

GALLATIN, TENNESSEE

**GENERAL
DEVELOPMENT
AND
TRANSPORTATION
PLAN
AMENDMENT**

**Nashville Pike Corridor
SR 109 to East Camp Creek**

City of Gallatin
Planning Division

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Approved
CITY OF GALLATIN
PLANNING OFFICE

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BY: Planning Commission

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**GENERAL DEVELOPMENT AND TRANSPORTATION PLAN AMENDMENT
NASHVILLE PIKE CORRIDOR
SR109 to EAST CAMP CREEK**

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**GENERAL DEVELOPMENT AND TRANSPORTATION PLAN AMENDMENT
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SR109 to EAST CAMP CREEK**

INTRODUCTION

The City of Gallatin has been experiencing a steady rate of growth since the early 1990's. The City anticipates this growth rate to continue due to several major roadway projects that will increase Gallatin's accessibility to the greater Nashville metropolitan area. The City expects growth to be concentrated primarily on the west side of Gallatin, particularly along the Nashville Pike corridor. In the mid-1990's, the City began planning its future growth by examining certain planning policies. During this examination, the City prepared a General Development Plan in an effort to help strengthen its planning and growth management policies. In addition, Gallatin began the implementation of its General Development Plan with the adoption of a new Zoning Ordinance in 1998.

In response to increasing development pressures along Nashville Pike, and the rapid growth of this corridor, the City of Gallatin Municipal-Regional Planning Commission initiated a review of the General Development Plan for the Nashville Pike corridor from State Route 109 to East Camp Creek (Map 1 delineates the study area for this plan). The General Development Plan identifies this area as being suitable for mixed-use developments; however, the mixed-use policy excludes commercial uses. The mixed-use areas were designed to respond to the likely pressure for intensified zoning along the major transportation route, while at the same time, preserving the residential character and "gateway" effect along this corridor. The Plan also strongly discourages the use of the mixed-use classifications as a "stepping stone" to intensive commercial land uses and zoning.

Several changes have occurred in the study area and to the Zoning Ordinance that prompted a review of the General Development Plan. First, in late 1999, the City approved a rezoning request to Multiple Residential and Office (MRO) for 17 properties located on the north side of this corridor between East Camp Creek and Belvedere Drive. Second, the north side of Nashville Pike, from Belvedere to the SR 109 Bypass, has developed with predominantly commercial uses as part of the Village Green Planned Unit Development. Lastly, several revisions were made to the Zoning Ordinance to improve the functionality of the Mixed Use Zone Districts. These changes included the addition of several commercial uses (i.e.: business and communication, general retail, limited retail sales, etc.), with the more intensive commercial uses permitted in the Mixed Use (MU) Zone District.

The Planning Commission held numerous work sessions to discuss land use and access management issues in the study area over the course of several months. In addition, the Gallatin City Council and Planning Commission met in a joint work session in March 2001 to discuss the Nashville Pike Corridor Land Use Plan amendment. As part of that discussion, the role of access management within the study area was discussed. The City Council appropriated money to hire a transportation-engineering firm to prepare an access management plan for the study area that will be incorporated into this amendment to the General Development Plan. Two neighborhood

Map 1
Study Area Map

Nashville Pike Corridor
SR 109 - East Camp Creek
General Development
Plan Amendment



 Study Area

meetings and a public hearing were also conducted to discuss the Plan amendment and access management issues with interested residents. The following sections will outline the existing conditions, existing General Development Plan policies, goals, recommendations, and implementation strategies.

EXISTING CONDITIONS

The study area consists of approximately 34 properties on the south side and 26 properties on the north side of Nashville Pike. The properties located on the south side of Nashville Pike are zoned residential (R-40 from East Camp Creek to approximately Peninsula Drive and R-20 from Peninsula to Lock 4 Road) and consist entirely of single-family residences. The properties located on the north side of Nashville Pike are zoned either mixed-use or commercial (MRO from East Camp Creek to Baker Street, CS – one property located next to the Shops of Village Green and MRO/CG PUD for the Village Green development) and consist of a combination of single-family, office and commercial/retail uses. In addition, approximately 480 single-family residential properties are located to the south of the study area. Refer to Map 2 – Existing Zoning.

As noted in the Major Thoroughfare Plan, Nashville Pike is a major arterial roadway for the City of Gallatin. The distance between Lock 4 Road and Lakeshore Drive is approximately one mile. Currently, 23 driveways and six roadways enter the south side of Nashville Pike inside the study area. On the north side of Nashville Pike, 13 driveway cuts and one roadway cut exist between the properties from North Belvedere Drive, to the properties just past Lake Drive. The approved master development plan for this area eliminates the total number of curb cuts to seven, or almost 50 percent of the curb cuts. According to recent TDOT Average Daily Trips counts (ADT) for Lakeshore Drive, approximately 34,000 cars travel this portion of roadway daily, and the number increases to approximately 53,000 at Lock 4 Road.

EXISTING GENERAL DEVELOPMENT PLAN POLICIES

The City of Gallatin General Development Plan serves as a guide and evaluation measure for the City when it makes land use decisions. The details of the plan are used to evaluate future development proposals' compliance with the intent and goals of the land use vision. The General Development Plan also outlines a set of policies that help guide future planning programs as new technologies and land use ideas emerge. The plan is not a static document; rather, it is designed to accommodate change. The following sections discuss the goals and policy statements that apply to the Nashville Pike Corridor Plan amendment.

General Development Plan Goal Statements

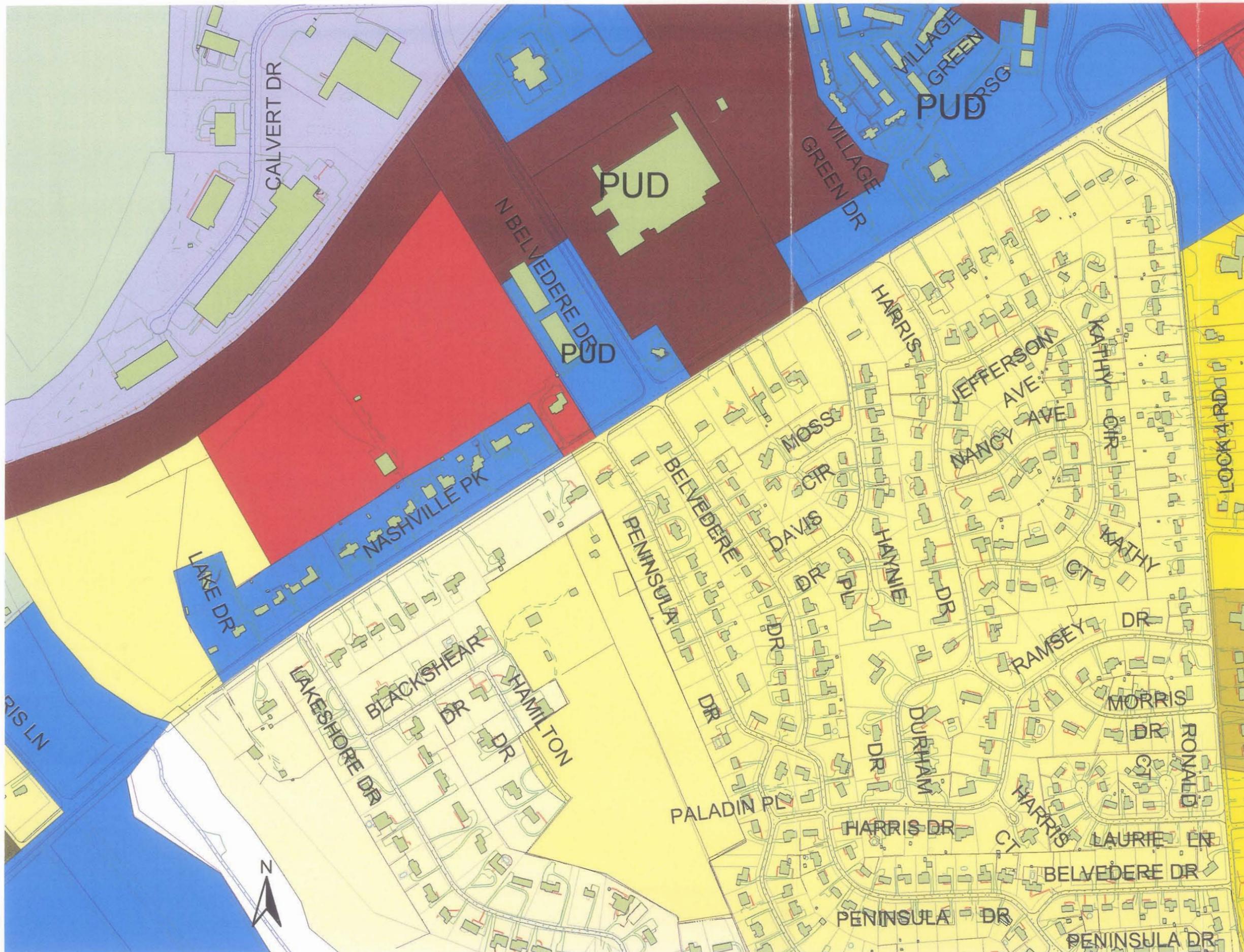
The following General Development Plan goal statements apply to the proposed Nashville Pike Corridor Plan amendment:

Land Use Development Goals

- Promote the orderly growth and development of the Gallatin area by providing ample development opportunities to achieve growth expectations.

Map 2 Existing Zoning

Nashville Pike Corridor General Development Plan Amendment



Zoning District

- IG
- IR
- PBP
- CG
- CS
- CC
- CSL
- PGC
- PNC
- MU
- GO
- MRO
- OR
- MUG
- MUL
- MPO
- R-06
- R-08
- R-10
- R-15
- R-20
- R-40
- PRD
- A

- Encourage the stabilization of existing commercial areas and the development of new commercial nodes in locations which have (1) good vehicular access to local residential market areas and/or regional market areas; and (2) minimal conflict or encroachment with either existing or newly developing residential land use areas in the vicinity.
- Enhance the visual appearance and living environment of the City through effective design, landscaping, and control of visual clutter.

Environmental/Unique Features Goals

- Promote the control and regulation of the adverse effects of development and/or uses, such as noise, light, odor, etc., within the City.

Implementation Goals

- Provide for future development of the City through a regulatory framework which, when implemented, promotes a fair and consistent process for land use decisions and development approvals.
- Maintain and enhance the protection of the general public interest by providing opportunities for meaningful public input into land use decisions.

Residential Policies

The following residential land use policy is outlined in the General Development Plan and applies to the Nashville Pike Corridor Plan Amendment:

- Conservation and protection of established housing and residential neighborhoods is a major emphasis in the General Development Plan. The maintenance of the established residential areas through compatible land use designations and new, design-oriented policies to deal with the interface between existing and planned residential and non-residential areas are proposed.

Non-residential Policies

The following is a summary of selected non-residential land use policies that are outlined in the General Development Plan and apply to the proposed Nashville Pike Corridor Plan Amendment:

Mixed Use

- A band of mixed-use (MU) is located along Nashville Pike at the City's western fringe and near the Highway 109 Bypass. These MU areas are so designated to respond to the likely pressure for higher use zonings along this major use, while at the same time, preserving a residential character and "gateway" effect along this corridor. This Plan strongly discourages the use of these MU classifications as a stepping-stone to higher use commercial land uses and zonings.

Commercial Policies

- The primary focus of the commercial land areas within this plan is the provision of essential services to the Gallatin marketplace with limited exceptions of interchange-related commercial uses at the existing and proposed freeway interchanges. Several commercial

areas have been designated to provide land area for new services in convenient, accessible locations. The Plan discourages the widespread commercialization of City roadways due to its negative effect on the character of surrounding residences.

- A principle aspect of the commercial concept for the planning area is the strong support for “nodal” commercial development patterns centered on major street intersections and freeway interchange areas. Limiting commercial development where it already exists is strongly encouraged. The principle implementation tool to carry out “nodal” development is a set of design guidelines for commercial development. These guidelines are proposed to permit the commercialization of existing and emerging arterial roadways, but with effective access control and design standards to shape this growth.

Land Use Map Notes

The City of Gallatin General Development Plan, Future Land Use Map, stipulates the following policy statements that are applicable to the study area:

- Mixed Use areas along Nashville Pike provide for non-residential office development or higher density residential. Preserves gateway effect but also provides for reasonable use of property. Commercial uses are not permitted.
- Commercial development at this location to be designed to buffer existing residential areas with limited highway access, landscaping, screening, architectural compatibility and other bulk/density and site development measures.

KEY ISSUES/GOALS

The majority of the existing land use goals are still applicable to the Nashville Pike General Development Plan Amendment study area. In addition, the Planning Commission identified the following key issues/goals that the Nashville Pike Corridor General Development Plan Amendment should address:

1. The City should take a proactive approach to responding to development requests in the Nashville Pike Corridor.
2. The City should promote the orderly growth and development of the Nashville Pike Corridor by providing development standards and regulations that reflect the importance of this area as a gateway into Gallatin.
3. The City should develop a comprehensive access management plan in the Nashville Pike Corridor in order to minimize negative impacts on the existing transportation network.
4. New development should be sensitive to the surrounding neighborhoods and reflect the importance of this area as a major gateway into Gallatin.
5. New development should be required to provide a high quality of site design through effective architectural design, landscaping, screening and buffering, signage standards, and lighting standards.
6. Existing trees should be preserved whenever possible.

ANALYSIS

Development has continued to occur along the Nashville Pike Corridor, and pressures for redevelopment of existing properties have increased in this area. With various mixed-use approvals for the Nashville Pike Corridor, the most recent being the Hunt Club development close to Cages Bend Road, requests for commercial development will continue to emerge in the study area. As Gallatin grows, land use changes and redevelopment will occur. However, the City of Gallatin has adopted a proactive approach to developing land use policies, and City leaders recognize the importance of a land use plan that can address future development requests. This plan does not necessitate immediate implementation. However, the purpose of the plan is to prepare the City for intensified development in the Corridor and to provide a guide for redevelopment. Preparation on the front-end allows the City of Gallatin and the public more input into the development of Nashville Pike. Furthermore, potential developers are acutely aware of the requirements and expectations for developing this property. Over the next five years, corridor plans should be prepared and implemented for all major corridors in Gallatin, including but not limited to, SR 109 and SR 386. The intent of these plans is to ensure the orderly growth and development of the corridors and to help maintain and enhance the beauty and uniqueness of Gallatin.

As previously stated, the Planning Commission has discussed the development of the Nashville Pike Corridor extensively over the past several months. The Planning Commission recognizes the development pressures that face this area and the desire for more intense uses and zoning. However, the proximity of a large residential area adjacent to the property that fronts on Nashville Pike warrants consideration. Therefore, a need exists to balance the redevelopment of the property located on Nashville Pike with the protection of the residences that border this area.

The General Development Plan recommends that amendments to the Plan be evaluated in terms of their impacts on the broader community and according to the following impact categories:

- Land use compatibility with adjacent and nearby properties.
- Transportation and traffic impacts.
- Sanitary sewer and water demands.
- Encroachment on the natural environment.
- Overall environmental impact on adjacent properties, including auditory/visual impacts, obnoxious odors, and impact on future land use patterns of area, storm water runoff, etc.
- Potential storm water runoff hazards.
- Impact on community facilities.
- Potential and implied responsibility of the City regarding the above elements and the anticipated public cost.

Evaluation of Community Impacts

Land use compatibility with adjacent and nearby properties

- SR 109 to Peninsula Drive - The property located on the north side of Nashville Pike, directly across the street from this area, contains many commercial uses, including general retail, food service, and transient habitation. This General Development Plan Amendment considers this an emerging commercial node for this area of Gallatin. Amending the plan to

allow mixed-use and neighborhood commercial land uses and zoning in this area is an appropriate method to balance the desire for zoning that is more intensive and the protection of the surrounding neighborhood. Therefore, the Mixed Use (MU), MRO, Office Residential (OR), and Planned Neighborhood Commercial (PNC) zoning districts are appropriate zones for this area.

- Peninsula Drive to East Camp Creek – The property located on the north side of Nashville Pike is zoned Multiple Residential Office (MRO) and contains several residential properties that have been converted from residential uses to office uses. This area is part of an overall master development plan that calls for the remainder of the existing residential structures to be adapted to non-residential office type uses. In order to preserve the character of this area of Nashville Pike, the adaptive reuse of the existing residential structures is encouraged and the mixed-use designation should remain. Therefore, the MRO and OR zoning districts are appropriate zones for this area. Commercial uses are appropriate as permitted in the MRO and OR zones. However, conditional uses should be evaluated according to their potential impact on the surrounding neighborhood and the desired character of this area.

Transportation and traffic impacts

- The City of Gallatin realizes that amending the land use for this corridor could significantly affect the existing traffic levels on Nashville Pike. In addition, even with the extension of SR 386, the traffic flow problems along this corridor will not diminish. Although initial traffic counts may decrease, they will quickly return to peak volumes before SR 386 is completed. Therefore, the City of Gallatin hired RPM & Associates, a traffic-engineering firm, to perform an access management plan for this corridor. The access management plan will become necessary as portions of the study area convert to mixed-use and planned neighborhood commercial uses. The need to limit and control the location of the curb cuts, and manage the traffic flow in the study area, is essential to ensure that this area develops in an orderly manner. The access management portion of this plan amendment offers the necessary policies and recommendations to manage the transportation and traffic impacts of increased development along Nashville Pike.
- Refer to the access management exhibit for further information.

Sanitary sewer and water demands

- Mixed use and commercial land uses may affect the existing infrastructure. However, if any new water and sanitary sewer lines are considered necessary by the Public Utilities Department for the development of a particular site, the necessary improvements will become a condition of site plan approval. Furthermore, all infrastructure improvements are the responsibility of the individual developers/property owners.

Encroachment on the natural environment

- Mixed use and commercial land uses do not encroach on the environment any more than low-density residential land uses. Low-density residential land uses consume large amounts of land similar to large mixed use and commercial developments. Encroachment on the natural environment already occurred with the initial development of this property. Moreover, landscaping requirements are outlined in the recommendations of this amendment.

Controlling the effects of redevelopment on these properties serves as a primary purpose of the landscaping requirements. In addition, any trees removed from sites during construction must be shown on the site plan, and the property owner/developer must address how they will be replaced.

Overall environmental impact on adjacent properties, including auditory/visual impacts, obnoxious odors, and impact on future land use patterns of the area, stormwater runoff, etc.

- The formulation of zoning recommendations, landscaping and buffering requirements, architectural standards, performance standards, and an access management plan addresses the potential impacts on the adjacent properties. The City of Gallatin Zoning Ordinance contains specific performance standards for odor and noise regulation. Enforcement of these performance standards will protect the surrounding property owners from any environmental impacts. Furthermore, the City Engineer must approve drainage calculations and stormwater detentioning for each site. By reviewing each master development plan and final site development plan for these properties, the City staff will have the opportunity to review and make recommendations for each site in regards to stormwater detention and performance standards requirements.

Potential stormwater runoff hazards

- As stated above, the City Engineer will review each master development plan and site plan for potential runoff and drainage problems.

Impact on community facilities

- This plan amendment should not produce an appreciable impact on community facilities. All necessary infrastructure, excluding roads and driveways, exist in this Corridor.

Potential and implied responsibility of the City regarding the above-referenced elements and the anticipated public cost

- The City of Gallatin will not be responsible for development improvements on private property located in this Corridor, including building roads or adding infrastructure for the benefit of an individual developer. The plan envisions that the developer of each site will fund these improvements. However, the City of Gallatin will be responsible for reviewing each master development plan in the context of the land use and access management plan, and judging the appropriateness of proposed developments in the Corridor. Furthermore, the City assumes responsibility of enforcing the performance standards set out in the Zoning Ordinance. The only improvement that the City will be responsible for implementing is the median proposed on Nashville Pike. The City should aggressively pursue the median recommendation with the Tennessee Department of Transportation and the Nashville Area Metropolitan Planning Organization.

In summary, the use of effective zoning, land use, and site design controls can mitigate potential land use, transportation and environmental impacts caused by amending the General Development Plan for the Nashville Pike Corridor. The City of Gallatin Zoning Ordinance contains effective performance and design standards that give the City the ability to control new development proposals. In addition, the recommended zoning districts require the submission of master development plans as part of the rezoning process. This requirement also enables the City

and affected property owners the opportunity to shape future development proposals to ensure their compatibility with the general plan for the area. The following sections outline the access management plan and specific land use and zoning recommendations for the Nashville Pike Corridor.

ACCESS MANAGEMENT PLAN

One of the key goals of the Nashville Pike Corridor General Development Plan Amendment is that the City should develop a comprehensive access management plan in the Nashville Pike corridor in order to minimize negative impacts on the existing transportation network. The attached Nashville Pike Access Management Plan was prepared to address the City's concerns about access and traffic circulation within the study area. Refer to Exhibit A.

RECOMMENDATIONS

The following items and policies are recommended as amendments to the City of Gallatin General Development Plan:

Future Land Use Map – See Map 3

The Future Land Use Map shall be amended from Lock 4 Road to Peninsula Drive to change the recommended land use from mixed use to commercial. In addition, the land use map shall be amended to remove Land Use Note 1 from the study area. Additional development standards and policies for this area are recommended in the subsequent items.

Zoning

Recommended Zoning Districts – See Map 4

The following zoning districts are recommended for the study area as described below:

South side of Nashville Pike from State Route 109 to Lock 4 Road

- The recommended zoning district is MRO.

South side of Nashville Pike from Lock 4 Road to Peninsula Drive

- The recommended zoning districts are PNC (as revised), MU, MRO and OR.

South side of Nashville Pike from Peninsula Drive to East Camp Creek

- The recommended zoning districts are MRO and OR.

North side of Nashville Pike from State Route 109 to first unnamed right-of-way west of Belvedere Drive

- The recommended zoning districts are Planned General Commercial (PGC) (as revised) or MRO/CG PUD (existing area only).

North side of Nashville Pike from first unnamed right-of-way west Belvedere Drive to East Camp Creek

- The recommended zoning districts are MRO and OR.

Map 3 Recommended Land Uses

Nashville Pike Corridor General Development Plan Amendment

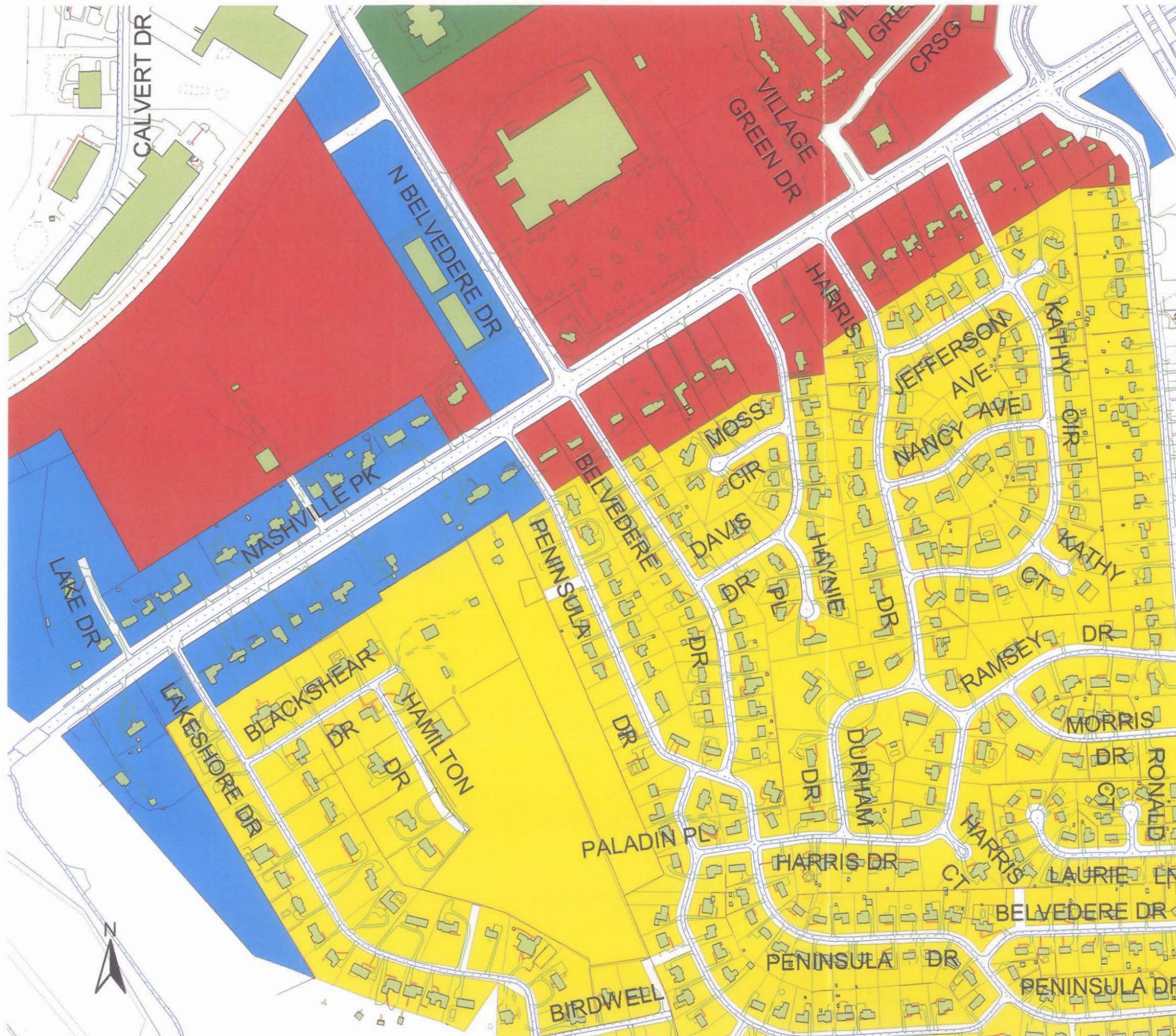
Land Use Designation

- Commercial
- Mixed Use
- Low Density Residential
- Public

Land Use Notes

Remove Land Use Note 1 from study area

Note 10 shall apply to south side of Nashville Pike between Lock 4 Road and Peninsula Drive: Commercial development at this location to be designed to buffer existing residential areas with limited highway access, landscaping, screening, architectural compatibility and other bulk/density and site development measures.



Map 4 Recommended Zoning Districts

Nashville Pike Corridor General Development Plan Amendment

Recommended Zoning Districts



South side of Nashville Pike from SR 109 to Lock 4 Road.

The recommended zoning district is MRO.



South side of Nashville Pike from Lock 4 Road to Peninsula Drive.

The recommended zoning districts are PNC, MU, MRO and OR.



South side of Nashville Pike from Peninsula Drive to East Camp Creek

The recommended zoning districts are MRO and OR.



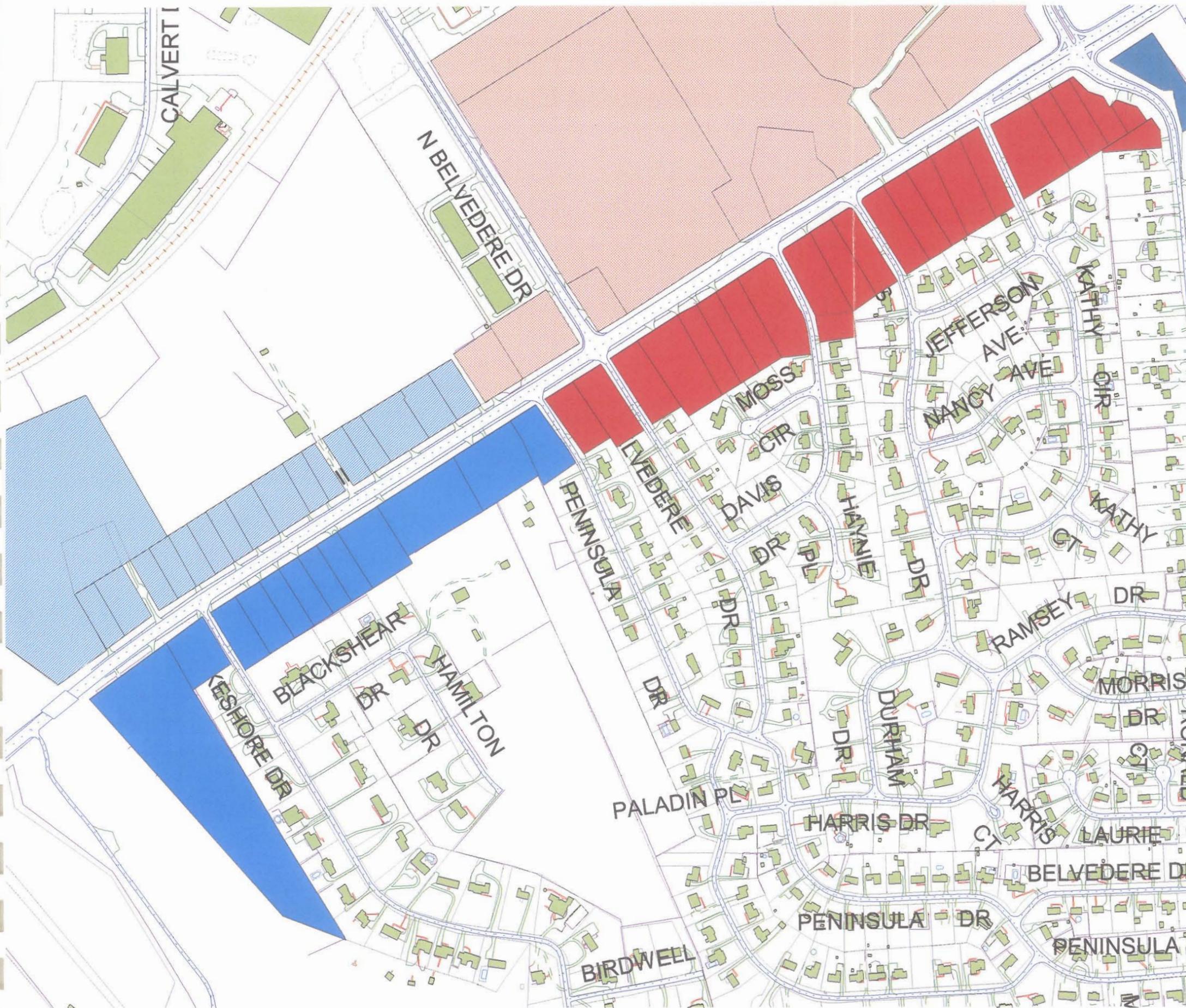
North side of Nashville Pike from SR 109 to unnamed right-of-way west of Belvedere Drive.

The recommended zoning districts are PGC and MRO/CG PUD.



North side of Nashville Pike from unnamed right-of-way west of Belvedere Drive to East Camp Creek.

The recommended zoning districts are MRO and OR.



Recommended Changes to the Zoning Ordinance

The Planning Commission discussed various changes to the Planned Neighborhood Commercial (PNC) and Planned General Commercial (PGC) zoning districts during the review of this amendment to the General Development Plan. It is recommended that both districts be revised to provide planned commercial zoning districts that are more flexible and user friendly than the existing planned commercial districts. The proposed revisions will make the planned commercial districts more attractive to potential developers and provide the City with additional land use and design control than conventional commercial zoning districts.

Architectural Standards

The existing residential character of the Nashville Pike Corridor is one of the greatest assets of this area. This corridor serves as an impressive gateway into the heart of Gallatin. New development should be compatible in form with this character as well as with the character of the surrounding residential neighborhoods.

Peninsula Drive to East Camp Creek

- The Plan envisions that the area from Peninsula Drive to East Camp Creek will develop through the adaptive reuse of the existing residential structures. The Plan supports the conversion of the existing residences into non-residential uses. This will permit the development of the property while maintaining the unique character of this area. The Plan does not support the demolition of the existing structures. However, any new construction in this area should be designed to match the established residential character.

State Route 109 to Peninsula Drive

- The Plan envisions that the area from State Route 109 to Peninsula Drive will redevelop through both the adaptive reuse of existing residential structures and new construction. New construction should be designed to be compatible with the surrounding residential areas.

General Architectural Policies and Standards

- Building forms should be tailored to be compatible with surrounding residential buildings with regard to massing, scale, proportion of openings, roof types and degree of detail.
- The use of bright colors is discouraged. In addition, it is recommended that the Architectural Character and Compatibility Standards in the Zoning Ordinance be strictly followed. The use of alternative materials should be closely scrutinized for compatibility with surrounding buildings.
- Prototypical designs should be adapted to reflect the character of Nashville Pike by the use of compatible materials and designs so that they blend in with the surrounding area.
- Facades should be treated in a manner that enhances interests. Particular attention should be paid to facades that face streets and adjoining residential properties.
- Building service areas or loading areas shall not be visible from public streets or from adjacent residential areas; they should be located away from streets and/or adequately screened.

Landscaping, Buffering and Screening

Landscaping, buffering and screening are important elements that will help preserve and enhance the character of Nashville Pike. In addition, the Nashville Pike Corridor contains an abundance of large specimen trees that enhance the visual appearance of this area. Effective site design and well planned landscaping will help control the impacts of redevelopment. This concept serves as the primary purpose of developing the following landscaping requirements:

Guidelines for the preservation of existing trees

- Existing trees should be preserved and incorporated into the design of the site. Existing trees shall be shown on the master development plan and final site development plan for each development, and trees that are planned to be removed shall be properly identified. The Planning Commission and City Council should develop a tree ordinance that specifies how existing trees that must be removed should be replaced.

Buffer yard Requirements

- Proposed developments should be required to provide the buffer yards specified in the Zoning Ordinance. However, buffer yards required in side yards may be based on the recommended zoning classification of the adjoining property, unless the property is located in an adjacent residential subdivision. Buffer yards required in the front yard shall be based on the requirements specified in the Zoning Ordinance.
- The buffer yard types recommended in the access management plan shall be provided between the existing residential neighborhood and the developing property. A minimum of a 10-foot tall opaque barrier shall be provided in this area. Refer to Figure 1. The opaque barrier can be obtained with a combination of a landscaped earth berm and masonry wall or acceptable alternative fence design (such as pressure treated shadow box fence). Landscaping must be designed to achieve the required height within three years as specified by the Zoning Ordinance.

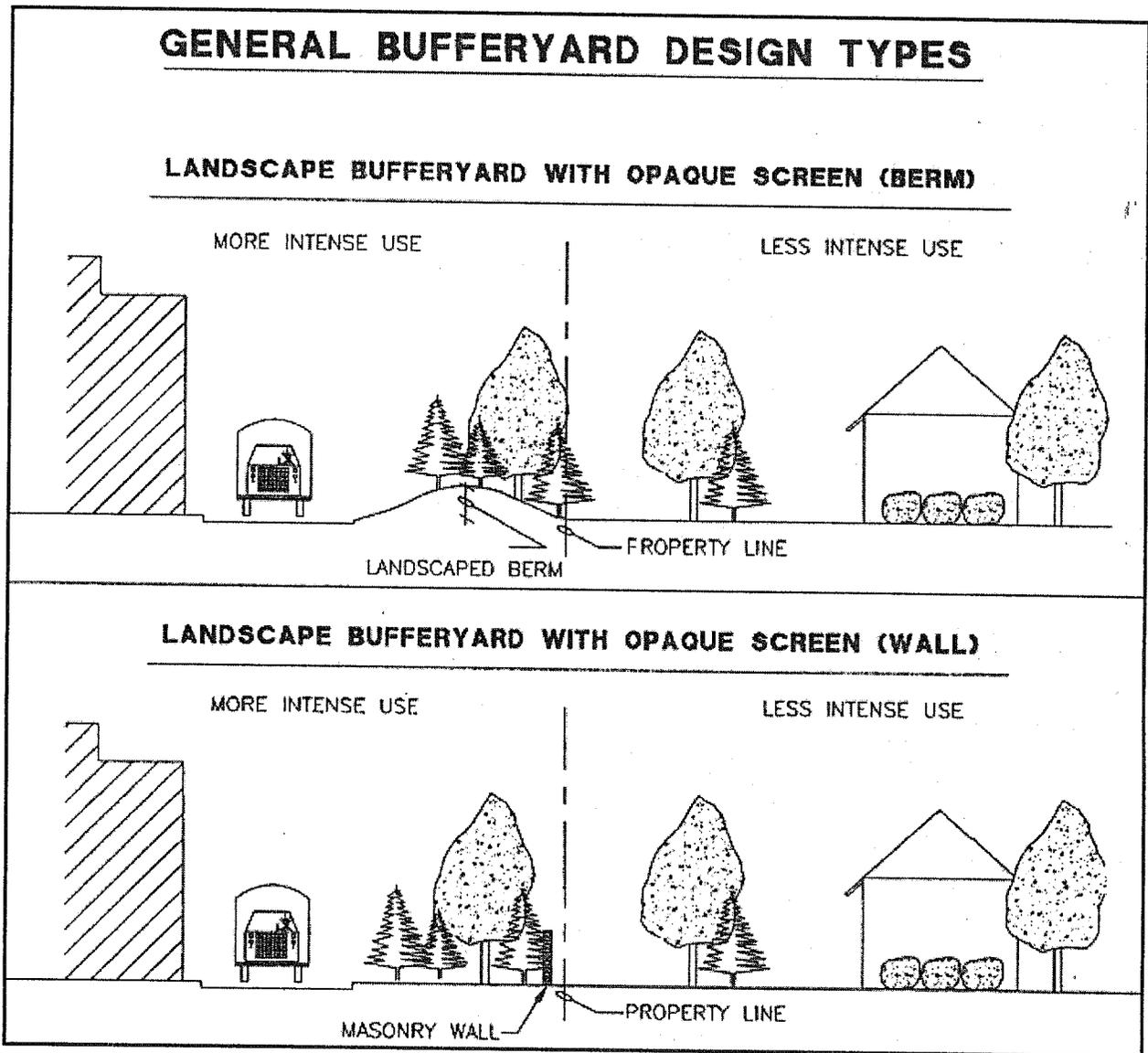
Screening Requirements

- Parking areas shall be screened from streets and adjoining residential properties as specified in the Zoning Ordinance.
- Loading areas shall be adequately screened so as not to be visible from any residential areas or streets.
- Heating and cooling units and solid waster disposal containers for non-residential structures shall be adequately screened so as not to be visible from streets and/or adjacent properties.

Signage

Signage plays an important role in the visual appearance and character of the Corridor. The Planning Commission has continually emphasized the importance of well-designed signage in new developments. Signage should not detract from the continuity or identity of the streetscape. Signs should be limited in height to six feet and designed as a monument style sign. Sign areas and locations shall follow the guidelines outlined in the Zoning Ordinance for the specified zoning district.

Figure 1: General Bufferyard Design Types



Access Management Plan

An access management plan is an important tool used by decision makers to manage the potential impacts of new development on existing and proposed transportation systems. The Nashville Pike Access Management Plan (see exhibit A) prepared by RPM & Associates (RPM) is a comprehensive transportation and access planning study for the Nashville Pike Corridor. RPM examined several different access scenarios for this Corridor. Ultimately, the access management plan recommended different access management techniques in different sections of the study area based on each section's unique transportation and land use characteristics. The recommendations outlined in the Nashville Pike Access Management Plan shall be incorporated into this amendment to the General Development Plan. In addition, the City Engineer shall specify the paving standards that are to be used in the parking areas and in the backage roads. The areas that have been identified as requiring a separate backage road shall meet the standards for residential streets specified in the Subdivision Regulations.

An important part of the Nashville Pike Access Management Plan is the recommendation that a landscaped median be constructed on Nashville Pike. This recommendation is envisioned to be a long-term goal for this corridor. The City of Gallatin should aggressively pursue implementing this concept. The other elements of the access management plan have been designed to be implemented independent of the median concept.

Future development in this corridor will be required to provide detailed traffic studies to supplement the requirements of the access management plan. The traffic studies will examine any additional improvements that should be provided to adjacent streets based on the impact of the intended use. This information must be provided at the time the master development plan is considered by the Planning Commission.

SUMMARY

The City of Gallatin has taken a proactive approach to planning for the future development of the Nashville Pike Corridor from State Route 109 to East Camp Creek with the development of this amendment to the General Development Plan. The recommendations outlined in this plan have emphasized the need for new development in this corridor to be sensitive to the surrounding neighborhoods by encouraging a high quality of site design and the development of policies for architectural design, landscaping, buffering and signage. In order to achieve the realization of this plan, the City of Gallatin must be firm in its commitment to preserving the integrity of this corridor when considering future development proposals.

EXHIBIT A

NASHVILLE PIKE ACCESS MANAGEMENT PLAN

NASHVILLE PIKE ACCESS MANAGEMENT PLAN

GALLATIN, TENNESSEE

**PREPARED FOR
THE CITY OF GALLATIN**



& associates

RPM & ASSOCIATES

7000 EXECUTIVE CENTER DRIVE

SUITE 230

BRENTWOOD, TN 37027

OCTOBER, 2001

**NASHVILLE PIKE ACCESS MANAGEMENT PLAN
GALLATIN, TENNESSEE**

**PREPARED FOR:
THE CITY OF GALLATIN**



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1. INTRODUCTION

This report documents the analysis performed for the Nashville Pike Access Management Plan for the City of Gallatin. The Access Management Plan is a transportation and access planning study initiated and funded by the City of Gallatin. The primary objective of this study is to develop an effective access management plan for Nashville Pike.

The study area for this report extends from approximately Lock Four Road on the east side to approximately Lake Drive on the west side. This study is needed due to the rezoning that has taken place on the north side of Nashville Pike from Lake Drive to Belvedere Drive. Also, the property on the south side of Nashville Pike from Lakeshore Drive to Lock Four Road has the potential to be rezoned from low-density residential to mixed use or some type of commercial use in the near future. This study was prepared with the assumption that the entire study area will be rezoned to allow either mixed use or some level of commercial use.

2. PROJECT DESCRIPTION

Nashville Pike, in the vicinity of the study area, is a five lane arterial roadway that generally travels in a northeast-southwest direction. Nashville Pike is designated as State Route 6 and US Highway 31E.

The study area for this project is shown in Figure 1. As shown, the study area includes properties that front Nashville Pike from just west of Lake Drive to just east of Lock Four Road. Recently, the property on the north side of Nashville Pike and west of Belvedere Drive has been rezoned from low-density residential to mixed residential office. A law office and a real estate office have recently purchased two of these properties and each business is operating from the existing houses. The property on the south side of Nashville Pike is currently zoned as low-density residential. Several homeowners on the south side of Nashville Pike have been approached by developers that are interested in possibly purchasing their property for redevelopment. Based on these recent development pressures, the property on the south side of Nashville Pike has the potential to be rezoned from the current low-density residential zoning to a zoning that would allow mixed use or commercial use. Many of the properties in the study area are approximately ½ acre lots. However, there are a few properties that include more than an acre.

The properties within the study area that are used for residential purposes are generally served by a single driveway for each property. Redevelopment in the study area will increase the amount of traffic traveling to and from these properties. The existing driveway access for each property was intended to serve very low volumes of traffic that are typical for a single-family residence. If these properties change from residential to a more intense land use, changes in access will be required for the properties within the study area.

This report is intended to be an access management guide that sets provisions for the replacement of the existing residential access driveways. The recommended access plan should be appropriate for the properties if the land use changes. Key goals of this plan are listed below:

- Preserve the capacity and arterial function of Nashville Pike
- Provide reasonable & efficient access to properties
- Enhance safety along Nashville Pike
- Preserve usable lot area to the greatest degree possible
- Maintain aesthetics of Nashville Pike and adjacent neighborhoods
- Control land use



LEGEND

 Study Area


No Scale

Figure 1.
Location of the Study Area

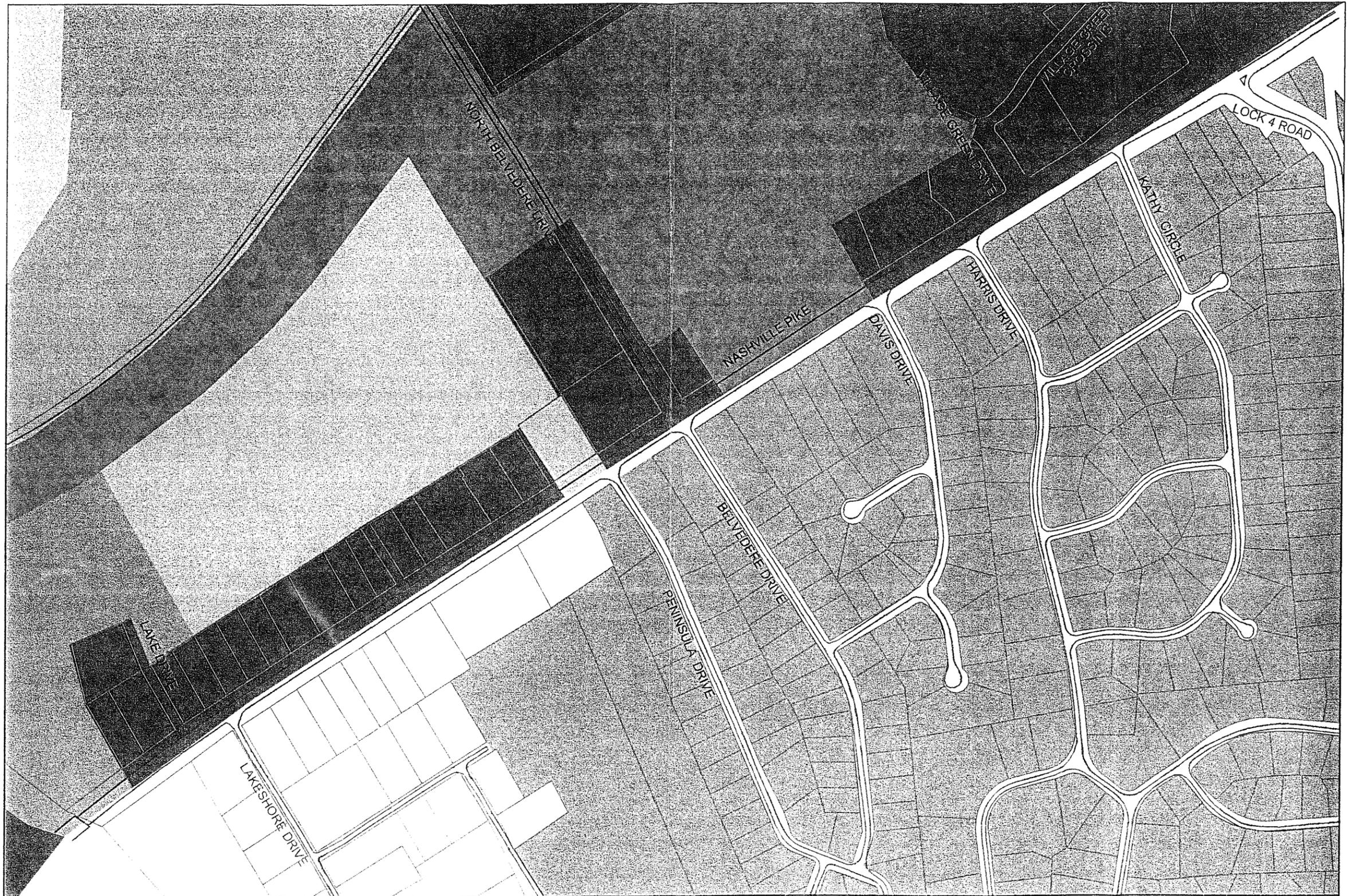
3. EXISTING CONDITIONS

3.1 Land Use and Zoning

The current zoning for the study area and vicinity is shown in Figure 2. As shown, much of the property on the north side of Nashville Pike has zoning that allows commercial use. In particular, some of the property on each side of Belvedere Drive is zoned CG (Commercial General). This zoning generally allows very dense commercial development. Within the study area, the CG zoning primarily includes property that does not front Nashville Pike. The Wal-Mart Supercenter is the only CG zoned property that fronts Nashville Pike. Also, there is a large parcel on the west side of Belvedere Drive that is zoned CS (Commercial Services). Although this property is currently developed as a single-family residence, this parcel is zoned to allow consumer services or various other uses such as entertainment, financial services and personal services among others. The majority of property that fronts the north side of Nashville Pike is zoned Mixed Residential Office (MRO). This zoning allows the existing residential use along with office, personal service, medical services, and food service type commercial uses. Two of the properties in this area have recently been sold for office use.

The property on the south side of Nashville Pike is currently zoned for low-density residential use. The study area properties on the south side of Nashville Pike generally have frontage on Nashville Pike. The properties from two parcels west of Lakeshore Drive to one parcel west of Peninsula Drive are zoned low-density residential, R-40, with a minimum required lot area of 40,000 square feet. The study area from just west of Peninsula Drive to two parcels east of Lock Four Road is zoned R-20 for low-density residential with a minimum lot area of 20,000 square feet. Although the property in this area is zoned for residential use, there has been interest expressed from some homeowners and developers to rezone this property to allow redevelopment.

The City of Gallatin is considering the possibility of rezoning the property on the south side of Nashville Pike to mixed residential office, planned general commercial or a similar type land use. The Office Residential zoning (OR) is the least intense zoning that is under consideration for the south side of the study area. Planned General Commercial (PGC) and MRO would allow slightly more intensive commercial development than the OR zoning. If rezoning occurs, it is probable that the parcels west of Peninsula Drive will be rezoned to a less intense zoning than the property on the east side of Peninsula Drive. This would be based primarily on the fact that CG zoning, which is more intensive, is present on the northern frontage on Nashville Pike east of Peninsula Drive. It should be noted that the rezoning of the study area on the south side of Nashville Pike is not expected to include CG or CS zoning. These zoning classifications are less compatible with the surrounding residential property that is not expected to be part of the possible rezoning.



LEGEND

 A	 CG	 MRO	 R-40
 IR	 CS	 R-20	


No Scale

Figure 2.
Current Zoning for the Study Area and Vicinity

3.2 Existing Access

Evaluation of the existing traffic conditions began by considering all of the existing and approved access points in the study area along Nashville Pike. Currently, each property in the study area generally has one driveway. The majority of these driveways intersect Nashville Pike, although some of the properties gain access from minor streets. Figures 3 and 4 show the location of the existing access points within the study area. Figures 3 and 4 also show the distances between access points and indicate if each access is public or private. As shown, many of the driveways are quite close together. Some of the distances between driveways or roadways are as close as 65 feet. Some of the driveways that are on opposite sides of Nashville Pike are only separated by 15 feet. If the subject properties are rezoned and redeveloped as some type of commercial use, they would generate considerably more traffic than they do as low-density residential property. The existing driveways would not provide adequate access under these conditions. Also, in many cases, the spacing between adjacent existing driveways is not adequate for land uses that generate higher traffic volumes.

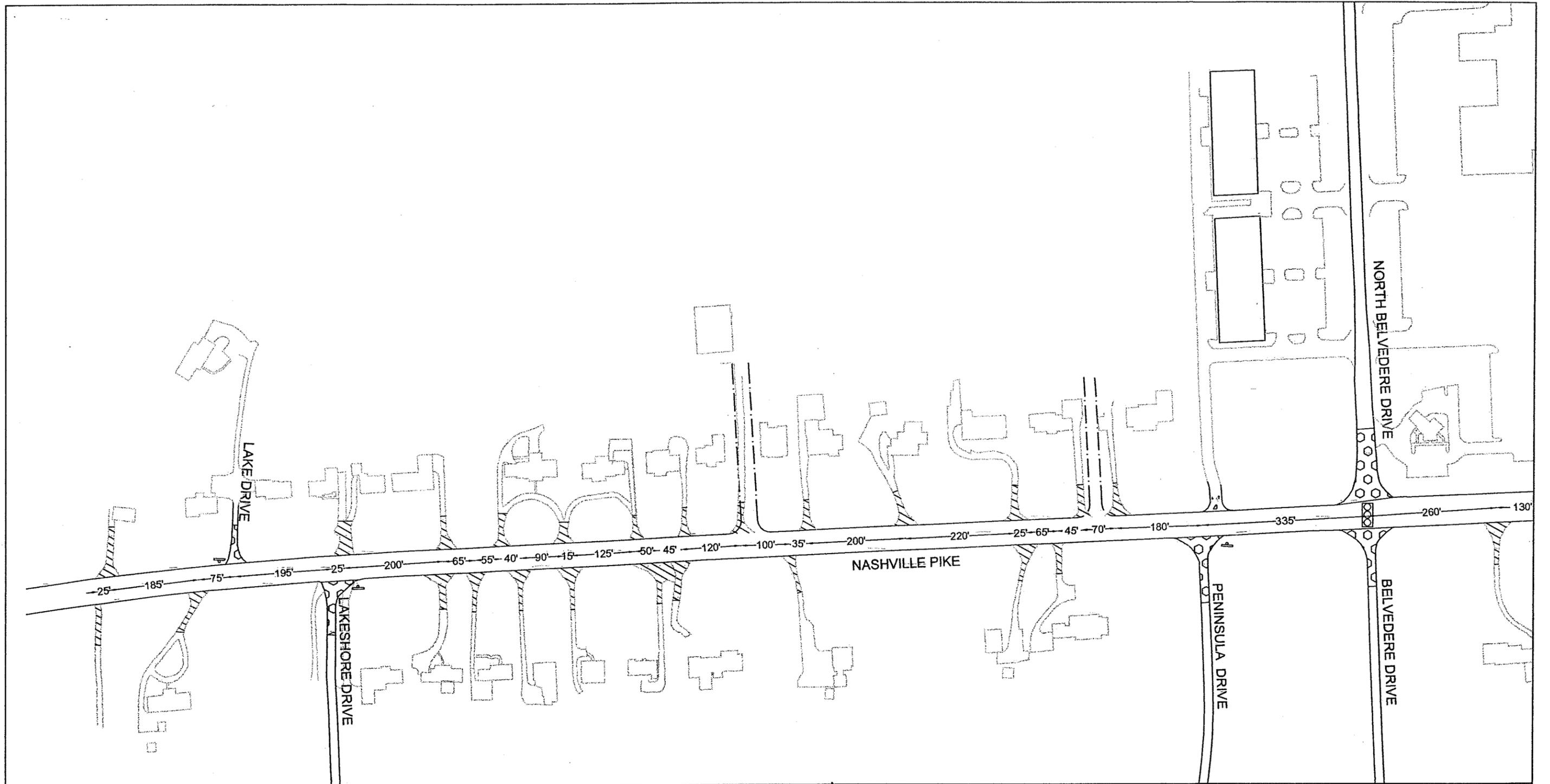
3.3 Approved Future Access

Development plans for certain properties within the study area have been previously approved by the City of Gallatin. These plans were reviewed to identify future access points. The approved future access points that are planned along Nashville Pike are also shown in Figure 3. These include dedicated right-of-way (ROW) at two locations on the north side of Nashville Pike west of Belvedere Drive. These two planned accesses will serve the large CS zoned property in this area. As previously stated, this property is currently used for residential purposes. In the event that this property redevelops, the westernmost ROW is intended to be a public roadway that will be called Baker Street. Also, the easternmost ROW is expected to provide additional access to this property.

In the event that the property within the study area is rezoned and redeveloped, this report is intended to be an access management guide that sets provisions for the replacement of the existing single driveway per parcel. The recommended access plan should be appropriate for the changing land use. It is strongly preferred that the locations of the existing roadways and previously approved access points remain unchanged whenever possible.

3.4 Traffic Signal Locations

Currently, there are two signalized intersections in the study area. There are traffic signals at the intersection of Lock Four Road with Nashville Pike and the intersection of Belvedere Drive with Nashville Pike. Also, the installation of a traffic signal has been approved for the intersection of Nashville Pike and Village Green Drive. Since the locations of these traffic signals have already been set, this access plan will utilize the predetermined signal locations.

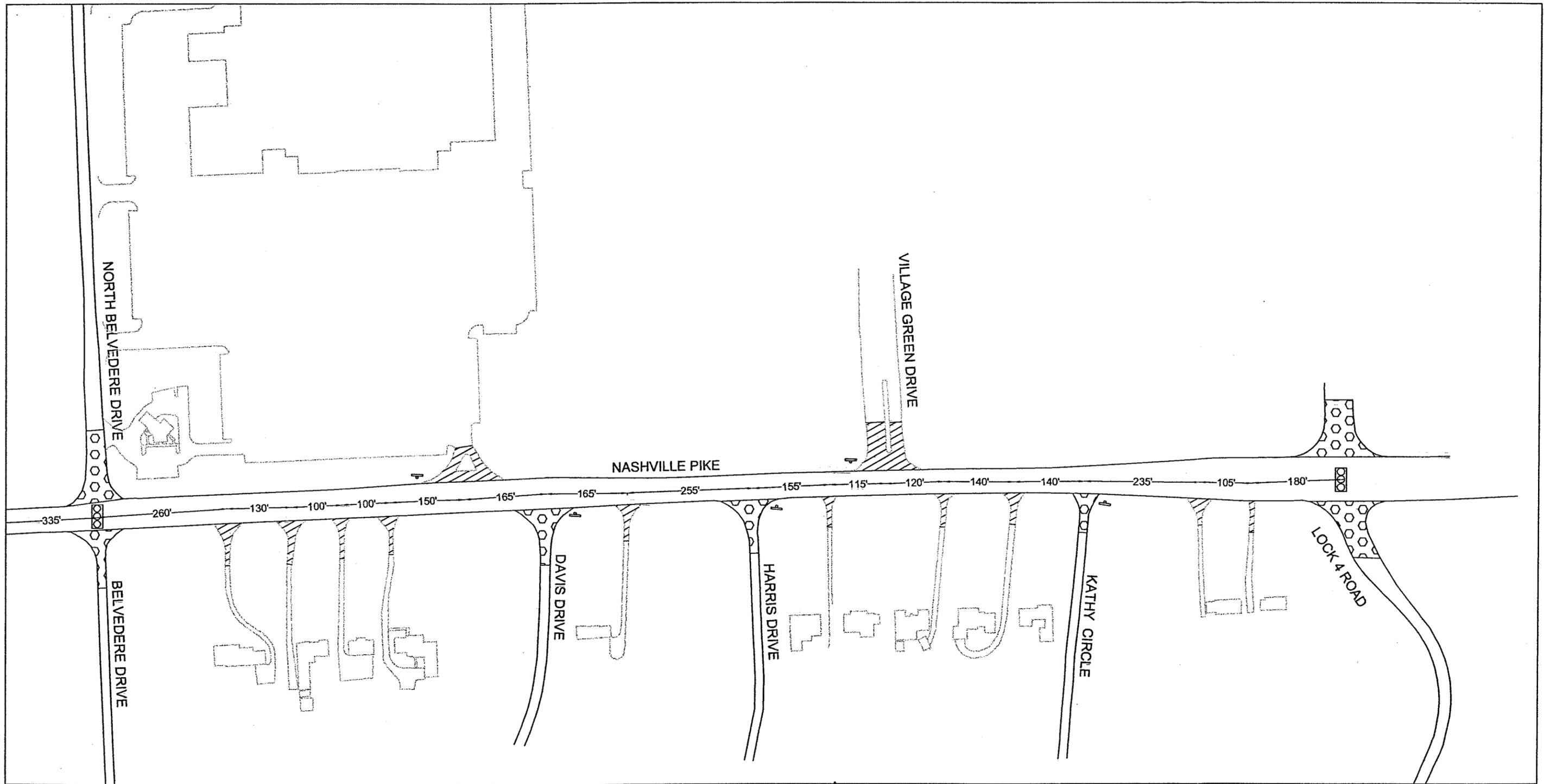


LEGEND

- Existing Private Driveway
- Existing Public Roadway
- Future Public Roadway
- Stop Sign
- Signalized Intersection

Scale: 1" = 200'

Figure 3.
Current and Future Access Points Along
Nashville Pike (West Side)



LEGEND

- Existing Private Driveway
- Existing Public Roadway
- Stop Sign
- Signalized Intersection

Scale: 1" = 200'

Figure 4.
 Current and Future Access Points Along
 Nashville Pike (East Side)



4. ACCESS CONCEPTS

4.1 Future Traffic Signal Locations

As previously stated, the City of Gallatin has already approved the installation of a traffic signal at the intersection of Nashville Pike and Village Green Drive. Once this signal is in place, the distance between the traffic signals at Lock Four Road and Village Green Drive will be approximately 920 feet. Also, the distance between the traffic signals at Village Green Drive and Belvedere Drive will be approximately 1,600 feet. Generally, traffic signals should be spaced at least 1,000 to 1,500 feet apart, although closer spacing is permissible. The next signal on Nashville Pike west of the study area is at Browns Lane. This intersection is approximately 3,500 feet west of the existing signalized intersection of Belvedere Drive and Nashville Pike. This distance is adequate to allow for the addition of another traffic signal on the west side of the study area, if necessary.

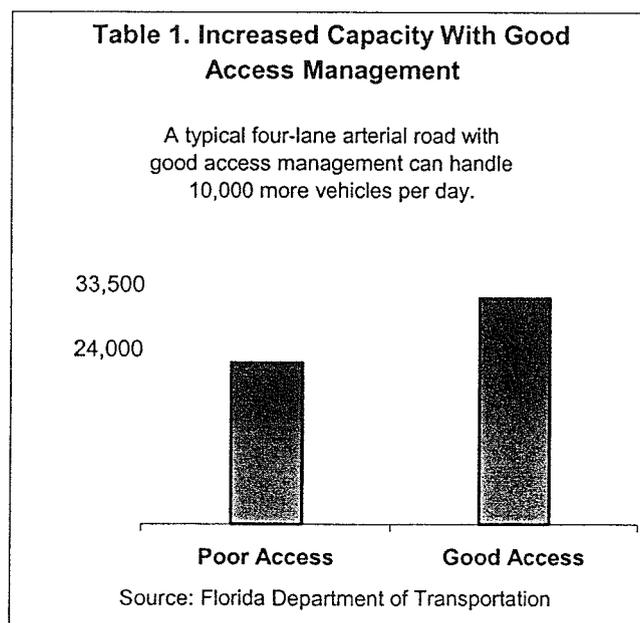
As previously stated, there is a large parcel that is zoned CS located on the north side of Nashville Pike west of Belvedere Drive. Even though this property is currently occupied by a single-family home, it could be redeveloped to a relatively dense commercial use. Therefore, this property will probably require a signalized access in order to provide efficient traffic access in the future. The right-of-way that is expected to be Baker Street is approximately 1,250 feet west of Belvedere Drive. Also, this location is approximately 2,250 feet from Browns Lane. This spacing is more than adequate for traffic signal separation. No other intersections in the study area are expected to require future signalization in order to provide acceptable traffic operations.

4.2 Access Spacing

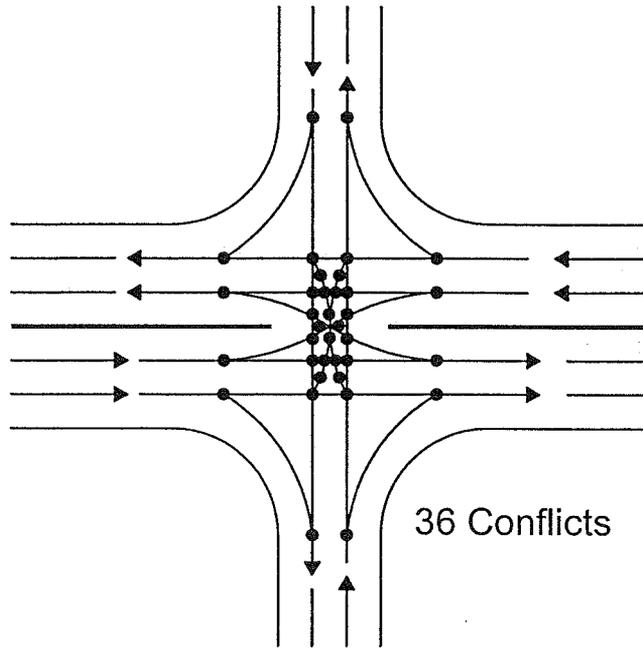
Each access point introduces additional conflicts on the main street. These conflicts are typically caused by vehicles entering, exiting and/or crossing the primary stream of traffic flow. The driver on the main street must be aware of these conflicts and react as necessary. This often results in reductions in speed and the need for drivers to allow more distance between vehicles. This leads to a reduction in the roadway capacity, or the number of vehicles that can travel on a roadway segment over a certain period of time. Figure 5 shows how the number of vehicle conflicts decrease by limiting or restricting access. As shown by Table 1, good access management and proper access spacing can increase the capacity of a roadway by as much as 10,000 vehicles over an entire day. For comparison, the Tennessee Department of Transportation determined that Nashville Pike just west of SR 109 Bypass carries approximately 53,210 vehicles in both directions over a 24-hour period. Therefore, an increased capacity of 10,000 vehicles per day at this location is equivalent to approximately 19% more capacity.

As previously stated, Nashville Pike is classified as an arterial roadway. Arterial roadways have the primary function of moving large volumes of traffic over relatively long distances. Access to adjacent property is a secondary function of an arterial roadway. Arterial roadways typically require more space between access points and traffic signals than secondary roadways or “minor streets”.

Various access spacing scenarios were evaluated for the study area. In particular, minimum access spacing ranging from 200 feet to 500 feet was considered. This process involved weighing various factors. The impact to the through traffic on Nashville Pike, the sizes of the subject properties and the possible land uses for the property that may be rezoned were key factors in determining the minimum access spacing for the study area along Nashville Pike. Based on the evaluations conducted, a minimum access spacing of 250 feet is recommended for the property in the study area. This minimum spacing applies to offset access points as well as accesses on the same side of Nashville Pike.

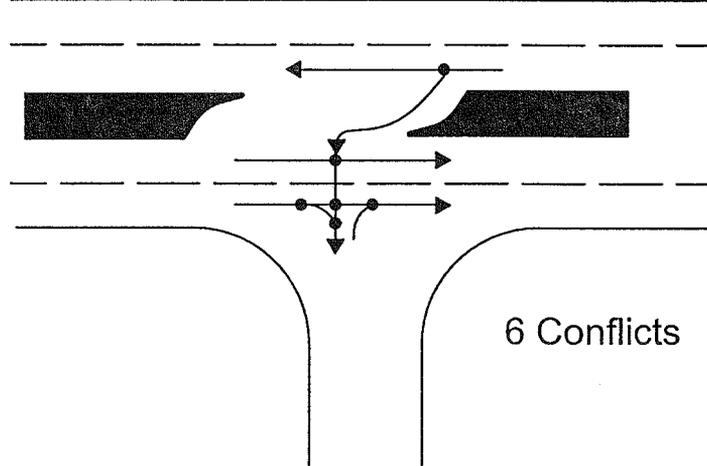


FULL TURNING MOVEMENTS



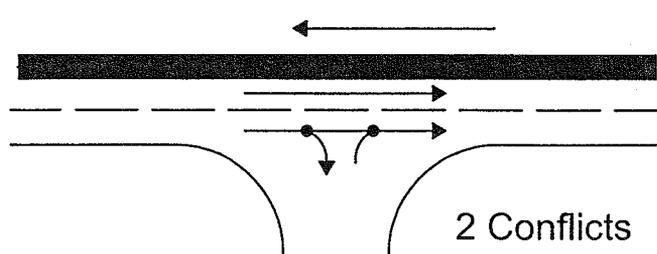
36 Conflicts

RIGHT-IN/ RIGHT-OUT/ LEFT-IN



6 Conflicts

RIGHT-IN/ RIGHT-OUT



2 Conflicts



No
Scale

Figure 5.

Conflict Points at Intersections

4.3 Access Alternatives

Four access options were evaluated for the properties along the Nashville Pike corridor between Lake Drive and Lock Four Road. The four options considered were the use of joint driveways, connective driveways, frontage roads and backage roads to provide access to the study area. All of the access options considered are expected to be constructed as private driveways or private access roads. These alternatives are described in the following sections.

Joint Driveways

The first option evaluated was the joint driveway concept. This option generally allowed one driveway for every two parcels. The possible locations for the joint driveways were determined and the distances between them were measured. With the joint driveway concept, it was not possible to achieve the recommended 250-foot minimum spacing between driveways. At certain locations, the separation between driveways was determined to be as little as 30 feet. This plan also results in many offset intersections throughout the study area. The joint driveway concept plan is shown in Figures 6 and 7.

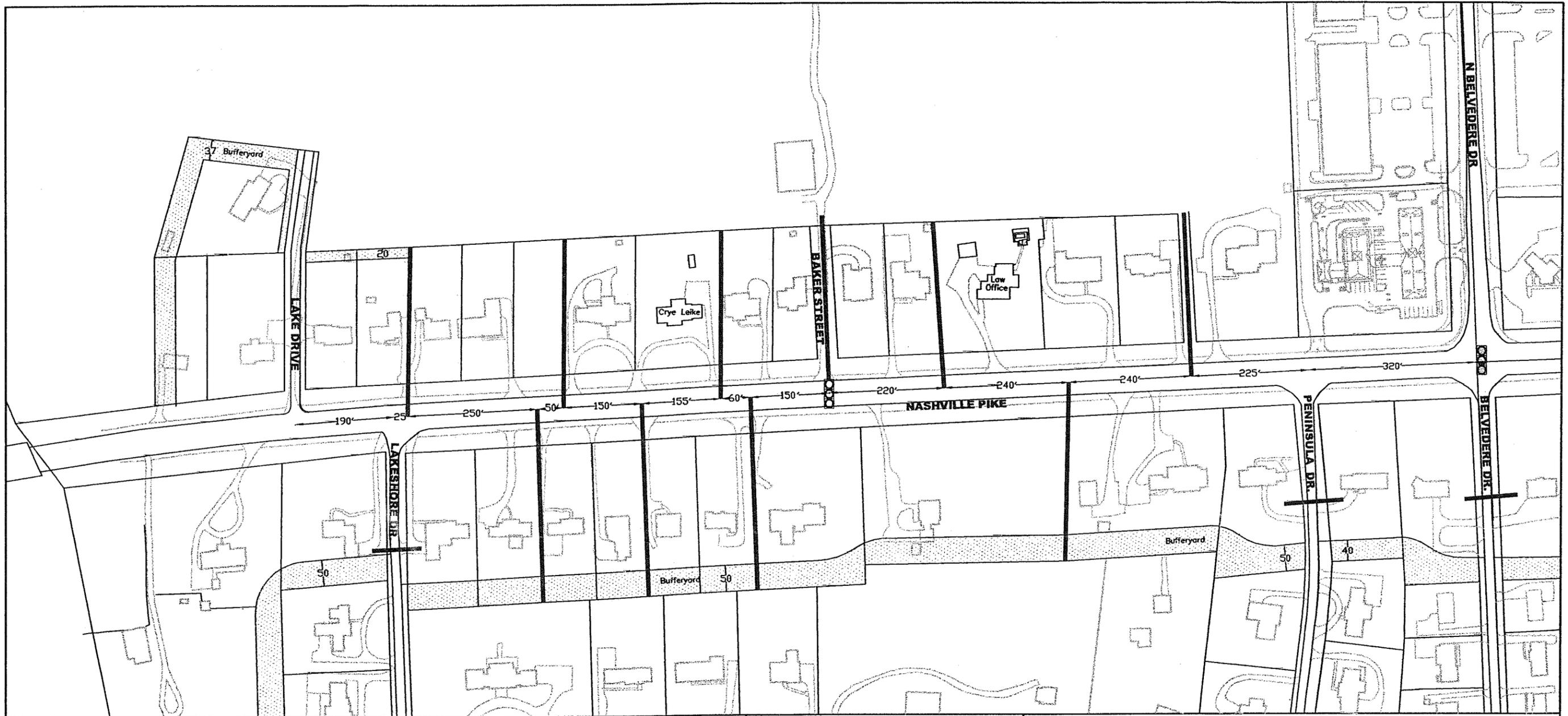
Connective Driveways

The Gallatin Planning Commission has previously approved an access plan for the property on the north side of Nashville Pike west of Belvedere Drive. This approved plan shows an internal driveway system that intersects Nashville Pike approximately once for every three or four small parcels. The driveway system leads to separate parking areas for each parcel. A similar access plan could be developed for the south portion of the study area.

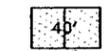
Frontage Roads

A conceptual layout of frontage roads was developed for the study area. Figures 8 and 9 show the layout of the frontage road concept for the study area. As shown, each frontage road generally follows the front property line. However, a setback of at least 150 feet is required at the frontage road intersection with the minor street. If the frontage road access is not set back from the main street at the minor street intersection, the vehicles that are waiting to turn left from the minor street onto the main road can block the vehicles that turn left from the minor street onto the frontage road. This can lead to blockage of the frontage road and minor street as shown in Figure 10.

As shown in Figures 8 and 9, the 150-foot setback that is required at the intersection of the frontage road and the minor street divides the corner lots into two parts. Since the study area generally includes relatively small lots, the division of the corner properties significantly impacts the usable area for development. In order to maximize the usable lots area, some of the frontage road access points are not set back from the main street. These driveways are shown with a median to prohibit left turns from the minor street onto the frontage road. The medians reduce turning conflicts for the frontage roads. However, the medians also restrict certain turning movements, thereby impacting access to the frontage road.



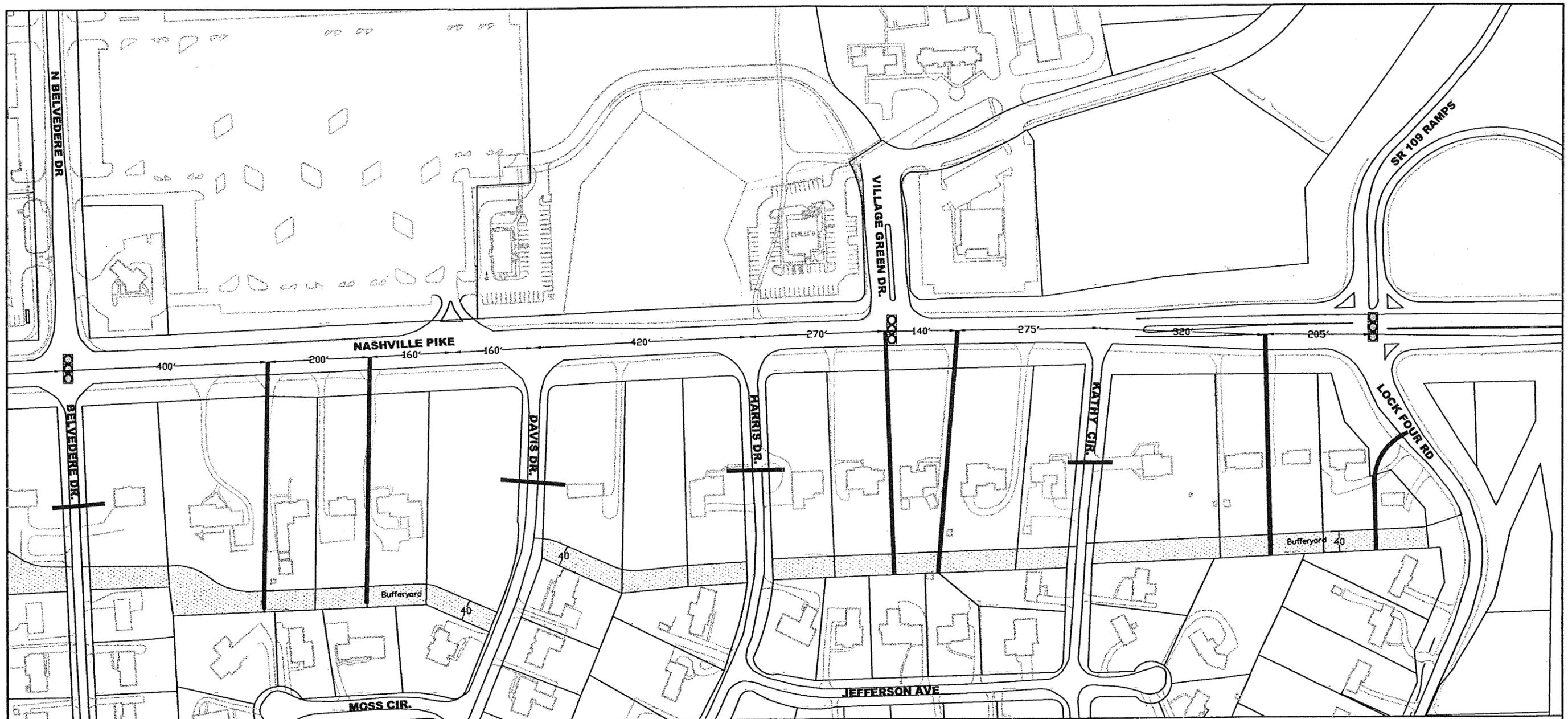
LEGEND

-  Conceptual Driveway Location
-  Bufferyard and Required Width
-  Existing Traffic Signal Location
-  Future Traffic Signal Location


Scale: 1" = 200'

Figure 6.
Joint Driveway Access Plan (West Side)





LEGEND

-  Conceptual Driveway Location
-  Bufferyard and Required Width
-  Existing Traffic Signal Location
-  Future Traffic Signal Location


Scale: 1" = 200'

Figure 7.
Joint Driveway Access Plan (East Side)

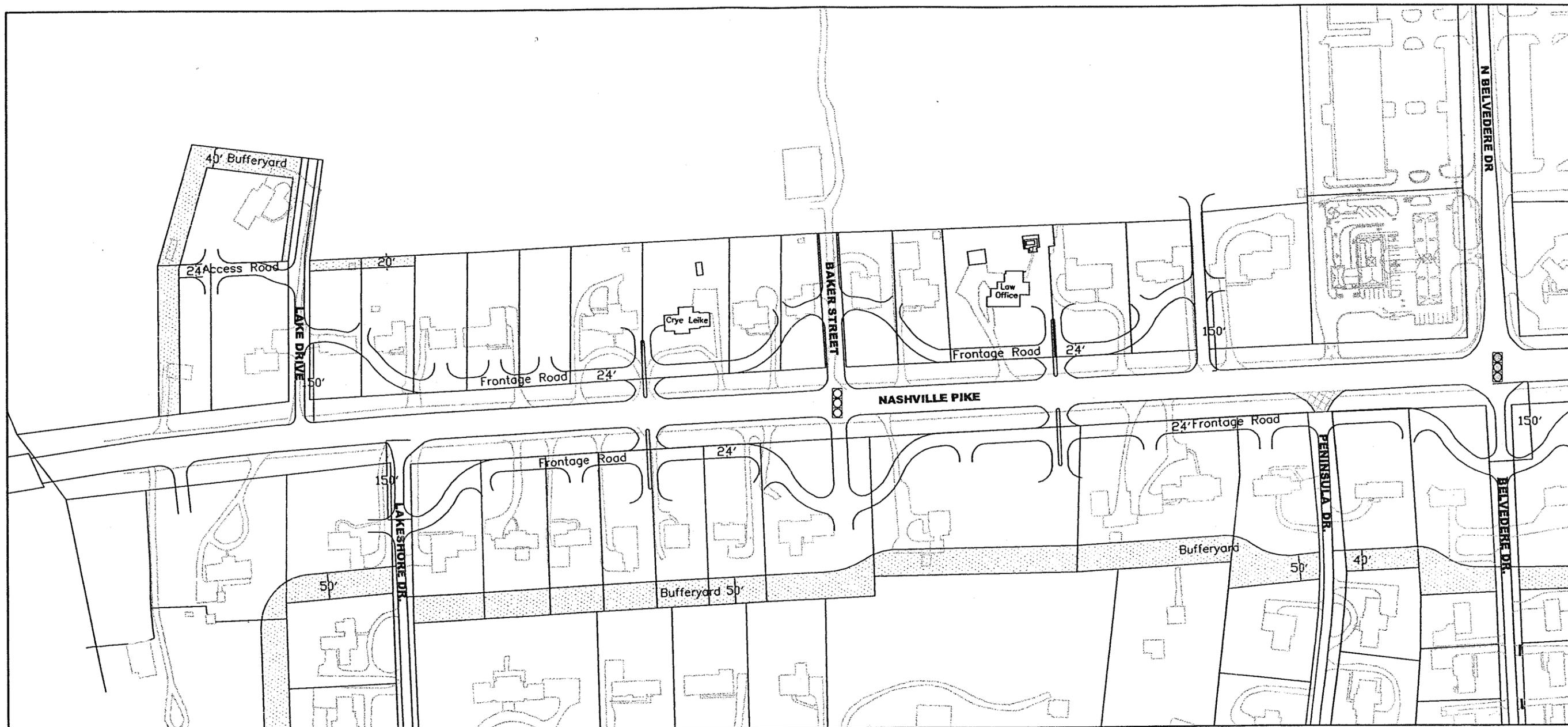
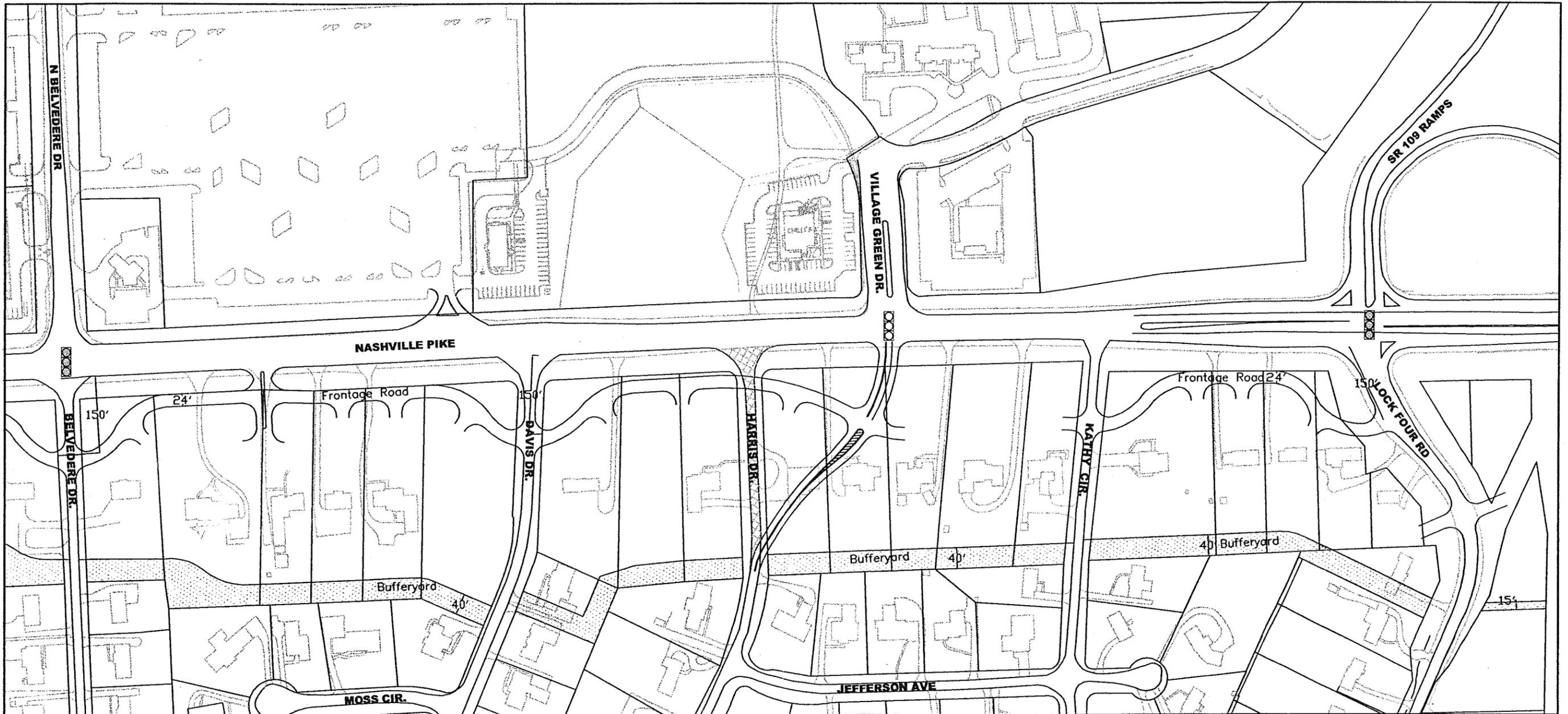


Figure 8.

Frontage Road Concept Plan (West Side)



LEGEND

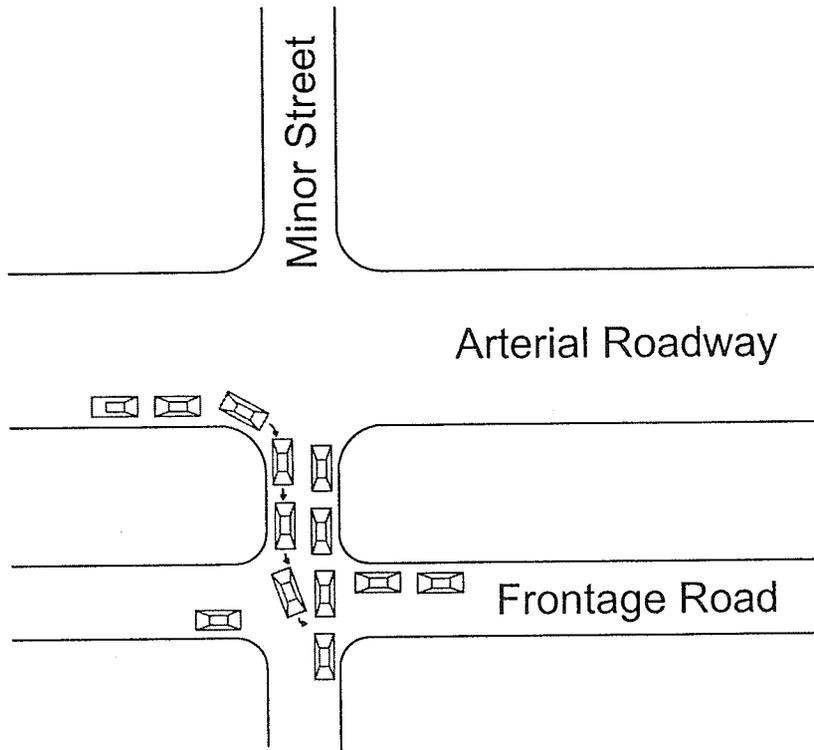
-  24' Backage Road and Typical Width
-  40' Bufferyard and Required Width
-  Street Closure
-  Existing Traffic Signal Location
-  Future Traffic Signal Location


Scale: 1" = 200'

Figure 9.
Frontage Road Concept Plan (East Side)



BLOCKING OF A FRONTAGE ROAD



No
Scale

Figure 10.

Frontage Road Blockage Due to Insufficient
Throat Length

It should be noted that the frontage road access concept includes the realignment of Harris Drive to intersect Nashville Pike opposite Village Green Drive. This realignment is an important part of the frontage road access plan because it will allow the future traffic signal at Village Green Drive to serve both the north and south sides of Nashville Pike. If constructed, the realignment of Harris Drive would be a public roadway.

The frontage road access plan also shows the closure of Peninsula Drive. Due to the proximity of Belvedere Drive to Peninsula Drive, it is not feasible to provide an adequate setback for the frontage road from Nashville Pike at both Belvedere Drive and Peninsula Drive. Since the intersection of Belvedere Drive and Nashville Pike is signalized, it would be desirable to allow the frontage road to have unrestricted access at Belvedere Drive. Therefore, for the frontage road access plan, Peninsula Drive should be closed at the intersection with Nashville Pike.

Backage Roads

Another alternative that was considered for the study area was the use of backage roads, or access roads along the back property line of the study area. Figures 11 and 12 show the backage road layout for the study area. As shown, the backage road concept requires the same amount of property as the frontage road concept for the interior lots. However, the backage road layout leaves more usable lot area for the corner lots than the frontage road plan. This is primarily because the backage roads, unlike the frontage roads, do not require additional setback from Nashville Pike. It should be noted that the backage road plan does not require any significant changes to the existing roadways in the study area.

Median Option

The addition of a median on Nashville Pike was considered as a second step in the access management plan. A median could be incorporated into any of the access alternatives presented.

A median divides the pavement width and helps a roadway appear to be narrower. Medians also reduce the number of vehicular conflict points. Many roadways with four or more lanes can be difficult or hazardous for pedestrians to cross. The use of a median can enhance pedestrian mobility by creating a pedestrian refuge. Additionally, the median allows for landscaping and street trees that soften and beautify the appearance of the roadway.

The photos in Figure 13 illustrate the operational differences between median divided roadways and undivided roadways. The top photo in Figure 13 shows the vehicle conflicts that are common along a five-lane arterial roadway. As shown, there is a vehicle changing lanes, a vehicle turning left from the center turn lane, a vehicle using the center turn lane to accelerate and merge into traffic, and a right turning vehicle with a truck following rather closely behind. This one snapshot shows four vehicle conflicts.

The bottom photo in Figure 13 shows a four-lane, median divided arterial roadway. The center median divides the two directions of traffic flow. Therefore, the potential conflicts are decreased. A median divided roadway has a greater level of access control than a non-divided roadway. Since there are specific points where opposing vehicles are likely to

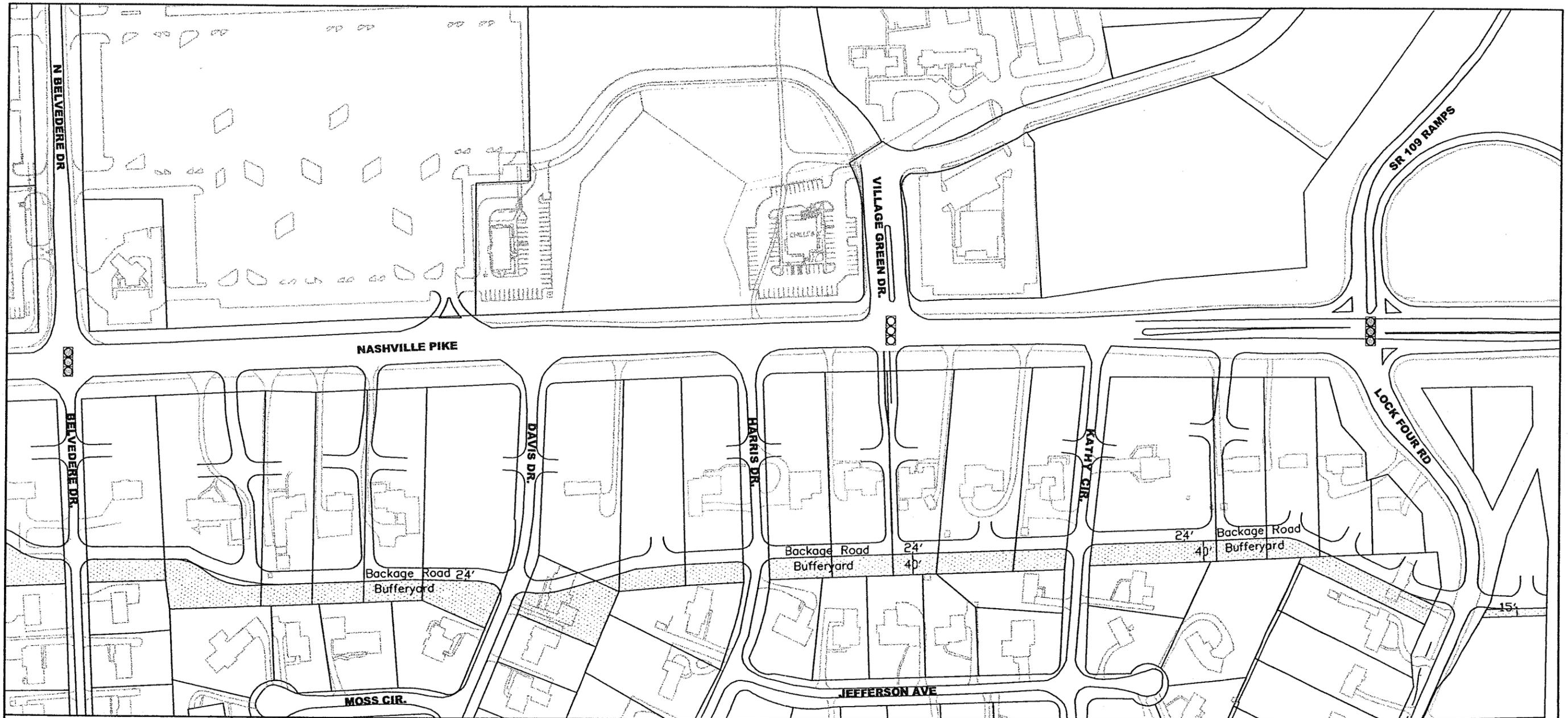


LEGEND

<p>24' Backage Road and Typical Width</p> <p>40' Bufferyard and Required Width</p>	<p>Existing Traffic Signal Location</p> <p>Future Traffic Signal Location</p>
--	---


 Scale: 1" = 200'

Figure 11.
Backage Road Access Plan (West Side)



LEGEND

-  24' Backage Road and Typical Width
-  40' Bufferyard and Required Width
-  Existing Traffic Signal Location
-  Future Traffic Signal Location


Scale: 1" = 200'

Figure 12.
Backage Road Access Plan (East Side)



Typical five-lane arterial



Typical four-lane median divided arterial



Figure 13.

Comparison of Five-Lane Arterial and Four-Lane Median Divided Arterial

cross the major direction of traffic flow, the driver can be more aware of potential conflicts. Conflict areas are often continuous along an undivided roadway. However, conflict points are spaced out and controlled along a divided roadway.

5. EVALUATION OF ALTERNATIVES

The four access alternatives were evaluated based on the following key goals for the access plan.

- Preserve the capacity and arterial roadway function of Nashville Pike
- Provide reasonable and efficient access to properties
- Enhance safety
- Preserve usable lot area to the greatest degree possible
- Maintain aesthetics of Nashville Pike and adjacent neighborhoods
- Control land use

As previously stated, Nashville Pike is classified as an arterial roadway and, therefore, has the primary function of moving large volumes of traffic at relatively high speeds. Access to the abutting property is a secondary function.

Even though property access is a secondary function of Nashville Pike, the need for reasonable and efficient access is still important. The recommended access plan should provide adequate access for the affected properties and enhance traffic flow in the study area.

Safety is an important consideration for the access plan. Access points that are frequent and uncontrolled lead to potential vehicular conflicts. Closely spaced offset intersections also create potential conflicts.

The useable lot area that will be available for development is a key factor for the access plan. The current and potential property owners are likely concerned about the amount of land that will be required for property access.

The aesthetic appeal of Nashville Pike and the surrounding neighborhoods should be maintained. There are many mature trees in the study area and vicinity. These trees are vital to the character of the neighborhood and should be preserved whenever possible.

The access plan can help control land use in the study area by setting provisions for access. An effective access management plan may exclude uses that require numerous or frequent access points.

Joint Driveways

The joint driveway plan would be an ineffective way to control access for the properties in the study area. With a joint driveway system, there would be numerous access points on Nashville Pike. Several of the joint driveways would be too close. Specifically, on the west side of the study area, there would be several driveways that would be approximately 30 feet to 60 feet apart. On the east side driveways would be as close as 140 feet.

There would also be problems due to the offset of property lines on the north and south sides of Nashville Pike. A joint driveway that would be located on the property line and would serve each adjacent property would result in offset driveways. Depending on the separation and layout of the offset, eastbound and westbound vehicles that turn left into

these driveways may need to occupy the same space in the existing two-way center turn lane on Nashville Pike. This could lead to left turning vehicles that are blocking the leftmost through traffic lane on Nashville Pike.

On both sides of the study area there would be several offset intersections created by the joint driveway access plan. Baker Street would be offset approximately 150 feet from the joint driveway that is on the south side of Nashville Pike just west of the Baker Street ROW. This would be enough distance to possibly allow a right turning vehicle from Baker Street to turn left into the joint driveway on the south side of the study area. This would require crossing four lanes to traffic in approximately 150 feet. Similarly, it would be possible for a vehicle to make a left turn out of the driveway that is on the south side of Nashville Pike and east of Village Green Drive and then turn right onto Village Green Drive. This move would involve crossing four lanes of traffic in a distance of approximately 140 feet. These type movements are not desirable and the recommended access plan should minimize these types of conflicts. Additionally, the use of joint driveways does not require connectivity between parcels. Drivers that want to travel between parcels should not be required to use Nashville Pike. Therefore, the joint driveway plan is not recommended for these reasons.

It is important to realize that any recommended plan should not depend on the construction of a median on Nashville Pike. The planning, design, and construction of a median on Nashville Pike would probably take several years. The recommended plan as shown in the study in Figures 14 and 15 will provide efficient access whether or not there is a median on Nashville Pike.

Connective Driveways

The connective driveway system would result in fewer driveways than the joint driveway option. If carefully planned, this option can provide adequate access for low-density commercial or personal services type development in the study area. Driveway accesses on the north side of Nashville Pike should be directly opposite the access on the south side.

Frontage Roads

Frontage roads may not be an acceptable access option for the study area due to the relatively small and shallow lots. As previously stated, many of the lots in the study area are approximately ½ acre. The additional space that is needed to allow for setbacks from Nashville Pike does not leave very much property for development. Particularly on the north side of the study area, the frontage road setback would nearly bisect the corner lots. The impacted area of land on the corner lots is generally between 6,000 to 9,000 square feet. This land would be usable for landscaping and possibly signage, but little else. In addition, the small median that would be necessary to prohibit left turns from the access onto the frontage road at some locations would also restrict the through traffic on the frontage road.

As previously stated, it is strongly preferred that the existing roadways remain unchanged. The frontage road option includes the realignment of Harris Drive and the closure of Peninsula Drive. The frontage road alternative is less desirable due to these significant changes to the existing roadways.

Backage Roads

The use of backage roads alleviates many of the problems that are encountered with frontage roads. Since the backage roads follow the back property line, an additional setback is not required from Nashville Pike. Therefore, backage roads have less negative impact on the usable land area. Also, all of the access points on Nashville Pike to the backage road can allow full access and vehicles can travel through on the backage road to reach other nearby businesses without entering the main traffic stream on Nashville Pike.

Median Option

The use of a median on Nashville Pike would support the arterial roadway classification and function. Since an arterial roadway has the primary function of serving the through traffic, the addition of a median is in keeping with the description of the arterial roadway. The inclusion of a median can be applied to any of the access alternatives presented.

Bufferyards

The Zoning Ordinance for the City of Gallatin requires buffer areas between parcels with different zoning. The buffer materials are generally trees, shrubs and other greenery. Buffer areas may also include fences or earthen berms to block the view of adjacent parcels. The depth of the required buffer area is determined by the specific zoning classifications of the parcels that share a common property line. Gallatin's Zoning Ordinance specifies the buffer area requirements for each zoning classification. Since the bufferyard requirements are based on zoning classification, the bufferyard area is the same for all access options.

In order to minimize the impacts of the commercial development on adjacent residential property, it will be necessary to include extensive buffering for all proposed commercial development that takes place within the study area.

6. RESULTS OF PUBLIC MEETINGS

Two public meetings were held as part of the access management planning process for Nashville Pike. The first meeting took place on June 28, 2001, at Gallatin City Hall. The purpose of this meeting was to introduce the project to the homeowners and listen to their comments and concerns about the study area. At this meeting, the consultant team presented potential concepts for access management and listened and recorded comments and ideas from those in attendance. Also, the Gallatin planning staff outlined the possibilities of changing the zoning of property within the study area from residential to commercial. Comments regarding the potential rezoning were recorded from those in attendance.

The second public meeting was held on August 30, 2001, at Gallatin City Hall. The purpose of this meeting was to present and discuss the access alternatives with the homeowners. At this second public meeting, only three access alternatives were presented. These were the joint driveways, frontage roads and backage roads. Although there were no recommendations presented at this meeting, the project team stated that the backage road concept was the favored alternative at that point in the analyses process. The most common concerns expressed by the attendees were as follows:

- Joint Driveways – Many of the attendees agreed that the spacing between joint driveways would be too close. However, some residents believed that the joint driveway option was rejected too quickly and should be reconsidered.
- Frontage Roads – Those in attendance generally agreed that the frontage road concept plan would have a significant negative impact on the usable lot area and that traffic conflicts could be a problem.
- Backage Roads – Some residents were concerned about the proximity of the backage road to the adjacent residential property that is not likely to be rezoned. They were concerned about the potential for increased noise and headlight glare from the commercial property.
- Bufferyards - Many attendees expressed the importance of well designed buffer areas to screen the new development from the existing homes.
- Medians – Most residents that made comments were in favor of the addition of a median on Nashville Pike.

After the public meeting, the planning team analyzed the comments received. The planning team also reconsidered the joint driveway option. Gallatin's planning staff assisted by providing the connective driveway concept plan that was previously approved by the planning commission for the property on the north side of Nashville Pike. The list of access alternatives was expanded to include the connective driveway concept. Comment forms that were received from both public meetings are included in Appendix A.

7. RECOMMENDATIONS

7.1 Recommended Access Plan

Based on the analyses presented in this report, the connective driveway access plan is recommended for the properties west of Peninsula Drive on both sides of Nashville Pike. This access plan will provide efficient and safe access to the properties and enable motorists to reach the majority of parcels without having to drive on Nashville Pike. All of the new access points on Nashville Pike are the same on the north and south sides of the roadway. This conceptual access plan is shown in Figure 14.

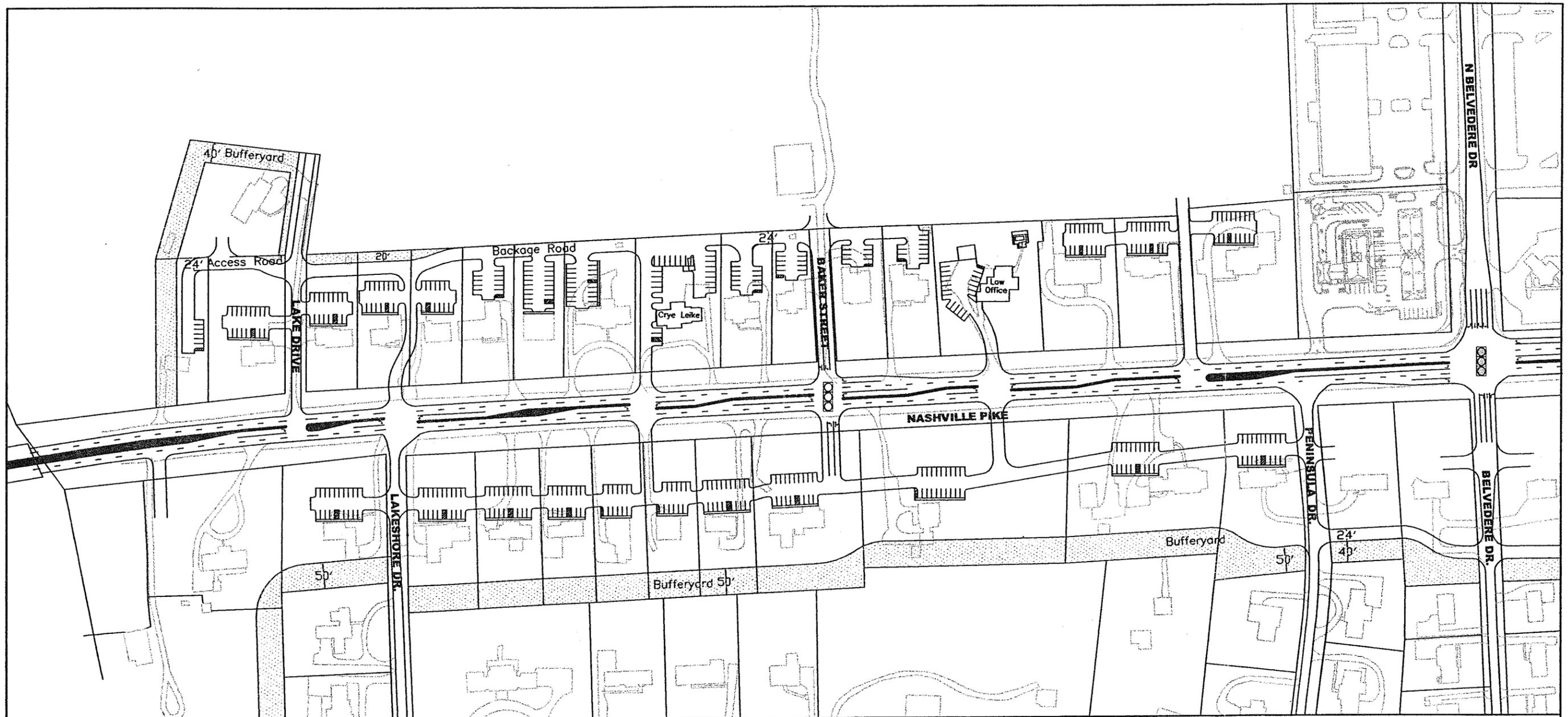
The connective driveway plan for the north side of Nashville Pike is quite similar to the access plan that was approved by the planning commission for this area with minor revisions. The primary difference is that the access road on the back of the properties has been connected with the exception of the property that has already been resold for use as a law office. Additionally, the driveway on the north side of Nashville Pike that is between the second and third parcels east of Lake Drive has been shifted to intersect Nashville Pike directly opposite Lakeshore Drive. It should be noted that the recently approved site plan for the third property west of the Baker Street ROW, the Crye-Leike property, has been incorporated into the recommended access plan. Since the law office and real estate office have already changed hands, proposed changes to these properties were kept to a minimum. For this reason, the access road on the back of the law office should not be a requirement and is not shown on the plan. Additionally, no changes are recommended for the access and parking area that have been approved for the Crye-Leike property.

A similar connective driveway access plan has been developed for the property on the south side of Nashville Pike and west of Peninsula Drive. The access for the south side will also allow reuse of the existing houses and will provide good connectivity between parcels. Also, these access points are separated by a minimum of 250 feet as recommended in Section 4.2. Connectivity between all of the parcels is a very important part of the plan.

The accesses and connective driveways shown will be private driveways that will be the responsibility of the developer with two exceptions. The two right-of-ways that have been dedicated for access to the CS zoned property on the north side of Nashville Pike west of Belvedere Drive will be public roadways.

The realignment of either Lake Drive or Lakeshore Drive to form a four-legged intersection at Nashville Pike was considered. The realignment of either of these roads would require purchase of certain properties by the City. Based on the current zoning in the vicinity of Lake Drive and Lakeshore Drive, the realignment of either of these roads is not recommended at this time. It should be noted that the property north of the northern terminus of Lake Drive is within the mixed-use area of the land use plan for the City of Gallatin. Even though this property is currently zoned for low-density residential use, it could be rezoned and redeveloped sometime in the future. If this occurs, the access management plan may need to be amended to include realignment of Lake Drive to intersect Nashville Pike opposite Lakeshore Drive.

The property on the south side of Nashville Pike immediately east of the East Fork of Station Camp Creek could be rezoned in the future to allow multi-family development. If



LEGEND

- 24' Backage Road and Typical Width
- 40' Bufferyard and Required Width
- Existing Traffic Signal Location
- Future Traffic Signal Location

Note: Parking Areas Shown are Conceptual and Based on Reuse of Existing Houses.


 Scale: 1" = 200'

Figure 14.
Recommended Access Plan (West Side)

this occurs, it would probably be desirable to amend the access plan to include an access directly across from Lake Drive. However, this improvement is not recommended as part of the access plan at this time. Appendix B includes figures that show possible access alternatives that could be amended into the access plan if the properties northwest of Lake Drive or southwest of Lakeshore Drive redevelop.

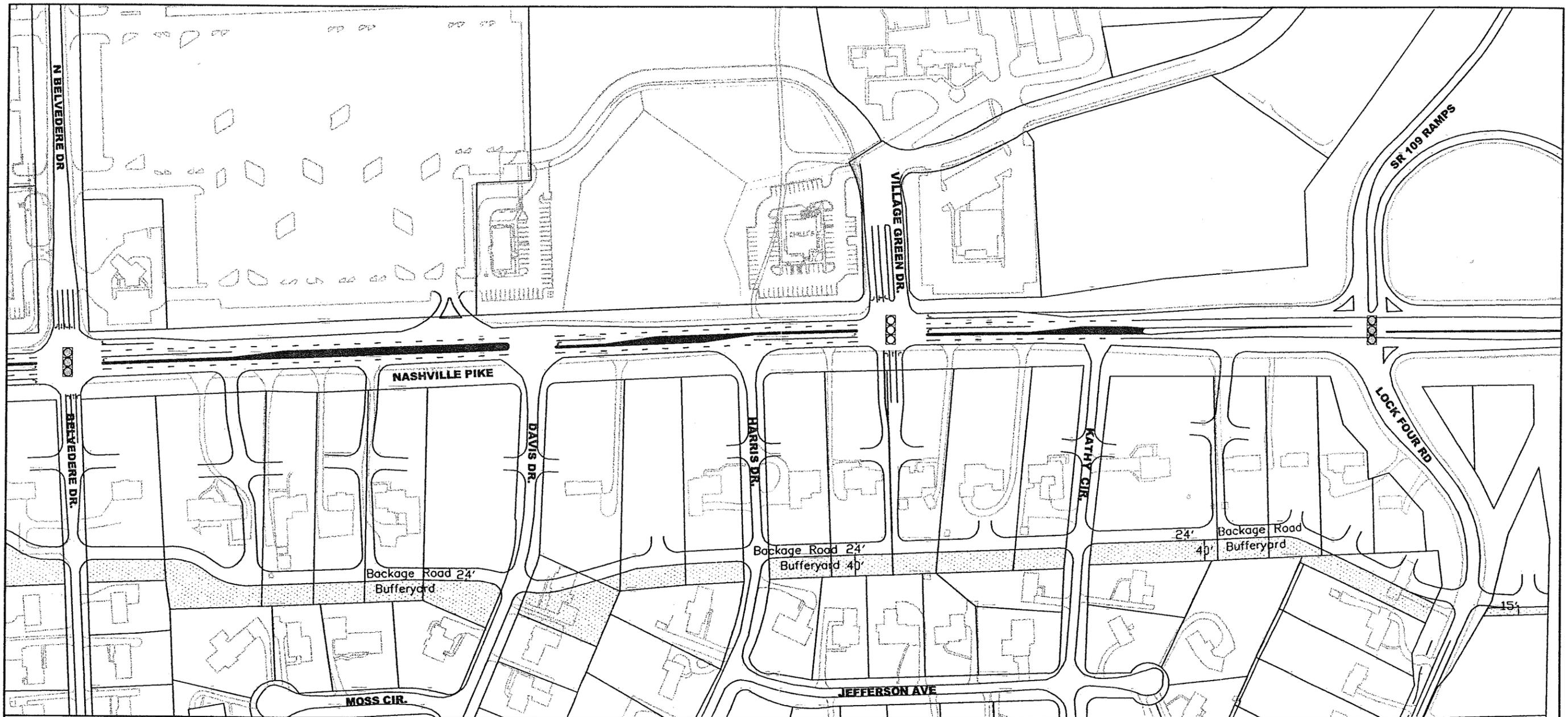
The backage road concept plan is recommended for the property on the south side of Nashville Pike east of Peninsula Drive. Figure 15 shows this conceptual backage road access plan. This plan also includes access spacing of at least 250 feet.

The access points shown along Nashville Pike in Figure 15 are specific recommended access locations. However, it is important to understand that the internal driveway connection through the property that leads to the backage road is shown conceptually. The actual backage road could end up looking different than the way it is drawn in Figure 15. For example, the backage road could actually be a series of interconnected parking areas near the back of the properties. Also, the connection through the property from front to back may actually be constructed as a parking aisle that leads to the rear of the property. A figure illustrating this concept is included in Appendix C. This figure shows the layout of possible developments in the study area and how cross access can be provided with interconnected parking areas.

Even though there are locations where a parking aisle could serve as an adequate connection for cross access, there are certain locations where a parking aisle will not efficiently accommodate the expected traffic. In particular, greater traffic volumes are expected along the backage road on the south side of Nashville Pike between Peninsula Drive and Belvedere Drive, between Harris Drive and Kathy Circle and along the access that will intersect Nashville Pike across from Village Green Drive. Residents of the adjacent neighborhood may use these access roads to reach the traffic signal at Belvedere Drive or the future traffic signal at Village Green Drive. A separate access road is needed at these locations since a parking aisle will not provide efficient traffic flow for the traffic volumes that are expected.

The study area on the south side of Nashville Pike east of Belvedere Drive was expanded to include the second parcel south of Nashville Pike on the east side of Davis Drive. This parcel was included because the house faces the side of a parcel that is already part of the study area. If this property does not develop when the property of the southeast corner of Davis Drive and Nashville Pike develops, then the access plan can be changed to include the backage road on the corner parcel.

The recommendations in Figures 14 and 15 also include a median on Nashville Pike throughout the study area. The median would be very beneficial in controlling access and reducing conflict points on Nashville Pike. Since Nashville Pike is designated as State Route 6, the Tennessee Department of Transportation (TDOT) must approve any construction or improvements on Nashville Pike. A median could possibly be constructed as part of a roadway improvement project by TDOT. It should be noted that the median is intended to be the second phase of the access management plan, while the connective driveway plan on the west side and the backage road plan on the east side represent the first phase.



LEGEND

-  24' Backage Road and Typical Width
-  4' Bufferyard and Required Width
-  Existing Traffic Signal Location
-  Future Traffic Signal Location




Scale: 1" = 200'

Figure 15.
Recommended Access Plan (East Side)