LAND USE STUDY UPDATE

CLARKSVILLE-MONTGOMERY COUNTY, TENNESSEE

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MISSION STATEMENT

LAND USE PLAN UPDATE

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…to direct development in
Clarksville-Montgomery County, TN,
in a manner that maximizes
the use of critical resources,
ensures orderly land use,
and guides infrastructure placement
to support and sustain a rich
quality of life for all citizens.

PROLOGUE

Land is essential to all of humanity's endeavors, as it is the foundation of our physical world. If land is misused or taken for granted in any undertaking, over time less than desirable results occur. Disparities in the quality of land are pronounced when viewed on a worldwide basis. Some deficiencies that exist are the result of natural phenomenon, but just as many are brought about through our actions. Just as the forces of nature such as drought, pestilence, subsidence and flooding must be carefully monitored and dealt with, our actions with regard to the land warrant equal attention.

In a quote credited to Norman Christensen, he stated that–

> "The land is less an inheritance than something that we borrow from our children."

Pushing the limits of environmental constraints today serves as the basic cause of environmental problem areas of tomorrow. While the land has amazing regenerative capabilities, it cannot be rehabilitated without diligent and careful attention usually accompanied by large expenditures of capital. This is the result of our lack of attention before, during and/or after the development process. However, to the careful steward who recognizes the land's limitations before they are reached, the soil (site) can stand as an invaluable and irreplaceable ally.

"Density", "intensity" and "compatibility" of uses are terms frequently used and considered by planners in land use discussions. The most common questions heard at public hearings on land use matters readily relate to these when people ask – how many?, how much?, what type?, and "how close is it going to be to me?" Few feelings are as distressing as the one experienced by having an incompatible land use move too close to that small area of the earth's surface that a person calls home.

Location, location, location is presently given major emphasis in most land use decisions. However the importance of location may be declining. High concentrations of mass media marketing, primarily television and the Internet, are making inroads into the more traditional marketing methods of the 21st Century. Warehouses with phone banks situated out in the "back forty", but near major highways and interstates, are replacing expensive showrooms that once demanded prime sites purchased at premium prices. Buying with the convenience of home delivery, money back guarantees, and payment by credit/debit cards is drawing larger and larger customer bases. It is obvious a growing number of enterprises are catering to the odd hours of the "much too busy to conventionally shop" consumer. Time will tell if traditional marketing will ever totally succumb, but definite inroads are being made and should be expected to continue into the future. This trend could cause the rethinking of more traditional land use patterns in not only this country but also globally.

INTRODUCTION

As of late, land use studies have taken on a new level of interest. It is a revival of sorts, as a similar wave of studies was undertaken in the latter part of the 1970s, sponsored in large part then by federal dollars. Many of these documents are still hanging around and getting varying amounts of usage as local attentions have shifted to other more "critical" areas of concerns within local government.

In May of 1998, the state of Tennessee mandated, with the passage of Public Chapter 1101, that all cities and counties (with the exception of metropolitan government counties) should decide and graphically portray where their growth should be guided based upon a twenty year planning period. This process included an inventory of current land uses as well as a rudimentary future land use scheme based upon state coordinated population projections and the quality and quantity of local infrastructure. Cities have found this legislation to be primarily an annexation guideline, and a large part of the "growth plan" documentation is their justification of why they established an Urban Growth Boundary (UGB) targeted as the future city limits.

In communities experiencing growth, such as Clarksville-Montgomery County, a current land use inventory and projected future land use pattern with supporting policy is of interest not only to local government planning efforts, but also to the private sector for the siting of future development(s). The expenses of infrastructure extensions are of vital concern to both of these entities. Coordination on the front end of a project can help to smooth out future problems that are so routinely encountered in community-building efforts.

Presently, most counties in the Middle Tennessee region, with the exception of Davidson, still have room to grow, which means they are able to provide alternative locations for growth at this point in time. However, continued growth over the next twenty years will definitely have the effect of narrowing these options throughout our region. Planning for growth, with its interrelated geographic aspects in terms of land use, has over the last several decades been influenced by the following premises:

1. Most higher intensity urban-type developments need a full complement of infrastructure and services in place at its inception to provide for neighborhood economic stability and its ultimate sustainability. Sustainability is defined here as the ability for development to adequately serve not only the present generation but also the generations to come. The public and semi-public utility sectors are the main sources in the provision of these products and/or services.

2. Compactness of development is recognized as a critical consideration in a City or County's investment in infrastructure and services. These include roads, water and sewer lines, police and fire protection, recreation, educational facilities, planning and code enforcement, and are maximized in their usage when they are strategically placed or applied. Rather, these areas are being given higher priority and their creation is expected (if not demanded) as part of the development patterns. Smaller and denser service areas lend themselves to improved access to schools, places of employment, shopping and recreational activities. Fortifying and extending infrastructure from the City core outward is now the basic strategy in combating premature urban and suburban decline, and is a positive way to obtain and maintain economic stability within neighborhoods.

3. Nationally, the trend is toward integrating rather than segregating land uses. If this is to be done with a greater degree of success, more front-end work, in terms of site plan reviews, must be incorporated into local planning efforts. With active participation by both public and private sectors, more orderly development can come about, resulting in better utility and more favorable economic returns for all parties involved.

4. Compatibility of land uses needs careful consideration, not only locally, but also on a regional basis. Clarksville-Montgomery County has been recognized nationally as one of the fastest growing exurban areas, with Nashville serving as the hub of this major development thrust. Looking at land use issues and making decisions must now include factors both inside and outside the County. The need for a regional approach to planning and marketing is becoming more and more apparent as we progress into the new century.

5. As the "baby-boomers" (those born between 1946 and 1964, inclusive) stretch the contours of the age pyramid from the middle age categories through the Social Security eligibility threshold, trends in settlement patterns are beginning to change. The pattern is most dramatically affected by changes in regard to basic housing choices and the site selection process. This population segment generally does not relish yard work, or the numerous chores of maintaining oversized status homes, as did previous generations. Large numbers of this group, having had the advantage of a lifetime of world-class communications and higher levels of disposable income, seem now to prefer to do other things than just hang around the house. On the home front, this will lead to a proliferation of smaller, lower maintenance, typically multi-family construction types, with varying options for ownership and/or rental. Occupants and owners of these developments will expect, if not demand, a set of shared amenities such as walking trails, bike paths, open greenspace, or perhaps in more elaborate settings, swimming pools, equestrian parks and golfing facilities.

6. Environmental concerns are assuming a high priority status in development decisions in communities of all sizes. This is particularly true in the case of highway projects that expand local, regional or national roadways or systems. Bigger, or rather, wider, is not always better in terms of trying to fix our traffic congestion problems. Decreasing levels of individual car trips while providing readily available and economically attractive alternatives will begin to make more and more sense to the American public. Air and water quality issues, now real problems for many areas of the globe, will come home to change local and regional planning scopes in America.

7. Mixed-use developments are being encouraged to maintain and sustain community vitality. Areas having a majority of residential uses (without supporting commercial and job-producing uses) will experience the following:

   (a) a decline in the tax base's ability to sustain the community's needs, as it costs more to support residential development than are derived from its tax revenues,
   (b) more traffic congestion as people must travel further to obtain goods and services with land uses situated in their own separate areas,
   (c) mixed residential, commercial and/or industrial uses set up "natural breaks" in housing patterns that allow for greater diversity in home sizes, types and levels of affordability in a more compact setting.

The staff, in its small group meetings with concerned citizens, developers, engineers, architects, realtors and elected officials, was made aware of problems and concerns throughout the City and County. Because of this awareness several ordinance and/or resolution changes have been drawn up and added to the local laws. The major ones that have been implemented after these community input sessions were the landscape ordinance and site review requirements extended to cover all commercial, industrial and some multi-family developments. Some other ideas that were initially discussed in the small group sessions that were submitted for consideration, but not passed by the elected officials at this time, were the regulated access of most highways and local collector streets, and, sidewalk requirements in all new residential subdivisions. Ideas still on the drawing board include the revision of the City's planned unit development section of the zoning ordinance and the inclusion of a clustering provision in the subdivision ordinance.

GIS AND THE PLANNING PROCESS

New development trends are being supported through the expanded use of geographic information systems (GIS). Increased use of these systems has revolutionized land use planning methodologies by allowing large data sets to be compared and analyzed in short periods of time. Widespread use of GIS has been brought about through the declining cost of computer memory and advancement in data storage capability on the desktop, local area networks as well as the declining cost and wider availability of the Internet. GIS software and the process of digitizing data, while still expensive, is becoming more affordable due to an expanding market that is becoming more competitive in its pricing. Robust databases are readily available to the most meager government budgets. Past and present land use layers can now be economically created, quickly reviewed for analyses, and used with greater degrees of reliability, to guide future growth. GIS has allowed the expansion of the thought processes and has led to a wide array of fresh approaches to better assist in land use management.

Changes in land use patterns are receiving attention from most of the disciplines involved in the development process, including, but not limited to planners, engineers, architects, geographers, geologists and landscape architects. These practitioners are able to find virtual and hard copy resources on a daily basis that illuminate land use changes that have met with favor in scattered locations around the globe. As part of this update process, regulatory changes that will positively influence our area's quality of life must be made to assist in implementing this plan. These changes must be more than just trendy, but must also fit our situation in terms of consideration of public and private sector economics and the property rights of individuals.

IDEOLOGY, CONCEPTS AND TRANSITION

In an attempt to briefly summarize the literary review, some of the more prominent urban design concepts or trends are listed below:

Procurement and reservation of open space suitable for greenways and linear parks. These are not undertaken only for recreational activities but also set up meaningful linkages and routes between neighborhood destinations for bikers and pedestrians including home to school, home to shopping and home to work. They could also serve as water quality buffers.

New Urbanism and Neo-Traditional developments that are based on straightforward street grids that build tightly knit communities. These developments have a goal of being nearly self-contained by allowing mixed-use projects and hopefully becoming more pedestrian oriented.

Mixed-use developments are popular in the central core of cities where verticality allows this to more logically and economically come about.

Loss of favor in highway or strip commercial developments that show little homogeneity in their exterior appearances or goods and services offered. These independent business venues tend to be hampered by ingress and egress problems due to poorly delineated entry points from the highway traffic flows. They are also made even more visually unattractive by their competing sign clutter.

People are looking for and are being drawn to developments that have a well-landscaped appearance (especially with trees), both residential and commercial in nature. Green is inviting and is an effective marketing tool. Some industrial workplaces are also picking up on this and are using it as a recruitment tool for its workforce, and as a way to promote public relations within the surrounding community.

Multi-family developments are being purchased by collectives. Through centralized management greater control of overhead can be obtained, thus freeing capital for potential upgrades and more amenities. This is being done to attract mature empty nesters who are selling their higher maintenance single-family residences and moving to smaller, but just as nice, replacement rental and condominium units.

“Growth for the sake of growth” is losing its luster. Most communities are attempting to be more selective in the types of developments that they allow within their jurisdictions. For example, industrial recruiters are looking for “clean industries” preferably oriented toward high technology applications. The jobs to be created should be white collar in nature and pay at or above the median wage scale of the local economy. Employers and operations that do not meet these criteria are simply not offered the same incentives to locate as the ones that do.

Economic shifts from blue-collar production jobs to white-collar service jobs require that a community provide its workforce convenient access to a wide variety of technically advanced educational sources. We need to encourage the succeeding generations to pursue higher education and/or technical training so that Clarksville and Montgomery County can remain competitive in the global marketplace.

PURPOSE

No community can justify its existence unless it possesses an attraction which causes people to want to live and work in it. One of the major responsibilities of local government is to systematically strive toward the goal of serving the people who have created it. One of the more positive services is the attempt of the government to make the community an even more attractive place in which to live and work. Land use planning helps to achieve this end by giving a detailed look at what currently exists and what should be encouraged in the future by outlining positive planning practices through practical policy formulation.[1]

According to the interpretation of the State Planning Enabling legislation by the state's Local Planning Assistance Office, state statutes do not make land use plans legally binding for either the adopting jurisdiction(s) or those who develop or use the land. Land use plans are intended to provide a general guide for land use activities over an extended period of time. In the case of this plan, that period is set at 20 years. However, given the fast growth of the Clarksville-Montgomery County area, it is likely that an update of this plan should be considered much sooner. This land use plan outlines what is desired or considered acceptable and offers policies for guiding decision-makers faced with a wide range of general decisions affecting growth, including, but not limited to its location, as well as to some extent, the timing of development.

The state's Local Planning Assistance Office notes, and the local staff concurs, that the timing of development is not always within the control of those who make public decisions. This is a function of local values that place a premium on individual property rights. These rights include development decisions that are made by individuals based on factors outside the control of public decision-makers. These factors include future technologies, which will have a bearing on the economic provision of infrastructure, as well as the prevailing social and economic trends. It is these multi-faceted factors that make it imprudent to make rigid and inflexible land use plans legally enforceable documents.

The major tools for the implementation of a land use plan are the planning area's zoning ordinances and subdivision regulations, in conjunction with its Public Chapter 1101 "Growth Plan". These regulatory documents present site specific development criteria that must be met before, during and after a development is proposed, constructed, and occupied or put into use. Another more specific tool is the storm water management ordinance/resolution of the City and County.

One of the purposes of this plan is to apply the new technology afforded by the local GIS to update the last full-scale land use plan undertaken in 1977. Since the mid 1990s Clarksville-Montgomery County has undertaken a variety of planning studies that form the working nucleus of a local comprehensive plan. The contents of these plans were researched for background material and are specifically referenced as supporting documentation for this land use plan update.

The following represent a list of some of the more recently completed plans and some existing ordinances:

[1] A Bank Looks at Community Development, First National Bank of Boston (Consultant), Pennsylvania Department of Commerce, June, 1963.

1. Consolidated Plan July 1, 2000 – June 30, 2004 (Community Development and Housing Planning Document)
2. Regional Long Range Transportation Plan of 2000
3. Clarksville-Montgomery County Growth Plan, adopted February, 2000
4. Clarksville-Montgomery County Greenway Master Plan Report, November, 1999
5. Ft. Campbell Joint Land Use Study, January, 1996
6. APSU Campus Master Plan 2000
7. A View Toward the Year 2000 – Clarksville 20/20 Commission, February, 1991
8. Clarksville-Montgomery County Long Range Bicycle & Pedestrian Plan Update, March, 1996
9. Regional Capital Improvements Program, Greater Nashville Regional Council, prepared annually
10. Central Business District, Master Land Use Plan, 2002
11. Central Business Improvement District Design Guidelines – 1999 & 2000
12. Design Guidelines, Dog Hill & Emerald Hill
13. Storm Water Management Ordinance of the City – adopted November, 2000
14. Storm Water Management Resolution of the County – adopted January, 2003
15. Fort Campbell Environmental Noise Management Plan, November - 2000

THE PLANNING PROCESS

1. Input was sought from community and regional leaders and citizens with varied points of view to describe a future vision for the planning area. An initial group of 90 people of various backgrounds and community interests as well as professions were invited to the inaugural meeting to commence the process. Forty plus of these volunteered to participate in small focus group meetings. These groups were made up of persons with expertise or an interest in the specific topics presented for discussion by the Planning Commission staff. These groups met for a period of 14 months with their comments and observations forming the bases of the recommendations of this plan.

2. Construction of a database to allow the creation of a digital land use inventory was undertaken to provide an accurate description of the current land uses, establish their spatial relationships, quantify their areas, and provide an index of physical characteristics that would tend to enhance or slow their development. Unfavorable physical characteristics included a lack of infrastructure necessary for public safety, floodplain proximity, with some limited data available in terms of delineating problem topography, primarily steepness of slope.

3. The local Geographic Information System was used to delineate the Urban Growth Boundary by allowing the construction of multiple databases related to infrastructure.

4. Population levels were projected for the City and County by the University of Tennessee, Center for Business and Economic Research in 1999. In the smaller scale sub-areas projections, the 1990 U.S. Census totals were used as a base year and compared to the 2000 Census totals for trending purposes. This was supplemented by analyses of local building permit data in terms of quantities and geographic location. The University of Tennessee provided ten-year interim benchmark population levels that were used to index the overall totals.

5. Jobs/employment levels were projected with linear regression techniques based upon data obtained from the Tennessee Department of Employment Security, Research and Statistics Department. Geographic references to placement of jobs and/or jobsites were based upon review of available land suited to future expansion based on the potential for economic extension of supporting infrastructure.

6. Future land use needs were projected based upon current land use patterns and spacings. Relative sizes of the current land uses were measured and broken down on a per capita basis. These figures were then applied to the anticipated future populated to arrive at the basic land use needs for the full length of the twenty-year planning period.

7. Future land use opinions, obtained from small group discussions, were mapped to be used as a guide in land use decisions throughout the planning area. This methodology is recognized as being non-scientific in nature but is judged to have validity based upon the expertise, experience and basic community knowledge of the participants.

LONG-RANGE LAND USE GOALS AND OBJECTIVES

The goals and objectives listed in this plan result from various input sources and echo similar themes to those in earlier studies and plans for the City and County. The planning staff has a long history of involvement in local plan formulation and as a result, has brought forth a legacy of statements, goals and objectives that bear repeating. Most are central to the maintenance and/or the enhancement of the local quality of life.

Citizen Participation

In undertakings related to development and redevelopment, maximum opportunity was afforded citizens of Clarksville-Montgomery County to participate in discussions assuring that public concerns would be reflected.

Historic Preservation and the Community

This statement was paraphrased from "A View Toward the Year 2000".

> **The aesthetics of the environment are influenced greatly by the posture taken relative to historic preservation. The historic districts of Clarksville-Montgomery County serve as a community foundation in an age of transition, fads and identity problems.**

Future land use trends should take into consideration the heritage of our past, preserving while enhancing those unique aspects of both the built environment as well as those of nature. The City core and the sites of the pioneer outposts as well as the public access to the Cumberland River, Red River and West Fork Corridor should all be maintained so as to retain those critical historic settings that put our community on the map.

A major objective of this plan is the call for a comprehensive identification of the remaining historic structures and sites of historic and prehistoric significance throughout the City and County. See Appendix A.

Environmental Considerations - Future Developments

Specific points identified by the land use committee(s) and Planning Staff

- Prime agricultural land is a valuable natural resource and its preservation should be considered in future development decisions.

- Areas with excessive slope (15% off right-of-way) and soils with poor bearing capacities should remain unimproved or be developed only under the provisions of the lowest density categories given their physical constraints.

- Areas of the City and County with notable karst topographic features, namely sinkholes, should be carefully studied in order to determine their capacity to safely sustain development of any type.

- Storm water runoff, that eventually makes its way to the area rivers, must be carefully monitored as per Federal regulations.

- An area-wide storm water runoff master plan should be undertaken within the urban area as well as areas with high potential for development within the county, so as to minimize the effect of localized and wide area flooding. The City began this process in November, 2000; the County followed up with a similar provision in January, 2003.

- Greater sensitivity to light, noise and litter pollution is indicated so as to minimize friction between development types that share close proximity. This was addressed by the adoption of a landscape and buffering ordinance by the City as of April, 2001. This ordinance specifically describes buffer widths, fence types, plant species, quantities and layouts that could create suitable barriers and/or separations to help minimize problems brought about by close proximity. The County is urged to follow the City's example.

- Construction and/or development near any boundary of Fort Campbell (airfields and military training areas in particular) should be carefully reviewed to insure that it does not interfere with the military's mission on this installation. The efforts of the Ft. Campbell Joint Land Use Partnership should be supported in a spirit of community cooperation.

- Industrial recruitment should target companies that are environmentally responsible so as to avoid potential future pollution problems.

Overall Development Goal

To encourage the orderly use and development of land (including air and water use), emphasizing the most appropriate use based upon its environmental capacity and economic suitability, agricultural and forestry land withstanding.

Objective: To discourage urban development on environmentally sensitive areas and in areas that may be needed for agricultural and forestry purposes.

Policies:
- environmentally sensitive or unstable areas should be identified and held in the lowest density zoning category for future recreational and open space uses.
- to carefully consider limiting the subdivision of land identified as prime agricultural or forestland.
- to require through subdivision regulations, storm water regulations and building codes that construction on or near environmentally sensitive areas protect those surrounding areas. Likewise, high noise areas along the Ft. Campbell boundaries should be identified and kept at the lowest density.

Objective: To guide urban development in a manner that restricts urbanization to areas within or contiguous to urban centers where a full complement of urban services are in place or economically available.

- infrastructure improvements or expansion sufficient to support urban/suburban development should be restricted to existing urbanized areas and to areas contiguous to these urban areas where the maximum return on the investment can be realized in the shortest period possible.

- the City of Clarksville should undertake programs of annexation to incorporate urbanizing areas within its boundaries to promote more uniform provision of infrastructure in these areas.

Residential Development Goals

Policy Statement: Areas within the Urban Growth Boundary (UGB) have higher quantities and qualities of infrastructure in place, therefore these areas should have a higher residential density pattern of development than other areas with lesser amounts of infrastructure.

- promote more dense development in areas with adequate infrastructure support as indicated in the Clarksville-Montgomery County Growth Plan.

- revisit existing City's Zoning Ordinance to determine if the zone district characteristics should be changed to facilitate more dense development by redefining their parameters; make the residential zones more distinct from each other and separate non-residential uses such as professional offices to be dealt with in more appropriate zones

- support the creation and/or sustain local housing stock so as to continue to meet the needs of the troops and their families stationed at Ft. Campbell

- add sidewalks or walkways within subdivisions to facilitate linkages to schools, parks and/or shopping areas so as to reduce car trips – all economic ranges of developments to be included

- add incentives to encourage use of underground utilities in most residential subdivisions

- plan for and construct adequate roadways to better handle present and projected traffic flows to allow for timely and safe ingress and egress from all developments

- require public sewer with ultimate disposal at certified waste water treatment facility or certified collective on-site filtration systems in all new developments and discourage on-site septic, particularly in area with poor soil percolation potential, but exempt low density level developments if the soils allow

- require sufficient water pressure to provide fire protection for all developed/developing areas

- create suitable number of stub out streets to enhance the development potential of surrounding tracts – connectivity and linkage are key terms here

- keep development density levels similar through the use of compatible zoning districts

- improve mass transit linkages and headways to allow it to compete more efficiently with private autos, especially in new, densely settled residential areas and commercial and industrial districts

- encourage infill development – give incentives such as tap fee suspension or price reductions - as a means to help keep development more compact and better utilize existing infrastructure.

- keep new development patterns as compact as possible so as to better utilize existing schools, police and fire protection systems

- encourage more mixed-use, residential and commercial, and extend the concept to primarily commercial and industrial developments as well

- review and revise zoning ordinance density provisions to better regulate the creation of new multi-family zone districts by specifying the number of units allowed per acre based on access and availability of infrastructure and service level

- future residential development should be located and designed to take better advantage of public open space and/or create their own greenspace

- encourage residential development to be in harmony with local floodplains by strictly observing the flood hazard boundaries as well as constraints imposed by local soils and topography.

- encourage more pedestrian-oriented neighborhoods with better linkage to amenities – encourage construction of bike trails and pedestrian ways

Commercial Development Goals

Policy Statement – Commercial development should be sized to meet the needs of its service area. Residential neighborhoods should be adequately supported with commercial uses to insure an overall high quality of life.

Specific points identified by the land use committee(s) and Planning Staff

- Zoning districts C-2 and C-5 have lists of uses by right that are too broad, potentially incompatible and in some cases are overlapping. It is recommend that these districts be redefined and split into more clearly defined use categories by creating new zones with narrowed lists of permitted uses and list more uses upon review

- All commercial zoning districts should have site review provisions. Enacted in the City and County in July 2001.

- Regulatory standards for landscaping of residential, commercial and industrial properties should be put in place in both the city and the county. Enacted in the City in April 2001.

- New rural commercial zones should be established to support convenience operations that would save trips into the City. These zones should be established with sensitivity to minimize compatibility problems with surrounding rural uses.

- Encourage more entertainment oriented land uses in the Central Business District (CBD) but increase code enforcement, general maintenance and police activity in the area to cut down on litter and the detrimental effects of noise, light and sign clutter.

- Building setbacks and height restrictions should be reviewed in all commercial zones to insure the adequate and economical use of building sites as well as to insure public safety. These restrictions should also be reviewed for aesthetic purposes and the preservation of notable vistas.

- Parking and loading zone requirements need to be reviewed in all commercial zones with particular attention to developments in the higher intensity zones.

- High-traffic corridor frontages should be reserved for higher intensity commercial uses and/or comprehensively designed mixed-use developments.

- Sizable commercial areas with major highway access, where economically feasible, should have limited points of entry and allow interior access only by way of service roads.

- Most strategic intersections have economic characteristics that enhance their commercial potential. Based on their increased accessibility, their frontages should be reserved for future higher intensity land uses.

- Neighborhood oriented businesses should be encouraged to cluster together to maximize their draw, add to their convenience and reduce traffic congestion caused by multiple driveways. This could be better accomplished by revising C-1 district to truer ranges of neighborhood uses and increasing its maximum area.

Industrial Development Goals

Policy Statement – Industrial development should be located within publicly supported parks where the infrastructure is in place to meet the needs of the individual operations. Reserving such an area with proper buffering, surrounding uses should not be adversely effected.

Specific points identified by the land use committee(s) and Planning Staff

- Site review provisions should be extended to all industrial zones (Enacted July, 2001).

- In areas where lower intensity residential uses are beginning to encroach upon industrial, a more comprehensive and effective approach to buffering the potentially incompatible uses should be implemented (Landscape and buffering ordinance enacted April, 2001 inside the City).

- Building setbacks and height restrictions should be reviewed in all industrial zones to insure the adequate and economical use of building sites, to protect the public safety and to provide adequate rights of way for future road upgrades.

- Maintenance and expansion of publicly owned industrial parks should be encouraged so as to allow the economical concentration of the necessary infrastructure to adequately support these types of operations as well as to establish a buffer from other lower intensity uses.

- Encourage linkage, but not necessarily close proximity, between housing opportunities and industrial sites to insure access to jobs for all citizens.

- Minimum standards for landscaping and buffering of industrial site developments should be put in for the county.

Public and Semi-Public Uses Goals

Specific points identified by the land use committee(s) and Planning Staff

- Future school sites should take advantage of existing increased capacity roadways to insure adequate access for students and faculty; and, to insure that future allied residential and commercial development traffic can be routed efficiently into and/or through the campus area.

- Austin Peay State University should be more tightly integrated into the local community by (1) improving gateways into the campus, and (2) improving pedestrian, transit and auto travel ways into the Central Business District from the campus.

- Land for linear parks and greenways should be acquired in strategic areas to provide and improve linkages between popular destinations within the City and County for non-auto travel.

- Land for linear parks and greenways should be acquired in strategic locations to provide more publicly accessible open space for recreational purposes and preservation of the environment by providing water quality buffers.

- Public entities should not hold any vacant land for an extended period if it does not have a use specifically in mind for it, presently or in the immediate future.

- Neighborhood facilities needs should be more closely monitored by both public and private entities so as to enhance the quality of life in all neighborhoods.

Housing Goals

To promote activities designed to provide all residents the opportunity to be adequately accommodated in safe, sanitary and comfortable housing served by adequate community facilities, accessible to employment and service centers and offering a competitive market for cost and type.

Objective: To stabilize and preserve the area's existing housing stock and residential neighborhoods.

Policies:

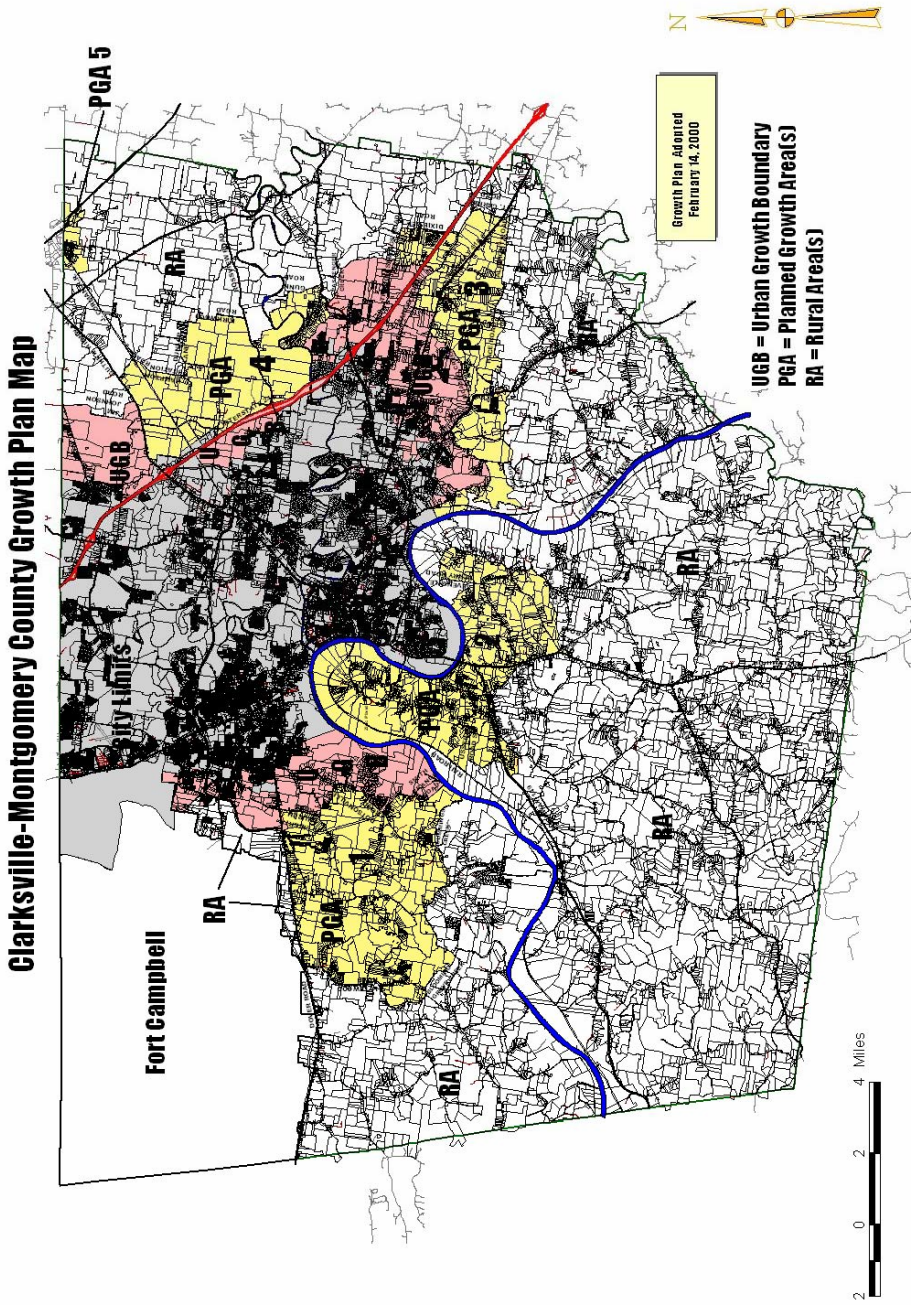
- infrastructure improvements necessary to maintain present and proposed residential areas should be given careful and full consideration in planning capital expenditures.
- codes inspection and enforcement programs designed to promote safe housing should be put in place throughout the City and County.
- residential areas and buildings of historical significance should be preserved and protected for the future enjoyment of the community through the use of historic zoning and incentives.

Objective: To reduce involuntary concentrations of low-income persons, the elderly, those with disabilities, ethnic minorities, and others dependent on special facilities and services.

- low and moderate income individuals and families should have access to affordable housing opportunities throughout the community.
- private organizations sponsoring special care facilities are to be encouraged to locate the project apart from over concentrations of similar facilities.
- affordable housing should be provided throughout the City and County for low and moderate-income persons and families.

Objective: To foster the construction of new housing in areas already served or that can be readily served by community facilities, and that are convenient to employment centers, shopping facilities and transportation systems, and are energy efficient.

- subdivision proposals should be approved only in areas where existing infrastructure can be utilized or economically extended.
- developments emphasizing infilling should be encouraged through incentives from local governments such as tap fee suspension or higher density allowances.
- infrastructure improvements and construction for residential support should be restricted to existing urbanized areas and to areas contiguous to these urban areas as outlined in the Growth Plan for Clarksville-Montgomery County. See Map 1 on the following page.


Clarksville-Montgomery County Growth Plan Map
PGA 5
RA
PGA 4
UGB
PGA 3
RA
City Limits
Fort Campbell
RA
PGA 1
RA
RA
RA
Growth Plan Adopted February 14, 2000
UGB = Urban Growth Boundary
PGA = Planned Growth Area(s)
RA = Rural Area(s)
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Utility Goals

To promote policies that allow the construction of adequate utilities – including but not limited to water and sewerage – according to local development strategies.

Objective: To encourage the major extension of utilities only to areas within or contiguous to existing urban areas identified for development in the Clarksville-Montgomery County Growth Plan.

Policies:
- require governmental approval of private utility's expansion plans to assure conformance with the City and County's development strategy as outlined in the Growth Plan.
- public utility expansion plans should reflect improvements to the system within their existing service areas in order to assure adequate capacities for not only present development but also for the future.
- coordinate utility expansions with Ft. Campbell as it approaches the post boundaries.

Objective: To encourage the construction of public and private utility systems with the capacity for handling projected growth according to local development strategies of the adopted Growth Plan.

Policies:
- local public funds should not be expended on utility improvements that are not adequate to meet projected capacity needs for the area to be served
- approval of development proposals should be contingent upon adequate utility facilities to support and sustain future growth within the area to be served

Economic Development Goals

Achieve a viable, well-balanced economy throughout the City and County utilizing available natural and human resources to their fullest potential and in the most efficient and effective manner.

Objective: To increase the number of varied job opportunities throughout the City and County.

Policies:
- new industrial/commercial sites should be located convenient to appropriate employee markets.
- public capital improvements beneficial to new industrial/commercial facilities are to be emphasized in locations that are readily accessible to areas with high unemployment and/or low income.

Objective: To increase and promote the regional recreation-tourism industry draw within the planning area.

Policies:
- public improvements supporting existing recreation-tourism areas or those necessary for the development of new areas should be given consideration for any available funding.
- access to local tourist information should be increased along with assistance programs to promote area attractions.

- local government should commit to maintain facilities to sustain the level of usage that it typically receives.
- develop and promote policies that ensure the continuation of the mission of Ft. Campbell recognizing its position in the local economy.

Open Space and Recreational Goals

To create an open space system that provides convenient outdoor recreational use by the public, conserves the natural resources, and promotes the City and County's economic viability and guides the shape of urban growth.

Objective: To preserve special designated areas, including flood plains, steep slopes, karst areas, natural or scenic vistas and agricultural/forestry areas from inappropriate development.

Objective: All urban development should support the furtherance of the greenways and linear parks and other open space reservations.

Policies:
- urban development including recreational uses should be restricted from encroaching upon prime agricultural land.
- zoning regulations should provide protection to environmentally sensitive and/or scenic areas from adverse development.
- floodplains should be kept free of development and be promoted as recreational areas where possible, but more importantly as water quality buffers.
- distinct natural or scenic vistas should be preserved as conservation/recreational areas.
- urban development should be encouraged to provide open space/buffers in all areas that approach the Post boundaries.

Objective: To provide adequate and varied recreation and open space opportunities throughout the planning area which reflect divergent cultural, economic and age characteristics.

Policies:
- periodic citizen surveys and updates of the City and County's recreation general plan should be conducted to maintain current information on opportunities and needs.
- bike paths, jogging trails and scenic trails should be developed throughout the City and County and be made accessible to persons with disabilities.

Transportation Goals

Goal: Enhance and Maintain an Efficient and Safe Highway and Street Network

Objective: Coordinate with private developers to maintain adequate transportation system capacity as new development occurs.

Objective: Cooperate with the Clarksville-Montgomery County School Board and Clarksville Transit System to improve roadway efficiency along transit routes and in school zones.

Objective: Mitigate capacity deficiencies on congested roadways and at intersections so as to maintain optimal levels of service

Goal: Manage the Local Thoroughfare System to Minimize Congestion

Objective: Integrate land use planning and transportation project planning. Better utilize the provisions of the local Growth Plan to better generate traffic forecasts.

Objective: Develop neighborhood access management guidelines that balance the desire for safe residential streets with the need for additional mobility.

Objective: Utilize the appropriate Intelligent Transportation Systems (ITS) along major corridors to help achieve design capacity and level of overall service.

Goal: Promote Use of Alternative Transportation Modes

Objective: Include alternative transportation modes (e.g., sidewalks, bicycle routes, park and ride lots, and other facilities) as part of future infrastructure projects. This would include new road projects, road re-construction, or private development projects.

Objective: Improve accessibility of park and ride lots to encourage ridesharing and transit trips within the planning area and improve safety aspects.

Objective: Pursue public-private partnerships to develop integrated pedestrian facilities and a bicycle network in accordance with the Greenways Master Plan Report.

Goal: Improve Transit Accessibility for All Citizens

Objective: Increase local transit ridership to encompass a greater percentage of the community population.

Objective: Improve transit routes to increase transit accessibility to large employers. Improve efficiency to reduce transit headways.

Objective: Develop transit system that provides increased access between suburban job locations and the areas of the community with higher concentrations of populations.

Goal: Develop an Integrated Multi-modal Transportation System that Balances the Needs of Both Passenger and Freight Traffic

Objective: Design future roadways and bridges to accommodate the appropriate level of traffic – both in terms of volume as well as bulk and weight.

Objective: Improve capacity, pavement maintenance, and design of roadways and bridges that connect Cumberland River ports, Outlaw Field and Interstate 24 with local thoroughfares to accommodate higher traffic flows, especially for cargo carriers.

Goal: Develop a Transportation system that Preserves the Natural and Cultural Environment

Objective: Coordinate roadway and infrastructure projects with guidelines established by local historic preservation planning and the community's Landscape Plan.

Objective: Pursue the development of access management guidelines based upon roadway classifications that will enhance roadway aesthetics and improve efficiency. Integrate these guidelines with the local zoning ordinances and the design and review process for new developments and re-developments.

Goal: Promotion of the Practice of Environmental Justice

Objective: To ensure the equal protection of all citizens under the law.

Principle: To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

Principle: To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

Principle: To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Environmental Goals

Noise and Light

To develop and enforce local standards for regulating noise, vibration and lighting emissions.

- zoning and subdivision regulations should be adopted and regularly assessed so as to minimize noise, vibration and lighting emission impacts on residential areas and other critical areas.

- to investigate and pursue alternative approaches to reducing pollutant emissions.

Policies:
- governments should review their own operations and encourage large employers to review their operations to establish staggered working hours.
- encourage the establishment and use of park and ride lots.
- encourage the use of high occupancy vehicles and alternative forms of transportation.
- careful attention to developments within a one mile buffer area of Fort Campbell should be considered for its potential impact upon the operations and mission of the military units stationed there
- Sabre Heliport north of Dover Road needs special attention in order to minimize noise from their activities and they in turn need to be shielded from light sources from off Post
- separation of urban development from high noise areas would be beneficial to Ft. Campbell as well as local quality of life.

Water Quality Goals

To establish and support erosion control and storm water runoff programs that will maintain and/or upgrade water quality at levels so as to support aquatic life, wildlife and recreation, which are conducive to human health and a safe, attractive environment.

Objective: Water quality should be improved through better control of non-point source pollution, resulting from better land use management practices and conservation measures.

Policies:

- septic tank development should be adequately restricted through zoning and subdivision regulations to areas suitable for such disposal, particularly in more densely settled urbanized areas.
- developers should be required to control on-site runoff during all phases of construction.
- a landowner, builder, or developer shall not change the natural course of runoff. Easements shall be provided for any open channel or storm sewer systems.
- during the process of a major renovation, any existing building that is now in the flood plain should be water-proofed with its finished floor area and/or HVAC components at least two foot above the 100 year flood elevation.
- new developments should detain and release any runoff at the pre-development rate.
- during construction a 50-foot undisturbed area must be maintained on each side and next to a blue line stream, creek or river.
- ditches or swales should be constructed to minimize erosion through the use of sod, riprap, or other erosion control products.
- builders and/or developers should continue to submit Erosion Control Plans to the City/County prior to construction. A bond shall be posted to insure compliance.
- areas disturbed during construction shall be seeded or sodded as soon as possible.
- the City/County have enacted ordinances/resolutions that discourage dirt or mud being tracked onto a paved street and requires its immediate removal.
- the City/County have the right to deny or revoke a building permit if the developer/builder does not conform to the Erosion Control Plan.
- comprehensive soil erosion identification and prevention projects for both rural and urban areas should be established and encouraged in the City and County.
- small stream containment dams should be constructed to control the flow of stream pollution and to assist in storm water runoff control. Post construction better management practices should be required as per Federal regulations.

Objective: Alternate proposals for wastewater treatment should be required as per Federal regulations in lieu of septic tanks and sewerage systems are to be explored and tested within the planning area.

Policies:

- alternate treatment proposals and experimental facilities such as step systems and package treatment plants should be encouraged, in lieu of individual septic systems whenever the scale of development makes it feasible.
- new technologies to reduce sanitary sewer and septic tank sewerage generation in residential and commercial establishments should be promoted.

Solid Waste Goals

To establish and support activities which provide adequate facilities for the disposal and reclamation of solid waste material in a cost effective and environmentally sound manner.

Objective: To run a solid waste disposal system that can be operated economically and safely.

Policies:
- encourage the establishment of additional City and County local transfer station sites.
- solid waste disposal systems should be developed to make the operations as self-supporting as economically possible.

Objective: To reduce the amount and type of solid waste generated though such measures as conservation, recovery, and recycling practices.

Policies:
- to support, and when economically feasible, to implement resource separation/recovery, reuse, recycling and composting.
- keep the public informed through education programs on issues associated with all aspects of solid waste management.

Objective: To fully develop the local potential in using innovative approaches to solid waste disposal and management.

Policies:
- promote planning of solid waste disposal facilities that produce usable energy, reuse, recycling and composting.

Air Quality Goals

To establish and enforce policies that maintain and/or improve ozone and particular matter levels that are conducive to human health and a safe, attractive environment by enabling shorter auto trips, less fuel consumption and lower emissions.

Policies:
- encourage the establishment and use of park and ride lots.
- encourage the use of mass transit and alternative forms of transportation.
- better utilize various intelligent transportation system applications to enhance traffic flow rates

Promote an intermodal transportation system that provides effective, efficient and economic movement of people and goods, and is integrated with the regional development strategy.

Objective: To provide adequate intermodal transportation systems to all locales within the urbanized area.

Policies:
- system extensions should be recommended in accordance with the schedule adopted in the local transportation improvement program.

- transportation systems should be planned to meet the service demands of the population projected in the planning area strategy over the planning period.
- intermodal transportation networks should be developed to enhance the movement of people and goods throughout the region.
- encourage alternate approaches to transportation services that are economically feasible.

Objective: Design, construct and improve transportation systems that enhance vehicular and pedestrian safety.

Policies:
- roadway sections and intersections with high accident rates should be redesigned and reconstructed to improve and increase their level of safety.
- at grade railroads crossing should be maintained in safe condition throughout the planning area.

Objective: Transportation systems will be developed which utilize various modes that reduce total energy consumption for the region.

Policies:
- water, rail, and air should be promoted as transportation modes.
- existing railbeds are to be regarded as having potential for intra-regional passenger and freight transport.
- various transportation system planning efforts should be undertaken with a view toward interconnecting the different modes.
- major highway improvements and new construction within the urban areas should include provisions for mass transit systems.

CRITERIA FOR CONSIDERATION PERTAINING TO DEVELOPMENT DECISIONS

There are three levels or layers that make up the Regional Planning Commission. Firstly, there are the chartered entities, i.e., the City and County that physically make up the delineated planning area or community. These entities have recognized that their actions and interactions are closely associated and that joint planning efforts result in better outcomes for all parties involved. Secondly, are the appointees who actually serve on the Regional Planning Commission. The commission members take on the responsibility of assessing and/or reviewing situations which daily affect living conditions within our community. The appointees are a mixture of elected officials and private citizens who are selected to serve and represent a wide range of points of views. Their views should have a geographic slant and come from life experiences and the feelings of the individual. Thirdly, the appointees have been empowered with the capability of hiring and maintaining a planning staff to assist them in assessing the pros and cons of their recommendations. As a result of this system, as established and empowered by the State of Tennessee, all three levels function as integral parts in the planning process. However, the ultimate decision-makers in all zoning and rezoning cases are the elected officials, who serve at the mandate of the people. The Regional Planning Commission has the final authority in matters pertaining to the subdivision of land.

Under Tennessee Code Annotated, Section 13-3-104, Power and functions of a (Regional Planning) Commission,… "it is the duty of a planning commission to …generally confer with and advise municipal and county executives and legislative bodies and officials for the purpose of promoting a coordinated and adjusted development of the region." Most frequently this is done in the course of making recommendations in regard to rezoning and abandonment requests to the City Council and/or the County Commission. These recommendations are to be based on recognized planning principles and not as a result of political expediency. A planning commission is also charged with reviewing and approving site reviews as well as land subdivisions.

All decisions of the Regional Planning Commission should have as their major emphasis the overall welfare of the community. Personalities and personal ties must be downplayed in all parts of the reasoning process. Citizen participation is important in the planning process. However, personal pleas and requests must be weighed against the benefits to be derived from the proposed project for the community as a whole. While public hearings are an important part of the meeting format of the Regional Planning Commission, this input should not necessarily prevail over the better (planning) judgment of the commissioners. Aggrieved citizens, as part of the planning process, are given another public hearing session when this matter comes before the elected officials who have jurisdiction.

The recommendations of the Regional Planning Commission are to be grounded upon the following premises. The priority in the thought processes for any recommendation of the Regional Planning Commission is, first and foremost, to take into consideration the overall welfare of the community in regard to development and planning activities.

It is always to be assumed that the existing zoning in place is correct unless any of these statements are true:

1. The proposed zoning is more consistent with the comprehensive or land use plan for the area involved.

2. The parcel was improperly or mistakenly zoned in the first place.

3. There have been major changes of an economic, physical or social nature within the area involved that was not anticipated in present plans and which have substantially altered the character of the area.

CREATION OF FUTURE HIGHER INTENSITY USE ZONE DISTRICTS

Parcels of real estate tend to be uniquely different. Each case for rezoning therefore must, of a necessity, be given distinct, individual consideration. However, there are certain basic universal factors that do apply in the consideration process. These are summarized in no particular order or emphasis:

1. Location
2. Intensity or density of the change in use
3. Existing surrounding land use(s)
4. Physical size of the parcel
5. Drainage
6. Accessibility
7. Services available to the parcel, i.e., water, sewer, etc
8. Soil type

A brief description of the consideration process under each of the following factors is included below:

1. Location – This factor has at its core the relationship between time and distance and is best summed up in the term linkage. How does this parcel relate spatially to others parcels within the neighborhood and the community? Can people travel conveniently from this location to the other places that they need to go and vice versa?

2. Change of intensity or density in use - An example of the change in intensity of use would be the replacement of an owner-operator retail operation with a multi-department retail store. A density change is best represented by the example of a residential duplex being replaced by a residential triplex on the same site.

3. Existing surrounding land uses - Compatibility is the key word in this segment of the process. Obviously some uses fit and work together better than others. It is however a matter of interpretation and perhaps taste as to what combinations might work for different people. Generally points to consider in terms of compatibility are conflicts with potential hours of operation, light, noise, litter, the use of outdoor storage and/or excessive traffic generation that would be out of sync with the neighborhood.

4. Size of the parcel – The primary consideration in this factor is whether or not the proposed improvements can be adequately situated upon the proposed site with room for its supporting appurtenances, such as accessory buildings and parking areas. Also of importance is the availability of space to provide for adequate buffering between two differing and incompatible land uses.

5. Drainage – In urban as well as rural areas good site drainage is important to the structural integrity of the proposed improvements as well as its support areas. This is not to be confused with flooding, where a site may be totally inundated for an extended period. Surface water runoff from rain

showers can produce dangerous, though usually temporary, situations that must be addressed if the site is to be properly utilized.

6. Accessibility – The ease and safety with which a motorist can enter a property from the public right of way. Sightlines from and to the approaching traffic lanes are important for safety. Just as important is the speed at which cars can enter the lot; too much of a slow down could cause excessive braking and lead to potential pile-ups. Highways designed for higher traffic volumes usually lend themselves to higher intensity uses. It is usually the major intersections along these roads that form natural breaks in the traffic flows with their traffic lights that become the targets of commercial developers. Generally, it is not advisable to place higher intensity uses such as commercial or industrial, in mid block locations, as they create artificial and unexpected breaks in the traffic flows that create accidents. Topography is important in accessibility determinations. If the access points to the site are above or below the grade of the adjoining roadways, this could have an effect on safety of access. Pedestrian access is also a consideration.

7. Services available to the site – This point refers to the infrastructure that is, on or near the site, which can be utilized to support its improvement(s). The more available the more intense the use that can be supported. Lack of adequate infrastructure is a major reason for the rejection of a higher intensity rezoning request. There is nothing more important in determining the quality of life possible at a site or location than the level of supporting services. It is noted that infrastructure is not just limited to water and sewer and other onsite services, but the consideration should also include such urban services as police, fire, recreation, planning and zoning, code enforcement, libraries, medical services, schools and a host of others depending upon the area.

8. Soil type – There is nothing more basic to a site than the physical characteristics of its soil. Can or will the soil be able to adequately support a building foundation or onsite septic disposal system? Does the soil have a tendency to hold or release its moisture in an unpredictable or sporadic manner? Failure to work within the confines of the development parameter of the site's soil(s) can have immediate and catastrophic consequences.

Intensifying the allowable uses upon a parcel in most instances will increase its economic value. This is one of the foremost reasons that owners request a rezoning. However, economics is not solely a factor for the Planning Commission to consider in its recommendation to be passed on the City Council or County Commission.

POPULATION

Land use planning is a function of population distributions based on the people's basic decisions as to where they want to live, go to school, work and/or shop. Obviously these distributions shift during a 24-hour period, but they tend to follow a regular pattern that can be determined and tracked.

As part of the local growth plan formulation, the City and County received and agreed to use the University of Tennessee, Center for Business and Research, population projections for their respective jurisdictions. Given that the City can annex as allowed by the locally adopted Growth Plan, its population level can be substantially changed through local legislative action. The following table lists the aggregate totals for the City and the County, historically since 1930 and into the future years as listed. It also includes the City's percentage of the total population for each of the indicated years.

Table 1.01

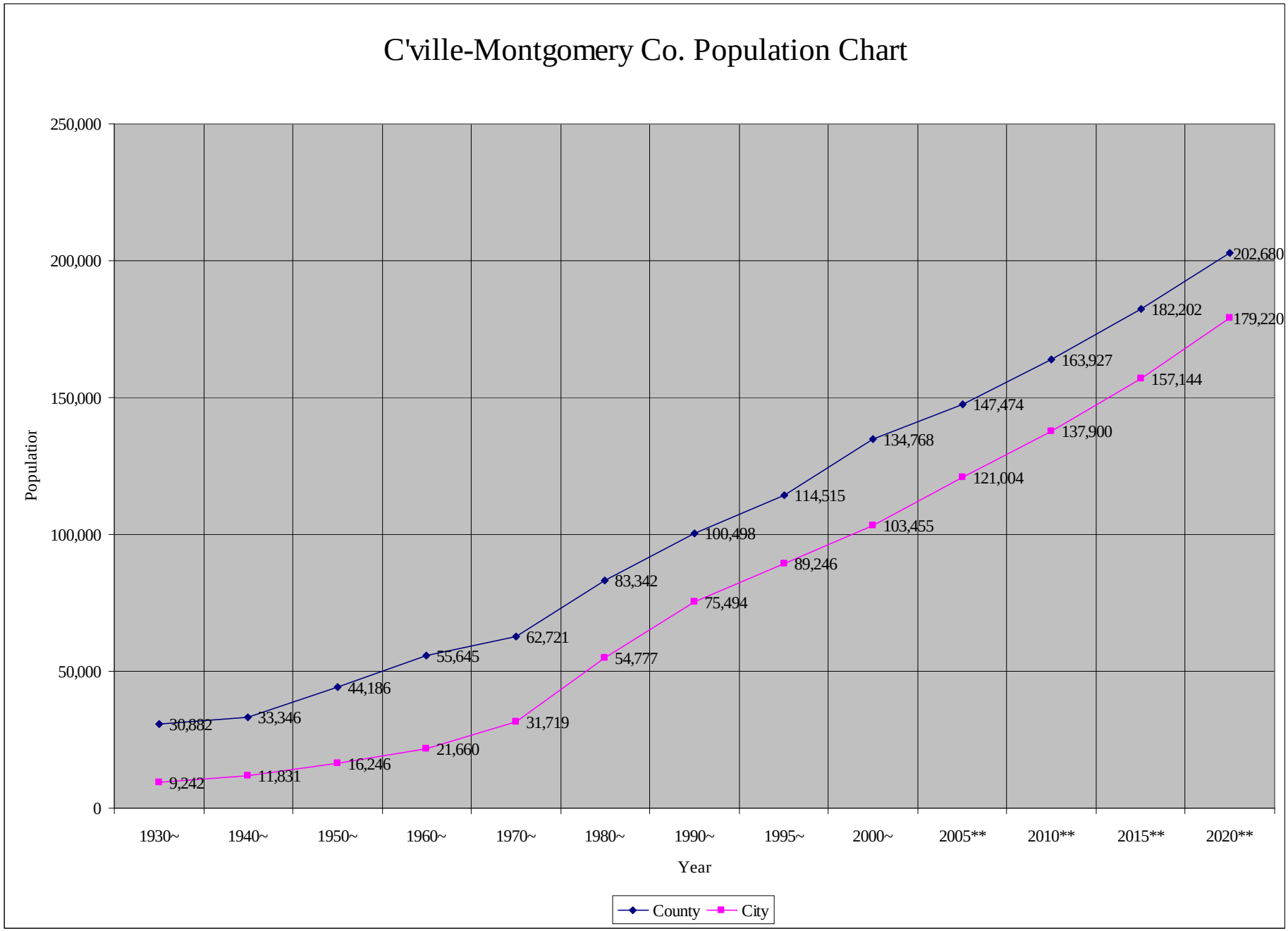
Historic and Projected Population Numbers - Montgomery Co. & Clarksville, TN

Year	Montgomery County	Number Change	Percent Change	City of Clarksville	Number Change	Percent Change
1930~	30,882			9,242		
1940~	33,346	2,464	8.0%	11,831	2,589	28.0%
1950~	44,186	10,840	32.5%	16,246	4,415	37.3%
1960~	55,645	11,459	25.9%	21,660	5,414	33.3%
1970~	62,721	7,076	12.7%	31,719	10,059	46.4%
1980~	83,342	20,621	32.9%	54,777	23,058	72.7%
1990~	100,498	17,156	20.6%	75,494	20,717	37.8%
1995~	114,515	14,017	13.9%	89,246	13,752	18.2%
2000~	134,768	20,253	17.7%	103,455	14,209	15.9%
2005**	147,474	12,706	9.4%	121,004	17,549	17.0%
2010**	163,927	16,453	11.2%	137,900	16,896	14.0%
2015**	182,202	18,275	11.1%	157,144	19,244	14.0%
2020**	202,680	20,478	11.2%	179,220	22,076	14.0%

~ Actual Census counts

** University of Tennessee - Center for Business/Econ Research

Chart 1.01


C'ville-Montgomery Co. Population Chart
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182,202
202,680
9,242
11,831
16,246
21,660
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75,494
89,246
103,455
121,004
137,900
157,144
179,220
County
City

This table shows a population increase from the year 2000 to 2020 of 52.9% in Montgomery County. Clarksville City shows an increase for the same period of 68.9%. This calculates to an annual growth rate in the County of 2.15% while the City is projected to grow annually at a rate of 2.66% over the period. The latter higher rate being attributed to the result of the cumulative effects of annexation. The accompanying line graph visually portrays the steady rise in population expected over the planning period.

These are significant incremental increases that put Clarksville-Montgomery County in the upper ranks of counties experiencing growth within the State of Tennessee. According to the U.S. Bureau of the Census in the 2000 census, Montgomery County ranked 3rd in the State in terms of percentage increases of the total population and 6th in terms of actual numerical increases. The City of Clarksville during the same period ranked 4th in percentage increase and 3rd in actual numerical increase. The following table lists the fifteen largest Counties and Cities in Tennessee in 1990 and in the year 2000.

Table 1.02

Population for the 15 Largest Counties and Incorporated Places in Tennessee: 1990 and 2000

Population Rank			Population		Population Change, 1990 to 2000	
1990	2000	Geographic Area	1990	2000	Number	Percent
		United States	248,709,873	281,421,906	32,712,033	13.2%
		Tennessee	4,877,185	5,689,283	812,098	16.7%
		County				
1	1	Shelby County	826,330	897,472	71,142	8.6%
2	2	Davidson County	510,784	569,891	59,107	11.6%
3	3	Knox County	335,749	382,032	46,283	13.8%
4	4	Hamilton County	285,536	307,896	22,360	7.8%
6	5	Rutherford County	118,570	182,023	63,453	53.5%
5	6	Sullivan County	143,596	153,048	9,452	6.6%
8	**7**	**Montgomery County**	**100,498**	**134,768**	**34,270**	**34.1%**
7	8	Sumner County	103,281	130,449	27,168	26.3%
11	9	Williamson County	81,021	126,638	45,617	56.3%
9	10	Washington County	92,315	107,198	14,883	16.1%
10	11	Blount County	85,969	105,823	19,854	23.1%
12	12	Madison County	77,982	91,837	13,855	17.8%
15	13	Wilson County	67,675	88,809	21,134	31.2%
13	14	Bradley County	73,712	87,965	14,253	19.3%
14	15	Anderson County	68,250	71,330	3,080	4.5%
		Incorporated Place				
1	1	Memphis	610,337	650,100	39,763	6.5%
2	2	Nashville-Davidson Co.	510,784	569,891	59,107	11.6%
3	3	Knoxville	165,121	173,890	8,769	5.3%
4	4	Chattanooga	152,466	155,554	3,088	2.0%
5	**5**	**Clarksville**	**75,494**	**103,455**	**27,961**	**37.0%**
8	6	Murfreesboro	44,922	68,816	23,894	53.2%
7	7	Jackson	48,949	59,643	10,694	21.8%
6	8	Johnson City	49,381	55,469	6,088	12.3%
9	9	Kingsport	36,365	44,905	8,540	23.5%
20	10	Franklin	20,098	41,842	21,744	108.2%
11	11	Hendersonville	32,188	40,620	8,432	26.2%
15	12	Bartlett	26,989	40,543	13,554	50.2%
10	13	Germantown	32,893	37,348	4,455	13.5%
12	14	Cleveland	30,354	37,192	6,838	22.5%
13	15	Columbia	28,583	33,055	4,472	15.6%

Census 2000, Table PL 1, and 1990 Census

census_lu_update.xls

DENSITY ANALYSIS

According to the 2000 Census, Montgomery County ranked as the 7th most densely developed county in the State of Tennessee, based upon a calculation of persons per square mile. The following table also shows the density factor of housing units per square mile. In this ranking, Montgomery County drops to the 8th spot in terms of density. There are obvious tiers among the ranking profiles of this chart. The upper tier consisting of Shelby County and Memphis, Nashville-Davidson County, Knox County and Knoxville, and Hamilton County and Chattanooga stand head and shoulders above the more rural counties of the State in terms of density due to the dominance of their central cities.

Table 1.03

Population, Housing Units, Area and Density
U. S. Census 2000
Selected Counties Ranked by Total Population

Rank	County	Population	Housing Units	Land Area	Density per Square Mile of Land Area: Population	Density per Square Mile of Land Area: Housing Units
1	Shelby	897,472	362,954	754.53	1,189.4	481.0
2	Davidson	569,891	252,977	502.26	1,134.6	503.7
3	Knox	382,032	171,439	508.46	751.3	337.2
4	Hamilton	307,896	134,692	542.44	567.6	248.3
5	Rutherford	182,023	70,616	618.91	294.1	114.1
6	Sullivan	153,048	69,052	413.02	370.6	167.2
7	**Montgomery**	**134,768**	**52,167**	**539.28**	**249.9**	**96.7**
8	Sumner	130,449	51,657	529.30	246.5	97.6
9	Williamson	126,638	47,005	582.68	217.3	80.7
10	Washington	107,198	47,779	326.31	328.5	146.4
	Tennessee	5,689,283	2,439,443	41,217.12	138.0	59.2

Source: U. S. Census Bureau, Census 2000, Summary File 1 (SF 1)

2000_Density.xls

BUILDING PERMITS

The following table shows the relative strength of the local construction market in terms of producing new units for residential, commercial and industrial purposes for the years 1990 to 2002. With the exception of 1990, when the majority of the soldiers stationed at Ft. Campbell were deployed to the Middle East, the level of residential construction has remained relatively steady. This includes part of the latest deployment period in the latter part of 2002. The average number of new single family residences added annually was 1,355. This was supplemented, on average, with an additional 298 multi-family units.

Commercial construction during this period averaged 74 new constructions/developments per year at an average cost, not counting the land value or profit and overhead of the contractor, of just over $238,200 each. Industrial construction averaged 8 developments per year at an average cost, not counting the land value or profit and overhead of the contractor, of slightly over $1,314,500.

Montgomery Co./City of Clarksville
Building Permit Totals By Year By Category

Year	Single Family (SF) # of Per.	Multi-Family (MF) # of Per.	# of MF Units	Total Residential Permits	Total # of New Units	Residential $ Value*	Commercial Permits	Commercial $ Value**	Industrial Permits	Industrial $ Value**
1990	796	24	114	820	910	$51,134,792	136	$12,463,713	6	$2,119,253
1991	1,221	19	103	1,240	1,324	$58,831,176	37	$7,551,182	4	$8,426,850
1992	1,472	34	139	1,506	1,611	$75,929,681	41	$5,798,330	4	$8,061,544
1993	1,666	90	381	1,756	2,047	$96,907,380	53	$6,835,809	3	$694,522
1994	1,599	118	518	1,717	2,117	$100,442,186	81	$21,570,804	7	$9,291,670
1995	1,771	105	513	1,876	2,284	$116,043,218	67	$19,068,100	19	$65,010,258
1996	1,624	63	375	1,687	1,999	$107,229,281	54	$14,763,452	8	$3,614,486
1997	1,319	65	340	1,384	1,659	$83,813,177	98	$32,014,050	18	$6,500,081
1998	1,334	21	111	1,355	1,445	$88,431,165	68	$22,274,892	9	$12,435,209
1999	1,376	21	91	1,464	1,467	$98,972,990	102	$28,113,242	14	$17,481,571
2000	1,108	36	366	1,144	1,772	$85,322,474	58	$16,490,114	7	$2,189,308
2001	1,080	65	484	1,145	1,829	$98,919,169	57	$19,802,647	1	$742,000
2002	1,243	77	345	1,320	1,588	$113,050,674	108	$22,462,818	1	$150,000
Totals:	**17,609**	**738**	**3,880**	**18,414**	**22,052**	**$1,175,027,363**	**960**	**$229,209,153**	**101**	**$136,716,752**
Averages:	**1,355**	**57**	**298**	**1,416**	**1,696**	**$90,386,720**	**74**	**$17,631,473**	**8**	**$10,516,673**

Source: Montgomery County/City of Clarksville Building and Codes Departments. County totals include single wide mobile homes.

* Based on contractor estimates only, does not include the land value or allowance for business overhead and profit.

** Excludes renovation but does include build-out of existing shell buildings for new businesses. Excludes churches & schools.

1/6/2003

Table 1.04

HOUSING OCCUPANCY AND TENURE

The County's overall housing stock, including all single as well as multi-family units, increased by 75.5% over the period of 1980 to 2000 from 29,724 to 52,167. The population change during this period for the County, as a whole, was 61.7% with a 1980 population of 83,342 increasing to 134,768 in 2000. The overall housing stock within the city limits increased during the period of 1980 to 2000 by 106.3% from 19,412 to 40,041 units while the population level increased by 88.9% from 54,777 to 103,455. It is noted that annexation added county housing units to the City total during the period.

From the above numbers it can be inferred that the housing stock supplies are tracking and/or exceeding population growth in both the County and the City. This should increase opportunities for persons to live in and/or own their own housing unit. Overcrowding should also be lessened as the housing stock ages and becomes more affordable for more families throughout the County.

It is noted that the indicated vacancy levels in the ten and twenty-year comparisons are generally lower. Another notable statistic is the fact that owner occupancy levels show increases while the renter occupancy levels are declining. This is a national trend in this regard, but locally this is thought to be a function of the Veterans Administration influence in the local housing market. Their housing and mortgage guarantee program increases the ability of the younger military connected families to purchase rather than rent a home. The military sector (Veterans Administration financing involved) makes up a considerable portion of the buyers here, estimated at nearly 40% of the market as per the Middle Tennessee Multiple Listing Service. This was based upon average number of closings from the calendar years of 2001 and 2002.

Table 1.05

Housing Occupancy and Tenure 1980, 1990, 2000

City of Clarksville by Unit Count

	1980 Units	1990 Units	80-90 Increase	2000 Units	90-2000 Increase	80-2000 Increase
Total Units	19,412	26,185	34.9%	40,041	52.9%	106.3%
Occupied Units	17,822	23,971	34.5%	36,969	54.2%	107.4%
Vacant Units	1,590	2,214	39.2%	3,072	38.8%	93.2%
Owner Occupied	9,527	13,603	42.8%	21,275	56.4%	123.3%
Renter Occupied	8,290	10,368	25.1%	15,694	51.4%	89.3%

Montgomery County by Unit Count

	1980 Units	1990 Units	80-90 Increase	2000 Units	90-2000 Increase	80-2000 Increase
Total Units	29,724	37,233	25.3%	52,167	40.1%	75.5%
Occupied Units	27,214	34,345	26.2%	48,330	40.7%	77.6%
Vacant Units	2,510	2,888	15.1%	3,837	32.9%	52.9%
Owner Occupied	17,184	20,983	22.1%	30,700	46.3%	78.7%
Renter Occupied	10,014	13,362	33.4%	17,630	31.9%	76.1%

City of Clarksville by Percent of Total

	1980 % of Total	1990 % of Total	80-90 Change	2000 % of Total	90-2000 Change	80-2000 Change
Occupied Units	91.8%	91.5%	-0.3%	92.3%	0.8%	0.5%
Vacant Units	8.2%	8.5%	0.3%	7.7%	-0.8%	-0.5%
Owner Occupied	53.5%	56.7%	3.2%	57.5%	0.8%	4.0%
Renter Occupied	46.5%	43.3%	-3.2%	42.5%	-0.8%	-4.0%

Montgomery County by Percent of Total

	1980 % of Total	1990 % of Total	80-90 Change	2000 % of Total	90-2000 Change	80-2000 Change
Occupied Units	91.6%	92.2%	0.6%	92.6%	0.4%	1.0%
Vacant Units	8.4%	7.8%	-0.6%	7.4%	-0.4%	-1.0%
Owner Occupied	63.1%	61.1%	-2.0%	63.5%	2.4%	0.4%
Renter Occupied	36.8%	38.9%	2.1%	36.5%	-2.4%	-0.3%

Source: U. S. Census Bureau, decennial census data for the years indicated.

occupancy_tenure_2000.xls

AGE CHARACTERISTICS OF THE POPULATION

The average age of the population of Clarksville-Montgomery County tends to be lower than the regional and national averages due to Ft. Campbell and its large contingent of younger adults. The following table 1.06, compares the local situation with nearby counties, the state and the nation. It shows that the state is slightly older on average than the nation, while Montgomery County is considerably younger than both. Davidson County, while younger overall than the state and the nation is still older than Montgomery County. Please note that Christian County in Kentucky is well below all listed on the chart, indicating an even stronger influence of the Fort Campbell population is taking place there. Additional data pertaining to age cohorts are also included for comparison purposes. Please note that Montgomery County has a high percentage of its population in the school age categories of under 20 and a lower percentage of its population in the retirement years of 65+.

Age Breakdown by Selected Jurisdictions
Based Upon U. S. Census Bureau 2000 Census

Age in Year 2000 by Person	**United States**		**Tennessee**		**Montgomery Co.**		**Christian Co., KY**		**Davidson, Co.**	
	Median Age = 35.3		Median Age = 35.9		Median Age = 30.0		Median Age = 27.9		Median Age = 34.1	
Age in Years	Persons	% of Total	Persons	% of Total	Persons	% of Total	Persons	% of Total	Persons	% of Total
<5	19,175,798	6.8%	374,880	6.6%	11,453	8.5%	7,129	9.9%	37,813	6.6%
5-9	20,549,505	7.3%	395,813	7.0%	11,086	8.2%	6,003	8.3%	35,724	6.3%
10-14	20,528,072	7.3%	395,155	6.9%	10,218	7.6%	4,762	6.6%	33,232	5.8%
15-19	20,219,890	7.2%	395,184	6.9%	9,687	7.2%	5,143	7.1%	38,331	6.7%
20-24	18,964,001	6.7%	386,345	6.8%	12,437	9.2%	8,840	12.2%	47,545	8.3%
25-34	39,891,724	14.2%	815,901	14.3%	24,241	18.0%	12,749	17.6%	100,187	17.6%
35-44	45,148,527	16.0%	902,527	15.9%	21,959	16.3%	9,024	12.5%	93,499	16.4%
45-54	37,677,952	13.4%	786,916	13.8%	14,400	10.7%	6,736	9.3%	75,034	13.2%
55-59	13,469,237	4.8%	293,942	5.2%	4,780	3.5%	2,570	3.6%	24,968	4.4%
60-64	10,805,447	3.8%	239,309	4.2%	4,008	3.0%	2,256	3.1%	20,114	3.5%
65-74	18,390,986	6.5%	382,852	6.7%	6,176	4.6%	3,766	5.2%	33,398	5.9%
75-84	12,361,180	4.4%	238,994	4.2%	3,244	2.4%	2,405	3.3%	22,044	3.9%
85+	4,239,587	1.5%	81,465	1.4%	1,079	0.8%	882	1.2%	8,002	1.4%
Total	281,421,906	100.0%	5,689,283	100.0%	134,768	100.0%	72,265	100.0%	569,891	100.0%

Source: U. S. Census Bureau, Census 2000, Table DP-1 Profile of General Demographic Characteristics: 2000 1996_vital_stats_8-00.xls

Table 1.06

NATURAL INCREASE STATISTICS

Table 1.07 gives a breakdown of the birth and death rates for selected counties, the state and the nation. With a birth rate in 2001 of 17.4 live births per 1000 persons, Montgomery County has the highest county birth rate in the state of Tennessee. Birth and Death rates differentials for Montgomery County are markedly higher than that of the State and the Nation. Montgomery County has traditionally been in the upper echelons for birth rates due to the proximity of Fort Campbell and its military contingent falling into the prime childbearing age bracket. In a similar vein, the lower local death rate is also a function of the higher percentage of the local population falling into younger age categories as a result of the Fort's population being figured into the mix.

The table below illustrates the data.

Table 1.07

2001 Health and Vital Statistics
Birth and Death Rates per 1000 Population
By Place of Residence

	Total Live Births		Deaths	
Jurisdiction	Number	Rate	Number	Rate
United States*	13,959,417	14.5	2,417,762	8.6
Tennessee	78,318	13.6	55,148	9.6
Montgomery	2,352	17.4	830	6.1
Rutherford	3,040	16.0	1,143	6.0
Davidson	8,773	15.5	5,125	9.0
Robertson	845	15.1	447	8.0
Dickson	630	14.4	422	9.6
Wilson	1,271	13.9	747	8.1
Cheathem	490	13.4	266	7.3
Williamson	1,716	12.8	697	5.2

Source: Tennessee Department of Health, Annual Bulletin of Vital Statistics, 2002 edition

* Center for Disease Control, 2003, based on the study year of 1999.

LABOR FORCE AND POTENTIAL FOR FUTURE EMPLOYMENT

Statistics listed by labor force and population ratios are included in this report to give an indication of the likelihood of the expansion of the local job market. As the changes indicated are positive in terms of growth, additional jobs must be created for local residents in order to maintain their lifestyles. If the jobs are to be created locally, then the land area needed to house and support them must be delineated and should planned for in anticipation.

Major highway and collector road intersections and interstate interchanges should have their frontages reserved for higher intensity uses that can take full advantage of the conveniently afforded linkages. Large-scale industrial parks in public ownership should be of adequate scale to provide all sizes of tracts to suit a wide range of industrial employers. Attracting and retaining basic jobs are the best ways to sustain the local tax base and ensure a continuing prosperity. The projections, which have a historic basis, show that the percent of the population actively participating in the job market should increase as larger numbers of both men and women join the work force. See Table 1.08 for the comparison between the Nation, the State and Montgomery County. Appendix B has additional employment data from various sources pertaining to our market.

Table 1.08

Labor Force as a Percent of Total Population

	Year	Total Population	Labor Force	Labor Force % of Pop.
United States	1970	203,302,031	82,771,000	41%
	1980	226,542,199	106,940,000	47%
	1990	248,709,873	125,840,000	51%
	2000	281,421,906	140,863,000	50%
	2020	324,927,000	172,211,310	53%
Tennessee	1970	3,926,018	1,641,000	42%
	1980	4,591,023	2,080,000	45%
	1990	4,877,185	2,387,400	49%
	2000	5,689,283	2,798,400	49%
	2020	6,513,000	3,517,020	54%
Montgomery Co.	1970	62,721	18,210	29%
	1980	83,342	27,970	34%
	1990	100,498	40,340	40%
	2000	134,768	59,200	45%
	2020	202,680	113,500	56%

Sources:

Population Figures - U.S. Bureau of Census, actual counts and estimates
2020 Estimate UT Business Center for Montgomery County

Labor Force - TN Dept. of Employment Security, Research and Statistics Dept.
Annual Averages Publication, 1970 - 1995 & 1997 to 2000, updated August, 2001
2020 estimates based on straight line trending established from 1980 to 2000

8/13/2002 laborforce.xls

The use of straight-line projections in Table 1.08 for the twenty-year planning of this study is subject to debate. It can be questioned in light of the fact that the American population is aging at a faster overall rate during the future planning period than it did during the previous twenty year period in terms of persons reaching retirement age. However, the population figures are from independent sources as noted, and healthy increases in the labor force are indicated even if the ratio is held at the 2000 level. The continuing trend of most adults in the family working appears to reflect an increased level of momentum. Given the need to provide additional jobs to sustain the local population, future land use planning must include areas for job-creating uses.

The following table represents a historic perspective of the types of jobs and the numbers of persons employed by place of work. This is included to show how employment is dispersed among the various categories listed.

Table 1.09

Montgomery County, TN
Full-Time and Part-Time Employment by Industry
Indicated Years By Place of Work

	1994	1996	1998	2000	2001	# Change 94 to '01	% Change 94 to '01
Total Employment*	43,370	48,134	51,461	56,542	56,116	12,746	29.4%
Farm Proprietors	1,347	1,347	1,393	1,370	1,389	42	3.1%
Nonfarm Proprietors	8,587	9,364	9,584	10,081	10,660	2,073	24.1%
Total Proprietors	**9,934**	**10,711**	**10,977**	**11,451**	**12,049**	**2,115**	**21.3%**
	Employment by Category						
Farm	**1,473**	**1,504**	**1,569**	**1,547**	**1,573**	**100**	**6.8%**
Ag.Serv., For., Fish.	**391**	**D**	**D**	**D**	**D**	**D**	**D**
Mining	**44**	**D**	**D**	**D**	**D**	**D**	**D**
Construction	**2,793**	**3,557**	**3,660**	**3,799**	**3,853**	**1,060**	**38.0%**
Manufacturing	**5,573**	**6,255**	**6,407**	**7,041**	**6,477**	**904**	**16.2%**
Trans. & Utilities	**1,188**	**1,280**	**1,408**	**1,463**	**D**	**n/a**	**n/a**
Wholesale Trade	**960**	**1,044**	**1,159**	**1,413**	**1,201**	**241**	**25.1%**
Retail Trade	**10,491**	**11,523**	**11,817**	**11,880**	**8,162**	**-2,329**	**-22.2%**
F.I.R.E.	**3,362**	**3,219**	**3,418**	**3,606**	**3,653**	**291**	**8.7%**
Services	**9,745**	**10,819**	**13,449**	**16,385**	**17,587**	**7,842**	**80.5%**
Total Government/Public	**7,350**	**8,462**	**8,077**	**8,881**	**8,841**	**1,491**	**20.3%**
Federal, civillian	**195**	**484**	**539**	**884**	**807**	**612**	**313.8%**
Military	**578**	**538**	**514**	**542**	**518**	**-60**	**-10.4%**
State & Local Total	**6,577**	**7,440**	**7,024**	**7,455**	**7,516**	**939**	**14.3%**
State	**1,537**	**1,650**	**1,704**	**1,688**	**D**	**n/a**	**n/a**
Local	**5,040**	**5,790**	**5,320**	**5,767**	**D**	**n/a**	**n/a**

* Total employment, public and private, wage and salary, as well as self-employed.

Footnotes: D= Data not shown to avoid disclosure of confidential information. Number included in totals.

Source: U.S. Dept. of Commerce, Bureau of Economic Analysis, URL: www.bea.gov/bea/regional/reis/ca25/47/ca25_47125.htm, updated 5-28-2002

Census_employment.xls

NUMERICAL INCREASE IN JOBS BY TYPE (Top Five) 1994 -2000

(1) Services	6,640
(2) Retail trade	1,842
(3) Total Government/Public	1,531
(4) Manufacturing	1,468
(5) Construction	1,006

PERCENTAGE INCREASE IN JOBS BY TYPE (Top Five) 1994 - 2000

(1) Services	68.1%
(2) Wholesale Trade	47.2%
(3) Construction	36.0%
(4) Manufacturing	26.3%
(5) Transportation & Utilities	23.1%

Service occupations such as afforded by hospitals, colleges, legal and accounting firms, hotels and other hospitality oriented businesses, auto and truck repair and collision centers, etc., provide the largest number of jobs locally. This sector also is one of the fastest growing and appears to have a strong potential for expanded growth. Retail sales jobs are second, but are not growing at the same rate as the services sector. Manufacturing jobs make up a sizable portion of the local job base, but its numbers appear to be leveling off. Local and state government jobs increased significantly during the decade of the 90s, but with the budget crunch of the 2000s, there will probably be a slow down in this sector's employment levels.

Federal civilian government employment as well as the military totals listed appears low when the impact of Fort Campbell is considered. Geographically, the Post is encompassed within the boundaries of four different counties, Stewart and Montgomery in Tennessee and Christian and Trigg in Kentucky. Its official address is listed in Kentucky and the majority of the housing for the troops is situated across the state line in Kentucky. It is a fact that the Fort has a major impact upon most aspects of the local economy, though by looking at this table, its job numbers connected with Montgomery County appear low. The total numbers for the Fort are as follows.

As of September 30, 2003, according to demographics compiled and issued by Fort Campbell, there were 26,500 active military personnel. The military has local family members numbering 10,700 living on post and 43,505 living off post, for a total of 54,205 dependents. The majority of the off post dependents live in Montgomery and Christian Counties because of proximity and ease of access to the facility. However, many also live in various locations within the four counties where the base is situated. As of the above date there were 3,933 civilian employees including PX, commissary (retail sales and foodstuffs) and school personnel as well as military operations and facility support personnel. The Fort Campbell service area is also projected to encompass 49,466 retired personnel along with 74,199 of their family members. These folks make regular visits into the area to access the Fort to take advantage of the goods and services provided as part of the fringe benefits of their retirement.

COMMUTING PATTERNS

Commuting is a growing national trend as most high paid jobs are located in or near larger metropolitan areas. Many job seekers cannot afford to live near their jobs because of the escalating cost of housing (even with the current lower interest rates). This fact puts both the local housing market and our highways on notice for evaluation and/or identification of alternatives. In reviewing the 2000 Census figures it is apparent that Montgomery County is an attractive place for Nashville commuters to live as the total of Davidson County commuters has increased by just over 69% from 1990 to 2000. Also of note is the fact that Montgomery County provides a large number of the Post personnel at Fort Campbell as shown in the Christian County, Kentucky figures. Table 1.09 gives the breakdown of the number of commuters and their significant target locations for both imports and exports from Montgomery County.

Table 1.10

Commuting Patterns for Montgomery County, TN
1990 - 2000 Census Data

Workers Commuting into Montgomery County

Worker's County of Residence		Workplace County	1990 Count	2000 Count	90 to 00 Difference
Montgomery Co., Tn	to	Montgomery Co., Tn	31,595	40,571	8,976
Christian Co., Ky	to	Montgomery Co., Tn	2,715	2,080	-635
Stewart Co., Tn	to	Montgomery Co., Tn	840	1,477	637
Todd Co., Ky	to	Montgomery Co., Tn	381	529	148
Dickson Co., Tn	to	Montgomery Co., Tn	382	503	121
Houston Co., Tn	to	Montgomery Co., Tn	221	477	256
Davidson Co., Tn	to	Montgomery Co., Tn	223	403	180
Cheatham Co., Tn	to	Montgomery Co., Tn	327	402	75
Robertson Co., Tn	to	Montgomery Co., Tn	378	383	5
Sumner Co., Tn	to	Montgomery Co., Tn	24	150	126
Trigg Co., Ky	to	Montgomery Co., Tn	42	143	101
Logan Co., Ky	to	Montgomery Co., Tn	74	111	37
Hopkins Co., Ky	to	Montgomery Co., Tn	13	51	38
Other Locations	to	Montgomery Co., Tn	486	764	278
Total Workers by Census Count			37,701	48,044	10,343

Workers Commuting out of Montgomery County

Worker's County of Residence		Workplace County	1990 Count	2000 Count	90 to 00 Difference
Montgomery Co., Tn	to	Montgomery Co., Tn	31,595	40,571	8,976
Montgomery Co., Tn	to	Christian Co., Ky	12,399	15,708	3,309
Montgomery Co., Tn	to	Davidson Co., Tn	2,932	4,968	2,036
Montgomery Co., Tn	to	Robertson Co., Tn	329	950	621
Montgomery Co., Tn	to	Cheatham Co., Tn	563	847	284
Montgomery Co., Tn	to	Dickson Co., Tn	168	286	118
Montgomery Co., Tn	to	Stewart Co., Tn	333	245	-88
Montgomery Co., Tn	to	Todd Co., Ky	217	158	-59
Montgomery Co., Tn	to	Houston Co., Tn	125	110	-15
Montgomery Co., Tn	to	Wilson Co., Tn	0	102	102
Montgomery Co., Tn	to	Williamson Co., Tn	52	97	45
Montgomery Co., Tn	to	Rutherford Co., Tn	52	84	32
Montgomery Co., Tn	to	Korea	39	72	33
Montgomery Co., Tn	to	Hopkins Co., Ky	22	60	38
Montgomery Co., Tn	to	Other Locations	1,214	1,442	228
Total Workers by Census Count			50,040	65,700	15,660

Source: U. S. Bureau of the Census, Internet release, March, 2003

INCOME ANALYSES - MONTGOMERY COUNTY AND CLARKSVILLE-HOPKINSVILLE MSA

Montgomery County

In reviewing the period between 1994 and 2000, personal income totals, based upon place of residence, from all sources, show a substantial increase of 48.8% starting at $2,153,337,000 and ending at $3,205,881,000. This gain is reflective of the national trend of economic expansion during the same period. However, the majority of the expansion was experienced in the non-farm sectors as farm income vacillated unpredictably during this reporting period.

Accordingly, per capita personal income was also up, showing a gain of 23.3%. The base year of 1994 has a value of $19,188 while 2000 advanced to $23,670. This is personal income gained through wage and salary employment as well as proprietorships, and as supplemented by transfer payments and dividends, interest and rental income sources.

Overall earnings, based upon place of work, calculate to a percentage increase of 62.6% from $851,224,000 to $1,384,358,000. Wage and salary type jobs increased in number from 33,436 to 45,091 for a percentage increase of 34.8%. Average wage per job increased from $18,844 to $23,625, reflecting a gain of 25.4% over this six year period for an annual increase of just over 3.8%. The following table (1.11) contains an overview of the analyses.

Clarksville-Hopkinsville Metropolitan Statistical Area (MSA)

Clarksville and Hopkinsville, Kentucky have been designated by the Census Bureau as an MSA. Since the 1970 census the Bureau has collectively gathered data related to the regional economy represented by Christian and Montgomery Counties and their dominating cities.

In reviewing the period between 1994 and 2000, personal income totals, based upon place of residence, from all sources, show a slightly lower increase of 42.2% starting at $3,249,159,000 and ending at $4,619,460,000. As noted previously, this gain is reflective of the national trend of economic expansion during the same period, and the majority of the expansion was experienced in the non-farm sectors.

Per capita personal income showed a gain of 27.1%. The base year of 1994 having a figure of $17,505 while 2000 advanced to $22,250. This is personal income gained through wage and salary employment as well as proprietorships, and as supplemented by transfer payments and dividends, interest and rental income sources.

Overall earnings, based upon place of work, calculate to a percentage increase of 40.7% from $2,734,910,000 to $3,848,092,000. Wage and salary type jobs increased in number from 84,596 to 99,761 for a percentage increase of 17.9%. Average wage per job increased from $21,574 to $26,296, reflecting a gain of 21.9% over the six year period for an annual increase of just over 3.4%. The following tables contains an overview of the analyses, Table 1.11 illustrates the Montgomery County figures, while 1.12 shows the MSA figures.

Table 1.11

Personal Income Comparison - Montgomery County, TN

PLACE OF RESIDENCE PROFILE	1994	1996	1998	2000*	94-00 % Change
Personal Income (thousands of $)	**2,153,337**	**2,523,846**	**2,828,589**	**3,205,881**	**48.9%**
Nonfarm Personal Income	2,143,175	2,523,030	2,824,801	3,207,461	**49.7%**
Farm Income	10,162	816	3,788	-1,580	**-115.5%**
Derivation of Personal Income					
Net Earnings(thousands of $)	1,622,514	1,886,712	2,102,544	2,391,893	**47.4%**
Transfer Payments (Total)	247,426	292,925	329,315	384,555	**55.4%**
Dividends, Interest & Rent	283,397	344,209	396,730	429,433	**51.5%**
POPULATION ESTIMATES	**112,635**	**120,991**	**127,156**	**135,440**	**20.2%**
Per Capita Incomes ($)					
Per Capita Personal Income	**19,118**	**20,860**	**22,245**	**23,670**	**23.8%**
Per Capita Net Earnings	14,405	15,594	16,535	17,660	**22.6%**
Per Capita Transfer Payments (Total)	2,197	2,421	2,590	2,839	**29.3%**
Per Capita Dividends, Interest & Rent	2,516	2,845	3,120	3,171	**26.0%**
PLACE OF WORK					
Earnings ($000)	**851,224**	**1,026,424**	**1,179,201**	**1,384,358**	**62.6%**
Wage/Salary Disbursements	630,082	753,360	877,457	1,065,264	**69.1%**
Other Labor Income	91,721	100,164	105,478	120,970	**31.9%**
Proprietors' Income (Total)	129,421	172,900	196,266	198,124	**53.1%**
Nonfarm Proprietors' Income	121,126	174,287	195,174	202,182	**66.9%**
Farm Proprietors' Income	8,295	-1,387	1,092	-4,058	**-148.9%**
Wage and Salary Employment Totals	**33,436**	**37,423**	**40,484**	**45,091**	**34.9%**
Average Wage per Job ($)	**18,844**	**20,131**	**21,674**	**23,625**	**25.4%**

* Population estimate, not based upon actual Census count

Source: U. S.Department of Commerce, Bureau of Economic Analysis, Internet Reference, Updated May 28, 2002.

Data set compiled August 7, 2002

Census_employment.xls

Table 1.12

Personal Income Comparison - Clarksville-Hopkinsville MSA

PLACE OF RESIDENCE PROFILE	1994	1996	1998	2000*	94-00 % Change
Personal Income ($000)	**3,249,159**	**3,743,032**	**4,089,284**	**4,619,460**	**42.2%**
Nonfarm Personal Income	3,219,038	3,709,153	4,073,581	4,605,199	**43.1%**
Farm Income	30,121	33,879	15,703	14,261	**-52.7%**
Derivation of Personal Income ($000)					
Net Earnings	2,376,974	2,712,256	2,902,101	3,317,327	**39.6%**
Transfer Payments (Total)	403,600	470,905	523,673	603,511	**49.5%**
Dividends, Interest & Rent	468,685	559,871	663,510	698,622	**49.1%**
POPULATION BY YEAR	185,616	196,589	202,760	207,613	**11.9%**
Per Capita Incomes ($)					
Per Capita Personal Income	**17,505**	**19,040**	**20,168**	**22,250**	**27.1%**
Per Capita Net Earnings	12,806	13,797	14,313	15,978	**24.8%**
Per Capita Transfer Payments (Total)	2,174	2,395	2,583	2,907	**33.7%**
Per Capita Dividends, Interest & Rent	2,525	2,848	3,272	3,365	**33.3%**
PLACE OF WORK					
Earnings ($000)	**2,734,910**	**3,155,928**	**3,357,808**	**3,848,092**	**40.7%**
Wage/Salary Disbursements	1,825,066	2,069,532	2,268,243	2,623,343	**43.7%**
Other Labor Income	490,072	557,490	560,795	630,237	**28.6%**
Proprietors' Income (Total)	209,886	264,453	264,385	297,256	**41.6%**
Nonfarm Proprietors' Income	185,584	237,464	257,275	290,765	**56.7%**
Farm Proprietors' Income	24,302	26,989	7,110	6,491	**-73.3%**
Wage and Salary Employment Totals	**84,596**	**90,133**	**93,768**	**99,761**	**17.9%**
Average Wage per Job ($)	**21,574**	**22,961**	**24,190**	**26,296**	**21.9%**

* Population estimate, not based upon actual census counts

Source: U. S.Department of Commerce, Bureau of Economic Analysis, Internet Reference, Updated May 28, 2002.

Data set compiled August 7, 2002

Census_employment.xls

THE ENVIRONMENT

Human interaction with nature almost always results in a disruption of the "natural processes". It is a fact that one person with a bulldozer can reconfigure more terrain within a given area in a shorter period of time than the gradational forces of nature. On a global basis however, people are no match for nature in terms of its earth changing dynamics. However, the collective acts of humanity can be considerable within the confines a single county such as the planning area that forms the basis of this report. As competition for land, i.e. development sites, heats up, it will become more and more imperative that the natural processes be given more consideration in our decisions of which parcels to develop. Public and private interests must become one and the same if we are to deal effectively with the eventuality of having to develop sites situated within sensitive environmental areas, so as to minimize any adverse impacts. There are innumerable environmental aspects that must be considered when people interact with nature but there are primarily four major naturally occurring physical barriers to development here. They are listed below with a brief description of the potential for problems for each:

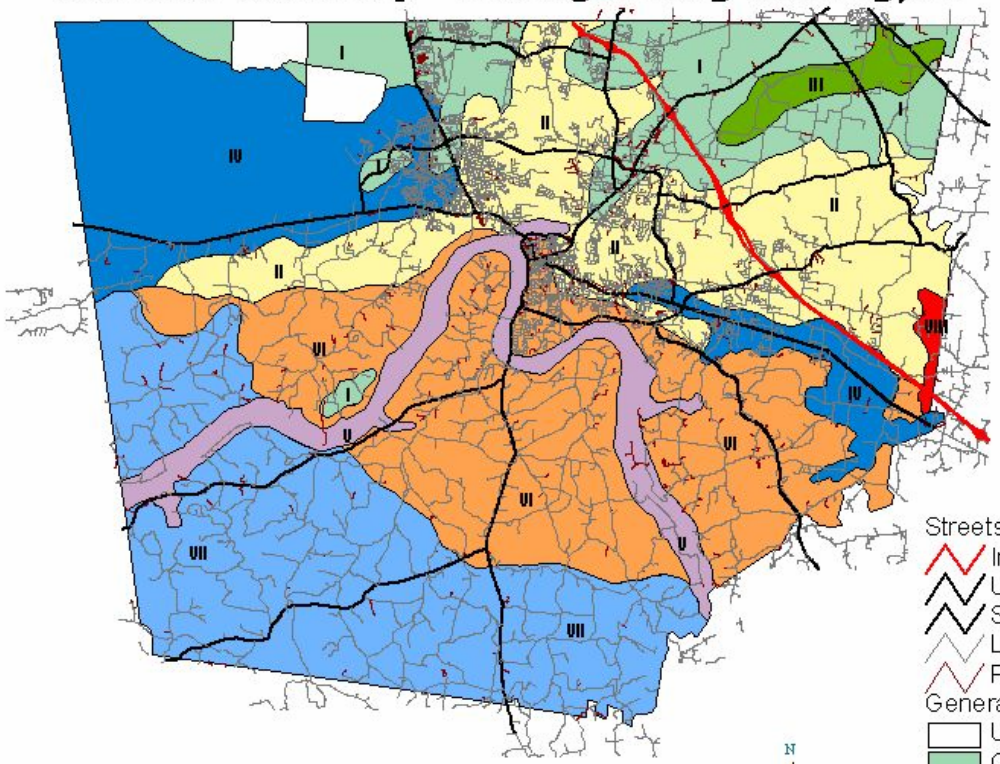
1. Soils – There are eight major soil associations found within the boundaries of Montgomery County. These associations are broken further into an estimated 44 soil series. According to the Soil Survey of Montgomery County, Tennessee, the planning area is a rolling and productive highland area. Some of the most productive soils found on uplands in the State are located in and around the northern third of this county. A summary of the soil association's characteristics can be found in the following table[2].

Association Name	Percentage of Area Coverage	Agricultural Use Potential	Development Use Potential	General Location In the County
Pembroke-Crider	10 %	High	High	North/Northeast
Baxter-Montview-Pembroke	15%	Fairly High	Average	North Central
Guthrie-Taft	3%	Fairly High	Below average	Northeast
Dickson-Montview	15%	Military Use	Below average	Northwest
Arrington-Lindside-Beason	5%	High	Below average	River floodways
Baxter-Montview	26%	Below average	Below average	Central
Baxter-Brandon	25%	Below average	Below average	South/Southwest
Pembroke-Crider-Baxter	> 1%	High	Average	East Central

As can be seen, soils can present a potential problem over sizable areas of the county. This is a result of several factors, including but not limited to poor drainage characteristics, excessive slopes, underlying topography and/or poor load bearing capacity in regard to road and building foundation construction. The soil is the basic starting point for developments of all types and its strengths and weaknesses will directly impact locational decisions. The above chart represents broad generalizations covering large areas. There are no substitutes for on-site inspections as several soil types with different characteristics can be found within the confines of a typical site. Onsite septic field areas are directly affected by the soil type's ability to disperse and filter wastewater. The potential rating for developmental use takes this aspect into consideration. Please note that just over 75% of the land area would have some potential for concern for the support of on-site septic. See map on the following page.

[2] Soil Survey of Montgomery County, Tennessee, U.S. Department of Agriculture, Soil Conservation Service, August, 1975. Reference pages 1-10 and map and support data found after page 63.

General Soil Map - Montgomery County, TN



Data Source:
USDA-Soil Conservation Service
Compiled 1973

Graphics by CMCGIS

Streets
- Interstate
- U. S. Hwy
- State Hwy
- Local
- Private

General Soil Associations
- Unsurveyed
- Class I - Pembroke-Crider
- Class II - Baxter-Mountview-Pembroke
- Class III - Guthrie-Taft
- Class IV - Dickson-Mountview
- Class V - Arrington-Lindside-Beason
- Class VI - Baxter-Mountview
- Class VII - Baxter-Brandon
- Class VIII - Pembroke-Crider-Baxter

2. Topography – slope - The Clarksville-Montgomery County Geographic Information System Center located at Austin Peay State University performed an extensive study of the available topographic data as it pertained to percent of slope. The entire county was included in the study area based upon a 1997 aerial series. Their findings are available for small area analysis to allow the identification of sites affected by excessive slope generally measured at 10% or greater. This percent of slope is mentioned in the subdivision ordinances of the City and County as being a point to consider in terms of public safety in street design criteria. When excessive slopes are present they complicate the development process and certainly add to the expense of its improvement. Generally these sites will require more engineering and more administrative review by various city and county agencies. This will have the effect of extending the timeframe for the development process. In some cases the constraints of slope will make the development of a particular acreage tract impractical, as some are actually physically impossible to enter except by great difficulty.

3. Geologic features – karst topography – According to the definitive study entitled "Sinkhole Collapse in Montgomery County, Tennessee" authored in 1980 by Dr. Phillip R. Kemmerly[3] of Austin Peay State University, karst topography is defined as follows. It is a landscape category characterized by sinkholes, caves and well-developed subsurface drainage. The word "karst" is derived from the name of a sizable limestone plateau situated in the Alpine Mountains of Yugoslavia. The predominant geologic features associated with karst topography are limestone and dolomite, a carbonate rock. The vast majority of the geologic substrata of Montgomery County is limestone of three different varieties – known regionally as Warsaw, St. Louis, and Ste. Genevieve, with the latter two being more prone to sinkhole formation.

Local sinkholes are most likely to appear in the St. Louis and Ste. Genevieve limestone formations. These are found primarily north of the Cumberland River and therefore would focus this discussion on that geographic area of the County. Sinkholes are brought about by a dissolution or dissolving of the limestone base situated below the soil. As the base of the soil is taken away, the surface layer begins to sag and to form a depression. In some cases the "bottom" actually falls out and highly hazardous situations can be created without warning. Foundations of buildings that span areas where sinkholes are prevalent can suffer mild to extensive damage due to settling if natural or man-made forces accelerate the formation process.

The development of land in areas with sinkhole activity tends to accelerate the problems of sinkhole collapse and/or blockage. Disturbance of land with a history of lower intensity use can result in the filling of sinkhole cavities, the increase in surface water runoff and increased levels of vibration and pressure. Any of these can cause costly failures that leave areas with potential stigma.

Sinkholes, while not difficult to identify with methodical field observation and/or aerial based topographic mapping, are dynamic in nature and can change status spontaneously. Careful monitoring and guidance in future development can be used to minimize damage to the built environment as competition for building sites increases in the future.

4. Major streams and rivers along with their associated floodways - Montgomery County has access to a vast network of surface streams and rivers as part of both local and regional drainage basins. With modern water treatment techniques, the Cumberland River, gives this county a dependable source to meet most of our projected needs for all development types for many years to come. Red River is a

[3] Sinkhole Collapse in Montgomery County, Tennessee, State of Tennessee Division of Geology, Environmental Geology Series No. 6, Dr. Phillip R. Kemmerly, Department of Geology and Geography, Austin Peay State University.

local tributary of the Cumberland with year round flowage. Other sizable streams and/or creeks in the County include Ringgold and Big West Fork.

Most of these streams, but particularly the Cumberland, provides not only readily accessible water supplies for various uses but also serve as a basis for water based transit and recreational activities. Clarksville is a city that owes a large part of its prosperity to its local waterways. Other local communities have realized that future water sources are becoming scarcer and have sought access to the Cumberland River. Several counties in Kentucky have formed a consortium to share the expense of tapping the river here and transporting the water via pipeline northward to provide and/or supplement their present and future needs. Many major metropolitan areas are finding their water resources are lagging behind their population growth. In the future, undoubtedly more and more emphasis will need to be placed upon water supplies when developer are considering an area for new development or for the expansion of an existing facility.

However with the good must also come the bad. The hazard of flooding and sedimentation must also be dealt with in many areas of the county as vacant tracts along stream fringes and floodplains are developed. Since the mid 1980's much research has been undertaken and flood hazard areas have for the most part been delineated along the major streams. However, localized flooding, below the scale of the wide area study undertaken for the federal flood insurance program, must still be carefully monitored and safeguards included within development plans. Surface water runoff is very closely associated with the existing stream bed layouts. Future competition for land for sites for development will push outward from the center of the county into more and more marginally suitable land. Increased care must be taken in regard to these sites' abilities to facilitate surface water runoff and to ensure that retention and/or detention measures are properly designed and installed to limit increase in flood levels in local area streams.

EXISTING LAND USE INVENTORY

A land use study starts with a detailed analysis of what land use types are to be found and the prevalence or quantity of each within the planning area(s). This was accomplished for this study in late 1998, by the CMCRPC staff with the assistance of Austin Peay State University, Department of Geology and Geography, utilizing several of its faculty and students. The creation of a digital database allowed the land use analysis on a parcel by parcel basis utilizing the Assessor of Property's records. This was the first time such a detailed study, in as a great of detail, was ever undertaken for the Clarksville-Montgomery County planning area. The construction of this database will now allow its periodical update and thereby extend its usefulness in current planning decisions. Incorporating this data "layer" into the City's and County's Geographic Information System (GIS) has allowed many other departments to use it in their daily decision making processes as well.

In looking at the existing land use within Clarksville-Montgomery County, a total of 24 different land uses were recognized and codified. These are generalized under the major headings of Residential, Industrial, Commercial, Public and Semi-public, and Agricultural/Forest/Undeveloped. The next major consideration was whether or not the parcel was improved with a use or vacant. Agricultural/Forest parcels are not categorized in this way due to the large scale of their tracts and the fact that the value of the land would, in most instances, overtake the value of the existing farmstead improvements. This would allow for their clearance and the subdivision or redevelopment of the land to take place based on market forces.

The categorization of the parcels by land use code was done based upon several factors, but in most instances was derived in terms of the highest and best use. The factors involved in a highest and best use determination include the four following considerations:

1. The use proposed must be physically able to function within a parcel boundary;
2. It must be adequately supported, i.e., infrastructure in place or physically possible to extend;
3. It must be economically feasible and have value in the marketplace;
4. It must be legal and in compliance with local zoning laws and/or other land use regulations or have a reasonable potential to meet same.

The last factor of legality was given a high priority in the determination of the land use code for a vacant parcel, but as seen above it was not the only factor considered. Timing of developing is very important in a highest and best use discussion as well. There were several situations involving sizable agricultural tracts where owners on either side of a large parcel had requested and obtained a higher intensity zoning than that for agricultural pursuits. When the adjoining tracts began their development process, it became obvious that the land use trend in an area was intensifying and the open tracts would soon follow suit. Therefore even if the zoning was not in place, the land use code applied put this "surrounded" tract in the same category for development.

The following tables and accompanying graphs give the generalized land use breakdowns for the City and County combined the City only and then the County remainder.

Table 1.13

Montgomery County - Clarksville Land Use*		
Major Categories	# of	% of
	Acres	**Total**
Residential	69,860	**21%**
Industrial	5,759	**2%**
Commercial	5,849	**2%**
Public/Semi-Public	4,259	**1%**
Agri./Forest	209,035	**62%**
Ft. Campbell	43,014	**13%**
Floodplains**	23,607	**7%**
Total	337,776	**100%**

Source: CMCRPC - Calculated from Tax Assessor's data with assistance of CMCGIS

* Total does not include road and water acre totals.

** Floodplain areas not included in the acreage total.

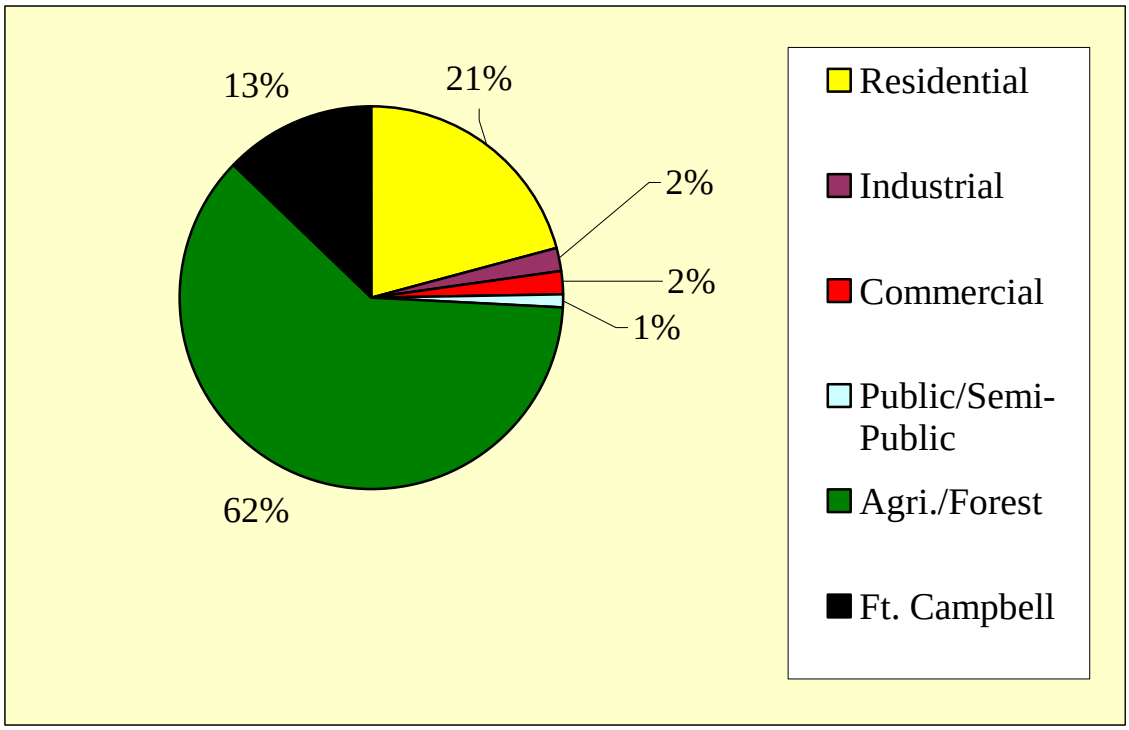


Table 1.14

City of Clarksville Land Use*			
Major Categories		# of **Acres**	% of **Total**
Residential		30,957	**54%**
Industrial		2,185	**4%**
Commercial		4,288	**7%**
Public/Semi-Public		2,958	**5%**
Agri./Forest		13,263	**23%**
Ft. Campbell		3,712	**6%**
Floodplains**		5,740	**10%**
	Total	57,363	**100%**

Source: CMCRPC - Calculated from Tax Assessor's data.
* Total does not include road and water acre totals.
** Floodplains area not included in the acreage total.

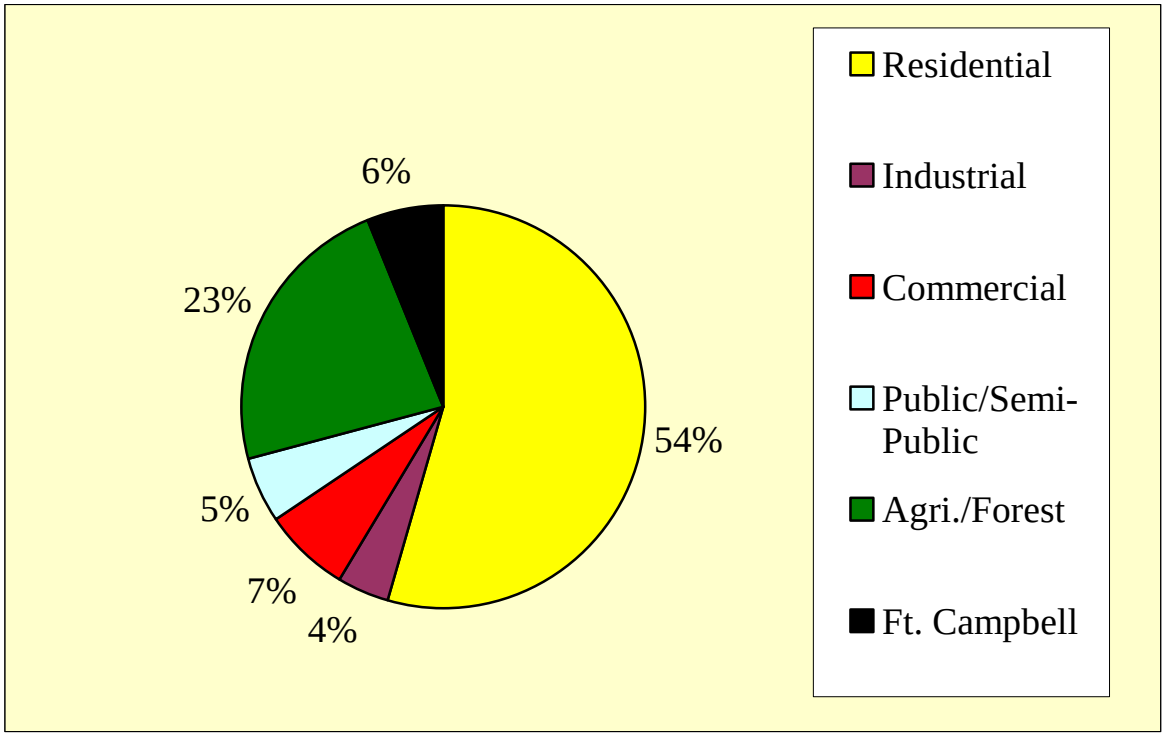
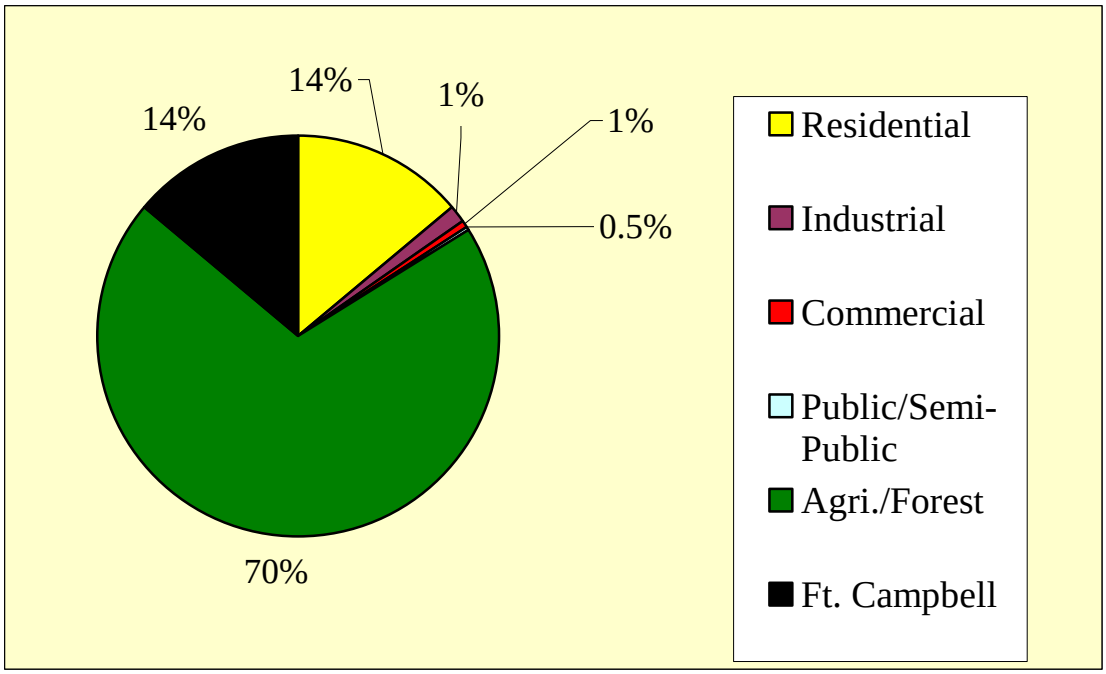


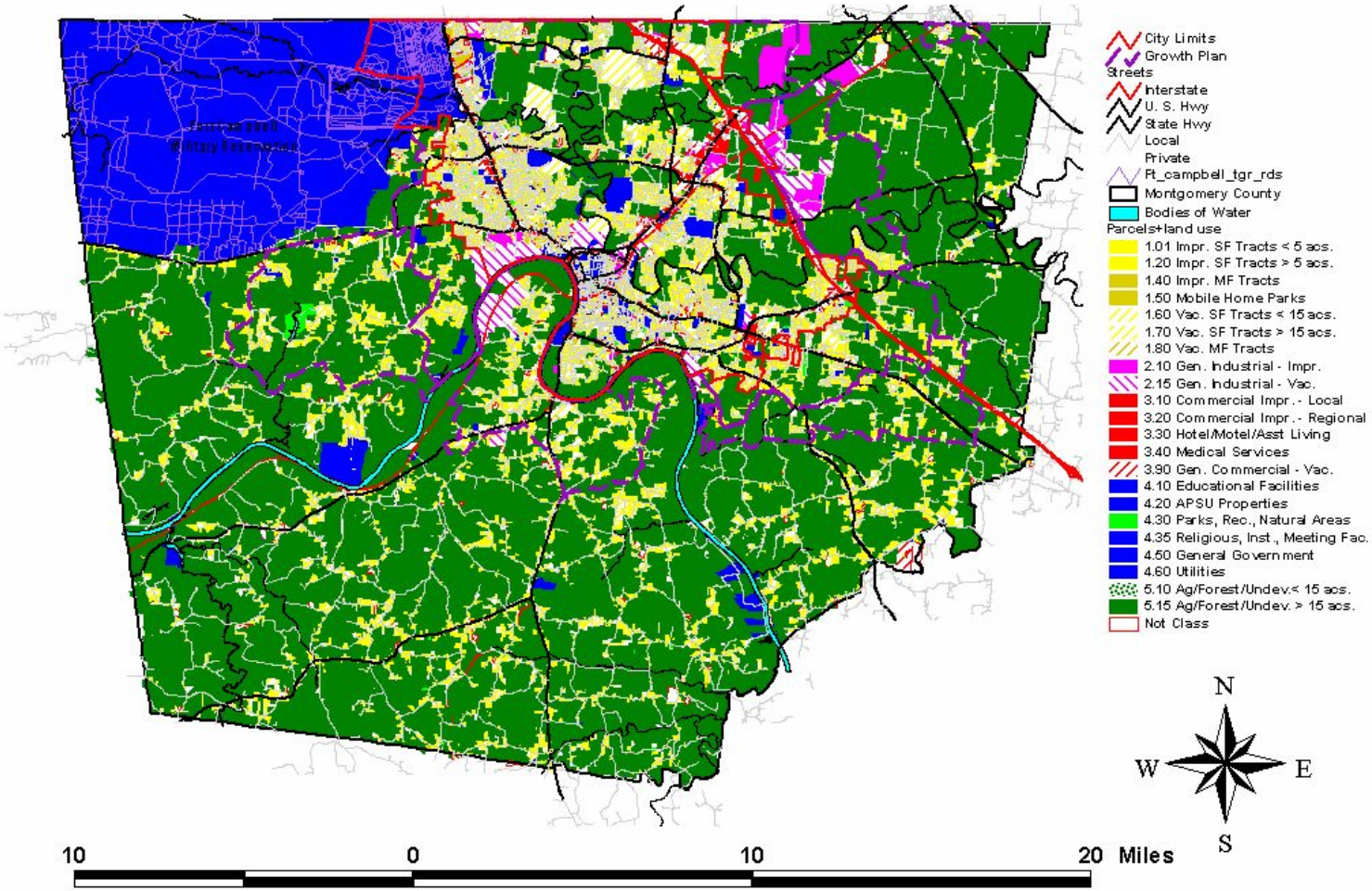
Table 1.15

Remainder of Montgomery County* Land Use Major Categories	# of Acres	% of Total
Residential	38,903	**14%**
Industrial	3,574	**1%**
Commercial	1,561	**1%**
Public/Semi-Public	1,301	**0.5%**
Agri./Forest	195,772	**70%**
Ft. Campbell	39,302	**14%**
Floodplains**	17,867	**6%**
Total	280,413	**100%**

Source: CMCRPC - Calculated from Tax Assessor's data.
* Total does not include road and water acre totals.
** Floodplains area not included in the acreage total.



Existing Land Use



FUTURE LAND USE OPINIONS

Methodology

In order to formulate the Future Land Use Opinion Map, the Planning Commission staff conducted a series of workshops involving elected and appointed officials as well as interested citizens and members of the development community. The technique used in these workshops was borrowed from the Nashville based *Cumberland Region Tomorrow*. Briefly explained, base-line acreage per each delineated land use was determined on a per capita basis based upon the population count within the political boundary of the focus area. The base data was obtained by dividing the existing land use inventory findings by the population levels of the 2000 U. S. Census. This derived a factor for the major land use categories of single family, multi-family, commercial and industrial. Calculation were also made for other minor categories which were not included in the final mapping process, such as public and semi-publicly owned land, mobile home parks and street rights of way.

Table 1.16

Clarksville-Montgomery County
Land Use Projections for Next 20 Years
Based on
2000 Population Level of
132,536

Land Use by Category	Improved Parcels or Units	Acreage	Average Parcel Size (Acs.)	Density Units/Ac.	2000 Population Factor	Additional Acreage Needs* Based on 2020 Pop. Proj.@ 202,680	Acreage Currently Vacant Rated for Use
Single Family Residential	34,176	35,129	1.03	0.97	0.2651	18,592	**32,481**
Multi-Family Residential Units	7,512	828	0.11	9.07	0.0062	438	**466**
Mobile Home Park Units	1,810	294	0.16	6.16	0.0022	156	
Industrial/Quarrying	150	2,197	14.65	0.07	0.0166	1,163	**2,681**
Commercial/Prof. Office	1,574	2,349	1.49	0.67	0.0177	1,243	**2,650**
Public/Semi Public	817	5,482	6.71	0.15	0.0414	2,901	
Fort Campbell		43,014		no significant change			
Streets/Hwys (right of ways)		8,186			0.0618	4,332	**4,400**
Water Acres		4,400		no significant change			
Total Developed Acres		101,879			0.7687		
Agricultural/Forest/Undeveloped	2,864	243,167	84.90		1.8347		
Totals	46,039	345,046				28,825	**42,678**

Total County Area =	345,046	acres
Minus Future City Area/Ft. Campbell	46,865	"
Minus Currently Developed Area	101,879	"
Minus Future Land Use Needs	28,825	"
Minus water acres and future street ROW's**	16,986	"
Available Vacant Land After 2020 =	**150,491**	**"**

Intensity Standards Comparisons.xls

* 2000 land use factor multiplied by 2020 population projection.

** Source: City, County, State Hwy Depts.

Source: Clarksville-Montgomery County Geographic Information System / Assessor of Property Records

The State of Tennessee, as part of the provisions of Public Chapter 1101, contracted with the University of Tennessee's Center for Business and Economic Research to perform a statewide coordinated population projection spanning the next twenty years. This was presented to all cities and counties in their own geographic breakdowns according to their political boundaries. These numbers, if found unacceptable by locals, could be contested and even modified with good reason. The numbers indicated for Clarksville and Montgomery County were determined by the Regional Planning Commission, upon recommendation of the staff, to be valid for local planning purposes. The per capita calculations were then multiplied by the population number for the span of the twenty-year planning period to arrive at future land use needs.

With the future need established, in terms of acres by land use type of residential, both single and multi-family, commercial and industrial, a base map of the county was prepared to a known specific scale. Then stickers were prepared to the same scale to represent development tracts and/or locations for the different future land uses as expressions of opinion for future growth and development within the planning areas. The groups that participated under the supervision of the Regional Planning Commission staff were: Clarksville City Council, Montgomery County Commission and County Executive, Clarksville-Montgomery County School Board, Clarksville-Montgomery County Regional Planning Commission (membership and staff), Development community, represented by the Homebuilder's Association, Board of Realtors, subdivision developers, and others with an interest in the future development patterns.

The following table lists the breakdown of the land use acreage:

-Single-family residential dot equals between 100 and 125 home sites situated upon approximately 143 acres.
-Multi-family residential dot equals between 50 and 100 units situated upon approximately 14 acres.
-Commercial dot equals approximately 15 single proprietary businesses or 2 medium sized strip centers.
-Industrial dot equals approximately 28 acres each of buildings and support areas.

The map included as part of this report shows the above four land uses as major categorical breakdowns. Timing and neighborhood conditions are keys to the nature of development on a parcel specific basis in terms of intensity and/or density. Given the scope of a twenty-year planning period, many changes can take place within or surrounding a neighborhood that can reorient its development pattern. The economic principle of change states that it is the only inevitability. As changes accumulate, the scales are tipped either in favor of higher or lower densities in terms of use. In growing planning areas, such as Montgomery County, usually, the trend is toward more intensive uses. As a consequence, utilizing the stacking capabilities of the local GIS, the land use layers are presented as follows:

1. Vacant or undeveloped agriculture lands (areas with no dots)
2. Single family residential on a variety of lot sizes
3. Multi-family with several differing unit counts per acre
4. Industrial uses of various scales
5. Commercial uses ranging from low intensity, mom and pop operations, to regional malls

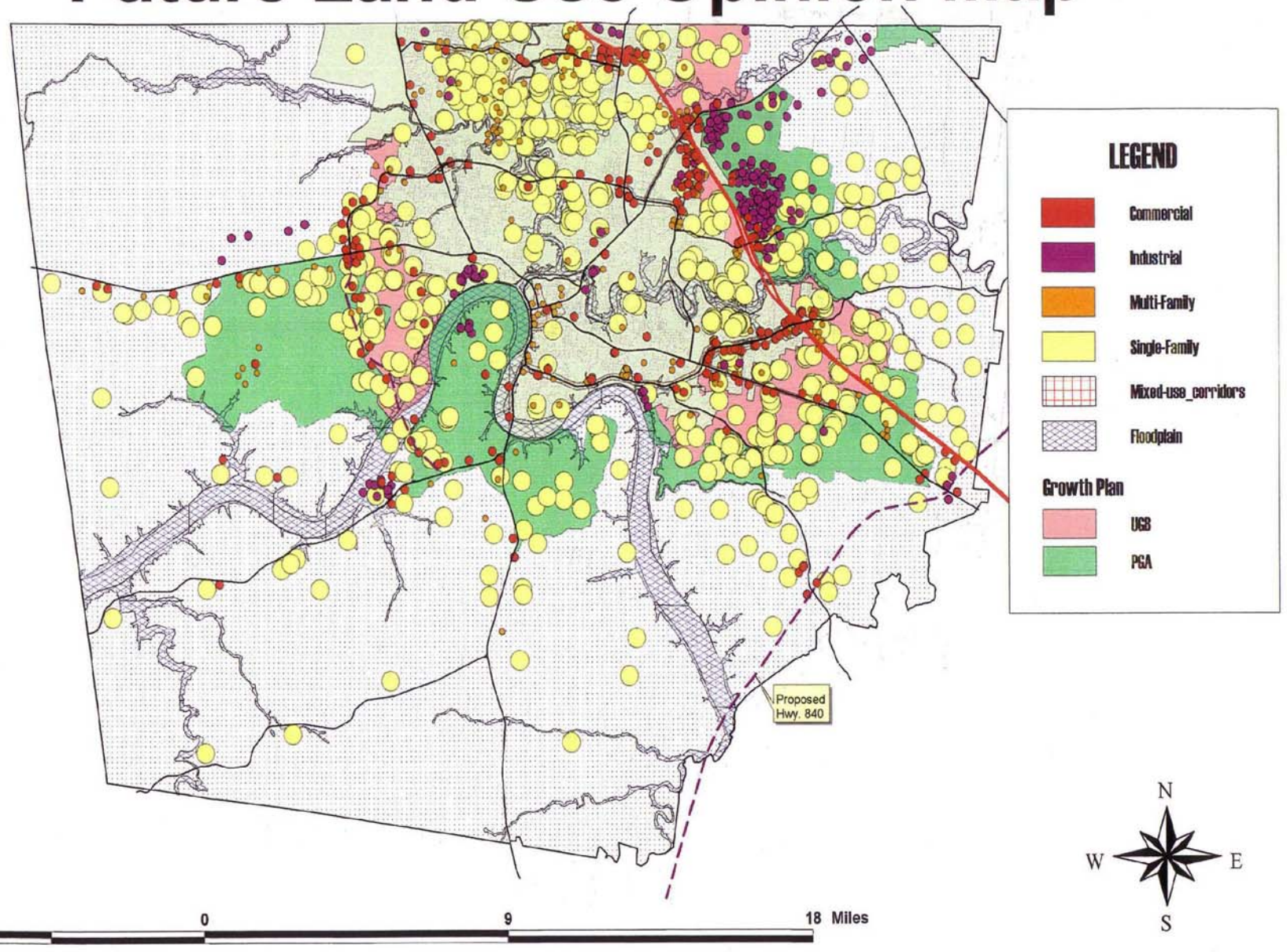
As advancement is made through each of the layers, basic economics takes precedent if all physical and legal aspects are satisfied. Commercial ventures, being income oriented, have the greatest tendency to be successful in the capture of land as it offers the greatest return back to the purchaser/developer. The next most likely use based upon economics is judged to be the industrial use. Multi-family, which tends

to include a range of professional office uses as well, comes next in order. The least in priority are single family residential development land and finally the agricultural land use, where the land may be put to an interim use in the production of crops while it waits its turn in the development process.

In reviewing the planning area, it is noted that some areas offer development potential for a wide range of use due to above average accessibility or the fact that it has a stronger than usual complement of infrastructure. These would include, but are not limited to water, sewer, gas, electrical and telecommunication service. In these instances, it is noted on the map that many participants recognized these special areas and their unique ability to support mixed uses. These areas were designated generally along major highway corridors. Land use compatibility then becomes an issue with consideration to be given as to how these uses would function collectively rather than on a parcel by parcel basis.

In viewing the map portraying the future land use options, please bear in mind that the development dots shown encompass six (6) times more development acreage that was projected to be needed during the twenty year planning period. This is due to the fact that each of the six groups' opinions are combined and shown on this one map. The dot placement pattern overall is a collective expression of all the participants in the future land use exercise.

Future Land Use Opinion Map



AN INTRODUCTORY OVERVIEW - PLANNING AREAS OF CLARKSVILLE-MONTGOMERY COUNTY

In an attempt to bring as much detail as possible to this countywide plan, this section will describe the division of the City and County into 17 distinct planning areas. The basis of this division can be primarily ascribed to the U.S. Census Bureau as the majority of the areas fall within the existing census tract boundaries. The census tract boundaries were chosen because they yield historic demographic data readily available to establish baselines for analyses and comparison. There are some notable exceptions to this rule. Some of the smaller, more densely developed areas near the core of the City, were thought to be more apply delineated based upon their predominate land use breaks than the census tract boundaries. Residential uses were separated from the higher intensity commercial and industrial uses instead of more arbitrary physical features typically used by the Census Bureau.

Population Projection Methodology

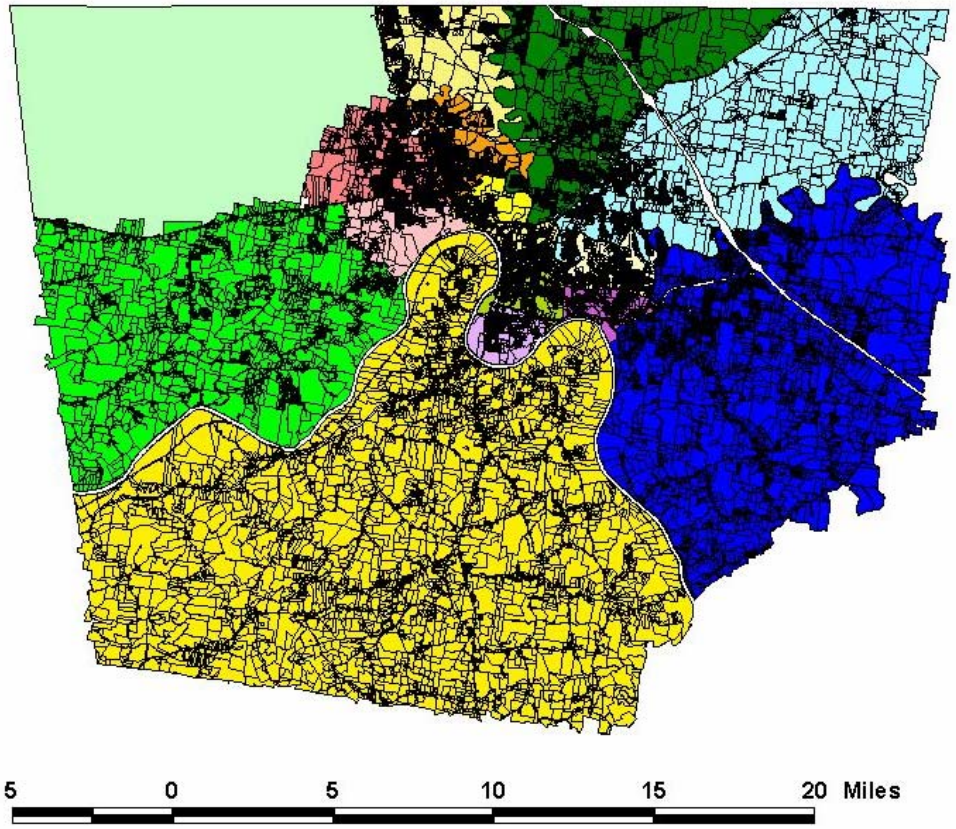
Dealing with the future always brings into play a degree of unpredictability. Demographers have demonstrated that projecting population for a large area such as a county can, in most instances be done with a higher confidence level than for a city, with its smaller area. This is due primarily to the fact that smaller delineated areas can be more easily influenced and changed by "events" than larger areas. Events would be defined in this usage as anything out of the ordinary or unexpected in terms of historic trending within the planning area. Projecting population within areas smaller than a city can be dramatically changed by these unanticipated events. Therefore risks are compounded when dealing with small areas as the potential to change a base scenario for a projection can occur within a relatively short period of time.

In the case of the seventeen planning areas of Montgomery County, their population projection has a basis in the historic census data going back to 1980. Some of the census tracts have been redefined geographically by the Census Bureau during the last 20+ years, but not to the point that they could not be meaningfully reassembled and their counts recalculated to provide numerical benchmarks useful in the establishment of trends. Building permit data was collected and using the local Geographic Information System was geo-coded and registered to a county base map. This allowed the staff to identify and visualize growth trends throughout the County since 1998. Preliminary plats for future subdivisions were also considered in plotting new and continued growth areas within the County over the same period. Other contributing layers of geographically specific data include utility placements; both quantity and quality, available land for development, as well as access to streets and highways. Market synergy was also noted by the consideration of the most popular subdivisions, in terms of activity levels, over the same period.

Map of Planning Areas

The following map shows the boundaries of the seventeen planning areas and how they interface and interact with each other. Data relating to population and land use have been included as part the discussion of each area. As much of the data as possible has been kept in a standardized tabular format so as to allow quick comparison between the areas. Please note that Ft. Campbell is delineated as a freestanding planning area. However, due to its federal land ownership, it is not subject to local planning regulations including zoning and subdivision regulations. Because of these facts, it does not have the same data available as the others.

Montgomery County Planning Areas



PLANNING AREA DESCRIPTIONS

Planning Area #1 – The Central Business District (CBD)

Boundaries – **West** - Cumberland River, **North** – College Street, **East** – University Drive, **South** – R.J. Corman Railroad

The historic node of highest intensity land use in the County, the modern CBD is meeting its present need to function as a government and professional office center. Situated so as to take full advantage of the major modes of transportation, first the rivers, then the railroads and finally the highways, the CBD is the nerve center of the community. The devastation of the January 22, 1999 tornado created an opportunity for the expansion of this role by allowing the redesign of several major governmental facilities. While part of the local heritage was lost, it is anticipated that increased efficiency and capacity to serve a growing population will help to offset this fact in the hearts and minds of the locals.

Due to the historic market demand for downtown locations, few sites are available to meet the market's need for additional built space here. However, there is the option of going up as opposed to going out, therefore multiple stories are more common here than any other place in the County. Beginning during the decade of the 90's there has been a marked interest in including additional residential units within the area of the CBD. Accordingly, the population level of this planning area is projected to slightly increase over the next twenty years as it takes more of a residential character.

Population Projection

CBD	1990 Census		2000 Census		2010		2020	2000-2020 % Change	2000-2020 # Change
	272		283		325		575	103.2%	292

Since a sizable portion of the residential development within the planning area will most likely be second story or higher, the adequacy of the land area available is more difficult to determine. Land use projections are further complicated by the fact that this is the only planning area to be dominated by non-residential uses. Throw into the mix the needs of the government centers of both the City and the County with powers of eminent domain and the future appears more complicated here than in other planning areas. However it is noted that the present area delineated for planning purposes as the "downtown" appeared to be of sufficient size to accommodate the expected future growth of most uses during the planning period. Recent rezoning to expand the Central Business District (CBD) zone district should have a positive effect on residential development along with commercial, as this zone allows residential uses by right.

Planning Issues Identified by Staff and Elected Representatives

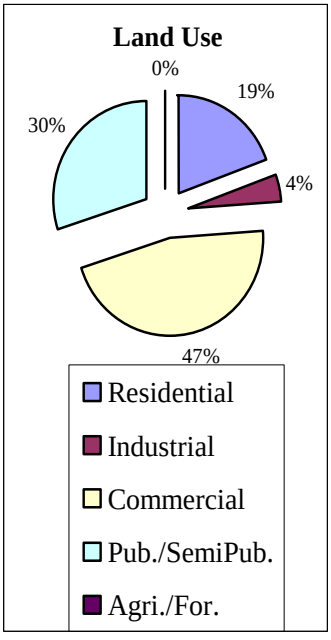
1. Promotion of residential development
2. Provision of parking necessary for intense uses occupying compact space
3. Promotion of underground utilities
4. Continuation of redevelopment after tornado
5. Linkage with Austin Peay along College, Main and Franklin Streets
6. Continuation of streetscape program and sidewalks
7. Dealing with tax exempt properties
8. Preservation of the historic district properties
9. Separation of combined sewer (sanitary & storm)
10. Aging infrastructure
11. Target for Redevelopment District.

The Central Business District has been the subject of its own land use plan, which was completed in 2002.

Landmarks and Traffic Generators

Parks: McGregor (Riverfront) Park
Schools: None
Attractions: Government Offices; Retail/Professional Services Core; Riverfront

Key to Land Use Codes	CBD		Total Acres	170
Residential	**Planning Area # 1**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	18.4	10.8%	Residential	**19%**
1.20 - Improved SF Residential - greater than 5 acres	0.0	0.0%	Industrial	**4%**
1.40 - Improved Multi-family Tracts - all sizes	9.1	5.4%	Commercial	**46%**
1.50 - Mobile Home Parks - more than three units	0.0	0.0%	Pub./SemiPub.	**30%**
1.60 - Vac. SF Residential tracts - less than 15 acres	5.6	3.3%	Agri./For.	**0%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	0.0	0.0%	Floodplain*	**22%**
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%		
TOTAL	**33.1**	**19%**	Total Improved	
Industrial			96 acres	57%
2.10 - General Industrial - improved (incl. quarries)	2.1	1.2%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	5.3	3.1%	22 acres	13%
TOTAL	**7.4**	**4.4%**	Other**	
Commercial			52 acres	30%
3.10 - Local/neighborhood	62.0	36.5%		
3.20 - Regional in scope	1.9	1.1%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	2.6	1.5%	Residential	5.6
3.40 - Medical Services	0.2	0.1%	Industrial	4.5
3.90 - Vacant tracts with commercial use potential	11.9	7.0%	Commercial	11.9
TOTAL	**78.6**	**46.2%**	**Total**	22
Pub/Semi Pub				
4.10 - Educational facilities	1.1	0.6%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	7.5	4.4%		
4.30 - Religious, Institutional & Meeting facilities	17.7	10.4%		
4.35 - Cemeteries - Public & Private	0.0	0.0%		
4.50 - General Governmental Uses	22.7	13.4%		
4.60 - Utilities - Public & Private	1.6	0.9%		
4.70 - Transportation Terminals	0.6	0.4%		
TOTAL	**51.2**	**30.1%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	0.0	0.0%		
TOTAL	**0.0**	**0.0%**		
Floodplain*				
Floodplain areas	**37**	**22%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acre

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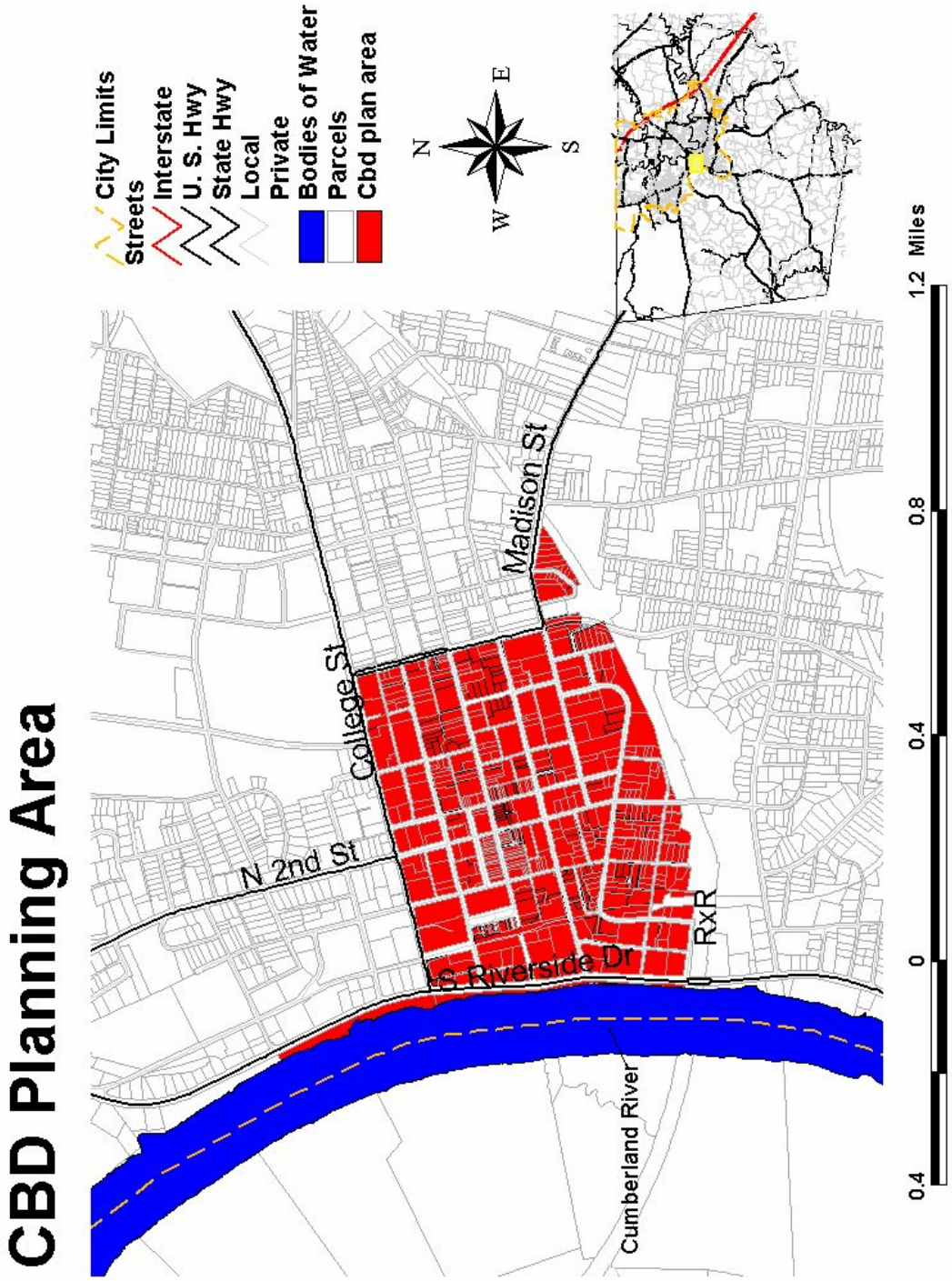

CBD Planning Area
City Limits
Streets
Interstate
U. S. Hwy
State Hwy
Local
Private
Bodies of Water
Parcels
Cbd plan area
N
E
S
W
Madison St
College St
N 2nd St
S Riverside Dr
RxR
Cumberland River
0.4
0
0.4
0.8
1.2 Miles

Planning Area #2 – South Clarksville

Boundaries – **West** – Cumberland River, **North** – R. J. Corman Railroad, **East** – Liberty Parkway, **South** – U.S. 41A Bypass

South Clarksville is dominated by residential development but is ringed by commercial and light industrial uses. It is near the core of the city and has a well-developed transportation network for destinations within its boundaries as well as providing good linkage to most other areas of the city. Infrastructure, including natural gas, water, sewer, electrical, telephone and cable TV are provided to all areas of this planning area with sufficient quantity to support high density development of most types. However, this has been the case for an extended period and rehabilitation of most delivery lines is an ongoing process for the utility providers.

Residential uses are dominated by single family units, with a scattering of multi-family developments along its southern most boundary. Riverside Drive along its western boundary is a secondary, yet vital, commercial district that serves a vast population beyond the confines of this area. The southern boundary, along the 41A Bypass has a mixed-use character, but is most noted for its light industrial land use pattern.

Population Projection

									2000-2020	2000-2020
South		**1990**		**2000**		**2010**		**2020**	**%**	**Numerical**
Clarksville		**Census**		**Census**					**Change**	**Change**
		6210		6,672		6,867		7,079	6.1%	407

On the surface, it appears that this area has an abundance of open space to facilitate future development. However, upon further investigation, there are several areas with topographic problems, most notably excessive slopes. This complicates development in numerous ways, but primarily in the provision of utilities in an economic manner. Because the City has many less complicated areas available for development at less cost, this planning area is projected to grow at a much less rapid rate than other competing areas. The projected rate of population increase is thought to be well below the overall County rate. Very little market synergy is noted here as few preliminary plats of any scale have been filed over at least the last decade.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Above Average
Adequacy of housing stock: Average

Planning Issues identified by the Staff and Elected Representatives

1. Aging infrastructure, housing stock and commercial developments
2. Promotion of infill developments of all types
3. Redevelopment of portion of frontage along Crossland Avenue
4. Siting of Cumberland River Marina in this area
5. Preservation of historic properties and character of neighborhoods

6. Target for Redevelopment District.

Landmarks and Traffic Generators

Parks: Valley Brook Park, Merricourt Park
Schools: Norman Smith Elementary, Moore Elementary, School Board Main Offices
Attractions: Fairgrounds Park, Greenwood and Evergreen Cemeteries, Veterans Plaza – County Office Complex

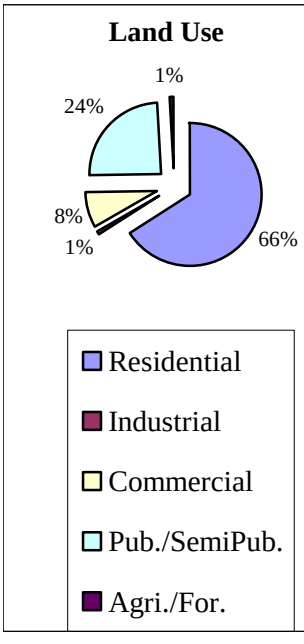
Key to Land Use Codes	South Clarksville	Total Acres	1,8
Residential	**Planning Area # 2**	***At a Glance***	

	Acres	*% of Total*
1.01 - Improved SF Residential - less than 5 acres	644.6	35.4%
1.20 - Improved SF Residential - greater than 5 acres	59.9	3.3%
1.40 - Improved Multi-family Tracts - all sizes	82.7	4.5%
1.50 - Mobile Home Parks - more than three units	0.0	0.0%
1.60 - Vac. SF Residential tracts - less than 15 acres	318.2	17.5%
1.70 - Vac. SF Res. tracts - greater than 15 acres	91.2	5.0%
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%
TOTAL	**1,196.6**	**65.7%**
Industrial		
2.10 - General Industrial - improved (incl. quarries)	10.5	0.6%
2.15 - Vacant tracts with industrial use potential	5.6	0.3%
TOTAL	**16.1**	**0.9%**
Commercial		
3.10 - Local/neighborhood	107.2	5.9%
3.20 - Regional in scope	13.8	0.8%
3.30 - Hotels/Motels/Daycare facilities	8.7	0.5%
3.40 - Medical Services	1.8	0.1%
3.90 - Vacant tracts with commercial use potential	18.4	1.0%
TOTAL	**149.9**	**8.2%**
Pub/Semi Pub		
4.10 - Educational facilities	31.4	1.7%
4.15 - Austin Peay State University Properties	0.0	0.0%
4.20 - Parks, Recreational & Natural Areas	155.4	8.5%
4.30 - Religious, Institutional & Meeting facilities	39.3	2.2%
4.35 - Cemeteries - Public & Private	129.1	7.1%
4.50 - General Governmental Uses	71.9	3.9%
4.60 - Utilities - Public & Private	15.6	0.9%
4.70 - Transportation Terminals	0.0	0.0%
TOTAL	**442.7**	**24.3%**
Agricultural/Forest		
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%
5.15 - Vacant or improved tracts - greater than 15 ac.	16.0	0.9%
TOTAL	**16.0**	**0.9%**
Floodplain*		
Floodplain areas	**274**	**15%**

Land Use Breakdown	
Residential	**6**
Industrial	
Commercial	
Pub./SemiPub.	**2**
Agri./For.	
Floodplain*	**1**

Total Improved	
929 acres	5
Total Vacant	
433 acres	2
Other**	
458 acres	2

Vacant Acres by Typ	
Residential	40
Industrial	
Commercial	1
Total	43



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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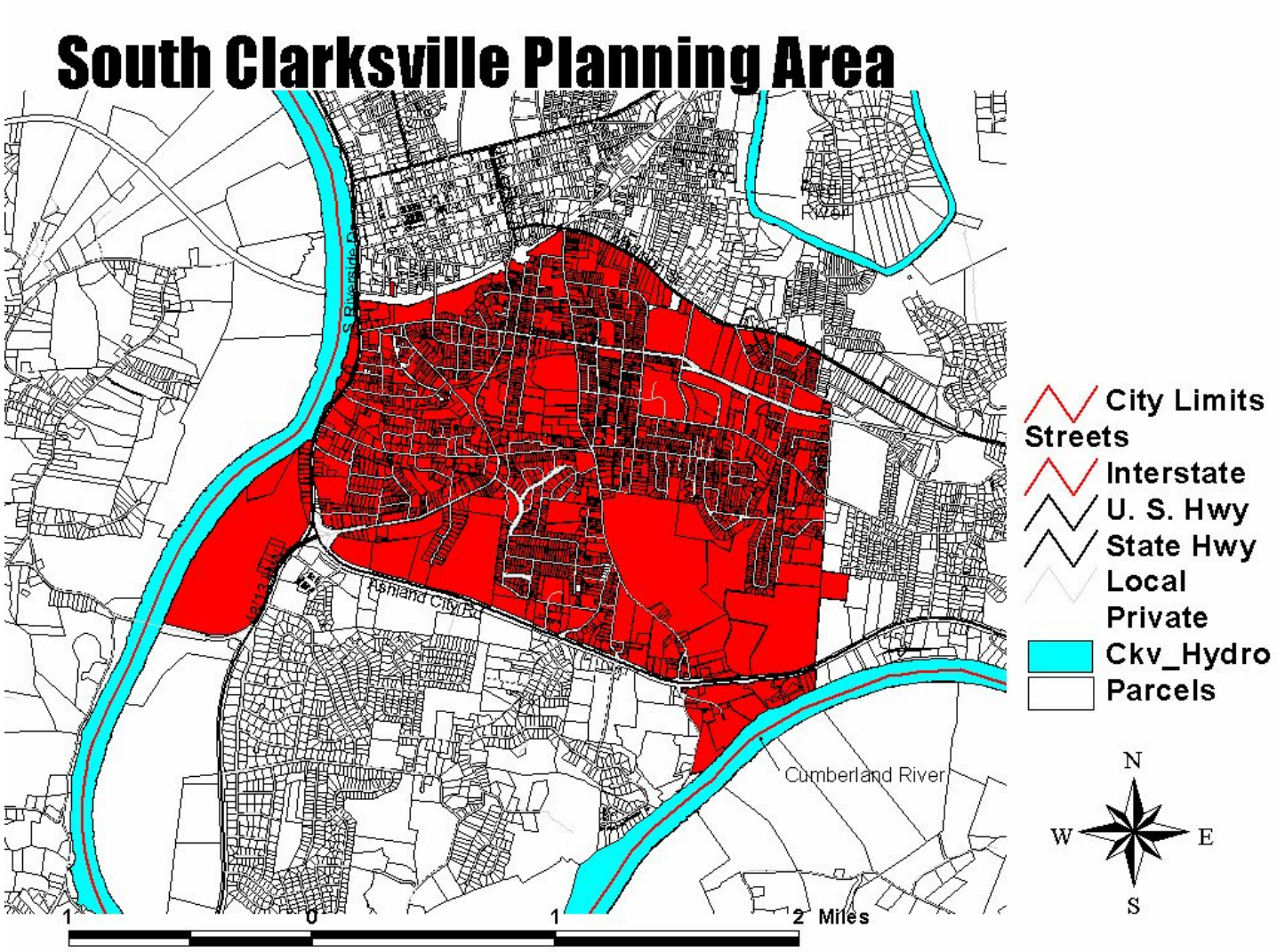

South Clarksville Planning Area
Ashland City Rd
Cumberland River
1 0 1 2 Miles
City Limits
Streets
Interstate
U. S. Hwy
State Hwy
Local
Private
Ckv_Hydro
Parcels
N
W
E
S

Planning Area #3 – Southern Hills

Boundaries – **West** – Cumberland River, **North** – U.S. Hwy 41A Bypass, **East** – Seven Mile Ferry Road, **South** – Cumberland River

This area has a large portion of its area in the Cumberland River floodplain along its western and southern boundaries. The dominant land use is single family residential, but there are scattered sites of multi-family residential. This area has two major river bridges that provide access across the Cumberland and therefore enjoys a key linkage position between the central city and areas to the west and to the south in Montgomery County. Even with the disproportionate share of floodplain, there are still large areas of open space to facilitate growth and development here. However, infrastructure lags behind in many areas due to topography. It is noted that with the relatively young age of some subdivisions and other developments, most infrastructure is in good condition and readily extendable with the right economic incentives.

Population Projection

								2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**Numerical**
Southern Hills		Census		Census					**Change**	**Change**
		2,522		3,050		3,312		3,904	**28.0%**	**854**

This planning area is projected to have residential growth over the planning period but its rate of increase is thought to be slightly less than the typical for the overall county. Market synergy is noted as being lacking here as few preliminary plats have been filed for this area over the last five years.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Above Average
Adequacy of housing stock: Above Average

Planning Issues identified by staff and Elected Representatives

1. Development pressure in floodplain areas along Highways 13 & 48
2. Promotion of infill development – particularly mixed use
3. Traffic flow along Edmondson Ferry Road
4. Future extension of SR 374 and the traffic it will bring to Riverside Drive and the U.S. 41A Bypass
5. Promotion of continued strong neighborhood cohesion
6. Expansion of Fairgrounds Park to the south along the river

Landmarks and Traffic Generators

Parks: None
Schools: None
Attractions: Jostens Manufacturing

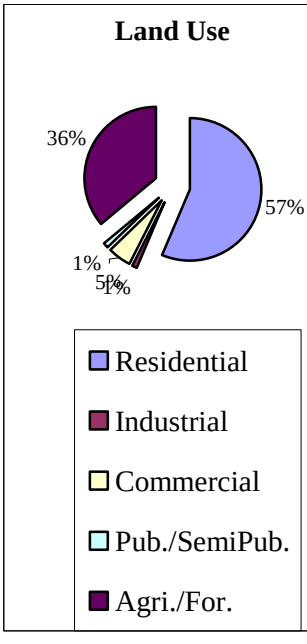
Key to Land Use Codes	Southern Hills	Total Acres 2,(
Residential	**Planning Area #3**	***At a Glance***

	Acres	*% of Total*
1.01 - Improved SF Residential - less than 5 acres	505.4	25.2%
1.20 - Improved SF Residential - greater than 5 acres	55.2	2.8%
1.40 - Improved Multi-family Tracts - all sizes	35.8	1.8%
1.50 - Mobile Home Parks - more than three units	0.0	0.0%
1.60 - Vac. SF Residential tracts - less than 15 acres	190.1	9.5%
1.70 - Vac. SF Res. tracts - greater than 15 acres	328.0	16.3%
1.80 - Vacant tracts with multi-family use potential	14.4	0.7%
TOTAL	**1,128.9**	**56.3%**
Industrial		
2.10 - General Industrial - improved (incl. quarries)	25.0	1.2%
2.15 - Vacant tracts with industrial use potential	0.0	0.0%
TOTAL	**25.0**	**1.2%**
Commercial		
3.10 - Local/neighborhood	73.7	3.7%
3.20 - Regional in scope	0.0	0.0%
3.30 - Hotels/Motels/Daycare facilities	0.0	0.0%
3.40 - Medical Services	10.6	0.5%
3.90 - Vacant tracts with commercial use potential	22.4	1.1%
TOTAL	**106.7**	**5.3%**
Pub/Semi Pub		
4.10 - Educational facilities	15.3	0.8%
4.15 - Austin Peay State University Properties	0.0	0.0%
4.20 - Parks, Recreational & Natural Areas	3.1	0.2%
4.30 - Religious, Institutional & Meeting facilities	1.0	0.05%
4.35 - Cemeteries - Public & Private	0.4	0.02%
4.50 - General Governmental Uses	0.0	0.0%
4.60 - Utilities - Public & Private	0.0	0.0%
4.70 - Transportation Terminals	0.0	0.0%
TOTAL	**19.8**	**1.0%**
Agricultural/Forest		
5.10 - Vacant agri/for. tracts - less than 15 acres	11.6	0.6%
5.15 - Vacant or improved tracts - greater than 15 ac.	714.8	35.6%
TOTAL	**726.4**	**36.2%**
Floodplain*		
Floodplain areas	**455**	**23%**

Land Use Breakdown	
Residential	5(
Industrial	1
Commercial	5
Pub./SemiPub.	1
Agri./For.	3(
Floodplain*	2

Total Improved	
706 acres	3
Total Vacant	
555 acres	2
Other**	
746 acres	3

Vacant Acres by Typ	
Residential	53
Industrial	
Commercial	2
Total	5



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

landcode

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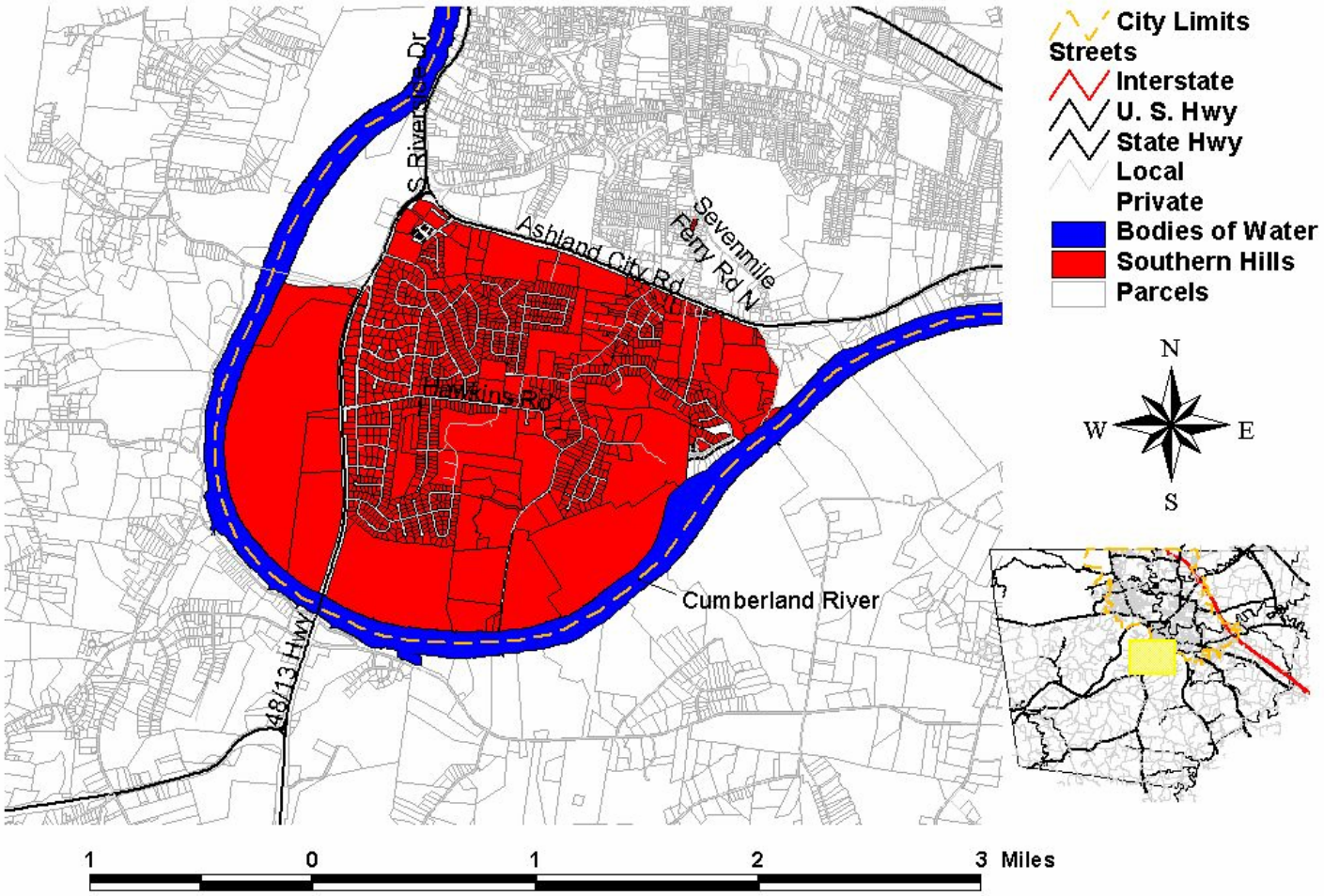
Southern Hills Planning Area



Planning Area #4 –Hilldale

Boundaries – **West** – Liberty Parkway, **North** – Madison Street, **East** – Highway 76 and Wall Branch, **South** – Cumberland River

One of the more stable single family residential areas of the city, the Hilldale area has the reputation of providing a high quality of life to its residents. Its central location gives its convenient proximity to most areas of the city. Traversed along its northern boundary on its east-west axis by Highway 41A, known locally as Madison Street, the area has better than average linkage. Trading on the traffic along Madison, a wide range of commercial activity has been established here with both citywide and local neighborhood orientations. Single family residential, of all ages, is the dominant land use and is supplemented by a wide array of multi-family units spread throughout the area. There is open space available for development, but careful consideration must be made in terms of dealing with topography. Floodplains and bluff areas along the southern and eastern boundaries, due to the Cumberland River, will present challenges to development in that portion of this planning area.

Population Projection

							2000-2020	2000-2020
	1990	**2000**		**2010**		**2020**	**%**	**#**
Hilldale	**Census**	**Census**					**Change**	**Change**
	3,962	4,474		4,707		5,331	**19.2%**	**857**

Due to the maturity of this area, as well as its topography, there is limited space available for additional residential construction. However due to the central location of this area within the City and its above average linkage, demand for residential units is thought to continue over the planning period. The increase in population is projected to be notable but still it is below the rate of the overall county projection.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Above Average
Adequacy of housing stock: Average

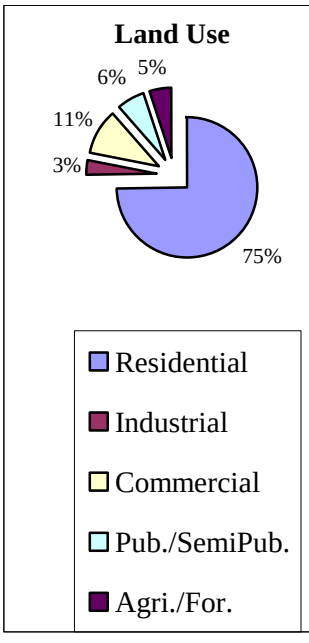
Planning Issues identified by Staff and Elected Representatives

1. Land use compatibility issues in regard to proposed barge point off the U.S. 41A Bypass
2. Commercial development pressure along Madison Street in the Willow Heights neighborhood
3. Spillover of medical and professional office from the area surrounding the hospital
4. Support for the parks in this area
5. Continuation of adequate infrastructure support and maintenance

Landmarks and Traffic Generators

Parks: Open space associated with the elementary school
Schools: Barksdale Elementary
Attractions: Mason Rudolph Golf Course

Key to Land Use Codes	Hilldale		Total Acres	1,8
Residential	**Planning Area # 4**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	535.6	29.7%	Residential	75
1.20 - Improved SF Residential - greater than 5 acres	120.3	6.7%	Industrial	3
1.40 - Improved Multi-family Tracts - all sizes	101.1	5.6%	Commercial	11
1.50 - Mobile Home Parks - more than three units	0.0	0.0%	Pub./SemiPub.	6
1.60 - Vac. SF Residential tracts - less than 15 acres	273.2	15.2%	Agri./For.	5
1.70 - Vac. SF Res. tracts - greater than 15 acres	260.0	14.4%	Floodplain*	0
1.80 - Vacant tracts with multi-family use potential	55.1	3.1%		
TOTAL	**1,345.3**	**74.6%**	Total Improved	
Industrial			899 acres	5
2.10 - General Industrial - improved (incl. quarries)	29.1	1.6%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	32.1	1.8%	678 acres	3
TOTAL	**61.2**	**3.4%**	Other**	
Commercial			227 acres	1
3.10 - Local/neighborhood	109.7	6.1%		
3.20 - Regional in scope	1.9	0.1%	**Vacant Acres by Typ**	
3.30 - Hotels/Motels/Daycare facilities	4.4	0.2%	Residential	58
3.40 - Medical Services	18.2	1.0%	Industrial	3
3.90 - Vacant tracts with commercial use potential	57.3	3.2%	Commercial	5
TOTAL	**191.5**	**10.6%**	**Total**	67
Pub/Semi Pub				
4.10 - Educational facilities	33.1	1.8%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	50.6	2.8%		
4.30 - Religious, Institutional & Meeting facilities	9.2	0.5%		
4.35 - Cemeteries - Public & Private	0.1	0.01%		
4.50 - General Governmental Uses	15.7	0.9%		
4.60 - Utilities - Public & Private	5.9	0.3%		
4.70 - Transportation Terminals	0.0	0.0%		
TOTAL	**114.6**	**6.4%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	14.8	0.8%		
5.15 - Vacant or improved tracts - greater than 15 ac.	75.8	4.2%		
TOTAL	**90.6**	**5.0%**		
Floodplain*				
Floodplain areas	**8**	**0%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

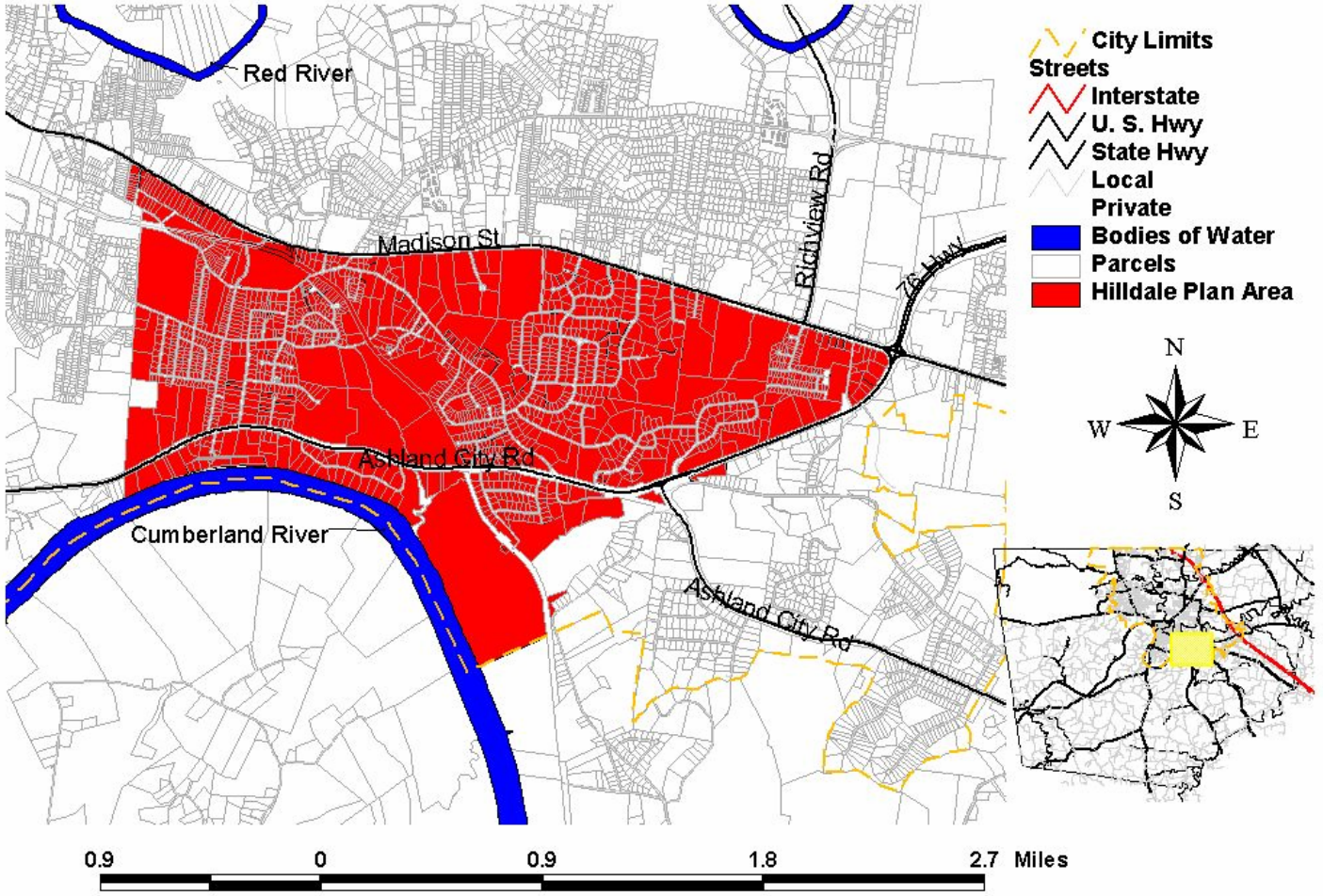
* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

landcodes

1/20/1999

Hilldale Planning Area



Planning Area #5 –Medical District

Boundaries – **West** – Maplemere S/D, **North** – Red River, **East** – Richview/Warfield Blvd, **South** – Madison Street

This is a mixed land use area with a major hospital situated at its core. The Gateway Health System, formerly known as Memorial Hospital, is a comprehensive, 215-bed facility that provides a wide range of medical services and treatments. It has provides a synergy, as well as support, for a host of medical professionals that have chosen to locate nearby to take advantage of the facility.

In terms of the housing stock, the area is dominated by single family residential units, but three of the largest multi-family developments in the City are located here. U.S. Highway 41 A, known locally as Madison Street, is a strong commercial corridor that provides goods and services to the heart of the city and beyond.

Topography and floodplain along the Red River that forms the northern boundary of the area pose problems for development. Presently, the vacant areas provide vast expanses of open space that allows residents to have a feel of the country within the city limits.

Population Projection

							2000-2020	2000-2020
		1990	**2000**	**2010**		**2020**	**%**	**#**
Medical District		Census	Census				**Change**	**Change**
		5,941	6,097	6,212		6,460	**6.0%**	**363**

This neighborhood has had many years to mature and a substantial portion of its most easily developable land has been improved. The development pattern here is dominated by large-lot single-family residential that has taken up a considerable amount of space. While several large multi-family developments can be found here, they are older, and it is thought that little opportunity exists here for substantial amount of this type of construction in the future due to lack of available space. Therefore the population change is thought to be fairly low, as expressed in the above table and substantially below the county's overall average during the projection period.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Above Average
Adequacy of housing stock: Average

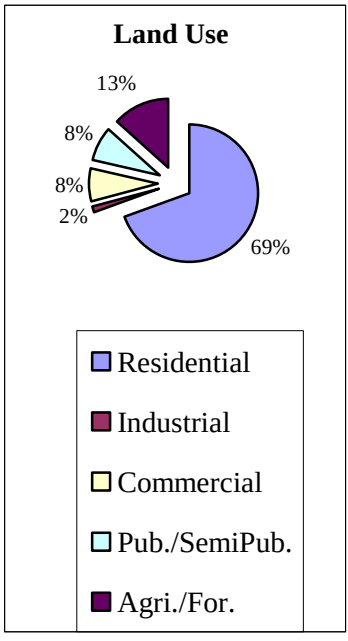
Planning Issues identified by staff and Elected Representatives

1. Compatibility of land use along Memorial Drive – professional office vs residential uses
2. Compatibility of land use along Madison Street – professional office vs residential uses
3. Guide future development in area with difficult topography and floodplains
4. Continue transportation planning to insure smooth traffic flows along Memorial Drive
5. Promote infill of residential in area where housing stock is aging

Landmarks and Traffic Generators

Parks: None
Schools: None
Attractions: Hospital; Doctors Offices along Memorial Dr; Clarksville Country Club

Key to Land Use Codes	Medical District		Total Acres	2,404
Residential	**Planning Area # 5**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	1,017.3	42.3%	Residential	**69%**
1.20 - Improved SF Residential - greater than 5 acres	118.7	4.9%	Industrial	**2%**
1.40 - Improved Multi-family Tracts - all sizes	57.1	2.4%	Commercial	**8%**
1.50 - Mobile Home Parks - more than three units	0.0	0.0%	Pub./SemiPub.	**8%**
1.60 - Vac. SF Residential tracts - less than 15 acres	302.3	12.6%	Agri./For.	**13%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	172.1	7.2%	Floodplain*	**19%**
1.80 - Vacant tracts with multi-family use potential	1.5	0.1%		
TOTAL	**1,669.0**	**69.4%**	Total Improved	
Industrial			1,368 acres	57%
2.10 - General Industrial - improved (incl. quarries)	19.6	0.8%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	16.5	0.7%	525 acres	22%
TOTAL	**36.1**	**1.5%**	Other**	
Commercial			511 acres	21%
3.10 - Local/neighborhood	67.7	2.8%		
3.20 - Regional in scope	14.7	0.6%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	36.4	1.5%	Residential	475.9
3.40 - Medical Services	36.0	1.5%	Industrial	16.5
3.90 - Vacant tracts with commercial use potential	32.7	1.4%	Commercial	32.7
TOTAL	**187.5**	**7.8%**	**Total**	525.1
Pub/Semi Pub				
4.10 - Educational facilities	0.0	0.0%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	169.8	7.1%		
4.30 - Religious, Institutional & Meeting facilities	16.7	0.7%		
4.35 - Cemeteries - Public & Private	0.0	0.0%		
4.50 - General Governmental Uses	2.6	0.1%		
4.60 - Utilities - Public & Private	0.0	0.0%		
4.70 - Transportation Terminals	0.0	0.0%		
TOTAL	**189.1**	**7.9%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	322.4	13.4%		
TOTAL	**322.4**	**13.4%**		
Floodplain*				
Floodplain areas	**455**	**19%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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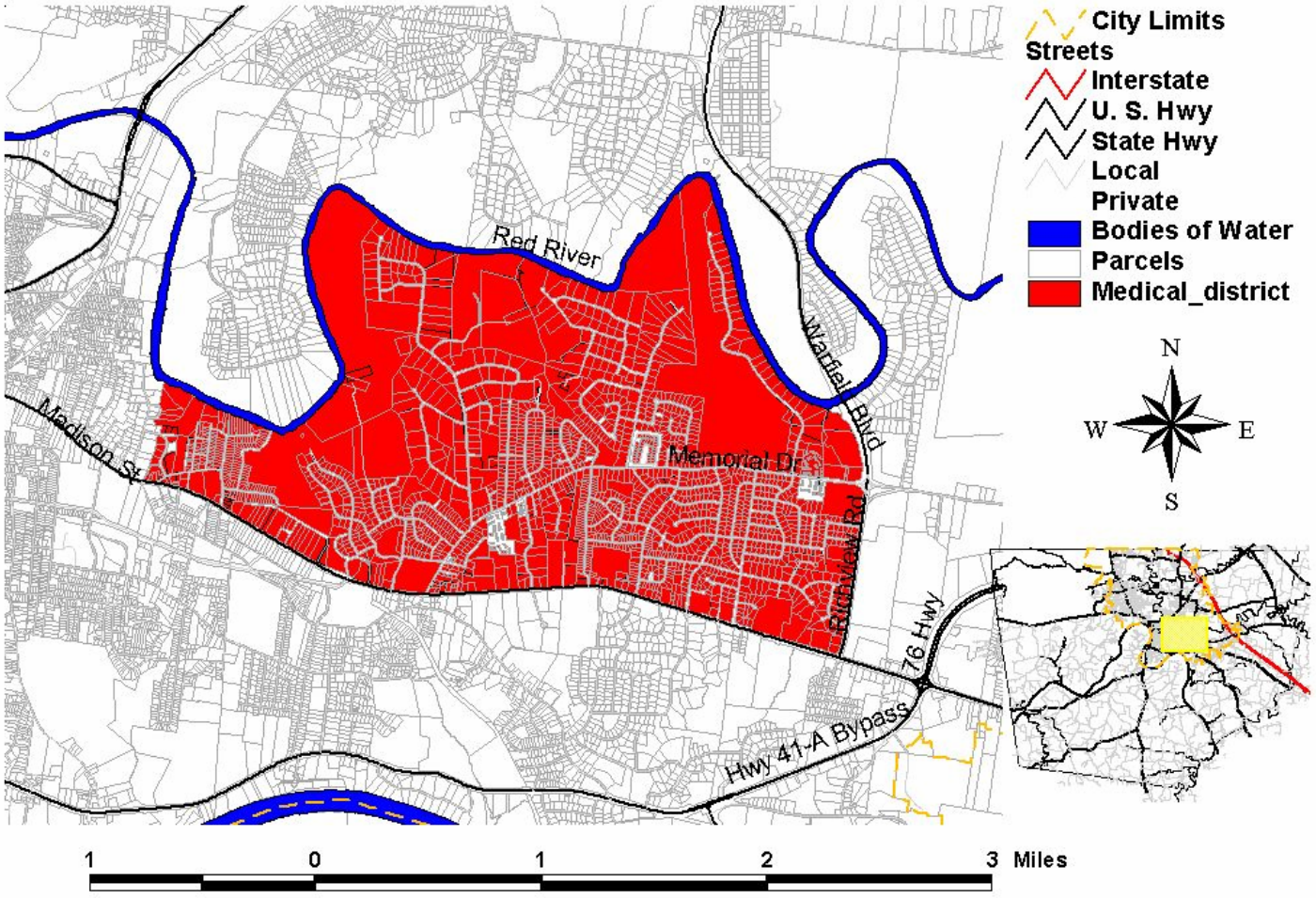
Medical District Planning Area



Planning Area #6 – Red River, University, Brandon Hill

Boundaries – **West** – Cumberland River, **North** – Red River, **East** – Red River, **South** – Madison Street, University Avenue, College Street

This area borders the Central Business District along its northern and eastern boundaries. It also completely contains the main campus area of Austin Peay State University. Both the Cumberland and the Red Rivers play an important role in physically defining this planning area through the limitations of substantial floodplain areas. This is a mixed-land use area with primarily older housing stock neighborhoods sandwiched in between light industrial and commercial districts. Transportation linkage is as strong here as it contains both sets of highway bridges crossing the Red River.

The University is a dominating land use feature and with continued growth in the student body, is expected to increase its influence in the area. North Riverside Drive, one of the more stable commercial corridors in all of Clarksville, is expected to continue in this role during the planning period. The R.J. Corman Railroad cuts through this area near its southern boundary though few local businesses take advantage of its presence, as most trains tend to long haul freight units.

Population Projection

								2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**#**
Red River, et al		Census		Census					**Change**	**Change**
		4,093		3,602		3,506		3,340	**-7.3%**	**-262**

The development trend here is away from residential and to commercial and/or light industrial uses. This is one of the major reasons for the overall slide in the number of residents here. The University has also been responsible for the displacement of households as it is procuring surrounding properties, as they become available, to allow for campus expansion. Recently the Central Business District zoning classification was extended for 2 to 4 blocks to the east, putting single family residential housing on notice that higher intensity uses are on the way. This zone classification does allow residential uses, but more properly in a multi-family configuration. The southeastern portion of this area does have an interesting series of older subdivisions that border along Madison Street. The predominant housing type is freestanding single family but there are also some condominium complexes in this portion of the planning area. This area is projected to lag well behind the overall average growth rate for the county over the planning period.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Average
Adequacy of housing stock: Below Average

Planning Issues identified by staff and Elected Representatives

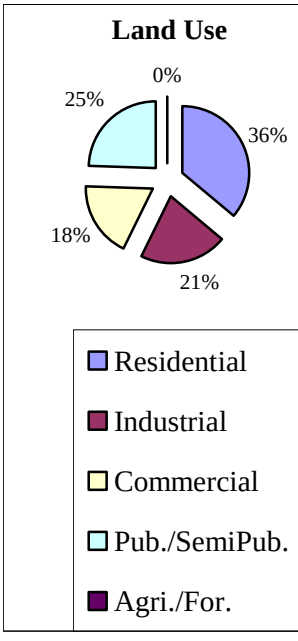
1. Preservation of historic properties and character of neighborhoods
2. Redevelopment of residential area west of North Second Street and north of the Central Business District

3. APSU expansion putting pressure on surrounding residential neighborhoods
4. Targeted redevelopment area of CDBG funds – 25 years with limited impact on quality of life
5. Continue transportation planning along Madison Street, University Dr. to Golf Club Lane
6. Separation of sanitary and storm water sewer systems needed.
7. Target for Redevelopment District.

Landmarks and Traffic Generators

Parks: Pettus Parks
Schools: Burt Elementary; APSU
Attractions: Historic properties such as Smith-Trahern Mansion, Riverview Cemetery and APSU

Key to Land Use Codes	Red River, et al		Total Acres	1
Residential	**Planning Area # 6**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	260.2	22.3%	Residential	3
1.20 - Improved SF Residential - greater than 5 acres	11.8	1.0%	Industrial	2
1.40 - Improved Multi-family Tracts - all sizes	62.8	5.4%	Commercial	1
1.50 - Mobile Home Parks - more than three units	0.0	0.0%	Pub./SemiPub.	2
1.60 - Vac. SF Residential tracts - less than 15 acres	90.5	7.8%	Agri./For.	
1.70 - Vac. SF Res. tracts - greater than 15 acres	0.0	0.0%	Floodplain*	7
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%		
TOTAL	**425.3**	**36.5%**	Total Improved	
Industrial			630 acres	5
2.10 - General Industrial - improved (incl. quarries)	105.2	9.0%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	142.4	12.2%	253 acres	2
TOTAL	**247.6**	**21.3%**	Other**	
Commercial			282 acres	2
3.10 - Local/neighborhood	171.8	14.7%		
3.20 - Regional in scope	11.7	1.0%	**Vacant Acres by Typ**	
3.30 - Hotels/Motels/Daycare facilities	9.6	0.8%	Residential	
3.40 - Medical Services	0.6	0.1%	Industrial	1
3.90 - Vacant tracts with commercial use potential	21.1	1.8%	Commercial	
TOTAL	**214.8**	**18.4%**	**Total**	2
Pub/Semi Pub				
4.10 - Educational facilities	131.8	11.3%		
4.15 - Austin Peay State University Properties	43.5	3.7%		
4.20 - Parks, Recreational & Natural Areas	26.4	2.3%		
4.30 - Religious, Institutional & Meeting facilities	18.2	1.6%		
4.35 - Cemeteries - Public & Private	11.8	1.0%		
4.50 - General Governmental Uses	55.0	4.7%		
4.60 - Utilities - Public & Private	2.2	0.2%		
4.70 - Transportation Terminals	0.0	0.0%		
TOTAL	**288.9**	**24.8%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	0.0	0.0%		
TOTAL	**0.0**	**0.0%**		
Floodplain*				
Floodplain areas	**857**	**74%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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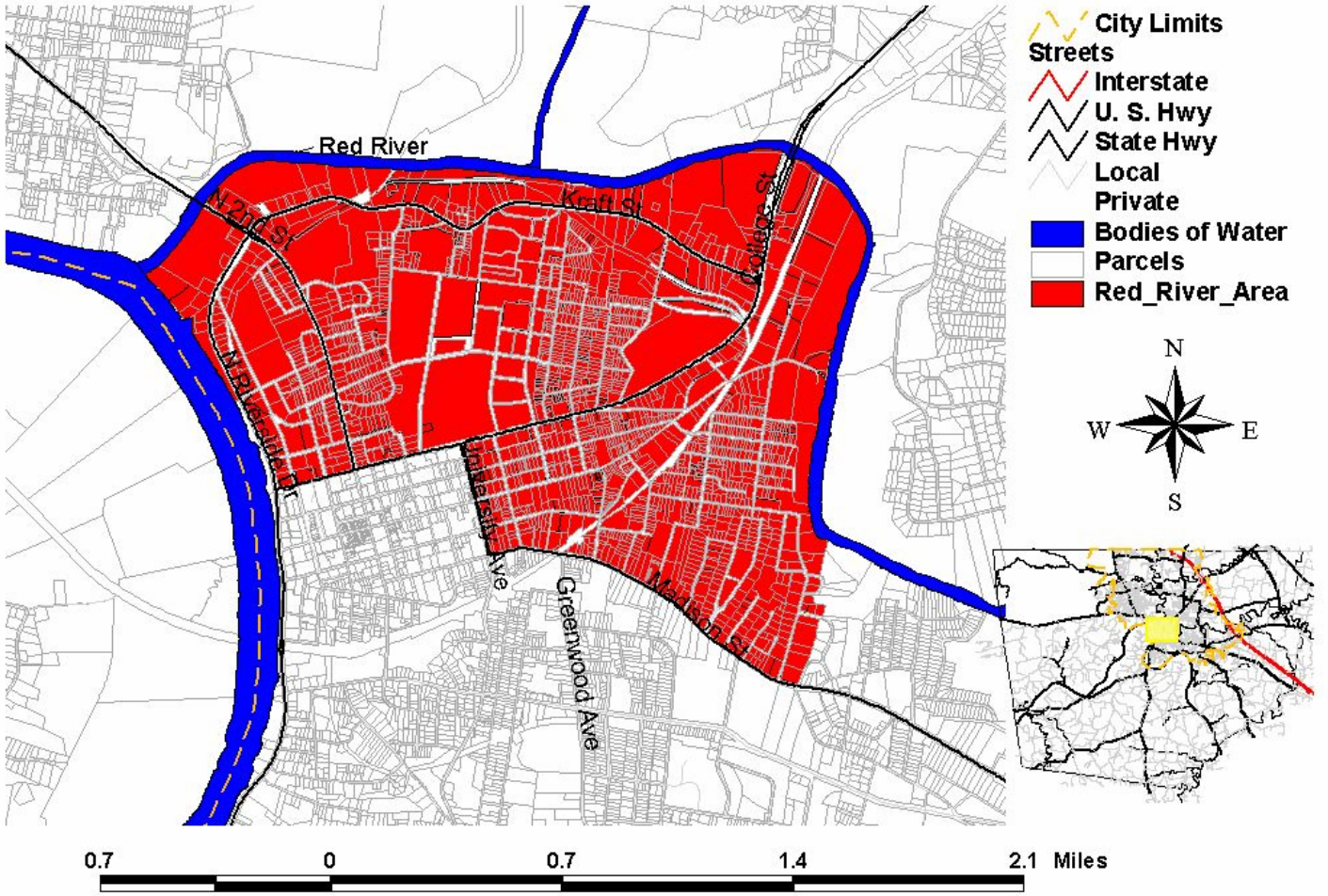
Red River Planning Area



Planning Area #7 – New Providence

Boundaries – **West** – Darnell Street, **North** – Cave Spring, **East** – West Fork Red River, **South** – Red and Cumberland Rivers

This planning area is made up of a series of mature neighborhoods and/or developments that center upon U. S. 41A, known locally as Fort Campbell Boulevard. There is some new residential construction in a small-scale development in the northeast sector of this area. However, the southeast portion of this area is dominated by one of the larger active limestone quarrying operations in all of Middle Tennessee. The City's main wastewater treatment plant is located next to the quarry so as to have access to the Red River.

Fort Campbell Boulevard is a mature commercial corridor in this area of the City and carries one of the highest average daily traffic counts in the entire county. It offers a wide range of goods and services to not only the local residents but also to the entire City. This was once the main gateway into the heart of town, but since the development of Exit 4 of Interstate 24, U.S. Highway 79 in St. Bethlehem, has assumed the status of a major commercial corridor taking away a portion of U.S. 41A's influence.

This area has some of the larger mobile home parks to be found in the county, as it caters to military personnel and their family due to affordability and convenience for travel to Post. Historic points situated near the confluence of the Red and Cumberland Rivers are important not only to this area but also to the City at large. Friction is noted between neighborhood residents and the increasing traffic of visitors to the expanding facilities here.

There are still several large vacant tracts here, but many are hindered in their development by either floodplain or by topography. The latter involves excessive slope and substrata with a tendency toward the formation of sinkholes in the abundant permeable limestone.

Population Projection

								2000-2020	2000-2020
		1990	**2000**		**2010**		**2020**	**%**	**#**
New Providence		Census	Census					**Change**	**Change**
		3,288	3,275		3,479		3,610	**10.2%**	**335**

Physical limitations to development will not allow the construction of any substantial amount of new homes in this area to facilitate growth here. This older section of the City has several strengths, but also has offsetting weaknesses. Included in these would be the poor street network with its limited connectivity and narrow widths that cause bottlenecks. The quarrying operation will preclude the extensive development of the southeastern portion of the area due to land use incompatibility issues. Based on the above, it is thought that this planning area will lag substantially behind the county's average growth rate.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Below Average
Adequacy of housing stock: Below Average

Planning Issues identified by staff and Elected Representatives

1. Promote the improvement of commercial development
2. Preservation of historic sites – Fort Defiance and Sevier Station
3. Neighborhood integrity issue with historic site visitors
4. Promote the enhancement of Trice's Landing as river access point
5. Preserve and promote use of railroad rights of way for rails to trails uses
6. Promote the improvement and/or replacement of aging housing stock as well as mobile home parks
7. Traffic flow along Providence Boulevard to Peachers Mill Road

Landmarks and Traffic Generators

Parks: None
Schools: Byrns L. Darden Elementary
Attractions: Historic properties such as Fort Defiance, Sevier Station; commercial development along Ft. Campbell Blvd.

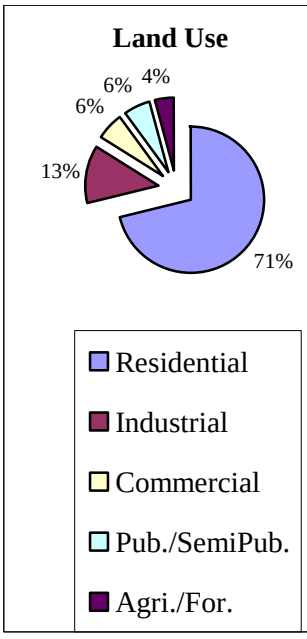
Key to Land Use Codes	New Providence	Total Acres	1,0
Residential	**Planning Area # 7**	***At a Glance***	

	Acres	*% of Total*
1.01 - Improved SF Residential - less than 5 acres	290.7	17.9%
1.20 - Improved SF Residential - greater than 5 acres	16.6	1.0%
1.40 - Improved Multi-family Tracts - all sizes	64.0	3.9%
1.50 - Mobile Home Parks - more than three units	52.1	3.2%
1.60 - Vac. SF Residential tracts - less than 15 acres	193.2	11.9%
1.70 - Vac. SF Res. tracts - greater than 15 acres	531.0	32.8%
1.80 - Vacant tracts with multi-family use potential	3.7	0.2%
TOTAL	**1,151.3**	**71.1%**
Industrial		
2.10 - General Industrial - improved (incl. quarries)	194.5	12.0%
2.15 - Vacant tracts with industrial use potential	12.8	0.8%
TOTAL	**207.3**	**12.8%**
Commercial		
3.10 - Local/neighborhood	73.4	4.5%
3.20 - Regional in scope	7.2	0.4%
3.30 - Hotels/Motels/Daycare facilities	5.9	0.4%
3.40 - Medical Services	0.0	0.0%
3.90 - Vacant tracts with commercial use potential	15.5	1.0%
TOTAL	**102.0**	**6.3%**
Pub/Semi Pub		
4.10 - Educational facilities	19.0	1.2%
4.15 - Austin Peay State University Properties	0.0	0.0%
4.20 - Parks, Recreational & Natural Areas	19.0	1.2%
4.30 - Religious, Institutional & Meeting facilities	13.1	0.8%
4.35 - Cemeteries - Public & Private	2.3	0.1%
4.50 - General Governmental Uses	39.0	2.4%
4.60 - Utilities - Public & Private	1.9	0.1%
4.70 - Transportation Terminals	0.0	0.0%
TOTAL	**94.3**	**5.8%**
Agricultural/Forest		
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%
5.15 - Vacant or improved tracts - greater than 15 ac.	65.5	4.0%
TOTAL	**65.5**	**4.0%**
Floodplain*		
Floodplain areas	**344**	**21%**

Land Use Breakdown	
Residential	**71**
Industrial	**13**
Commercial	**6**
Pub./SemiPub.	**6**
Agri./For.	**4**
Floodplain*	**21**

Total Improved	
704 acres	4
Total Vacant	
756 acres	4
Other**	
159 acres	1

Vacant Acres by Typ	
Residential	72
Industrial	1
Commercial	1
Total	75



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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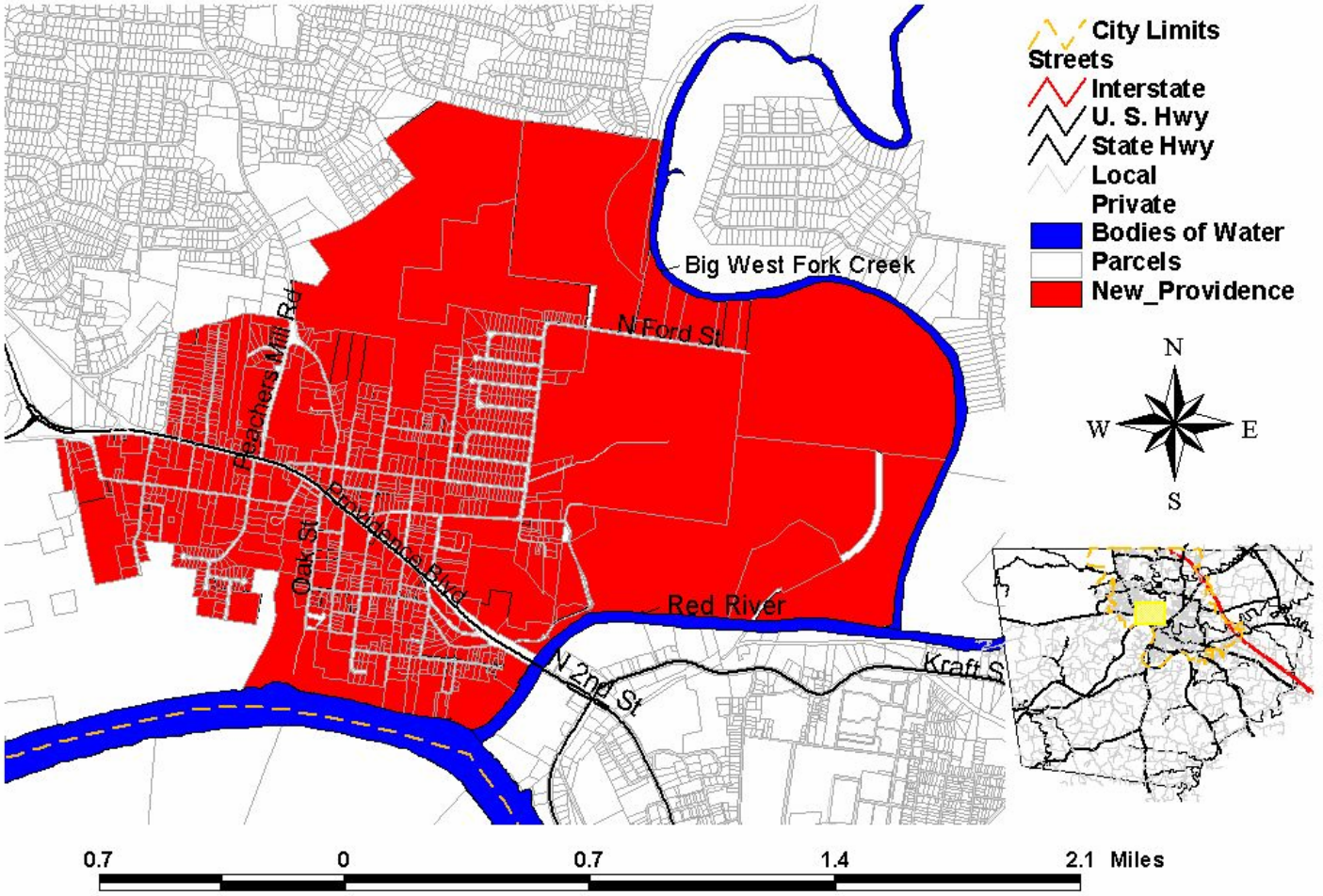
New Providence Planning Area



Planning Area #8 – Peachers Mill South

Boundaries – **West** – Fort Campbell Blvd, **North** – Little West Fork Creek, **East** – West Fork Red River, **South** – Cave Spring

This area is a combination of mature and newly platted subdivision, primarily single family in nature. The construction of the 101st Airborne Parkway has had an impact here as it vastly improved the linkage between U.S. 41 A and U.S. 79. Even though the Parkway has limited access, it is creating pressure for commercial nodes at its intersection with local roads. The most notable of these is at Peachers Mill Road in this planning area.

Fort Campbell Boulevard provides a continuous stream of commercial sites along the full north-south axis of this area. There are few vacancies to be seen along this road frontage as traffic counts range between 30,000 and 40,000 cars on the average per day, making it desirable for development purposes.

Population Projection

									2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**#**
Peachers Mill		Census		Census					**Change**	**Change**
South		10,257		14,872		16,990		18,598	**25.1%**	**3,726**

This centrally located planning area has experienced steady growth from the decade of the 80s to the present. With land and infrastructure available, it thought to have a relatively high degree of demand throughout the timeframe of this plan. It does have some limitations in the form of floodplain areas along its northern and eastern boundaries that will tend to complicate future development. Given its demonstrated recent demand levels for residential development, market synergy is thought to continue to be strong, but subordinate to other faster growing areas to the northeast and the southeast.

Rating of Factors Affecting Growth

Availability of land: Below average
Availability of infrastructure: Average
Accessibility: Average
Adequacy of housing stock: Average

Planning Issues identified by staff and Elected Representatives

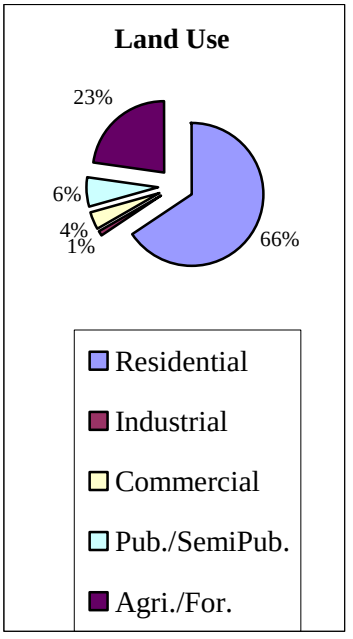
1. Continue planning for improved surface drainage for both localized and floodplain areas particularly along West Fork Creek
2. Promote more pedestrian oriented developments, de-emphasize auto use
3. Promote the improvement of outdated commercial development along Ft. Campbell Blvd
4. Provide increased guidance in design control of access along major routes in this area
5. Preserve and promote use of railroad rights of way for rails to trails uses
6. Improve Planned Unit Development design criteria, getting away from the precedents of North Park
7. Promote infill to replace aging housing stock.
8. Consideration should be given to the placement of a senior citizens center and community center in this area, as well as a police precinct at a central location in the vicinity of Heritage Park.

9. Need for additional sidewalks in heavily populated portions of this area.
10. Promote and support the establishment of a quality retirement community in this area.
11. Address drainage problems along Dave Drive, to include public health issues.

Landmarks and Traffic Generators

Parks: Heritage
Schools: Ringgold and Kenwood Elementary Schools, Kenwood Middle, Kenwood High
Attractions: Commercial development along Ft. Campbell Blvd.

Key to Land Use Codes	Peachers Mill South		Total Acres	4,406
Residential	**Planning Area # 8**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	1,631.3	37.0%	Residential	**66%**
1.20 - Improved SF Residential - greater than 5 acres	86.7	2.0%	Industrial	**1%**
1.40 - Improved Multi-family Tracts - all sizes	101.7	2.3%	Commercial	**4%**
1.50 - Mobile Home Parks - more than three units	12.4	0.3%	Pub./SemiPub.	**6%**
1.60 - Vac. SF Residential tracts - less than 15 acres	372.7	8.5%	Agri./For.	**23%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	639.7	14.5%	Floodplain*	**9%**
1.80 - Vacant tracts with multi-family use potential	47.0	1.1%		
TOTAL	**2,891.5**	**65.6%**	Total Improved	
Industrial			1,993 acres	45%
2.10 - General Industrial - improved (incl. quarries)	38.2	0.9%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	2.3	0.1%	1,120 acres	25%
TOTAL	**40.5**	**0.9%**	Other**	
Commercial			1,293 acres	29%
3.10 - Local/neighborhood	101.0	2.3%		
3.20 - Regional in scope	0.0	0.0%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	15.9	0.4%	Residential	1059.3
3.40 - Medical Services	6.1	0.1%	Industrial	2.3
3.90 - Vacant tracts with commercial use potential	58.8	1.3%	Commercial	58.8
TOTAL	**181.8**	**4.1%**	**Total**	1120.4
Pub/Semi Pub				
4.10 - Educational facilities	200.5	4.6%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	8.0	0.2%		
4.30 - Religious, Institutional & Meeting facilities	23.1	0.5%		
4.35 - Cemeteries - Public & Private	1.0	0.02%		
4.50 - General Governmental Uses	44.4	1.0%		
4.60 - Utilities - Public & Private	7.9	0.2%		
4.70 - Transportation Terminals	0.0	0.0%		
TOTAL	**284.9**	**6.5%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	1,007.1	22.9%		
TOTAL	**1,007.1**	**22.9%**		
Floodplain*				
Floodplain areas	**379**	**9%**		



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* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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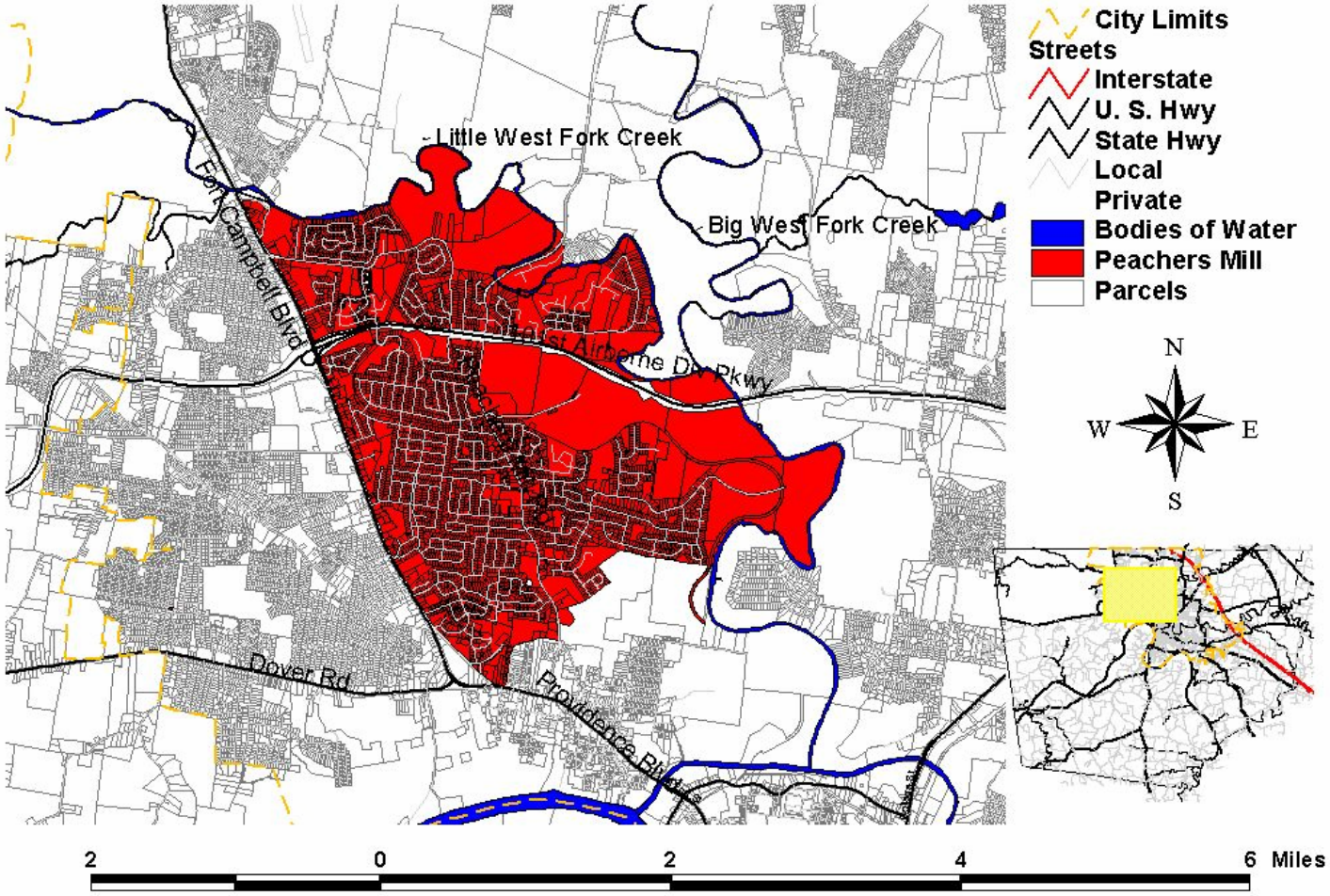
Peachers Mill Planning Area



Planning Area #9 – High Point

Boundaries – **West** – West Liberty Church Road, Oliver Road, Donaldson Creek, **North** – Highway 79 (Dover Road), **East** – Darnell Street, **South** – Cumberland River

Dominated by Dover Road (newly reconstructed and widened), High Point is a mixed-use area situated in west Clarksville. It has uses ranging from agricultural to heavy industrial (quarrying) with a scattering of several residential types including large lot single family estates to small lot mobile home parks. This area takes advantage of its Cumberland River interface with several riverfront barge-loading facilities. A major drawback to growth and development here is the fact that presently it has limited access to the City's public sewer system. This has for the near term prohibited higher density residential development in the majority of the western portion of this planning area.

Population Projection

								2000-2020	2000-2020
		1990	**2000**		**2010**		**2020**	**%**	**#**
High Point		Census	Census					**Change**	**Change**
		2,128	2,189		2,690		3,260	**48.9%**	**1,071**

Due to the mixture of land uses and lack of vital infrastructure, residential growth is projected to lag slightly behind the county average. The future extension of SR 374, a continuation of the 101st Parkway, could intensify the demand for development along the Dotsonville and York Roads in this area. If this is the case, then increased pressure will probably lead to the expansion of the sewer system as well as other urban services here.

Rating of Factors Affecting Growth

Availability of land: Average
Availability of infrastructure: Below Average
Accessibility: Average
Adequacy of housing stock: Average

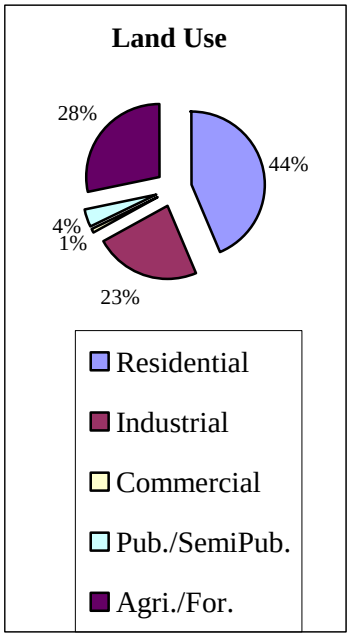
Planning Issues identified by staff and Elected Representatives

1. Better coordinate industrial expansion in the Barge Point Road area so as to reduce friction with surrounding residential developments
2. Plan for increased commercial development along U.S. 79, known locally as Dover Road
3. Improve infrastructure to facilitate higher density residential in the eastern portion of this area
4. Provide guidance and design standards for development in areas with difficult topography and/or floodplains
5. Plan for future coordination of utilities between the City and County providers

Landmarks and Traffic Generators

Parks: None
Schools: Liberty Elementary
Attractions: Commercial activity along Dover Rd; Cumberland River barge points

Key to Land Use Codes	High Point		Total Acres	3,372
Residential	**Planning Area # 9**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	523.1	15.5%	Residential	**44%**
1.20 - Improved SF Residential - greater than 5 acres	144.4	4.3%	Industrial	**23%**
1.40 - Improved Multi-family Tracts - all sizes	4.4	0.1%	Commercial	**1%**
1.50 - Mobile Home Parks - more than three units	0.0	0.0%	Pub./SemiPub.	**4%**
1.60 - Vac. SF Residential tracts - less than 15 acres	173.4	5.1%	Agri./For.	**28%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	628.8	18.6%	Floodplain*	**8%**
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%		
TOTAL	**1,474.1**	**43.7%**	Total Improved	
Industrial			1,271 acres	38%
2.10 - General Industrial - improved (incl. quarries)	782.0	23.2%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	0.0	0.0%	804 acres	24%
TOTAL	**782.0**	**23.2%**	Other**	
Commercial			1,297 acres	38%
3.10 - Local/neighborhood	27.8	0.8%		
3.20 - Regional in scope	0.0	0.0%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	0.0	0.0%	Residential	802.2
3.40 - Medical Services	0.0	0.0%	Industrial	0
3.90 - Vacant tracts with commercial use potential	2.1	0.1%	Commercial	2.1
TOTAL	**29.9**	**0.9%**	**Total**	804.3
Pub/Semi Pub				
4.10 - Educational facilities	88.9	2.6%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	0.0	0.0%		
4.30 - Religious, Institutional & Meeting facilities	2.5	0.1%		
4.35 - Cemeteries - Public & Private	0.0	0.0%		
4.50 - General Governmental Uses	0.0	0.0%		
4.60 - Utilities - Public & Private	0.0	0.0%		
4.70 - Transportation Terminals	39.0	1.2%		
TOTAL	**130.4**	**3.9%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	955.1	28.3%		
TOTAL	**955.1**	**28.3%**		
Floodplain*				
Floodplain areas	**265**	**8%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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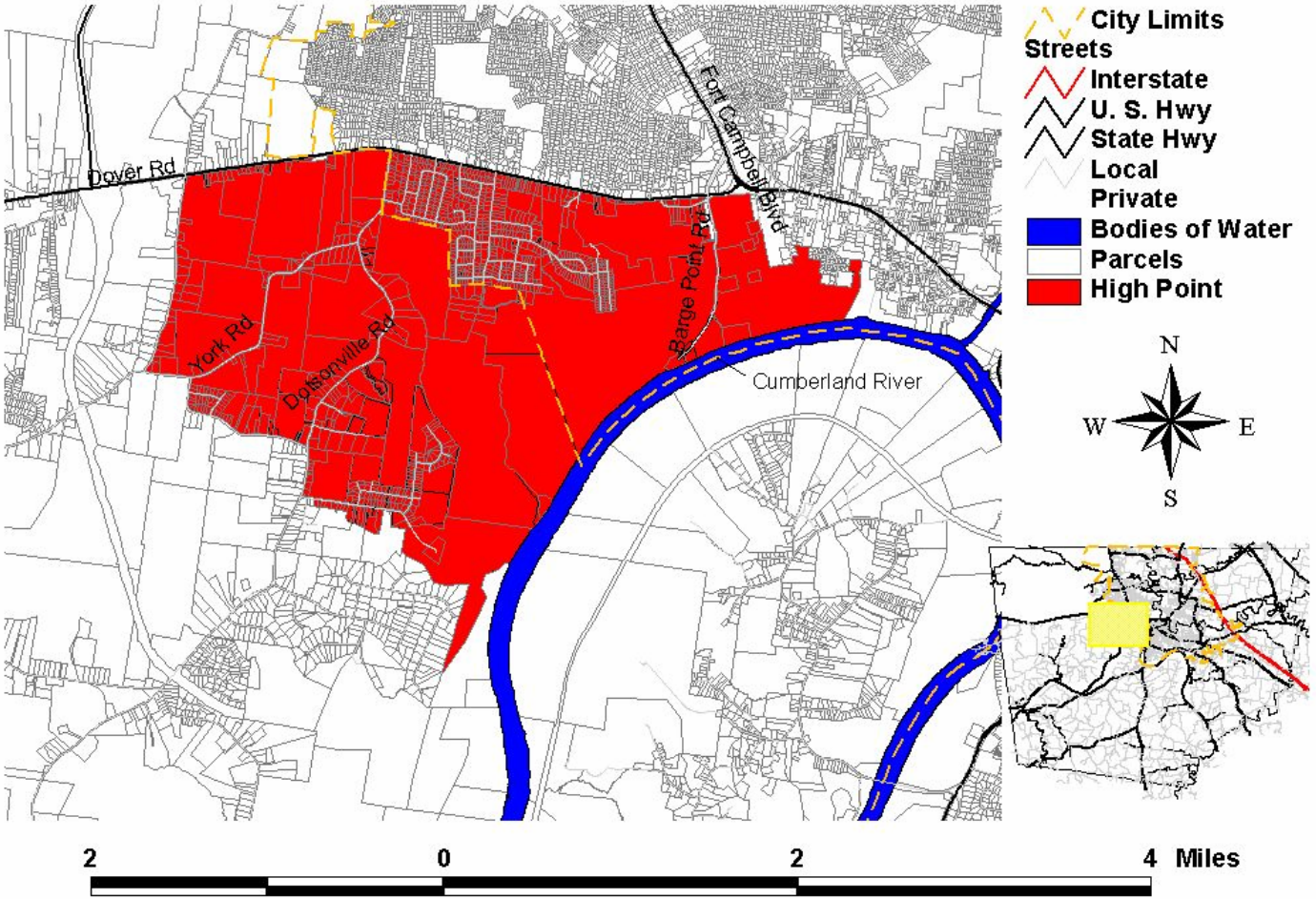
High Point Planning Area



Planning Area #10 – Lafayette Road Corridor

Boundaries – **West** – Ft. Campbell, **North** – Ft. Campbell, **East** – Ft. Campbell Blvd, **South** – Highway 79 (Dover Road)

In the decade of the 90s, this area experienced considerable residential growth. However development resistance was encountered in the form of surface drainage problems in several areas here. There is considerable room for expansion here with SR 374, designed as a northern bypass, serving as a target for resident growth. However, public sewer deficiencies are an obvious deterrent to growth that will have to be overcome before this area will be able to grow at the rate it did in the 90s.

Growth on the western and northern sides of SR 374 is further complicated by the close proximity of Sabre Heliport and its high level noise zones. The noise zones decrease the quality of life in the surrounding area and require attenuation as part of new construction. Accordingly, lower density development is thought to be the rule rather than the exception for this portion of the planning area due to difficulty in marketing.

There is a large commercial node at the intersection of SR 374 and U.S. 41A, that is anchored by several large to medium sized strip centers as well as a Super Wal-Mart. Along the U.S 41A corridor is a continuous strip of commercial developments that feed off the high traffic flows here. Cunningham Lane is fast becoming a collector road that serves a wide variety of uses including multiple schools and churches as well as several single and multi-family developments.

Population Projection

									2000-2020	**2000-2020**
		1990		**2000**		**2010**		**2020**	**%**	**#**
Lafayette Road		Census		Census					**Change**	**Change**
		11,546		15,779		17,298		19,855	**25.8%**	**4,076**

Due to the close proximity of Fort Campbell with its busy training areas, future development will need to be sensitive to the issues of light and noise pollution. The noise pollution comes from the airfield and heliport while light pollution comes from private sources off Post. Surface drainage problems exist in several portions of this area that will require engineering to allow for its future growth to reach its potential. Based upon these facts it is thought that residential growth will be below the average for the overall county. Several vacant tracts have commercial potential here, especially those located near the Wal-Mart Super Center along U.S. 41A with its enhanced access off SR 374.

Rating of Factors Affecting Growth

Availability of land: Below Average
Availability of infrastructure: Average
Accessibility: Average or above
Adequacy of housing stock: Average

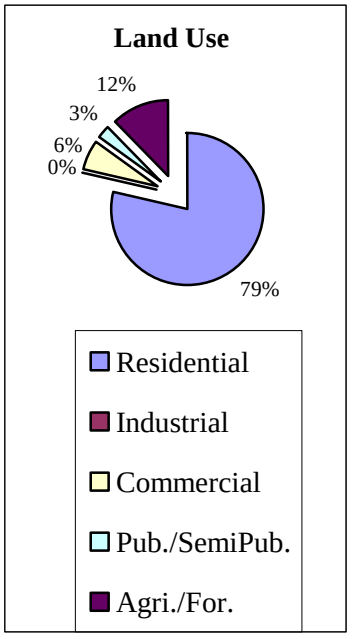
Planning Issues identified by the staff and Elected Representatives

1. Development pressures along the boundaries of Ft. Campbell, problems with noise pollution from the Post and light pollution from development impairing night-vision training exercises.
2. Surface drainage problems have been identified and are being addressed, but the Pea Patch area near Freestone and Elberta Drives still needs attention as well as particular attention toward the area draining into the Meadowbrook sinkhole.
3. Residential redevelopment issues exist along Brittan Springs and Evans Roads
4. Need for additional sidewalks in the heavily built-up portions of this area
5. Future land use issues at the intersection of SR 374 and U.S. 79, known locally as Dover Road

Landmarks and Traffic Generators

Parks: Playgrounds associated with school campuses
Schools: Minglewood Elementary, New Providence Middle, Northwest High
Attractions: Dover Crossing Commercial Center; Wal-Mart Super Center; Commercial corridors along U.S. 41A and 79.

Key to Land Use Codes	Lafayette Road		Total Acres	6,314
Residential	**Planning Area # 10**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	1,932.4	30.6%	Residential	**79%**
1.20 - Improved SF Residential - greater than 5 acres	278.0	4.4%	Industrial	**0%**
1.40 - Improved Multi-family Tracts - all sizes	90.7	1.4%	Commercial	**6%**
1.50 - Mobile Home Parks - more than three units	16.3	0.3%	Pub./SemiPub.	**3%**
1.60 - Vac. SF Residential tracts - less than 15 acres	486.0	7.7%	Agri./For.	**12%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	2,150.9	34.1%	Floodplain*	**2%**
1.80 - Vacant tracts with multi-family use potential	11.5	0.2%		
TOTAL	**4,965.8**	**78.7%**	Total Improved	
Industrial			2,554 acres	40%
2.10 - General Industrial - improved (incl. quarries)	0.0	0.0%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	0.0	0.0%	2,815 acres	45%
TOTAL	**0.0**	**0.0%**	Other**	
Commercial			946 acres	15%
3.10 - Local/neighborhood	194.0	3.1%		
3.20 - Regional in scope	33.5	0.5%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	6.2	0.1%	Residential	2648.4
3.40 - Medical Services	2.3	0.04%	Industrial	0
3.90 - Vacant tracts with commercial use potential	166.1	2.6%	Commercial	166.1
TOTAL	**402.1**	**6.4%**	**Total**	2814.5
Pub/Semi Pub				
4.10 - Educational facilities	113.3	1.8%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	0.0	0.0%		
4.30 - Religious, Institutional & Meeting facilities	62.0	1.0%		
4.35 - Cemeteries - Public & Private	1.6	0.03%		
4.50 - General Governmental Uses	1.0	0.02%		
4.60 - Utilities - Public & Private	2.6	0.04%		
4.70 - Transportation Terminals	0.0	0.0%		
TOTAL	**180.5**	**2.9%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	765.1	12.1%		
TOTAL	**765.1**	**12.1%**		
Floodplain*				
Floodplain areas	**114**	**2%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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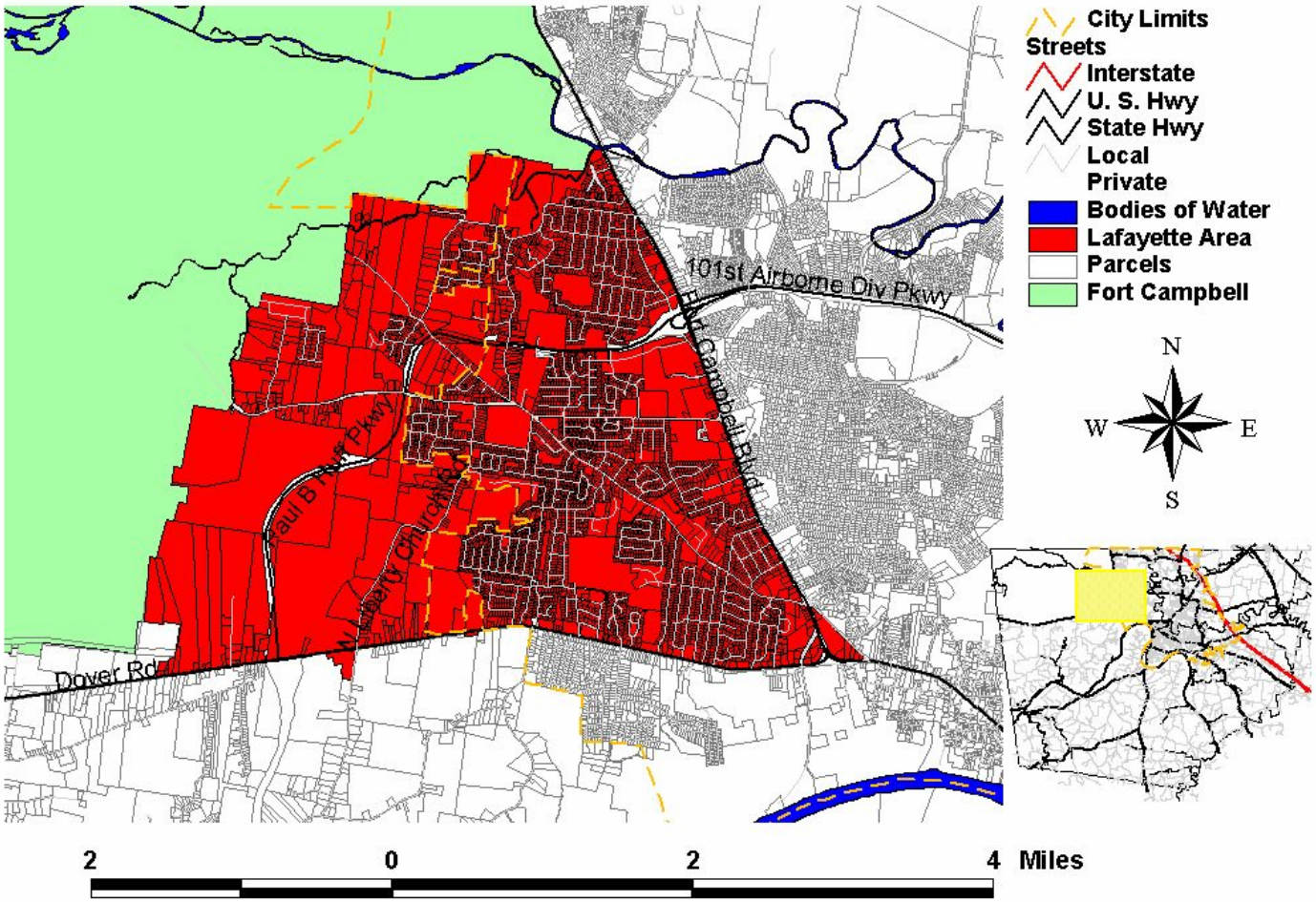
Lafayette Planning Area



Planning Area #11 – Airport

Boundaries – **West** – Fort Campbell Blvd, **North** – State & County Lines, **East** – West Fork Red River, **South** – Little Fork West Creek

This planning area is centered around John H. Outlaw Field, a publicly supported airport that provides freight and limited passenger connection services for Montgomery and surrounding counties in northern Middle Tennessee and Southwest Kentucky. The major north-south axis roads are U.S. 41A, known locally as Ft. Campbell Blvd., Tobacco Road and Peachers Mill Road. Tiny Town Road serves as the major east-west connector here. This planning area has vast amounts of open space that has a long history of agricultural and woodland uses. Some of these vacant tracts have notable topographic problems in terms of excessive slopes as well as floodplain areas associated with the Big and Little West Fork Creeks. Pembroke Place, one of the largest and most comprehensively planned residential subdivisions in Montgomery County, is located here near the Kentucky state-line.

The Airport Planning Area has long been a favorite alternative residential setting for Ft. Campbell personnel who choose to live off Post because of its convenient location. A wide range of residential housing types are available here ranging from mobile home parks that provide mobile units and lots and/or just lots, to single family, to condominiums and apartments.

Population Projection

									2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**#**
Airport		Census		Census					**Change**	**Change**
		6,118		11,091		14,712		19,964	**80.0%**	**8,873**

In the decade of the 90s, the population here nearly doubled. In looking forward, the projection shows increases above the county's overall average for the next two decades. Strong market demand coupled with available vacant land for development will allow this area to continue to grow. Its central location provides good access to most areas of the community while offering a wide array of sustaining infrastructure.

Rating of Factors Affecting Growth

Availability of land: Average
Availability of infrastructure: Above Average
Accessibility: Average
Adequacy of housing stock: Above Average

Planning Issues identified by staff and Elected Representatives

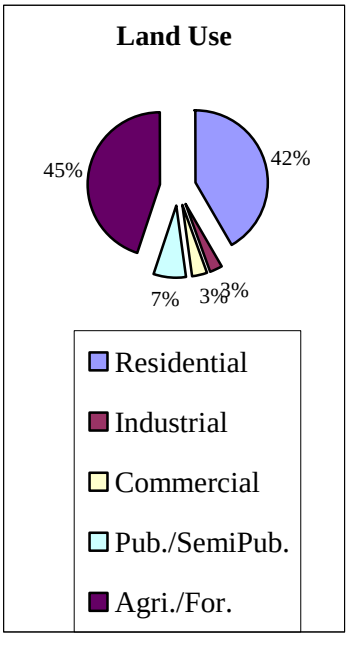
1. Pressure for continued growth of single and multi-family residential as well as commercial development in the area between Ringgold Creek and Tiny Town Road
2. Land use compatibility issues surrounding Outlaw Field (local public airport) i.e., noise, height limits and safety
3. Access to traffic concerns along Peachers Mill and Tiny Town Roads as they continue to develop
4. Major subdivision, Ashton Place, has dedicated space for a city park, a positive point for the quality of life in this portion of the area

5. Billy Dunlop to have pedestrian bridge installed to allow better public access
6. Big West Fork Creek needs a drainage study due to continued development within its basin
7. Area appears to have good access to most public utilities
8. Development issues with Ft. Campbell

Landmarks and Traffic Generators

Parks: Local small area playgrounds only
Schools: None
Attractions: Airport; Commercial corridor along U.S. 41A

Key to Land Use Codes	Airport		Total Acres	7,006
Residential	**Planning Area # 11**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	904.7	12.9%	Residential	**42%**
1.20 - Improved SF Residential - greater than 5 acres	47.6	0.7%	Industrial	**3%**
1.40 - Improved Multi-family Tracts - all sizes	56.7	0.8%	Commercial	**3%**
1.50 - Mobile Home Parks - more than three units	124.2	1.8%	Pub./SemiPub.	**7%**
1.60 - Vac. SF Residential tracts - less than 15 acres	187.3	2.7%	Agri./For.	**45%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	1,390.4	19.8%	Floodplain*	**6%**
1.80 - Vacant tracts with multi-family use potential	216.9	3.1%		
TOTAL	**2,927.8**	**41.8%**	Total Improved	
Industrial			1,323 acres	19%
2.10 - General Industrial - improved (incl. quarries)	46.0	0.7%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	137.2	2.0%	2,022 acres	29%
TOTAL	**183.2**	**2.6%**	Other**	
Commercial			3,661 acres	52%
3.10 - Local/neighborhood	133.1	1.9%		
3.20 - Regional in scope	3.0	0.04%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	7.8	0.1%	Residential	1794.6
3.40 - Medical Services	0.0	0.0%	Industrial	137.2
3.90 - Vacant tracts with commercial use potential	89.7	1.3%	Commercial	89.7
TOTAL	**233.6**	**3.3%**	**Total**	2021.5
Pub/Semi Pub				
4.10 - Educational facilities	34.2	0.5%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	0.0	0.0%		
4.30 - Religious, Institutional & Meeting facilities	24.9	0.4%		
4.35 - Cemeteries - Public & Private	0.3	0.004%		
4.50 - General Governmental Uses	64.5	0.9%		
4.60 - Utilities - Public & Private	1.5	0.02%		
4.70 - Transportation Terminals	382.7	5.5%		
TOTAL	**508.1**	**7.3%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%		
5.15 - Vacant or improved tracts - greater than 15 ac.	3,153.2	45.0%		
TOTAL	**3,153.2**	**45.0%**		
Floodplain*				
Floodplain areas	**455**	**6%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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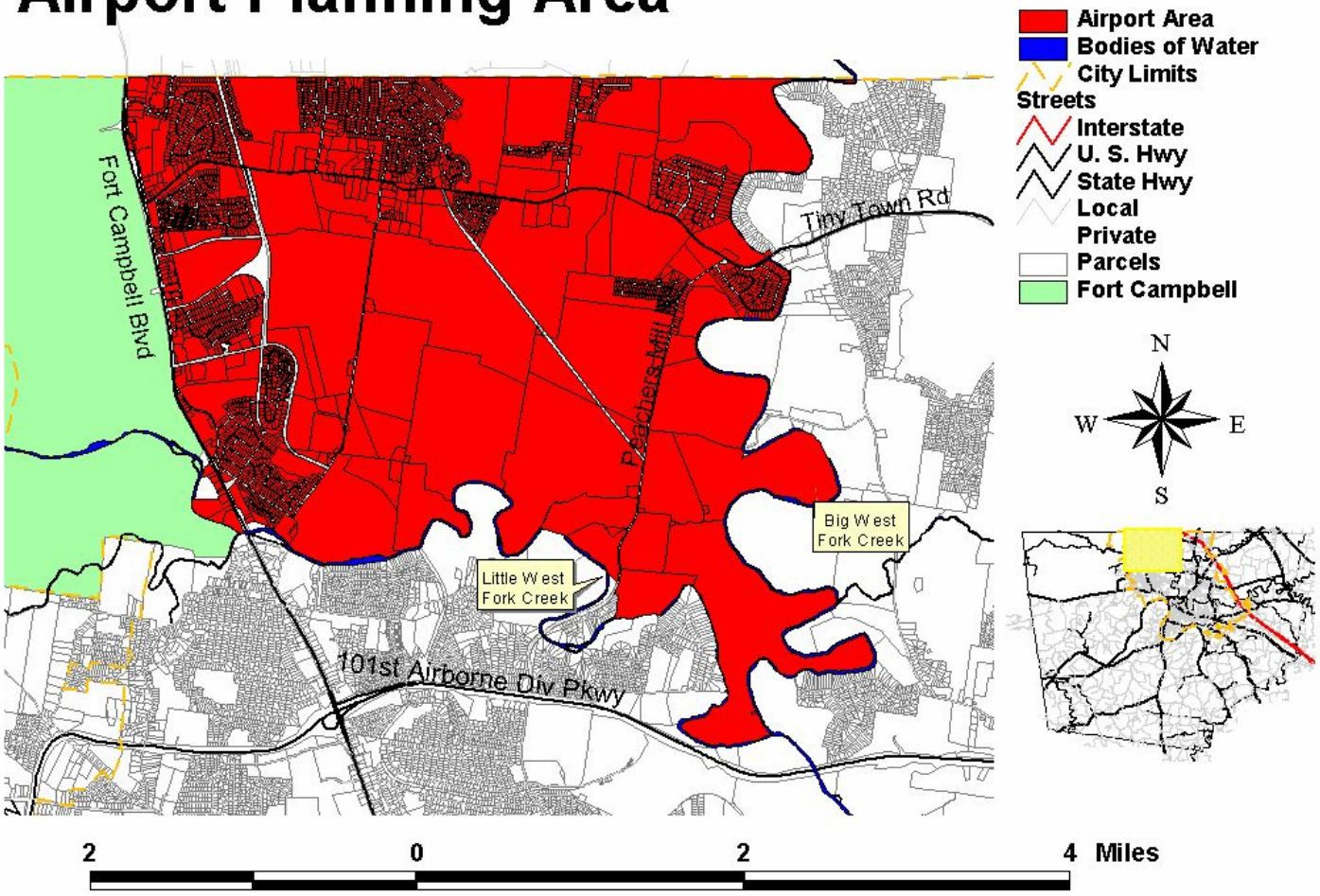
Airport Planning Area



Planning Area #12 – Trenton Road Corridor

Boundaries – **West** – West Fork Red River, **North** – State & County Lines, **East** – Wilma Rudolph Blvd and R. J. Corman Railroad, **South** – Red River

The dominant transportation corridor in this area is Interstate 24, strongly supported by U.S. 79, known locally as Wilma Rudolph Blvd. Increasing in its importance is SR 374, or the 101st Airborne Parkway, which should be widened to accommodate more traffic sometime in 2005. Trenton Road is a major north-south route in this area, providing access to the Northeast school complex as well as Interstate 24 from the main body of the City. The extension of sewer to the north side of Interstate 24 allowed the subdivision of vacant land in that area, which has spurred development here. Exit 1 interchange at I-24 and Trenton Road has just started to heat up here in the early 2000s with commercial type development. Prior to this period, the higher intensity land uses in the area tended to be light industrial in nature.

The western portion of Exit 4 also falls within this planning area. Since the construction of the Governor's Square Mall here, this interchange area has been the place to be for higher intensity commercial of all types. With land becoming scarce on the south side of the Interstate, pressure is increasing to extend to the north side. Should the trend continue both this planning area as well as the Rossview Road Corridor will face expansion pressure. This area has taken on a regional significance and serves several surrounding counties in Tennessee and Kentucky with its strong retailing, restaurant and entertainment offerings.

There have been several large tracts that were active farms in the 80s and 90s and have now been zoned for residential and mixed uses. These should be coming on line within the next decade, bolstering the previous growth here to even new heights. Infrastructure will be of prime consideration, but with continued demand for housing and supporting commercial, developers and utility providers should be able to justify the necessary extensions.

Spring Creek and the Big West Fork Creek have created sizable areas of floodplain here and increased pressure to develop here will only tend to make this situation more critical to address. Currently the growth pattern is to infill the larger tract between the Red River to the south and the newer areas skirting Exit 1 interchange.

Population Projection

								2000-2020	**2000-2020**
		1990		**2000**		**2010**		**2020**	**%**	**#**
Trenton Road		Census		Census					**Change**	**Change**
		5,748		13,700		22,008		29,215	**113.2%**	**15,515**

The population in this planning area more than doubled during the decade of the 90s. Indications in terms of building permit data and lots created on preliminary plats, show that demand in this area is still strong and that the pace of development may well pick up in this decade. Given the availability of open land, and the City commitment to the provision of infrastructure beyond Interstate 24, residential, commercial and industrial development are all for the most part economically feasible. Environmental considerations will become more critical in the selection of development tracts here but the deterrents here do not appear to be anymore severe than what exists in the other fast growing areas in Montgomery County.

Rating of Factors Affecting Growth

Availability of land: Above Average
Availability of infrastructure: Above Average
Accessibility: Average
Adequacy of housing stock: Above Average

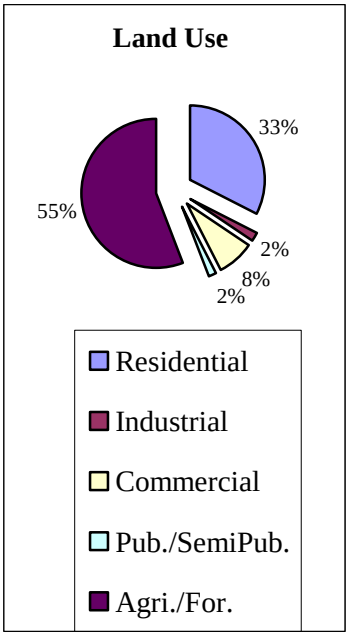
Planning Issues identified by staff and Elected Representatives

1. Area of high population growth well into the foreseeable future
2. Pressure for all types of development along Trenton, Tiny Town Roads as well as U.S. 79 segment known locally as Wilma Rudolph Blvd
3. Increased traffic along Trenton Road warrants it inclusion on APR list (traffic study for future improvement)
4. Big West Fork and Spring Creeks need drainage studies
5. Land use issues with Clarksville Speedway and encroaching residential development (noise, light and traffic)
6. Land use compatibility issues along Tiny Town road created by uneven application of different intensity zone districts
7. Improve commercial design standards along U.S. 79 from the Red River north to the 101st Parkway
8. Strive to improve emergency response times in the rural area, particularly fire fighting services by increasing access to high pressure water sources

Landmarks and Traffic Generators

Parks: Billy Dunlop Park
Schools: St. Bethlehem, Glenellen, Northeast, Hazelwood Elementary Schools, Northeast Middle, Northeast High
Attractions: Commercial corridor along U.S. 79 and nodes along SR 374, Western portion of Exit 4 at I-24.

Key to Land Use Codes	Trenton Road Corridor		Total Acres	19,415
Residential	**Planning Area # 12**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	1,836.3	9.5%	Residential	**33%**
1.20 - Improved SF Residential - greater than 5 acres	538.9	2.8%	Industrial	**2%**
1.40 - Improved Multi-family Tracts - all sizes	53.2	0.3%	Commercial	**8%**
1.50 - Mobile Home Parks - more than three units	17.0	0.1%	Pub./SemiPub.	**2%**
1.60 - Vac. SF Residential tracts - less than 15 acres	940.4	4.8%	Agri./For.	**56%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	2,940.5	15.1%	Floodplain*	**3%**
1.80 - Vacant tracts with multi-family use potential	8.3	0.04%		
TOTAL	**6,334.6**	**32.6%**	Total Improved	
Industrial			3,115 acres	16%
2.10 - General Industrial - improved (incl. quarries)	240.9	1.2%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	137.2	0.7%	5,142 acres	26%
TOTAL	**378.1**	**1.9%**	Other**	
Commercial			11,158 acres	57%
3.10 - Local/neighborhood	387.1	2.0%		
3.20 - Regional in scope	26.2	0.1%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	34.5	0.2%	Residential	3898
3.40 - Medical Services	3.7	0.02%	Industrial	137.2
3.90 - Vacant tracts with commercial use potential	1,107.1	5.7%	Commercial	1107.1
TOTAL	**1,558.6**	**8.0%**	**Total**	5142.3
Pub/Semi Pub				
4.10 - Educational facilities	104.3	0.5%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	93.3	0.5%		
4.30 - Religious, Institutional & Meeting facilities	41.5	0.2%		
4.35 - Cemeteries - Public & Private	3.9	0.02%		
4.50 - General Governmental Uses	41.3	0.2%		
4.60 - Utilities - Public & Private	6.9	0.04%		
4.70 - Transportation Terminals	5.9	0.03%		
TOTAL	**297.1**	**1.5%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	106.1	0.5%		
5.15 - Vacant or improved tracts - greater than 15 ac.	10,740.2	55.3%		
TOTAL	**10,846.3**	**55.9%**		
Floodplain*				
Floodplain areas	**546**	**3%**		

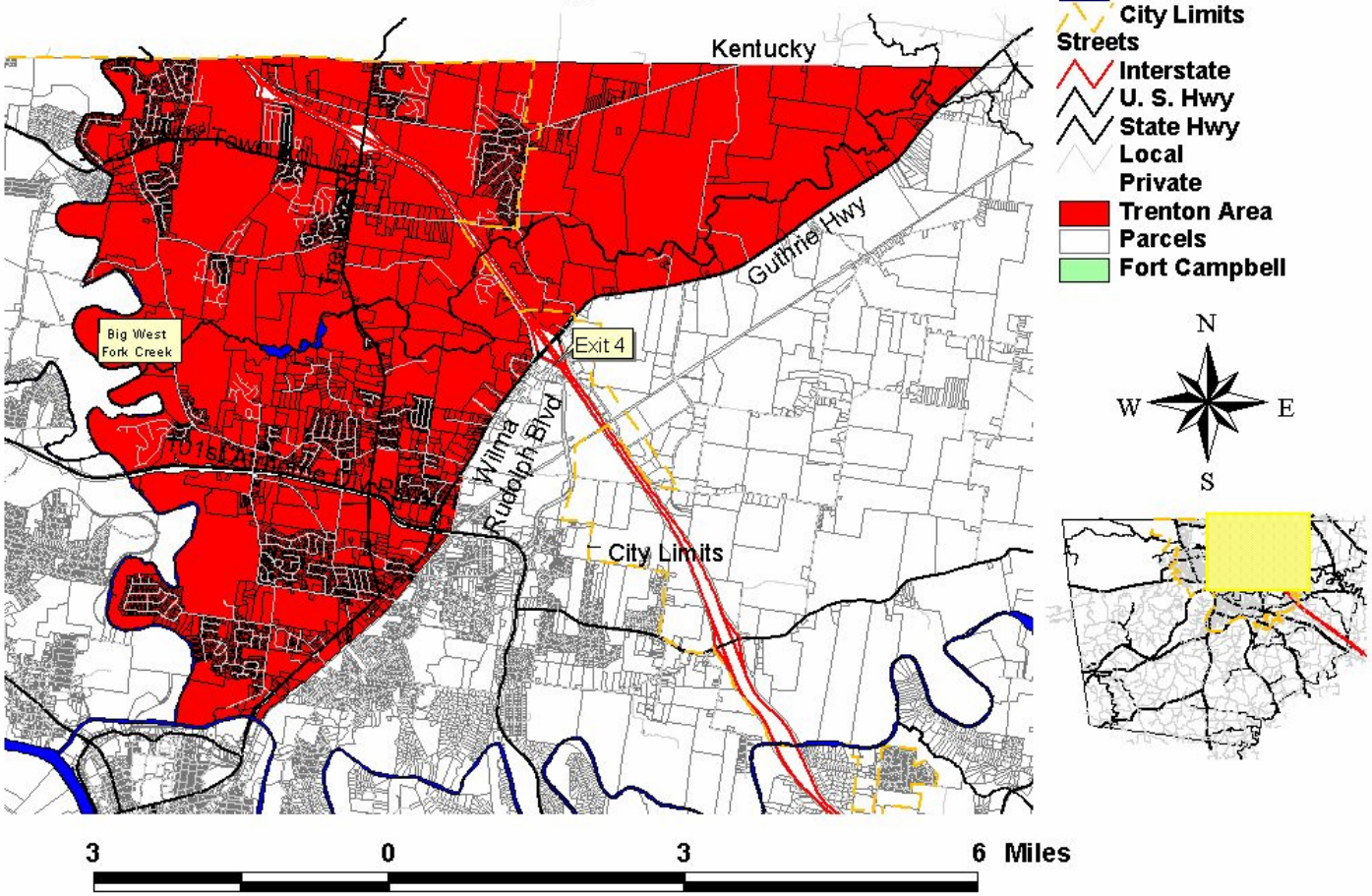


Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

Trenton Planning Area



Planning Area #13 – Rossview Road Corridor

Boundaries – **West** – Wilma Rudolph Blvd and R. J. Corman Railroad, **North** – State & County Lines, **East** – County Line, **South** – Red River

This is one of the most diversified areas of the county in terms of land use. It has the best remaining agricultural land; the majority of the large-scale industrial employers, a large portion of the commercial base along U.S. 79, including the Governor's Square Mall, and several large-scale single and multi-family residential developments. Infrastructure extensions to the industrial park have been in place for the last decade and form the basis for a strong thrust in the future for serving additional residential in this fast growing area, particularly on the west side of the Interstate along Rossview Road.

This area borders Kentucky along its northern boundary and includes South Guthrie, a suburb of the City of Guthrie, Kentucky. This is small but relatively densely developed area of the county that is dependent upon out of state infrastructure.

There are several sizable areas of floodplain along the banks of the Red River that would complicate development here. The topography is not a critical problem to development in this planning area as most sloping tracts are best described as rolling as opposed to steep. Poor soils for urban type development exist in the southern portion of the area that will probably dictate an overall lower potential for higher intensity land uses.

Population Projection

									2000-2020	2000-2020
		1990		2000		2010		2020	%	#
Rossview Road		Census		Census					**Change**	**Change**
		6,165		9,092		12,090		14,146	**55.6%**	**5,054**

The projection indicates that the Rossview Road Planning Area will continue to be one of the fastest growing sectors in Montgomery County through at least the next two decades. Its growth rate is substantially higher than the overall rate for the county as a whole as residential development has flourished in this area over the decade of the 90s.

Rating of Factors Affecting Growth

Availability of land: Above Average
Availability of infrastructure: Above Average
Accessibility: Average
Adequacy of housing stock: Above Average

Planning Issues identified by staff and Elected Representatives

1. Strive to improve emergency response times in the rural area, particularly fire fighting services by increasing access to high pressure water sources
2. Identify and target infrastructure inadequacies to sustain and promote higher standards for development
3. Large areas of poor soils for urban type development as well as sizable areas of identified wetlands

4. Substantial impact of expansion of industrial park southward from U.S. 79 to Exit 8 of Interstate 24
5. Impact on development pattern as Ted Crozier, Sr Blvd develops between Holiday Drive and Warfield Blvd
6. Industrial expansion along U.S. 79 from International Blvd northward will generate land use and utility expansion issues
7. Redevelopment issues exist in the South Guthrie Planned Growth Area
8. Preservation of the historic district surrounding Port Royal State Park
9. Development pressure in prime farmland areas

Landmarks and Traffic Generators

Parks: Swan Lake Golf Course/Facilities; Civitan Park/Athletic Fields; Port Royal State Park; Dunbar Cave State Park
Schools: Rossview Middle and Rossview High School
Attractions: City/County Industrial Park; Commercial corridor along U.S. 79 and Warfield Blvd, Eastern portion of Exit 4 at I-24.

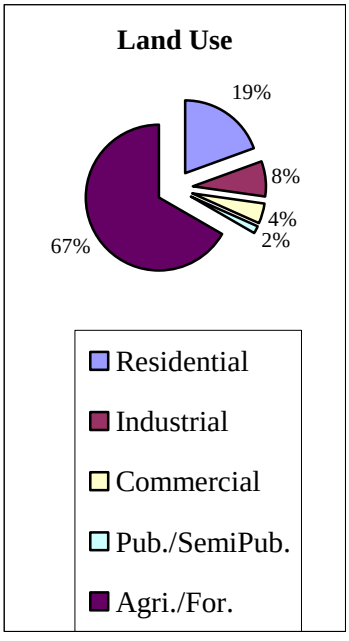
Key to Land Use Codes	Rossview Road Corridor	Total Acres 33,921
Residential	**Planning Area # 13**	***At a Glance***

	Acres	*% of Total*
1.01 - Improved SF Residential - less than 5 acres	2,068.2	6.1%
1.20 - Improved SF Residential - greater than 5 acres	789.3	2.3%
1.40 - Improved Multi-family Tracts - all sizes	46.1	0.1%
1.50 - Mobile Home Parks - more than three units	0.0	0.0%
1.60 - Vac. SF Residential tracts - less than 15 acres	1,025.5	3.0%
1.70 - Vac. SF Res. tracts - greater than 15 acres	2,547.3	7.5%
1.80 - Vacant tracts with multi-family use potential	106.3	0.3%
TOTAL	**6,582.7**	**19.4%**
Industrial		
2.10 - General Industrial - improved (incl. quarries)	756.7	2.2%
2.15 - Vacant tracts with industrial use potential	1,911.6	5.6%
TOTAL	**2,668.3**	**7.9%**
Commercial		
3.10 - Local/neighborhood	538.4	1.6%
3.20 - Regional in scope	113.2	0.3%
3.30 - Hotels/Motels/Daycare facilities	31.2	0.1%
3.40 - Medical Services	10.3	0.03%
3.90 - Vacant tracts with commercial use potential	782.4	2.3%
TOTAL	**1,475.5**	**4.3%**
Pub/Semi Pub		
4.10 - Educational facilities	86.7	0.3%
4.15 - Austin Peay State University Properties	1.6	0.005%
4.20 - Parks, Recreational & Natural Areas	371.8	1.1%
4.30 - Religious, Institutional & Meeting facilities	40.8	0.1%
4.35 - Cemeteries - Public & Private	12.0	0.04%
4.50 - General Governmental Uses	69.1	0.2%
4.60 - Utilities - Public & Private	5.7	0.02%
4.70 - Transportation Terminals	0.0	0.0%
TOTAL	**587.7**	**1.7%**
Agricultural/Forest		
5.10 - Vacant agri/for. tracts - less than 15 acres	179.5	0.5%
5.15 - Vacant or improved tracts - greater than 15 ac.	22,426.9	66.1%
TOTAL	**22,606.4**	**66.6%**
Floodplain*		
Floodplain areas	**1920**	**6%**

Land Use Breakdown	
Residential	**19%**
Industrial	**8%**
Commercial	**4%**
Pub./SemiPub.	**2%**
Agri./For.	**67%**
Floodplain*	**6%**

Total Improved	
4,332 acres	13%
Total Vacant	
6,373 acres	19%
Other**	
23,216 acres	68%

Vacant Acres by Type	
Residential	3679.1
Industrial	1911.6
Commercial	782.4
Total	6373.1

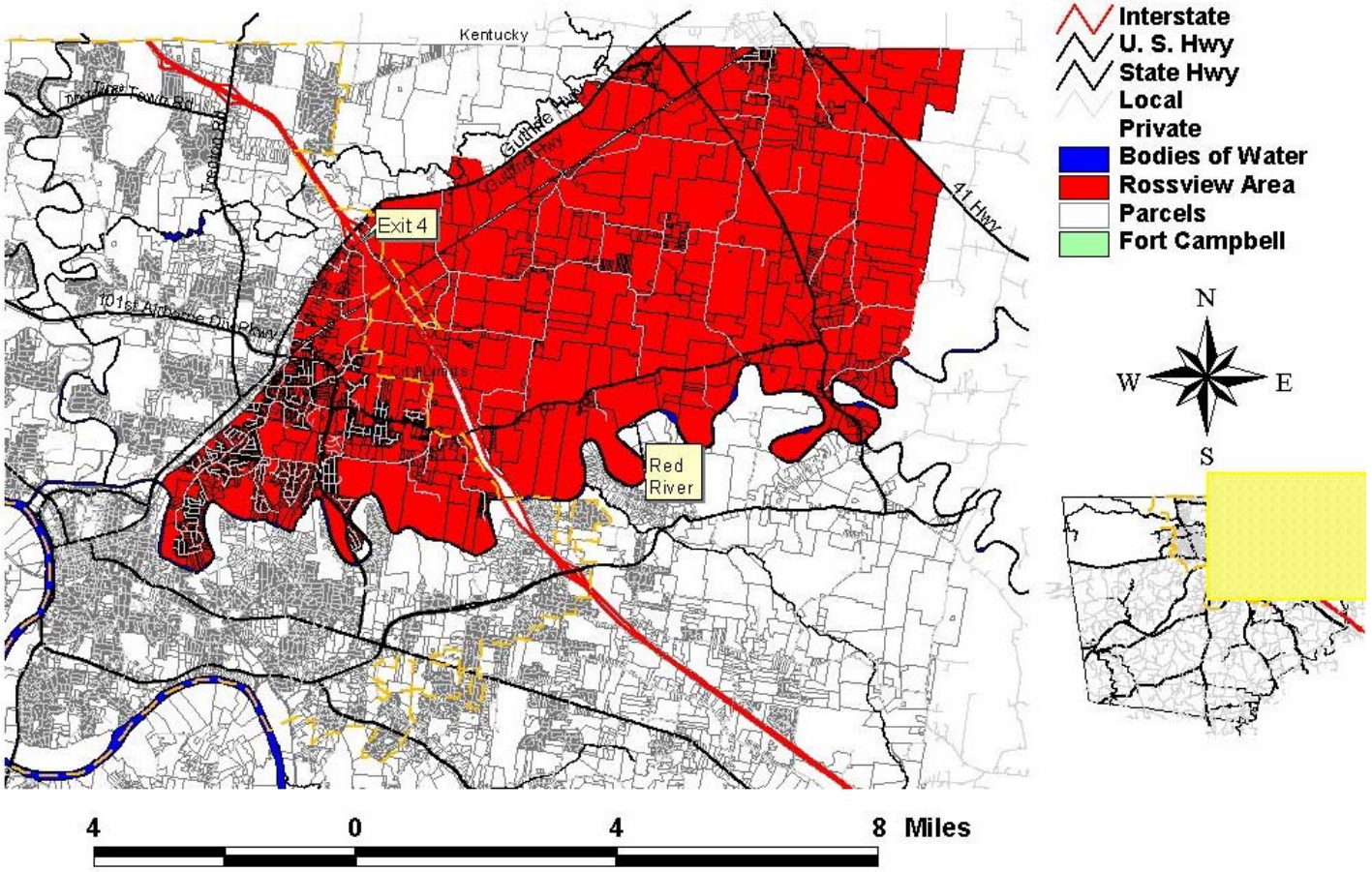


Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

Rossview Planning Area



Planning Area #14 – Sango

Boundaries – **West** – Warfield Blvd, Highway 76 and Wall Branch, **North** – Red River, **East** – County Line, **South** – Cumberland River

The Sango Planning Area has long been touted as a growth sector for the County. U.S. 41A South is the major east-west corridor spanning this area, and for many years before the construction of the Interstate, was the major linkage route to Davidson County and Nashville. Anticipatory commercial zoning along this corridor has lain in wait since the late 70s and is just now starting to receive attention. Strong residential growth has taken place in several portions of the Sango Planning Area and is now providing an impetus for higher intensity uses necessary to support it. The City proper has several large-scale shopping centers situated near to provide convenient access to goods and services but as development takes place further out, commercial development will traditionally follow in response to demand. SR 12 is also a corridor that has exhibited growth over the last two decades. It provides good linkage to employment, shopping and schools and should continue to support future growth in this portion of the planning Area.

Exit 11 of Interstate 24 is taking some of the development overflow from Exit 4 as the latter is quickly running out of prime sites south of the interstate right of way. Restaurants that feed off increasing numbers of motel rooms as well as higher density residential developments are making an impact in this portion of the Sango Planning Area. Presently however, the growth is primarily situated on the western side of the Interstate here.

Areas close to and adjoining the Cumberland and Red River are subject to periodic flooding. Topography in this area of the county varies greatly, ranging from the rolling characteristics of the farmlands in northeast Montgomery to the steeply sloped areas to be found in the southern areas of the county. These are complicating factors that will have to be dealt with in order to insure sustainable development here in the future. Infrastructure, including public sewer, is making its way out the U.S. 41A corridor where it can fan out to other adjacent area as the demand dictates. Increase density in development patterns will require this support in the future. Onsite septic in this area is a question mark and must be given careful consideration in most instances. Innovative onsite sewer collection and disposal systems are proposed for this area. Key to this functionality is the fact that this is a private initiative and the company or companies involved will need a coordinated effort to make it physically and economically feasible on a scale to make impact here as well as in other rural areas of Montgomery County.

Population Projection

									2000-2020	**2000-2020**
		1990		**2000**		**2010**		**2020**	**%**	**#**
Sango		Census		Census					**Change**	**Change**
		8,328		14,728		18,792		27,969	**89.9%**	**13,241**

The growth rate projected for this area is well above the overall county average. Recent rezoning requests for both higher density residential as well as commercial have met with opposition here as the local perception is that the area is changing to rapidly and losing its character. Development pressure however does appear to be on the rise as demand for new housing here is strong in certain price ranges.

Rating of Factors Affecting Growth

Availability of land: Above Average
Availability of infrastructure: Average
Accessibility: Average
Adequacy of housing stock: Above Average

Planning Issues identified by staff and Elected Representatives

1. Strive to improve emergency response times in the rural area, particularly fire fighting services by increasing access to high pressure water sources
2. Improve Rotary Park in terms of types and range of amenities
3. Pressure for the development of prime farm land
4. Infrastructure inadequacies – lack of public sewerage system in some portions of this area
5. Alternative sewerage system could change development patterns by increasing density in areas where only on-site septic was thought to be available
6. Area is very automobile oriented, needs pedestrian ways with meaningful destinations, i.e. schools
7. Impact of the widening of U.S. 41A
8. Commercial development pressure from Richview Road to Sango Road
9. Access issues exist along a large portion of the U.S. 41A frontage
10. Strong neighborhood cohesion exhibited here
11. Future impact of Interstate 840

Landmarks and Traffic Generators

Parks: Eastland Green Lake Golf Course/Facilities (private); Rotary Park; Small portion of Port Royal State Park
Schools: Richview Middle, Clarksville High School, Sango and East Montgomery Elementary Schools
Attractions: Commercial corridors along SR 76, Richview Drive and U.S. 41A; Exit 11 of I-24

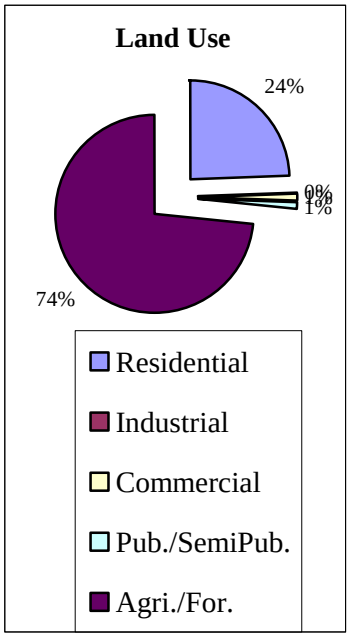
Key to Land Use Codes	Sango	Total Acres	56,156
Residential	**Planning Area # 14**	***At a Glance***	

	Acres	*% of Total*
1.01 - Improved SF Residential - less than 5 acres	4,246.5	7.6%
1.20 - Improved SF Residential - greater than 5 acres	2,690.9	4.8%
1.40 - Improved Multi-family Tracts - all sizes	59.3	0.1%
1.50 - Mobile Home Parks - more than three units	1.5	0.003%
1.60 - Vac. SF Residential tracts - less than 15 acres	2,567.2	4.6%
1.70 - Vac. SF Res. tracts - greater than 15 acres	4,179.5	7.4%
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%
TOTAL	**13,744.9**	**24.5%**
Industrial		
2.10 - General Industrial - improved (incl. quarries)	16.7	0.03%
2.15 - Vacant tracts with industrial use potential	4.5	0.01%
TOTAL	**21.2**	**0.0%**
Commercial		
3.10 - Local/neighborhood	316.5	0.6%
3.20 - Regional in scope	2.6	0.005%
3.30 - Hotels/Motels/Daycare facilities	12.6	0.02%
3.40 - Medical Services	18.5	0.03%
3.90 - Vacant tracts with commercial use potential	265.9	0.5%
TOTAL	**616.1**	**1.1%**
Pub/Semi Pub		
4.10 - Educational facilities	97.6	0.2%
4.15 - Austin Peay State University Properties	0.0	0.0%
4.20 - Parks, Recreational & Natural Areas	302.3	0.5%
4.30 - Religious, Institutional & Meeting facilities	105.1	0.2%
4.35 - Cemeteries - Public & Private	68.7	0.1%
4.50 - General Governmental Uses	30.0	0.1%
4.60 - Utilities - Public & Private	5.8	0.01%
4.70 - Transportation Terminals	0.0	0.0%
TOTAL	**609.5**	**1.1%**
Agricultural/Forest		
5.10 - Vacant agri/for. tracts - less than 15 acres	521.9	0.9%
5.15 - Vacant or improved tracts - greater than 15 ac.	40,642.3	72.4%
TOTAL	**41,164.2**	**73.3%**
Floodplain*		
Floodplain areas	**2745**	**5%**

Land Use Breakdown	
Residential	**24%**
Industrial	**0%**
Commercial	**1%**
Pub./SemiPub.	**1%**
Agri./For.	**73%**
Floodplain*	**5%**

Total Improved	
7,365 acres	13%
Total Vacant	
7,017 acres	12%
Other**	
41,774 acres	74%

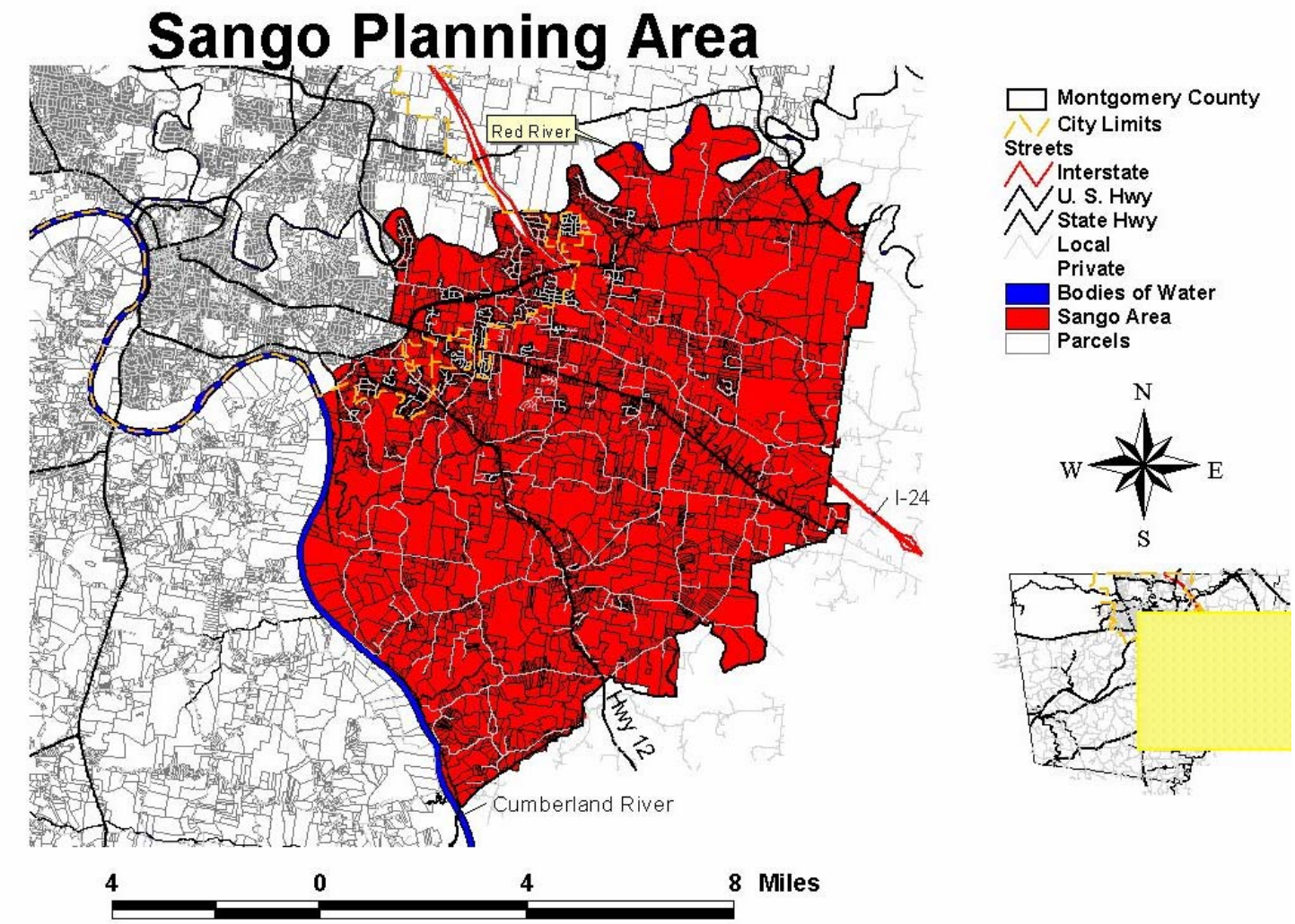
Vacant Acres by Type	
Residential	6746.7
Industrial	4.5
Commercial	265.9
Total	7017.1



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.


Sango Planning Area
Red River
I-24
Hwy 12
Cumberland River
4
0
4
8 Miles
Montgomery County
City Limits
Streets
Interstate
U. S. Hwy
State Hwy
Local
Private
Bodies of Water
Sango Area
Parcels
N
W
E
S

Planning Area #15 – Cumberland River South

Boundaries – **West -** County Line, **North** – Cumberland River, **East** – County Line, **South** – County Line

This area of the county is presently one of the least densely populated. A reason for this is the fact that it is on the opposite side of the Cumberland River from the majority of the City proper. Bridges needed to cross the river and establish linkages are very expensive and this has complicated travel patterns here. Currently there are two bridges, one for the Zinc Plant Road crossing and one for highways SR 13 and 48. Future roadway plans include a third bridge as part of the SR 374 extension to Highway 149, scheduled within the next decade. Another reason for the lower density of development is the fact that no public sewer is currently in place in this planning area. The City of Clarksville is the only entity that has such facilities and it has not had a compelling reason to cross the Cumberland to provide service up to this point in time.

Pasminco Zinc is the largest industrial employer in the county outside the City-County Industrial Park. It has rail, highway and riverfront interfaces for the transportation of its products from its location in the north central part of this planning area. World market prices for zinc tend to be highly cyclical, making this type of operation periodically unstable. Long-term employment prospects tend to be cloudy during these periods. This operation has a long history here, but with its current international ownership, the world economy is of keen interest and will bear heavy on the future of this operation.

With its 38+ miles of shoreline along the Cumberland River, this planning area has considerable areas of floodplain. Couple this with the fact that this area has some of the roughest terrain in Montgomery County and it is easy to see that development here needs careful scrutiny and guidance. However, this area with its lower density of development provides some of the more picturesque vistas in all of Middle Tennessee and has great potential for providing secluded and remote home sites that appeal to many people. Therefore while growth here may be slow, it will remain steady due to the availability of land and/or home sites over the timeframe of this study.

Population Projection

									2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**#**
Cumberland River South		Census		Census					**Change**	**Change**
		10,560		12,368		14,199		18,698	**51.2%**	**6,330**

The population growth here is just slightly less than the county's overall average growth rate. Moderate to slight development pressure will continue here for the reasons outlined above. When the continuation of SR 374 takes place, growth patterns will most likely change as better linkage is established with a new bridge over the Cumberland. However, the strongest stimulus to growth here will be the widespread provision of public sewer, so higher density can be achieved within smaller areas, just as inside the City limits. The adjoining Sango Planning Area has the potential for private sewer collection and disposal system. Should this system succeed in the marketplace and gain developers' support, development patterns here could be altered in a relatively short period of time.

Rating of Factors Affecting Growth

Availability of land: Above Average
Availability of infrastructure: Below Average
Accessibility: Below Average
Adequacy of housing stock: Average

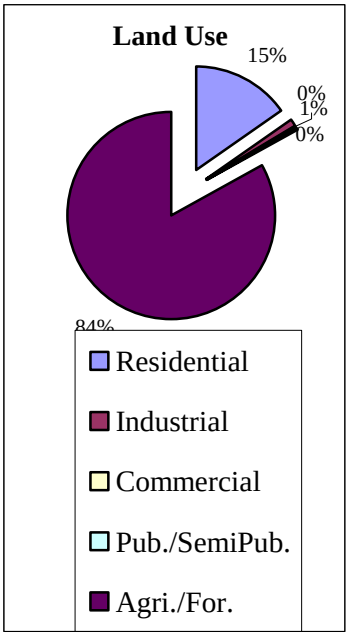
Planning Issues identified by staff and Elected Representatives

1. Strive to improve emergency response times in the rural area, particularly fire fighting services by increasing access to high pressure water sources
2. Lack of public sewerage system south of the Cumberland River
3. Lack of public recreational areas – Lock B boat ramp and recreation area need enhancement
4. Impact of development of private barge point at Hematite
5. Impact of extension of SR 374 to SR 149 and beyond
6. Redevelopment issues in Cumberland Heights
7. Difficult topography with several areas of excessive slopes and sizable areas of floodplain along the Cumberland
8. Consideration should be given to potentially allowing duplexes within the Planned Growth Areas

Landmarks and Traffic Generators

Parks: No freestanding parks but school playgrounds are available
Schools: Cumberland Heights Elementary and Montgomery Central Elementary, Middle and High Schools
Attractions: Pasminco Zinc Plant; Commercial corridor along north SR 13 & 48

Key to Land Use Codes	Cumberland River South		Total Acres	108,790
Residential	**Planning Area # 15**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	4,756.6	4.4%	Residential	**15%**
1.20 - Improved SF Residential - greater than 5 acres	3,820.1	3.5%	Industrial	**1%**
1.40 - Improved Multi-family Tracts - all sizes	27.5	0.03%	Commercial	**0%**
1.50 - Mobile Home Parks - more than three units	79.8	0.1%	Pub./SemiPub.	**0%**
1.60 - Vac. SF Residential tracts - less than 15 acres	3,769.2	3.5%	Agri./For.	**83%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	4,288.8	3.9%	Floodplain*	**10%**
1.80 - Vacant tracts with multi-family use potential	2.8	0.003%		
TOTAL	**16,744.8**	**15.4%**	Total Improved	
Industrial			9,511 acres	9%
2.10 - General Industrial - improved (incl. quarries)	605.4	0.6%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	480.1	0.4%	8,569 acres	8%
TOTAL	**1,085.5**	**1.0%**	Other**	
Commercial			90,710 acres	83%
3.10 - Local/neighborhood	176.5	0.2%		
3.20 - Regional in scope	36.5	0.03%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	6.7	0.01%	Residential	8060.8
3.40 - Medical Services	1.7	0.002%	Industrial	480.1
3.90 - Vacant tracts with commercial use potential	28.5	0.03%	Commercial	28.5
TOTAL	**249.9**	**0.2%**	**Total**	8569.4
Pub/Semi Pub				
4.10 - Educational facilities	120.6	0.1%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	4.0	0.004%		
4.30 - Religious, Institutional & Meeting facilities	146.5	0.1%		
4.35 - Cemeteries - Public & Private	39.1	0.04%		
4.50 - General Governmental Uses	15.8	0.01%		
4.60 - Utilities - Public & Private	11.0	0.01%		
4.70 - Transportation Terminals	1.0	0.001%		
TOTAL	**338.0**	**0.3%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	927.5	0.9%		
5.15 - Vacant or improved tracts - greater than 15 ac.	89,442.4	82.2%		
TOTAL	**90,369.9**	**83.1%**		
Floodplain*				
Floodplain areas	**10399**	**10%**		

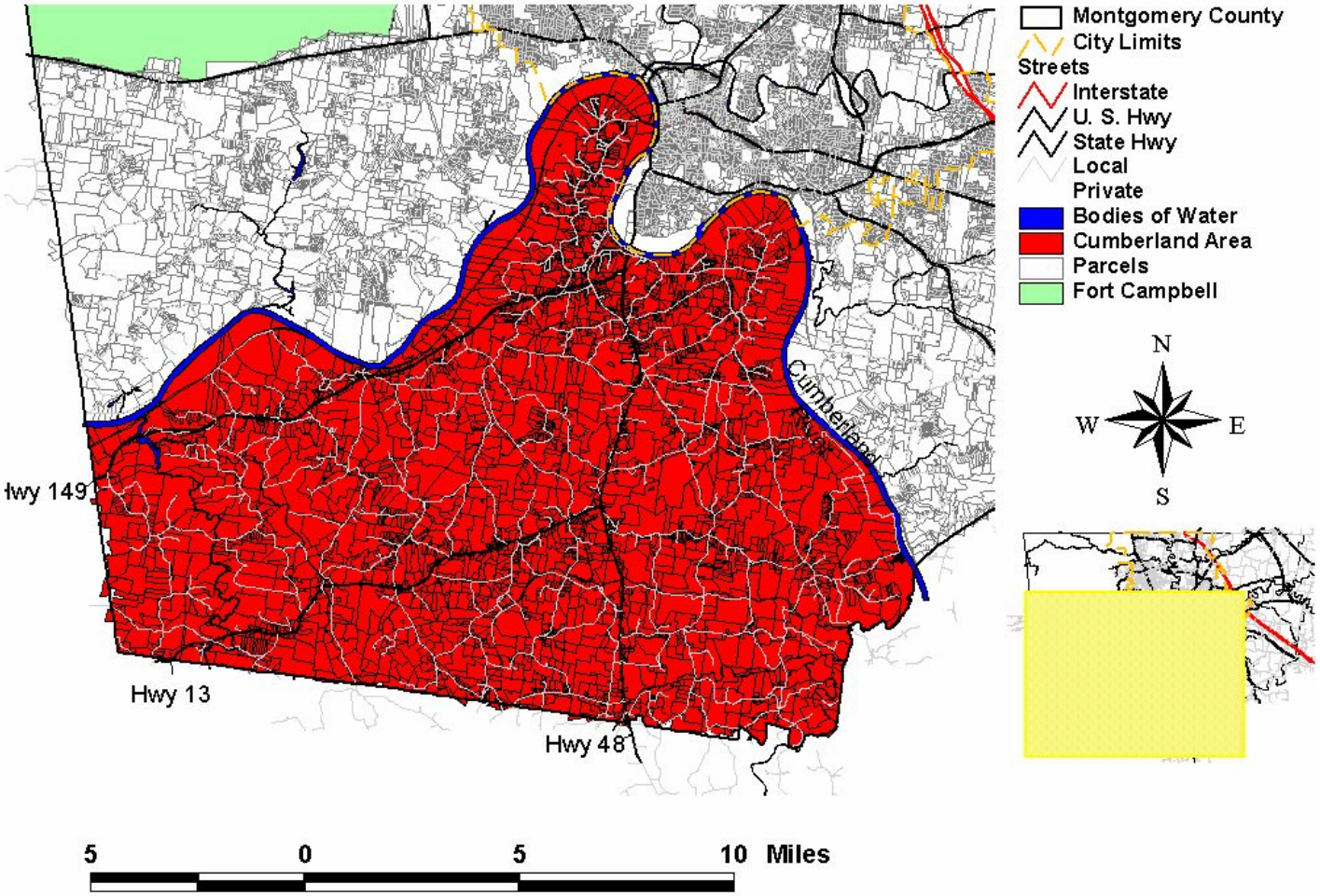


Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

Cumberland Planning Area



Planning Area #16 – Woodlawn/Dotsonville

Boundaries – **West** – County Line, **North** – Highway 79 (Dover Road) and Ft. Campbell, **East** – West Liberty Church Road, Oliver Road, Donaldson Creek, **South** – Cumberland River

This planning area has access to the "back gate" of Ft. Campbell and thus is a favorite off-post venue for military personnel, given its convenient proximity. Indeed it is thought that this area has its future more tightly tied to the military reservation than most. U.S. 79, known locally as the Dover Road, is the major east-west axis in this planning area. Certain segments were widened in the late 90s to facilitate access through the area by travelers on their way to the Land Between the Lakes, but it has had a positive impact on local traffic patterns as well. Upon its completion from Clarksville to the Land between the Lakes, this could be one of the more attractive gateways into Montgomery County and the City proper.

The Bi-County landfill, serving Montgomery and Stewart Counties, is situated on the north side of U.S. 79 on land obtained from Ft. Campbell. This arrangement has worked well for all parties involved in terms of solid waste disposal. However, this facility is a major traffic generator. A tentative agreement has been reached between Ft. Campbell and Bi-County that will allow the site to be extended further into the Post. The agreement is being reviewed by Army headquarters for their approval. A potential land exchange with an adjoining Kentucky county could lessen the resistance to the expansion, as this scenario is in negotiation at the time of this writing.

This section of Montgomery County has several areas with problem soils that hinder the use of onsite septic systems. Because there is limited use of public sewer here due to its expansive distance from the City's system, this area will need a hefty investment in infrastructure, both public and private, to facilitate future sustainable growth.

Population Projection

									2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**#**
Woodlawn/		Census		Census					**Change**	**Change**
Dotsonville		3,645		7,253		10,440		14,376	**98.2%**	**7,123**

The population increase indicated in the table above has its basis in the assumption that public sewer will become more widely available within the planning area during the indicated timeframe. The decade of the 90s witnessed significant growth in the Woodlawn/Dotsonville area and it is thought that with adequate infrastructure in place that the growth rate should continue to be well above the overall county average here.

Rating of Factors Affecting Growth

Availability of land: Above Average
Availability of infrastructure: Below Average
Accessibility: Average
Adequacy of housing stock: Average

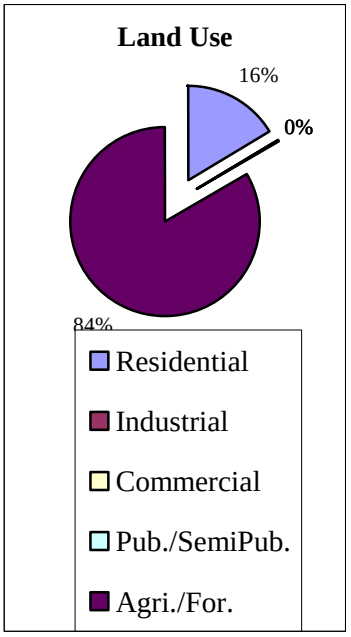
Planning Issues identified by staff and Elected Representatives

1. Strive to improve emergency response times in the rural area, particularly fire fighting services by increasing access to high pressure water sources
2. Several areas with poor soils that can marginally support urban type development
3. Development pressure, commercial and residential, to increase with the extension of SR374, particularly along Dotsonville and York Roads
4. Access problems along major roads due to development layouts and driveway spacings
5. Expansion of existing landfill – will it stay on Ft Campbell reservation or will it be forced to move
6. Difficult terrain due to excessive slope and several areas with sizable amounts of floodplains
7. Land use issues in regard to the preservation of the mission of Ft. Campbell

Landmarks and Traffic Generators

Parks: Woodlawn Community Park; School Board's Nature Preserve Area, Dover Road; State of Tennessee Nature Preserve Area situated along the Cumberland River at the end of Chester Harris and Woodrow Roads
Schools: Woodlawn Elementary & Liberty Elementary Schools
Attractions: Commercial corridor along Dover Road; Bi-County Landfill Operation, Dover Road

Key to Land Use Codes	Woodlawn/Dotsonville		Total Acres	44,395
Residential	**Planning Area # 16**		***At a Glance***	
	Acres	***% of Total***	Land Use Breakdown	
1.01 - Improved SF Residential - less than 5 acres	2,756.6	6.2%	Residential	**16%**
1.20 - Improved SF Residential - greater than 5 acres	1,697.6	3.8%	Industrial	**0%**
1.40 - Improved Multi-family Tracts - all sizes	5.3	0.01%	Commercial	**0%**
1.50 - Mobile Home Parks - more than three units	26.1	0.1%	Pub./SemiPub.	**0%**
1.60 - Vac. SF Residential tracts - less than 15 acres	1,319.8	3.0%	Agri./For.	**83%**
1.70 - Vac. SF Res. tracts - greater than 15 acres	1,439.9	3.2%	Floodplain*	**9%**
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%		
TOTAL	**7,245.3**	**16.3%**	Total Improved	
Industrial			4,539 acres	10%
2.10 - General Industrial - improved (incl. quarries)	0.0	0.0%	Total Vacant	
2.15 - Vacant tracts with industrial use potential	0.0	0.0%	2,777 acres	6%
TOTAL	**0.0**	**0.0%**	Other**	
Commercial			37,079 acres	84%
3.10 - Local/neighborhood	50.9	0.1%		
3.20 - Regional in scope	0.0	0.0%	**Vacant Acres by Type**	
3.30 - Hotels/Motels/Daycare facilities	2.1	0.005%	Residential	2759.7
3.40 - Medical Services	0.0	0.0%	Industrial	0
3.90 - Vacant tracts with commercial use potential	17.6	0.04%	Commercial	17.6
TOTAL	**70.6**	**0.2%**	**Total**	2777.3
Pub/Semi Pub				
4.10 - Educational facilities	20.6	0.05%		
4.15 - Austin Peay State University Properties	0.0	0.0%		
4.20 - Parks, Recreational & Natural Areas	0.0	0.0%		
4.30 - Religious, Institutional & Meeting facilities	56.5	0.1%		
4.35 - Cemeteries - Public & Private	3.4	0.01%		
4.50 - General Governmental Uses	38.6	0.1%		
4.60 - Utilities - Public & Private	12.6	0.03%		
4.70 - Transportation Terminals	0.0	0.0%		
TOTAL	**131.7**	**0.3%**		
Agricultural/Forest				
5.10 - Vacant agri/for. tracts - less than 15 acres	201.8	0.5%		
5.15 - Vacant or improved tracts - greater than 15 ac.	36,745.4	82.8%		
TOTAL	**36,947.2**	**83.2%**		
Floodplain*				
Floodplain areas	**3877**	**9%**		



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

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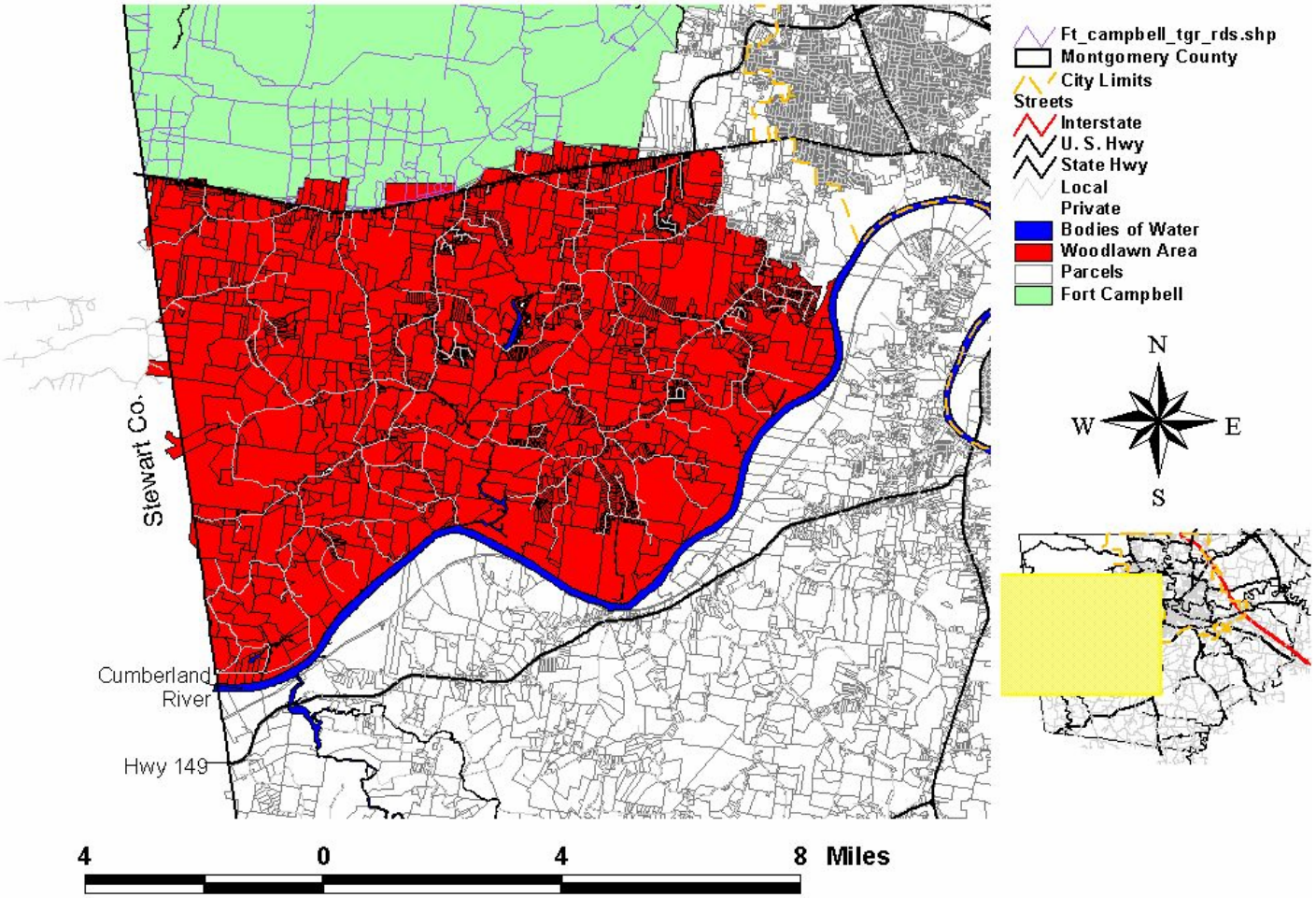
1/20/1999

Woodlawn Planning Area



Planning Area #17 – Ft. Campbell Military Reservation

Boundaries – **West** – County Line, **North** – County and State Line, **East** – Ft. Campbell Blvd and various private property lines, **South** – Highway 79 and various private property lines

Population Projection

								2000-2020	2000-2020
		1990		**2000**		**2010**		**2020**	**%**	**#**
Ft. Campbell		Census		Census					**Change**	**Change**
		9,714		6,242		6,300		6,300	**0.9%**	**58**

The military reservation is a federally controlled facility that responds to the needs of the country as a whole. Local area planning and demographic projections therefore are not applicable here as growth and loss in population are changed by decisions made outside the bounds of Montgomery County. Accordingly, the population of the Fort Campbell Planning Area will be held steady at the 2000 Census level, as there is no readily recognized methodology for projecting population for it.

Ft. Campbell is the home of the 101st Airborne Division and several other "early deployer" units. As such, it is critical that these units continue to be able to conduct the necessary training to insure their mission readiness.

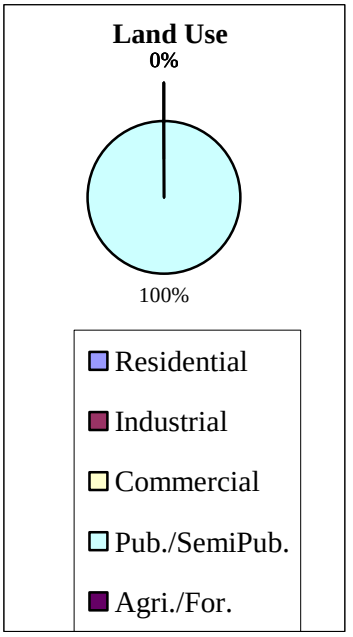
Please refer to the Joint Land Use Plan for Ft. Campbell for discussion of future land use patterns in Montgomery County, Tennessee and Christian County, Kentucky in regard to this federal facility. The following map highlights a one mile buffer area where potential conflict with on and off Post land uses are most likely to occur. Extra efforts for communication between the City, the County and the Fort are triggered when any type of rezoning or development is attempted to be undertaken within this buffer. This is not to imply that development should be prohibited in this critical area but rather through communication on the front end of development, conditions that might cause problems can be identified and attenuated before they become more expensive to deal with.

Key to Land Use Codes	Ft. Campbell	Total Acres 43,014
Residential	**Planning Area # 17**	***At a Glance***

	Acres	*% of Total*
1.01 - Improved SF Residential - less than 5 acres	0.0	0.0%
1.20 - Improved SF Residential - greater than 5 acres	0.0	0.0%
1.40 - Improved Multi-family Tracts - all sizes	0.0	0.0%
1.50 - Mobile Home Parks - more than three units	0.0	0.0%
1.60 - Vac. SF Residential tracts - less than 15 acres	0.0	0.0%
1.70 - Vac. SF Res. tracts - greater than 15 acres	0.0	0.0%
1.80 - Vacant tracts with multi-family use potential	0.0	0.0%
TOTAL	**0.0**	**0.0%**
Industrial		
2.10 - General Industrial - improved (incl. quarries)	0.0	0.0%
2.15 - Vacant tracts with industrial use potential	0.0	0.0%
TOTAL	**0.0**	**0.0%**
Commercial		
3.10 - Local/neighborhood	0.0	0.0%
3.20 - Regional in scope	0.0	0.0%
3.30 - Hotels/Motels/Daycare facilities	0.0	0.0%
3.40 - Medical Services	0.0	0.0%
3.90 - Vacant tracts with commercial use potential	0.0	0.0%
TOTAL	**0.0**	**0.0%**
Pub/Semi Pub		
4.10 - Educational facilities	0.0	0.0%
4.15 - Austin Peay State University Properties	0.0	0.0%
4.20 - Parks, Recreational & Natural Areas	0.0	0.0%
4.30 - Religious, Institutional & Meeting facilities	0.0	0.0%
4.35 - Cemeteries - Public & Private	0.0	0.0%
4.50 - General Governmental Uses	43,014.0	100.0%
4.60 - Utilities - Public & Private	0.0	0.0%
4.70 - Transportation Terminals	0.0	0.0%
TOTAL	**43,014.0**	**100.0%**
Agricultural/Forest		
5.10 - Vacant agri/for. tracts - less than 15 acres	0.0	0.0%
5.15 - Vacant or improved tracts - greater than 15 ac.	0.0	0.0%
TOTAL	**0.0**	**0.0%**
Floodplain*		
Floodplain areas	**0**	**0%**

Land Use Breakdown	
Residential	**0%**
Industrial	**0%**
Commercial	**0%**
Pub./SemiPub.	**100%**
Agri./For.	**0%**
Floodplain*	**0%**

Total Improved	
0	0%
Total Vacant	
0	0%
Other**	
0	0%



Source: Clarksville-Montgomery County Regional Planning Commission research and analysis of assessor's records, aerial photography interpretation, and field research 9/97 through 7/98.

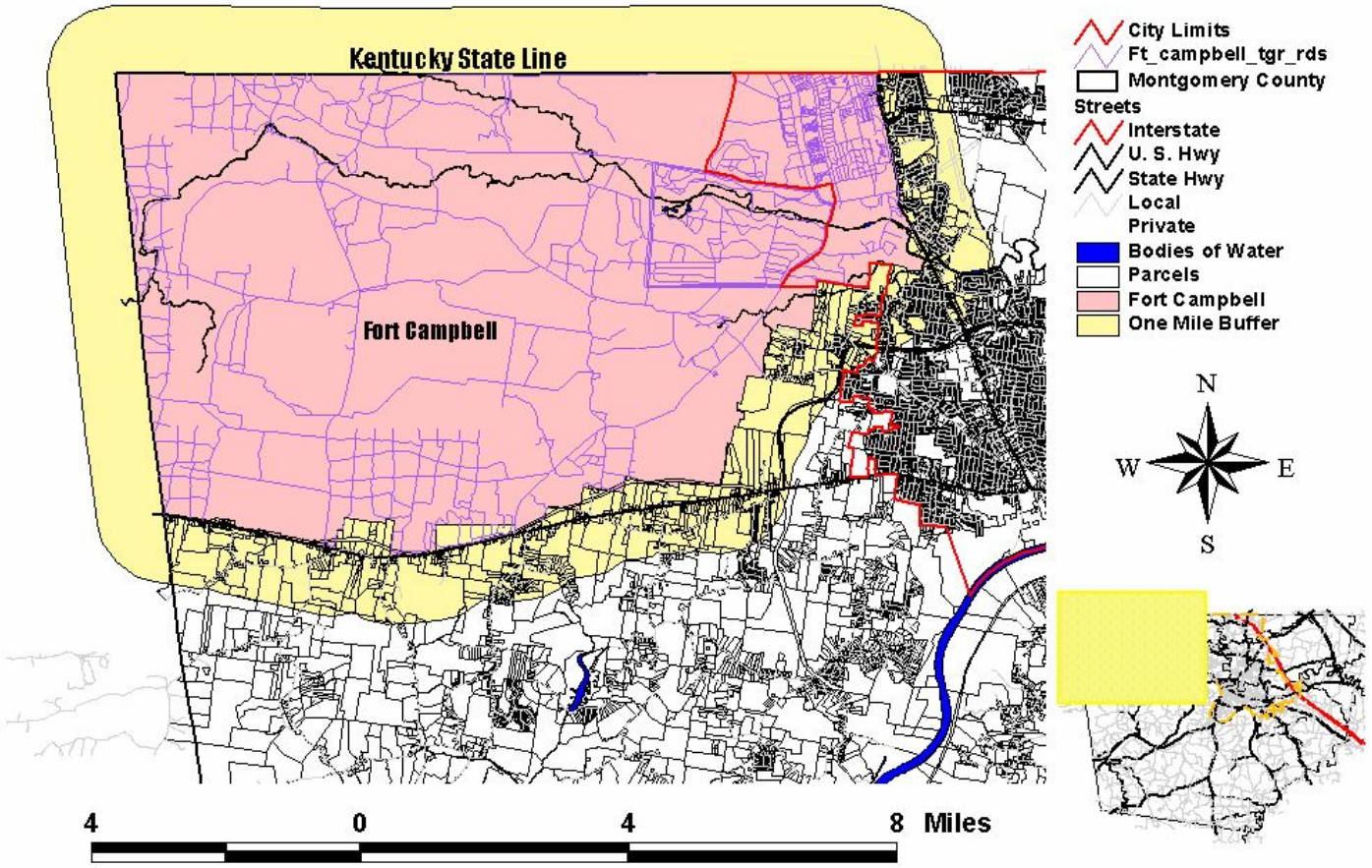
* Floodplain areas overlay other delineated land use areas and are not included in total.

** Other - Includes agricultural and public uses plus water and street right of way acres.

landcodes.xls

1/20/1999

Land Use Review Area-One Mile Buffer of Fort Campbell Military Reservation



APPENDIX A

Clarksville-Montgomery County Historic Register Properties

As of November, 2003

	Resource Name	Address	Listed
1	Allen House	N of Clarksville on Allen-Griffey Rd.	10/3/1978
2	Bethlehem Methodist Church and Cemetery	Gholson Rd., about 0.5 mi.jct. with Grafton Rd.	6/10/1994
3	Catholic Church and Rectory	716 Franklin St.	8/2/1982
4	Clarksville Architectural District	Public Sq., Legion, 3rd, Franklin, and Commerce Sts.	5/13/1976
5	Clarksville Federal Building	Commerce and S. 2nd Sts.	6/13/1972
6	Clarksville Foundry and Machine Works	96 Commerce St.	11/25/1987
7	Clarksville High School	Greenwood Ave.	12/8/1983
8	Clarksville Industrial District	Washington St. to Crossland Avenue to the RJC Railroad and Cumberland River	4/30/1976
9	Clarksville Methodist Church	334 Main St.	4/6/1982
10	Cloverlands	N of St. Bethlehem on Clarksville-Trenton Rd.	1/8/1979
11	Dog Hill Architectural District	Munford Ave., 1st, Union, Madison and 2nd Sts.	5/9/1980
12	Drane--Foust House	319 Home Ave.	7/7/1988
13	Dunlop Milling Company	1138 Franklin St.	2/12/1999
14	Emerald Hill	N. 2nd St.	7/14/1971
15	First Presbyterian Church	213 Main St.	4/30/1976
16	First Presbyterian Church Manse	305 Main St.	8/31/2001
17	Forbes--Mabry House	607 N. Second St.	1/12/1995
18	Fort Defiance CSA/Fort Bruce USA	Address Restricted	2/4/1982
19	Glenwood Historic District	Selected addresses along Glenwood Dr.	11/29/1996
20	Golden Hill Cemetery	Seven Mile Ferry Rd.	11/21/2001
21	Gracey--Woodward Furnace (40MT378)	Address Restricted	11/25/1987
22	Guildfield Missionary Baptist Church	Guildfield Church Rd.	3/24/2003
23	Home Infirmary	Riverside Dr. and Current St.	8/24/1978
24	Johnson--Hach House	403 Greenwood Ave.	12/10/1998
25	Lafayette Furnace (40MT372)	Address Restricted	11/25/1987
26	Louisa Furnace (40MT379)	Address Restricted	1/12/1988
27	Madison Street Historic District	Address Restricted	11/22/1999
28	Madison Street Methodist Church	319 Madison St.	5/13/1976
29	McCauley Hill Farm	1535 Harville Rd.	3/30/1995
30	Minglewood Farm	1650 Hopkinsville Hwy.	10/15/1987
31	Northington--Beach House	512 Madison St.	7/19/2001
32	Oak Top	107 Madison Ter.	7/8/1980
33	Old Post House	N of Clarksville on U.S. 41 A	3/8/1978
34	Poplar Spring Furnace (40MT376)	Address Restricted	1/12/1988
35	Poston Block	Main and Telegraph Sts.	6/13/1972
36	Rexinger, Samuel, House	703 E. College St.	4/13/1977
37	Ringgold Mill Complex	NW of Clarksville on Mill Rd.	7/8/1980
38	Riverview	W of Clarksville on Cumberland Heights Rd.	3/26/1979
39	Robb, Alfred A., House	529 York St.	9/22/2000
40	Sailor's Rest Furnace (40MT375)	Address Restricted	11/25/1987
41	Sevier Station	Walker St., S of B St.	5/6/1971
42	Smith, Christopher H., House	Spring and McClure Sts.	3/8/1988
43	Smith-Hoffman House	Beech and A Sts.	8/22/1977
44	St. Peter African Methodist Church	518 Franklin St.	4/6/1982
45	Tennessee Furnace (40MT383)	Address Restricted	11/25/1987
46	Tip Top	15 Trahern Ter.	7/15/1998
47	Trinity Church and Rectory	317 Franklin St.	4/6/1982
48	Washington Furnace and Forge (40MT382)	Address Restricted	1/12/1988
49	White Chapel	Rossview Rd.	6/26/1986
50	Whitehall	NW of Clarksville off TN 12 on Mill Rd.	1/31/1978
51	Wilson, Sanford, House	Old Ashland City Hwy.	9/13/1978
52	Yellow Creek Furnace and Forge (40MT371)	Address Restricted	1/12/1988

Source: Internet site of the National Park Service, November 21, 2003.

APPENDIX B

Zoning Districts Physical Characteristics as of September, 2003
Clarksville, Tn - Site With Public Sewer

For comparison purposes only - see full ordinance for case specific information on land use and site requirements.

New District Minimum Size	Zone	Land Uses	Min. Lot Area (SF) *	Min. *** Front Yard	Side Yards Min. - Total	Minimum Rear Yard	Minimum Lot Width**	Min. Road Frontage	Maximum % Lot Coverage	Maximum Height	Landscape/Scr. Required	Site Review
	AG	Open/Residential	65,340	40	20 - 40	40	150	50	20	35	No	No
	E-1	Residential-SF	43,560	40	20 - 40	40	150	50	25	35	No	No
	R-1	Residential-SF	15,000	30	10 - 30	25	90	25	30	35	No	No
	R-1A	Residential-SF	12,000	30	10 - 20	25	80	25	35	35	No	No
10 acres	RM-1	Residential-MH	12,500	30	10 - 30	25	90	15	40	20	No	Yes
	R-2	Residential-SF	9,000	30	8 - 20	25	60	15	40	35	No	No
	R-2D	Residential-MF	9,000	40	8 - 20	25	60	15	40	35	No	No
	R-3	Residential-MF	8,000	40	8 - 20	25	50	15	40	35	No	No
2 acres	R-4	Residential-MF	8,000	40	10 - 20	20	50	15	30 - 50	Unlimited	Yes	Yes
1 acre	O-1	Office/MF	None	40	15 - 30	25	None	15	40	35	Yes	Yes
	OP	Office	None	40	15 - 30	25	75	15	40	35	Yes	Yes
> 2 acres	C-1	Commercial	5,000	40	0 - 25	25	50	15	60	35	Yes	Yes
	C-2	Commercial	None	40	0 - 25	25	None	15	None	55	Yes	Yes
2 acres	C-3	Commercial	None	50	0 - 40	25	None	15	40	45	Yes	Yes
	CBD	Commercial	None	8	0	0 - 25	None	15	None	75	DDP	DDP
2 acres	C-4	Commercial	10,000	50	0 - 40	30-40	None	15	40	35	Yes	Yes
	C-5	Commercial	10,000	50	15 - 25	25	75	15	40	35	Yes	Yes
1 acre	M-1	Industrial/Com.	None	40	15 - 30	20 - 25	None	15	None	60	Yes	Yes
10 acres	M-2	Industrial/Com.	None	40	25 - 50	30 - 50	None	15	None	70	Yes	Yes
15 acres	M-3	Planned Ind.	None	40	20 - 40	30 - 40	None	15	None	40	Yes	Yes

* The area will vary if no public sewer.

Note: Side and rear yard sizes are effected by residential uses on adjoining parcels.

* *Distance at the building line

*** Minimum front yard setbacks are expressed as distances from the nearest right-of-way line.

Zoning_new_densities.xls

Zoning Districts Physical Characteristics as of September, 2003
Montgomery County - Site with Public Sewer/Septic Option

For comparison purposes only - see full ordinance for case specific information on land use and site requirements.

New District Minimum Size	Zone	Land Uses	Min. Lot Area (SF) *	Front Yard Minimum	Side Yards Min. - Total	Minimum Rear Yard	Minimum Lot Width**	Minimum Road Front	Maximum % Lot Coverage	Maximum Height	Landscape/Scr. Required	Site Review
	AG	Open/Residential	65,340	65	20-40	40	150	50	20	35	No	No
	E-1	Residential-SF	43,560	65	20-40	40	150	50	30	35	No	No
	EM-1	Residential-SF/MH	43,560	65	20-40	40	150	50	30	35	No	No
	EM-1A	Residential-SF/MH	30,000	65	20-40	40	120	50	30	35	No	No
	E-1A	Residential-SF	30,000	65	20-40	40	120	50	30	35	No	No
	R-1	Residential-SF	15,000	30	10-30	35	90	50	30	35	No	No
	R-1A	Residential-SF	12,000	30	10-20	25	80	25	35	35	No	No
	R-2D	Residential-MF	9,000	65	8 - 20	25	75	25	40	35	No	No
10 acres	RM-1	Residential-MH	9,000	30	10 - 30	35	75	25	40	20	No	Yes
	RM-2	Residential-MH	9,000	65	8 - 20	25	75	25	40	35	No	No
	R-3	Residential-MF	8,000	65	10 - 20	25	75	25	40	35	No	No
4 acres	R-4	Residential-MF	8,000	65	10 - 20	25	75	25	30 - 50	Unlimited	No	Yes
1 acre	O-1	Office/MF	None	65	15	25	None	25	40	35	No	Yes
	OP	Office	None	65	15	25	75	25	40	35	Yes-P34a	No
	C-1	Commercial	None	65	0 - 25	25	None	25	60	35	No	No
	C-2	Commercial	None	65	0 - 25	0 - 30	None	25	None	55	No	No
15 acres	C-3	Commercial	15 acres	50	0-40	0 - 30	None	25	30	45	Yes-P41	Yes
2 acres	C-4	Commercial	None	65	20 - 40	30 - 40	None	25	30	35	Yes-P43	Yes
	C-5	Commercial	10,000	65	15 - 30	10 - 30	75	25	30	35	No	No
4 acres	M-1	Industrial/Com.	None	65	15 - 30	20 - 25	None	25	None	60	No	No
10 acres	M-2	Industrial/Com.	None	65	25 - 100	30 - 50	None	25	None	70	No	Limited
15 acres	M-3	Planned Ind.	None	65	20 - 80	30 - 40	None	25	None	45	Yes-P59	Yes

* The area is increased if no public sewer usually to 20,000 Sf.

* *Distance at the building line

Note: Front yards in approved residential subdivisions can be a minimum of 40 feet in some zones.

Note: Side and rear yard sizes are affected by residential uses on adjoining parcels. Zoning_new_densities.xls

20 Year Growth Comparisons - Various Tennessee Counties

County	2000	2005	% Change	2010	% Change	2015	% Change	2020	% Change
Montgomery	132,536	147,474	11.3%	163,927	11.2%	182,202	11.1%	202,680	11.2%
Knox	374,616	389,865	4.1%	404,666	3.8%	418,992	3.5%	432,866	3.3%
Shelby	885,964	914,527	3.2%	943,806	3.2%	973,025	3.1%	1,002,359	3.0%
Davidson	543,102	558,770	2.9%	574,279	2.8%	589,702	2.7%	605,030	2.6%
Hamilton	297,579	301,955	1.5%	305,767	1.3%	309,031	1.1%	311,762	0.9%

20 Year Growth Comparisons - Middle Tennessee Counties

County	2000	2005	% Change	2010	% Change	2015	% Change	2020	% Change
Cheatham	38,085	43,815	15.0%	49,721	13.5%	55,926	12.5%	62,435	11.6%
Montgomery	132,536	147,474	11.3%	163,927	11.2%	182,202	11.1%	202,680	11.2%
Williamson	120,641	136,705	13.3%	153,589	12.4%	171,422	11.6%	190,359	11.0%
Rutherford	171,783	193,071	12.4%	215,417	11.6%	238,922	10.9%	263,701	10.4%
Dickson	43,891	48,623	10.8%	53,594	10.2%	58,875	9.9%	64,480	9.5%
Wilson	88,231	98,012	11.1%	107,792	10.0%	117,840	9.3%	128,101	8.7%
Sumner	130,392	144,214	10.6%	158,227	9.7%	172,558	9.1%	187,218	8.5%
Robertson	54,099	58,553	8.2%	63,121	7.8%	67,811	7.4%	72,627	7.1%
Davidson	543,102	558,770	2.9%	574,279	2.8%	589,702	2.7%	605,030	2.6%

Source: University of Tennessee, Knoxville, Center for Business and Economic Research, March 1999.
Note: UT and Census Bureau arrived at different base numbers for the year 2000. UT in most instances underestimated.

county pops growth analyses

Selected Counties/Cities
2003 Property Tax Rates

Not a direct comparison as reappraisal cycles differ
(Rates generally decline after a reappraisal.)

County	City	County Rate	City Rate	Overall Tax Rate*
Shelby	Memphis	$4.04	$3.23	$7.27
Knox	Knoxville	$2.96	$2.70	$5.66
Hamilton	Chattanooga	$3.06	$2.51	$5.57
Davidson	Nashville	$3.84	$0.74	$4.58
Montgomery	Clarksville	$2.91	$1.58	$4.49
Madison	Jackson	$2.46	$1.98	$4.44
Cheathem	Ashland City	$3.09	$0.55	$3.64
Dickson	Dickson	$2.86	$1.01	$3.87
Robertson	Springfield	$2.66	$1.00	$3.66
Rutherford	Murfreesboro	$2.80	$1.72	$4.52
Sumner	Gallatin	$2.59	$1.12	$3.71
Wilson	Lebanon	$2.97	$0.44	$3.41
Williamson	Franklin	$2.72	$0.55	$3.27

Source: Office of Comptroller, Division of Assessment, 09/3/03

* Rate per $100 of assessment

CREDITS

The Regional Planning Commission as well as its staff wishes to thank the following persons for their assistance in the formulation of the land use plan update. Many hours were spent in research, analyses and discussion providing valuable insight into how the community currently works and how they would like to see it function in the future.

Nelson Boehms
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* Served on oversight and steering committee.