The Donelson-Hermitage-Old Hickory Community plan provides guidance through the policies found in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the Donelson, Hermitage, and Old Hickory communities. The policies are intended to coordinate the elements of development to ensure that the intended character of an area is achieved. Policy provides guidance on appropriate building types/designs, appropriate building locations on a property, and other elements, including sidewalks, landscaping, bikeways, and street connections. In some cases additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the needs of the community. In these cases, there are "supplemental policies" that are applied.

SPA 14-SAP-01 – Lebanon Pike Small Area Plan (SAP)

This is a community of well-defined neighborhoods and employers who strive to protect and enhance their existing assets – proximity to downtown, the Cumberland River, Mill Creek, tree canopy, open space, and rolling hills. The goals of these supplemental policies are to grow mixed-use neighborhoods along Lebanon Pike, improve connectivity to Donelson, maintain the suburban character of the existing neighborhoods, and balance transportation needs for everyone.

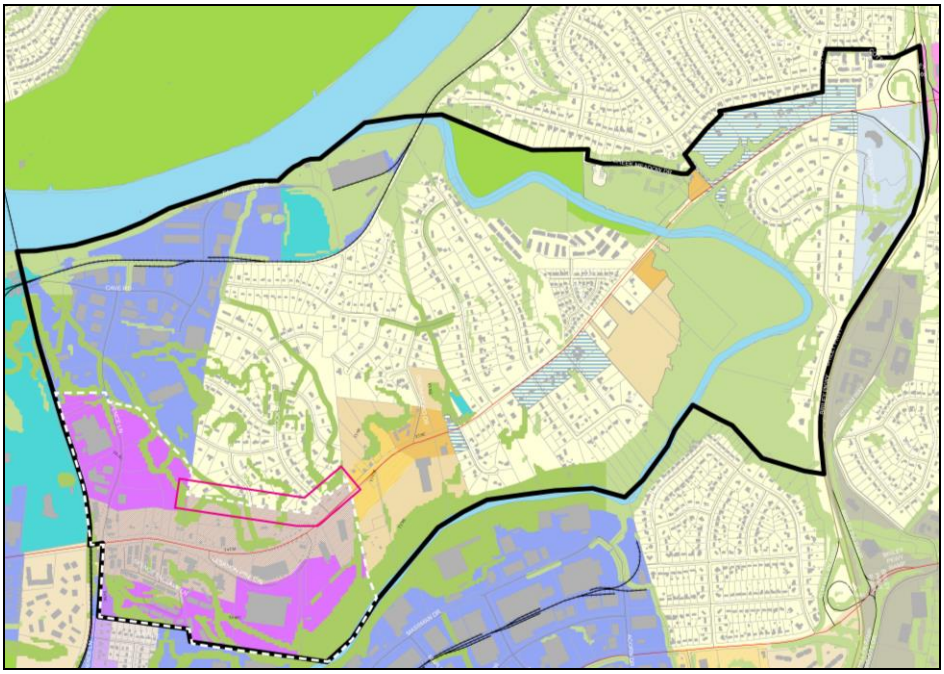

Figure 1: Lebanon Pike SPA

Mobility

Common themes identified by the community were related to mobility within the study area for pedestrians, cyclists, drivers, and transit users. The mobility supplemental policy is intended to improve connectivity and promote safe and efficient mobility for all modes of transportation across neighborhoods, along Lebanon Pike, and outside of the study area through new development and redevelopment.

Figure 2 illustrates the mobility themes, goals, and destinations supported by the guidance outlined in the SPA. Capital improvement projects may improve mobility, but these goals would primarily be achieved through the zoning, development, and subdivision processes when properties develop or redevelop. When it is determined appropriate for private development to contribute to the implementation of these goals, transportation and/or infrastructure improvements may be required with rezone, development, and subdivision applications.

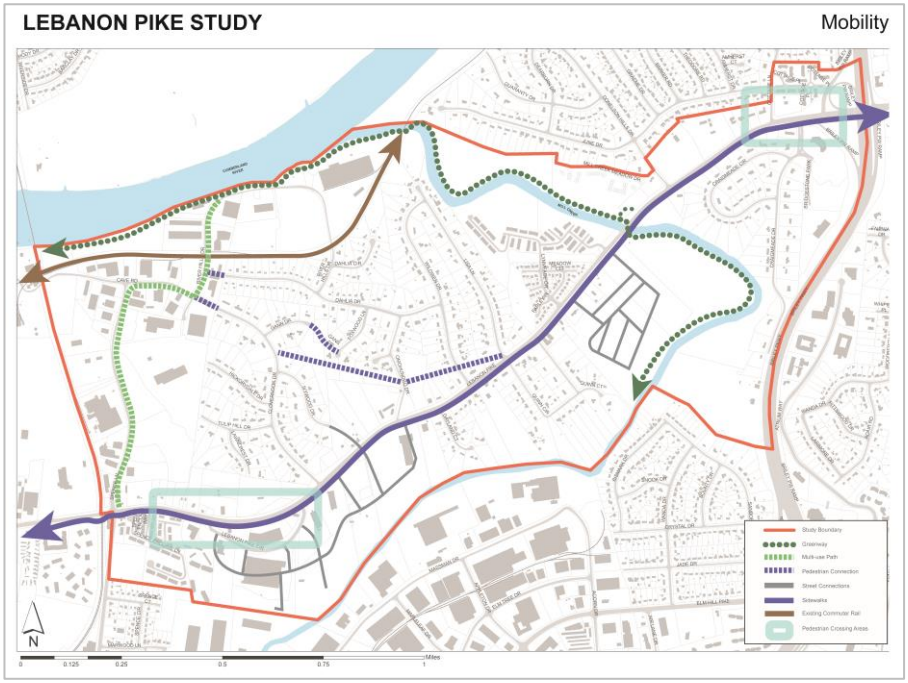

Figure 2: Mobility Themes, Goals, and Destinations

Proposed developments with street frontage within this supplemental policy should:

- Provide multiple direct local street system connections to and between local destinations, such as shopping, neighborhood offices and, open space without requiring the use of Lebanon Pike;
- Coordinate with Nashville MTA with regards to the placement of bus stop pads and shelters;
- Accommodate space for multi-use paths and access to greenways in-lieu of on-street bikeway facilities;
- Have logical, direct routes that make cross parcel driving possible – including, but not limited to, a road that traverses the land from one property line to the opposite property line;
- Connect all streets, alleys, and pedestrian pathways in any subdivision or site plan to other streets and to existing and projected streets outside the proposed subdivision or other development;
- Space new street connections at intervals not to exceed 660 feet (1/8 mile) along each boundary that abuts potentially developable or redevelopable land. Blocks longer than 400 feet in length should have a mid-block pedestrian pathway connecting adjacent blocks; and
- Keep open entryways into residential developments. Gated street entryways are not permitted.

Connectivity within the Community

"Street connectivity" suggests a system of streets with multiple routes and connections serving the same origins and destinations. Connectivity not only relates to the number and frequency of intersections along a street segment, but also how the transportation system connects a neighborhood to the wider community. Benefits of a connected street network include lower traffic volumes and traffic delays on major streets, efficient service delivery, parallel route and alternative route choices, better and redundant emergency vehicle access, and efficient subdivision of land. Increasing the number of street connections or local street intersections also enhances bicycle and pedestrian travel. In addition, a connected network of collector roadways allows a transit system to operate more efficiently.

As a conceptual network, alignments may vary as the result of property consolidation patterns, topography and other environmental constraints that may be observed during detailed analysis and design of individual initiatives.

In providing the planned street network, consideration is given to the following:

- Strategically spacing new intersections along Lebanon Pike to maximize access management while providing access opportunities that allow for T4 and T3 development patterns;
- Promoting best practices along Lebanon Pike to facilitate safer transit access and pedestrian crossings;
- Creating multi-use paths parallel to Lebanon Pike and Spence Lane in-lieu of on street bikeway facilities to connect neighbors to future greenways;
- Establishing pedestrian and bicycle connections between existing historic neighborhoods;
- Creating a cohesive block structure to accommodate an efficient lot layout consistent with appropriate Community Character Policies;
- Distributes traffic to an appropriate system of local streets and alleys;
- Providing connectivity appropriate for T3 in conjunction with traffic calming measures;
- Aligning new intersections with existing intersections;
- Enabling safer crossings across rail lines, roadways, and water features;
- Using alleys where possible; and
- Minimizing alteration of natural slopes, avoiding stream buffers, and other sensitive environmental features.

Primary Greenway – Mill Creek

The goal of the Mill Creek Greenway is to promote safe and accessible connectivity throughout the community and to enhance this environmental asset identified by the community. Such a greenway may also include a linear park or a series of smaller parks and communal spaces to create community gathering spaces and recreational opportunities.

Detailed plans, design, and locations of the Mill Creek Greenway and open spaces may vary subject to constraints and conditions as yet to be determined. Dedication of land for and construction of the Mill Creek Greenway through a zoning or development plan could qualify as consideration for additional height, density, or intensity under the corresponding policy area.

<u>Connectivity – Pedestrian/Bicycle</u>

- A primary bike-pedestrian connection linking Lebanon Pike to the Mill Creek Greenway should be incorporated into development and redevelopment plans;
- Redevelopment should include provisions for publicly accessible open space that integrates with the larger community to include interactive or usable program of space. Appropriate components include, but are not limited to, recreation opportunities, overlooks and viewpoints, boardwalks, wayfinding, and outdoor dining.
- Access points to the Mill Creek greenway should be provided, where appropriate.
- Detailed plans, design, and locations of open spaces may vary subject to constraints and conditions as yet to be determined. However, all zoning, subdivision, and applicable development applications will be reviewed for consistency with the intent of this policy.

Public Access Guidance

- The Mill Creek Greenway and associated park spaces will be publicly accessible, and work with the Metro Departments, Boards, and Commissions to ensure acceptance.
- Development of property along Mill Creek will dedicate land and conservation easements to promote public/private partnerships to ensure the creation of the Mill Creek Greenway and supporting open space.
- All applicable development applications will be consistent with the intent of this policy, with the explicit goal of creating and contributing to the implementation of the Mill Creek Greenway and open spaces.

Development Guidance along the Mill Creek Greenway and Open Spaces

- Orient primary façades toward the greenway and open spaces.
- Provide direct pedestrian connections from buildings and units to the Mill Creek Greenway and open spaces.
- Provide interactive ground floor uses that engage with the Mill Creek Greenway and open spaces.
- Upper level liners are encouraged along these frontages.
- Parking areas shall not be located adjacent to the Mill Creek Greenway and open spaces without a min. 20' wide buffer that is adequately planted to screen vehicles from view. Exceptions may be warranted for Metro Park's facilities.

Secondary Greenway – Spence Lane Multi-use Path

Throughout the charrette process, community stakeholders repeatedly vocalized their desire for increased access to the Cumberland River. Despite being in direct proximity to the River, existing development and the railroad act a barrier between neighborhoods and the river.

River Hills Drive is the only public roadway serving as a connection. As such, an off-street facility located parallel to Spence Lane delineated in the Figure 3 is planned along the frontages of existing industrial properties as redevelopment occurs along the eastern portion of the Local Street.

This secondary multi-use path will tie into the pedestrian and bicycle path along Spence Lane to Cave Road, jog to the east parallel to Cave Road, before

Figure 4: Spence Lane Multi-use path location

wrapping northward along River Hill Drive to the planned future extension of the Cumberland River Greenway. Consistent with multi-use paths constructed throughout Davidson County, these off-street facilities are planned to be a minimum of 12' in width in order to facilitate safe shared travel of bicyclists and pedestrians. Finally, new pedestrian connections are planned connecting River Hill Drive to the existing road termini of Clovernook Drive and Dahlia Drive.

Neighborhood Pedestrian Connections

The suburban neighborhoods north of Lebanon Pike are disconnected due to significant changes in topography, the absence of street connectivity, and the presence of a utility transmission line spanning northwest to southeast. This supplemental policy is intended to promote pedestrian and bicycle connectivity where opportunities exist through capital improvements or through private development.

Figure 5: Pedestrian Connections

Pedestrian Accessibility along Lebanon Pike

As a result of a planned mixed-use and residential development along portions of the Lebanon Pike corridor, enhanced pedestrian accommodations are planned to be built in partnership with future redevelopment along and across the corridor. New high visibility pedestrian crosswalks are expected to be incorporated into zoning, development, and subdivision requests along Section A of the Lebanon Pike corridor. In the absence of signalized intersections, new pedestrian crossings that utilize countermeasures such as raised medians, high visibility crosswalks, or hand-activated light signals are recommended along the corridor in between properties that front directly to Lebanon Pike and properties accessed from new street connections along the southern portion of the Study Area. Enhanced pedestrian crossings are crucial to support higher intensity mixed use development and the various MTA bus shelters and stops located along the western bookend of the Study Area.

New sidewalks eastward beyond the Study Area, over Briley Parkway are recommended to further facilitate connectivity from the Lebanon Pike area to Downtown Donelson, dependent upon coordination with the Tennessee Department of Transportation. Connectivity across Briley Parkway from Craigmeade Drive to Blue Hills Drive will also require partnering with the Greater Nashville Regional Council to prioritize future funding for the construction of sidewalks. It should be noted that a new sidewalk is planned to be constructed along the north side of Lebanon Pike from McGavock Pike to Old Lebanon Road, outside of the Study Area (Transportation Improvement Program, project number 2014-16-002).

Bus Stop Improvement

One of the main themes to emerge during charrette week was the condition of the bus stop facilities currently provided on Lebanon Pike. Participants expressed concern regarding the safety, accessibility, and comfort of the existing bus stops. Bus stops in the area consist of signs located on the grass verge adjacent to the road with inadequate space and an uneven surface. As a result, any proposed developments with an

existing or proposed MTA bus stop along or adjacent to a property's street frontage will provide improvements to upgrade the waiting area and shelter facilities.

These improvements may include:

- A new bus stop sign
- A leveled and paved waiting and boarding area
- Connections to sidewalks
- Adequate lighting
- A shelter
- Seating
- A trash receptacle

Figure 6: Example of bus stop improvements

Improvements to Lebanon Pike

The Lebanon Pike arterial-boulevard corridor serves as the multimodal backbone of the study area, providing access to residential local streets, industrial uses, and civic spaces. While the corridor serves local needs of the surrounding neighborhoods and commercial/industrial entities, Lebanon Pike also serves as a major cross town connection between Downtown Nashville and the Donelson-Hermitage-Old Hickory community areas. It is split into three separate subsections characterized by the policy areas immediately surrounding each respective segment.

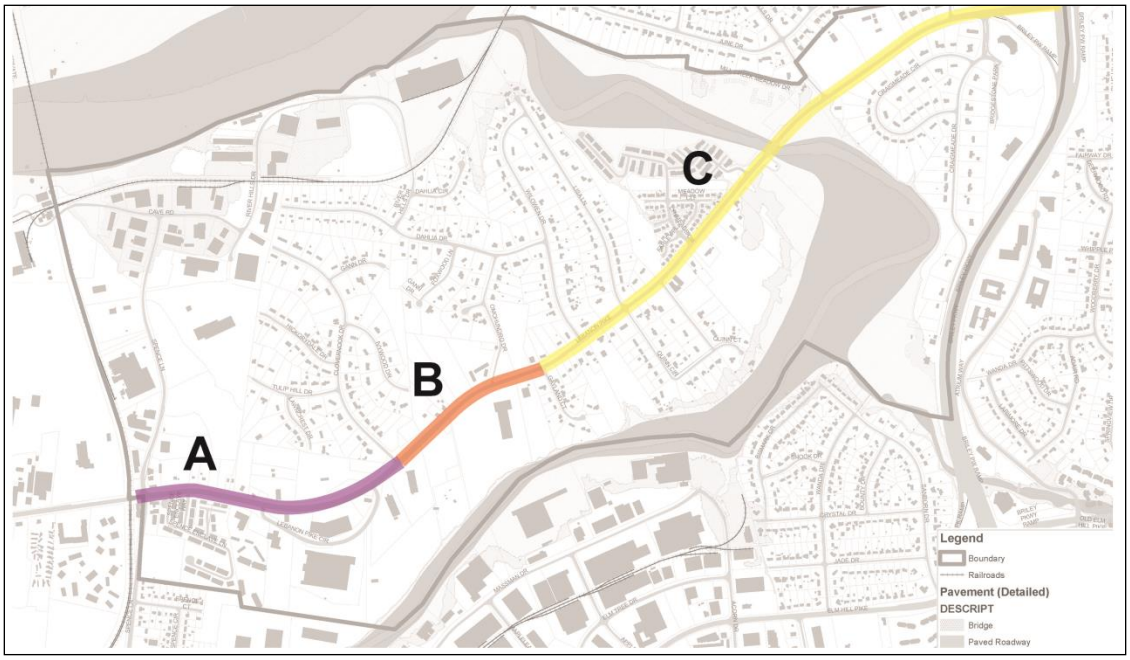

Figure 7: Lebanon Pike Cross Sections

Section A: T4 Urban Mixed Use (Spence Lane to Clovernook Drive)

As a means to facilitate the creation of urban mixed use development, additional space is allocated for the construction of wider sidewalks with tree wells and MTA bus shelters. The corridor in the future will continue to remain five vehicular lanes wide. Where appropriate in between left turn lanes, raised vegetated medians are planned to facilitate safer pedestrian crossings across the corridor and to increase the overall presence of street trees. As is typical in urban mixed use environments, vehicular parking is provided to the rear of new buildings in order to accommodate wider frontage zones for future storefronts, café sitting, and business amenities. Multi-use paths are planned along the north side of Lebanon Pike that will connect to bikeways along Spence Lane to the future extension of the Cumberland River and Browns Creek Greenways.

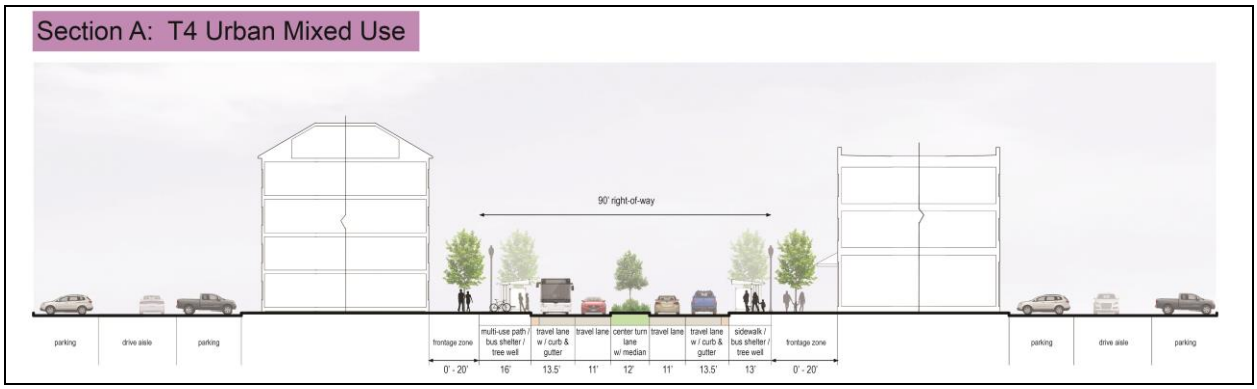

Figure 8: Cross Section A

Section B: T3 Suburban Commercial (Clovernook Drive to Gayland Court)

In support of existing and future suburban commercial development, an additional lane will be added to the current four lane configuration in order to provide left turn lanes and raised vegetated medians, where appropriate. Vehicular parking will be provided along the frontage of properties in order to provide direct access and visibility to the corridor in a manner that provides landscaping and buffering from adjacent sidewalks. New street connections will provide added circulation to the south of the corridor creating additional commercial redevelopment opportunities. As properties redevelop, multi-use paths are planned along the north side of Lebanon Pike.

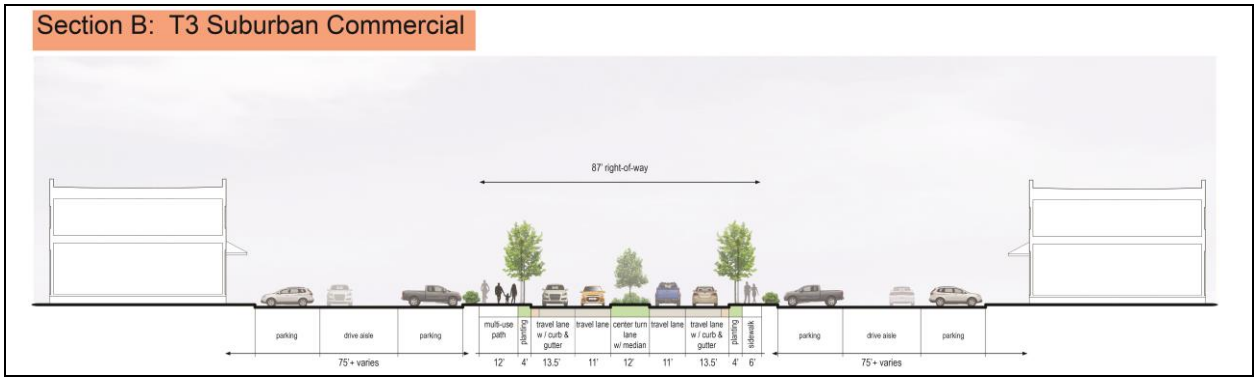

Figure 9: Cross Section B (T3 Suburban Commercial from Clovernook Drive to Gayland Court)

Section C: T3 Suburban Residential (Gayland Court to Briley Parkway)

Deeper setbacks from the back of sidewalks are encouraged as a means to preserve the existing character of the residential community and to accommodate the significant grade changes. An additional vehicular lane will be accommodated in order to provide a continuous center turn lane for single family residential neighborhoods. Additional street connections will provide commercial redevelopment opportunities along the southern frontage of the corridor to the west of Mill Creek. As properties redevelop, multi-use paths are planned along the north side of Lebanon Pike. The multi-use path will tie into planned pedestrian and bicycle connections between existing neighborhoods and into the future Mill Creek Greenway. Additional signalized intersections will be coordinated with existing MTA bus stop locations facilitating safer pedestrian crossings across the corridor.

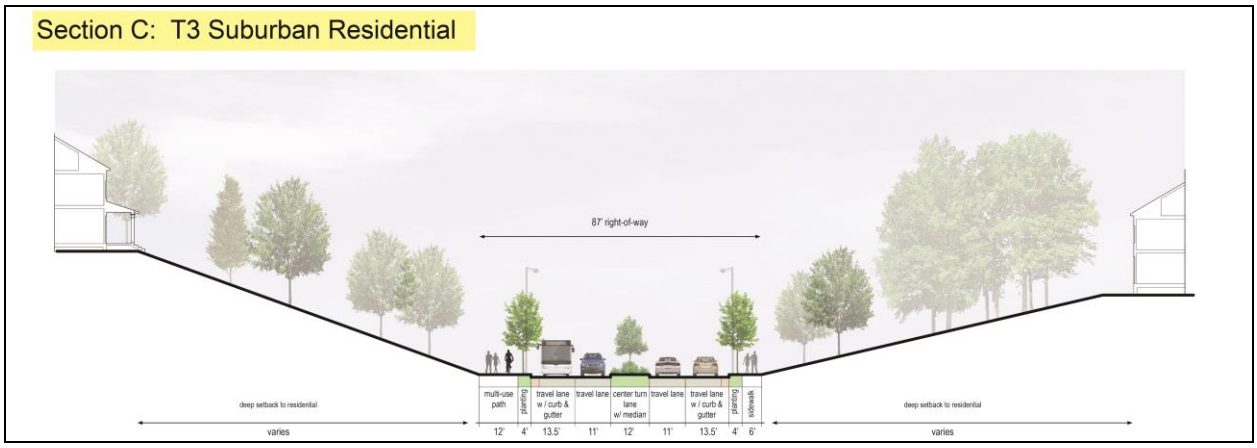

Figure 10: Cross Section C (T3 Suburban Residential)

Connectivity Outside of the Area

Strategies for connectivity outside of the community through major transportation systems include a potential multi-use pedestrian and bicyclist pathways and improved transit infrastructure.

The visioning and street mix exercise results indicated the idea of and support for future enhancements to the configuration of Lebanon Pike which serves as a spine for the community. Participants indicated their preference for a multi-use pathway for improved pedestrian and bicyclist mobility to Downtown Nashville and Donelson. Lebanon Pike is designated as an Arterial-Boulevard in the Major and Collector Street Plan and is currently constructed as a five-lane road west of Clovernook Drive and as a four-lane road to the east. Improvements to Lebanon Pike and intersecting streets within the study area should be evaluated as redevelopment in the area occurs.

Participants also indicated the creation of new greenways as priorities, parallel to the Cumberland River as well as along Mill Creek in order to connect to surrounding neighborhoods and Downtown Nashville.

Transition to Residential

The primary goal of this Supplemental Policy is to ensure development along Lebanon Pike appropriately transitions to the established single family Suburban Neighborhood Maintenance area to the north. Where higher-intensity policy categories are adjacent to lower-intensity policies the scale, intensity, and uses should sensitively transition to minimize land use conflicts. In this case, the transects and policies are different, moving from the T4-Urban transect to the T3-Suburban transect and from Mixed Use and Corridor policy to a residential Neighborhood Maintenance policy. The significant amount of Conservation (CO) Policy in the form of steep slopes along the northern and western edge of the T4 MU and T4 CM areas help to buffer the more intense urban uses allowed from the established single family neighborhood.

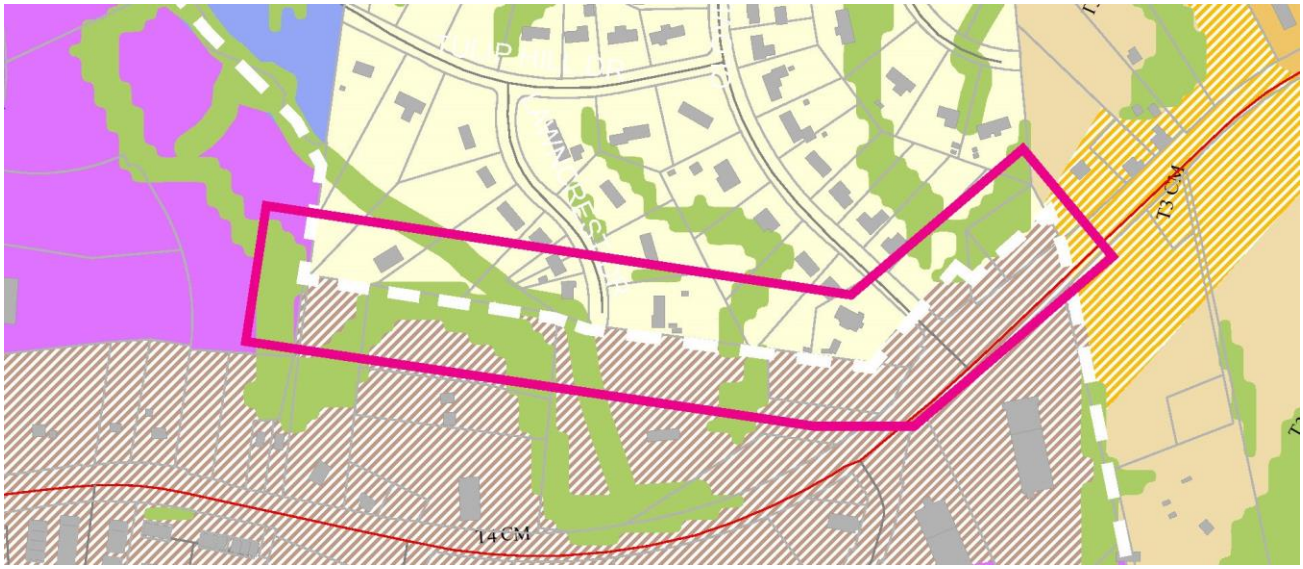

Figure 11: Transition Area

Proposed developments will –

- Step down in height as they move closer to the neighborhood. This may require different heights within an individual structure;
- Are expected to blend with the permitted height of the adjacent policy area;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Use increased building setbacks and/or stepbacks to mitigate the impact of taller building heights;
- Orient buildings to Lebanon Pike and not to the neighborhood;
- Limit access to the residential neighborhood from development on the corridor;
- Configure and screen parking to minimize the impact of headlights on the adjacent single family homes;
- Provide articulation of facades that face the neighborhood to avoid blank walls;
- Use landscaping to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems from the neighborhood;
- Use fencing and walls that complement the surrounding environment through the use of appropriate heights and materials. Chain link fencing should be avoided;

- Ensure lighting does not intrude onto the adjacent residential neighborhood; and
- Ensure signage is not distracting or overwhelming to the adjacent residential neighborhood.

Mixed Use Neighborhood and Corridor Use and Design

This supplemental policy is intended to create opportunities for a range of housing choices and the establishment of necessary daily goods and services by emphasizing an equivalent balance of residential, commercial, office, and industrial uses, or an emphasis on industrial development as the primary land use where appropriate. This guidance also establishes a framework of public infrastructure, increased connectivity, an integrated network of open space, and a more specific and predictable built environment to improve the quality of life.

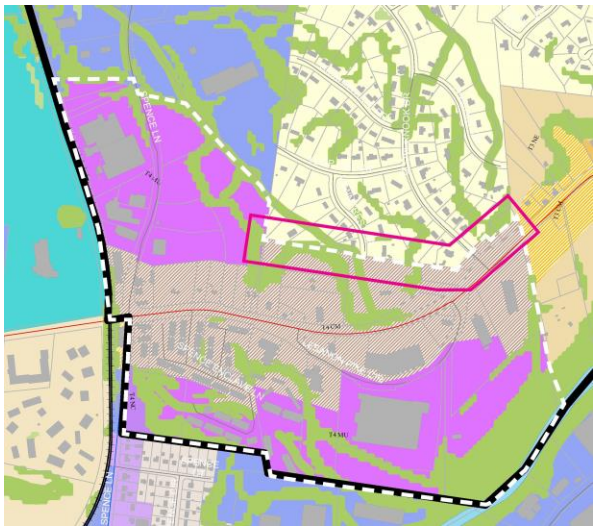

Figure 12: Mixed Use Neighborhood and Corridor Use and Design

Land Use

The majority of the existing nonresidential land uses are large industrial operations, which do not provide the daily goods and services to support existing and future households in the study area. The majority of the community expressed interest and support for retaining these uses due to the positive economic and employment impact on the area.

While the base T4 Mixed Use Neighborhood, T4 Mixed Use Corridor, and T3 Mixed Use Corridor policies emphasize residential development as the primary land use, the form and intensity of these policy areas work toward achieving the community's expectations. The primary goal of this Supplemental Policy is to ensure a balance of residential, commercial, and light industrial non-nuisance and craft uses in those areas with T4 MU policy.

The intent of Urban Mixed Use Neighborhood policy is for these areas to become primarily mixed use with residential and ancillary commercial and light industrial. However, in this Supplemental Policy area commercial and light industrial uses are not to be considered ancillary uses. Given the existing industrial uses in this area and the surrounding residential neighborhoods, emphasis does not need to be on residential development. Rather the existing uses which are predominantly warehousing and distribution should remain and be complemented by other non-residential uses.

Design

<u>Connectivity – Access and Vehicular</u>

- Proposed development should incorporate a network of public streets for improved access and connectivity among properties;
- Create a cohesive and urban block structure with lengths between approximately 200 and 400 feet;
- Align new intersections with existing intersections;
- Driveways accessed from Lebanon Pike should be spaced a minimum of 100 feet apart so as to minimize impact of curb cuts and mitigate conflict between pedestrians and vehicular traffic;
- Joint access and cross access should be provided so as to minimize impacts of excessive curb cuts along Lebanon Pike and allow for movement; and
- When alleys are present, vehicular access from alleys is preferred.

Fencing and Screening

- Use fencing and walls that complement the surrounding environment through the use of appropriate heights and materials. Chain link fencing should be avoided.

Adaptive Reuse

Due to their proximity to Briley Parkway, lot size, and adaptive reuse potential, Transition Policy has been applied to these properties in order to promote neighborhood-scaled services for the surrounding area. This supplemental policy provides additional guidance beyond Transition Policy to ensure compatibility with the surrounding residential properties.

Figure 3: Adaptive Reuse of Residential Structures

Generally, development, redevelopment, or expansion of these properties and structures, with the exception of places of worship, will retain the residential character of the existing homes through by adhering to the following:

Signage

- Signage must be placed, scaled, and illuminated in a manner that does not diminish the residential character of the property and surrounding properties.
- Ground signs, such as monument, hanging, and pillar signs are encouraged along Lebanon Pike.
    - Prohibited light sources:
        - Blinking, flashing, chasing, and sequential lighting is prohibited.
    - Brightness and glare of lighting must be reduced in consideration of its impact on public streets and adjacent properties.

Parking location

- Location and illumination of all parking areas must be situated onsite so as to reduce its visual and environmental impact on adjacent residential areas.
- One parking bay is permitted between the building and the street.
- Additional parking, not to exceed number of spaces required by the associated base zoning, must be located beside or beneath buildings.
- Cross and joint access between properties is encouraged so as to mitigate number of curb cuts onto Lebanon Pike.
- Outdoor lighting of surface lots must be designed at a pedestrian scale so as to avoid glare onto adjacent residential areas.

Solid waste

- All solid waste, recycling, yard trash containers, and loading docks must be located within parking areas at the side of a building. They must be screened to minimize sound and visibility from residences, abutting sidewalks and streets.
- Screening enclosures for above areas must consist of an opaque, durable material and be a minimum 2 feet higher than the element being screened.
- Gates may be required to fully screen elements that are visible from public streets.

New construction, building additions, and outbuildings

Proposed new construction, building additions, and outbuildings should be constructed in such a manner so that the essential form, character, and integrity of existing structures is retained. Considerations include:

- Overall shape, massing, and scale of new construction must be compatible and not contrast greatly with existing structures.
- The overall roof shape must be visually compatible by not contrasting greatly with the roof shape, orientation and pitch of surrounding buildings.
- Height elevations, such as foundation wall, porch roof(s), eave and ridge lines of roof(s) must be reflected and must not contrast greatly with existing structures.
- Proportion and rhythm of openings must reflect the window and door patterns of existing structures.
- Materials, texture, and color of new construction must be visually compatible, by not contrasting greatly, with surrounding buildings.

Use of existing residential structures is the priority. In instances where the condition or integrity of the existing structure does not allow for adaptive reuse, new construction shall achieve all design criteria for the adaptive reuse and shall be sensitive to the building setback and height of the surrounding structures.