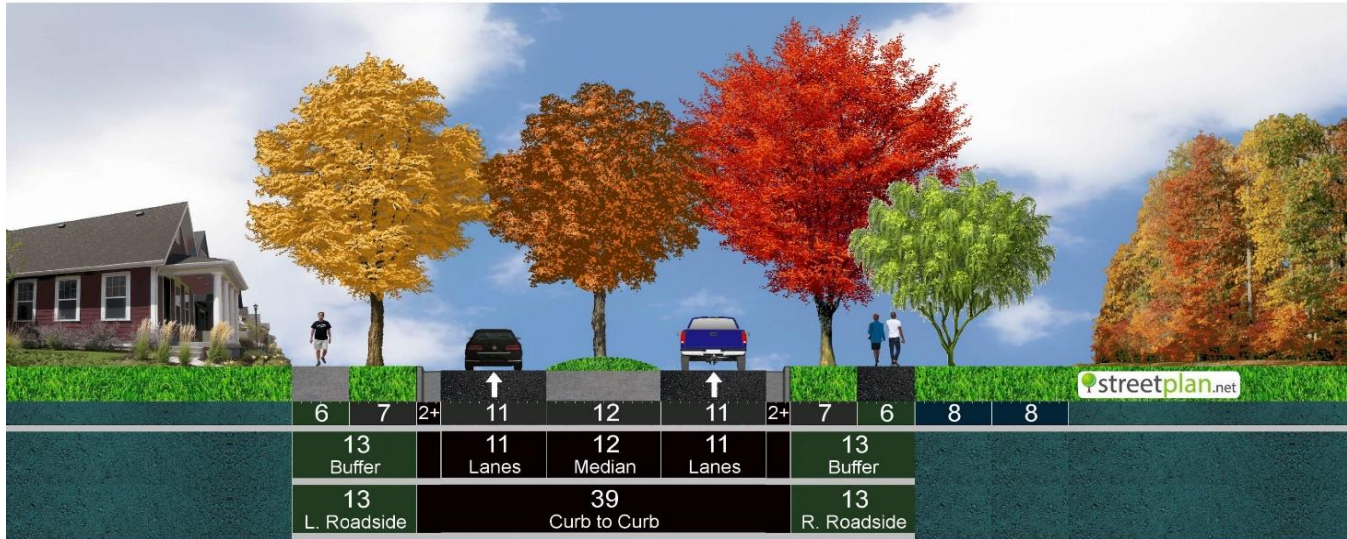
Collector - Mixed Use Mixed Use Alt 2 Right-of-Way: 65' of 65'



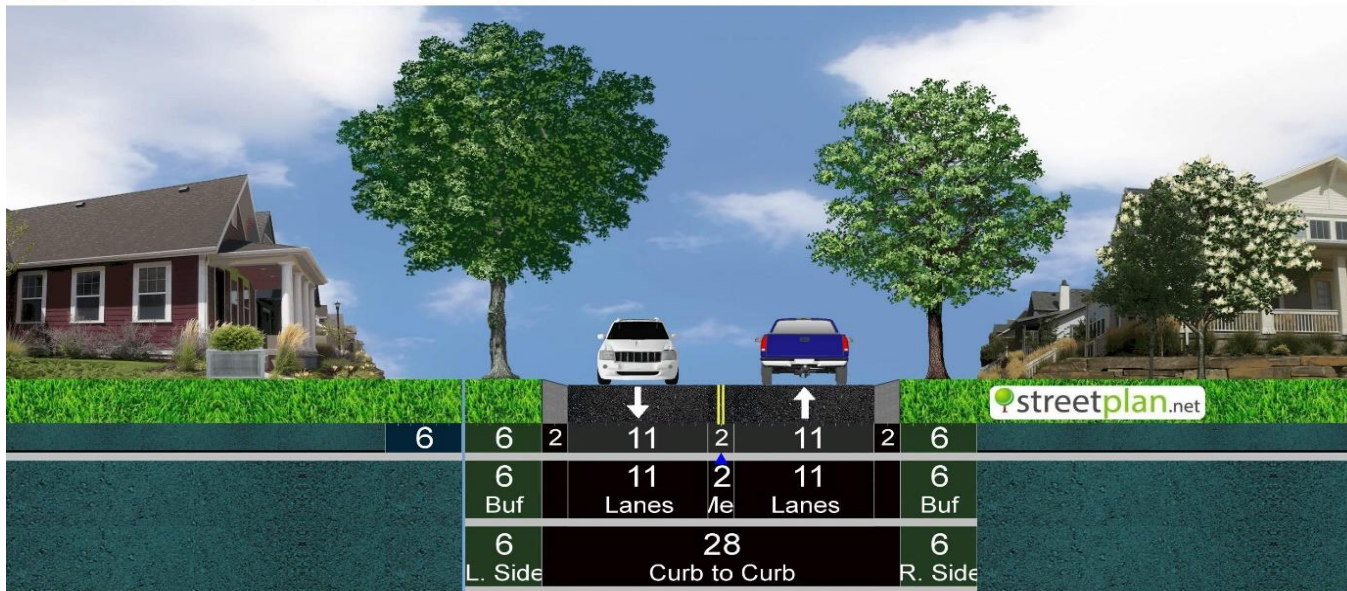
Collector - Scenic Scenic Alt 1 Right-of-Way: 40' of 40'



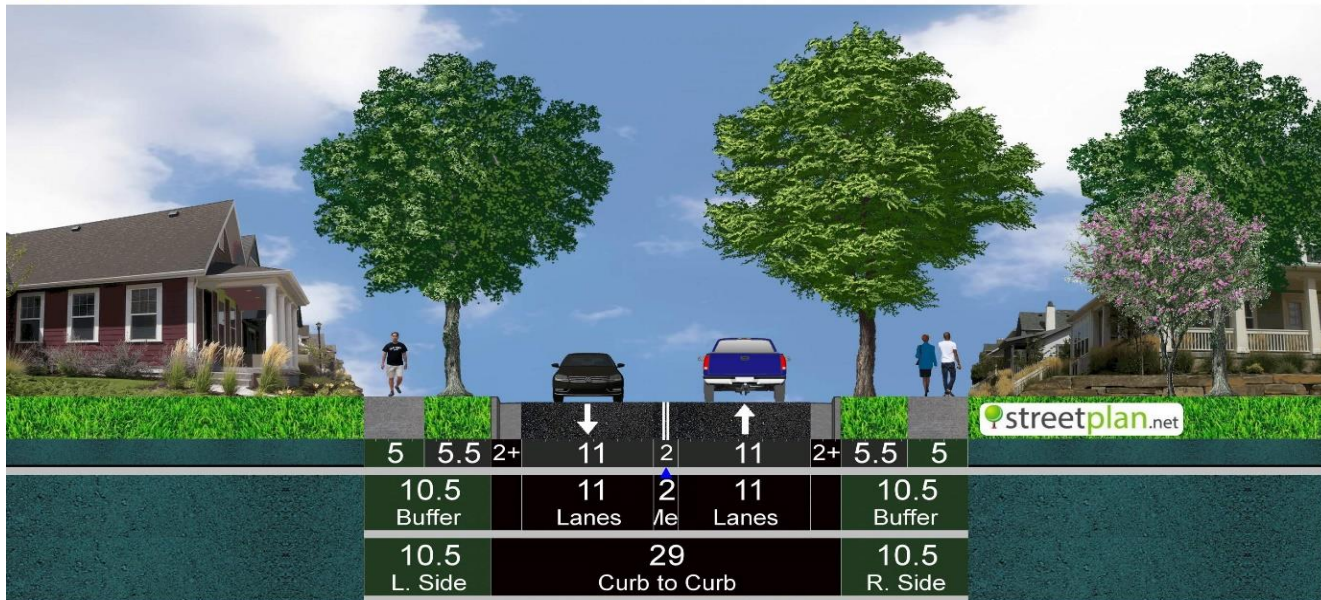
Collector - Scenic Scenic Alt 2 Right-of-Way: 65' of 65'



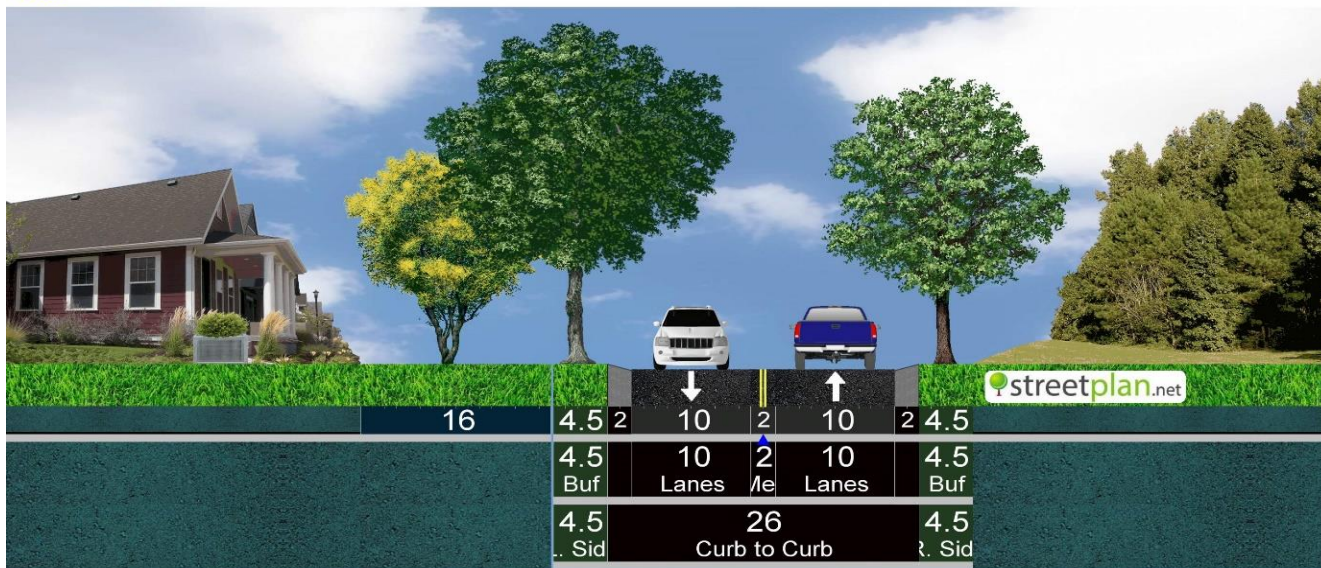
Local Urban Alt 1 Right-of-Way: 40' of 40'



Local Urban Alt 2 Right-of-Way: 50' of 50'



Local Rural Alt 1 Right-of-Way: 35' of 35'



Future Roadway Projects

The factors that have influenced the project list shown in this section include the existing and future transportation conditions and the existing and future land use. The context of the roadways is heavily influenced by the land use around it. The evaluation of the land use and intensity of the use influenced the context of the roadway and the travel lanes, sidewalks, and bicycle facilities. The functional classification listed in the project list is based on the functional classification system presented in this section and the cross section for all intended future transportation projects are shown in the functional classification map. This list of projects positions the City to update the Major Thoroughfare Map and

to further prioritize needed roadway and transportation projects at that time. Please note, the project number is not a ranking of the overall project, rather a listing of the projects.

Priority Transportation Projects	Project Number	Project Description
	1	Greenway extension Hwy 31W from Garland Court to Hwy 31W Trailhead
	2	Improve SR 76 from Wilkinson Lane to South Bound I-65 ramp including widening and turn lane and traffic signal improvements.
	3	Sage Road and McCurdy Road Intersection turn lane and traffic signal Improvements
	4	Pleasant Grove Road/SR 76 Intersection turn lane and traffic signal Improvements
	5	Improve SR 76 from New Hall Road to I-65 to a 4 Lane Avenue
	6	Sage Road Extension from Sage Road/Cardinal Drive to Union Road (3 Lane Avenue)
	7	Dee Cee Court/Love Lane Extension to Union Road as a 3 Lane Avenue
	8	Improve SR 76 from SR 285 Raymond Hirsch Parkway to US 31W to a 4 Lane Avenue including intersection improvements at SR 76/ Hwy 31W/SR 41/College Street Intersection.
	9	Sidewalk Gaps along US 31W, SR 76, Sage Road, and in the Town Center Area
10	North and South Palmers Chapel Road Improvements widening and Tyree Springs Road intersection improvements.	
11	McCurdy Road Improvements including widening and intersection improvements.	
12-	US 31W INTERSECTION IMPROVEMENTS:	
12a	New Hall Road	
12b	Marlin Road (as part of Marlin Road Extension Project)	
12c	Melton Road	
12d	Meadowlark Drive/Rolling Acres Drive	
12e	SR 76/College Street	
12f	Calista Road/Oakland Court	
12g	Business Park Drive/Honeysuckle Drive	



Other Needed Transportation Projects	Project Number	Project Description
	1	SR 76 and Loan Oak Intersection Improvements
	2	Byrum Drive Extension to Indian Ridge Boulevard
	3	New Hall Road/I-65 Interchange
	4	Improve New Hall Road to 3 Lanes from SR 76 to US 31W
	5	Marlin Road and Tyree Springs intersection improvements
	6	Sage Road Widening and intersection improvements
	7	Improve US 31W to a 4 Lane Avenue from New Hall Road to just North of SR 76
	8	Improve Raymond Hirsch Parkway to a 4 Lane Avenue from SR 76 to Tyree Springs Road
	9	Improve Union Road to a 3 Lane Avenue from SR 76 to US 31W
	10	Business Park Drive and Hwy 31W intersection improvements
	11	Improve Melton Road to a 3 Lane Avenue from Union Road to US 31W
	12	I-65 Frontage Road from New Hall Road to Melton Road/US 31W
	13	Marlin Road Extension to Deer Creek Lane and Proposed I-65 Frontage Road
	14	Webster Road Extension to SR 76
	15	Improve Cross Plains Road to Correct Horizontal Alignment Issues
	16	Bill Moss Road Extension from Current Terminus to US 31W
	17	Calista Road Extension to US 31W
	18	Wilkinson Lane Extension to US 31W
19	Ben Albert Road Extension to US 31W	



Section 4: Utility Infrastructure

As the City of White House continues to grow, prudent planning and management of the utility infrastructure is essential for the entire community. The City's ability to dependably deliver essential and basic services such as drinking water, wastewater treatment, stormwater management, and natural gas provides the vital service of keeping the community functioning day-to-day. The availability of these services plays a role in determining the location and intensity of development, much like zoning or other land use regulations do. This is because a lack of adequate infrastructure makes it difficult to attract development, while the provision of services to new areas is an invitation to growth. The decision to upgrade or expand infrastructure and the associated capital investment should therefore closely reflect the community's goals for future growth and development.

This section provides a high-level overview of White House's utility infrastructure capacity. It provides information related to opportunities and constraints for future growth. White House Utility District provided three maps to accompany this comprehensive planning process that indicate water system improvements needed to support development.

Existing Infrastructure Capacity

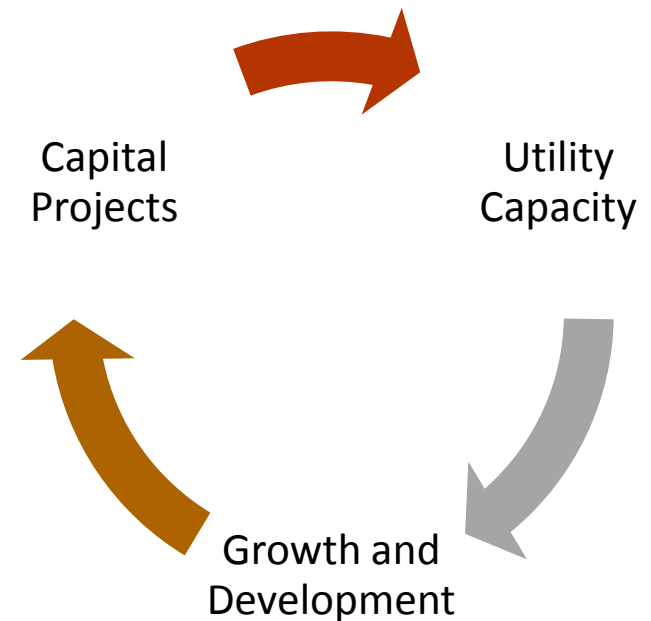
Drinking Water

Potable drinking water is, of course, an essential service provided by the City. All of White House's drinking water is supplied by the White House Utility District, which serves over 600 square miles. The water is treated at a water treatment facility in Hendersonville near Old Hickory Lake, which currently provides 14 million gallons per day (MGD). The WHUD has over 1,000 miles of pipes and 21 water storage facilities throughout the district's service area.



Wastewater

Wastewater systems collect waste from individual homes and businesses, and transfer the waste through a system of pipes and lift stations to be treated at White House's wastewater treatment plant. Once treated, the effluent is discharged either into Frey Creek or used through a spray irrigation system. White House's treatment facility at 725 Industrial Plant Drive was originally built in 1983 and has been modified, updated, and expanded due to growth of the community in 1998 and 2002. Currently, the State of Tennessee permits White House to discharge 1.1 million gallons per day (MGD) to Frey Creek. The treatment facility may also discharge an additional 300,000 gallons per day through the spray irrigation system. In the City's Wastewater Master Plan, the wastewater treatment plan is proposed to be upgraded to increase capacity to 2.0 MGD. The City will review all gravity sewer designs with future developments.



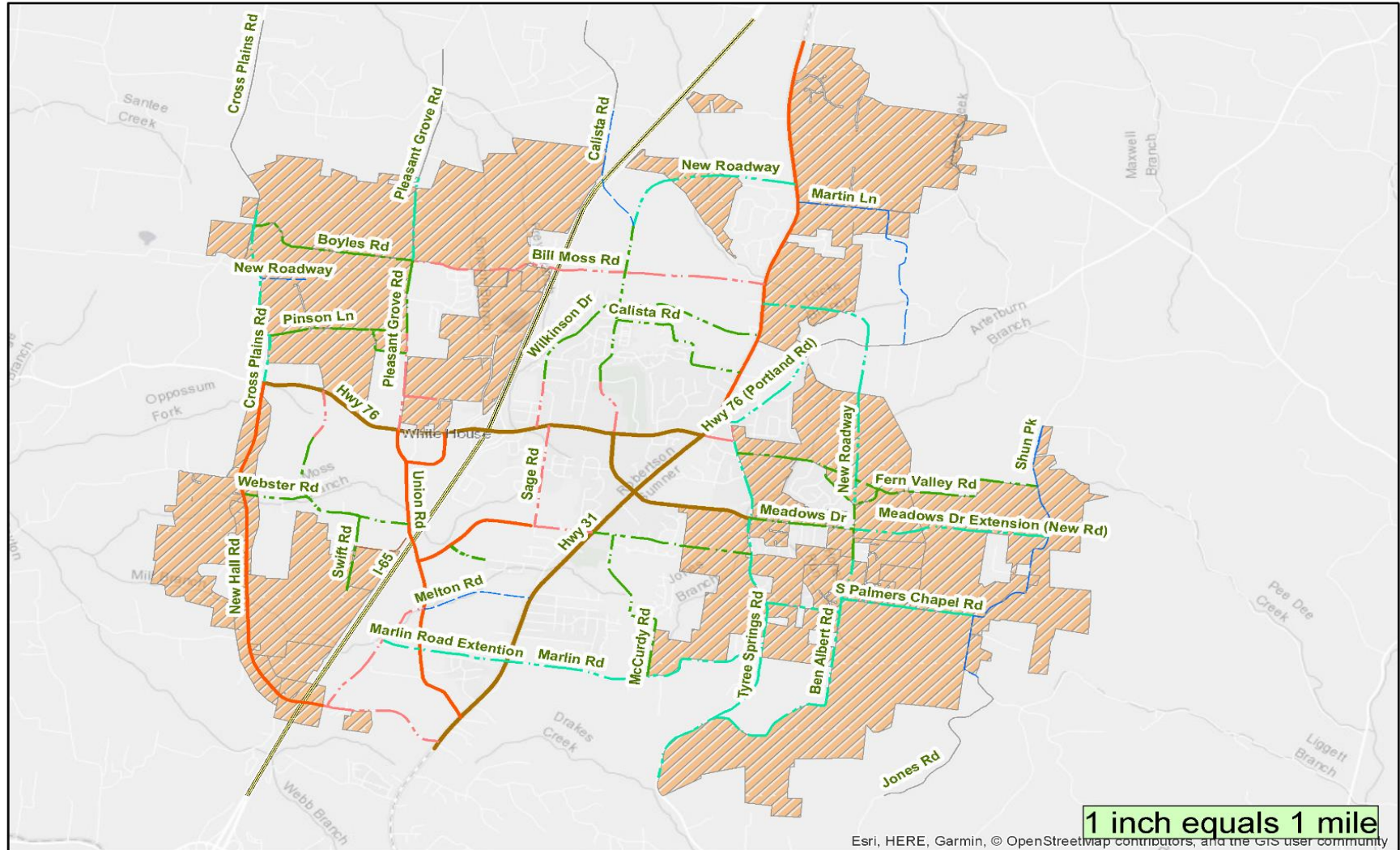
Integrating Comprehensive Planning and Utility Infrastructure

One goal of this comprehensive planning process is to work in tandem with the City's Wastewater Department and the WHUD to provide information on growth trends and future growth areas throughout the study area of this plan.



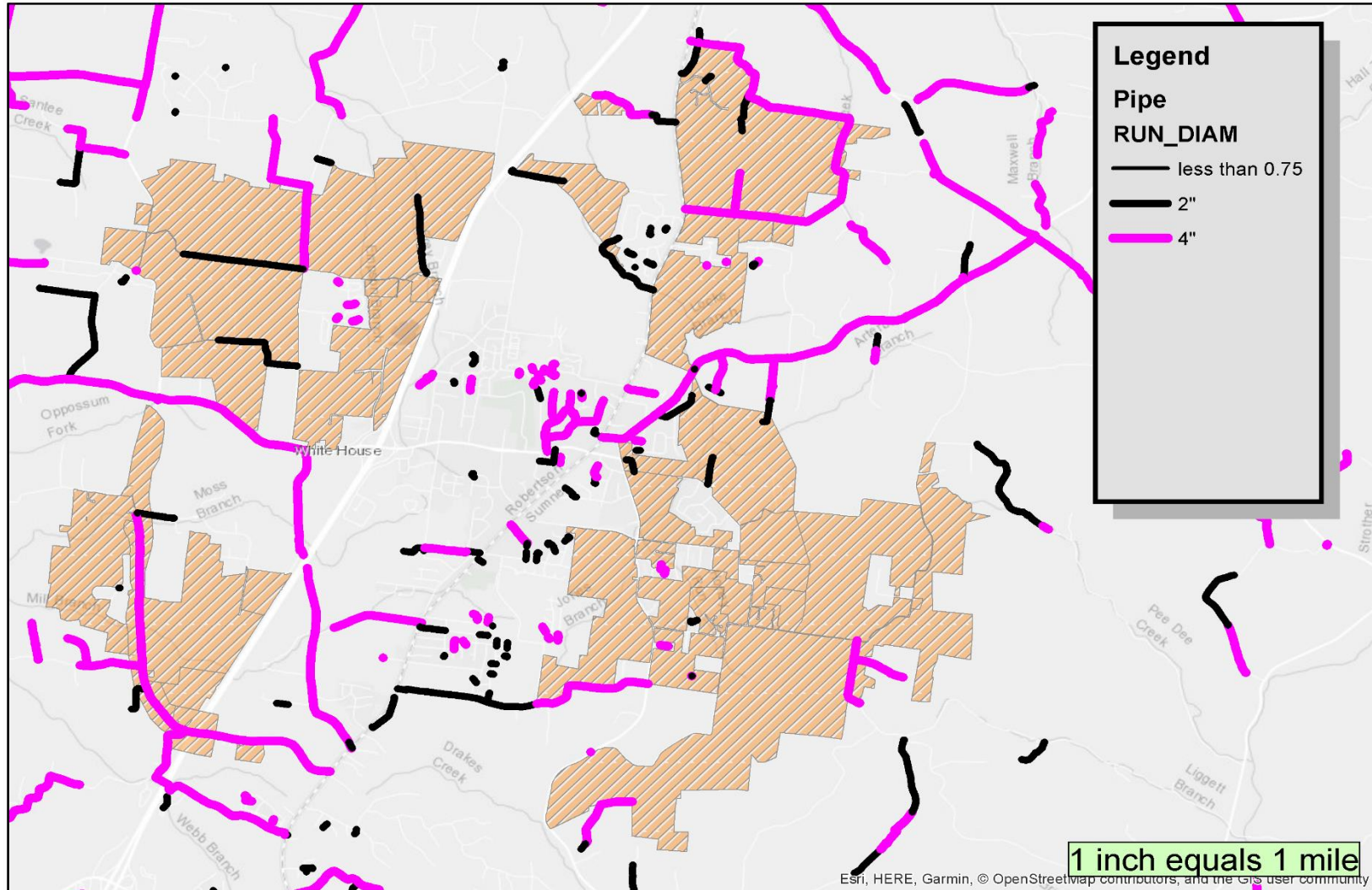


WHUD Water System - City of WH Growth Plan Areas in potential need of significant water system upgrades



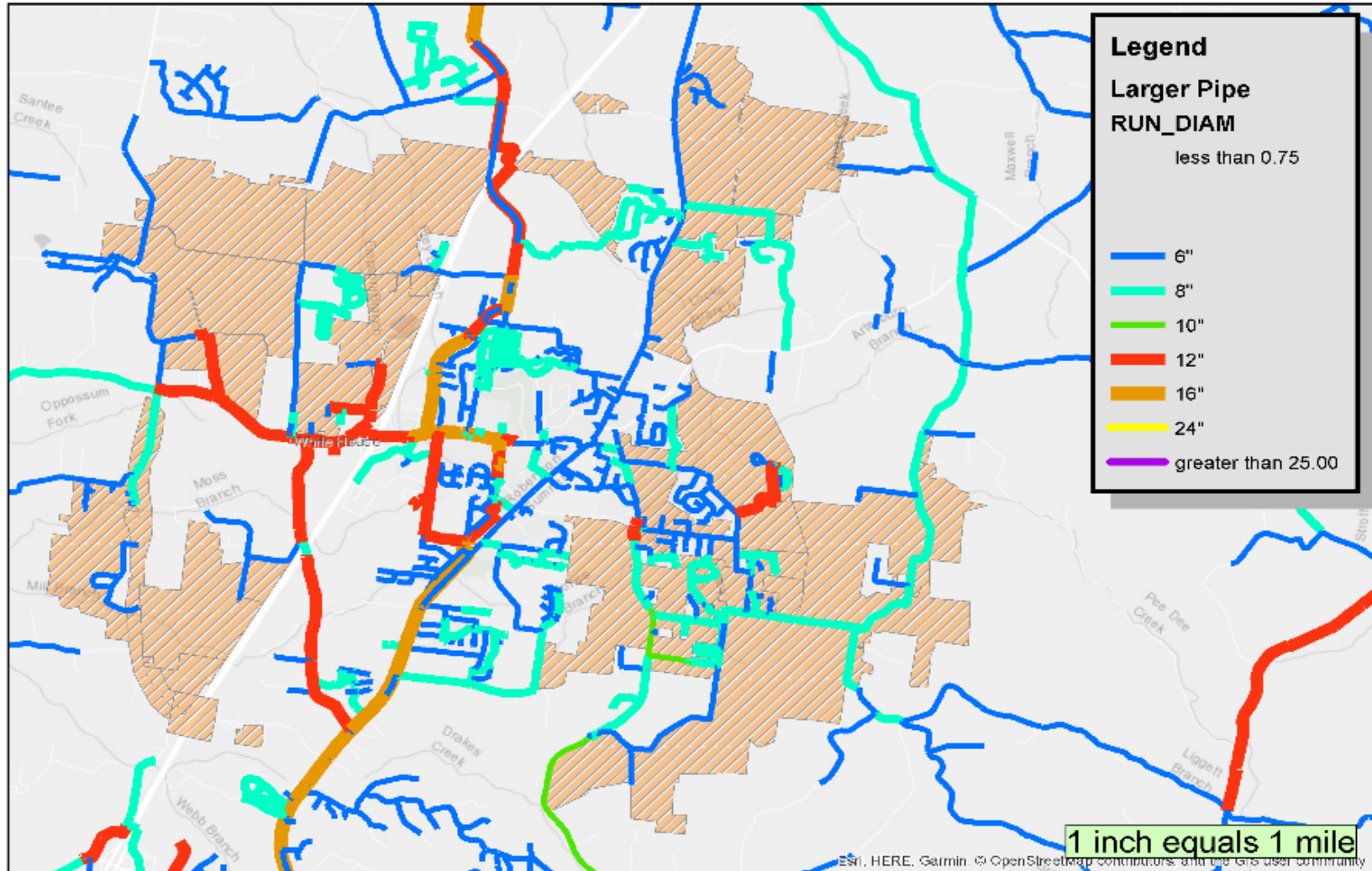


WHUD Water System - City of WH Growth Plan Areas in potential need of significant water system upgrades Also shown are 2" and 4" pipes





WHUD Water System - City of WH Growth Plan
Areas in potential need of significant water system upgrades
Also shown are 6" and larger pipes



Section 5: Parks and Greenway

This section provides an overview of the current parks facilities within White House and references to the City's Park Master Plan, which was recently updated and adopted. The City of White House boasts a full range of parks and recreation services and one of the finest greenway trails in the state of Tennessee.

Overview and Summary of Current Facilities

The Municipal Park, located 420 Highway 76, contains a mix of active and passive recreations facilities, ranging from tennis courts, baseball/softball fields, half basketball courts, youth football fields, volleyball courts, playgrounds, a disk golf course, picnic shelters and a paved nature trail.

The Farris Bibb, Jr Municipal Recreational Complex, just south of the White House Municipal Center, is a new facility to be built in phases. Currently, this complex includes a splash pad, a pavilion, and restrooms. This complex will eventually include an auditorium, playground, a new Recreation Center, and a new Community Center replacing and expanding the aging Civic Center including an event center, senior center, administration offices and board room expansions and upgrades and revisions to the existing gymnasium, and additional parking.

The Civic Center, located as part of the White House Municipal Center, includes a gymnasium, cafeteria, auditorium and senior center. The gymnasium at this facility currently houses basketball leagues, indoor volleyball leagues, gymnastic classes and basketball camps.

The W.L. Anderson Sport Complex, located at 2760 Highway 31W, includes the recreational soccer leagues for the community. This facility includes a total of five soccer fields, including two lighted fields, as well as a concession stand, a storage facility and restrooms.

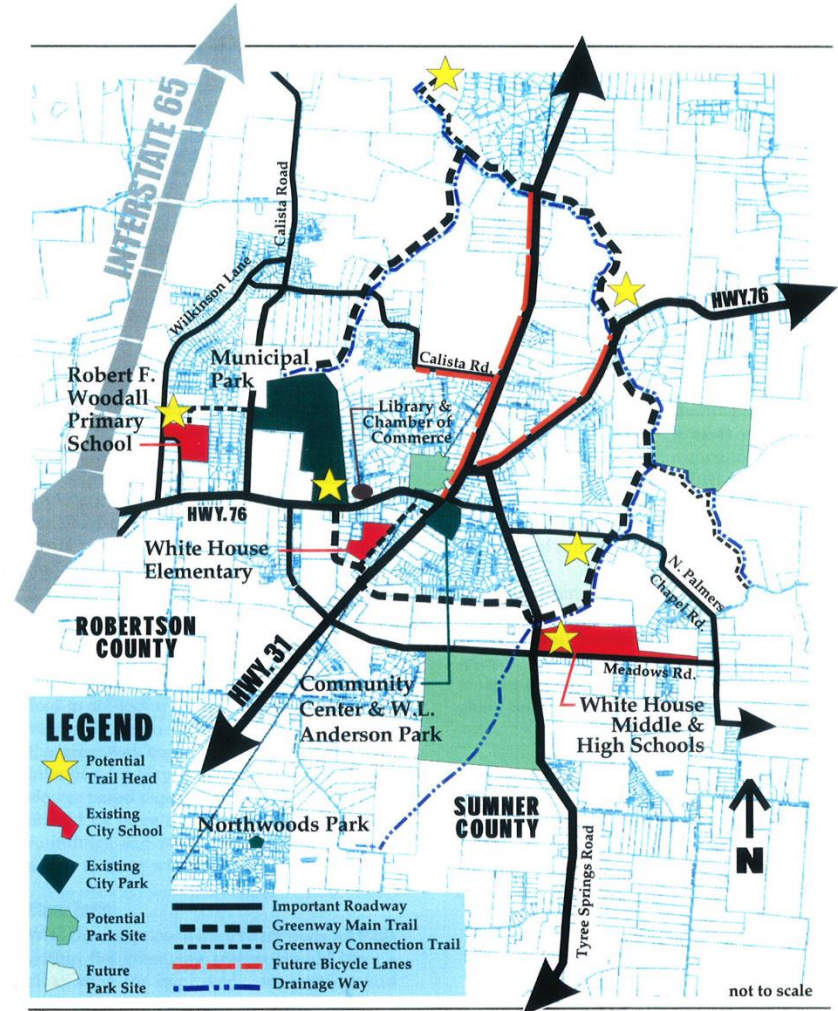


The White House Greenway, which loops from Highway 76 at the Andrew Jackson Trailhead, near the Municipal Park, 3.5 miles to the Honey Run Creek Trailhead at Highway 31W. The Greenway traverses along much of the Honey Run Creek floodplain. The Greenway was largely federally funded. The Greenway currently has four trailheads: two are located on US Highway 31W, one is located at the Municipal Park at 76 and one is near White House High School at Meadows Road/Tyree Springs Road. The Greenway also includes an Arboretum and the White House Veterans Memorial. An adopt-a-trail program also provides community members an opportunity to volunteer for litter control along portions of the Greenway.

Park Master Plan

The City recently adopted an updated Parks Master Plan. This Comprehensive Plan incorporates the Parks Master Plan as a component part of the City's overall growth, development, and investment roadmap. All land use and transportation decisions recommended by this plan should also incorporate all recommendations from the Parks Master Plan.

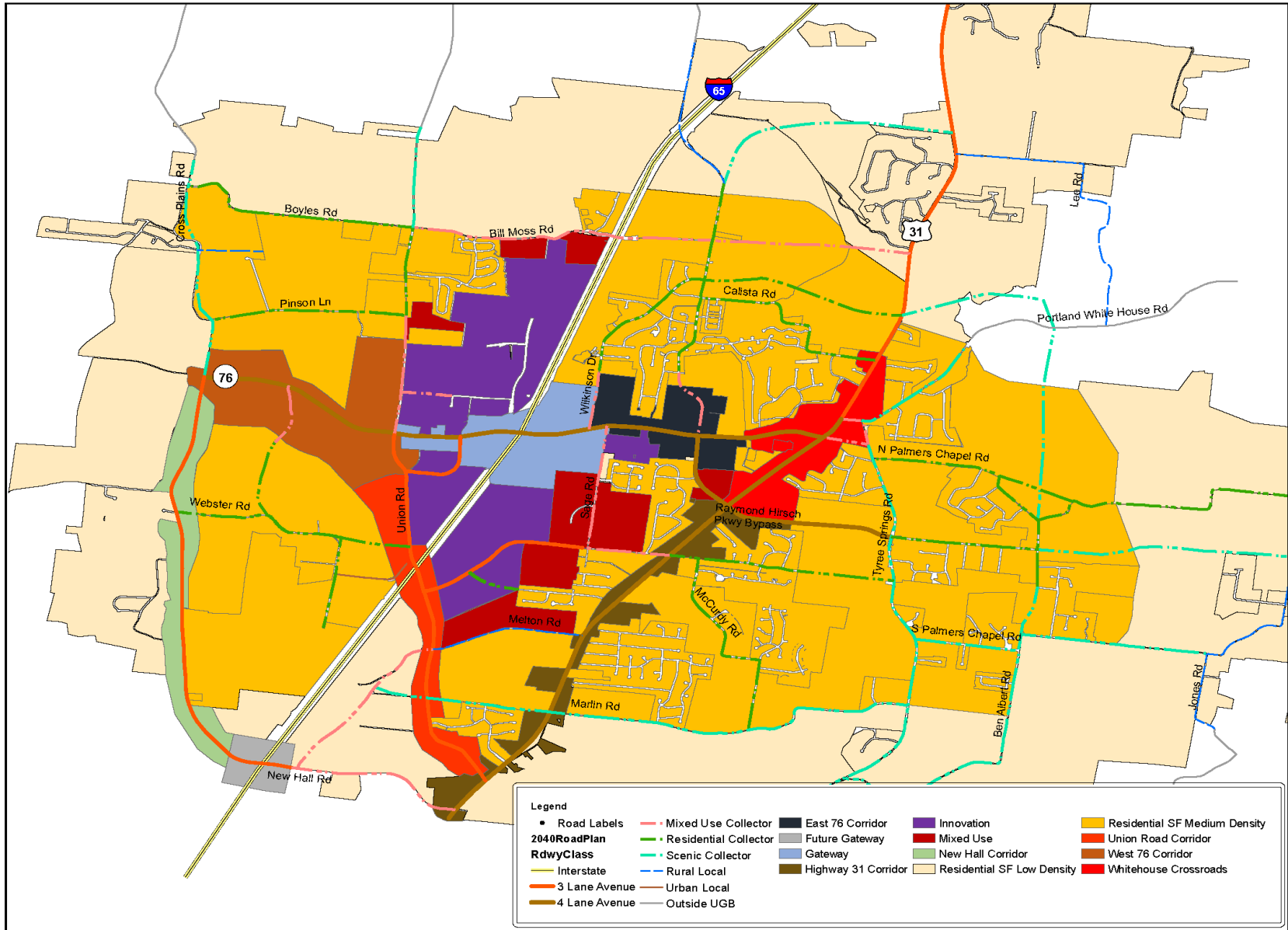
The Parks Master Plan also identify potential parks site, Greenway Trail connections and future bicycle lanes.



Section 6: Comprehensive Plan Map

The Comprehensive Plan Map combines the policies and recommended projects from the Future Land Use Plan Map (in section 2.4) and the recommended Transportation Projects (in section 3.3). The Map is the culmination of this Comprehensive Plan and is presented as the final element of this Plan. This Map connects and combines the land use element and the transportation element into one overall framework for growth in the City of White House.





Conclusion

This Plan is presented to offer White House an organizing effort around future comprehensive development, redevelopment and revitalization. It is the culmination the 2040 comprehensive planning process in order to provide is a Plan that directly interconnects land use and transportation in order to provide White House a roadmap for future growth and development. The White House Comprehensive Plan include aspects related to White House's future growth and development. The Comprehensive Plan Map is the distillation of this comprehensive planning process.

The overall elements of this Comprehensive Plan– the existing and future conditions, the policies and objectives, and the goals and purpose- are all designed to function in concert towards a unified growth plan for White House. The Land Use Element of the Comprehensive Plan fulfills the TCA requirements for a general plan that guides and accomplishes a coordinated, adjusted and harmonious development, while the Transportation Element provides classification and analysis of needed roadway improvements.

This Plan will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity, and the

general welfare. It is presented to identify areas where orderly growth is appropriate, due to the presence of existing infrastructure or the logical extension thereof, but also those areas where growth is no appropriate.

This Plan provides a comprehensive vision that offers all elected officials and appointed officials, property owns, residents, business owners, and all interested stakeholders with a unified effort and implementable tools to equip White House to both embrace and guide growth and redevelopment through the year 2040.

