



## **PORTLAND MUNICIPAL PLANNING COMMISSION**

**Portland City Hall - Council Chambers**

**100 South Russell St. Room 111**

**AGENDA for August 12, 2025**

**1. Call to Order**

**2. Roll Call**

**3. Approval of Agenda**

**4. Approval of Minutes**

**A.** July 8, 2025 Planning Commission Minutes need signing

**5. Public Comment Period**

*In accordance with Resolution #25-41, public comments are allowed when those comments are germane to agenda items, except where otherwise prohibited. The number of individuals speaking and/or the allotted time to speak may be limited by the presiding officer to ensure opposing viewpoints are fairly represented. Each speaker is limited to a maximum of 5 minutes for public comment and must sign-up to speak in person before the start of the meeting. Sign-up sheets will be available just before the start of each meeting in the same room where the meeting is being held.*

**6. Public Hearing**

**A.** Comprehensive Plan -Preserving Portland

**B.** A request by Zach Wilkinson (applicant) request rezone approval: location 304-310 Fowler Ford Road, Portland TN (Tax Map 033J, Parcels 001.00, 011.00 & 012.00) 3.37 +/- acres. Zoned R-15 (Low Density Residential) and GCS (General Commercial Services to PUD RM-1 (Residential Planned Unit Development)

**7. New Business**

**A.** Comprehensive Plan -Preserving Portland

**B.** Andy Leath (applicant) request approval for Magnolia Springs Phase VI Final Plat: location Bloomsbury Drive, Portland TN. (Tax Map 016 Parcels 031.03) 10.61 +/- acres. Zoned RS-20 (Low Density Single Family Residential)

**C.** A request by Zach Wilkinson (applicant) request rezone approval: location 304-310 Fowler Ford Road, Portland TN (Tax Map 033J, Parcels 001.00, 011.00 & 012.00) 3.37 +/- acres. Zoned R-15 (Low Density Residential) and GCS (General Commercial Services to PUD RM-1 (Residential Planned Unit Development)

**8. Old Business - No Old Business**

**9. Discussion**

**A.** House Bill 2425- Substantial Compliance Resolution

**B.** R7.5 Duplex Discussion

**10. City Planner's Comments**

**11. Planning Commission Members Comments**

**Adjournment**



CITY OF PORTLAND  
PORTLAND MUNICIPAL PLANNING COMMISSION  
MEETING MINUTES

July 8, 2025

5:00 PM

*LIVE VIDEO ON THE CITY OF PORTLAND WEBSITE*

City of Portland City Hall  
100 South Russell Street Room 111  
Portland TN 37148

**Roll Call**

Chairwoman Blackburn asks for a roll call at 5:02 pm.

**MEMBERS PRESENT:**

Ann Blackburn-Chairwoman  
Gail Gentry  
Mark Harrison  
Robert Tooker  
Luther Bratton- Vice Chairman  
Ted Jernigan  
Vice Mayor Megann Thompson

**MEMBERS ABSENT:**

Jessica Hunter  
Ty Crowder

A quorum was established.

**STAFF PRESENT:**

Nate Heisler-City Planner  
Tracey Griffin-Planning Asst.  
Zech Rowley- Utilities Department  
Corbin Keen- Assistant Public Works Director  
Carlton Cobb Public Works Director

**Other Interested Parties:**

Zack Wilkinson, Brian Holcomb, Brian Hamilton

**Approval of Agenda**

**Motion to Approve:** Vice Mayor Megann Thompson

**Second Motion:** Mark Harrison. All were in favor, motion carried. 7-0.

**Yes:** Ted Jernigan, Vice Mayor Megann Thompson, Chairwoman Ann Blackburn, Luther Bratton. Gail Gentry, Robert Tooker, Mark Harrison

**Absent:** Ty Crowder, Jessica Hunter

**Approval of Minutes:** June 10, 2025

**Motion to Approve:** Megann Thompson

**Second Motion:** Mark Harrison. All were in favor, motion carried. 7-0.

**Yes:** Ted Jernigan, Vice Mayor Megann Thompson, Chairwoman Ann Blackburn, Luther Bratton. Gail Gentry, Robert Tooker, Mark Harrison

**Absent:** Ty Crowder, Jessica Hunter

## **PUBLIC HEARINGS**

A request by Zach Wilkinson (applicant) request rezone approval: location 0 Jackson Road, Portland TN (Tax Map 033H, Parcels 023.00) 1.00 +/- acre. Zoned R7.5 (Medium Density Residential) to GCS (General Commercial Services)

A request by Rich Speckman (applicant) request annexation and rezone approval: location 115 Woods Road, Portland TN (Tax Map 16, Parcels 57.00, 57.01, 57.02) 43.65 +/- acres. Zoned RS-40 (Residential) to PUD RM-1 (Residential Planned Unit Development)

No one spoke on the Public Hearings, section closed out

## **PUBLIC COMMENTS**

*In accordance with Tennessee Public Chapter No. 300 and City Resolution #24-21, public comments are allowed when those comments are Germane to agenda items, except where otherwise prohibited; and the number of individuals speaking may be limited to ensure opposing viewpoints are fairly represented. Comments are limited to 5 minutes per individual.*

No one spoke, and the section closed out.

## **Presentation**

- A. A Concept Planned Unit Development presentation by Zach Wilkinson, Location Highway 52E and Fowler Ford Road.

**Zach Wilkinson:** This property is located on Hwy 52E, Portland Mini Storage is to the West and a multifamily apartment complex is to the East. Fowler Ford Road is to the South and Hwy 52W is to the North. It will have a private driveway that will have access off of Hwy 52 and comes South to connect to Fowler Ford Road. Currently the property is zoned R-15 and GCS and what we are proposing is an RM-1 PUD with 13 lots that have duplexes. There are 2 lots zoned R-15 on Fowler Ford Road to the West of this property that will not be included with the PUD, and it will keep its existing zoning and subdividing 2 single family lots. The proposed amenities we are proposing are a gazebo with a firepit and grill area. We will maintain the type C buffer around the property, preserving the mature trees in the open space on Fowler Ford Road. The East side there is a tree buffer that's been there a very long time, we will maintain the existing tree line. On the storage facility side, we propose a vinyl fence. The utilities, there is a sewer lift station to the East on Fowler Ford, none of the properties to the west on Fowler Ford (the 2 properties that are keeping their zoning) have public sewer they are on septic. Part of this project will be putting the entire frontage on public sewer, relocating and replacing the existing lift station, contribution to the water line upgrade. Stormwater, the property usually drains to the south. We know with staff comments that Fowler Ford does over top here sometimes, we have left an oversized area, for detention, to



help with that and making sure that any post development flows will be much less than what's currently going through there now and correcting an existing problem.

We will be doing 100% masonry materials, the hardy board look, something similar that's being built down the road, but these will be duplex units. We have met with TDOT, they have indicated that they are good with the entrance as long as the city is ok. They don't have any significant thoughts on whether this drive is public or private, and there have been discussions to the drive being cut through from Hwy 52 to Fowler Ford, TDOT doesn't care one way or another, ultimately it's what the city prefers when it comes to that. In the neighborhood meeting, some of the input we got was one, they wanted to see the frontage along Fowler Ford cleaned up and left alone because it's in the most desirable condition. We thought about providing the single-family homes along Fowler Ford and preserving the existing tree line and a lot of it will be used for stormwater detention so it will be a large green area, doing this to try and meet some of the requests at the neighborhood meeting. Other comments, there was concern, this road (in the PUD) some people thought it may be more appropriate to have it dead end at 52 and some thought more appropriate at Fowler Ford, there was mixed input on that. Those were the major concerns. We will include the minutes from that meeting in the pattern book. Our goal is to look for any kind of input or feedback or changes that need to be made before we submit it officially to the city for their review.

**Robert Tooker:** The first question I have would be parking, you have 1.5 per unit, is there any overflow parking?

**Zach Wilkinson:** I think there is 1 additional spot provided.

**Robert Tooker:** Just thinking about a family that has a get together.

**Ann Blackburn:** what about the people that have two cars?

**Zach Wilkinson:** Per the city's zoning ordinance, per unit, it requires 1.5 spots per unit. That's based I'm sure on national averages on the number of vehicles per family. That would put us at requiring 39 and we are proposing 40, we are over, not significantly over obviously, people will park on the side of the road ultimately and this is a private drive so it won't affect public transportation. We can look at ways to try and expand parking. There are always 2 arguments on parking, the more parking provided the more green space you take up and the more imperious area and it worse on the environment and the counter argument is where are people going to park? I guess having rental properties similar to what this is and observing other areas, it averages out for the most part, are there going to times when they need more spots, probably, if it's move in day. One of the things I didn't point out was some of the feedback we got from the initial city staff meeting was traffic calming. We initially had this road running in a straight line, running from 52 to Fowler Ford and the concern of cut through traffic going right through the development, so to try and address that it, it looks kind of curious with these zig zags in the road, that's an effort for traffic calming and also shown is some speed cushions, which is something the fire department and public works said they have seen applied and had favorable feedback on those to deter people wanting to use as a cut through and it will make it significantly slower and harder to navigate, which ultimately makes it safer for the residents for that community. That's what we are trying to do to make it slower. The input from the staff was extremely helpful on that. I have heard the argument that people parking on the side of the road is traffic calming too. There will never be enough parking for all scenarios.

**Robert Tooker:** It's just a concern that I have, there will be some peak times, people are going to be parking on sidewalks, there's not a lot of space to park anywhere else. How about mail delivery? Do you have a kiosk?

**Zach Wilkinson:** The plan is to have a mail kiosk, and I don't have that shown, we need to add that. This is where the proposed gazebo is, and these spots are community spots.

**Ann Blackburn:** Are those counted in your spots?

**Zach Wilkinson:** They are.

**Robert Tooker:** People are going to the kiosk and have nowhere to park. Third Question I have is the trash pickup, is it individually?

**Zach Wilkinson:** It would be Individually, and we have talked with Carlton about this, people would put their trash cans on the sidewalk to be picked up just like they do everywhere else in the city. We are going to get a plan to show there is enough space along that sidewalk that they can access it, its not blocked by parking to get to every can. The developer would have assigned trash can parking spot is what we are envisioning on this. Carlton was comfortable with his trucks running through there, so he can keep an efficient t route as he can.

**Robert Tooker:** What kind of square footage for the duplexes?

**Zech Wilkinson:** They are 45 X 50. 22, 050-foot building pad area, the product will be 900 to 1,000 sq foot per unit.

**Ted Jernigan:** Is the shaded area the sidewalk?

**Zach Wilkinson:** The thatching area is the sidewalk.

**Ted Jernigan:** So, what is the setback right there where the building goes all the way up to the road? Is there a setback line?

**Zack Wilkinson:** The sidewalks go right up to the units. That's where we would want to build the units, as close to the sidewalks as we can. In general, there would be like a little five-foot stub out to each.

**Ted Jernigan:** So, the five feet setback is adequate with the road, where it comes adjacent to the sidewalk?

**Zach Wilkinson:** Yes

**Ted Jernigan:** So that acceptable. Basically, there is no setback.

**Zach Wilkinson:** The setback is defined on where the property line is, not necessarily the road and it depends on what kind of setback your talking about, are you talking about the setback defined by the ordinance?

**Ted Jernigan:** Basically, you're going to come up to the front door of this unit with the sidewalk and there is the road.

**Zach Wilkinson:** I think there is about a five-foot strip there and then there is the sidewalk and what's essentially the driveway. You see that alot in these townhomes, NMU zoning calls for, a build to line, they want you to build to the road, essentially what we are accomplishing here but its in the RM-1 zoning. I know for some people its not a desirable thing. So, the concerns are adequate parking and spacing of buildings from the sidewalks.

**Ann Blackburn:** TDOT didn't have an issue coming out on 52?

**Zach Wilkinson:** No, the only comment was the access was shifted to the West 10' and they asked we shift it to the East 10'. Its been shifted where they wanted it. There were concerns about this drainage structure here being in the radius of the entrance. If we could move it outside of the radius, it would be good.

**Luther Bratton:** So, there were no site distance issues?

**Zach Wilkinson:** We haven't run those calculations yet; I did some rough figuring and its actually in the perfect part of the curve. They gave us a preliminary approval, if the city approves it, then they ask for the calculations on the site distance and they wont approve a driveway permit until its done. We did enough of the engineering on it to know we will meet their standards on it.

**Megann Thompson:** Do we have any duplexes around town that have generalized parking versus not having a drive?

**Zach Wilkinson:** Victor Reither Parkway, its similar. The parking and backing into a private road. It is a dead-end road.

**Carlton Cobb:** Chief Tyson and I talked about this road, dead ending, Cul de sacking, going straight through and we would like large trucks to pass right through. So, the fire trucks and trash trucks go in and out., Cul de sacs kill our trucks, so that's why we said to have it go all the way through.

**Luther Bratton:** On Victor Reither, have you had any issues with public parking where individuals don't feel comfortable, typically if they are directly in front of their unit, they say this is my unit,

but this is like grocery store parking, you park where you choose to, have you had issues with any complaints from just the residence?

**Zack Wilkinson:** I'm not aware of where people get possessive of this is my spot. I'm not aware of that being an issue, I know where people have wanted to park trailers and that kind of thing and we have told them no, and that is in our leases, that you're not allowed and that would be built into these leases as well.

**Luther Bratton:** So, you don't particularly said that A & B are to this unit?

**Zach Wilkinson:** We've never assigned them like that, the ones that I own part of, it's very obvious that who's is whose and we've never had any complaints. This one, it's not obvious, some people will have to walk across the road.

**Megann Thompson:** Parking is way under, even for a married couple.

**Zach Wilkinson:** I have lived in a community where you're assigned a parking spot and they keep tabs, where the tenant has one spot and if you have 2 vehicles, sorry you're not on the list, we can't rent to you.

**Megann Thompson:** Well, you need to think about that before you get a lot of people up in arms.

**Zach Wilkerson:** That's a really good point. It's definitely something that needs to be built into our lease's for sure.

**Megann Thompson:** Have you thought about making it a one way, In 52 and out Fowler Ford.

**Zach Wilkinson:** I have thought about it, I was like well do you enter off 52 and exit out Fowler Ford or vice versa.

**Ann Blackburn:** I would enter off 52.

**Megann Thompson:** It is so congested right through there and I know that they pulled to have a liquor store at that market and if that goes through, that is just a little congested area already with multifamily and stuff. I would exit Fowler Ford.

**Ann Blackburn:** Exit Fowler Ford and go down to the red light.

**Zach Wilkinson:** If the city feels like that is important enough, we could definitely direct it that way.

**Megann Thompson:** Well, that appeases the trash and the EMS and the fire trucks in and out because they would be using the main thoroughfare for the most part I would assume.

**Luther Bratton:** I think that a plan to designate a parking spot for each unit.

**Zach Wilkinson:** I think the leases need to designate your spot and some of them will get only one spot. There are a lot of single parent families that live in our rental communities.

**Megann Thompson:** 900 sq ft, is it 2-bedroom 2 bath or 2-bedroom 1 bath?

**Zach Wilkinson:** We're finalizing the floor plans, but I think it will be 2 bedroom, 1 ½ bath or 2-bedroom 2 baths.

**Megann Thompson:** Have you considered a variety of 1 bedroom 1 bathroom and 2 bedroom 2 bathrooms, so you can give some characteristics to it and also appease your parking?

**Zach Wilkinson:** We haven't, but it's something we can do. The 2-bedroom 2 bath or bedroom 1 ½ bath is what people want, and they fill up really quick. Is there a demand for the 1 bedroom 1 bath, I think we can incorporate some of that probably, I want to look and see if it's in high demand as the other.

**Megann Thompson:** I think sometime with PUD's, I like to see more characteristics in the layout and design. Sometimes you have the 65+, they are out of their homes and need just a one bedroom, they want to stay close to town but not in a home with a yard and all of those things. I would like to see some characteristics to your architecture.

**Zach Wilkinson:** Rather than similar style buildings on each lot?

**Megann Thompson:** Rather than having 13 same duplexes, if we are going into a PUD, I'd rather see it look and feel more of a smaller type community.

**Ann Blackburn:** There is a need for 1-bedroom single story, we don't have any.

**Zach Wilkinson:** A variety of architecture.

**Megann Thompson:** Floor plans with a couple of options, these are just suggestions.

**Luther Bratton:** One thing, in the discussion about the one way and some thought, because your dumping all that traffic on Fowler Ford, splitting that traffic up may not be a bad idea.

**Zach Wilkinson:** One of the concerns at the neighborhood meeting brought up was the additional traffic on Fowler Ford, just like any development. With it easing out onto 52, it won't be that bad because the majority will be going out 52 and then like you said when you dump them all out on Fowler Ford, some of the neighbors concerns might have a little more, Fowler Ford is a busy road already, I don't think this small development is going to have any kind of impact that's noticeable.

**Luther Bratton:** Just some consideration where if its split up you have ½ the traffic to deal with.

**Megann Thompson:** But if you keep it a one way, you're keeping people from jumping off at Longview and going down South Russell and cutting down Fowler Ford. If you keep it a one way your keeping people on 109 and 52

**Luther Bratton:** Its just something to think about.

## **New Business**

- A. A request by Zach Wilkinson (applicant) request rezone approval: location 0 Jackson Road, Portland TN (Tax Map 033H, Parcels 023.00) 1.00 +/- acre. Zoned R7.5 (Medium Density Residential) to GCS (General Commercial Services)

This is the laydown yard for CEMC and currently it is zoned R7.5, Residential, and they are wanting to move it to GCS (General Commercial Services). This lot is surrounded by commercial zoning, so the request fits in line with the area. They are wanting to do this to have it in line with the zoning around it and they are wanting to expand the laydown yard

**Motion to approve:** Mark Harrison

**Second Motion:** Robert Tooker- All were in favor, motion carried.7-0.

**Yes:** Megann Thompson Ann Blackburn, Ted Jernigan, Luther Bratton, Gail Gentry, Robert Tooker, Mark Harrison

**Absent:** Ty Crowder, Jessica Hunter

**Motion Passed: (Voice Vote)**

- B. A request by Rich Speckman (applicant) request annexation and rezone approval: location 115 Woods Road, Portland TN (Tax Map 16, Parcels 57.00, 57.01, 57.02) 43.65 +/- acres. Zoned RS-40 (Residential) to PUD RM-1 (Residential Planned Unit Development)

Brian Holcomb with M2 Group, Rich Speckman is under the weather. We have 86 lots and 18 Townhomes, amenities throughout. Starting at the front of the property we have by the stormwater management area, a fire pit, grilling pavilion, asphalt walking trail, mail kiosk, and as you make your way further into the site, another stormwater management pond surrounded by an asphalt walking trail, a commercial style playground for the residents as well as a proposed dog park with a trail and fencing, a multi-use field with benches for soccer and goals. Lot 1 can walk all the way to the dog park with no problem. We are at 49.69% at open space.

This project is reduced by 1 lot and all the townhomes have been moved to the rear. The timing is a complete build out is around October 2030 and will be in 3 phases. The project will be signaled by TDOT.

**Motion to approve:** Robert Tooker

**Second Motion:** Gail Gentry -All were in favor, motion carried. 7-0.

**Yes:** Ann Blackburn, Megann Thompson, Ted Jernigan, Luther Bratton, Gail Gentry, Robert Tooker, Mark Harrison

**Absent:** Ty Crowder, Jessica Hunter

**Motion Passed:** (Voice Vote)

- C. Brian Hamilton (applicant) request approval For County Inn & Suites with Moes Southwest Grill, Site Plan: location 243 & 245 TGT Road, Portland TN. (Tax Map 016 Parcels 034.01 & 034.02) 1.92 +/- acres. Zoned GCS (General Commercial Services)

This will be a three-story, 35,547 sq ft, 59 room hotel with a Moe's Restaurant. Staff said they would be ok with contingent approval. There are 30 comments and some around drainage issues. The stormwater engineer said they are small issues; the plans were almost there. One thing I did want to open conversation with Planning Commission is traffic, there is one access off Hwy 109 and 2 off TGT Road. Talking with traffic engineer, one concern is thru traffic coming through the development, from TGT to 109 and 109 to TGT. Most site plans, the more access the better, for our firetrucks and garbage trucks. Its hard to see a lot of cut-through traffic, there are only 4 houses that may want to, most will take Midwestern Street. I just wanted to let Planning Commission know that is one of the concerns from the traffic engineer was the additional access, he had requested that this access be removed but I think that is a conversation for the Planning Commission.

**Carlton Cobb:** I had them put the dumpster pad on the left corner and I don't want all that traffic coming in that same entrance where the truck is going up and another thing is the fire apparatus, is your coming in off 109, you can get to the back of the hotel on the right or the left side. The Chief said that more access on buildings like this, its better for his trucks, especially with the ladder truck.

**Brian Hamiliton:** My client wanted 2 entrances off TGT for deliveries and the ease of flow, maneuverability and access of the site.

**Robert Tooker:** How do you go right on 109?

**Brian Hamiliton:** You go out on Midwestern.

**Nate Heisler:** TDOT requested right in /right out there.

**Robert Tooker:** What is the timeline?

**Brian Hamiliton:** Hope to have the erosion control around the 1<sup>st</sup> of August.

**Nate Heisler:** For the Design Review, you need 2 of the façade elements for it to meet the requirements. The variations in the brick and the canopy are the 2, so this meets our requirements.

**Motion to approve with staff comments:** Mark Harrison

**Second Motion:** Robert Tooker- All were in favor, motion carried. 6-0.

**Yes:** Megann Thompson Ann Blackburn, Ted Jernigan, Gail Gentry, Robert Tooker, Mark Harrison

**Abstained:** Luther Bratton

**Absent:** Ty Crowder, Jessica Hunter

**Motion Passed:** (Voice Vote)

## **OLD BUSINESS-NO OLD BUSINESS**

### **City Planner's Comments: No Comments**

### **Planning Commission Members Comments:**

**Luther Bratton:** One thing we talked about, and I would still like with site plan approval, the design review, we treat it like Council treats the Beer Boards and other things. I think we would

look at the design and landscaping more closely if it was in a separate look.

**Ann Blackburn:** Have a Design Review before the Planning Commission?

**Luther Bratton:** Megann, you do that with the Beer Board?

**Megann Thompson:** Yes, we do.

**Luther Bratton:** Design review is important; we need to take a good look, if it's the will of the body. We need to have a Public Notice of the Plan Review-being a separate meeting before Planning Commission

**Ann Blackburn:** Is that a motion?

**Motion to approve:** Luther Bratton

**Second Motion:** Mark Harrison -All were in favor, motion carried. 7-0.

**Yes:** Ann Blackburn, Megann Thompson, Ted Jernigan, Luther Bratton, Gail Gentry, Robert Tooker, Mark Harrison

**Absent:** Ty Crowder, Jessica Hunter

**Motion Passed:** (Voice Vote)

**Adjournment 6:21PM**

**Motion to approve:** Robert Tooker

**Second Motion:** Megann Thompson -All were in favor, motion carried. 7-0.

**Yes:** Ann Blackburn, Megann Thompson, Ted Jernigan, Luther Bratton, Gail Gentry, Robert Tooker, Mark Harrison

**Absent:** Ty Crowder, Jessica Hunter

**Motion Passed:** (Voice Vote)

\_\_\_\_\_  
**Chairwoman**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Recording Secretary**

\_\_\_\_\_  
**Date**



# PRESERVING PORTLAND

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## COMPREHENSIVE PLAN

HORIZON YEAR - ADOPTED DATE



— CITY OF —  
**PORTLAND**  
— TENNESSEE —





# Acknowledgments

## Mayor and Board of Alderman

Mike Callis, Mayor  
Megann Thompson, Vice Mayor  
Brian Woodall, City Council Member  
Charles Cole, City Council Member  
Drew Jennings, City Council Member  
Jody McDowell, City Council Member  
Mike Hall, City Council Member  
Vince Ellis, City Council Member

## Municipal Planning Commission

Ann Blackburn, Chair  
Luther Bratton, Vice Chair  
Gail Gentry  
Jessica Hunter  
Mark Harrison  
Vice Mayor Megann Thompson  
Robert Tooker  
Ted Jernigan

## Preserving Portland Intergovernmental Coordination Task Force

Bryan Price, City of Portland  
Carlton Cobb, City of Portland  
Chris Smith, TVA  
Jamie White, City of Portland  
Jennifer Brown, Cumberland Connect  
Josh Suddath, Sumner County  
Nick Cunningham, TVA  
Stanley Summers, TDOT  
Tara Pedraza, TDEC

## City of Portland Staff

Nate Heisler, City Planner  
Tracey Griffin, Planning Assistant  
Carlton Cobb, Public Works Director  
Zechariah Rowley, Utilities Engineer Technician

## Preserving Portland Steering Committee

Bob Moon  
Brian Harbin  
Donna Sadler  
Kristen Hope  
LaToya Holcomb  
Mark Harrison  
Mike Hall  
Teresa Keen  
Warren Garret



This document was prepared for the City of Portland Planning Department with assistance from the Greater Nashville Regional Council under the direction of the City of Portland Mayor and Board of Alderman, Municipal Planning Commission, and Preserving Portland Steering Committee.





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The plan provides advisory recommendations to help guide municipal decisions related to development or redevelopment across the city's planning area. The intent is to ensure that a high quality of life can be sustained into the future as the city grows.



# Planning Together

Preserving Portland is the City's first comprehensive plan - a long-range vision and policy guide for future growth and development. This opening chapter introduces the plan's purpose, legal foundation, and intended audience. The plan is both a strategic roadmap and a shared vision designed to guide decisions that will shape the city's character, economy, and quality of life for years to come.

Hundreds of residents and stakeholders were engaged in the planning process to ensure that Preserving Portland represents the aspirations and priorities of the community. This Plan reflects the input of City residents and stakeholders.

“

**Planning is bringing the future into the present so you can do something about it now.**

”

Alan Lakein,  
*Author of "How to Get Control of Your Time and Your Life"*





# About the Plan

Like many communities across Middle Tennessee, Portland is on the cusp of significant change. The City's current population of approximately 13,000 is projected to grow 30% by 2045. This growth will bring new jobs and expanded economic opportunities, but it will also increase demand for housing, infrastructure, and public services. Recognizing these challenges and opportunities, Portland's leaders initiated the Preserving Portland planning process to ensure that future growth aligns with community values and aspirations.

Preserving Portland is a long-range comprehensive plan that establishes a strategic vision to guide growth and development over the coming decades. It sets the general direction for city policymaking and public investment and identifies near-term actions that can shape a better future starting today.

The plan's future land use policy applies to the incorporated city. The city government intends to coordinate with Sumner and Robertson County on matters pertaining to growth and development proposed in the UGB to ensure new development is consistent with this plan and development regulations of the city.

This plan guides the City of Portland and its partners on decisions related to land use, infrastructure, housing, and economic development. The planning process engaged residents, business owners, developers, and community partners in a shared conversation about how Portland should grow. Moving forward, coordination among neighbors, businesses, and government leaders will be essential to honoring the character of the city while welcoming new growth.

## A Flexible Guide to Manage Growth

Preserving Portland is intended to be a living document. While a comprehensive plan presents a long-term vision, generally 20 years into the future, it allows for flexibility in how the city responds to emerging opportunities and challenges. To remain effective, the plan should be reviewed regularly and updated to reflect evolving community needs and values.

## A Commitment to Fiscal Responsibility

This plan demonstrates the City of Portland's commitment to responsible fiscal stewardship. By anticipating future growth, city leaders can better manage its impacts in ways that minimize costs to taxpayers and maintain high-quality public services. While growth typically expands the tax base, poorly located or inefficient development patterns can strain infrastructure and increase service delivery costs.

The location and form of new development will directly influence the cost and efficiency of services such as streets, utilities, public safety, and education. Preserving Portland emphasizes infill development near existing infrastructure and encourages mixed-use, walkable neighborhoods that reduce reliance on costly transportation systems. These development patterns have been shown to yield a higher return on public investment.

## Legal Basis

The City of Portland Planning Commission is designated under Tennessee Code Annotated §13-4-201 as a municipal planning commission and is required to adopt a general (comprehensive) plan. The plan may include recommendations related to land use, utilities, housing, transportation, and community facilities.

The statutes suggest a wide range of topics to include in the plan, such as utilities, community centers and public areas, housing developments, agriculture and forestry, and necessary infrastructure to support development. General plans usually also include major road plans.

After the Planning Commission approves the plan, the city legislative body may consider it for adoption. The law states that, once the local legislative body adopts the general plan, all land use decisions in the City shall thereafter be consistent with the plan. For the purposes of defining "consistency," only those elements of the plan related to land use decisions become effective. All other sections of the plan are intended as a guide and only for planning purposes.



## Expectations of the General Public

Preserving Portland was developed through a community-focused process that revealed clear expectations of the city government held by residents and community stakeholders.

- Adopt a comprehensive plan to manage growth and preserve the city's character by aligning its policies and public investments with the community's vision
- Explore housing and transportation options to ensure access for all residents and visitors
- Coordinate with municipalities and other county institutions on planning for land use, development, and infrastructure decisions related to schools, transportation, water and sewer, and other utilities and services
- Proactively invest in improving infrastructure and services to accommodate the community's growing needs
- Continue efforts to attract high-paying jobs and diversify the economy that makes the most of the city's local assets and resources
- Manage resources responsibly to meet current needs without harming the natural environment and ecosystems, ensuring the well-being of future generations



# Supersedes the 2017 North Gateway Corridor Study

Upon adoption by the City of Portland Planning Commission, this document will supersede the North Gateway Corridor Study adopted in 2017.

## A Tool for Many Audiences

Preserving Portland is the City's official guide for future growth and development. It was developed through extensive public engagement and reflects the shared values and aspirations of the community.

This plan is a decision-making framework for City staff, the Planning Commission, and the City Council. It also provides useful guidance for residents, property owners, developers, and community partners.

### Residents and the General Public

Preserving Portland offers a significant amount of useful information to residents of the City of Portland including an overview of issues and challenges that the community will have to overcome to ensure that the city remains a desirable place to live for the years to come.

### Property Owners and Developers

The plan outlines expectations for land use, building form, and development character. Property owners and developers should consult the plan's guidance on desired forms, uses, and character of development in and around the city, and for a description of related policies and codes that regulate land development and building standards.

### Local Officials

The primary function of the plan is to provide a policy framework to guide decisions related to the city's future made by the City Council, Planning Commission, and other local boards and commissions responsible for policies that influence growth or impact improvements to infrastructure and public services.

By adopting this plan, the City Council and Planning Commission are committed to implementing the elements of this plan. Unless the comprehensive plan is amended, it remains an official policy of the city. The city will adopt regulations to align with the comprehensive plan to implement the community's long-term vision.

### City Departments

City departments will use the plan to align day-to-day administration, maintenance, and expansion of programs, services, and infrastructure. Preserving Portland helps city staff be proactive in preparing for increases in demand as the city continues to grow.

### Adjacent Communities and Governmental Partners

Preserving Portland serves as an important tool for communicating with Sumner and Robertson County as well as neighboring local municipalities regarding its intent to accommodate development or conserve land within the city and urban growth boundary (UGB). In addition, the plan will help position the city government for grant funding by demonstrating to regional, state, and federal agencies a thoughtful strategy for managing growth and providing public infrastructure and services.

### Non-Profit Organizations

Community-based organizations are key partners in investing in neighborhood development, particularly in older or more established parts of the county. These organizations will be essential partners with the public sector in supporting the implementation of the plan.

## Connected to Planning Efforts

Making connections to planning efforts already in place helps implementation by ensuring cohesion among regional, local, and neighboring plans. Planning for the future is challenging, and implementation is even more so. Implementation requires ongoing commitment of resources and coordination by the city and its partners and should be continuously monitored and adjusted.

A review of plans by the City of Portland, Sumner County, Robertson County, and regional agencies was conducted to better understand each plan's purpose and recommendations and their relevancy to Preserving Portland. Recommendations from these existing plans fit into this plan, and to the extent possible, this plan can help refocus and align efforts into updated actions and best practices. By connecting previous plans with Preserving Portland, we can ensure that recommendations are supportive and aligned.

Below is a summary of key planning initiatives from existing plans that were consulted during the development of the plan.

### Portland Parks & Recreation Master Plan (2022)

A comprehensive parks master plan that defines a unified vision for its park system and plans for future growth. This plan helped identify park improvement

priorities (Richland Park, Meadowbrook Park, and Dogwood Hills Municipal Golf Course) and future considerations for parks, wayfinding, community centers, and trail systems.

### North Gateway Corridor Study (2017)

A plan focused on the I-65 interchange and Northern portion of the Portland Bypass to identify ways to enhance safety, mobility, and regional connectivity along SR-109, reducing congestion and supporting local growth. The importance of these improvements is the effective change they will bring to the physical, economic, and environmental landscapes in and around Portland. Therefore, this plan helped create a foundation for future place types by providing the framework of character areas in the north corridor study area.

### Portland Main Street Master Plan (2008):

A master plan that outlines a vision to revitalize Downtown Portland, restore its historic charm, and reestablish Main Street as a vibrant community hub and source of civic pride. This Master Plan identified improvements to Main Street (landscaping, lighting, facades, and signage), connections from Main Street to Russel Street, pedestrian infrastructure and amenities, public parking, and stormwater and utility systems.

### Portland Greenways and Trails Plan (2007)

A comprehensive greenways and trails plan to enhance connectivity between key community locations such as Meadow Brook Park, Richland Park, and local schools over a ten-year horizon.

### Sumner County Parks Master Plan (2020)

A countywide master plan to address current and future needs for parks, open spaces, and connectivity. This plan helps to see where regional connectivity should occur when planning for Portland's greenways and trails.

### Robertson County 2040 Comprehensive Growth and Development Plan (2013)

A countywide comprehensive plan that provides a strategic framework guiding future growth, development, and infrastructure. Robertson County is adjacent to Sumner County, and ensuring regional connectivity between the plans is important.

### 2035 Comprehensive Plan: Sumner County's Blueprint to the Future (2010)

A countywide comprehensive plan that outlines a vision, goals, and strategies for managing growth, transportation, and natural resources, primarily focusing on unincorporated areas under county jurisdiction.

### Regional Transportation Plan for FYs 2021-2045 (2021)

A long-range regional transportation plan that identifies projects and programs across the seven-county Middle Tennessee region to invest federal and state funds toward a safe, efficient transportation system that drives regional and statewide economic success.

### Comprehensive Economic Development Strategy (2021)

The region's long-term strategy outlines goals, strategies, and actions to support Middle Tennessee's shared economic and workforce development vision.

## How to Read This Plan

**Preserving Portland is more than a document; it's a roadmap for the city's future. To help you navigate the plan, here's a quick guide to its structure and purpose:**

### Chapter 3: Shaping the Future

Outlines the community's vision for 2045 and introduces the four guiding goals and a growth framework that set the direction for Portland's future. This chapter is the foundation for what the community wants to become.

### Chapter 4: Taking Action

Translates vision into action. This chapter presents a set of recommended strategies including policies, programs, and investments designed to achieve the goals and support Portland's preferred growth pattern.

### Chapter 5: Moving Forward

A plan only works if it's used. This final chapter offers tools, resources, and strategies to help guide decision-making and ensure accountability. It provides direction on implementation, phasing, and policy alignment, helping the community bring the plan to life, one decision at a time, to help guide implementation of the plan.



# Frequently Asked Questions

## What is the purpose of the Plan?

The purpose of the plan is to guide how Portland should grow and develop in the years ahead. It offers advisory recommendations for land use, infrastructure, and community investment to ensure a high quality of life is maintained. It reflects the vision and priorities shared by residents, businesses, and local organizations during the planning process.

## What’s the legal basis for the plan?

Title 13, Chapter 4 of the Tennessee Code Annotated (§13-4-201) assigns to the Planning Commission the function and duty of preparing and adopting an official General Plan for the physical development of the municipality. The statute further stipulates the broad range of what can be included in the plan and provides for the manner in which a general plan is adopted. The law states that, once the general plan is adopted by the local legislative body, all land use decisions in the City shall thereafter be consistent with the plan. For the purposes of defining “consistency,” only those elements of the plan related to land use decisions become effective. All other sections of the plan are intended as a guide and only for planning purposes.

## Does this Plan determine how much growth will happen?

No. The rate of growth in a community is shaped by many factors, including market demand and individual property rights, none of which this plan can control. The role of Preserving Portland and similar documents is to ensure that the local government and its partners are prepared for growth and to establish tools that allow the municipality to guide development in a way that results in a mutual benefit for long-time residents and businesses and for those who are new to the area.

## Does this Plan determine where growth will happen?

No. The plan does not dictate where growth must occur, but it identifies areas that are more suitable for development based on infrastructure, community input, and land availability. It offers recommendations for guiding new growth to those areas and for ensuring that the infrastructure is ready to support it. However, it is not a regulatory document; zoning and subdivision regulations carry the legal authority to enforce development standards.

## Can we do something to slow the rapid pace of development?

While the plan cannot stop or slow growth, it helps ensure that new development is well-planned and considerate of current residents. The greater Nashville area, including Portland, is growing rapidly, and this plan helps the city respond proactively to that growth.

## How does the plan affect how I can use my property?

The plan itself does not restrict property rights or uses. It outlines desired patterns for growth, such as the character, form, and general location of new development, but it does not regulate land use. Zoning ordinances, subdivision regulations, and building codes are the legal tools that govern how property can be developed.

## What is the difference between the plan and zoning regulations?

The comprehensive plan is a visionary document only; it guides long-term decisions and shapes future policies. Zoning regulations, on the other hand, are enforceable rules that specify what types of development are allowed on individual parcels, including building size, use, and intensity.



**“Any participation, even in the smallest public function, is useful.”**

**John Stuart Mill**  
Author of Considerations on Representative Government, 1861

Additional information about the plan may be found online at **PreservingPortland.org**.



# Understanding the Trends

Portland, like many cities and towns across Middle Tennessee, is poised for significant growth over the next 25 years. The current population of roughly 13,000 is expected to increase 30% by 2045. With that growth will come more jobs and economic opportunities but there will also be the need for more housing. In addition, growth will necessitate improvement to and the expansion of the city's public infrastructure for transportation and utilities. With an understanding of these circumstances, the city and its leadership determined that now is the time for Portland to create a comprehensive plan that guides future development.

“  
you can't really know  
where you're going until  
you know where you've  
been.

Maya Angelou,  
*Poet and Author*

”



# History of Growth

Portland has a rich history rooted in agriculture, transportation, and community resilience. Located in northern Sumner County near the Kentucky state line, Portland's origins date back to the early 19th century when settlers were drawn to the area's fertile land and natural resources. Originally named Richland, the town grew around farming and trade, with the construction of roads and rail lines fueling its early development.

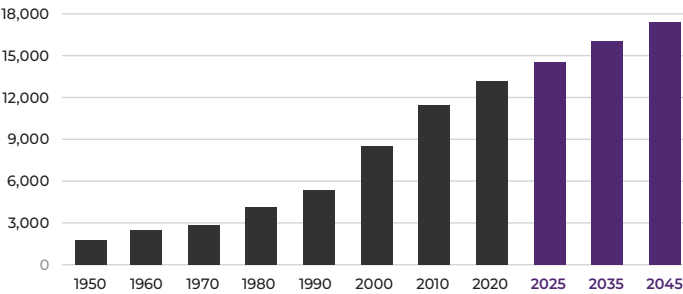
A significant moment in Portland's history came in the late 19th century with the arrival of the Louisville & Nashville (L&N) Railroad. The railroad connected the small agricultural community to larger markets, boosting economic activity and population growth. In 1888, the city was renamed Portland to avoid confusion with another Tennessee town along the L&N railroad named Richland. By the early 20th century, Portland had become one of the country's leading strawberry producers, earning the title "Strawberry Capital of Tennessee." This agricultural heritage continues to be celebrated today through the annual Middle Tennessee Strawberry Festival, a tradition that honors the city's farming legacy and community spirit.

Portland was officially incorporated as a city in 1905, and throughout the 20th century, it expanded

beyond its agricultural roots. The construction of State Routes (SR) 52 and 109 provided critical transportation links, further integrating Portland into the regional economy. While farming remained a significant industry, the city also saw growth in manufacturing, retail, and service sectors. The city proved its resilience as its downtown rebounded from three major fires in its early years and a train wreck in the 1920s.

By the late 20th and early 21st centuries, Portland's strategic location along Interstate 65 made it an attractive destination for businesses and new residents seeking a balance between small-town living and access to urban job centers like Nashville.

POPULATION GROWTH CHART



## Portland Today

Portland's steady growth over the past two decades reflects broader trends across Middle Tennessee, bringing both opportunities and challenges. Between 2010 and 2020, the city's population grew by 15%, adding an average of 168 new residents each year. Employment has increased by 44% since 2010, reaching 7,409 jobs today, and projections show an additional 5,600 jobs by 2045. As Portland continues to grow, the city remains focused on balancing development with the preservation of its small-town identity, ensuring that infrastructure, housing, public services, and economic opportunities keep pace with future demands.





# Significant Milestones Impacting Growth

1856

The Louisville & Nashville (L&N) Railroad began construction through what would become Portland.



1878-1945

Moye-Green House constructed between 1878 to 1892; operated as a boarding house for L&N Railroad passengers

1859

The first scheduled L&N passenger train arrived at Richland Station (now Portland), marking the official start of rail service.



1937

The Temple Theater opened in downtown Portland as a central entertainment venue

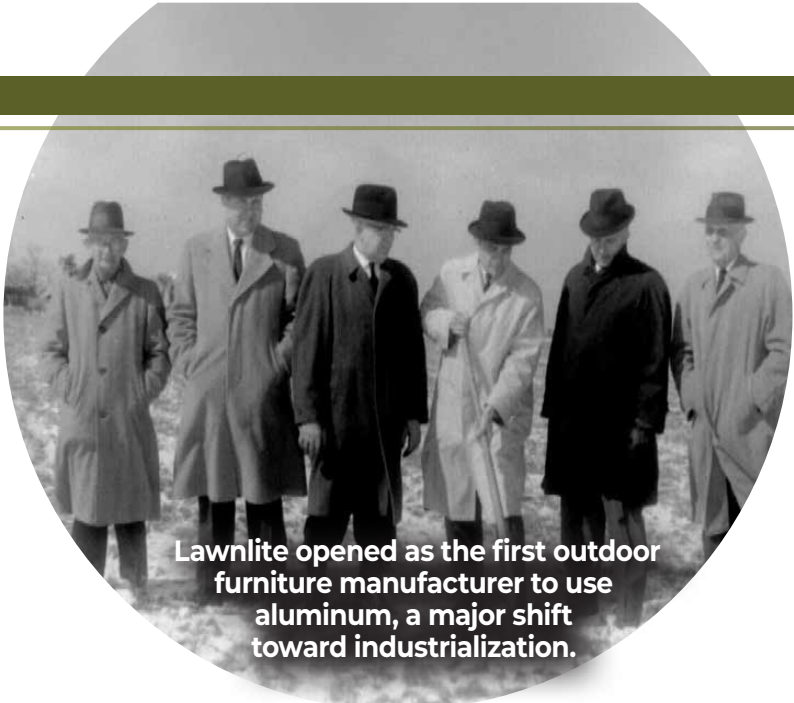
1920s

Portland's reputation as the "Strawberry Capital" is solidified with approximately 2,000 acres dedicated to strawberry farming and 115 rail cars exported daily at peak harvest.



1940

The Strawberry Festival launched, complete with a parade and governor's participation



Lawnlite opened as the first outdoor furniture manufacturer to use aluminum, a major shift toward industrialization.

1960s

1968

State Route 109 extended south to I-40

2013

Moye Green House added to National Register and later reopened in 2021 as the Portland History Museum

2010

Population surpasses 11,000; Four-lane connection added between Gallatin and Portland, significantly improving freight and commuter access.

2019

Opening of I-65 interchange at SR 109 (Exit 121) provided direct highway access to Portland's industrial zones, improving regional freight and distribution efficiency

1850 1860 1870 1880 1890 1900 1910 1920 1930 1940 1950 1960 1970 1980 1990 2000 2010 2020



# Planning Area

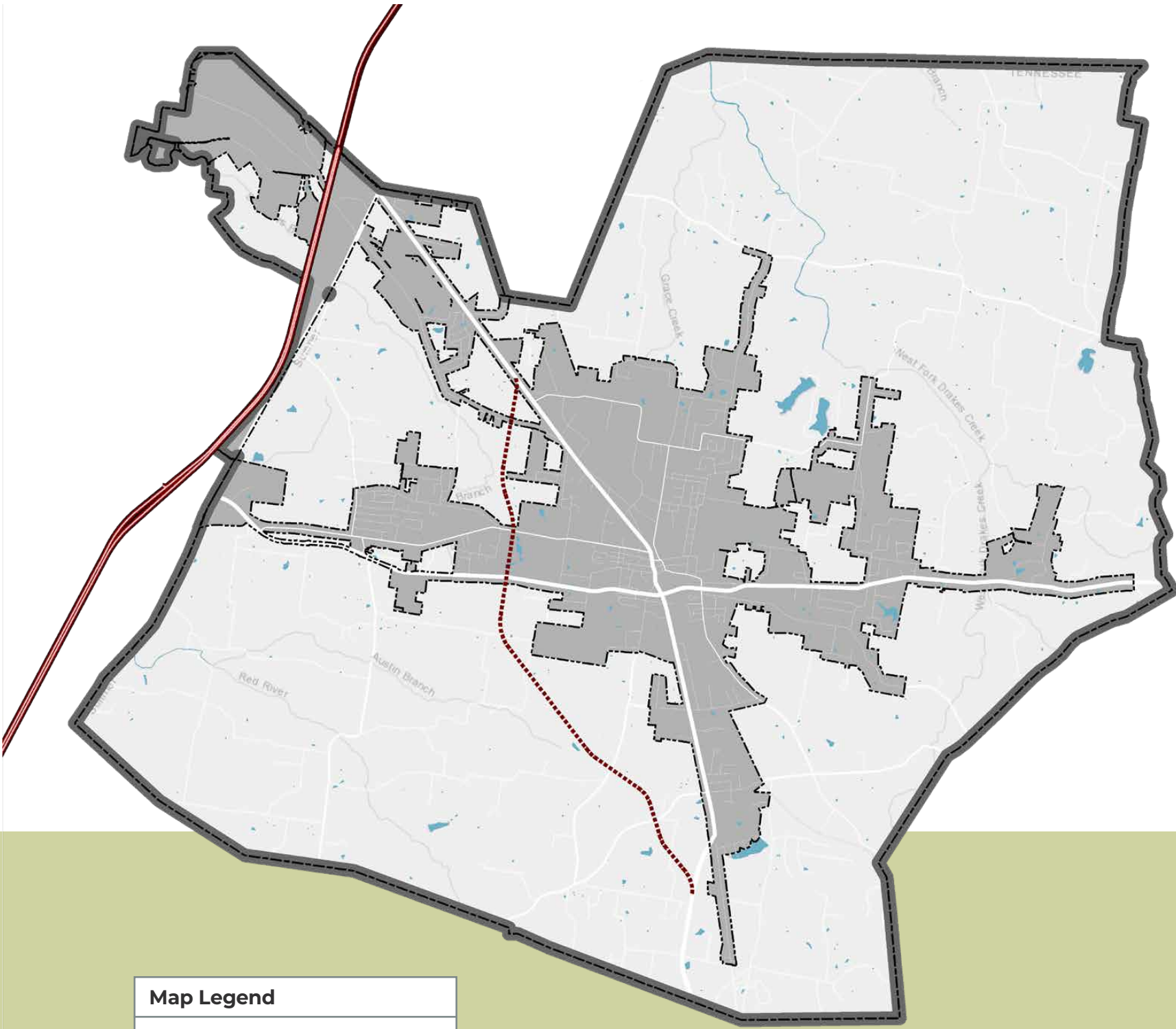
Since the city’s incorporation in 1905, the city has expanded the incorporated area to approximately 15 square miles, just under 10,000 acres. In addition to its city limits, Portland’s planning responsibilities extend to its Urban Growth Boundary (UGB), which spans nearly 33,000 acres. Combined, the total planning area addressed in Preserving Portland includes approximately 43,000 acres.

The City of Portland has evolved from its roots as an agricultural community into a more diversified, manufacturing-driven economy. This transformation has been guided by local decision-making and shaped by public investment at the local, state, and federal levels.

Key infrastructure, particularly the development of Interstate 65 and continued investment in the regional highway network, has connected Portland to larger cities and global markets, creating opportunities for economic growth and workforce expansion. As the city continues to grow, these connections will remain essential to its long-term success and competitiveness.

Under Tennessee state law, local governments within a county must collaborate to define shared planning goals and designate Urban Growth Boundaries, areas identified for potential future annexation and urban development. This process is separate from the comprehensive planning process but is closely related.

While the countywide planning process defines where growth may occur, Preserving Portland provides recommendations for how growth should be managed, both within the city limits and across the broader UGB. It offers guidance on land use, infrastructure, housing, and environmental stewardship for all areas that may one day become part of the city.



The following pages in this chapter feature maps of recent trends and current conditions related to topics that are important to Preserving Portland.

 **POPULATION**

 **LAND USE**

 **HOUSING**

 **ECONOMY**

 **ENVIRONMENT**

 **WATER RESOURCES**

 **TRANSPORTATION**

 **COMMUNITY ASSETS**

## Map Legend

- Less than 100 People
- 100 to 499 People
- 500 to 999 People
- 1,000 to 1,499 People
- 1,500 to 2,999 People
- 3,000+ People

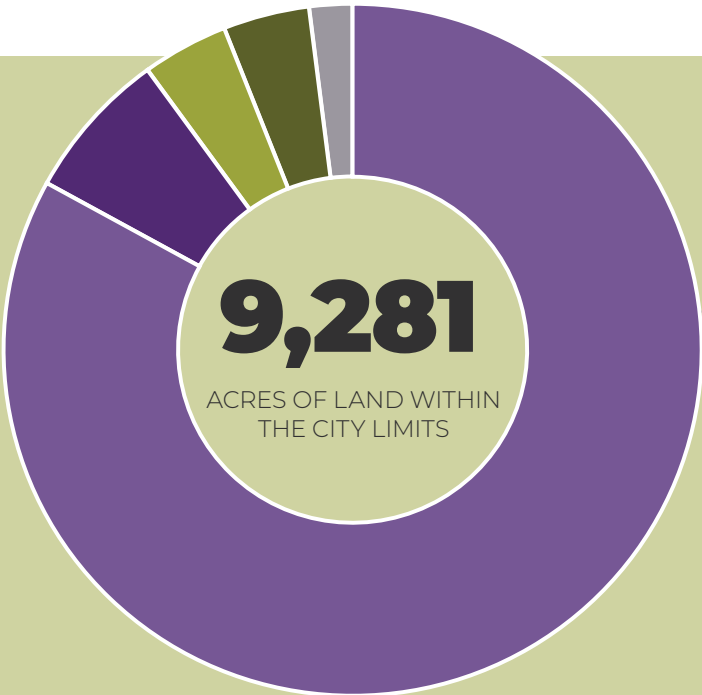
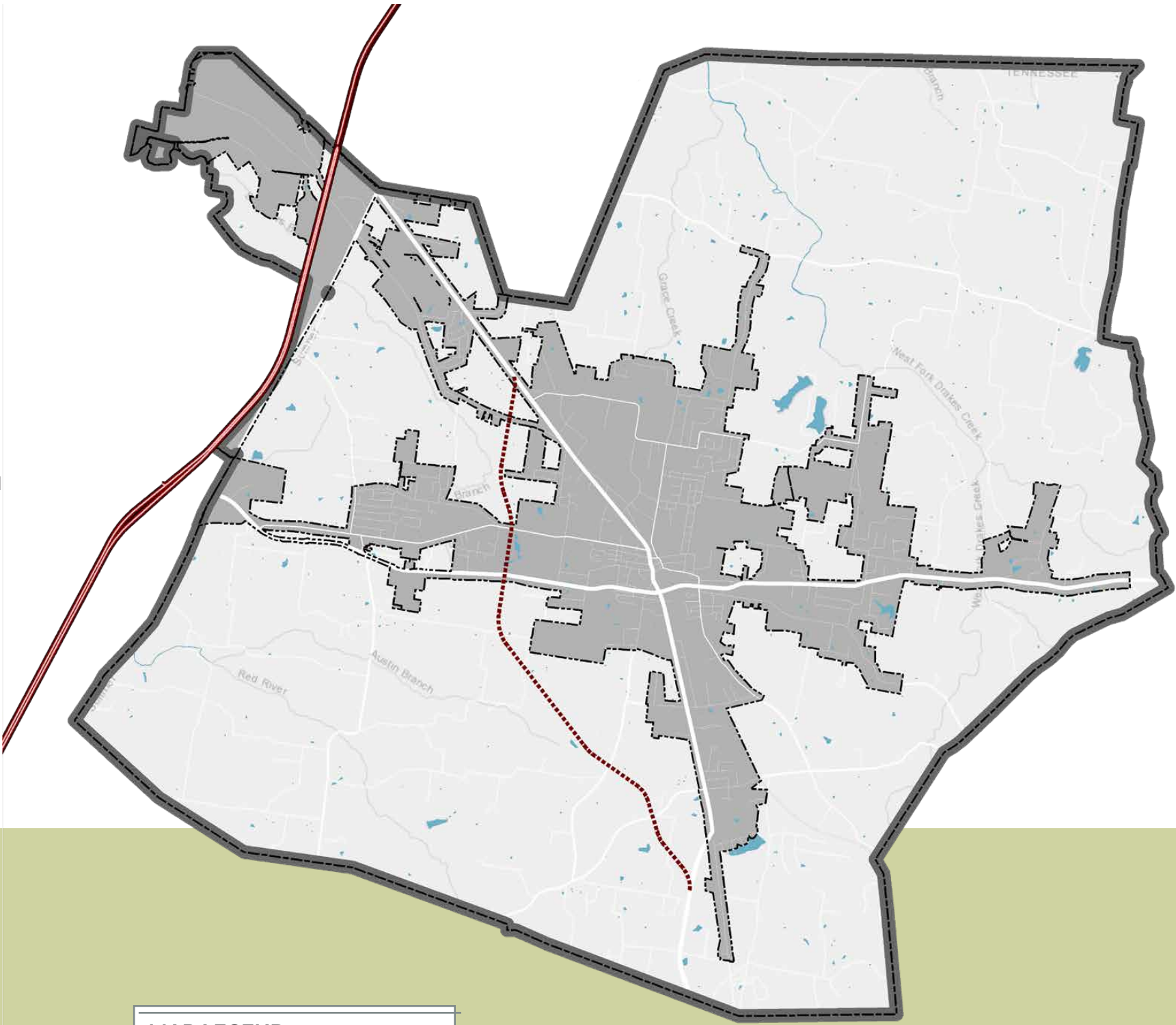
# Land Use

Today, the City of Portland is primarily residential in character. Approximately 83% of land within the city limits is devoted to residential use. Commercial and industrial uses account for 9%, while only 4% of the land remains dedicated to open space, parks, or agricultural uses. This imbalance reinforces the community's call for increased investment in parks, greenways, recreational amenities, and natural open spaces.

As of the 2020 Census, Portland's population density was approximately 1.32 people per acre, or 843 people per square mile. The most densely populated areas are concentrated along the city's major transportation corridors - SR-52 (west of downtown), SR-109 (north), and in and around downtown Portland.

Commercial, office, and industrial development is primarily concentrated along SR-109, including a major employment center located off Vaughn Parkway near I-65. A significant cluster of industrial and commercial uses is also located northwest of downtown, in a wedge-shaped area between SR-109 and the railroad corridor.

Residential neighborhoods are generally dispersed across the city in low-density patterns, particularly along SR-52 and SR-109. These development trends reflect past preferences and infrastructure availability, but they also highlight opportunities to encourage more balanced, walkable, and connected land use patterns in the future.



| Land Use by Type |                          |
|------------------|--------------------------|
| 83%              | Residential Uses         |
| 7%               | Commercial Uses          |
| 4%               | Open Space / Agriculture |
| 4%               | Public / Institutional   |
| 2%               | Industrial Uses          |

| MAP LEGEND            |
|-----------------------|
| Less than 100 People  |
| 100 to 499 People     |
| 500 to 999 People     |
| 1,000 to 1,499 People |
| 1,500 to 2,999 People |
| 3,000+ People         |

Portland is mostly residential, but residents want more green. With 83% of land used for housing and just 4% for green space, the city faces growing demand for recreational amenities and natural areas.



# Population

Portland has experienced steady population growth over the past two decades, reflecting broader demographic trends across Middle Tennessee. Between 2010 and 2020, the city's population increased by 15%, adding an average of 168 new residents per year.

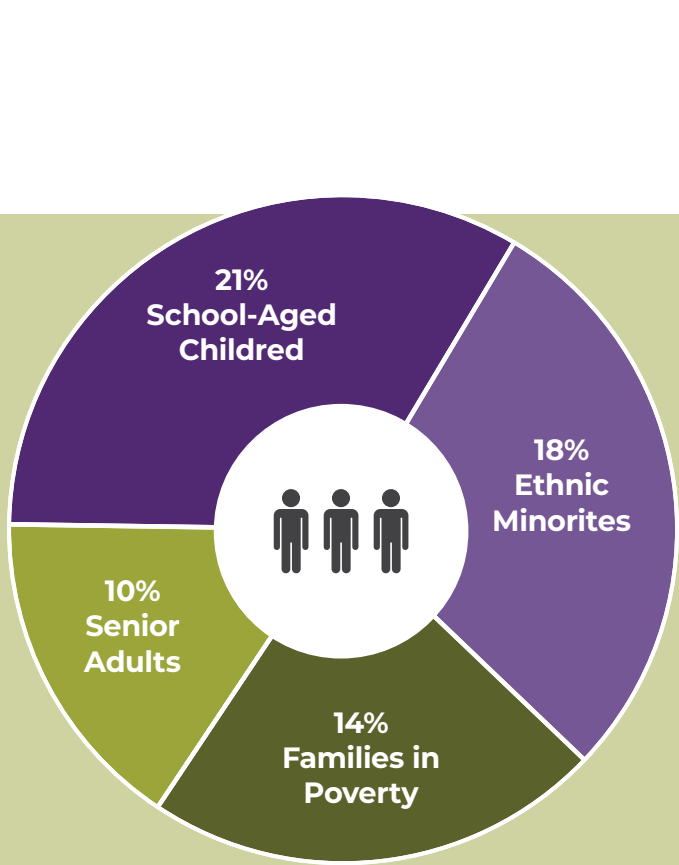
Significant demographic shifts have accompanied this growth. From 2000 to 2020, the city's minority population tripled, rising from 6% to 18%, with the Hispanic population alone growing by nearly 400%. The number of foreign-born residents also increased, now accounting for 4.7% of the population, while 8% of residents speak a language other than English at home which signals Portland's growing cultural diversity.

At the same time, the city's population is aging, with residents aged 60 and older expected to increase by nearly 30% in the coming years. These

trends highlight the need for inclusive policies and investments that reflect the needs of a changing population.

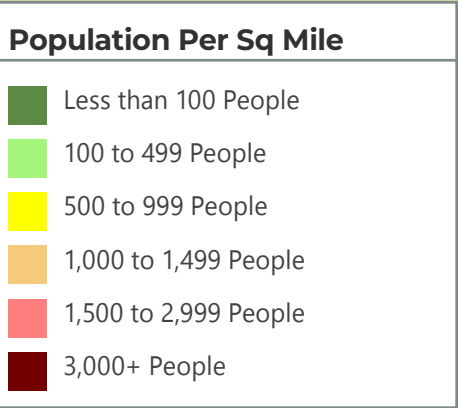
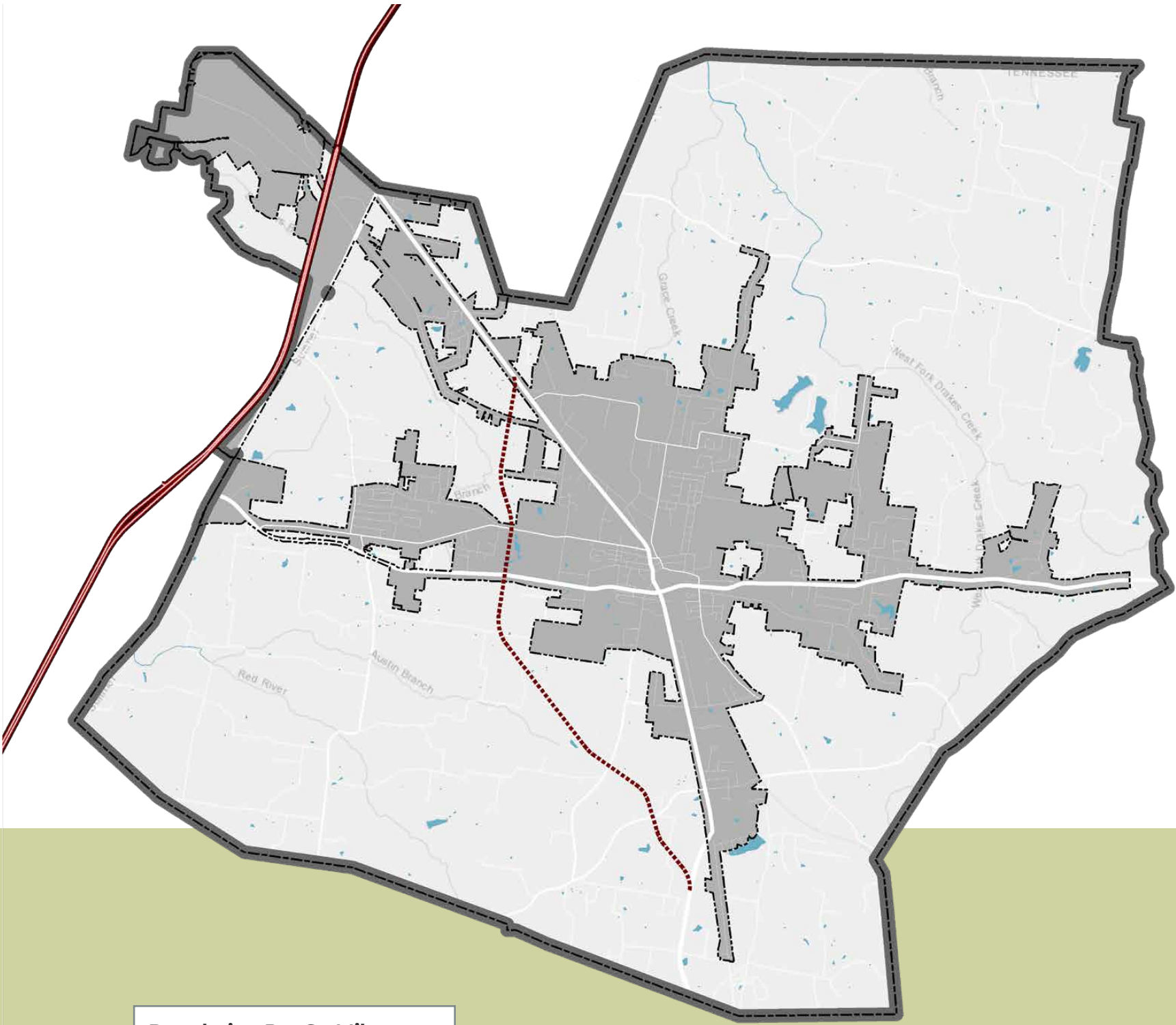
However, not all changes have been positive. In 2021, 14% of Portland residents lived below the poverty level, a doubling of the city's impoverished population since 2000. Children are disproportionately affected: while they make up 27% of the population, they represent 32% of those living in poverty. Poverty also disproportionately affects minority populations, underscoring the need for equitable access to resources and services as the city plans for continued growth.

Together, these evolving demographic patterns call for thoughtful, community-driven planning to ensure that Portland's future is both inclusive and sustainable.



## Demographics

- 21% School Aged Children (Ages 5-17)
- 18% Ethnic Minorities
- 14% Families in Poverty
- 10% Senior Adults 65+



The city's population rose 15% between 2010 and 2020, bringing new opportunities and challenges for the future.

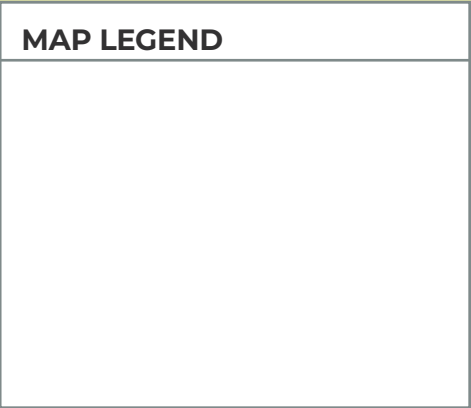
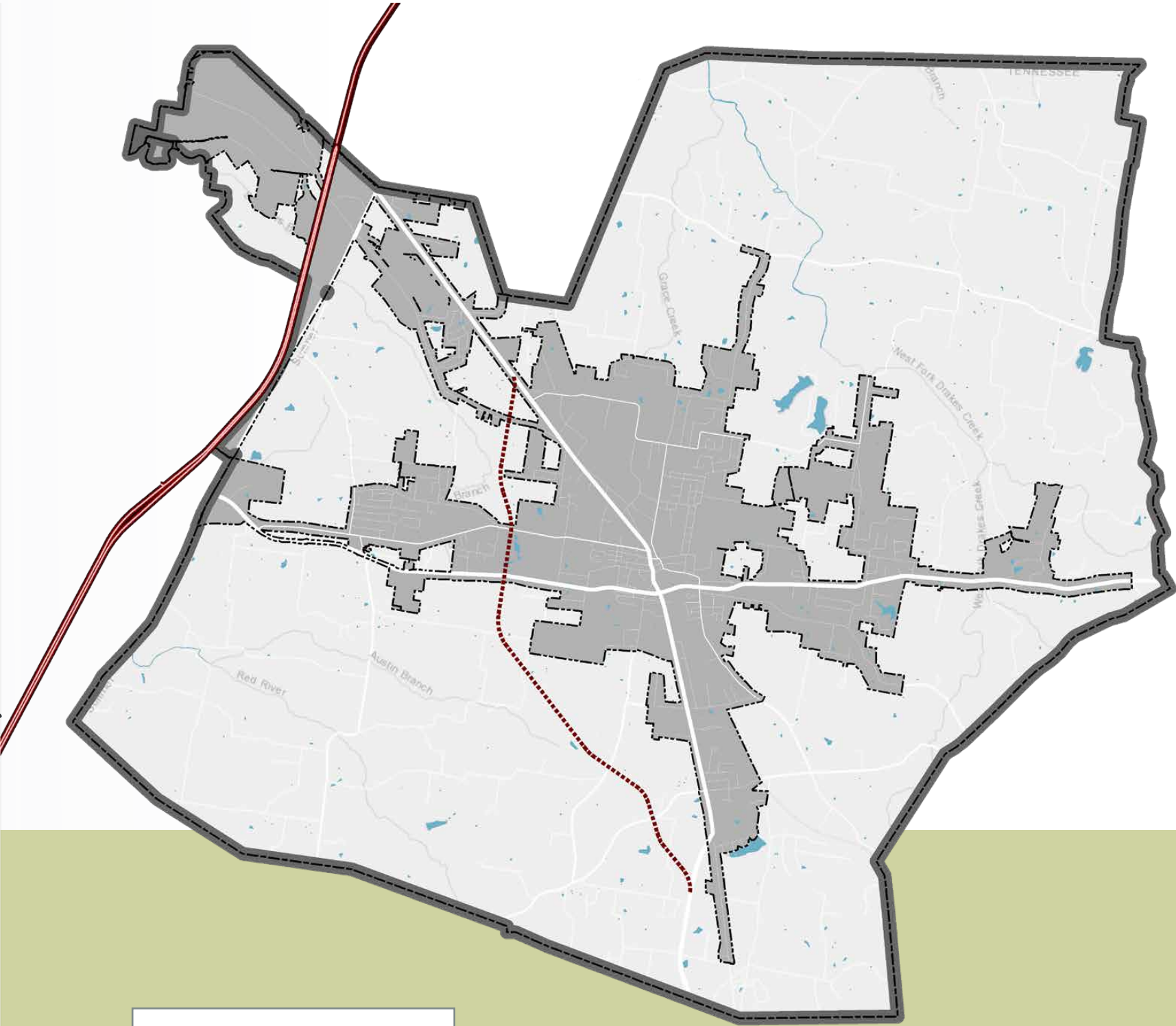
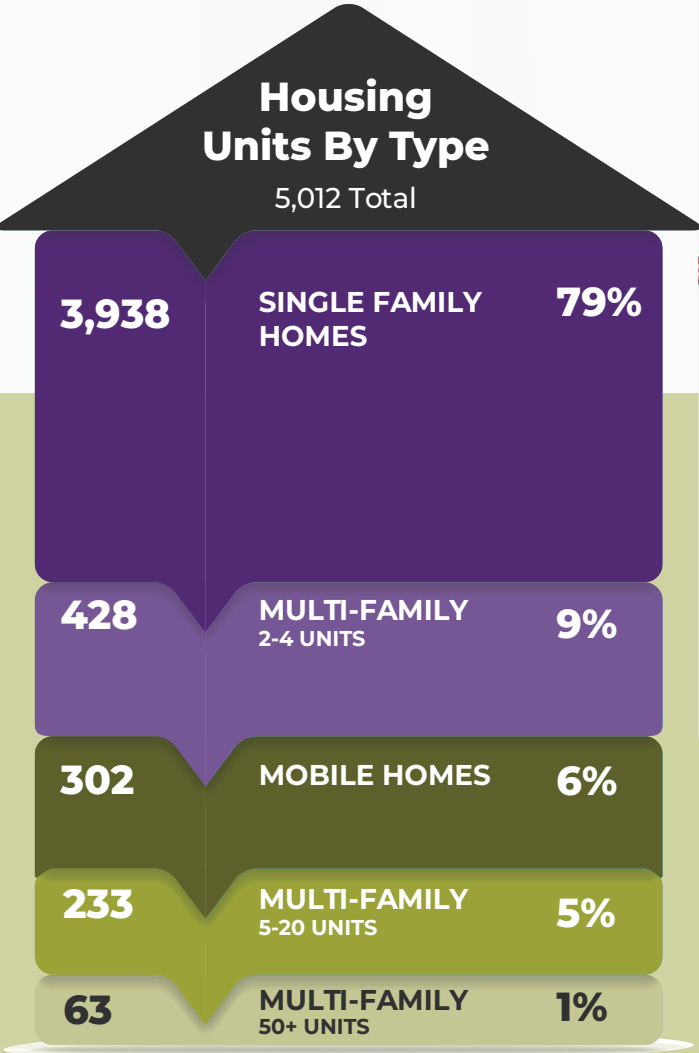
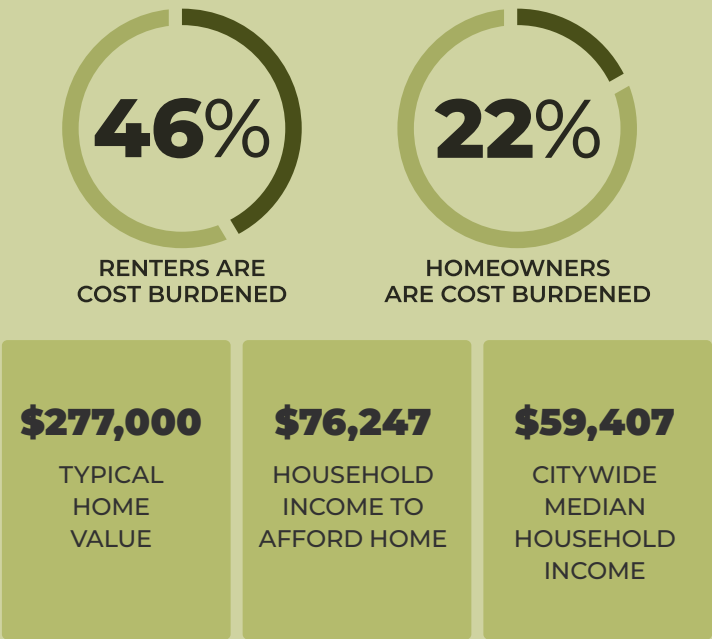
# Housing

A strong understanding of housing needs and trends is critical for guiding growth and ensuring that all residents can find stable, affordable places to live.

Portland's housing stock is primarily composed of single-family homes, though half of all new housing permits in 2021 were for multifamily units, signaling a shift toward greater variety. About 30% of homes in the city were built after 2000, and the median year of construction is 1993.

Homeownership in Portland has declined in recent years, dropping from 67% in 2010 to 61% in 2021. Approximately 39% of residents are renters, one of the highest rental rates in Sumner County. This trend aligns with feedback from the community: many residents support adding diverse housing types to meet the needs of younger individuals and older adults seeking low-maintenance options. However, stakeholders have expressed concern that increased housing development may put additional pressure on the city's infrastructure backlog.

Despite having the lowest housing costs in Sumner County, averaging just 21% of household income, many Portland residents are considered cost-burdened, meaning they spend 30% or more of their income on housing. This includes 22% of homeowners and 46% of renters. Community survey results reflect this challenge, with more than 43% of participants expressing concern about housing affordability and accessibility.



Portland's housing is changing. Half of all new housing permits in 2021 were for multi-family units, signaling a shift toward more diverse housing options.



# Economy and Workforce

Portland's economy is firmly anchored in the trade, transportation, and utilities, and manufacturing sectors. Approximately half of the city's workforce is employed in goods-producing industries, with major employers such as Unipres U.S.A. Inc., a leading metal stamping facility, providing around 500 jobs and ranking among the top employers in Sumner County.

Despite this industrial strength, Portland functions mainly as a commuter community, with more than 75% of its working residents employed outside the city. About 40% commute to other parts of Sumner County, while nearly 30% travel to Davidson County, mainly for work in service-based industries such as retail, healthcare, and administrative support. Only 11% of Portland's workforce is employed in local service industries, underscoring the city's dependence on surrounding communities for white-collar employment opportunities.

The annual transportation cost for a typical family in Portland is 29%. Transportation costs are considered a burden if they account for more than 15% of a household's income. This adds additional costs to their household budget reducing their flexible spending on other goods and services.

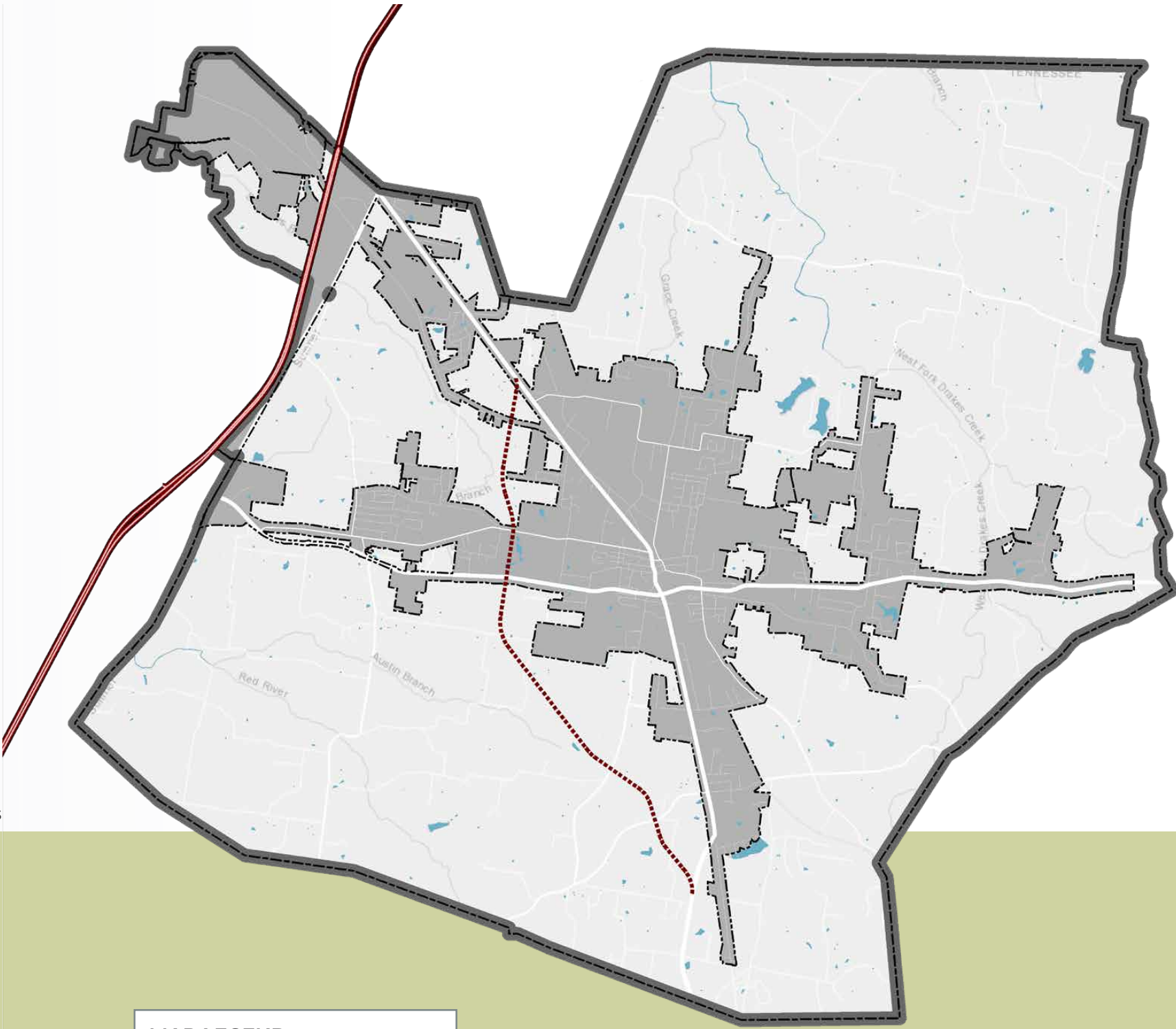
Many residents' view job availability across the region as a contributor to their high quality of life, and community feedback reveals a desire for higher-paying local jobs, particularly in technology, healthcare, hospitality, and retail. Expanding

opportunities across these sectors is seen as vital to improving local economic resilience and reducing commuter dependency to access these jobs.

Educational attainment in Portland has improved significantly over recent decades. In 2000, only 68% of residents had completed high school; by 2021, that figure had risen to more than 85%. Post-secondary education is increasingly recognized as essential for enhancing career prospects. Local institutions such as the Tennessee College of Applied Technology (TCAT) provide specialized training (especially in welding and advanced manufacturing) to support the region's industrial base. Meanwhile, Volunteer State Community College and colleges in Davidson County expand access to degrees and credentials in broader fields, preparing residents for a more diverse economy.

Between 2018 and 2021, Portland's workforce saw median annual earnings rise from \$32,000 to \$40,000 for full-time workers, a 25% increase. These earnings are now in line with Sumner County averages, though service sector wages in Portland continue to lag those in other parts of the county.

Looking ahead, Portland's economic outlook is strong. Employment is projected to grow by 47% between 2020 and 2045, adding more than 5,600 new jobs. This growth aligns with the community's priorities, 95% of survey participants identified economic sustainability as a top goal for the city's future.



MAP LEGEND

7,409

CURRENT EMPLOYMENT

44% INCREASE IN JOBS SINCE 2010



65%

Blue Collar



15%

White Collar

\*will not add up to 100% since not all jobs are identifiable as blue or white collar.

5,600

NEW JOBS EXPECTED BY 2045

47% INCREASE BETWEEN 2020 - 2045

Portland is a city of workers, but most jobs are elsewhere. More than 75% of Portland's workforce commutes out of town daily, highlighting the need for more local jobs.

# Environment and Natural Resources

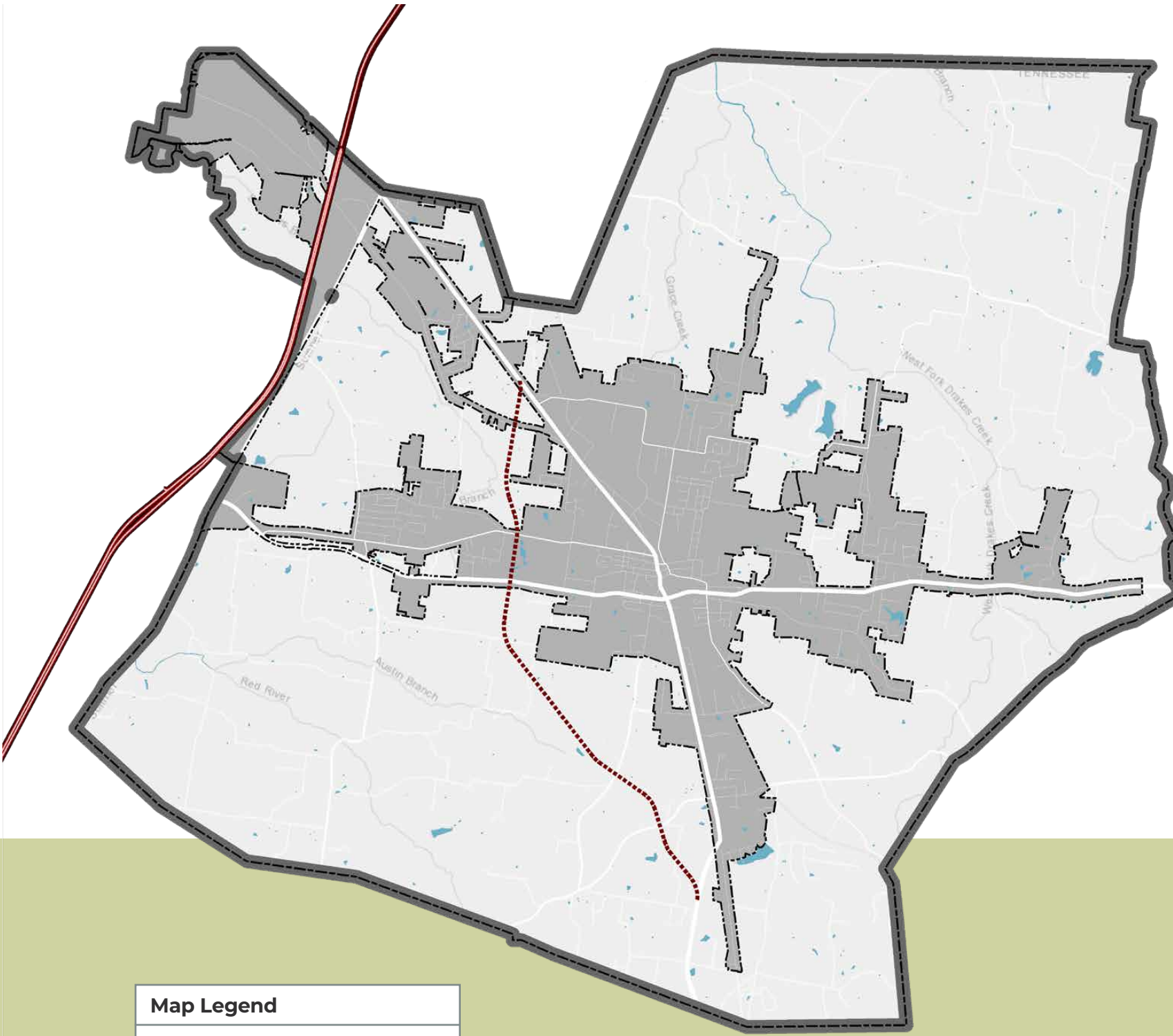
Portland and the surrounding region are rich in natural assets, including farmland, waterways, and open space. These resources are not only critical to the area’s agricultural identity but also essential to maintaining environmental resilience and quality of life.

According to the National Land Cover Dataset, approximately 40% of Sumner County’s land is devoted to agriculture. Much of this land is classified as pasture or grassland, primarily used for livestock. The U.S. Department of Agriculture monitors these trends using satellite-based Landsat imagery, producing the Cropland Data Layer (CDL) to capture crop-specific land use at a detailed, 30-meter resolution.

In the latest CDL from 2021, the dominant land cover in Sumner County was pasture/grassland, accounting for 99,330 acres, or about 29% of the county’s total area. The City of Portland reflects this pattern, with pasture/grassland covering 26% of the city’s land area. These agricultural lands play a central role in the community’s identity, economy, and environmental health.

In addition to farmland, natural hazards such as flooding are an ongoing concern. Within Portland, approximately 0.5 square miles of land fall within the 100-year floodplain, affecting 358 properties. During the planning process, community members highlighted the importance of preserving open space to both reduce flood risk and maintain the city’s small-town feel.

As a result, natural resource protection and farmland preservation were identified as key priorities by both residents and local officials. These goals align with broader efforts to conserve open space, protect environmentally sensitive areas, and ensure that Portland continues to grow in a way that respects and enhances its natural setting.



Map Legend

Sink Hole

Protected Lands

Flood Risk Area

Steep Slopes

Karst Topography

Other Environmentally Sensitive Areas

**This map presents a visual representation of Portland’s environmental assets, farmland, and prime agricultural areas.**

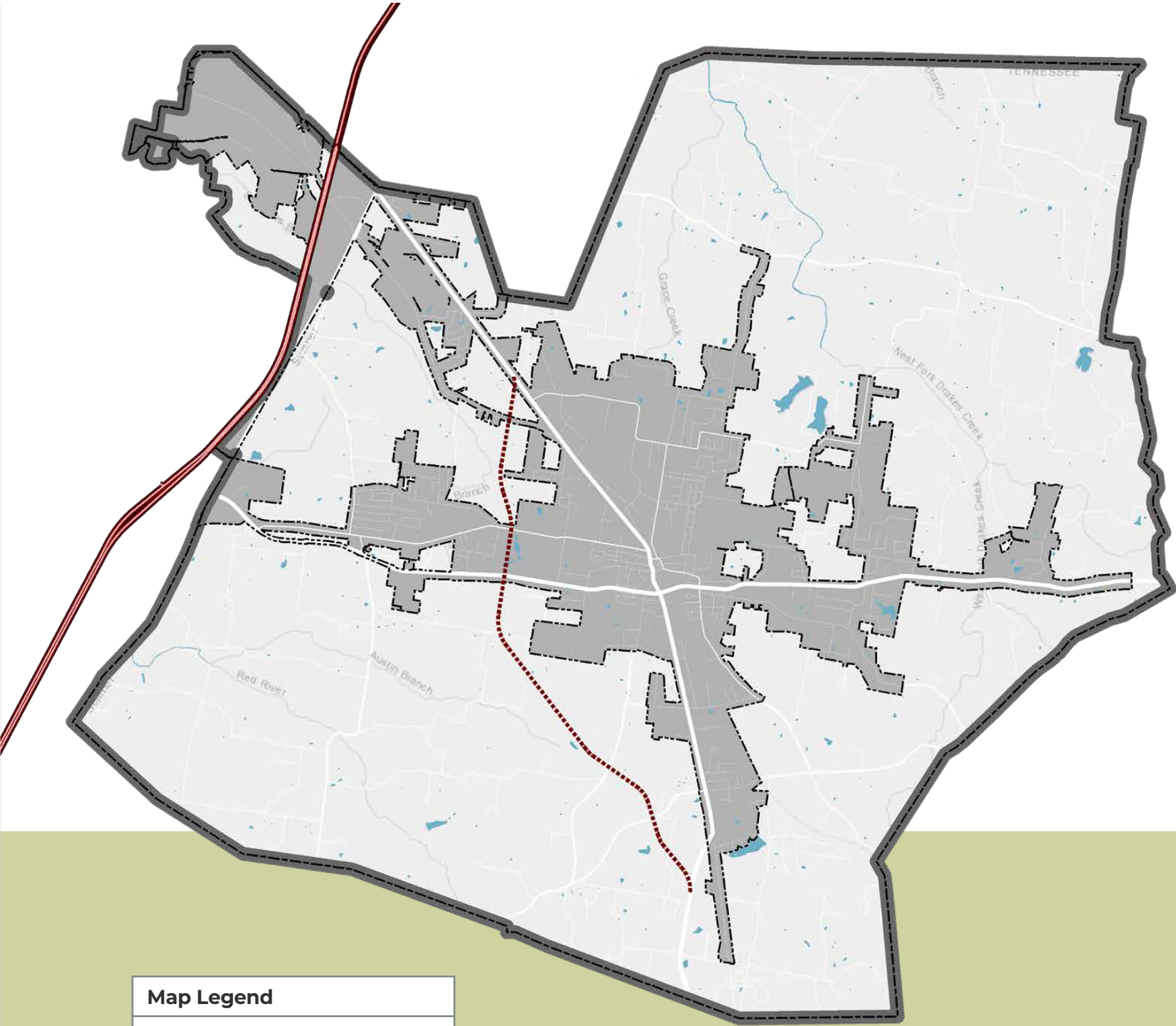


# Water Resources and Wastewater Utilities

The city's water supply, sourced from West Forks Drake Creek, with Portland City Lake serving as a backup during drought conditions, is the only municipal water utility in Sumner County not connected to the Cumberland River. The city maintains over 265 miles of underground water lines, seven storage tanks, and approximately 6,725 customers on its public water system.

During recent droughts, the city has considered implementing water restrictions due to limited supply. The city's Grade 4 Water Treatment facility can process up to 3 million gallons of water per day, and efforts are underway to explore connections with other municipal and utility providers to expand supply. Several governmental leaders, the Steering Committee, and community participants identified water capacity as a key issue or challenge to Portland's ability to grow responsibly.

Portland's sewer infrastructure also faces capacity challenges, particularly in areas experiencing high demand. The city maintains over 100 miles of sewer lines and provides service to approximately 3,750 customers. Adequate sewer infrastructure enables higher-density development and mitigates potential health and environmental risks. Middle Tennessee's karst topography and clay-heavy soils often limit the viability of private septic systems, making public sewer access essential for supporting urban growth. Additionally, stakeholders and community participants supported expanding and improving sewer services to help support sustainable growth.



Map Legend

As the city grows, infrastructure must expand to support development and protect health and environmental quality.

# Transportation

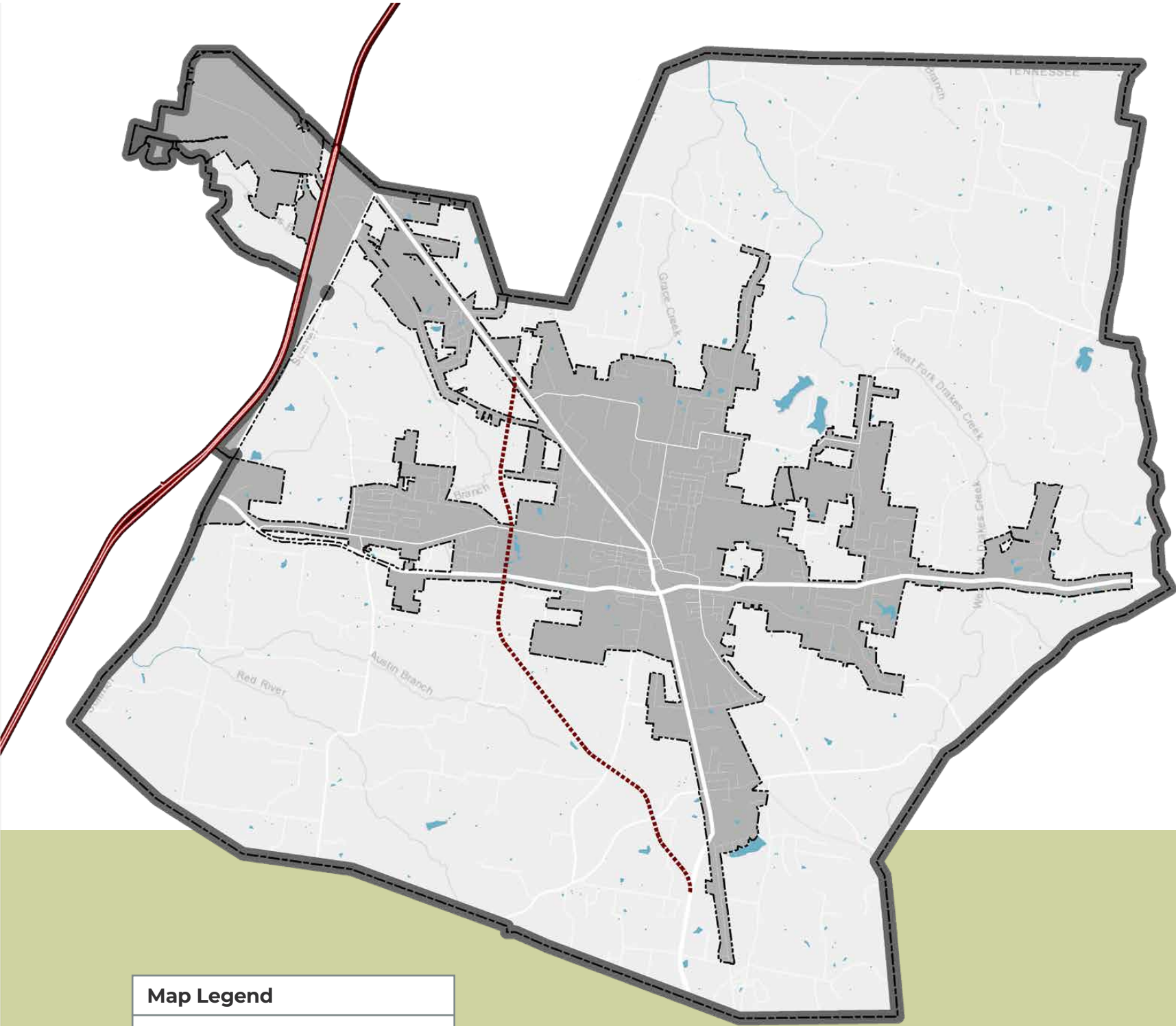
Middle Tennessee's rapid growth impacts the reliability of the transportation system regionwide and locally in Portland. Today, the morning commute time from Portland to Nashville is roughly 50 minutes. However, that is projected to increase by 45% by the year 2045. Portland's transportation and utility infrastructure faces growing demand as development outpaces capacity. About 20,000 vehicles, including 2,000 freight trucks, travel daily on SR-109 and Main Street. To ease traffic, construction of the SR-109 bypass will begin in 2025 for the northern segment and 2031 for the southern segment. This bypass will divert traffic from downtown, improve safety, and create an opportunity to transform downtown into a more pedestrian-friendly destination, similar to Gallatin's successful downtown revitalization.

Portland's street department maintains all the city-owned streets and roads within the city limits. Tennessee Department of Transportation (TDOT) manages state routes and interstates and outside of the city limits, Sumer and Robertson County maintain the local roads. New developments are being proposed on roads not designed for higher volumes of traffic and adding to congestion, some of these are old farm roads.

During community outreach, over 60% of community participants identified traffic congestion as their top concern. Portland will not escape the fate of the region as travel times are forecast to decrease because of increased levels of traffic

Mobility challenges in Portland also include limited sidewalks, misaligned street connections, and the lack of public transit. With no local public transit service, the nearest fixed-route public transportation option is the Regional Transportation Authority Express Bus 87, with park-and-ride stops in Gallatin and Hendersonville. On-demand public transportation service, provided by Mid Cumberland Human Resource Agency, is available in the city.

Community sentiment is that alternative modes of transportation would make Portland better since they identified the lack of transit and sidewalk connections as contributing factors to a poor quality of life. Overall, they want infrastructure to catch up with development.



Map Legend

Over 60% of community participants ranked traffic congestion as one of Portland's top concerns.



# Community Assets

A strong community is built not only on homes and businesses, but also on the quality of its public spaces, services, and infrastructure. Preserving Portland recognizes the importance of community assets, the places and systems that support residents’ daily lives and shape their experience of the city. From parks and trails to schools, safety services, and civic amenities, these assets play a vital role in quality of life and are key to managing future growth.

## Downtown Revitalization

Portland’s downtown is poised for transformation. With the SR-109 bypass expected to reduce freight traffic, the area has a unique opportunity to reimagine itself as a walkable, business-friendly destination. Strategic investments in infrastructure, public spaces, and small businesses can create a more welcoming environment, generate foot traffic, and strengthen connections to nearby neighborhoods, supporting long-term economic growth and community pride.

## Parks, Greenways, and Recreation

The city maintains three major parks with more than 240 acres of recreational space and 1.86 miles of walking trails. Key facilities include Richland Park,

Meadowbrook Park, and Dogwood Hills Municipal Golf Course. The 2022 Parks and Recreation Master Plan outlines improvements and explores future opportunities for expanded parks, greenways, community centers, and wayfinding systems.

National guidelines suggest one park for every 2,386 residents, or about 10.6 acres of parkland per 1,000 people. As Portland grows, additional recreational areas will be important to meet these benchmarks and community expectations. This plan identifies areas with potential for future parks, greenways, and blueways to enhance access to nature and outdoor activities.

## Active Transportation and Mobility

Walking, biking, and public transit rely heavily on the built environment. Portland currently has 1.86 miles of trails, with 0.46 miles at Meadowbrook Park and 1.4 miles at Richland Park. Expanding safe, convenient infrastructure for active transportation will allow more residents to integrate walking and biking into their daily lives, improve public health, and reduce traffic congestion.

## Public Facilities and Services

High-quality community services support residents at every stage of life, from education and safety to sanitation and civic enrichment.

### Education

Sumner County Schools operates seven public schools within Portland city limits serving elementary through high school students. The city has two private schools, Highland Academy and Portland Montessori Academy.

### Public Safety

The Portland Police Department includes 37 certified officers and 3 support staff, while the Portland Fire Department operates three shifts and is supported by part-time personnel. Sumner County EMS handles emergency medical response within the city.

### Library

The Sumner County Public Library offers community enrichment and access to educational resources.

### Airport

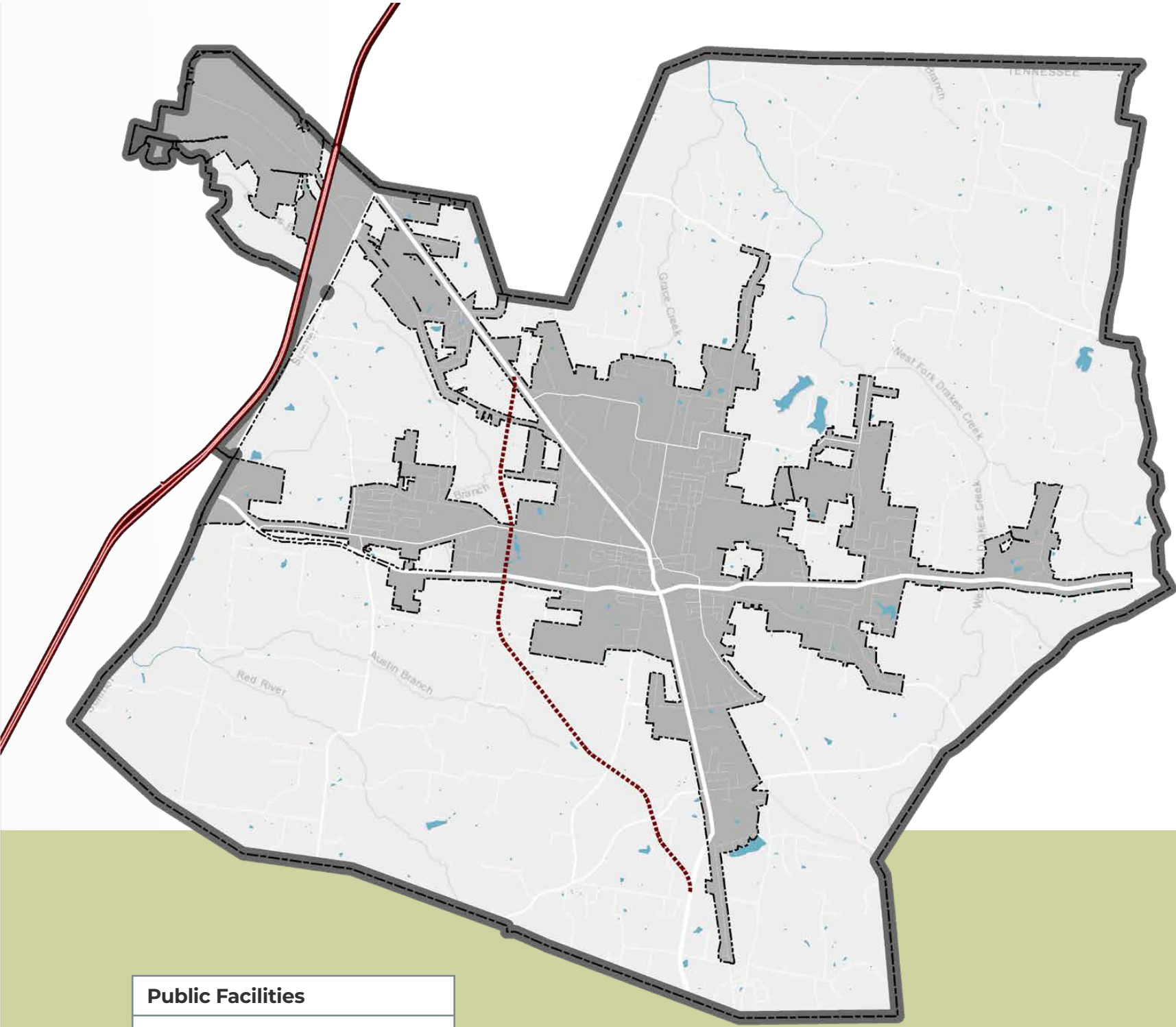
The Portland Municipal Airport / Douglas Hunter Field is a public-use airport located three nautical miles from downtown. It spans 180 acres and includes a 5,000-foot asphalt runway.

### Sanitation

The city’s sanitation department collects garbage from over 4,000 customers weekly and operates a staffed trash convenience center.

### Natural Gas:

he city’s gas department maintains 251 miles of pipeline, delivering natural gas to approximately 4,425 customers.



From playgrounds to public safety, the city’s community assets reflect Portland’s values, identity, and commitment to a livable city.



# Growth Outlook

The City of Portland's future is in many ways linked to the greater metropolitan area. According to forecasts prepared by GNRC, nearly three million people will call the seven-county metro area which includes Davidson, Maury, Robertson, Rutherford, Sumner, Williamson, and Wilson counties home by the year 2045. Where those people live, work, and play, along with their socioeconomic characteristics, will significantly influence the need for investments into our region's communities and infrastructure.

Portland's population is projected to reach 16,000 by 2035, an increase of nearly 22% from 2020, and to more than 17,000 by 2045. The rapid pace experienced in recent years is projected to continue as the city grows. Area employment is on the rise too and is anticipated to double by 2045. In addition, a considerable number of people are expected to locate within the existing UGB, potentially becoming residents of Portland as the city expands its municipal boundary and infrastructure over the next several years.

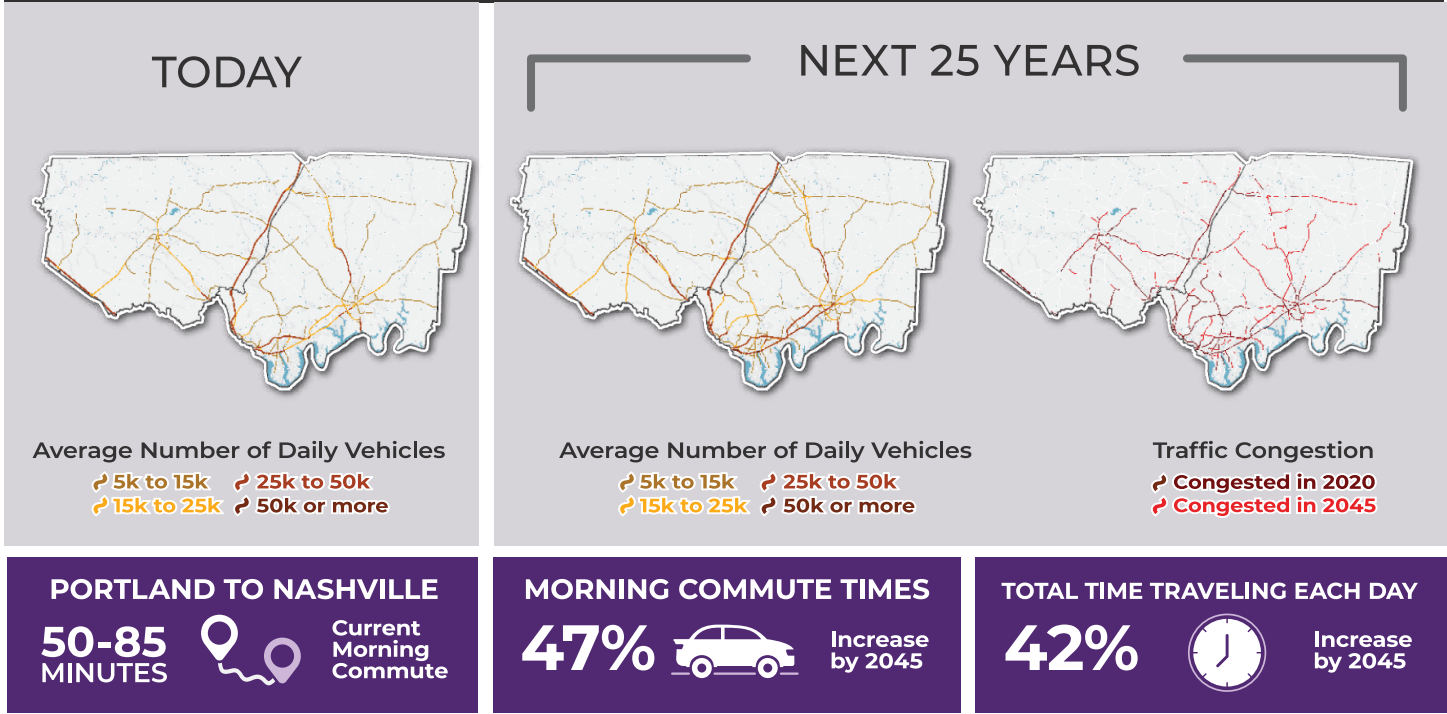
As population and employment expands, so too does the developed land area. The ability to predict where people will likely live, work, shop, and play is a key

component in forecasting future transportation and infrastructure needs. GNRC used its land use model to assist with forecasts for Preserving Portland. The model is built upon the basic relationship between supply and demand and produces a forecast that can be analyzed for its impact on infrastructure, flood risk, and community assets like open space, and natural and sociocultural resources.

Supply in this case refers to the region's capacity to support additional development and is determined by evaluating the physical constraints of land, the regulatory environment, and market forces that drive private sector decisions. Demand is based on the region's economic outlook as expressed by the area's predicted population and job growth.

The projected growth over the coming decades will have a significant impact on the city and its neighboring communities and require strategies and policies that will help community leadership guide its decision-making. The figures below illustrate significant impacts to the area's transportation system and natural environment as a result of the recent and projected trends.

## Impacts on Transportation and Mobility

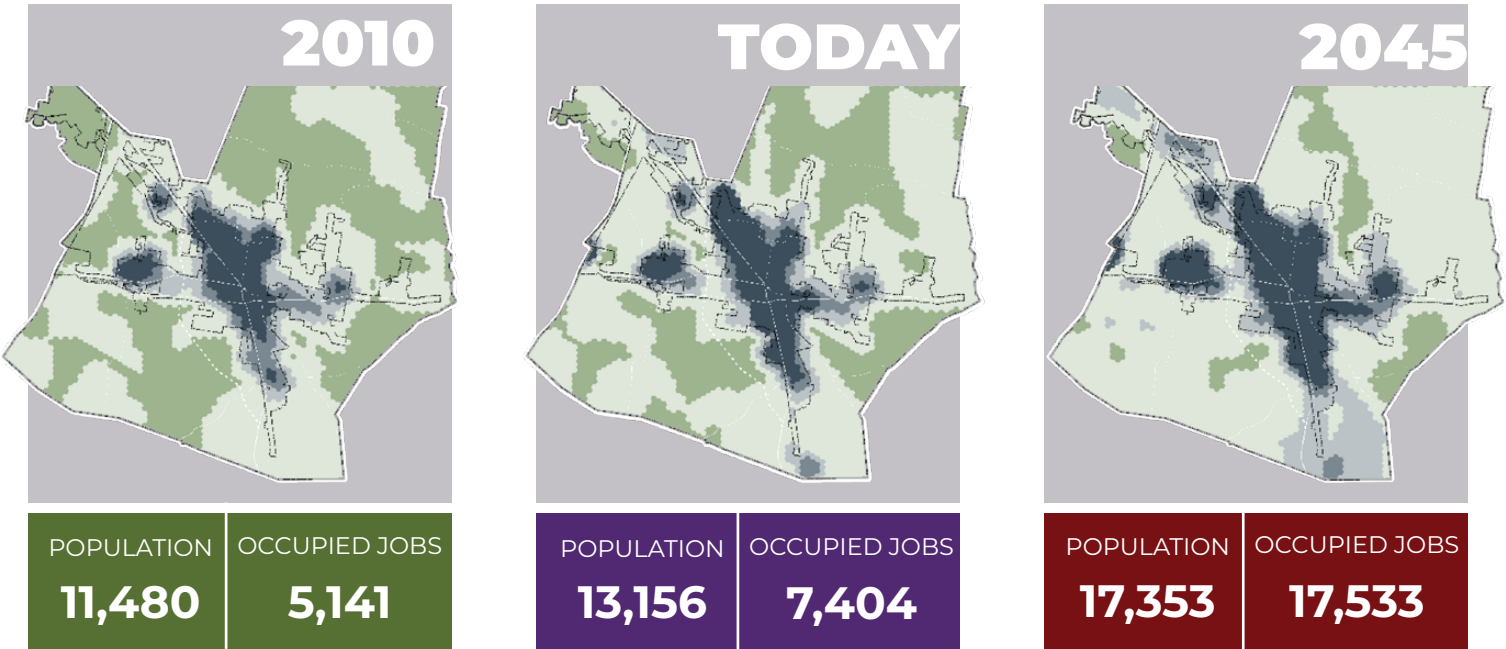


## City Growth Trends

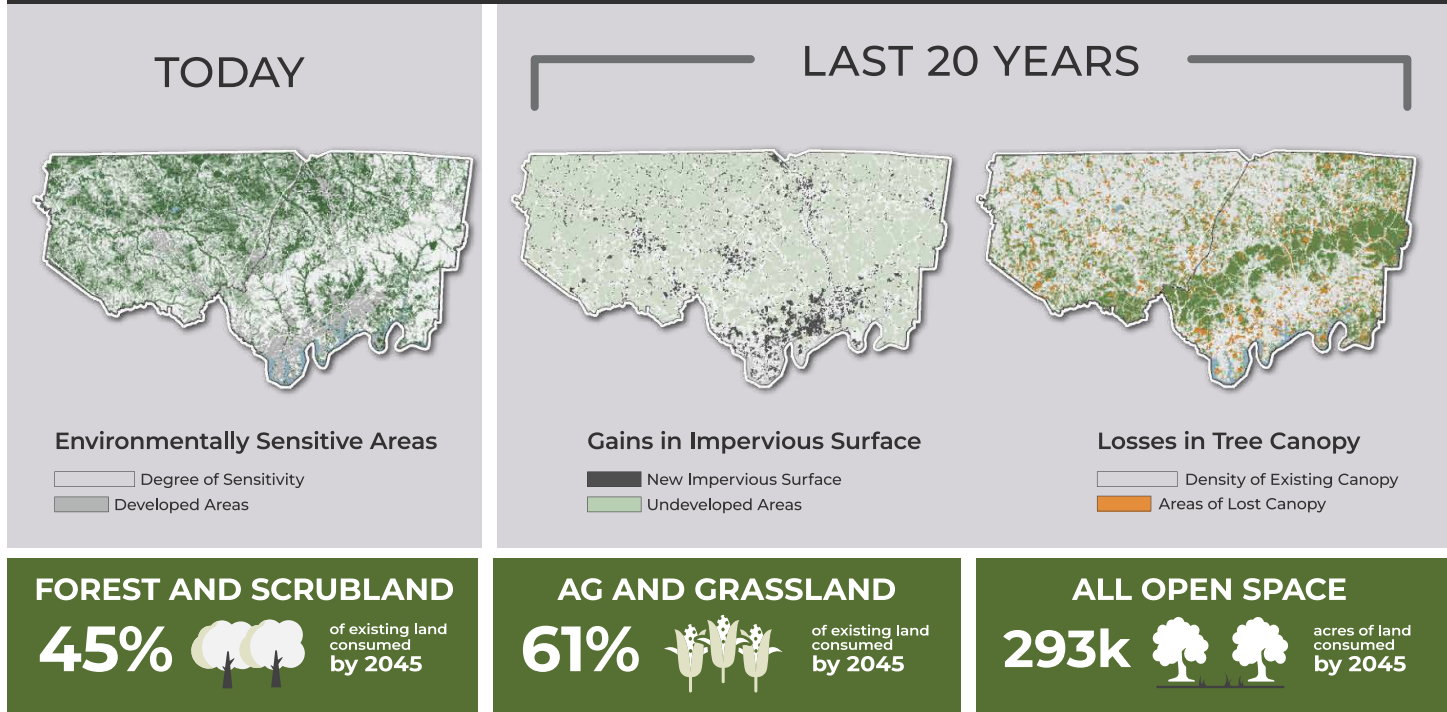
Historic and Projected Development Pattern, 2010 - 2045

Urban Growth Boundary  
City Limits

Population and Jobs figures reflect those located within the city limits only.  
UGB boundary provided for context.



## Impacts on Open Space and Natural Areas





# Scenario Planning

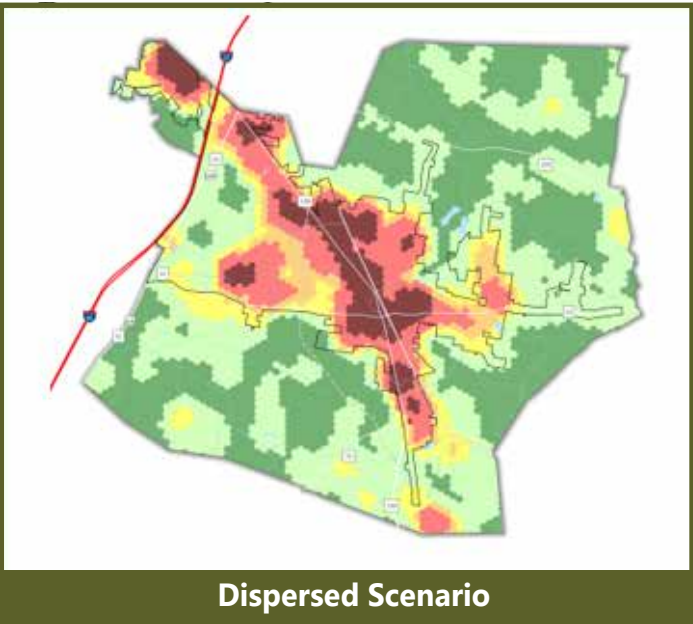
If current trends continue, Portland could see more than 4,000 new residents within the city and another 5,000 in the Urban Growth Boundary (UGB) by 2045. That growth raises an important question: How and where should we grow?

As part of the Preserving Portland process, community members and stakeholders used a tool called scenario planning to explore how different growth patterns could affect the city's future. This exercise allowed participants to weigh the trade-offs of two alternative approaches both based on the same projected population and job growth, but differing in how and where development would occur.

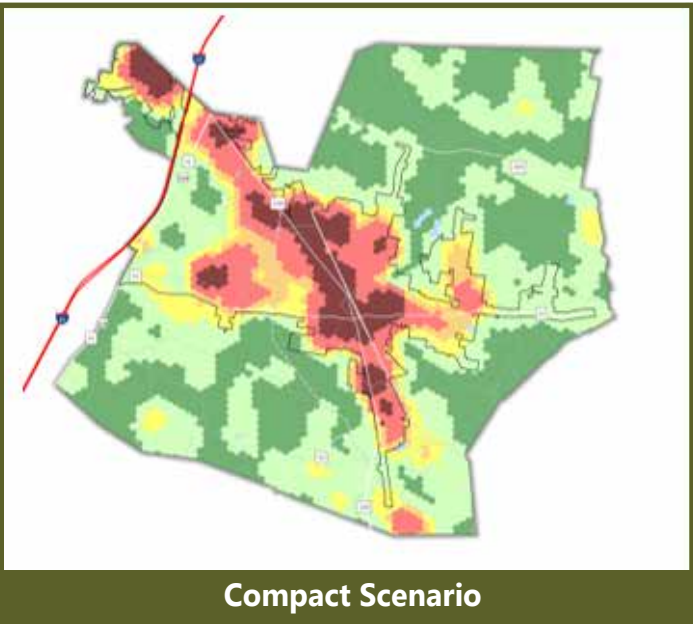
During public workshops, participants reviewed each scenario and provided feedback on how those patterns might impact traffic, land use, infrastructure, and quality of life. While neither approach is perfect, the comparison helps illustrate how policy decisions can influence outcomes and minimize unintended consequences of growth.

Though both scenarios are hypothetical, they are valuable tools for understanding the relationship between development patterns and community performance measures like cost of services, mobility, and land preservation.

Ultimately, the analysis showed that a more compact growth pattern could reduce infrastructure strain and save a significant amount of agricultural land, aligning with the community's values and long-term vision.



The Dispersed Scenario modeled a more sprawling pattern, spreading growth throughout the area.



The Compact Scenario focused on growth in denser, more connected areas.



## Scenario Planning Scorecard

| Measure of Success                                    |  | Trending Scenario | More Dispersed | More Compact |
|-------------------------------------------------------|--|-------------------|----------------|--------------|
| Roadway Demand                                        |  | 51% higher        | 3% worse       | 12% better   |
| Flooding Risks                                        |  | 87% higher        | 13% worse      | 7% better    |
| Agricultural Land                                     |  | 68% lost          | About the same | 33% better   |
| Other Open Space                                      |  | 84% lost          | 1% worse       | 40% better   |
| Fiscal Impacts – Infrastructure Costs vs. Tax Revenue |  |                   | -              | +            |
| Opportunities for Transit and Walkability             |  |                   | -              | +            |
| Opportunities for Larger Yards                        |  |                   | +              | -            |
| Access to Parks and Amenities                         |  |                   | -              | +            |

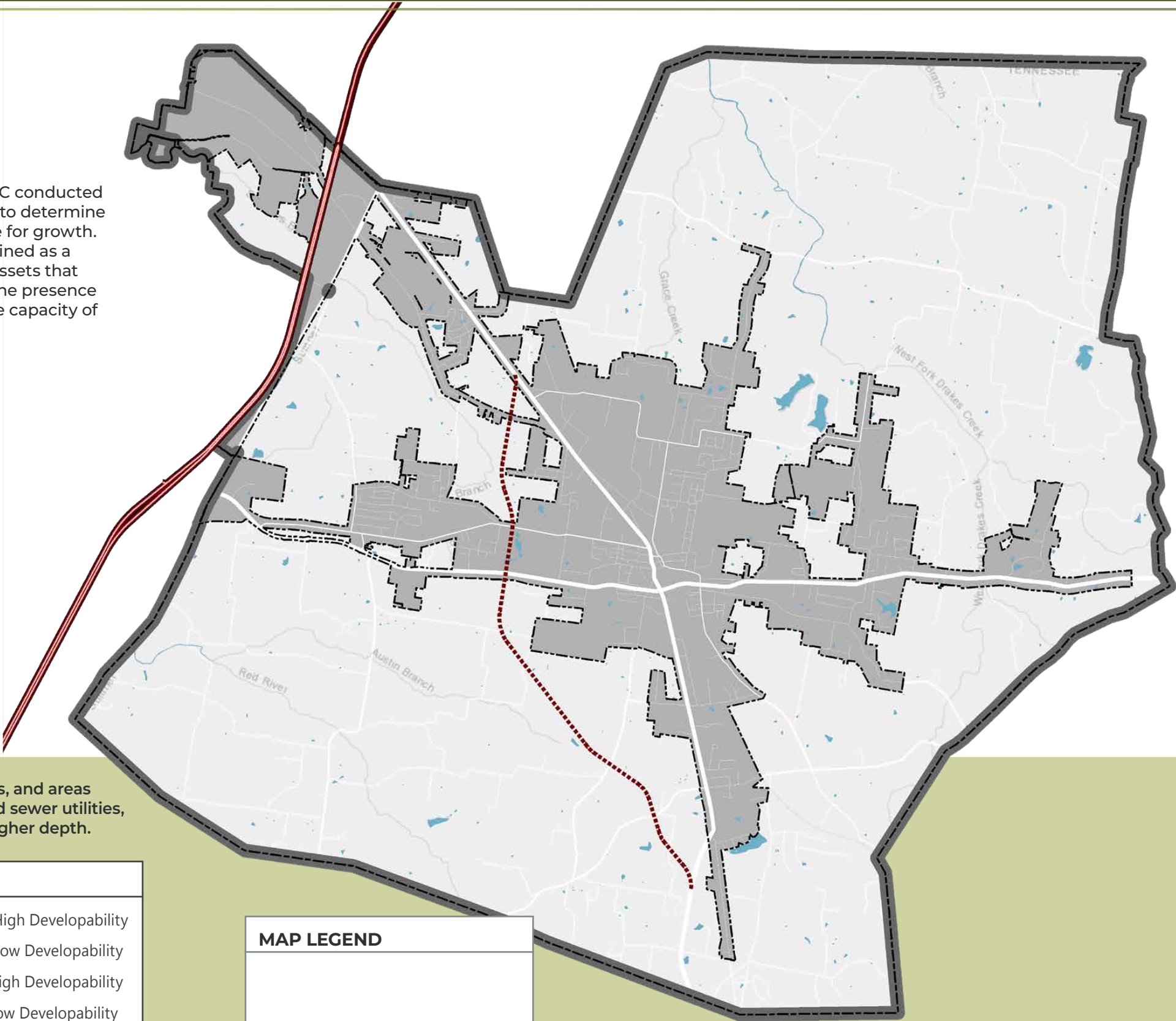


# Development Suitability

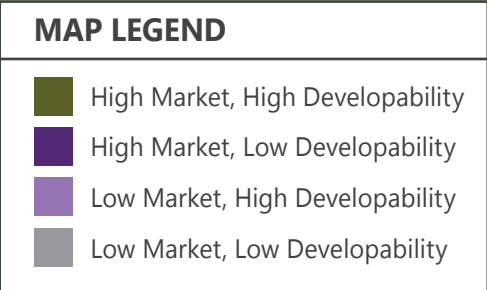
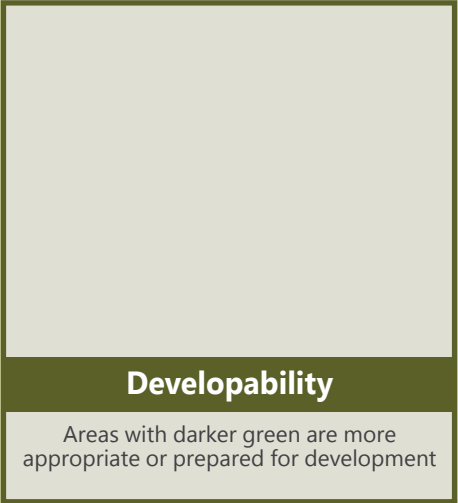
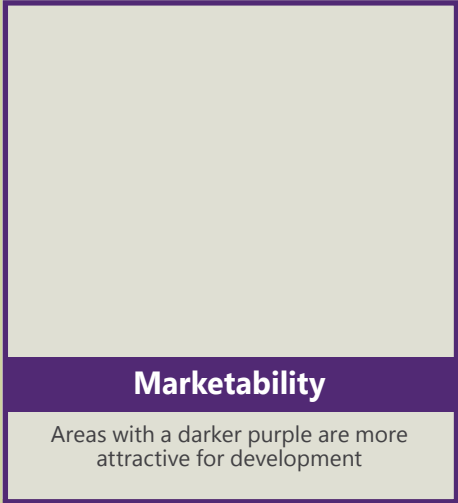
Understanding the key drivers of local growth is important so that the plan can effectively influence the location, form, function, and aesthetic of development – be it new construction on a vacant lot, or the redevelopment or rehabilitation of an existing structure. Through its zoning ordinance and building codes, the city regulates different aspects of development, but in the end, most development is the result of decisions by private landowners or developers who choose to build based on a variety of factors.

While Preserving Portland is focused on the future growth of the city, it is important to note that the plan itself is not the cause of the development happening in and around the community. The plan is a tool to help manage growth to ensure that it is consistent with the community’s vision and expectations. It does this by communicating clear goals and objectives and offering recommendations to guide private development towards outcomes that are mutually beneficial to residents, property owners, employers, developers, and the community at large.

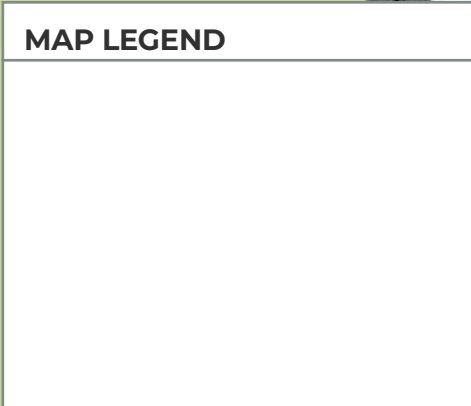
As part of the planning process, GNRC conducted a land suitability analysis of Portland to determine the areas that were most appropriate for growth. In this context, “appropriate” was defined as a combination of factors that include assets that make land attractive to developers, the presence of environmental constraints, and the capacity of infrastructure.



In the maps below, “Marketability” depicts areas with larger lots, cleared land, lower land values, and areas located closer to major interchanges and schools. “Developability” depicts areas with water and sewer utilities, transportation capacity, relatively flat land, soils that perc, fewer sink holes, and bedrock at a higher depth.



Areas colored bright green represent land with good characteristics for marketability and above average conditions to support new development. Areas colored in light blue-green represent land that is least likely to develop.



Not all land is created equal. The development suitability analysis identifies where growth makes the most sense based on infrastructure, environmental constraints, and market potential.



# Shaping the Future

Preserving Portland is the result of a community-focused planning process that sought to establish a shared vision of future growth among residents, business, developers, and elected officials. This chapter provides an overview of community priorities, the plan's guiding vision and goals, and its recommended future land use policy and transportation priorities.

“There is no power for change greater than a community discovering what it cares about.”

Margaret Wheatley,  
*Author of “Turning to One Another: Simple  
Conversations to Restore Hope to the Future”*



# Engaging the Community

The success of Preserving Portland, or any community planning effort, is dependent upon proactive and consistent engagement with the public and stakeholders. Portland City Government demonstrated a commitment to meaningful community engagement in its inclusive approach to outreach. A policy document that represents its constituents will have the level of awareness and buy-in needed to ease the path for implementation.

There are numerous individual perspectives contributing to the community’s composition, and each is important to planning for the future of the city. The public outreach schedule and process were designed to provide sufficient time for thoughtful community engagement and to foster a deep understanding of values, concerns, and expectations.

The City of Portland utilized its various media to help broaden awareness through social media, press releases, a growing contact list, email blasts, and stakeholder coordination. And a key element of the process was meeting people where they are—hosting public meetings in the community centers, attending community gatherings, and engaging directly with people at community events to hear from those who know Portland best.

Equally important was equipping participants with the tools and information needed to make informed contributions. This included accessible project materials, surveys, and engagement activities that gathered meaningful input and reflect community priorities. To help guide and sustain the effort, a steering committee of key stakeholders was established to provide oversight, ensure accountability, and keep the planning process on track. This structure fostered transparency, built trust, and connected community members to every phase of the planning process—from visioning to implementation.

By engaging a wide and diverse audience, Preserving Portland represents thoughtful participation and a sense of ownership from the community, which are critical to the plan’s successful implementation and stewardship.

## Stakeholder Engagement

Stakeholder engagement played a vital role in shaping the Preserving Portland Plan, ensuring that it reflected both the community’s vision and feasibility. By involving a diverse group of stakeholders throughout the process, the City of Portland successfully balanced public input with expert guidance and intergovernmental coordination. These efforts helped build consensus, align priorities, and enhance the reliability of the final plan. Two key groups were established to guide the planning process:

### Steering Committee

The committee convened representatives from the city council and county commission, a religious community leader, infrastructure representatives, the Chamber of Commerce, a business owner, and a historic preservationist. The steering committee ensured participation and buy-in from city leadership and broader community. The committee guided the overall production of the plan for consideration by the Planning Commission and City Council.

### Intergovernmental Coordination Task Force

The task force convened community experts and key staff of public agencies at the local, state, and regional level to ensure that Preserving Portland would be developed in coordination with partner agencies and neighboring communities. This group represented professionals covering parks and recreation, utilities, planning, engineering, and public works. The task force was instrumental in providing access to accurate data and information about existing and planned infrastructure improvements and other public plans that could influence success in the city. They were tasked with developing cooperative policymaking for Preserving Portland and focused on coordination in planning, public infrastructure, and service delivery.

## Preserving Portland Website

A project website was hosted at **PreservingPortland.org** to serve as the primary source of information about the planning effort. The website included interactive data and maps, a schedule of outreach events, links to public surveys, and a summary of progress along the way. The draft plan was made available on the website in March 2025 along with interactive tools for leaving feedback.



## The Planning Process

Community engagement was structured across three distinct phases of the planning process. This helped to ensure broad community participation and to align the Plan with the community’s values, needs, and goals for Portland. Each phase built upon the previous one, progressing from visioning and education to strategy development and policy implementation.

### Phase 1: Visioning and Expectations

The initial phase was focused on educating the public on the importance of planning and listening to the concerns of participants to better understand the community’s values, vision, and expectations for future growth. Much of the engagement centered on a discussion of current conditions, emerging issues and trends, and existing policies.

### Phase 2: What If Scenarios

Public outreach conducted during this phase focused on substantive conversations about growth and development patterns. Scenario planning tools were used to allow participants to explore the trade-offs associated with alternative approaches to growth. The input was instrumental in shaping the preferred growth pattern and future land use policy as depicted through the proposed character areas discussed later in this chapter.

### Phase 3: Strategies and Action

The final phase focused on validating the input received from earlier phases, drafting a preferred land use scenario, and identifying best practices for policies, strategies and actions that would position the county to achieve its stated vision and goals.





# Community Participation

## Phase 1 Listening

- **DECEMBER 2022**  
**Joint Planning Commission and City Council Workshop**  
Portland City Hall
- Public Survey #1: Priorities & Expectations

## Phase 2 Brainstorming

- **MAY 2023**  
**Public Kickoff Event**  
Richland Park Gym
- **JANUARY 2024**  
**Public Town Hall Event**  
Temple Theatre
- Public Survey #2: Feedback on Emerging Themes

## Phase 3 Deciding

- **AUGUST 2024**  
**Public Workshop on Scenarios**  
Portland Library
- **FEBRUARY 2025**  
**Joint Planning Commission and City Council Work Session**  
Portland City Hall

## Adoption

- **MARCH 2025**  
**Public Open House**  
Richland Park Gym
- Public Survey #3: Feedback on Draft Plan
- **JULY 2025**  
**Planning Commission Work Session**  
Portland City Hall

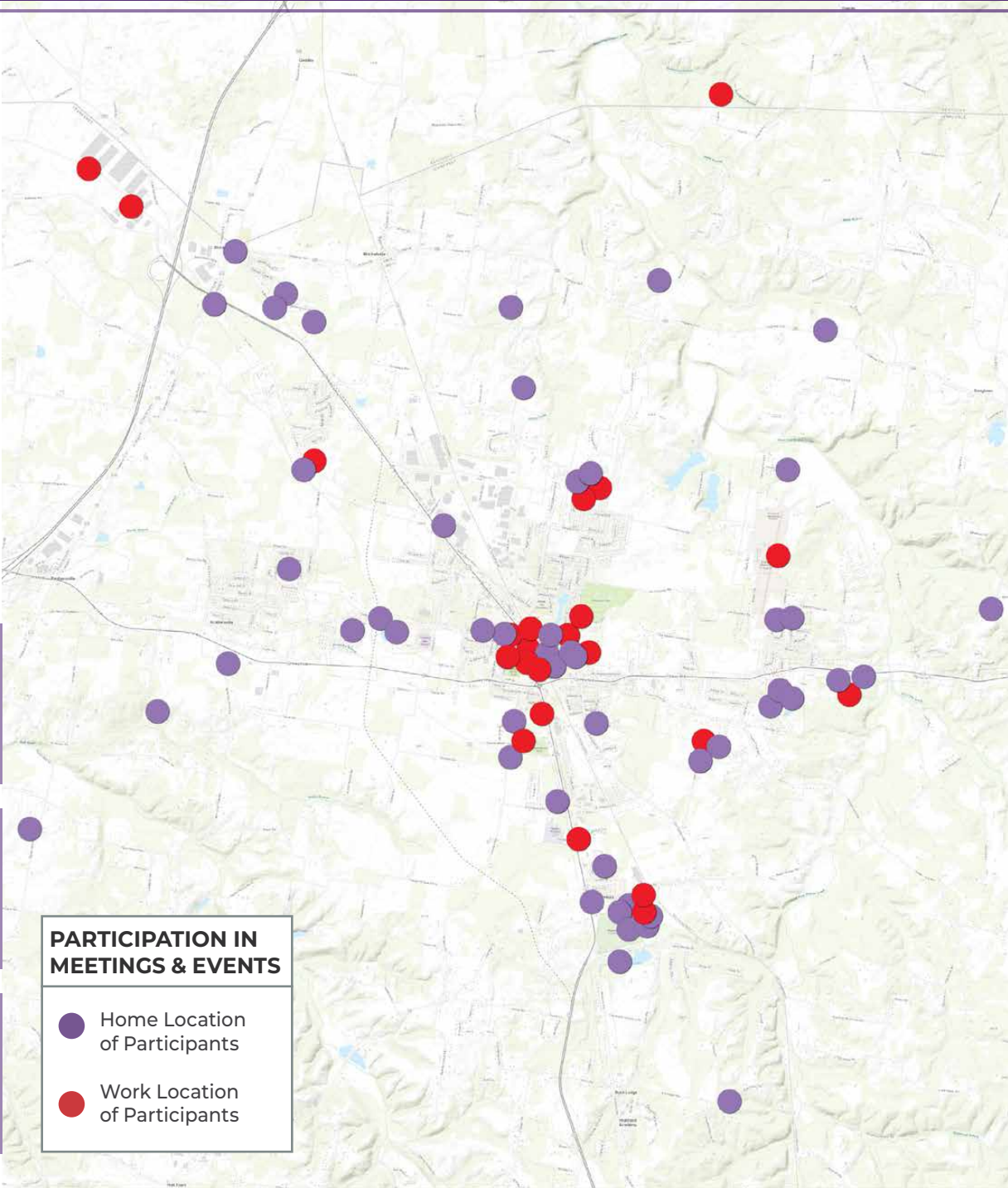
## Community & Stakeholder Participation Tracker

This map depicts the home and work location of participants in the public meetings and the number of survey responses received from each zip code since the start of the Coordinated Plan in 2022

17  
MEETINGS AND  
EVENTS

130+  
MEETING  
PARTICIPANTS

700+  
SURVEY  
RESPONSES



## Outreach by the Numbers

- |                                                                                                |                                                                |                                                                     |
|------------------------------------------------------------------------------------------------|----------------------------------------------------------------|---------------------------------------------------------------------|
| • 10 Steering Committee Members and 7 Meetings                                                 | • 4 Press Releases                                             | • 2 Local Organization Presentations and Approximately 80 Attendees |
| • 12 Intergovernmental Coordination Task Force Members and 2 Meetings                          | • 12 Email Blasts and Approximately 300 Email Recipients       | • 3 Series of Online Surveys and 733 Online Survey Responses        |
| • 15 Members of Government Leadership (Planning Commission and City Council) and 6 Touchpoints | • 40 Social Media Posts                                        |                                                                     |
|                                                                                                | • 4 Series of Public Meetings and 138 Public Meeting Attendees |                                                                     |
|                                                                                                | • 2 Pop-Up Booths at Local Events                              |                                                                     |



# Community Priorities

The Preserving Portland process provided an opportunity for city officials to hear directly from residents, businesses, and community stakeholders about their priorities related to future growth.

Six priorities emerged very early in the process and were continuously validated as more people became engaged in the planning effort. Together, they reflect an overall desire for the city to take proactive steps to manage growth. Throughout the planning process, participants recognized that the city would continue to grow but expressed a desire to manage that growth to minimize any unintended consequences of rapid growth and development.



## Appreciate Uniqueness

Portland should create plans that guide future development to both enhance and preserve existing community character.



## Coordinated Planning

Portland should ensure future developments align with and complement the planning efforts of adjacent municipalities and the region.



## Economic Sustainability

Portland should strengthen its economic stability by creating plans that make the most of its local resources and assets



## Improve Accessibility

Portland should explore housing and transportation options to be accessible for all residents and visitors.



## Proactive Investments

Portland should invest in improving infrastructure and services such as transportation, public safety, social services, and cultural preservation to accommodate the community's growing needs.



## Environmental Impact

Portland should use resources responsibly to meet current needs without harming the natural environment and ecosystems, ensuring the well-being of future generations.



# Guiding Vision and Goals

VISION STATEMENT

**The City of Portland  
will be a vibrant rural  
community that honors  
its small-town charm and  
heritage, fosters economic  
opportunity, and ensures a  
safe, livable, and enjoyable  
city for all.**

A community's vision statement is future-oriented and aspirational. It is based on community voices and highlights what matters most now and in the future. It should inspire the city and challenge it to be innovative and responsive. The planning process illuminated the characteristics and values of the community that led to the plan's vision statement.

Preserving Portland presents a shared vision for the city's future and develops a plan to help the community prosper from change. Throughout the planning process, members of the community expressed a desire to manage growth to support the city's history and character.

The vision statement and future land use map represent the community's aspirations for growth over the next 20+ years. In combination with the special districts and focus areas, and transportation priorities, the vision statement and future land use policy create a growth framework.

| Goal 1.                                                    | Goal 2.                                       | Goal 3.                                           | Goal 4.                                 |
|------------------------------------------------------------|-----------------------------------------------|---------------------------------------------------|-----------------------------------------|
| Align Infrastructure Improvements with Planned Development | Foster a Resilient and Thriving Local Economy | Strengthen the Character and Vitality of Downtown | Support and Enhance the Quality of Life |



# Future Land Use Policy

During the Preserving Portland planning process, residents agreed that the city will continue to grow—but they want growth to happen in a smarter, more intentional way than in the past. With 4,000 new residents expected by 2045, the plan outlines a preferred growth framework focused on strengthening key centers and corridors of activity. This approach encourages development in areas where people already live, work, and travel, rather than spreading growth outward in a disconnected pattern.

Traditionally, cities used zoning policies to separate different land uses, for example, keeping homes away from industrial areas to protect residents’ health and safety. While this approach solved many problems of the

past, it also led to greater distances between homes, jobs, shopping, and daily needs, making communities more car-dependent.

Instead, Preserving Portland focuses on the character, form, and function of places rather than just their use. The plan introduces “community types” and “place types” to show the kinds of neighborhoods, business areas, and public spaces residents want to see. Final decisions about what goes where and how it will look will be shaped by future zoning and development regulations adopted by the community.

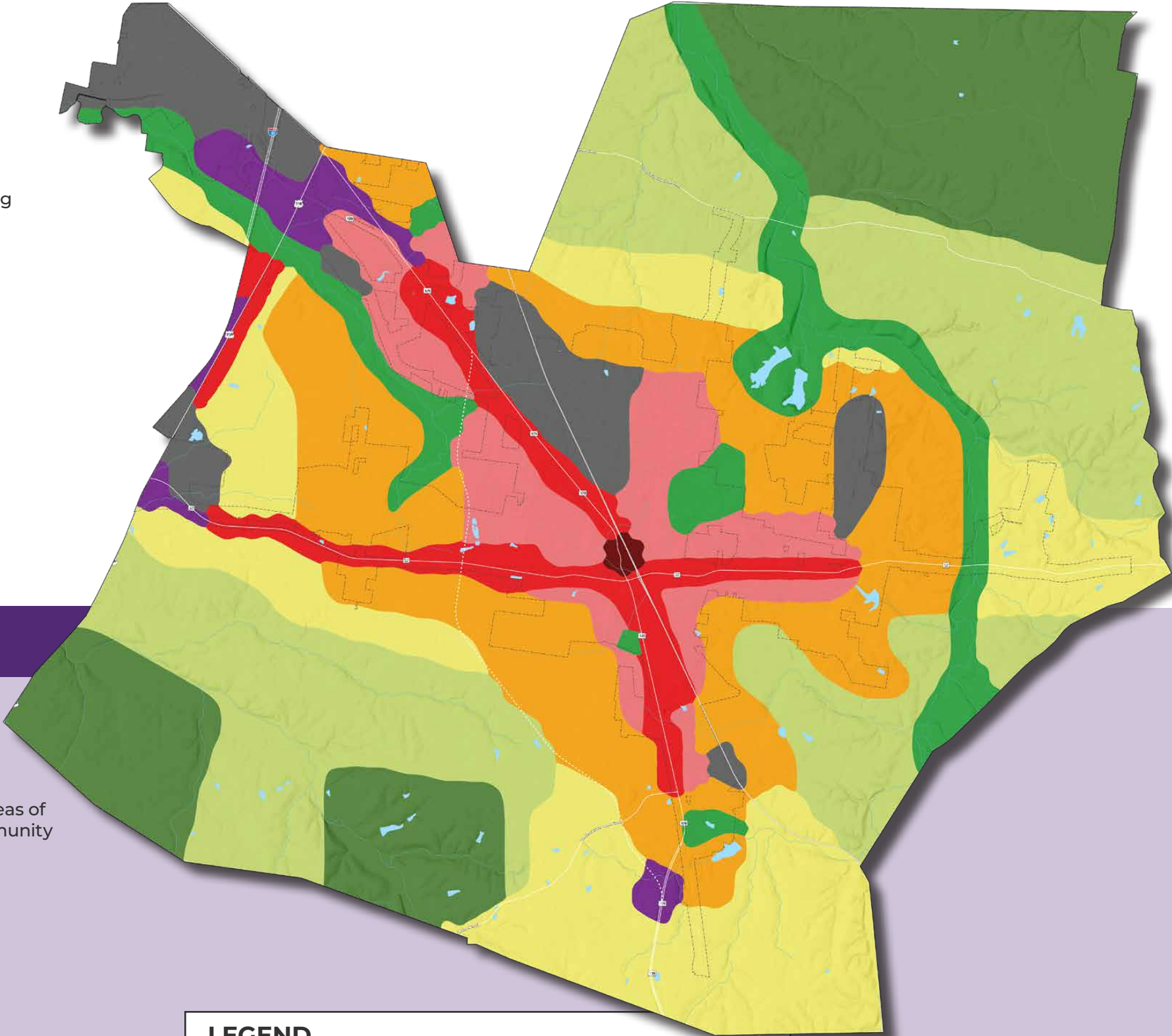
## Place Types

Place Types describe the look and feel of different areas in Portland, focusing on form and character rather than just how land is used. They combine factors like land use, density, building style, and transportation options to guide decisions about future growth and development.

Using Place Types helps the community plan for a variety of needs, such as economic growth, farmland preservation, protecting natural resources, expanding transportation choices, and providing public facilities and services. Place Types are not the same as zoning districts. A single Place Type may include several different zoning districts,

which means zoning regulations will later be tailored to match the vision outlined in the plan. Each Place Type includes descriptions of its key features such as the mix of land uses, building patterns, and infrastructure needs to show how different areas of Portland can grow in a way that reflects community priorities.

The map on the right depicts the Place Types established through public and stakeholder engagement.



### LEGEND

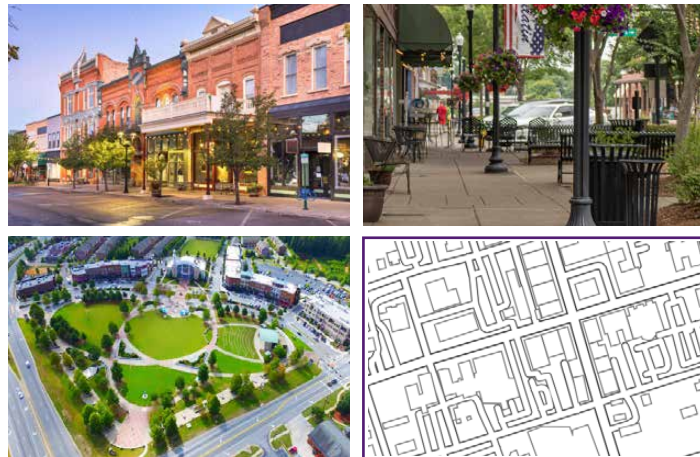
- |                       |                    |
|-----------------------|--------------------|
| TOWN CENTER           | ESTATE LIVING      |
| MIXED USE URBAN       | WORKING FARMS      |
| INTOWN NEIGHBORHOOD   | GATEWAY COMMERCIAL |
| SUBURBAN NEIGHBORHOOD | GENERAL INDUSTRIAL |
| SUBURBAN EDGE         | GREEN SPACE        |

The following pages provide detailed information about each areas form and character.



## Place Types Descriptions

Each Place Type includes descriptions of its key features such as the mix of land uses, building patterns, and infrastructure needs to show how different areas of Portland can grow in a way that reflects community priorities.



## TOWN CENTER

The Town Center is a compact, mixed-use area that serves as a hub for local economic, entertainment, and community activity. Buildings are typically two or more stories, with storefronts at street level and residential or office uses above. Designed on a network of small blocks and pedestrian-oriented streets that support walkability and multiple modes of transportation.

**Primary Land Uses:** professional office, community-serving commercial and retail, entertainment and sit-down restaurants, live, work, shop units, community, public and institutional facilities, and multi-tenant commercial.

**Secondary Land Uses:** townhomes and apartments

## Form and Pattern

- General Development Pattern: Mixed Uses
- Residential Density: 6-10 DU/1 acre
- Typical Lot Coverage: 90-100% typical lot coverage,
- Building Form, Placement & Massing: 1-5 stories (60')
- Street & Block Pattern and connectivity: Grid street pattern with high street connectivity
- Transportation: Auto, walking, and biking,
- Open Space & Natural Resources: Public and private neighborhood parks, parklets, greenways, and trails



## MIXED USE URBAN

Mixed Use Urban areas offer residents the opportunity to live, work, shop, and play within a walkable environment. These places include a variety of housing types and densities integrated with commercial, employment, and entertainment uses typically within a 15-minute walk (approximately  $\frac{3}{4}$  mile). Non-residential buildings are scaled appropriately to blend with adjacent residential development and incorporate thoughtful transitions where differences in intensity exist.

**Primary Land Uses:** Multi-family residential, sit-down and fast-food restaurants, neighborhood-serving commercial and retail, and professional offices and personal services.

**Secondary Land Uses:** Single-family residential, entertainment, general commercial and retail sales, and big-box commercial

## Form and Pattern

- General Development Pattern: Mixed Uses
- Non-Residential Density: 0.15-1.5 FAR
- Residential Density: 3-20+ DU/1 acre
- Typical Lot Coverage: 30-60% typical lot coverage,
- Building Form, Placement & Massing: 1-4 stories (50')
- Street & Block Pattern and connectivity: Grid street pattern with high street connectivity
- Transportation: Auto, walking, and biking, future opportunity for transit
- Open Space & Natural Resources: Public and private neighborhood parks, greenways, and trails



## INTOWN NEIGHBORHOOD

Intown Neighborhoods are compact residential areas that support a range of moderate- to high-density housing types, such as small-lot single-family homes, townhomes, condominiums, and apartments. Buildings are generally street-oriented to foster neighborhood interaction and visual interest. These neighborhoods prioritize walkability with a connected street network and limit cul-de-sacs to locations constrained by topography or existing development.

**Primary Land Uses:** Single-family detached residential, duplex, townhomes

**Secondary Land Uses:** Triplexes, quadplexes, and small-scale apartments, accessory dwelling units, community, public, and institutional facilities, parks and natural areas

## Form and Pattern

- General Development Pattern: Mixed Residential Uses
- Residential Density: 6-10 DU/1 acre
- Typical Lot Coverage: 30-60% typical lot coverage,
- Building Form, Placement & Massing: 1-3 stories (35')
- Street & Block Pattern and connectivity: Grid street pattern with high street connectivity
- Transportation: Auto, walking, and biking,
- Open Space & Natural Resources: Public and private neighborhood parks, greenways, and trails



## SUBURBAN NEIGHBORHOOD

Suburban Neighborhoods are primarily residential areas featuring a mix of single-family homes and smaller-scale multifamily developments. Lot sizes are generally modest, and the street network is well connected. New infill development should respect the prevailing character through consistent lot widths, building setbacks, massing, and height. Multi-family and office uses may be located along major corridors and serve as transitions to more intensive commercial areas.

**Primary Land Uses:** Single-family detached residential, two-family detached residential, townhome, duplex

**Secondary Land Uses:** Community, public and institutional facilities, multi-family along major corridors, natural areas

## Form and Pattern

- General Development Pattern: Separate Uses
- Residential Density: 3-7 DU/1 acre (SFR) and 2-6 DU/1 acre (Two-family residential)
- Typical Lot Coverage: 35-40% typical lot coverage,
- Building Form, Placement & Massing: 1-2 stories (35')
- Street & Block Pattern and connectivity: Suburban street pattern, curvilinear with medium street connectivity
- Transportation: Autocentric
- Open Space & Natural Resources: Public and private neighborhood parks, greenways, and trails

### Recommended Density Key

A density key is a way to categorize communities based on the number of housing units or commercial structures and their proximity to each other, and the land area they occupy.

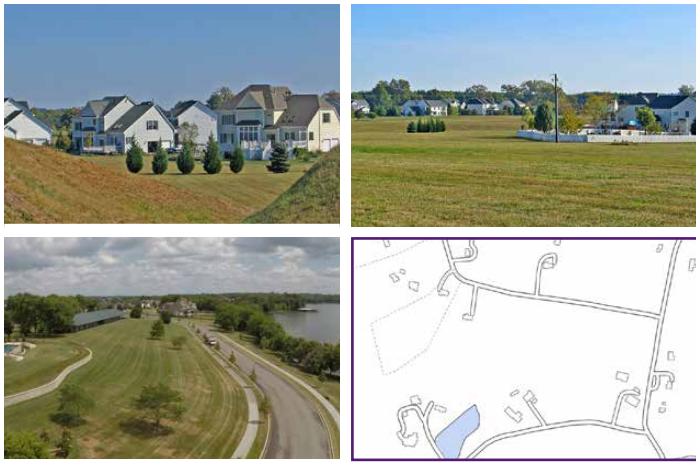




# Place Types Descriptions

## Recommended Density Key

A density key is a way to categorize communities based on the number of housing units or commercial structures and their proximity to each other, and the land area they occupy.



### SUBURBAN EDGE

Suburban Edge areas represent the least developed urbanized areas, where municipal services are available (such as water, sewer, police, parks, and fire). New development in these areas should emphasize horizontal integration of land uses, improved connectivity, and infrastructure that supports walking and biking. These areas are transitional and help blend from rural land use patterns with more urban forms.

**Primary Land Uses:** Single-family detached residential, two-family attached residential

**Secondary Land Uses:** Community, public and institutional facilities, natural areas

#### Form and Pattern

- General Development Pattern: Separate Uses
- Residential Density: 1-3DU/1 acres (low density)
  - Typical Lot Coverage: 5-30% typical lot coverage,
  - Building Form, Placement & Massing: 1-2 stories (35')
  - Street & Block Pattern and connectivity: Rural street pattern, curvilinear with low street connectivity
  - Transportation: Autocentric
  - Open Space & Natural Resources: Cultivated farmlands and natural environment



### ESTATE LIVING

Estate Living areas are defined by large residential lots, significant open space, and a low-density rural character. Homes and hobby farms are widely spaced and often integrated into the natural landscape. In areas where higher densities are allowed, clustered development patterns may be used to preserve open space and protect environmental resources. Buildings are typically oriented towards major roads and accessed by private driveways.

**Primary Land Uses:** single-family detached residential, farms and hobby farms

#### Form and Pattern

- General Development Pattern: Separate Uses
- Residential Density: 1 DU/2 acres (lower density)
- Typical Lot Coverage: 5-10% typical lot coverage,
- Building Form, Placement & Massing: 1-2 stories (35')
- Street & Block Pattern and connectivity: Rural street pattern, curvilinear with low street connectivity
- Transportation: Autocentric
- Open Space & Natural Resources: Cultivated farmlands and natural environment



### WORKING FARMS

Working Farms are actively used for agriculture or forestry, including crop cultivation, livestock, timber harvest, or managed woodlands. These areas may include a primary residence and related outbuildings necessary for farm operations. Located in areas with productive soils and favorable drainage, working farms are most common in rural areas and less frequent near urban centers. These areas are preserved within the Urban Growth Boundary for continued agricultural use.

**Primary Land Uses:** Cultivated farmland, livestock, timber, woodlands and forest, single-family detached residential

**Secondary Land Uses:** warehouse/storage, light industrial (ancillary to farm/livestock activities)

#### Form and Pattern

- General Development Pattern: Separate Uses
- Residential Density: 1 DU/5 acres (lowest density)
- Typical Lot Coverage: 1-5% typical lot coverage,
- Building Form, Placement & Massing: 2 stories (25')
- Street & Block Pattern and connectivity: Rural street pattern, curvilinear with low street connectivity
- Transportation: Autocentric
- Open Space & Natural Resources: Cultivated farmlands and natural environment



### GATEWAY COMMERCIAL

Gateway Commercial areas are located at key entrances to the city and are intended to accommodate visitor-serving uses such as restaurants, hotels, and small-scale retail. These areas should present a well-designed, attractive, and welcoming appearance that supports the city's identity and brand. Large-scale retail is not appropriate. Development should create a distinct sense of place and, where possible, be integrated into a mixed-use design.

**Primary Land Uses:** hotels, motels, general merchandise, big box retail, office space, restaurants, medical

#### Form and Pattern

- General Development Pattern: Separate Uses
- Non-Residential Density: 0.15-0.25 FAR
- Residential Density: N/A
- Typical Lot Coverage: 50% typical lot coverage,
- Building Form, Placement & Massing: 1-4 stories (50')
- Street & Block Pattern and connectivity: Suburban and grid street pattern with medium street connectivity
- Transportation: Autocentric
- Open Space & Natural Resources: Public and private neighborhood parks, greenways, and trails



### Recommended Density Key

A density key is a way to categorize communities based on the number of housing units or commercial structures and their proximity to each other, and the land area they occupy.



### GENERAL INDUSTRIAL

General Industrial areas accommodate a range of industrial uses including light manufacturing, warehousing, logistics, and industrial parks. Heavier industrial activities are also supported but are typically separated from residential neighborhoods to minimize conflicts. These areas play a key role in supporting the local economy and providing employment opportunities.

**Primary Land Uses:** light and heavy industrial, research and development

**Secondary Land Uses:** commercial and retail

#### Form and Pattern

- General Development Pattern: Separate Uses
- Non-residential Density: 0.15-0.25 FAR
- Residential Density: N/A
- Typical Lot Coverage: 70% typical lot coverage,
- Building Form, Placement & Massing: 1-3 stories (75')
- Street & Block Pattern and connectivity: Curvilinear to Grid street pattern with low/medium street connectivity
- Transportation: Auto
- Open Space & Natural Resources: Landscape buffers and greenways



### GREEN SPACE

Green spaces are set aside for active recreation, passive enjoyment, and the long-term protection of natural resources. They will include parks, greenways, trails, and other permanently conserved lands. Natural areas will be preserved for their scenic beauty and ecological value, supporting environmental stewardship and wildlife habitats. These spaces will remain largely undeveloped, safeguarded by public agencies or conservation organizations.

**Primary Land Uses:** Parks (federal, state, and local), wildlife refuges, natural areas, greenways, and cemeteries.





# Special Districts and Focus Areas

Building on the Place Types framework, Preserving Portland identifies several special districts and focus areas that serve as key destinations for shopping, employment, entertainment, and community gathering. These areas are intended to absorb much of the city's future growth, helping to limit sprawl along transportation corridors and reduce pressure to develop within the Urban Growth Boundary (UGB).

The locations of these special districts were selected based on factors such as available land for redevelopment, emerging market trends, infrastructure access, and the momentum of ongoing development activity. With thoughtful design and placemaking, each district presents an opportunity to create distinctive, vibrant centers that reflect Portland's character and support a mix of uses and experiences.

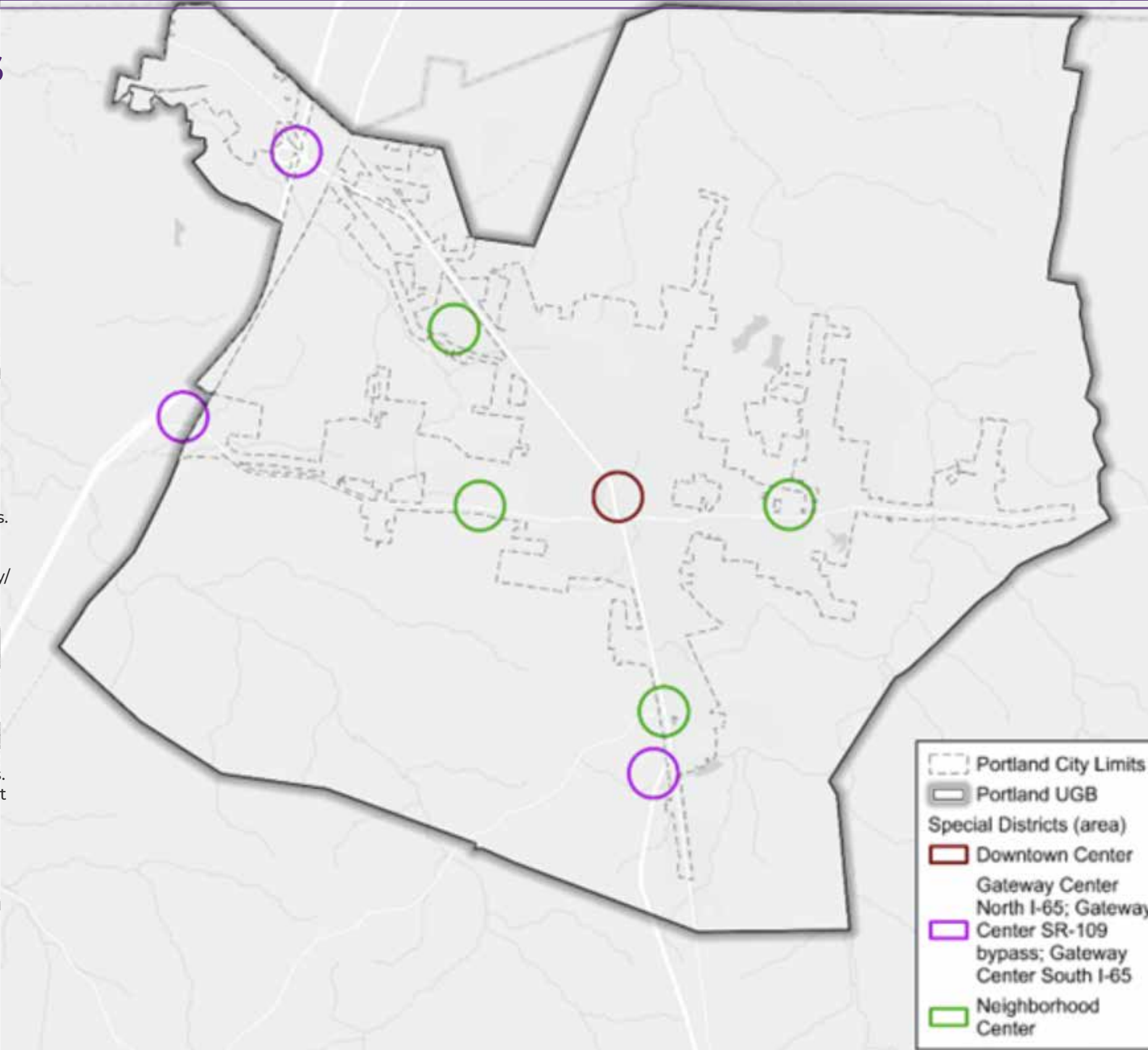
**Downtown**  
The downtown area is an opportunity for the community to reimagine it with the construction of the SR-109 bypass. On average over 20,000 vehicle trips per day across four lanes cut through downtown on SR-109. Some of this space for vehicles could be repurposed for pedestrians and the community. Streets, sidewalks, and parks are considered the public realm and the private realm is primarily buildings and private lands. The public and private realms meet most noticeably in downtown, and the design and function of the public and private realms are important elements to a vibrant downtown.

The 2008 Main Street Plan focused on the block of Main Street between N. Broadway (SR-109) and the railroad tracks. With a reduction of vehicular traffic on SR-109 this is the time to plan for the downtown district, not just one block, and to define a development design and form that represents Portland.

Urban design is an important element of downtown and the 2008 Main Street Plan recommended design standards and materials. It might be time to update the 2008 Main Street Plan to reimagine the space, design, and function of downtown.

**Gateway Centers**  
Major commercial districts serving much of the city and travelers. It is at entry/exit points of major city corridors. Buildings can range from two to four stories and include a range of land uses. (I-65 and Ronnie McDowell Pkwy/ SR-109, I-65, SR-31W and SR-52E, and SR-109 and SR-109 Bypass / Dorris Road)

**Neighborhood Centers**  
Local districts that primarily serve surrounding neighborhoods. The area typically includes one to three-story buildings with a mix of commercial/ retail, small office, and residential uses. (SR-109 and SR-76, SR-52W and Airport Road, SR-52E and SR-109 Bypass, SR-109 and TGT Road/Kenwood DR)





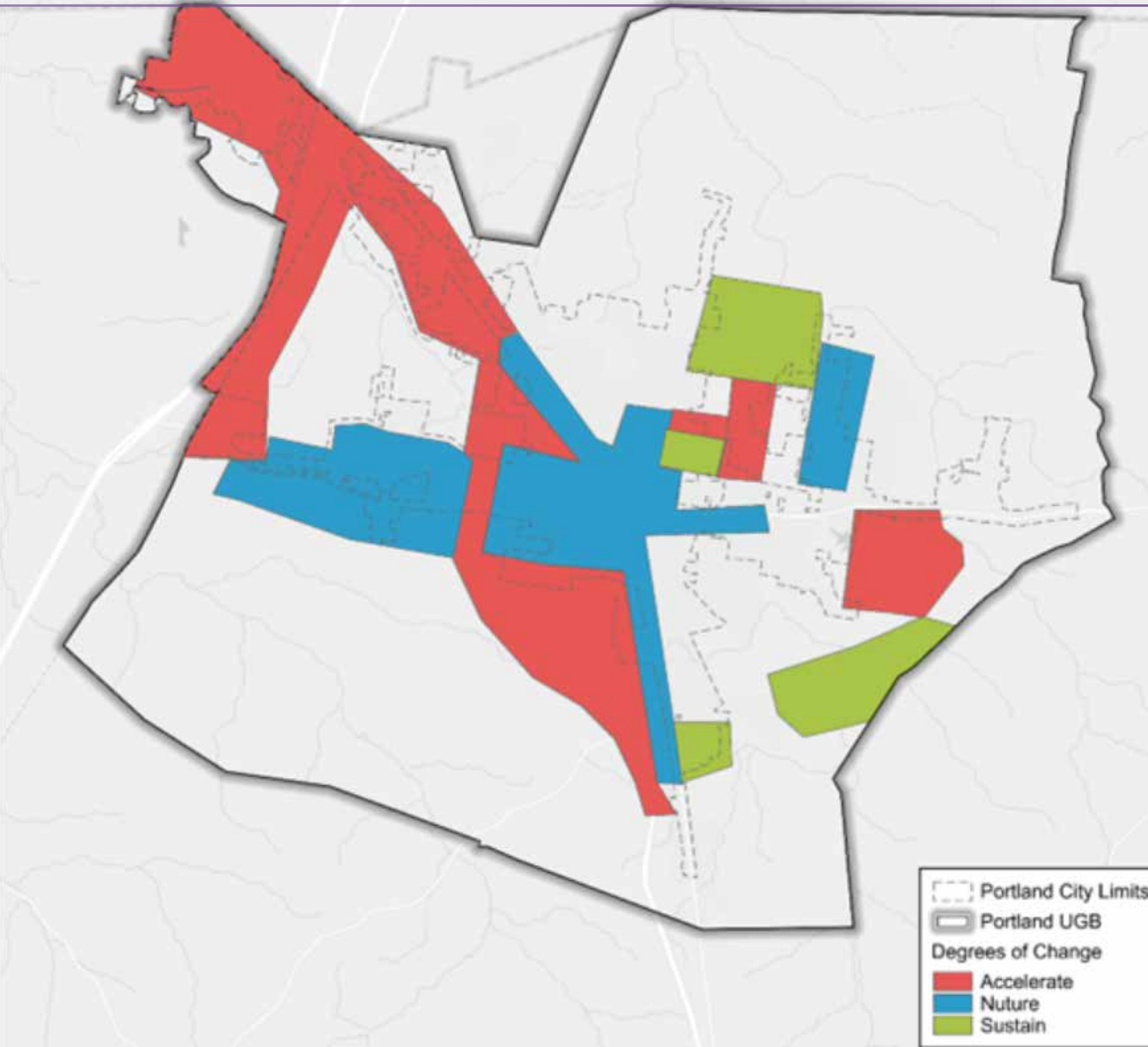
# Degrees of Change

As Portland continues to grow, not all parts of the city will change in the same way or at the same pace. Some areas will remain much as they are today, while others may evolve through infill and reinvestment. Still others may experience a complete transformation due to new development.

The Degrees of Change framework helps the community understand where change is most likely to occur and how to prioritize public investment, infrastructure upgrades, and development guidance based on that expected change.

This approach outlines three general categories:

- Sustain**  
Areas that are not expected (or do not desire) to experience significant change in character. These may be undeveloped areas that will remain so, or they may be developed areas with an established character and are largely built out with a few new or infill development opportunities. New or Infill development within these areas should help enhance the quality of the place and improve connectivity and transportation options. Private investment should be encouraged to support steady growth for continued community stability.
- Nurture**  
Established neighborhoods or commercial areas that have or could experience decline without continued investments to maintain or improve the quality of the place. These areas would benefit from enhanced projects to improve walkability and create a sense of connectivity.
- Accelerate**  
Areas that are expected to experience significant change. These may be areas that are fully developed, which may completely or significantly change in character, or they may be areas of land currently undeveloped or agricultural areas that will be significantly transformed, fully developed areas that completely or significantly change in character, areas of land currently undeveloped, with new development.



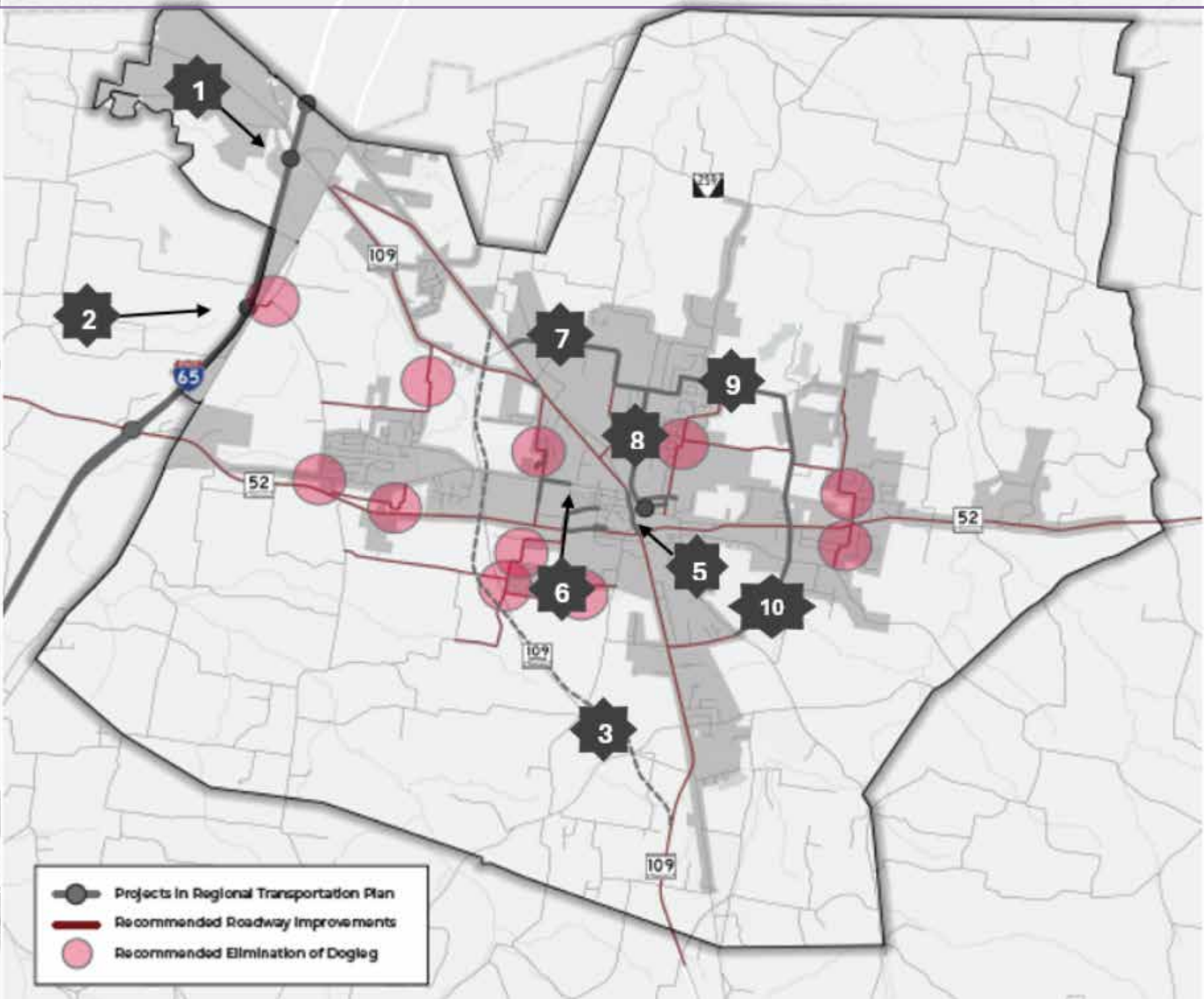


# Transportation Priorities

Preserving Portland incorporates planned and proposed transportation improvements to help the city manage future growth and address existing mobility challenges. As a member of the Greater Nashville Regional Council's (GNRC) seven-county Metropolitan Planning Organization (MPO), Portland works collaboratively with other local governments, public transit agencies, county highway departments, and the Tennessee Department of Transportation (TDOT) to prioritize state and federal funding for transportation projects.

This plan aligns with the adopted Regional Transportation Plan, which identifies major roadway and infrastructure investments through 2045. The map below shows recommended local improvements (in red) alongside regionally adopted projects (in gray), including those led by TDOT and local agencies.

To learn more about regional transportation projects in and around Portland, visit [GNRC.org/transportation](https://GNRC.org/transportation).





# Key Transportation Projects

- 1

**SR-109 & I-65 Interchange Lighting Project**

This project involves the installation of lighting at the SR-109 and I-65 interchange in Portland in order to enhance safety at the interchange.

Lead Agency: Portland
- 2

**I-65 Weigh Station Near TN/KY State Line**

This project will consist of the renovation and reconstruction of the current site, including the ramps, truck parking, and the addition of an inspection pit with a shed. It also includes upgrading the lighting, reconstructing the weigh scale building, and replacing the landscaping on the southbound side of I-65.

Lead Agency: TDOT
- 3

**SR-109 Portland Bypass**

SR-109 - Portland Bypass from SR-109 south of SR-76 to SR-109 near Kirby Dr. (IA)(TMA)

Lead Agency: TDOT
- 4

**Portland Bicycle and Pedestrian Plan**

Develop a Bicycle and Pedestrian Master Plan

Lead Agency: Portland
- 5

**Portland Intelligent Transportation System (Phase 2)**

This project will improve traffic operations for the four (4) signalized intersections along SR-109 between SR-52 and College Street. The project will include the installation of new traffic signal cabinets and Advanced Traffic Controllers at these four intersections. The project will also include improved vehicle detection equipment that will improve detection performance and reliability for each traffic signal. Fiber optic interconnect will be constructed between these traffic signals to ensure time synchronization and the enhancement of traffic flows along SR-109 through downtown Portland. This project will also include the development of new signal timings and phasing improvements, which will then be implemented at the four signalized intersections along SR-109.

Lead Agency: Portland
- 6

**Portland Pedestrian Connector Project**

This project includes two separate sections of sidewalk extensions and provides a complete pedestrian connection from Portland High School and Portland West Middle School to three separate residential areas. It includes approximately 6,000 linear feet of sidewalk, curb ramps, pavement marking upgrades, signage, stormwater improvements, and potential landscaping and pedestrian amenities. The proposed extensions will be along Searcy Lane from Portland High School to College Street, College Street from Searcy Lane to SR-109, West Market Street from WB Dye Road to SR-52, Sandye Avenue from SR-52 to Oak Street, and Oak Street from Sandye Avenue to SR-52.

Lead Agency: Portland
- 7

**North Russell Street Reconstruction**

This project will reconstruct North Russell Street from E McGlothlin Street to Kirby Drive to include two 12' lanes with curb and gutter, and sidewalks.

Lead Agency: Portland
- 8

**East Connector**

This project will construct a new route connecting Westland Avenue to SR-52 East in northeast Portland. The proposed route will follow a new alignment north of SR-52 to Westland Road. Existing segments of Westland Road will be upgraded to 3 lanes.

Lead Agency: Portland
- 9

**Longview Drive Extension**

This project will extend Longview Avenue in a northeasterly direction to SR-52 East. The route will include 2 lanes, curb and gutter, and sidewalks.

Lead Agency: Portland





## Taking Action

It is often difficult to predict the future, and it is challenging to plan for it. City staff, elected officials, appointed boards, and other community organizations and leaders will need to make decisions in the future about things we haven't anticipated today. Portland leaders and staff will likely make hundreds of unanticipated decisions in the future. Together, the vision, goals, and growth framework provide direction and guidance for the city's future and help it achieve consistency through everyday decisions.

“

**Goals are dreams we  
convert to plans and take  
action to fulfill.**

”

Zig Ziglar,  
*Author of “See You at the Top”*





GOAL #1

# Align Infrastructure Improvements with Planned Development

Portland will expand transportation options and improve public utilities to meet the needs of today's residents and businesses and manage growth by prioritizing future extensions to areas planned for new housing and economic development.

A strong and reliable infrastructure system including roads, water and sewer, internet, electricity, and gas are essential to Portland's quality of life and economic success. Maintaining and modernizing these systems will not only support current residents and businesses but also help the city attract new investment and accommodate future growth.

To meet this challenge, the city must work closely with public and private service providers to address existing infrastructure needs and strategically plan for expansion. Key concerns include water and sewer system capacity and rural roadways now serving more traffic than they were designed to handle.

At the same time, Portland must continue to develop a transportation system that is safe, reliable, and accessible for all users whether walking, biking, driving, or using public transit. A well planned transportation network reduces travel times, improves safety, and ensures access to jobs, schools, and essential services. For businesses, it also supports the efficient movement of goods, employees, and customers.

Investing in modern infrastructure and coordinated growth management today will position Portland for a more resilient, connected, and prosperous future.

## Primary Objectives

- 1
- Connect the City with a safe, reliable, and resilient multi-modal transportation system.
- 2
- Coordinate growth management policies with utility and infrastructure improvement and expansion plans.
- 3
- To reduce demand for utilities and extend capacity limitations, promote resiliency and efficiency for public infrastructure and buildings as well as private new buildings and redevelopment, such as LEED Certification or other green-building programs.



## Proposed Actions

|           |                                                                                                                                                                                                                                                                                                                                            |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Action 1  | Establish a transportation network that connects areas of the city to one another, emphasizing east-west routes, and an eastern north-south route, promoting safe and efficient, redundant travel.                                                                                                                                         |
| Action 2  | Promote walkability and bikability where feasible and make connections with greenways and trails.                                                                                                                                                                                                                                          |
| Action 3  | Promote denser, mixed-use development that is supportive of alternative modes of transportation.                                                                                                                                                                                                                                           |
| Action 4  | Adopt a fix-it-first approach and develop a maintainable funding mechanism for transportation infrastructure and maintenance.                                                                                                                                                                                                              |
| Action 5  | Reinvest in existing infrastructure and modernize the assets to fit current needs and uses, and upgrade outdated traffic signals and technologies to leverage the existing infrastructure and resources.                                                                                                                                   |
| Action 6  | Pavement management systems allow asset owners to assess the maintenance needs of their transportation assets to determine the appropriate funding levels and prioritize the most pressing roadway needs.                                                                                                                                  |
| Action 7  | Improve intersection controls to reduce conflict between roadway users and reduce crashes and the severity of the crashes. Improvements at traffic signals, intersection design, and investment in ITS may reduce severe crashes. Safety countermeasures such as cross islands, roundabouts, and raised crossings can help reduce crashes. |
| Action 8  | Ensure adequate provision of utilities to manage growth and development.                                                                                                                                                                                                                                                                   |
| Action 9  | Prioritize public investment in utilities and infrastructure in areas that are identified for growth in this plan.                                                                                                                                                                                                                         |
| Action 10 | Invest in capacity building infrastructure and partnerships.                                                                                                                                                                                                                                                                               |
| Action 11 | Continue to coordinate with local and regional agencies to provide well-managed, high-quality community facilities and services.                                                                                                                                                                                                           |
| Action 12 | Build and maintain new public infrastructure and buildings to high energy efficiency standards.                                                                                                                                                                                                                                            |
| Action 13 | Offer incentives for developments that promote energy efficiency and water savings within structures as well as in the landscape.                                                                                                                                                                                                          |



GOAL #2

Foster a Resilient and Thriving Local Economy

Portland will create a business-friendly environment by improving access to local retail, identifying areas for the expansion of job centers across a range of industries, and supporting programs that connect local talent to training and high paying jobs.

A thriving economy depends on a strong foundation of supportive policies, workforce alignment, and quality of life amenities. Portland’s goal is to expand employment opportunities by creating an environment where businesses can grow and residents can find good-paying jobs with a clear path for advancement.

Achieving this goal will require close collaboration between local government, employers, educational institutions, and economic development partners. Efforts should focus on attracting high-wage industries, supporting small and locally owned businesses, and ensuring that workforce development programs are tailored to meet current and future employer needs.

Equally important is fostering a livable community with strong schools, recreational amenities, safe neighborhoods, and infrastructure that supports both residents and businesses. Together, these strategies will help Portland retain homegrown talent, attract new investment, and build a more resilient local economy.

Primary Objectives

- 1
- Cultivate a business-friendly Environment
- 2
- Support efforts to recruit, train, and retain a skilled workforce.
- 3
- Develop a comprehensive strategy to retain talent
- 4
- Support existing business districts and corridors and encourage new development of non-residential districts along mixed-use corridors and in centers that build on existing assets and serve the needs of residents.



| Proposed Actions |                                                                                                                                                                                                                                                                           |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Action 1         | Support programming from the local Chamber of Commerce and Forward Sumner to encourage an active, cohesive, and supportive business community                                                                                                                             |
| Action 2         | Streamline regulatory processes for business expansion                                                                                                                                                                                                                    |
| Action 3         | Incentivize companies that are creating good jobs (growth potential and pay more than the median area wage of \$56,307 - 2024Q2 4Q Moving Average)                                                                                                                        |
| Action 4         | Create a small business/entrepreneur's incubator where business owners can meet to share resources and solutions.                                                                                                                                                         |
| Action 5         | Work with TCAT Nashville Portland, Northern Middle Workforce Board, Forward Sumner, and the Portland Chamber of Commerce to align program offerings with industry needs.                                                                                                  |
| Action 6         | A comprehensive approach to retaining Portland’s talent after graduation means TCAT offerings that are aligned with good jobs, an attractive quality of life and cost of living (see Quality of Life section), and a variety of economic opportunities for the workforce. |
| Action 7         | Promote clusters of non-residential uses and businesses by focusing public resources and regulatory policies toward built environment needs and supporting infrastructure.                                                                                                |
| Action 8         | Support institutions and partners that contribute to the vitality of commercial and mixed-use corridors and centers, such as local business associations, arts venues, and cultural organizations.                                                                        |



GOAL #3

# Strengthen the Character and Vitality of Downtown

Portland will reinvigorate downtown as a center of commerce and community gatherings by leveraging its historic charm to develop a safe and walkable destination with aesthetic appeal.

Everyone has a stake in downtown, with varying interests and degrees. With the SR-109 bypass, downtown has an opportunity to reimagine and redesign itself. It's important to start planning and designing for that now and identifying public investments to leverage and maximize private investment. Focusing investment to Main Street (between 109 and N. Russell) and along SR-109/ Ronnie McDowell Pkwy will help lay the foundation for reimagining downtown.

Main Street should showcase Portland's commitment to creating great streets and places. It will require the best elements. These elements may be street trees, permanent or temporary furnishings, wayfinding, pedestrian lighting, and branding.

The city should investigate financial tools and incentives to support downtown development and improvement activities such as streetscape, wayfinding, and other public amenities. The feel and character of downtown can make a difference in whether a business invests and locates there.

## Primary Objectives

- 1
- Focus public and private investment along Main Street and Ronnie McDowell Pkwy (SR-109)
- 2
- Collaborate with the Portland Chamber of commerce and other key downtown stakeholders.
- 3
- Placemaking and place branding the portland identity in collaboration with other partners.



## Proposed Actions

- Action 1
- Support programming from the local Chamber of Commerce and Forward Sumner to encourage an active, cohesive, and supportive business community
- Action 2
- Streamline regulatory processes for business expansion
- Action 3
- Incentivize companies that are creating good jobs (growth potential and pay more than the median area wage of \$56,307 - 2024Q2 4Q Moving Average)
- Action 4
- Create a small business/entrepreneur's incubator where business owners can meet to share resources and solutions.
- Action 5
- Work with TCAT Nashville Portland, Northern Middle Workforce Board, Forward Sumner, and the Portland Chamber of Commerce to align program offerings with industry needs.
- Action 6
- A comprehensive approach to retaining Portland's talent after graduation means TCAT offerings that are aligned with good jobs, an attractive quality of life and cost of living (see Quality of Life section), and a variety of economic opportunities for the workforce.
- Action 7
- Promote clusters of non-residential uses and businesses by focusing public resources and regulatory policies toward built environment needs and supporting infrastructure.
- Action 8
- Support institutions and partners that contribute to the vitality of commercial and mixed-use corridors and centers, such as local business associations, arts venues, and cultural organizations.



GOAL #4

Support and Enhance  
the Quality of Life

Portland will create a welcoming and affordable community for all residents by expanding housing choice, offering high quality public spaces and amenities, and protecting the surrounding area’s cultural, agricultural, and natural resources.

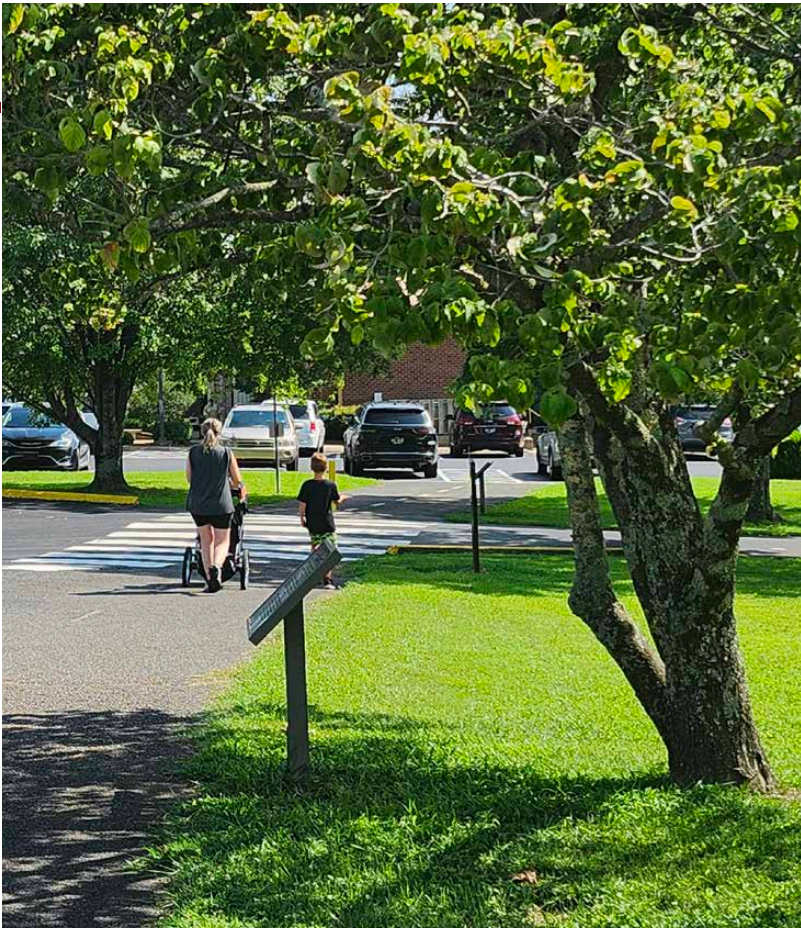
Much of the growth framework presented hinges on land use, quality site and building design, and the integration of these with the transportation system. But quality of life is not just about the built environment. Actions should be taken to align with the qualitative aspects of what make a community.

Housing is and will likely continue to be an important focus for residents and many looking to make Portland home. The city should not let developers and homebuilders drive city housing policy and instead should focus on providing flexibility to build more types of housing in more areas of the city. This approach will help to preserve farms and the rural character of the UGB and Counties that residents value.

Portland residents envision a small town that celebrates its history and agrarian beginnings and preserves those characteristics that make the city unique. Preserving the character of Portland within the city boundary and beyond is an important focus that the community expressed. There are various methods and steps that can be taken within the city as well as in the UGB. As a means to preserve farmland and the rural character of the UGB, it is important that the city collaborate with the counties and other local stakeholders. Sumner and Robertson County have jurisdiction over development in the UGB.

Primary Objectives

- 1
- Update the Zoning Ordinance and Map, Subdivision Regulations, and other regulations to reflect Preserving Portland to provide flexibility in land uses and to ensure safety, compatible design, and high-quality products.
- 2
- Take a multifaceted approach to diversifying housing.
- 3
- Provide a connected network of parks and corridors.
- 4
- Promote the city’s heritage and preserve farmland and rural character of Sumner and Robertson County.



| Proposed Actions |                                                                                                                                                                                                                                                                                                                                                                                                                           |
|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Action 1         | Update the zoning ordinance and map to reflect the Place Types presented.                                                                                                                                                                                                                                                                                                                                                 |
| Action 2         | Develop a citywide street typology with standards for pedestrian and bicycle accommodation as well as streetscape components.                                                                                                                                                                                                                                                                                             |
| Action 3         | Determine standards or minimums for frontage or building typologies that coordinate with the street type and Place Type.                                                                                                                                                                                                                                                                                                  |
| Action 4         | Review and determine updates to the subdivision regulations, stormwater ordinance, zoning ordinance, and other regulations to ensure they are consistent with each other and in consideration of development standards that have an impact on safety and quality of life. (i.e. tree retention and preservation requirements, steep slope limitations, open space requirements, wetland and riparian buffer requirements) |
| Action 5         | Minimize or mitigate environmental impacts on housing and infrastructure.                                                                                                                                                                                                                                                                                                                                                 |
| Action 6         | Allow the highest-density housing near downtown and in mixed-use centers.                                                                                                                                                                                                                                                                                                                                                 |
| Action 7         | Encourage higher-density infill housing in neighborhoods that may be predominantly single-family residential.                                                                                                                                                                                                                                                                                                             |
| Action 8         | Allow for accessory dwelling units (also known as carriage houses, in-law suites, backyard cottages, laneway houses, etc.) in all residential and mixed-use place types.                                                                                                                                                                                                                                                  |
| Action 9         | Encourage infill development by expanding its definition/applicability; not just residential infill, but opportunities for infill in commercial/industrial spaces too (and redeveloping with non-residential uses -green spaces perhaps)                                                                                                                                                                                  |
| Action 10        | Develop open space, and greenway and trail system plan to protect the natural environment while providing safe locations for recreation through a connected network of parks and corridors.                                                                                                                                                                                                                               |
| Action 11        | Inclusion of dedicated public parks and intentional open or activity spaces within developments and PUDs.                                                                                                                                                                                                                                                                                                                 |
| Action 12        | Consider incentives, such as density bonuses, for the dedication of usable and functional open space and areas in flood prone areas in all new developments over a minimum size.                                                                                                                                                                                                                                          |
| Action 13        | To ensure a high-quality and distinctive physical environment in all areas of the city develop design guidance and design review with building and site design requirements or incentives for both large and small projects.                                                                                                                                                                                              |
| Action 14        | Establish technical review meetings for county and city staff to review and make recommendations for proposed development in the UGB.                                                                                                                                                                                                                                                                                     |
| Action 15        | Continue to identify cultural and heritage resources and encourage compatible uses around those.                                                                                                                                                                                                                                                                                                                          |
| Action 16        | Coordinate with adjacent local jurisdictions to cooperatively preserve and protect natural resources and cultural heritage.                                                                                                                                                                                                                                                                                               |
| Action 17        | Increase awareness and appreciation of economic and intrinsic value of older properties which are important to the city’s character and heritage by encouraging the retention and rehabilitation of historic buildings and landscapes that are important to the city.                                                                                                                                                     |
| Action 18        | Develop and explore tools and strategies to recognize and promote properties that are important to the city’s character and heritage.                                                                                                                                                                                                                                                                                     |



# Moving Forward

Preserving Portland is an important step towards ensuring sustained prosperity for the city and residents. But several more steps must be taken to achieve the community's vision and goals. This closing chapter identifies the next steps and provides an inventory of available resources to guide the city in implementing the plan.

“

**A goal is a dream  
with a deadline.**

”

Napoleon Hill,  
*Author of “Think and Grow Rich”*



# Implementation Guidance

Preserving Portland becomes a reality when the community makes choices to realize the vision. Everyday choices and decisions about which regulations and policies are implemented, the investments the community makes, and decisions for the “what goes where” will determine the success of the plan.

Recommendations are presented in a logical sequence of steps to be taken subsequently to the plan’s adoption, but they do not necessarily need to be taken in exact order. The city should maintain flexibility as it works with residents, property owners, and developers to implement Preserving Portland, over time, as opportunities arise.

When Portland leaders are committed to making decisions consistent with Preserving Portland, it will be through the following:

### Land Use and Design Regulations

The comprehensive plan provides policy guidance for the zoning ordinance, which determines land use, density, and other characteristics of the built environment, and for the subdivision regulations, which determine the division of land and the provision of standards for infrastructure. After the plan is adopted, the zoning ordinance and subdivision regulations should be updated to reflect the plan. Additionally, the city may consider a design review manual to guide future development’s urban design and architectural elements.

### Small Area Plans

The comprehensive plan cannot provide detailed directions for what should happen on every block or parcel of land. However, more focused plans and studies can be conducted for specific neighborhoods, centers/hubs, and corridors to develop in a manner that reflects the spirit and intent of the comprehensive plan at a more granular level.

### Transportation and Infrastructure

The comprehensive plan provides guidance for infrastructure investments to improve conditions, capacity, or change how infrastructure is used.

### Parks, Recreation, and Open Space

The comprehensive plan supports the

recommendations of the 2022 Parks and Recreation Master Plan and expands on the intent of the plan by identifying areas for future parks and recreation facilities and infrastructure. The city should use the comprehensive plan to help guide future investments and infrastructure priorities.

## Update Regulatory Tools

### Zoning

The city is empowered to adopt and amend a zoning ordinance, pursuant T.C.A. §13-7-201, to “regulate the location, height, bulk, number of stories, and size of buildings and other structures; the percentage of the lot that may be occupied; the sizes of yards, courts, and other open spaces; the density of population; and the uses of buildings, structures, and land for trade, industry, residence, recreation, public activities, and other purposes ...” and establish special districts or zones “subject to seasonal or periodic flooding ... and such regulations may be applied therein as will minimize danger to life and property.” Zoning regulations may provide for the transfer of development rights under procedures and restrictions set out in T.C.A. § 13-7-201(a)(2).

The planning commission is responsible for certifying to the local governing body a zoning plan, the text of a zoning ordinance, and zoning maps. Any change in the ordinance, including the zoning map, must be referred to the planning commission for approval for recommendation and consideration by the local governing body. The planning commission’s disapproval may be overridden by a majority vote of the entire legislative body. The same procedure applies to any zoning ordinance text amendment. T.C.A. §§ 13-7-201–204.

With the adoption of Preserving Portland, the city should consider an update to the zoning ordinance to ensure its consistency with the community vision.

### Subdivision Regulations

The Tennessee Code gives local governments, via their planning commissions, the authority to adopt and enforce subdivision regulations.

These regulations that manage the subdivision of property is a common and essential method for implementing a community’s comprehensive planning program.

“Subdivision” in this context is not simply the residential development you live in. It is how communities grow and develop over time. It involves the process of dividing raw land into lots, streets, parks and the other spaces that together form the underlying development pattern and structure of a community. Regulating this process is critical to any community that is interested in planning for its future. Once an area has been divided into lots, the street system has been established, and utilities have been installed, a development pattern has been established that is unlikely to be changed. The application of well-crafted subdivision regulations provides a community with the best opportunity to ensure that newly developed neighborhoods and other areas are properly designed, constructed, and integrated into the surrounding area.

## Leverage the Development Review Process

The city should evaluate its development review process to ensure that it yields results that are consistent with Preserving Portland and consider opportunities to streamline the review process for development proposals that make a clear attempt at implementing recommendations from the plan.

Development review plays a significant role in a community’s ability to create a diverse and attractive place to live and work. New development and redevelopment can improve the city’s tax base, provide diverse opportunities for housing choice, improve options for mobility, and create new employment opportunities. Development reviews can be an effective tool for retaining and enhancing quality of life by ensuring development proposals:

- are consistent with the plan and associated land development regulations,

- consist of high-quality building design and effective site planning,
- include the necessary public improvements to limit the city’s maintenance, service, and replacement costs, and
- provide an overall public benefit.

In most communities, the land development approval process includes standards, and forms have been developed incrementally over the years and, in many cases, have become increasingly complex and challenging for applicants to navigate. In a lot of communities, the local development review process is criticized for being unpredictable and taking too long.



# Implementing Place Types



When a proposed development is a permitted use in an existing zoning district, the development can proceed through the planning process such as a site plan, subdivision, and building permit reviews. When a proposed development is not permitted in existing zoning, the property owner needs to seek an amendment to the zoning map to move forward with the development.

This Plan does not contradict or change the existing process for amending the zoning map. The questions and process outlined in the Plan provide a basis for determining whether the proposed change in the zoning designation of a property is consistent with the policies in this plan.

As part of the decision to amend the zoning map based on the requested change, after a recommendation from the Planning Commission and holding a public hearing, the City Council must approve or deny the request. The Planning Commission and City Council should refer to this Plan and the recommended future land use map to determine if the requested change aligns with the community vision. If the amendment is adopted and not aligned with the adopted Plan, the Plan should be amended to reflect the change.

The city works collaboratively with the counties on proposed developments in the UGB area to align growth and development with the adopted plans of the jurisdiction. In the UGB areas, by state law, the county has zoning authority.

The concepts set forth describe the points to consider, emphasize their importance, and note how this Plan can be a living part of all land use and development considerations by the city. The following questions are not a score sheet, but rather a guide to the interrelated considerations that will need to be addressed by city staff, appointed and elected officials in the review process.

## Rezoning Request

Translating Place Types to existing zoning districts does not allow for a one-to-one approach. A Place Type designation can be compatible with a few of the zoning districts. Requests for changes to zoning must consider the full range of uses, activities, form and functions permissible within the zoning district and whether it is consistent and aligns with the future land use map.

In determining whether a proposed zoning request is consistent with the Place Type map and descriptions, planning staff, the Planning Commission and County Commission may consider the following:

- Does the proposed rezoning support uses anticipated within the Plan and in the locations?
- Does the proposed change in zoning support one of the Goals of the Plan?
- Have growth patterns, traffic or other changes made the existing zoning designation obsolete?

It is likely that some rezonings proposed may deviate from the future map and descriptions. This does not mean that the proposal should be dismissed outright or is not consistent with the intent of this Plan. It does mean that a higher level of evaluation is necessary to determine appropriateness of the proposal.

**Changes in Conditions**  
It may be that the Place Type designation in the Plan is no longer the right one. The primary question to be answered is whether something has changed in the assumptions underlying the original Place Type designation.

- Is there a new issue that was not considered or relevant when the Plan was adopted?
- Is new data available or has a plan or study been done that shows a different Place Type is more appropriate or logical?
- Was there an error in projections that led to the Place Type designation?
- Is this a progression or the result of growth, investment, or market demand?

A development or rezoning proposal should be evaluated in the context of the four Goals and associated objectives to determine consistency with the intent of Preserving Portland.

| PLACE TYPES     |             |                 |                     |                     |                       |               |               |              |                    |                    |             |                 |
|-----------------|-------------|-----------------|---------------------|---------------------|-----------------------|---------------|---------------|--------------|--------------------|--------------------|-------------|-----------------|
| ZONING DISTRICT | TOWN CENTER | MIXED USE URBAN | INTOWN NEIGHBORHOOD | SUBURBAN COMMERCIAL | SUBURBAN NEIGHBORHOOD | SUBURBAN EDGE | ESTATE LIVING | WORKING FARM | GATEWAY COMMERCIAL | GENERAL INDUSTRIAL | GREEN SPACE | ZONING DISTRICT |
| R-40            |             |                 |                     |                     |                       | ●             |               |              |                    |                    |             | R-40            |
| RS-20           |             |                 |                     |                     |                       | ●             |               |              |                    |                    |             | RS-20           |
| R-15            |             |                 |                     |                     |                       | ●             |               |              |                    |                    |             | R-15            |
| R-10            |             | ●               |                     |                     | ●                     |               |               |              |                    |                    |             | R-10            |
| R-7.5           |             | ●               |                     |                     | ●                     |               |               |              |                    |                    |             | R-7.5           |
| RM-1            |             | ●               | ●                   |                     |                       |               |               |              |                    |                    |             | RM-1            |
| R-MHP           |             |                 |                     |                     | ●                     | ●             |               |              |                    |                    |             | R-MHP           |
| CBD             | ●           |                 |                     |                     |                       |               |               |              |                    |                    |             | CBD             |
| OPS             |             |                 |                     | ●                   |                       |               |               |              | ●                  |                    |             | OPS             |
| GCS             |             |                 |                     | ●                   |                       |               |               |              |                    |                    |             | GCS             |
| ISD             |             |                 |                     | ●                   |                       |               |               |              | ●                  |                    |             | ISD             |
| MPO             |             |                 |                     | ●                   |                       |               |               |              |                    |                    |             | MPO             |
| NSD             |             |                 |                     | ●                   |                       |               |               |              |                    |                    |             | NSD             |
| HCD             |             |                 |                     |                     |                       |               |               |              |                    | ●                  |             | HCD             |
| IR              |             |                 |                     |                     |                       |               |               |              |                    | ●                  |             | IR              |
| IG              |             |                 |                     |                     |                       |               |               |              |                    | ●                  |             | IG              |
| IS              |             |                 |                     |                     |                       |               |               |              |                    | ●                  |             | IS              |
| RMU             |             | ●               |                     |                     |                       |               |               |              |                    |                    |             | RMU             |
| NMU             |             | ●               |                     |                     |                       |               |               |              |                    |                    |             | NMU             |
| CMU             |             | ●               |                     |                     |                       |               |               |              |                    |                    |             | CMU             |
| AIRPORT         |             |                 |                     |                     |                       |               |               |              |                    |                    |             | AIRPORT         |



## Develop Functional Plans

In addition to localized land use plans, many communities will develop functional plans to provide further guidance for the prioritization of services and infrastructure. Some examples of functional plans that align with Preserving Portland recommendations include:

- Downtown/ Main Street Revitalization Plan,
- Open Space Plan,
- Historic Preservation Plan,
- Freight and Goods Movement Plan,
- Curbside and Access Management Plan,
- Broadband and Technology Deployment Plan,
- Solid Waste Management Plan,
- Traffic Management Plans, and
- Community Improvement Plans.

## Develop Subarea Plans

Chapter 3 of this plan envisions special districts or focus areas that will require more detailed community planning. Subarea land use and infrastructure plans should be developed for these areas in collaboration with area residents and existing businesses to help the city, private developers, and major employers increase their chance for successful outcomes.

## Regular Review of Urban Growth Boundaries

Preserving Portland should help inform Sumner’s and Robertson’s “Countywide Growth Plans” required by Public Chapter 1101. The local jurisdictions should embrace coordination and collaboration during the development review process to ensure consistency with the countywide plan and those plans of each neighboring community.

## Align Capital Improvement Plans and Budgets

Government budgets are an expression of a community’s values and priorities. As the City of Portland develops its annual budget, significant effort should be made to prioritize the infrastructure needs and projects identified through Preserving Portland.

The public finance experts who comprise the Government Finance Officers Association recommend the following strategies to ensure the effective use of public tax dollars and their alignment with community expectations.

## Monitor Progress to Maintain the Plan

The Planning Commission is responsible for maintaining the plan to accurately reflect current community conditions and the community’s vision and priorities for the future. Maintenance of the plan includes minor plan amendments, progress reports and significant plan updates, each of which is described in more detail below.

### Online and Interactive Plan

The PreservingPortland.org website, initially launched to serve as the official clearinghouse for information related to the planning process, will continue to be a community resource throughout the life of the Plan. The site includes the full text of the plan and links to relevant documents. The website will be updated periodically with new data and maps and be used to track the city’s progress towards implementation including amendments to policies and policy type or land use designations.

### Annual Progress Report

The Planning Commission and its staff should prepare an Annual Report for submittal and presentation to city elected officials. The report should contain the status of implementation, significant actions and accomplishments, as well as recommendations for needed actions and programs

to be developed and implemented in the coming year. The time schedule for preparing the Annual Report should be coordinated with the preparation of the annual budget so that the recommendations will be available early in the budgeting process.

### Periodic Updates

Minor plan amendments provide opportunities for relatively minor updates and revisions such as changes in Place Type designations and recommended actions to ensure continued consistency with ordinances and regulations. Amendments should be an ongoing process throughout the year and be prepared and distributed in the form of an addenda to the adopted plan. The Planning Commission should review and approve proposed changes following plan adoption procedures.

Major updates to the plan should occur at least every five to ten years. These updates will ensure continued usefulness of the plan for use by public officials, staff, and others. Plan updates will be a significant undertaking involving public officials, departments, and citizens and consultant services may be utilized if necessary. As part of a plan update, the base data including population projections and existing land use should be reviewed and updated. Additionally, the goals, objectives and policies of the plan should be analyzed and reviewed to determine their effectiveness and relevance to current conditions.







# Strategies for Success

For Portland to succeed at implementing Preserving Portland it must be at the forefront of mind. It must become part of doing business in every relevant City department, board and commission.

## Intergovernmental Coordination

Successful implementation of Preserving Portland will depend greatly on the ability of the city government to work with its county, regional, state, and federal governmental partners and its network of private sector developers and investors. Middle Tennessee has a proven track record of fostering intergovernmental coordination to plan and deliver infrastructure projects and policy or legislative solutions to benefit cities and counties across the entire region. Specifically, Portland should:

- Provide leadership in regional planning efforts sponsored by the Greater Nashville Regional Council,
- Coordinate with local municipalities to establish a process for adoption and implementation of the recommendations of the plan for areas within and just outside the UGB,
- Work together with county school districts to achieve the mutual goals and policies and to efficiently plan for development in the community as a whole and not as individual parts,
- Coordinate with state economic development efforts, social service programs and environmental and public infrastructure programs.

## Non-Profit Collaboration

The city should leverage the expertise and capacity of community leaders from local non-profits and faith-based organizations to enhance and expand much-needed social services and basic necessities to those individuals in need of community assistance programs. These leaders are already working on the front lines with the most vulnerable citizens of Portland and have proven track records of success coordinating services and support to these individuals.

## Community Engagement and Customer Feedback

Measuring the pulse of the community on a regular basis through statistically valid citizen satisfaction surveys will provide the feedback necessary to know if the public perceives that the city is on the right track with its initiatives and investments. Moreover, benchmarking those survey results with other counties will provide an opportunity to show where Portland is outperforming its peers in important quality of life indicators.





[PreservingPortland.org](http://PreservingPortland.org)



| CURVE | RADIUS  | ARC LENGTH | CHORD LENGTH | CHORD BEARING | DELTA ANGLE |
|-------|---------|------------|--------------|---------------|-------------|
| C1    | 189.99' | 70.56'     | 70.15'       | S 67°27'00" E | 21°16'43"   |
| C2    | 250.03' | 59.33'     | 59.20'       | N 71°17'25" W | 1°33'48"    |
| C3    | 250.07' | 33.51'     | 33.49'       | S 60°39'02" E | 7°40'40"    |
| C4    | 30.00'  | 44.57'     | 40.58'       | N 14°15'13" W | 85°06'52"   |
| C5    | 25.00'  | 41.40'     | 36.83'       | N 75°44'47" E | 94°53'08"   |
| C6    | 50.00'  | 33.23'     | 32.62'       | N 75°50'58" W | 38°04'38"   |
| C7    | 50.00'  | 18.57'     | 18.75'       | N 74°18'09" E | 21°57'07"   |
| C8    | 59.02'  | 74.55'     | 69.77'       | N 80°15'22" W | 72°28'28"   |
| C9    | 59.00'  | 56.96'     | 54.77'       | S 16°21'05" E | 55°18'46"   |
| C10   | 59.00'  | 100.99'    | 89.10'       | S 60°20'26" W | 98°04'16"   |
| C11   | 59.00'  | 31.05'     | 30.70'       | N 55°32'46" W | 30°09'21"   |
| C12   | 40.00'  | 11.41'     | 11.37'       | S 45°38'22" E | 16°20'34"   |
| C13   | 150.42' | 43.04'     | 42.89'       | N 20°08'26" E | 16°23'35"   |
| C14   | 210.42' | 60.21'     | 60.00'       | N 20°08'26" E | 16°23'35"   |
| C15   | 30.00'  | 47.12'     | 42.43'       | N 56°54'38" E | 90°00'00"   |
| C16   | 30.00'  | 47.12'     | 42.43'       | S 33°05'22" E | 90°00'00"   |
| C17   | 30.00'  | 49.21'     | 43.88'       | N 54°55'05" E | 93°58'06"   |
| C18   | 30.00'  | 45.04'     | 40.93'       | S 35°04'40" E | 86°01'23"   |



## LEGEND

|             |                        |
|-------------|------------------------|
| ●           | IP(O) IRON PIN OLD     |
| ○           | IP(N) IRON PIN NEW     |
| ⋄           | FIRE HYDRANT           |
| ⋈           | WATER VALVE            |
| ●           | SANITARY SEWER MANHOLE |
| ●           | POWER POLE             |
| —12" WATER— | WATER LINE             |
| — — —       | OVERHEAD POWER         |
| —10" S.S.—  | SANITARY SEWER         |
| — GAS —     | GAS LINE               |
| ▪           | LIGHT                  |

### NOTES:

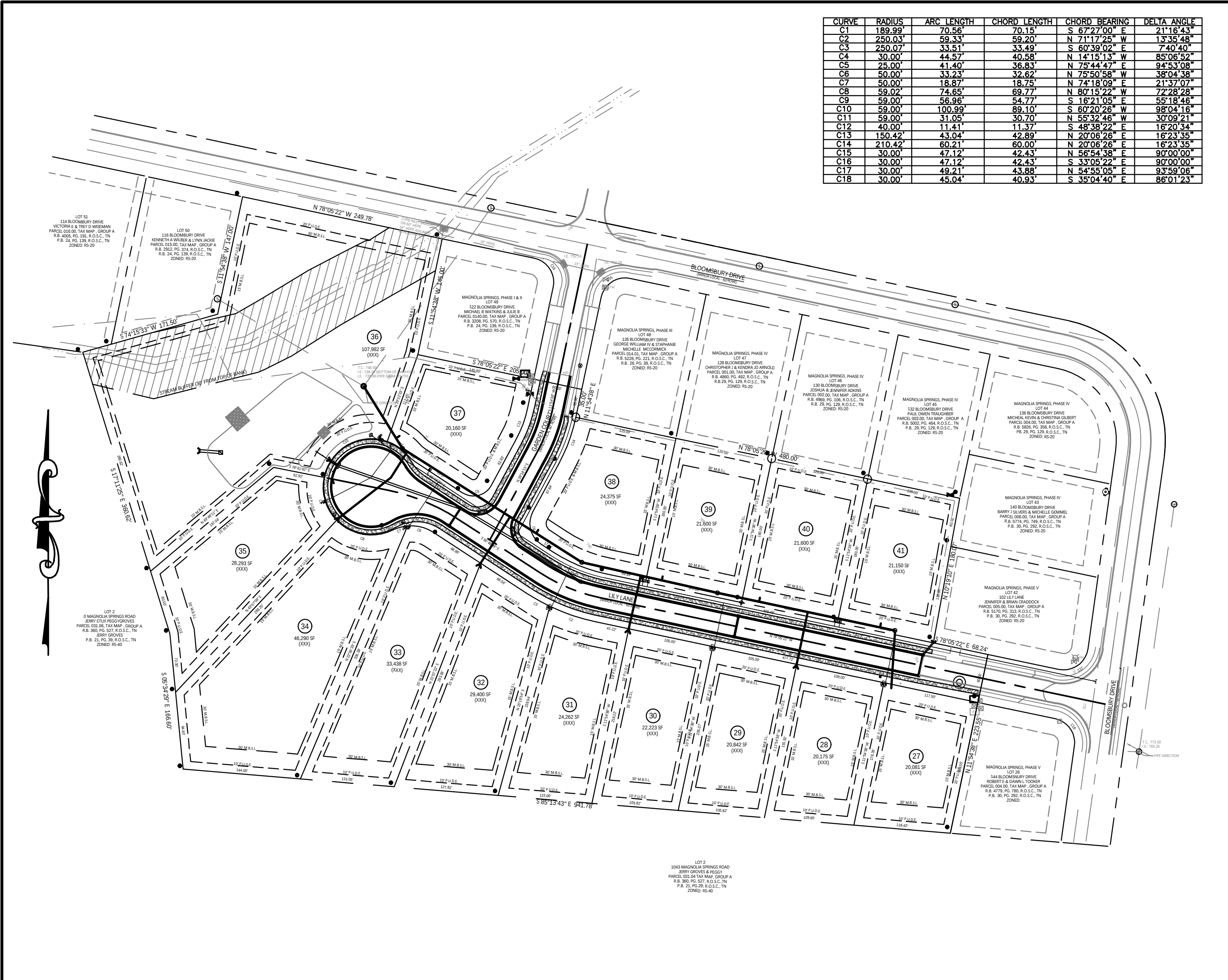
- NORTH BASED TENNESSEE STATE PLANE (TN NAD 83)
- THE PURPOSE OF THIS PLAT IS TO CREATE 15 SINGLE FAMILY BUILDING LOTS.
- BEING THE SAME PROPERTY CONVEYED TO CHRISTOPHER C. NORRIS BY DEED OR RECORD IN R.B. 2434, PG. 57, R.O.S.C., TN.
- SUBJECT PROPERTY BEING SHOWN AS PARCELS 031.01 ON TAX MAP 016 IN THE IN THE SUMNER COUNTY, TENNESSEE OFFICE OF THE TAX ASSESSOR.
- ACCORDING TO F.I.R.M. 47165C0025G & 47165C0131G, BOTH REVISED DATE APRIL 17, 2012, THE SUBJECT PROPERTY DOES NOT LIE WITHIN A FLOOD HAZARD.
- SUBJECT PROPERTY IS ZONED RS-20.
- THE UTILITY INFORMATION SHOWN HEREON WAS TAKEN FROM ACTUAL FIELD EVIDENCE, UTILITY AGENCY RECORDS, OR ANY OTHER AVAILABLE EVIDENCE. OTHER UTILITIES MAY EXIST AND MAY NOT BE SHOWN, OR MAY VARY FROM WHERE SHOWN. NO GUARANTEE IS EXPRESSED OR IMPLIED IN REGARD TO THE UTILITY LOCATIONS SHOWN HEREON. THE OWNER(S) AND CONTRACTOR(S) SHOULD ASSUME RESPONSIBILITY TO VERIFY UTILITY EXISTENCE, SIZE, LOCATION, DEPTH, AND AVAILABILITY OF SERVICE, AND BE SOLELY RESPONSIBLE FOR CONTACTING THE UTILITY LOCATION SERVICE PRIOR TO COMMENCING CONSTRUCTION.
- SUBSURFACE AND ENVIRONMENTAL CONDITIONS WERE NOT EXAMINED OR CONSIDERED AS A PART OF THIS SURVEY. NO STATEMENT IS MADE CONCERNING THE EXISTENCE OF UNDERGROUND CONTAINERS, FACILITIES, WELLS, WETLANDS, SINKHOLES, UNMARKED GRAVE SITES, OR DEBRIS THAT MAY AFFECT THE USE OR DEVELOPMENT OF THIS TRACT.
- THIS DRAWING WAS PREPARED IN ACCORDANCE WITH MY FIELD SURVEY NOTES. IT SHOWS IMPROVEMENTS AS THEY EXIST TO THE BEST OF MY KNOWLEDGE, BUT IT IS NOT GUARANTEED TO BE CORRECT IN EACH AND EVERY DETAIL.
- THE SURVEYOR'S LIABILITY FOR THIS DOCUMENT SHALL BE LIMITED TO THE PARTY SHOWN IN THE TITLE FO THE SURVEY, AND DOES NOT EXTEND TO ANY UNNAMED PERSON OR ENTITIES WITHOUT AN EXPRESSED RECERTIFICATION.
- ALL UTILITIES SHALL BE UNDERGROUND FROM THE POLE TO THE DWELLING.
- 911 STREET ADDRESSES SHOWN THUS (XXX).

### MS4 NOTES

- PRIOR TO FUTURE CONSTRUCTION, THE OWNER SHALL APPLY FOR A LAND DISTURBANCE PERMIT FROM THE CITY OF PORTLAND.
- ANY LOT THAT IS TO HAVE A DISTURBED AREA OF 1 ACRE OR GREATER SHALL HAVE AN INDIVIDUAL NOTICE OF COVERAGE (NOC) FROM TDEC.
- THE PROPERTY OWNER IS RESPONSIBLE FOR MAINTENANCE OF EROSION AND SEDIMENT CONTROL MEASURES UNTIL ALL DISTURBED AREAS ARE STABILIZED WITH PERMANENT VEGETATION.
- CURRENT AND SUBSEQUENT PROPERTY OWNERS ARE REQUIRED TO MAINTAIN ALL DRAINAGE DITCHES AND OTHER STORMWATER INFRASTRUCTURE AND KEEP THEM FREE FROM OBSTRUCTION.
- STREAM BUFFER, IF ANY, ARE TO BE KEPT IN A NATURAL VEGETATIVE STATE, NO BUILDINGS OR STRUCTURES ARE ALLOWED WITHIN THE BUFFER. DRIVEWAYS OR UTILITY CROSSINGS ARE PERMITTED WITH WRITTEN CONSENT OF THE CITY OF PORTLAND STORMWATER MANAGEMENT COORDINATOR.
- POSITIVE DRAINAGE SHALL BE REQUIRED FOR A MINIMUM OF 10' FROM THE DWELLING, INCLUDING GARAGE DOORS, AS REQUIRED BY THE CITY OF PORTLAND BUILDING CODES OFFICE.

### JURISDICTIONAL NOTES:

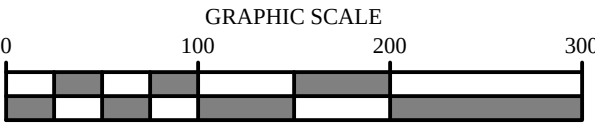
- PER TDOT FUNCTIONAL CLASSIFICATION MAP, \$\$\$\$\$\$ STREET IS A \$\$\$\$\$\$
- DRAINAGE EASEMENTS OUTSIDE DEDICATED RIGHT-OF-WAY ARE NOT THE RESPONSIBILITY OF SUMNER COUNTY OR THE CITY OF PORTLAND.



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>CERTIFICATE OF THE APPROVAL OF WATER SYSTEM (PORTLAND UTILITY DISTRICT)</b><br>I HEREBY CERTIFY: (1) THAT THE WATER SYSTEM OUTLINED OR INDICATED HEREON HAS BEEN INSTALLED IN ACCORDANCE WITH CURRENT STATE AND/OR LOCAL GOVERNMENT REQUIREMENTS OR, (2) THAT A LETTER OF CREDIT IN THE AMOUNT OF \$ _____ HAS BEEN POSTED WITH THE CITY OF PORTLAND UTILITIES DEPARTMENT TO ASSURE COMPLETION OF ALL REQUIRED WATER IMPROVEMENTS IN CASE OF DEFAULT.<br>DATE _____ NAME & TITLE _____                                                                                                                                                 | <b>CERTIFICATE OF STORMWATER SYSTEM (CITY OF PORTLAND)</b><br>I HEREBY CERTIFY THAT GENERAL DRAINAGE PLANS HAVE BEEN SUBMITTED AND APPROVED FOR THIS SUBDIVISION AND THAT ALL REQUIRED TEMPORARY AND PERMANENT EROSION CONTROL, STABILIZATION, AND OTHER WATER QUALITY AND WATER RELATED REQUIREMENTS HAVE BEEN DESIGNED IN A MANNER WHICH MEETS THE CITY OF PORTLAND DRAINAGE REQUIREMENTS. I HEREBY CERTIFY: (1) THAT THE STORMWATER SYSTEM OUTLINED OR INDICATED HEREON HAS BEEN INSTALLED IN ACCORDANCE WITH CURRENT STATE AND/OR LOCAL GOVERNMENT REQUIREMENTS OR, (2) THAT A LETTER OF CREDIT IN THE AMOUNT OF \$ _____ HAS BEEN POSTED WITH THE CITY OF PORTLAND PUBLIC WORKS DEPARTMENT TO ASSURE COMPLETION OF ALL REQUIRED STORMWATER IMPROVEMENTS IN CASE OF DEFAULT.<br>DATE _____ NAME & TITLE _____ | <b>CERTIFICATE OF SEWER SYSTEM</b><br>I HEREBY CERTIFY: (1) THAT THE SEWER SYSTEM OUTLINED OR INDICATED HEREON HAS BEEN INSTALLED IN ACCORDANCE WITH THE CURRENT STATE AND/OR LOCAL GOVERNMENT REQUIREMENTS OR, (2) THAT A LETTER OF CREDIT IN THE AMOUNT OF \$ _____ HAS BEEN POSTED WITH THE CITY OF PORTLAND UTILITIES DEPARTMENT TO ASSURE COMPLETION OF ALL REQUIRED SEWER IMPROVEMENTS IN CASE OF DEFAULT.<br>DATE _____ NAME & TITLE _____ | <b>CERTIFICATE OF APPROVAL OF RECORDING</b><br>I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS FOR PORTLAND, TENNESSEE, EXCEPT FOR SPECIAL EXCEPTION, IF ANY, AS NOTED IN THE MINUTES OF THE PLANNING COMMISSION AND THAT IT HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE COUNTY REGISTRAR.<br>DATE _____ SECRETARY OF THE PLANNING COMMISSION _____<br>VOID UNLESS RECORDED BY: _____                  |
| <b>CERTIFICATE OF OWNERSHIP &amp; DEDICATION</b><br>I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER(S) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) ADOPT THIS PLAN OF SUBDIVISION WITH MY (OUR) FREE CONSENT, ESTABLISH THE MINIMUM BUILDING RESTRICTION LINES, AND DEDICATE ALL STREETS, ALLEYS WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC AND PRIVATE USE AS NOTED, ALONG WITH ALL NECESSARY EASEMENTS FOR THE CONSTRUCTION OF CUT AND FILL SLOPES, CUT AND FILL RAMPS, INLET AND OUTLET DITCHES OR CHANNEL CHANGES BEYOND THE RIGHT-OF-WAY LIMITS OF THE ROAD.<br>DATE _____ OWNER _____<br>DATE _____ OWNER _____ | <b>CERTIFICATE OF ACCURACY</b><br>I HEREBY CERTIFY THAT THE PLAN SHOWN AND DESCRIBED HEREON IS A TRUE AND CORRECT SURVEY TO THE ACCURACY REQUIRED BY THE PORTLAND MUNICIPAL-REGIONAL PLANNING COMMISSION AND THAT THE MONUMENTS HAVE BEEN PLACED AS SHOWN HEREON TO THE SPECIFICATIONS OF THE STATE BOARD OF EXAMINERS FOR LAND SURVEYORS.<br>DATE _____ SIGNATURE AND STAMP OF REGISTERED SURVEYOR _____                                                                                                                                                                                                                                                                                                                                                                                                         | <b>CERTIFICATE OF PROPERTY NUMBERS AND STREET NAMES</b><br>I HEREBY CERTIFY THAT THE PROPERTY NUMBERS ASSIGNED HEREIN CONFORM TO SUMNER COUNTY EMERGENCY COMMUNICATIONS DISTRICT (E-911) POLICIES AND THE STREET NAMES(S) CONFORM TO THE INTER-LOCAL AGREEMENT FOR NON-DUPLICATION.<br>DATE _____ SUMNER CO. EMERGENCY COMMUNICATIONS E-911 DISTRICT _____                                                                                        | <b>CERTIFICATE OF THE APPROVAL OF PUBLIC STREETS (CITY OF PORTLAND)</b><br>I HEREBY CERTIFY: (1) THAT THE PUBLIC STREETS HAVE BEEN INSTALLED IN AN ACCEPTABLE MANNER AND ACCORDING TO CITY SPECIFICATION IN THE SUBDIVISION ENTITLED: _____ OR, (2) THAT A LETTER OF CREDIT IN THE AMOUNT OF \$ _____ HAS BEEN POSTED WITH THE CITY OF PORTLAND DEPARTMENT OF PUBLIC WORKS TO ASSURE COMPLETION OF ALL REQUIRED IMPROVEMENTS IN CASE OF DEFAULT.<br>DATE _____ NAME & TITLE _____ |



IF YOU DIG IN TENNESSEE  
CALL 811 FIRST!  
or (800) 351-1111 or (615) 366-1987  
TENNESSEE ONE CALL IT'S THE LAW



1 inch = 100 ft

## FINAL PLAT MAGNOLIA SPRINGS PHASE VI

PROPERTY SITUATED ALONG THE NORTH & SOUTH MARGIN OF LILY LANE, IN PORTLAND, SUMNER COUNTY, TENNESSEE

TAX MAP 016, PARCEL 031.01  
ZONED: RS-20

OWNER:  
CHRISTOPHER C. NORRIS  
121 BLOOMSBURY DRIVE  
PORTLAND, TN 37148

PROPERTY ADDRESS:  
LILY LANE  
PORTLAND, TN 37148

DATE: 06-11-2025

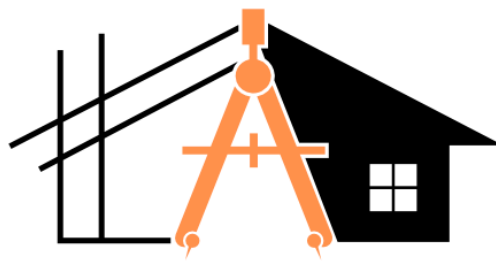


240 DRURY RIDGE ROAD  
LAFAYETTE, TN. 37083  
tdv\_landsurvey@yahoo.com  
615 - 633 - 1476









# CORNERSTONE

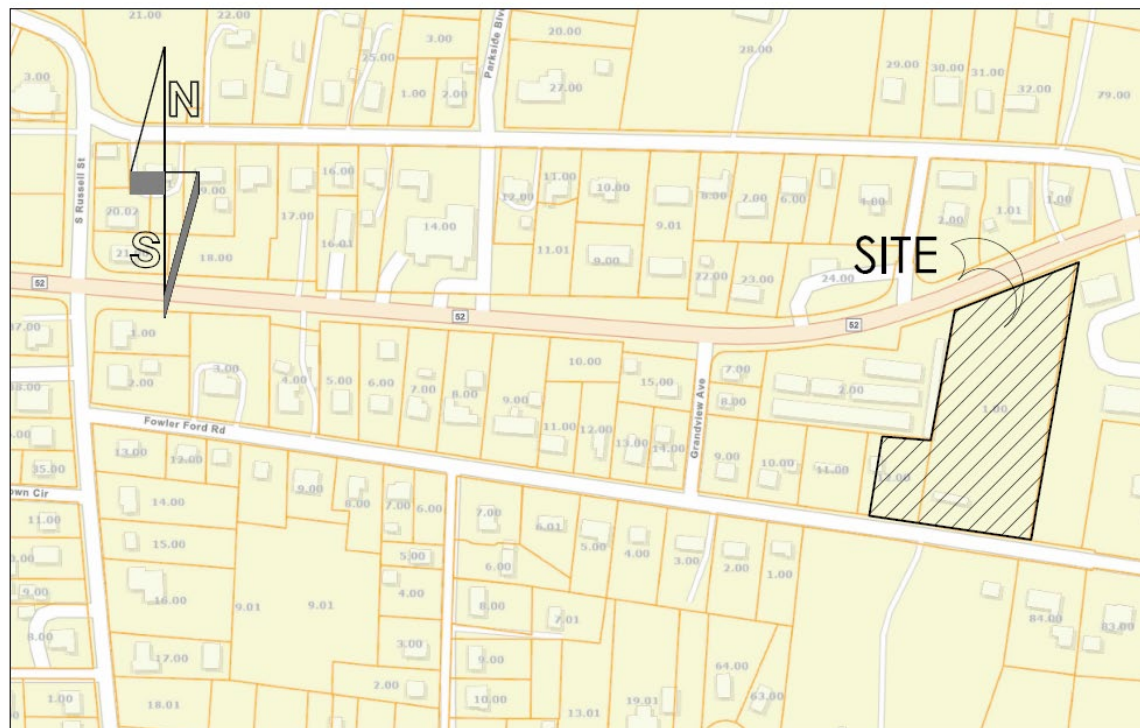
## DEVELOPMENT SERVICES

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SURVEYING • LAND DEVELOPMENT

## GRANDVIEW ESTATES PLANNED UNIT DEVELOPMENT (PUD)

Pattern Book  
Portland, Tennessee



LOCATION MAP  
NOT TO SCALE

Prepared by Cornerstone Development Services Surveying  
July 2025





Property Owners:

|                       |                       |
|-----------------------|-----------------------|
| Dorothy Wilkinson     | Michael Jones         |
| 404 North Russell St. | 404 North Russell St. |
| Portland, TN 37148    | Portland, TN 37148    |

Developer:

|                                  |
|----------------------------------|
| Cornerstone Development Services |
| 120 Main St.                     |
| Portland, TN 37148               |

Surveyor/Engineer:

|                                            |
|--------------------------------------------|
| Cornerstone Development Services Surveying |
| 120 Main St.                               |
| Portland, TN 37148                         |





# GRANDVIEW ESTATES

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## Project Narrative

### Context

The proposed development site is located at 306 and 310 Fowler Ford Road in Portland, Tennessee, within Sumner County. It is east of highway 109, fronting both Hwy 52E and Fowler Ford Road. The combined area of the two parcels is approximately 2.81 acres. It lies between a mixture of single and multi-family residential properties and commercial properties.

### History

Historically, the site has been used for medium-density residential purposes. In addition to the two existing mobile homes, there are signs of past utility service connections, gravel driveways, and minor accessory structures. The property has not undergone any recent development and remains largely underutilized.

### Existing Conditions

The frontage along Fowler Ford Road is currently zoned R15 and the frontage along Hwy 52E is zoned GCS. The entire property is located in the City's Residential Redevelopment Overlay. The property is partially developed and currently includes two existing mobile homes. These structures appear to be older and are expected to be removed as part of the proposed redevelopment. The remainder of the site consists of open grassy areas, with scattered mature trees primarily along the perimeter. The topography of the site is gently sloping, with stormwater flowing toward the western edge of the property, and to the south, eventually crossing under Fowler Ford Road. The existing trailers are currently being supplied with public water and utilize septic systems for sewage disposal.

The surrounding area includes a mix of single and multi-family residential along Fowler Ford with multi-family and commercial uses along the Hwy 52E corridor. This corridor serves as a major east-west route through Portland and provides convenient access to schools, retail, and community services.

### Proposed Development

**Grandview Estates** is a proposed RM-1 Planned Unit Development (PUD) located in Portland, Sumner County, Tennessee. The project site encompasses 2.81 acres across three parcels at 306 and 310 Fowler Ford Road. The development is designed to introduce 13 thoughtfully arranged duplex buildings that offer a balance of high-quality architecture, functional design, and shared open space, situated between Hwy 52E and Fowler Ford Road along its own privately maintained driveway. The project originally included units fronting on Fowler Ford Road as well, but based on neighborhood feedback at the neighborhood meeting, those units were removed from the PUD, and will be developed separately as single family homes, meeting their existing zoning criteria.





The proposed project includes construction of a detention pond to provide water quality and quantity improvements. It is known that in certain rain events, Fowler Ford Road overtops, so the pond will be sized to attenuate the post construction runoff, by an amount that prevents overtopping of Fowler Ford road, and meets all other City stormwater ordinance requirements.

The project will also include utility improvements to the existing system including replacement and relocation of an existing sewer lift station and pump. A contribution will be made to go towards the future 12” water main upgrade project along Fowler Ford Road.

The goal of Grandview Estates is to provide a well-integrated residential community that enhances the surrounding area by introducing attainable housing options within Portland’s established neighborhoods. The project aligns with the city’s objectives for smart, responsible growth by utilizing infill development near an existing transportation corridor—Highway 52—and providing a compatible transition between nearby single-family homes and more commercial land uses to the south.

The project has been carefully crafted to respect the existing residential context while providing a fresh housing alternative that meets the needs of current and future Portland residents. It reflects a commitment to intentional design, sustainable land use, and neighborhood compatibility.

Grandview Estates is not just a housing development, it’s a neighborhood designed to reflect the values of the community, contribute positively to the local housing market, and support the long-term vision for growth in the City of Portland.

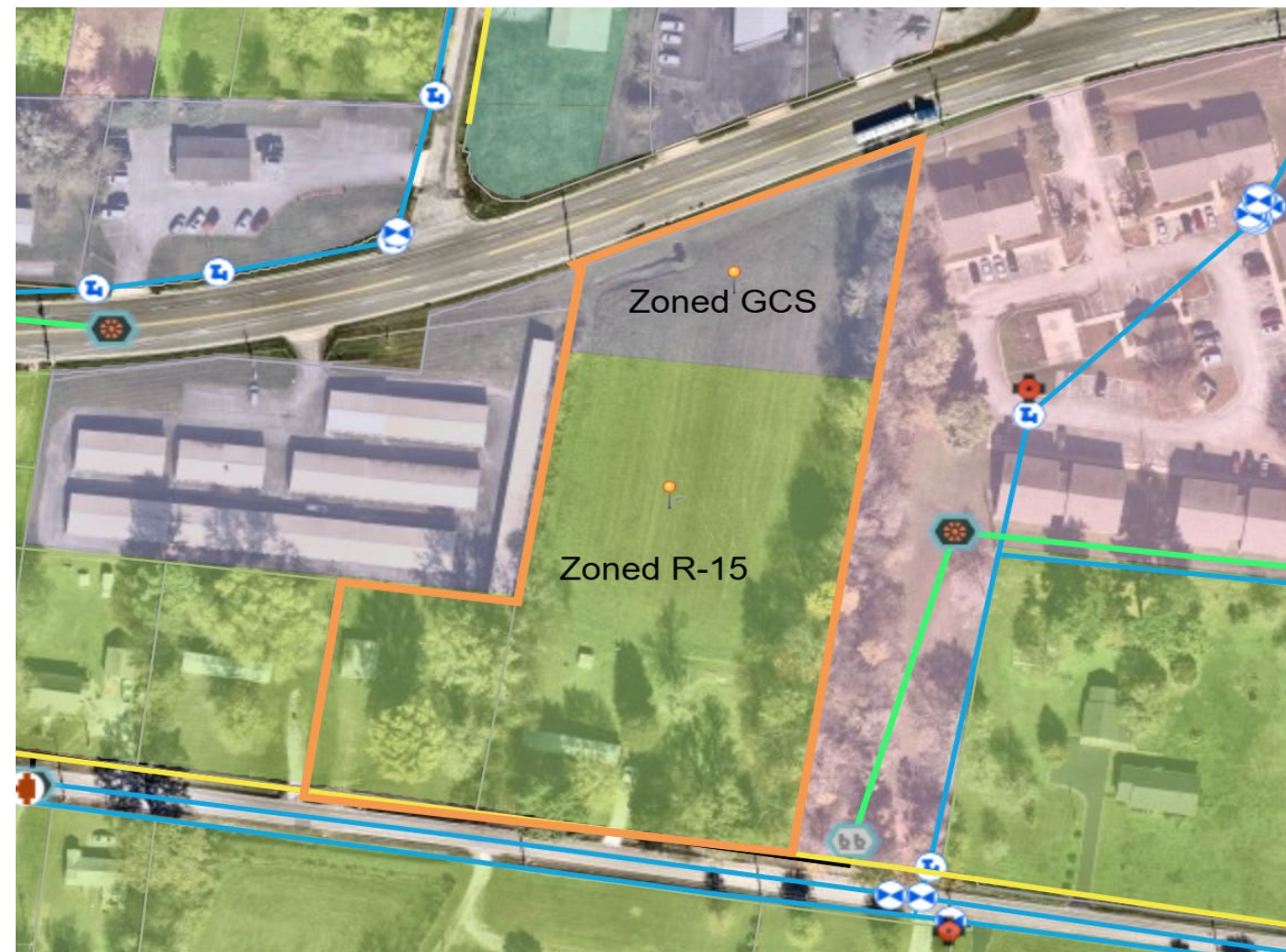






## Table of Exceptions and Zoning Information

Current Zoning: R-15 Re-Development Overlay / GCS







Requested Zoning: RM-1 PUD

|                                          | CURRENT ZONING                                  |                               | BASE ZONING                      | PUD MINIMUM REQUIREMENTS | REQUESTED RM-1 PUD                                     |                                                        |
|------------------------------------------|-------------------------------------------------|-------------------------------|----------------------------------|--------------------------|--------------------------------------------------------|--------------------------------------------------------|
|                                          | R15 REDEVELOPMENT<br>OVERLAY(CURRENT<br>ZONING) | GCS (CURRENT ZONING)          | RM-1 REDEVELOPMENT OVERLAY       | RM-1 PUD                 | LOTS 1, 2,5,10-12                                      | 3-5, 7-9, 13                                           |
| SINGLE FAMILY/DUPLEXES ALLOWED           | YES                                             | NO                            | YES                              | YES                      | DUPLEXES                                               | DUPLEXES                                               |
| MINIMUM AREA                             | 12,000 SF                                       | N/A                           | 4,800 SF/LOT                     | 5,000 SF/LOT             | 5,000 SF/LOT                                           | 5,000 SF/LOT                                           |
| MINIMUM AREA/UNIT                        | 9,200 SF                                        | N/A                           | 2,880 SF/UNIT                    | N/A                      | 2,500 SF/UNIT                                          | 2,500 SF/UNIT                                          |
| MINIMUM LOT WIDTH                        | 75'                                             | 0                             | 37.5                             | N/A                      | 63'                                                    | 63'                                                    |
| FRONT BUILDING SETBACK                   | 50'/40'                                         | 50'                           | 50'/40'                          | 20'                      | 20'                                                    | 34'                                                    |
| SIDE BUILDING SETBACK                    | 15'                                             | 10'                           | 7.5'                             | 5'                       | 5'-10'                                                 | 5'-10'                                                 |
| REAR BUILDING SETBACK                    | 30'                                             | 20'                           | 20'                              | 15'                      | 15'                                                    | 15'                                                    |
| BUFFERYARD (R15/GCS/RM-1)                | NONE/15' TYPE B/10' TYPE A                      | 15' TYPE B/NONE/15'<br>TYPE B | 10' TYPE A/15' TYPE B/10' TYPE A | 20' TYPE C (ALONG ALL)   | 20' TYPE C (ALONG ALL) AND<br>ALTERNATIVE (3-512 Z.O.) | 20' TYPE C (ALONG ALL) AND<br>ALTERNATIVE (3-512 Z.O.) |
| MAXIMUM LOT COVERAGE BY ALL<br>BUILDINGS | 25%                                             | 65%                           | 50%                              | N/A                      | 19%                                                    |                                                        |
| PARKING                                  |                                                 |                               | 1.5 SPOTS /UNIT=39               |                          | 42                                                     |                                                        |

| TABLE OF EXCEPTIONS REQUESTED |                                                                                                                  |                         |                            |                                                                                                                                                                                                       |  |
|-------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------|----------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                               | RM-1 REDEVELOPMENT OVERLAY BASE<br>ZONING REQUIREMENT                                                            | PUD MINIMUM REQUIREMENT | RM-1 PUD REQUEST           | REASON                                                                                                                                                                                                |  |
| MINIMUM AREA/UNIT             | 2,880 SF/UNIT                                                                                                    | 2,500 SF/UNIT           | 2,500 SF/UNIT              | BECAUSE OF THE PERIMETER OPEN<br>SPACE DEDICATION REQUIREMENT OF<br>ALL PUD'S, AND RELATIVELY SMALL SIZE<br>OF PROPERTY, OVERALL DENSITY IS<br>STILL SIGNIFICANTLY LESS THAN BASE<br>ZONING ALLOWANCE |  |
| FRONT BUILDING SETBACK        | 40'                                                                                                              | 20'                     | 20'                        | BUILDING WILL BE LOCATED ON PRIVATE<br>SHARED DRIVE WITHIN THE PROPOSED<br>PUD                                                                                                                        |  |
| SIDE BUILDING SETBACK         | 7.5'                                                                                                             | 5'                      | 5'                         |                                                                                                                                                                                                       |  |
| REAR BUILDING SETBACK         | 20'                                                                                                              | 15'                     | 15'                        |                                                                                                                                                                                                       |  |
| BUFFERYARDS                   | 10' TYPE A/15' TYPE B/10' TYPE A                                                                                 | 20' TYPE C              | AS SHOWN ON LANDSCAPE PLAN | PRESERVE EXISTING BUFFER, PROVIDE<br>OPAQUE BARRIER AROUND POND                                                                                                                                       |  |
| PRIVATE STREETS               | WAIVER OF 5.4.8.3 OF SUBDIVISION REGULATIONS AS IT RELATES TO PRIVATE STREETS, TO ALLOW FOR PROPOSED LOT LAYOUT. |                         |                            |                                                                                                                                                                                                       |  |





## Permitted Uses

The proposed development is intended to serve as a high-quality residential community that aligns with the character and growth objectives of the City of Portland. The only permitted uses within this development will be limited to single-family and duplex-style residential homes. This focused land use approach ensures compatibility with surrounding neighborhoods while supporting a range of housing options to meet community needs.





## Proposed Density

The subject property is currently zoned R-15 Redevelopment Overlay, which allows a maximum residential density of 9,200 square feet per unit. The proposed rezoning to RM-1 Redevelopment Overlay allows for a higher density of 2,880 square feet per unit. The proposed Planned Unit Development (PUD) under RM-1 zoning will provide a density of approximately 4,707 square feet per unit. This proposed density strikes a balance between the existing and maximum allowable densities, offering a thoughtful approach to increasing housing opportunities while maintaining appropriate scale and character within the surrounding context.

| DENSITY TABLE              |                                        |                                                    |
|----------------------------|----------------------------------------|----------------------------------------------------|
| ZONING                     | MAX DENSITY ALLOWED/PROVIDED (SF/UNIT) | MAX DENSITY ALLOWED/PROVIDED (DWELLING UNITS/ACRE) |
| R-15 REDEVELOPMENT OVERLAY | 9,200 SF/UNIT                          | 4.7                                                |
| RM-1 REDEVELPMENT OVERLAY  | 2,880 SF/UNIT                          | 15.1                                               |
| PROPOSED RM-1 PUD DENSITY  | 4,707 SF/UNIT                          | 9.2                                                |

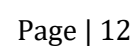




# Typical Lot Layout and Proposed Setbacks









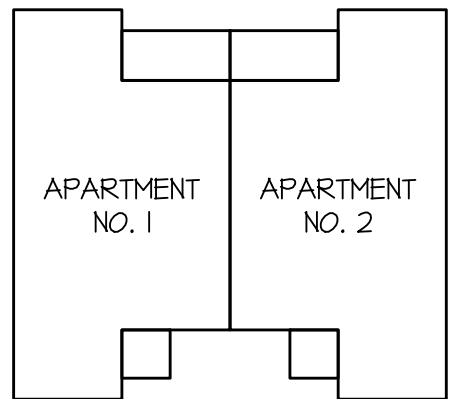
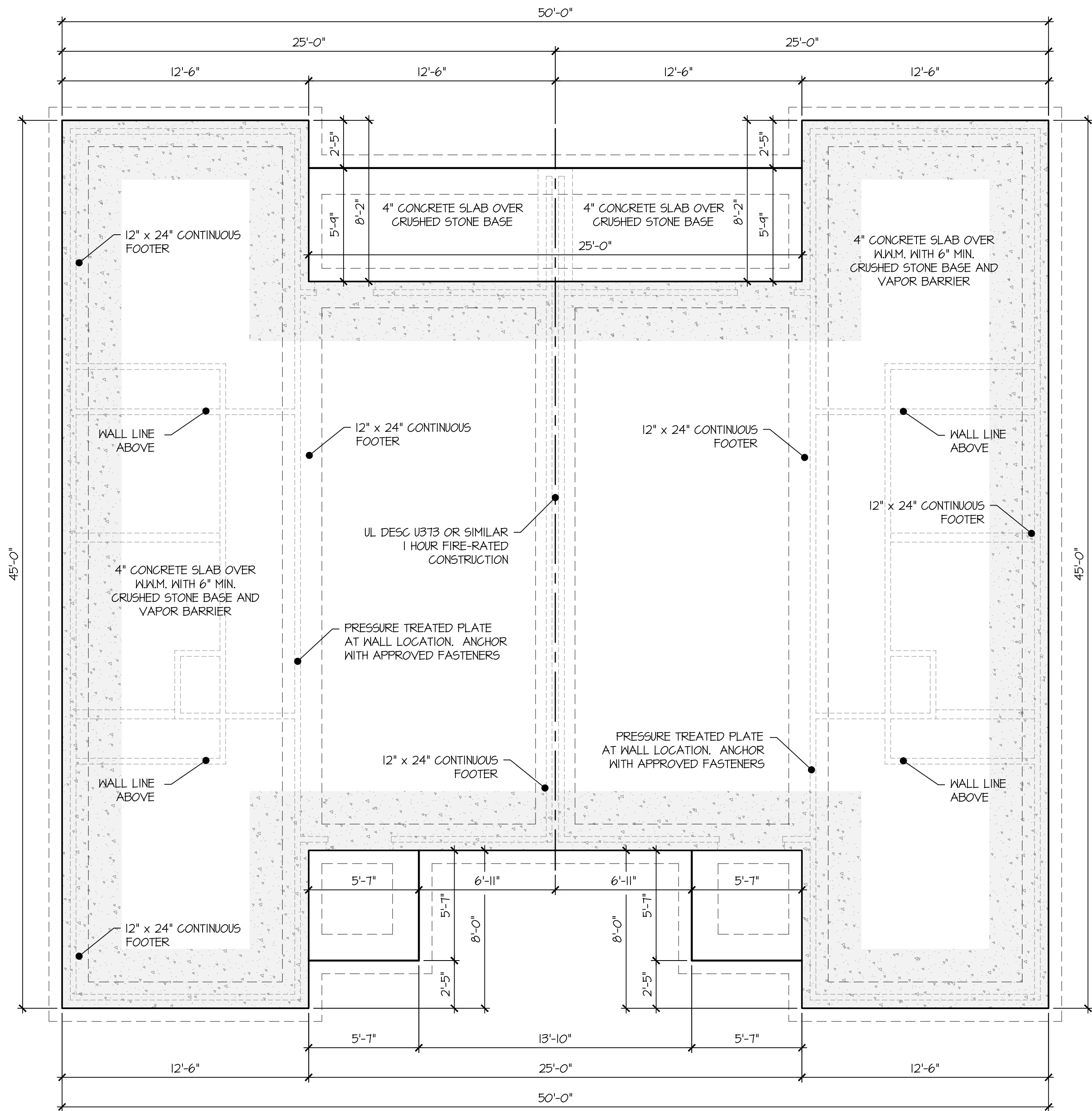


## Architectural Renderings

Four different building types have been chosen for the proposed project, with varying roof types. Building square footages range from 2,032 SF (1,016 SF/Unit) to 2,052 SF (1,026 SF/Unit). Exterior materials to be used will be combinations of brick, board and batten, and hardy. All exterior materials will be a masonry product.



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| SQUARE FOOTAGE    |               |
|-------------------|---------------|
| APARTMENT 1       | 923 SQ. FT.   |
| APARTMENT 2       | 923 SQ. FT.   |
| TOTAL LIVING AREA | 1,846 SQ. FT. |
| STORAGE           | N/A SQ. FT.   |
| APT 1 FRONT PORCH | 31 SQ. FT.    |
| APT 1 REAR PORCH  | 72 SQ. FT.    |
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| TOTAL UNDER ROOF  | 2,052 SQ. FT. |

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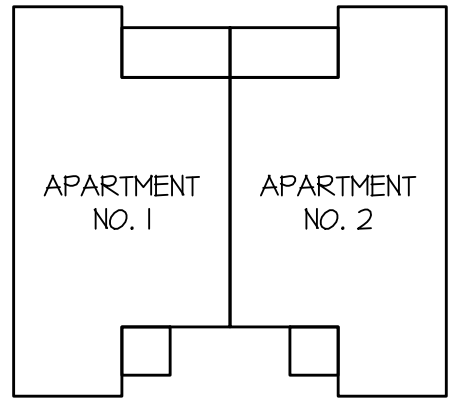
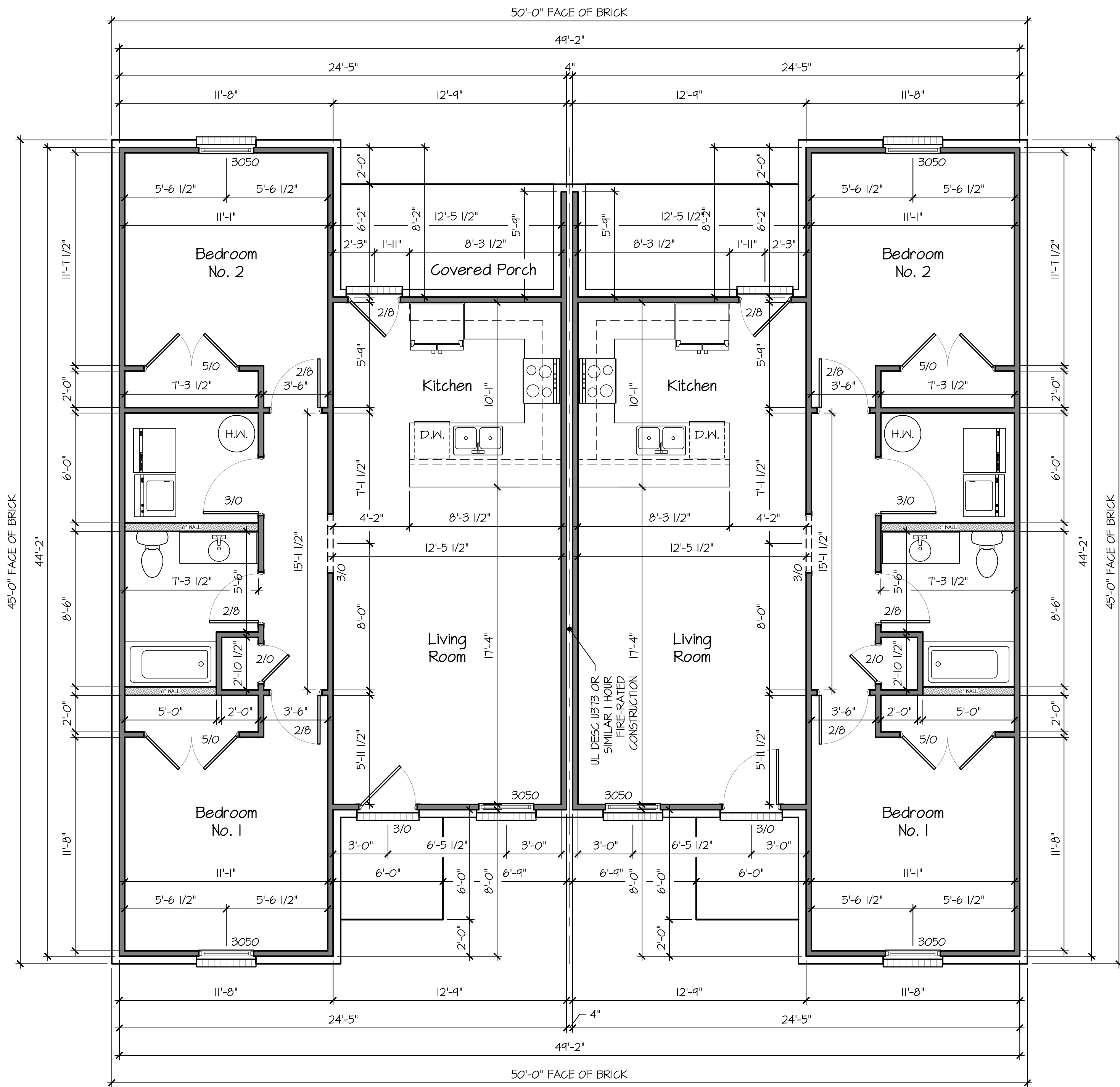
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(270) 622-1634

FOUNDATION PLAN  
SCALE: 1/4" = 1'-0"

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SHEET NO.  
1 of 4



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FIRST FLOOR PLAN

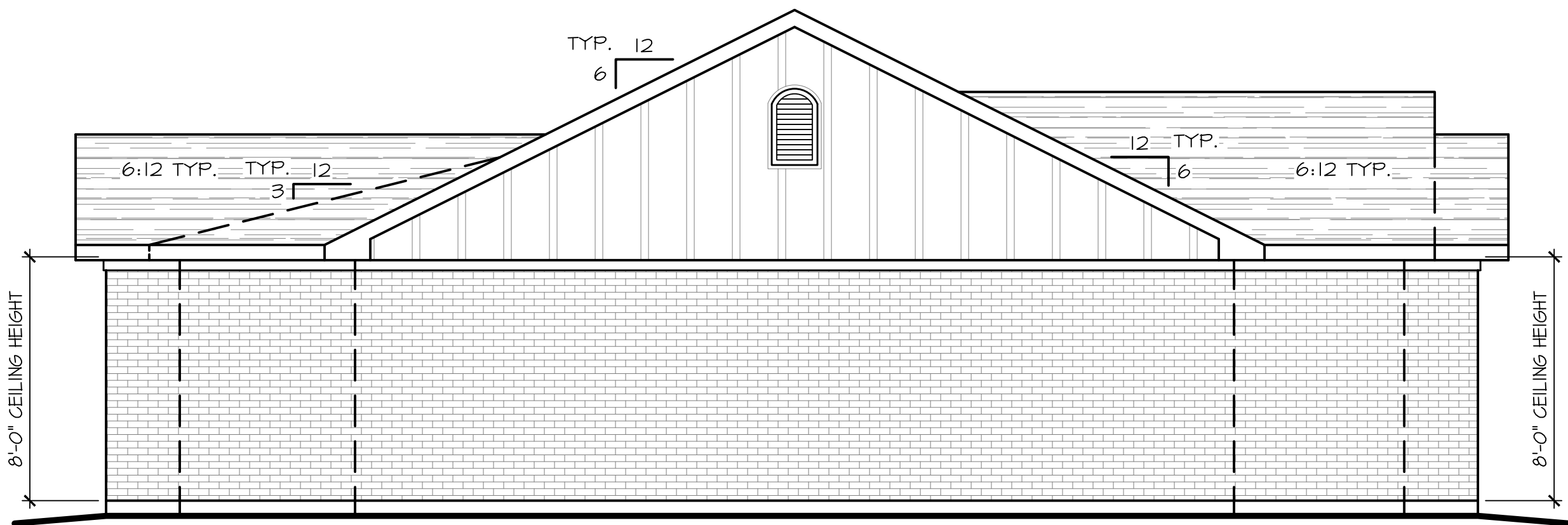
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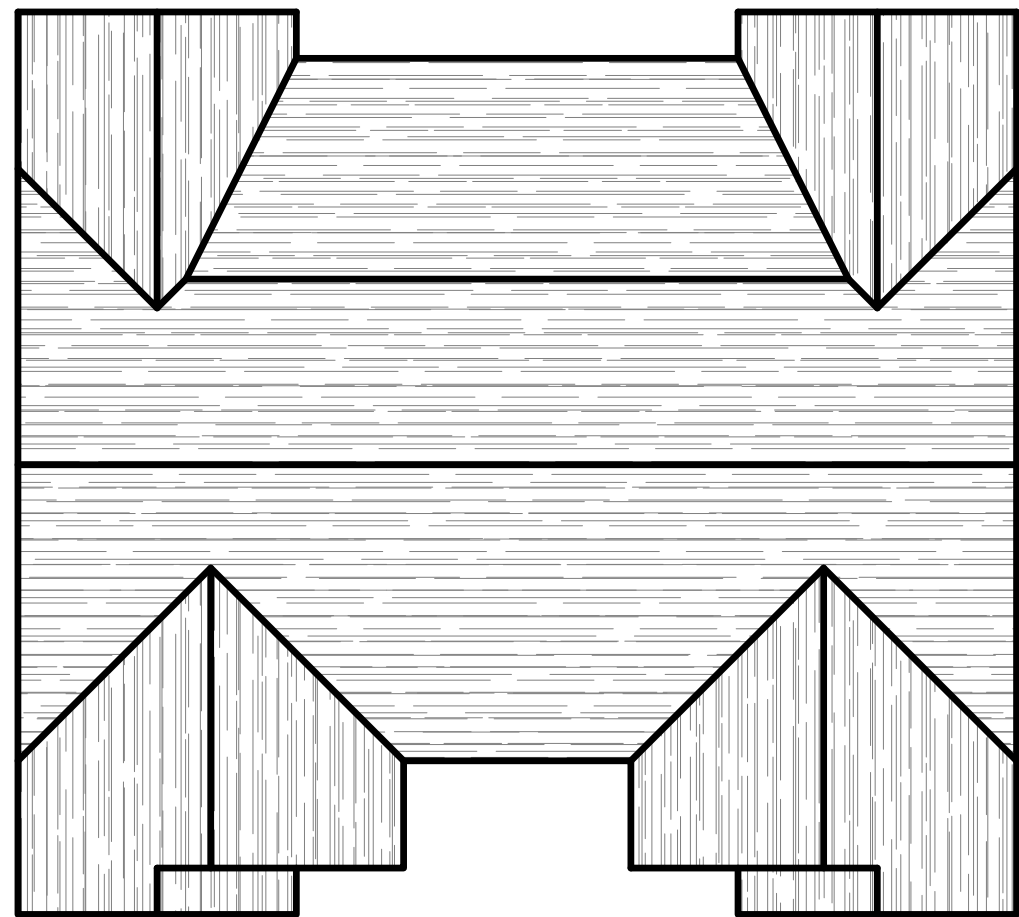
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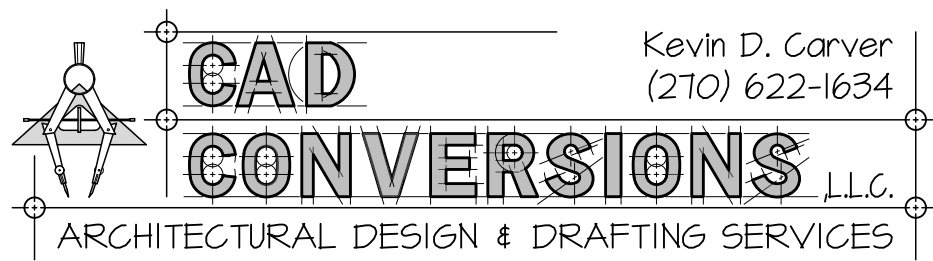




LEFT SIDE ELEVATION  
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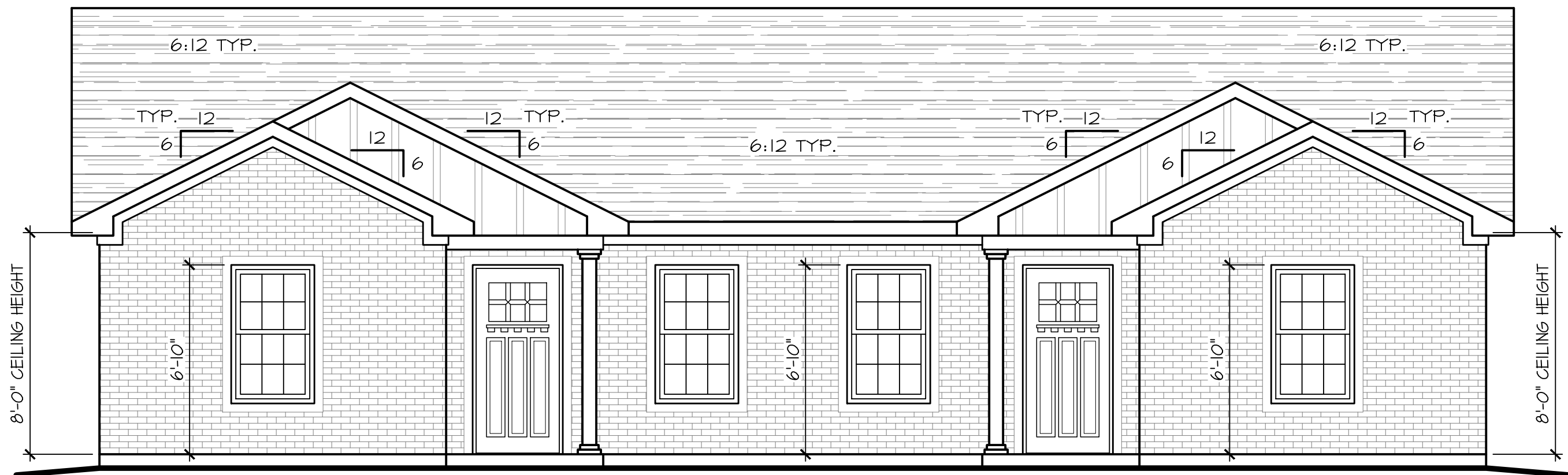


ROOF PLAN  
SCALE: 1" = 10'-0"

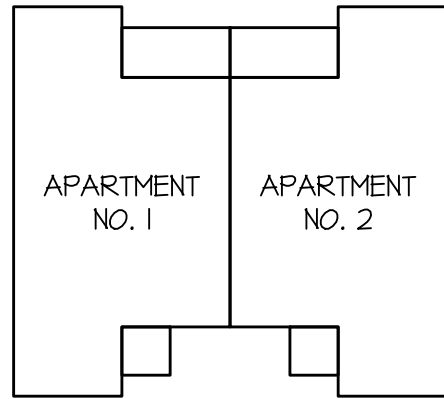


#### NOTES:

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FRONT ELEVATION  
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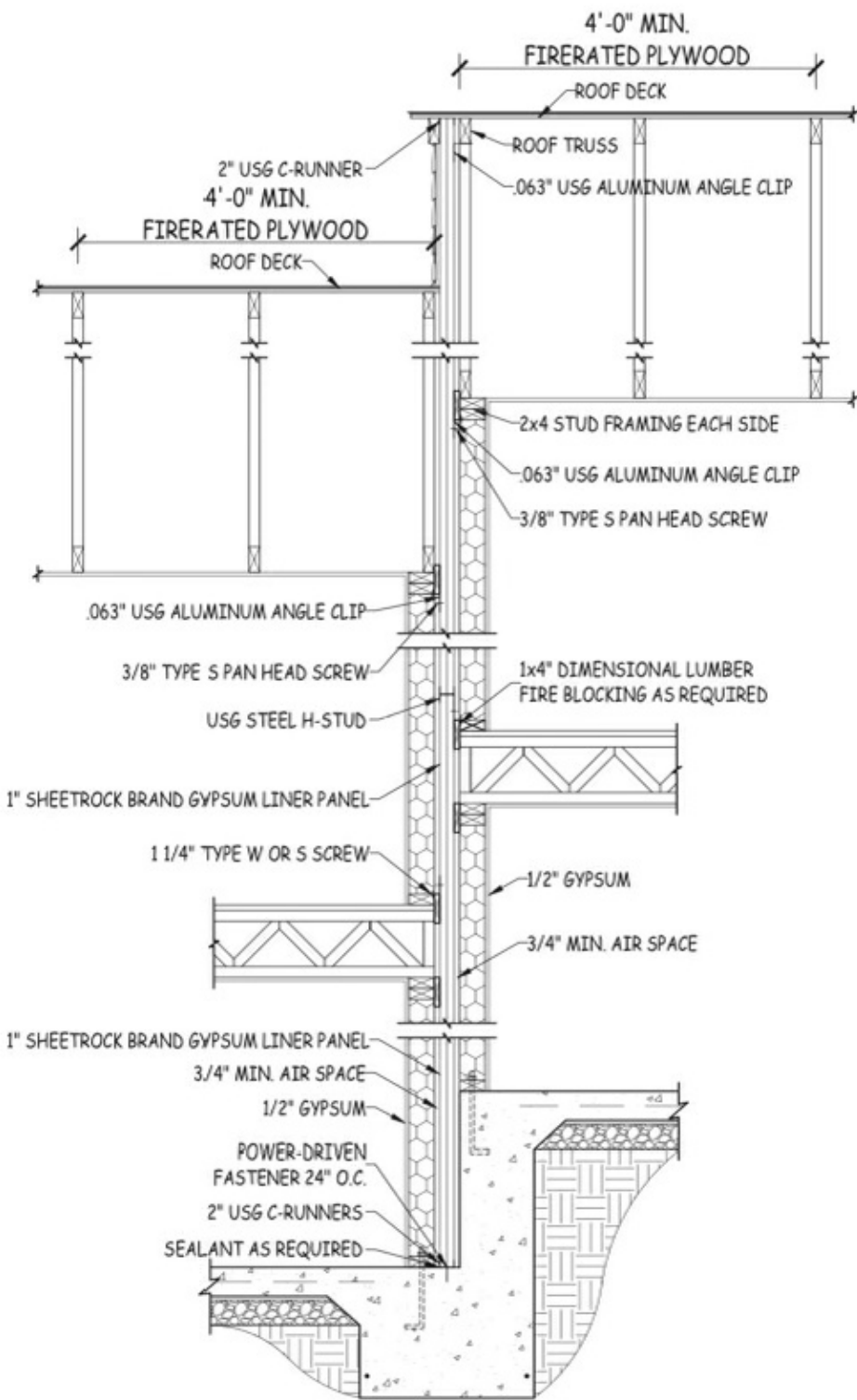
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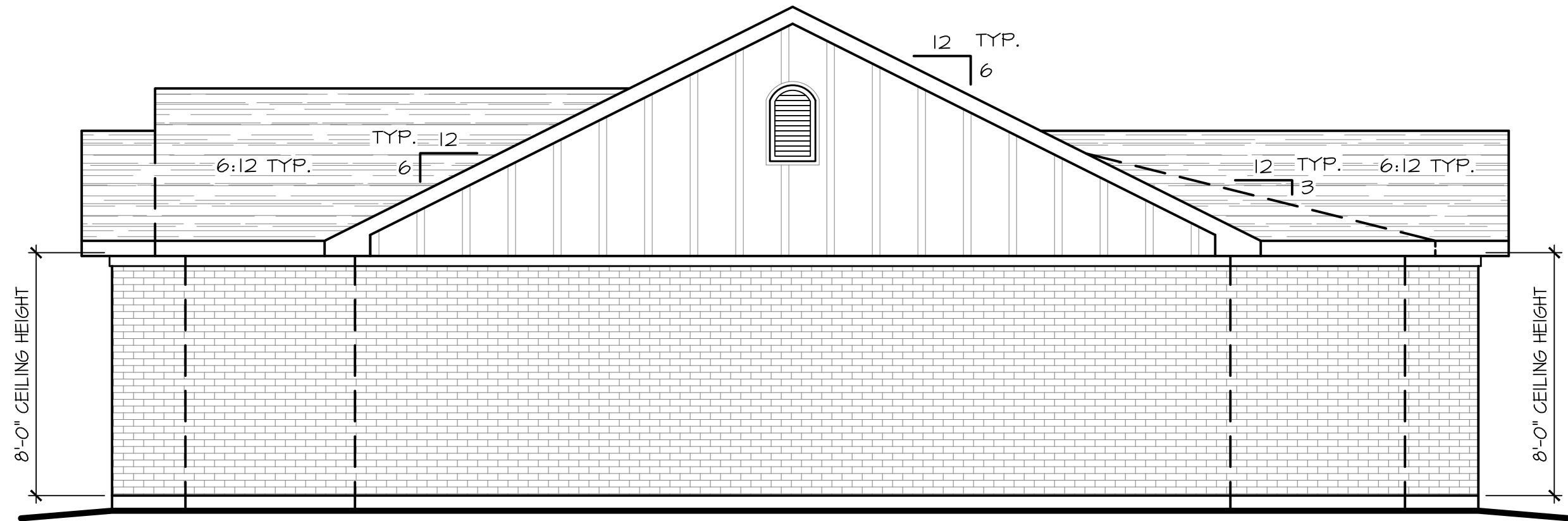
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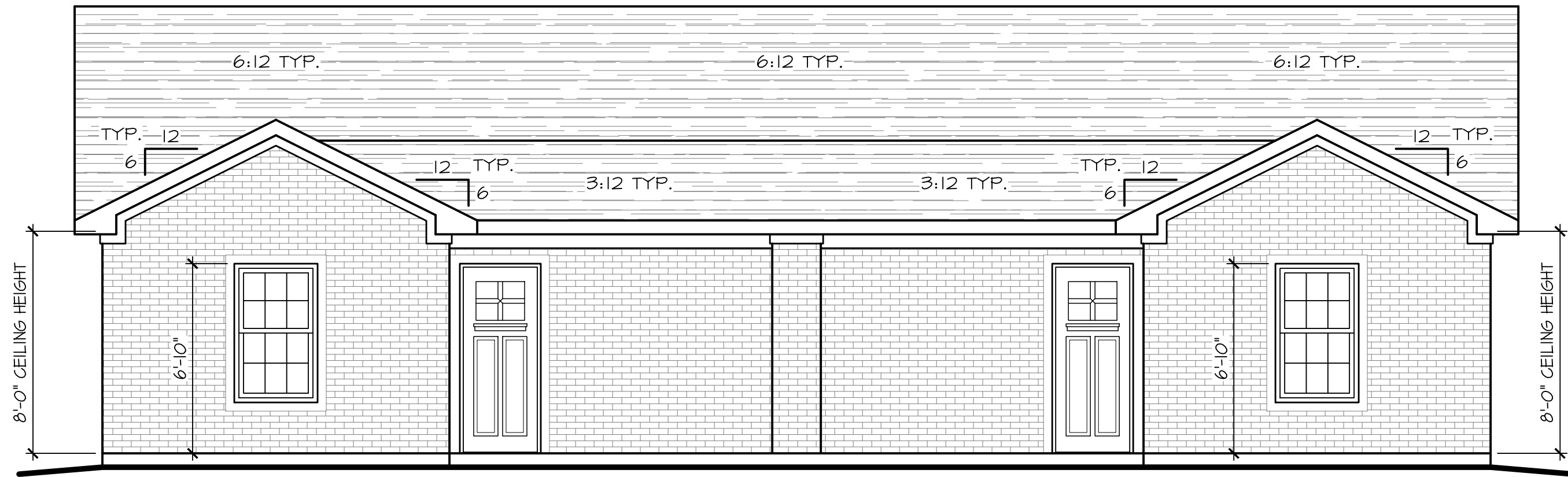




COMMON WALL DETAIL - UL DESIGN U373  
1/2" = 1'-0"



RIGHT SIDE ELEVATION  
SCALE: 1/4" = 1'-0"



REAR ELEVATION  
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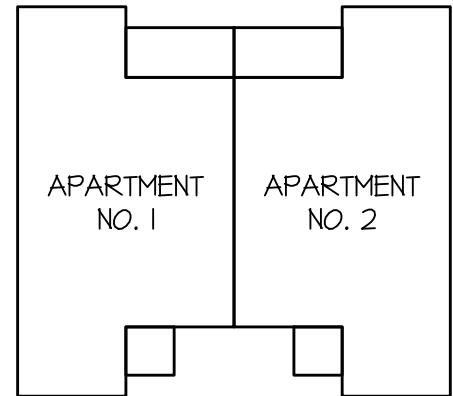
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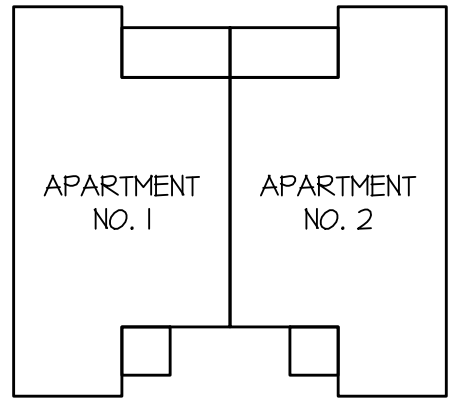
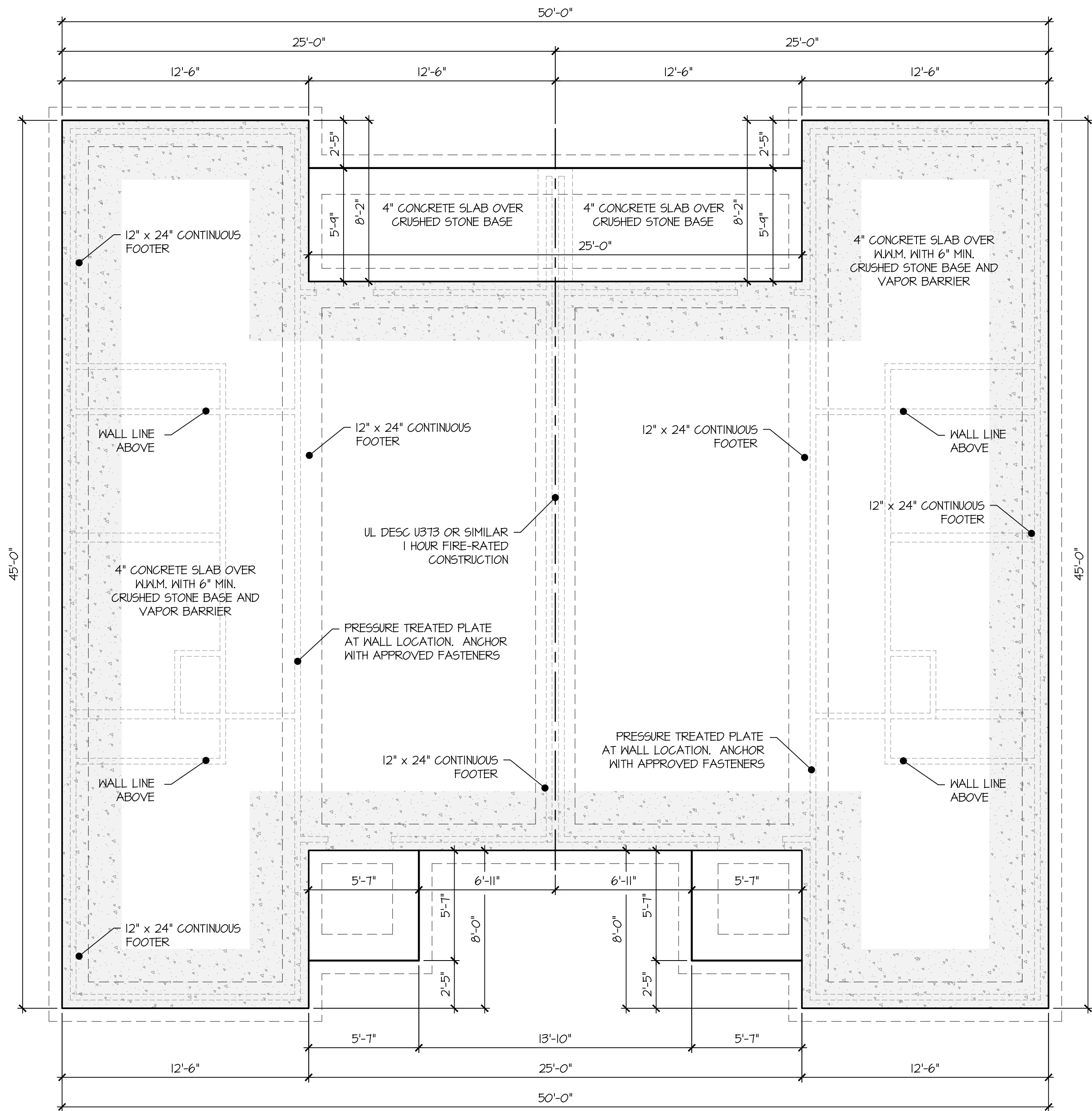
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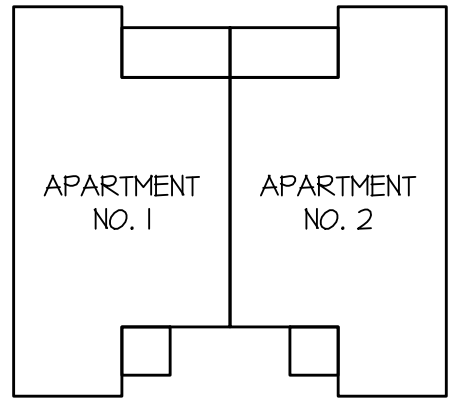
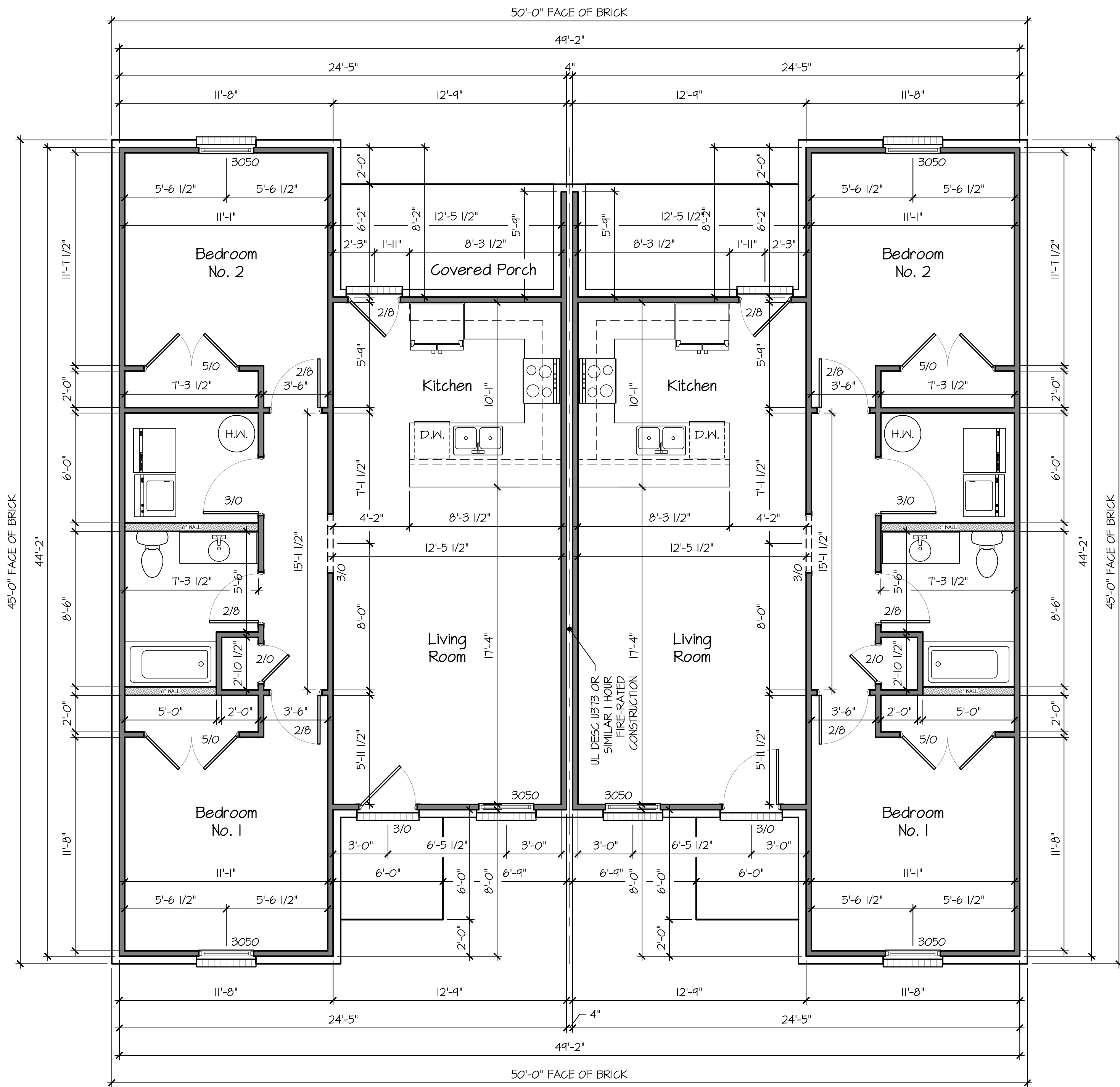
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FOUNDATION PLAN  
SCALE: 1/4" = 1'-0"

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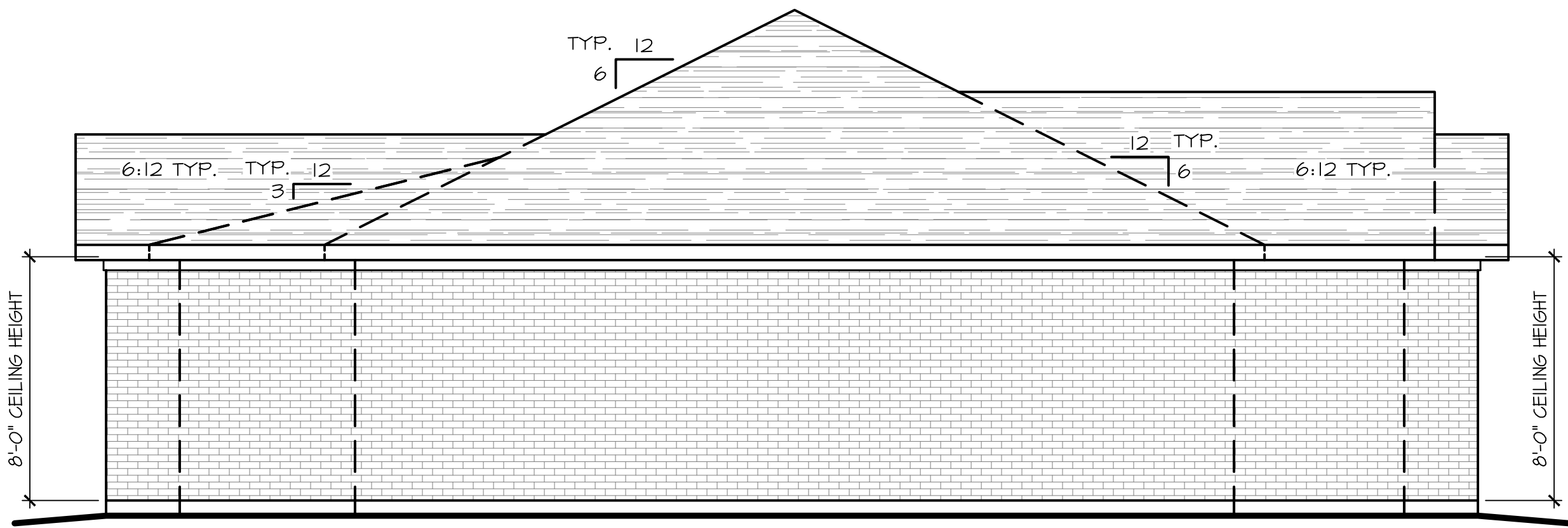
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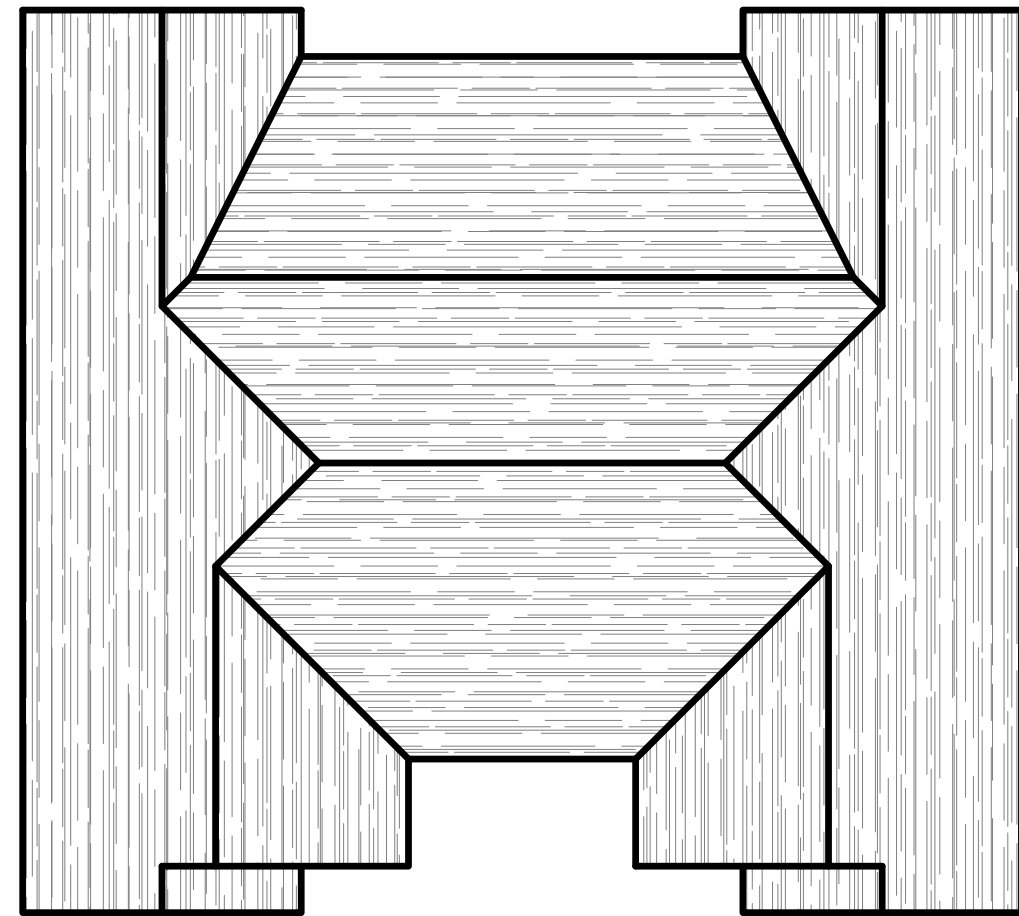
FIRST FLOOR PLAN

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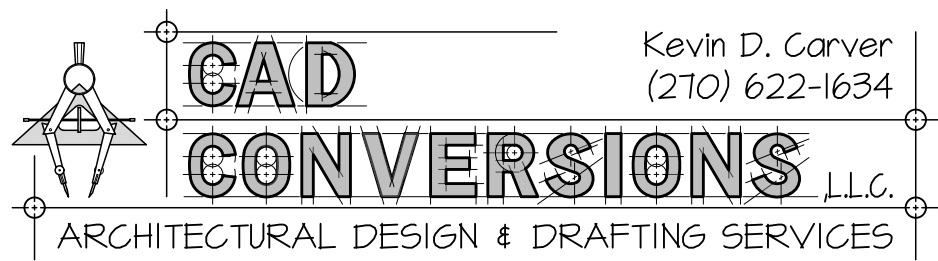
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LEFT SIDE ELEVATION  
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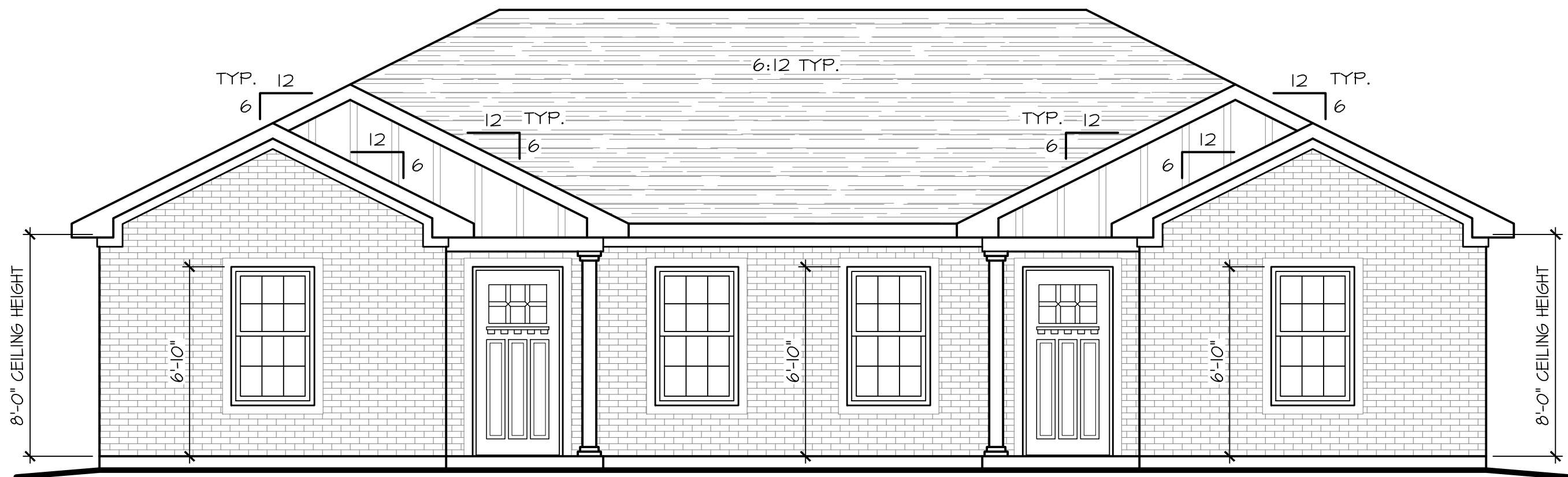
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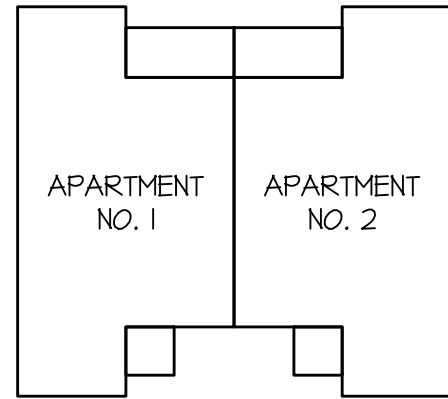
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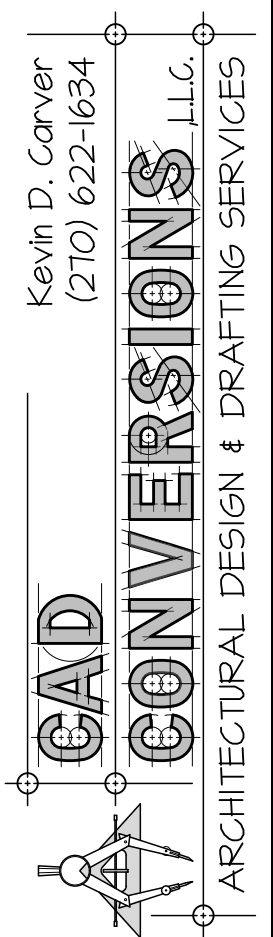


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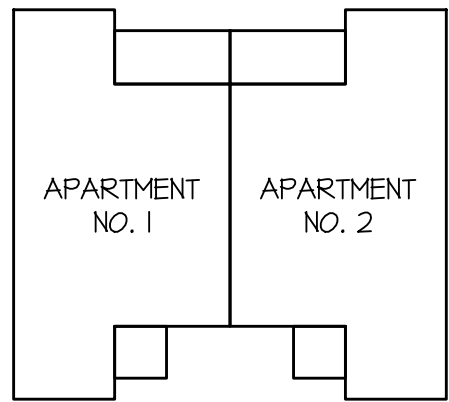
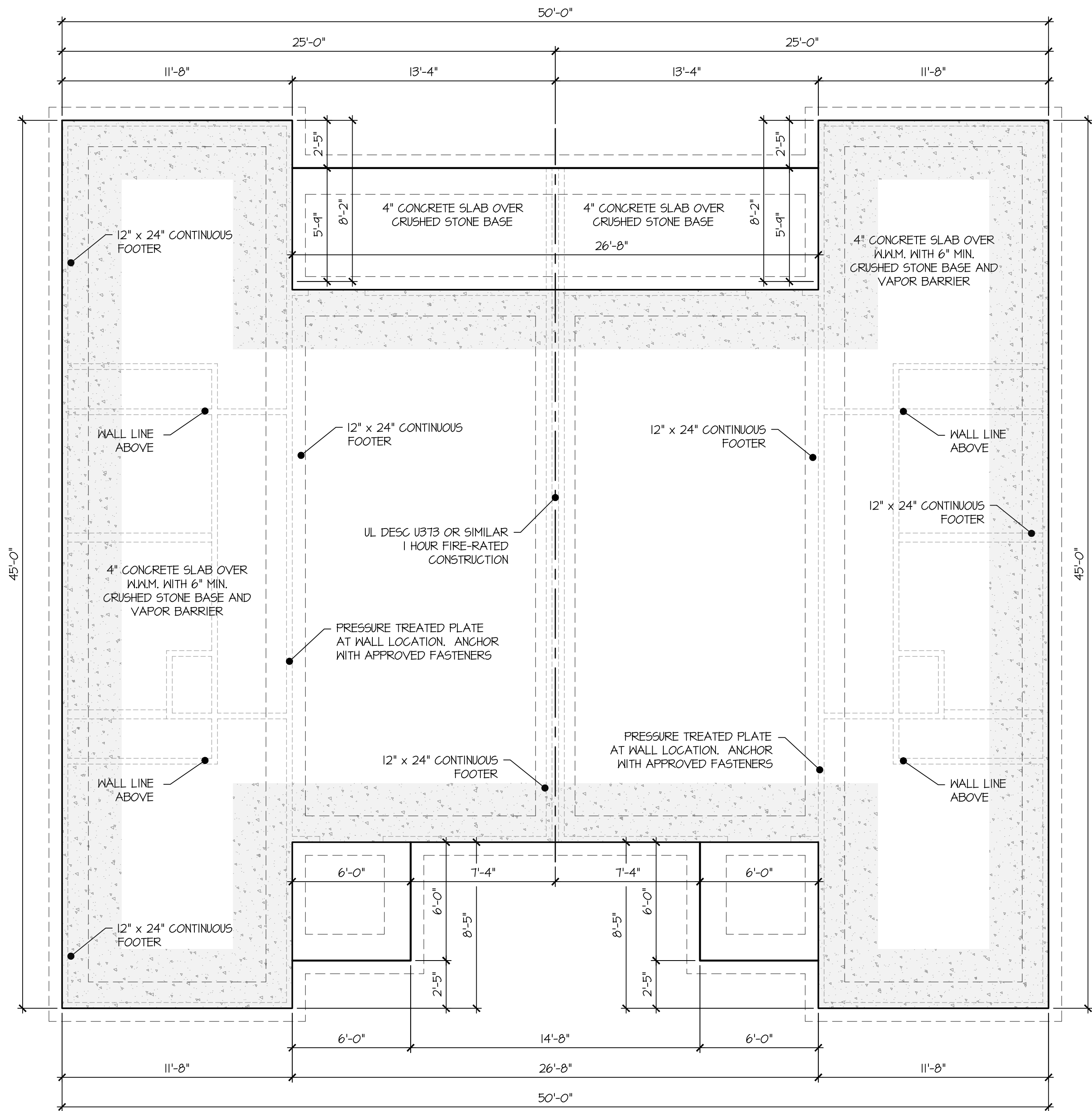
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25-027  
SHEET NO.  
3 of 4





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| SQUARE FOOTAGE    |               |
|-------------------|---------------|
| APARTMENT 1       | 898 SQ. FT.   |
| APARTMENT 2       | 898 SQ. FT.   |
| TOTAL LIVING AREA | 1,796 SQ. FT. |
| STORAGE           | N/A SQ. FT.   |
| APT 1 FRONT PORCH | 36 SQ. FT.    |
| APT 1 REAR PORCH  | 82 SQ. FT.    |
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| APT 2 REAR PORCH  | 82 SQ. FT.    |
| TOTAL UNDER ROOF  | 2,032 SQ. FT. |

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ARCHITECTURAL DESIGN & DRAFTING SERVICES  
Kevin D. Carver  
(270) 622-1634  
J.L.C.

FOUNDATION PLAN

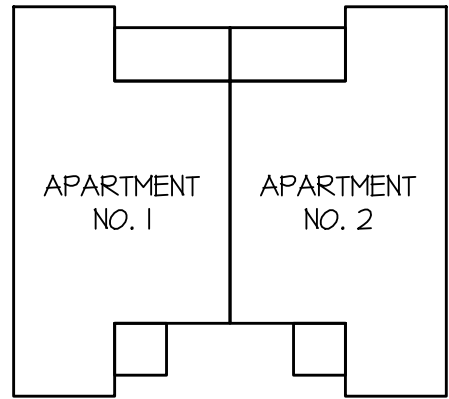
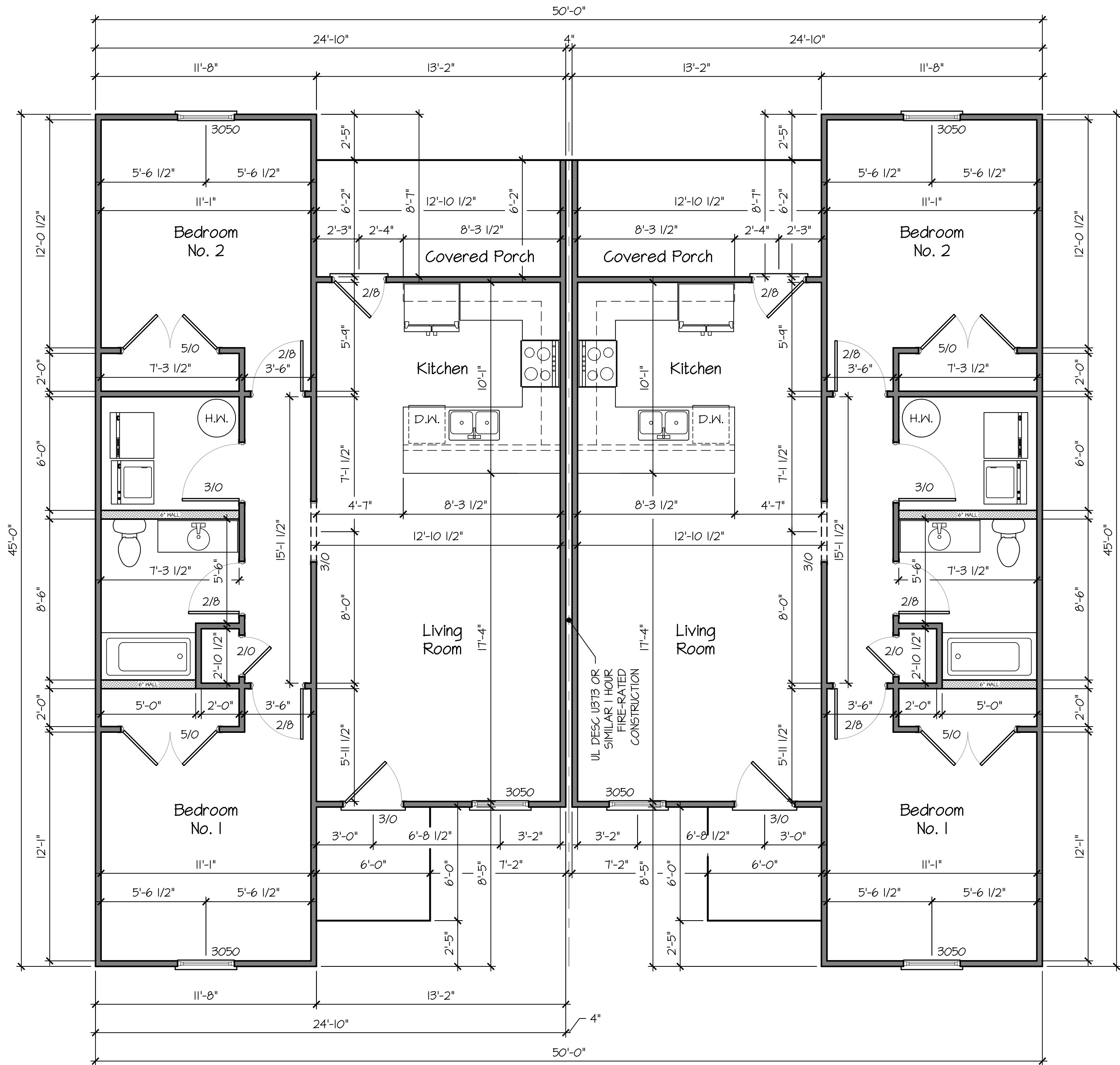
SCALE: 1/4" = 1'-0"

25-028

SHEET NO.  
1 of 4



25-028.DWG - Printed by KEVIN CARVER on 7/31/2025 1:24 PM - Last Saved by KEVIN D CARVER on 7/31/2025 1:24 PM



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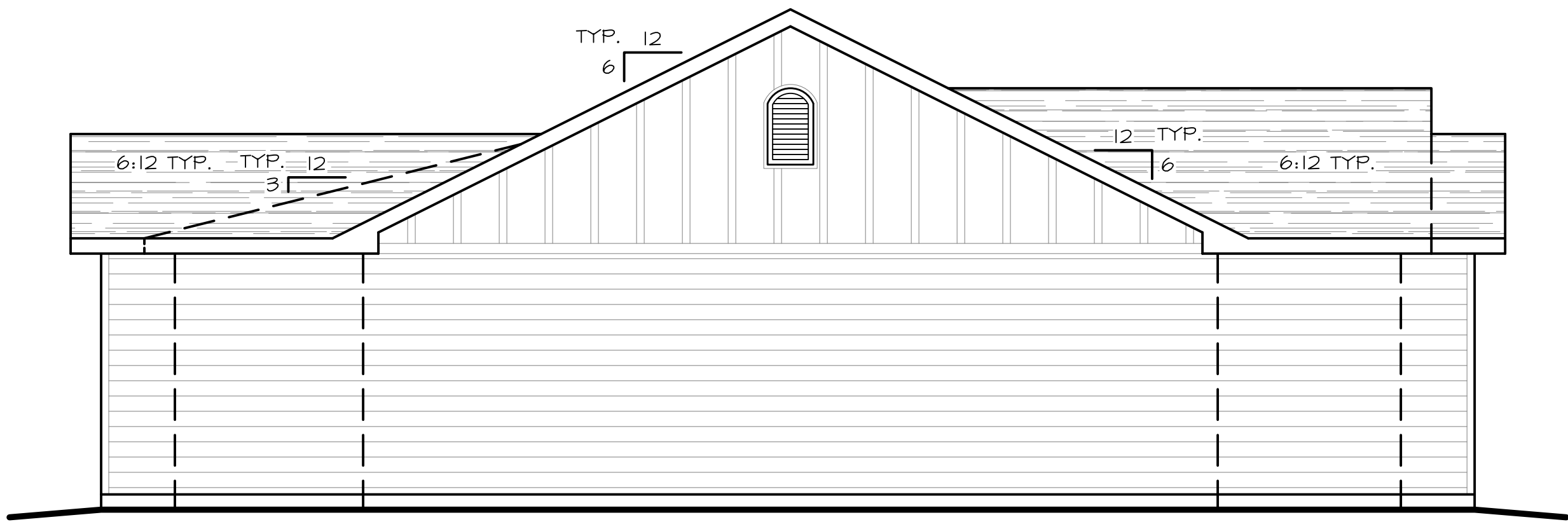
FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

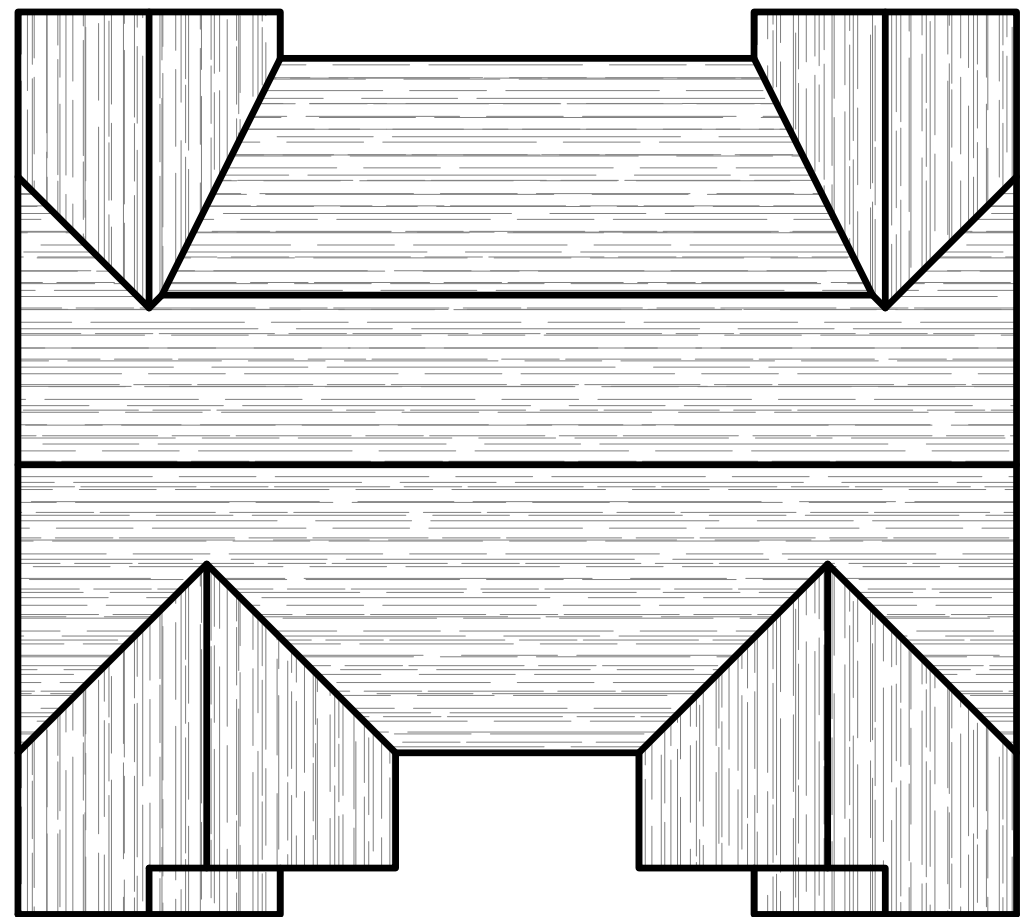
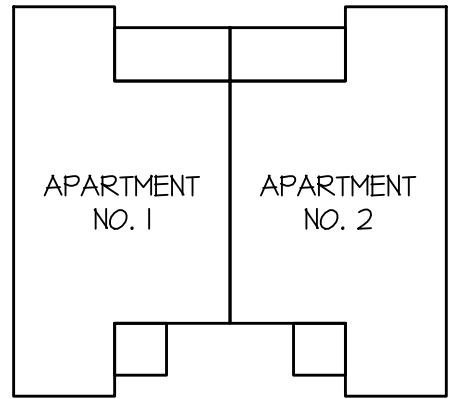
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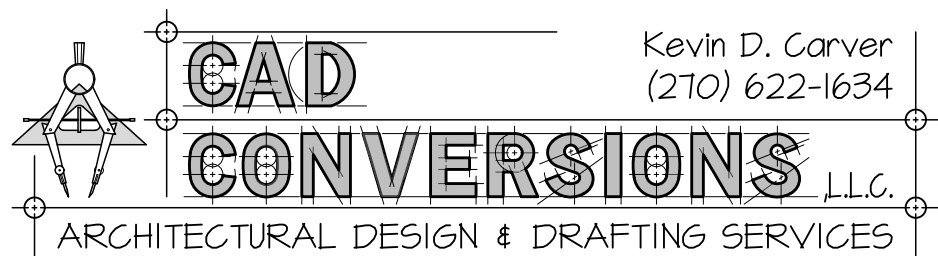
2 of 4



LEFT SIDE ELEVATION  
SCALE: 1/4" = 1'-0"

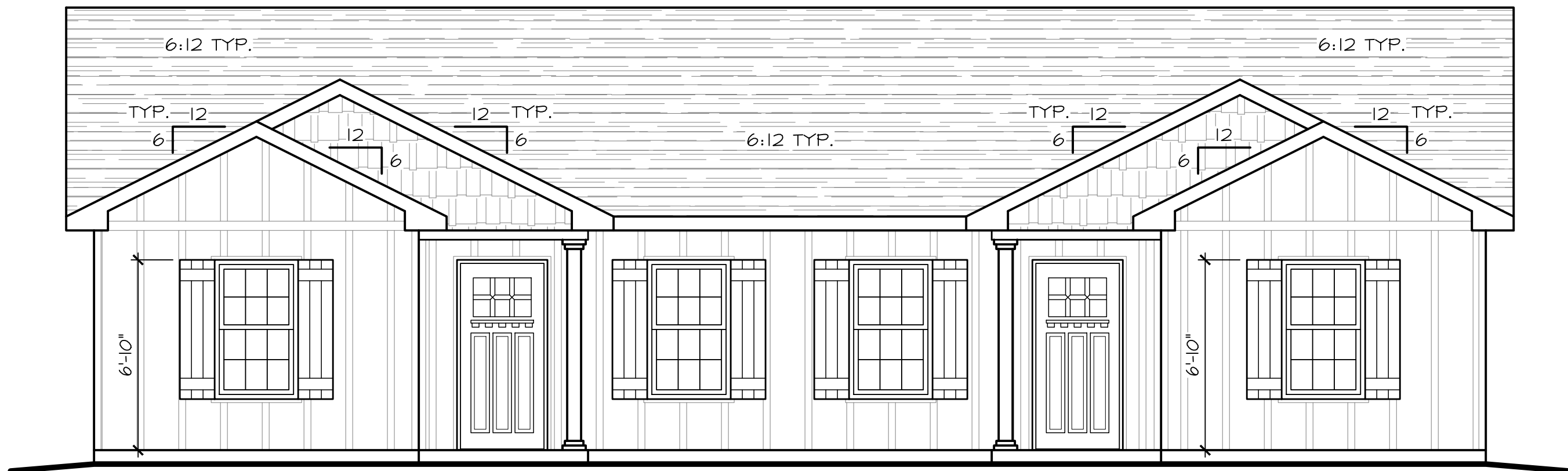


ROOF PLAN  
SCALE: 1" = 10'-0"



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FRONT ELEVATION  
SCALE: 1/4" = 1'-0"

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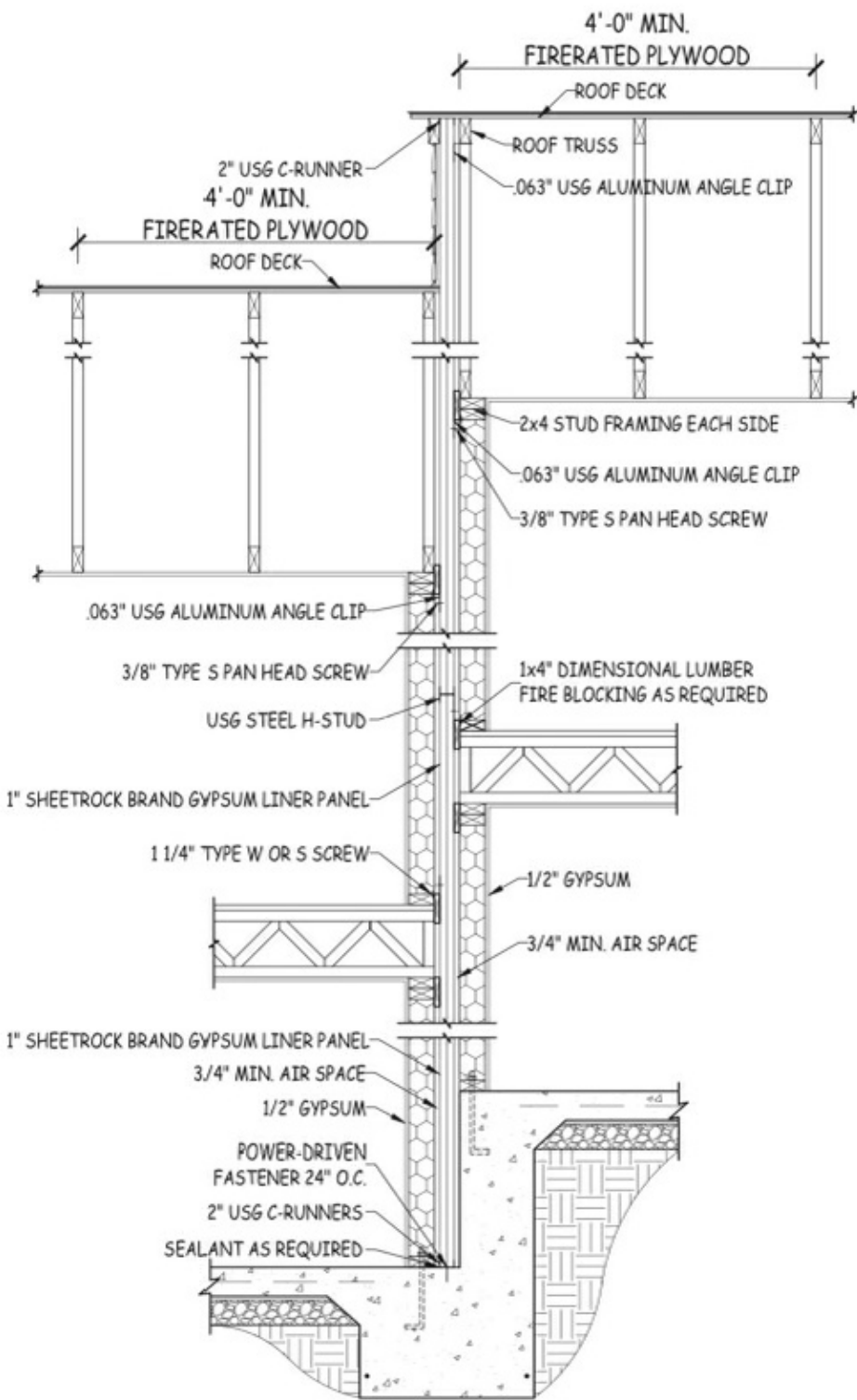
Kevin D. Carver  
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CAD  
CONVERSIONS  
ARCHITECTURAL DESIGN & DRAFTING SERVICES

25-028

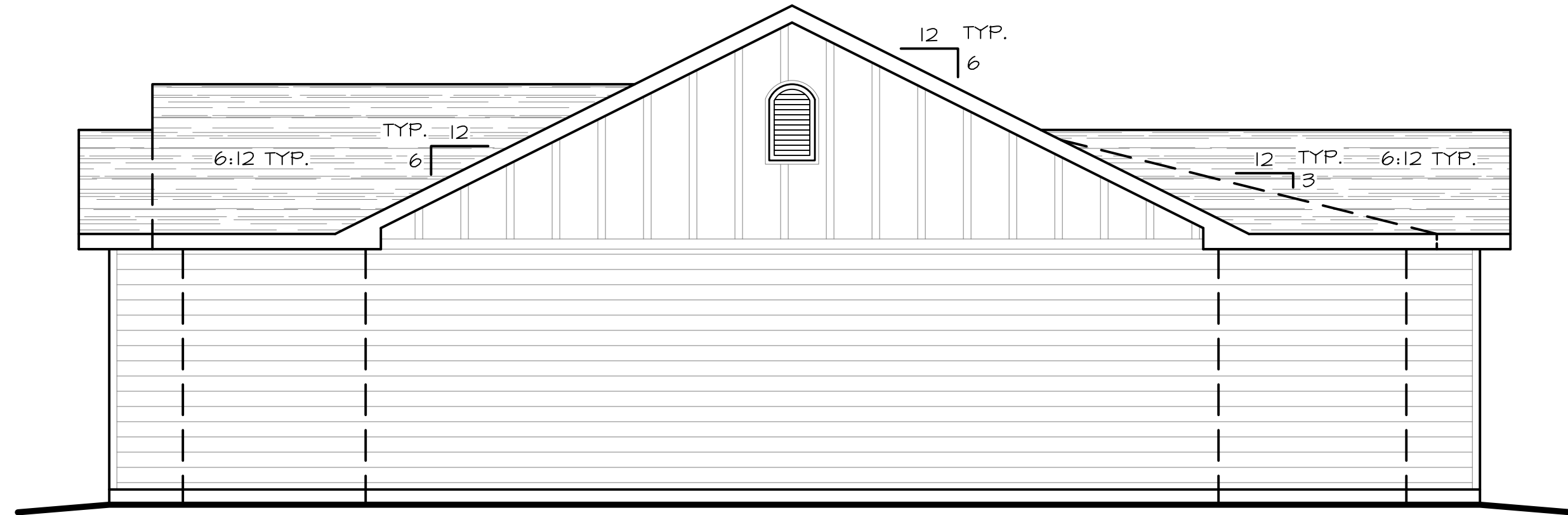
SHEET NO.

3 of 4



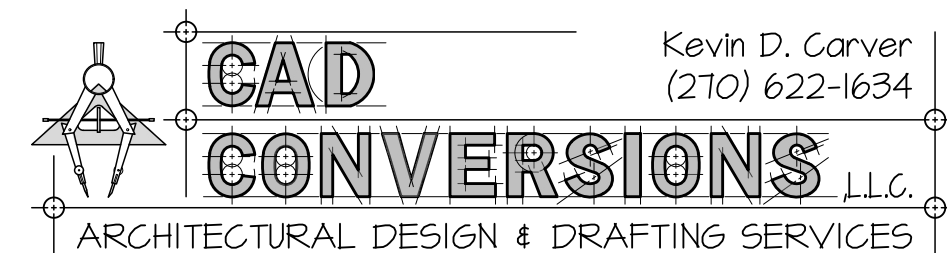


COMMON WALL DETAIL - UL DESIGN U373  
1/2" = 1'-0"



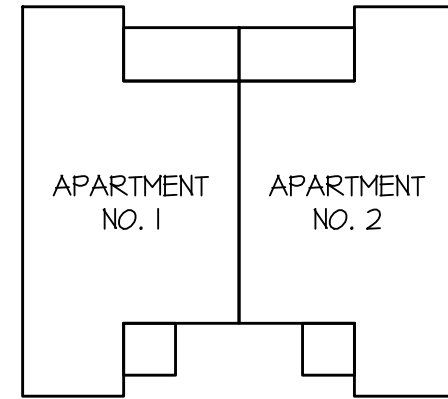
RIGHT SIDE ELEVATION

SCALE: 1/4" = 1'-0"



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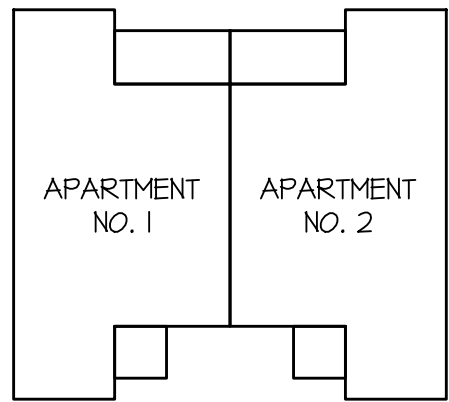
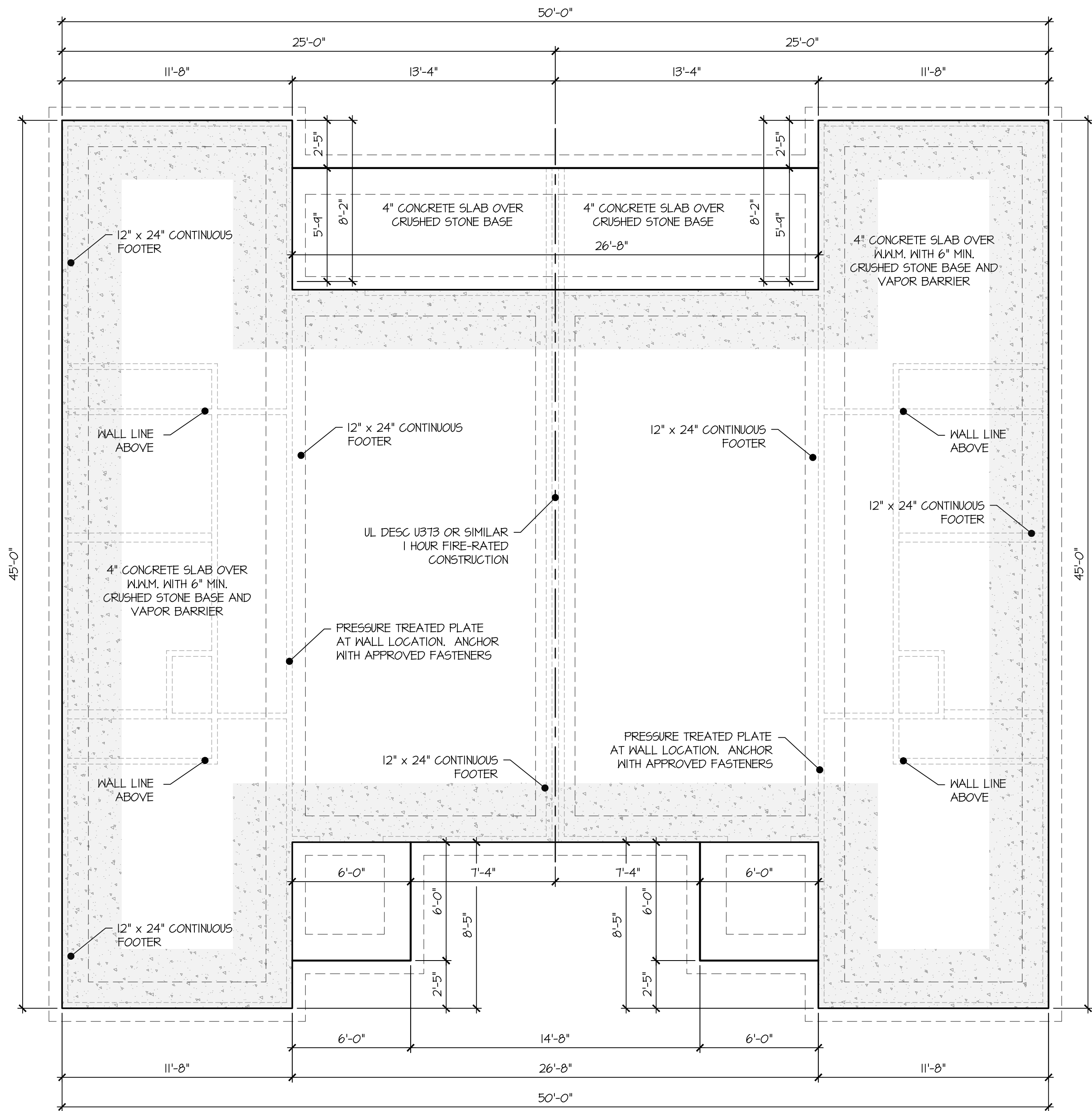
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CAD CONVERSIONS, LLC.  
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25-028  
SHEET NO.  
4 of 4

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DEVELOPMENT SERVICES  
TENNESSEE

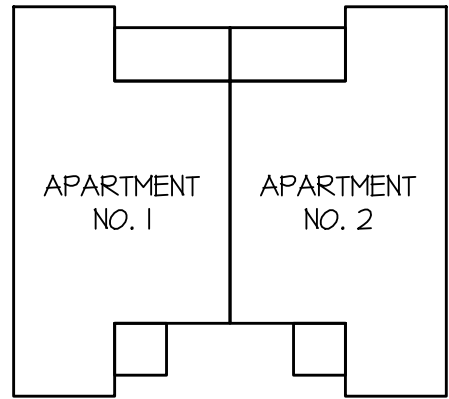
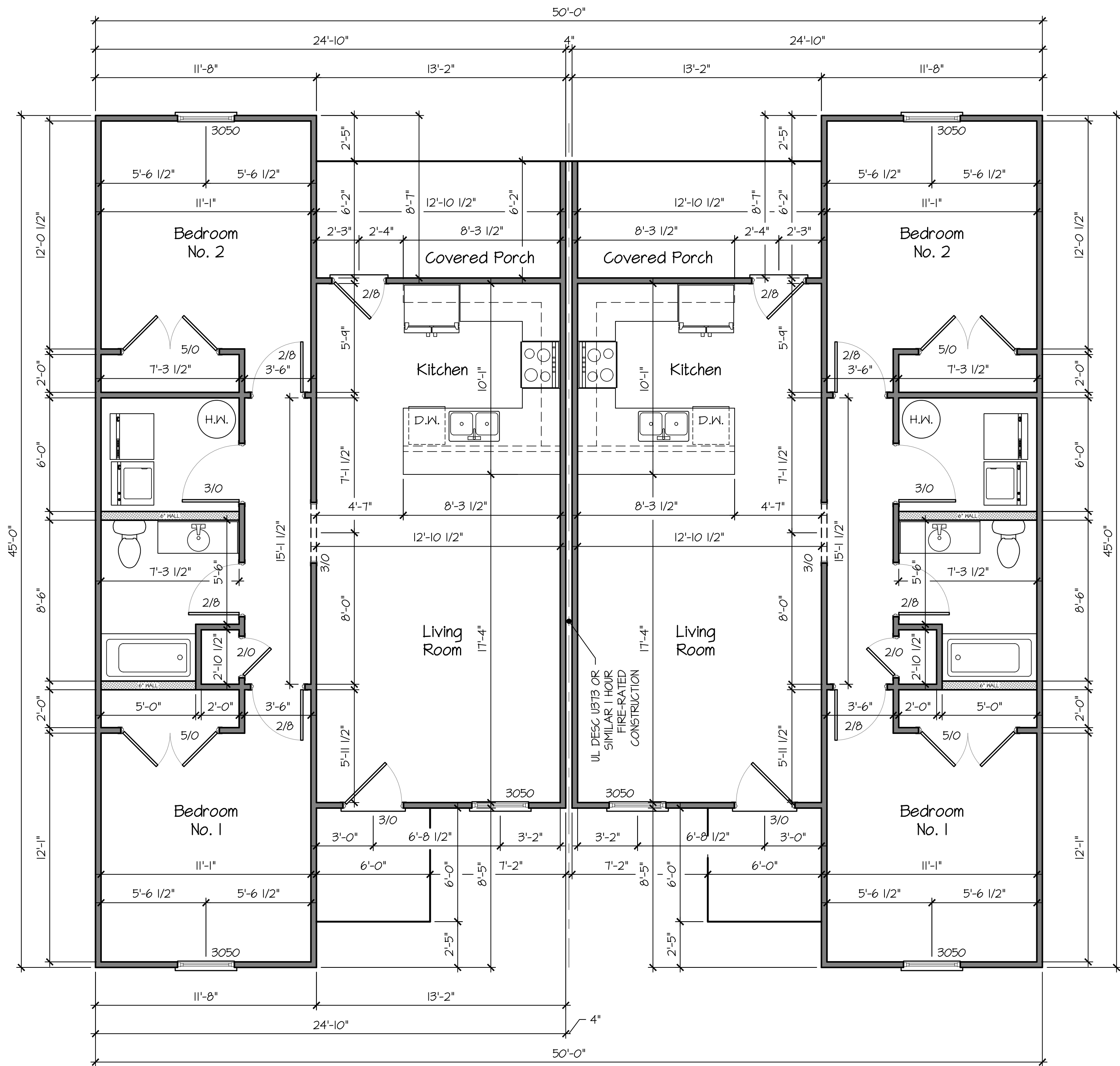
Kevin D. Carver  
(270) 622-1634

**CAD CONVERSIONS**  
ARCHITECTURAL DESIGN & DRAFTING SERVICES

FOUNDATION PLAN  
SCALE: 1/4" = 1'-0"



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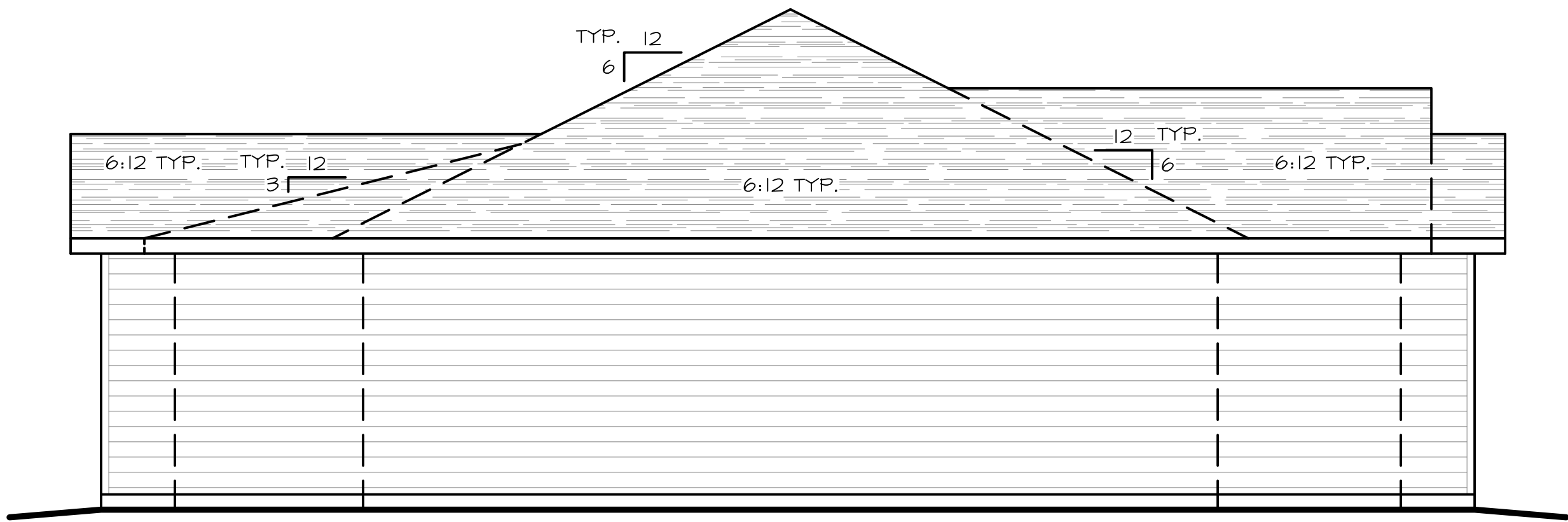
FIRST FLOOR PLAN

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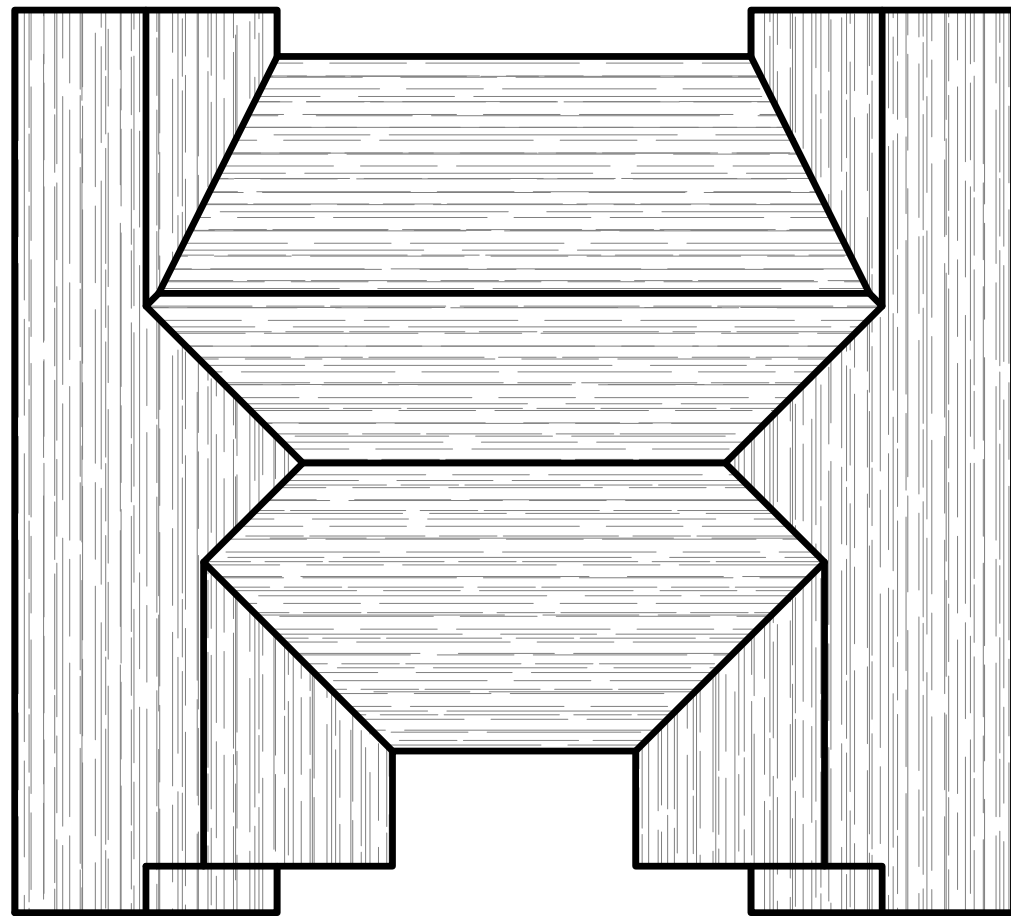
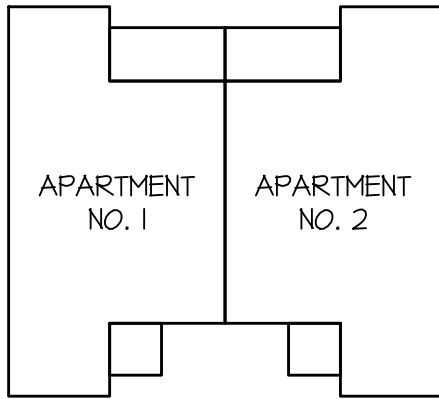
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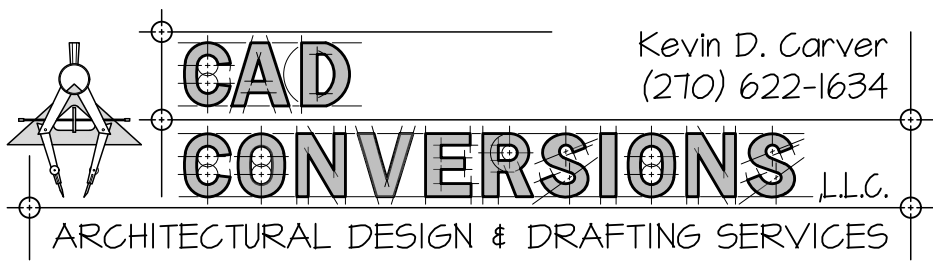
2 of 4



LEFT SIDE ELEVATION  
SCALE: 1/4" = 1'-0"



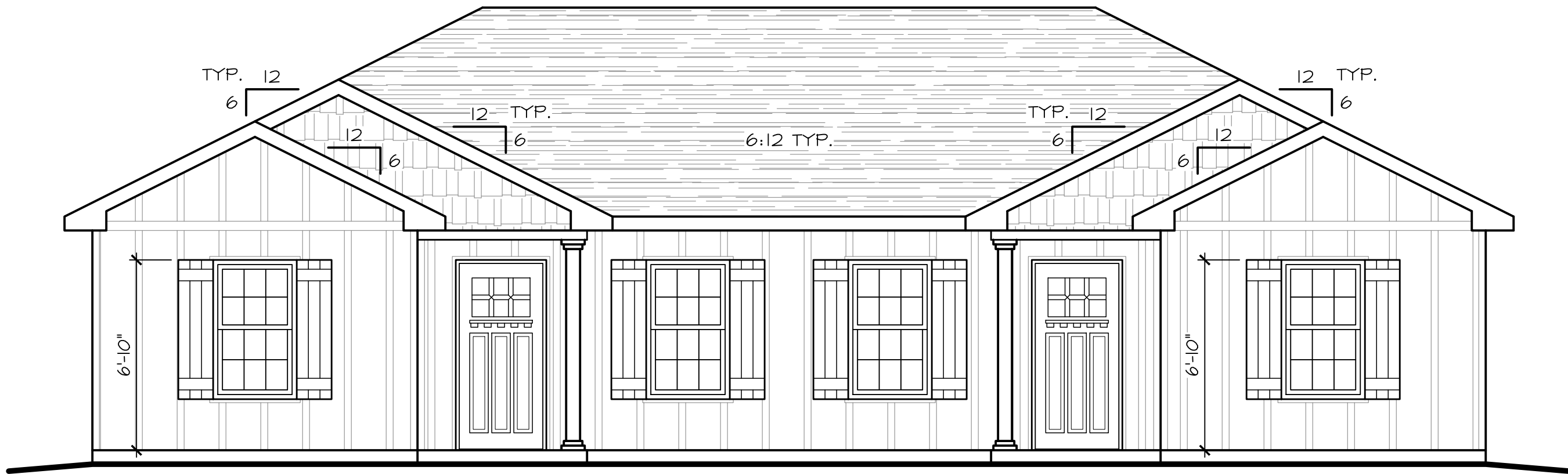
ROOF PLAN  
SCALE: 1" = 10'-0"



Kevin D. Carver  
(270) 622-1634

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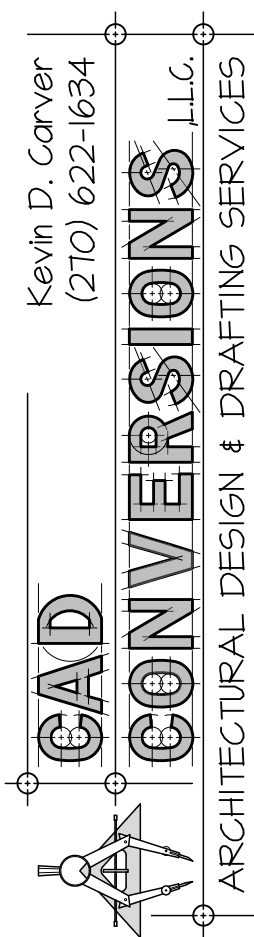


FRONT ELEVATION  
SCALE: 1/4" = 1'-0"

#### SQUARE FOOTAGE

|                   |               |
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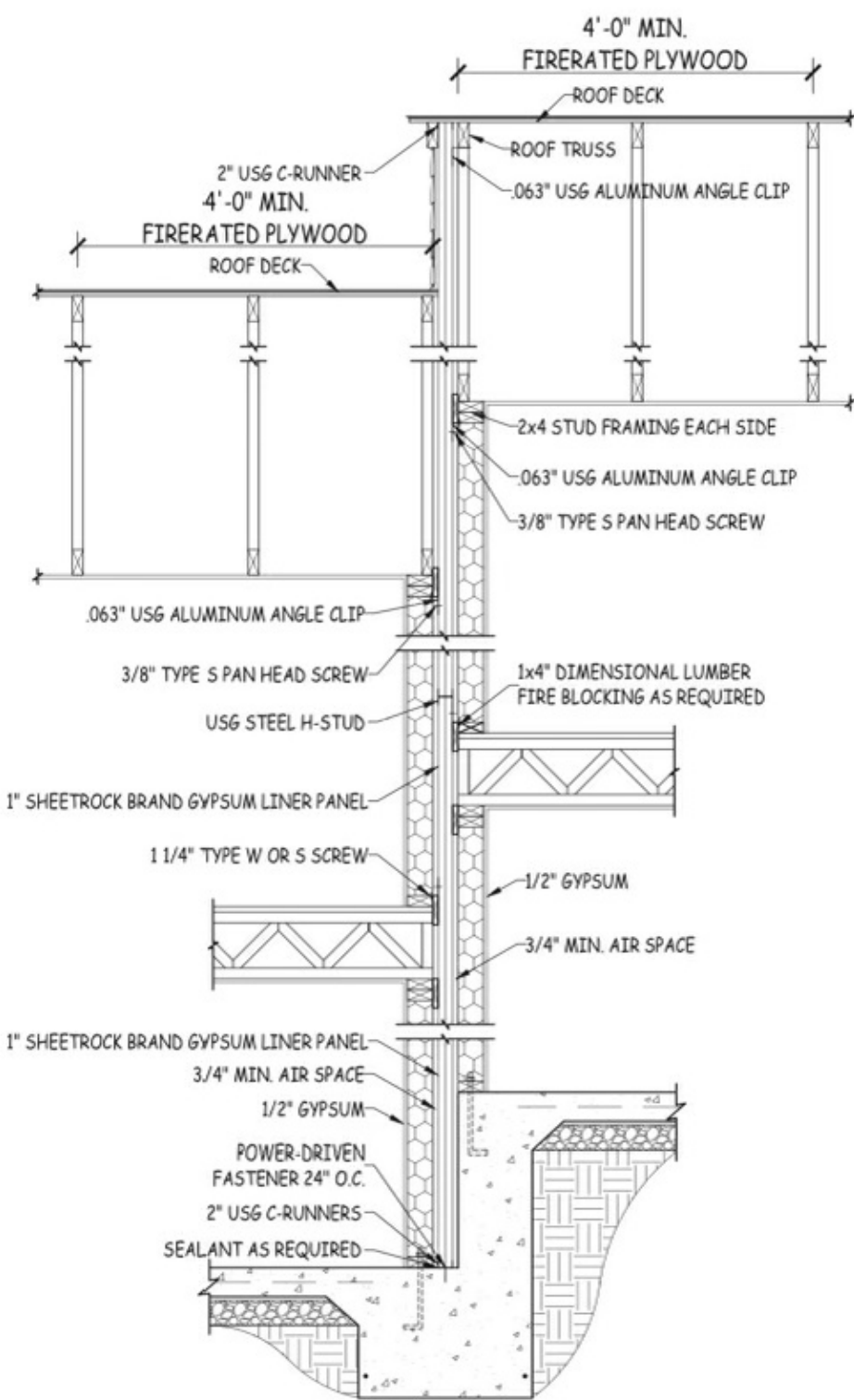


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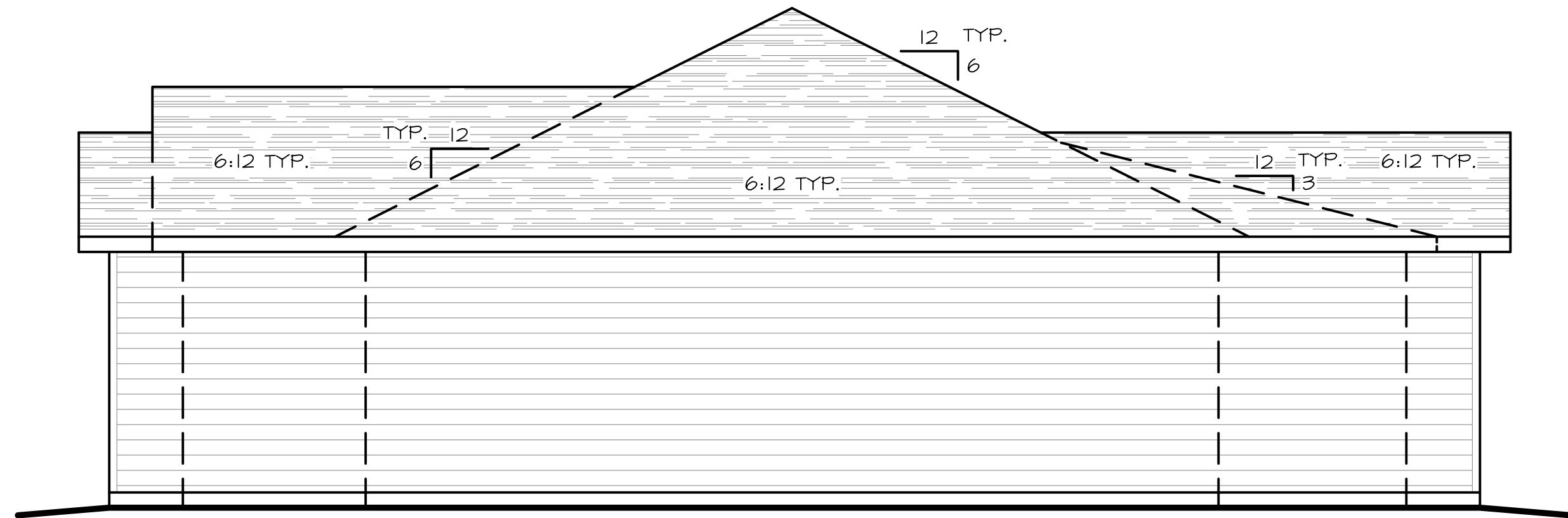
25-028

SHEET NO.  
3 of 4



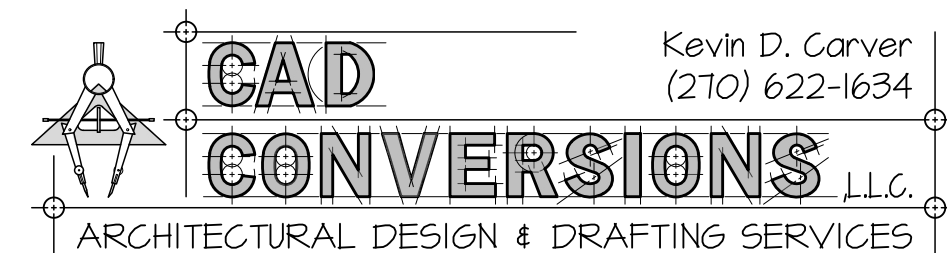


COMMON WALL DETAIL - UL DESIGN U373  
1/2" = 1'-0"



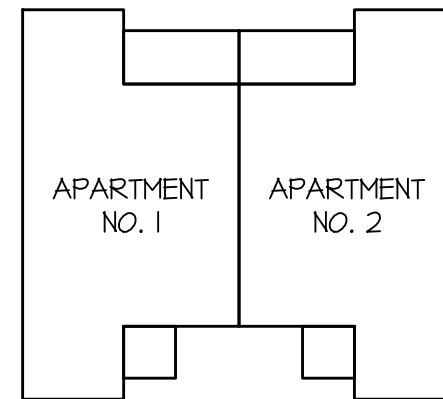
RIGHT SIDE ELEVATION

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ARCHITECTURAL DESIGN & DRAFTING SERVICES

25-028

SHEET NO.  
4 of 4



# Visuals & Elevations

**Grandview Estates** aims to deliver a thoughtfully designed residential environment that supports the City of Portland’s long-term growth objectives while preserving the character, quality, and sense of place that define the surrounding community. The development is planned to include enhanced landscaping throughout the site, with a commitment to preserving select mature trees along the property boundaries to serve as a natural buffer for adjacent homes. In addition, a vinyl privacy fence will be installed along key edges of the property to provide additional screening. This fencing will be selected and installed with care to ensure it is aesthetically pleasing, durable, and consistent with the neighborhood’s visual character. Together, these elements will help the project integrate seamlessly with its surroundings while enhancing the overall appeal and livability of the site.









## Utilities

Water service is currently available on site. The development will contribute a \$56,250 towards future water projects, along with the standard \$750/SFMFR Developer's Contribution and \$ 1,800/SFMFR Improvement Fee.

To provide sewer service for the site, the existing lift station to the east of the site will have to be relocated and replaced. The cost of this is estimated at \$150,000, which will be at the developments expense, and ultimately replaces an existing old sewer lift station for the City. The development will also be paying the standard \$1,000/SFMFR Developer's Contribution and \$ 1,200/SFMFR Improvement Fee.





# PORTLAND

Department of Utilities

Call 811 Before You Dig!  
Portland, Tennessee

## CITY OF PORTLAND

ZECHARIAH ROWLEY – ENGINEER TECHNICIAN

100 SOUTH RUSSELL ST.

PORTLAND, TENNESSEE 37148

Telephone (615) 323-1437

Email Address: [zrowley@cityofportlandtn.gov](mailto:zrowley@cityofportlandtn.gov)

John Wilkinson  
1065 Rapids Road  
Portland, TN 37148

Date: 4/17/2025

**Re: WATER & SEWER CAPACITY LETTER  
304, 306, & 310 FOWLER FORD ROAD, PORTLAND, TN 37148  
SUMNER COUNTY – TAX MAP 033J, GROUP C, PARCEL 011.00, 012.00, & 001.00**

The Portland Department of Utilities (PDU) has completed its review of your application for water and sewer for the proposed 12 multi-family units and 5 duplexes (17 units) at the above-referenced location. Three (3) water taps are existing, so all water fees will show 14 units. Please see below for the capacity details.

### **WATER:**

The system does not have the capacity for this development, but as per Resolution 23-83, the City Council voted to continue issuing water capacity letters beyond known capacity limits recognizing that a letter of available water capacity is based on a snap-shot in time when the water model and/or decision is made, and is not a guarantee of water service at a point in the future when the petitioner may or may not choose to purchase their taps. Resolution 23-45 governs the expiration and renewal of capacity letters, and at no time is the City of Portland mandated to provide water beyond its ability whether or not a capacity letter has been granted, or whether or not a project has already been started but not all water taps have been purchased.

Based on the modeling results, the water system has the hydraulic capacity to provide domestic and fire flow (1,500 gpm) to this development. As per Ord 24-42, the minimum water main pipe diameter required is an eight (8) inch within City Limits. The Developer will be required to install an eight (8) inch water main throughout the development, and it will need to connect to the existing twelve (12) inch water main behind the apartment complex to the east and connect to the existing eight (8) inch to the south along Fowler Ford Rd. This will entail approximately 525 linear feet of eight (8) inch Blue DR 14 C900 PVC or Ductile Iron Pipe and all associated appurtenances. See the red line in Exhibit 1.

Also, it is in the City's Capital Improvement Plan to install a twelve (12) inch from the Masons Tank to Hwy 109 into town. For this development, the Developer will be required to pay-in-lieu of upsizing the existing eight (8) inch along Fowler Ford Rd to a twelve (12) inch water main across the entire property frontage of the development. See the yellow line in Exhibit 1. Below and attached show how the pay-in-lieu of fee was calculated. Since Parcels 11.00 & 12.00 are existing lots, the pay-in-lieu of fee will not be charged for their property frontage. If any subdividing or lot lines being changed for those parcels occur, the pay-in-lieu of fee will apply.

### **Pay-in- Lieu of Fee:**

\$250 per foot x 225 feet = **\$56,250**



Exhibit 1

The City is currently designing or constructing Water Capital Improvement Projects, including the Oak Hill Water System Improvements, Masons Tank 12-inch Connector, Oak Hill Tank, TGT Water Improvements, Zoning Vaults, and several others. The Developer will be required to pay a Developer's Contribution of **\$10,500** towards the City's Capital Improvement Projects. The Developer will be required to pay **\$25,200** towards water improvement fees as per Ordinance 24-42. The Developer's Contribution and water improvement fees shall be paid prior to a PDU Representative signing off on the Final Plat.

**Developer's Contribution:**

Single-Family and Multi-Family Residence – 17 Units  
 17 units – 3 existing water taps = 14 units  
 14 Units x \$750 = **\$10,500**

**Improvement Fee:**

Single-Family and Multi-Family Residence – 17 Units  
 17 units – 3 existing water taps = 14 units  
 14 Units x \$1,800 = **\$25,200**

**Total Water Contributions: \$10,500 + \$25,200 + \$56,250 = \$91,950**

**SEWER:**

The modeling report shows that the City's Sewer Collection System has the capacity for this development. This development is unable to gravity to the existing lift station so the Developer will be required to install a pump station at the low point of this development and abandon the existing pump station to be able to gravity into our sewer system. This will require all existing and proposed gravity mains to lead to the new pump station. See Exhibit 2 on the locations of the pump stations.

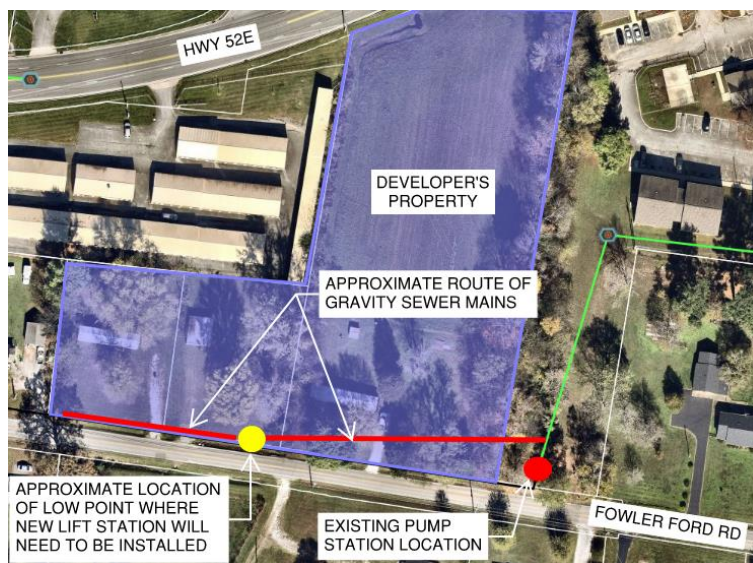


Exhibit 2



The City is currently designing or constructing Sewer Capital Improvement Projects, including the Wastewater Treatment Plant Expansion, Annual Point Repairs Project, Sandye Avenue Sewer Improvements, Hwy 52E Lift Station, and several others. The Developer will be required to pay a Developer's Contribution of **\$17,000** towards the City's Capital Improvement Projects. The Developer will be required to pay **\$20,400** in improvement fees. The Developer's Contribution and sewer improvement fees shall be paid prior to a PDU Representative signing off on the Final Plat. The payment was calculated as follows:

**Developer's Contribution:**

Single-Family and Multi-Family Residence – 17 Units  
17 Units x \$1,000 = **\$17,000**

**Improvement Fee:**

Single-Family and Multi-Family Residence – 17 Units  
17 Units x \$1,200 = **\$20,400**

**Total Sewer Contributions: \$17,000 + \$20,400 = \$37,400**

For any utilities the City accepts, the City is required by state law to depreciate all the fixed assets of the utility over a 40-year period. With this project, the total estimated value of the water and sewer installations is \$292,550. Thus, the estimated value must be depreciated annually over the 40-year period. That equates to approximately \$7,313.75 in the additional expenses to the City's annual budget for the next 40 years.

Also, all future parcels must have the utility main along the parcels' road frontage to be approved for service. The water meter shall be located on the property to be serviced or in a dedicated private easement for the property to be served, not more than twenty (20) feet from the Public Right-of-Way. All of this was approved by Resolution 24- 64 (Water), 24-61 (Sewer), and 24-60 (Gas).

**No approval of any services is indicated. Construction Plans will be required to be submitted and approved by PDU for the development. The fees associated with each unit (i.e. tap, connection, capacity fees, etc.) will be determined once Construction Plans are submitted and utility installations have been accepted by the City, and the Residential Service Availability Form Request is filled out for water, sewer, and gas.**

This letter shall expire in twelve (12) months. All fees, rates, and conditions noted in this letter are current as of the date of this letter and are subject to change over time. PDU will hold the fees at the amount stated above for a twelve (12) month period after the date of this letter. After the twelve (12) month period expires, fees are subject to re-calculation and potential increases. You may request an extension of fee status in **writing** prior to expiration of the twelve (12) month period. PDU will review the request and either deny or grant the request in writing.

Should you have any questions, please feel free to contact me.

Sincerely,



Zechariah Rowley

ZFRAV001887

cc. Business Office & PDU Office Staff



## Richland Gym Kitchen Renovation

The owners of Cornerstone Development services have deep roots in Portland, having been raised and grown up here. Both spent many hours at the Richland swimming pool and gym, playing, attending, and watching many sports, birthday parties, and other events. Both are currently raising families in Portland, and are excited to see Richland Gym being brought back to its former glory and the addition of the splash pad.

One of the last remaining pieces of the Richland Gym renovation is updating “Grannies Kitchen” concession stand. Prior to issuance of building permits for the proposed Grandview Estates PUD, Cornerstone Development Services commits providing and constructing the renovations outlined below:

- REPLACE CEILING TILES
- REPLACE CABINETS
- PAINT INTERIOR OF KITCHEN
- REPLACE SINK WITH 3 BASIN SINK
- INSTALL 20 GPM/40 LB UNDER SINK GREASE TRAP
- EVALUATE BLOCK WALL FOR EXPANSION OF KITCHEN. IF DETERMINED TO BE ECONOMICALLY FEASIBLE, REMOVE WALL.

Original estimates for these renovations were given at \$20,000. Cornerstone is excited and proud to donate their time and resources by adding the finishing touches to the Richland Gym renovation, a project that will have such positive affects for the community, and a place that means so much to Cornerstone.