Downtown Donelson Urban Design Overlay

prepared by
Metropolitan Nashville Planning Department
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effective _

Acknowledgements

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Special thanks are due to the following persons and entities:

McGavock High School for generously hosting our community meetings,

Councilmember Phil Claiborne for facilitation and participation,

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Table of Contents

Section I: Introduction 5

Introduction and How to Use This Document 6
Location and Site Description 7
~~Current Zoning 8~~
UDO Boundary and Subdistricts 9
~~Existing Conditions Pictures 10~~

Section II: Development Standards 11

Application of the Standards 12
Modifications and Process 13
Bulk Standards Calculations 14
~~Building Types 15~~
Bulk Standards 16
Parking and Access Standards 19
Landscaping, Buffering and Screening Standards 20
Signage Standards 22
Development Incentives 25
Transfer of Development Rights 28

Section III: Transportation 33

Street Network Plan 34
Access management 35
Sidewalk Standards 36

Section IV: Community Planning 37

Process 38
Concept Plan 39
Goals and Objectives 40

Appendix: UDO Properties and Owners 61

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Section I: Introduction

Introduction
How to Use This Document
Location and Site Description
~~Current Zoning~~
UDO Boundary and Subdistricts
~~Existing Conditions Pictures~~

Section I: Introduction

Introduction and How to Use This Document

Introduction
The Downtown Donelson Urban Design Overlay (UDO) is the culmination of a public participatory planning process for the area along Lebanon Pike between Briley Parkway and Stewarts Ferry Pike. This document represents a vision for the redevelopment of an aging community center into a pedestrian-friendly, mixed-use downtown for the Donelson community. This vision will be realized through strategies that evolved during a series of public meetings where issues were raised and design concepts were presented for input and discussion.

How to Use this Document
This document establishes the development standards that vary from the underlying base zone district standards for the properties in the Downtown Donelson UDO. All provisions described below as regulatory in nature have the same force and effect as, but are variations from, the standards set forth for the base zone districts in the zoning regulations of the Metro Code. Any final development construction plans submitted for approval under the UDO will be reviewed for adherence to these provisions and to the provisions of the base zoning that are not varied by the UDO.

This document is intended to guide future development in a manner that addresses the important issues raised and discussed during community meetings. A portion of the objectives and illustrations in the main body of this document pertain to areas for which Metropolitan Government exercises final authority over design, construction and operation of facilities, such as public rights-of-way and stormwater detention and conveyance. The incorporation of these standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments.

The UDO is organized by **Subdistricts**. Subdistricts are smaller districts within the larger UDO area that are envisioned to have unique character and development standards. Additionally, development standards vary based on the type of street a property fronts. The two **Street Types** in the Donelson UDO are "Arterial, automobile oriented," and "Primary, pedestrian oriented."

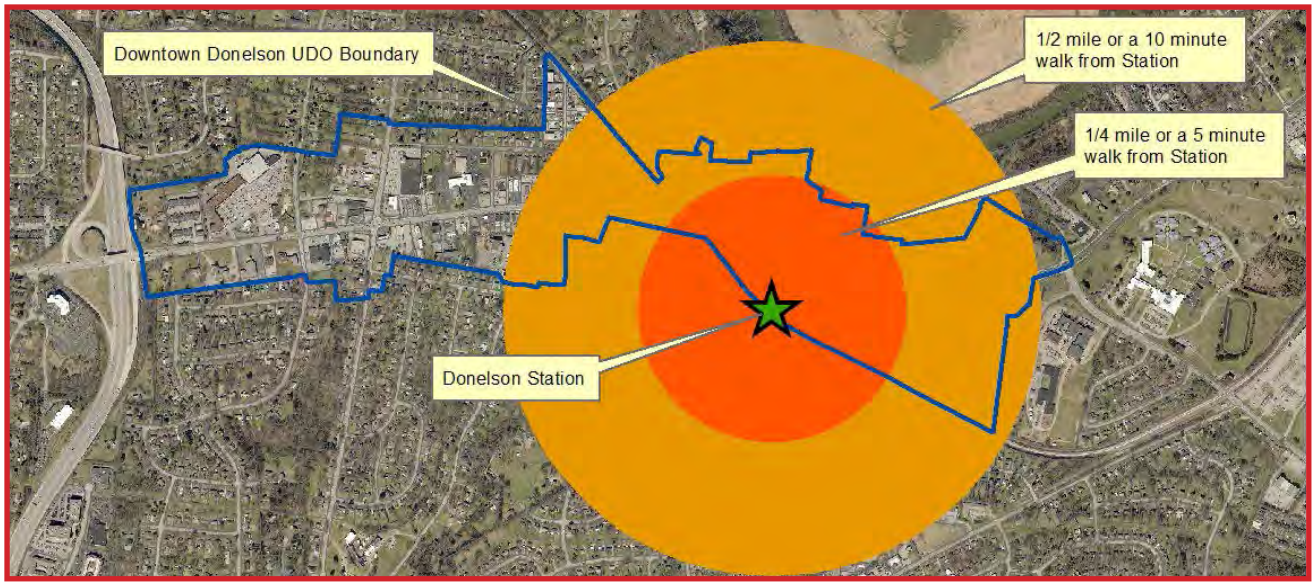
The **Regulating Plan** is the guiding map for the implementation of the UDO. The regulating plan shows the subdistricts and street types that govern the development standards for each property. The **Development Standards** are the applicable bulk standards; landscaping, parking and signage regulations that govern development in the UDO area.

The **Goals and Objectives** are the result of the public planning process. They address multiple issues related to development including: buildings and lots, parks and open space, vehicular circulation, bicycle and pedestrian circulation, signage, transit, access, parking, landscaping and buffering. Development scenarios for portions of the UDO area illustrate the design intent of the UDO. The scenarios are simply one illustrative example of how development according to the design standards may occur.

The A**ppendix** is dedicated to the methods by which the UDO was developed. It includes an overview of the study area inventory and analysis, a brief description of the charrette process, and a list of participants.

Section I: Introduction

Location and Site Description



~~Downtown Donelson UDO Regulating Plan~~ Walk radius from Donelson Station

The Lebanon Pike corridor between Briley Parkway and Stewarts Ferry Pike is the geographic and historical center of Donelson and is the focus of the study area for the Downtown Donelson Urban Design Overlay. This corridor has provided the community with many of its services, institutions and shopping. Although there has been some recent redevelopment of the properties surrounding the intersection of McGavock Pike and Lebanon Pike, the rest of the corridor is experiencing vacancies and worsening property maintenance and appearance.

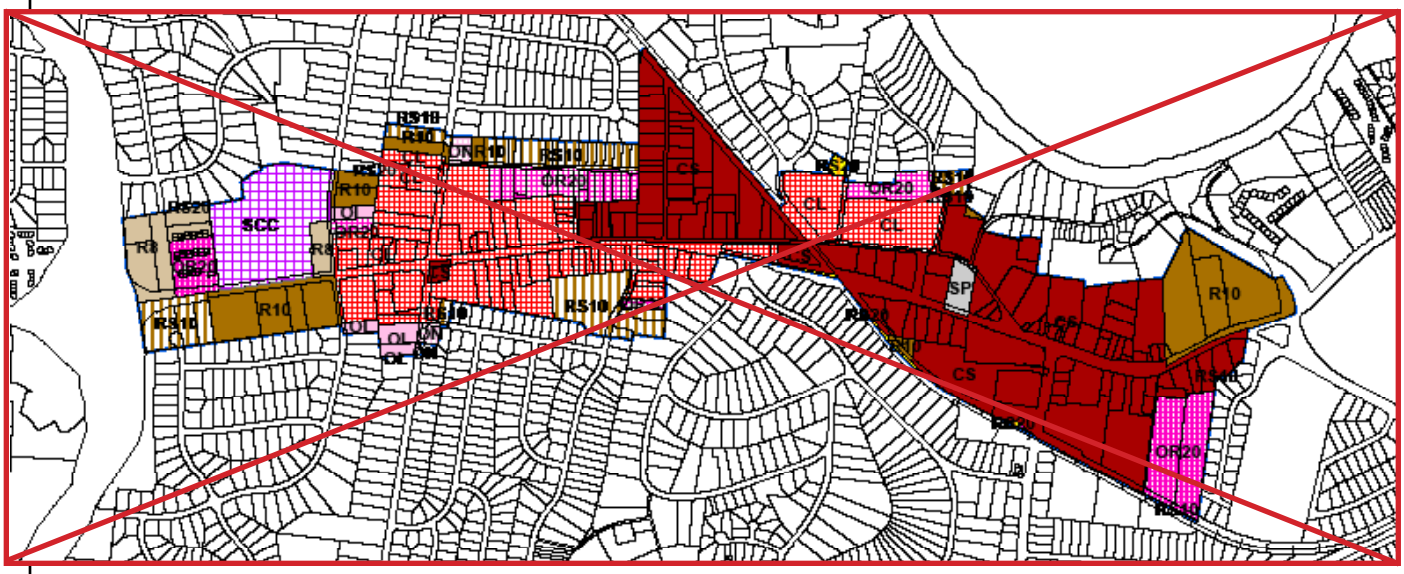
Donelson began its development shortly after World War II. Its adjacency to Nashville's airport led to much of its early growth. It is also the site of an early example of what would later be called a shopping center or "strip mall," Donelson Plaza. Donelson is now an example of an early postwar suburb with a stock of mostly half-century old, red brick, detached ranch-style homes.

The Lebanon Pike Corridor has suffered from a lack of new private investment. Originally zoned and configured to serve the anticipated growth of the post-war years, commercial strip corridors initially offered businesses an opportunity to locate outside of downtowns. Subsequent development of regional malls and newer, more convenient developments located near interstates has led to an economic marginalization of the commercial strip. As new investment and existing business moved elsewhere, vacancy, poor maintenance, and out-of-date character became more prevalent in the area. The conveniences and cost savings once offered by the strip have been outweighed by the unattractive appearance of the corridor and its lack of integration with its community due to the dominance of the automobile, the lack of sidewalks and the generally unpleasant pedestrian environment.

The community has a station on the ~~new Music City Star~~ commuter rail line, which began operation in September, 2006. The commuter rail station provides for unique opportunities for Donelson to reevaluate its development potential.

Section I: Introduction

~~Existing Zoning~~



~~Downtown Donelson UDO Existing Zoning (August, 2009)~~

The Downtown Donelson UDO envisions mixed use, compact, transit oriented development. However, the existing base zoning expressly prohibits that vision. The Lebanon Pike Corridor is largely zoned Commercial Service (CS) and Commercial Limited (CL): the most auto-oriented zoning districts in Davidson County. The commercial base zoning not only ensures an auto-dominated development pattern, with large buildings at the back of lots abutting single-family homes and prohibiting buildings close to the street, but it also prohibits residential development.

The UDO is a tool that requires specific design standards for development in a designated area. UDOs can modify zoning standards such as setbacks, building height, floor area ratio, and parking. The only standard a UDO can not modify is the land uses allowed by the base zoning district.

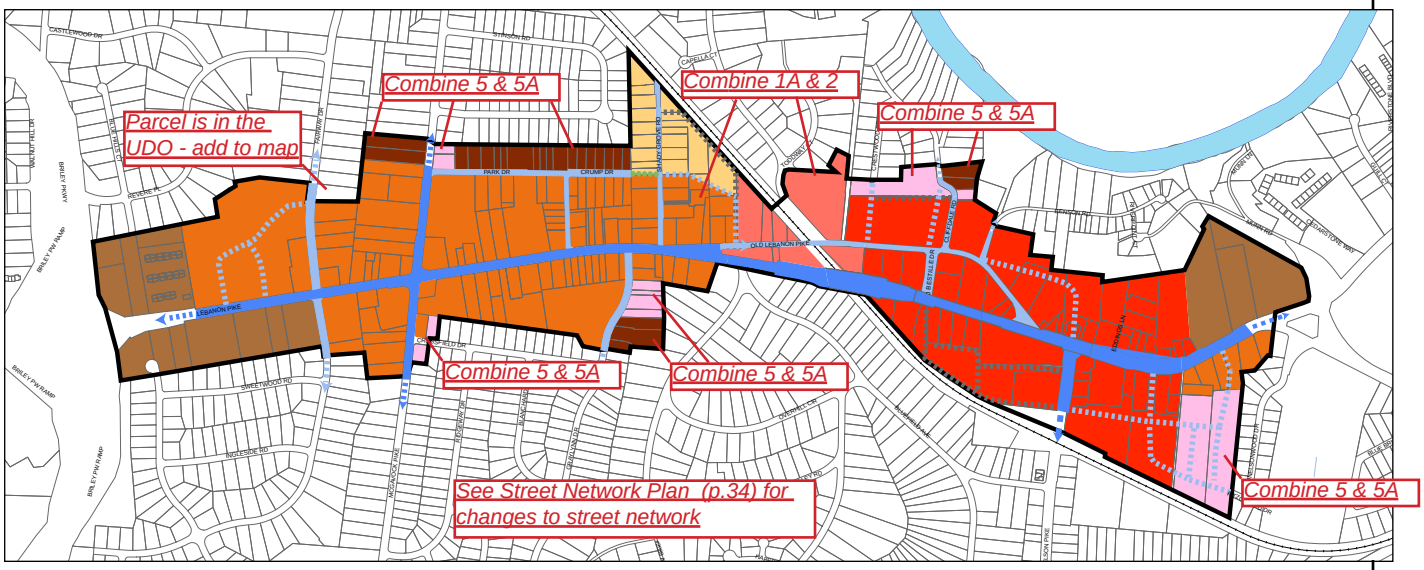
In order to create the mixed use environment envisioned by the UDO, without changing the base zoning, an amendment to Section 17.16.030. ~~E.~~ F of the Metro Zoning Ordinance, Adaptive Residential Development, is necessary. This section allows residential development in the commercial zoning districts, such as CL and CS, without a zone change. This provision was previously allowed only within the ~~Urban Zoning Overlay,~~Urban Services District, but the amendment to the section will extend this allowance to commercially zoned properties within the Donelson UDO.

Additionally, there are some properties that will be unable to develop to the full potential that the UDO envisions due to the restrictions of the existing base zoning. In these cases, a rezoning will be required to take full advantage of the provisions offered by the UDO. In previous UDO applications that were paired with a rezoning, the Planning Department and the Metro Council sponsored these requests and there were no fees to the property owners. In light of this, one of the incentives offered by this UDO is that rezoning fees will be waived for those properties that choose to rezone to a district that permits uses and density consistent with the goals of the UDO.

There is one property within the UDO boundary zoned Specific Plan (SP). As long as the SP is in place, SP will be the controlling zoning, however, is that SP is removed then the UDO will apply.

Section I: Introduction

UDO Boundary and Subdistricts



Downtown Donelson UDO Regulating Plan

The **Regulating Plan** is the guiding map for the implementation of the UDO. The regulating plan shows the subdistricts and street types that govern the development standards for each property.

Subdistrict 1 - Transit Oriented Development
Create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson Music City Star Station, includes a mixture of commercial, residential, and office land uses, and coordinates with other modes of transportation (bike, pedestrian and vehicular).

~~**Subdistrict 1A** - TOD Support~~
~~Create a transition area between the intense transit oriented development in Subdistrict 1 and the less intense suburban corridor in Subdistrict 2. A moderately intense "main street" where mixed use development is prominent, but is moderately scaled.~~

Subdistrict 2 - Mixed-Use Corridor
Enhance the suburban character of Lebanon Pike while promoting sustainable development and design through landscaping, access management and transit, signage, and mixed use development standards and an enhanced pedestrian environment.

Subdistrict 3 - Commercial / Industrial Support
Enhance this area by providing infrastructure that would support light industrial and office land uses.

Subdistrict 4 - Residential and Civic Corridor
Create development along the Lebanon Pike corridor that preserves the residential and civic character of these areas, while providing additional housing choice that accommodates various lifestyle options of residents in the area.

~~**Subdistrict 5** - Residential Neighborhood~~
~~Create development in the form of mixed housing that provides additional housing choice and creates transitions between intense commercial land uses, and less intense residential neighborhoods.~~

Subdistrict 5~~A~~ - Residential/Office Neighborhood
Include office land uses ~~in Subdistrict 5A~~ along with ~~the~~ mixed housing that provides additional housing choice and ~~to~~ creates transitions between intense commercial land uses, and less intense residential neighborhoods.

Primary Street

Arterial Street

Proposed Primary Street

Proposed Arterial Street

Proposed Pedestrian Connection

Proposed Service Lane or Alley

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Section II: Development Standards

Application of the Standards
~~Building types~~
Bulk Standards
Architectural Treatment Standards
Parking and Access
Landscaping, Buffering and Screening
Signage
Development Incentives

Application of the Standards

Compliance Provisions

Properties within the Downtown Donelson UDO boundary may choose whether or not to utilize the standards and incentives of the UDO, until such time as the following changes take place.

- Property ownership changes after the effective date of this ordinance (date), including change in majority interest or transfer of ownership due to death of previous owner.
- The base zoning is changed by request of the property owner.
- A property owner uses any of the development incentives provided as part of this UDO.

Following the changes listed above, compliance with the UDO standards shall be required as follows:

1. Full compliance with the Development Standards shall be required when:

- ~~Property is redeveloped or vacant property is developed~~ New Development
- ~~The total building square footage of any expansion(s) is greater than 25% of the total building square footage of all improvements on the lot prior to expansion.~~
- When a new structure is built on a lot with multiple structures, the new structure shall be in compliance with all the Development Standards.

2. ~~Compliance with the landscaping, buffering and screening standards and the sidewalk and street tree provisions shall be required when:~~

- ~~The total building square footage of any expansion(s) is between 10 percent and 25 percent of the total building square footage of all improvements on the lot prior to expansion, or~~
- ~~The value of any one building permit or the value of multiple building permits reaches 25 percent or more of the total value of all improvements on the lot prior to application for the building permit.~~
- ~~For the purpose of the above paragraph, the "value of all improvements on the lot prior to application for the building permit" initially will be determined by reference to the official records of the Davidson County Assessor of Property. If the improvements on the lot currently meet Metro Code standards, then the owner may, at their option, submit a commercially acceptable estimate of the replacement cost of the improvements, which may be used as an alternate method to determine their value.~~
- ~~Expansions shall not be constructed on the front, street side, of a structure, unless the proposed expansion would bring the structure more into compliance with the standards of this UDO.~~

Signage

Notwithstanding the above, the Signage Standards of the UDO shall apply when a sign permit is required, including the replacement of a sign panel, according to the following provisions.

- New signs shall comply with all Signage Standards.
- Existing single tenant signs shall be brought into compliance when a change to the sign requires a sign permit. Panel replacement is allowed, but may not increase the degree of non-conformity. Any change to the cabinet or sign structure will require the sign to come into compliance.
- Existing multi-tenant signs ~~of a type permitted in the subdistrict (monument, pillar, projecting, wall-mounted)~~ may be permitted for individual tenant-~~sign change~~ panel replacement without achieving full compliance as to size, location, and illumination. but may not increase degree of non-conformity.
- ~~Existing multi-tenant signs of a type prohibited in the subdistrict (pole-mounted, etc.) shall be permitted to install new sign panels until 50% of the total signage area has been replaced, including multiple changes to the same area. Once the 50% threshold has been reached, no further signage changes will be allowed unless the sign is changed to a type complying with all provisions of the Signage Standards. Panels that have not been changed may remain until such time as the~~

~~property owner replaces the nonconforming sign with a permitted sign type.~~

- Notwithstanding the above, a non-conforming sign damaged by any involuntary means may be reconstructed to its pre-damage condition.
- If a non-conforming use is changed to a conforming use a non-conforming sign shall be brought into compliance as well.

Applicability

Base district standards that are not varied by the provisions set forth in the Downtown Donelson Urban Design Overlay shall apply as applicable to all property within the UDO boundary.

Process

Final site plans shall be submitted in the future for any development within the boundary of the UDO. Final site plans shall consist of a detailed set of construction plans that fully demonstrate compliance with the UDO and shall specifically describe the nature and scope of development to serve as the basis for the issuance of permits by the Codes Department and all other applicable Metro departments. Following the approval of the final site plan, a final subdivision plat may be required to establish lots, rights of way and easements. Bonding for these improvements will be required.

Prior to applying for a building permit, applicants shall submit to the Planning Department complete sets of final construction documents, including site plan and landscape plan, for review and approval prior to the issuance of permits.

Applicants are encouraged to work with Metro Planning staff early in the design and development process. Where obvious physical constraints exist on a site within the UDO, Planning staff will review alternative design solutions that achieve the intent of the UDO for that subdistrict. Where a single use or function spans more than one subdistrict, Planning staff will work with the applicant to determine alternative solutions that achieve the design intent of the UDO.

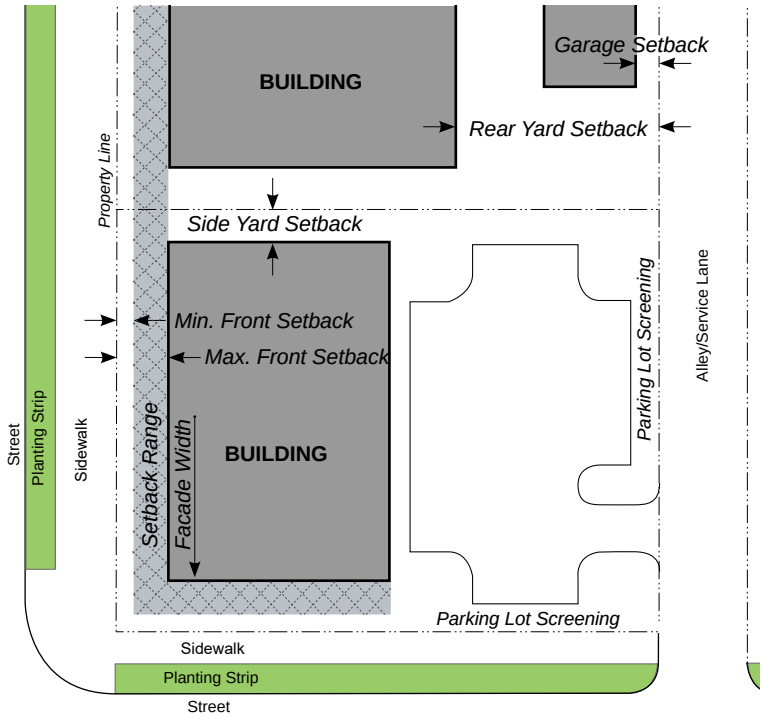
Modifications

The natural landscape and man-made environment may present difficulties in compliance with some standards of the Downtown Donelson UDO. Based on site-specific issues, modifications to the standards may be necessary. ~~Modifications may be permitted because of the exceptional narrowness, shallowness or shape of a specific piece of property, exceptional topographic condition, or other extraordinary and exceptional condition of a property.~~ The condition shall be unique to the subject property and generally not prevalent to other properties in the general area, or have been created by the previous actions of any person having an interest in the property after the effective date of this ordinance.

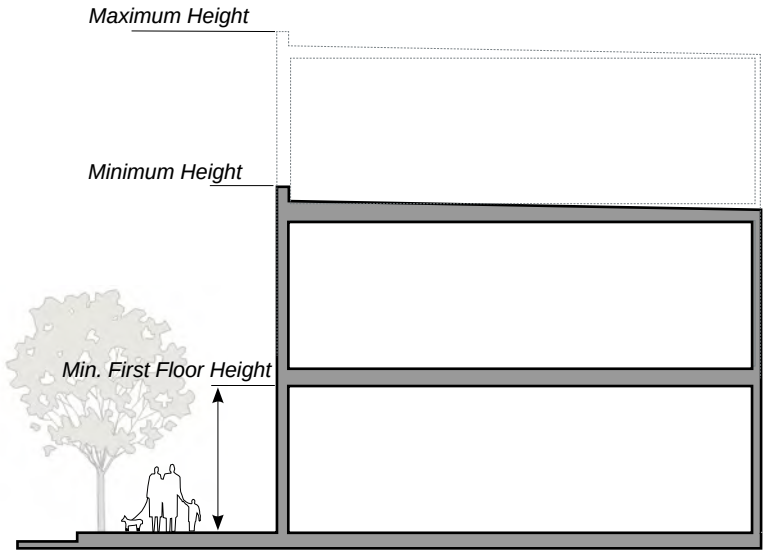
Any standard within the UDO (with the exception of number of stories) may be modified, insofar as the intent of the standard is being met; the modification results in better urban design for the neighborhood as a whole; and the modification does not impede or burden existing or future development of adjacent properties. ~~Any standards that shall not be modified are explicitly noted as such in the code.~~ Modifications to the number of stories shall not be permitted.

Modifications shall be approved by Planning Commission or its designee. Minor modifications – deviations of 20 percent or less – may be approved by the Planning Commission's designee. Any determination made by the Planning Commission's designee may be appealed to the Planning Commission within seven business days. Major modifications – deviations of 21 percent or more – may be approved by the Planning Commission.

Bulk Standards Calculations



Building Plan



Building Section

Calculations

Setbacks

Setbacks are determined by the ground floor use – residential or non-residential.

A setback range (minimum and maximum) is indicated for the front yard setbacks. The setback shall be measured from the back of the sidewalk at the property line. If additional sidewalk is dedicated by the property owner, the setback shall be measured from the back of the new sidewalk. The front yard setback shall also apply to secondary street frontages.

Height

Building height (in feet and stories) shall be measured from the average grade along the front property line to the top of eave or parapet. When buildings are set back from the back of sidewalk more than 20 feet, height shall be measured from the average grade at the building setback. No uses shall be exempt from counting towards building height.

Façade Width

The façade width **is the length of building façade that is built within the setback range.** The required façade width is determined by the Subdistrict and street type. **The façade width** standard **shall only apply to the predominant street frontage and no minimum shall be required along a secondary frontage** if the property is located at the intersection of two or more streets**.**

~~Building Types~~

~~For the purpose of establishing bulk standards that are specific to the building's context and purpose, the following building types have been established.~~

~~Residential Building Type~~

~~Residential buildings come in various forms from the single-family home to cottages to townhouses and stacked flats buildings. Buildings that are exclusively for residential uses are set back from the sidewalk in order to provide privacy to the residents. This setback can be limited, as in the case of a building with a shallow stoop and stairs to the street, or quite deep as with some single family homes.~~

~~In Subdistrict 5A, office uses may be incorporated into developments, but building types shall remain residential in character.~~

~~Mixed Use Building Type~~

~~A mixed use or commercial building type generally occupies the full lot frontage with a limited setback. Buildings should engage the street and sidewalk with outdoor displays, dining areas, and a primary pedestrian entrance as well as substantial glazing, which enables pedestrians to see the activity inside and patrons to see the activity on the street. Uses, including residential, may be mixed within one building or mixed across multiple buildings on one site.~~

~~Civic Building Type~~

~~Civic buildings such as community and public facilities play an important role in the community. A civic building is a building used for purposes that are public in nature including, but not limited to: schools, libraries, government buildings, and religious and institutional uses. Civic buildings should act as community landmarks utilizing key sites and be designed to provide architectural emphasis through materials, massing and detail. It is expected that the scale and architectural sophistication of these buildings will match their civic importance.~~

~~*More specific standards for building types such as cottage and townhouse courtyard developments as well as automobile conveniences uses are listed under "Standards Specific to Building Types."~~

-

Residential Building Type

Residential Building Type

Mixed Use Building Type

Civic Building Type

Section II: Development Standards

Bulk Standards Table

	Subdistrict 1	Subdistrict 1A	Subdistrict 2	Subdistrict 3
~~Building Types~~	~~Residential and Mixed-use~~	~~Residential and Mixed-use~~	~~Residential and Mixed-use~~	~~Mixed-use~~ [6]
Front Yard Set Back Primary Street [1]	**Residential:** 10' min – 20' max **Non residential:** 0' min – 10' max.	**Residential:** 10' min - 20' max **Non residential:** 0' min - 10' max.	**Residential:** 10' min - 20' max **Non residential:** 0' min - 10' max.	5' min - 15' max. [7]
Front Yard Set Back Arterial Street [1]	0' min - 52' max	0' min - 52' max	0' min - 52' max	N/A
Minimum Façade Width[2]	45% of the lot width must be occupied by building	25% of the lot width must be occupied by building	45% of the lot width shall be occupied by building for building setbacks up to 15' 60% when setback is greater than 15'	45% of the lot width must be occupied by building
Side Yard Setback [3,4]	**Non-residential:** 0' min. **Residential:** 5' min.	**Non-residential:** 0' min. **Residential:** 5' min	**Non-residential:** 0' min. **Residential:** 5' min	0' min.
Rear Yard Setback[5]	**General:** 5' min. **Townhouse:** 20' min. for primary structure	**General:** 5' min. **Townhouse:** 20' min. for primary structure	**General:** 5' min. **Townhouse:** 20' min. for primary structure	5' min.
Maximum Building Height	5 stories in 75 feet	3 stories in 45 feet	3 stories in 45 feet	3 stories in 45 feet
Floor Area Ratio	1.0	1.0	1.0	1.0
Impervious Surface Ratio	.80	.90	.80	.80
First Floor Height Non-Residential	~~One story bldg: 20' min.~~ ~~Multi-story bldg:~~ 14' min.	~~One story bldg: 20' min.~~ ~~Multi-story bldg:~~ 14' min.	~~One story bldg: 20' min.~~ ~~Multi-story bldg:~~ 14' min.	~~One story bldg: 20' min.~~ ~~Multi-story bldg:~~ 14' min.
Glazing Requirements Non-residential	40% of first floor facing a street, 25% on upper floors	40% of first floor facing a street, 25% all upper floors	40% of first floor facing a street, 25% all upper floors	N/A

[1] EXCEPTIONS TO FRONT YARD SETBACK: Exceptions may be made for recesses up to 5' for articulation of the building façade and up to 20' for outdoor seating areas.
[2] EXCEPTIONS FAÇADE WIDTH: Exceptions may be made for automobile convenience uses. See Building Type Standards
[3] EXCEPTIONS TO SIDE YARD SETBACKS: Side yards with street frontage, on corner lots, shall follow front yard setbacks.
[4] EXCEPTIONS TO SIDE YARD SETBACKS: Setbacks between townhouse units may be 0 ft.
[5] REAR YARD SETBACK EXCEPTION: Development abutting property with an existing residential use shall comply with the applicable buffer yard standards of Title 17.
~~"BUILDING TYPES SUBDISTRICT 3: Residential is only permitted on the upper stories of mixed-use buildings within Subdistrict 3.~~
[7] SETBACKS SUBDISTRICT 3: A minimum of 1 row of evergreen shrubs are required between the building and the street to screen any facades that do not incorporate glazing.
[8] REAR SETBACK FOR PROPERTIES ON GRAYLYNN DR: The rear setback shall be located at the western edge of the required stream buffer. The intent of this is that the back portion of the properties (addressed as 191,193 and 195 Gralynn Drive) on the east side of the stream, abutting Bluefields, remain undeveloped and kept as a green space buffer.

Bulk Standards Table

	Subdistrict 4	Subdistrict 5	Subdistrict 5A
~~Building Types~~	~~Residential and Civic~~	~~Residential~~	~~Residential~~
Front Yard Set Back Primary Street [1]	15' min - 25' max	15' min - 25' max	15' min - 25' max
Front Yard Set Back Arterial Street [1]	20' min – 100' max	15' min - 52' max	15' min - 52' max
Minimum Façade Width[2]	45% of the lot width must be occupied by building	25% of the lot width must be occupied by building	25% of the lot width must be occupied by building
Side Yard Setback [3,4]	5' min	5' min	5' min
Rear Yard Setback[5]	20' min. for primary structure	20' min. for primary structure[8]	20' min. for primary structure
Maximum Building Height	3 stories in 45 feet	3 stories in 45 feet	3 stories in 45 feet
Floor Area Ratio	.70	.70	.70
Impervious Surface Ratio	.70	.70	.70
First Floor Height Non-Residential	~~One story bldg: 20' min.~~ ~~Multi-story bldg: 14' min.~~	N/A	N/A
Glazing Requirements Non-residential	N/A	N/A	N/A

[1] EXCEPTIONS TO FRONT YARD SETBACK: Exceptions may be made for recesses up to 5' for articulation of the building façade and up to 20' for outdoor seating areas.
[2] EXCEPTIONS FAÇADE WIDTH: Exceptions may be made for automobile convenience uses. See Building Type Standards
[3] EXCEPTIONS TO SIDE YARD SETBACKS: Side yards with street frontage, on corner lots, shall follow front yard setbacks.
[4] EXCEPTIONS TO SIDE YARD SETBACKS: Setbacks between townhouse units may be 0 ft.
[5] REAR YARD SETBACK EXCEPTION: Development abutting property with an existing residential use shall comply with the applicable buffer yard standards of Title 17.
~~[6] BUILDING TYPES SUBDISTRICT 3: Residential is only permitted on the upper stories of mixed-use buildings within Subdistrict 3.~~
[7] SETBACKS SUBDISTRICT 3: A minimum of 1 row of evergreen shrubs are required between the building and the street to screen any facades that do not incorporate glazing.
[8] REAR SETBACK FOR PROPERTIES ON GRAYLYNN DR: The rear setback shall be located at the western edge of the required stream buffer. The intent of this is that the back portion of the properties (addressed as 191,193 and 195 Gralynn Drive) on the east side of the stream, abutting Bluefields, remain undeveloped and kept as a green space buffer.

Architectural Treatment Standards

Permitted Attachments

- Balconies, stoops, porches, entry stairs and bay windows shall not encroach more than 10 feet into ~~beyond~~ the front setback.
- Porches shall be a minimum of 6 feet deep.
- Stoops and balconies shall be a minimum of 4 feet deep.
- ~~Entry stairs,~~ awnings, and canopies may encroach beyond the front setback, but shall not encroach into the public right-of-way without proper permitting from Metro Public Works.

Glazing

Minimum glazing requirements shall be calculated based on the façade area as follows:

- Non-Residential first floor: façade area shall be measured from the average grade at the sidewalk to ~~14 feet above grade.~~ the height of the first floor or eave for single story buildings.
- ~~Residential first floor and all upper floors: façade area shall be measured from finished floor elevation to finished floor elevation.~~
- ~~The glazing requirements for buildings on corner lots shall return a minimum of 20 feet along the side façade.~~

Materials

- Prohibited materials: plywood, plastics, unfinished concrete block, full metal buildings (except in subdistrict 3), Vinyl siding, E.I.F.S. (on ground floor).
- Primary façade materials shall ~~not~~ change ~~at outside corners.~~ along a horizontal plane.

Primary Pedestrian Entrance

- All Buildings fronting a public street shall have a minimum of one pedestrian entrance along the street for every 150 feet of frontage.

Standards Specific to Building Types

Townhouse Courts, Cottage Courts, and Courtyard Flats

Housing types that front a central open space.

- The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measured to the bottom of the eave or top of parapet.
- Dwellings shall abut a minimum of two sides of the central open space.
- Parking, driveways, and detention areas shall not be located within central open space. Modifications may be permitted for stormwater elements such as rain gardens and bioswales when incorporated as a design element.
- Parking adjacent to the open space shall be separated from it by landscaping or an architectural screen.
- Interior sidewalks, a minimum of 4 feet wide, shall connect all units to the sidewalks at the street frontage and the parking areas.

Automobile Convenience Use Standards

- The minimum façade width may be waved for automobile convenience uses provided:
  - The building be placed at the back of sidewalk with no parking in front, and
  - Lots at the intersection of two streets are required to place the building at the intersection corner of the lot.

Fence and Wall Standards

- Fences and walls within the front setback and in front of buildings on side property lines facing public streets shall be constructed of wood, brick, masonry, vinyl, ornamental iron or aluminum, or similar materials. Chain-link shall not be permitted within the front setback or between buildings and the street.
- Fences and walls constructed between the principal building and the street (excluding alleys) shall not exceed 4 feet in height.
- Fences and walls along rear lot lines, behind a principal building, and along side property lines not fronting a street shall not exceed 10 feet in height.
- All fences shall be installed so that the finished side faces outward; all bracing shall be on the inside of the fence.

Parking and Access

Driveway Access

Vehicular access shall be permitted as follows:

Subdistrict 1, ~~1A,~~ 2

- One driveway per street frontage if no other options are available, 2 per street frontage for parcels with 400 or more feet of frontage, joint use provisions required

Subdistrict 3

- According to Title 17.20.160 and 17.20.170

Subdistrict 4

- One driveway per street frontage if no other options are available, 2 per street frontage for parcels with 400 or more feet of frontage, joint use provisions required

Subdistrict 5, ~~5A~~

- According to Title 17.20.160 and 17.20.170

Cross Access and Joint Access

- Cross Access, which allows for vehicles to pass between properties without entering the public right-of-way, and/or Joint Access, a shared driveway providing access to multiple properties via one driveway, shall be required when possible. An easement agreement which provides for the mutual right of ingress and egress for both property owners shall be recorded with the Register of Deeds and be referenced on a final plat and in any restrictive covenants, and shall be referenced on the site plan.

Parking Requirements

- The parking provisions of Title 17.20.030, that are applicable in the Urban Zoning Overlay District, shall be applicable to this UDO.

Parking Structures

- The ground floor of any parking structure that fronts an at-grade public street (excluding alleys) and is within Subdistrict 1 shall be set behind a liner building with a minimum width of 15 feet so the parking structure is not visible from the street except at the point of a driveway access.

Parking Location

- Parking shall be located behind, beside or beneath buildings on all lots except as follows:
- One row of parking is permitted between the building and the street in Subdistricts 1, 1A and 2 along Arterial streets only.

Parking Setback

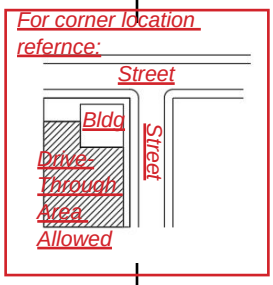
- Garages shall be set back from alleys and streets 5 feet or greater than 15 feet.
- Parking areas that accommodate 4 or more vehicles shall be separated from buildings a minimum of 4 feet in order to accommodate a sidewalk or planting area.

Parking Lot Lighting

- Lighting shall be appropriate in function and scale for both the pedestrian and the vehicle. Lighting that minimizes light trespass, pollution, and uplight shall be utilized.

Drive-throughs

- Drive-throughs should be located to the rear or side of buildings. If drive-thoughs are located to the side of buildings, their width shall be limited to two lanes and they shall be recessed from the front façade by a minimum of 20 feet. In no case shall the drive-through~~s~~ portion of the building be located at the corner of two public streets.



Vehicular Drop-offs

- Vehicular drop-off areas shall be articulated through paving patterns, bollards, landscaping and other means that limit the impact of conflicts between vehicles and pedestrians.

~~Bicycle Parking~~

- ~~Multi-family residential development shall provide bicycle parking at a minimum of 2 spaces or 1 space per 10 bedrooms, which ever is greater. 50 percent of the parking shall be covered.~~
- ~~Non-residential development shall provide bicycle parking at a minimum of 2 spaces or 1 space per 15,000 square feet, which ever is greater.~~

Per Zoning Code

Landscaping, Buffering and Screening Standards

The following requirements shall apply to all surface parking lots that have five or more parking spaces or are larger than seven hundred and fifty square feet.

Parking areas adjacent to public streets

- Parking areas and driveways shall be separated from the edge of the right-of-way by a perimeter landscape strip a minimum of 5 feet wide and planted with a continuous row of evergreen shrubs.
  - All shrubs shall be a minimum of 2 feet, 6 inches in height at the time of installation, forming a hedge that provides screening year-round.
  - Vegetation shall be maintained at a maximum height of 3 feet.
- Landscape strips that include a fence or wall may be reduced to 3 feet wide and the evergreen shrubs may be deleted in lieu of other natural or plant material.
  - The wall shall be between 2 feet, 6 inches and 3 feet, 6 inches in height.
  - The fence shall be a minimum of 3 feet in height and a maximum of 4 feet in height. The fence shall be a minimum of 30 percent transparent.
  - Fences and walls shall be placed at the back of the planting strip, so any vegetation is between the wall or fence and the sidewalk.
- A minimum of one tree shall be preserved or planted in the perimeter strip for each 35 feet of parking area perimeter, or portion thereof.
  - If perimeter strips are less than 4 feet wide the required trees shall be planted interior to the parking area
  - Trees shall be a minimum of 2 inches in caliper and 6 feet in height at planting.

Parking areas adjacent to side or rear property lines

- The standards of the Metro Code for Side Property Lines, 17.24.150 B shall apply.

Interior Landscaping Requirements

- The standards of the Metro Code for Interior Planting, 17.24.160 shall apply.

Mechanical, Service, and Loading Screening

- All outdoor equipment, such as HVAC and ventilation systems, utility meters and panels shall be placed on the roof, to the rear or side of buildings, or otherwise visually screened from the street. Mechanical equipment shall not be allowed along the frontage of a public street. Mechanical equipment on the roof shall be screened from abutting streets with parapets or other types of visual screening.
- All solid waste, recycling, and yard trash containers, including grease containers, and loading docks shall be located in parking areas, or at the side, or rear of a building, furthest from the public sidewalk. They shall be screened to minimize sound and visibility from residences, abutting sidewalks and streets, excluding service lanes.

Screening methods include: Vegetative Material as well as Fences and Walls.

- Vegetative materials shall be planted in two rows in staggered fashion.
- All trees shall be evergreen with a minimum height at time of planting of at least six feet above the root ball.
- All shrubs shall be evergreen with the minimum height and spacing necessary to fully screen the item intended for screening (but no less than thirty inches in height) at the time of planting.
- Vegetative material shall be located immediately adjacent to the element being screened in a planting area a minimum of four feet wide.
- Fences and walls shall be a minimum of 2 feet higher than the element being screened. Gates may be required to fully screen elements that face public streets.

** In order to properly locate and screen mechanical equipment, approval may be required from Metro Water Services, NES, and/or Metro Codes.

Signage Standards

The Signage standards of the Downtown Donelson UDO allow each business to communicate its message clearly without clashing with the envisioned visual character of the area. The goal is to encourage attractive, appropriate-scaled signage that contributes positively to the surroundings, provides businesses with sufficient visibility to the community, and reduce visual clutter.

General Standards

- In addition to the standards of this section, signage shall comply with the following sections of Chapter 17.32 Sign Regulations: Exempt signs 17.32.040; Prohibited signs 17.32.050; Permitted On-premise Temporary signs 17.32.060; Computations 17.32.160; and Sign Procedure 17.40.490.
- Refer to Title 17.04.060 for the definition of "sign."
- Signs shall not obscure architectural features or details including, but not limited to, fenestration details, doors, or cornices.
- Signs may encroach into the public right-of-way with proper permitting through Metro government.
- Buildings shall not be painted to act as signs.

Common Signage Plan For New Development

- When more than one use or business is located on a lot a common signage plan shall be required. The common signage plan shall establish an allowable area of signage and the general sign locations for existing and future tenants with regard both to on-premises building and on-premises ground signs. The common signage plan shall be approved prior to issuance of any permits.
- For a development existing prior to the effective date of the ordinance codified in this chapter, a common signage plan may be submitted. The common signage plan shall indicate existing nonconforming signs as well as the amount and location of on-premises signage to be allocated to each tenant under the new plan.
- A common signage plan that measures the façade of the larger building as opposed to individual tenant spaces can benefit tenants by slightly increasing the permitted size of individual signs.

Prohibited Signs

- Billboards

Exempt signs

- Every restaurant use is permitted one Menu sign to be placed on the building adjacent to the main entry.

Illumination

- Externally lit signage using uplighting, downlighting, or backlighting techniques shall be permitted.
- Internal lighting shall be permitted to illuminate letters and logotype only. Sign backgrounds shall be opaque.
- Portions of signs with manual changeable copy may be internally lit to illuminate the background of the sign.
- Transformers and other mechanical equipment related to sign illumination shall be located inside the building or otherwise concealed from public view. Exposed raceways must be colored to match the sign or the building wall that the sign is attached to.
- External lighting sources shall be directed and shielded so that they do not produce glare off the site or on any object other than the sign.

Signage Standards: Sign Types

Permitted Sign Types

Building Signs

- Building Mounted Flush: a sign attached to a wall that does not project more than 1 foot.
- Building Mounted Projecting: a sign attached to a wall that projects outward from the wall more than twelve inches; or a sign suspended from any structure that constitutes a covering or shelter such as a canopy, portico or marquee. Usually, though not always, the face of a projecting sign will be perpendicular to or form a wide angle with the surface to which it is attached.
- Building Mounted Projecting – 2nd Story and Above
- Awning Sign: application of words, lettering and/or logos to an awning.
- Window Sign: any sign attached to or directly applied on a window or glass door; intended for viewing from the exterior.

Ground Signs

- Monument Sign:a low profile sign with a base that is at least 3' wide or 50% of the maximum width of the sign (whichever is greater).
- Hanging Sign: a ground sign with one vertical post, and one or two arms from which a sign hangs. The sign is intended for buildings with a deep Build-to zone and should be placed perpendicular to the sidewalk.
- Pillar Sign: a ground sign with two vertical posts constructed of masonry materials. The entire sign area shall be contained between the posts.
- Manual Changeable Copy Sign: Signs on which alphabetic, pictographic, or symbolic informational content can be changed or altered by manual means.

Permitted Sign Standards

- Each multi-tenant principal building may display not more than two on-premises building signs with a combined sign area of not more than thirty-two square feet.
- In addition to the principal building signage each occupant of a multiple occupancy complex may display on-premises building signs on any exterior viewed portion of the complex that is part of the occupant's unit. The total sign area shall not exceed fifteen percent of the facade area for the public entry side. Occupants may divide the permitted signage among the applicable facades, but a signage bonus is not given for an additional entry.
- Each single-tenant building may display on-premise building signs with a total sign area that shall not exceed fifteen percent of the facade area for the public entry side or a maximum of 128 square feet, whichever is greater. Occupants may divide their permitted signage over all façades of the building, but a signage bonus is not given for an additional entry.
- Where the owner of a multi-tenant building so chooses, a common signage plan in accordance with the standards for a single occupancy building may be submitted.
- Ground signs shall be permitted according to the Ground Signs Table.
- Facade area shall be calculated by multiplying the façade length by ~~a height of 16 feet.~~ the ground floor height or eave for single story buildings.

Signage Standards: Sign Types

Building Signs

Building Sign Flush

Building Sign Projecting

Window Signs

Awning Signs

Ground Signs

Monument Signs

Hanging Signs

Pillar Signs

Signage Standards: Tables

Non-Residential Uses: Building Signage Table

Building Signs Table				
Sign Types	**Maximum Display Surface area of Individual Signs**	**Maximum Height**	**Maximum Projection**	**Specifications**
Wall Mounted Flush	5% of the building façade on the public entry side or a maximum of 64 square feet for single story buildings and 84 square feet for multi story buildings, whichever is less.	Below top of parapet/eave	N/A	
Wall Mounted Projecting [1]	12 square feet	Below 2nd story FFE or below top of parapet/eave, which ever is less.	6 feet from building façade	Minimum clearance is 8 feet or 10 feet within 10 feet of the right-of-way.
Wall Mounted Projecting – Second story and above	5% of the building façade on the public entry side or 64 square feet, whichever is less.	Below top of parapet/eave		
Awning	40% of all visible faces	N/A	N/A	On 1st story only On a maximum of 2 awning faces
Window	15% of window	N/A	N/A	On 1st and 2nd story only

Non-Residential Uses: Ground Signage Table

Ground Signs Table [2]					
Sign Types	**Permitted**	**Maximum Display Surface Area of Individual Signs**	**Maximum Height**	**Minimum Setback from Side Property Line**	**Specifications**
Monument [3]	1 per street frontage	48 square feet	2'6" for any part of a sign within 15 feet of a driveway, 7 feet otherwise	3 feet	
Hanging	1 for buildings with a set back greater than 15'	6 square feet	6 feet		The maximum projection shall be 2 feet 6 inches
Freestanding Pillar Signs [3] (Subdistricts 1, 1A and 2 only)	1 per arterial street frontage for buildings with a set back greater than 15'	42 square feet	15 feet		No more than 20% of the height of the sign area shall extend above the top of the pillars.

Residential Uses: Signage Table

Sign Types	Permitted	Maximum Sign Area	Maximum Height	Maximum Projection	Specifications
Building Sign					
Buildings with 3 to 15 units	1 flush building sign per street facade	6 square feet	Below 2nd story Finished Floor Elevation (FFE) or below top of parapet/eave	N/A	Signs shall not contain internal lighting.
Buildings with 16 or more units		20 square feet			
Ground sign					
Monument	1 per street frontage	20 square feet	5 feet in height or 2'6" within 15 feet of a driveway.	N/A	A low wall may be substituted for a Monument sign.

[1] Any sign that encroaches on a public right-of-way must meet Metropolitan Government's current clearance standards and the encroachment must first be approved under the mandatory referral process.
[2] Maximum of one Ground Sign permitted per street frontage for non-residential development.
[3] Properties with greater than 400 feet of frontage shall be permitted two ground signs. Signs on a single property shall be spaced a minimum of 100 feet apart.

Development Incentives

The following development incentives are only available to development that fully complies with the Development Standards of the UDO.

Maximum Floor Area

A development using incentives shall be allowed to exceed the maximum FAR for the cumulative floor space that results from the use of eligible incentives.

Adaptive Reuse

The provisions of Title 17.16.030 ~~E.~~F., Adaptive Residential Development, shall apply to non-residential zoned property within the Downtown Donelson UDO and enables the inclusion of residential uses within a development. The Development Standards of the UDO shall apply.

Floor Area Exemption for Residential Use

In all non-residential districts that permit with conditions a residential use, no floor area ratio shall apply to those portions of a non-residential building converted to a residential use or new residential construction, provided a minimum of 25%of the gross floor area is devoted to residential use, as explicitly shown on the approved final site plan.

Parking Structure Floor Area Ratio (FAR) Exemption

To encourage the provision of consolidated parking facilities, the floor area of a parking garage may be excluded as floor area for the purpose of calculating floor area ratio. To be eligible for a FAR exemption the parking structure shall be lined with a minimum of 15 feet of active use ~~leasable space~~.

Increased Setback

The front yard setback shall be increased 5 feet for any site proposed to be developed with the area between the property line and the front building wall designed as an outdoor dining courtyard, as explicitly shown on the approved final site plan.

Direct Street Frontage Access

To encourage land use activity with direct pedestrian access to a street or plaza frontage, leasable space that is located at street level with a minimum depth of 20 feet shall be excluded as floor area for the purpose of calculating floor area ratio.

Design Plan Street Dedication:

In exchange for property dedicated to provide streets and pedestrian connections delineated in the Street Network Plan, development rights are retained by the property owner making the dedication. These rights may be used, at the owner's option, on abutting property at the rate of 3 square feet of floor area for every 1 square foot of right-of-way dedicated to public street standards.

Low Impact Development (LID) Stormwater Management

A property owner electing to use Low Impact Development techniques for stormwater management that is incorporated as a design element into the site and is approved by Metro Stormwater as an LID project, shall derive the following increase in building floor area based on each square foot of LID provided:

- Residential: (6) six square feet
- All other: (3) three square feet

Development Incentives

Plaza and Transportation Floor Area Ratio (FAR) Bonus

For properties located within the UDO area, a floor area development bonus is offered in return for the design and construction of qualified* pedestrian plazas or contribution of money to the development of consolidated open space within the UDO district.

a) **Plaza Bonus:** A property owner electing to construct a public pedestrian plaza shall derive the following increase in building floor area based on each square foot of plaza space provided:

- Residential: 6 square feet
- All other: 3 square feet

*In order to be qualified, each plaza shall meet the following standards:

- The plaza shall comply with Americans with Disabilities Act Standards.
- The plaza shall have a minimum area of 1,000 square feet.
- The plaza shall be accessible to the public through a secured public easement.
- The plaza shall be a contiguous area with a maximum length to width ratio of 3:1.
- At least one edge of the plaza shall abut the front property line.
- When feasible, pedestrian linkages shall be provided to plazas located on adjacent lots.
- Any edges not abutting the front property line, another plaza, or an access way shall be fronted by leasable space with an entrance from the plaza.

b) **Transit Stop Bonus:** A property owner electing to construct a transit stop that is incorporated into the design of a building and is a Metropolitan Transit Authority approved stop and shelter shall derive the following increase in building floor area and/or reduction in parking using the following formula:

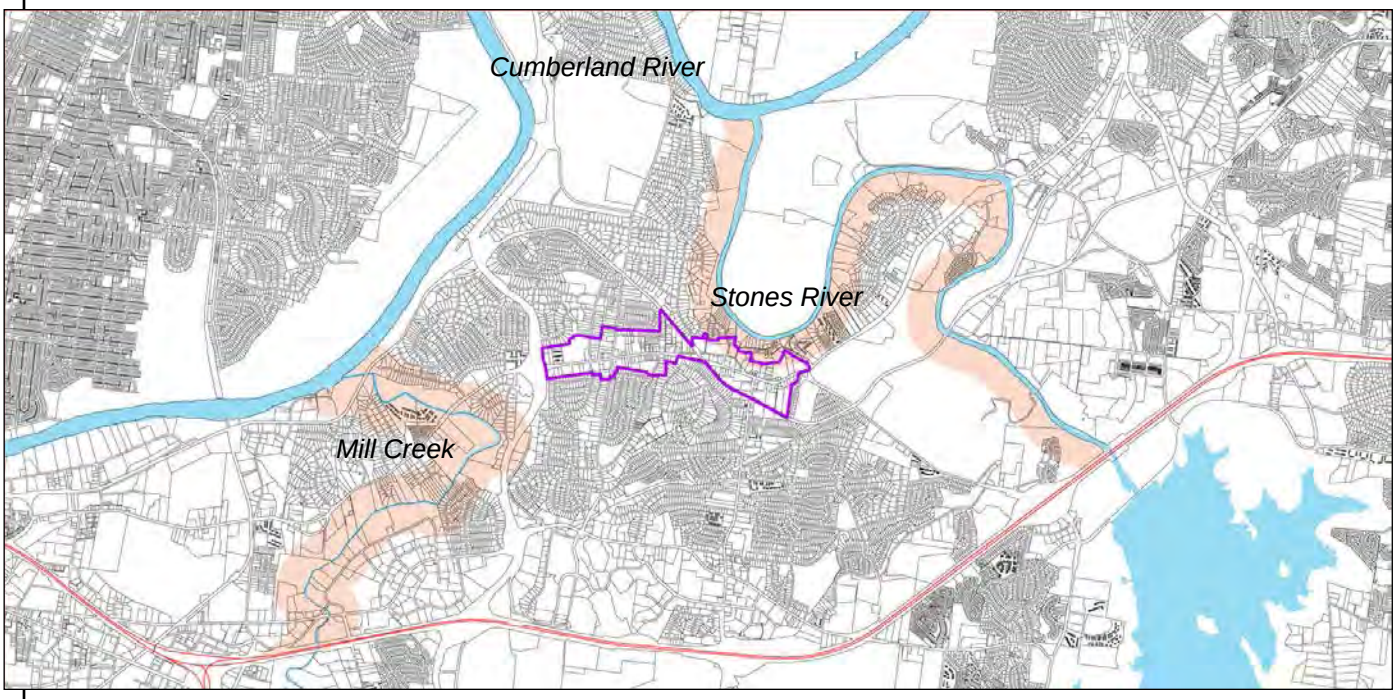
30% reduction in required parking

OR

An increase in floor area based on a reduction of 30% of parking spaces multiplied by 340 square feet.

Example: 30% of 100 parking spaces = 30 x 340 = 10,200 square feet.

Development Incentive: Transfer of Development Rights



Transfer of Development Rights Regulating Map

- Sending Sites
- Interstate 40
- Receiving Site - Donelson UDO Boundary
- Major Water Bodies

Purpose

The transfer of development rights provisions established by this section are intended to enhance Nashville and Davidson County's Greenway System and to protect sites along the western bank of the Stones River and both banks of Mill Creek in Donelson, while allowing owners of these sites to realize the value of their development entitlements. This is accomplished by permitting property owners in "sending sites", land preservation districts defined in this section, to transfer, through sale or donation, all or part of the property's unused development rights (undeveloped square footage) to a "receiving site" as defined in this section as property located with the Downtown Donelson Urban Design Overlay District, which is an area intended for higher-intensity development. The transfer of development rights provisions are established pursuant to the authority contained in Sections 13-7-101 and 13-7-201 of the Tennessee Code Annotated.

Definitions and Regulations

Transfer of development rights between sites is allowed as follows:

- Development Rights. The "development rights" of a property within a land preservation district is defined as the square footage permitted for a property as calculated based on the floor area ratio (FAR) rights for non-residential development or density in dwelling units for residential development granted under the property's existing base zoning district. The only development rights available for transfer through sale or donation are the rights for the undeveloped square footage or dwelling units on the property.

Development Incentive: Transfer of Development Rights

- Sending Sites.
  - Location Criteria. Sites within the Stones River and Mill Creek land preservation districts as defined in the Downtown Donelson Urban Design Overlay may transfer development rights. These districts are the western bank of the Stones River, from the Cumberland River on the north to I-40 on the south; and both banks of Mill Creek, from Cumberland River on the north to I-40 on the south. The districts include land within 1,000 feet of the top of bank of each water body.
  - ii. Preservation Criteria. In order to transfer FAR or density, the area must contain floodway and floodway buffer in addition to lands containing development rights, and if located on Mill Creek must also include the dedication to the Metro Government of Nashville and Davidson County of a greenway conservation, and public access easement that includes the floodway plus a corridor at least 75 feet in width, measured from the outer edge of the floodway, and a permanent conservation easement for the property. In cases where the maximum cross-slope of the land included in the easement is greater than 15 percent, the greenway conservation easement width shall be extended to include an area at least 25 feet in width where a cross-slope of 15 percent or less exists, to enable an ADA accessible trail acceptable to the Greenways Commission Director to be constructed.
  - Conversion Table. The Conversion Table is to be used as guide when transferring density from residential districts to non-residential districts:

- Receiving Sites.
  - Location. Development rights may be transferred, through sale or donation, to any site located within the boundary of the Downtown Donelson Urban Design Overlay District. It is the applicant's responsibility to confirm with the metropolitan planning department, at the time of application, that the proposed receiving site is within the approved receiving site area as defined in this section.
  - Eligibility.
    1) Receiving sites eligible for donation of development rights. The Metropolitan Government of Nashville, the State of Tennessee or a not-for-profit conservation or preservation organization shall only be a receiving site through donation of development rights. A sending site property owner may donate all or part of the sending site development rights to these entities.

    2) Receiving sites eligible for purchase of development rights. Individual property owners or their designees may purchase development rights or receive the development rights as a donation. A sending site property owner may transfer all or part of the development rights to another individual or entity by donation or sale only with the consent of both the sending and receiving sites' property owners and through negotiations in a free marketplace.

Conversion Table

Type of Development in Sending Site	Square Footage Conversion to Determine Square Footage for Receiving Site
Single-family	2,5000 square feet per unit
Multi-family Unit	Properties yielding less than 75 units -2000 square feet per unit Properties yielding more than 75 units -750 square feet per unit
Commercial	One square foot for one square foot

- Transfer Procedure. The procedure for a transfer of development rights must meet the following criteria:
  - Application. The owners or developers of the sending site and those of the receiving site shall file an application for transfer of development rights with the metropolitan planning department. The application shall be on a form provided by, and available from, the metropolitan planning commission and may be a joint application for both the sending site and the receiving site. A fee may be assessed to the application. At a minimum, the application shall include a warranty statement indicating that by requesting this transfer of development rights, the property owner of a sending site agrees that they, and anyone henceforth in the chain of title, will not apply for additional floor area ratio, square footage or any other form of density for the property in the future.
  - Recording the Transfer of Development Rights from Sending Sites. The conveyances of development rights from the sending site shall be in writing in an instrument that shall be signed by the owner of the sending site and shall be submitted to the metropolitan planning department for approval with the requirements of this section and such approval entered in writing on the document by the director or by another designee of the metropolitan planning department. At that point, the instrument shall be recorded in the office of the register of deeds subject to fees as set out in 8-21-1001 of Tennessee Code Annotated, with an additional copy of the instrument provided to the metropolitan planning commission for record purposes. This instrument should include the total square footage initially allowed, per FAR in the applicable zoning district for the property, the square footage transferred from the property, and the square footage of development that remains for the property. Once the transfer of development rights from the sending site is complete, this site shall forfeit any future claim for additional floor area ratio, square footage or other opportunity for increased intensity of development including, but not limited to, any type of rezoning. A statement to this effect shall be required on any subsequent deeds for the property.
  - Recording the Transfer of Development Rights to Receiving Sites. Whenever transferred development rights are allocated to a receiving property, such allocation shall not become effective until the transferred development rights are noticed in writing in an instrument that shall be signed by the owner of the receiving site and shall be submitted to the metropolitan planning department for approval with the requirements of this section and such approval entered in writing on the document by the director or by another designee of the Metropolitan Planning Department. At that point, the instrument shall be recorded in the office of the register of deeds subject to fees as set out in 8-21-1001 of Tennessee Code Annotated, with an additional copy of the instrument provided to the Metropolitan Planning Commission for record purposes. The instrument shall include the total square footage permitted on the receiving site per the FAR of its base zoning district and the additional square footage permitted through transfer of development rights. If the receiving site is subdivided or consolidated in the future, the transferred development rights shall be noted on any future plat(s), deed(s) or other relevant instrument used or referenced in any such subdivision or consolidation. A statement including this same information shall be noted on any future deeds for the property.

- Other Development Standards. For receiving sites, the transferred development rights (square footage) shall be in addition to those currently permitted by the receiving site's base zoning district and the Downtown Donelson Urban Design Overlay District. All other applicable development standards, including, but not limited to, building heights, sky exposure planes, and building setbacks shall continue to apply to both the sending site and the receiving site when a transfer of development rights occurs. The assessment of whether the transferred development rights can be accommodated within the receiving site's existing applicable development standards is the responsibility of the owners of the receiving sites.
- Conflict with Provisions of Zoning Code or Downtown Donelson Urban Design Overlay District. If there is a conflict between the development rights considered in this section and any other part of the Zoning Code or the Downtown Donelson Urban Design Overlay District, the Zoning Code or the Downtown Donelson Urban Design Overlay District shall prevail.

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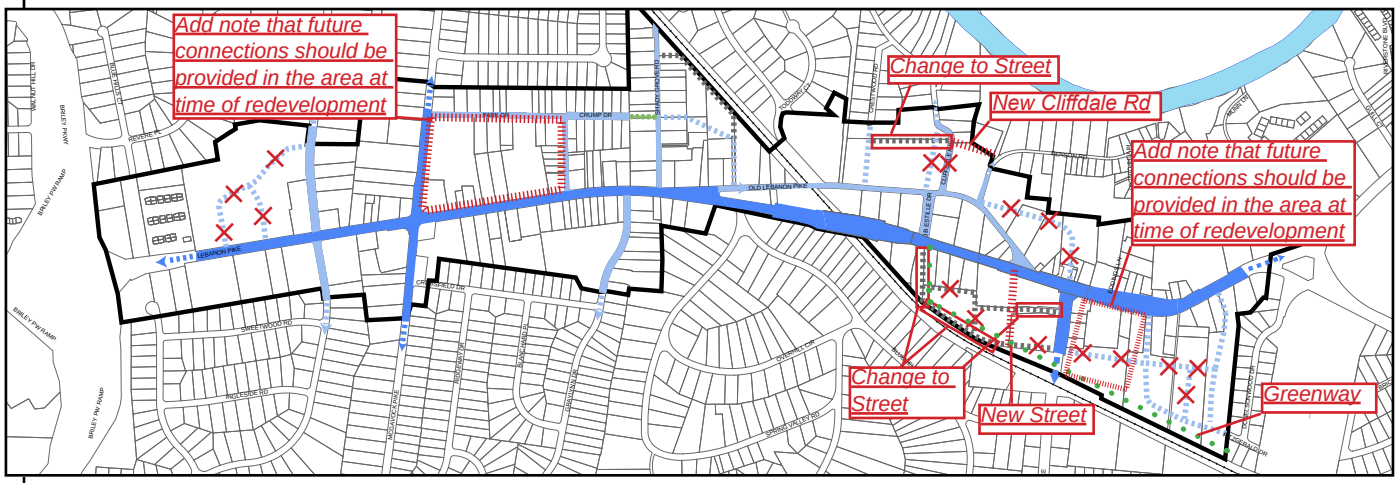
Section III: Transportation

Street Network Plan
Access Management
Sidewalk Standards

Section III: Transportation

Street Network Plan



Primary Street
Arterial Street
Proposed Primary Street
Proposed Arterial Street
Proposed Pedestrian Connection
Proposed Service Lane or Alley

New Streets

New streets and alleys and street and alley upgrades shall be constructed as property develops within the UDO boundary in accordance with the Street Network Plan. The connection of Crump Drive. to Shady Grove Road. shall initially be pedestrian-only; further development of the connection as a working street connection may be considered if land uses along Shady Grove Road. transition from light industrial to mixed-use or residential, both of which are more compatible with the mixed-housing district on the north side of Crump Drive.

Given the constraints of natural features, public utilities, difficulties in land assemblage, and reuse of existing structures, alternative scenarios to these network improvements may be considered, however, the applicant will be required to consider how their alternate scenario will affect the remaining properties within the UDO boundary and will be reviewed according to this standard.

Intersections

Intersections should provide adequate levels of service while facilitating both pedestrian and vehicular movement. Intersections should be designed with minimum curb radii to slow traffic and to reduce pedestrian crossing distances while accommodating safe vehicular movement.

Alleys and Service Lanes

Alleys or rear service lanes are required within the UDO, providing an opportunity to put garages and parking at the rear of buildings, allowing porches and pedestrian entries to front the street. Parking in the rear will keep the fronts of buildings from being dominated by garage doors or parking lots and the pedestrian travelways from being compromised by curb cuts. Adequate sight distance should be provided where alleys intersect streets.

On-street parking

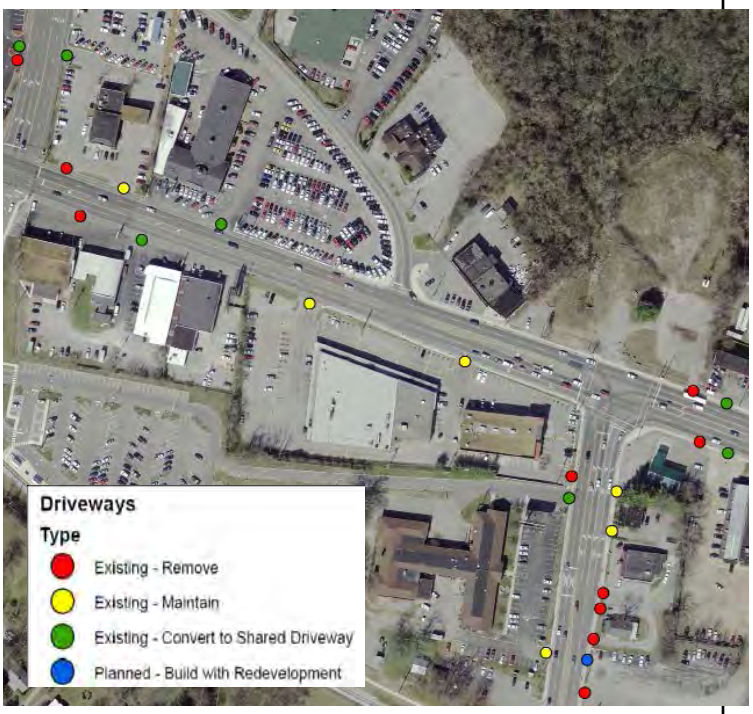
On-street parking may be considered along primary streets, pending pavement width and adequate space for travel lanes; arterial streets do not have on-street parking. Parking spaces along the street help reduce the number of required off-street spaces. On-street parking also provides convenient access for guests and patrons, creates a buffer between automobiles and pedestrians, and tends to slow the flow of through traffic. Bulb-outs that include street trees shall be installed wherever feasible to define permanent on-street parking and reduce the width of pavement that pedestrians must cross at intersections.

Section III: Transportation

Access Management

Access management regulates access point spacing and turn options, creating a safer, more predictable environment for drivers, pedestrians and bicyclists. Ideal driveway spacing for 40-45 miles per hour street is every 250-300 feet. Considering these findings, plus a standard of 300 foot spacing to prevent right-turn overlaps on a 40-45 mph road, a driveway spacing average standard of 200 feet is applicable.

Currently, many developments on Lebanon and McGavock Pike have their own driveway curb cuts and, in some instances two curb cuts. Some developments have a continuous curb cut along the entire property frontage, providing access to head-in parking. This situation is challenging for several reasons. The presence of curb cuts and the associated lack of cross access between properties make it necessary for cars to enter and exit the roadway to access each individual development along these streets, disrupting and slowing the flow of traffic. The head-in parking in front of other developments also causes traffic problems and can be a danger when parked cars have to back into traffic. Driveways need to be consolidated to accommodate more intense development without impacting the safety and congestion of traffic on arterial streets. Additionally, multiple curb cuts cause conflict between automobile traffic entering and exiting the roadway and pedestrian traffic along the sidewalk. The accompanying graphic illustrates the conceptual consolidation of driveways that should be considered through the development review process.



Donelson UDO Access Standards

Subdistrict 1, ~~1A,~~ 2

- One driveway per street frontage if no other options are available, 2 driveways per street frontage for parcels with 400 or more feet of frontage, joint use provisions required

Subdistrict 3

- According to Title 17.20.160 and 17.20.170

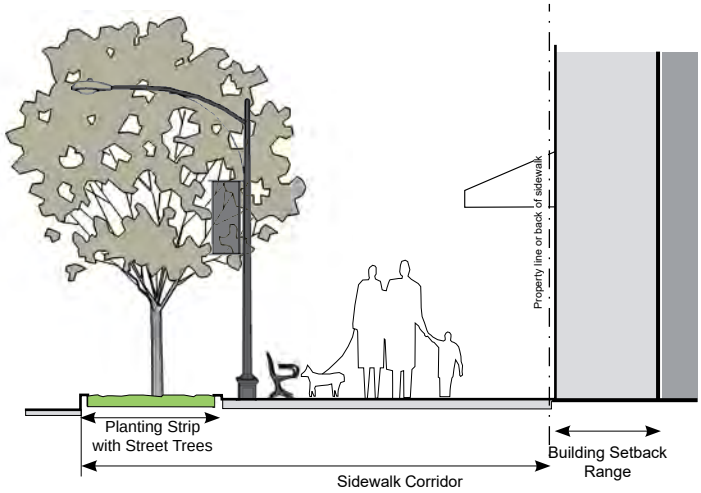
Subdistrict 4

- One driveway per street frontage if no other options are available, 2 driveways per street frontage for parcels with 400 or more feet of frontage, joint use provisions required

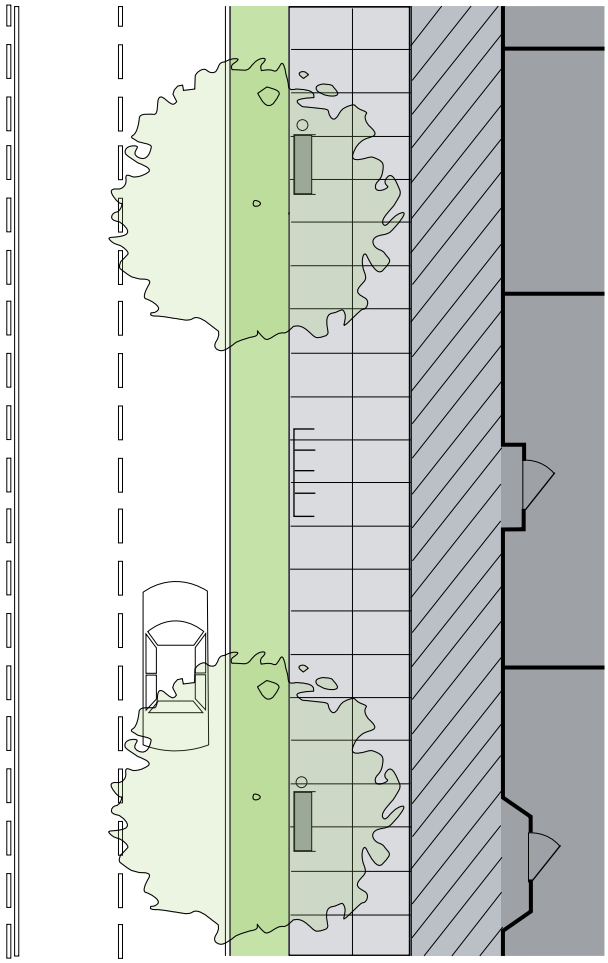
Subdistrict 5, ~~5A~~

- According to Title 17.20.160 and 17.20.170

Sidewalk Corridor



Arterial Street - Sidewalk Corridor Section with on-street parking



Arterial Street - Sidewalk corridor plan with on planting strip

New sidewalk construction, sidewalk improvements, and the installation of street trees shall be completed as property develops in accordance with the application standards.

Sidewalk Corridor

The Sidewalk Corridor is the portion of the public right-of-way located between the edge of motor vehicle, bicycle and/or parking lanes and the back of the sidewalk. The primary function of a Sidewalk Corridor is to provide a safe, comfortable, and convenient route for walking that is separated from vehicle movements. A Sidewalk Corridor may also accommodate other functions or fixtures, such as utility poles, street trees, planting strips, and street furniture.

The diagram shows the desired sidewalk corridor for Lebanon Pike. ~~All s~~ Sidewalks shall be designed based upon Metro's ~~*Strategic Plan for Sidewalks and Bikeways*~~ Major and Collector Street Plan and in accordance with the standards of Metro Public Works. Sidewalks on existing primary and arterial streets within Subdistrict 1 should provide at minimum a four foot green zone with street trees and an eight foot sidewalk.

Street Trees

Street trees are required along all streets. Tree species should remain consistent along a given block, and should be chosen for drought tolerance and their ability to create an effective canopy. Street trees shall be maintained by the adjacent property owner.

- On all streets, street trees shall be installed at an average spacing of 35 feet.
- Trees planting areas shall be no less than a 40 square feet at sidewalk grade. Tree grates are permitted and shall be modular to allow for removal as the tree grows.
- Tree species shall be chosen form the *Urban Forestry Recommended and Prohibited Tree and Shrub List*.
- At planting all trees shall be a minimum of 2 caliper inches and 6 feet in height.

Section IV: Community Planning

Process
Concept Plan
Subdistrict Goals and Objectives
Development Scenarios

Section IV: Community Planning

Planning Process

The Downtown Donelson UDO was crafted over a series of community meetings beginning in February, 2009 and ending in September, 2009. The community meetings were divided into two phases, Community Visioning and Urban Design Overlay Development.

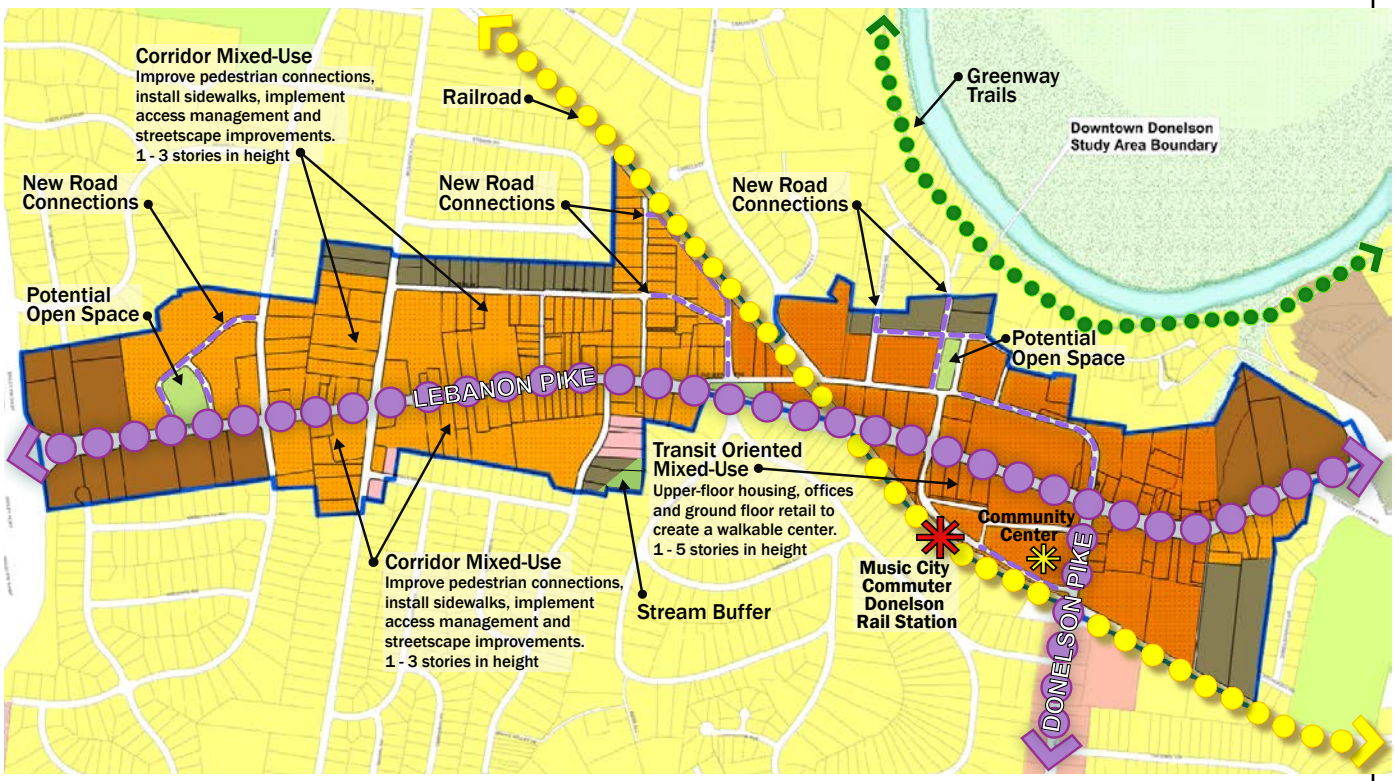
On February 9, 2009, the Community Visioning series was kicked off with a Visioning Workshop held at McGavock High School. The workshop was attended by approximately 150 participants. Planning Staff began the meeting by presenting an overview of the community planning process, principles of sustainable community development, a brief explanation of transit oriented development and an inventory of existing site conditions. The participants then divided into nine groups and Planning Staff served as a facilitator for each group. The information received from each group was distilled into a Concept Plan, laying the foundation for the rest of the process.

The later meetings in the Community Visioning series focused on refining the Concept Plan, choosing a System Strategy for implementing the Vision, and determining the Final Vision. The Concept Plan laid out the broad vision for the future of what Donelson should become. The Systems Strategies discussed focused on Planning Implementation tools available to ensure the vision, and guest speakers provided information on economic development tools that may be available. The idea of Transfer of Development Rights was introduced by a guest speaker as an economic development tool and a way to preserve the banks of Mill Creek and the Cumberland River in the area directly surrounding Donelson. The Planning tools discussed were Specific Plan (SP) and Urban Design Overlay (UDO). The participants and staff agreed that the Urban Design Overlay would be the best fit for the Donelson Community.

The Urban Design Overlay Development series of community meetings began with a two day Informal Work Session, where Planning Staff met on-site at the Donelson Fifty Forward Center and members of the community were invited to come by to discuss their concerns and desires with staff individually. Then four community meetings were held to focus on the standards for the different design districts of the UDO. The final meeting was held in late August, 2009, and focused on how the UDO would be triggered with new development, and the development incentives available to properties developing according to the standards of the UDO.

Section IV: Community Planning

Concept Plan



Downtown Donelson Concept Plan from 2009

Participants at the Donelson UDO Visioning Meeting

Section IV: Community Planning

Goals and Objectives: Subdistrict 1

TOD development

Train station

Subdistrict 1

Create Transit Oriented Development (TOD); development that is within a 5 minute walk or ¼ mile in distance to the Donelson ~~Music City Star~~ Station, includes a mixture of commercial, residential, and office land uses, and that coordinates with other modes of transportation (bike, pedestrian and vehicular).

Objectives: Buildings and Lots

- Create a transit-oriented mixed use district around the train station by promoting transit-oriented principles intended to integrate land use and transit and by providing greater density than the community average, a mix of uses, and a quality pedestrian environment around a defined center.
- Buildings may be a minimum of 1 story and a maximum of 5 stories in height.
- Design vertical mixed use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing office and residential uses on upper floors.

Artists Rendering of Transit Oriented Development around the Donelson train station and Donelson Plaza

- Place buildings on lots with shallow setbacks and with orientation to the street or to the Donelson ~~Music City Star~~ Station to increase active uses on the street, create a street wall, and to create pedestrian scaled spaces.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Place overhead utilities on taller poles, in alleys, or underground as properties redevelop.

Objectives: Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- Provide hardscaped plazas within Subdistrict 1 that provide opportunities for seating and that may be accessed by pedestrians from nearby development.
- Enhance the open space adjacent to the Donelson ~~Music City Star~~ Station and the senior center as a focal point.
- Create opportunities for open space near mixed housing areas north of Old Lebanon Pike, and design it as a focal point at the intersection of Cliffdale Road and Old Lebanon Pike.

Objectives: Vehicular Circulation

- Create new street connections near Crestwood Drive and Cliffdale Road to improve vehicular circulation and create a block structure.
- Realign Old Lebanon Pike with Donelson Pike to provide greater vehicular circulation and access to and from the Donelson ~~Music City Star Rail~~ Station.
- Accommodate other forms of vehicular travel along Lebanon Pike by including bike lanes and bus transit stops.

Objectives: Bicycle and Pedestrian Circulation

- Provide pedestrian facilities to and from individual development and to the ~~Music City Star~~ Donelson Station, including sidewalks and crosswalks in parking lots through such means as markings, textured pavement, and other walkways and landscaping.
- Install crosswalks with pedestrian signalization at intersections.
- Construct appropriately-designed sidewalks where gaps exist or where sidewalks are deficient in the current sidewalk system.
- Install benches, seat walls, trash receptacles, and other pedestrian amenities to enhance the pedestrian environment.
- Provide bike lanes and/or bike routes that connect the Donelson ~~Music City Star~~ Station and Transit Oriented Development (TOD) to neighborhoods and to greenway routes.
- Place pedestrian scaled lighting along the street near sidewalks and at major pedestrian crossing areas.

Public park

Main street development

Properly marked crosswalk

Coordinated signage

Incorporated public transit

Parking located behind buildings

Mixed-use development

Pedestrian oriented street

Objectives: Signage

- Create signage that is appropriately scaled for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Develop a signage program that creates guidelines for signage to be used in the public right-of-way that establishes an identity for the area and directs visitors to important community and transportation facilities (the Donelson Star Train Station for example).
- Consolidate signs where there are multiple businesses on one property. Monument signs are appropriate for this purpose.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

Objectives: Transit

- Make transit stops focal points as properties redevelop into mixed-use destinations; locate transit stops in areas that are accessible, visible and well lit.
- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

Objectives: Access

- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts, restricting the width of access points, and requiring shared access points for adjacent parcels or groups of parcels. Doing so increases internal circulation within existing and future developments and minimizes interruptions to the sidewalk network.
- Access for development should be from alleys and local side streets.
- Encourage shared access and cross-access between adjacent properties owners.

Objectives: Parking

- Locate parking to the rear or sides of buildings as appropriate.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.
- Encourage on-street parking along appropriate streets to lessen the need for off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.

- Design parking structures with first floor active uses, liner buildings, or articulated facades. Integrate retail uses on the ground floors of parking structures serving buildings along Lebanon Pike to minimize the visual impact of parking structures and to add life to the street. If retail uses are not appropriate, locate parking structures below or behind buildings and include landscaping to lessen their visual impact.
- Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed.

Street trees

Screened parking

Objectives: Landscaping and Buffering

- Include long-term maintenance provisions in landscaping and tree planting projects.
- Plant trees, shrubs, and groundcover in order to break up large expanses of paving, to divide masses of parked cars, and to screen surface parking lots from view.
- Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant street trees along Lebanon Pike as properties redevelop. Street trees help to contribute to the community's character, provide a clear separation between pedestrians and automobiles, soften the visual impact of development, provide a greater sense of comfort for pedestrians, diminish traffic noise, and screen unwanted views.

Artists Rendering of Lebanon Pike and new signage marking the entrance tot he Donelson ~~Music City Star train~~ Station

Combined with Subdistrict 2

Section IV: Community Planning

Goals and Objectives: Subdistrict 1A

Mixed-use development

Street furniture and trees

Sidewalk improvements

Pedestrian amenities

Subdistrict 1A

Provide a transition between the intense transit oriented development in Subdistrict 1 and the less intense suburban corridor in Subdistrict 2, with the creation of a moderately intense "main street" where mixed use development is prominent, but is moderately scaled.

Objectives: Buildings and Lot

- Design vertical mixed use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing office and residential uses on upper floors; a mixture of uses should be provided on the same lot or block face if they are not provided in a vertically mixed use building form.
- Buildings may be a minimum of 1 story and a maximum of 3 stories in height.
- Place buildings on lots with shallow setbacks and with orientation to the street to increase active uses on the street, create a street wall, and to create pedestrian scaled spaces.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Place overhead utilities on taller poles, in alleys, or underground as properties redevelop.

Objectives: Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- Provide hardscaped plazas within Subdistrict 1A that provide opportunities for seating and that may be accessed by pedestrians from nearby development.
- Preserve and enhance the existing open space and gateway feature at the intersection of Old Lebanon Pike and Lebanon Pike.

Objectives: Vehicular Circulation

- Redesign Old Lebanon Pike to prioritize the existing north-south access to and from Lebanon Pike eliminating the Old Lebanon Pike and Lebanon Pike split.
- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts for properties restricting the width of access points, requiring shared access drives for adjacent parcels or groups of parcels and increasing internal circulation within existing and future developments.

Combined with Subdistrict 2

Section IV: Community Planning

Goals and Objectives: Subdistrict 1A

Objectives: Bicycle and Pedestrian Circulation

- Accommodate non-vehicular travel along Lebanon Pike and Old Lebanon Pike by including sidewalks and crosswalks.
- Provide pedestrian facilities to and from individual development including sidewalks and crosswalks in parking lots through such means as markings, textured pavement, and other walkways and landscaping.
- Construct appropriately-designed sidewalks where gaps exist or where sidewalks are deficient in the current sidewalk system.
- Install crosswalks with pedestrian signalization at intersections.
- Install benches, seat walls, trash receptacles, and other pedestrian amenities to enhance the pedestrian environment.
- Provide bike lanes and/or bike routes along Lebanon Pike and Old Lebanon Pike that connect to adjacent neighborhoods and to greenway routes.
- Place pedestrian scaled lighting along the street near sidewalks and at major pedestrian crossing areas to enhance safety.

Objectives: Signage

- Create signage that is appropriately scaled for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Consolidate signs where there are multiple businesses on one property. Monument signs are appropriate for this purpose.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

Objectives: Transit

- Make transit stops focal points as properties redevelop into mixed-use destinations; locate transit stops in areas that are accessible, visible and well lit.
- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

Objectives: Access

- Reduce the number of individual curb cuts by requiring cross access among adjacent parking lots allowing vehicles to circulate between buildings without having to re-enter Old Lebanon Pike.
- Access for development should be from alleys and local side streets. Improve existing alleys with paving and appropriate lighting.
- Limit the width of access points to minimize interruptions to the sidewalk network.
- Encourage shared access and cross-access between adjacent properties owners.

Pedestrian scaled buildings and signs

Transit stop

Properly marked crosswalks

Combined with Subdistrict 2

Section IV: Community Planning

Goals and Objectives: Subdistrict 1A

On-street parking on primary street

Screening

Objectives: Parking

- Locate parking to the rear or sides of buildings as appropriate.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.
- Encourage on-street parking along appropriate streets to lessen the need for off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.
- Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed.

Objectives: Landscaping and Buffering

- Include long-term maintenance provisions in landscaping and tree planting projects.
- Plant trees, shrubs, and groundcovers in order to break up large expanses of paving, to divide masses of parked cars, and to screen surface parking lots from view.
- Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant street trees along Lebanon Pike as properties redevelop. Street trees help to contribute to the community's character, provide a clear separation between pedestrians and automobiles, soften the visual impact of development, provide a greater sense of comfort for pedestrians, diminish traffic noise, and screen unwanted views.

Subdistrict 2

Enhance the suburban character of Lebanon Pike while promoting sustainable development and a higher standard of design through landscaping, access management and transit, signage, and mixed use development standards and an enhanced pedestrian environment. Development closer to Subdistrict 1 should transition between intense transit oriented development to less intense suburban corridor.

Buildings with parking in front

Suburban scale with urban placement

Screened parking

Objectives: Buildings and Lots

- Create a unique sense of place by preserving existing locally-owned small businesses and encouraging construction of new buildings of the appropriate scale, with proper orientation to the street and architectural detailing.
- Buildings may be a minimum of 1 story and a maximum of 3 stories in height. Design vertical mixed use buildings to accommodate active ground floor uses, such as retail and entertainment, while providing office and residential uses on upper floors; a mixture of uses should be provided on the same lot or block face if they are not provided in a vertically mixed use building form.
- Place buildings on lots with shallow to moderate setbacks and with orientation to the street to increase active uses on the street, create a street wall, and to create pedestrian scaled spaces. On larger lots with multiple buildings, orient buildings onto private streets and drives rather than onto parking.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Create appropriate transitions between more intense uses along Lebanon Pike and less intense residential development through building design that considers scale, massing and orientation; use landscaping as a transition or buffer where necessary.
- Articulate building facades to break up large blank walls along streets.
- Place overhead utilities on taller poles, in alleys, or underground as properties redevelop.

Objectives: Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- Provide courtyards that combine hardscaped features with landscaped features, where opportunities for seating are provided, and that may be accessed by pedestrians from nearby development.
- Preserve and enhance the existing open space and gateway feature at the intersection of Old Lebanon Pike and Lebanon Pike.

Objectives: Vehicular Circulation

- Accommodate other forms of vehicular travel along Lebanon Pike by including bike lanes and or/bike routes and bus transit stops.
- Redesign Old Lebanon Pike to prioritize the existing north-south access to and from Lebanon Pike eliminating the Old Lebanon Pike and Lebanon Pike split.
- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts for properties restricting the width of access points,

Sidewalk and crosswalk

requiring shared access drives for adjacent parcels or groups of parcels and increasing internal circulation within existing and future developments.

Objectives: Bicycle and Pedestrian Circulation

- Accommodate non-vehicular travel along Lebanon Pike and Old Lebanon Pike by including sidewalks and crosswalks.
- Install crosswalks with pedestrian signalization at intersections.
- Provide bike lanes and bike routes along Lebanon Pike and Old Lebanon Pike that connect to adjacent neighborhoods and to greenway routes.
- Provide pedestrian facilities to and from individual development including sidewalks and crosswalks in parking lots through such means as markings, textured pavement, and other walkways and landscaping.
- Construct appropriately-designed sidewalks where gaps exist or where sidewalks are deficient in the current sidewalk system.
- Install benches, seat walls, trash receptacles, and other pedestrian amenities to enhance the pedestrian environment.
- Place pedestrian lighting along the street near sidewalks, and at major pedestrian crossing areas to enhance safety.

Artists Rendering of mixed use development in Subdistrict 2. Development along Lebanon Pike is either built at the back of sidewalk or behind one row of parking. Residential and office uses along Park Drive helps transition from the intense commercial uses of the corridor to the single-family residential neighborhood to the north. Shared parking for a grocery store, church and residential uses helps reduce the overall amount of space devoted to parking.

Goals and Objectives: Subdistrict 2

Objectives: Signage

- Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Consolidate signs where there are multiple businesses on one property. Monument signs are appropriate for this purpose.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

Multi-tenant monument sign

Objectives: Transit

- Make transit stops focal points as properties redevelop into mixed-use destinations; locate transit stops in areas that are accessible, visible and well lit.
- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

Transit stop

Objectives: Access

- Develop access management guidelines for Lebanon Pike in order to make pedestrian and bicycle travel safer, improve the appearance of the corridor, reduce traffic delay and congestion, and improve roadway safety conditions.
- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts, restricting the width of access points, and requiring shared access points for adjacent parcels or groups of parcels. Doing so increases internal circulation within existing and future developments and minimizes interruptions to the sidewalk network.
- Reduce the number of individual curb cuts by requiring cross access among adjacent parking lots allowing vehicles to circulate between buildings without having to re-renter Lebanon Pike and Old Lebanon Pike.
- Access for development should be from alleys and local side streets. Improve existing access drives with paving and appropriate lighting.
- Encourage shared access and cross-access between adjacent properties owners.

Pedestrian amenities

Objectives: Parking

- Locate parking to the rear or sides of buildings as appropriate. Where development constraints exist along Lebanon Pike, allow one-row of parking if front of buildings, but screen parking in order to minimize direct views from the corridor.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.
- Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed.
- Encourage on-street parking along appropriate streets to lessen the need for off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.

One row of parking in front of building

Goals and Objectives: Subdistrict 2

Parking lot landscaping

Objectives: Landscaping and Buffering

- Use landscaping in the form of trees and shrubs to screen surface parking lots, vehicles, utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant trees, shrubs, and groundcovers, in order to break up large expanses of paving and to divide masses of parked cars into smaller groups of parking areas in off-street parking lots and to screen surface parking lots from view.
- Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Include long-term maintenance provisions in landscaping and tree planting projects.
- Plant street trees along Lebanon Pike and Old Lebanon Pike as properties redevelop. Street trees help to contribute to the community's character, provide a clear separation between pedestrians and automobiles, soften the visual impact of development, provide a greater sense of comfort for pedestrians, diminish traffic noise, screen unwanted views, reduce glare, absorbs heat, and filters air pollution and dust.

Artists Rendering of Development along Lebanon Pike in Subdistrict 2. Buildings are setback behind one row of parking. Sidewalk improvements, street trees and monument signage create a pedestrian friendly, walkable environment.

Subdistrict 3

Enhance this area by providing infrastructure that would support light industrial and office land uses.

Objectives: Buildings and Lots

- Create a unique sense of place by preserving existing locally-owned small businesses and encouraging construction of new buildings of the appropriate scale, with proper orientation to the street and architectural detailing.
- Buildings may be a minimum of 1 story and a maximum of 3 stories in height.
- Place buildings on lots with moderate setbacks and with orientation to the street to increase active uses on the street, create a street wall, and to create pedestrian scaled spaces. On larger lots with multiple buildings, orient buildings onto private streets and drives rather than onto parking.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Create appropriate transitions between more intense light industrial and office uses and less intense residential development through building design that considers scale, massing and orientation; use landscaping as a transition or buffer where necessary.
- Articulate building facades to break up large blank walls along streets.
- Place overhead utilities on taller poles, in alleys, or underground as properties redevelop.

Objectives: Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.

Objectives: Vehicular Circulation

- Create pedestrian walkways that would connect Crump Drive to Shady Grove Road. If future development along Shady Grove Road converts from the current light industrial uses to more mixed use and residential uses, transition the pedestrian connection to a street connection.
- Create street connections that would connect Shady Grove Road to Lebanon Pike.
- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts for properties restricting the width of access points, requiring shared access drives for adjacent parcels or groups of parcels and increasing internal circulation within existing and future developments.

Office building

Industrial building

Industrial building with landscaping

Industrial or office building

Signage

Screening

Landscaping

Objectives: Bicycle and Pedestrian Circulation

- Provide pedestrian facilities to and from individual development including sidewalks and crosswalks in parking lots through such means as markings, textured pavement, and other walkways and landscaping.
- Construct appropriately-designed sidewalks on new streets or where gaps exist along existing streets.
- Provide bike lanes and bike routes along new and existing streets that connect to adjacent neighborhoods and to greenway routes.
- Place lighting along the street near sidewalks, and at major pedestrian crossing areas to enhance safety.

Objectives: Signage

- Create signage that is appropriately scaled for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Consolidate signs where there are multiple businesses on one property. Monument signs are appropriate for this purpose.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

Objectives: Transit

- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

Objectives: Access

- Limit the width of access points to minimize interruptions to the sidewalk network.
- Encourage shared access and cross-access between adjacent properties owners.

Objectives: Parking

- Locate parking to the rear or sides of buildings as appropriate. Where development constraints exist allow one-row of parking if front of buildings, but screen parking in order to minimize direct views from the street.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.

Objectives: Landscaping and Buffering

- Use landscaping in the form of trees and shrubs to screen surface parking lots, vehicles, utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant trees, shrubs, and groundcovers, in order to break up large expanses of paving and to divide masses of parked cars into smaller groups of parking areas in off-street parking lots.

Subdistrict 4

Create development along the Lebanon Pike corridor that preserves the residential and civic character of these areas, while providing additional housing choice that accommodates various lifestyle options of residents in the area.

Residential building type

Civic building type

Common open space

Bike and pedestrian path

Objectives: Buildings and Lots

- Place buildings on lots with moderate setbacks and with orientation to the street to place activity on the street, but yet maintain a separation between the street and private residences with porches, stoops, or front yards.
- Buildings may be a minimum of 1 story and a maximum of 3 stories in height.
- Civic and public benefit building placement may vary from other buildings in order to show prominence. Buildings however should be visible from the street and have entrances that orient to the street. Parking should remain behind or beside the building to preserve open space in front of the building or to frame the street with the building.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Place overhead utilities on taller poles, in alleys, or underground as properties redevelop.

Objectives: Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- Provide meaningful open space as an integral part of residential designs.

Objectives: Vehicular Circulation

- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts for properties restricting the width of access points, requiring shared access drives for adjacent parcels or groups of parcels and increasing internal circulation within existing and future developments.
- Accommodate other forms of vehicular travel by including bike lanes and or/bike routes and bus transit stops.

Objectives: Bicycle and Pedestrian Circulation

- Construct appropriately-designed sidewalks where gaps exist or where sidewalks are deficient in the current sidewalk system.
- Install crosswalks with pedestrian signalization at intersections.
- Install benches, seat walls, trash receptacles, and other pedestrian amenities to enhance the pedestrian environment.
- Provide bike lanes and bike routes that connect residential development to facilities along Lebanon Pike.
- Place pedestrian scaled lighting along the street near sidewalks, and at major pedestrian crossing areas.

Signage

Rear access parking garages

Objectives: Signage

- Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

Objectives: Transit

- Make transit stops focal points when planning of residential development along Lebanon Pike; locate transit stops in areas that are accessible, visible and well lit.
- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

Objectives: Access

- Reduce the number of individual curb cuts by requiring cross access among adjacent parking lots allowing vehicles to circulate between buildings without having to re-renter the street. In most cases, frontage roads to access residential development oriented to Lebanon Pike are appropriate.
- Access for development should be from alleys and local side streets.
- Limit the width of parking accesses from local streets to minimize interruptions to the sidewalk network.
- Encourage shared access and cross-access between adjacent properties owners.

Objectives: Parking

- Locate parking to the rear or sides of buildings as appropriate.
- Encourage shared parking.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.
- Encourage on-street parking along appropriate streets to lessen the need for off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device.

Real located parking and screening

Objectives: Landscaping and Buffering

- Use landscaping in the form of trees and shrubs to screen surface parking lots, utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant trees, shrubs, and groundcover, in order to break up large expanses of paving and to divide masses of parked cars into smaller groups of parking areas in off-street parking lots.
- Include long-term maintenance provisions in landscaping projects.
- Plant street trees along Lebanon Pike as properties redevelop. Street trees help to contribute to the community's character, provide a clear separation between pedestrians and automobiles, soften the visual impact of development, provide a greater sense of comfort for pedestrians, diminish traffic noise, screen unwanted views, reduce glare, absorbs heat, and filters air pollution and dust.

Landscaping and screening

Goals and Objectives: Subdistrict 5 ~~and 5A~~

Residential building type

Mixed use building type

Open space

Sidewalk and street trees

Subdistrict 5 ~~and 5A~~

Create development in the form of mixed housing that provides additional housing choice for the various lifestyle options of residents in the area. Include office land uses ~~in Subdistrict 5A~~ along with the mixed housing to create transitions between intense commercial land uses, and less intense residential neighborhoods.

Objectives: Buildings and Lots

- Place buildings on lots with moderate setbacks and with orientation to the street to place activity on the street, but yet maintain a separation between the street and private residences.
- Buildings may be a minimum of 1 story and a maximum of 3 stories in height. Create appropriate transitions between more intense office uses and less intense residential development through building design that considers scale, massing and orientation; use landscaping as a transition or buffer where necessary.
- Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Place overhead utilities on taller poles, in alleys, or underground as properties redevelop.

Objectives: Parks and Open Space

- Design necessary detention and water quality areas as amenities by providing seating, walkways, and landscaping.
- Provide meaningful open space as an integral part of residential designs.

Objectives: Vehicular Circulation

- Limit multiple curb cuts and access points by developing minimum spacing standards for curb cuts for properties restricting the width of access points, requiring shared access drives for adjacent parcels or groups of parcels and increasing internal circulation within existing and future developments.
- Accommodate other forms of vehicular travel by including bike lanes and or/ bike routes and bus transit stops.

Objectives: Bicycle and Pedestrian Circulation

- Construct appropriately-designed sidewalks where gaps exist or where sidewalks are deficient in the current sidewalk system.
- Install benches, seat walls, trash receptacles, and other pedestrian amenities to enhance the pedestrian environment.
- Provide bike lanes and bike routes that connect residential development to facilities along Lebanon Pike.
- Place pedestrian scaled lighting at transit stops, along the street near sidewalks, and at major pedestrian crossing areas.

Goals and Objectives: Subdistrict 5 ~~and 5A~~

Objectives: Signage

- Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment; building mounted, awning, or monument signs are appropriate.
- Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.
- Create signs for office land uses that are not intrusive to adjacent residential land uses.

Objectives: Transit

- Make transit stops focal points in the planning of residential development along Lebanon Pike; locate transit stops in areas that are accessible, visible and well lit.
- Make transit stops more accessible from neighborhoods and new development through new street and sidewalk connections.

Appropriately scaled signage

Sidewalks

Artists Rendering of Development along Park Drive, Crump Drive and Shady Grove Road. The UDO envisions a diversity of residential building types in Subdistrict 5 from single-family homes to town houses to stacked flat buildings.

Section IV: Community Planning

Goals and Objectives: Subdistrict 5 ~~and 5A~~

On-street parking on primary streets

Parking garages accessed from rear

Objectives: Access

- Reduce the number of individual curb cuts by requiring cross access among adjacent parking lots allowing vehicles to circulate between buildings without having to re-renter new or existing streets. In most cases, frontage roads to access residential development oriented to Lebanon Pike are appropriate.
- Access for development should be from alleys and local side streets.
- Limit the width of parking accesses from local streets to minimize interruptions to the sidewalk network.
- Encourage shared access and cross-access between adjacent properties owners.

Artists Rendering of Development along Park Drive, Crump Drive and Shady Grove Road. The UDO envisions a diversity of residential building types in Subdistrict 5 from single-family homes to town houses to stacked flat buildings. The Mixed-use development in Subdistricts 3, along Shady Grove Road, is intended to remain industrial and commercial in character with added pedestrian amenities such as sidewalks, landscaping and street trees.

Objectives: Parking

- Locate parking to the rear or sides of buildings as appropriate. Where development constraints exist for office land uses, allow one-row of parking if front of buildings, but screen parking in order to minimize direct views from the Lebanon Pike corridor or less prominent side streets.
- Provide cross-access between parking areas to minimize street curb cuts and adjacent access points.
- Separate parking areas from buildings with landscaping to avoid parking areas directly abutting buildings.
- Encourage on-street parking along appropriate streets to lessen the need for off-street parking, provide easy access to businesses, create a buffer between moving traffic and pedestrians, and to serve as a traffic calming device that slows vehicles.

Objectives: Landscaping and Buffering

- Use landscaping in the form of trees and shrubs to screen surface parking lots, vehicles, utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- Plant trees, shrubs, groundcovers, in order to break up large expanses of paving and to divide masses of parked cars into smaller groups of parking areas in off-street parking lots.
- Include long-term maintenance provisions in landscaping and tree planting projects.
- Plant street trees along prominent corridors in as properties redevelop. Street trees help to contribute to the community's character, provide a clear separation between pedestrians and automobiles, soften the visual impact of development, provide a greater sense of comfort for pedestrians, diminish traffic noise, screen unwanted views, reduce glare, absorbs heat, and filters air pollution and dust.

Landscaping provides separation from Street

Mechanical screening

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Appendix I
Urban Design Overlay Properties and Owners

Appendix I: Properties and Owners

PARCEL NUMBER	OWNER	PROPERTY ADDRESS	MAILING ADDRESS			
08416016300	MRMR PROPERTIES, LLC	203 SHADY GROVE RD	214 SHADY GROVE RD	NASHVILLE	TN	37214
09504024300	WOODSON, GRADY JR. ET UX	0 PARK DR	P O BOX 117	BURNS	TN	37029
09601000200	DBA, LLC	2630 OLD LEBANON PIKE	2630 OLD LEBANON RD	NASHVILLE	TN	37214
09504002800	COLE WG NASHVILLE TN DST	2421 LEBANON PIKE	104 WILMOT RD MS # 1435 C/O RE TAX DEPT	DEERFIELD	IL	60015
09504024800	DURNIN, GEORGE	204 C MCGAVOCK PIKE	2408 LEBANON PK	NASHVILLE	TN	37214
09601004400	RINALDO GROUP, L.P.	0 LEBANON PIKE	225 CLARENDON AV	NASHVILLE	TN	37205
09601001200	HILLIARD LENA J	2734 LEBANON PIKE	115 WOODMONT BV, #523	NASHVILLE	TN	37205
09601001500	HARWELL, JOHN A., SR.& JOHN A., JR.	2742 A OLD LEBANON PIKE	5337 WEBER RD	HERMITAGE	TN	37076
09601002800	SMITH, WILLIAM ALBERT	2768 LEBANON PIKE	2956 MCGAVOCK PK	NASHVILLE	TN	37214
08416016200	CLAIRDAY AND ASSOCIATES	200 SHADY GROVE RD	200 SHADY GROVE RD	NASHVILLE	TN	37214
08416021700	BASS, SAMMY V.	202 A SHADY GROVE RD	202 A SHADY GROVE RD	NASHVILLE	TN	37214
08416016100	SCRAGG, R. SCOTT & PAUL R.	204 SHADY GROVE RD	2619 BLUEFIELD AV	NASHVILLE	TN	37214
08416016000	MRMR PROPERTIES, LLC	206 SHADY GROVE RD	214 SHADY GROVE RD	NASHVILLE	TN	37214
08416016500	REESE, JOSEPH S.& MARGARET C.	205 SHADY GROVE RD	205 SHADY GROVE RD	NASHVILLE	TN	37214
08416021500	NASHVILLE YMCA	207 SHADY GROVE RD	1000 CHURCH ST	NASHVILLE	TN	37203
08416015900	MRMR PROPERTIES, LLC	210 SHADY GROVE RD	214 SHADY GROVE RD	NASHVILLE	TN	37214
08416002100	HOPE, MARIA YVONNE	140 MCGAVOCK PIKE	140 MCGAVOCK PK	NASHVILLE	TN	37214
08416016700	MANSON, MARVIN C. & VICKI C.	211 SHADY GROVE RD	211 SHADY GROVE RD	NASHVILLE	TN	37214
08416015800	MRMR PROPERTIES, LLC	214 SHADY GROVE RD	214 SHADY GROVE RD	NASHVILLE	TN	37214
08416016800	CORAZZA, RICHARD ET UX	213 SHADY GROVE RD	2517 LINCOYA CT	NASHVILLE	TN	37214
08416002200	JENNINGS, GREG	142 MCGAVOCK PIKE	142 MCGAVOCK PIKE	NASHVILLE	TN	37214
08416010600	HJL, L.P.	129 MCGAVOCK PIKE	P O BOX 140510	NASHVILLE	TN	37214
08416010700	STARTUP, WILLIAM R. SR. ETUX	2506 PARK DR	2506 PARK DR	NASHVILLE	TN	37214
08416010800	GRAVES, ERIC T. & LISA S.	2510 PARK DR	2510 PARK DR	NASHVILLE	TN	37214
08416010900	FIRST BAPTIST CHURCH OF DONELSON, INC.	2512 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
08416011000	FIRST BAPTIST CHURCH OF DONELSON	2514 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
08416011100	FIRST BAPTIST CHURCH OF DONELSON	2516 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
08416017500	GODDARD, THOMAS L. ET UX	2622 A OLD LEBANON PIKE	2505 TIMWOOD DR	NASHVILLE	TN	37214
08416011200	FIRST BAPTIST CHURCH OF DONELSON	2518 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
08416011500	FIRST BAPTIST CHURCH OF DONELSON	2526 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
08416011600	MALONE, HARVEY E. JR. ET UX	2528 PARK DR	235 DOWNEYMEADE DR	NASHVILLE	TN	37214
08416011700	RYMAN, TIMOTHY G.	2530 PARK DR	2530 PARK DR	NASHVILLE	TN	37214
08416011800	HALE, ELLIS & FRANCES J.	2534 PARK DR	259 WILOWEN DR	NASHVILLE	TN	37210
08416013500	HALE, ELLIS & FRANCES J.	2600 CRUMP DR	259 WILOWEN DR	NASHVILLE	TN	37210
08416013600	JACKSON, RHONDA & TIDWELL, MICHAEL	2602 CRUMP DR	2602 CRUMP DR	NASHVILLE	TN	37214
08416013700	WILLIAMSON, JOHN & MOSHER, SUSANNAH	2604 CRUMP DR	2604 CRUMP DR	NASHVILLE	TN	37214
08416013800	GRAVES, LUCAS & DALE, AMBER	2606 CRUMP DR	2606 CRUMP DR	NASHVILLE	TN	37214
08416013900	MAHAN, CHRISTOPHER S.	2608 CRUMP DR	2608 CRUMP DR	NASHVILLE	TN	37214
08416014000	GRAVES, ERIC T. & LISA S.	2610 CRUMP DR	2610 CRUMP DR	NASHVILLE	TN	37214
08416014100	GRAVES, ERIC T. & LISA S.	2612 CRUMP DR	2612 CRUMP DR	NASHVILLE	TN	37214
08416010500	HJL, LP	131 MCGAVOCK PIKE	P O BOX 140510	NASHVILLE	TN	37214
08416015700	MANSON, MARVIN C. & VICKI C.	216 SHADY GROVE RD	162 STONERS GLEN DR	HERMITAGE	TN	37076
08416016900	ALLEN, J. GARY	217 SHADY GROVE RD	9521 CENTRAL PK	MT JULIET	TN	37122
08416002300	JONES, ARTHUR, JR. ET UX	144 MCGAVOCK PIKE	2617 PENNINGTON BEND RD	NASHVILLE	TN	37214
08416017000	ALLEN, J. GARY	219 SHADY GROVE RD	9521 CENTRAL PK	MT JULIET	TN	37122
08416015600	OAKLEY, BARRY N. & KELLY G.	218 SHADY GROVE RD	3536 CENTRAL PK STE 103	HERMITAGE	TN	37076
08416002400	KROGER LIMITED PARTNERSHIP I	150 MCGAVOCK PIKE	2620 ELM HILL PK	NASHVILLE	TN	37214
09503001300	BOYLE SHADY GROVE SOUTHWEST, LLC ET AL	2296 LEBANON PIKE	5900 POPLAR AV STE 100	MEMPHIS	TN	38119
08416011900	KROGER LIMITED PARTNERSHIP I	141 MCGAVOCK PIKE	2620 ELM HILL PK C/O REAL ESTATE DEPT	NASHVILLE	TN	37214

Appendix I: Properties and Owners

08416015500	OAKLEY, BARRY N. & KELLY G.	220 SHADY GROVE RD	3536 CENTRAL PK STE 103	HERMITAGE	TN	37076
08416012100	FIRST BAPTIST CHURCH OF DONELSON	2511 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
08416012200	FIRST BAPTIST CHURCH OF DONELSON	2515 PARK DR	2526 LEBANON PK	NASHVILLE	TN	37214
08416012400	BOND, LOY CLARK ETUX	2519 PARK DR	2519 PARK DR	NASHVILLE	TN	37214
09504001100	DONELSON BAPT. CHURCH	2540 LEBANON PIKE	2526 LEBANON RD	NASHVILLE	TN	37214
08416012900	PARK DRIVE ASSOCIATES, LLC	2527 PARK DR	2531 PARK DR	NASHVILLE	TN	37214
08416013000	PARK DRIVE ASSOCIATES, LLC	2531 PARK DR	2531 PARK DR	NASHVILLE	TN	37214
09504002500	HELMS, LEXIE(LE)& RUTHVEN, JOYA H. ET AL	2624 OLD LEBANON PIKE	7548 HWY 49 E	SPRINGFIELD	TN	37172
08513004900	LEE, LAURA E.	231 CLIFFDALE RD	231 CLIFFDALE RD	NASHVILLE	TN	37214
08415016200	OLDHAM, JAMES A. ET UX	113 FAIRWAY DR	113 FAIRWAY DR	NASHVILLE	TN	37214
08513004600	LLC	220 CLIFFDALE RD	REL MGMT	LAKE WORTH	FL	33461
08416014800	BROWN, JUDITH LORENE	2601 CRUMP DR	2804 BLUE BRICK DR	NASHVILLE	TN	37214
08416014700	WEBER, FRANK V.,JR. & HOBBS, JOSEPH E.	2603 CRUMP DR	123 KAREN RD	MT JULIET	TN	37122
08416014600	WHITLOCK, PARKER	2605 CRUMP DR	6752 BETHESDA ARNO RD	THOMPSONS STATION	TN	37179
08416014500	HOBBS & SONS, L.P.	2607 CRUMP DR	2607 CRUMP DR	NASHVILLE	TN	37214
08416015400	MRMR PROPERTIES, LLC	222 SHADY GROVE RD	214 SHADY GROVE RD	NASHVILLE	TN	37214
08416017100	WILLIAMS, FRED O. ET UX	221 SHADY GROVE RD	3213 KNOBVIEW DR	NASHVILLE	TN	37214
08416014400	GREGORY, BARRY	2609 CRUMP DR	511 HIGH AV	KNOXVILLE	TN	37920
08416021400	PETTY, MICHAEL S.	229 SHADY GROVE RD	500 LAKE VALLEY CT	FRANKLIN	TN	37069
08416014300	GRAVES, ERIC T. & LISA S.	2611 CRUMP DR	114 WALNUT HILL	NASHVILLE	TN	37214
08416014200	CRABB, RONALD D.	2613 CRUMP DR	2745 ANDERSON RD	NASHVILLE	TN	37217
08513004800	PAPUCHIS, STEVE & CAROL	235 CLIFFDALE RD	209 ROLLING MILL RD	OLD HICKORY	TN	37138
08416015200	OAKLEY ENTERPRISES	226 SHADY GROVE RD	3536 CENTRAL PK STE 103	HERMITAGE	TN	37076
08416017200	PETTY, MICHAEL S.	223 SHADY GROVE RD	500 LAKE VALLEY CT	FRANKLIN	TN	37069
08416002700	MCDONALD'S CORPORATION	154 MCGAVOCK PIKE	P O BOX 182571	COLUMBUS	OH	43218
08415016300	HJL, L.P.	117 FAIRWAY DR	P O BOX 140510	NASHVILLE	TN	37214
08416021300	HUFFMAN, LEROY W. ET UX	225 SHADY GROVE RD	606 HAYES LN	MT JULIET	TN	37122
08416021100	PETTY, MICHAEL S.	2540 PARK DR	500 LAKE VALLEY CT	FRANKLIN	TN	37069
08416012500	BOND, LOY CLARK ETUX	0 PARK DR	2519 PARK DR	NASHVILLE	TN	37214
08416017600	US COMMUNITY CREDIT UNION	2622 OLD LEBANON PIKE	125 8TH AV S	NASHVILLE	TN	37202
09504002200	GAITHER, JAMES W. JR. ETUX	2616 OLD LEBANON PIKE	7169 BAY COVE TRAIL	NASHVILLE	TN	37221
08513004700	RAD PHYSICS, LLC	239 CLIFFDALE RD	239 CLIFFDALE RD	NASHVILLE	TN	37214
08416013100	FIRST BAPT CHURCH OF DONELSON TRS	2535 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
09601000300	DONELSON BUILDING OWNER, LLC	2710 OLD LEBANON PIKE	2328 10TH AV N STE 401 C/O IN REL MGMT	LAKE WORTH	FL	33461
09504002600	HELMS, LEXIE C.(LE)& A.M.& S.E.,JR.	2626 OLD LEBANON PIKE	7548 HWY 49 E	SPRINGFIELD	TN	37172
09504001000	FIRST BAPTIST CHURCH OF DONELSON	2520 LEBANON PIKE	2526 LEBANON RD	NASHVILLE	TN	37214
08416015001	DENNIS, JEFFERY & JAN R.	2604 B LEBANON PIKE	66 BALLENGER RD	CARTHAGE	TN	37030
08416021200	PETTY, MICHAEL S.	227 SHADY GROVE RD	500 LAKE VALLEY CT	FRANKLIN	TN	37069
09504000900	EVANS, JOHN W., JR. & FRANCES M. ET AL	2518 LEBANON PIKE	2518 LEBANON PK	NASHVILLE	TN	37214
09504023600	MTCM ENTERPRISES, INC	2604 LEBANON PIKE	7215 KINGSTON PK	KNOXVILLE	TN	37919
09504001500	MTCM ENTERPRISES, INC	2602 LEBANON PIKE	7215 KINGSTON PK	KNOXVILLE	TN	37919
09504002100	SCHLABACH, RICHARD A. & LINDA	2614 OLD LEBANON PIKE	2614 OLD LEBANON PIKE	NASHVILLE	TN	37214
08416013200	FIRST BAPTIST CHURCH OF DONELSON TRS	2537 PARK DR	2526 LEBANON RD	NASHVILLE	TN	37214
09504001501	MTCM ENTERPRISES, INC	2602 A LEBANON PIKE	7215 KINGSTON PK	KNOXVILLE	TN	37919
08416020600	MTCM ENTERPRISES, INC	0 PARK DR	7215 KINGSTON PK	KNOXVILLE	TN	37919
095030A07200CO	DOOLEY, RICHARD N.	0 LEBANON PIKE	2258 LEBANON PK 1 A	NASHVILLE	TN	37214
08416015000	METRO FIRE FIGHTERS ASSOC.-LOCAL 763	2550 PARK DR	2550 PARK DR	NASHVILLE	TN	37214
09601000400	DONELSON BUILDING OWNER, LLC	2720 OLD LEBANON PIKE	2328 10TH AV N STE 401 C/O IN REL MGMT	LAKE WORTH	FL	33461
08415016400	HJL, L.P.	119 FAIRWAY DR	P O BOX 140510	NASHVILLE	TN	37214
09601000100	KELLEY, GEORGE BRIDGES & MARION WILLIAMS, TRS.	2628 OLD LEBANON PIKE	2200 LEBANON RD	NASHVILLE	TN	37214
08416013300	HOLLADAY, JERI	2539 PARK DR	146 SADDLE TREE DR	HERMITAGE	TN	37076

Appendix I: Properties and Owners

09504000100	BELLSOUTH TELECOMMUNICATIONS, INC.	156 MCGAVOCK PIKE	333 COMMERCE ST #102	NASHVILLE	TN	37201
09504001600	WONG, AH-SHEW & CHE-MING	2606 LEBANON PIKE	2317 DUNDEE LN	NASHVILLE	TN	37214
09504001700	SHELLY, KEITH	2608 LEBANON PIKE	2608 LEBANON PIKE	NASHVILLE	TN	37214
09504002300	R. B. BRANCH PROPERTIES, INC.	2618 OLD LEBANON PIKE	280 WARFIELD DR	CLARKSVILLE	TN	37040
09504002400	YOUNG, CHRISTOPHER L.	2620 OLD LEBANON PIKE	2620 OLD LEBANON PIKE	NASHVILLE	TN	37214
08416015100	LAMPKIN, S. L.	228 SHADY GROVE RD	228 SHADY GROVE RD	NASHVILLE	TN	37214
09504001900	PETTY, MICHAEL S.	2612 LEBANON PIKE	500 LAKE VALLEY CT	FRANKLIN	TN	37069
08416013400	WOODSON, GRADY JR.	2541 PARK DR	P O BOX 117 C/O JUANITA P WOODSON	BURNS	TN	37029
09503001700	HJL, L.P.	121 FAIRWAY DR	P O BOX 140510	NASHVILLE	TN	37214
09601002000	HURT, SUSAN	111 BENSON RD	111 BENSON RD	NASHVILLE	TN	37214
09504001400	LOUNSBURY, DONALD E. & DONNA J.	2600 LEBANON PIKE	1621 BROOKVALLEY CR	MOUNT JULIET	TN	37122
09503001600	METRO GOV'T F FIRE HALL	2394 LEBANON PIKE	222 3RD AV N STE 701	NASHVILLE	TN	37201
09504001300	FREEMAN & WOODSON	2540 LEBANON PIKE	202 DONELSON PK C/O TREVA CARTER	NASHVILLE	TN	37214
09504001800	GODDARD, THOMAS LEE ET UX	2610 LEBANON PIKE	2622 OLD LEBANON RD	NASHVILLE	TN	37214
09504000200	HJL, L.P.	162 C MCGAVOCK PIKE	P O BOX 140510	NASHVILLE	TN	37214
09504000600	INLAND AMERICAN NASHVILLE DONELSON, LLC	2500 LEBANON PIKE	2901 BUTTERFIELD RD	OAK BROOK	IL	60523
09602000500	BOWEN, ARTHUR,JR.& PASCHALL, EDDINE B. ET AL	2850 LEBANON PIKE	1915 BERKSHIRE DR	NASHVILLE	TN	37216
09601001700	HARWELL, JOHN A.	2738 OLD LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09504024100	INLAND AMERICAN NASHVILLE DONELSON, LLC	2512 LEBANON PIKE	2901 BUTTERFIELD RD	OAK BROOK	IL	60523
09503001900	RICHMOND, CLIFFORD O.	2412 LEBANON PIKE	3807 HILLDALE DR	NASHVILLE	TN	37215
09504000800	INLAND AMERICAN NASHVILLE DONELSON, LLC	2510 LEBANON PIKE	2901 BUTTERFIELD RD	OAK BROOK	IL	60523
09503002100	DURNIN, GEORGE V. ET UX	0 LEBANON PIKE	2408 LEBANON PK	NASHVILLE	TN	37214
09504000300	DURNIN, GEORGE V. ET UX	2414 LEBANON PIKE	2408 LEBANON PK	NASHVILLE	TN	37214
09504000400	HJL, L.P.	2416 LEBANON PIKE	P O BOX 140510	NASHVILLE	TN	37214
09504000500	HJL, L.P.	2428 B LEBANON PIKE	P O BOX 140510	NASHVILLE	TN	37214
09601000700	RAHIMI, MOHAMMAD H. & ZARY	2633 LEBANON PIKE	1601 OLD HICKORY BV	NASHVILLE	TN	37207
09504002700	FARRAR SERVICE CO, INC.	2620 LEBANON PIKE	2600 NOLENSVILLE RD	NASHVILLE	TN	37211
09601000600	RAHIMI, MOHAMMAD H. & ZARY	2631 OLD LEBANON PIKE	1601 OLD HICKORY BV	NASHVILLE	TN	37207
09503002200	DURNIN, GEORGE V. ET UX	0 LEBANON PIKE	2408 LEBANON PK	NASHVILLE	TN	37214
09504005800	CROWELL, J. FRANK JR.	2615 A LEBANON PIKE	P O BOX 40101	NASHVILLE	TN	37204
09504005900	CROTZER & FINCH, LLC	2611 LEBANON PIKE	2803 LEALTO CT	NASHVILLE	TN	37214
09504005700	CROTZER & FINCH, LLC	2611 LEBANON PIKE	2803 LEALTO CT	NASHVILLE	TN	37214
09504018500	GREENE COUNTY BANK	2621 LEBANON PIKE	100 N MAIN ST	GREENEVILL	TN	37744
09504005600	MCCULLARS, DONALD ET UX	2607 LEBANON PIKE	2607 LEBANON PIKE	NASHVILLE	TN	37214
09504005500	LITSEY BUILDING PARTNERS	2605 LEBANON PIKE	4992 TULIP GROVE LN	HERMITAGE	TN	37076
09504005400	WATKINS, DAVID C., JR. & KAREN R.	2547 LEBANON PIKE	6060 VANDERBILT RD	OLD HICKORY	TN	37138
09504018600	B. J. REAL ESTATE, LLC	2623 LEBANON PIKE	1325 S 4TH ST C/O JEREMY CURRAN	LOUISVILLE	KY	40208
09504005300	BECKER, RAYMOND H. ET UX	2545 LEBANON PIKE	2543 LEBANON RD	NASHVILLE	TN	37214
09504024600	MRS. WINNER'S, L.P.	2625 LEBANON PIKE	5995 BARFIELD RD	ATLANTA	GA	30328
09504005200	PETTY, MICHAEL S.	2541 LEBANON PIKE	500 LAKE VALLEY CT	FRANKLIN	TN	37069
09504005100	ELROD, CARLENE C.	2539 LEBANON PIKE	P O BOX 2667	FLORENCE	AL	35630
09503012400	C & H PROPERTIES, LLC	2400 LEBANON PIKE	1503-B MEMORIAL BV	SPRINGFIELD	TN	37172
09504024500	FFCA ACQUISITION CORP.	2629 LEBANON PIKE	17207 N PERIMETER DR	SCOTTSDALE	AZ	85255
09504005000	ELROD, CARLENE C.	2535 LEBANON PIKE	204 W TUSCALOOSA ST	FLORENCE	AL	35630
09504004900	BROWN, EDWIN M. & JESSIE A.	2527 LEBANON PIKE	200 POND DR	GALLATIN	TN	37066
09504018700	U.S.RESTAURANT PROPERTIES OPERATING, L.P	2633 LEBANON PIKE	930 W 1ST ST STE 303 C/O BRAZOS TX GRP	FT WORTH	TX	76102
09504023700	DOAK, JOHN G., SR. ET UX	2525 LEBANON PIKE	2525 LEBANON PIKE	NASHVILLE	TN	37214
09504024400	ALLEN, J. GARY ET UX	2525 C LEBANON PIKE	2517 LEBANON RD	NASHVILLE	TN	37214
09504004600	ALLEN, J. GARY ET UX	2517 LEBANON PIKE	2517 LEBANON PIKE	NASHVILLE	TN	37214
09504004400	ALLEN, J. GARY ET UX	2515 LEBANON PIKE	2517 LEBANON PIKE	NASHVILLE	TN	37214
09601001000	HARWELL MOTOR COMPANY, INC.	2730 LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09504018300	WOOD, ERIC K., SR.	113 GRAYLYNN DR	4424 ENCHANTED CR	NASHVILLE	TN	37218

Appendix I: Properties and Owners

09504004300	OAKLEY ENTERPRISES, LP	2509 LEBANON PIKE	3536 CENTRAL PK # 103	HERMITAGE	TN	37076
09504004100	INLAND AMERICAN ST PORTFOLIO, LLC	2503 LEBANON PIKE	919 E MAIN ST 14TH FL C/O SUNTRUST BANK	RICHMOND	VA	23219
09504004000	HOBBS & SONS, LP	2501 A LEBANON PIKE	2607 CRUMP DR	NASHVILLE	TN	37214
09504006000	CHURCH	190 GRAYLYNN DR	190 GRAYLYNN DR	NASHVILLE	TN	37214
09504018200	JOH PROPERTIES, LLC	115 GRAYLYNN DR	2206 CRAIGMEADE CR	NASHVILLE	TN	37214
09503010400	TAYLOR, CAROLINE C.B.& CLUCKER, P. T.	2417 LEBANON PIKE	7102 CINNEERCE WAT C/O MAPCO EXPRESS INC	BRENTWOOD	TN	37027
09601001100	HILLIARD LENA J	2732 LEBANON PIKE	115 WOODMONT BV APT-523	NASHVILLE	TN	37205
09503010500	JORDAN PROPERTIES, INC.	2401 LEBANON PIKE	P O BOX 150865	NASHVILLE	TN	37215
09601002500	OSBORNE BROS. PARTNERSHIP	0 EDDINGS LN	201 EDDING LN	NASHVILLE	TN	37214
09503004700	DONELSON CHRISTIAN CHURCH	2319 LEBANON PIKE	2319 LEBANON RD	NASHVILLE	TN	37214
09504018100	WASSEL, PAULETTE NORFLEET	119 GRAYLYNN DR	6699 OWEN HILL RD	COLLEGE GROVE	TN	37046
09504004500	MCWHIRTERSVILLE LODGE 375 F & AM, TRS.	2515 LEBANON PIKE	2515 LEBANON PK C/O JOHN H FUQUA	NASHVILLE	TN	37214
09503004500	METRO GOV'T L DONELSON BRANCH	2315 LEBANON PIKE	222 3RD AV N STE 701	NASHVILLE	TN	37201
09504018000	WOODSON, TERRY & SHIRLEY	187 GRAYLYNN DR	865 ROBERTSTON RD	NASHVILLE	TN	37220
09503004300	LEBANON ROAD CHURCH OF CHRIST, TRS.	2307 LEBANON PIKE	2307 LEBANON PK	NASHVILLE	TN	37214
09503004000	TRS.	2301 LEBANON PIKE	2301 LEBANON PIKE	NASHVILLE	TN	37214
09504007800	JORDAN, GERALD	2500 CROSSFIELD DR	BOX 13331, RT 1	BELL BUCKLE	TN	37020
09504017900	PEEK, LEISA S.	189 GRAYLYNN DR	189 GRAYLYNN DR	NASHVILLE	TN	37214
09503003900	BINKLEY, GARY S. & BAGGETT, MAC ELLIOTT, SR.	2303 LEBANON PIKE	2303 LEBANON PK	NASHVILLE	TN	37214
09601002600	OSBORNE, JOHN E.& KENNETH C.& TIMOTHY E.	201 EDDINGS LN	201 EDDINGS LN	NASHVILLE	TN	37214
09503003800	BINKLEY, GARY S. & BAGGETT, MAC ELLIOTT, SR.	2303 LEBANON PIKE	2303 LEBANON PK	NASHVILLE	TN	37214
09601004600	DAL-MAC PROPERTIES, LLC	2707 LEBANON PIKE	P O BOX 148458	NASHVILLE	TN	37214
09504024200	PITCHFORD, DANIEL L. & AMY D.	191 GRAYLYNN DR	191 GRAYLYNN DR	NASHVILLE	TN	37214
09601004700	DAL-MAC PROPERTIES, LLC	2717 LEBANON PIKE	P O BOX 148458	NASHVILLE	TN	37214
09601004800	KIDD, BARRY C. & CANDE W.	2721 LEBANON PIKE	2721 LEBANON PK	NASHVILLE	TN	37214
09504003100	HJL, L. P.	206 MCGAVOCK PIKE	P O BOX 140510	NASHVILLE	TN	37214
09504017800	PITCHFORD, DANIEL L. & AMY D.	193 GRAYLYNN DR	193 GRAYLYNN DR	NASHVILLE	TN	37214
09601004900	GOLIATH, LLC	2725 LEBANON PIKE	2725 LEBANON PK	NASHVILLE	TN	37214
09503010600	JORDAN PROPERTIES, INC.	0 FAIRWAY DR	P O BOX 150865	NASHVILLE	TN	37215
09504003200	HJL L. P.	208 MCGAVOCK PIKE	P O BOX 140510	NASHVILLE	TN	37214
09504009200	HJL, L.P.	2501 CROSSFIELD DR	P O BOX 140510	NASHVILLE	TN	37214
09504003300	HJL, L.P.	212 MCGAVOCK PIKE	P O BOX 140510	NASHVILLE	TN	37214
09602001400	WAUFORD ASSOCIATES, INC.	2835 LEBANON PIKE	2835 LEBANON RD	NASHVILLE	TN	37214
09602001100	ROBINSON, PENNY L.	2831 LEBANON PIKE	1627 SHELL RD	GOODLETTSV	TN	37072
09601007300	BARRETT, M. LEE, JR.	2831 B LEBANON PIKE	976 MURFREESBORO RD	NASHVILLE	TN	37217
09602000400	ANDREW PRICE MEMORIAL METHODIST CH.	2846 LEBANON PIKE	2846 LEBANON PIKE	NASHVILLE	TN	37214
09601005600	SENIOR CITIZENS INC.	108 DONELSON PIKE	112 DONELSON PK	NASHVILLE	TN	37214
09602001200	WAUFORD ASSOCIATES, INC.	0 LEBANON PIKE	2835 LEBANON RD	NASHVILLE	TN	37214
09602001300	WAUFORD ASSOCIATES, INC.	2833 LEBANON PIKE	2835 LEBANON RD	NASHVILLE	TN	37214
09602001500	HOLLINGSWORTH FAMILY LTD PARTNERSHIP	2837 LEBANON PIKE	P O BOX 29	SPRINGFIELD	TN	37172
09602001600	HOLLINGSWORTH FAMILY LTD PARTNERSHIP	2839 LEBANON PIKE	P O BOX 29	SPRINGFIELD	TN	37172
09601006000	YOUNG, ROY W.	113 DONELSON PIKE	113 DONELSON PIKE	NASHVILLE	TN	37214
09601007400	CBC LIMITED	117 DONELSON PIKE	820 FESSLERS PW STE 107	NASHVILLE	TN	37210
09601001600	HARWELL, JOHN ALLEN & JOHN ALLEN JR.	2740 OLD LEBANON PIKE	5337 WEBER RD	HERMITAGE	TN	37076
09601002501	RESURRECTED PEOPLES CHURCH, INT.	210 EDDINGS LN	P O BOX 148228	NASHVILLE	TN	37214
09601002700	OSBORNE, JOHN E.,KENNETH C.& TIMOTHY E.	0 LEBANON PIKE	201 EDDING LN	NASHVILLE	TN	37214
09601003000	MCFARLAND, SAM ETUX	2750 LEBANON PIKE	501 UNION ST STE 404 C/O GUARDIANSHIP	NASHVILLE	TN	37219
09601003100	MCFARLAND, SAM ETUX	2754 LEBANON PIKE	501 UNION ST STE 404 C/O GUARDIANSHIP	NASHVILLE	TN	37219

Appendix I: Properties and Owners

09601003700	RESURRECTED PEOPLES CHURCH, INT.	0 LEBANON PIKE	P O BOX 148228	NASHVILLE	TN	37214
09601003800	HIBBS, JAMES R. ET UX	2812 LEBANON PIKE	213 GRAEME DR	NASHVILLE	TN	37214
09601004100	LILLARD, AARON & GRACIE	2824 LEBANON PIKE	3781 THE GREAT DR	ATLANTA	GA	30349
09601006100	MURPHY, JAMES THOMAS, SR.	109 DONELSON PIKE	109 DONELSON PK	NASHVILLE	TN	37214
09601006200	THURMAN, C. Y. ET UX	107 DONELSON PIKE	P O BOX 140258	NASHVILLE	TN	37214
09601006201	HUMPHRIES, LEROY J. & BEAM, BEVERLY S.	2801 LEBANON PIKE	P O BOX 148755	NASHVILLE	TN	37214
09601006700	HUMPHRIES, L.J. & BEAM, J.A. III ET UX	2815 LEBANON PIKE	P O BOX 148755	NASHVILLE	TN	37214
09601006900	TUNE-HARDISON JOINT VENTURE	2821 LEBANON PIKE	2821 LEBANON RD., STE 102	NASHVILLE	TN	37214
09601007100	YOUNG'S PROPERTIES, L.L.C.	2829 LEBANON PIKE	169 SHUTE CR	OLD HICKORY	TN	37138
09601014100	YSI-HART	2825 LEBANON PIKE	460 E SWEDESFORD RD STE 3000	WAYNE	PA	19087
09601015600	REGIONAL TRANSPORTATION AUTHORITY (RTA)	104 DONELSON PIKE	501 UNION STREET 6TH FLOOR	NASHVILLE	TN	37219
09602000200	SHAW, JAMES L.	2836 LEBANON PIKE	2966 MC GAVOCK PK	NASHVILLE	TN	37214
09602000300	LANE, L. W., JR. & RUTH E.	2842 LEBANON PIKE	2840 LEBANON PK	NASHVILLE	TN	37214
09601001300	HARWELL, JOHN A.	2736 LEBANON PIKE	5341 WEBBER RD	HERMITAGE	TN	37076
09601002900	HARWELL, JOHN A., SR.& JOHN A., JR.	2748 OLD LEBANON PIKE	5337 WEBER RD	HERMITAGE	TN	37076
09601003900	RESURRECTED PEOPLES CHURCH, INT.	2816 LEBANON PIKE	P O BOX 148228	NASHVILLE	TN	37214
09601004000	HARWELL, JOHN ALLEN, SR.	2818 LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09601004200	HARWELL, JOHN ALLEN, SR.	2820 LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09601004300	HARWELL, JOHN ALLEN, SR.	2826 LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09601005200	H. G. HILL REALTY CO.	2731 LEBANON PIKE	3011 ARMORY DR., SUITE 130	NASHVILLE	TN	37204
09601006800	YOUNG, WILLIAM B. ET UX	2819 LEBANON PIKE	2819 LEBANON PIKE	NASHVILLE	TN	37214
09602000100	HARWELL, JOHN ALLEN, SR.	2830 LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09602007100	HARWELL, JOHN ALLEN, SR.	2832 A LEBANON PIKE	5341 WEBER RD	HERMITAGE	TN	37076
09601003600	OSBORNE BROS. PARTNERSHIP	2808 LEBANON PIKE	201 EDDING LN	NASHVILLE	TN	37214
09601003200	SMITH, WILLIAM ALBERT	2760 LEBANON PIKE	2956 MCGAVOCK PK	NASHVILLE	TN	37214
09601003300	SMITH, WILLIAM ALBERT	0 LEBANON PIKE	2956 MCGAVOCK PK	NASHVILLE	TN	37214
09601003400	SMITH, WILLIAM ALBERT	2764 LEBANON PIKE	2956 MCGAVOCK PK	NASHVILLE	TN	37214
09601003500	SMITH, WILLIAM ALBERT	2800 LEBANON PIKE	2956 MCGAVOCK PK	NASHVILLE	TN	37214
09503002600	DYE, GARRY D. & MARILEE H.	100 BLUE HILLS DR	100 BLUE HILLS DR	NASHVILLE	TN	37214
09503012200	DURNIN, GEORGE V.	2408 LEBANON PIKE	2408 LEBANON PIKE	NASHVILLE	TN	37214
09503012500	SMITH, ANITA DAWN	2254 LEBANON PIKE	P O BOX 24916	NASHVILLE	TN	37202
09503012900	CHITWOOD, CAROLE & SMITH, GREGORY E.& PEGGY M.	0 LEBANON PIKE	2250 LEBANON PK	NASHVILLE	TN	37214
09503000800	CHITWOOD, CAROLE & SMITH, GREGORY E.& PEGGY M.	2250 LEBANON PIKE	2250 LEBANON PK	NASHVILLE	TN	37214
095030A06100CO	KING, CYNTHIA M.	2258 LEBANON PIKE	2258 LEBANON PK., UNIT 61	NASHVILLE	TN	37214
095030A06000CO	LAZIMI, SIVAN	2258 LEBANON PIKE	2258 LEBANON PK UNIT 60	NASHVILLE	TN	37214
095030A05100CO	BURNETT, NANCY A.	2258 LEBANON PIKE	2258 LEBANON PK # 51	NASHVILLE	TN	37214
095030A05000CO	QOSE, DRITAN & JETA	2258 LEBANON PIKE	2258 LEBANON PK # 50	NASHVILLE	TN	37214
095030A04300CO	MYSJA, ENVER & LUMTURI	2258 LEBANON PIKE	2258 LEBANON PK # 43	NASHVILLE	TN	37214
095030A06200CO	FRIDGANT, ANITA	2258 LEBANON PIKE	2258 LEBANON PIKE 62	NASHVILLE	TN	37214
095030A05900CO	WORMSLEY, R. M. & CARMICAL, J. R.	2258 LEBANON PIKE	2258 LEBANON PK., UNIT 59	NASHVILLE	TN	37214
095030A05200CO	POPE, DOROTHY M.	2258 LEBANON PIKE	4507 PARKWOOD LN W	NICEVILLE	FL	32578
095030A04900CO	POTKA, ZYBE	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A04400CO	MCNULTY, GEORGE T. & MARION P.	2258 LEBANON PIKE	2258 LEBANON PK., UNIT 44	NASHVILLE	TN	37214
095030A03900CO	BRATCHER, BILLIE JEAN	2258 LEBANON PIKE	2258 LEBANON PIKE 39	NASHVILLE	TN	37214
095030A03200CO	MITCHELL, HAROLD L.	2258 LEBANON PIKE	2258 LEBANON PIKE 32	NASHVILLE	TN	37214
095030A03100CO	BOGATINOFF, SCOTT T.	2258 LEBANON PIKE	2258 LEBANON PIKE 31	NASHVILLE	TN	37214
095030A02400CO	REDMOND, AVA	2258 LEBANON PIKE	2258 LEBANON PK., UNIT 24	NASHVILLE	TN	37214
095030A03800CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
095030A02300CO	BEHRENS, MARY	2258 LEBANON PIKE	2258 LEBANON PK., UNIT 23	NASHVILLE	TN	37214
095030A01800CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON RD # 27	NASHVILLE	TN	37214
095030A03300CO	LONG, MELBA K.	2258 LEBANON PIKE	2258 LEBANON PIKE 33	NASHVILLE	TN	37214
095030A03000CO	LUSK, JAMES W.	2258 LEBANON PIKE	2258 LEBANON PK # 30	NASHVILLE	TN	37214
095030A02500CO	LUSK, SHIRLEY LAVERNE	2258 LEBANON PIKE	2258 LEBANON PK # 25	NASHVILLE	TN	37214
095030A02200CO	SMITH, RUBEN W. TRUST	2258 LEBANON PIKE	P O BOX 17069	HUNTSVILLE	AL	35810
095030A01900CO	REAGAN, GEORGIA ANN	2258 LEBANON PIKE	2258 LEBANON PK., UNIT 19	NASHVILLE	TN	37214

Appendix I: Properties and Owners

095030A00300CO	BOGATINOFF, PETER F. & STEPHANIE J., CO-TRS.	2258 LEBANON PIKE	P O BOX 158555	NASHVILLE	TN	37215
095030A00800CO	N.	2258 LEBANON PIKE	2258 LEBANON PIKE 8	NASHVILLE	TN	37214
095030A00700CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
095030A01400CO	STARKEY, GRACE M.	2258 LEBANON PIKE	2258 LEBANON PIKE 14	NASHVILLE	TN	37214
095030A00100CO	CARRIGAN, EDWIN KEITH	2258 LEBANON PIKE	2258 LEBANON PK # 1	NASHVILLE	TN	37214
095030A00900CO	RICHMOND, DOROTHY	2258 LEBANON PIKE	2258 LEBANON PK #9	NASHVILLE	TN	37214
095030A00600CO	BROWN, ANNETTE DUNCAN	2258 LEBANON PIKE	2428 DUNDEE LN	NASHVILLE	TN	37214
095030A01500CO	CRAFTON, AUBREY L. & LUDIE ANN	2258 LEBANON PIKE	2258 LEBANON PIKE 15	NASHVILLE	TN	37214
08513001700	DONELSON CHURCH OF CHRIST, TRS.	2706 OLD LEBANON PIKE	2706 OLD LEBANON RD	NASHVILLE	TN	37214
09601000800	MATANA CO, LLC	2733 OLD LEBANON PIKE	2409 VALLEY BROOK RD	NASHVILLE	TN	37215
09601000900	COMMERCE UNION BANK	2720 LEBANON PIKE	P O BOX 2818 C/O BURR WOLFF	ALPHARETTA	GA	30023
09601014200	FIRST BANK & TRUST	2725 OLD LEBANON PIKE	919 E MAIN ST 14TH FL C/O SUNTRUST BANK	RICHMOND	VA	23219
09601014300	WONG, PING KLONG LING	2719 OLD LEBANON PIKE	2134 DEARBORN DR	NASHVILLE	TN	37214
09601014400	FLETCHER, GARY RUSSELL	2715 OLD LEBANON PIKE	2715 OLD LEBANON PK	NASHVILLE	TN	37214
09601014500	MPD COMMUNITY CREDIT UNION	2711 OLD LEBANON PIKE	305 GAY ST STE 105	NASHVILLE	TN	37201
09602001700	BARRETT, M. LEE, JR.	2841 LEBANON PIKE	976 1/2 MURFREESBORO PK	NASHVILLE	TN	37217
09602001900	GEARON, R. BARRY	2843 A LEBANON PIKE	5036 FRANKLIN RD	NASHVILLE	TN	37220
09602006900	CUMBERLAND PARTNERS	2845 LEBANON PIKE	320 DOUGLAS BEND RD	GALLATIN	TN	37066
09601004500	RINALDO GROUP, L.P.	2703 LEBANON PIKE	225 CLARENDON AV	NASHVILLE	TN	37205
09601015700	REGIONAL TRANSPRORTATION AUTHORITY	0 LEBANON PIKE	501 UNION ST 6TH FL	NASHVILLE	TN	37219
095030A05700CO	DALY, CHARLES E.	2258 LEBANON PIKE	2258 LEBANON PIKE 57	NASHVILLE	TN	37214
095030A04800CO	POTKA, ZYBE	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A05800CO	SHOCKNEY, DON & SHIRLEY	2258 LEBANON PIKE	404 HOLLYDALE DR	NASHVILLE	TN	37217
095030A04700CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
095030A04200CO	STREET, VIRGINIA S. & THOMAS R. JR.	2258 LEBANON PIKE	2258 LEBANON PIKE 42	NASHVILLE	TN	37214
095030A07100CO	HAGAR, SUZZANNE	2258 LEBANON PIKE	2258 LEBANON PK # 71	NASHVILLE	TN	37214
095030A06500CO	FILHART, ROBERT E.	2258 LEBANON PIKE	2258 LEBANON RD # 65	NASHVILLE	TN	37214
095030A06400CO	SMITH, JOHN PATRICK	2258 LEBANON PIKE	2258 LEBANON PK # 64	NASHVILLE	TN	37214
095030A05500CO	PAPA, MONIKA	2258 LEBANON PIKE	2258 LEBANON RD # 55	NASHVILLE	TN	37214
095030A05400CO	JENKINS, JOHN A.	2258 LEBANON PIKE	2258 LEBANON PK, UNIT 54	NASHVILLE	TN	37214
095030A04500CO	MILLER, LISA	2258 LEBANON PIKE	2258 LEBANON PIKE 45	NASHVILLE	TN	37214
095030A07000CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK #27	NASHVILLE	TN	37214
095030A06600CO	JETNOR BEQIR, L.L.C.	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A06300CO	JETNOR BEQIR, LLC	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A05600CO	MECO, ARIAN R. & LUTFIJE	2258 LEBANON PIKE	2258 LEBANON PK # 56	NASHVILLE	TN	37214
095030A05300CO	PAPA, LUCIE & PERIKLI & DIONIS N.	2258 LEBANON PIKE	2258 LEBANON PIKE 53	NASHVILLE	TN	37214
095030A04600CO	DERVISHI, SAIMIR	2258 LEBANON PIKE	2258 LEBANON PK # 26	NASHVILLE	TN	37214
095030A04100CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
095030A03600CO	CAMPBELL, NELLIE R.	2258 LEBANON PIKE	2258 LEBANON RD UNIT 36	NASHVILLE	TN	37214
095030A03500CO	JETNOR BEQIR, LLC	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A02800CO	DERVISHI, DASHAMIR & MERITA	2258 LEBANON PIKE	2258 LEBANON PK UNIT 28	NASHVILLE	TN	37214
095030A04000CO	SHOCKNEY, DON & LORENE	2258 LEBANON PIKE	404 HOLLYDALE DR	NASHVILLE	TN	37217
095030A02700CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
095030A02000CO	STANDLEY, H. J., JR.	2258 LEBANON PIKE	2258 LEBANON RD # 20	NASHVILLE	TN	37214
095030A03700CO	LATIMER, MEREDITH C.	2258 LEBANON PIKE	2258 LEBANON PIKE 37	NASHVILLE	TN	37214
095030A03400CO	NOE, THOMAS K. & DONNA S. ET UX	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
095030A02900CO	LUSK, SHIRLEY LAVERNE	2258 LEBANON PIKE	2258 LEBANON PK # 29	NASHVILLE	TN	37214
095030A02600CO	DERVISHI, DASHAMIR & MERITA	2258 LEBANON PIKE	2258 LEBANON PK UNIT # 26	NASHVILLE	TN	37214
095030A02100CO	KAPEDANAS, NIKO & ALVERTA	2258 LEBANON PIKE	2258 LEBANON PK # 21	NASHVILLE	TN	37214
095030A00500CO	SULLIVAN, ESTELLE R.	2258 LEBANON PIKE	2258 LEBANON PK UNIT 5	NASHVILLE	TN	37214
095030A01200CO	JETNOR BEQIR, L.L.C.	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A01100CO	JETNOR BEQIR, L.L.C.	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A01600CO	JETNOR BEQIR, L.L.C.	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A00400CO	LUSK, JAMES W. & SHIRLEY L.	2258 LEBANON PIKE	2258 LEBANNON RD # 25	NASHVILLE	TN	37214
095030A01300CO	BOWERS, CHARLESETTA	2258 LEBANON PIKE	2258 LEBANON PK # 13	NASHVILLE	TN	37214

095030A01000CO	NOONAN, MARY A. & LEMOLLARI, VIKTOR	2258 LEBANON PIKE	2258 LEBANON PIKE 10	NASHVILLE	TN	37214
095030A01700CO	AGOLLI, FABJOLA	2258 LEBANON PIKE	3461 WHITE PINE DR	NASHVILLE	TN	37214
095030A00200CO	POTKA, ZYBE	2258 LEBANON PIKE	P O BOX 148195	NASHVILLE	TN	37214
095030A06800CO	NOE, THOMAS K. & DONNA S.	2258 LEBANON PIKE	2258 LEBANON PK # 27	NASHVILLE	TN	37214
08416002500	BERTUCA, THEODORE F.	146 MCGAVOCK PIKE	152 MCGAVOCK PK	NASHVILLE	TN	37214
095030A06900CO	DENNISTON, FLORENCE E.	2258 LEBANON PIKE	2258 LEBANON PIKE 69	NASHVILLE	TN	37214
095030A06700CO	FIGUEROA, OSCAR VASQUEZ	2258 LEBANON PIKE	804 BALLEYCASTLE DR	SMYRNA	TN	37167