

HICKMAN COUNTY, TENNESSEE

FUTURE LAND USE PLAN APPENDIX

JUNE 2025



HICKMAN COUNTY
TENNESSEE

HICKMAN COUNTY TODAY

Hickman County encompasses approximately 613 square miles of land, with Middle Tennessee's Duck and Piney Rivers flowing across the county. The Duck River provides water to Middle Tennessee residents. As the Middle Tennessee region continues to grow, growth and development pressures are encroaching upon the traditionally quiet and rural lifestyle enjoyed by Hickman County residents. As such, this plan aims to update the County's Future Land Use Plan by establishing a vision for growth across the County that is informed by balancing competing needs and community feedback.

POPULATION AND HOUSING

In land use planning, an important consideration is recent population growth and existing housing stock. Areas experiencing rapid growth in population coupled with a commensurate growth in housing are less likely to need land use planning interventions, while areas growing in population but not in housing units are likely to need updates to existing land use regulations for incoming residents.

POPULATION TRENDS

Hickman County has experienced steady, gradual growth since 2016, growing by approximately 978 residents or by a growth rate of four percent between 2016 and 2023. Figure 1 helps to illustrate the recent wave of growth. Though 2024 American Census Survey Data is unavailable for download, census population estimates for 2024 estimate Hickman County's population to be 25,859 (+2.5 percent from 2023).

Looking farther back, Hickman County hovered between approximately 13,000 to 16,000 residents through the 1980s, with a steady decline in population through 1960. Since then, the County has experienced continued growth, with rapid periods of expansion in the 1990s and from 2016 onward. These growth spurts can generally be understood to correspond to growth in Middle Tennessee broadly, and the Nashville metropolitan region more specifically.

Figure 1. Population (2012–2023)

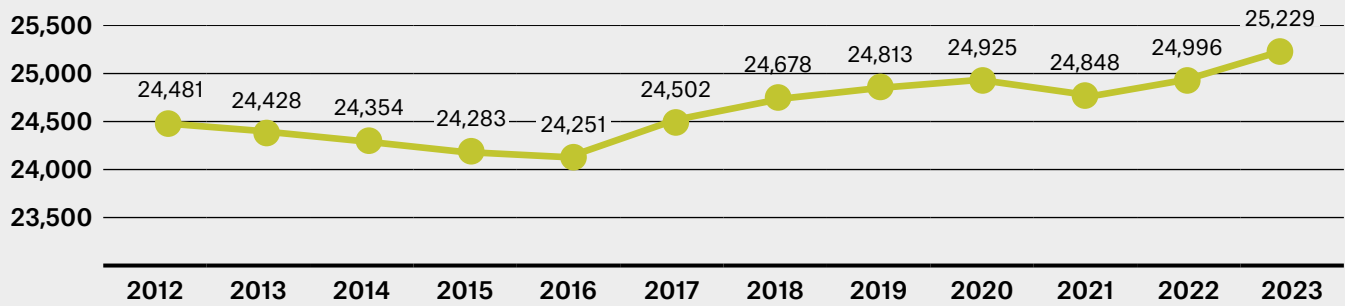


Figure 2. Population (1900–2020)

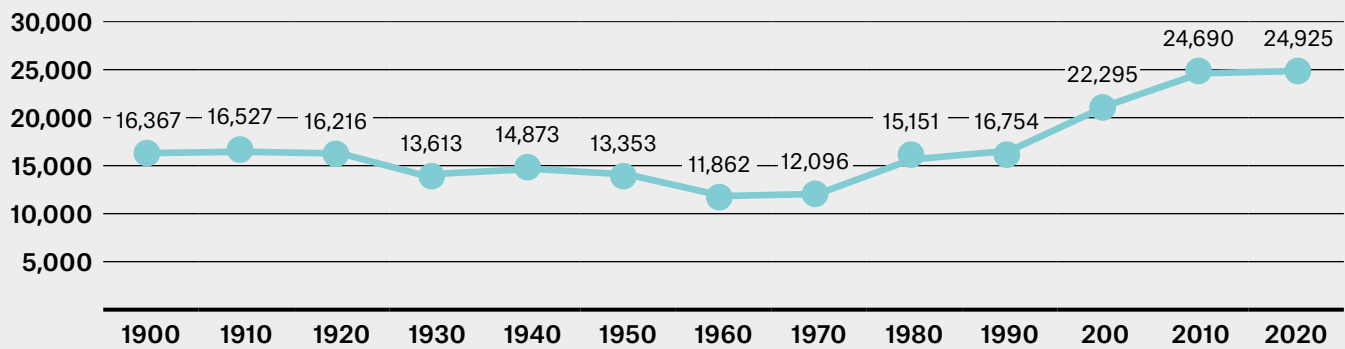
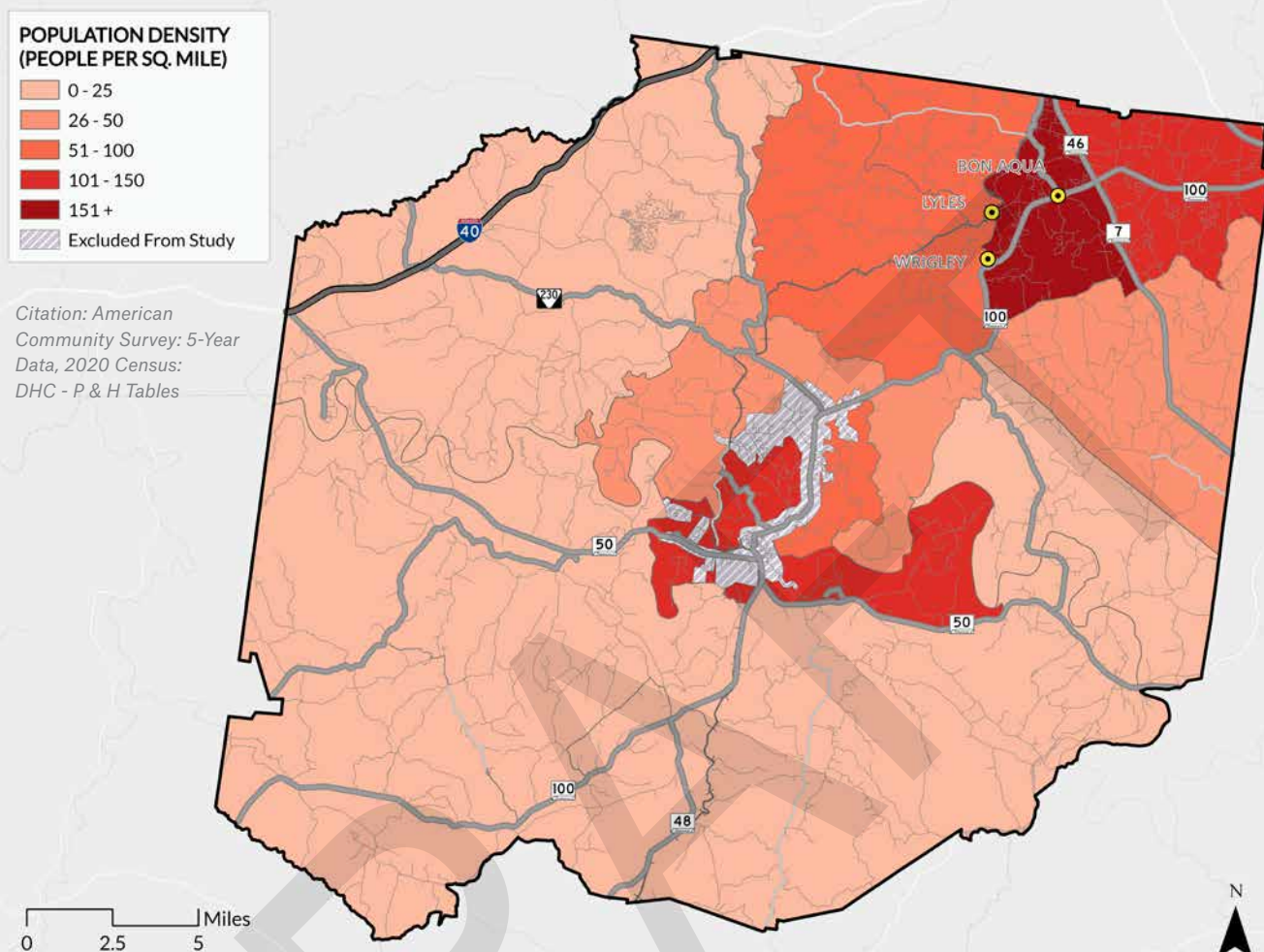


Figure 3. Population Density

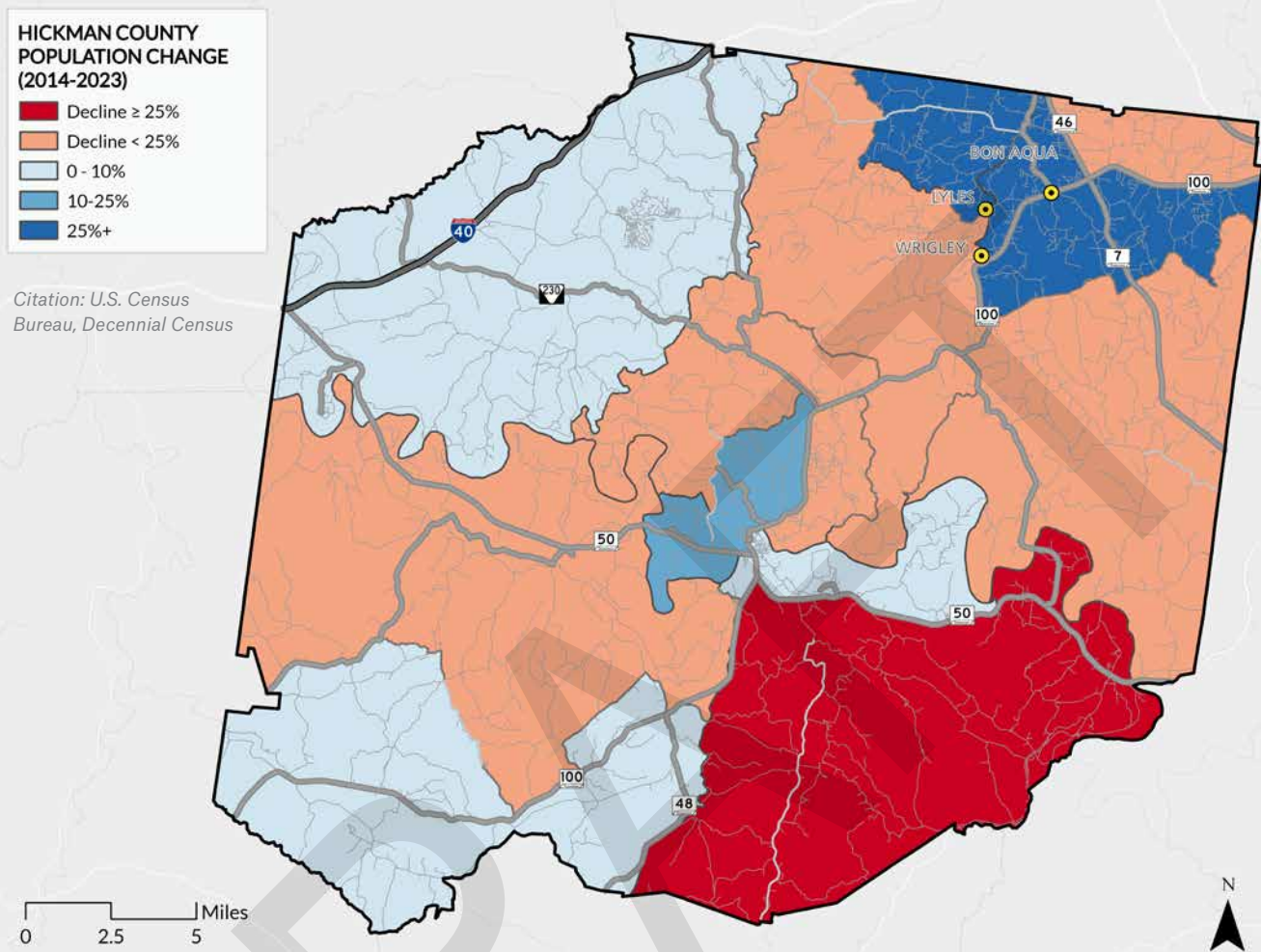


Understanding where new residents choose to locate can help the county prioritize where infrastructure and services are currently concentrated. Population density is useful in discovering which areas of a given geographic area are the most intensely utilizing resources such as water, electricity, roadways, and healthcare facilities. Figure 3 shows the northeastern portion of the county, particularly the area around Bon Aqua Junction, is the most densely populated location in the County.

Additional communities in the County with greater density of residents are observed south of Centerville.

Figure 4 shows declining population in the southeastern and western block groups and growing populations to the northeast with growth rates near Bon Aqua and Lyles over 25 percent. Proximity to Nashville, Interstate I-840, and the confluence of major highways help to explain the growth spike in this area.

Figure 4. Population Change - Block Group (2013-2022)



HOUSING

Similarly to the population chart in Figure 1, housing units have grown somewhat steadily between 2016 and 2023, despite a slight dip in 2020 and 2021. The growth from 2016 to 2023 is approximately 2.9 percent (Figure 5). This shows that housing grew approximately one percentage point less than population. This discrepancy may be due to an existing vacant supply of housing units or a delayed response in construction.

Figure 5. Housing Units 2013-2023

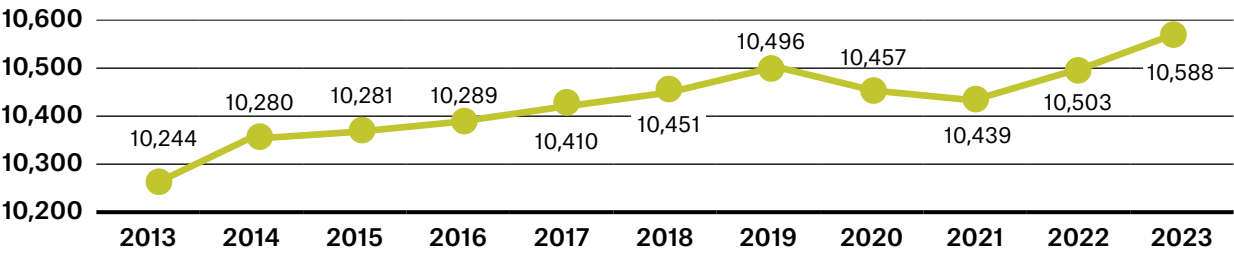
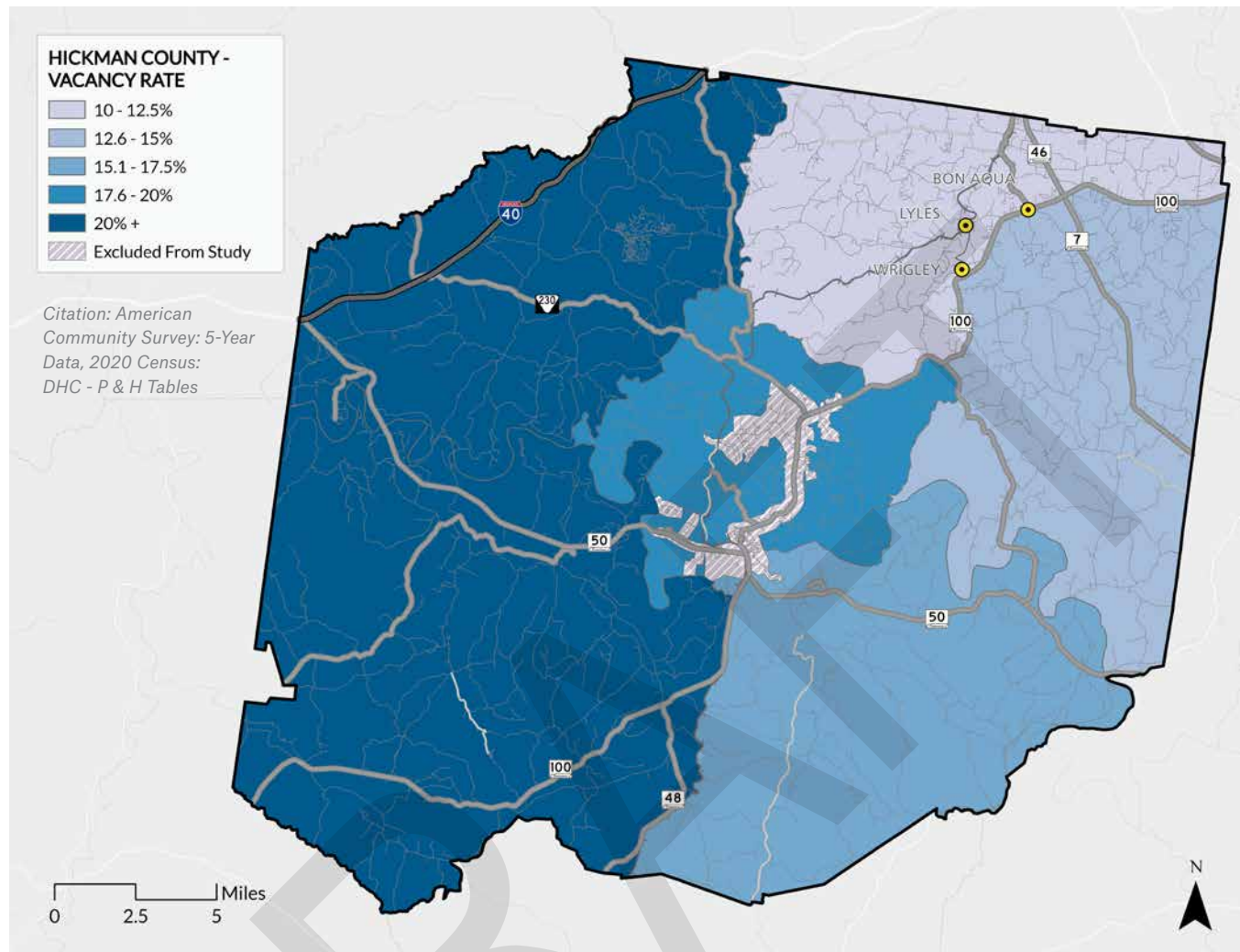


Figure 6. Vacancy Rate



Vacancy rates are an important metric for analyzing housing demand and the condition of the existing housing stock. Figure 6 illustrates a large disparity in vacancy rates across the county. Namely, the western half of the county has a vacancy rate over 20 percent while the northeastern portion of the county has much lower rates (between 10 to 15 percent). Lower vacancy rates in the northeastern section of the county may be

attributable to the recent growth in population (and relative shortfall in housing construction). Conversely, a rise in vacancy rates in the western end of the county may be attributable to a variety of factors including aging housing stock, lack of amenities, and demographic changes.

FUTURE POPULATION

Though Tennessee’s primary source for population projections, The University of Tennessee - Knoxville’s Boyd Center for Business and Economic Research, projects Hickman County to lose approximately 0.4 percent of its population between 2022 and 2040, other Middle Tennessee and Statewide projections give credence to Hickman County’s growth predictions. Tennessee is expected to add nearly a million people between 2022 and 2040 (+12.6 percent), with Middle Tennessee expected to add nearly 600,000 (+29.1 percent). Additionally, recent Census Bureau data estimates Hickman County’s 2024 population to be 25,859, a growth of 630 people. This growth exceeds the Boyd Center’s projection by approximately 200. Other factors indicating a growth trend include the rise of remote work and the county’s fiber internet ubiquity; rising home prices in Davidson, Williamson, and Dickson Counties; and an increasing trend of homesteading, farming, and rural living in younger generations.

EMPLOYMENT

COUNTY WORKERS

Figure 7 shows the trend of county workers between 2012 and 2022. In a similar trend observed when analyzing population and housing change over the same period, the number of workers in Hickman County grew by 586 or 13 percent between 2016 and 2022. While this is a much larger percentage growth than the housing and population growth observed over the same sub-period, the numerical increase is quite similar.

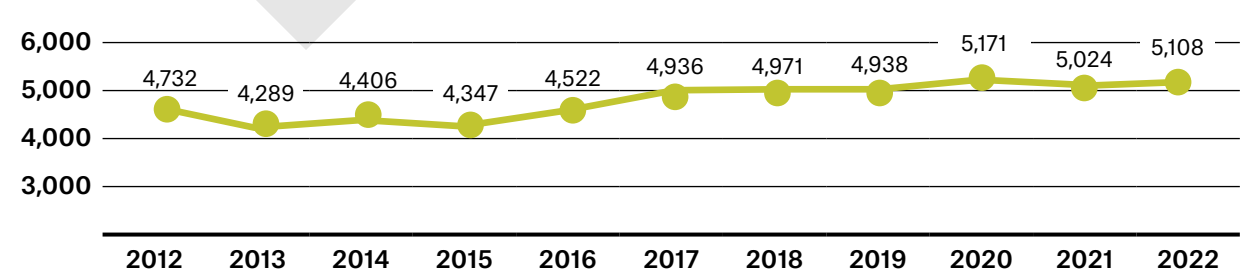
Table 1 shows a year-by-year breakdown of county workers in Hickman County. 2013 and 2021 were years of significant contraction in the workforce, while 2017 and 2020 showed a strong expansion. Overall, the trend has been towards a growing workforce in the county.

Table 1. Change in County Workers 2012-2022

Year	Workers	Change (#)	Change (%)
2012	4,732		
2013	4,289	-443	-9.36%
2014	4,406	117	2.73%
2015	4,347	-59	-1.34%
2016	4,522	175	4.03%
2017	4,936	414	9.16%
2018	4,971	35	0.71%
2019	4,938	-33	-0.66%
2020	5,171	233	4.72%
2021	5,024	-147	-2.84%
2022	5,108	84	1.67%

Citation: American Community Survey: 5-Year Data, 2020 Census: DHC - P & H Tables

Figure 7. Change in County Workers 2012-2022



Citation: American Community Survey: 5-Year Data. Worker Population for Workplace Geography

COUNTY INDUSTRIES

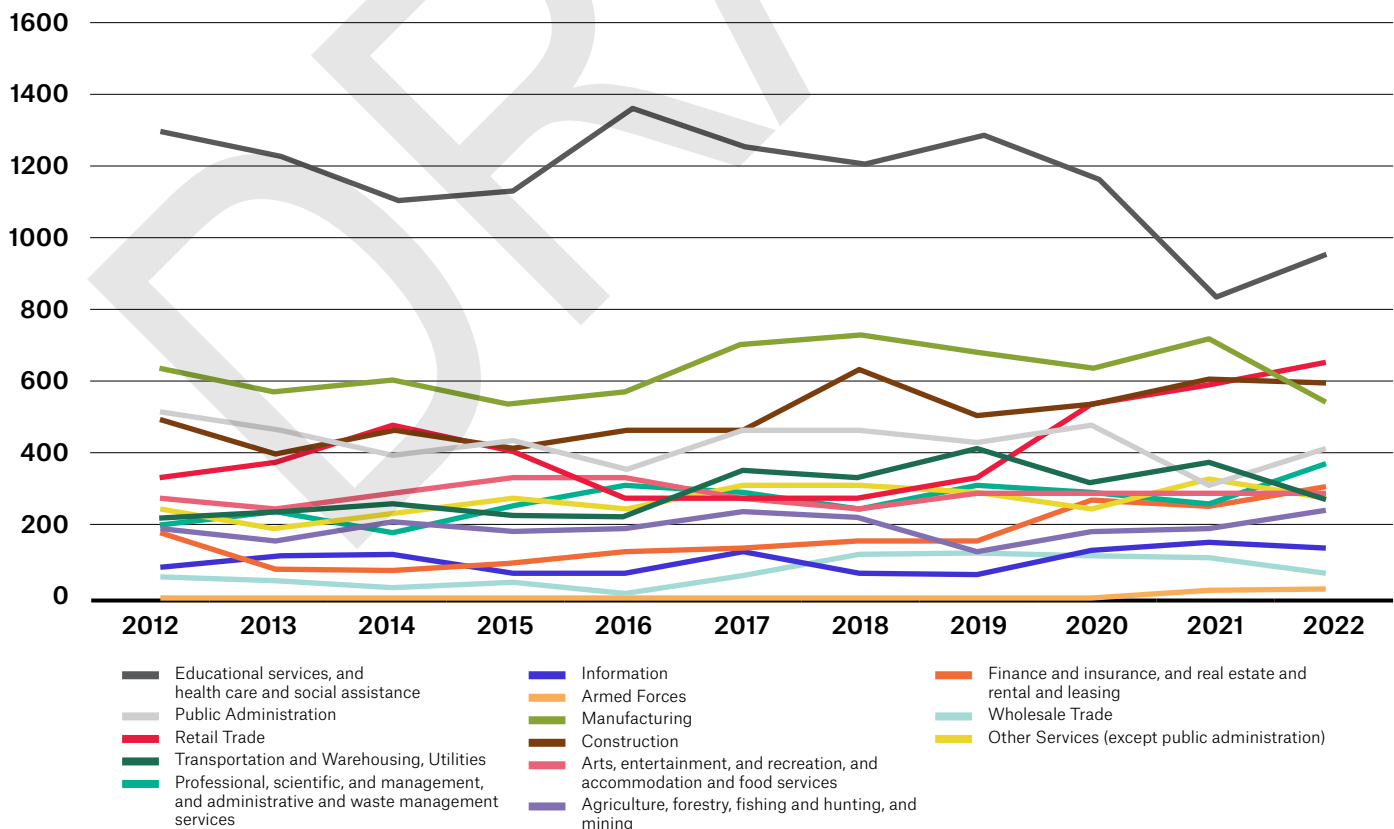
Figure 8 displays the top industries in Hickman County and their change in number of workers from 2012 to 2022. Educational Services, Healthcare, and Social Assistance is the top industry in the County. Of note is the rise of the Retail Trade industry, rising from fifth in 2012 to second largest in 2022. Conversely, Manufacturing dipped from the second largest industry in 2012 to fourth in 2022.

Table 2 provides specific metrics on the growth and contraction of the county's various industries. As previously mentioned, the Manufacturing industry contracted by 93 jobs or 15 percent over the study period. The Public Administration industry also experienced a contraction of 20 percent. Additionally, the Educational, Health Care, and Social Assistance industry contracted by 351 jobs or 27 percent. Conversely, Retail jobs have nearly doubled (98 percent) since 2012. Other growing industries over the study period include Information (69 percent), Finance (72 percent), and Professional, Scientific, Management, Administrative, and Waste Management (85 percent).

This data helps to give a picture of a steady shift away from heavier industries and a transition towards retail and other professional or administrative jobs. The impacts this shift may have on land use are innumerable. In particular, with fewer large manufacturing plants, the county would have less centralized job hubs, making transportation and nearby access to amenities more challenging. On the other hand, a rise in retail workers indicate an increase in restaurants and retail establishments.

Compared to state-level data over the same time period, Hickman has outpaced the state significantly in the sectors of Retail Trade, Information, Professional, Scientific, Management, and Administrative and Waste Management Services while lagging behind in Manufacturing and Educational Services, Health Care and Social Assistance.

Figure 8. Change in Workers by Industry 2012-2022



Citation: American Community Survey: 5-Year Data, Means of Transportation to Work by Industry for Workplace Geography

Table 2. Change in Workers by Industries

Year	Total	Agriculture, forestry, fishing and hunting, and mining	Construction	Manufacturing	Wholesale trade	Retail trade	Transportation and warehousing, and utilities	Information	Finance and insurance, and real estate and rental and leasing	Professional, scientific, and management, and administrative and waste management services	Educational services, and health care and social assistance	Arts, entertainment, and recreation, and accommodation and food services	Other services (except public administration)	Public administration	Armed forces
2012	4,732	216	485	635	54	328	234	83	177	199	1,297	280	234	510	0
2013	4,289	146	388	562	42	378	242	109	79	237	1,227	234	186	459	0
2014	4,406	194	469	609	25	473	241	112	72	179	1,109	298	228	397	0
2015	4,347	178	407	533	44	391	219	64	86	254	1,134	334	282	421	0
2016	4,522	190	459	573	17	270	223	73	123	300	1,348	333	252	361	0
2017	4,936	237	472	704	61	281	349	125	133	294	1,249	274	295	462	0
2018	4,971	224	625	725	119	265	330	74	153	244	1,206	242	307	457	0
2019	4,938	130	505	681	114	322	404	56	158	299	1,269	286	295	419	0
2020	5,171	182	535	645	114	535	323	120	267	286	1,158	294	238	474	0
2021	5,024	191	598	717	109	586	371	146	248	262	835	289	332	322	18
2022	5,108	231	599	542	62	651	267	140	305	369	946	285	277	409	25
Trajectory (2012-2022)	▲	▲	▲	▼	▲	▲	▲	▲	▲	▲	▼	▲	▲	▼	▲
	376	15	114	-93	8	323	33	57	128	170	-351	5	43	-101	25
	8%	7%	24%	-15%	15%	98%	14%	69%	72%	85%	-27%	2%	18%	-20%	2500%
State of Tennessee - Total Employment By Sector															
2012	2,800,796	30,439	186,514	363,285	84,865	333,893	182,179	55,031	168,214	251,149	625,778	249,377	140,281	121,473	8,318
2022	3,261,510	28,133	223,255	420,351	77,249	376,268	236,125	50,797	200,041	334,976	723,828	292,216	155,694	133,069	9,508
Trajectory (2012-2022)	▲	▼	▲	▲	▼	▲	▲	▼	▲	▲	▲	▲	▲	▲	▲
	460,714	-2,306	36,741	57,066	-7,616	42,375	53,946	-4,234	31,827	83,827	98,050	42,839	15,413	11,596	1,190
	16%	-8%	20%	16%	-9%	13%	30%	-8%	19%	33%	16%	17%	11%	10%	14%

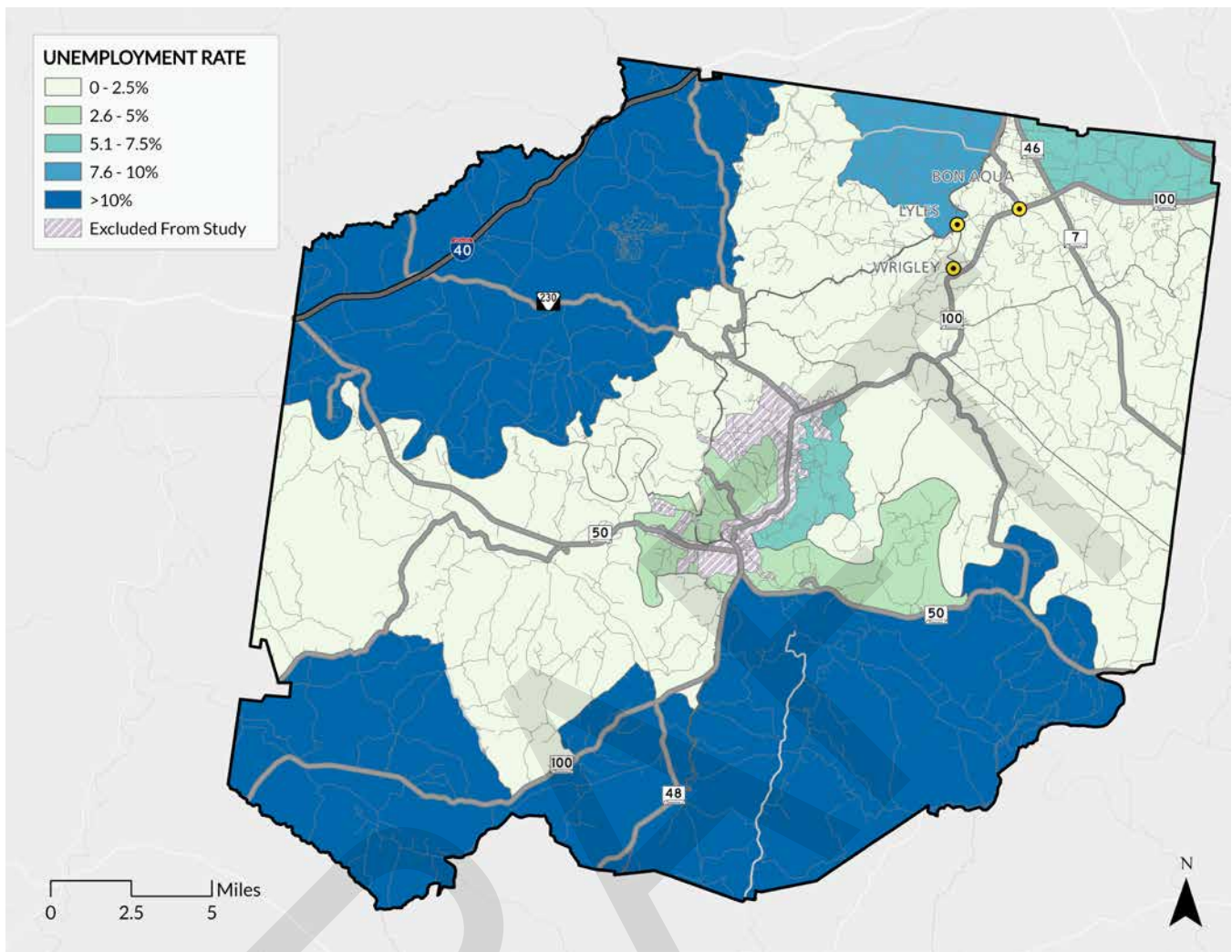


Figure 9. Unemployment Rate

While looking at employment change at the industry level is useful in drawing conclusions about future land uses, observing the distribution of unemployment at a geographic level helps to illustrate which areas may be well-positioned to accommodate future development. Conversely, areas with high unemployment rates may be logical sites for social services or incentive - based development zones such as Tax Increment Financing Districts.

Figure 9 shows high unemployment rates (greater than ten percent) in the southern and northwestern areas of the county. The areas surrounding Centerville generally

have unemployment rates below five percent, which is within range of the July 2024 National Unemployment Rate of 4.3 percent. A possible explanation may be that the Centerville area offers more jobs than the Centerville population can fill, causing a lower unemployment rate in surrounding areas. Additionally, the areas located in the middle of the county and extending up into Wrigley and Bon Aqua Junction have extremely low unemployment (below 2.5 percent), while there is a pocket in the northeast of the county with unemployment rates between five and ten percent.

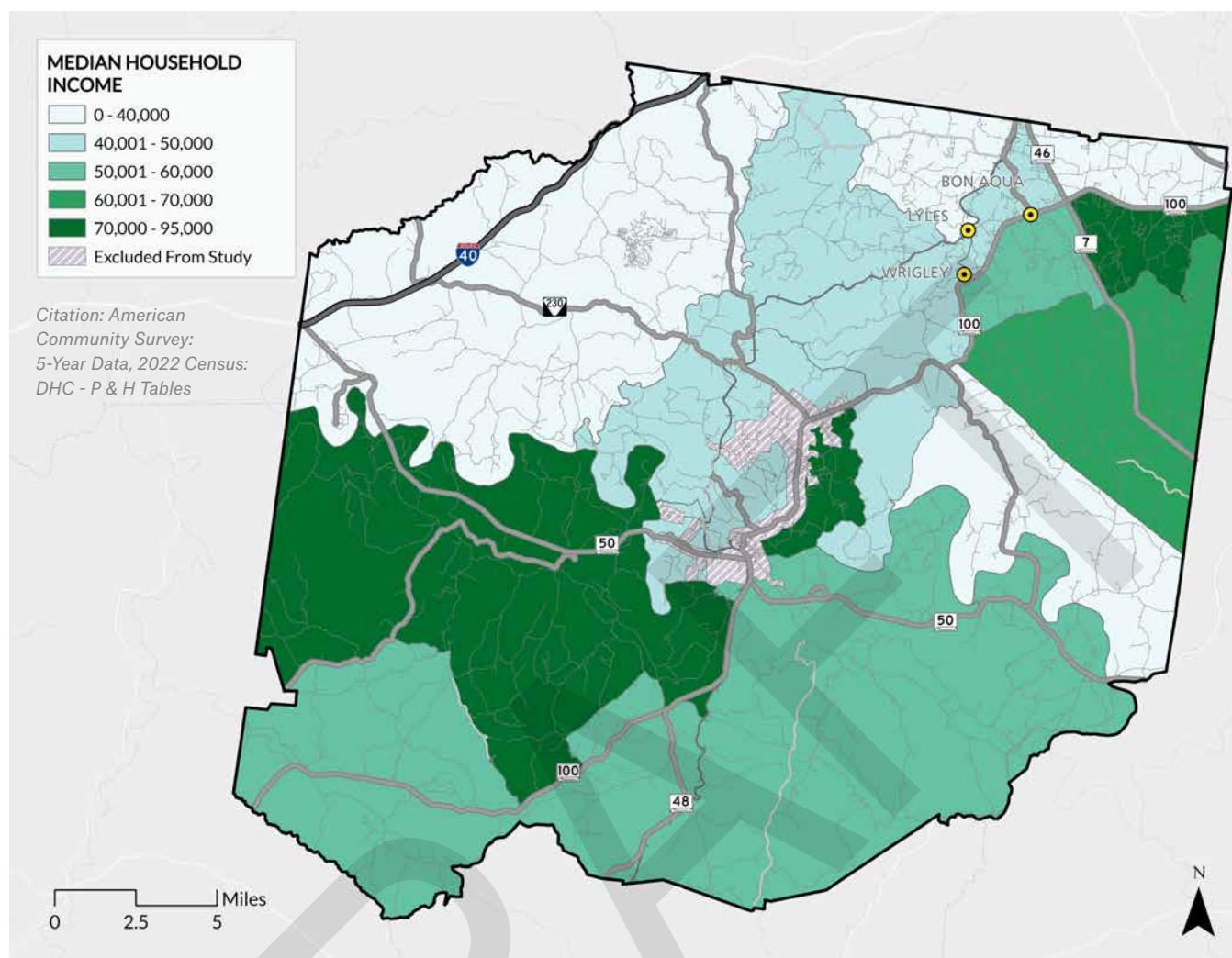


Figure 10. Unemployment Rate

Observing median household incomes can help indicate what land uses may be present or in demand. For instance, areas of high median household incomes may have higher demand for larger lot sizes, while areas with lower incomes may have higher demand for multi-family, affordable housing. While neighborhoods with a mixture of incomes are desirable, it is important to note this dynamic. Additionally, areas with higher incomes often receive more local amenities by way of parks, schools, and other community spaces. This is often due to the manner in which property taxes are allocated and spent.

Figure 10 displays the county's median household income ranges by census block group. Higher annual incomes (between \$70,000 and \$95,000) are observed

in block groups in the northeast and west of the county, as well as to the immediate east of Centerville. Another area of the northeastern portion of the county has a median household income of \$60,001 to \$70,000. Lower income areas include the northwestern area of the county as well as the block groups to the east and west of Bon Aqua. The northwestern section also codes as a high unemployment area, as seen in Figure 9. Other factors contributing to the concentration of low income areas in the east, middle, and southwest of Hickman County could be the prevalence of small businesses operating out of households. Additionally, larger lot sizes in the southwest may limit themselves to higher-income property owners.

COMMUTER FLOWS

Hickman County is one of 14 counties in the Nashville-Davidson-Murfreesboro, Tennessee, Combined Statistical Area or Mid State/Nashville Metro Area. Though Davidson County is not a neighboring county, Hickman County experiences growth emanating from Davidson County directly or via Williamson and Dickson counties. Approximately 1,092 Hickman County residents commute to Davidson County for work (Table 3). While Nashville and Davidson County cast a large net of influence, the top destinations for out of county commuters are Dickson and Williamson Counties, with 1,371 and 1,344 commuters, respectively.

Table 3. Change in Workers by Industries

Hickman County Commuter Destinations	Number of Commuters
Dickson County	1,371
Williamson County	1,344
Davidson County	1,092
Maury County	526
Rutherford County	187
Lewis County	112

Citation: U.S. Census Bureau, 2022 Longitudinal Employer-Household Dynamics (LEHD)



Figure 11. County Commuter Flows

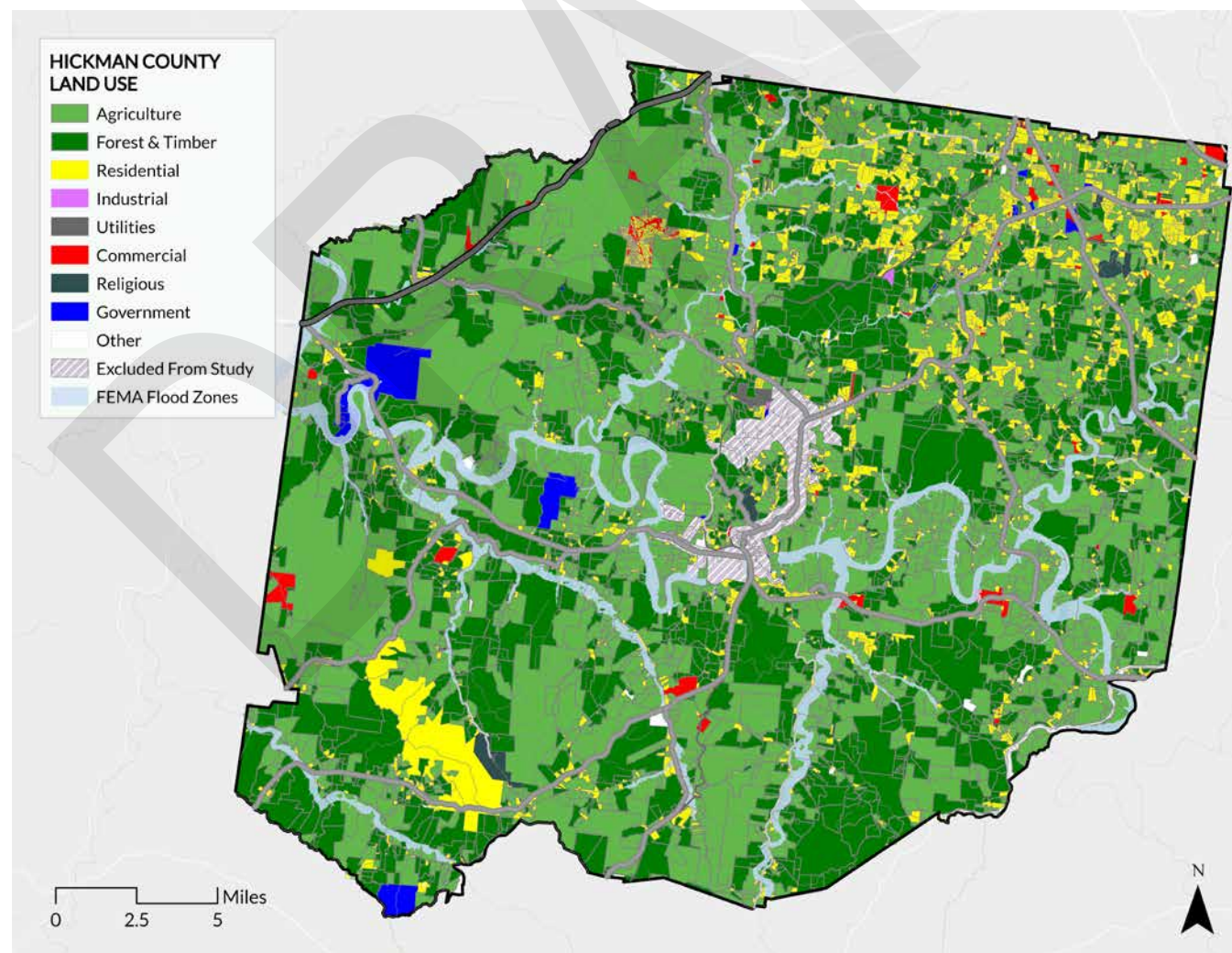
Citation: U.S. Census Bureau, 2022 Longitudinal Employer-Household Dynamics (LEHD)

LAND USE AND PLACES

Land use planning is a valuable tool for any municipality or regional government. Land use planning helps to organize the use of land to meet occupants' needs while respecting the capabilities and context of the land. The land use patterns of a community are foundational to its character, economy, and quality of life. This section explores the current land use in Hickman County, providing an overview of how land is currently utilized across the county. Understanding these patterns is essential for guiding future development and ensuring balanced growth that meets the needs of residents while preserving and growing the county's natural and cultural assets.

Figure 12 displays Hickman County's land use by using nine classifications to differentiate various uses. The county is characterized primarily by Agriculture, Forest/Timber, and Residential land uses. The Agriculture and Forest/Timber land uses are scattered throughout the county, while Residential land use is primarily located in the northeast portion of the county. Additional residential areas can be observed surrounding Centerville and the southwest portion of the county.

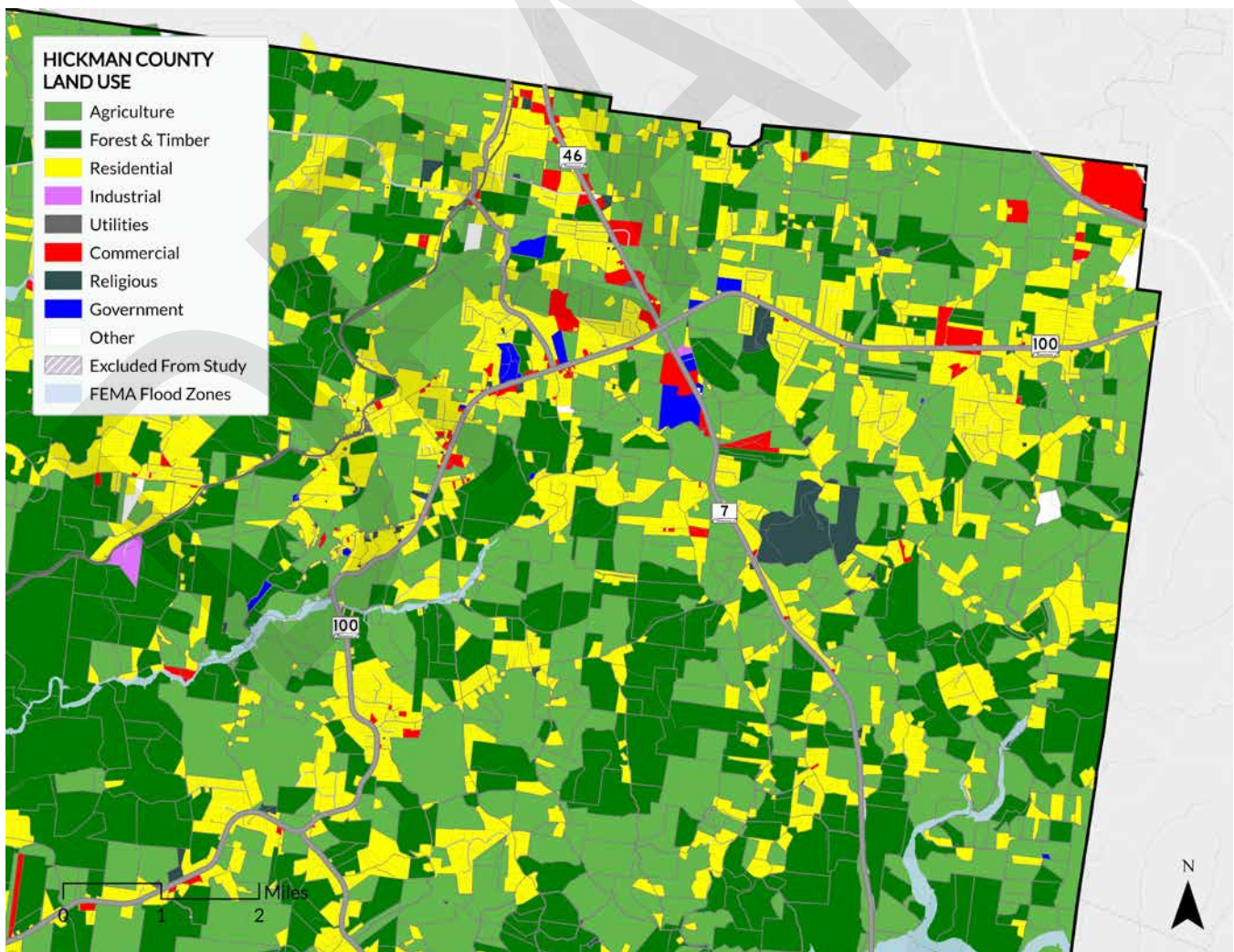
Figure 12. Existing Land Use



Commercial land use is scattered throughout the county as well, typically occurring at intersections of major roadways. The densest stretch of Commercial land use can be seen in the northwest portion of the county. Additional patches of Industrial, Utilities, Religious, and Government land uses are scattered throughout.

Figure 13 shows a closer look at northeastern Hickman County and the heavy clusters of residential and commercial land use along TN-100 and TN-46. The cluster to the west of TN-46 is of particular note as the intensifying of land use becomes centered around the towns of Bon Aqua, Lyles, and Wrigley.

Figure 13. Existing Land Use



ZONING

While land use planning helps to guide what uses should occur in a general area looking into the future, zoning is a tool for governments to regulate the physical development of land based on those permitted uses, geology, and local context. In effect, zoning determines where a property owner or potential developer can and cannot build a particular type of institution. Additionally, zoning does not necessarily restrict a property to a single type of land use and can often make allowances for non-primary uses (e.g., running a small landscaping company or accounting firm out of one's domicile).

ZONING DISTRICT SUMMARIES

The following descriptions of Hickman County's seven existing districts show what types of developments may exist and what types of restrictions may be present in a respective district.

A-1, Agriculture-Forestry District

The A-1 zoning district is designed to preserve land for agriculture and forestry, which are economically and environmentally valuable to the county. This district is not intended for intensive urban development and generally supports a low-density, rural character. General uses include: agricultural and forestry operations, detached single-family and two-family dwellings, essential utility services, private recreational facilities, and others. Land zoned for A-1 may not be subdivided into lots smaller than one acre, and a soil analysis must be performed and submitted to TDEC before lots may be reduced to below five acres. Buildings in this zoning district may not exceed three stories or 35 feet in height, and non-agricultural structures may not exceed 15 percent of the lot's land area. Public water and sewer utilities are not required in this zoning district.

R-1, Suburban Residential District

The R-1 zoning district is intended to be utilized in areas where the continuation of farming or agricultural activities is undesirable or unfeasible. This zoning district encourages residential uses on moderately sized lots including detached single-family and two-family dwellings, private garages and other customary residential accessory structures, utility facilities, private recreational facilities, and others. Special exceptions for this zoning district include religious facilities, townhomes, apartment dwellings, or similar multi-family units. No lot may be reduced to less than 30,000 square feet in size, except where public sewer is available. If public sewer is available, lots may be reduced to 15,000 square feet in size. On lots or parcels of land where multiple-family dwellings are constructed, the minimum lot size shall be 3 acres with a land area per dwelling unit of 5,000 square feet. Buildings in this zoning district may not exceed three stories or 35 feet in height, and farm or agricultural accessory buildings may cover no more than 15 percent of the lot area. Permitted nonagricultural uses may cover no more than 35 percent of the lot area. Public water and sewer utilities are not required in this zoning district.

R-2, High-Density Residential District (Planned Growth Area)

The R-2 zoning district is intended to provide areas suitable for high-density single-family and multi-family residential development and limited commercial uses. The district is particularly suitable for areas adjacent to or in close proximity to urban areas where adequate public water and sewer are available. Permitted uses within this district include: single and multi-family dwellings (single-wide mobile and manufactured homes are prohibited), semi-permanent residential, community facilities, and others. Special permitted use exceptions are available for mobile home parks. Each lot must be at least 15,000 square feet in size per family and increase by 5,000 square feet with each additional family dwelling added to the lot. No building may exceed three stories or 35 feet in height without special exceptions and the area occupied by dwellings may not exceed 50 percent of the lot area. Public sewer is required in this zoning district.

C-1, General Commercial District

The C-1 General Commercial District is established to accommodate general and highway-oriented commercial businesses and encourage development along principal thoroughfares. Permitted uses in the C-1 district include a broad spectrum of commercial, retail, service, and institutional operations including wholesale trade, retail trade, and various services and institutions. There is no general minimum land area for lots in this zoning district where public water and sewer are available. There is a minimum land area of 22,000 square feet where only public water is available, and a minimum land area of three acres where no public water or sewer is available. No building may exceed four stories or 50 feet in height and there are no maximum lot coverage regulations. Public water and sewer are not required in this district but lot size limitations apply to parcels without public water and/or sewer.

C-2, Commercial District

The C-2 Commercial District serves as a limited-intensity commercial zone, targeting areas that offer community-scale services to both local residents and visitors and is more restrictive of the intensive commercial development permitted in the C-1 district. It is designed to limit high-intensity or highway-scale commercial development and encourage clustered development patterns to reduce strip-style sprawl. Permitted uses in the C-2 district include similar services to the C-1 district (commercial convenience stores, general business and communications services, general personal services etc.), but with more restrictions to retail trade and other services. Similar to C-1, there is no general minimum land area for lots in this zoning district where public water and sewer are available. There is a minimum land area

of 22,000 square feet where only public water is available. In the C-2 district, no building may exceed four stories or 50 feet in height and the land area covered by all buildings and parcels on a lot may not cover more than 60 percent of the lot area. Additionally, each lot in this district must be developed with a minimum of 10 percent of the lot area landscaped to enhance the lot's appearance. This area must include a maintained landscaped strip approximately 10 feet wide along all street rights of way exclusive of driveways and walkways. Unlike the C-1 district, public water is required for all lots zoned within this district while public sewer is not required.

I-1, General Industrial District

The I-1 General Industrial District is intended to provide areas for manufacturing, processing, assembling, fabrication, and warehousing or storage uses. These land uses generally do not depend primarily on frequent personal visits by clients or customers, but generally require good accessibility to major rail, water, or highway transportation routes. It is geared toward light industrial development with adequate access to infrastructure but without the intensive operations typical of the I-2 Heavy Industrial District. Examples of permitted uses within this district are: textile manufacturing, lumber and wood products manufacturing, printing and publishing, and others. Indoor gun ranges are a special exception permitted use. Where public water and sewer service is available, there is a minimum lot area of two acres. In areas where only public water is available, there is a minimum lot area of five acres. No industrial land use is permitted in areas where a public water supply is not available. Unlike residential and commercial districts, there are no height requirements or maximum lot coverage restrictions within this zoning district.

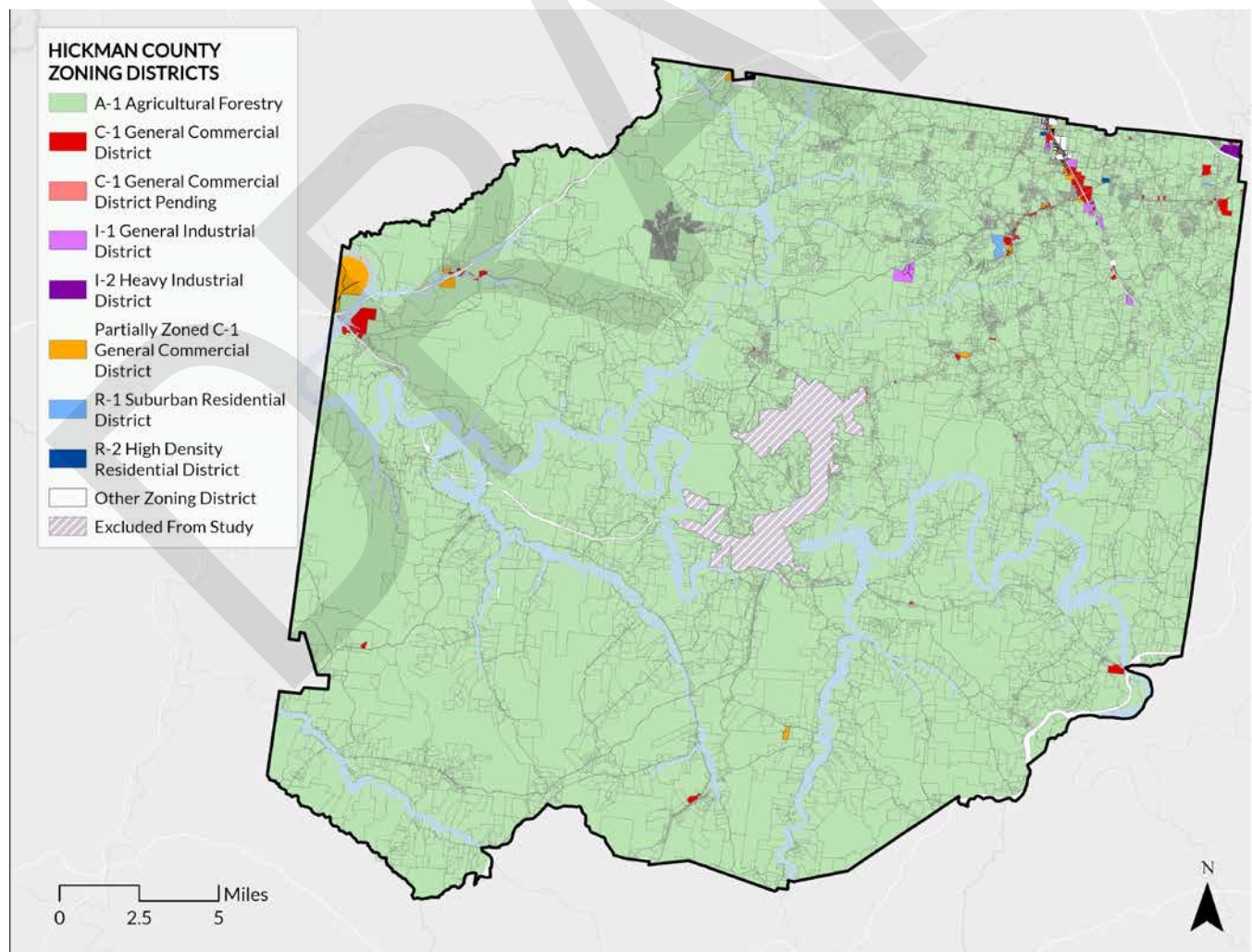
I-2, Heavy Industrial District

The I-2 Heavy Industrial District is intended for uses that, due to the large volume of materials, intensity of operations, or potential hazards, require isolation from non-industrial uses. Similar to the I-1 district, these land uses generally do not depend primarily on frequent personal visits by clients or customers, but generally require good accessibility to major rail, water, or highway transportation routes. Typical permitted uses in this district include meat products manufacturing, airports, and agricultural uses. Special exceptions uses include scrap and salvage yards, chemical manufacturing, rubber and plastics manufacturing, and more. Like the I-1 district, where public water and sewer service is available, there is a minimum lot area of two acres. In areas where only public water is available, there is a minimum lot area of five acres. No industrial land use is permitted in areas where a public water supply is not available. There are no height requirements or maximum lot coverage restrictions within this zoning district. Performance standards are required for solid and hazardous waste landfills and incinerators which encompass environmental containment, safety protocols, buffering from public and residential areas, and emergency response measures.

ZONING TODAY

Hickman County is primarily zoned as A-1 or Agricultural Forestry Districts, noting a lack of land suitable or desirable for development. Figure 14 displays the distribution of Zoning districts throughout Hickman County.

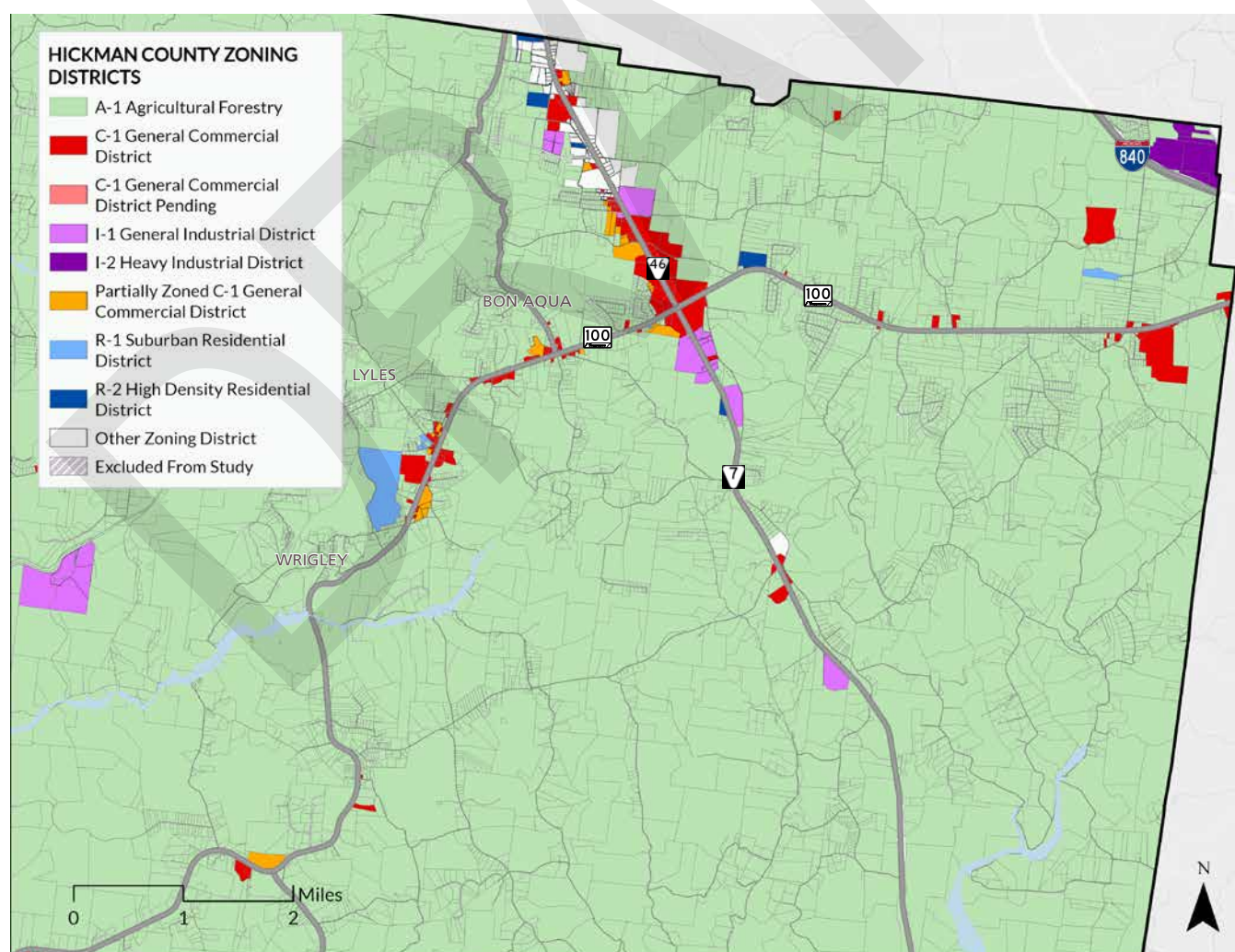
Figure 14. Existing Zoning Districts



The largest swaths of non-A-1 districts in the county can be seen in Figure 15 in the northeast section of the county, particularly along the stretches of TN-46/TN-7 and TN-100 nearest their junction. A nearly one-mile stretch of commercial zoned parcels are observed along TN-46 north of TN-100. C-1, or General Commercial Districts, are defined as areas in which the primary use of land is devoted to general and highway commercial activities along the principal thoroughfares of Hickman County. The specification that C-1 districts generally accommodate highway-oriented commercial businesses helps explain the prevalence of C-1 districts along TN-100 and TN-46/TN-7.

Along TN-7, south of TN-100, a group of industrial zoned parcels is present. I-1, or General Industrial Districts generally require easy access to major rail, water, or highway transportation routes and aren't necessarily precluded from being in the same vicinity as commercial properties. However, I-2, or Heavy Industrial Districts, generally should be separated from non-industrial land use. This is borne out by the heavy industrial zoning district partly closed in by the I-840 interstate to its south in the far northeastern corner of the county. The density of commercial and industrial zoning in this relatively small section of Hickman County makes it a likely location for continued job growth.

Figure 15. Existing Zoning Districts



POINTS OF INTEREST

Hickman County is home to a myriad of health and safety institutions, schools, parks, and recreation sites. There are also three major bodies of water in the county that bring in tourism and outdoor enthusiasts. The Duck River, Piney River, and Swan Creek offer a variety of activities including water sports like kayaking, canoeing, and fishing. The rivers also offer access to campsites and a popular swimming hole. Additionally, the Natchez Trace Parkway extends through the southeastern corner of the county. Natchez Trace Parkway is a regional draw for scenic views, attracting motorcyclists, bicyclists, and other visitors from around the region.

Figure 16 offers an overview of the various community facilities in the county as well as the three major bodies of water for outdoor activities. Though many of the facilities are located in Centerville, we see a large cluster in the northeastern corner of the county along TN-100. The facilities in this corner of the county include a hospital, parks, schools, a fire department, and a public library.

The complete list of community facilities corresponding to the numbers shown in Figure 16 is available in Tables 4 and 5 for the study area and for Centerville, respectively.

Figure 16. Community Facilities

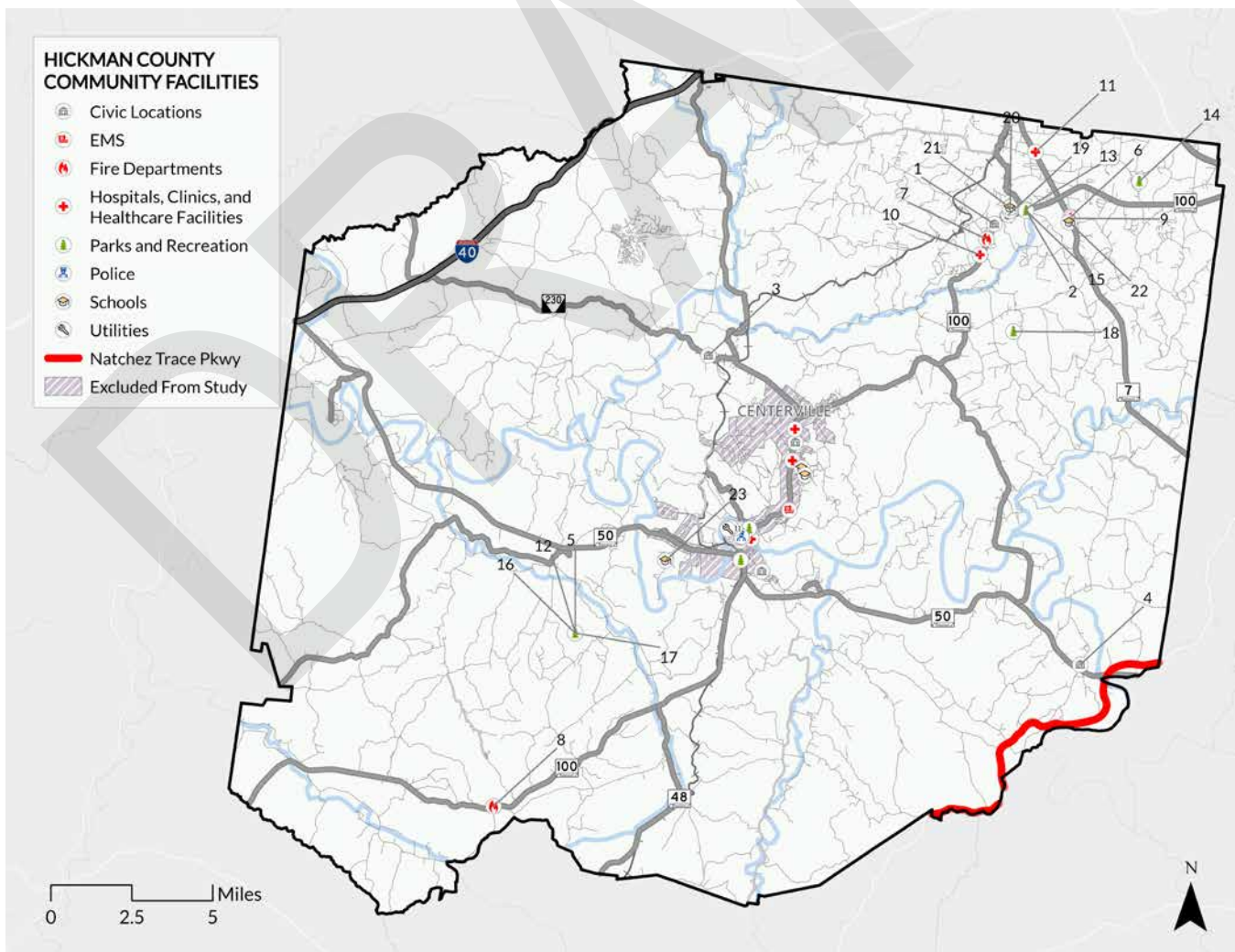


Figure 17. East Hickman Elementary, Intermediate, and Middle Schools

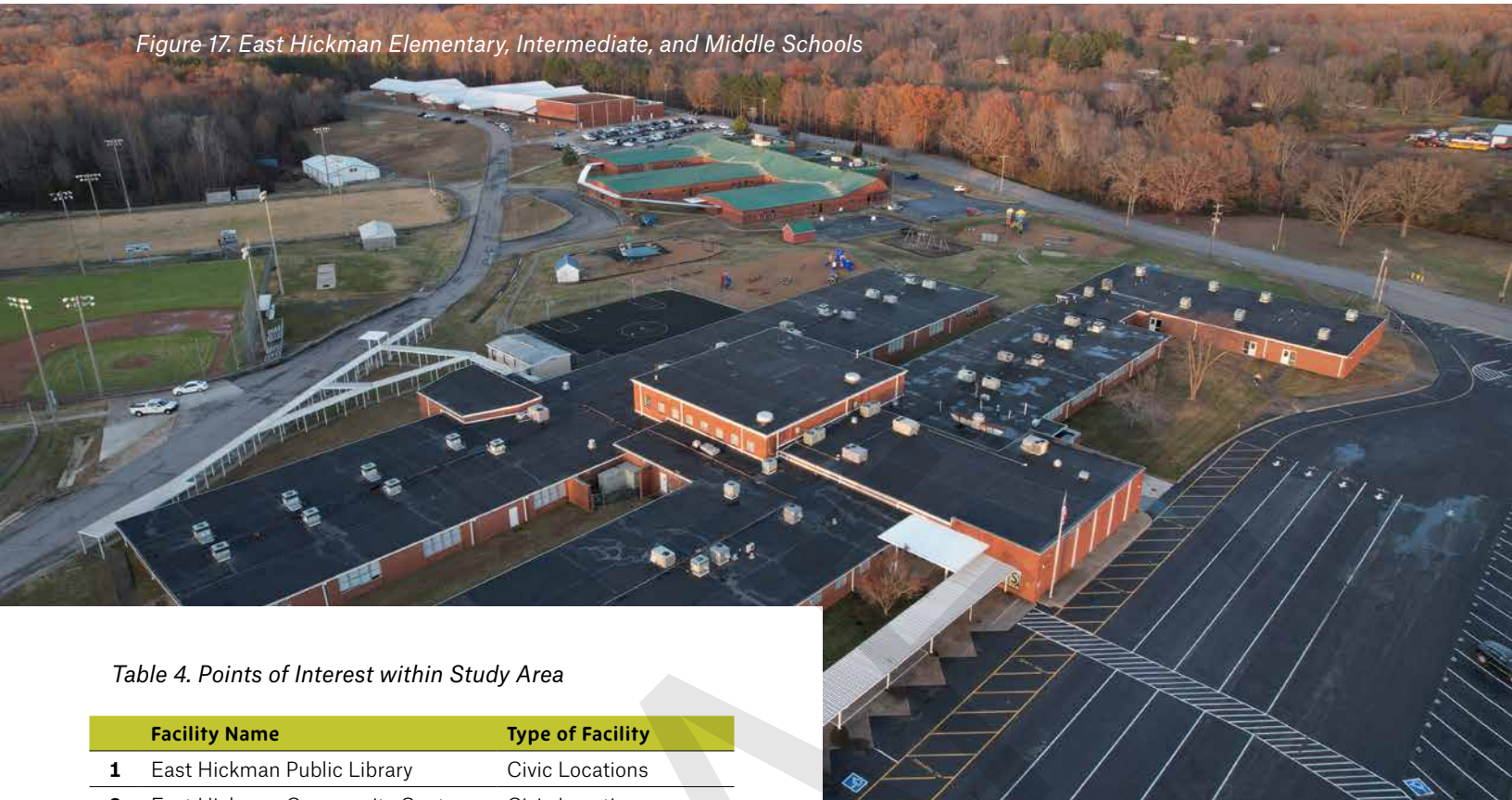


Table 4. Points of Interest within Study Area

	Facility Name	Type of Facility
1	East Hickman Public Library	Civic Locations
2	East Hickman Community Center	Civic Locations
3	Nunnely Community Center	Civic Locations
4	Shady Grove Community Center	Civic Locations
5	Progress Center Plaza	Civic Locations
6	Hickman County Ambulance Services	EMS
7	Hickman County Rescue Squad	Fire Departments
8	Pleasantville Fire and Rescue	Fire Departments
9	East Hickman Fire Department	Fire Departments
10	Three Rivers Clinic	Hospitals, Clinics, and Healthcare Facilities
11	Optimum Internal Medicine	Hospitals, Clinics, and Healthcare Facilities
12	Progressive Direction Inc. for Mental Health	Hospitals, Clinics, and Healthcare Facilities
13	East Hickman Community Center and Park	Parks and Recreation
14	John Noel at Bon Aqua State National Area	Parks and Recreation
15	Buford McCord Memorial Park	Parks and Recreation
16	Centerville Bluff Garden	Parks and Recreation
17	Hickman Co. Ag Pavillion	Parks and Recreation
18	Buford McCord Sports Complex	Parks and Recreation
19	East Hickman Elementary School	School
20	East Hickman Intermediate School	School
21	East Hickman Middle School	School
22	East Hickman High School	School
23	Centerville Christian School	School



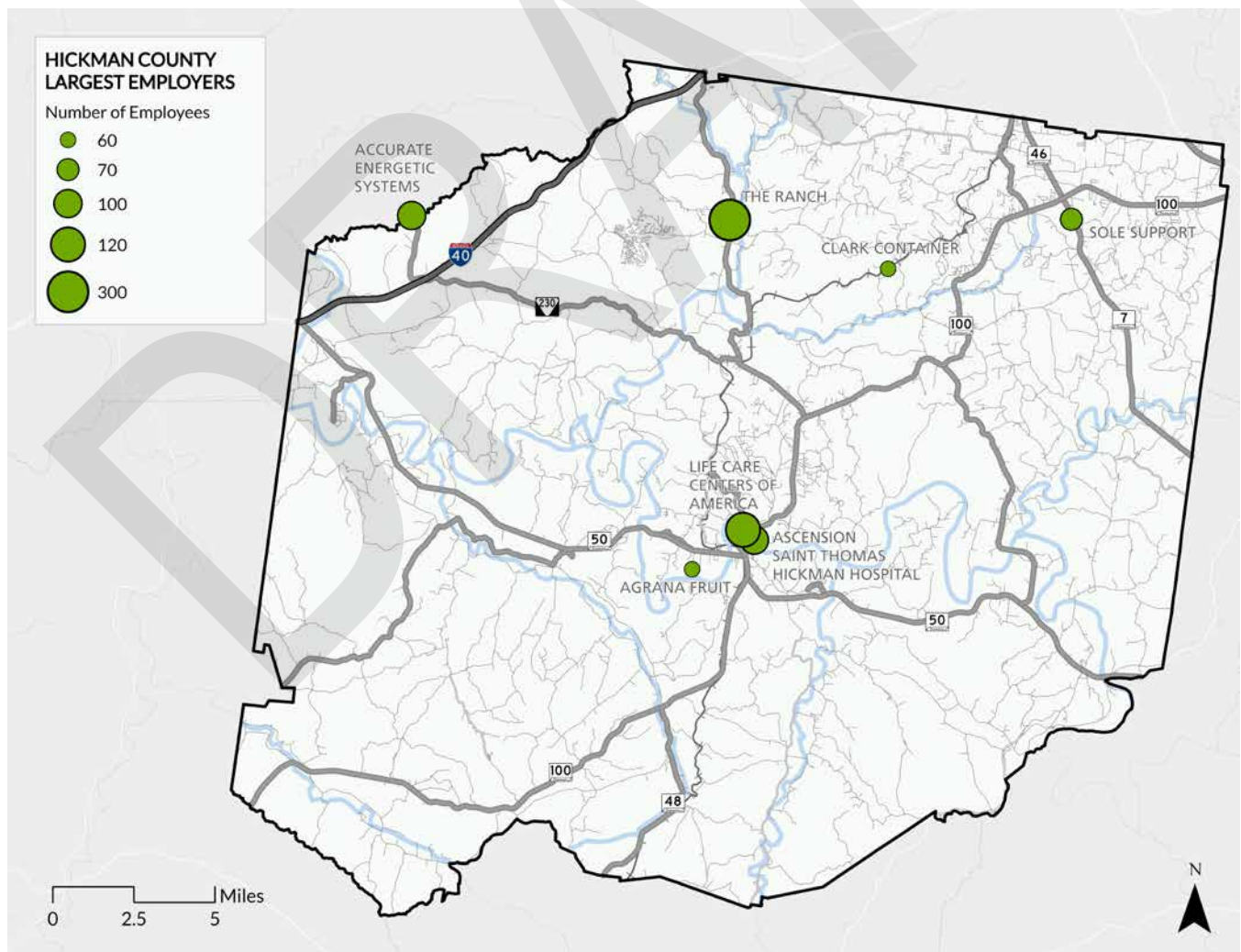
Figure 18. Community Facilities

PROMINENT EMPLOYERS

When assessing land use, it is critical to consider which areas are economic drivers as well as areas with a high number of workers/commuters. Areas of high employment are logical locations for further commercial and real estate development. By clustering around these hubs, further economic benefits can be captured from the high number of employees in the area. Increased spending in the area could be induced by the introduction of nearby shops, restaurants, business partnerships, etc.

Figure 19 shows the eight largest employers in the county with two of the largest employers located in the same northeastern corner discussed in the Points of Interest section. Those two employers are the Ascension St. Thomas - Hickman Hospital and Agrana Fruit. Combined the two employers provide jobs to 160 people.

Figure 19. Largest Employers

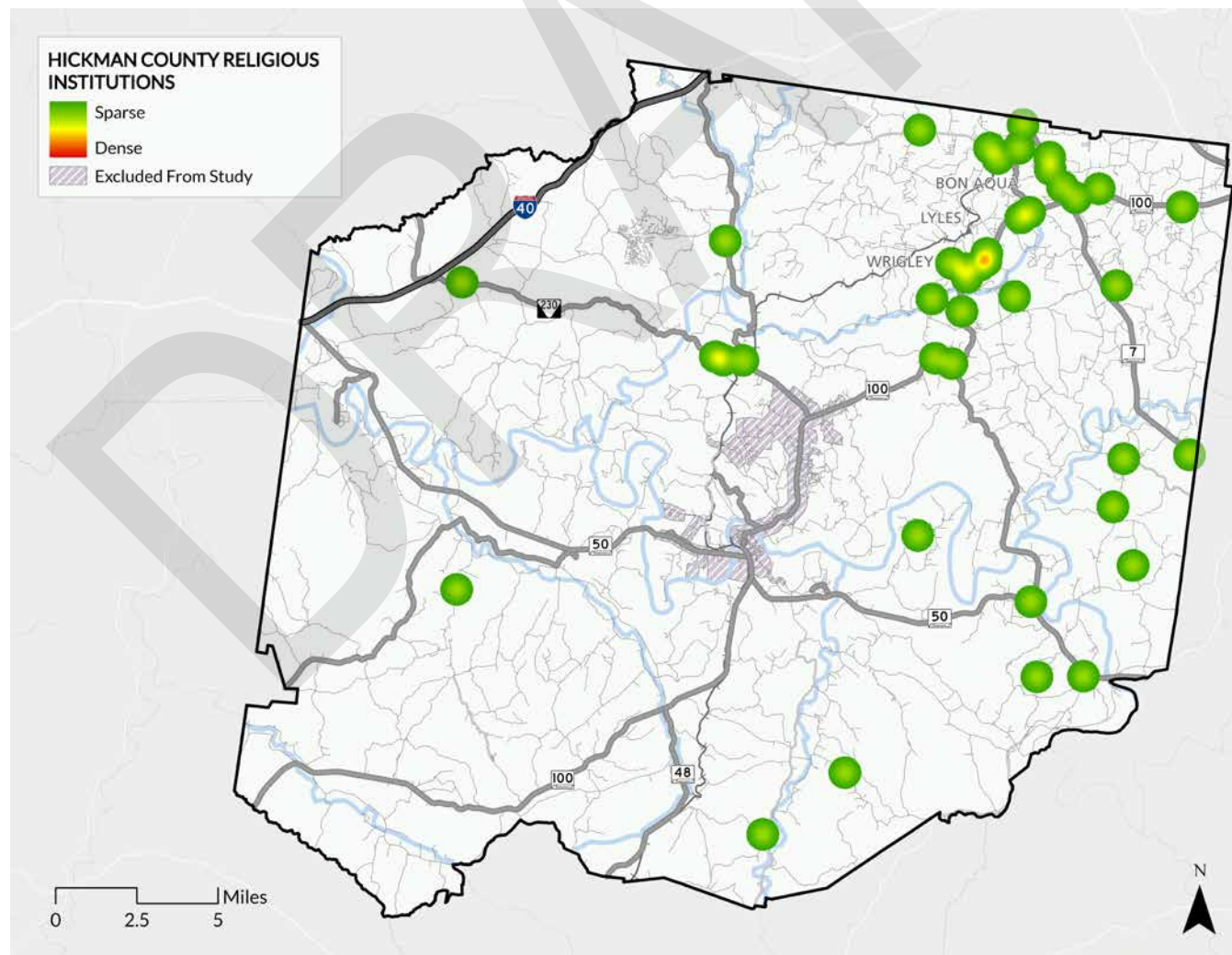


HOUSES OF WORSHIP

Similar to large employers, houses of worship are important factors when planning for land use. Churches and other religious institutions are places of frequent large gatherings with services typically on Sunday mornings and Wednesday evenings. By planning for complimentary land uses around these religious institutions, the nearby towns and county at large can capture some of the economic activity generated by the religious institutions.

Figure 20 shows the large clusters of religious institutions throughout the county, particularly in the northeastern corner. This particular cluster is located in the exact same area as the cluster of community facilities shown in Figure 18.

Figure 20. Religious Institutions



NATURAL SYSTEMS

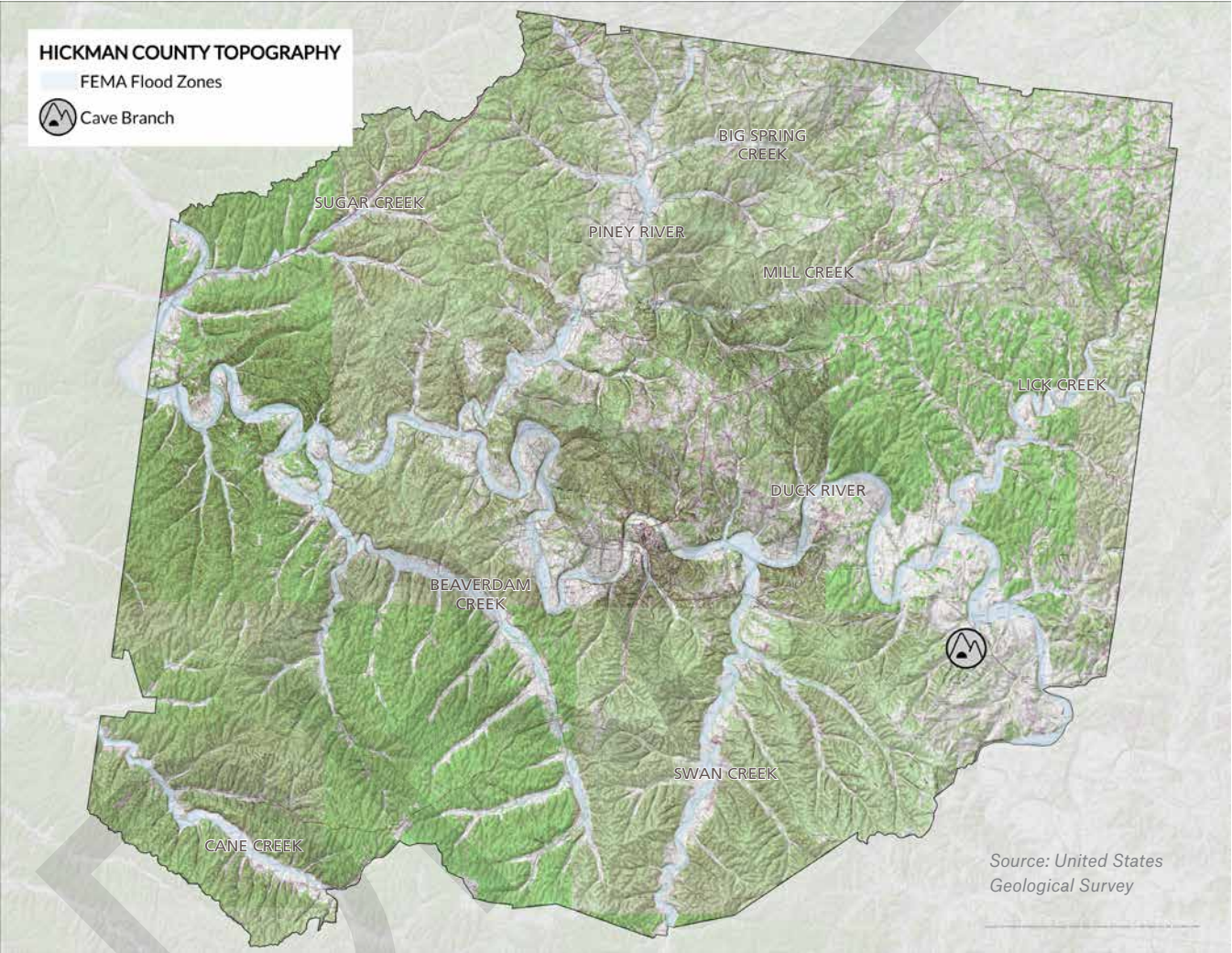
The Hickman County topography is consistent with much of Middle Tennessee's typical landscape: rolling hills, valleys, rivers, and smaller streams. The elevation in Hickman County generally ranges from 400' to 800'. Notable rivers and creeks include the Duck River, Piney River, Big Spring Creek, Sugar Creek, Mill Creek, Lick Creek, Swan Creek, Beaverdam Creek, and Cane Creek. The Duck River is the longest river in Tennessee and is the primary source of water for many Middle Tennessee counties and municipalities, servicing over 250,000 people. The river hosts a vast diversity of wildlife with over 200 species of fish, fresh water mussels, and aquatic snails. The river is claimed to be the most biodiverse river in North America, with many of its aquatic endemic species only existing in the Duck River. The river is also home to a variety of recreational activities, hosting an estimated 150,000 kayakers, anglers, and boaters every year.

The river has remained such a vital component of life in Hickman County, that the Duck River Conservancy was formed in 2024. Its sole mission is the preservation of

Duck River. In recent years, community members have noticed droughts, and increased siphoning of water have lead to lower water levels, endangering vulnerable species and recreational activities. Middle Tennessee's recent growth has created pressure for greater drinking water capacity, sewer treatment capacity, and waste management capacity, all of which endanger the river. Since its formation, the Duck River Conservancy has stopped a potentially damaging landfill from locating along the river, successfully lobbied the Columbia Power and Water System (CPWS) to implement safeguards and conservation measures in their aim to pull additional water from the river, and helped introduce legislation to designate the lower part of Duck River a Class II scenic river.

Additionally, many of the flatter areas along the Piney River, Duck River, and Swan Creek are home to agricultural land. The county is also home to the Cave Branch cave system located in the southeastern corner of the county, creating a unique geologic area below the surface.

Figure 21. Topography



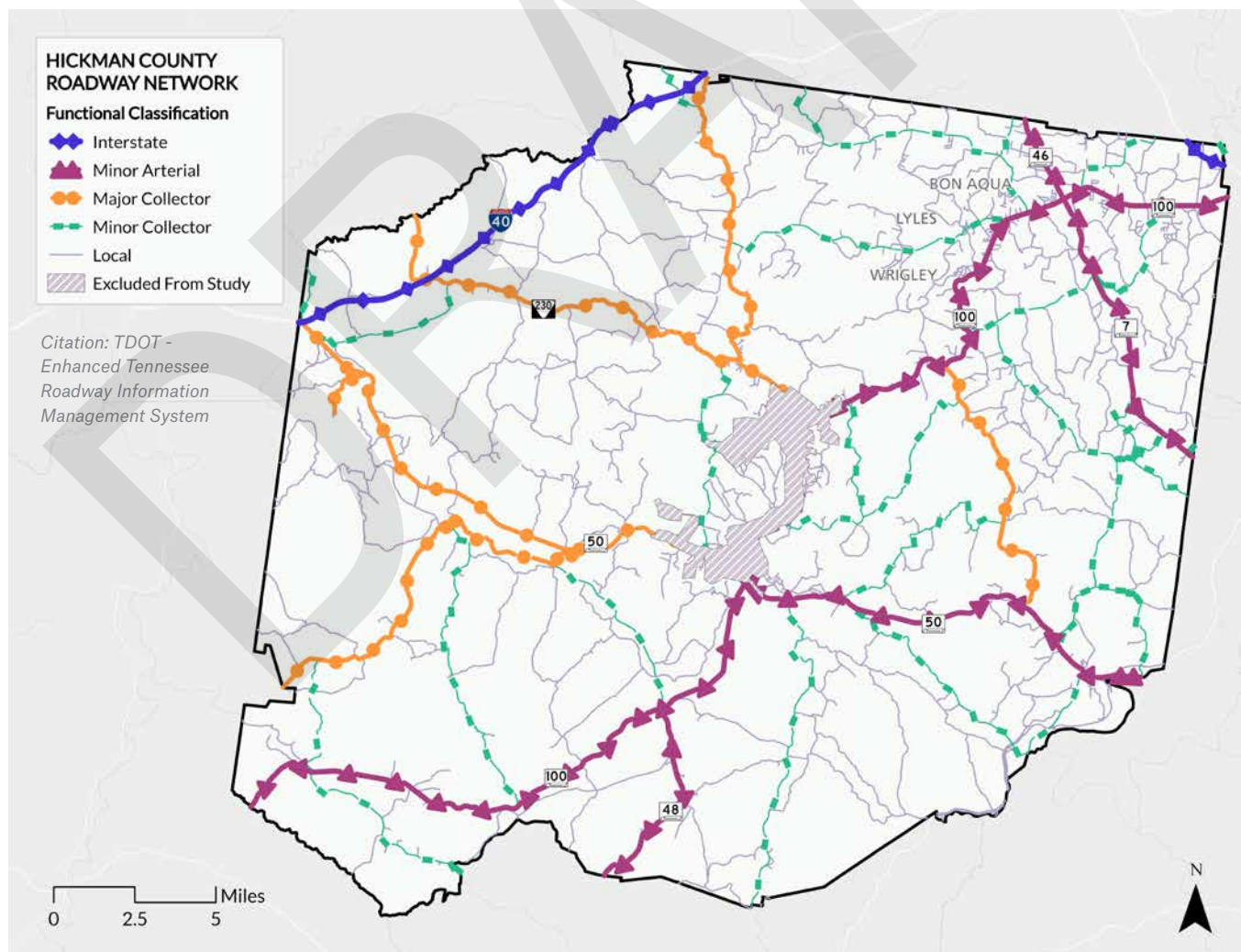
TRANSPORTATION

ROADWAYS

The following roadway network shown in Figure 22 helps to illustrate the roadway hierarchy in Hickman County. The roadways are separated into different functional classifications, denoting a tributary network emanating from interstates and major highways. The highest in the functional classification hierarchy is the Interstate classification. Hickman County has two interstates running through it, I-40 in the northwestern portion of the county and I-840 in the northeastern corner of the county. Since Hickman County has no principal arterials (limited access highways), the next highest classification is the minor arterial road network. Minor arterials are defined as roads that provide service

for trips of moderate length with relatively high overall travel speeds. The minor arterials in Hickman County are TN-100, TN-46/TN-7, TN-50, and TN-48. Following minor arterials are the major collector roads. These roads are defined as roads that gather traffic from local roads and funnel them to the minor arterial network. Typically, these roads serve intra-county purposes in rural contexts (for example TN-230 connects local roads to TN-100 and TN-50 without continuing too far outside of the county). Some of the major collectors in the county include TN-438 and TN-230. The next step down in the hierarchy is the minor collector roads. Minor collectors are very similar to major collectors with the exception

Figure 22. Roadway Network



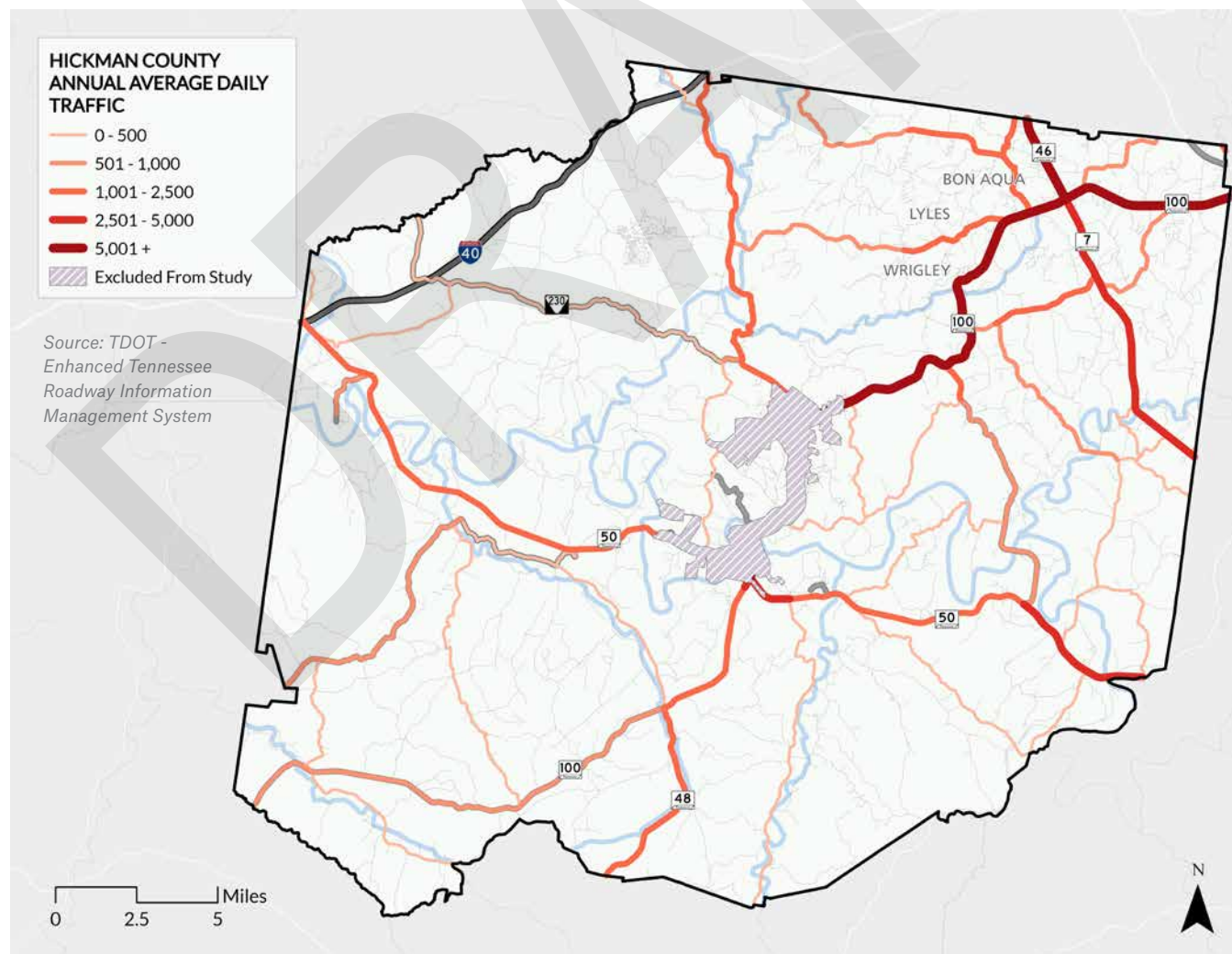
that they are typically shorter in length, have lower traffic volumes, and have lower speeds. Finally, at the bottom of the hierarchy are local roads. Local roads make up the majority of all roadways by mileage. Typically, local roads are shorter in distance and often designed to discourage through traffic.

Examining traffic volumes is useful for land use decision-making in that it provides a glimpse into the number of vehicles that pass through a given road segment. Figure 23 shows Hickman County's annual average daily traffic (AADT) volumes for all major roads with the exclusion of I-40 and I-840. AADT is simply a measurement of all vehicle trips on a road segment in a given year divided by 365 days to achieve a daily trip average. AADT helps traffic engineers and planners plan for the future and identify areas of congestion.

Figure 23 shows that the bulk of high AADT roadways in the county are in the northeastern corner of the county. TN-100 has the longest stretch of roadway in the county over 5,000 AADT. TN-100, is not only a stretch of road with many community facilities (as shown in Figure 16), it also acts as a connector between Centerville, Fairview, and Nashville. The quickest route from Centerville to Fairview is along TN-100 and the quickest route to Nashville is by travelling along TN-100 to TN-46 North (the other road segment with a 5,000 + AADT) and eventually I-40 in Dickson County.

Combining the knowledge of these high traffic counts with the previous information on land use, zoning, and community facilities helps to paint a picture of an area suitable for development and with a need for long range land use planning.

Figure 23. Annual Average Daily Traffic (AADT)

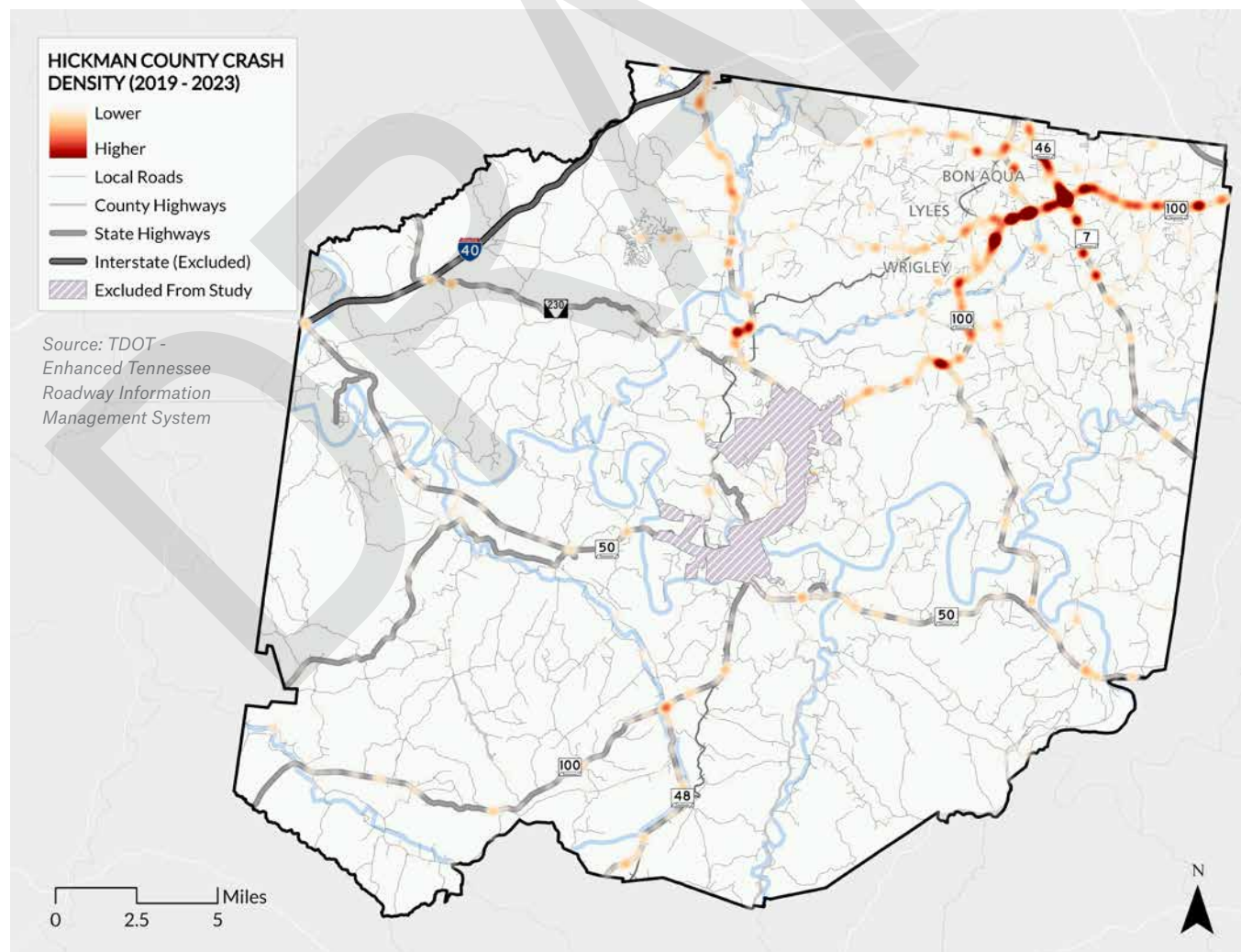


While traffic volume is critical when planning for the future, it is also important to look at crash and safety trends to understand which areas may need roadway improvements in the event of further development and investment. Figure 24 shows a heat map of all roadway crashes (excluding I-40 and I-840) in Hickman County between 2019 and 2023. In a similar trend to the AADT map (Figure 23), the northeastern corner of the county experienced by far the most roadway crashes, with the

epicenter at the TN-100 and TN-46 junction. Additional crash hot spots are seen along TN-100 near Bon Aqua and Lyles.

Observing these hot spots in the same areas with higher intensity land use, the majority of the county's community facilities, and higher traffic flows elucidates a need for roadway alterations that accommodate this more heavily trafficked area.

Figure 24. Crash Density



RAIL

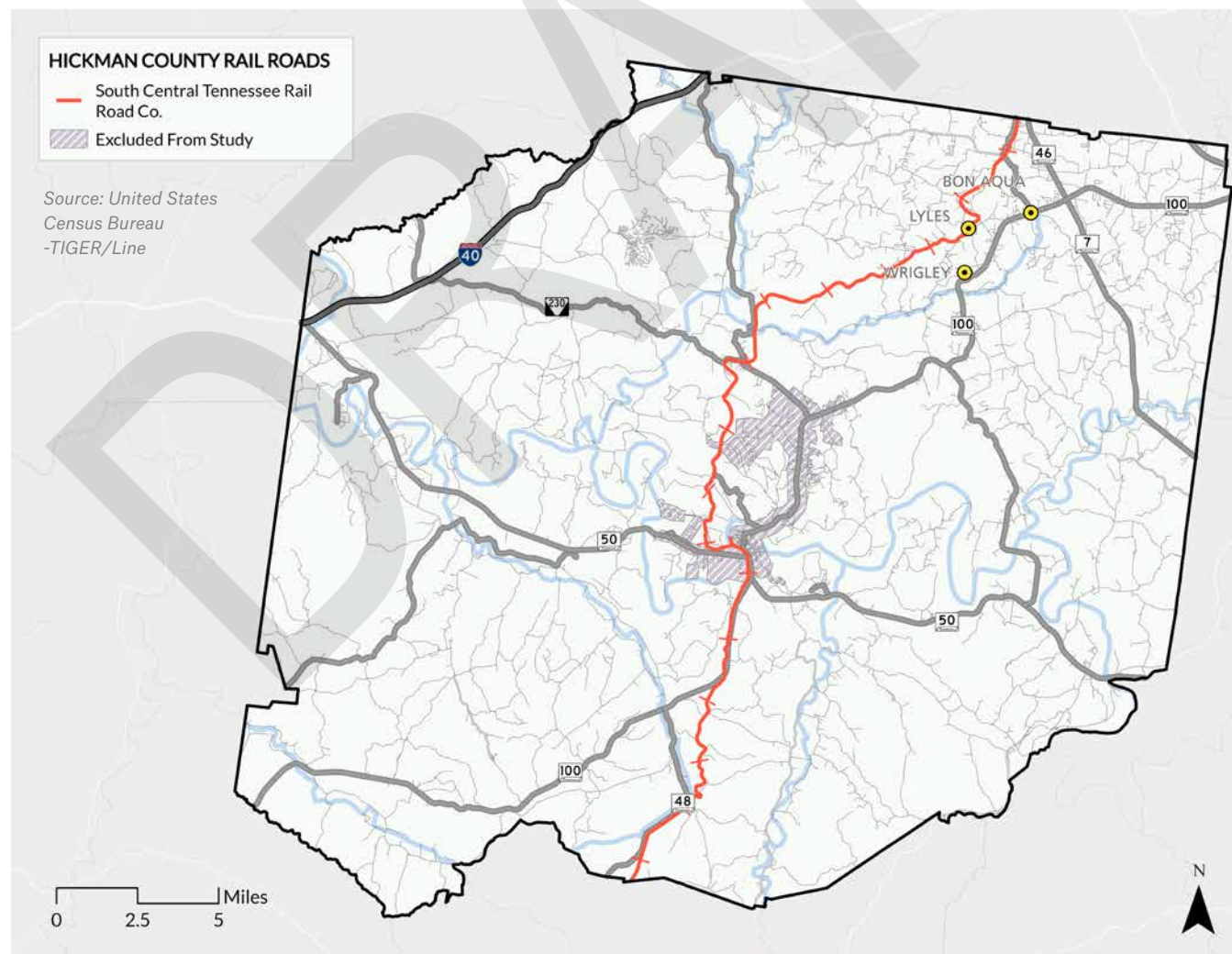
Railroads have historically guided development, land use, and settlement patterns throughout the United States. The nature of railroad stops as a place for the transport and exchange of goods made railroad stops logical locations for town and neighborhood development (often referred to as Railway Towns).

The South Central Tennessee Railroad (Figure 25) is a short line railroad that passes through the center of Hickman County, Centerville, and Lyles. The train line was operated by the Louisville and Nashville Railroad (L&N) from the late 1890s until it fell into disrepair in the 1970s and was purchased by the South Central Tennessee Railroad Authority in 1978. This was essential

to Hickman County and the surrounding counties as it maintained a flow of goods through the region.

Shown in Figures 16 and 19, groupings of commercial areas and major employers surround the train line throughout the northeast and center of the county. These areas are some of the only commercial and industrial areas in the county (outside of Centerville) not found on state highways. Figure 12 also shows that many of the industrial zoned areas in the county are along the railroad as well. Understanding relationships between railroads (even ones that are no longer in use) and land use offers key insights into where future land uses may fit alongside those railroads.

Figure 25. Rail Road Network



TRANSIT

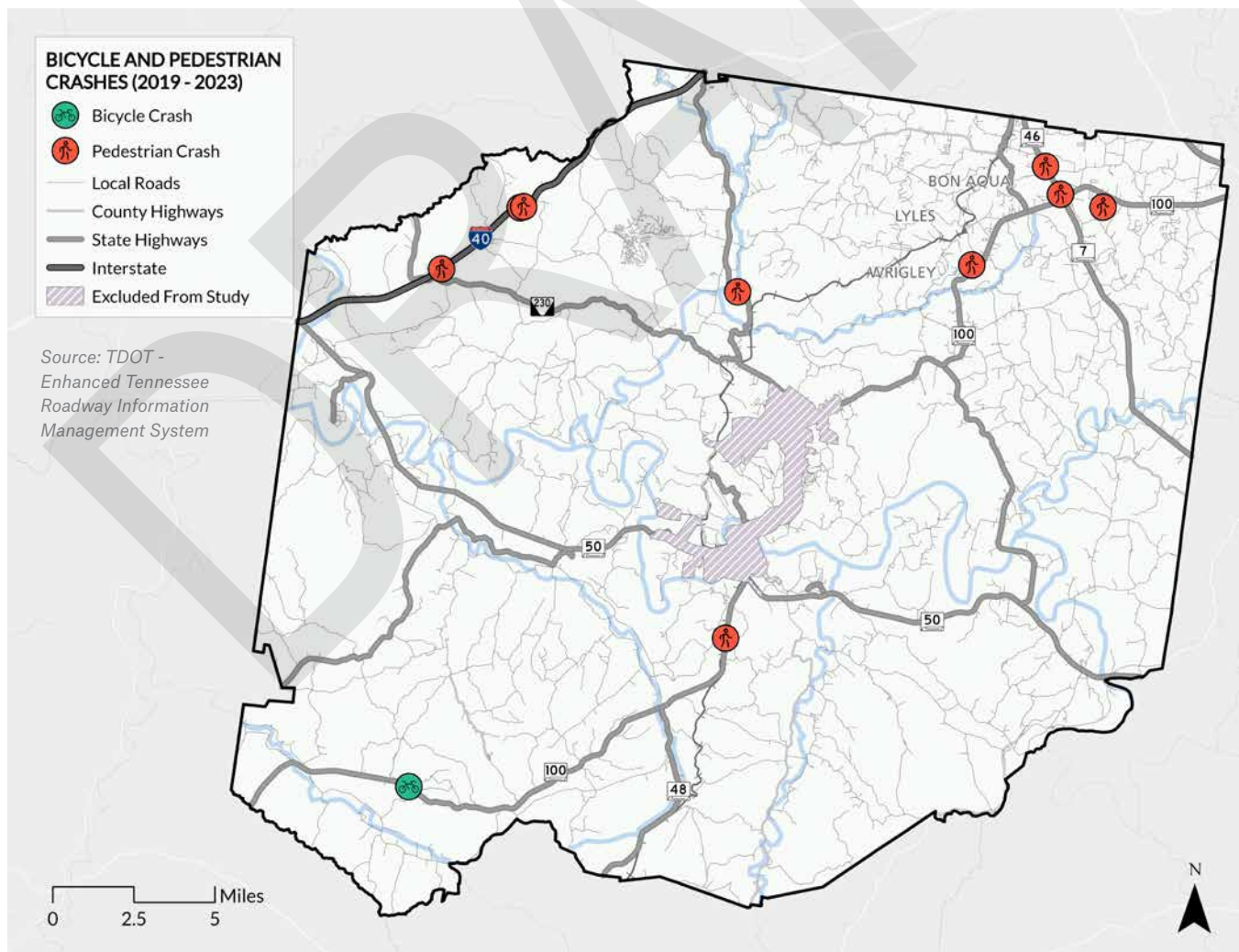
Public transit is integral to promoting accessibility for all members of a community. Currently, Hickman County has no fixed route transportation services. However, The South Central Tennessee Development District (SCTDD) offers demand response service through partnerships with 13 counties in Tennessee, including Hickman County. SCTDD offers transportation services to everyone, with vehicles adhering to ADA requirements. Transportation is provided for adults to and from their home and workplace. This service also includes transportation of children to daycare if necessary. In order to access this service, passengers must call their county transportation office at least 24 hours in advance for a reservation request. Service runs from 6 a.m. to 6 p.m.

BICYCLISTS AND PEDESTRIANS

Bicycle and pedestrian infrastructure is critical to any thriving commercial district. Currently, Hickman County has few sidewalks outside of Centerville and none along the busiest section of TN-100 and TN-46 near Bon Aqua, Lyles, and Wrigley. Similarly, bicycle infrastructure is nonexistent. Bicycle and pedestrian infrastructure is integral to the safety of non-drivers who use roadways out of necessity or for recreational activity.

Figure 26 shows all vehicular crashes that involved pedestrians or bicyclists between 2019 and 2023. A cluster is observed in the northeastern corner of the county and in the northwestern corner of the county along I-40 and I-40 exit ramps. One bicycle crash is observed in the southwestern corner of the county as well.

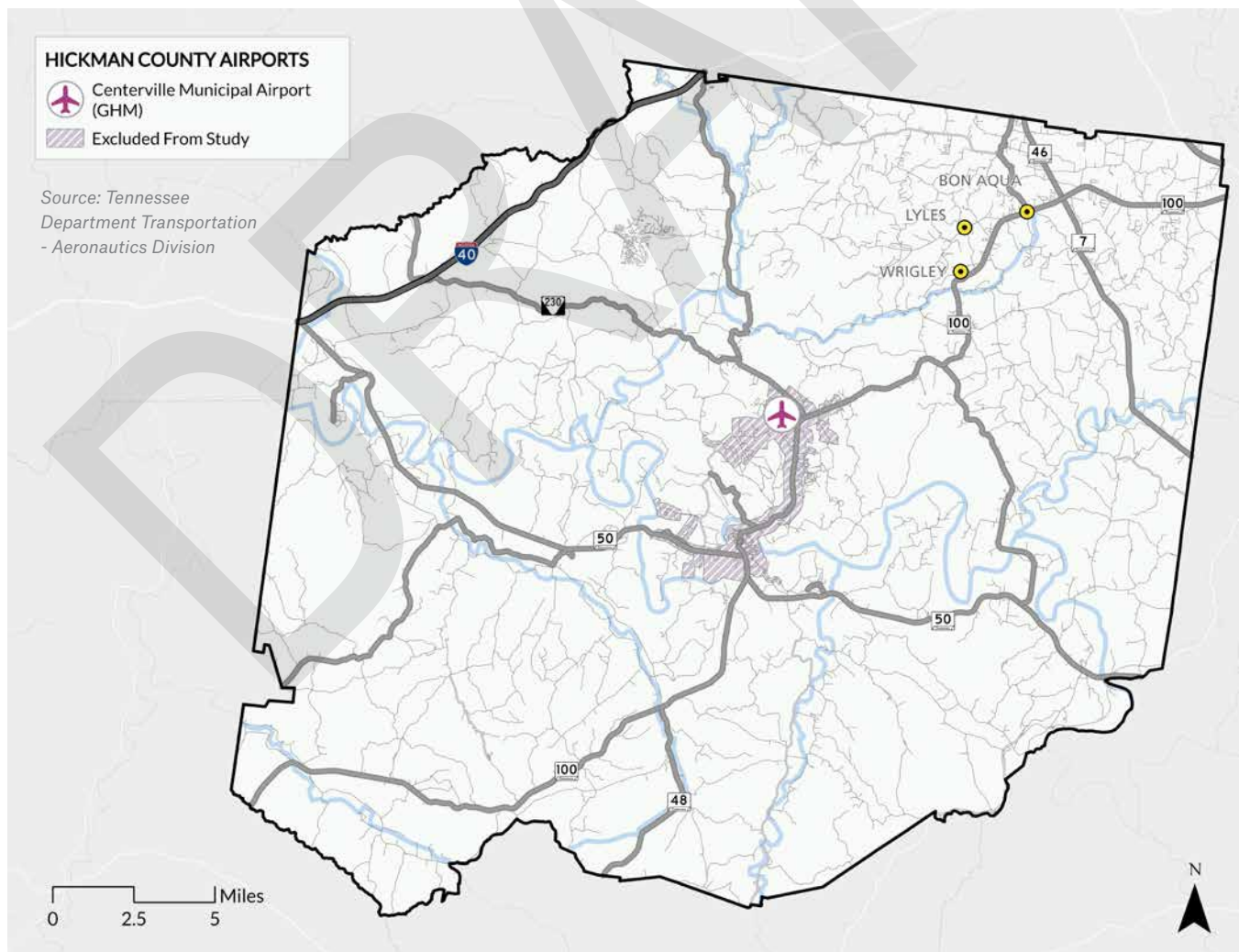
Figure 26. Bicycle and Pedestrian Crashes



AIRPORTS

The Centerville Municipal Airport is a General Aviation Airport, home to 22 based aircraft in dedicated hangars. A General Aviation Airport is a public-use airport with either scheduled service less than 2,500 passenger boardings each year or without scheduled service at all. The airport is also considered a local airport, meaning most aircraft are in support of local business or personal needs. Local airports often accommodate flight training, emergency services, and charter passenger service. The airport hosts standard amenities such as parking, restrooms, a general aviation terminal, a pilot lounge, conference rooms, and Wi-Fi. The airport covers an area of 100 acres and is located within the Centerville city boundaries (Figure 27).

Figure 27. Airports



INFRASTRUCTURE

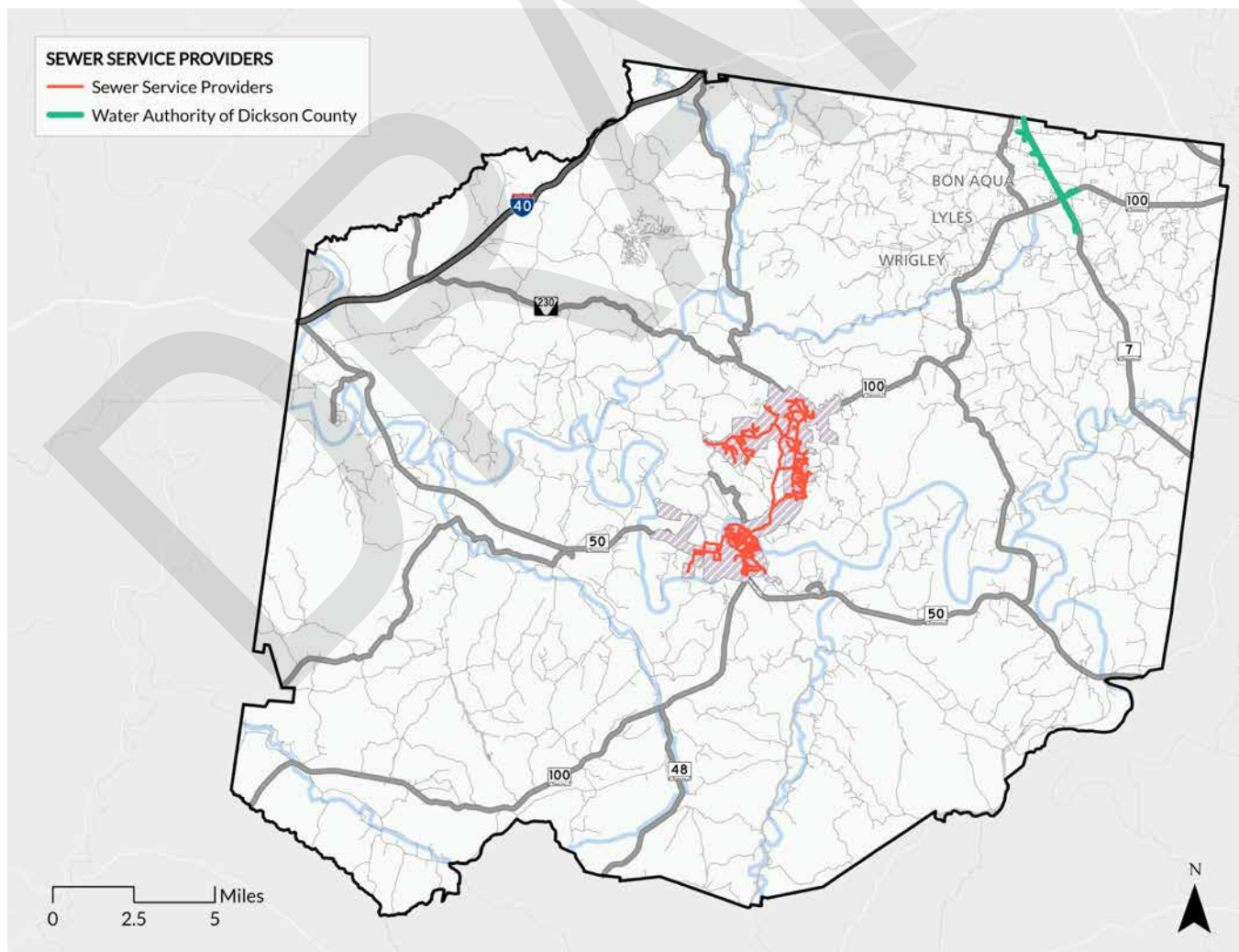
SEWER

Wastewater treatment is a critical element of any development decision. Hickman County has sewer service providers: Centerville Utilities and The Water Authority of Dickson County (WADC). Centerville utilities offers wastewater treatment service, generally, to residents in the Centerville city limits (Figure 28). To the northeast, WADC services TN-46 and a short portion of TN-7 south of TN-100. Outside of the Centerville Utilities and WADC service areas, Hickman County is primarily served by onsite septic. Further growth in the area may necessitate a more formal solution to wastewater,

particularly in the northeastern portion of the County. While single family residences may be adequately served by onsite septic, multifamily units or denser tract housing may be impractical in such cases.

With recent conflicts over WADC's planned wastewater treatment facility and the fight against Lick Creek's selection as a discharge zone, alternatives to centralized sewer service may be necessary. An alternative to centralized wastewater services is a Decentralized Wastewater Treatment System (DEWATS) or STEP (Septic Tank Effluent Pumping) systems. Large

Figure 28. Hickman County Wastewater Treatment Service

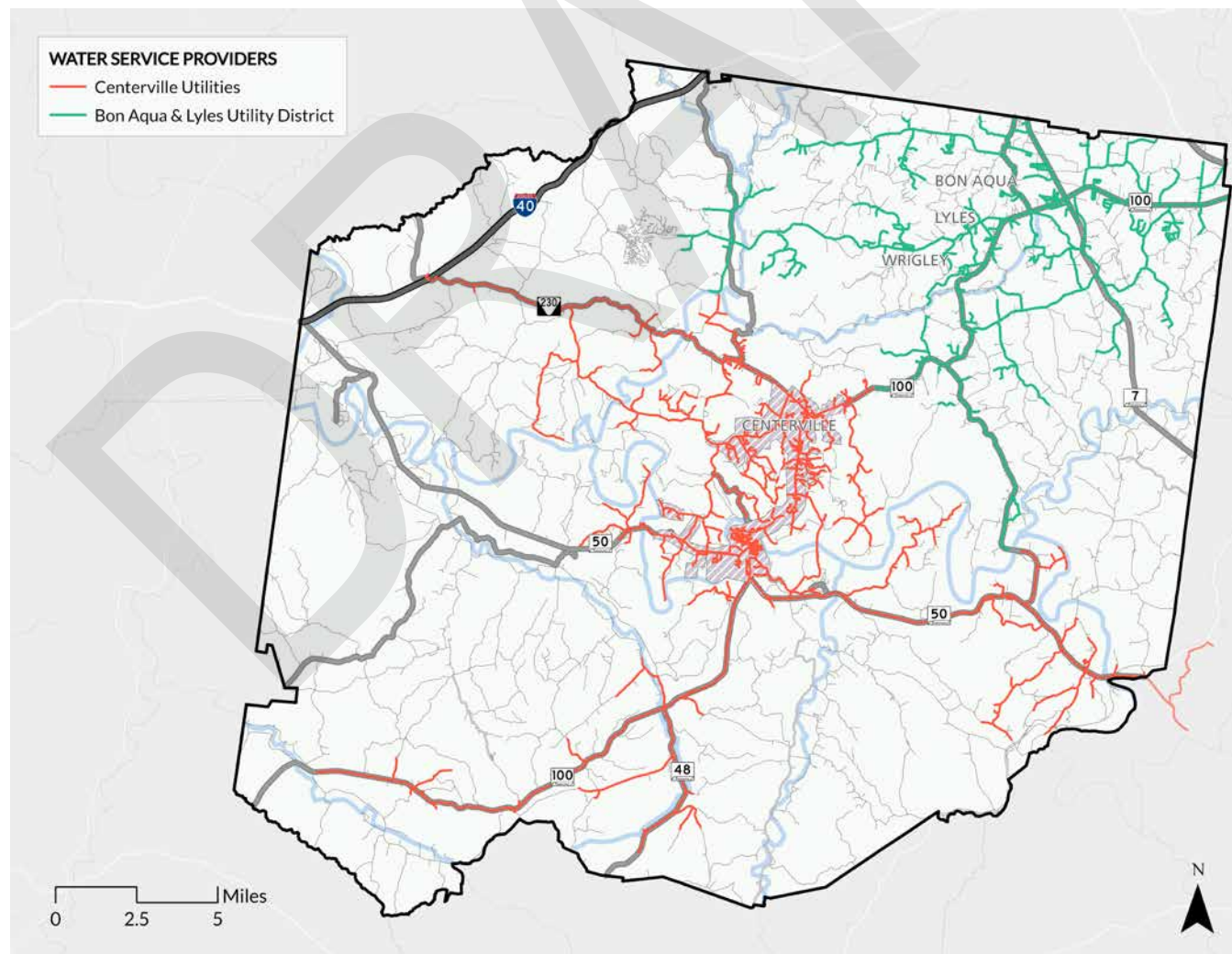


POTABLE WATER

wastewater systems are extremely costly to operate and maintain, which often necessitates high population densities to keep them cost effective. DEWATS and STEP have an advantage in less dense or more isolated areas as the operational costs are lower and less infrastructure is required.

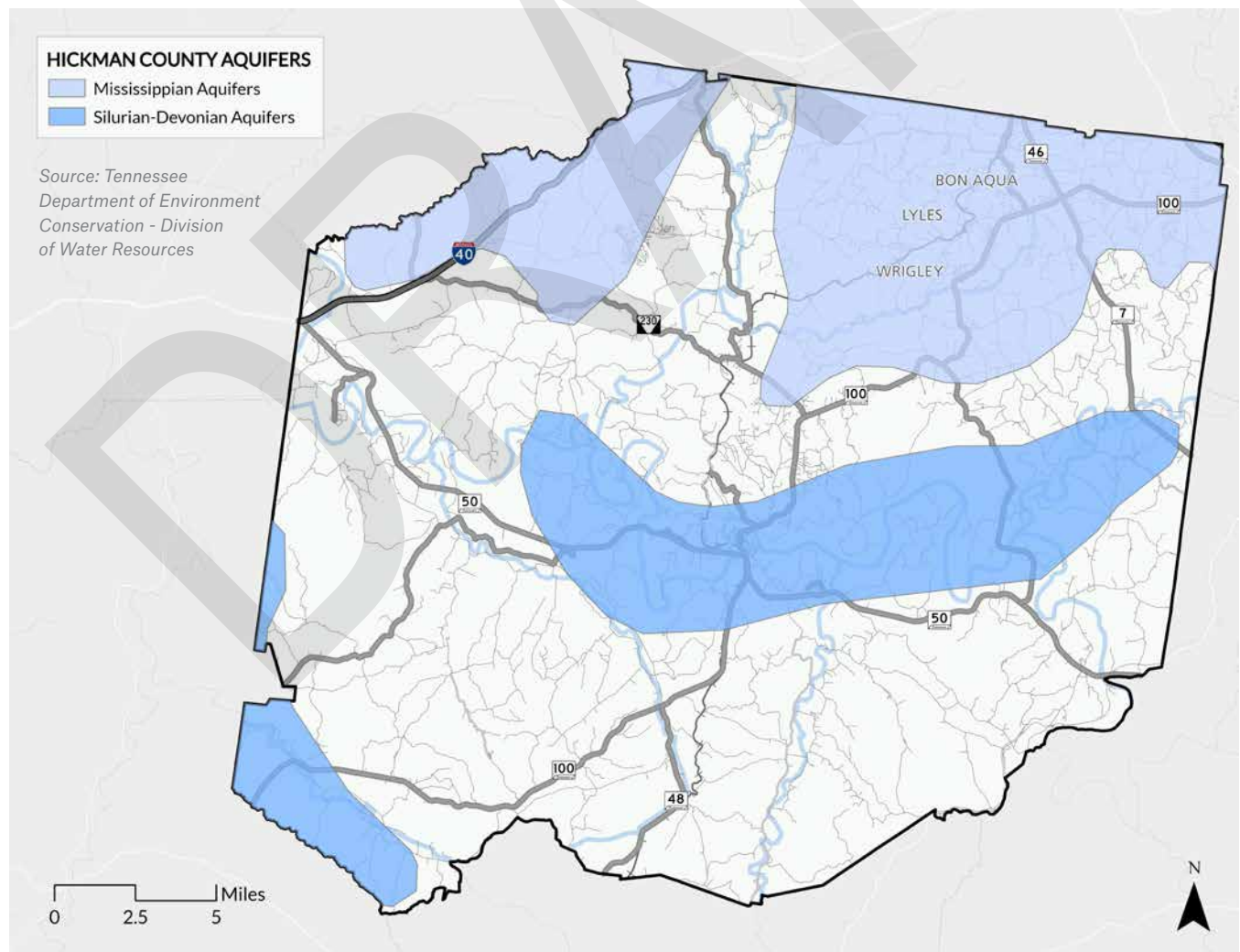
Similarly, Centerville Utilities offers water service within Centerville's boundaries while also extending into the eastern, western, and southern sections of the county. Additionally, Bon Aqua and Lyles Utility District covers much of the Northeastern quadrant of the county, encompassing Bon Aqua, Lyles, and Wrigley. Figure 29 shows many of the Centerville Utilities service areas follow along major roadways with minimal coverage to the south and west. Neither service providers provides coverage on the eastern edge of the county.

Figure 29. Hickman County Potable Water Services



Areas not within the Centerville Utilities and Bon Aqua and Lyles Utility District service areas are serviced by onsite well water. Well water presents issues and additional costs for residents, particularly if water treatment is required. Figure 30 shows the areas of Hickman County with substantial groundwater aquifers below them. Hickman County's abundant sources of ground water and various rivers/streams poise the county to be able to handle continued growth. However, until a larger network of centrally serviced water lines and water treatment facilities are available, future development should remain within the existing footprint of the Centerville Utilities and Bon Aqua and Lyles Utility District water service areas, with some exceptions in areas with adequate ground water noted in Figure 30.

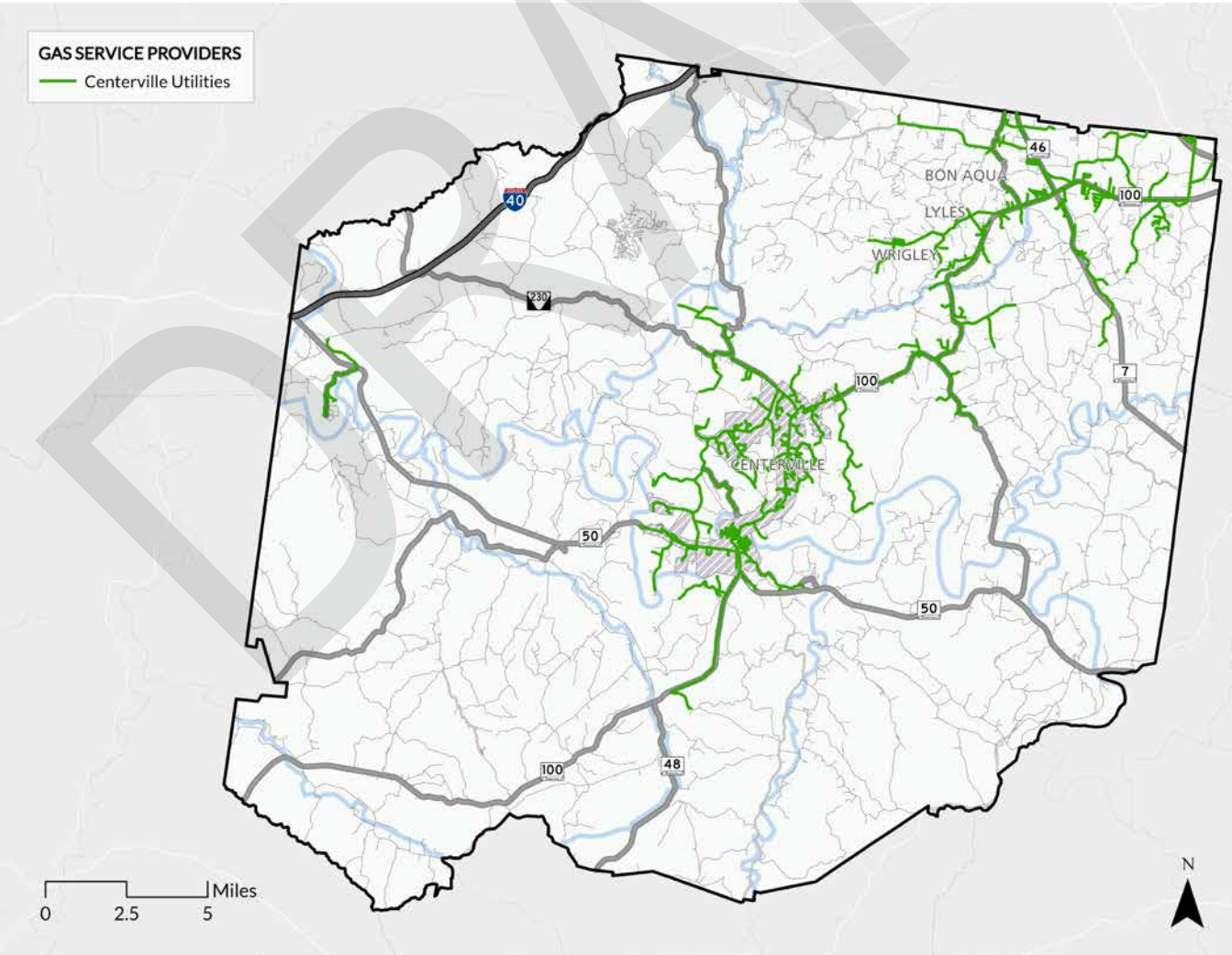
Figure 30. Ground Water Sources



NATURAL GAS

Centerville Utilities provides natural gas far beyond its city boundaries, extending to the northeast, west, and south of the county. Access to natural gas is an important factor in future land use planning as it provides an affordable source of fuel for heating and cooling systems, water heaters, and various cooking appliances. Residences outside of this service area may still utilize natural gas. However, natural gas outside of the service area would be manually transported and locally housed via containers/tanks adding additional time and monetary costs.

Figure 31. Hickman County Natural Gas Service



ELECTRIC

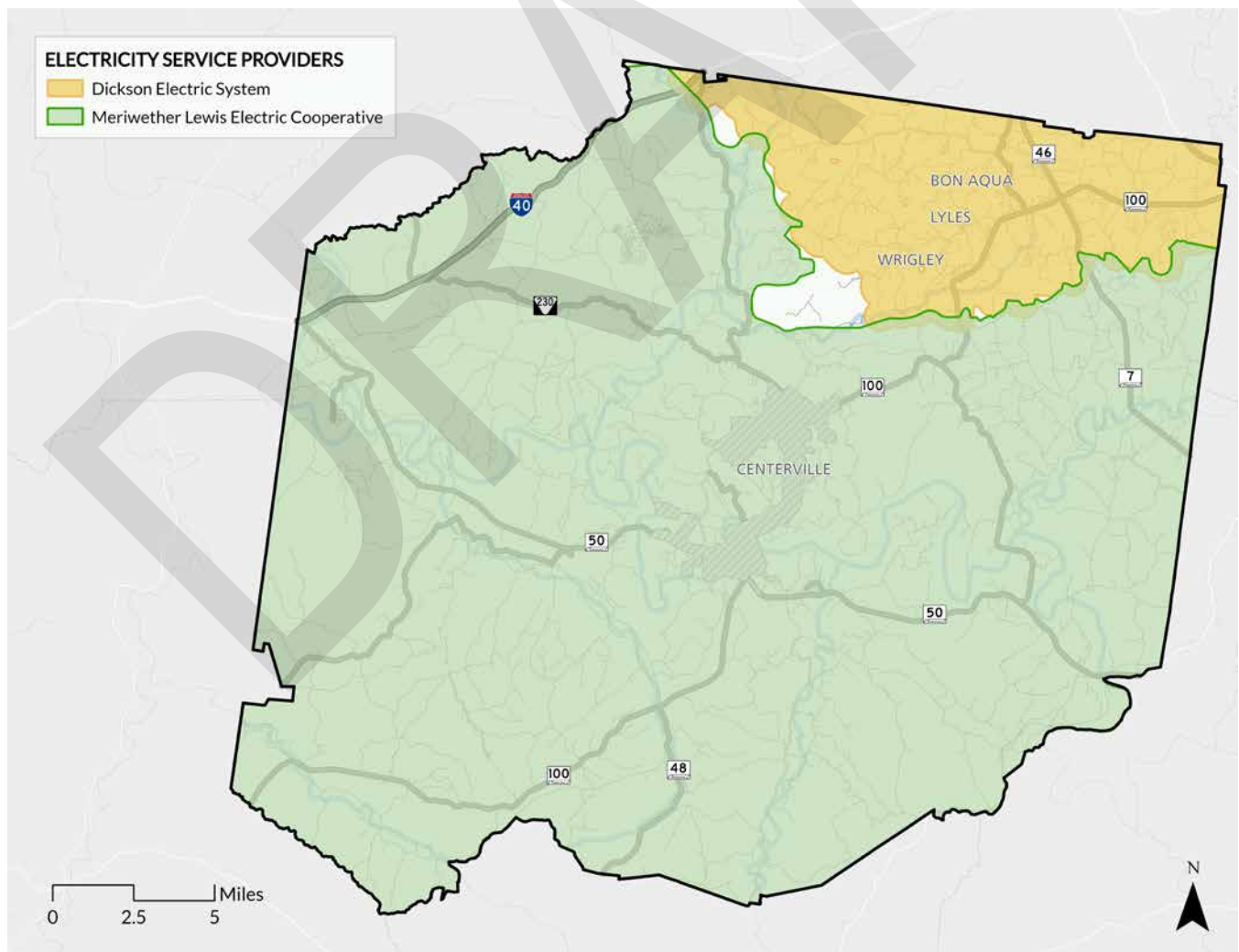
Hickman County has two electricity service providers in Dickson Electric System and Meriwether Lewis Electric Cooperative (MLEC). Dickson Electric System services much of the northeast portion of Hickman County, while MLEC services the rest of the county. Figure 32 shows the coverage of the two electricity service providers. The three census designated places of Bon Aqua Junction, Wrigley, and Lyles are all within the Dickson Electric Systems service area, and Centerville and its surrounding areas are covered by MLEC.

BROADBAND AND CABLE

In addition to their electricity service, MLEC provides fiber internet services under the name MLConnect. MLConnect services the same areas that MLEC services. Other broadband providers include DTC and Xfinity for traditional fiber and DSL connections as well as various satellite and 5G based internet providers.

Similarly, cable providers include Spectrum, Xfinity, and various satellite providers.

Figure 32. Electricity Service Providers



OTHER PLANS

Relevant recent planning documents were identified and reviewed to help note any existing trends and data, uncaptured in the demographic, employment, land use, natural systems, and infrastructure sections.

South Central West Rural Regional Transportation Plan (2021)

The South Central West Rural Regional Transportation Plan (RTP) outlines the South Central West Regional Planning Organization's (RPO) efforts to enhance transportation infrastructure, safety, and economic development across five counties. The RTP emphasizes the importance of maintaining and upgrading transportation arteries to support the significant manufacturing activities in the region.

The RTP provides an economic profile for Hickman County, highlighting its reliance on several key industries, including natural resources and mining, education, health services, and construction. The RTP highlights the county's concentration of manufacturing employment. The average weekly wages vary across industries, with natural resources and mining offering the highest, comes out to an average of \$1,049 per week. Manufacturing, while a significant industry, offers lower average weekly wages compared to natural resources and mining.

A safety initiative noted in the RTP, The Local Roads Safety Initiative, could potentially offer benefits to Hickman County. The TDOT initiative provides assistance to local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes by providing route details and project statuses.

South Central Tennessee Comprehensive Economic Development Strategy (2023)

The Comprehensive Economic Development Strategy (CEDS) for the South Central Tennessee Development District (SCTDD) outlines a strategic plan for economic growth and resilience from 2022 to 2027. Hickman County is one of the 13 counties in the SCTDD and the eighth most populated. The plan states that much of Hickman County's population growth in the past decade can be attributed to growth in the Nashville Metropolitan Area, with much of the growth occurring near or alongside Interstate 40.

CEDS evaluated Hickman County using the Innovation Index 2.0, which measures innovation capacity and output. The county scored 75.6, below the median of 84.3. Specific areas of evaluation include Human Capital and Knowledge Creation (80.1), Business Dynamics (36.9), and Business Profile (69.9), all of which fall below their respective medians. These insights highlight areas of potential growth and development for Hickman County, emphasizing the need for continued focus on innovation and business dynamics to enhance its economic standing.

The plan also refers to Hickman County as a notable destination with rich cultural heritage, diverse outdoor recreational activities, and tourist attractions such as the statue of Minnie Pearl and the Storyteller's Museum. Additionally, the plan notes the various outdoor activities Hickman County has to offer including canoeing, kayaking, hunting, fishing, hiking, and trail riding on ATVs. Finally, the county offers various boutique hotels and bed and breakfasts. These factors combined with Hickman County's proximity to Nashville help alleviate some of the economic concerns noted by the CEDS Innovation Index 2.0.

NEEDS AND OPPORTUNITIES

Current conditions and historical trends across Hickman County reveal the following key considerations in the update of the County's Future Land Use Plan:

- Population and employment trends combined with community facilities and proximity to Nashville indicate that Northeast Hickman County is positioned for more rapid change than the rest of the county;
- Limited aquifers and water service areas necessitate a growth boundary;
- Limited sewer services limit long range possibilities for denser development outside of Centerville;
- The county's delicate river ecosystems necessitate ecological and conservation based land use decisions;
- The county's growth has remained steady but the surrounding area's growth pressure may increase the rate of population growth in the future;
- The county is overwhelmingly zoned for and used as agricultural and forestry/timber land. The majority of residential zoning and land use is in the northeast of the county;
- The majority of workers in the county commute to other counties for work. With below average CEDs Innovation Index scores, there may be concern over "brain-drain";
- A disproportionate number of crashes occurred near the TN-100 and TN-46 junction. Greater access management and improved roadway geometry may be necessary.





HICKMAN COUNTY
TENNESSEE