

GREENEVILLE

T E N N E S S E E

COMPREHENSIVE

PLAN



July, 2009

COMPREHENSIVE PLAN

GREENEVILLE, TENNESSEE

2009~2029

**PREPARED FOR
GREENEVILLE PLANNING COMMISSION**

**LARAINÉ KING, MAYOR
W. T. DANIELS, CHAIRMAN
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**PREPARED BY
THE STATE OF TENNESSEE
DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT**

**LOCAL PLANNING ASSISTANCE OFFICE
UPPER EAST TENNESSEE REGION
JOHNSON CITY, TENNESSEE**

ADOPTED AUGUST 11, 2009

A RESOLUTION ADOPTING THE COMPREHENSIVE PLAN FOR THE TOWN OF GREENEVILLE, TENNESSEE, PLANNING 2009-2029

WHEREAS, The State of Tennessee empowers municipalities to enact comprehensive plans to guide the community as outlined in Section 13-4-202 of the Tennessee Code Annotated; and

WHEREAS, The Greeneville Regional Planning Commission recognizes the importance of successful community development best practices and its impact on sustaining economic growth; and

WHEREAS, The Comprehensive Plan was developed with the general purpose of guiding the Town, in accordance with existing and future needs, best promote the general welfare, as well as the economy; and

WHEREAS, The Greeneville Regional Planning Commission held a public hearing on August 11, 2009 prior to the adoption of the Comprehensive Plan.

NOW, THEREFORE BE IT RESOLVED that the Greeneville Regional Planning Commission does hereby adopt and endorse the maps and descriptive matters contained within the Greeneville Comprehensive Plan for the Planning Period of 2009-2029 at their regular scheduled meeting on August 11, 2009.



Chairman
Greeneville Regional Planning Commission

10/13/09

Date



Secretary
Greeneville Regional Planning Commission

10/13/09

Date

TABLE OF CONTENTS

	PAGE
CHAPTER 1	
INTRODUCTION	1
Purpose of Plan	1
Scope of Plan	1
Community Goals Processes and Methodologies	2
Companion Planning Documents.....	3
CHAPTER 2	
BACKGROUND FOR PLANNING	5
Introduction	5
Location and Size.....	5
Early Settlement.....	7
United States Courthouse.....	8
Major Events Affecting Development	9
Governmental Structure	9
Municipal Finances	10
Municipal Planning Commission.....	11
Historic Zoning Commission	11
Summary of Findings.....	14
CHAPTER 3	
NATURAL FACTORS AFFECTING DEVELOPMENT	15
Introduction	15
Climate	15
Air Quality and Water Resources	17
Topography	18
Drainage and Flooding.....	20
Soils and Geology	22
Summary of Findings.....	23
CHAPTER 4	
SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT	24
Introduction	24
Trends Summary.....	24
Population	24
Employment.....	31
Summary of Findings.....	33

CHAPTER 5

EXISTING LAND USE AND TRANSPORTATION ANALYSIS34
Introduction.....34
Existing Land Use and Transportation.....34
Land Use Analysis35
Transportation Analysis38
 Thoroughfare Classification.....38
 Traffic Circulation Patterns.....41
 Impediments to Traffic42
 Traffic Generators42
 Parking43
 Air/Rail/Port.....44
 Mass Transportation.....44
 Pedestrian/Non-Vehicular Circulation.....45
 Rural Planning Organization (RPO)45
 Proposed Greeneville By-Pass – Greene County.....46
Summary of Findings.....49

CHAPTER 6

COMMUNITY FACILITIES INVENTORY AND ANALYSIS50
Introduction.....50
Inventory and Analysis of Existing Facilities.....51
 Municipal Offices51
 Water and Sewer51
 Water51
 Sanitary Sewer System.....52
 Electrical Service52
 Police Department.....52
 Fire Department53
 Public Works.....54
 Recreation55
 Solid Waste57
 Public Library57
 Housing Authority58
 Greeneville/Greene County Municipal Airport58
 Schools59
Summary of Findings.....60

CHAPTER 7

GOALS AND OBJECTIVES.....62
Introduction.....62
General Development and Growth Management.....62
 Residential.....63

CHAPTER 7 (cont.)

Commercial and Private Services65
Industrial66
Public and Semi-Public.....68
Utilities.....69
Vacant Land and Open Space70
Transportation71

CHAPTER 8

PLAN IMPLEMENTATION74
Introduction74
Methods for Implementation.....74
 Planning Commission Project Review.....74
 Zoning.....75
 Subdivision Regulations75
 Code Enforcement76
 Utility Extension Policies76
 Public Improvements Program and Capital Budget.....77
 Infill Development77
 Annexation77
 Citizen Participation.....78
 Local Leaders78
Implementation Schedule.....79

CHAPTER 9

SUMMARY OF PLAN RECOMMENDATIONS.....80

ILLUSTRATIONS

Illustration 1 Greenville Location Map6
Illustration 2 Historic District Map13
Illustration 3 Natural Factors Map.....19
Illustration 4 DFIRM Panel Index21
Illustration 5 Land Use Analysis Map37
Illustration 6 Urban Growth Boundary Map39
Illustration 7 Greenville Thoroughfare Classification40

TABLES

Table 1 Population Growth 1960 to 200026
Table 2 Population Projections From 2000 to 2025.....27
Table 3 Companies in the Greenville Area with over 100 Employees32

GRAPHS

Graph 1 Greenville Population 1960 to 2000.....26
Graph 2 Greene County Population 1960 to 200026
Graph 3 Greenville Population Projections from 2000 to 202527
Graph 4 Greene County Population Projections from 2000 to 202527
Graph 5 Greenville 2000 Population Age Distribution.....28
Graph 6 Greenville 1990 Population Age Distribution.....28
Graph 7 Greenville 2000 Population Pyramid29
Graph 8 Greenville Households29
Graph 9 Greenville Households (by Type)30
Graph 10 Greenville Industry 1980 – 2000.....31
Graph 11 Greenville Industry 2000.....32
Graph 12 Greenville Land Use 2009.....36
Graph 13 Greenville Urban Growth Area Land Use 2009.....36

APPENDIX

Table of Companies in Greenville Area with Number of Employees
and Established Year.....82

CHAPTER 1 INTRODUCTION

PURPOSE OF PLAN

The purpose of this document is to provide Greeneville, Tennessee with a policy plan for the future development of land and transportation facilities. A Land Use and Transportation Policy Plan is an essential planning instrument for a community with the primary purpose of producing an overall development plan and identifying strategies for implementing the plan. The objective of such a plan, as outlined in Section 13-3-302 and 13-4-203 of the *Tennessee Code Annotated* is to serve as a guide for "accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, order, convenience, prosperity, and general welfare as well as efficiency and economy in the process of development."

The Greeneville Land Use and Transportation Policy Plan covers a planning period of approximately twenty years, 2008-2028. The information presented in this plan should be used as a framework to guide municipal and county officials, community leaders, businessmen, industrialists, and others as they make decisions which affect the future growth and development of Greeneville. The plan is not intended to supersede the responsibility or authority of local officials and department heads. Instead, it is designed to give the public and private sectors a basis to constructively use the interdependencies which exist between the various elements and organizations in the community. The development goals, objectives, policies, and implementation strategies presented in this plan should be periodically reviewed, and when necessary, updated to reflect unanticipated occurrences or trends.

SCOPE OF PLAN

This Land Use and Transportation Policy Plan is designed to formulate a coordinated, long-term development program for the Town of Greeneville and its identified projected growth area. The preparation of a development program requires gathering and analyzing a vast array of information. The historic events, governmental structure, natural factors, and socio-economic characteristics of Greeneville are studied to

determine how these have affected and will affect land uses and transportation facilities. Existing land uses and transportation facilities are analyzed to identify important characteristics, relationships, patterns and trends. From these analyses, pertinent problems, needs and issues relative to land use and transportation in Greeneville are identified. An amalgamation of this information is utilized to produce a Major Thoroughfare Plan and a Development Plan. The Development Plan, as presented herein, consists of two interdependent elements: the first being the identification of development goals and objectives and the establishment of policies for achieving them, and the second being the creation of a development plan concept which visually illustrates the goals, objectives, and policies. To achieve the goals and objectives identified in the development plan, specific strategies or measures are outlined in an implementation schedule.

COMMUNITY GOALS, PROCESSES AND METHODOLOGIES

The development of community goals and objectives is a primary product of this Land Use and Transportation Policy Plan. Essential to the development of these goals and objectives is citizen participation. Citizen participation is necessary to identify local needs and problems perceived by the community at large. Several methodologies are available for obtaining citizen input. The methodologies utilized in this Plan included surveys, interviews, and study groups. From citizen participation, goals and objectives addressing the recognized needs and problems were identified. These goals and objectives are presented within Chapter 6 of this Plan.

An important supplementary component to this Land Use and Transportation Policy Plan is public input. The Town held several public hearings in 2007 and 2008 soliciting input from the citizens of Greeneville. The information gathered in these meetings will be referred to throughout this plan and the results will serve as a basis for many of the recommendations which are presented herein. This plan is a result of the Planning Commission carefully assessing those needs of local citizens which will aid in the development of sound development policies.

COMPANION PLANNING DOCUMENTS

A number of companion planning documents should be used in conjunction with this Greeneville Land Use and Transportation Policy Plan. They include:

1. The Greeneville Summary Plan, a Revision of the Greeneville General Plan, 1979. This plan covers planning elements for the town for the purpose of providing a framework to guide municipal and county officials, community leaders, businesses, industrialists, and others as they make decisions that affect the future growth and development of Greeneville.
2. The Urban Growth Boundary Study, Town of Greeneville, 1999. As part of the Chapter 1101 planning requirements, an Urban Growth Boundary Report was prepared for Greeneville in October of 1999. This report presents detailed analysis of Greeneville's potential growth over a period of twenty years including: population growth projections; the costs and projected costs of core infrastructure, urban services, and public facilities necessary to accommodate growth; and land management requirements for future growth.
3. Historic Zoning Criteria. This document reviews the criteria and policies to be used in the general decision process for areas within the Historic District.
4. The Greeneville Traffic Control Project Plan. This Study was completed in 1981 in conjunction with the Tennessee Department of Transportation Greeneville Urban Transportation Study. and provided recommended transportation improvements to increase volume flows.
5. Greene County Tennessee Soil Survey. This survey is completed by the United States Department of Agriculture, Soil Conservation Services. This survey presents detailed analysis of the following; General Nature of the Area, Agriculture, Soil Analysis and Land Use in Greene County.
6. Greeneville FEMA Documentation. This is a study identifying potential flood hazardous areas.

7. Greeneville Regional Airport Master Plan. This plan is an overview of the communities' projected needs and potential growth needed by the airport to meet those needs.
8. Town of Greeneville Comprehensive Annual Financial Reports, June 30 2000-June 30 2008.
9. Various departmental documentation identifying current inventory and goals.

CHAPTER 2 BACKGROUND FOR PLANNING

INTRODUCTION

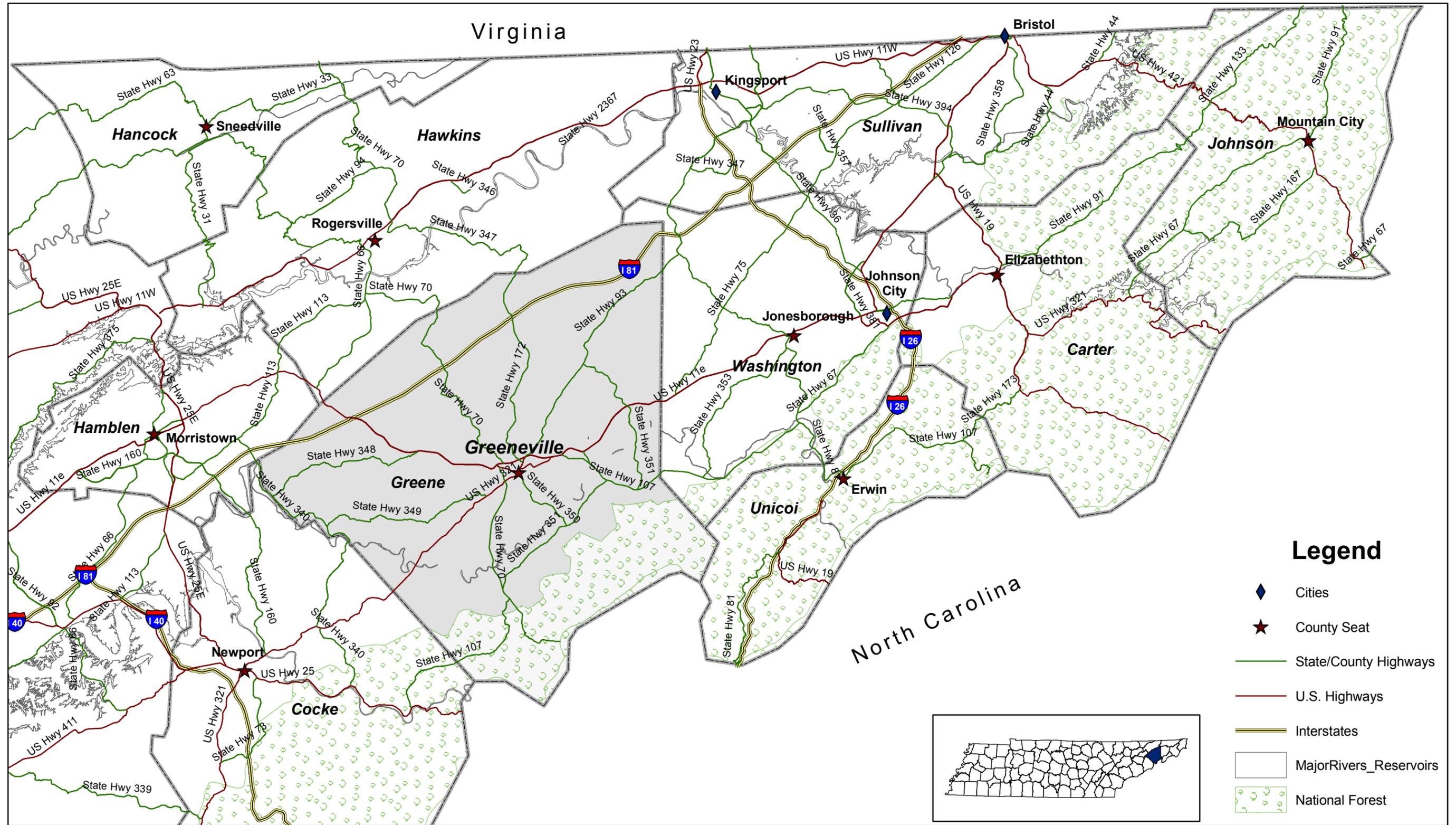
To effectively plan for any community, gathering information concerning its background is necessary. The size and location of a community are important aspects of a community. Information on a municipality's early settlement and events affecting past development assists in planning for its future development. An understanding of the community's political history and governmental structure helps to reveal the atmosphere in which future planning will take place. Background data for the Town of Greeneville is presented in this chapter.

Location and Size

The Town of Greeneville, comprising a total land area of approximately 17 square miles, is situated between the population centers of Knoxville and the Tri-Cities of Bristol, Kingsport, and Johnson City, and is located in the center of Greene County. Greene County embraces an area of approximately 624 square miles located in the southern portion of Upper East Tennessee with a portion located within the Unaka Mountain Range of the Cherokee National Forest. Greene County is bounded on the northwest by Hawkins and Hamblen Counties, on the north and northeast by Washington County, on the southeast by Unicoi County and Madison County, North Carolina and southwest by Cocke County.

Highways located in Greeneville include U.S. Route 11E which connects the town to Johnson City approximately 31 miles to the east. Morristown is located off Interstate 81 approximately 30 miles to the west. U.S. route 321 connects Greeneville to Newport approximately 26 miles to the south. Knoxville is approximately 70 miles to the west on Interstate 81. Other major traffic routes are State Highway 93 (Kingsport Highway) connecting Greeneville with Kingsport approximately 44 miles to the south. State Highway 172 (Baileyton Highway) connects Greeneville with the municipality of Baileyton and Interstate 81. State Highway 70 (Lonesome Pine Trail) connects Greeneville with Hawkins County as well as intersecting with Interstate 81. State Highway 107 connects Greeneville with Erwin approximately 31 miles to the east.

The regional setting for Greeneville is shown on Illustration 1.



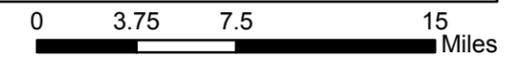
GREENEVILLE

T E N N E S S E E

Location Map Illustration 1



State of Tennessee
 Department of Economic & Community Development
 Local Planning Assistance Office
 Johnson City, Tennessee
 Map Printed: March 9, 2009
 This map is not an engineering map.



Early Settlement

Greenville began with a 300-acre tract of land owned by Robert Kerr. The land, centered on the Big Spring, lies behind the Greenville/Greene County Library on North Main Street.



Big Spring

Greenville, Tennessee's second oldest town was founded in 1783 and served as the capital of the Lost State of Franklin, from 1785-1788. The area's first European settlers were Scots-Irish who came from other areas of the southeastern United States. The town and county were named for Revolutionary War hero General Nathanael Greene of Rhode Island. Frontiersman David Crockett was born in Greene County, near present-day Limestone in 1786. He died in Texas in 1836 defending the Alamo during the war for Texas' independence from Mexico.

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Big Spring Source



Andrew Johnson Statue

Greenville is the home and burial place of Andrew Johnson, the 17th President of the United States. In 1829 he was chosen as alderman and in 1834 became Greenville's mayor. During the next 30 years he served in both the Tennessee and United States legislatures. After Abraham Lincoln's assassination in 1865 Andrew Johnson then became the 17th President. His home and tailor shop, as well as a visitor center, and a national cemetery where he is buried, are open to the public and maintained as a National Historic Site by the U.S. Park Service. During the Civil War, Greenville changed hands numerous times. Although the state as a whole had voted to secede,

East Tennessee was an island of predominately Unionist sentiment in the South.

In September 1864, Confederate General John Hunt Morgan, an overnight guest of Dr. and Mrs. Alexander Williams of Greeneville, was killed here during a surprise attack by Federal troops.

On the lawn of the Greene County Courthouse are two monuments that commemorated the Civil War. One is dedicated to local troops who served in the Grand Army of the Republic (Union), and another memorializes General Morgan, known as the “Thunderbolt of the Confederacy.” Greeneville is thought to be the only town in the United States that pays tribute to both the Union and the Confederacy in its courthouse square.

United States Courthouse

In 1903 the corner of Summer Street and Main Street became the location for one of only 15 federal courthouses to be built in the early 1900’s. It took two years to complete and the new building officially opened on June, 1905. It served as both federal courthouse and post office until 1983 when the post office moved to its new location on West Summer Street.



U.S. Courthouse Eastern District Tennessee 1905

In September 2001 the federal courthouse moved to its new location at the corner of West



James H. Quillen U.S. Courthouse Eastern District Tennessee, 2009

Depot Street and North Irish Street and was renamed the James H. Quillen U.S. Courthouse. The former courthouse served the 10 county Northeastern District for nearly 100 years and is listed on the National Register of Historic Places.

Major Events Affecting Development

The early economy of the area was made up almost totally of agriculturally oriented activities. However, following World War II, other non-agricultural activities became a part of the local economy as a number of manufacturing firms located in and around Greeneville. This helped provide additional employment opportunities and relieved a declining agricultural economy by providing a means of livelihood for a growing number of people. Although agricultural activities still play a major role in the area, a better balance in the economy has been achieved. These trends toward a more sophisticated economy should continue through the foreseeable future and, therefore, should help the citizens of Greeneville and Greene County have a more promising future.

Findings: Several of the major events affecting past development in Greeneville and Greene County will continue to affect development in the future. Potential positive elements favoring Greeneville and Greene County is their location along a major interstate with several exit points leading into Greeneville. With its geographical characteristics, the area lends itself to industrial development as well as continuing agriculture uses. With the ever changing times Greeneville has the potential to shift from heavy manufacturing to technology and service driven industries.

GOVERNMENTAL STRUCTURE

Knowledge of the municipality's governmental structure is an important aspect of planning for its future. A municipality's form of government, financial capability, and Planning Commission status directly affect its ability to plan for growth and development. The purpose of this section is to provide a general examination of the governmental structure of Greeneville, to briefly describe its functions, and to assess its potential influence on future development.

Greeneville was first established as a town and as the county seat of Greene County in 1783 and was officially incorporated in 1903; a basic charter was adopted under a private act of the State of Tennessee, Chapter No. 563 making it Tennessee's second oldest town by charter. This charter designated the community as the "Town of Greeneville" and established the mayor and aldermanic form of government. It called for the qualified voters of the town to elect a town council consisting of a mayor and four aldermen at large. The municipality operates under a strong mayor form of government with the

mayor serving as chief executive officer and presiding member of the Board of Mayor and Aldermen. The mayor and aldermen are elected by the citizens of Greeneville to two year terms. The regular meetings of the Board of Mayor and Aldermen are held bi-weekly on the first and third Tuesday of every month.

The office of mayor is a full-time position, overseeing much of the day-to-day responsibilities of the town and attending all committee meetings. Under the strong mayor form of government the chief executive officer can have significant influence on plans for future development. The town recorder also attends all committee meetings and is the primary assistant to the mayor in administering the governmental responsibilities. The Town of Greeneville employs 178 full-time and 94 part-time persons who carry out the various municipal functions.

Municipal Finances

The financial stability and capability of a municipality directly affects its ability to accomplish planning goals. An analysis of its revenues and expenditures is necessary to determine this financial stability and capability. According to the “*Town of Greeneville Comprehensive Annual Financial Reports*” for the years ended June 30, 2000 and June 30, 2008, the municipality's total revenues have increased a total of \$5,137,989 from \$15,823,781 in fiscal year 2000, to \$20,961,770 in fiscal year 2008, and for the same period total expenditures have increased a total of \$7,134,147 from \$15,211,419 to \$22,345,566.

As with most municipalities, the largest source of revenue for the Town of Greeneville is the property tax levy. The current municipal property tax rate is \$1.859 per \$100.00 of assessed valuation of real property. From fiscal year 2000, to fiscal year 2008, the total property tax levy has increased from \$6,510,790 to \$8,328,858.

The second largest source of revenue for the municipality is the local option sales tax. From fiscal year 2000, to fiscal year 2008, revenue from the local option sales tax has increased from \$4,491,725 to \$6,338,962.

Public safety, which includes the police and fire departments, is the category of largest expenditure for the municipality. From fiscal year 2000, to fiscal year 2008, expenditures for public safety increased from \$4,110,006 to \$5,240,772.

The second largest expenditure for the municipality is in the category of highways and streets. From fiscal year 2000, to fiscal year 2008, expenditures for highways and streets increased from \$1,314,654 to \$1,810,859 over the same period.

Municipal Planning Commission

On August 6, 1946, the Greeneville Board of Mayor and Aldermen, through Ordinance No. 531, created and established the Greeneville Municipal Planning Commission. This ordinance created an eight member Planning Commission consisting of the mayor, one alderman selected by the town council, and six citizens appointed by the mayor. Also on that date, the Greeneville Board of Mayor and Aldermen first entered into a contract with the Tennessee State Planning Commission for planning assistance. Greeneville has since, to comply with a new state law, added two members from the planning region.

Since its creation, the Greeneville Planning Commission has been very active in carrying out its functions, and in its role as advisor to the Board of Mayor and Aldermen. In addition to various official planning documents, including long range development plans and zoning, subdivision and floodplain regulations, the Planning Commission has also prepared numerous special studies, short and mid-range plans, and grant applications addressing public facilities, housing, transportation and recreation improvements. The Planning Commission has regional planning jurisdiction within its adopted Urban Growth Boundary, which allows the town the ability to plan for development in the municipality's potential growth area.

Greeneville is served by a planning contract by the Upper East Tennessee Region Office of the Local Planning Assistance Office, Tennessee Department of Economic and Community Development. The officers of the Planning Commission are chairman, vice-chairman, and secretary. The regular meetings of the Planning Commission are held monthly.

Historic Zoning Commission

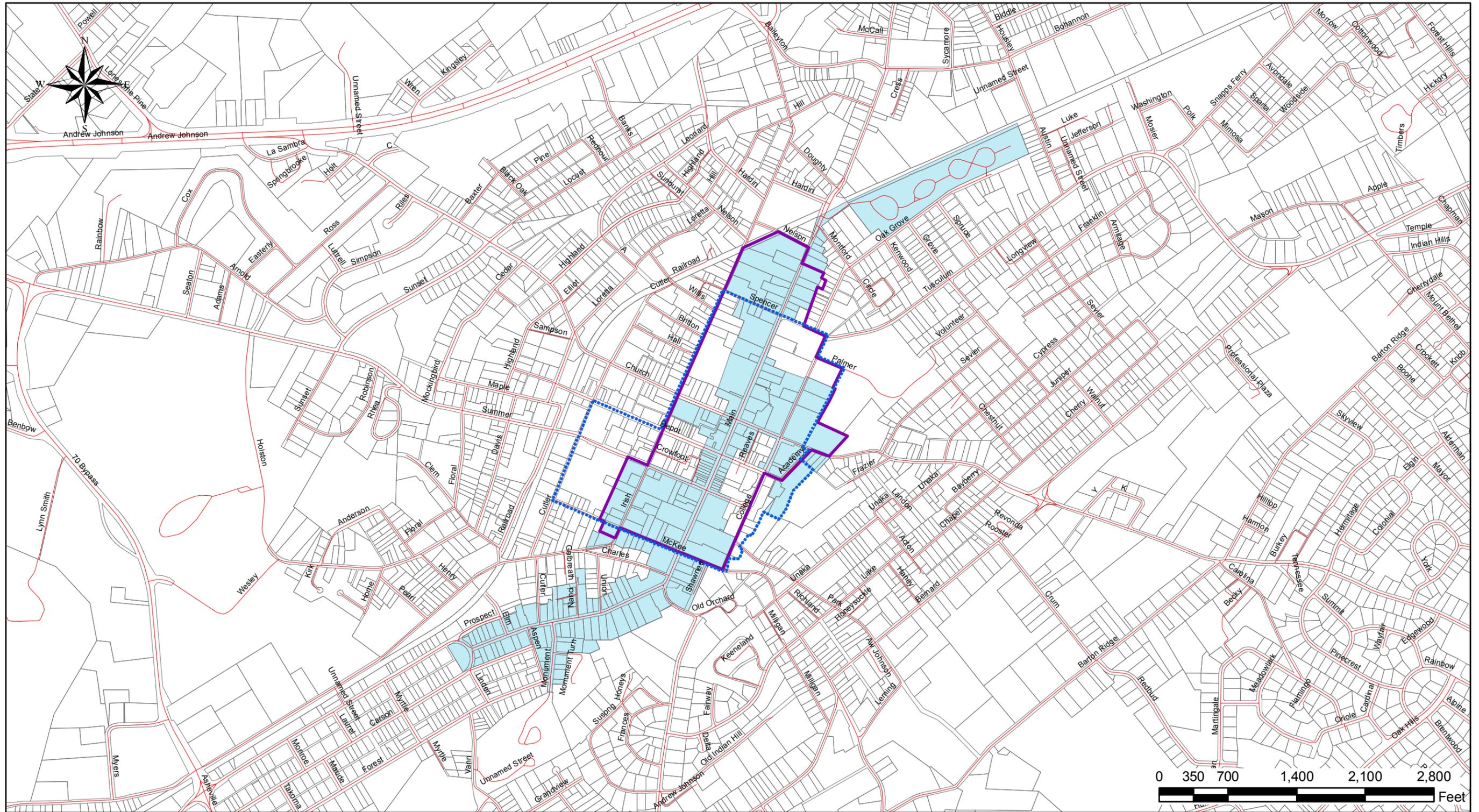
The Historic Zoning Commission consists of 9 members. These members are appointed by the mayor to five year terms. Under the historic zoning provisions of the town's zoning ordinance and in conformity with state enabling legislation, the commission reviews all requests for building and demolition permits within the historic zoning districts. The National Register Historic District and the Local Historic District are

depicted in Illustration 2. The historic zoning commission works to ensure that the following policies are adhered to:

Review of criteria, procedural policies, and the consequences of decisions will extend beyond the tenure of any commission member. It is most essential that policies be based on what is important to the protection, preservation, and enhancement of the Historic District. Highest priority then should go to the preservation and restoration of significant structures, historically and architecturally, and sites that express the unique characteristics of the particular periods in which they were built. The Historic Zoning Commission works in conjunction with the Main Street Program to ensure that this mission is carried out. It should be noted that Greeneville's Main Street Program is one of the original participants in the nation.

The significant structures, historically and architecturally, should be controlled only to the degree necessary to make them compatible with the general atmosphere of the District, with regard to alterations, additions, signs, site work and the like.

Findings: Under the strong mayor form of government the chief executive officer can significantly influence the direction of the municipality's planning program. The current board of Mayor and Aldermen are committed to a quality planning program and are fully supportive of the role of the Planning Commission. This allows the Greeneville Regional Planning Program to operate in an atmosphere which is very conducive to effective planning. With regional planning authority, the Planning Commission can directly guide land use development in the municipality's potential growth area.



GREENEVILLE

T E N N E S S E E

Historic Districts Illustration 2

Legend

- - - - - MSPAB
- NRHDB
- Historic Zoning

State of Tennessee
 Department of Economic & Community Development
 Local Planning Assistance Office
 Johnson City, Tennessee
 Map Printed: March 9, 2009
 This map is not an engineering map.

SUMMARY OF FINDINGS

The Town of Greeneville is the county seat of Greene County, Tennessee, and has been the center of commercial and industrial activity in the area. The town's central location, its proximity to Interstate 81 and State Highway 11E, and recent developments which has occurred, would appear to ensure future growth and prosperity for the community.

The municipality operates under a strong mayor form of government and development can be greatly affected by the leadership of the chief executive officer. Financially, the municipality has the capacity to address some public improvement needs. Regional planning authority enhances the town's ability to effectively plan for its potential growth.

CHAPTER 3 NATURAL FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

The natural environment often dictates the pattern of land use or development in a community. The climate, air and water quality, topography, drainage and flooding, and soils are significant natural factors which affect development. Ignoring these factors can prove to be extremely costly to specific property owners as well as the entire community. Not all land is suitable for development. Therefore, as land use development occurs, natural factors, which cannot be altered, must be considered in the plans for development. The limits and type of land use should be responsive to the natural factors in order to protect the welfare of the general populace. Through increased knowledge of these natural factors and the appropriate use of land, future development can avoid the mistakes of the past. The purpose of this chapter is to review and evaluate the natural factors influencing the land use patterns in Greeneville and its identified projected growth area.

CLIMATE

The climate of Greeneville and Greene County is described as humid-sub-tropical, characterized by relatively mild winters and warm summers. Although Greeneville is located well inland, it lies in the path of cold air moving southward from Canada and warm moist air currents moving northward from the Gulf of Mexico. These alternating currents frequently bring sharp daily changes and are chiefly responsible for seasonal variations.

The average daily temperature is 63 degrees, with an average high temperature for January of 39 degrees and an average low temperature for July of 78 degrees. The average growing season is approximately 188 days, extending from April 16, the average date of the last killing frost, to October 21, the average date of the first frost.

The yearly rainfall amounts are normally abundant for this area. It is heavier in winter and in spring because of frequent flows of moist air from the south. In late spring and early summer, secondary seasonal periods of precipitation occurs in the form of local showers and thunderstorms. Precipitation is generally lightest late summer and early fall.

While there are periods of dry weather, they are usually offset by periods of abundant rainfall. Precipitation averages approximately 41 inches with a low of 2.4 inches in October to a high of 4.6 inches in March. Precipitation for recent years has been below normal.

Findings: The impact of climate on the development of Greeneville can best be described as moderate. In general, climate has very little effect on development in the Town.

AIR QUALITY AND WATER RESOURCES

At present, the air and water quality in the Greeneville area is considered relatively good. Currently, according to the Environmental Protection Agency (EPA), Greene County is located in an attainment air quality area, which is defined by EPA as meeting or doing better than the national primary or secondary ambient air quality standard for the pollutant. According to the First Tennessee Development District's Director of Environmental Programs, Greene County is projected to remain an attainment air quality area when EPA issues their revised final designations no later than March, 2010. An abundance of open space and a lack of highly urbanized areas are conducive to the maintenance of the purity of the air.

The primary water source for the Town of Greeneville is the Nolichucky River. According to the latest information provided by the Tennessee Department of Environment and Conservation, the Town of Greeneville is under no moratoriums due to water and wastewater treatment problems. The municipality has a National Pollutant Discharge Elimination System (NPDES) permit for discharging its treated wastewater into the Nolichucky River.

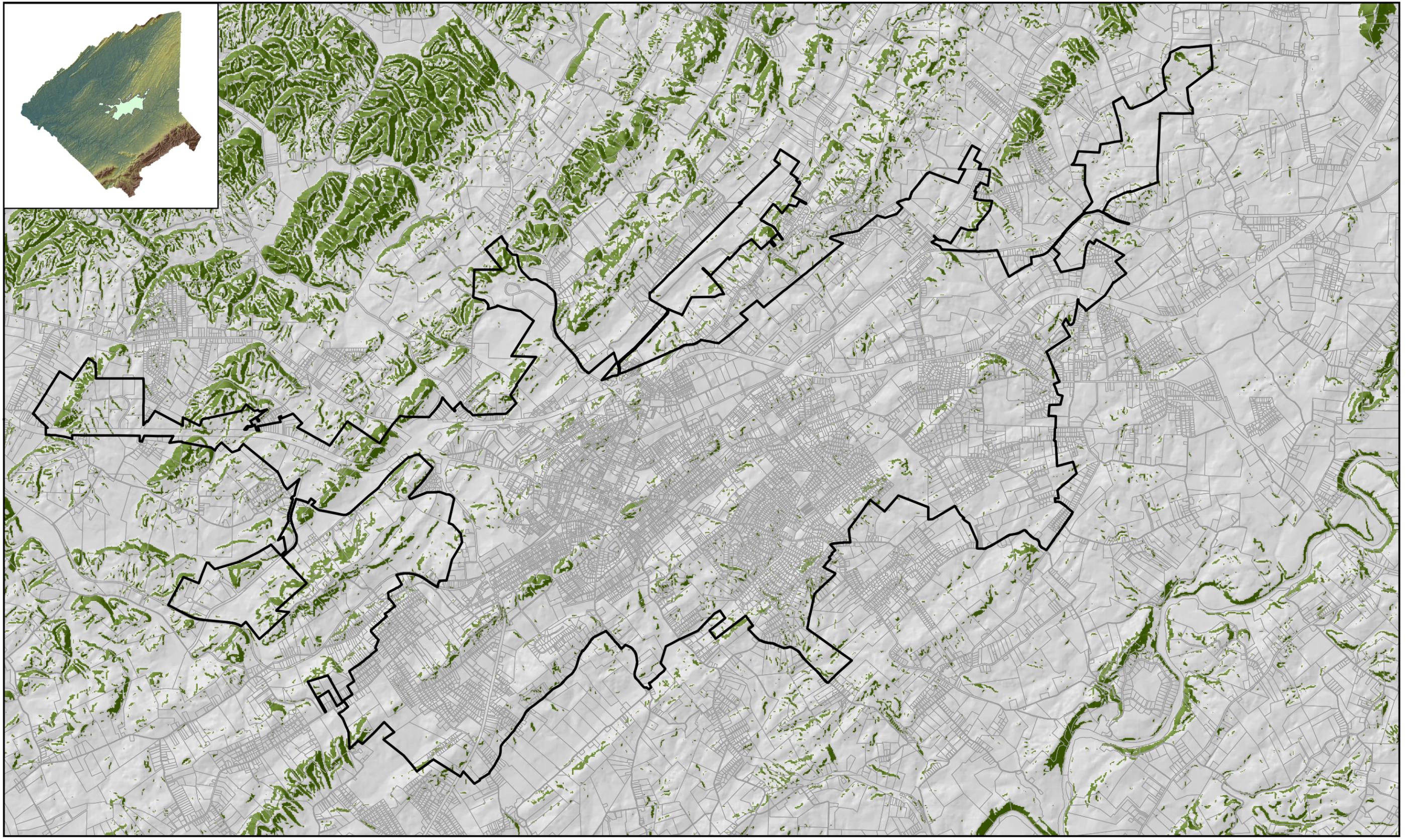
Findings: There are no air quality or water resource quality problems which would directly affect the future land in Greeneville and its projected growth area.

TOPOGRAPHY

Topography is defined as the general configuration of the earth's surface, including its slope, geological characteristics, and other natural features. About four-fifths of Greene County is in the Great Valley with the Southeastern quarter of the county in the Appalachian Upland. Greeneville is located in the Great Valley portion of the county. The Great Valley is further divided into three subdivisions. Greeneville is located in subdivisions two and three of the Great Valley. The second subdivision, commonly known as the Slate Hills, is a broad area underlain by calcareous shale. Much of this section consists of hilly to steep ridgelines and narrow valley floors. Some areas of the upland area are undulating to rolling. The relief within this belt ranges from 50 to 300 feet, and the predominant soils are shallow. The third subdivision consists of a steep, rugged ridge known as Bays Mountains. It consists of shales and sandstones interbedded with spaced strata of limestone. The ridge is capped in many places by light-gray, massive acid sandstone. The crest of the ridge is 1,300 to 3,118 feet above sea level and rises as much as 1,200 feet above the adjacent shale belt.

Slope is a major topographic consideration impacting the developmental potential of sites. It affects access, erosion potential, and soil capabilities. The rate of erosion increases exponentially with increases in the degree of slope. In areas of greater than 15 percent slope, limitations to development area are significant, and development should occur only with the proper safeguards, based on professional engineering principles and practices. U.S. Highway 11-E runs through Greeneville from Washington County to the Hawkins County line. Most of Greeneville is gently rolling with some rolling hills and moderately steep slopes. Steep slopes impact the development potential of some scattered areas as shown on Illustration 3, which shows the topography of the Town.

Findings: The topography in Greeneville is diverse, ranging from gently rolling land to some scattered areas with steep slopes. Historically, development has occurred primarily on flat to moderately hilly portions of the municipality. Only scattered areas of steep slopes limit the development potential of land within the Town and its urban growth area.



GREENEVILLE

T E N N E S S E E

Natural Factors Illustration 3

- Legend**
-  Corporate Limits
 -  Slope Less than 15%
 -  Slope Greater than 15%



State of Tennessee
 Department of Economic & Community Development
 Local Planning Assistance Office
 Johnson City, Tennessee
 Map Printed: March 9, 2009
 This map is not an engineering map.

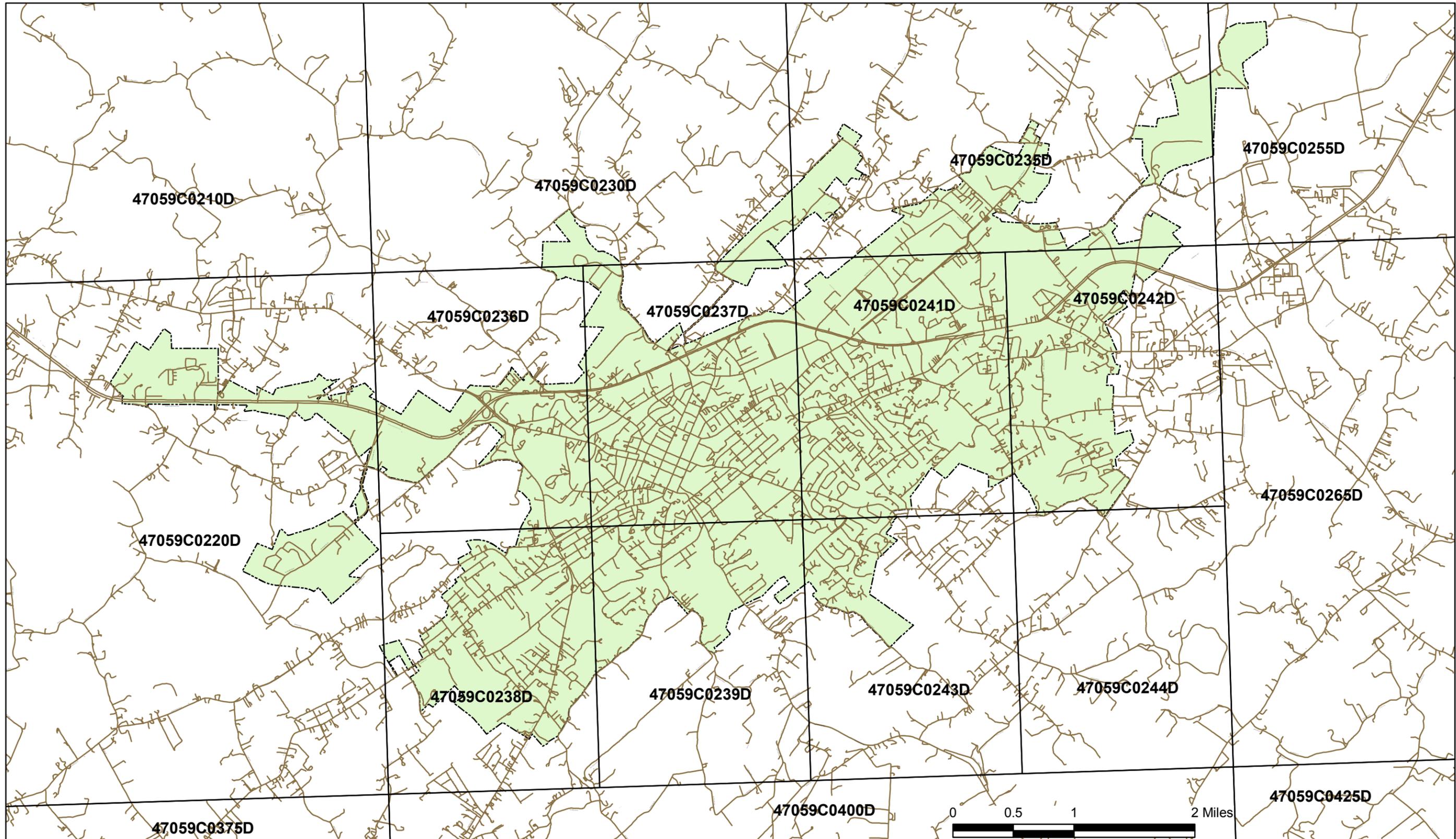
DRAINAGE AND FLOODING

The Nolichucky River and its tributaries form a mature drainage system that reaches practically all of Greene County. Richland Creek and Frank Creek and their tributaries drain Greeneville and its urban growth area. There is no historical data for either Frank Creek or Richland Creek.

The Town's application to join the National Flood Insurance Program (NFIP) became effective on August 1, 1986. This program is organized under the Federal Emergency Management Agency (FEMA). It identifies potential flood hazard areas within the Town, requires the community to adopt floodplain management regulations, and provides residents with the opportunity to purchase flood insurance. The drainage basin for Frank Creek is 5.85 square miles and the drainage basin for Richland Creek is 4.69 square miles.

A new flood plain management ordinance, Flood Insurance Rate Maps (FIRMs), and Flood Insurance Study were adopted by the town on June 6, 2006. This was a culmination of a nation-wide map modernization program started by FEMA in 2003 to update and digitize the FIRM that when complete, will involve about 12,000 municipalities and counties in the United States over a five to seven year period. Illustration 4 reflects the Town's FIRM map panel index. The final FIRMs went into effect on July 3, 2006.

Findings: Although there is no historical data for Frank Creek or Richland Creek the floodplain management regulations are used to control development in areas at risk of flooding.



GREENEVILLE
T E N N E S S E E

DFIRM Panel Index
Illustration 4

Legend

- Corporate Limits
- DFIRM Panel
- Streets



State of Tennessee
Dept. of Economic & Community Development
Local Planning Assistance Office
Johnson City, Tennessee
Map Printed: March 9, 2009
This map is not an engineering map.

SOILS AND GEOLOGY

One of the most important factors affecting development in any community is the content and capability of the area's soils. Understanding the characteristics of local soils is important in determining various development limitations and the appropriate land use for any particular site. Soil characteristics effecting development potential include such things as flood potential, permeability and drainage qualities, depth to water table, load bearing strength and stability, shrink or swell potential, soil depth, and depth to bedrock are important in determining the appropriate land use for particular sites.

Generally speaking, soil conditions found across large parts of the Greeneville area do not severely limit overall development potential. However, specific limitations do exist and they must be considered on a site by site basis. A site-specific evaluation is vital because each potential development area may contain many different soils. The Greeneville area soils fall into four of twelve different soil associations per the Soil Survey of Greene County, Tennessee published by the United States Department of Agriculture, Soil Conservation Service. These associations are simply groupings of many separate soil types which tend to be found together. The Greeneville area contains about forty-one separate soil types or slope phases of these associations. A soil association's map is useful to people who want a general ideal of the soils in a county. Such a map is a useful general guide in managing a watershed, a wooded tract, a wildlife area, or in locating recreational facilities. It is not suitable for planning the management of a farm or field, or for selecting the exact location of a road, building, or similar structure because the soils in any one association ordinarily differ in slope, depth, texture, stoniness, drainage, and other characteristics that affect their management.

The soil characteristics that have had the greatest impact on development in Greeneville are related to structural properties, flooding or poor drainage. Some soils have high clay content or are underlain by shale and located on steeper slopes that limit their ability to support roadways and other construction projects. Detailed site evaluation, engineering, and planning are required to avoid or mitigate poor structural soil conditions. These soils tend to be found along streams, in other poorly drained areas, around sinkholes, or land with steep slopes. These and other soils present limitations for subsurface drainage systems due to permeability problems. Fortunately, most of Greeneville and a majority of its urban growth area have access to sanitary sewers.

Findings: Soil conditions found across much of the Town generally do not impose significant developmental constraints. However, specific limitations do exist, and they must be understood. Soil types and characteristics are highly variable and require a site-by-site evaluation. Particular attention should be paid to soil conditions located on steep slopes, along streams and drainage ways, around sinkholes, and in poorly drained or wet areas.

SUMMARY OF FINDINGS

The impact of climate on the development of Greeneville can best be described as moderate with little effect. In general, climate has very little effect on development in the Town.

There are no air quality or water resource quality problems which would directly affect the future land in Greeneville and its projected growth area. The topography in Greeneville is diverse, ranging from gently rolling land to some scattered areas with steep slopes. Historically, development has occurred primarily on flat to moderately hilly portion of any municipality. Only scattered areas of steep slopes limit the development potential of land within the Town and its urban growth area.

Although there is no historical data for Frank Creek or Richland Creek the flood plain management regulations are used to control development in areas at risk of flooding.

Soil conditions found across much of the Town generally do not impose significant developmental constraints. However, specific limitations do exist, and they must be understood. Soil types and characteristics are highly variable and require a site-by-site evaluation. Particular attention should be paid to soil conditions located on steep slopes, along streams and drainage ways, around sinkholes, and in poorly drained or wet areas.

CHAPTER 4

SOCIO-ECONOMIC FACTORS AFFECTING DEVELOPMENT

INTRODUCTION

To understand the socio-economic factors that affect development, it is necessary to look at population growth and employment patterns, and to analyze the past, present and future trends for Greeneville, Greene County and Tennessee with regard to population and economic activities. These activities are evaluated within the framework of regional, state, and national trends. In order to establish a base for the analysis, it is necessary to review local factors that affect population and economic activities. This chapter will present a summary of the population and employment trends pertinent to the preparation of this comprehensive plan. Strategies for community development, projections of land use needs, discussions of land use issues, and relevance of the comprehensive plan to future planning documents should reflect the findings on the population and employment trends identified in this chapter. These findings provide future trend projections, which can be affected, but the trends must be understood to be of planning significance.

Trends Summary

For the purposes of this plan, the past changes in population and employment were examined for their implications for development within the Town of Greeneville. Of most significance are the projected changes in the population and employment within Greene County and Greeneville for the year of 2020.

Population

The population of Greeneville experienced its biggest increase during the 1960's as Table 1 reflects. Greeneville's population grew 16.7%, from 11,759 in 1960 to 13,722 in 1970, slightly higher than Greene County's 13% increase. This increase was attributed to a number of industries locating in the area some of which are American Greetings, Jarden Zinc Products Company, C. E. Minerals, and Superior Metal Products Company.

Greeneville experienced only a modest gain of 2.7% during the 1970s to a population of 14,097 in 1980, in comparison to Greene County's 14.3% gain in population. Greeneville's population declined 4.0% during the 1980s, to 13,532 in 1990. Population growth during the 1990's again saw substantial growth of 12.3% to a population of

15,198 in 2000, which can be attributed to the location of major industries such as DTR Tennessee, Wal-Mart Distribution Center, Angus-Palm Industries, Huf-North America, Ecoquest International, and TI Group Automotive Systems. Graphs 1 and 2 show Greeneville and Greene County population changes from 1960 to 2000.

Table 2, Projected 20 Year Population Growth, reflects an anticipated growth for Greeneville to 15,476 in the year 2005, and a continued growth to 18,070 by the year 2025. However, the 2005 projection is slightly higher than the State of Tennessee's Certified Population for Greeneville as of July 1, 2009, of 15,453. Population projections for Greene County reflect the same socioeconomic factors as Greeneville. Graph 4 shows that Greene County's population is projected to grow to 68,949, in 2010, and a continued growth to 77,456 by the year 2025. Population projections for counties are usually more accurate than for municipalities because they cover a larger area, and they are not affected by annexations. It is difficult to project population increases for towns because of different rates of annexations in the past, and the amount of developed areas on a town's urban fringe that could be annexed in the future to provide needed urban services. Graphs 3 and 4 show the existing and projected population growth for Greeneville and Greene County.

TABLE 1 – POPULATION GROWTH FROM 1960 TO 2000

Municipality	1960	Pcnt. Chgd.	1970	Pcnt. Chgd.	1980	Pcnt. Chgd.	1990	Pcnt. Chgd.	2000
Greenville	11,759	16.7%	13,722	2.7%	14,097	-4.0%	13,532	12.3%	15,198
Greene Co.	42,163	13.0%	47,630	14.3%	54,422	2.6%	55,853	12.6%	62,909
Tennessee	3,567,089	10.1%	3,926,018	16.9%	4,591,120	6.2%	4,877,185	16.7%	5,689,283

Source:

1980 Number of Inhabitants Tennessee, Characteristics of the Population. U.S. Department of Commerce, Bureau of the Census,
Census 1990 Summary File 1 (SF1), U.S. Department of Commerce, Bureau of the Census,
Census 2000 Summary File 1 (SF1), U.S. Department of Commerce, Bureau of the Census,

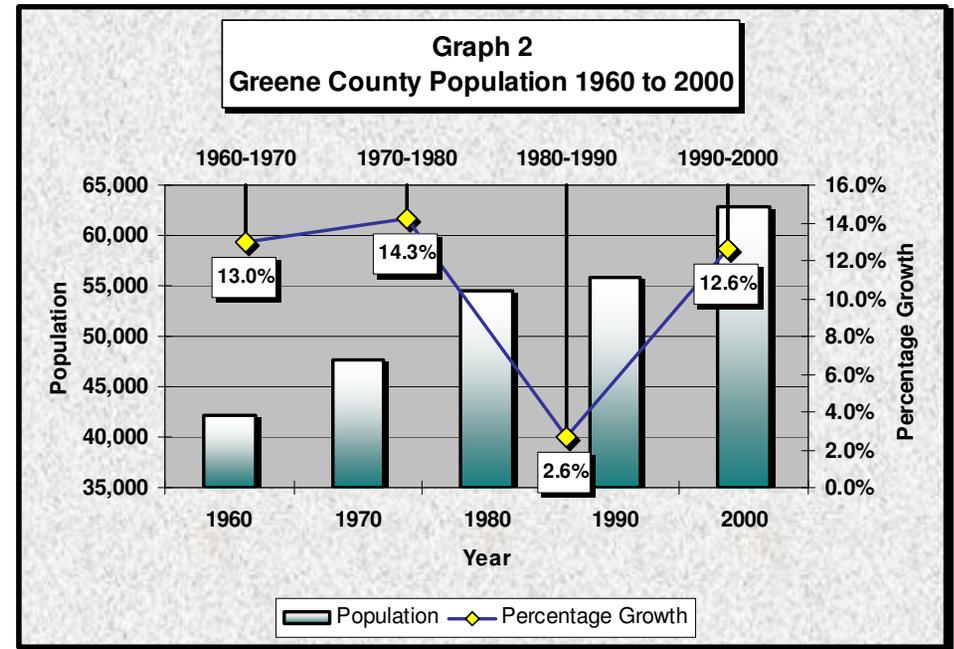
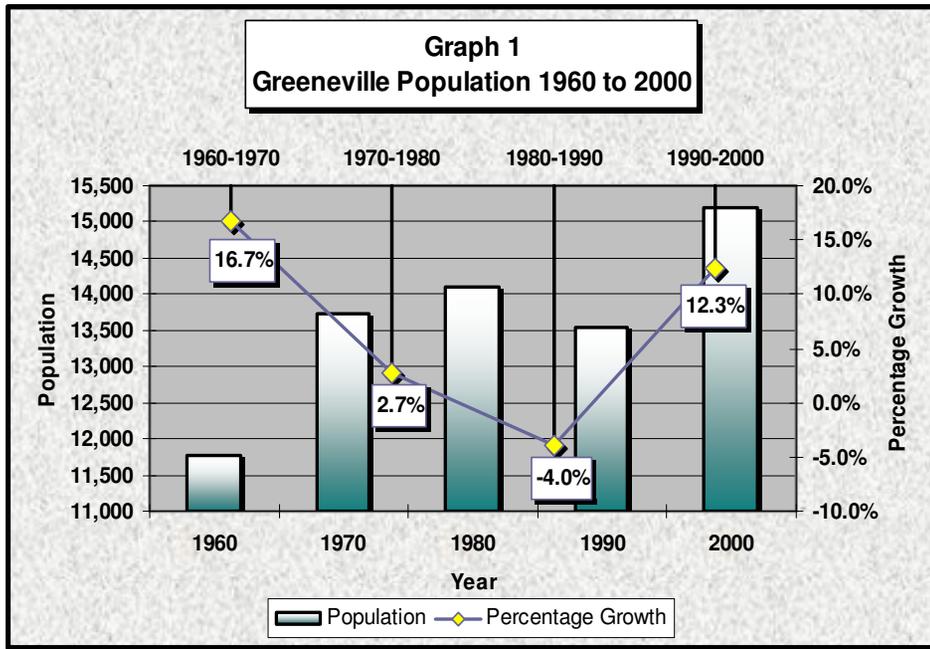
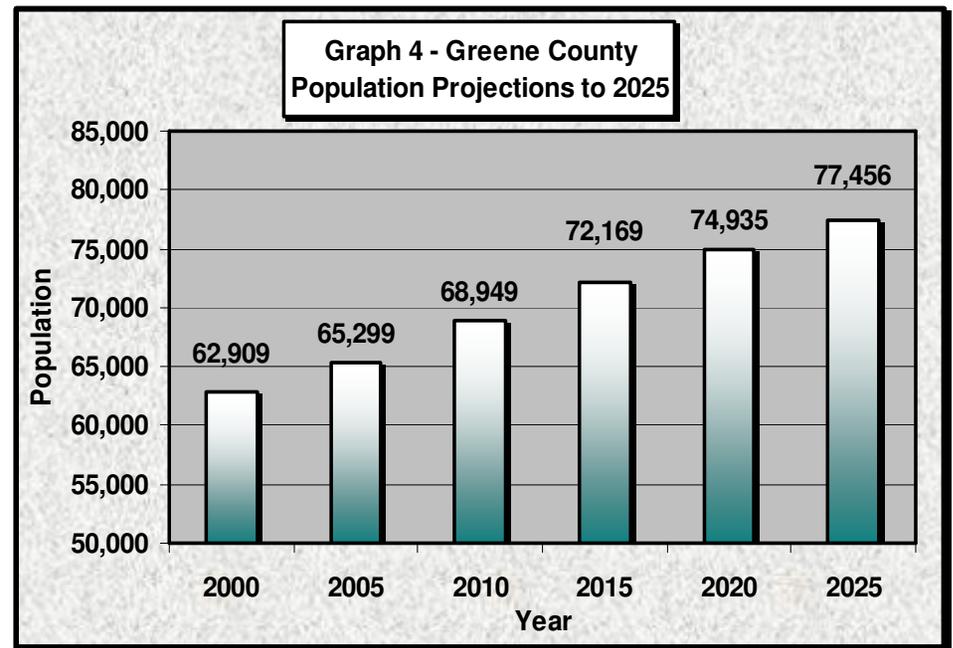
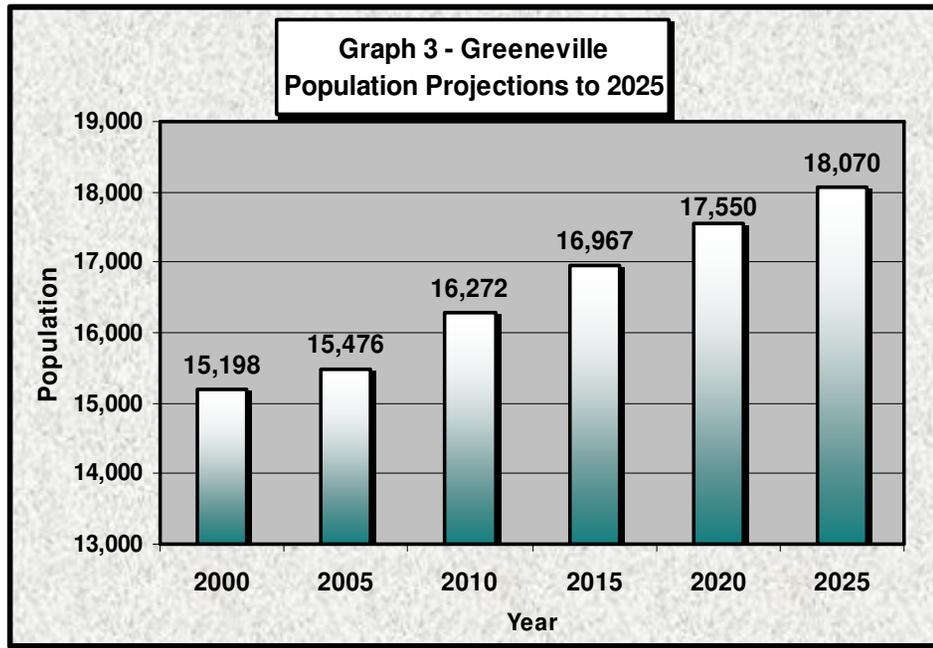


TABLE 2 – POPULATION PROJECTIONS FROM 2000 TO 2025

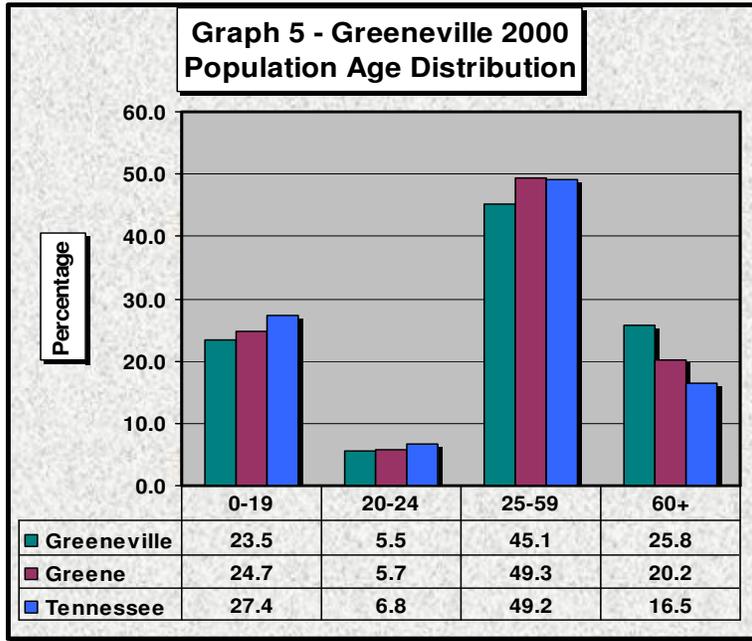
Location	2000	2005	2010	2015	2020	2025
Greeneville	15,198	15,476	16,272	16,967	17,550	18,070
Greene County	62,909	65,299	68,949	72,169	74,935	77,456
Tennessee	5,689,283	6,017,599	6,425,969	6,821,312	7,195,375	7,559,532

Source:

Population Projections for the State of Tennessee 2005-2025, Tennessee Advisory Commission on Intergovernmental Relations & The University of Tennessee Center for Business & Economic Research.



One method to measure the potential for future growth in a community is to look at the age distribution of the population. A younger population indicates that there will be more

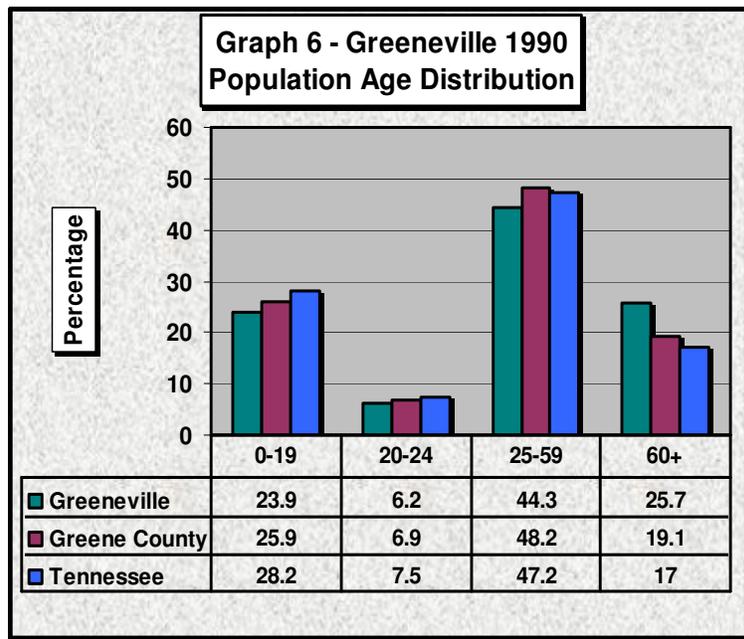


people coming into the workforce. Unless the community is a retirement community, an aging population usually indicates that there is an out migration of the labor force.

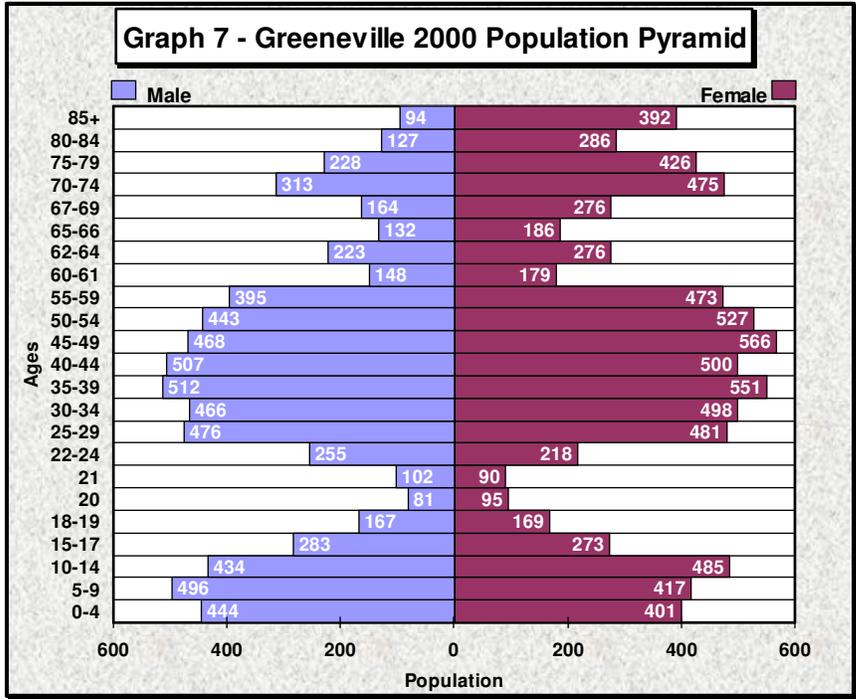
According to the 2000 U.S. Census Bureau data on age distribution, 23.5% of the population in Greeneville was under twenty years of age, 50.6% of the

population was between the ages of twenty and fifty-nine, and the remaining 25.8% of the population was sixty years of age or older. The percentage of population under twenty years of age was similar to that of Greene County; however, Greeneville has an

approximate 6% higher percentage of population over the age of 60 and an approximate 10% higher percentage compared to the State in that age category. When comparing these figures to the 1990 population age percentages there were no significant increases or decreases in the grouped categories. As shown in both time frames, the 25 to 59 age group



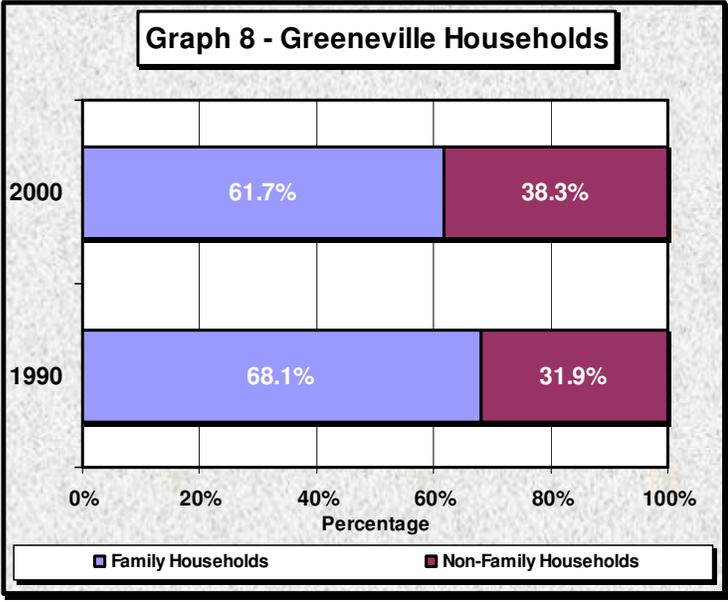
comprises the majority of population; however, Greeneville carries a significant higher percentage than both the State and County in the 60 and older age group.



The graph showing Greeneville’s 2000 population figures, indicate the numbers of males and females within the individual age categories. This graph reflects the largest numbers of population in the 25 to 59 year old categories, with another large area

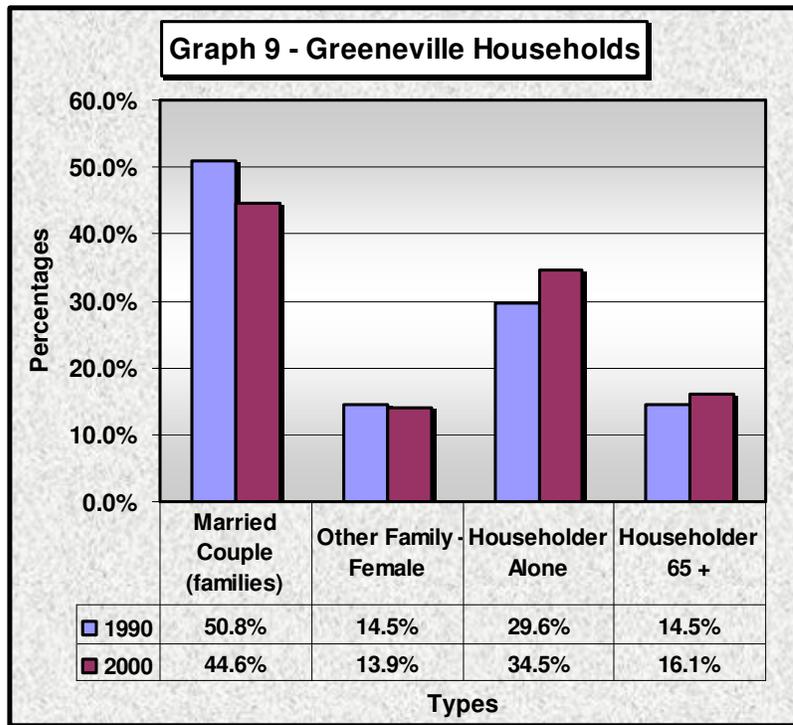
in the female 70 to 85 and older range. Some of the smallest populated age groups are those from 15 to 24. Another increase in population is shown in the 14 and under age group. Based on age characteristics, the population growth increase within the next ten years may be less than expected as the smallest age group, 15 to 24, reaches childbearing years.

The number of households in Greeneville reflects the general trend of population growth noted above. The total number of households was 5,581 in 1990 and increased 18.99% to 6,641 in 2000. With regard to households, the Census Bureau breaks these down into two categories, family households and non-family households. A family household is defined as “a householder living with one



or more people related to him or her by birth, marriage, or adoption.” The family household category includes subcategories of married couples, and other family–female householder. A non-family household is defined as “a householder living alone or with

non-relatives only.” Two subcategories of non-family household are householders living alone and householders 65 years and older.



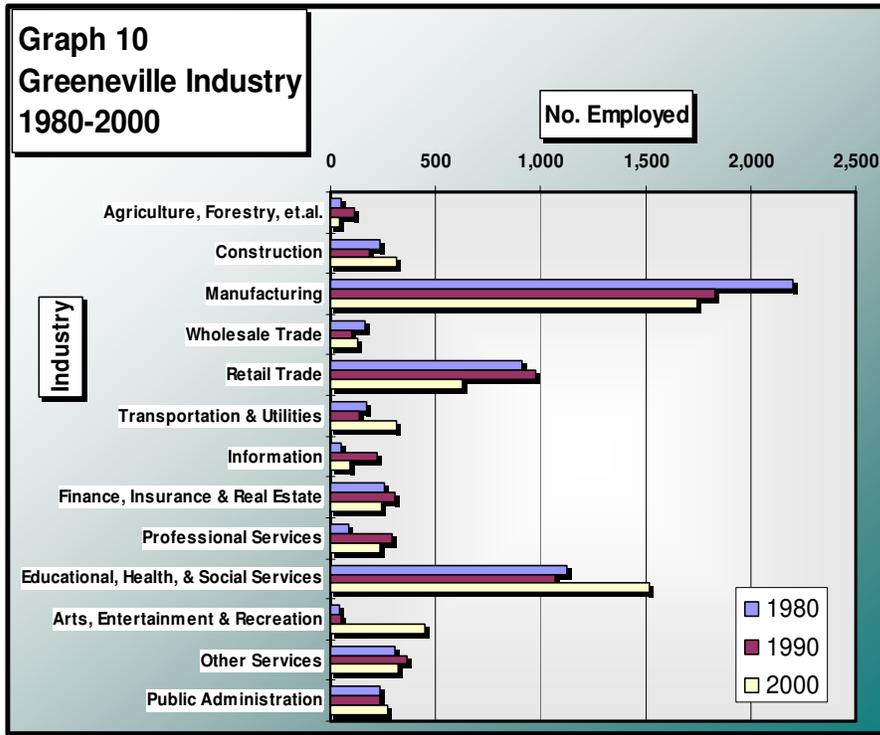
Between 1990 and 2000, the number of family households decreased 6.4%. The increase in non-family households is reflective of the growing number of people in the Householder Alone and the 65 and older category. A more significant trend is the continued decrease in the persons-per-household category, which declined from

2.30 to 2.18 from 1990 to 2000. This decrease along with the decrease in married couples (families) household type, suggests a future decrease in the population age groups from 0 to 19 and 20 to 24.

Findings. According to the Tennessee Advisory Commission on Intergovernmental Relations’ population projections, the population of Greeneville is expected to increase at about the same rate as that of Greene County for the next twenty years. The decline in the younger population, the increase in older population, the increase in number of households and decrease in persons-per-household all have significant implications for planning within the Town of Greeneville, in both land use and the delivery and types of services required by the resulting population. Demands and type of recreational services will be impacted as well as the need for assisted-living facilities.

Employment

Employment changed within Greenville during the past two decades. Employment in



all sectors has grown from 5,841 in 1980 to 6,306 in 2000, an 8% increase. During the last twenty years, the largest overall increases have occurred in the areas of Arts, Entertainment and Recreation, Professional Services, and Transportation

and Utilities. According to the U.S. Census Bureau, in the Arts, Entertainment and Recreation category, the majority of the increase occurred between 1990 and 2000 in the area of accommodations and food services. The Professional Services category includes positions in the professional, scientific, management, administrative and waste management services. Although overall this category incurred one of the highest increases, it incurred a slight decrease between 1990 and 2000. The 2000 U.S. Census reflects the majority of these positions are in the professional, scientific and technical area. The largest increase in the Transportation and Utilities category occurred between the years of 1990 and 2000. The majority of these positions are found in the transportation and warehousing aspect. The only category which has shown an overall decrease in the past twenty years is the Manufacturing category which has declined from 2,204 positions in 1980 to 1,744 positions in 2000. Categories showing a decrease since 1990 include, Agriculture, Retail Trade, Information, Finance, Insurance and Real Estate, and Other Services.

Currently, Greeneville's largest employment categories are the Manufacturing with 28% of the positions and Educational, Health and Social Services with 24% of the employment positions. If the past employment trend continues, a decline will be seen in the percentage of manufacturing positions, while the areas of Retail Trade and Educational, Health and Social Services will continue to grow.

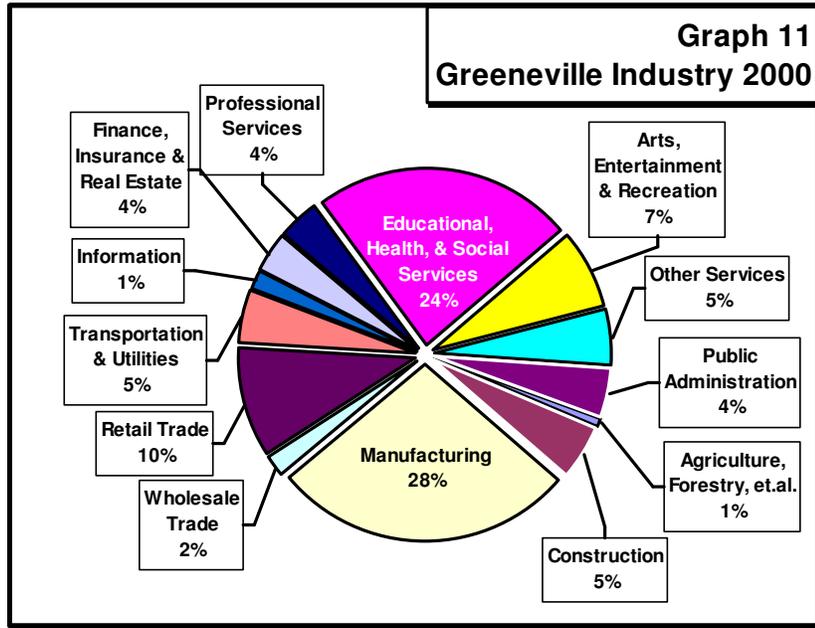


Table 3 reflects the companies within the Greeneville area employing over 100 people as cited in the "Industrial List" from the Greene County Partnership. A more complete list of companies can be found in the Appendix.

**TABLE 3 - COMPANIES IN THE GREENEVILLE AREA
WITH OVER 100 EMPLOYEES**

Name	Current No. of Employees	Year Established
Greeneville Publishing Co.	100	1879
MECO/Unaka Corporation	200	1959
C.E. Minerals	115	1965
American Greetings	700	1966
Jarden Zinc Products Co.	180	1969
Parker-Hannifin/Hydraulic Pump	450	1972
Donaldson Company	152	1973
LMR Plastics	135	1973
C & C Millwright Maint. Co. Inc.	100	1974
Valk Industries, Inc.	108	1974
MINCo, Inc./Insul. Therm.	120	1977
Numark, inc.	200	1980

**TABLE 3 - COMPANIES IN THE GREENEVILLE AREA
WITH OVER 100 EMPLOYEES**

Name	Current No. of Employees	Year Established
John Deere Power Products, Inc.	650	1988
BTL Industries	105	1989
Crown Tonka	100	1992
Packaging Services, Inc.	140	1994
Huf-North America	400	1995
DTR Tennessee, Inc.	1,000	1996
TI Group Automotive Systems	320	1996
Wal-Mart Distribution Center	962	1997
Angus-Palm Industries	460	1999
Vistawall	300	2000
Premium Waters, Inc.	115	2002
MPI International	150	2004

SUMMARY OF FINDINGS

Between the years of 1980 and 2000, Greeneville's employment positions increased 8%, which is comparable to the population growth of 7.8% for that period. During the planning period to the year 2025, the Town of Greeneville population is projected to increase to 18,070 persons. This projection reflects an increase of 18.9% or 2,872 persons from the twenty-five year period between 2000 and 2025. The current balance of jobs is comparable to that of Greene County, with the exception of Manufacturing where Greene County has 32% of the employment positions; and Educational, Health and Social Services, of which Greene County has only 19% of the employment positions. Of the 12,380 in Greeneville's workforce, 6,306 work within the Town, which can be attributed to many employees living in Greeneville working in the surrounding cities of Johnson City, Kingsport and Morristown. The creation of employment opportunities within Greeneville offers an opportunity to affect long-term population trends.

CHAPTER 5 EXISTING LAND USE AND TRANSPORTATION ANALYSIS

INTRODUCTION

As a prerequisite to preparing a plan for future land use and transportation, a survey and analysis of the existing patterns and characteristics must be completed. The data from this Chapter's existing analysis, when integrated with information pertaining to natural factors affecting development, population growth and economic factors is vital in determining what areas are best suited for the various land uses and transportation facilities over a planning period.

Due to Greeneville's and its projected growth area, it was determined that it would not be feasible or beneficial to divide the town into neighborhoods for a more detailed analysis.

EXISTING LAND USE AND TRANSPORTATION

Before a municipality can determine its future land use requirements, it is necessary that an inventory and analysis of existing land uses be completed. This land use inventory identifies and analyzes the various uses by categories and the amounts of land devoted to each.

Graph 12, depicts the various land uses in the Town of Greeneville and the projected growth areas as determined through a land use model and field survey completed by the Local Planning Assistance Office in 2009. The land uses depicted on Graph 12 are grouped into the following categories:

Residential: Land on which one or more dwelling units are located. This includes all single-family and multi-family residences, mobile homes, and public housing.

Commercial/Private Services: Land on which retail and wholesale trade activities and/or services occurs. Land on which, an array of private firms that provides special services are located. This category includes hospitals, churches, banks, cemeteries, professional offices, personal services, repair services, etc. and vacant floor space.

Utilities: Land on which utility structures or facilities are located. This includes; water tanks; sewer plants and pump stations, electrical substations and telephone switching stations.

Public Services/Cultural and Recreational: Land on which educational facilities, and all federal, state, and local governmental uses are located. Also land where museums, libraries, parks, and similar uses are located.

Industrial: Land on which the assembly, processing or fabricating of raw materials or products takes place.

Transportation: Land on which municipal streets, county roads and state highways are located, including the right-of-ways.

Vacant Improved: Land which either has not been or cannot be developed. Vacant land can be divided into two general categories;

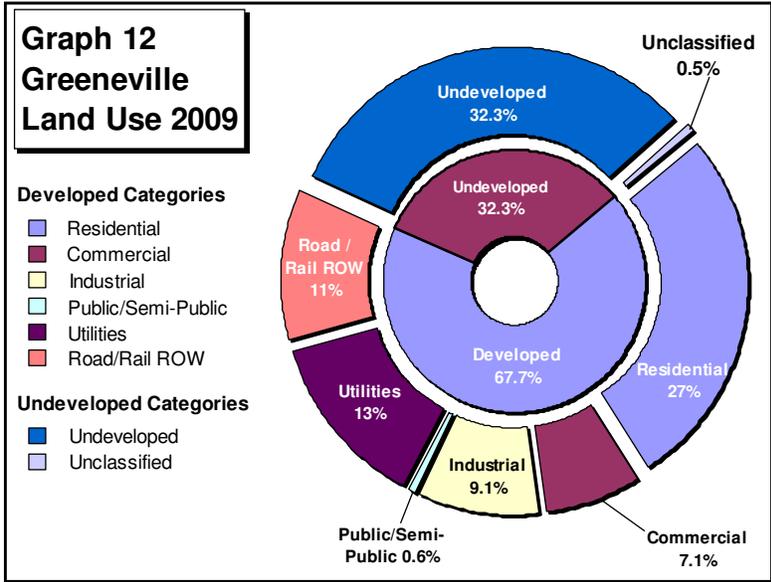
1. Vacant Unimproved: Land that currently lies idle or is used for agricultural or open space purposes and lacks the infrastructure necessary for development.
2. Vacant Improved: Land located along streets currently accessible to town services such as vacant subdivision lots.

LAND USE ANALYSIS

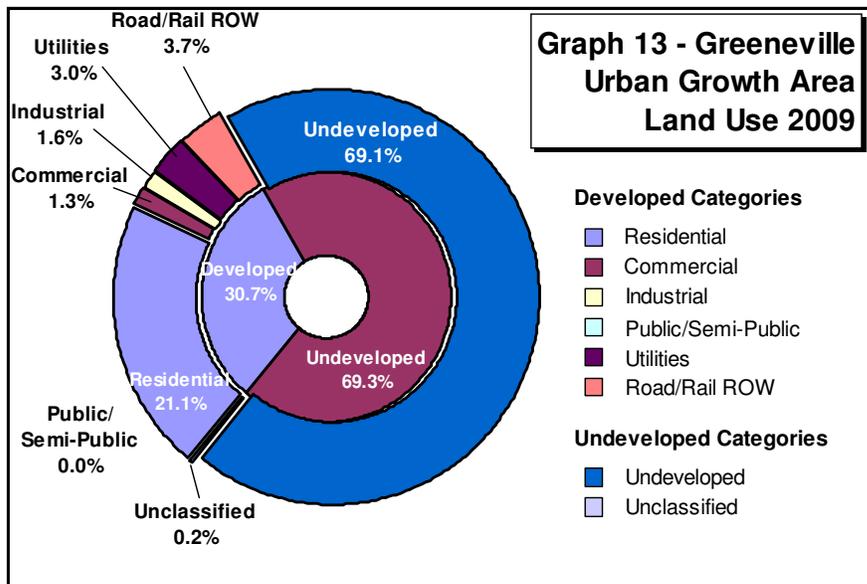
As the previous graph depicts, land use in Greeneville developed along traditional designs reflecting the grid pattern in the older portion of the municipality, and the curvilinear pattern in the more recently developed areas. Development in the potential growth area occurred in five vicinities, one being within the traditional grid pattern. The other vicinities of growth occurred in four areas; along the western portion of Highway 11-E towards Mosheim, along the eastern portion of Highway 11-E, and in northern Greeneville adjacent to the Baileyton Road, and along the old Kingsport Highway. Natural factors discussed thoroughly in Chapter 3, significantly affected the location of land use in both the municipality and its potential growth area. Conflicting land uses are

generally separated from each other in the municipality and are not yet a significant problem in the projected growth area. In a community of this size, most residents have easy access to the necessary public and private facilities and services.

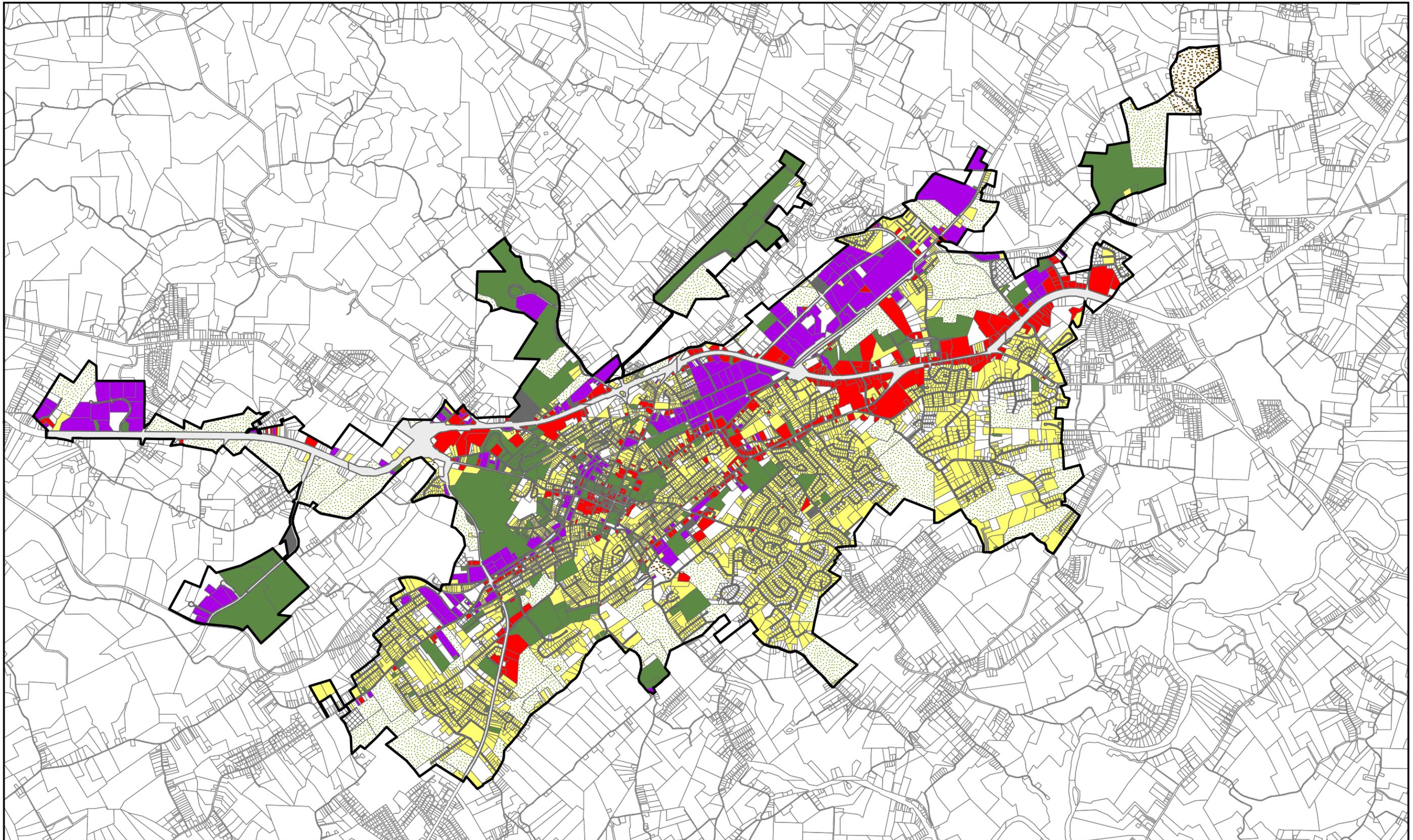
Within the corporate limits of Greeneville there are approximately 10,883 acres, or 17 square miles of land. Of this total land area, an estimated 7,364 acres, or 67.7 percent are developed. Residential land comprises 2,938 acres, or 27 percent of the total land. Industrial uses occupy 988 acres, or 9.1 percent of developed land area. Approximately 1,193 acres or 11 percent is used for transportation. 2,244 acres or 20.7 percent is divided among commercial/private services, public/cultural and recreational and utility facilities, with the remainder of 3,519 acres or 32.3 percent being undeveloped, which is reflected in Graph 12. Land use and percentages for the



Urban Growth Area are shown on Graph 13. Land use and percentages for the



Urban Growth Area are shown on Graph 13.



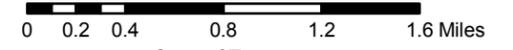
GREENEVILLE

T E N N E S S E E

Existing Land Use Illustration 5

Legend

Corporate Limits	40 - Utilities	96 - Unclassified improvements <\$30,000
00 - Residential	50 - Vacant	97 - Unclassified improvements >=\$30,000
10 - Commercial	60 - Agricultural	98 - CAAS data unavailable for parcel
20 - Industrial	70 - Timber / Forest	99 - Uncoded by Land Use Model
30 - Public / Semi-Public Uses	80 - Water Polygon Features	
	90 - Transportation	



State of Tennessee
 Department of Economic & Community Development
 Local Planning Assistance Office
 Johnson City, Tennessee
 Map Printed: March 9, 2009
 This map is not an engineering map.

TRANSPORTATION ANALYSIS

A municipality's transportation system provides a vital service function that is essential for growth and development. It forms the framework upon which a community is built. A well-planned and maintained transportation system ensures adequate access and traffic circulation, which are prerequisites for economic activity and general community development.

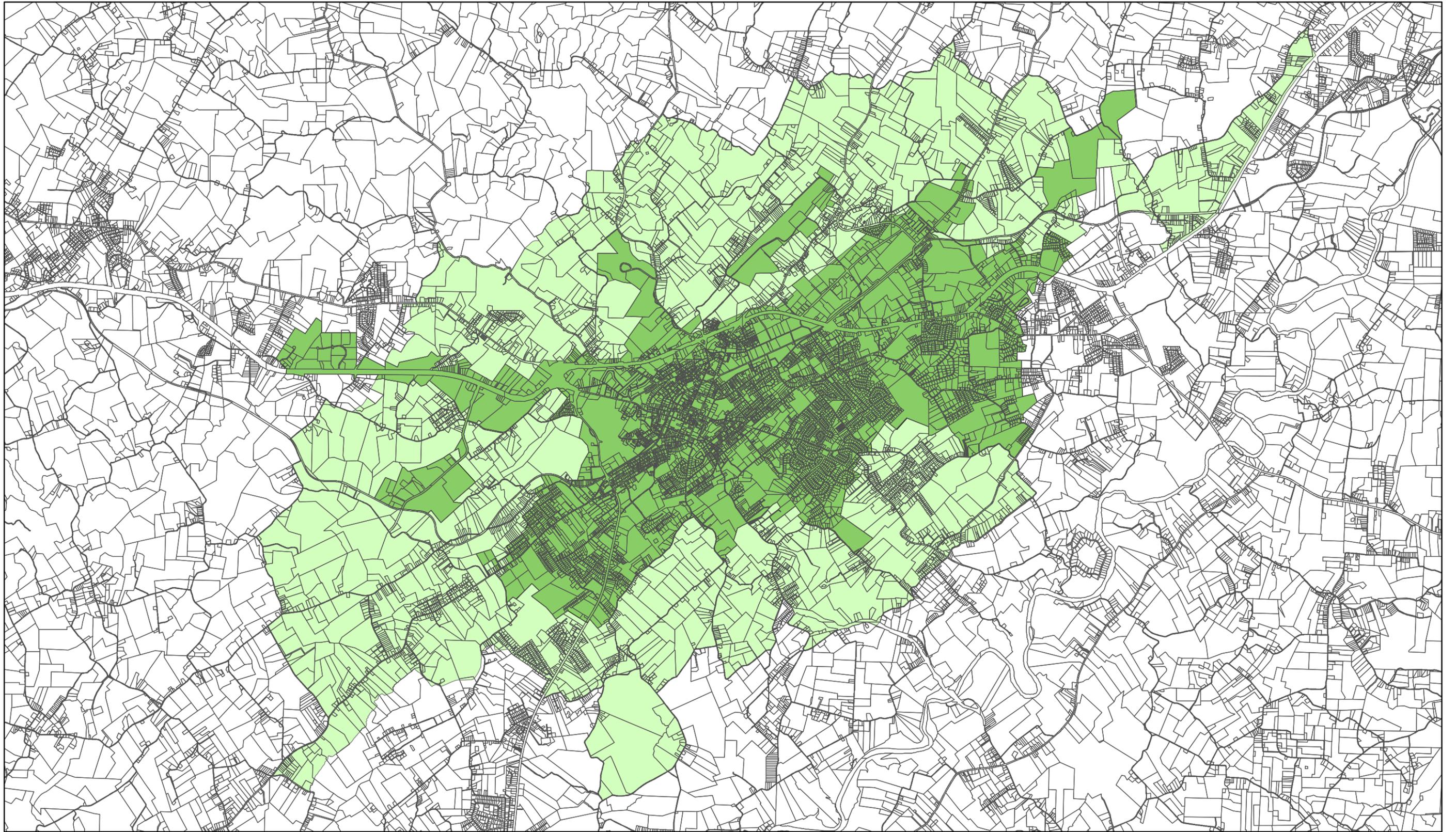
Streets and highways typically occupy a significant percentage of the developed land area in a community. Within Greeneville there are approximately 1,193 acres of land currently devoted to streets, roadways, and other rights-of-way, representing 11 percent of the Town's total area. Greeneville's Urban Growth Boundary has approximately 702 acres of land, or 3.7 percent of total land area currently devoted to streets, roadways, and other rights-of-way. All local streets, state and federal highways, and railroad rights-of-way within Greeneville are included in this land use category. Illustration 5 reflects the Urban Growth Boundary.

There are considerable design, purpose, and utilization differences between the various thoroughfares that traverse Greeneville and its potential growth area. To better understand and analyze the overall system, these local thoroughfares have been classified by their intended use. This review of the Greeneville transportation system also includes a description of the area's general traffic circulation pattern, major traffic generators, impediments to traffic flow, mass transit, and air/rail/port facilities.

Thoroughfare Classification

The primary use of a thoroughfare varies from providing access to residential and other structures, to providing uninterrupted movement of high-speed traffic. To clarify the usage, a classification has been established denoting the function served and is shown on Illustration 6.

In 1972 the Tennessee Department of Highways conducted a Major Street and Route Plan for Greeneville. It referred to the thoroughfare classifications as Arterial and Collector streets. In 1997 the Tennessee Department of Transportation conducted a limited study that expanded the classifications to (1) Principal Arterial, (2) Minor Arterial, (3) Collector and (4) Local Streets.



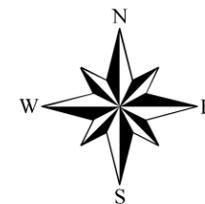
GREENEVILLE

T E N N E S S E E

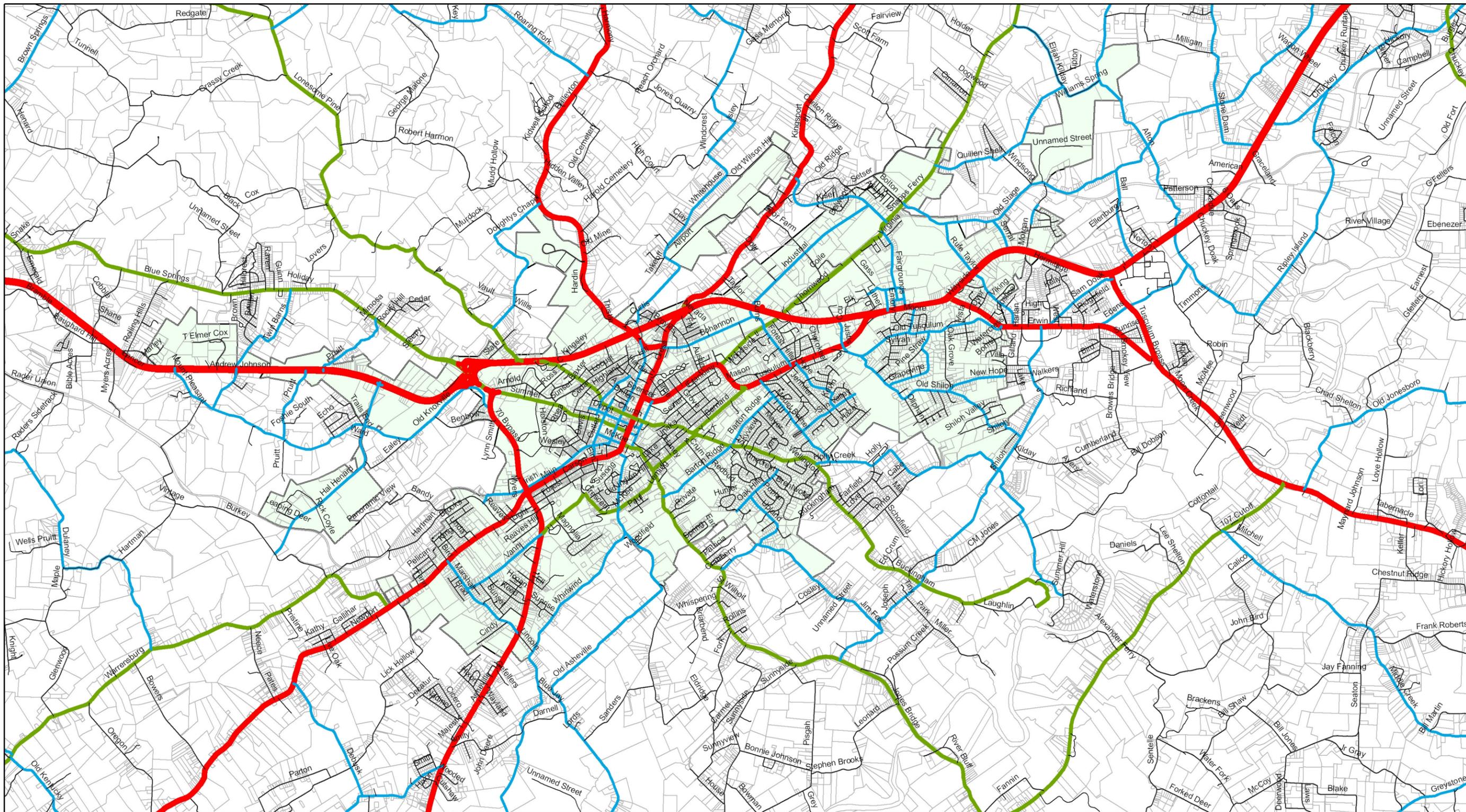
Urban Growth Area Illustration 6

Legend

-  Corporate Limits
-  Urban Growth Area
-  Parcels



State of Tennessee
Dept. of Economic & Community Development
Local Planning Assistance Office
Johnson City, Tennessee
Map Printed: March 9, 2009
This map is not an engineering map.

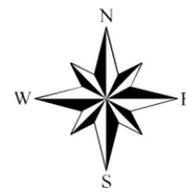


GREENEVILLE

T E N N E S S E E

Major Thoroughfare Classification Illustration 7

- Legend**
- Classification**
- Principal Arterial
 - Minor Arterial
 - Collector
 - Local Street



Town of Greenville
Public Works Department
Greenville, Tennessee
Map Printed: August 7, 2009
This map is not an engineering map.

Principal Arterial: Roadways, which link population centers, but often lack controlled access and traffic flow separation. Examples of principal arterial roadways in Greeneville are the Andrew Johnson Highway (US11-E), Asheville Highway (SR70), Baileyton Highway (SR172), Erwin Highway (SR107), Kingsport Highway (SR93), Main Street, Newport Highway (US321), Tusculum Boulevard (US11-E Bus), Tusculum Bypass (SR107), and 70 Bypass (SR70).

Minor Arterial: The town and urban growth area roadways that link small concentrations of population and provide direct access to major traffic generators such as work, shopping, and residential centers. Often these are State and Federal Aided Highways. Bernard Avenue, Blue Springs Parkway, Buckingham Road, Church Street (East and West), Jones Bridge Road (SR350), Lonesome Pine Trail (SR70), McKee Street (East & South), Snapps Ferry Road, Summer Street (West), Vann Road (East), Warrensburg Road (SR349), 107 Cutoff (SR107).

Collector: Roadways that link arterials and provide access to and between minor arterial streets to local streets. Examples of collectors in town and the urban growth area are Afton Road, Ball Road, Barton Ridge Road, Bohannon Avenue, College Street, Cutler Street, Emory Road, Fairgrounds Road, Forest Hills Drive, Grapevine Trail, Hal Henard Road, Hope Road, Industrial Road, Irish Street, Justis Drive, Kiser Boulevard, Mt. Bethelt Road, Old Tusculum Road, Roaring Forks Road, Rufe Taylor Road, Serral Drive, Sun Valley Drive, and Whitehouse Road.

Local Street: Roadways that function primarily as the means for accessing individual properties. Most often, local streets are intended for limited capacities, carrying traffic for short distances, and serving residential uses. The majority of Greeneville's streets are in this classification.

Traffic Circulation Patterns

The traffic circulation pattern in Greeneville relies heavily on the highway system which carries traffic through Greeneville and its urban growth area. Andrew Johnson Highway carries traffic east/west connecting Greeneville with Johnson City and Interstate 26; Asheville Highway carries traffic northeast to Andrew Johnson Highway and southeast into North Carolina; Baileyton Highway carries traffic north to Interstate 26; and Newport Highway carries traffic from Main Street to the west into Cocke County.

Tusculum Boulevard, Bernard Avenue, Snapps Ferry and Main Street are important roadways carrying traffic in and around Greeneville.

Findings: The traffic circulation pattern of Greeneville and its projected growth area is dominated by Andrew Johnson Highway (US11-E) and due to the high traffic volumes, circulation problems do exist in Greeneville.

Impediments to Traffic

The major impediment to traffic flow in Greeneville is the strip commercial development along Andrew Johnson Highway. The unrestricted access points and off street parking areas for these commercial establishments along a high volume arterial roadway creates traffic congestion and traffic hazards.

Another impediment to traffic flow in Greeneville is the location of the main line of the Norfolk Southern railroad that also dips to the south inside the urban growth area. The railroad sometimes blocks roads in the area. There are bridges located at Andrew Johnson Highway, West Summer Street and South Main Street that crosses over the railroad. The railroad can temporarily block the Ashville Highway, West Church Street and North Irish Street, but the bridges over the railroad can provide a way around if the railroad has the tracks blocked for a longer time period.

Findings: The major impediment to traffic flow in Greeneville is the strip commercial development along Andrew Johnson Highway. Another impediment is the Norfolk Southern railroad that runs through the town and into the urban growth area.

Traffic Generators

There are several major traffic generators in Greeneville. These traffic generators are focal points of activity that are the origin and destination of numerous automobile trips during certain times of the day. Having an awareness of the location of these generators is necessary in planning the traffic circulation system, and in preparing plans for improvement. The major traffic generators include:

1. Industrial areas: The primary industrial areas in Greeneville are Industrial Road, Bohannon Avenue, Snapps Ferry Road, Baileyton Highway, Hal Henard Road and T. Elmer Cox Road where several industrial operations are located.

2. Concentrated commercial areas: There are two areas in Greeneville where the concentration of commercial establishments generates large volumes of traffic. Much vehicular activity is generated by the Central Business District (CBD) of Greeneville. The second concentrated commercial area generating large volumes of traffic is the area of strip commercial development along Andrew Johnson Highway.
3. Institutional and professional areas: Located in Greeneville's Central Business District are several banks and attorney offices that generate traffic in this area.
4. Public and semi-public areas: There are two areas in Greeneville that are traffic generators. Greeneville has a concentration of Federal, State, Municipal and County governmental facilities located in the Central Business District. The second area traffic generator is the many churches located in the downtown area that mainly generate traffic when other uses are at their lowest.

Findings: In essence, employment related land uses are the traffic generators in a community. The industrial, commercial, institutional, professional, public and semi-public use areas of Greeneville are the primary traffic generators as destination points from Greeneville's residential areas. Most of these generators tend to compound traffic problems due to their relatively close proximity to each other. In addition, the limited availability of major routes within Greeneville, from which all the major traffic generators are accessed, further compounds the traffic flow problems.

Parking

The majority of the parking in the central business district of Greeneville takes place on the street right-of-way in non-metered spaces with time limitations of two hours strictly enforced. The area does contain off street areas behind the County Jail and adjacent businesses and governmental offices. Due to the lack of available property and the high costs of obtaining it, the development of off-street parking facilities in the downtown area will be difficult.

It appears that there is considerable parking around the strip commercial area on Andrew Johnson Highway.

Findings: Like most central business district areas, parking is a problem in Greeneville as well. A separate parking study would be required to expand the central business district parking in the future. There were no parking problems identified in the strip commercial area or in the projected growth area.

Air/Rail/Port

Greeneville/Greene County Municipal Airport is jointly owned by Greeneville and Greene County and is located at 246 Airport Road. The airport is operated by Greeneville Aviation and has the capacity to accommodate large corporate jets easily. This facility also offers 66 rental hangers for private aircrafts storage, aircraft maintenance, fuel sales, and hangers for the two helicopters which perform life support flight operation for the area hospitals. The current runway has sight distance problems that are in the process of being resolved.

Norfolk Southern Railway provides Greeneville and Greene County with rail connections to all regional and national markets.

The nearest ports are in Charleston, South Carolina offering world wide shipping. They are located approximately 327 miles from Greeneville.

Findings: Greeneville and Greene County have adequate access to air, rail and port facilities.

Mass Transportation

Like most rural Tennessee communities, the automobile is the preferred method of transportation. This has limited the need for public transportation facilities in the form of mass transit. Greeneville does not have a local bus service, but has access to the Greyhound Bus Line with the closest stop at Varsity Market in Mosheim. Van service for senior citizens is provided by Net Trans for medical purposes and by the Roby Center for senior activities. Greeneville is currently served by the taxi company located on Old Shiloh Road.

Findings: Mass transit is not feasible at this time due to Greeneville's population and the expense of a transit system.

Pedestrian/Non-Vehicular Circulation

Sidewalks provide a safe means for the movement of pedestrian traffic when properly and adequately constructed. They also serve as a border and a buffer between the street and existing development. Sidewalks or other means of pedestrian circulation are especially needed in areas around schools, in downtown commercial areas, and in residential areas.

Although there are certain areas where they have deteriorated, overall, the existing sidewalks in Greeneville are in good condition. Sidewalks are present in the downtown area, and in many of the older residential areas. There are no sidewalks or other means of pedestrian circulation present in the potential growth area. Current municipal subdivision regulations do not require the provision for sidewalks in new developments in Greeneville.

Currently, there is the Greeneville Historic Walkway located between East McKee Street and North College Street leading to the Big Springs. The walkway provides a leisurely walking atmosphere while showcasing historic sites.

Findings: In general the older portion of Greeneville has adequate means for pedestrian circulation through the provision of sidewalks. Sidewalks or other means of pedestrian circulation are not available in the more recently developed areas of the municipality or within the potential growth area. This can be attributed to absence, in the past, of requirements for sidewalks in the municipality and county subdivision regulations.

There is also a need to extend the current walkway and develop a system of bike paths or routes to serve non-vehicular traffic.

Rural Planning Organization (RPO)

The Federal Highway Administration (FHWA) passed regulations requiring representation of rural areas in the transportation planning process. To comply with these regulations, the Tennessee Department of Transportation (TDOT) has created the Rural Planning Organization (RPO). Greene County and all the municipalities within the county are served by the First Tennessee Planning Organization (FTPO). The purpose of the FTPO is to involve local officials in multi-modal transportation planning. The goal is to allow local officials and citizens to have input into the transportation process and to promote unified regional transportation goals.

TDOT is considering a proposed bypass around Greeneville in Greene County. They have begun work on Environmental Impact Statement (EIS) to determine what impacts the project will have on the natural and human environment. The need for this project was identified by the Tennessee State House of Representatives in 1994 in legislation which addressed transportation issues from Pigeon Forge through Sevierville, Newport, Greeneville, and the Tri-Cities. Since the 1994 legislation, several transportation studies have been conducted for Greeneville, one in 2002 and another in 2006.

The EIS underway will examine the facts presented in the former studies and will conduct new studies which will examine all reasonable alternatives for a Greeneville bypass. The goal for the bypass will be to improve regional mobility, improve safety, promote economic growth, and reduce truck traffic on US-11E on Greeneville.

Proposed Greeneville Bypass - Greene County

Project Timeline

Transportation projects are developed in four phases:

1. Planning and Environmental
2. Design
3. Right-of-Way Acquisition
4. Construction

The project is currently in the Planning and Environmental stage. The following is a timeline of the events concerning this project:

Project History

1994:

- Tennessee State House of Representatives requests that TDOT evaluate opportunities to provide transportation improvements connecting the cities of Pigeon Forge, Sevierville, Newport, Greeneville, and the Tri-Cities.

2002:

- The TDOT Commissioner asked the Center for Transportation Research at the University of Tennessee (UT) to conduct a project assessment for SR-35 (US-321).

2003:

- The mayors of Greeneville, Tusculum, Baileyton, Mosheim, and Greene County make a request to TDOT for construction of a “Northern Loop” around Greeneville based on the findings of the UT study. The mayors emphasized that their request was consistent with TDOT’s plans for SR-35 and US-321 (from Pigeon Forge to the Tri-Cities airport).

2006:

- TDOT performs an extensive traffic study to evaluate SR-34 (US-11E) through Greeneville. The traffic study was entitled *Traffic Forecast Study Greenville, TN – US 11E Proposed Bypass From Hal Henard Road to Stone Dam Road or SR 107 Green County*.

2008:

- TDOT begins work on an Environmental Impact Statement (EIS) to study all reasonable alternatives for a bypass around Greeneville.

Scheduled Activities

2008:

- TDOT held a public meeting to provide the public an opportunity to comment on the purpose and need for the project and to help identify potential alternatives and environmental issues.
- Project alternatives will be identified. Local, state, and federal agencies will be asked to provide concurrence with the alternatives to be carried forward in the EIS.
- Preliminary investigations will be conducted for impacts to the natural and human environment.

2009:

- Detailed technical studies will be conducted and conceptual engineering plans will be developed for the alternatives in the EIS.

2010

- A Draft Environmental Impact Statement (DEIS) will be developed
- Local, state, and federal agencies will be asked to provide concurrence with the content of the DEIS.
- The notice and availability of the DEIS will be posted in the Federal Register

2011

- TDOT will hold a public hearing presenting the DEIS and will receive comments on the project
- A preferred alternative will be selected for the project
- A Final Environmental Impact Statement (FEIS) will be developed
- The FEIS will be posted in the Federal Register
- A Record of Decision (ROD) will be anticipated

More information can be found at: www.tdot.state.tn.us/greeneville/default.htm

(Source: Tennessee Department of Transportation)

SUMMARY OF FINDINGS

The traffic circulation of Greeneville and its projected growth area is dominated by Andrew Johnson Highway (11-E) and due to the high traffic volumes, circulation problems do exist in Greeneville.

The major impediment to traffic flow in Greeneville is the strip commercial development along the Andrew Johnson Highway. Another impediment is the railroad that runs through the town and into the urban growth area. Most of these generators tend to compound traffic problems due to their relatively close proximity to each other. In addition, the limited availability of major routes within Greeneville, from which all the major traffic generators are accessed, further compounds the traffic flow problems.

Like most central business district areas, parking is a problem in Greeneville as well. Given the condition of structures, vacancy rates and expense it is doubtful if property could be acquired to expand the central business district parking in the future. There were no parking problems identified in the strip commercial area or in the projected growth area.

Greeneville and Greene County has adequate access to air, rail and port facilities.

Mass transit is not feasible at this time due to Greeneville's population and the expense of a mass transit system.

In general the older portion of Greeneville has adequate means for pedestrian circulation through the provision of sidewalks. Sidewalks or other means of pedestrian circulation are not available in the more recently developed areas of the municipality or within the potential growth area. This can be attributed to absence, in the past, of requirements for sidewalks in the municipality and county subdivision regulations.

CHAPTER 6

COMMUNITY FACILITIES INVENTORY AND ANALYSIS

INTRODUCTION

As the population of Greeneville increases and more homes are built, greater demands will be made for more and improved services. Schools, sewers, parks, cultural and other facilities may have to be expanded to meet ever increasing needs. Without forethought and planning to meet future demands and needs there is a strong likelihood of duplicating facilities, choosing poor locations or being unprepared to face a substantial public expenditure when the need arises. While it is generally understood and accepted that municipal governments have a responsibility to provide adequate recreation, education and services facilities, sites may not be available for their development because the land is often used for other purposes. If the sites are available, the cost of the land is often prohibitive. At a time when land is becoming less available for this type of use, people have more time to devote to recreation and cultural pursuits. People also want more services for their homes and businesses. One way of insuring the orderly growth and development of these community facilities is to acquire land while it is vacant and still available. If vacant land is not available, it may be necessary to acquire developed property. In some areas the facilities available today need to be brought up to acceptable standards in order to provide for future needs. The task is not an easy one and requires time, effort, and money for proper development.

The purpose of this chapter is to examine and evaluate existing community facilities within Greeneville and the surrounding area that are available to serve the general public, and to recommend new or improved facilities to meet the present and future needs of the community. Some of these community facilities have already been mentioned under the public and semi-public or utility section in the previous chapter. Both public and privately owned facilities will be evaluated. Planning for community facilities should be a continuing process, with periodic reviews and updates carried out to meet changing conditions and circumstances. It is the purpose of this chapter to study the future need for community facilities and to present these needs to the Greeneville Board of Mayor and Aldermen so informed decisions can be made.

INVENTORY AND ANALYSIS OF EXISTING FACILITIES

Municipal Offices

Greeneville's Town Hall is located at 200 North College Street. The structure is in good condition and is well maintained. Town Hall accommodates an array of offices including the Mayor's Office, Town Recorder's Office, Chief of Police Office and Police Station, Fire Inspector's Office, Town Engineer's Office, Environmentalist Office, Building Official's Office, Planning Office, and Human Resources Office. The existing building is adequate to meet the current needs of the community.

Findings: The existing building is adequate to meet the short-term needs of the community. To meet the needs and to accommodate public participation the Town's Board Room and Municipal Court Room has been consolidated and relocated to the Greeneville Light and Power building. This relocation will meet the needs for the foreseeable future.

Water and Sewer

Greeneville's water and sewer is overseen by the Greeneville Water Commission located at 516 North Main Street, Greeneville and employ a total of 51 employees, which include 7 at the Water Treatment Plant, 12 at the Wastewater Treatment Plant, 16 at the Maintenance Shop, 13 at the Office and 3 Water Commissioners.

Water

The Water Department is located at 2815 Buckingham Road. There is one treatment plant and it is located on the Nolichucky River near the Ashville Highway. Greeneville recently completed an expansion to its water treatment plant increasing the treatment capacity to 16 million gallons per day (MGD) serving 6,769 customers inside the corporate limits, 2,953 customers outside the corporate limits and 996 private and municipal fire hydrants. Along with Greeneville's reservoir capacity there is currently a 10 tank water system storage of 8.73 MG with an average daily consumption of 7.75 MG. It appears there is sufficient water supply to provide water to Greeneville as well as to the five utility districts; Glen Hills, Old Knox, Chuckey, Cross Anchor, and to the Mosheim Water Department for the planning period.

Findings: It appears that Greeneville has ample capacity to meet its water consumption needs during the planning period.

Sanitary Sewer System

Greeneville's Sewer Department is located a 4520 Old Asheville Highway. The sewage treatment plant and collection system has a capacity of 7.0 MGD with current usage of 2.5 MGD. There are 216.8 miles of line serving 6,553 customers inside the corporate limits and 531 customers outside the corporate limits. In addition the sewer needs of the Mt. Pleasant Industrial Park are met through an agreement with the Town of Mosheim.

Findings: The Town's sanitary sewer treatment facility has sufficient capacity to meet the needs during the planning period.

Electrical Service

Power is provided by Greeneville Light and Power System (GLPS) and is located at 110 North College Street. GLPS is an agency of the Town that is governed by an appointed five member board and employs 79 full time and 5 part time employees. GLPS serves approximately 37,500 customers within Greene County and portions of surrounding counties, with approximately 2,100 miles of electrical line.

Findings: Greeneville Light and Power System provide reliable power to Greeneville as well as the surrounding areas and as a part of the TVA network they will be capable of supplying power in the future.

Police Department

Greeneville provides police protection through the Greeneville Police Department located at 200 N. College Street. The department consists of 47 regular full time police officers, certified by the Tennessee Peace Officer Standards and Training Commission (POST). These officers have support from 28 regular part-time employees (Auxiliary Police). Administrative, Patrol, and Detectives have offices at Town Hall in the Police Department. The department maintains a substation at the intersection of Anderson and Floral streets. The Greeneville Police Department has two school resource officers that work within the Greeneville School system. One officer works at Greeneville High School and the other as a Drug Abuse Resistance Education (DARE) officer and resource officer at the Greeneville Middle School. These officers maintain offices at the schools.

The Police Department also maintains a firing range for training purposes which meets current needs.

The Town of Greeneville adopted the standards of the International Association of Chiefs of Police which states that each community should maintain 1.5 to 2.0 police personnel per one thousand residents.

Findings: The Greeneville Police Department meets the standards required by the International Association of Chief's of Police and successfully provides public safety to the citizens of Greeneville. The expansion of facilities to house additional personnel may be required during the planning period if the population continues to increase.

Fire Department

Greeneville provides fire protection through the Greeneville Fire Department while maintaining an Insurance Service Office (ISO) rating of 3. Fire fighting facilities are located at:

Fire Station #1 is a 3 bay fire station and administrative offices located at 710 West Summer Street. This location is equipped with Engine 1, a 1500 gallon per minute (GPM) pump truck; Battalion 1, Shift Commander's vehicle; Reserve Engine 1, a 1250 GMP pump truck used to replace out of service trucks and used for fire fighting when needed; Brush 1, a 250 GMP truck necessary for brush and wild fires and small hard to reach fires; Haz-Mat 1 unit equipped primarily with hazardous materials reference material, monitors, and meters and limited hazardous materials equipment and supplies. This station has 3 Captains and 9 firefighters operating on 3 shifts with 24 hour coverage.

Fire Station #2 is a 3 bay station located at 501 Ashville Highway. This location is equipped with Engine 2, a 1250 GPM pump truck. This station has 1 Lieutenant and 8 firefighters operating 3 shifts with 24 hours coverage.

Fire Station #3 is a 2 bay fire station located at 1325 East Andrew Johnson Highway. This location is equipped with Engine 3, a 1500 GPM pump truck; Haz-Mat 2 unit equipped with spill containment materials and excess hazardous materials equipment and supplies; Haz-Mat 3 unit equipped with hazardous

materials, equipment and supplies. This station has 1 Lieutenant and 8 firefighters operating on 3 shifts with 24 hour coverage.

Fire Station #4 is a 2 bay fire station located at 623 Mount Bethel Road. This location is equipped with Engine 4, a 1500 GPM pump truck; and Reserve Engine 2, a 1250 GPM pump truck used to replace out of service trucks and used for fire fighting when needed. This station has 1 Lieutenant and 8 firefighters operating on 3 shifts with 24 hour coverage.

Findings: Greeneville's Fire Department provides for the needs of the residents while maintaining an Insurance Service Office (ISO) rating of 3. Each station operates in 3 shifts with 24 hours coverage. There are no plans for additional stations at this time, but over the planning period with the increased population projected, others may be needed in order to keep the current ISO rating.

Public Works

Greeneville's Public Works Department is located at 708 West Summer Street. This department has numerous responsibilities that include residential and commercial garbage collection, leaf pickup, brush pickup, snow removal, roll off service inside and outside corporate limits, fleet maintenance for town vehicles, road and road right-of-way construction and maintenance, sidewalk construction and maintenance, installation and maintenance of all Town and street signs, street cleaning, and stormwater installation and maintenance. This department also maintains structures and grounds for the Parks & Recreation Department. There have been some building additions and maintenance needs identified as well as the replacement of some equipment. The department currently has 51 employees which meet current needs and projects some additional employees may be needed in the future to maintain the current level of service. However, an increase of 200 homes would increase the need for additional personnel or equipment.

Findings: Greeneville's Public Works Department meets the current needs of the community. With increasing needs it is projected additional staff and possibly equipment would be needed to maintain the current level of service during the planning period.

Recreation

Greeneville's Park and Recreation Department is located at Eastview Recreation Center, 456 East Bernard Avenue. Recreational facilities are located throughout the Town to meet the community's needs.

Eastview Recreation Center is located at 456 East Bernard Avenue. The center houses administrative offices for the department. Amenities include (2) 84x50 gymnasiums, a 210,000 gallon outdoor pool, dressing rooms/restrooms with shower facilities, storage areas, a banquet room, concession area and a covered picnic pavilion.

Hardin Park is located on Crescent Street. Amenities include a 65 acre park that features a 350,000 gallon Olympic-sized outdoor pool, (2) playgrounds, fishing pond, (7) covered pavilions, picnic tables, (3) baseball fields, (2) softball fields, (4) tennis courts, (2) outdoor basketball courts, and a sand volleyball court and skate park. The maintenance area is comprised of (2) garages, and a storage facility. A 1,600 square foot rental house is also located inside the grounds of the park.

Legion Field is located on West Summer Street. Amenities include an enclosed baseball field with detached restrooms and a concession area. A grandstand area is covered with metal roofing.

Eastview Ball Fields are located on Barton Ridge Road. Amenities include (2) youth baseball fields with a centrally located concession/restroom facility.

Dogwood Park is located on Lafayette Street beside and behind Tusculum View Elementary School. Amenities include a covered pavilion with restrooms, walking trails, a pond with walking bridge, and a 200 seat amphitheatre.

Locust Street Ball Field is located on Locust Street. Amenities include a youth baseball field.

Neighborhood Gym is located on West Church Street and is headquarters for the local Boys & Girls Club of Greeneville & Greene County. Amenities include a small gymnasium, storage facilities, game rooms, etc. Outside playground areas

are also utilized by the Boys & Girls Club. The Recreation Department regularly uses the facility during the fall and winter months for youth basketball practices. It should be noted that expansion and renovation is currently in the planning stages.

Forest Park is located on Forest Street and is primarily used by older adults. Amenities include (2) covered pavilions, picnic tables, restroom facilities and a walking trail.

Tennis Center is located on Hal Henard Road and is jointly owned by both Greeneville and Greene County. The center is new and contains (6) hard courts and (2) clay courts with plans for additional amenities in the future.

Andrew Johnson Center is located at 104 Charles Street and is home to Main Street Greeneville, Greeneville City Employee's Credit Union, EMA and the Nathaniel Greene Museum. Amenities include a gymnasium, employee fitness center with shower facilities, and a dance stage.

Greeneville Historic Walkway is located between East McKee Street and North College Street leading to the Big Spring. The walkway provides a leisurely walking atmosphere while showcasing historic sites.

Kinser Park is located at 710 Kinser Park Lane and is jointly operated by both Greeneville and Greene County. Amenities include softball fields, camping, fishing, golfing, volleyball, picnic shelters and restroom facilities.

Roby Fitzgerald Adult Center is located at 203 North College Street. The center serves the elderly (60+) population in Greeneville and Greene County with a variety of activities and services focused on aging where older persons can come together for services and activities which enhance their dignity, support their independence, and encourage their involvement in the community.

Findings: Greeneville provides numerous recreational facilities and programs for all ages, and currently meets the needs of the citizens. Greeneville and Greene County should re-evaluate the camping area at Kinser Park and establish policies to make this area more accessible to the public. These policies should include time limits on campers

for a single visit, in addition to limiting the number of times that campers can return within a one year period.

Solid Waste

The current operational facility is located on 125 acres at 1555 Old Stage Road and has 12 employees. The site has a scale house, a transfer station, a building used for storage and tractor-trailer parking, an empty farm house and barn. There is also a closed Class I landfill, an active Class IV landfill, a grinding pad, and a composting pad on site. Other properties includes two additional closed Class I landfills, one located on Old Stage Road with approximately 30 acres that has a storage barn on site used by the Public Works Department, and a second consisting of approximately 30 acres located on Whirlwind Road. The Town also maintains 6 newspaper recycling sites at the following locations:

- Old WalMart location –Andrew Johnson Highway
- Capri Theater Lot (behind Bank of America)- Andrew Johnson Highway
- Round Table Office Complex-Temple Street
- Greene County Partnership-Academy Street
- Greeneville Sun-Summer Street
- Tusculum Town Hall-Alexander Street

Findings: The Town’s solid waste collection and disposal system currently serves the residents well; however the town should consider purchasing adjacent acreage to meet future needs.

Public Library

The Greeneville/Greene County Public Library is located at 210 North Main Street and has a staff of (4) full-time and (3) part-time employees, and (15) volunteers. The library has a large selection of books, videos, DVD’s, and audio resources and offers various programs to the public.

The T. Elmer Cox Historical and Genealogical Library is a division of the Greeneville/Greene County Public Library and is located at 229 North Main Street. This facility is the depository for various types of historical records including family files both local and regional, all Tennessee Death Certificates from 1914 to 1957, virtually a complete set of all Greene County newspapers from 1914 to present, all pre 1900 and most of the 20th century Greene County Court records.

Findings: The Greeneville/Greene County Public Library facilities themselves meets the needs of the citizens for the planning period with the exception that additional parking areas should be acquired.

Housing Authority

The Housing Authority operates 325 units. This is the maximum that is allowed due to Federal and State regulations; therefore it is not possible to expand at this point. Section 8 housing for Greeneville/Greene County is operated through Morristown and Kingsport agencies.

Findings: Demand for public housing is stable. Applications are continuously received but no major increase has occurred in recent years.

Greeneville/Greene County Regional Airport

The Greeneville/Greene County Regional Airport is classified as a General Aviation Airport located just north of Andrew Johnson Highway within Greeneville's corporate limits and is owned jointly by the Town and County. The facility does not provide scheduled commercial service such as the Tri-Cities and Knoxville facilities, but does accommodate large unscheduled aircraft and airfreight service. A Foreign Trade Zone is available at the airport to meet the needs as required. Greeneville Aviation Services, Inc., the airports fixed base operator, offers aircraft maintenance, fuel sales and rental hangers, as well as providing fueling services and hanger needs for the two helicopters which perform life support flight operations for Laughlin and Takoma Hospitals.

The airport is beginning the initial phase of a Tennessee Department of Transportation (TDOT) approved upgrade project at an approximately \$18 million dollar cost. This project will correct a Line of Sight problem on the runway, add GPS approach capabilities, and increase the width and length of the runway. This will allow larger, faster aircraft to use this airport. The project is expected to be completed within a 4 to 5 year period.

Findings: The airport meets the current needs of the community with the exception of the sight distance problem, which is affecting the current classification. The airport is in the 1st phase of correcting this problem.

Schools

The Greeneville City School System operates a total of six schools with (4 elementary schools, 1 middle school and 1 high school.) Greeneville and Greene County jointly own the Greeneville/Greene County Center for Technology.

EastView Elementary is located at 454 West Bernard Avenue and serves Pre-K to 5th grades. This school is at 86.6% capacity with 30.2% of attendees being tuition students.

Hal Henard Elementary is located at 425 East Vann Road. and serves Pre-K to 5th grades. This school is at 92.5% capacity with 26.6% of attendees being tuition students.

Highland Elementary is located at 208 North Highland Avenue and serves Pre-K to 5th grades and is the Town's only year-round school. This school is at 79.5% capacity with 19.9% of attendees being tuition students.

Tusculum View Elementary is located at 1725 Lafayette Street and serves Pre-K to 5th grade. This school is at 88.2% capacity with 24.4% of attendees being tuition students.

Greeneville Middle is located at 433 East Vann Road and serves 6th to 8th grades. This school is at 97.9% capacity with 23% of attendees being tuition students.

Greeneville High is located at 210 Tusculum Boulevard and serves 9th to 12th grades. This school is at 74.5% capacity with 26% of attendees being tuition students.

Greeneville/Greene County Center for Technology is located at 1121 Hal Henard Road and is jointly owned by Greeneville and Greene County. This facility provides entry-level or pre-professional training in technical fields as well as adult education programs.

Findings: It appears from review of the collected data that the population of Greeneville will not have a significant increase in the planning period, therefore, indicating there will

be no need for additional capacity in the Greeneville School System. However, Highland Elementary School is in need of extensive renovation if it is to continue to be used.

SUMMARY OF FINDINGS

The following comments summarize the findings of the community facilities of the Comprehensive Plan. The existing municipal building is large enough to meet the long-term needs of the community. All town functions now housed in the building have sufficient space for the foreseeable future. It appears Greeneville has ample capacity to meet its water consumption needs during the planning period. Greeneville Light and Power System provides reliable power to Greeneville as well as the surrounding areas and as a part of the TVA network they will be capable to continue supplying power in the future. The Greeneville Police Department meets the standards required by the International Association of Chief's of Police and successfully provides public safety to the citizens of Greeneville. The expansion of facilities to house expanded personnel may be required during the plan period if growth of the population increases through annexation or other means. Greeneville's Fire Department provides for the needs of the residents while maintaining an Insurance Service Office (ISO) rating of 3. Each station operates in 3 shifts with 24 hours coverage. There are no plans for additional stations at this time but over the planning period with the increased population others may be needed in order to keep the current ISO rating. Greeneville's Public Works Department meets the current needs of the community but request additional employees in the future. With increasing needs it is projected additional staff and possibly equipment would be needed to maintain the current level of service during the planning period. Greeneville provides numerous recreational facilities and programs for all ages and currently meets the needs of the citizens. The Kinser Park Commission should re-evaluate the camping area at the park and establish policies to make this area more accessible to the public. The Town solid waste collection and disposal system serves the residents well, and is adequate for the future needs during this planning period. The Greeneville/Greene County Public Libraries meets the needs of the citizens for the planning period. Demand for public housing is stable. Applications are continuously received but no major increase has occurred in recent years. The airport meets the current needs of the community. It appears from review of the collected data that the population of Greeneville will not have an increase in population larger enough to affect projected needs in the planning period. Therefore, indicating that there will be no need for additional capacity in the Greeneville

School System. All the data collected and analyzed in this section of the plan indicates that the Town of Greeneville is well positioned to meet the needs of its present and future residents in a timely manner.

CHAPTER 7 GOALS AND OBJECTIVES

INTRODUCTION

General Development and Growth Management

Objective:

Maintain the integrity of the natural environment. Minimize the adverse impacts of development to soils, slope, vegetation, wetlands, floodplain and other natural factors.

Policies

Mature vegetation, particularly trees, should be protected and replanting should be required where existing vegetation is removed or disturbed during construction.

Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection, whenever practical.

The Town shall develop appropriate criteria or measures to ensure the protection of environmentally sensitive and other valuable areas.

Objective:

Extend city services as growth occurs, insuring that these services are adequately provided to all city residents.

Policies

All new development, whether public or private, shall have appropriate infrastructure, which shall be properly installed at the expense of the developer.

Services provided by the Town should be used as a tool to direct or discourage development in specific directions.

Availability and capacity of existing services and utilities should be used as criteria in determining the location of higher intensity uses in the city and in decisions concerning annexation.

Developments with requirements beyond existing levels of police and fire protection, and utilities shall only be allowed to develop when such services can be adequately provided and maintained.

Inventories of existing public and private recreational facilities and of community needs should be used as input for planning future facilities and prioritizing the upgrading of existing recreational areas.

Appropriate infill development should be encouraged to enhance existing development and to make more efficient use of existing services and utilities.

Objective:

Improve aesthetic appearances to major points of entry into the Town.

Policies

Place signage and landscaping at all major entry points into the Town to appeal to both motorist and surrounding residents.

Create design standards for gateway areas to insure that these areas remain aesthetically pleasing.

Objective:

Develop comprehensive area-wide amendments to the town's Zoning Map that address current land use incompatibilities.

Policy

Within 90 days of adoption of this plan, area-wide amendments will be presented at a joint-workshop of the Planning Commission and Board of Mayor and Aldermen. This policy is intended to promote the projected best and highest use of land within the town, and maximize land use compatibility to encourage economic growth.

Residential

Objective:

Enhance the housing choices to provide for different types, density, sizes, costs and locations that accommodate the needs, financial capabilities and preferences of current and future residents.

Policies

The Town should promote the new residential developments in environmentally safe and pleasing area(s).

The Town should allow housing types ranging from single family structures to multi-family development.

High-density infill development should be permitted only in locations that are comparable with surrounding residential densities.

Land use controls should be used to foster a variety of housing types compatible with the natural landscape.

The Town should encourage and concentrate high-density housing development in the Central Business District (CBD) fringe area and along major traffic corridors with access to retail business, pedestrian amenities, cultural activities, schools and parks.

The Town should encourage low density housing along local streets within proximity to service centers, which are buffered from excessive noise, traffic and conflicting development.

High-density residential uses should locate in planned unit development or in close proximity to existing higher density developments.

In response to erosion and drainage considerations, hillside or slope developments should reflect design consideration and densities to minimize negative impact.

The Town should insure that the existing housing stock continues to be maintained and that new residential construction is developed to appropriate standards and guidelines.

The Town should encourage the rehabilitation of existing residences that can be purchased by low and moderate-income residents.

The Town should encourage the preservation and revitalization of older neighborhoods.

New residential development should not be allowed in those areas where infrastructure is unavailable or inadequate to support such development.

New residential development should be designed to encourage the neighborhood concept and should be situated to be easily accessible to collector or arterial status streets.

Transitional land uses or areas (Linear Greenbelts) or other design elements should be provided between residential neighborhoods and commercial areas in order to enhance the compatibility of land uses.

Commercial and Private Services

Objective:

Take appropriate measures to ensure that the Town of Greeneville remains as a center for commercial and private service land use in Greene County.

Policies

Future commercial developments and re-developments shall be in compliance with a comprehensive plan for all commercial growth and development.

The Town should recruit and retain business and service outlets that fulfill local market demands.

The Town should encourage and support the expansion of existing commercial areas and those that will result in the consolidation of commercial activities at central locations.

The Town should limit commercial services in the CBD to low intensity uses and low traffic generators.

The Town should encourage the adaptive reuse of existing structures in the CBD.

The Town should expand the off-street parking options within the CBD area.

Objective:

Insure that new commercial developments meet the appropriate standards and guidelines.

Policies

All commercial developments shall be designed in compliance with appropriate site development standards.

Commercial development shall be approved only in those areas where infrastructure is available and adequate to support such development.

Commercial development should be designed so as to minimize the negative impacts on the existing transportation system.

Strip commercial developments should be discouraged in favor of cluster developments with limited entrance and exit points.

Commercial uses which are high intensity traffic generators shall be located away from the CBD and on major collector or arterial status roads.

All new large-scale commercial developments shall be located on frontage or access roads with controlled ingress and egress points when feasible.

All commercial and private service developments shall be provided with an adequate number of off street parking spaces.

Commercial developments should be designed so as to minimize negative impacts to residential development and to enhance the aesthetics of such developments.

Industrial

Objective:

Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial uses.

Policies

Existing industrial parks should be provided adequate service and be expanded as needed, new industrial parks and sites should be planned and developed, and adequate public services should be provided to private industrial parks.

To provide for additional industrial land and employment in Greeneville, and to provide Town services to those industrial activities, the Town should adopt a policy to annex additional industrial properties where it is determined that such annexations are feasible.

The Town and Planning Commission should support appropriate road and traffic improvements at locations suitable for the expansion of existing industrial areas.

Industrial land uses known or suspected of having harmful impacts on health, safety, and welfare of people, and those activities and uses which would degrade, retard, or otherwise harm the natural environment, or the economic potential of the community, shall be discouraged from locating in the Town.

Objective:

Provide appropriate standards and guidelines for new industrial development and for expansion of existing industrial uses.

Policies

All industrial developments shall be designed in compliance with appropriate site development standards.

Industrial uses should locate near transportation facilities that offer the access required by the industry. Such uses should not be allowed to create demands, which exceed the capacity of the existing and future transportation network.

Industrial development should locate within the Town consistent with the phasing plan for infrastructure, where the proper sizing of facilities such as water, sewer and transportation has occurred or is planned.

To the extent feasible, landscaping or other screening shall be provided to reduce the conflict and soften the impact between industrial uses and other land uses.

Public & Semi-Public

Objective:

Provide a diversity of quality cultural and recreational opportunities.

Policies

Decisions concerning park and recreation facilities shall be guided by the Parks and Recreation Master Plan. Special projects may need to be addressed in a separate plan for consideration of Capital funds.

The Town should enhance opportunities for passive recreation through the creation of a Town greenbelt/greenway system, which includes hiking and biking trails.

Community and neighborhood parks should be developed and appropriately located within the Town.

The Town should maximize the use of public recreational land through close coordination with federal, state and local officials.

The Town should promote efforts to document, preserve and protect historic sites and structures in Greeneville.

The Town should recognize the cultural contributions of religious, ethnic and educational institutions, and coordinate their efforts with publicly supported cultural institutions, events and performances.

The Town should support and encourage cultural festivals as vehicles for bringing the arts to the public at low cost.

Objective:

Provide adequate and efficient public services and facilities, which meet appropriate standards and guidelines.

Policies

The Town should adhere to its Comprehensive Plan based on local standards and location criteria. This plan should be updated on a regular basis.

Public facilities and services should be improved and expanded in accordance with an adopted Public Improvement Program and Capital Budget.

Utilities

Objective:

Provide adequate and efficient public utility facilities.

Policies

All new development, whether public or private, should have adequate utilities, which shall be properly installed at the expense of the developer.

The Town should ensure that the municipal water and sewer systems are adequate to meet current and future needs.

The health of residents shall be protected through the production of State approved potable water and the safe and efficient collection and treatment of wastewater.

Objective:

Provide appropriate standards and guidelines for utility facility improvements and extensions.

Policies

Adequate utilities should be extended into urbanizing growth areas on a priority basis. These extensions shall meet health and safety standards.

Water and sewer lines of adequate size and location shall be required in all new developments and re-developments.

The location of utility structures for storage of equipment, pumps or similar materials should be adequately buffered and landscaped so as not to detract from the surrounding area.

The water quality and facility guidelines set forth in Stormwater Phase II Facility Plans shall be followed.

The Town should require appropriate maintenance and repair of any privately controlled drainage facilities or appurtenances which tie into any portion of the public or existing natural drainage systems.

Vacant Land and Open Space

Objective:

Ensure that adequate open space is provided in the municipality to enhance its aesthetic quality.

Policies

Public open spaces and general recreation uses should be provided to serve the local residents as well as visitors. These areas should be readily available and designed to serve all age groups.

The Town should encourage that adequate amounts of open space areas are available for future populations.

Open space should be included as a requirement to serve every major development.

Places of rare natural beauty and areas of historical interest should be preserved and maintained.

All publicly owned land should be examined for its potential open space or recreational use before being sold or disposed of by the Town.

Objective:

Ensure that appropriate standards and guidelines are followed for development of vacant land and for the provision of open space.

Policies

Public support and approval of development proposals that result in the conversion of prime farmlands should be reserved for those developments consistent with this plan and required for urban growth and development.

Areas of excessive slope should be conserved as open space, when possible, if development would cause significant soil and/or water degradation, or where the terrain possesses special scenic or recreational value.

Vegetation should be used as an alternative to man-made devices for buffering, insulation, erosion control and water quality protection.

Filling and excavation in floodplains shall only be allowed when consistent with National Flood Insurance Program regulations and allowed only after careful review of appropriate alternatives.

Mature vegetation, especially along stream banks, should be protected from indiscriminate removal in order to enhance the aesthetic value of the landscape as well as to control erosion.

Consistent with the National Flood Insurance Program Regulations, the Town shall prohibit any residential development in areas, which have been officially designated as floodways.

Within officially designated floodways, the Town should encourage light recreational and open space uses such as greenbelts.

The Town shall develop appropriate criteria and measures to ensure the protection and enhancement of environmentally sensitive and other valuable areas.

Transportation

Objective:

Provide a transportation system that will adequately meet the future needs for growth and development.

Policies

All new development, whether public or private, should have an adequate transportation system, which shall be properly installed at the expense of the developer.

All new major streets should be located in a manner that will minimize disruption to neighborhoods, open space recreational areas or commercial areas.

All segments of the transportation system should be designed and located to meet future as well as present demands.

Wherever possible, off-street parking shall be required for existing land uses. All new land uses, except for commercial and private services in the CBD, shall be required to provide off street parking facilities.

On street parking for existing uses shall be permitted only where adequate street widths are available and where such parking will not reduce the current level of service of the street.

Sidewalks should be extended throughout the Town and should be maintained in good repair.

Sidewalks shall be required in all new residential development.

A town-wide hiking and biking system should be developed.

Curbs and gutters shall be required on all streets in new development.

Older streets in the Town should be upgraded or improved through a road improvements program.

Objective:

Provide appropriate standards and guidelines for the construction of new street and other transportation facilities.

Policies

Streets should be related to the topography and designed to minimize the points of traffic conflict and turning movements.

All new streets and other public ways shall be designed to incorporate storm water drainage systems, which are adequate in size to handle runoff from anticipated developments.

All streets and other public ways shall be designed as to provide the least interference with natural drainage ways.

All new streets and other public ways shall be designed and located in a manner, which offers the maximum protection from flood and erosion damage.

Future roadways should be designed to incorporate appropriate landscaping to heighten the aesthetic and functional appeal both to motorist and surrounding residents.

Street signage and other safety features should be required at the time of development.

CHAPTER 8 PLAN IMPLEMENTATION

INTRODUCTION

In this Chapter several methods for implementation of the objectives and policies developed in this plan are reviewed. Many of these methods for implementation are already being utilized by the Town of Greeneville. The Planning commission and the local Legislative Body may need to examine the effectiveness of current practices or regulations in achieving the stated objectives and policies. Where the identified methods are not currently being used, the municipality should consider taking the appropriate steps to do so.

Also, in this Chapter an Implementation Schedule is presented. It is intended to provide specific strategies for implementing the objectives and policies recommended in this plan. The Implementation Schedule proposes individual strategies for each of the specific land use categories, establishes time frames for completion, and identifies those responsible for implementation.

METHODS FOR IMPLEMENTATION

There have been ten methods of planning implementation identified for Greeneville to utilize in the execution of this plan. Each of these is reviewed within this section.

Planning Commission Project Review

Under Tennessee Code Section 13-4-104, after the adoption of a plan, no public improvement project can be authorized or constructed in the municipality until and unless the location and extent of the project have been submitted to the Planning Commission for its review. This review authority enables the Planning Commission to ensure that all public improvement projects are in compliance with the plan. The Greeneville Planning Commission should consistently be given the opportunity to review major public improvement projects prior to inclusion in the municipal budget. This should be an annual step in the Town's budgetary process and should be complemented by the preparation of a public improvements program. All utility expansion, public works, drainage, and transportation projects should be reviewed by the Planning Commission

prior to incorporation into the municipality's Public Improvement Program and Capital Budget.

Zoning

Zoning is a legal mechanism that can assist the municipality in implementing a land use and transportation plan. A zoning ordinance is designed to regulate the type and intensity of land use. It divides the community into specific districts corresponding to the intended use of the land as guided by the policies of the land use plan. For each district, zoning regulates the location, height, bulk, and size of buildings and other structures, the percentage of the lot that may be occupied, the size of yards, courts and other open spaces, and the density of the population. Zoning can assure the proper location of residential, commercial, and industrial uses. It can protect street right-of-ways so that future widening is feasible. It can also prohibit overcrowding of building lots. In addition, zoning can help stabilize property values and can help prevent deterioration of neighborhoods.

The Town of Greeneville first adopted zoning regulations in 1946. These regulations have been amended over time and are current. Also, these regulations need to be reviewed and revised to ensure that the policies presented in this plan can be implemented.

Subdivision Regulations

Subdivision regulations, used in a coordinated manner with zoning, are another legal mechanism to carry out the recommendations of the Land Use and Transportation Policy Plan. Like zoning, these regulations control private development. They serve as guidelines for the conversion of raw land into building sites. Subdivision regulations provide a guide by which a Planning Commission can review all proposed plats for subdivision in an equitable manner. These controls are necessary if sound, economical development is to be achieved. Through enforcement of these regulations, the design and quality of subdivisions will be improved, resulting in better living conditions and greater stability of property values for the individual property owner. Such controls over land subdivision ensure that installation of adequate utilities that may be economically serviced and maintained. These controls are also used in providing a coordinated street system and to ensure that sufficient open space for recreation and other public services is provided.

Like the zoning regulations, the subdivision regulations should reflect the actual goals of the community and should be changed whenever necessary in order to continue to accomplish those identified goals. The Greeneville Planning Commission first adopted subdivision regulations in 1946. These regulations are up to date.

Code Enforcement

There are various types of codes that municipalities can adopt to ensure that construction standards are sufficient to protect the health and safety of occupants. The housing code is designed to ensure that existing dwellings are safe, sanitary, and fit for human habitation. Other codes, such as building, electrical, fire, and plumbing codes, provide minimum standards for the construction of new buildings and facilities, and the alteration of existing structures and facilities. These codes are uniform in character and are applied to the municipality as a whole.

A system of codes functions only if accompanied by an inspection system. Code enforcement ensures the adequacy of new residential, commercial and industrial structures while also detecting and preventing the deterioration of existing facilities through periodic inspection. By reducing blight, property values become more stable and tax bases are protected.

The Town of Greeneville has adopted the International Building Codes for construction. There are two existing full-time certified building inspectors employed by the Town of Greeneville whom ensures compliance with Tennessee law.

Utility Extension Policies

Another significant tool for effective land use planning is the control over the extension of municipally owned and operated utility services. Utility extension policies can be used for controlling the location and timing of development in a rational, coherent and efficient fashion. Since utility services, such as water and sewer, are so important to any major development, the refusal to extend such services into an area generally assures that only limited development can occur.

Within the Town of Greeneville, the extension of utilities is generally the responsibility of the developer, unless annexation is proposed. Due to the large area of the Urban Growth Boundary and the potential for development in that area, the Greeneville

legislative Body in conjunction with the Planning Commission should develop a detailed utility extension policy.

Public Improvements Program and Capital Budget

A public improvements and capital budget provides the means through which the local government can effectively undertake a properly planned and programmed approach toward utilizing its financial resources in the most efficient way possible to meet the service and facility needs of the community. The public improvements program identifies recommendations for capital improvements, estimates their costs, and identifies possible financing alternatives. The capital budget is a method of developing and scheduling a way to finance the projects identified in the public improvements program.

The Town of Greeneville currently follows a multi-year public improvement program and capital budget. It is necessary that this important planning tool be kept up to date.

Infill Development

Utilization of existing, developable vacant land within a municipality for infill purposes is a much overlooked mechanism to implement a land use plan. In most cases, these areas tend to be served by existing infrastructure such as streets, water, sewer, electric and gas; thereby eliminating normal costs associated with additional development. An abundance of vacant developable land is a costly luxury to a municipality. It results in under utilization of infrastructure due to low-density development. Infill development of serviced areas will expand local revenue resources while better utilizing the existing infrastructure system. Infill development is often best encouraged by reducing out lying development alternatives by not rezoning lands prematurely.

Annexation

Historically, as the population of municipalities increased, so has that of the suburban fringe areas that surround them. Residents and businesses are attracted to these fringe areas primarily because they can reap many of the benefits, which municipalities provide without having to bear the costs. Serious consequences such as public health hazards, substandard services, wasteful duplication of services, inequitable distribution of tax burdens and benefits, and undesirable development resulting from non-existent or poor planning and zoning controls, can develop from a failure to annex.

Municipalities can best plan for and deliver the urban services required within fringe areas through annexation. If a municipality fails to expand its corporate limits, development will locate in the urban fringe where it will contribute little to the finances of the municipality, while increasing pressure on the facilities and services provided by the municipality. Since the establishment of the town's Urban Growth Boundary in 1999, as required through Public Chapter 1101 of 1998, annexations have occurred solely within this boundary.

It is recommended that a multi-year annexation schedule be prepared by the Greeneville Planning Commission and recommended to the Greeneville legislative Body.

Citizen Participation

Citizen participation is an important factor in determining the success of a land use plan. An informed citizenry that is willing to work to achieve the goals, objectives, and policies set forth in this plan can be a tremendous asset. Citizens can offer support for programs designed to achieve community goals. Successful citizen participation can be achieved through a public education program designed to inform the community of the various purposes and reasons for the actions of both the Planning Commission and the Board of Mayor and Aldermen. Specific efforts should be taken to obtain input from the general public through organizational public meetings, public hearings, and surveys. News articles should be utilized to educate the public regarding the work activities of the Planning Commission.

Local Leaders

The Town of Greeneville Board of Mayor and Aldermen bears most of the responsibility for implementation of this Land Use and Transportation Policy Plan. As the municipality's decision-makers, they have the authority to adopt appropriate implementation strategies that will fulfill the goals, objectives, and policies developed in this plan. It is important that the Town's Legislative Body maintain a close working relationship with the Planning Commission so that the planning process is properly coordinated.

IMPLEMENTATION SCHEDULE

The Greeneville Land Use and Transportation Policy Plan is an advisory document intended to serve as a guide for the development of the municipality over the next twenty years. Specific strategies for policy implementation are necessary if the goals and objectives of this Plan are to be achieved. Many of the goals, policies, and objectives can be implemented by assigning existing town staff, addressing issues with legislation, or continuing existing programming.

Each year the Board of Mayor and Aldermen develop an itemized work program. The purpose of this work program is to identify and prioritize what needs to be accomplished during the fiscal year. As part of the process of establishing the itemized work program, the Board should review the goals, policies, and objectives of this plan and determine what should be accomplished and when.

CHAPTER 9

SUMMARY OF PLAN RECOMMENDATIONS

Based on plan findings and goals of the community, the following summary of plan recommendations is provided to serve as a guide for Greeneville community leaders and others in making future decisions regarding land use, transportation, and community facilities important to the economic and physical development of Greeneville.

Maintain an active, trained planning commission to consistently enforce zoning and subdivision regulations in a fair and equitable manner.

Continue to have the planning commission review all commercial, office, multi-family, and recreational site plans so that the citizens can maintain a high level of involvement in the development activities of the Town.

Maintain, through planning and land use regulation, the spacious open character of Greeneville as it grows residentially and commercially.

Promote the safety of the road network by directing growth toward areas of adequate roadways.

Encourage all development to proceed in an environmentally sound and sensitive manner. In addition to preserving the aesthetics of the area, such practices will also save money in the long run for not only the future property owners, but also the Town.

Encourage a variety of new residential development.

Encourage infill commercial development.

Encourage redevelopment of existing structure and/or sites in older commercial and industrial areas.

APPENDIX

**COMPANIES IN GREENEVILLE AREA
INCLUDING NUMBER OF EMPLOYEES AND ESTABLISHED YEAR**

Name	Established	Current # of Employees
American Calendar Company	1876	35
Greeneville Publishing, Co.	1879	100
Summers-Taylor, Inc.	1932	80
Tennessee Supply Company	1942	6
SO-PAK-CO (Southern Packaging)	1943	35
Greeneville Foundry & Welding	1946	3
Greeneville Iron & Paper Co.	1958	13
MECO/Unaka Corporation	1959	200
Quality Machine Products Co., Inc.	1962	13
Greeneville Mach. & Iron Works	1963	11
C. E. Minerals	1965	115
Weems Roof Truss Company	1965	14
American Greetings	1966	700
Superior Metal Products, Co. Inc.	1966	90
Jarden Zinc Products Co.	1969	180
Ready Mix U.S.A.	1970	30
Shelton & Sons Sawmill	1971	3
Superior Business Associates, Inc.	1971	50
United Business Forms, Inc.	1971	67
Parker-Hannifin/Hydraulic Pump & Donaldson Company	1972	450
LMR Plastics	1973	152
C & C Millwright Maint. Co., Inc.	1973	135
J & J Tool and Die Co., Inc.	1974	100
Valk Industries, Inc.	1974	10
Weems Cartage & Storage, Inc.	1974	108
Greeneville Wood & Pallet, Co.	1975	8
DELFASCO	1976	25
MINCo, Inc./Insul. Therm.	1977	72
	1977	120

Name	Established	Current # of Employees
Neas Welding & Steel Fabricating	1978	3
Warrensburg Machine	1978	25
Numark, Inc.	1980	200
Appalachian Forest Products	1981	45
MTD, Inc.	1981	55
Murray's Custom Cabinets	1981	2
Johnson City Chemical Company	1982	12
Lectrochem Metal Finishing Co.	1983	18
CVN Systems, a Vooner Flogard Co	1984	16
Design Build Contracting Corp.	1985	70
Fulflex of Tennessee, Inc.	1986	15
Precision Machine and Welding	1986	22
Vulcan Construction Materials	1986	14
East TN. Forest Products, Inc.	1987	40
Southern Tool	1987	9
Greenten Warehousing	1988	50
John Deere Power Products, Inc.	1988	650
Superior Metal Finishings, Inc.	1988	10
Triangle Contractors	1988	25
BTL Industries	1989	105
East TN. Manufacturing Service	1989	18
IMF (Ind. Metal Fabricators)	1989	55
Landmark Systems, Inc.	1990	16
Love Graphics	1991	8
Crown Tonka	1992	100
Canton Lumber Company	1993	13
USA Machine, Inc.	1993	7
ATR Industries	1994	90
Endot Industries	1994	36
Packaging Services, Inc.	1994	140
Ron's Millwright Service, Inc.	1994	35
Delta Electrical Contractors	1995	25

Name	Established	Current # of Employees
Huf-North America	1995	400
RPC, Inc.	1995	25
Universal America, Inc.	1995	55
DTR Tennessee, Inc.	1996	1000
TI Group Automotive Systems	1996	320
Warehouse Logistics Corporation	1996	66
Five Rivers Electronic Innovations	1997	15
Miller Industries/Vulcan Equipment	1997	93
Southwind Building Systems	1997	8
Wal-Mart Distribution Center	1997	962
Brenntag Mid-South	1998	15
Angus-Palm Industries	1999	460
Jost International Corp.	1999	75
Procote, Inc.	2000	25
Vistawall	2000	300
MD Recycling, Inc.	2002	75
Premium Waters, Inc	2002	115
Southeast Crate Service Center	2002	16
Innovative Design Industries	2003	15
La Quesera Mexicana	2004	15
MPI International	2004	150
Foliot Furniture	2007	