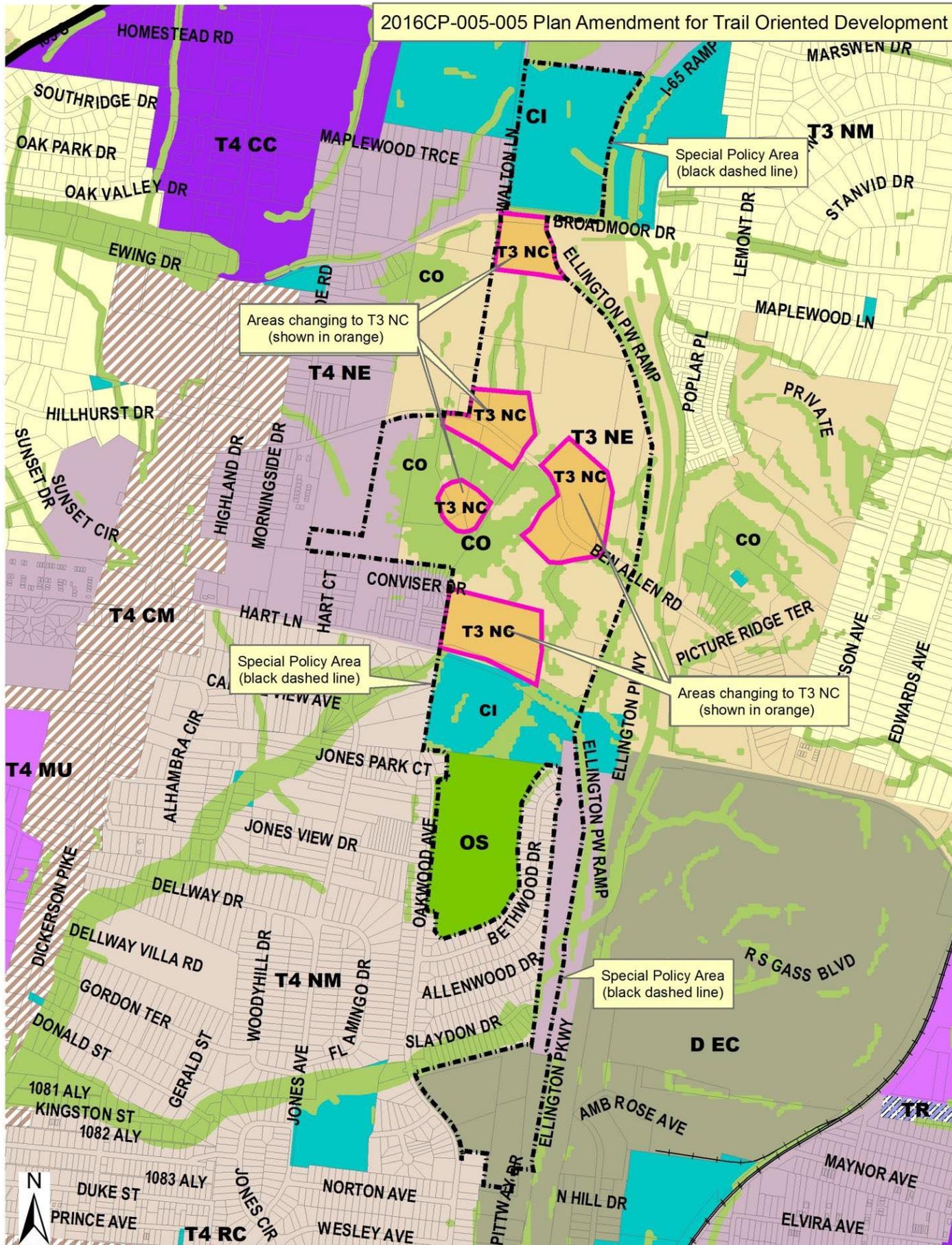


2016CP-005-005 Plan Amendment for Trail Oriented Development



Plan Amendment

This plan amendment was approved by the Planning Commission on February 9, 2017. It adds a Supplemental Policy allowing for Trail Oriented Development. In key nodes along major streets and at the top of a hill with panoramic views, the policy has changed to T3 Suburban Neighborhood Center.

East Nashville Community Plan – Supplemental Policy Area SPA 05-T3-NE-01

Active Transportation

This supplemental policy encourages active transportation in an area that has been underserved with connections and circulation options, such as trails, bike paths and sidewalks. Trail Oriented Development is a design concept that takes advantage of and leverages infrastructure that supports active ways of getting around. The development community is becoming more responsive to communities' desires to have the option to walk and bike rather than always drive.

The acreage identified within the supplemental policy area includes two major Metro School properties (Maplewood High School and Jere Baxter Middle School) and one Metro park, Oakwood Park. Two additional Metro schools (Tom Joy Elementary and Gra-Mar Middle School) are just outside of the bounds of the supplemental policy area. Pedestrian and bicycle connections would also provide connections from Broadmoor Drive south to Trinity Lane in an area that lacks street connectivity.

The supplemental policy anticipates that active transportation and Trail Oriented Development can improve access to residences, employment/mixed use centers, area schools, and recreation opportunities. This access can encourage walking, biking, and healthier lifestyles with the incorporation of fitness into daily life.

This supplemental policy area requires that all property owners/developers pursuing rezoning construct a primary trail (to the standards of a greenway or multi-use path) across their properties to connect with neighboring properties and provide appropriate access points to a community-wide primary trail network. Owners/developers may also build a private or public primitive trail (non-paved, smaller width trails) network, complementing the primary trail and creating a more comprehensive trail loop system within the area. The overall intent of the supplemental policy is to provide a continuous trail system which reaches from the northernmost portion of the supplemental policy area through properties to the southernmost parcel and encourages walking and biking.

A trail system within the supplemental policy area would also provide opportunities for connection to the eastern and western bounds of the supplemental policy area and beyond the supplemental policy boundary as other properties in the larger area redevelop.

Site Design

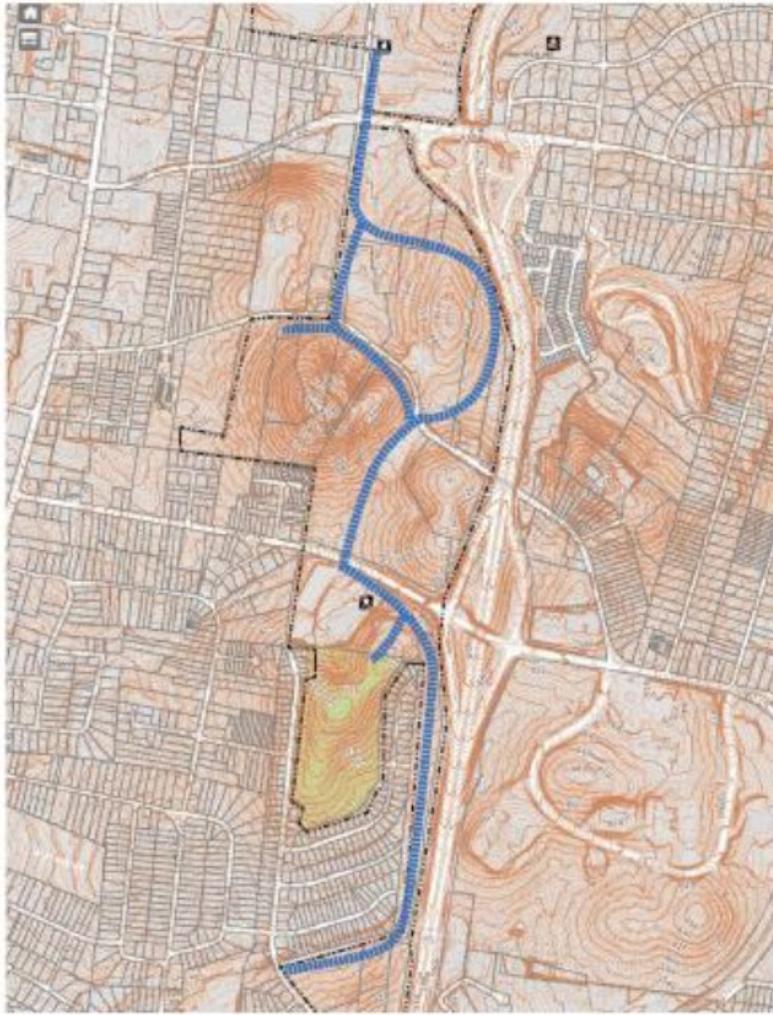
The supplemental policy allows flexibility with design configuration and building placement of residential development, and mixed use development in Neighborhood Center policy, with commitment of permanently preserved open space areas, preservation of sensitive natural features, and construction of well-designed trails, including a primary public trail, that will eventually form a network of pedestrian and bicycle infrastructure in the area. Design elements within the supplemental policy are:

- The supplemental policy encourages creative design solutions that preserve sensitive environmental features while creating a network of primary and primitive trails.
- Parcels which pursue rezoning should be developed using design-based zoning (such as a PUD, SP or UDO) to ensure that the trail system and access to the trail system are provided and the development meets the goals of this supplemental policy.
- The rezoning application should include a site plan that shows the site's proposed trail system and types of trails, including the public primary trail; access points; additional primitive, public or private trails; relation to other development being proposed; relation to adjacent redevelopment that may have occurred; provisions

for addressing design challenges (steep slopes/waterways/crossing major roadways); site circulation; trail signage; trailheads; connection to adjacent trail systems; and integration with the larger trail system.

- See the accompanying Trails Network Concept map below for possible route corridors of the public primary trail network. However, the specific route may change depending on site design and engineering. (See map below.)
- Upon a request to rezone, each property owner/developer should work collaboratively with surrounding parcels and Metro Planning Department staff to ensure that true pedestrian connectivity is provided. Additional design details of each project or parcel should be coordinated with the Planning staff at the time of the rezoning request and finalized with final plans and plats.
- The primary trail system (greenway or multi-use path) should be constructed to meet the Outdoor American Disabilities Act Accessibility Guidelines (ADAAG) and be provided at a minimum width of 12 feet for the primary trail network through the supplemental policy area. Smaller, primitive loop trails which extend from the primary trail to other portions of the development, if provided, may be narrower than 12 feet in width and may be built with alternative non-paved materials. Trail lighting will be provided where appropriate. The primary trail system should also be coordinated with Metro Parks so that it meets Metro standards and complements the Greenways Master Plan.
- Clustering of development is allowed in order to reduce the development footprint and to avoid disturbing areas with sensitive natural features.
- Street and private driveway networks are designed to minimize impacts to environmental resources and to follow existing terrain as much as possible to minimize earthmoving and disturbance of existing topography. Wherever possible, streets and private driveways are encouraged to follow existing fence lines and existing gravel or dirt roads. Local streets and private drive profiles should utilize a non-curb and gutter cross section to complement the natural surroundings and trail system.
- Access and connectivity to those identified Metro schools and park within, and just outside of, the boundary of the supplemental policy area have the highest consideration for the primary trail network.
- In select locations, a multi-use path may be appropriate instead of sidewalks adjacent to streets.
- The use of Low Impact Development stormwater strategies should meet or exceed the current Stormwater Volume 5 LID Manual standards.
- Lighting for streets, public primary trails (greenways or multi-use paths), or for public areas within the development, should be projected downward to meet the criteria for Dark Sky compliance and should utilize low intensity techniques.
- Additional amenities within the development and preferably on the primary trail network which support active transportation, such as fitness equipment station(s), bike share or bike repair stations, water fountains which provide for people and pets, and pet waste dispensers, may be required.
- Care should be taken to reduce the disturbance or removal of recommended mature canopy trees on the Urban Forestry Recommended and Prohibited Tree and Shrub List that are 12 inches or greater in diameter. Development within this supplemental policy area will voluntarily exceed the Metro Zoning Code 17.24.100 tree density requirements by at least 20 percent.
- In select locations designated Neighborhood Center policy, such as along Hart Lane, Broadmoor Drive and Ben Allen Road, a mixture of uses at a neighborhood center scale is appropriate. A small area at the top of a high hill with panoramic views is also mapped as a small Neighborhood Center policy area. Providing uses, such as retail, restaurants, services or office uses would provide destinations and help anchor the trail. The Neighborhood Center policy boundary areas may change slightly based on site design and land uses as rezoning occurs.

Primary Trail Network Concept Map



The preliminary and/or final site plan and/or final plat should include:

- Location of trail amenities.
- Provisions by which major pedestrian, including public primary trails, and bicycle infrastructure will be built along with streets and other infrastructure prior to the construction of residences, mixed use, and other structures.
- Location and provisions of constructing additional trails, such as secondary trails and primitive trails, whether public or private, with each phase of construction.
- Dedication of easements and bonding with the final plat, if required.
- Provisions for primary trail dedication or maintenance after construction.