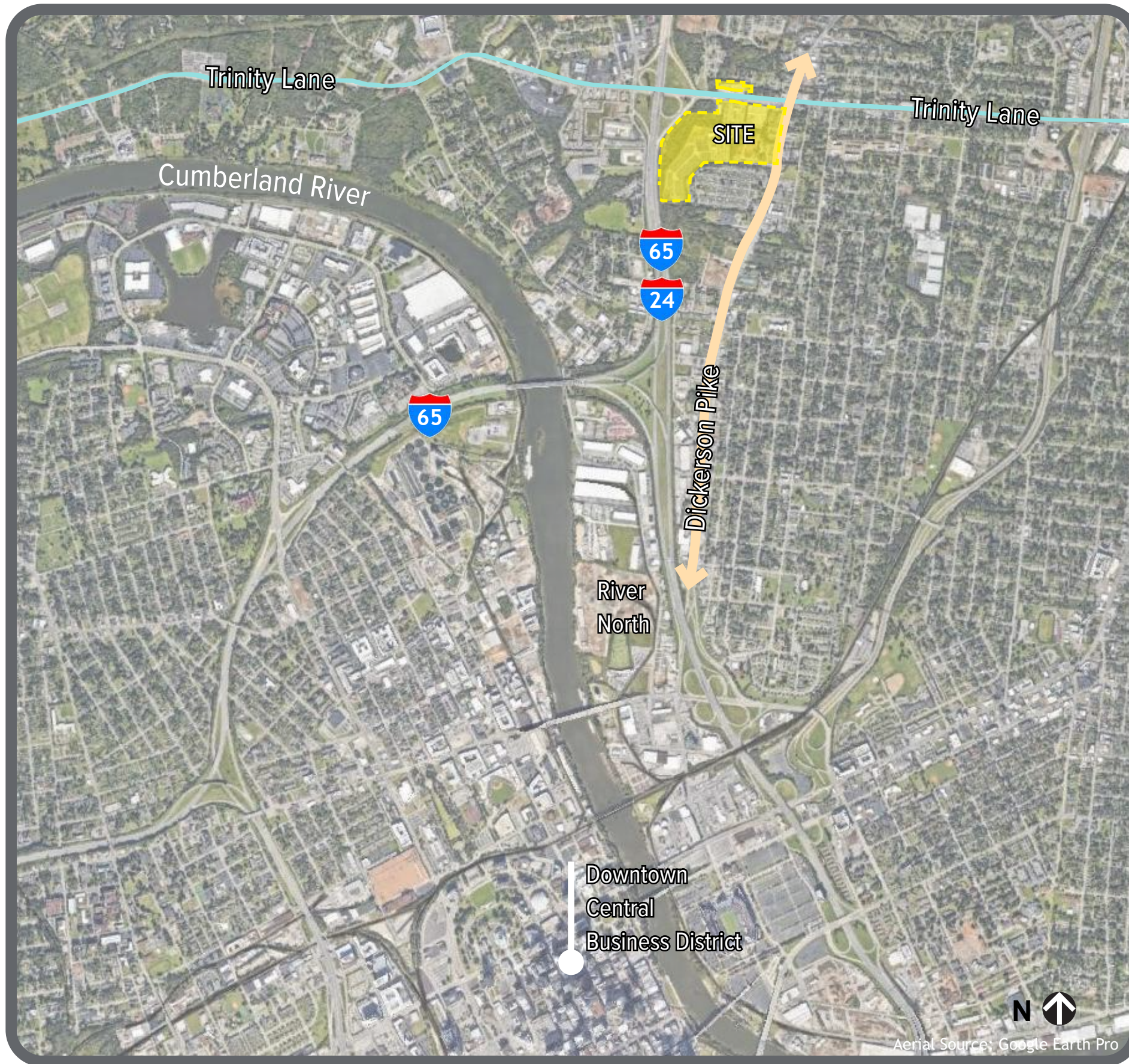




Regulatory Specific Plan
TABLOT'S CORNER
W. Trinity Ln. + Dickerson Pike





This site is located approximately 3 miles north of downtown Nashville and is bordered on the north by West Trinity Lane and to the west by Interstate 24 (I-24). Many changes are taking place in the area, and the property owners of Talbot's Corner have come together to propose this SP rezoning to take part in the changes and support the community's vision as contained in the Dickerson South Corridor Study.

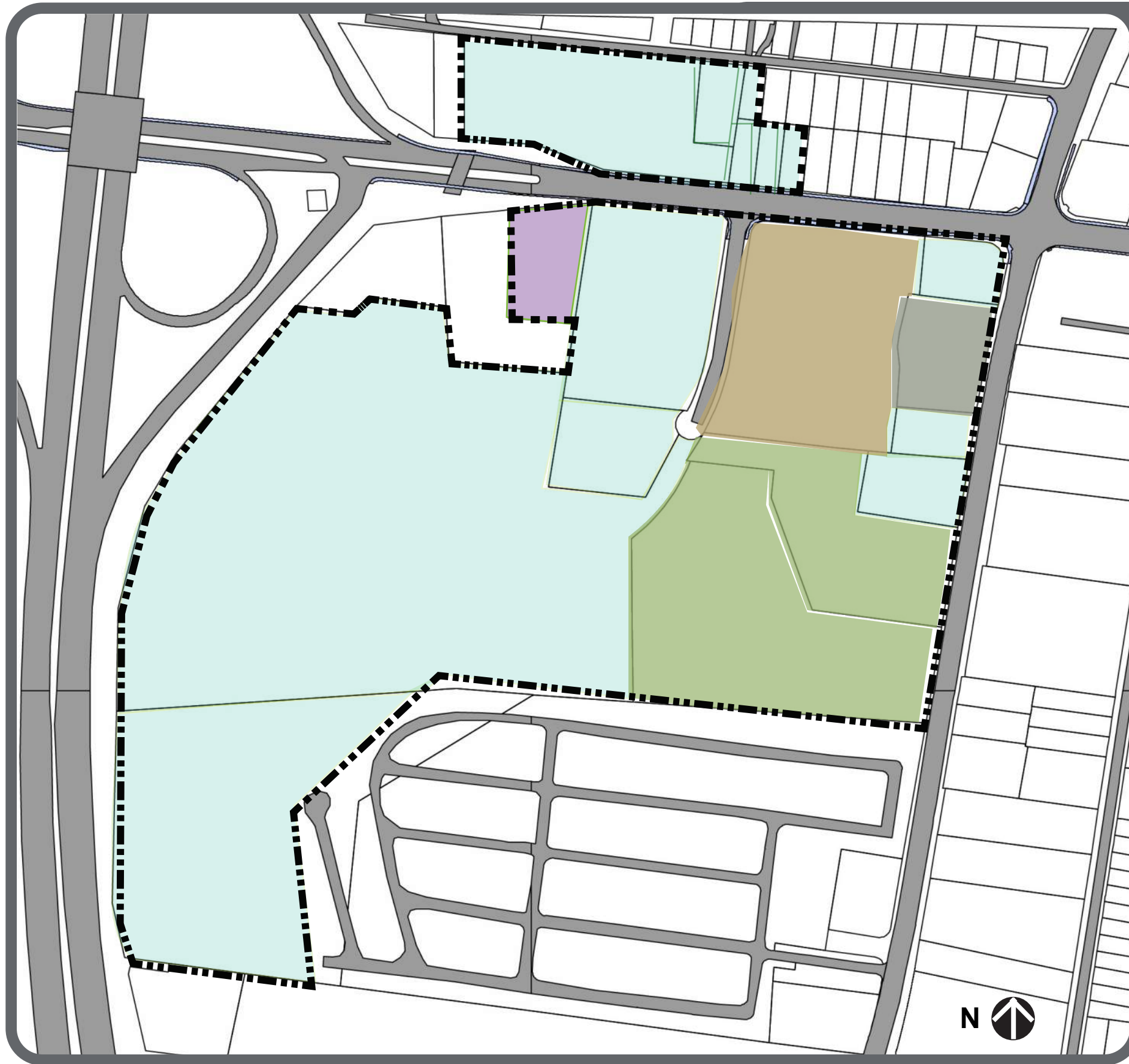
Site Information

- Total Acreage = 61.41
- Total number of parcels = 18
- Nashville, Tennessee
- Council District 2- Kyonzté Toombs
- Urban Services District

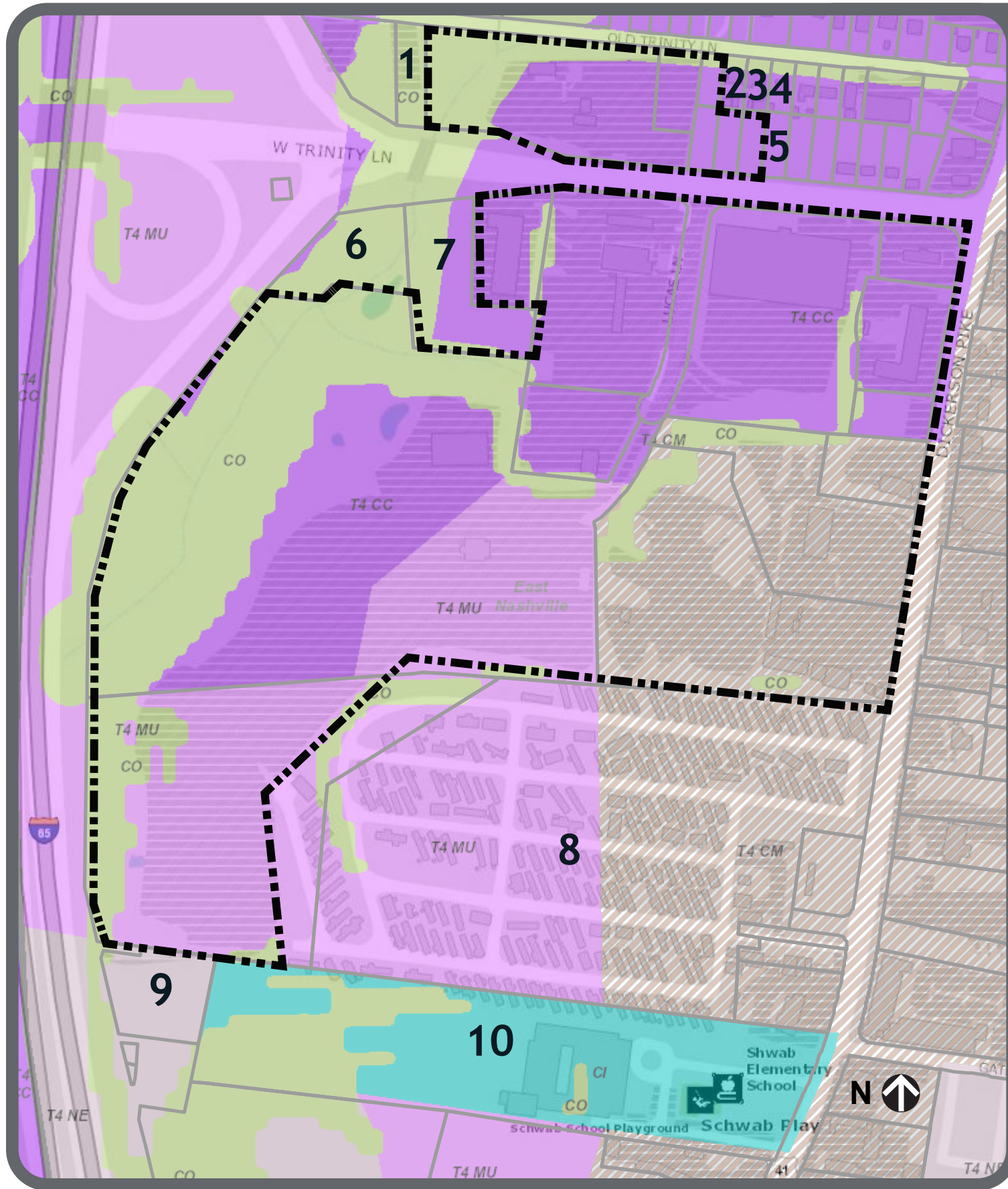
Developer/Applicant:
Jenkins Properties, LP

Property Owners :
See next page

Planner:
Barge Design Solutions, Inc.
615 3rd Avenue South, Suite 700
Nashville, TN 37210
Phone: (615) 254-1500
Contact: Kathryn Withers



Parcel 1: 07107006000 Acreage: 3.73 Address: 145 W Trinity Ln Existing Zoning: CS, OV-FLD Owner: Jenkins Properties, L. P. ET AL	Parcel 2: 07107006100 Acreage: 0.50 Address: 126 Old Trinity Ln Existing Zoning: CS Owner: Jenkins Properties, L.P. ET AL	Parcel 3: 07107006200 Acreage: 0.16 Address: 124 Old Trinity Ln Existing Zoning: RS5 Owner: Jenkins Properties
Parcel 4: 07107008300 Acreage: 0.21 Address: 121 W Trinity Ln Existing Zoning: CS Owner: Jenkins Properties	Parcel 5: 07107008200 Acreage: 0.22 Address: 119 W Trinity Ln Existing Zoning: CS Owner: Jenkins Properties	Parcel 6: 07107008100 Acreage: 0.22 Address: 117 W Trinity Ln Existing Zoning: RS5 Owner: Jenkins Properties, GP
Parcel 7: 07107026100 Acreage: 3.78 Address: 130 W Trinity Ln Existing Zoning: CS Owner: Jenkins Properties, L. P. ET AL	Parcel 8: 07107008400 Acreage: 5.36 Address: 114 W Trinity Ln Existing Zoning: CS Owner: Prologis, L.P.	Parcel 9: 07107023700 Acreage: 0.79 Address: 100 W Trinity Ln Existing Zoning: CS, OV-UDO Owner: Jenkins Properties, L.P. & Osborn, Claire McFarland
Parcel 10: 07107008500 Acreage: 1.39 Address: 1902 Dickerson Pike Existing Zoning: CS, OV-UDO Owner: Kane, LLC	Parcel 11: 07107008600 Acreage: 0.52 Address: 1900 Dickerson Pike Existing Zoning: CS, OV-UDO Owner: Jenkins Properties, L.P.	Parcel 12: 07107026000 Acreage: 22.32 Address: 2040 Lucas Ln Existing Zoning: IWD, OV-FLD, SP Owner: Jenkins Properties, L.P.
Parcel 13: 07107026800 Acreage: 1.42 Address: 2020 Lucas Ln Existing Zoning: IWD, OV-FLD,SP Owner: Jenkins Properties, L.P.	Parcel 14: 07107024300 Acreage: 0.93 Address: 1800 Dickerson Pike Existing Zoning: CS, OV-UDO Owner: Dickerson Pike Investments, LLC C/O One American Cent	Parcel 15: 07107008700 Acreage: 3.32 Address: 1710 DICKERSON Pike Existing Zoning: CS, OV-UDO Owner: Sauve, Joseph William
Parcel 16: 07107025900 Acreage: 7.1 Address: 1616 Dickerson Pike Existing Zoning: CS, OV-UDO Owner: Sauve, Joseph William	Parcel 17: 07110020000 Acreage: 8.22 Address: 2050 Lucas Ln Existing Zoning: SP Owner: Jenkins Properties, L.P	Parcel 18: 07107026300 Acreage: 1.22 Address: 150 W Trinity Ln Existing Zoning: CS Owner: SHREE SAI RAM, G.P.



Parcel 1: 07106006600 Acreage: 0.45 Address: 160 Old Trinity Ln Existing Zoning: OV-FLD CCP: CO Owner: Nashville Gas Co.	Parcel 2: 07107006300 Acreage: 0.17 Address: 122 Old Trinity Ln Existing Zoning: RS5 CCP: T4 CC, CO Owner: Alfaro, Carlos Alfonso & Martha Sanchez De	Parcel 3: 07107006400 Acreage: 0.17 Address: 120 Old Trinity Ln Existing Zoning: RS5 CCP: T4 CC Owner: Jenkins Properties
Parcel 4: 07107006500 Acreage: 0.17 Address: 116 Old Trinity Ln Existing Zoning: RS5 CCP: CO Owner: Giron, Adonay A.	Parcel 5: 07107008000 Acreage: 0.22 Address: 115 W Trinity Ln Existing Zoning: RS5 CCP: T4 CC Owner: Noir West, LLC	Parcel 6: 07106006700 Acreage: 1.12 Address: 0 W Trinity Ln Existing Zoning: OV-FLD CCP: CO Owner: W Trinity Ln Trust
Parcel 7: 07106008800 Acreage: 1.75 Address: 0 W Trinity Ln Existing Zoning: CS CCP: CO Owner: Kadakia, Kokesh & Sejal & Patel, Druvan	Parcel 8: 07111029600 Acreage: 23.97 Address: 1508 Dickerson Pike Existing Zoning: UV-UDO CCP: T4 CM Owner: UMH TN Shady Hills MHP, LLC	Parcel 9: 07110015800 Acreage: 1.28 Address: 0 Penning Ave Existing Zoning: RS5 CCP: T4 NE Owner: Rethink Community Nashville JV, LLC
Parcel 10: 07111000400 Acreage: 10.00 Address: 1500 Dickerson Pike Existing Zoning: OV-UDO CCP: CI Owner: Metro Gov't S Schwab		



Special Flood Hazard Areas

- 1% Annual Chance Flood Hazard
- Regulatory Floodway

Flood Note

The Federal Emergency Management Agency (FEMA) studied streams, with a Local Flood Study, or streams with a drainage area ≥ 1 square mile requires 75 feet of buffer from the floodway: Zone 1=floodway + 50 feet and Zone 2=25 feet (See Figure 18 below). Metro Water Services (MWS) staff may allow a large undisturbed floodway to count towards the buffer requirement in consultation with Metro Parks and Greenways if the undisturbed area complies with the requirements of the floodplain overlay district and if staff determines that the undisturbed area would adequately serve water quality functions.

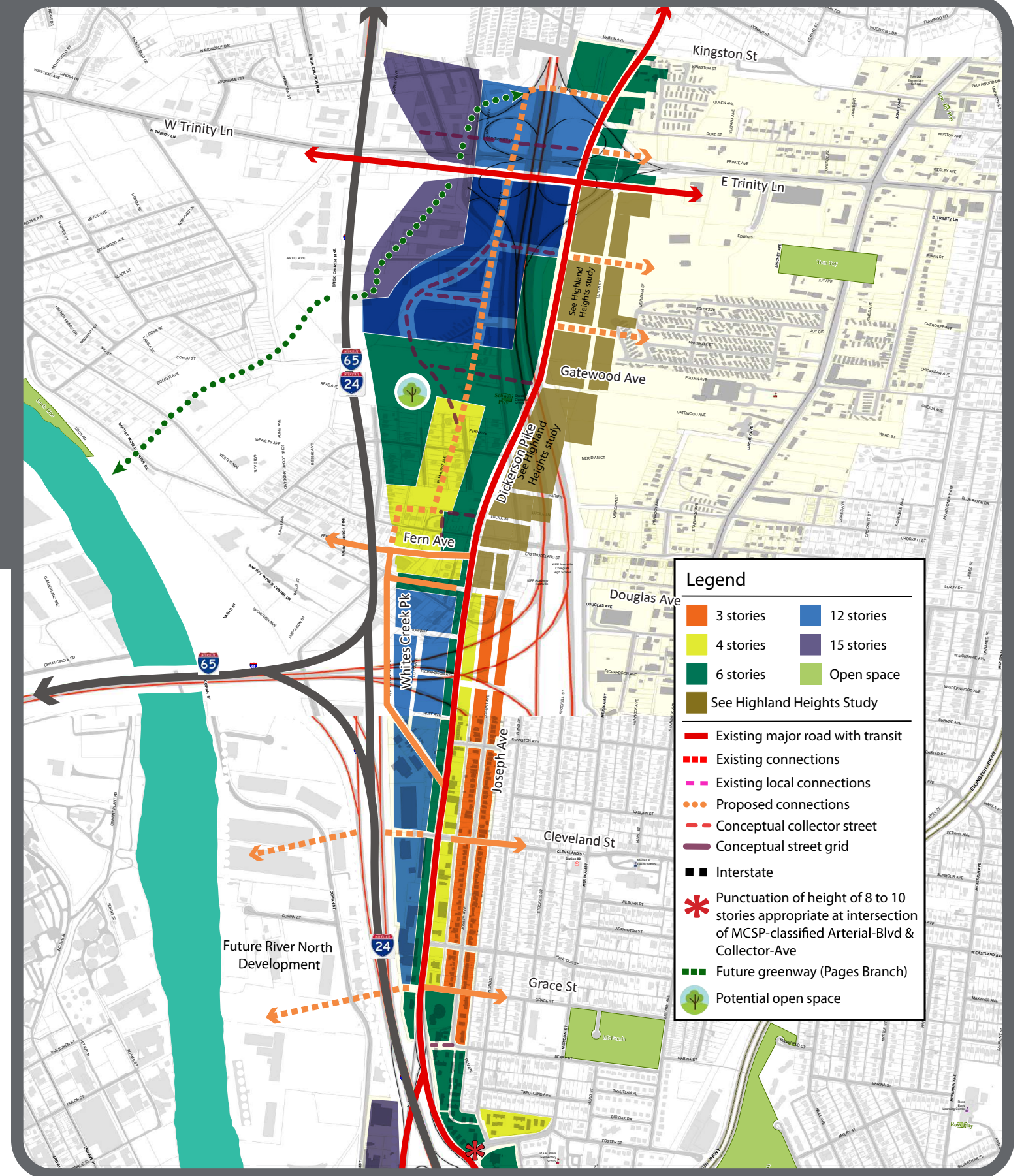
The Dickerson South Corridor Study is a small area plan, or closer refinement of a part of the East Nashville Community Plan and impacts this site. It was adopted in February 2020 after a process that engaged property owners, residents, business owners, and other stakeholders.

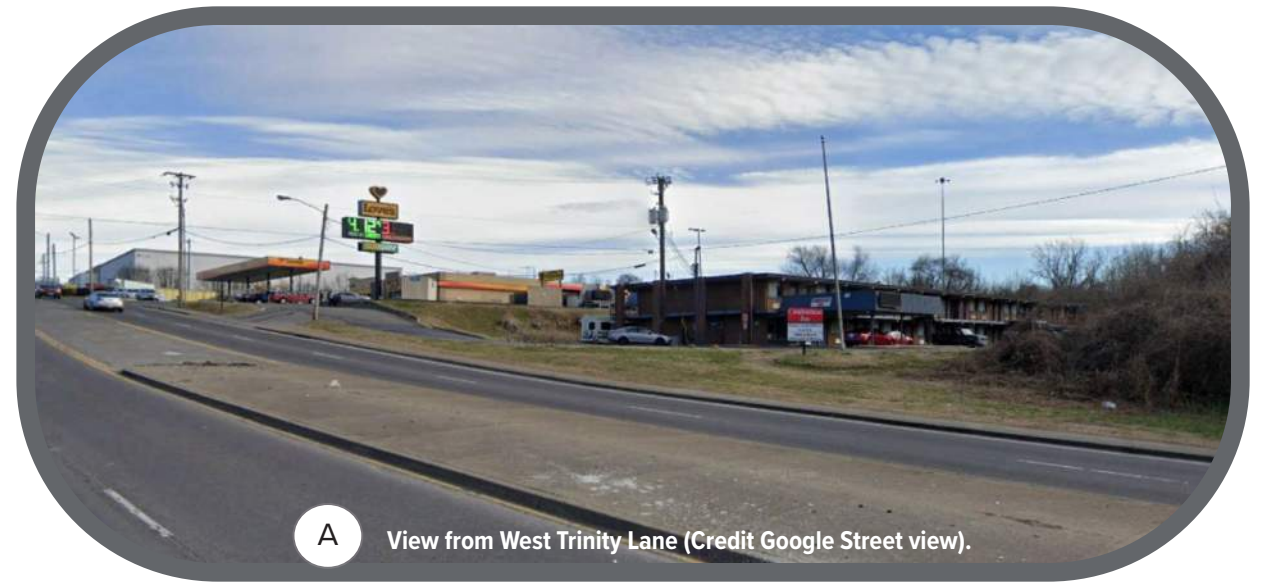
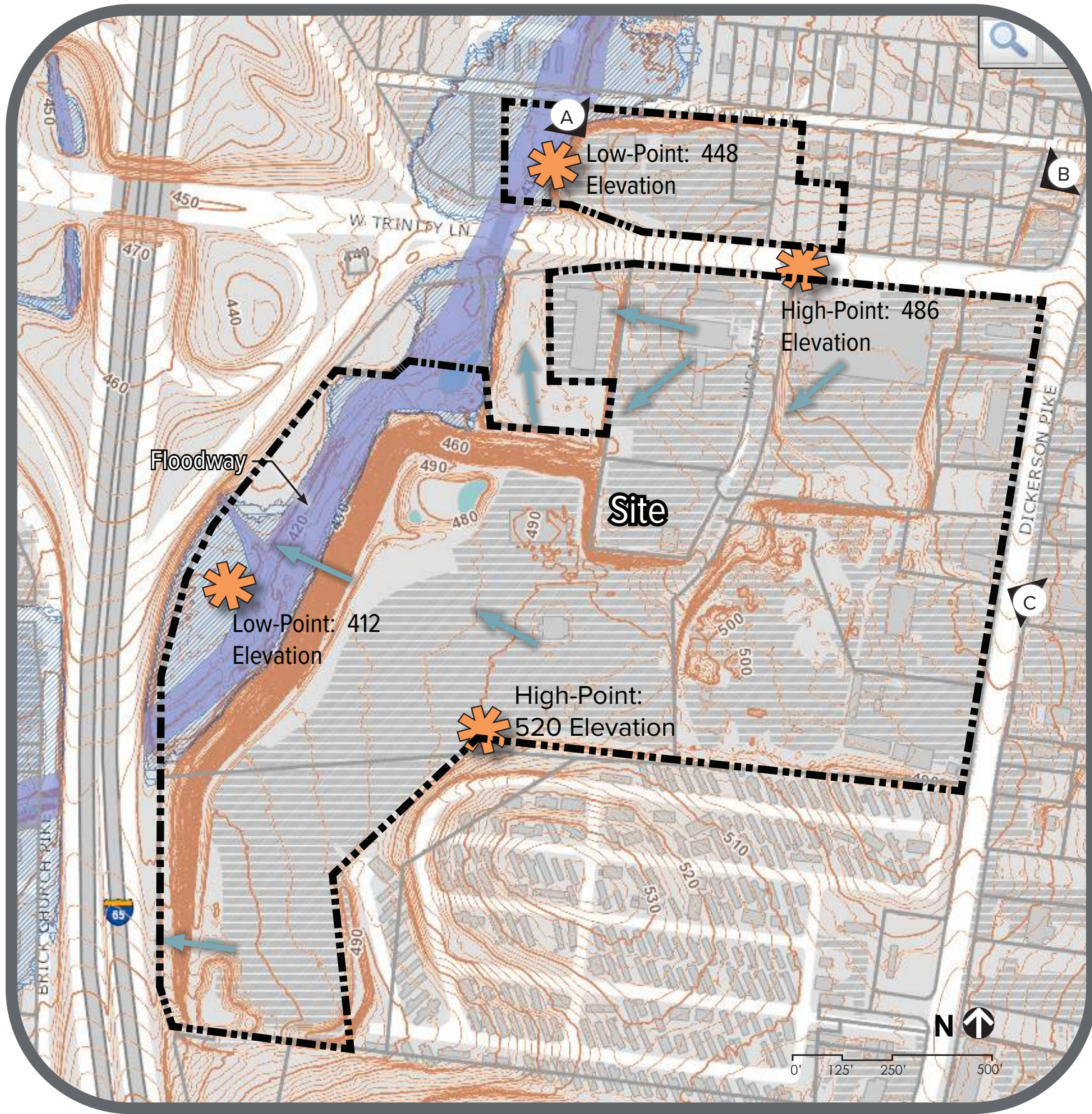
The Vision Statement represents the community's common goals and expectations for the future:

Dickerson South, in the heart of a rapidly growing city, is ready for its renaissance. With stunning downtown skyline views, flanked by great neighborhoods, and a desire for change, we are presented with a unique opportunity to create one of Nashville's safest and most attractive streets. We embrace this moment in time to plan for Dickerson South to transform into a complete, mixed use, urban street that meets the needs of our community.

The framework plan intention is to allow intense development adjacent to the interstate to take advantage of views into downtown and step down behind that. It supports development of up to 15 stories at the corner of Trinity Lane and I-24, 12 stories behind that stepping down to 6 stories along Dickerson Pike and to the south along a network of new streets to support that intensity of development. A greenway trail is proposed along the bluff above Pages Branch floodway, along the I-24/Trinity Lane corner.

This proposed regulatory SP seeks to implement the community plan policies through a rezoning based on mixed use zoning districts, MUI-A-NS, MUG-A-NS, and MUL-A-NS.





A View from West Trinity Lane (Credit Google Street view).



B View from West Trinity Lane (Credit Google Street view).



C View from Dickerson Pike (Credit Google Street view).



A Street Level View looking South down Lucas Ln (Credit Google Street view).



C Internal View looking South towards Downtown.



B Bird's Eye View looking south on Lucas Ln - (Credit Google Earth).

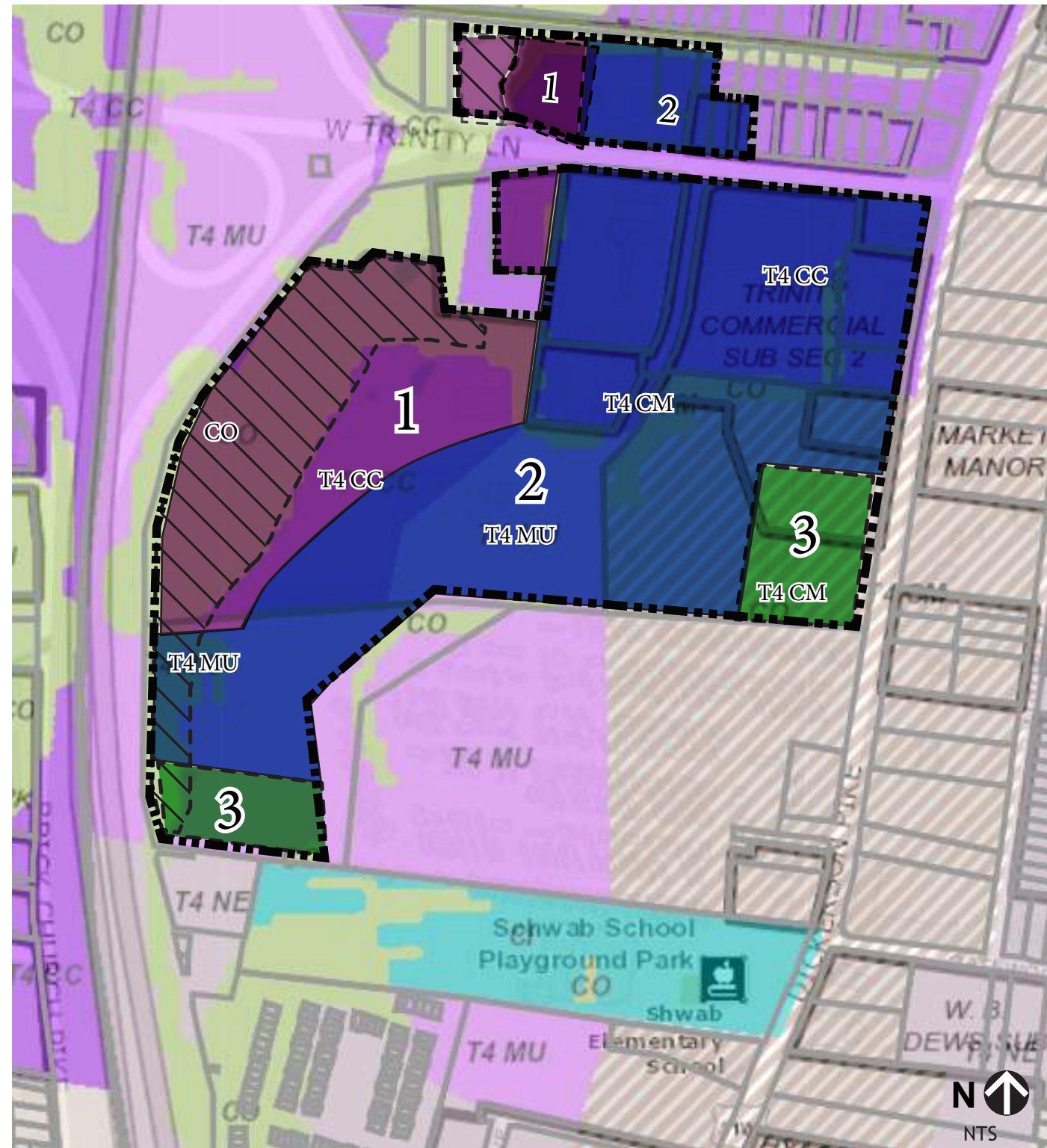


Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
AmB	Armour silt loam, 2 to 5 percent slopes	16.9	22.8%
BbD	Barfield-Rock outcrop complex, 5 to 20 percent slopes	0.0	0.0%
Ln	Lindell-Urban land complex	4.0	5.3%
MaB	Maury silt loam, 2 to 7 percent slopes	16.5	22.1%
MaC	Maury silt loam, 7 to 20 percent slopes	5.8	7.8%
McB	Maury-Urban land complex, 2 to 7 percent slopes	31.2	42.0%
MsD	Mimosa-Urban land complex, 2 to 15 percent slopes	0.0	0.0%
Totals for Area of Interest		74.4	100.0%

Table 1: Subdistrict Zoning Guidance by Community Character Policy

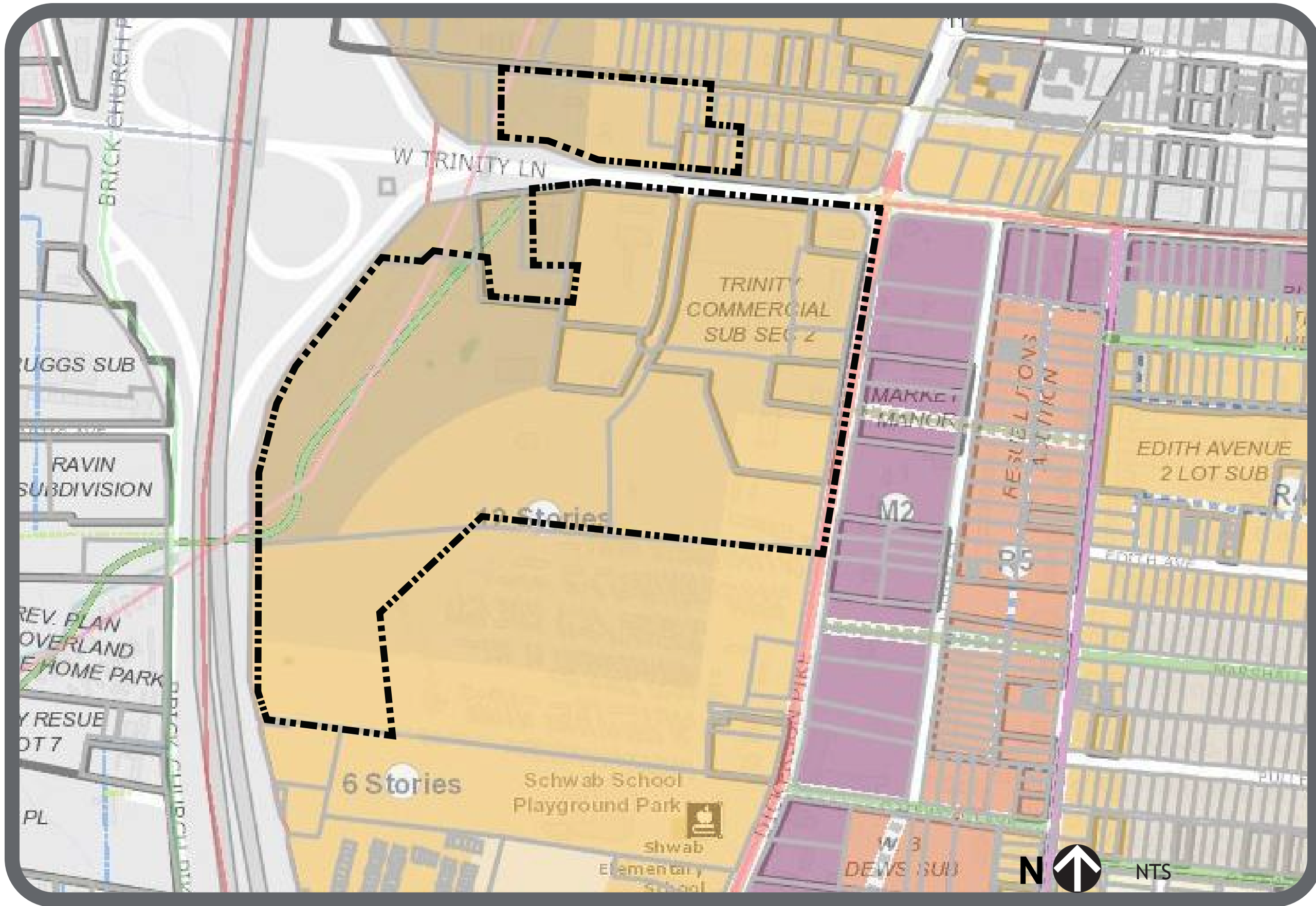
Community Character Policy	Appropriate Zoning Districts Listed by Supplemental Policy Subdistrict (maximum building height)				
	up to 3 stories	up to 4 stories	up to 6 stories	up to 12 stories	up to 15 stories
T4 -NM	RS7.5-A*				
T4-NE	R6-A* R8-A* RM9-A* RM15-A*	R6-A R8-A RM9-A RM15-A RM20-A*	R6-A R8-A RM9-A RM15-A RM20-A RM40-A*		
T4-MU			RM9-A RM15-A RM20-A RM40-A* MUN-A MUL-A OR20-A OR40-A*	RM100-A* MUN-A MUL-A MUG-A ORI-A*	
T4-CM		RM20-A* MUN-A* MUL-A*	RM9-A RM15-A RM20-A RM40-A* MUN-A MUL-A OR20-A OR40-A*	RM100-A* MUN-A MUL-A MUG-A ORI-A*	
T4-CC			RM9-A RM15-A RM20-A RM40-A* MUN-A MUL-A OR20-A OR40-A*	RM100-A* MUN-A MUL-A MUG-A ORI-A*	RM100-A MUN-A MUL-A MUG-A MUI-A* ORI-A
T5-MU					RM100-A MUN-A MUL-A MUG-A MUI-A* ORI-A

* Zoning districts that meet the policy and achieve close to the maximum height envisioned by the subdistrict.

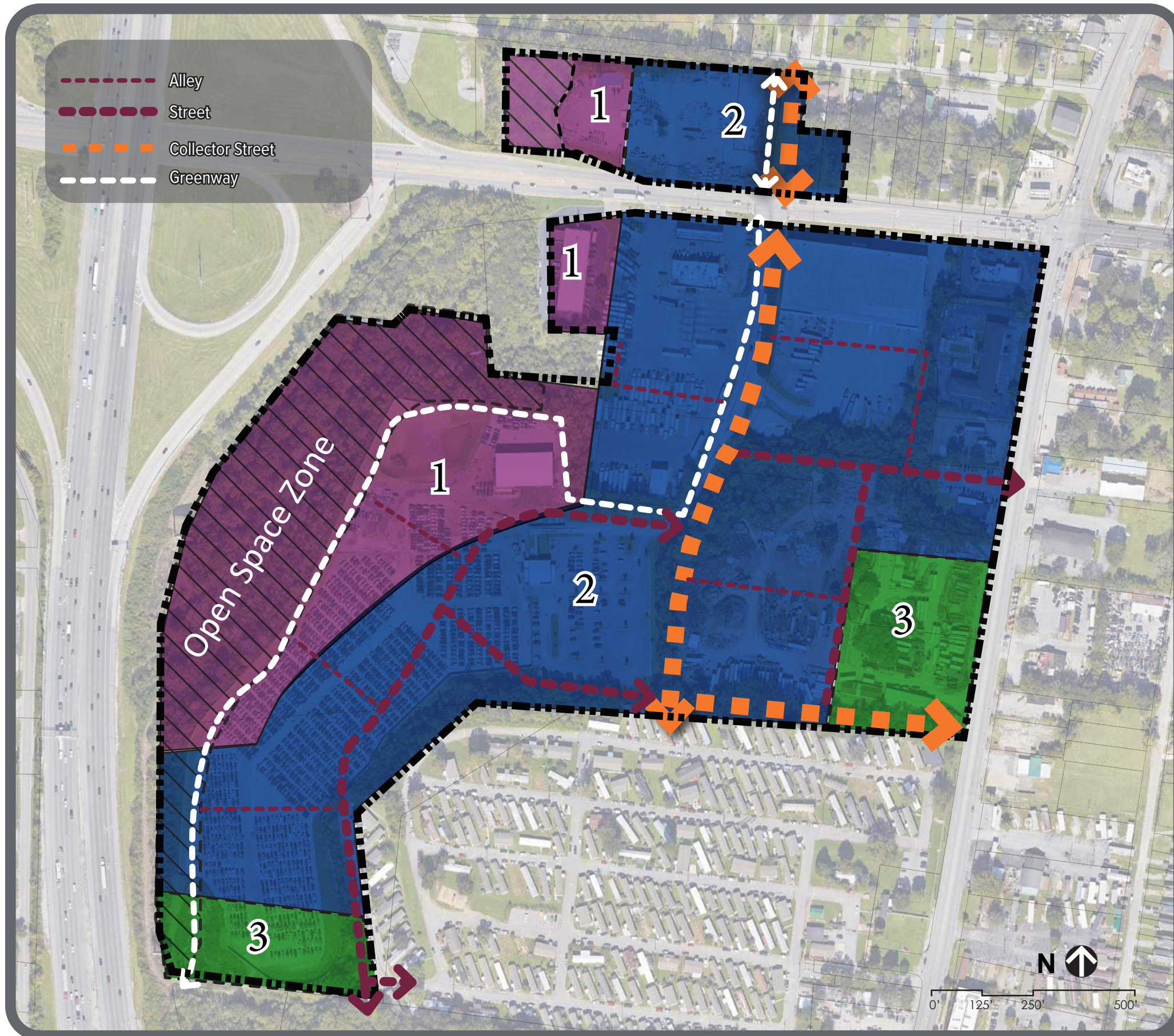


Map highlighting subject properties and subdistricts with underlying community character policy.

	ZONE 1	ZONE 2	ZONE 3
Fall-Back Zoning	MUI-A-NS	MUG-A	MUL-A



Dickerson South Corridor Study Community Plan Height Diagram Overlay



Dickerson South Corridor Study Community Plan Height Diagram Overlay

	ZONE 1	ZONE 2	ZONE 3
Fall-Back Zoning	MUI-A-NS	MUG-A-NS	MUL-A-NS
Max. Building Height	15 Stories	12 Stories	6 Stories

*See following page for bulk standards and additional use restrictions.

	ZONE 1		ZONE 2		ZONE 3	
Fall-Back Zoning	MUI-A-NS		MUG-A-NS		MUL-A-NS	
Permitted Uses	All uses per MUI-A-NS		All uses per MUG-A-NS		All uses per MUL-A-NS	
Prohibited Uses	STRP, Automobile Parking, Automobile Service, Automobile Convenience, Car Wash, Fuel Storage		STRP, Automobile Parking, Automobile Service, Automobile Convenience, Car Wash, Fuel Storage		STRP, Automobile Parking, Automobile Service, Automobile Convenience, Car Wash, Fuel Storage	
Max. FAR	7.0		6.0		4.0	
Max. ISR	0.9		0.9		0.9	
Max. Building Height¹	7 Stories within Build-to Zone		7 Stories within Build-to Zone; 6 Stories where adjacent to Zone 3		6 Stories	
	15 Stories Maximum		12 Stories			
Build-To Zone^{2,3,4}	0-15 feet		0-15 feet		80% Within 15 feet	
	Dickerson Pike: 80% Within 20 feet W. Trinity Lane: 80% Within 20 feet		Dickerson Pike: 80% Within 20 feet W. Trinity Lane: 80% Within 20 feet			
Min. Step Back	W. Trinity Lane	15' for 80% of Frontage	15' for 80% of Frontage		N/A	
	Dickerson Pike	15' for 80% of Frontage	15' for 80% of Frontage		0'	
	Internal Streets	15' for 80% of Frontage	15' for 80% of Frontage		0'	
Side Setback	0'		0'		0'	
Rear Setback	0'		0'		0'	
Glazing⁵	Residential	20% Min.	Residential	20% Min.	Residential	20% Min.
	Non Residential	40% Ground floor/ 15% Upper Floors	Non Residential	40% Ground floor/ 15% Upper Floors	Non Residential	40% Ground floor/ 15% Upper Floors
Raised Foundation	Residential	18 in. Min - 36" Max.	Residential	18 in. Min - 36" Max.	Residential	18 in. Min - 36" Max.
	Non Residential	36" Max	Non Residential	36" Max	Non Residential	36" Max
Parking Requirements	Per Metro UZO Parking Requirements where parking maximums are required		Per Metro UZO Parking Requirements where parking maximums are required		Per Metro UZO Parking Requirements where parking maximums are required	

1. Height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation) to the midpoint of the primary roof pitch (the vertical distance from the eave to midpoint) or to the top of the parapet for a flat roof.
2. Build-To-Zone to be measured from back of proposed sidewalks on public streets, private drives and open spaces.
3. Uncovered stoops/stairs may encroach side setbacks and build-to-zones.
4. The remaining 20% of frontage along Dickerson Pike and Trinity Lane is intended to allow for buildings to be recessed and to provide openings and articulation of larger buildings. This space may also include expanded pedestrian zones and activated ground floors that extend beyond.
5. Minimum glazing requirements shall be required on building facades facing public streets, private drives, greenways and publicly accessible open space. The first floor transparent glazing area calculation shall be measured from finish grade to finished floor elevation of the second floor.

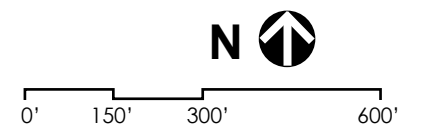


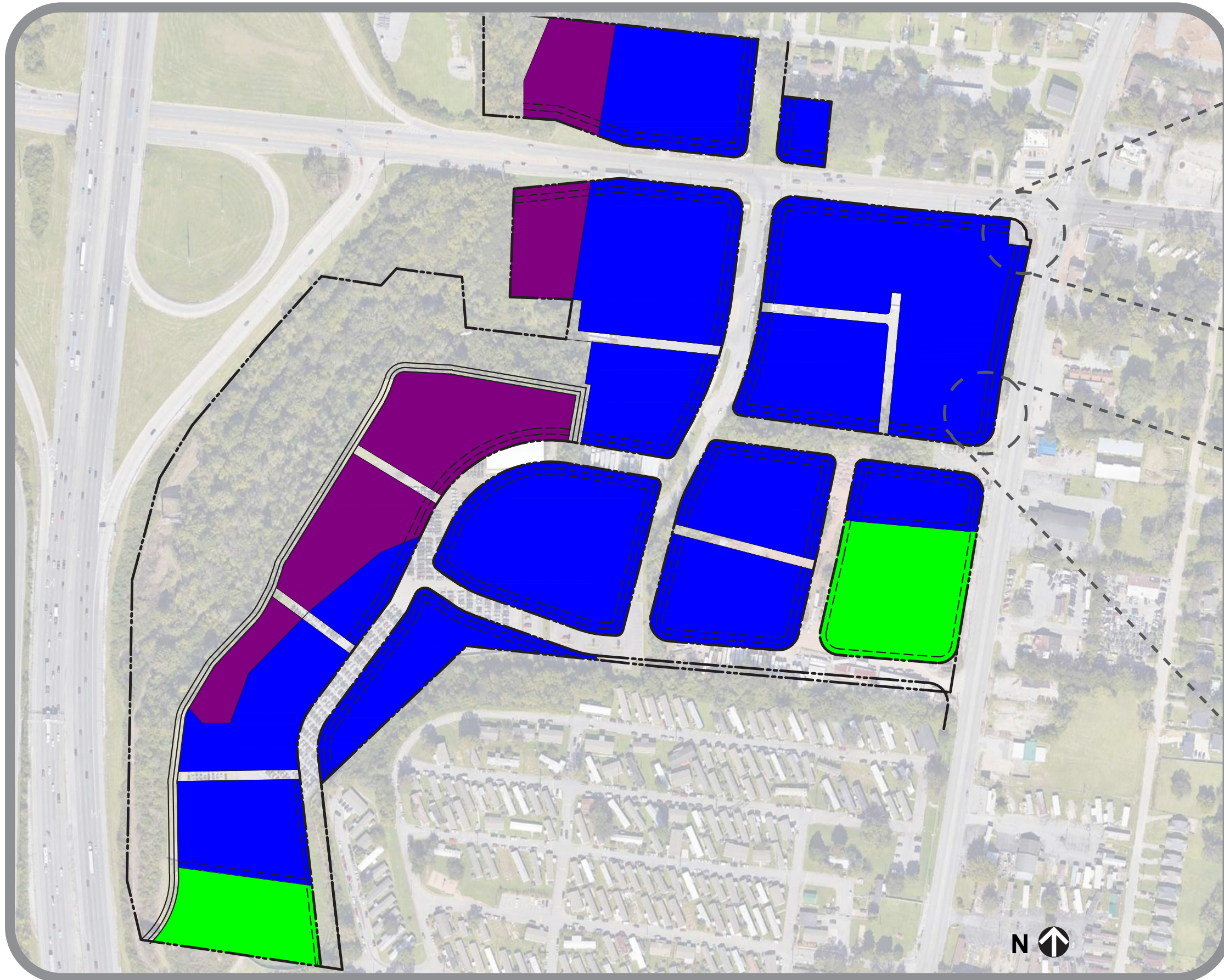


Additional Building Massing Standards:

- Buildings shall be articulated with recesses, setbacks and stepbacks to avoid long unarticulated facades.
- Building towers greater than 7 stories shall be separated 40' minimum beginning at the seventh floor to preserve access to light.
- Buildings fronting internal streets shall have a minimum stepback of 15 feet after 7 stories, with the exception of buildings adjacent to Zone 3 require a 15 foot stepback after 6 stories.
- Enclosed mechanical spaces (elevator or stair bulkheads, roof water tanks, or cooling towers) shall not be counted as stories.
- Buildings shall include pedestrian access and entry to the fronts of buildings along W. Trinity Lane and Dickerson Pike to promote activity at the street level.

- Alleys should be located in the rear or sides of properties, providing vehicular access.
- Buildings along W. Trinity Lane and Dickerson Pike should address the pedestrian realm and provide means of access and active ground floors.
- For building facades fronting streets and public open space, the width of any blank facade (without glazing) shall not exceed 30 feet. Pilasters, building wall recesses or projections, and/or variations in materials and color may be used to achieve this massing standard.





SP District Regulations

The purpose of this regulatory SP is to permit mixed use development that is compliant with the MUI-A-NS, MUG-A-NS or MUL-A-NS zoning standards, except as varied by this SP document. The project will also comply with the following:

1. There are existing uses and structures currently operating that could be nonconforming to this SP. They will continue to operate until such time as a new development plan is proposed, per sections 17.40.650 and 17.40.660 of the Metro Zoning Ordinance.
2. Final construction plans shall comply with the design regulations established by NDOT. Final design and improvements may vary based on actual field conditions. In general, on final: Call out roadway sections, ramps, sidewalks, curb & gutter, etc. per NDOT detail standards.
3. A private hauler will be required for waste/recycle disposal.
4. Building Design Standards:
 - A. Windows shall be vertically oriented at a ratio of 1.5:1 or greater, except for dormers.
 - B. Building facades shall be constructed of brick, brick veneer, stone, cast stone, cementitious siding, cementitious board, architectural paneling, metal (as a secondary material), glass, or materials substantially similar in form and function, unless otherwise approved on detailed building elevations included with the preliminary SP.
 - C. Porches shall provide a minimum of six feet of depth; stoops shall provide a minimum of 4 feet of depth.
 - D. A raised foundation of 18" to 36" is required for all multi-family residential structures/units. Exceptions may be granted for accessible units, visitable units, and/or structures/units in areas where topographical conditions warrant lower or higher foundations. Screening is required when raised foundations exceed 36" along a public street or private street/drive.
5. Above ground parking structures shall require active liners at street level, along gateway frontage, and architectural cladding on upper levels that mimics the materials, rhythm, spacing, and proportions of the openings found on the habitable portions of the buildings.
6. Each zone (as shown on page 8) are to have a maximum height, with the tallest maximum height in zone 1 and stepping down from there. Buildings within zone 1 may be a maximum of 15 stories tall, zone 2 a maximum of 12 stories tall, and zone 3 a maximum of 6 stories tall.
7. Height shall be measured from the average elevation (average of 4 most exterior corners) at the finished grade (final ground elevation) to the midpoint of the primary roof pitch (the vertical distance from the eave to midpoint) or to the top of the parapet for a flat roof.
8. Sidewalks shall be constructed to the standard of the Major and Collector Street Plan or, if on a local street, to local street standards.
9. A complete landscape plan, compliant with zoning requirements shall be required for the appropriate phase(s) Final SP submittal.
10. The final site plan/building permit site plan shall depict any required public sidewalks, any required grass strip or frontage zone and the location of all existing and proposed vertical obstructions within any required sidewalk and grass strip or frontage zone. Prior to the issuance of use and occupancy permits, existing vertical obstructions shall be relocated outside of any required sidewalk. Vertical obstructions are only permitted within any required grass strip or frontage zone.
11. Parking counts shall be compiled using UZO standards, where parking maximums are required.
12. If a development standard, not including permitted uses, is absent from the SP plan and/or Council approval, the property shall be subject to the standards, regulations and requirements of the MUI-A-NS zoning district for Zone 1, the MUG-A-NS zoning district for the Zone 2 subdistrict, and the MUL-A-NS zoning district for the Zone 3 subdistrict as of the date of the applicable request or application.
13. Minor modifications to the Preliminary regulatory SP plan may be approved by the Planning Commission or its designee upon final architectural, engineering or site design and actual site conditions. All modifications shall be submitted and approved prior to Final Site Plan/SP approval. A minimum of 30% W&S Capacity for the appropriate phase must be paid before issuance of building permits. Submittal of an availability study is required before the Final SP can be reviewed.
14. The requirements of the Metro Fire Marshal's Office for emergency vehicle access and adequate water supply for fire protection must be met prior to the issuance of any building permits.
15. Short term rental property, owner and non owner occupied are prohibited.
16. Development shall comply with all regulations in the Stormwater Management Manual at the time of the appropriate phase(s) final submittal.
17. The final site plan for parcels touching the conservation area must delineate and show the dimensions the floodway and associated buffers.
18. As to the gateway segment that will run along and parallel with Lucas Lane south of Trinity Lane, in Phase 1 as shown on page 23:
 - A. Applicant to provide design/construction plans that must be approved prior to the approval of the Final SP that requires the improvement of this segment of Lucas Ln
 1. Applicant to provide information for Metro to evaluate reducing the number of driveways and the width of driveways serving parcels 7 and 13 as identified on page 3 prior to Final SP approval.
 2. Greenways, in conjunction with NDOT, will coordinate any requirements for driveways and driveway /gateway connections.
 3. If the Final SP that triggers the requirement for the improvement of Lucas Lane is for an area other than parcels 7 and/or 13 as identified on page 3, additional driveway reduction analysis and requirements may be required with the Final SP for the redevelopment of parcels 7 and/or 13.
 - B. A Conservation Gateway Easement is required and must be clearly demarcated by metes and bounds on the final site plan prior to the approval of the Final SP that requires the improvements of this segment of Lucas Lane.
 - C. Construction of this segment of gateway trail and any related amenities to be done in conjunction with the street improvements to this segment of Lucas Lane required by NDOT.
19. As to the gateway segment that will run along and parallel with Lucas Lane north of Trinity Lane, in Phase 2 as shown on page 23:
 - A. Applicant to provide design/construction plans that must be approved prior to the approval of the Final SP that requires the improvement of this segment of Lucas Lane.
 - B. A Conservation Gateway easement is required and must be clearly demarcated by metes and bounds on the final site plan prior to the approval of the Final SP that requires the improvement of this segment of Lucas Ln.
 - C. Construction of this segment of gateway trail and any related amenities to be done in conjunction with the street improvements to this segment of Lucas Lane required by NDOT.
20. As to the gateway segment in phases 2 and 3, south of Trinity Lane, from Lucas Lane to the south end of the SP district, as shown on page 23:
 - A. A Conservation Gateway easement is required and must be clearly demarcated by metes and bounds on the final site plan prior to the approval of a Final SP for the redevelopment of parcel 12 and/or 17, or any portion thereof. Conservation Gateway Easement must include the floodway and 75' total Floodway Buffers Zones 1 and 2 and the area necessary to locate a 14' wide gateway trail, 2' shoulders, and open space setbacks, as applicable.
21. As to the gateway segment in phases 2 and 3, south of Trinity Lane, from Lucas Lane to the south west end of parcel 12, as identified on page 3:
 - A. Applicant to provide design/construction plans for the gateway trail that must be approved prior to the approval of a Final SP for the redevelopment of parcel 12 as identified on page 3, or any portion thereof.
 - B. Construction of the gateway trail and any related amenities to be done in conjunction with the construction of the first building permitted under the approved Final SP for the redevelopment of parcel 12 as identified on page 3, or any portion thereof.
22. As to the gateway segment in phase 3 and parcel 17 as identified on page 3:
 - A. Applicant to provide design/construction plans for the gateway trail that must be approved prior to the approval of a Final SP for the redevelopment of parcel 17 as identified on page 3, or any portion thereof.
 - B. Construction of the gateway trail and any related amenities to be done in conjunction with the construction of the first building permitted under the approved Final SP for the redevelopment of parcel 17 as identified on page 3, or any portion thereof.
23. Gateway design /construction plans to be provided by developer as part of the final site plan to comply with gateway standards including but not limited to lighting, landscaping, construction materials, width, ADA compliance, wayfinding and rules signage, trailhead, bicycle storage, and site furniture and be approved by Greenways.
24. Future off-site extensions of gateway network to be provided by others.
25. No sidewalks paralleling the gateway trail or building footprint are allowed within 5' of the paved gateway surface.
26. Gateway design as part of the final site plan must include connections for future off site extensions, to be provided by others.
27. All design/construction plans submitted with a Final SP must ensure the gateway can be built to comply with ADA regulations.
28. Metro's ADA office must provide written approval of gateway design/construction plans prior to Final SP approval.
29. Applicant to design and build the gateway to Metro Parks standards approved by Greenways.
30. The extent of the Gateway Conservation easement may be expanded to include area for gateway related amenities, including furniture and trailheads, to be determined prior to final SP approval.
31. Coordinate with Metro Parks Greenways staff regarding Park Board and Metro Council approval processes for Conservation Gateway Easement Agreement.
32. When developer/owner constructs the gateway trail to be open to the public 365 days/year per Metro Parks approved operating hours, except for times of routine maintenance where temporary closure is required for public safety.
33. No dumpsters, loading zones, HVAC units, or like to front the gateway and must be screened from green way view.
34. Any access from the SP development onto the gateway shall be approved by Greenways prior to final SP approval.
35. Provide landscape screen between surface parking/driveway and gateway view to the greatest extent reasonably possible.
36. No obstructions will be in a gateway easement, unless approved by Metro Parks staff, including, but not limited to site furniture, signage, and lighting.
37. Gateway trail to be inspected and approved by Greenways and General Services ADA Office prior to opening to the public.
38. Planting schedule for gateway related open space setback areas to create park like setting to the greatest extent reasonably possible to be approved with Final SP.



Historical Significance

Thomas Talbot, Revolutionary War veteran wounded at the Battle of Kings Mountain, South Carolina, served as sheriff of Washington County and Senate clerk for the State of Franklin before moving to Nashville in 1789. On this site, he acquired 290 acres to build a home and grow an apple orchard.

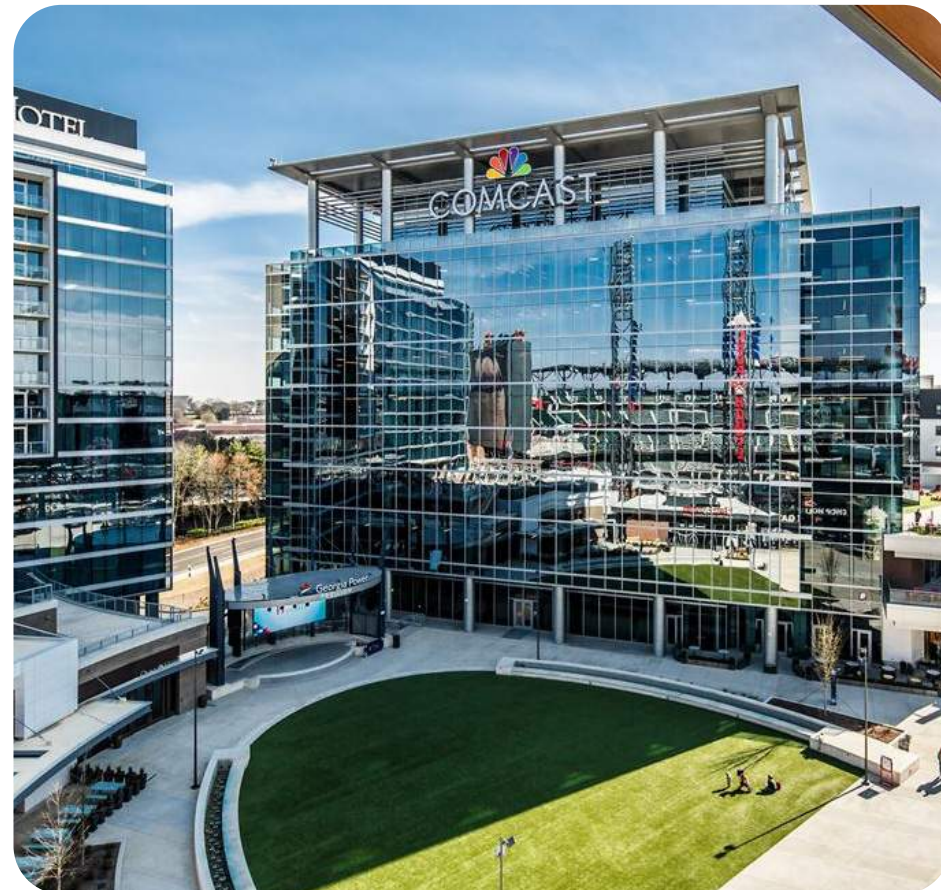
A gristmill, distillery and 1,000 apple trees enabled Talbot to supply his riverfront tavern and other hotels with apple brandy. In 1806, United States Vice President Aaron Burr visited Talbot Tavern, located near Nashville’s Public Square. The Talbot family cemetery is located on the east side of Interstate 65/24 along Trinity Lane.

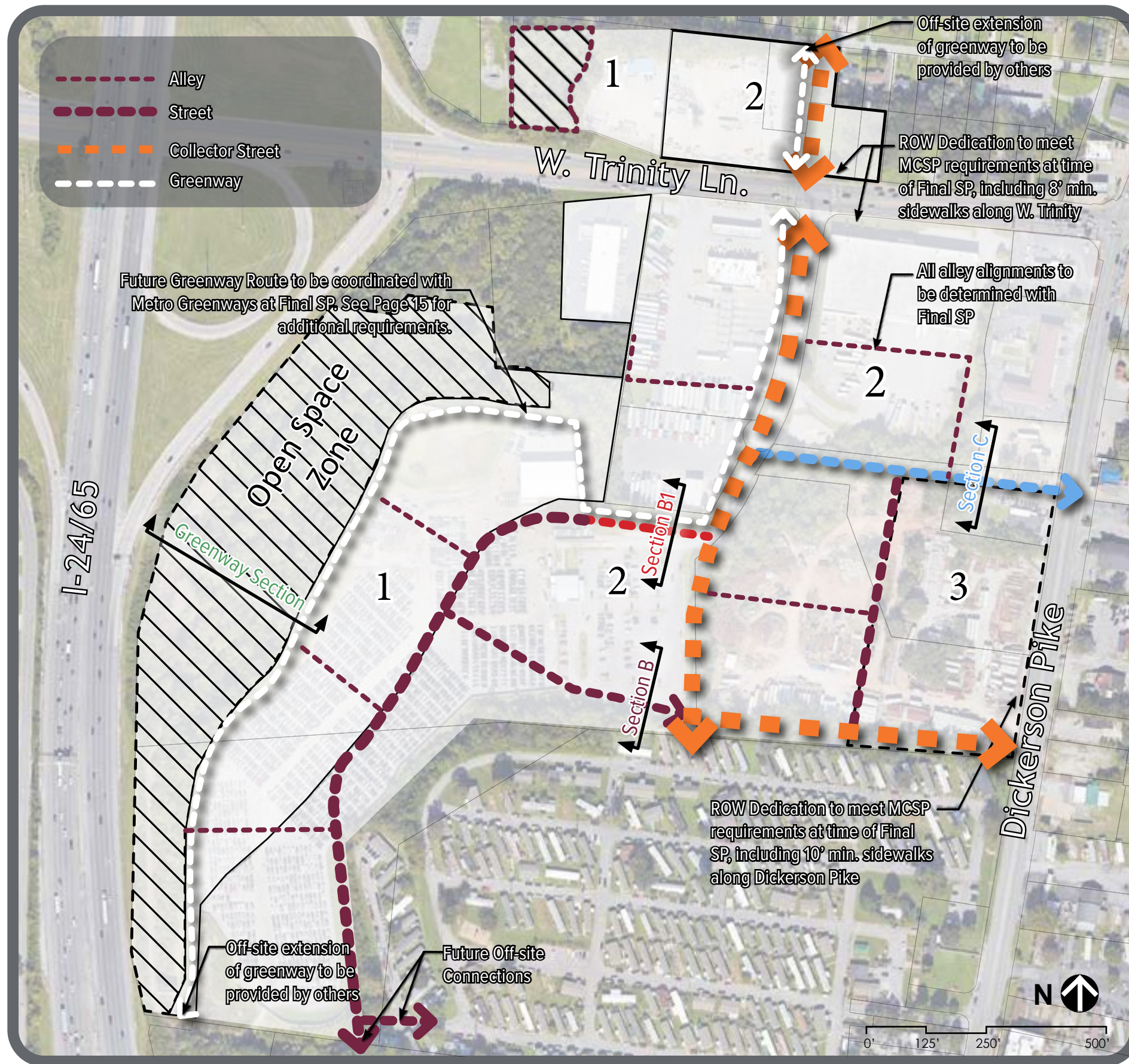
Note: Development to incorporate historical information into final design of public open spaces.

Neighborhood Gateway

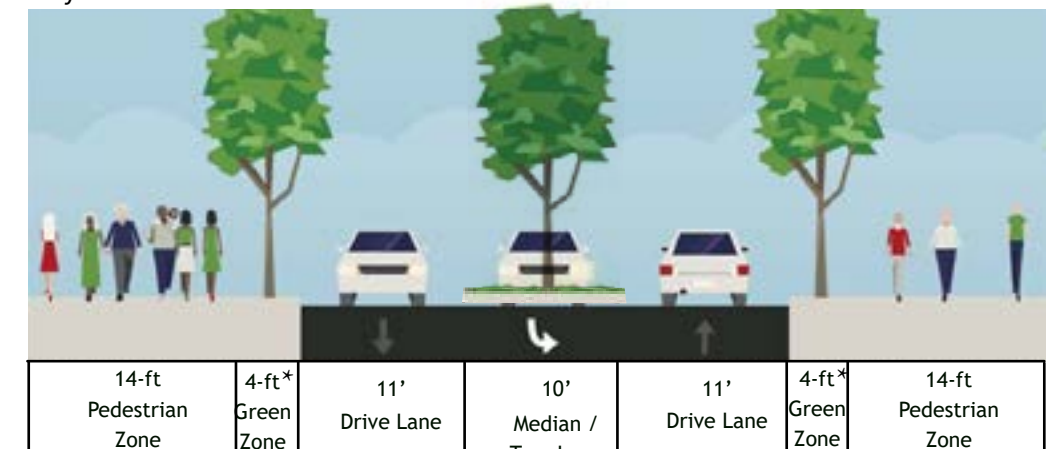
Prominence should be given to the corner of W. Trinity Lane and Dickerson Pike as an entry and gateway into the neighborhood. Relief from the corner provides space for a public plaza and open space incorporating pedestrian-friendly landscaping and key gateway signage. The images shown on the right are examples of how the gateway at the corner could be interpreted in the final SP site plan.





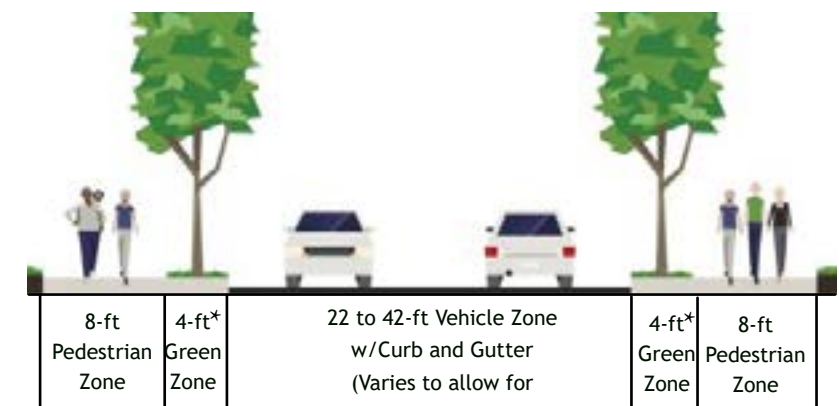


The SP seeks to implement the street network imagined in the South Dickerson Pike Corridor Study. Final SPs submitted will follow the South Dickerson Pike Corridor Study, the Major and Collector Street Plan and recommendations of the Traffic Impact Study.



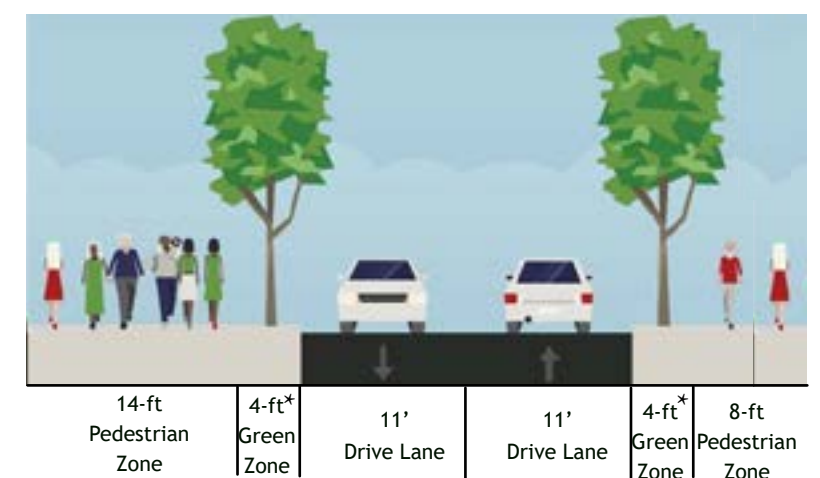
Section A (68-foot-wide right-of-way)

New Public Collector Streets Cross Section



Section B (Varies, 50 to 66-foot-wide right-of-way)

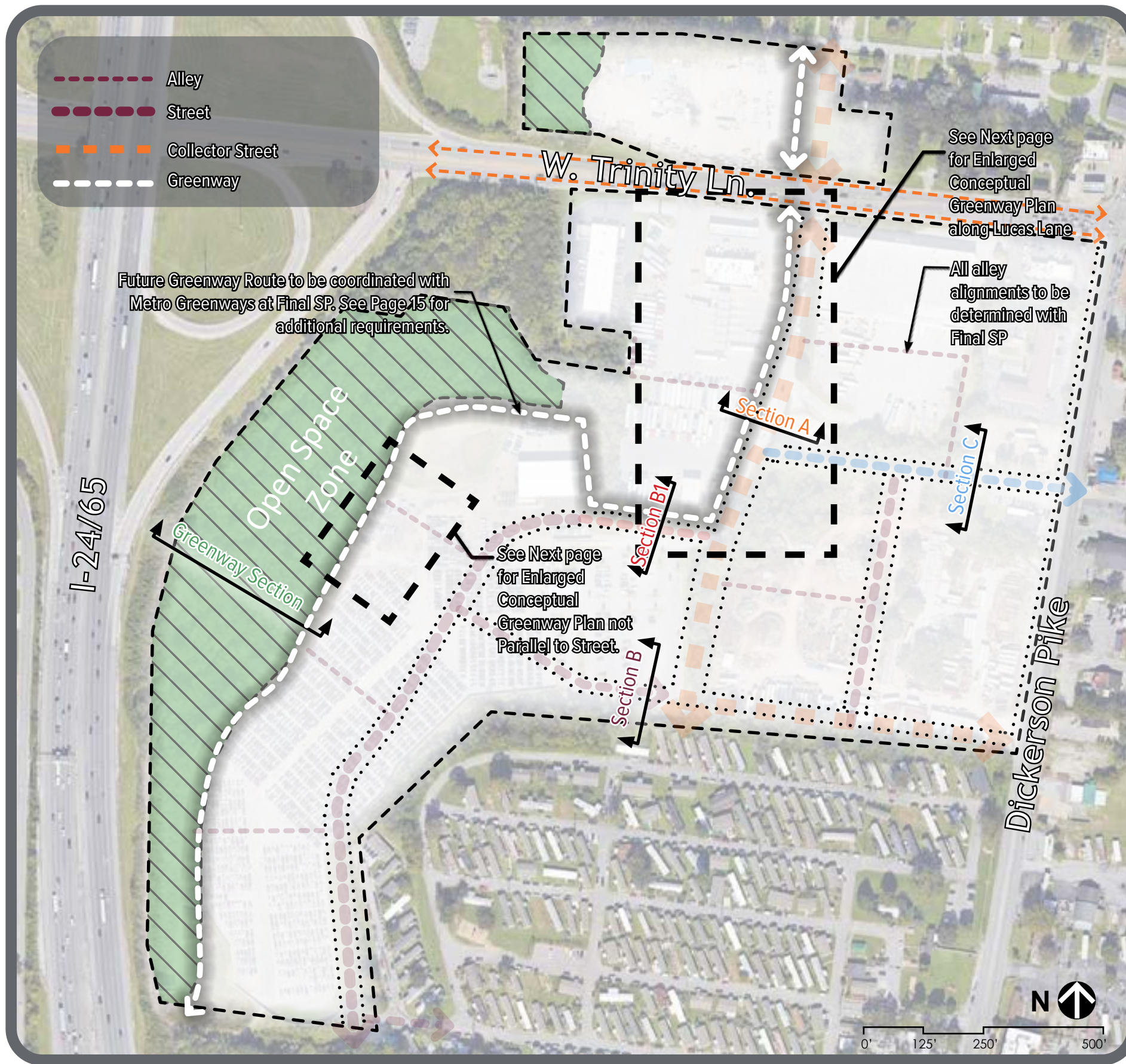
New Public Local Streets Cross Section



Section B1 (53-foot-wide right-of-way)

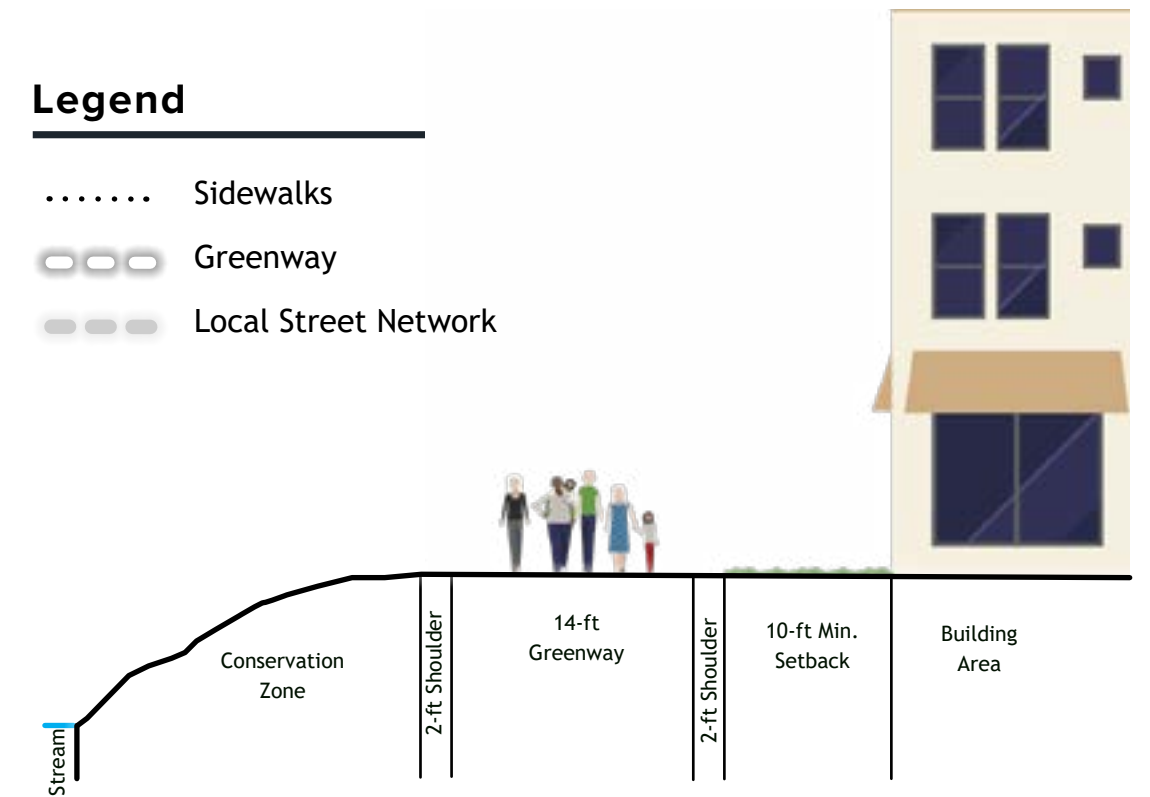
New Public Local Streets Cross Section Along Greenway

*In practice, the 4 ft wide green zone is typically 4.5 feet to account for the curb



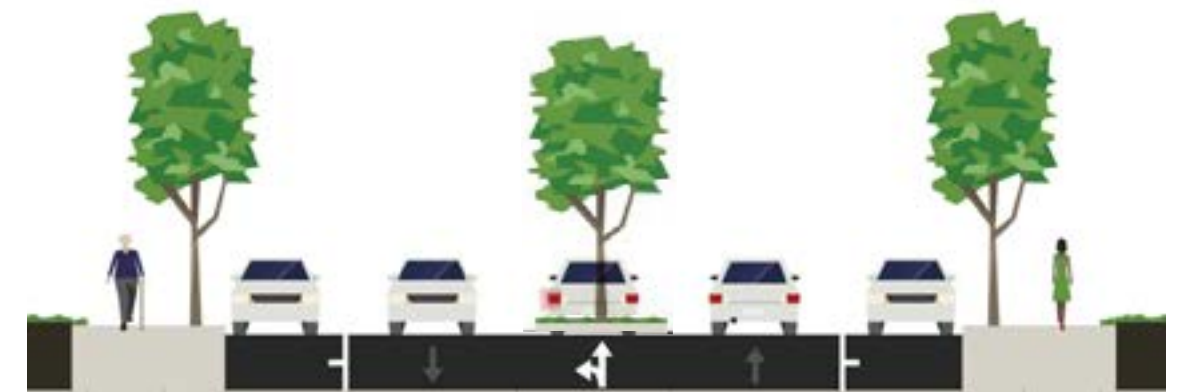
Legend

- Sidewalks
- ○ ○ Greenway
- Local Street Network



Greenway Section

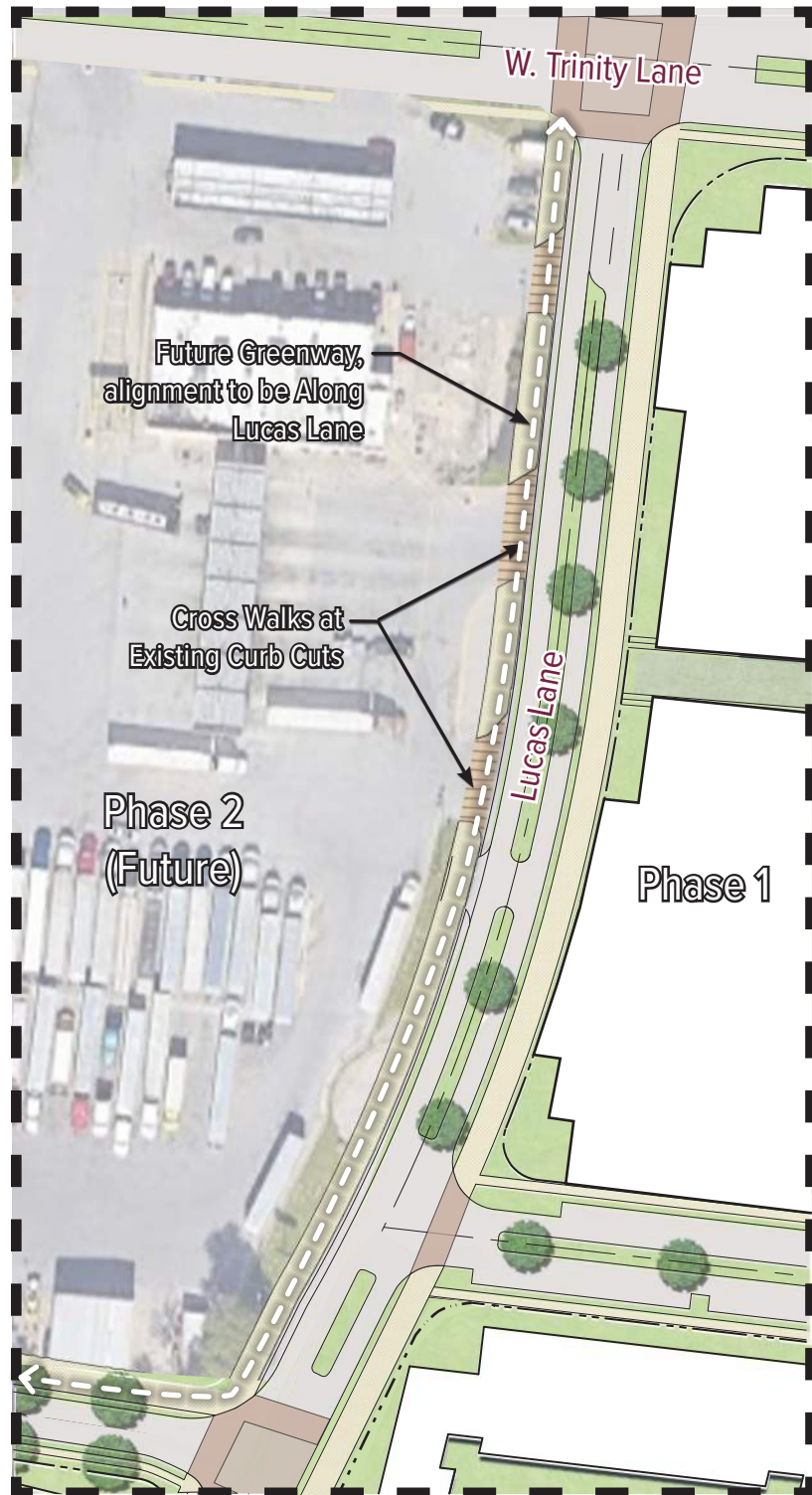
New Public Greenway Not Parallel to a Street (Typical)



Section C (72-foot-wide right-of-way)

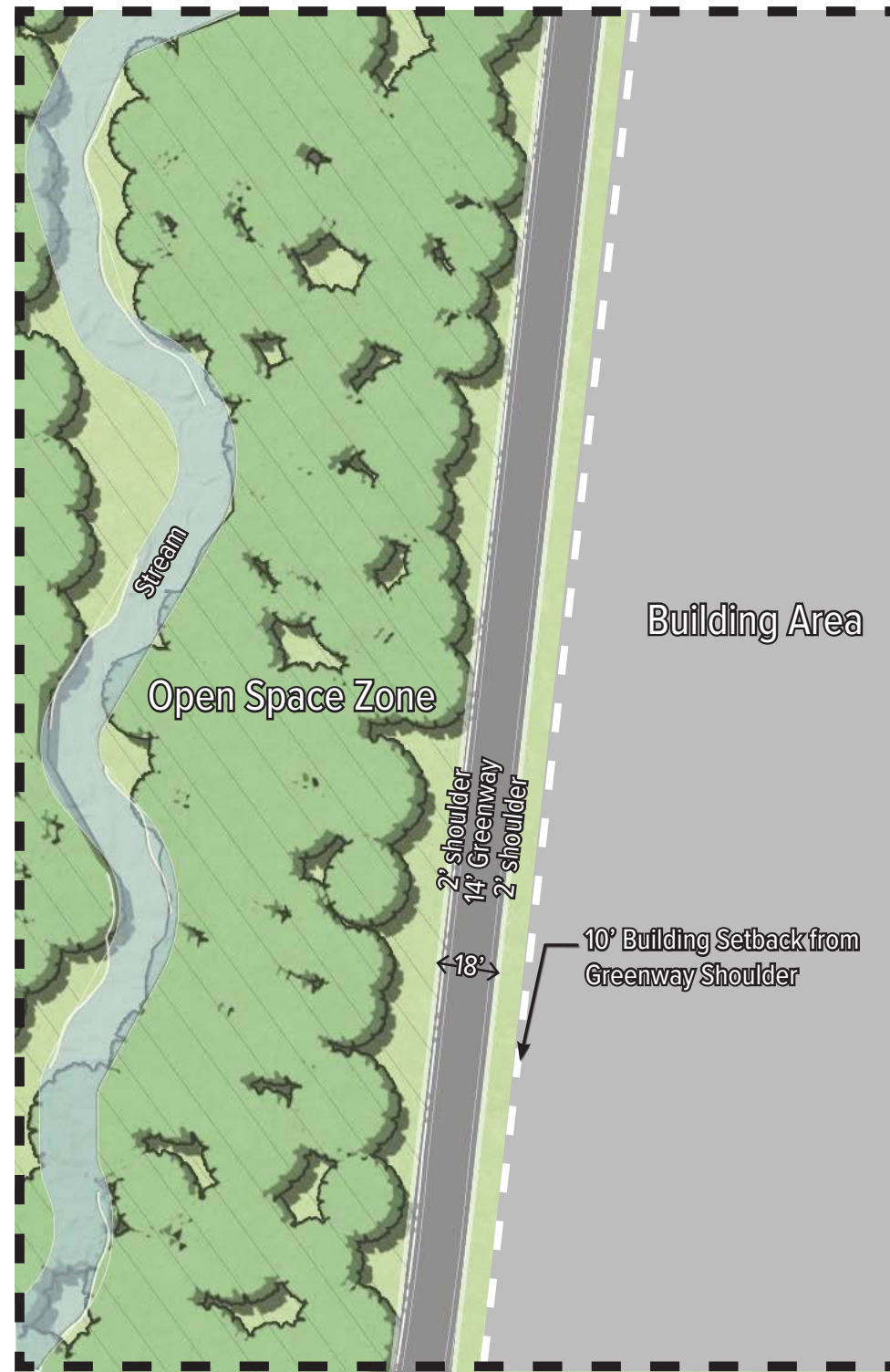
New Public Local Street Cross Section

*In practice, the 4 ft wide green zone is typically 4.5 feet to account for the curb

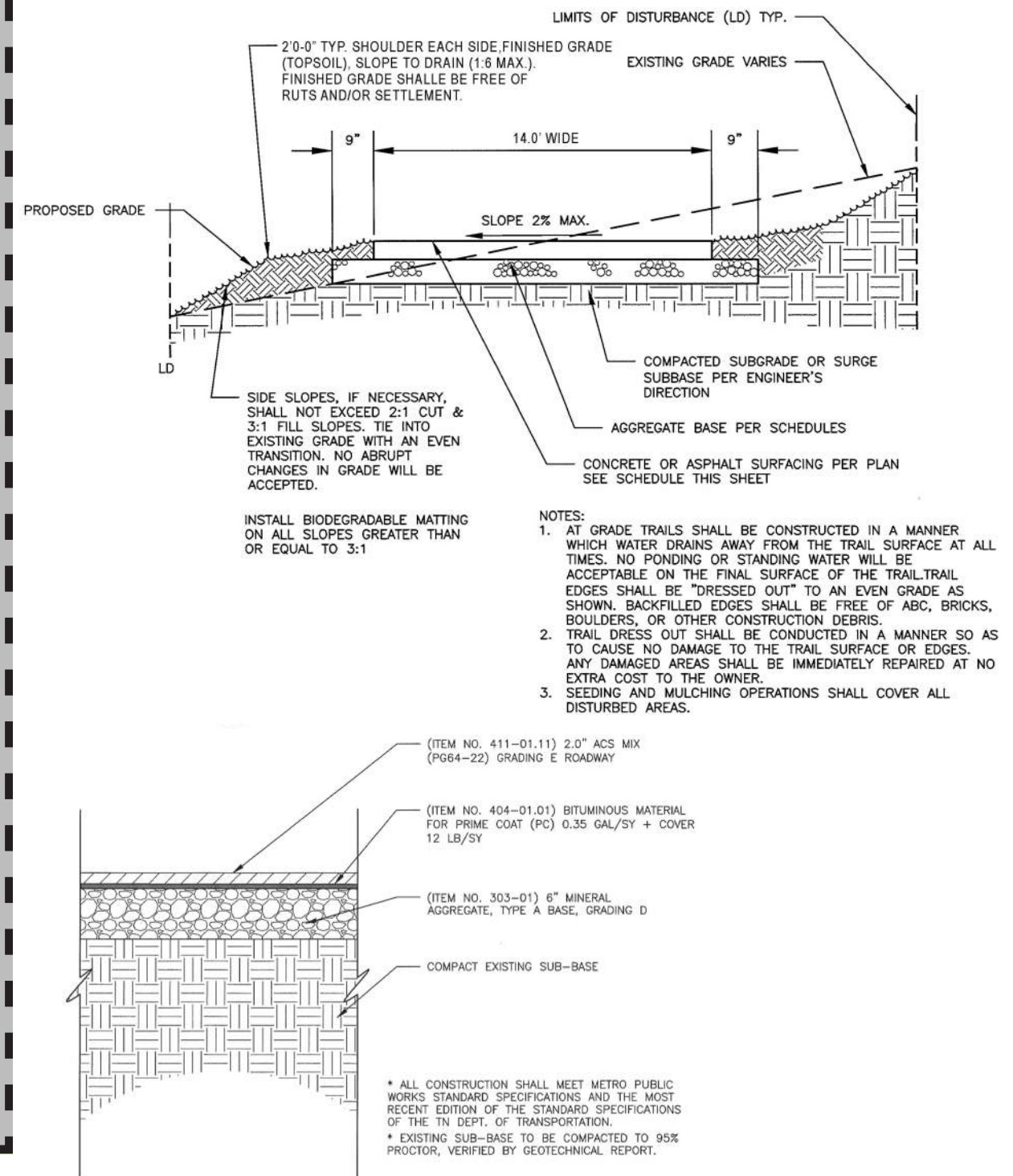


Conceptual Greenway Plan along Lucas Lane
(Subject to change at final SP)
Scale: 1"=100'

Note: Reductions in curb cut with complete redevelopment



Conceptual Greenway Plan Not Parallel to a Street (Typical)
Scale: 1"=60'



Typical Greenway Trail Detail
Not to Scale

Note: Unless otherwise required in conjunction with NDOT. Greenways to provide to applicant.



