

TOWN OF ROSSVILLE COMPREHENSIVE PLAN UPDATE



Prepared for the Town of Rossville
JUNE, 2021

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TOWN OF ROSSVILLE, TENNESSEE**

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I. INTRODUCTION AND PURPOSE

Rossville is a quaint, charming, rural railroad town at the fringe of an expanding metropolitan area. Surrounding the town are the lush wetlands and diverse woodland of the Wolf River bottoms to the north and the rolling hills, woods and farmland to the south. On a drive to Rossville, one actually realizes a real sense of escape from the city. It is the essence of this rural character that the town seeks to sustain.

Rossville is at a crossroads. Population projections predict that Fayette County and Rossville will absorb an ever-increasing share of growth from the Memphis metropolitan area. It is difficult, even painful, to imagine the prospect of envelopment by the typical, identity-less suburban sprawl. Never has concern about growth, development patterns, and the future been so great and never has the County or the Town been confronted with such a variety of complex issues and citizen demands. Rapid growth in Collierville and eastern Shelby County has brought concern about traffic, land values, loss of the scenic, rural and historic resources and the loss of community identity.

In his book, *Rural by Design*, Randall Arendt reflects: "Ironically, the uncritical adoption of conventional suburban zoning and subdivision regulations has created a virtual sea of standardized, sprawling development incompatible with other equally important aspects of traditional towns: their ambience, character, and vitality.... Even in those towns where a comprehensive plan (or master plan or general plan) has been adopted, it is often regarded as purely advisory, is infrequently updated, and---most unfortunately---fails to address one of the most critical questions facing these towns today: how to grow gracefully, in a manner consistent

with the traditional character of the community, so that new development fits harmoniously into the town fabric and helps to reinforce the local sense of place."

The Comprehensive Plan is the result of a cooperative effort to focus on the Town's future. It is a guide for public officials and citizens who will lead the Town in the 21st Century. The Comprehensive Plan is the framework for consistent future decision making. If respected and followed, the plan will help to balance the many needs and desires of the community while protecting the resources that make Rossville a special place to live, work and visit.

The plan is long-range because it outlines a vision of what the Town should be like in 20, 30 and even 50 years and how the framework for that vision should be established. This is the basic framework for future planning that needs to be built, and built upon, and should not change with each election or individual development decision.

The purpose of this Comprehensive Plan is to provide a long-range guide for growth, land use and development decisions in the Town of Rossville and its surrounding growth area. It is also a guide for other decisions that are related to growth and development and will help the Town to determine when and where new public facilities are needed. The planning horizon of this updated Comprehensive Plan is the year 2040.

The Town of Rossville annexed approximately 1,530 acres in August of 2010. This annexation was precipitated by the Norfolk Southern Railroad's plans to build a 500-acre intermodal facility within the Town's southwest annexation reserve area adjacent to the City of Piperton. The

location of the proposed intermodal facility was chosen, in part, as an effort to lessen the impact of tractor trailer traffic on Highway 57, providing protection to the historic and rural atmosphere of the Town of Rossville and southern Fayette County.

The Town of Rossville chose to annex this area as a proactive step to protect its annexation reserve area and to manage potential growth and development that may occur as a result of construction of the intermodal facility. These protective measures included the development of zoning and overlay districts, restrictions on vehicular circulation, and determining the infrastructure needs such as water and sewer services for this area.

An update to the Town's Comprehensive Plan was prepared in 2012 to address the growth of its newly annexed area, to identify growth strategies in the future reserve areas impacted by the railroad facility, and to update the prior Comprehensive Plan. The 2012 update focused primarily on Land Use, Zoning and Transportation. The Town conducted a series of meetings to obtain public input on these categories and recommendations were provided and a consensus for future growth was adopted by the Town. This update incorporates those changes, and also addresses the demographic, public facilities and Town image components of the Comprehensive Plan, which were not addressed in the previous update.

II. HISTORIC PORTRAIT OF ROSSVILLE

The Town of Rossville is one of the old towns of Fayette County, Tennessee. It sprang from a village named La Fayette, which stood on US Highway 57. The town received its name from

General DeLaFayette of France, who also gave La Grange its name from his hometown of La Grange, France.

Marie Joseph Paul Yves Roch Gilbert du Motier, Marquis de LaFayette, (1757-1834) was a French general and statesman who, despite the opposition of his government, sailed for America in 1777 to join George Washington. In 1824-25, he spent several months touring in the United States. Enthusiasm and admiration for him ran high among the pioneer settlers because of his active part in fighting during the American Revolution. The county and the town were named in his honor.

One of the early settlers was Thomas M. Ross who gave the property of the present site to Rossville in 1859. Thus, the town was renamed Rossville.

Rossville has suffered some setbacks during its existence. Union soldiers camped in the town for nearly three years during the Civil War, plundered and destroyed, and left the problem of rebuilding when the war ended. The yellow fever epidemic of the late 1870s took its toll in Rossville. Dr. Lipscomb, the town's first physician, ministered to the patients throughout the epidemic. Other setbacks included a flood in 1844, and a fire on February 27, 1922, which destroyed an entire block of the business section, the Methodist church and several homes.

The first school, a one-room building, was erected in 1866. The building was replaced in 1899 by a two-story frame building, and many additions and improvements were made through the years. During the 1920's the older children rode the train to Somerville to attend school. For this daily trip back and forth to Somerville, the children rode "Old Mike." Actually, the engineer's

name was Mike Brady, but as the train took on a personality of its own, the train assumed the same name. Most of the Rossville students lived in the dormitories in Somerville. According to Mrs. Rosa Anderson, the train rides were the highlight of those years, and many a romance began on "Old Mike."

In 1947, a new Rossville Elementary School was erected on Third Street. Miss Freddie Mae Thomas was among the staff of three, and she was responsible for the lower elementary. Somehow Miss Freddie Mae was able to give a wonderful education to many of Rossville's students. Often, she had as many as 30 students in grades 1 through 6 in one room. One student fondly remembers how she separated the children in different areas of the room and went from group to group giving each child special attention. This beloved teacher still lives in her family home on Second Street.

The oldest home in Rossville is near the railroad tracks on Second Street and was built by Dr. A. V. Warr who came to Fayette County in 1855. The present owners have been engaged in extensive renovations and have restored its former beauty.

The first church in Rossville was built about 1870 by the Baptists. Both Baptists and Methodists used it until 1892 when the first Methodist church was built. Both denominations used the Methodist church building until 1920, when the Baptists built a church of their own on Second Street. When the Methodist church building was destroyed in a fire in 1922, the Methodists again used the Baptist church. On Easter Sunday in 1923, the first service was held in the new Methodist church, erected on land given by Mr. and Mrs. J. L. Crawford. The Methodists still

worship in the historic church on Main Street. The Baptist congregation now has a new building on US Highway 57.

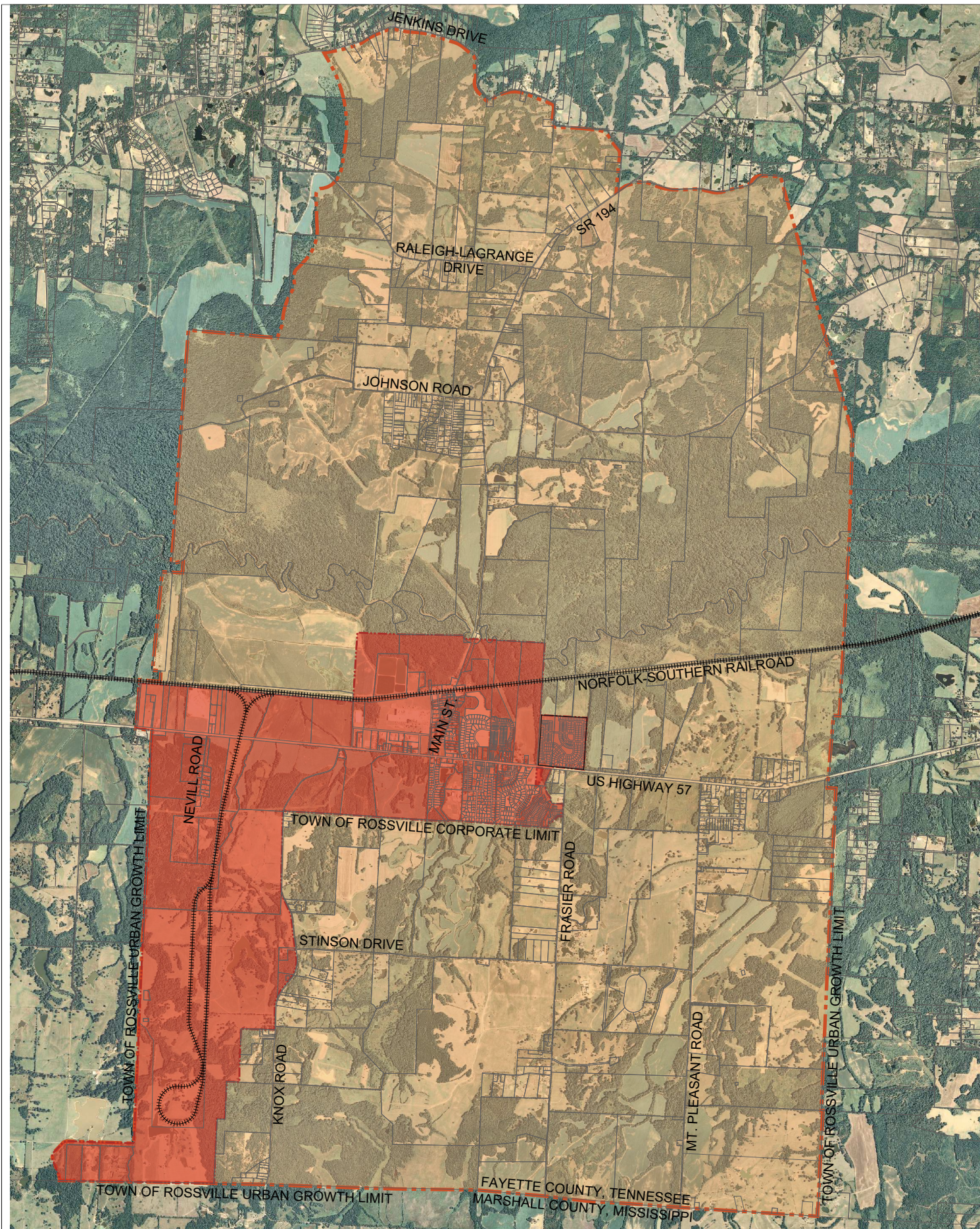
Rossville was incorporated in 1903, and John B. Ballard was elected as the town's first mayor. Many fine men have served as Mayor during Rossville's history, and the town has maintained the friendly atmosphere that it had in the early settlement days when it had only a store, a grist mill, a blacksmith shop and three or four homes.

When the Memphis and Charleston Railroad built its rail line from Memphis to Moscow and LaGrange in 1853, Mr. Ross gave land on which to locate a town along the railroad and LaFayette was moved several hundred yards north (from a point near where US Highway 57 now runs). At this time, the town was given the name of Rossville.

III. EXISTING CONDITIONS

A. NATURAL FEATURES

The Wolf River is the single most notable natural feature associated with the Town of Rossville. The current corporate limits of Rossville encompass 6.0 square miles or 3,833 acres. Nearly 325 acres are located within the floodplain of the Wolf River. Morrison Creek creates an additional 200 acres of floodway in this tributary which flows through the center of town. The surrounding area identified as within the Town of Rossville Urban Growth Boundary includes two more tributaries to the Wolf River, Grissum Creek to the east and an unnamed stream to the west as well as large timbered areas and farmland with rolling terrain. This area is depicted on the map found on page 11.



NOT TO SCALE

ROSSVILLE CORPORATE LIMITS AND URBAN GROWTH BOUNDARY

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B. LAND USE

The Town of Rossville is formed by the historic village, which emerged from the railroad depot established in 1853. The incorporated area of the Town’s 3,833 acres is primarily agricultural. Today the Town is composed of four basic areas of development: the historic village centered on the Norfolk Southern Railroad and Main Street (Highway 194), the industrial center west along the Norfolk Southern Railroad and south into the multimodal facility area, the US Highway 57 corridor, and new residential settlements. Table 1 below depicts the allocation of existing land use for the current incorporated area, and existing land use is illustrated on the map on page 14.

**TABLE 1
EXISTING LAND USE INVENTORY
WITHIN TOWN LIMITS**

LAND USE CATEGORY	ACRES	PERCENT OF TOTAL LAND	PERCENT OF DEVELOPED LAND
Residential	471	12.3	24.7
Commercial	57	1.5	3.0
Industrial	1,047	27.3	54.8
Institutional / Public	89	2.3	4.7
Greenbelt/ Open Space	80	2.1	4.2
Rights-Of-Way	165	4.3	8.6
Total Developed Land	1,909	49.8	100%
Vacant Land	1,924	50.2	
Constraints	440	35.5	
No Constraints	464	37.4	
Total Land Area	3,833	100%	

Development within Rossville has until recently involved only some limited business and industrial uses. Subdivisions in place in 2001 include Neville, FK West, Bailey Ridge, and Cotton Bend, totaling 134 lots. An additional 653 lots have been platted since 2001, located in numerous subdivisions (SDs) and planned developments (PDs), including Davenport SD (3 lots), Lafayette SD (7 lots), Village of Cotton Bend PD (24 lots), Rossville Reserve PD (30 lots),

Huntington Pointe PD (51 lots), Lafayette Station PD (112 lots), Saunders Creek PD (181 lots), and LaFayette Pointe PD (245 lots).

The number of new lots has demonstrated a strong interest for increased settlement in Rossville. These new developments, the historic village, and scattered home sites along US Highway 57 comprise the single-family housing base. Of the 646 new residential lots, 242 are zoned Single-Family Residential (R-15) and 404 are zoned Medium-Density Residential (R-10). This proportion of lower-density to medium-density lot sizes is in keeping with the former proportion (47 and 87 lots, respectively) in 2001. Higher density housing is limited to Rossville Manor and the mobile home park located at the western edge of town.





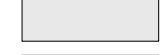
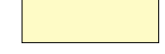










Commercial land use is located predominantly along US Highway 57 and includes Rossville Bank, Southern Accents, Rossville BP gas station and convenience store, Krueger Hydraulics, Gurkin's Grocery and Gas Station, the antique mall, and Rossville Health Center. The Wolf River Café and Rossville Grocery are the main business activity located in the old historic area

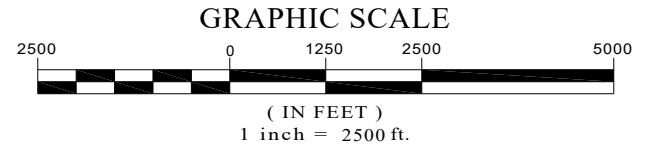
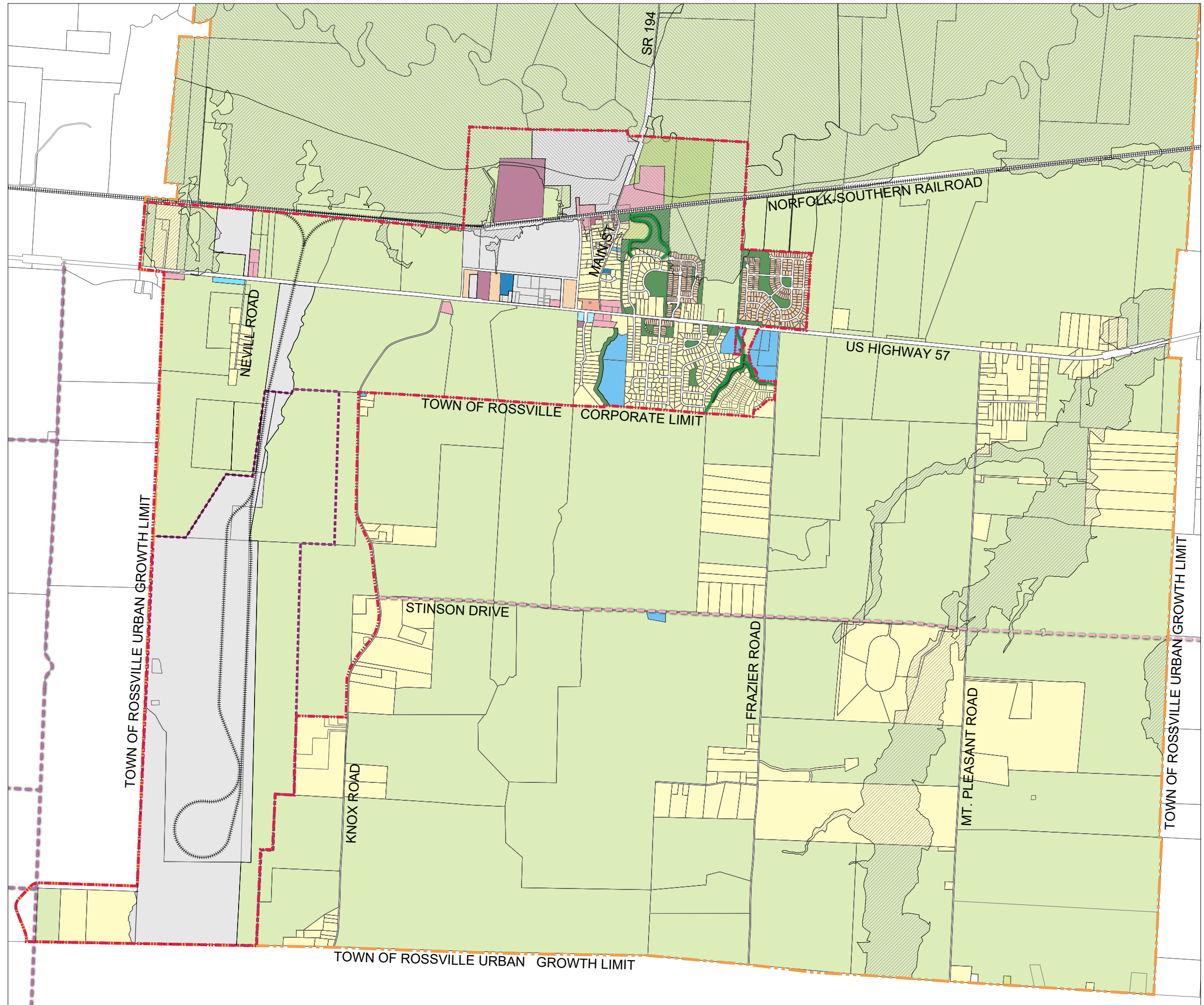
_____ need to update if there are newer commercial developments since original comp plan _____ .

Industrial uses comprise 1,047 acres of the existing inventory within the Town. The single largest industrial use is the intermodal facility located at the southwest region of the Town. Another significant area of industrial development consists of the Kellogg plant near the Town center, and areas north of the Norfolk-Southern Railroad.

TOWN OF ROSSVILLE EXISTING LAND USE

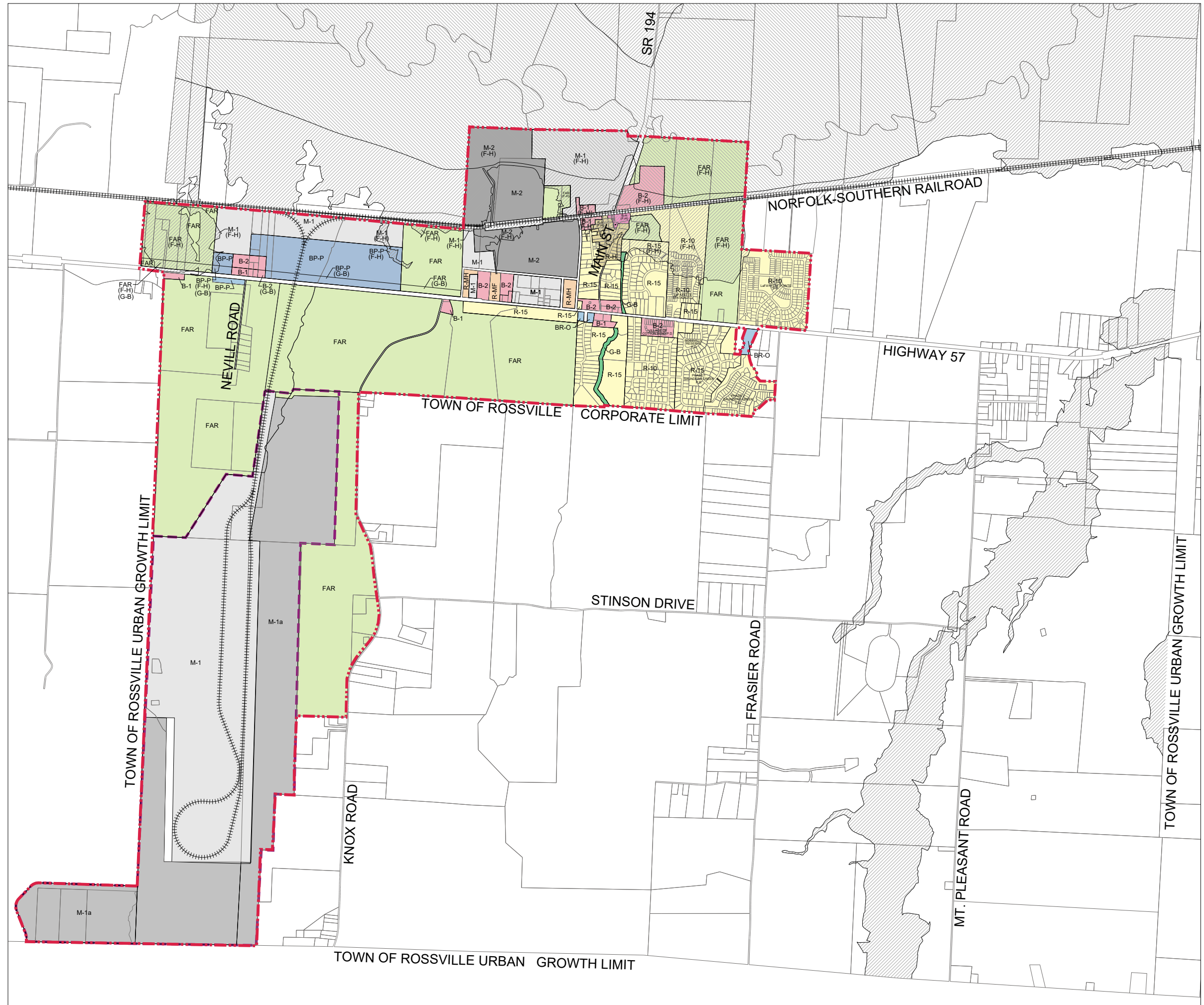
LEGEND

-  RAILROAD
-  GREENBELT
-  RETAIL
-  OFFICE
-  INDUSTRIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  RESIDENTIAL MOBILE HOME
-  INSTITUTIONAL
-  PUBLIC
-  UTILITY
-  VACANT
-  GREENBELT
-  FLOODWAY
-  FLOOD HAZARD OVERLAY
-  INDUSTRIAL DEVELOPMENT OVERLAY ZONE BOUNDARY



TOWN OF ROSSVILLE EXISTING ZONING LEGEND

- B-1 TOWN CENTER BUSINESS
- B-2 GENERAL BUSINESS
- B-H BUSINESS-HISTORIC
- BR-O RESIDENTIAL BUSINESS-OFFICE
- BP-P PLANNED BUSINESS PARK
- M-1 GENERAL INDUSTRIAL
- M-2 HEAVY INDUSTRIAL
- M-1a RESTRICTIVE INDUSTRIAL
- R-15 SINGLE FAMILY RESIDENTIAL
- R-10 MEDIUM DENSITY RESIDENTIAL
- R-8 HIGH DENSITY RESIDENTIAL
- R-6 HIGH DENSITY RESIDENTIAL
- R-TH RESIDENTIAL TOWNHOME
- R-MF RESIDENTIAL MULTI FAMILY
- R-MH RESIDENTIAL MOBILE HOME
- R-H RESIDENTIAL HISTORIC
- FAR FORESTRY, AGRICULTURAL, AND RESIDENTIAL
- GB GREENBELT
- (FW) FLOODWAY
- (FH) FLOOD HAZARD OVERLAY
- INDUSTRIAL DEVELOPMENT OVERLAY ZONE BOUNDARY



GRAPHIC SCALE

2500 0 1250 2500 5000
(IN FEET)
1 inch = 2500 ft.

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Map 3
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C. ZONING

The Zoning Ordinance of the Town of Rossville was amended in December of 2016. Significant modifications include additional residential districts, business districts, industrial districts, and overlay districts in response to changing development patterns. The zoning map for the Town of Rossville (see page 15) shows large parts of the Town zoned as follows: Flood Zone; Forestry, Agricultural and Residential (FAR); General Industrial (M-1); Heavy Industrial (M-2); and Restrictive Industrial (M-1a). Zoning for new residential development has consisted primarily of the Single Family Residential (R-15) and Medium Density Residential (R-10) District classifications. Planned Business Park (BP-P) zoning is included north of US Highway 57 in the vicinity of the railroad spurs serving the new intermodal facility.

D. TRANSPORTATION SYSTEM

The US Highway 57 corridor is the dominant transportation artery linking the Town of Rossville to the Memphis metropolitan area. State Route 194 provides the only northern roadway crossing the Wolf River and creates a link to the county seat, 20 miles north in Somerville. US Highway 57 also provides direct connection to Interstate 269, which in turn provides access to Interstate 40 and to TN 385 (Bill Morris Parkway).

Local county roads, Mt. Pleasant Road and Knox Road, just outside the city limits, provide southern routes to Mississippi.

Another feature in the transportation system is the Norfolk-Southern Railroad extending east-west through the Town of Rossville, providing rail service to industrial uses, but also acting as a barrier to the northern area of Rossville.

E. PUBLIC FACILITIES AND UTILITIES

The availability of public facilities is critical to a city's ability to grow and to serve the residents and business of the community in Rossville. A map depicting existing public facilities and utilities is provided on page 19. Police and fire services, along with other governmental services, are located at the Town Hall, one block north of US Highway 57 on Morrison Street.








Sanitary sewer and water are both provided by the Town. Electric power is furnished by a private utility company, Chickasaw Electric. Solid waste disposal is also provided by private contract with the Town. The map shown on page 19 shows the location of the facilities, the major water lines, the sewer collection system, and treatment plant.

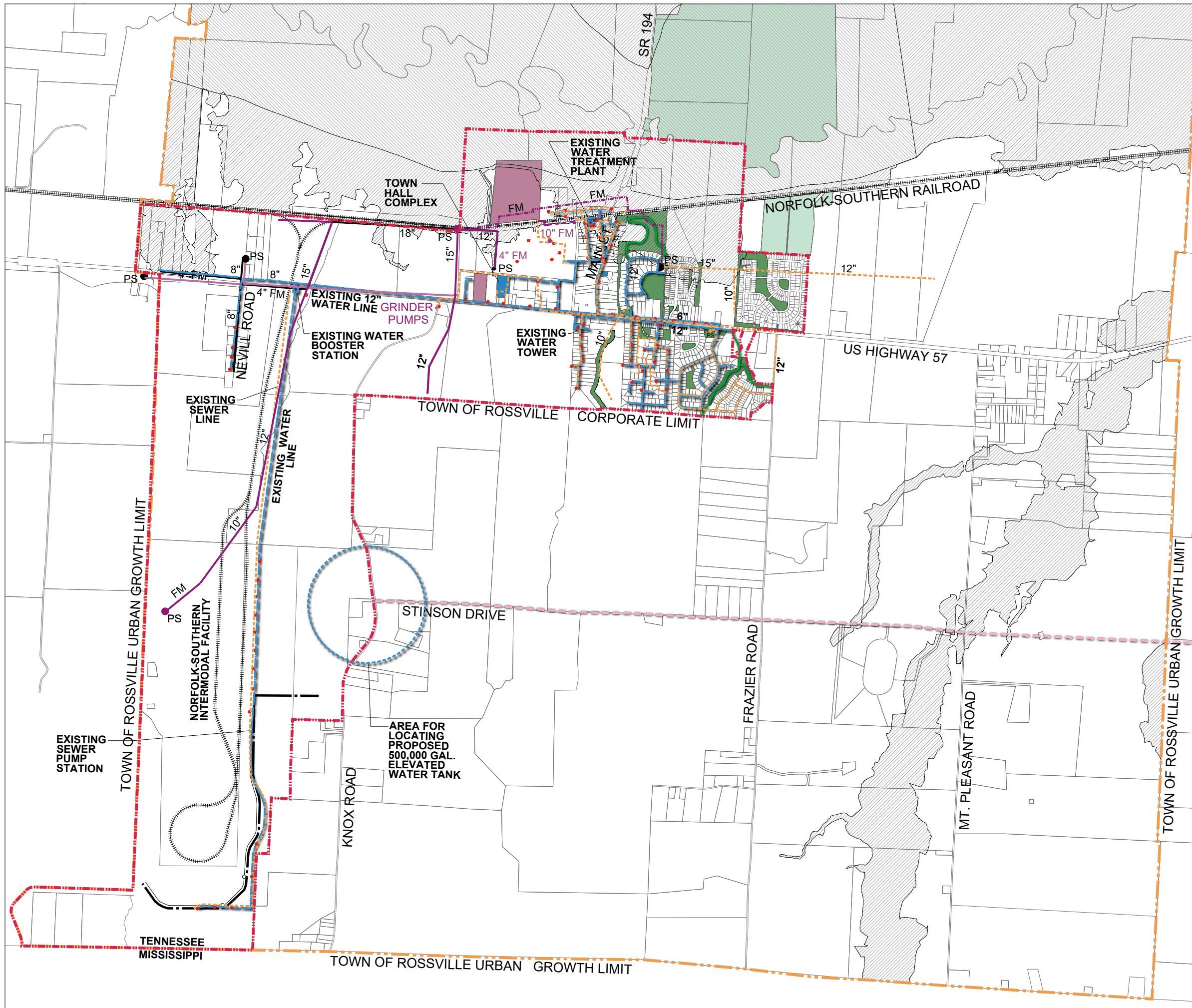
The Town maintains a significant green space and picnic shelter in the heart of the historic downtown, just south of the railroad tracks and east of Main Street, which the Town leases from the Norfolk-Southern Railroad. The Town's other municipal parks are located east of this green space, connected by a pedestrian bridge, and a large open space central to Huntington Pointe PD. An extensive greenway system has been under development during the past decade, with several segments completed, and more sections in the planning stages.

In addition, considerable outdoor recreation opportunities are available in the wetlands of the Wolf River. Canoeing, fishing, hiking, and hunting are activities provided by this excellent natural resource. In addition, a large conservation area, the William C. Clark Conservation Area, is located just north and east of the Town of Rossville. It is controlled by the Nature Conservancy and is accessible by an extensive system of elevated boardwalks. An additional 45-acre parcel of land was recently acquired by the Nature Conservancy, south of the Wolf River, but is not yet open to the public. Private open spaces are provided as part of the new planned development areas, for use by the residents living in those areas. The map on the next page provides an overview of the available public facilities in the Town of Rossville, as well as those platted for future construction within the new residential developments.

TOWN OF ROSSVILLE EXISTING PUBLIC FACILITIES AND UTILITIES

LEGEND


-  SANITARY GRAVITY LINE
-  SANITARY FORCE MAIN
-  WATER MAIN
- 12" 12"FM PIPE SIZE
-  FIRE HYDRANT
-  OPEN SPACE
-  NATURE AREA
-  PUBLIC USE TRAIL




GRAPHIC SCALE

2500 0 1250 2500 5000

(IN FEET)
1 inch = 2500 ft.





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Map 4
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IV. POPULATION PROFILE AND PROJECTIONS

A. CURRENT CENSUS DATA

The latest available census information identifies a total of 1,058 persons living in the Town of Rossville, according to the 2018 Certified Population published by the State of Tennessee Department of Economic and Community Development, Division of Research (“Department”). This compares with a total population of 291 persons in 1990, the population at the time of the original Comprehensive Plan, and 664 persons in the 2010 Census, respectively.

B. 20-YEAR POPULATION PROJECTION

That same organization has projected a population growth for all of Fayette County from the 2018 count of 40,507 to 48,863 persons in the year 2040. A breakdown by municipality is not available. Rossville’s 2018 Special Census population of 1,058 persons represents roughly 2.6 percent of the total population for Fayette County. Applying that percentage to the 48,863 projected population for the county would appear to indicate a projected population of 1,276 for the Town of Rossville. However, the population trend in Rossville is characterized by much faster growth than the number projected by the Department. For instance, Rossville’s population reached a total of 844 persons in the 2010 census, far exceeding the Department’s projected population of 433 for the Town in 2010, as identified in a 1990 Department publication.

The Town of Rossville’s population has been characterized by a steady increase decade-over-decade, with occasional growth spurts. This has equated to a 5.7 percent year-to-year increase in the decade between the 2000 Census and 2010 Census and a 6.0 percent year-to-year increase over the next eight years. This is fairly consistent with the steady growth in population projected

for the Memphis Metropolitan Statistical Area (MSA) by the Boyd Center for Business and Economic Research, and reflects the identified trends in birth rate, deaths, and net migration for Metropolitan Statistical Areas (MSAs) in Tennessee. Growth in rural areas not associated with MSAs is projected to decline over the next two decades.

The occasional growth spurts evidenced in population growth in the Town, along with several other factors, including significant expansion of the Town's utility infrastructure systems, will affect potential population growth. In order to better approximate the effect of these influences upon the population, two alternative methods for predicting Town growth were utilized. The first method was based upon the projection of slow and steady growth, but included intermittent spurts of greater growth. A second, more conservative approach, was based upon the average number of new residential building permits issued year-to-year. The first method projects a total population of 5,164 persons by the year 2030 and 11,149 persons by the year 2040 for the Town of Rossville. The second projects a total of 4,234 persons by the year 2030 and 8,284 persons by the year 2040, assuming 2.7 persons per household. The total population predicted using the first methodology is recommended, primarily because it more closely reflects the growth patterns experienced in neighboring communities within the Memphis MSA over the past two decades.

The accelerated population increase in the Town of Rossville is consistent with indicators for growth in the US Highway 57 corridor as trends and development patterns extend east from Collierville and Shelby County. The Town of Rossville expects to meet the accelerated population projection noted above, based on recent development activity within the Town and emerging trends which indicate significant growth in the US Highway 57 corridor.

C. PROJECTED GROWTH AND IMPACTS

Economic conditions have fostered unprecedented growth in Fayette County and unless some unforeseen event occurs, this expansion will likely continue. The Town of Rossville is also experiencing tremendous growth. The number of residential lots approved since the last Comprehensive Plan in 2001 totals 653 lots, with additional lots in various stages of design. Conservatively projecting a five-year buildout on all approved developments based on 2.7 persons per household, the population projections for the Town of Rossville could see its population grow from a current 1,058 persons to 2,821 persons on lots currently approved or in the design stages. This supports growth forecasts for a projected population in excess of 4,100 persons by 2040.

The documented growth pattern of the Memphis Metropolitan Area clearly supports the argument that Rossville, along with Piperton and Moscow, will be affected by the continued development extending eastward along US Highway 57, the Poplar Corridor.

An examination of the past 50 years of the growth of the Memphis Metropolitan Area underscores this fact. Post World War II growth began expanding beyond Highland Avenue. The 1950s saw development press eastward out the Poplar Corridor to White Station Road. In the 1960s, development progressed eastward with the construction of Interstate 240; the 1970s continued eastward, embracing the areas around Kirby Parkway; the 1980s propelled the rapid growth of Germantown and the 1990s saw the emergence of Collierville as the fastest growing city in Tennessee, with Oakland surpassing its growth exponentially between 2000 and 2010.

This phenomenon is dramatically illustrated by the following table, showing the growth and development of Germantown, Collierville, and Rossville.

**TABLE 2
COMPARATIVE COMMUNITY POPULATION**

Municipal Population (percentage increase/decrease)			
<u>Year</u>	<u>Collierville</u>	<u>Germantown</u>	<u>Rossville</u>
1950	1,153	N/A	N/A
1960	2,020 (+75%)	N/A	N/A
1970	3,651 (+81%)	N/A	N/A
1980	7,839 (+115%)	21,466	N/A
1990	14,427 (+84%)	32,893 (+14%)	291
2000	31,872 (+121%)	37,348 (+14%)	380 (+31%)
2010	45,662 (+43%)	38,877 (+4%)	664 (+75%)

#

There are other factors influencing the growth of Rossville and the areas in the Poplar Corridor.

One of the more important of these factors is recent completion of Interstate 269, just west of Rossville, which connects the communities with a large “outer loop” linking Interstate 40 northwest to Millington and south to continue westward to Interstate 55. This extremely important transportation system makes the communities of Piperton, Rossville, and Moscow almost immediately accessible to the employment centers of Memphis while making these locations attractive to businesses with high transportation needs, especially for access to Memphis International Airport and FedEx.

Its designation as part of the Interstate 69 highway system provides direct linkage from Mexico to Canada, right through Fayette County. As stated by Commissioner Fischer of the Tennessee Department of Economic and Community Development, “. . . This will be the most important, most significant economic development event to influence development in this area for the last 25 years.” What Commissioner Fischer said was that this is an unparalleled event with

unimaginable implications for growth in this region, growth in jobs, growth in housing, growth in services, growth of all the communities in the path of this transportation system.

Another factor to consider is the pattern of land acquisition and ownership seen in the area identified as Rossville’s Urban Growth Boundary. Large tracts of land in excess of thousands of acres have been acquired and are being held by the families and owners of some of the largest land development companies in the Memphis area. While this does not signal any impending move to set about the development of these large tracts, it is no mere coincidence that these entities are buying and holding land in the Poplar Corridor.

The following table provides an overview of the population trends for Fayette County.

**TABLE 3
POPULATION TRENDS AND PROJECTIONS
FOR THE CENSUS DIVISIONS IN FAYETTE COUNTY**

<u>Census Divisions</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2010</u>	<u>2020 (projected)</u>
Braden	11.4%	11.6%	12.1%	271	282	294
Fayette Corners	5.9%	4.8%	3.8%	1,122	1,359	1,646
Moscow-La Grange	17.8%	14.6%	13.5%	558	689	851
Oakland	16.9%	20.3%	23.2%	1,585	6,623	13,845
Rossville	15.7%	14.8%	14.6%	380	664	1,189
Somerville	32.2%	34.0%	32.8%	2,519	3,094	3,800
TOTAL	100.0%	100.00%	100.00%	6,435	12,713	21,625

Source: Population projections for Fayette County were provided by Fayette County Officials. Distribution by census divisions was calculated by Regional Economic Development Councils based on the distribution according to the 1990 Census and updated based upon 2010 US Census data.

**TABLE 4
POPULATION PROJECTION FOR ROSSVILLE, TENNESSEE**

Latest		Projected		
2000	2018	2020	2030	2040
385	1,058	1,189	2,190	4,150

V. FUTURE LAND USE POLICY AND PLAN

A. GUIDING PRINCIPLES

The Town of Rossville is committed to maintain a community with a strong sense of identity, an identity found in the historic roots as a small town with rural character. The Town is intent on preserving that sense of place and the culture it creates. The Town wishes to grow at a pace and in a manner that respects the land and the heritage of the community. The Town wishes not to surrender to the march of conventional, suburban subdivision development or for development just for the sake of development. To advance these ideals, four key elements or guiding principles are set forth as the basis for this plan:

1. Preserve the heritage and culture of the Town.
2. Protect and enhance the natural, rural features of the area.
3. Provide for the logical, long-term expansion of Rossville’s boundary to respond to development needs and the limited available land within the corporate limits.
4. Maintain reasonable limits on the rate of growth to protect both the financial resources and the stability of the community.

Each of the guiding principles will be incorporated into the statement of policies for development of residential, commercial business and industrial uses.

The Land Use aspect of the 2012 Comprehensive Plan Update consisted of development of an inventory of the different types of land uses and how they were distributed within the community. This information was analyzed to determine compatible uses and whether there were any areas of conflict, such as areas of residential uses adjacent to industrial uses. It was determined that there were four major areas of incompatible uses; the northwestern limits of the Town by the airport, the southwestern limits of the Town by the intermodal facility, an area west of Morrison Street where the Town transitions from Town core to agriculture uses, and the easternmost gateway into the Town, where retail uses are surrounded by residential uses. Additional consideration was given to how the Town has created buffers between these incompatible areas.

Land Use was also analyzed with regard to percentages of the different uses. It was determined that the Town currently has a distribution of (24.7%) residential uses, (54.8%) industrial uses, (3.0%) retail uses, and (4.2%) open space. This breakdown was discussed and a consensus reached indicating that a modified distribution of land use is needed to create a more balanced community with increased amounts of open space and retail opportunities for the Town. The charts on the following page illustrate the current land use expressed as a percentage of total land within the Town of Rossville. Chart A includes vacant land, while Chart B excludes vacant land and right-of-way areas to present a more representative summary of land use.

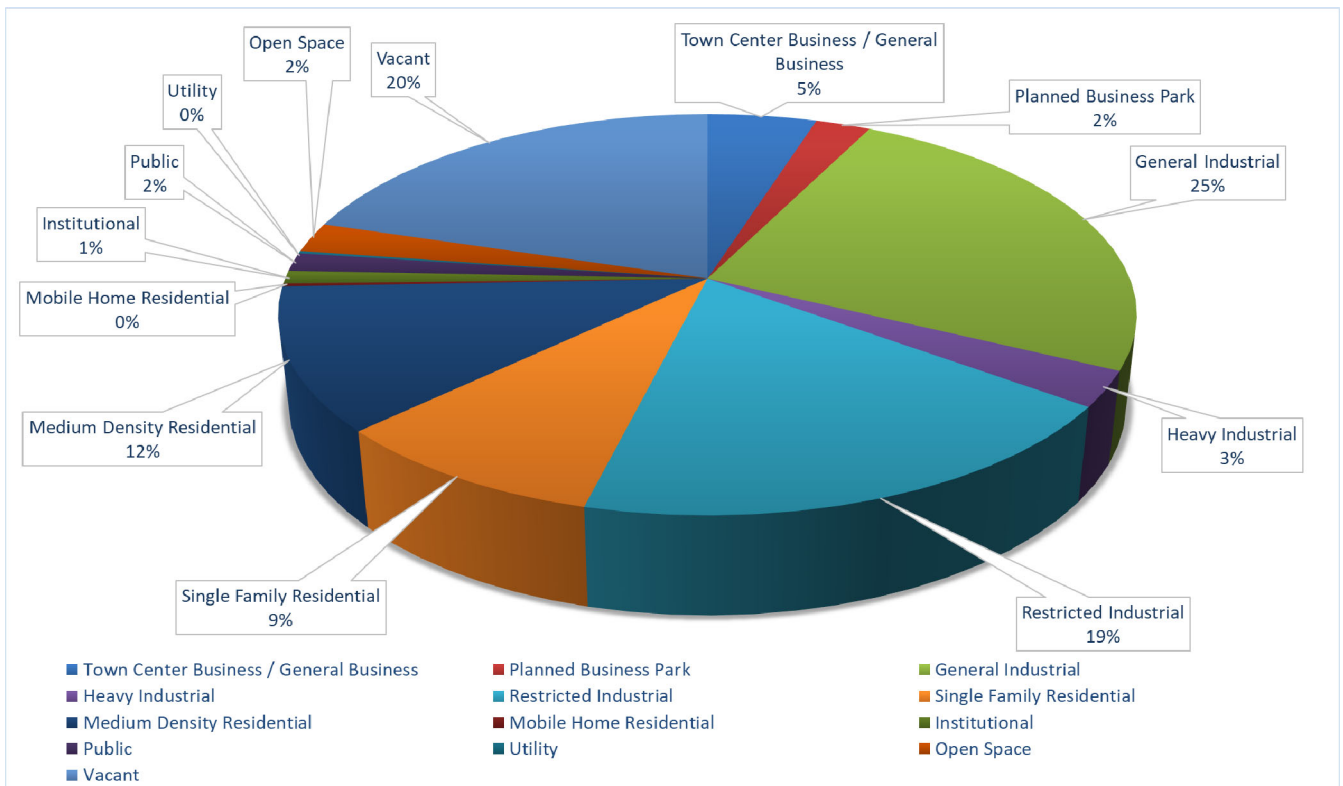


Chart A. Town of Rossville Existing Land Use Chart

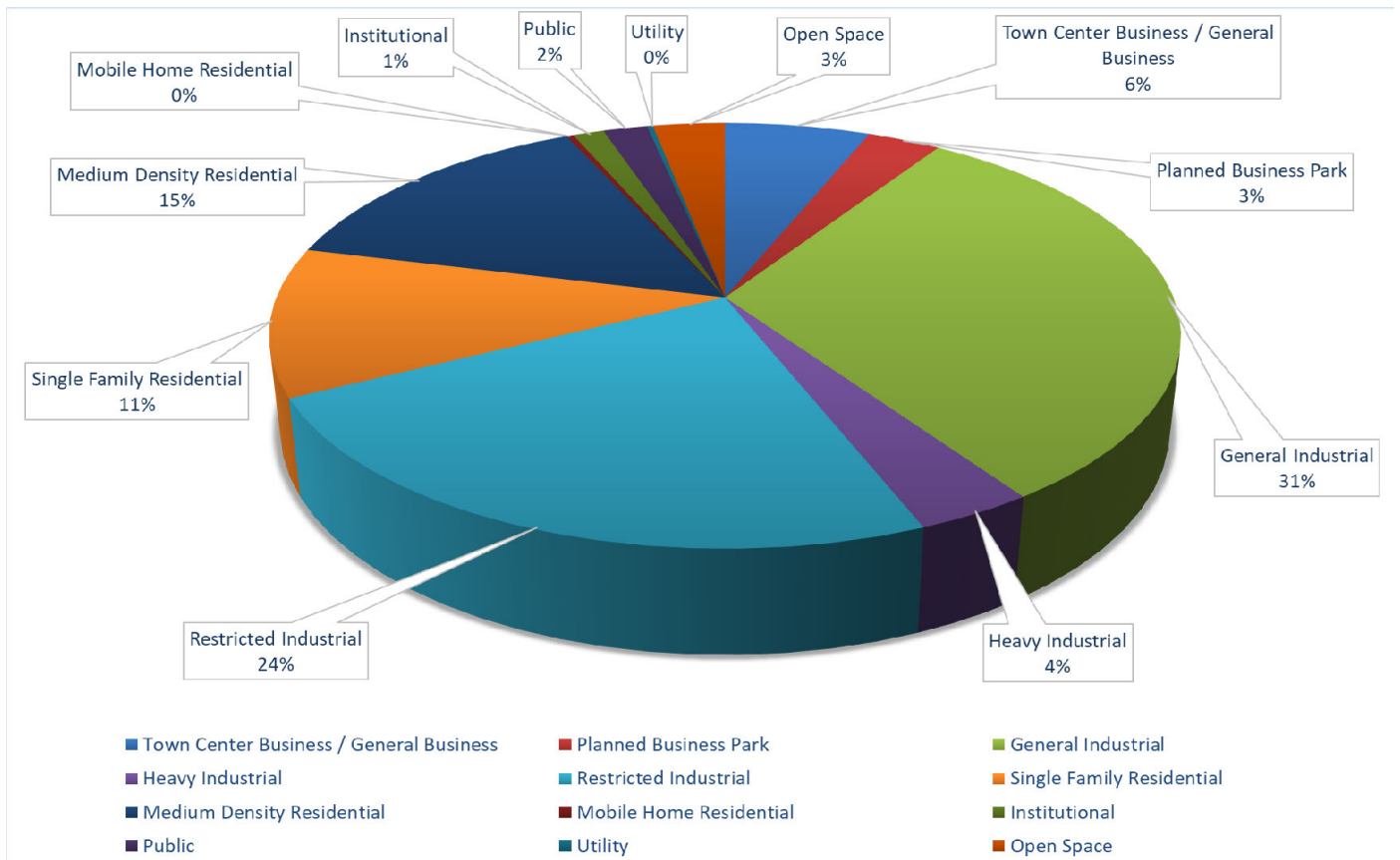


Chart B. Town of Rossville Non-Agricultural Existing Land Use Chart

B. LAND USE RECOMMENDATIONS

Based upon these observations and the guiding principles established for the Comprehensive Plan, the following recommendations are reflected in the Future Land Use and Major Road Plan:

Future Land Use Recommendations:

1. Create a Town Center Retail area at the intersection of the relocated State Route 194 and US Highway 57.
2. Create a greenway to buffer the industrial uses around the intermodal facility and the residential uses along Knox Road. The buffer is to include bicycle/pedestrian paths.
3. Develop provisions and regulations for assisted living facilities and senior housing development.
4. Develop regulations for live/work units to increase flexibility in development.
5. Develop a Capital Improvements Plan for budgeting future infrastructure improvements.
6. Construct a Community Park.
7. Establish guidelines for development along the US Highway 57 Corridor.

Major Road Plan Recommendations:

1. Designate Stinson Road as the transition between residential uses that require public services (sewer) and FAR residential uses that operates on septic systems.
2. Reroute State Route 194 to the west and extend it south to the state line to create a more walkable downtown and alleviate tractor trailer traffic through the historic downtown.
3. Provide an east-west road north of state line and look for further ways to create additional east west connectivity to Piperton and eastern Fayette County.
4. Provide additional north-south roadways for improved access between Macon and Johnson Roads north of the Norfolk Southern Railroad.

C. COMMERCIAL AND BUSINESS USES

Commercial and business uses to be developed in Rossville are to be located and designed to fit into the integrated pattern of uses already established. New development is encouraged to provide a supportive mix of uses rather than single, stand-alone uses typical of strip commercial development. Business uses are encouraged to make public and other facilities, such as a post office or churches, a part of a working civic center for commerce and community life. The Future Land Use Plan (Map 5, page 30) identifies the recommended locations and extent of commercial business centers.

Commercial zoning district classifications have been substantially altered to include two new districts as well as modifications to the established districts, consistent with the original objectives of the Comprehensive Plan. The B-H (Business Historic) and BR-O (Residential Business-Office) zoning districts were established to enhance preservation of the historic Town business center and to allow a mix of retail and residential uses in future development. The former B-1 Restricted Commercial District was modified as the B-1 Town Center Business zoning district and the former B-2 General Commercial District was modified as the B-2 General Business zoning district in response to the recommendations of the original Comprehensive Plan. Altogether, the modified and expanded business districts better address the needs of the growing Town of Rossville community.

Three large and two smaller-scale commercial activity centers are designated on the updated Future Land Use Plan. The existing retail centers located at the north end of Main Street and at the intersection of Main Street and US Highway 57 provide anchors to the old part of town, the

historic village. A new retail center is designated across the railroad tracks north of the historic commercial center, while the second and third centers are located adjacent to US Highway 57, west of Main Street. New smaller centers are shown at the intersections of Knox Road and Stinson Drive, and at Knox Road and a future east-west connector. Other commercial areas include existing businesses in their current locations.

Commercial and businesses uses within the large retail centers are intended to be developed around the adjacent highways, incorporating them into the development streetscape to provide heightened visibility for the businesses and improved traffic safety within Town limits. The two smaller neighborhood centers are proposed to allow certain low intensity, personal service and convenience uses to be located in close relationship with the surrounding residential uses.

The B-1 Town Center Business District provides for a larger range of permitted business uses and promotes the development of an integrated and unified plan for a mix of activities, and uses, shared parking, plazas, common areas, unifying architecture, landscaping and sign standards - all intended to reinforce the small-town character of Rossville. Graphic No. 1 (see page 34) shows in concept how building layout and parking can be designed to reflect this preferred arrangement of scale and relationships. Business centers are oriented toward local streets to promote a pedestrian-friendly environment and to lessen congestion along Main Street.

The area south of the Kellogg plant and west of Morrison Road represents one of the three large retail centers identified in the Future Land Use Plan. Several small businesses are located in this area, with uses ranging from traditional commercial to light industrial uses such as Rib Roof

Systems, and Krueger Hydraulics. These businesses are located on land zoned as residential districts. As such, they are considered non-conforming uses. There is a strong consensus that the US Highway 57 frontage should not be allowed to develop as "strip commercial" with a multitude of curb cuts, parking lots and business signs lining the road. With this objective it would be a preferred goal to have this area make the necessary changes or improvements so that businesses rearrange driveways and parking into shared centers or small business parks using common driveways, integrated business signs, internal parking areas and improved landscaping along the Highway and the interior of the development. Graphic No. 2 (see page 35) provides a conceptual image of how such a rearrangement or redevelopment might be accomplished.

The following guidelines and policies are recommended to accompany a process of site plan review for commercial business plans. Changes to the Zoning Regulations incorporating these guidelines are also recommended.








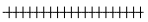




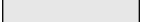
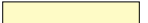










Commercial Development Guidelines:

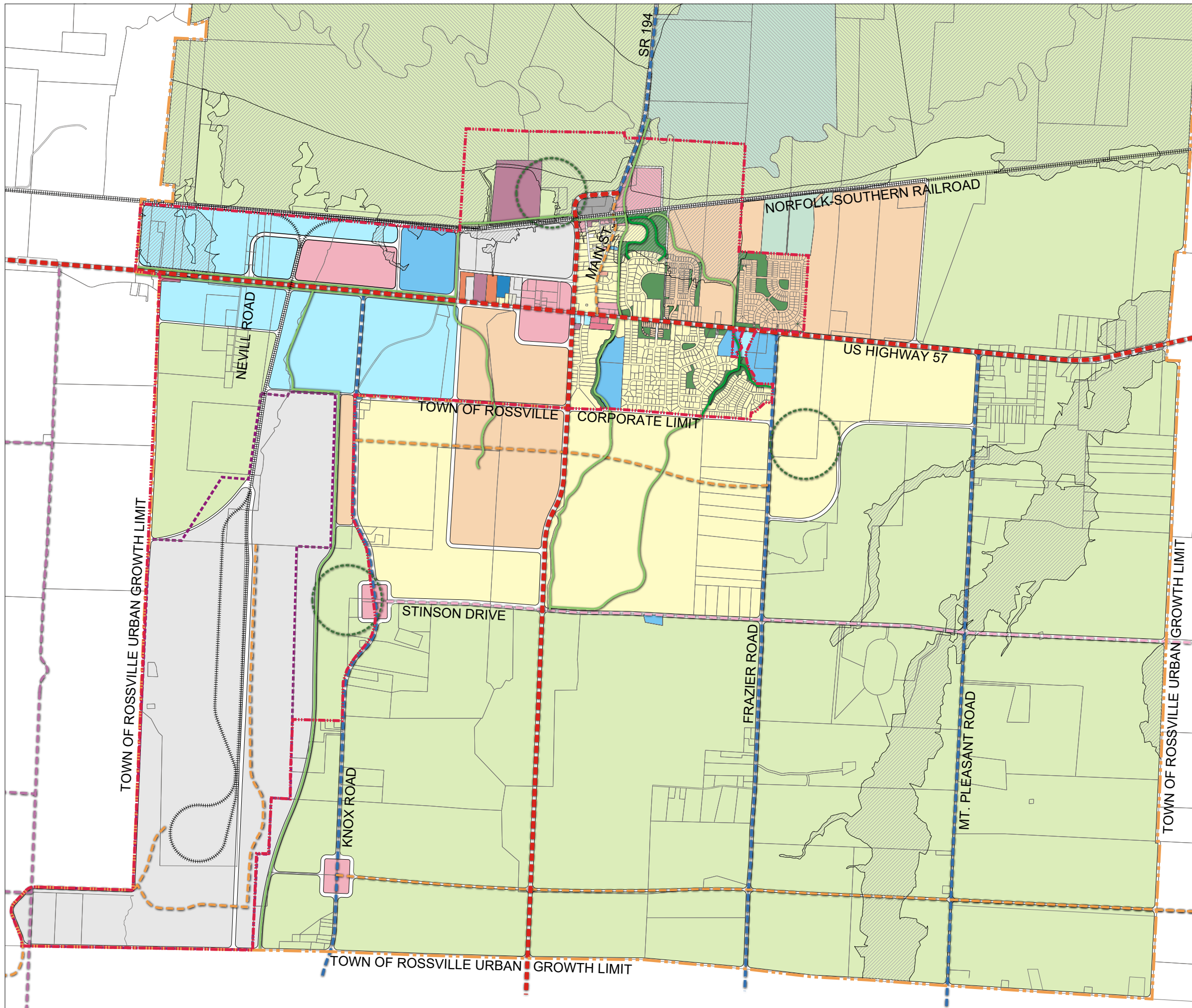
1. A Town Center District should be established at the intersection of US Highway 57 and Main Street. The Town Center should extend northward to create a sufficiently large area to allow for multiple buildings and uses.
2. The Town Center District should permit and encourage a range of convenience shopping, personal service and office uses ranging from day care services, banks, and medical/dental offices to grocery stores, veterinarian clinics and gasoline sales.

3. The design of a Town Center District plan should emphasize or create a distinct focal point, i.e. a civic building, church, open space commons, bandstand or other comparably noteworthy feature that would be built, preserved or enhanced as part of the first phase of development.

TOWN OF ROSSVILLE FUTURE LAND USE

LEGEND


-  108-FOOT R.O.W. CIRCULATION
-  70-FOOT R.O.W. CIRCULATION
-  60-FOOT R.O.W. CIRCULATION
-  50-FOOT R.O.W. CIRCULATION
-  ADJACENT CIRCULATION
-  EXISTING GREENBELT
-  PROPOSED GREENBELT
-  RAILROAD
-  RETAIL
-  OFFICE/RETAIL (BRO)
-  INDUSTRIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  RESIDENTIAL MOBILE HOME
-  INSTITUTIONAL
-  PUBLIC
-  UTILITY
-  VACANT
-  PARKS AND OPEN SPACES
-  NATURE CONSERVATION
-  FLOODWAY
-  FLOOD HAZARD OVERLAY
-  INDUSTRIAL DEVELOPMENT OVERLAY ZONE BOUNDARY
-  FUTURE PARK LOCATION




GRAPHIC SCALE

2500 0 1250 2500 5000

(IN FEET)
1 inch = 2500 ft.

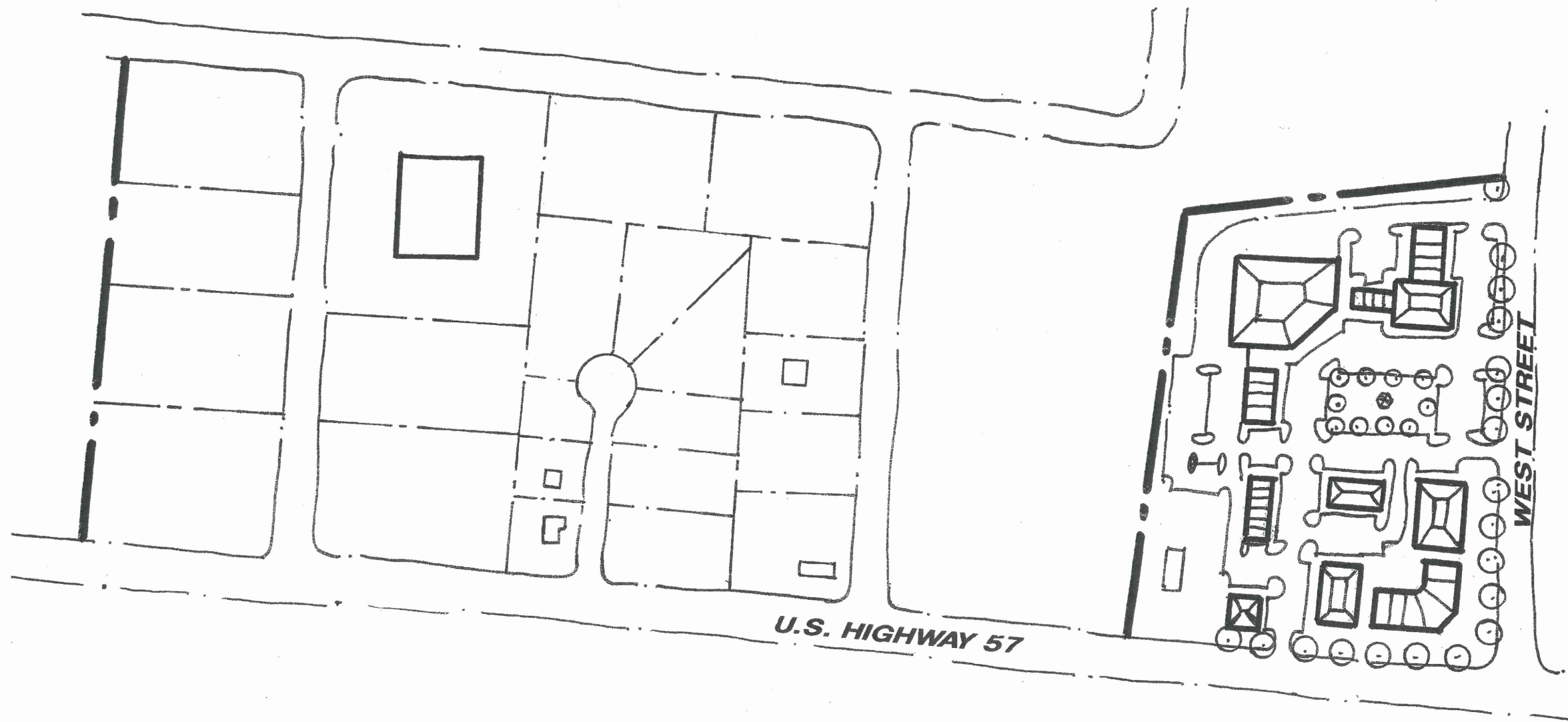




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Map 5
Page 33

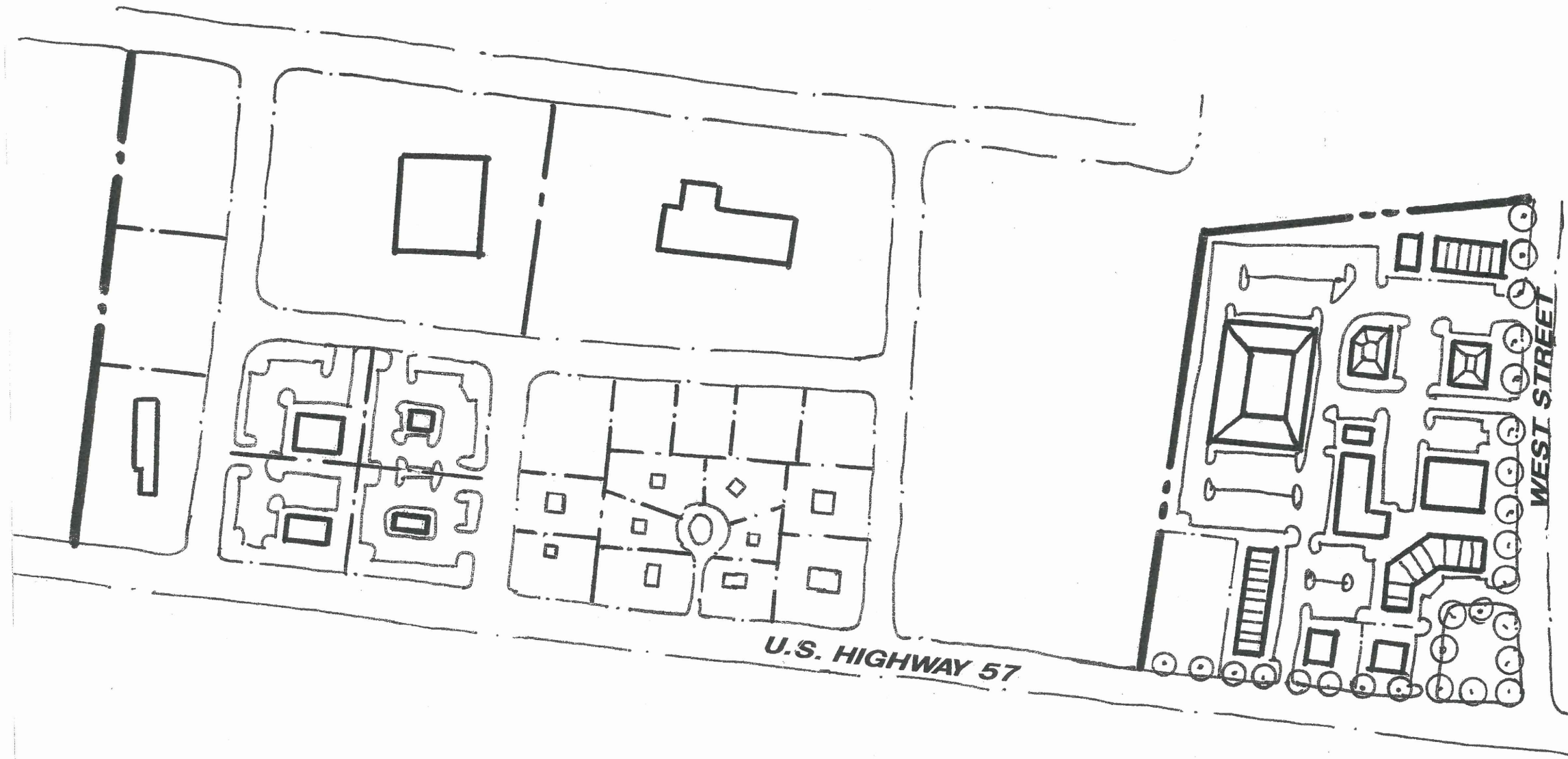
TOWN OF ROSSVILLE
GRAPHIC 1
TYPICAL
TOWN CENTER DESIGN



GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1 inch = 2500 ft.

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TOWN OF ROSSVILLE
GRAPHIC 2
PLANNED BUSINESS
REDEVELOPMENT
CONCEPT



GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1 inch = 200 ft.

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Graphic 2
Page 35

4. Building architectural design and placement should be a central element in the development approval process. Buildings should be designed to reflect local building traditions with respect to style, scale and selection of construction materials. Flat roof buildings are acceptable if designed to incorporate a decorative parapet although rooflines with gable ends and dormers are preferred. Mansard roofs should be prohibited.
5. Site lighting within the interior of the Town Center should be provided by coach light or similar lighting fixtures, not to exceed fourteen (14) feet in height. Lighting at the perimeter of the site or on the exterior walls of buildings adjacent to residential uses should be designed to shine downward and not glare onto adjacent property
6. Regulate the number and separation of points of access to commercial activity centers.
Require internal circulation between adjoining phases of development
7. Commercial uses are required to integrate site design, parking, access, circulation and building orientation with adjacent similarly zoned property to form a unified plan of development.
8. Parking should be centrally located and shared between all adjacent uses.
9. If parking is to be located between the principal building and the public street a minimum landscaped streetscape fifty (50) feet in width should be provided.

10. Outdoor storage or waste materials and trash receptacles shall be screened by means of a masonry, or wood and masonry enclosure.
11. Signs for Commercial developments should be designed to provide unified components of structural design and materials. All detached signs are to be limited to one (1) sign per street frontage and shall not exceed eight (8) feet in height and seventy (70) square feet in area. Reader board, traveling message board signs and similar signs should be prohibited.
12. Adopt a landscape ordinance establishing minimum standards for preservation of trees, mitigation for trees destroyed, planting and design of development project landscaping.
13. Landscaping should be provided to ensure not less than twenty (20) percent of the site retains an open, pervious surface to minimize stormwater runoff and add green space.
14. Landscaping should include plantings of street trees, trees within parking areas, plantings at the thresholds or adjacent to buildings and plantings at the perimeter of the site to either provide necessary screening or a visual framework for the site.

D. INDUSTRIAL BUSINESS CENTERS

The zoning districts associated with industrial uses have been extensively modified since the initial Comprehensive Plan. In addition to the M-1 (General Industrial) and M-2 (Heavy Industrial) Districts, the Town has adopted the M-1a (Restricted Industrial) and BP-P (Planned Business Park) Districts. These new districts provide a greater mix of uses to offer flexibility in

development as well as enhanced provisions for ensuring compatibility between industrial and surrounding uses.

The Planned Business Park District allows for less intensive industrial uses such as light manufacturing, assembly and smaller-scale storage and distribution facilities within a defined setting that emphasizes a high quality of design and appearance, addressing building design and materials, green space and landscaping, and unified sign and lighting standards.

Industrial uses are currently concentrated in two primary areas: at the intermodal facility at the west limit of the Town, and in a centralized location north of US Highway 57 and west of Morrison Street, extending northward to the Wolf River. The central industrial area includes the Kellogg plant, the former facilities of Ross Metals, and the Rossville sewer treatment plant.

Rossville is served by the Norfolk-Southern Railroad, which traverses the north end of the Town limits. The railroad and US Highway 57 parallel each other, creating a corridor of land roughly 1,500 feet in depth. It is possible within this bank of property to efficiently provide tracts of land for the more intense land uses that benefit from railroad service while transitioning the intensity of the use and aesthetic appearance of the development as it moves closer to US Highway 57. This area is designated for Planned Business Park uses on the Future Land Use Plan.

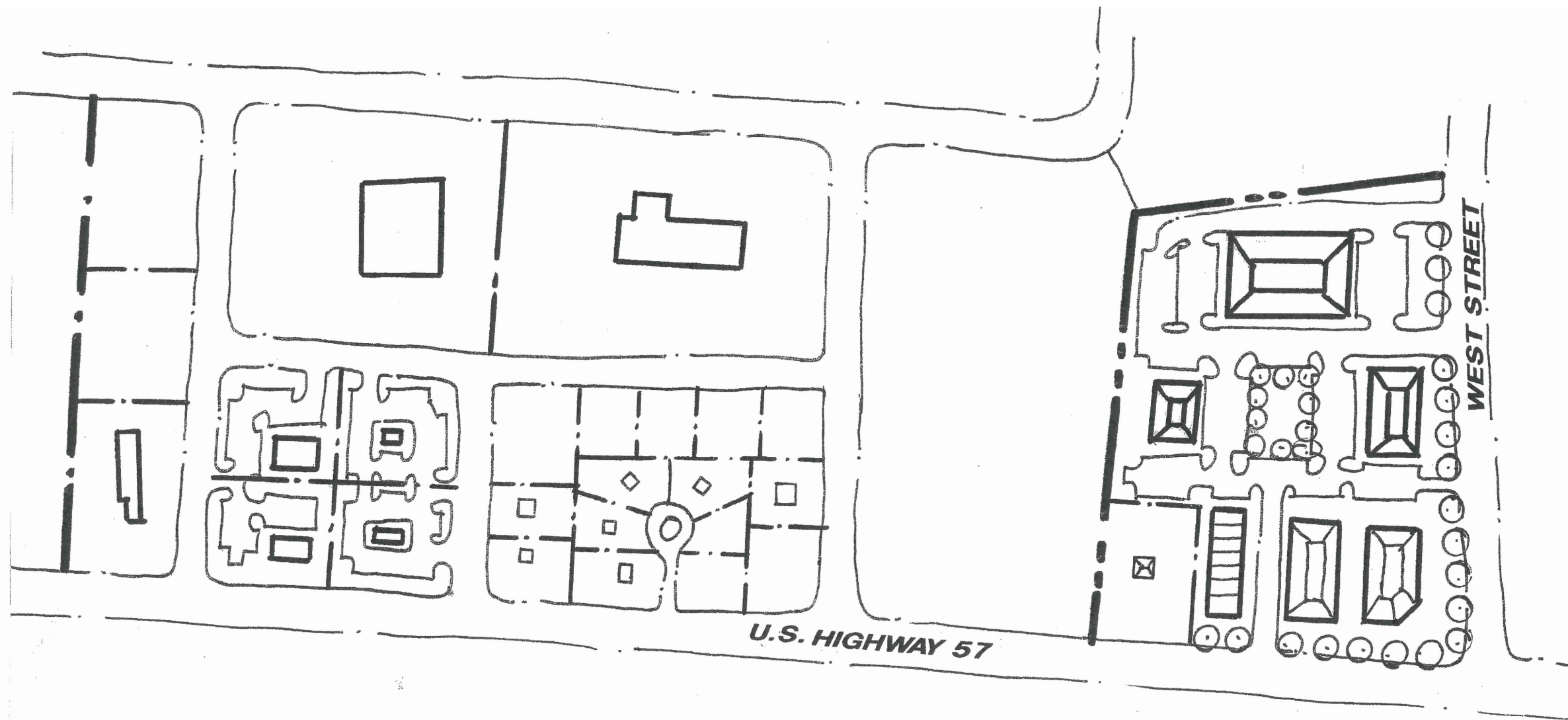
Four key elements are required to achieve this transition:

1. Ensure construction of an east-west collector street at an appropriate location with possible connections to Morrison Street.

2. Provide for a graduated land use and zoning designation that creates a physical buffer or barrier between the rail-oriented, intensive uses and US Highway 57.
3. Establish a minimum 60-foot depth public-use greenway area between new construction and the US Highway 57 right-of-way.
4. Prohibit driveway curb cuts onto US Highway 57, instead providing access via public collector streets with a minimum spacing of 1,000 feet between intersections.

Graphic No. 3 (see page 40) illustrates a concept showing how such a system of streets, graduated land use controls and design standards could be employed to achieve a desired and positive development contribution to the Town of Rossville.

TOWN OF ROSSVILLE
GRAPHIC 3
PLANNED BUSINESS
ZONING
TRANSITION



GRAPHIC SCALE
200 0 100 200 400
(IN FEET)
1 inch = 200 ft.

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Graphic 3
Page 40

Industrial Development Guidelines:

1. Industrial businesses or businesses requiring significant outdoor storage or large areas for truck parking should be located where adequate space or other means of screening provide sufficient separation from general public view.

2. Adopt a land disturbance permitting requirement to control the indiscriminate removal of trees and help manage stormwater run-off.

3. Develop annexation plans and policies to allow expansion of business development outside of the current limited and heavily encumbered industrial development areas.

E. RESIDENTIAL DEVELOPMENT

The vision for Rossville is to maintain its present small-town character within a predominantly rural area. The objective to encourage and introduce residential development by means of a combination of large lot developments or conservation/cluster developments has been met by significant alterations to the ordinances regulating residential land development.

The idea to promote and achieve preservation of a rural character requires the protection of open spaces whether they are flood plains, woodlands or active agricultural environments. Allowing and inviting residential development into this context demands a commitment to preservation and conservation and a plan designed to implement this commitment. A rural setting is not created, maintained or sustained by development that leaves only small vestiges of the former countryside fenced into 5-to-10-acre micro-sites or relegated to unwanted, unkempt waterways. A rural setting necessitates vistas devoid of houses, stores, power lines and the trappings of conventional development. The roadways leading to new development should, in large part, not be used to provide direct access to developed lots. Instead, development of residential parcels should be conceived and designed to cluster away from and beyond the immediate view of the traveled roadways.

At the same time, a rural town needs the presence of homes and lots within the confines of the Town proper. This is especially important in the attempt to stabilize and support the preservation of the historic setting of homes and businesses within the old Town center.

To accomplish this balance of creating a sustainable town with its historic attributes, and preserving the rural setting that enhances Rossville's sense of place, several new residential classifications have been adopted, including the following:

R-15	Residential District (Single Family)
R-10	Residential District (Medium Density)
R-8	Residential District (Medium Density)
R-6	Residential District (High Density)
R-HD	Residential High Density
R-MH	Residential Mobile Home District
R-H	Residential Historic District

In keeping with the Forestry Agricultural Residential (FAR) zoning designation that applies to the large amount of land already zoned within Rossville, this zoning district will be retained with appropriate modifications to achieve the rural conservation goals. A basic density of one unit per acre will be maintained while allowing building sites to be a minimum of 20,000 square feet, provided adequate sewer and water service are provided and the balance of the development site is set aside in a suitable open space reserve. This reserved area can be used in a variety of ways including active farming, golf course, equestrian areas, etc.

The R-15 Residential District designation is consistent with the current pattern of development and compatible with the former R-1 Residential designation. The density is based on a lot size of 15,000 square feet minimum and 2.8 dwellings per acre. The additional districts have been created to promote a diversity of lot sizes and housing types by reducing the minimum lot size to

10,000 square feet and 8,000 square feet in the R-10 and R-8 Residential Districts, respectively (Medium Density designations that correspond to the former R-2 Residential district) and to 6,000 square feet in the and R-6 Residential District (High Density designation which corresponds to the former R-3 Residential district).

A Residential High Density (R-HD) District has also been created, providing for the introduction of two-family dwellings without site plan approval requirement, and for townhouse, condominium, multi-family (apartment) and home occupation uses with site plan approval. Maximum density is increased to 15 dwelling units for multi-family, apartments, assisted living and senior living uses. This zoning district provides locations for such higher density residential uses as small lot, independent senior living, assisted senior living, townhouse residential development, and manufactured housing. This density of development demands proximity to personal services and convenience shopping, and so this district is intended to be located and developed in conjunction with or adjacent to properties zoned as B-1, Town Center Business District or BR-O Residential Business-Office District.

Rapid development and population growth place an exceptional strain on small communities that have provided the necessary services to support the needs of its residents and businesses. The community has balanced its resources and revenues to match the needs and expectations of the Town and this balance generally remains stable over a long period of time. Likewise, the culture of the community, its institutions, churches, schools, the postman, the local café and business are all well worn threads in a comfortable fabric. This balance and harmony can be disrupted both financially and culturally if appropriate care is not exercised.

Growth management is the term given to the measures taken and policies adopted to guide the type, location, and rate of development a community believes it can and wishes to support. These measures can include such things as strict exclusions on polluting industries, establishment of open space policies, creation of design review and architectural controls, institution of impact fees for schools, roads, drainage, parks and other growth effected facilities, and limitations on the number of residential lots or units the community wishes to absorb over a period of time.

There is strong and justifiable concern that the potential exists for growth and development to quickly outpace the ability to provide the necessary services to the community, and that the Town's current residents could be adversely affected. This concern also extends to the impact such rapid growth could have on the character of the community and its culture.

In keeping with the stated goal to maintain the historic, rural character of the Town, it would be appropriate, if not essential, to place a reasonable limit on the number of new lots that could be approved each year.

Residential Development Guidelines:

1. Emphasize creativity and innovation in design to produce quality residential developments while respecting and enhancing the small-town, rural atmosphere.
2. Maximize protection and preservation of select natural features, i.e. ponds, woodland, watersheds, and vistas.

3. Provide a minimum open space of 300 feet between existing local roadways and any new lot development in rural conservation areas.
4. In rural conservation areas, establish a base density of three (3) acres per one (1) dwelling unit with an allowance to promote cluster development with lot sizes of a minimum of 20,000 square feet in size.
5. Adopt and enforce regulations requiring permits for land disturbing activities, (i.e. grading, clearing and grubbing, timber harvest) to lessen the threat of stormwater flooding and preserve existing woodlands.
6. Actively pursue the creation of a comprehensive greenbelt pedestrian/equestrian system emanating from Morrison Creek.
7. Prepare a comprehensive stormwater management plan for the Morrison Creek watershed.
8. Change the Subdivision Regulations to permit low density, rural development “conservation subdivisions” to utilize rural design roadways and preserve rural natural features.
9. Natural features in the form of woodlands, water courses, and terrain shall be preserved and incorporated as formative elements of the development design. An assessment of

these features shall be provided with the submittal of the planned residential concept plan.

10. Encourage design that produces a high degree of interconnectivity and pedestrian accessibility.
11. Establish growth management policies that limit the rate of population growth by regulating the number of lots that can be approved per year.
12. Identify key areas in the Morrison Creek watershed for planned annexation and development of rural density conservation subdivisions.

F. HISTORIC PRESERVATION

This historic overview is taken in part from the National Register of Historic places Registration Form for the Town of Rossville Historic District as prepared by the Public History Program at Middle Tennessee State University, Mary Allison Haynie as the principal author.

The Rossville Business Historic District occupies the center of the Town of Rossville, located on either side of Main Street extending from Railroad Street on the north to roughly 1,100 feet north of US Highway 57 on the south.

The district's northern boundary begins where Third Street meets South Railroad Street and runs in an easterly direction to Morrison Creek. Roughly paralleling the 200, 300 and 400 blocks of

Main Street, the creek forms the district's eastern boundary. The southern boundary begins at the end of the historic residential section, 270 Main Street, and runs west across Main Street and south to include 245 Main Street, then extending west to Third Street. The boundary then travels northward along the rear property lines of parcels fronting on Second Street, to the property located at 165 Second Street and then to South Railroad Street (see Future Land Use Plan, page 33).

The Rossville Residential Historic (R-H) District and Business Historic (B-H) District includes all historic buildings of the downtown square and surrounding area. These structures, consisting of a variety of commercial and residential styles, retain their integrity in building materials, use, and construction within the period of significance. Excluded from the district are areas of development that occurred after the period of significance, including a circa 1920 school building located on the corner of School Street and Third Street. Vacant and in deteriorated condition, the school building is located on a street containing numerous buildings built after the period of significance and a few early twentieth century residences which have been extremely altered.

The Rossville Historic District is eligible for listing on the National Register of Historic Places for its significance under Criteria A and C in the areas of settlement and architecture during the period 1870-1953. The district is significant under Criterion A because the settlement of Rossville represents patterns in the development of a railroad town into a center of trade and commerce associated with the growth of "cotton" agriculture in west Tennessee. Architecturally, the district is eligible under Criterion C for its collection of houses, commercial, and religious

buildings that represents vernacular interpretations of popular styles between 1870 and 1950. The time period of significance for the district begins in 1870 with the post-Civil War commercial and residential development and ends in 1950 as the Town's agrarian economy shifted to a single industry, which provided a resource to fund the construction of many new civic buildings and the modernization of transportation routes.

The first event to influence the settlement of the area was the construction of the Memphis and Charleston Railroad. At that time, an older community named Lafayette moved to a new location to be closer to the railroad. After the Civil War period, the community, now named Rossville, suffered from the Yellow Fever epidemics of the 1890s. Homes and businesses built between 1870 and 1910 represent the early settlement of the Town, associated with the growth of the cotton industry and the role of the railroad as a primary source of transportation for goods and services. A fire that occurred in 1922 destroyed much of downtown, forcing many residents to rebuild businesses and homes.

During the 1830s, planters and farmers settled the land in southwest corner of Fayette County. Early residents built homes in the first town, named Lafayette in honor of Marquis de Lafayette, (1757-1834) a French general and statesman, who sailed for America in 1777 to join George Washington and spent several months touring the United States. The town of Lafayette had several early pioneer businesses including a gristmill, blacksmith shop, and a store. Lafayette Village came into existence as Civil District 10 between 1836 and 1840. The planning for the Memphis-LaGrange railroad began in 1835. These plans prompted the movement of the Town, which would later develop into Rossville.

John F. Robertson, who served in the Revolutionary War, was one of the early planters to settle in the area on a 100-acre tract, surveyed in 1837. After accumulating more land, Robertson owned a 200-acre plantation in Range 3 Section 1. The southern boundary for the property was the old Tennessee/Mississippi state line or State Line Road, which is now US Highway 57. Robertson contemplated selling or disposing his land to contribute to the development of the Town and the construction of a depot. Eventually, he gave the railroad title to four acres for the construction of a railroad bed and depot. Although Robertson sold his stock of goods and merchandise from his store to William Johnson in 1846, he continued to live in Lafayette for a short time. When he moved to Shelby County, he deeded the land to his son John F. Robertson, who sold the rights to Littleberry Farris, except for one acre that went to Smith and Wallace and four acres that had been given to the railroad for a depot. Farris divided the land into tracts for settlement. After completion of the railroad in 1835, it became part of the Memphis-Charleston Railroad (MCRR).

The town of Lafayette moved several hundred yards north to be closer to the railroad and settlement of the area accelerated. The residents gave the new town the name Rossville in honor of Mr. Ross, who donated the land for the building the new town. The plat for the Town included 25 acres of the original 200 acres, first owned by Robertson. The old Town square composed of commercial structures, and located on the land donated by Mr. Ross, occupies the current sections of Front Street and Main Street included in the historic district.

According to Tennessee historian Carroll Van West, railroad towns in Tennessee developed according to two different patterns during the early nineteenth century. Rossville represents the T-plan, more common to the period 1850-1890. The railroad tracks form the top of the T and the passenger depot stands at the head of the Town. Industrial sites are located across the tracks and a short distance down from the depot to separate passenger, commercial, and industrial uses of the railroad. The most expensive real estate became located closest to the top of the T, in close proximity to the commercial center and the depot. Lots farther away from downtown sold at cheaper rates. As noted in the landscape of Rossville, homes associated with prominent citizens, such as 440 Main, the Boyd home, and 165 Second, the Warr Home, are located at the end of the two streets leading towards Town, closer to the commercial area. Main streets, like the one in Rossville, radiate from the commercial district, which is located at the top of the T and next to the railroad. In the case of Rossville, there are two primary streets, Main Street and Second Street. Further south from downtown these two streets merge.

By the 1850s, Rossville had grown into a railroad town with a commercial center, a depot, and residential areas. The plat for the Town established lots of convenient size for businesses and family residences. The original plat of the Town has been lost over time, but according to oral history, surveyors laid out a plat of 57 lots, many of which did not sell until after the Civil War. In 1854, the first lot deed went to Joshua B. Byasee, who built a frame house. Nicholas H. Isbell and Lucius Swift owned the first dry goods store, built in 1853. Arthur Butts owned the first hotel. Joshua Byasee served as a landlord in 1860 for a boarding house with 13 rooms or roomers. The 1860s City Directory shows that Margaret, Byasee's wife, ran a boarding house or hotel in Rossville in 1880. Nicholas H. Isbell owned the first blacksmith shop, located on the

south side of the MCRR. In 1855, Dr. Americus Warr moved to Rossville with his father, James Warr. The Warrs were one of the earliest families to become permanent residents of the future Town of Rossville.

During the Civil War. Union soldiers used Rossville as a campsite for three years, destroying many of the antebellum homes and buildings. A flood occurred in 1864, causing further damage to the remnants of the antebellum homes that were not destroyed by Union forces. During the 1870s, the Town began to rebuild as residential areas and businesses grew southward from the railroad tracks. Yellow Fever outbreaks, however, hampered a speedy recovery.

During the Reconstruction Era, Rossville became a center for trade with numerous mercantile stores that served the residents and surrounding farms. By September 1873, the following businesses occupied the Town: N.H. Isbell & Co.; W.T. Stone; Blair & McDowell; Gwynn and Thompson; Clere, Wiseman & Co.; with A. O. Isbell, Howell & Green, and W.T. Wilson as retail grocers and dealers. Joe Wiseman managed a wagon and buggy shop and there was a hotel and livery business under the management of J.L. Cere and Brothers and Dr. James A. Lipscomb. Ice and mail were brought into the area by railroad. These commercial activities centered around the primary industry of the area, cotton. The Town had three cotton gins, which are no longer extant. Addison W. Morrison and Towles owned a gin, located on the north side of the railroad tracks at the end of Second Street. Bill Frazier, Harold Jameson, and Logan Anderson owned and managed the second gin. Herman Walter and Murphy located their business to the north of the railroad on the west side of Main Street. This business stayed in operation until at least 1936, as shown on a Tennessee Valley Authority map of the county.

The Town incorporated in 1903 at its new location. In response to the growth of the Town, the local Masons of Macon, Tennessee decided to move their Masonic Lodge to Rossville in 1908. After the move, the name changed to the A.V. Warr Lodge, F, in honor of Dr. Warr, resident of Rossville. The lodge, No. 120, moved again in the 1960s to Moscow. The organization of the Rossville Savings Bank on November 9, 1909 and the People's Bank in 1913 gave the Town two financial institutions, a sign that Rossville had grown as a commercial center. Rossville gradually emerged as a merchant center that included Mr. A. E. Farley's mercantile store, built in 1917. It housed a wide variety of goods. The Farley store closed in 1986 and now houses a florist shop. A. S. Waller's store became the third mercantile store in Rossville and the building is presently vacant. The two buildings that housed these businesses plus the People's Bank building are the three two story commercial structures on Main Street.

Albert Sidney Waller, Sr. moved to Rossville when he was 19 and opened a mercantile business. Later, he served as the Town's second mayor from 1903 to 1909. A.W. Morrison opened a mercantile store in 1938. This building now houses the Rossville Grocery, owned by Mr. Morrison's great grandson. In 1928, Addison Knox Morrison went into the mercantile business with his father, who lived on a farm near Rossville. He owned five cotton gins and later served as the Town's mayor beginning in 1964. Another resident who invested in the mercantile trade is Walter Murphey, who was associated with the R.B. Nebhut and Co. Firm. He owned the W.W. Murphey Trucking Co. and went into business with W.J. Frazier and H. H. Farmey to form the F and M Gin.

In association with all these business enterprises, the Town square of Rossville became a gathering place for large-scale farmers, sharecroppers, and townspeople between 1890 and 1910. The growth of Rossville exhibits a pattern common to railroad towns, but it is also distinct in its relationship to the local economy of Fayette County. “Railroads and increasingly mechanized agriculture brought new functions to rural towns, improving their economy and enabling farmers to support larger centers of commerce. Railroad towns like Rossville grew with the railroad and new industrial technology that continued to support the dependency on cotton agriculture of west Tennessee through the early twentieth century”. In 1870, Fayette County farmers produced 20,131 bales of cotton. In 1880, they produced 35,000 bales. Then in 1886, they produced 30,000 bales, along with other farm products such as wheat, corn, potatoes, oats, and tobacco.

Cotton produced and shipped in areas such as Fayette County supported the economy of Memphis, Tennessee, the closest steamboat port city along the Mississippi River. During the 1880s and 1890s, the prices for cotton dropped and rail transportation took away from the dependency on steamboats. Cotton production moved into the industrial era through new mechanization and the organization of the Memphis Exchange. With five railroads converging through the city, Memphis merchants and traders, who received much of the cotton coming from places like Rossville, continued to thrive on the industry.

Growth in business and a secure economy supported the growth of the residential areas and the establishment of civic institutions, as more people moved from the surrounding farms into the towns. Dr. Americus V. Warr built one of the first homes, circa 1870, at 165 Second Street, which is in the proposed district. The first church of Lafayette was Mt. Vernon Methodist

Episcopal Church South, built on land deeded to the church by David J. Jernigan in 1850. Ulysses H. Ross donated the land for the Baptist Meeting House in 1874. In 1892, Dr. Americus V. Warr deeded land for the Methodist Episcopal Church South. By 1870, the Baptist and Methodist denominations had organized into distinct congregations. The Baptists built a church building that both congregations used until 1892. In 1922, a fire swept through downtown and destroyed the Methodist church. Following the fire, the two congregations had to share a building for a second time. The Methodists used the new Baptist church until they built a new church on land donated by John L. Crawford. By 1923, the second Methodist Church was complete and still stands today in the proposed district. In 1920, the Baptists built another church of their own on Third Avenue. Remodeled in 1926 and a second time in the 1960s, that building burned in a fire in 1997.

The Town takes pride in its community heritage manifested in the annual picnic. The picnic evolved out of the Sunday school. In 1894 or 1895 a tabernacle built on R. B. Nebhut's land near the old clubhouse, located on the railroad, provided space for the events. Judge Estes, Reverend Tobe Hamner, and other noted evangelists held the first revivals. The TN-Circuit Sunday School conventions, held in Rossville on an annual basis, evolved from the revivals. These traditions grew into annual Sunday School Conventions organized by Dr. A V. Warr and R. B. Nebhut. The barbecues held in conjunction with the convention became the annual Rossville picnic, which attracted thousands on the second Thursday in July. These picnics took place in a park to the west of Town, but the events ended in the 1940s.

In 1866, the first school began in a one-room building on Main Street. Later, the Town built a new two-story frame structure and added an auditorium in 1913. The teachers of the one-room schoolhouse boarded at the neighboring Towle's home on Main Street. They stayed on the second floor of the home. After the school expanded its facilities in 1922, fire destroyed it. The Town built a new school during the 1940s on Third Street. Previously, the train provided older students a means of transportation to Somerville for high school.

The fire of 1922 took the Peoples Bank, a drugstore, the Methodist church, and the homes of J.B. Rives, and A.W Morrison. The fire also destroyed the office of Dr. F.K. West and Mr. A. E. Ferly. Presently, the Rossville Bank operates as a branch of the Somerville Bank & Trust Company in the 1953 structure. The current J. B. Taylor Construction building used to be the second home of the People's Bank. During the rebuilding of Rossville after 1922, more modern style homes and commercial architecture replaced what had been lost. The Town made improvements in transportation routes for pedestrians and automobiles. The rebuilding plan allowed for the modernization of Town services.

Modernization took place in the Town after W.W. Murphy became the mayor of Rossville in the early 1930s. He initiated electric lighting, concrete sidewalks, blacktopped streets, and the first traffic light. During this time, the Town received a new fire station along with several other new commercial structures. The introduction of the automobile and paved roads allowed for the opening of two gas stations, directly across the street from one another at the end of Main Street, in the original T of the Town plan. The gas stations closed in the 1950s. The business of Wolf River Café is now located in the former gas station on the east side of the road. It is a circa 1950

concrete block building. The new bank building replaced the other gas station, located on the west side of Main Street. The Town had a small jail located in the Wolf River Café parking lot area. It housed only two prisoners at a time, retaining them until they could travel to Somerville, the county seat.

The fire truck, purchased in 1958, made the final necessary addition to the few public services. The Town square got a new asphalt coating and natural gas became available to everyone in 1960. Other improvements included the construction of a new bridge over the Wolf River. It was named in honor of Dr. F. K. West. The Interstate Utilities Company of Bogalusa, Louisiana came in Town. Improved sidewalks built along the Main Street from the home of W. J. Frazier to the W. W. Murphy home beautified the Town. The Town built a new brick elementary school along Third Street, just outside the district. It opened on September 6, 1948. Town-provided water began in 1961.

The following year, the Town applied for a Federal grant to build a new post office. It was erected in 1964 in front of the Methodist Church after approval from Washington D.C. During the 1960s, modern development continued to change Rossville with the construction of a new jailhouse and new Town hall. The Town extended the limits to accommodate these new buildings, more than doubling the size of Rossville. Other improvements included new streetlights, storm sewers under the streets, improved city water and sewage system, the addition of concrete curbing to the streets, and the purchase of land for a Town water tank. The Poor People's Clinic, which was the first doctor's office, opened in the 1970s in a portable building on the western edge of the Town. Today, a small building built in 1982 on Main Street houses the

clinical services of the Rossville Health Center. During this era, the Tennessee Foods, Inc., a frozen food plant, built an industrial site and started operating in Rossville. It was a six-million dollar project. Rossville's connection to the Memphis Charleston Railroad allowed the Town to continue to survive change and retain its rural community atmosphere within the historic core of the community. Contributing further to its ability to survive as a commercial area and home to mercantile stores is the proximity of the Town to the city of Memphis, a major urban and transportation center of Tennessee.

The built environment, comprised of rural residential and commercial buildings, exemplifies the development of a rural Southern town during the Victorian era up into the 1950s. Many of the homes retain the plan of early folk houses of Tennessee, but they are dressed with stylistic features common to the Victorian era. Folk house plans include gabled ell, hall-and-parlor, four-squares, and I-house plans. The stylistic patterns of the residential buildings include Queen Anne, Gothic Revival, and Colonial Revival influences. The only Greek Revival influenced building is the Boyd home, located at 440 Main Street and now known as the West home. Featured on the house are a two-story pedimented portico addition with Tuscan columns and a molded cornice with dentils. These are classical features commonly applied to I-houses in the South in the early 20th century. Several homes along Main including 240, 250, and 270, have Colonial Revival features such as one-story porches with Doric columns and 1:1 double-hung-sash windows that are often paired.

The best example of Gothic Revival influence is the Methodist Church. The pointed arched entries and windows, stained glass, and square towers, forming the entrances for men and

women, are typical features of the Gothic style found in European churches. The Warr House, at 165 Second Street, has steeply pitch pointed gable dormers with matching gables. Queen Anne features including shingles, wrap-around porches, turned posts, and valences with spindles are features found on 360 Main Street and 315 Main Street.

The architectural landscape underwent several periods of development. Several historical events affected the landscape of the Town, including the completion of the railroad, the invention of the cotton gin, and the fire of 1922, which caused a period of rebuilding. Introduced at this time were new homes reflecting the Craftsman era and new commercial structures that are one-story. The bungalow at 105 Second Street and the four-square at 375 Main Street have typical Craftsman features such as brick piers, brick balustrades, multi-light windows and doors, and windows grouped in sets of three.

The commercial structures, located on the downtown square, date to the Victorian era of post-railroad town development characterized locally by the post fire period and the time period after the introduction of the automobile. The early twentieth-century commercial buildings are two-story, rectangular in plan, and share walls. They have large display windows on the first floor and double-hung sash windows on the second floor. Continued occupation and use of these buildings have preserved their integrity in terms of function. The Rossville Grocery Market, a one-story extended brick structure with a stepped parapet façade, represents the first commercial building after the 1922 fire. The Art Deco bank and the concrete block building housing the cafe represent two of the commercial enterprises built after the introduction of the automobile.

Most buildings are set on rectangular lots that run a full city block in depth. The green space surrounding the homes and the landscaping that includes mature trees creates an aesthetically pleasing rural setting for the residential structures that is integral to the area. The cultural resources of the core of downtown meet criterion C because the styles and patterns of settlement exhibit traditions in the vernacular architecture of the region dating to the Victorian era, from 1870 to 1910, and the Craftsman era, from 1905 to 1930. These periods coincide with the growth of the Town as a mercantile, industrial, and transportation center that served the surrounding agricultural community during the post-railroad period. The plan of Rossville is typical of a Tennessee railroad town. The second period of development coincides with the rebuilding of the Town after a devastating fire. The third period is associated with the automobile period.

The Town incorporated the Residential Historic (R-H) District with an amendment to the Zoning Ordinance, including architectural guidelines for the purpose of providing a basis for the review of plans to rehabilitate, alter or expand structures on properties within the district.

VI. TRANSPORTATION - MAJOR ROAD PLAN

A. INTRODUCTION

An adequate transportation system is a major asset vital to the support of growth and development. The design of roadways and other elements of the transportation system, including bikeways and pedestrian walkways, contributes significantly to the form and appearance of a community and to its functionality. This section provides an update to the Major Road Plan, supporting the objectives of maintaining Rossville's "small town", rural character while providing a safe and efficient road network. These objectives are not contradictory or mutually

exclusive, but they do require careful balance and thoughtful implementation. The following recommendations should be considered as guidelines for transportation system improvements:

B. BACKGROUND

The 2001 Town of Rossville Comprehensive Plan Transportation element concentrated largely on the road system within the then one-square mile corporate limits. The plan references outlying major roads (SR 385 and Keough Road) and discusses Frazer Road, Knox Road, and Stinson Road in their roles to provide some alternative for east-west traffic movement to divert some travel from US Highway 57.

Shortly after the adoption of the Comprehensive Plan, the Town of Rossville annexed an area extending west a distance of approximately one mile. Included in this annexation was an additional approximately one-mile segment of US Highway 57 and a short segment of Knox Road extending south of US Highway 57.

Following these events, the Comprehensive Plan was updated, including the review of current plans and studies from the Rural Planning Organization, Tennessee Department of Transportation, City of Piperton's Major Road Plan, and Mississippi Department of Transportation regarding future plans in the respective jurisdictions. The Town's current major road plan was also reviewed in the context of the annexed area around the intermodal facility and growth patterns since the last Comprehensive Plan Update.

The analysis of available traffic counts on US Highway 57 west of Highway 194 identified several areas of conflict in the traffic patterns. State Route 194, in the historic portion of the Town, creates a conflict with pedestrian traffic, residential areas and retail areas. US Highway 57 at the railroad spur for the intermodal facility could potentially be a point of conflict if the overpass becomes congested due to back-ups from accidents or inclement weather conditions.

An overall view of the traffic patterns indicates that north of the Norfolk Southern Railroad there is generally good east-west circulation via Macon and Johnson Roads with improvements needed in north-south routes, with Highway 194 being the only north south connector. The area of town south of the Norfolk Southern Railroad has very good north-south circulation via Knox, Frazier, and Mt. Pleasant Roads with very limited east-west connectivity via US Highway 57 and Stinson Drive.

Just south of the town, one mile south of the Tennessee State Line, US Highway 72 and Goodman Road provide additional cross-county and interstate transportation access to US Highway 78, Interstate 55 and Interstate 269, the latter being a direct link between Canada and Mexico. This southern route provides alternative access for intermodal truck traffic, lessening impacts on US Highway 57.

Discussions with community stakeholders were conducted regarding the community's desires for alternative transportation measures in the future. These measures include the addition of on-street bicycle lanes, possibly developing a policy of adding a bicycle lane at the time a road is resurfaced, and the creation of more greenways and off-street pedestrian paths.

Also in this intervening period, the Fayette County Growth Plan was ratified (August 2003) expanding Rossville's Urban Growth Boundary east and south. These two significant events warranted a re-examination of the originally stated objectives and the needs to effectively support the planned and orderly growth of the Town.

C. PRINCIPAL OBJECTIVES

Four key objectives were set forward in the 2001 Plan, and all four remain valid. In the re-examination of these policy statements, a further objective emerges. As part of the discussion of interconnectivity, the issue of choice regarding both ways and means raises question of integrating a system of bikeways and pedestrian trails as part of the Town's transportation network and plan. These important elements will affect both the form and the function of the Town for generations to come and merits being listed as the fifth objective identified as part of the Transportation Plan and the Major Road Plan.

1. Provide a road network that serves the transportation needs of the businesses and residents of Rossville and conveys regional traffic with the least disruption or impact on the community.
2. Minimize, to the maximum extent possible, reliance on US Highway 57 as the sole east-west transport and commuter corridor.
3. Avoid, to the greatest extent possible, the creation of additional major road corridors that divide and separate areas of the community from one another.

4. Create and encourage the development of a highly interconnected system of minor roadways that link neighborhoods together and ensure the creation of a rational street system that serves the long-term transportation needs of Rossville.
5. Create a master development plan for and construct a greenway system.

D. PRIMARY TRANSPORTATION ROUTES

1. US Highway 57 Corridor

US Highway 57 provides the only continuous east-west route through southern Fayette County and beyond. Macon Road, located 10 miles to the north, is the next available east-west artery. US Highway 57 provides ease of access from Rossville to employment, shopping and entertainment destinations, predominantly in the Memphis Metro area. The roadway and its concentration of traffic acts as a barrier separating the north and south neighborhoods of Rossville. The Town would benefit from minimizing traffic impacts caused by US Highway 57 as volumes increase and as the pressure to widen the highway grows.

An overpass was recently introduced on US Highway 57, over the railroad spur serving the recently completed intermodal facility, to eliminate the railroad crossing which was a source of conflict for east-west traffic through Rossville. Additional measures need to be taken to minimize the impact of US Highway 57 through Rossville. Any widening should be at a minimum and improvements should be deferred until traffic demands warrant, so that a cohesive and functional plan for widening can be developed. Direct access by private drives (curb cuts) should be rigorously restricted to the minimum needed to serve abutting properties, with such access preferably provided by an intersecting public street. Other design features related to

limiting the impact of US Highway 57 include introducing raised medians, narrowed intersections with accentuated crosswalks, and roadside landscaping. These and other treatments should be incorporated in any development along the US Highway 57 corridor.

2. State Route 194 (Main Street)

State Route 194 provides the second regional transportation artery serving Rossville with its connection north to Macon Road and US Highway 64. Highway 194 also is Main Street in the Town of Rossville, where the local business district developed near the railroad crossing. This section of the Town contains the historic settlement of the community, extending southward nearly to the intersection with US Highway 57. The importance of State Route 194 as a transportation route should and must be balanced with the need to respect and preserve the historic assets of Rossville. A possible option to explore reducing the impact on these historic features would be to identify a truck route that would divert truck traffic west along the railroad at the north end of the historic district, then accessing US Highway 57 via either West Street or Morrison Street.

3. Local Roads

Local streets form a network of roads linking residential home sites to the principal arteries extending beyond the community, i.e., US Highway 57 and State Route 196. Local streets historically were constructed without sidewalks. However, recent changes to the Rossville Subdivision Regulations require sidewalks on both sides of all new streets. Depending on the extent to which lower density or “conservation subdivisions” are developed, it may be

appropriate to review the need for sidewalks as being in conformance with the design objectives and needs of this type of development.

Collector street rights-of-way should be secured for Stinson Road and Knox Road as development proceeds along the roadways. Improvements should be made as a two-lane rural cross-section roadway with protection of existing trees along both sides,, in keeping with the scenic rural design guidelines.

4. Alternate Roadways

Although there are no clear or distinct alternate routes, there does appear to be a possibility for indirect routes to be formed, facilitating secondary movement of east-west traffic. For example, Stinson Drive connects Knox Road with Fraizer Road. Keough Road, located to the west in Piperton, extends farther west to connect with Collierville. While the objective is to not create other regional transportation corridors, which have a tendency to divide a community, it may be possible and desirable to ensure that appropriate connection be obtained to link Mt. Pleasant Road, Frazier Road, and Knox Road, providing an alternative east-west travel route that ultimately and indirectly links to Keough Road.

Similarly, north of Wolf River, an alternate route may be available by continuing the westward connection of Johnson Drive to State Route 196. Both apparent possibilities should be actively pursued, and both alternatives are dependent on the influence of other political jurisdictions, either Fayette County or the City of Piperton.

5. Alternate Transportation

A greenway system of interconnected bikeways and pedestrian walkways is needed, to provide an alternative means of access to neighborhoods, businesses and activity centers throughout the community.

The rights-of-way and easements for roadways, greenway pedestrian paths, bikeways and other elements of the transportation system set out on the Major Road Plan should be secured as development occurs. Improvements should be made in conjunction with such development or financing secured in the event safety or other design concerns warrant deferral of the identified improvements.

E. GREENWAY SYSTEM GUIDELINES

The general greenway system is depicted on the Master Land Use Plan and the Major Road Plan. The greenway system should be recorded as part of the Major Road Plan to provide for the same implementation status afforded to roadways.

1. Introduction

Greenway implementation should be considered in context with the existing and proposed vehicular transportation system. Positive interface between the two systems will be fundamental to the appeal, function and success of any greenway project. The selection criterion for a greenway trail will be based on both physical and programmatic issues.

The following programmatic factors should be evaluated to determine the suitability of greenway facilities.

2. Property Acquisition

One of the most limiting factors in the establishment of a greenway is within the property acquisition phase. Public spaces, utility easements, abandoned railroad tracks, and floodplains are the most common corridors dedicated for a greenway system. Logically, this is due to the limited development potential of these tracts.

Aspects such as multiple owners, corporate restrictions, and limited easement access should be evaluated during the acquisition process. All scenarios should be planned on an individual basis to determine the feasibility of procuring the property or easement. The options available are unlimited and creative business practices should be investigated within the realm of property acquisition.

The option for obtaining conservation easements should be considered. A positive easement, an access agreement, is required for a greenway. Property under private residential ownership should be considered as the last option, even if it is the best and the most crucial land for the project. Public enthusiasm for the greenway should be given time to establish itself. In other communities, private property was acquired at no cost or at low cost if the landowner believed in the importance of the project.

Property along waterways is generally protected by floodplain zoning restrictions or drainage easements. The resulting development potential of the site is low. Therefore, it may be acquired in fee or easement relatively cheaply, assuming a willing seller and vacant property.

Greenway easements should be investigated within public rights-of-way. This process is usually piggybacked onto the original property easement. In many jurisdictions, residential developers are required to donate part of their site for open space. If privately owned property is located along an identified corridor, a policy should be made to ensure dedication of the land to a greenway.

3. Cost Analysis

A cost analysis of construction alternatives should be included in the selection process. As with all transportation systems, the lack of adequate funding will result in an inferior system. A poorly designed or constructed facility will not be desired within the community. In addition, a long-term maintenance commitment is essential to the success of any greenway facility. When funding is limited deliberation should be given to low-cost improvements and non-construction projects such as mapping.

4. Security

Security issues should also be a component in locating possible greenway routes. Criminal acts, as well as theft or vandalism at parking facilities should be strongly evaluated within the selection process.

5. Land Character

Land character such as topography should be evaluated. For example, terrain that is steep will create a system that is not easily accessible for the elderly and disabled. To adapt steep land forms to accommodate accessibility will require massive grading. The optimum situation is one

where minimal disturbance occurs during construction. Existing drainage watershed areas should be understood to determine how quickly water can be discharged from the trail area.

The ease of accessibility will be essential to the success of the system. The area of interface between the existing circulation system and proposed system should be safe for children and disabled to access. In accordance with the Americans with Disabilities Act, it is the responsibility of every community to provide equal access for all its citizens. The following table illustrates the accessibility rating for a variety of topographic conditions:

Table 5. Greenway Design Criteria for Accessibility

	High Value	Moderate Value	Low Value	Limited/ Difficult Access
Slope	5%	8%	12.5%	Not applicable
Cross Slope	2%	2%	3%	Not applicable
Surface Type	Paved, firm, hard with limited texture for slip resistance.	Paved or compacted gravel firm with moderate texture.	Gravel or natural.	Natural
Edge Treatment	Well-defined with curbs (4" ht.) drops. Railing if drop is more than 30".	Implied with curbs on downhill side. Railings in dangerous areas.	Undefined or implied.	Not Applicable

6. Trail Design Guidelines

As with any transportation system, planning and implementation is a long-term endeavor over many years. These guidelines have been developed to ensure that the system is designed and planned as a cohesive, easily identified unit with a common approach over time.

The most prominent feature of a greenway is the pavement surfacing. Generally, there are two general categories of surfacing; soft-surfacing as in nature trails and hard-surfacing such as asphalt and concrete. Soft-surfacing trails are usually compacted earth and are frequently utilized within heavily planted areas. This type of trail is generally about six-to-eight feet in width.

A compacted earth path allows the least amount of disruption to the existing site conditions, and consequently, is utilized within highly sensitive areas. The major downside to this surfacing type is its costly and constant maintenance requirements. Weed intrusion, erosion and surface irregularities are continual concerns within the upkeep of these trails.

Asphalt, concrete, and compacted limestone are considered hard-surface materials. These materials comprise 95% of all greenways in the United States. Concrete is considered the hardest material, with asphalt as a close second, and crushed limestone as the softest.

Asphalt surfacing is the material type most frequently used. This material is the least expensive to install within the parameters of hard-surfacing choices. Structural instability is a critical concern within flooding conditions. In these situations, the surface develops cracks and other surface irregularities that in turn undermine the subsurface. Hence, this material requires a strong yearly maintenance budget to repair the surface.

Crushed limestone surfacing is typically used in railroad corridors. This material works well within those corridors due to the compacted nature and positive drainage associated with the railroad bed. A weed encroachment fabric should be utilized as a base during installation. Strong

edging material, like concrete or steel edging, is recommended to prevent path erosion. In most other areas such as wetlands, crushed limestone is not considered to be an appropriate material. In those areas, the material has a tendency to wash away and thus has a high replacement and maintenance cost.

Greenway trail design standard encompasses alignment, width, shoulders, vertical clearance, edge treatments, and superelevation. Greenway alignment refers to both the vertical and horizontal components of the trail. Vertical curves are constructed from sections of parabolas rather than circles, and connect two different grades or tangents. Typically, grades on trails should be less than five percent. Grades higher than five percent creates a safety issue because on the descent the cyclist may travel at a speed too high for the competence level of the cyclist. Slopes in excess of five percent are also considered non-accessible. In critical areas, grades over five percent that are less than 500 feet long are acceptable if additional width is provided.

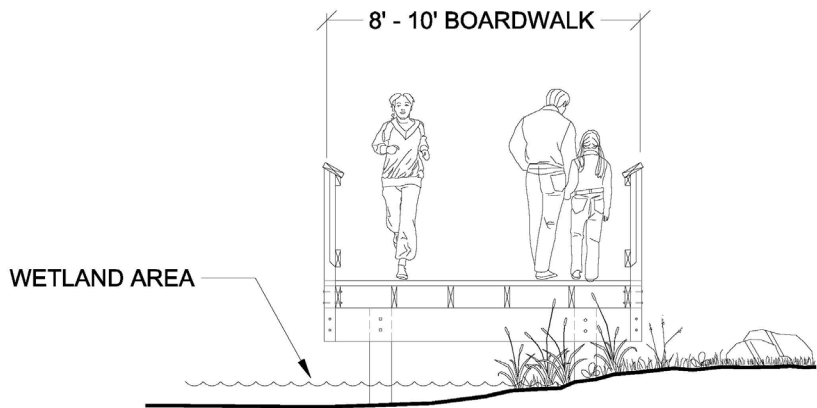
Horizontal alignment refers to the combination of tangents and curves that create the level path of the trail. Change in alignment creates interest, avoids site features, and moves the trail within the corridor. Except in critical situations, the centerline radius should be minimum of fifty feet. This standard would prevent the greenway from having unsightly, unsafe and unmanageable “broken-back” curves, and is the minimum recommended centerline radius dimension for bicycle paths.

Superelevation is closely related to horizontal alignment. It refers to the cross-slope of a trail from one edge to the other. A rule of thumb concerning superelevation is a minimum of one-half

percent to a maximum of two percent for positive drainage and conformance with ADA (Americans with Disabilities Act) accessibility guidelines. In most situations, a standard of one percent slope will suffice, giving some leeway to simplify construction.

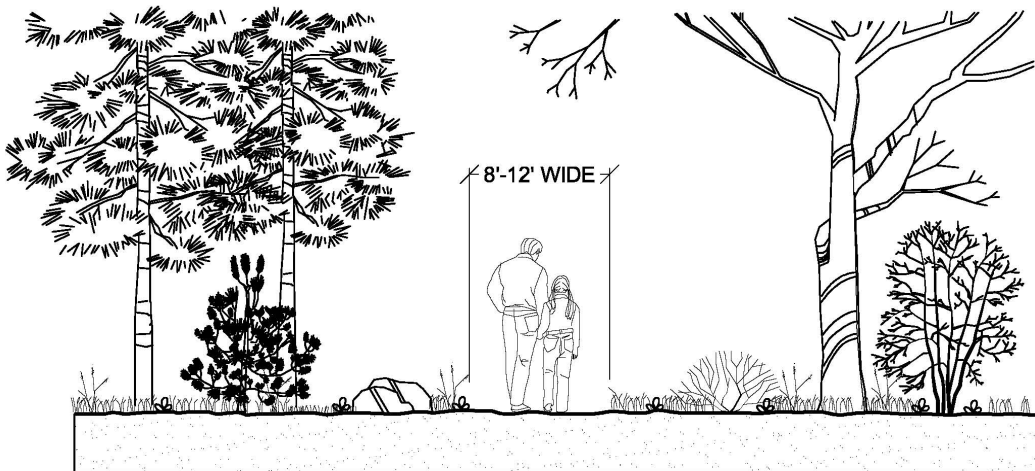
The entire greenway should be evaluated and designed to provide drainage within the corridor. Without this consideration, during torrential rains, soil washing or water ponding may occur on the greenway surface. Both situations create a serious hazard to users. The use of silt fencing and erosion control mats may be required for soil stabilization during construction. These techniques will protect the slopes and swales until permanent ground coverage is established. Another factor will be the planting of shrub and ground cover species that effectively control soil erosion.

Greenway trails are frequently located within floodplain zones. Concrete pavement is recommended in these circumstances, to withstand many of the flood conditions. In the more severe protected wetlands situations or stream crossings, elevated boardwalks or footbridges may be necessary. Each project requires planning to determine the best construction technique.



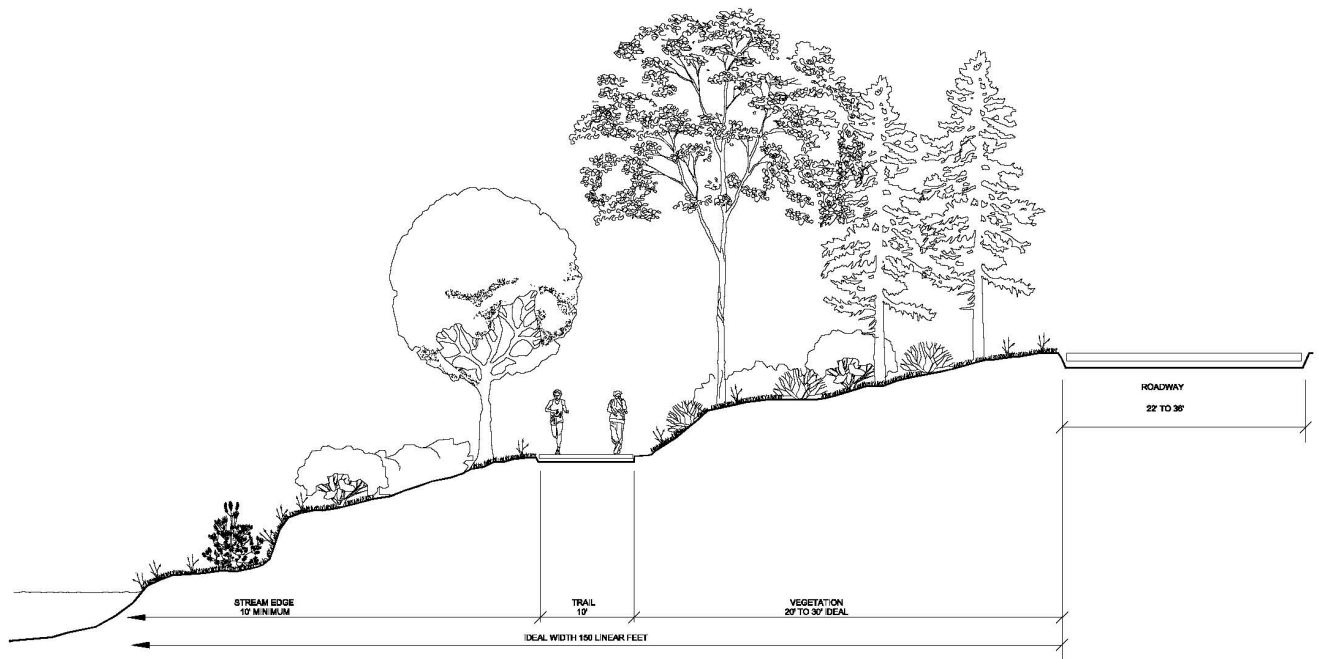
Graphic 4. Typical Greenway Trail Boardwalk Section.

Trail width standards are classified in relationship to the number of users and width of maintenance vehicles. The range within urban situations is ten to twelve feet and in rural situations, eight to twelve feet. The required trail width for any given segment may vary, depending upon the currently held design requirements of funding agencies.



Graphic 5. Typical Greenway Trail Section.

The aesthetic quality of the greenway is primarily a land character component. The tranquility and beauty of the system will be a strong magnet in attracting users. Therefore, one of the most serious considerations in the construction of the greenway is in the protection of the native landscape. Sensitive grading and ecologically-safe materials should be of prime consideration throughout the design process. The preservation of existing trees results from minimizing earth movement. One benefit to this approach is the reduction in implementation costs associated with the replacement of shrubs and trees and is likely the approach needed for the Morrison Creek segment of the Greenway.



Graphic 6. Relationship of Greenway Trail to Natural and Manmade Features.

The use of native plant material should be evaluated for screening and access control of the system. For example, unsightly or undesirable views can be blocked with native plant material. However, new plants should not be located within five feet from the greenway edge to protect the users' sight distance. This protected sight distance is an important safety concern. One rule of thumb is to clear the underbrush twenty feet on either side of the greenway. The pruning up of existing trees, as discussed earlier, is also an important safety concern. An additional feature to be considered is trail design is the removal of and certain avoidance of invasive and non-native species.

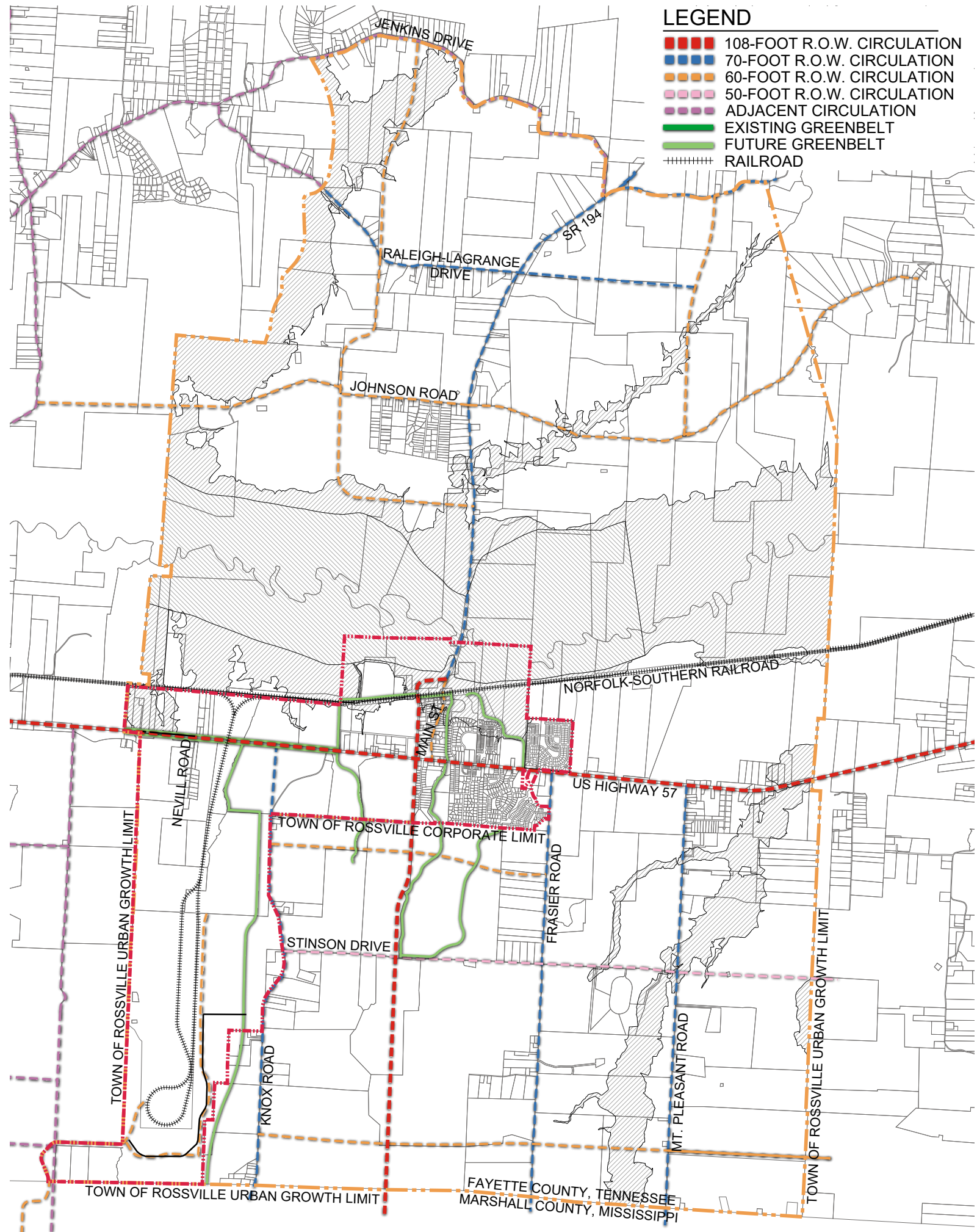
Design character of a greenway system is often derived from the amenities that are located throughout the route. Amenity areas are typically classified as greenway trailheads, pocket parks, and rest areas.

A greenway trailhead is usually developed at the beginning and end of a greenway segment. As the system develops, a greenway trailhead should be located approximately every four to six miles. This will provide system users a convenient starting place. Often, these facilities can function within an existing public space such as a park. The joint use of existing parks should be considered in terms of the shared use of facilities. For example, existing restroom facilities within a public park can be utilized by greenway users, in addition to park visitors.

Included within a greenway trailhead facility are information kiosks, vehicular parking, lighting and appropriate site furniture. Other elements such as maintenance sheds can also be conveniently located within a greenway trailhead.

Rest areas should be located approximately every mile on the greenway. These areas typically have informational signage, benches, bicycle racks, and trash receptacles. Drinking fountains may also be located within these areas, especially on a heavily utilized greenway. These elements are important to the design character of the greenway system because they provide continuity. Selection of components can vary from rustic wood to recycled plastics to contemporary metal. The choice should be carefully investigated in terms of availability and cost.

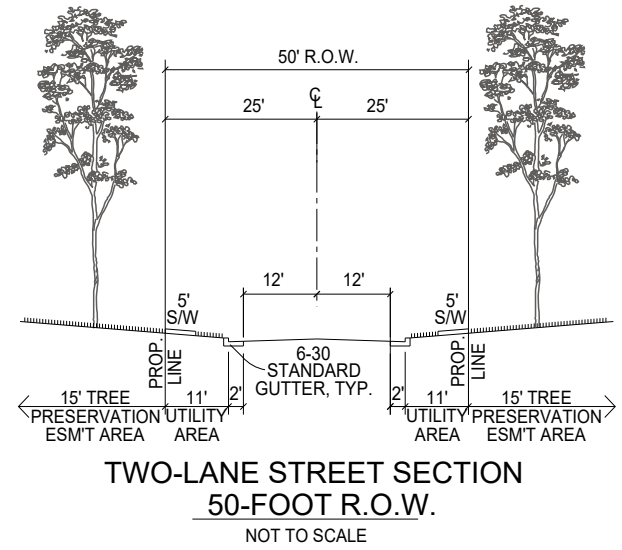
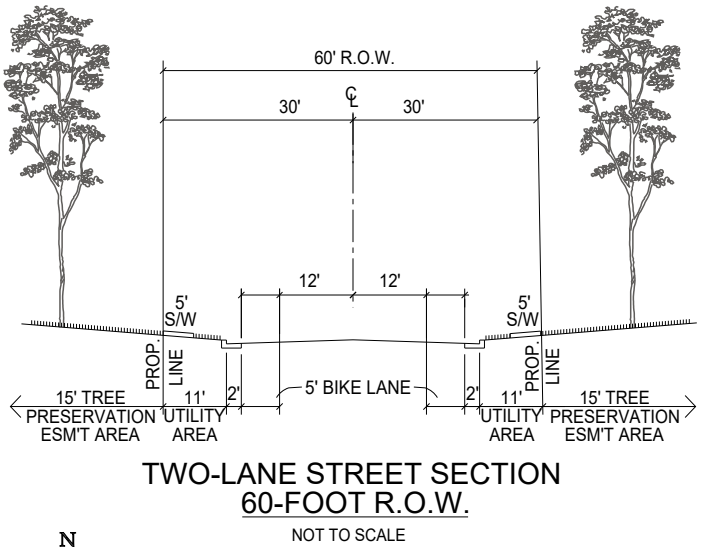
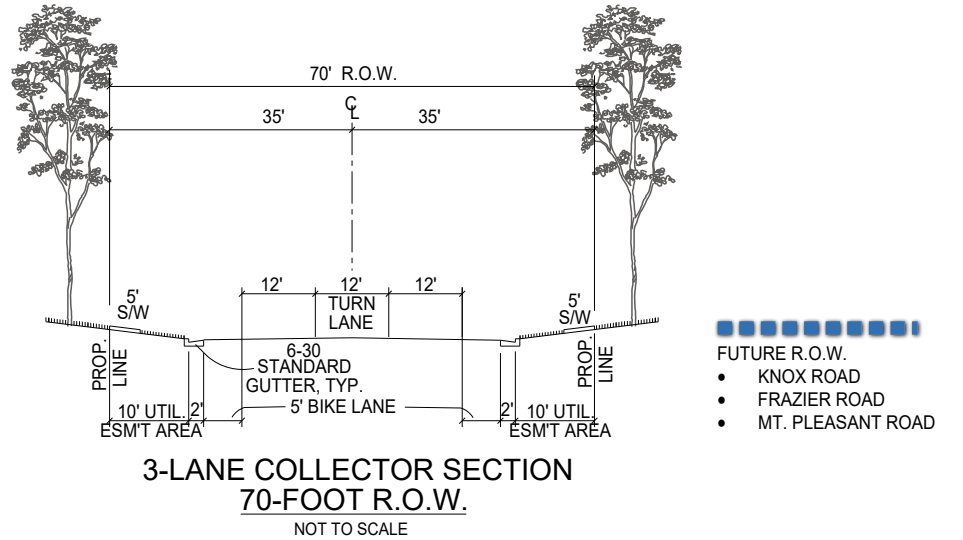
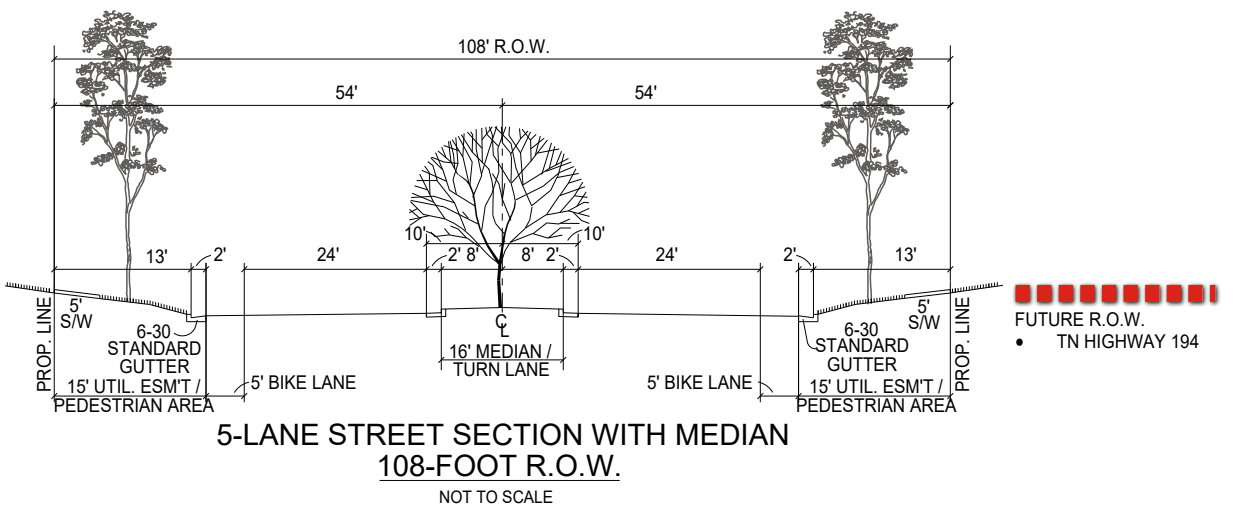
Pocket parks can also be utilized within a greenway system. These open spaces are typically family-oriented with facilities such as picnic tables and small play structures. Site furnishings include benches, trash receptacles, bicycle racks, picnic facilities, and drinking fountains. Site furnishings vary in installation costs due to the wide range of choices. Throughout the system, consideration should be given to all greenway users; pedestrian, roller-blader, and bicyclist. One section of the greenway may have primarily children as its users, whereas another may have a strong contingency of roller-bladers. The adapting of the system for its particular user type will be an important consideration. On the more heavily utilized systems, pavement striping may be necessary to prevent physical conflicts between users. This adaptation of the system will continue to be an ongoing process, reflecting the changing needs of the community. This built-in flexibility is essential to the success of the system.



LEGEND

- 108-FOOT R.O.W. CIRCULATION
- 70-FOOT R.O.W. CIRCULATION
- 60-FOOT R.O.W. CIRCULATION
- 50-FOOT R.O.W. CIRCULATION
- ADJACENT CIRCULATION
- EXISTING GREENBELT
- FUTURE GREENBELT
- RAILROAD

**TOWN OF ROSSVILLE
TRANSPORTATION PLAN**



NOT TO SCALE

VII. PUBLIC FACILITIES

A. TOWN HALL

The Town Hall is located at 360 Morrison Street, directly south of the Kellogg plant. Town Hall houses the offices of the Mayor and Town Clerk and provides the meeting chambers for the Board of Mayor and Aldermen and for the Town's various boards and commissions. The police department and the fire department also have their headquarters on the property, in facilities introduced since the first Comprehensive Plan was completed. As the Town grows, it will need to consider expansion of its public facilities. It may be appropriate to identify alternative locations for such new facilities with the potential for multiple uses in addition to government offices. Just as an example to consider, a library would be a possible shared user of this space and a location that might contribute to added activity in the old business center might provide additional economic support.

B. LAW ENFORCEMENT

Rossville is served by its own police department. The department consists of the Police Chief, three full-time patrol officers and three part-time patrol officers. Patrol activity currently extends beyond the existing city limits serving a small residential enclave east of Rossville on DeWitt Road and to the west, providing patrol coverage to the Wolf River Airfield.

The standard for police services is to provide patrol officers at a ratio of 1 per 500 persons in the general population. As the community grows in size, both geographically and with regard to population, additional staff and facilities can expect to be in demand. This should not occur in

the near future, however, since the Town's current police force should be able to deliver quality levels of service for the planned slow growth of Rossville.

C. FIRE PROTECTION

The Town of Rossville currently provides emergency medical, fire prevention and protection service both within the Town and in the surrounding area. The fire station is located at Town Hall on Morrison Street in the geographic center of its service area. Recent upgrades to the departmental equipment include a pumper truck along with additional fire fighting equipment. Conventional standards for the distribution of fire protection facilities are generally based on the density of development requiring service. The pattern of development seen in Rossville can be characterized as scattered to low density rural residential. This level of development can be served in a radius of between 3 and 5 miles from the central station.

The current location will adequately serve the community (which enjoys an ISO rating of 6) for the foreseeable future. Ongoing evaluation of equipment and facilities will be conducted with special attention given to the installation of adequate distribution lines and elevated storage (see Map 4 on page 19).

D. PARKS AND RECREATION

Parkland acquisition should be a priority consideration for the Town. This is especially important to pursue as early as possible, in order that the Town be able to purchase large enough tracts of land in appropriate locations before development pressures escalate the price of land.

At this stage, Rossville should consider two possible sites, one to eventually provide for organized sports on the form of ball fields, soccer fields, etc., with the ability to have lighted facilities. The other should be the consideration of a passive-use park with nature trails, picnic areas, frisbee golf, and similar recreational amenities. Such a park would be even more desirable if connected to other areas of the community via a greenbelt pedestrian / bikeway system. A twenty-acre site should be considered for the organized sport center, and an additional twenty to thirty acres should be incorporated as a system of passive park and connecting greenways to address the needs of the anticipated population expansion addressed in this plan.

E. UTILITIES

1. Sanitary Sewer System

The Rossville sanitary sewer treatment plant is located north of the Southern Railroad, north and west of the Main Street area (see Map 4 on page 19). Recent improvements to the facility have upgraded the capacity to approximately **2.2 million gallons of wastewater treatment per day**. **Current demand requires only about 200,000 gallons of treatment** leaving a large reserve capacity for future growth. The flat terrain and multiple drainage basins have required the installation of three lift stations as part of the collection system. There does not appear to be a need for sanitary sewer improvements in support of the growth projected by this plan.

2. Water System

Rossville operates the municipal water system which consists of a water treatment plant and **100,000 gallon reservoir** located at Railroad Street, an elevated **200,000 gallon storage tank**

located just south of US Highway 57 in Bailey Ridge Subdivision and 3.5 miles of water mains (see Map 4 on page 19).

The water system provides domestic and business-service to Town residents, with fire protection supported by 82 fire hydrants. Average daily consumption currently is approximately 50,000 gallons. As growth and physical expansion occur the water distribution system will need to insure adequate extension of a large enough loop system and construction of sufficient elevated storage.

3. Solid Waste Service

Rossville currently provides residents with solid waste services under a contract with a private waste collection service. Rossville does not have plans to provide municipally owned and operated solid waste service to the residents.

4. Natural Gas

Natural gas service is provided by the Hardeman/Fayette Utility District. Rossville is not currently planning to provide gas services as a municipal utility.

5. Electrical Service

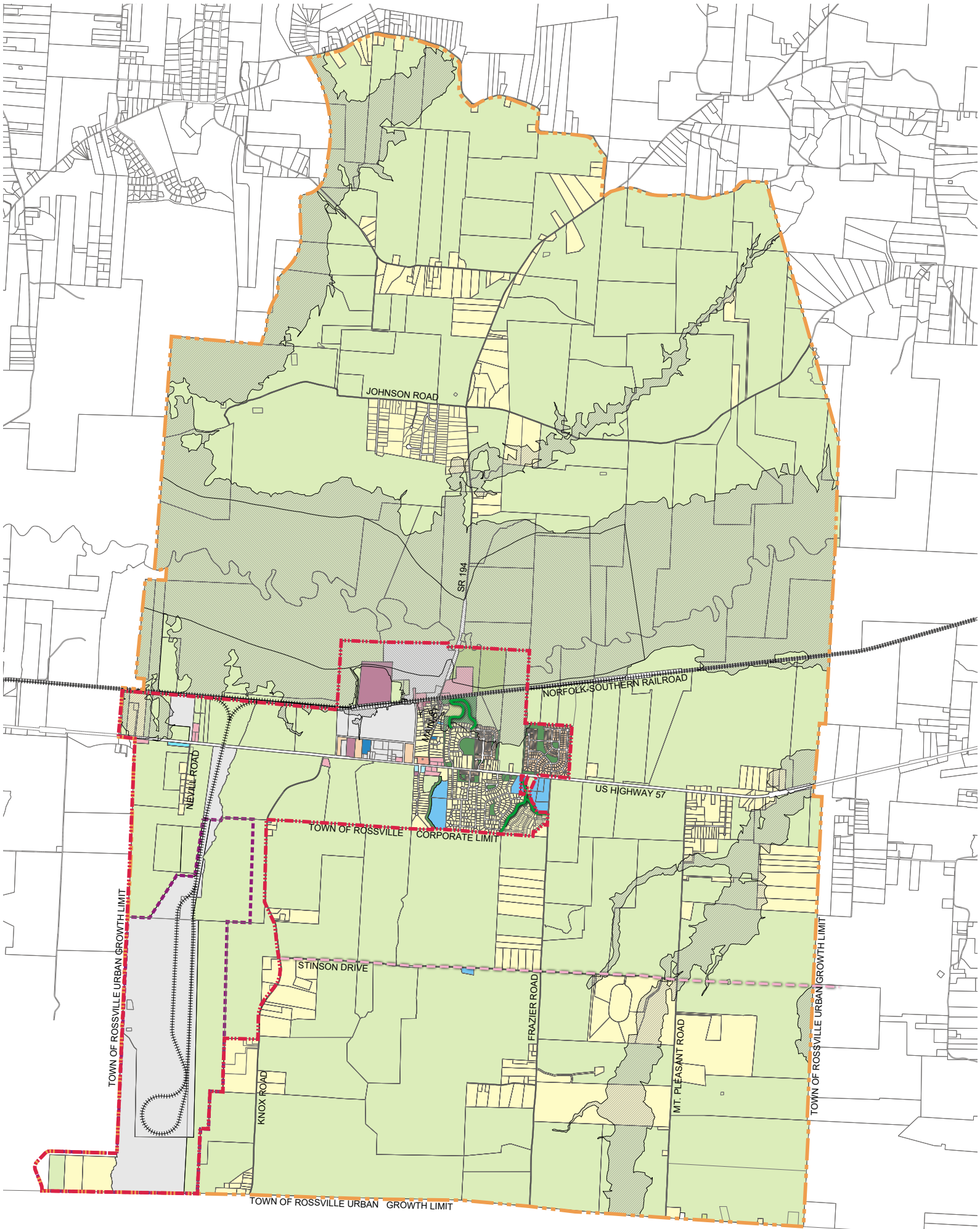
Tennessee Valley Authority is the supplier for Chickasaw Electric Cooperative (CEC) of Somerville, Tennessee, the distributor of electricity for the City of Rossville. There is no plan to construct municipal electric utilities.

APPENDIX
URBAN GROWTH BOUNDARY MAPS

TOWN OF ROSSVILLE URBAN GROWTH BOUNDARY EXISTING LAND USE

LEGEND









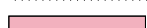


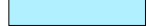







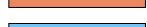




- +++++ RAILROAD
- GREENBELT
- RETAIL
- OFFICE
- INDUSTRIAL
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL MOBILE HOME
- PUBLIC
- VACANT
- PARKS AND OPEN SPACES
- ▨ FLOODWAY
- ▨ FLOOD HAZARD OVERLAY
- ▭ INDUSTRIAL DEVELOPMENT OVERLAY ZONE BOUNDARY

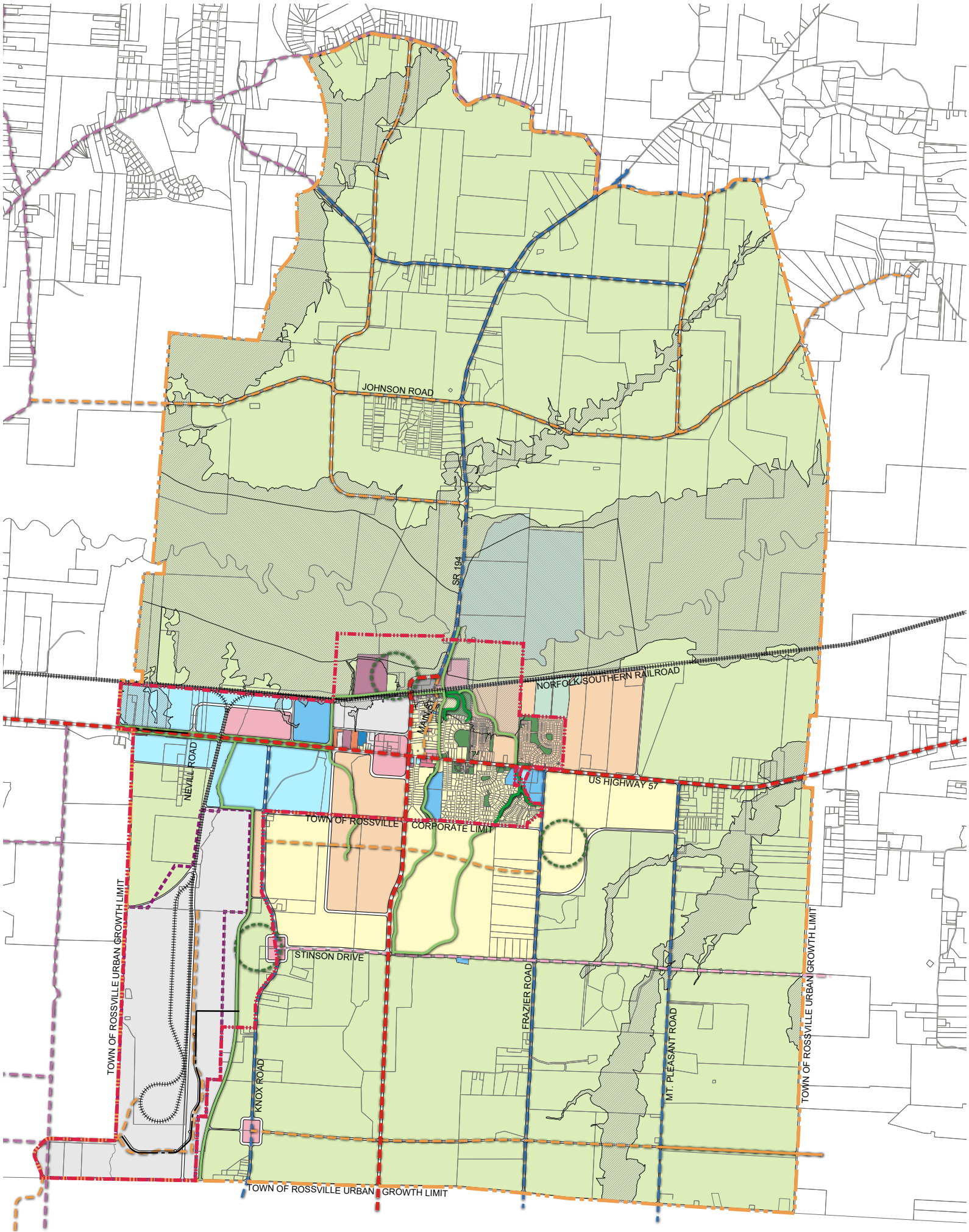


NOT TO SCALE

TOWN OF ROSSVILLE URBAN GROWTH BOUNDARY FUTURE LAND USE

LEGEND

-  108-FOOT R.O.W. CIRCULATION
-  70-FOOT R.O.W. CIRCULATION
-  60-FOOT R.O.W. CIRCULATION
-  50-FOOT R.O.W. CIRCULATION
-  ADJACENT CIRCULATION
-  EXISTING GREENBELT
-  PROPOSED GREENBELT
-  RAILROAD
-  RETAIL
-  OFFICE
-  INDUSTRIAL
-  LOW DENSITY RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  RESIDENTIAL MOBILE HOME
-  INSTITUTIONAL
-  PUBLIC
-  UTILITY
-  VACANT
-  PARKS AND OPEN SPACES
-  NATURE CONSERVATION
-  FLOODWAY
-  FLOOD HAZARD OVERLAY
-  INDUSTRIAL DEVELOPMENT OVERLAY ZONE BOUNDARY
-  FUTURE PARK LOCATION



NOT TO SCALE