Hammer, Eric (Planning)

From: Lesley Beeman <LBeeman@mzarch.com>
Sent: Wednesday, June 5, 2019 11:55 AM
To: Hammer, Eric (Planning)
Cc: Manuel Zeitlin; Jack Fleischer; steve@kovach.net
Subject: FW: Hermitage Lighting: 531 Lafayette St
Attachments: 6TH AVE S_01_interstate-kvb.pdf; Lafayette40to8th.pdf; 1371-Hermitage Lighting - MCSP Exhibit.pdf; 1371-Hermitage Lighting FOR CONSTRUCTION.pdf

Hi Eric,
Thanks for speaking with me about the Hermitage Lighting project yesterday. Attached are the MCSP requirements we received from Elwyn Gonzales at Planning and a site plan exhibit showing the existing sidewalks overlaid with those requirements. Also attached are the drawings for the recladding project that has triggered a look at these sidewalk upgrade requirements.

The new project consists of recladding the existing building, adding new lighting, signage, upgrading entries, and adding an accessible ramp. The sidewalk on Lafayette is short at 48.5ft and is mostly taken up with parking access. The sidewalk on 6th Ave N is relatively new and is primarily constrained by the existing building and site walls. This sidewalk, too, is eaten away by parking lot and service access. The site is currently paved against the concrete sidewalks for parking and does not impede using the paving for walking, if the additional width is needed.

Given the small and limited amount of work included in our project and the site constraints involved in upgrading the existing sidewalks to MCSP standards, we request a waiver from the DTC/DRC to allow us to leave the existing sidewalks as they are for the time being.

If you have any questions or comments, please feel free to contact me at lbeeman@mzarch.com or by phone at (615) 256-2880.

Thanks.

L. Lesley Beeman, Jr., AIA, Architect

Manuel Zeitlin Architects
516 Hagan Street, STE 100
Nashville, TN 37203
T: 615.256.2880

From: Gonzalez, Elwyn (Planning) <Elwyn.Gonzalez@nashville.gov>
Sent: Tuesday, June 4, 2019 9:11 AM
To: Lesley Beeman <LBeeman@mzarch.com>
Cc: Manuel Zeitlin <manuel@mzarch.com>; Briggs, Michael (Planning) <Michael.Briggs@nashville.gov>
Subject: RE: Hermitage Lighting: 531 Lafayette St

Good morning Lesley, below are the MCSP requirements for each street frontage:

6th Ave S
- Sidewalk: 12’ sidewalk with 4’ x 6’ tree wells
- Curb-to-Curb: 32’ (existing)

Lafayette
- Sidewalk: 14’ sidewalk with 4’ x 6’ tree wells; 4’ frontage zone
- Curb-to-Curb: 60’ (existing)

Attached are the cross sections. Please let me know if you need anything else,

Elwyn Gonzalez, AICP
Transportation Planner, Multimodal Transportation Planning
Metropolitan Nashville Planning Department
800 2nd Avenue South, PO Box 196300
Nashville, TN 37219-6300

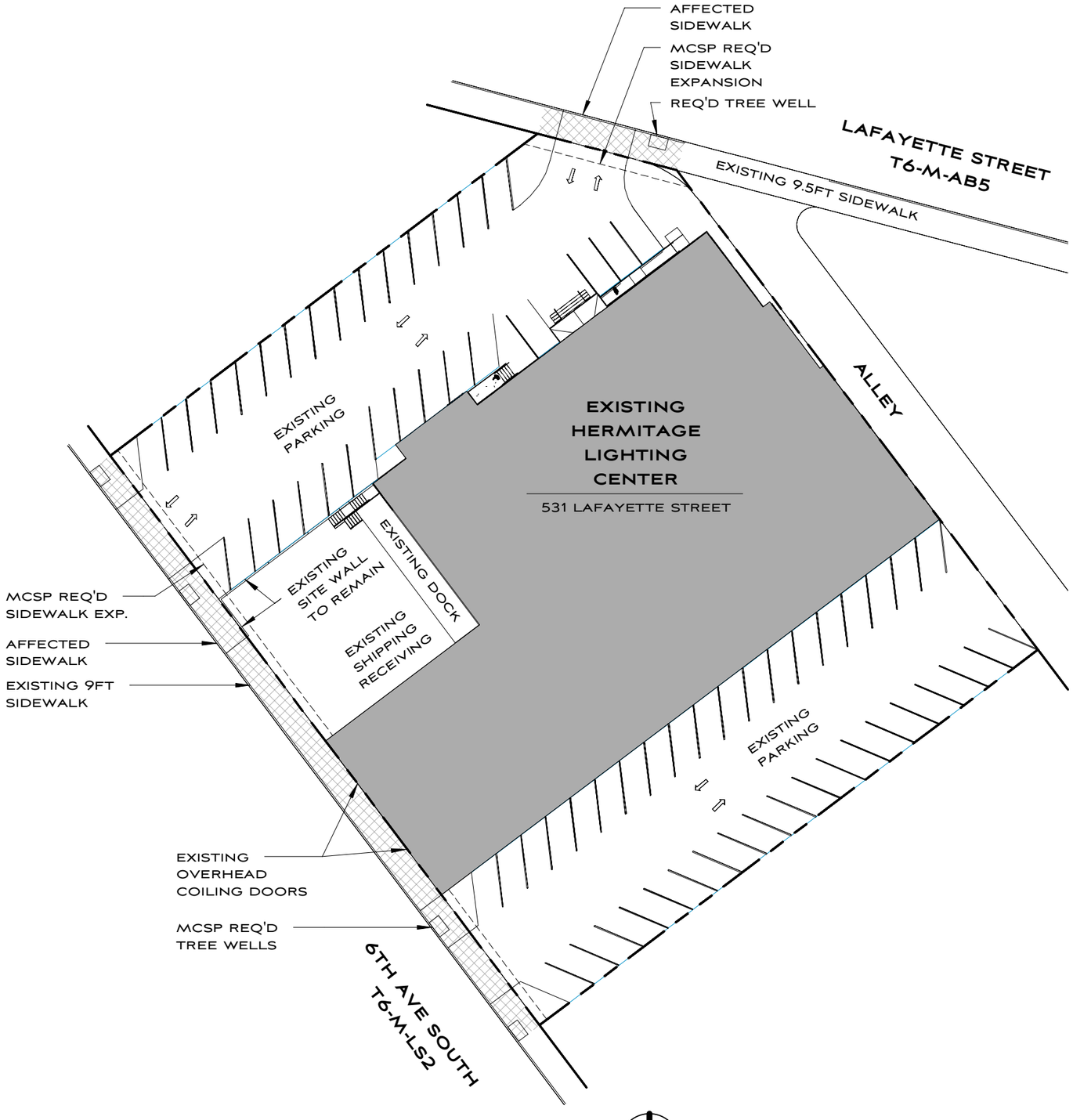
(o) 615-862-7163
e-mail: elwyn.gonzalez@nashville.gov

From: Briggs, Michael (Planning)
Sent: Monday, June 03, 2019 4:57 PM
To: Lesley Beeman
Cc: Manuel Zeitlin; Gonzalez, Elwyn (Planning)
Subject: Re: Hermitage Lighting: 531 Lafayette St

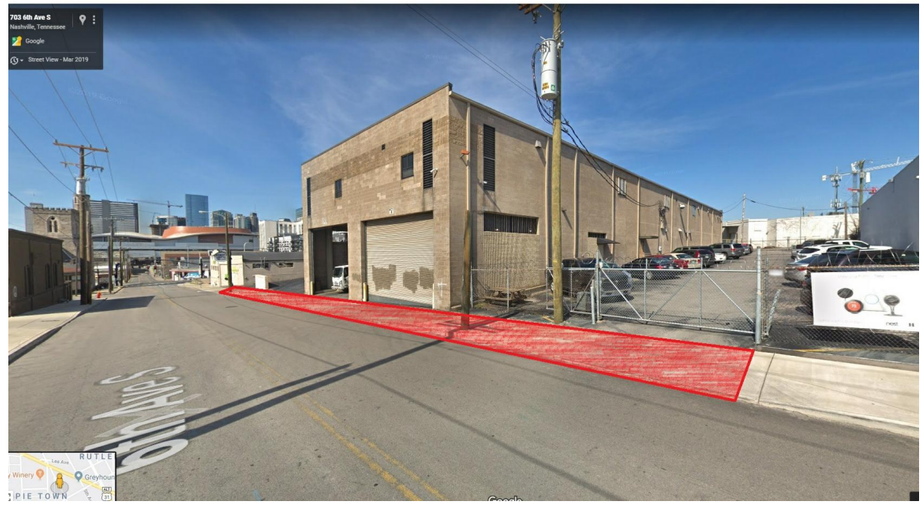
I’ve copied Elwyn Gonzalez on my team. He’ll follow up with the dimensions.

On Jun 3, 2019, at 10:08 AM, Lesley Beeman <LBeeman@mzarch.com> wrote:

>
>
> Hi Michael,
> We’re helping Jack Fleischer at Hermitage Lighting Gallery on Lafayette and 6th Ave to reclad his building and upgrade his handicapped access. We’re told that his small amount of freshening up, upper $200K in value, is kicking in a requirement to bring sidewalks and curbs up to MCSP standards. See attached drawings. Our frontage on Lafayette is only 48.5ft and our frontage on 6th Ave is partially constrained by the existing building.
>
> What is required by MCSP in these locations?
>
> Thanks for helping us out.
>
> L. Lesley Beeman, Jr., AIA, Architect
>
> Manuel Zeitlin Architects
> 516 Hagan Street, STE 100
> Nashville, TN 37203
> T: 615.256.2880
>
> <image009.jpg> <image010.png> <image011.jpg> <image012.jpg>
>
> <Hermitage 6th Ave.jpg>
> <Hermitage Lafayette.jpg>
> <1371-Hermitage Lighting FOR CONSTRUCTION.pdf>



VIEW OF AFFECTED SIDEWALK ALONG LAFAYETTE STREET LOOKING SOUTH



VIEW OF AFFECTED SIDEWALK ALONG 6TH AVE SOUTH LOOKING NORTH

HERMITAGE LIGHTING

MCSP PLAN

UNDER REVIEW TION

C1.0

JUNE 4, 2019

1371

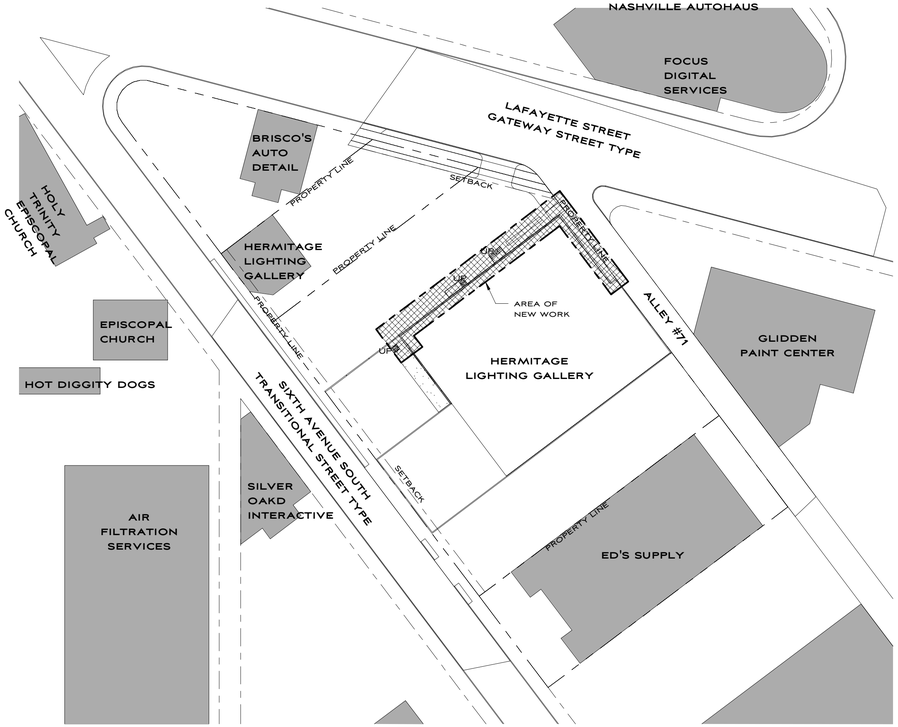
MANUEL ZEITLIN ARCHITECTS

TEL 615 256.2880
FAX 615 256.4839

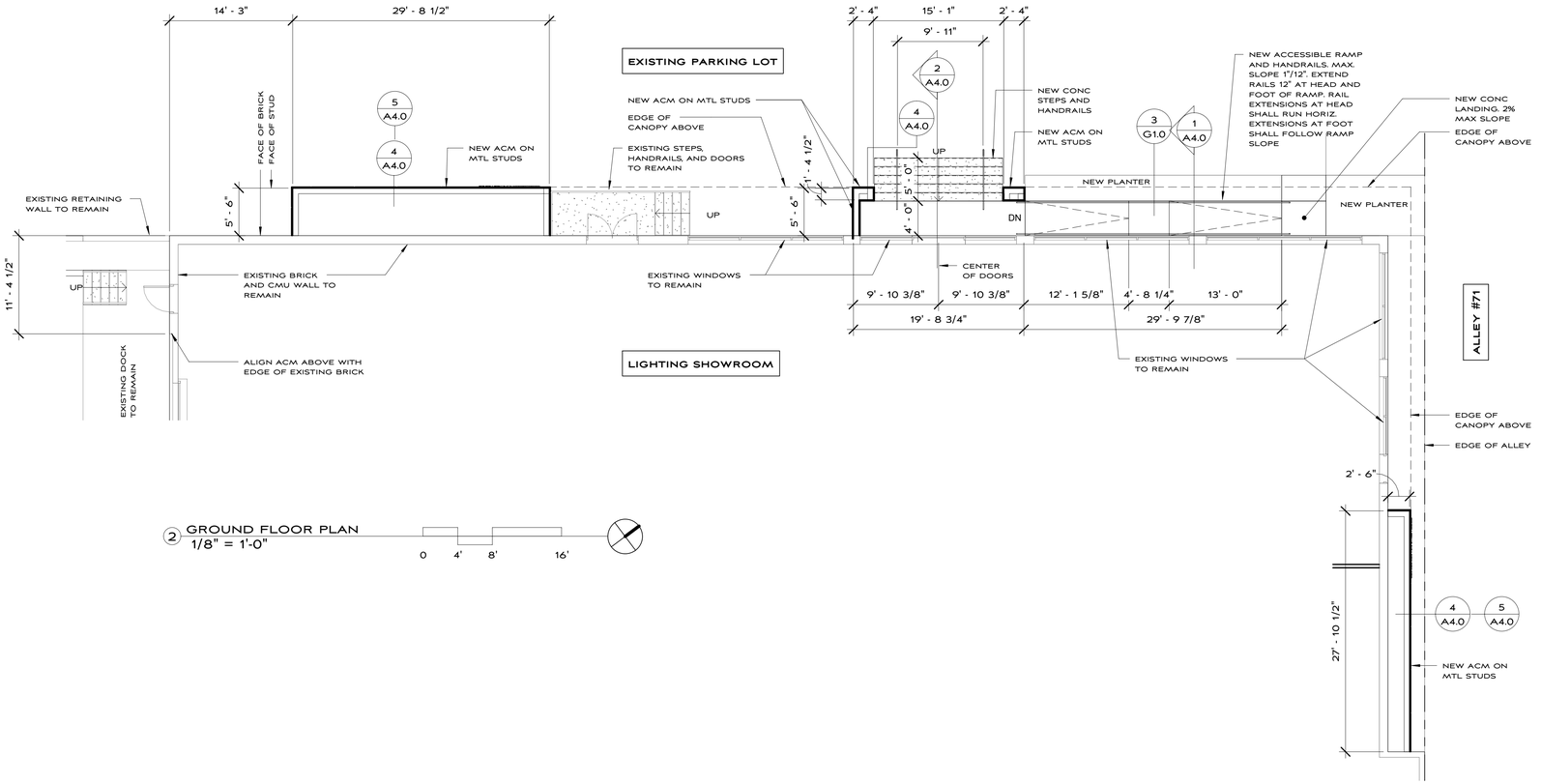
516 HAGAN ST., STE. 100, NASHVILLE, TN 37203

HERMITAGE LIGHTING GALLERY

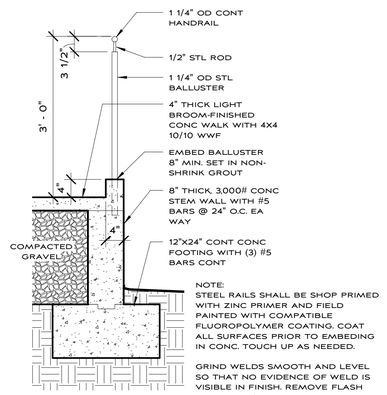
531 LAFAYETTE STREET, NASHVILLE, TN 37203



1 SITE PLAN
1" = 50'-0"
0 25' 50' 100'



2 GROUND FLOOR PLAN
1/8" = 1'-0"
0 4' 8' 16'



3 RAMP DETAIL
3/4" = 1'-0"

BUILDING DESIGN DATA:

PROJECT DESCRIPTION:
NEW ACCESSIBLE ENTRY AND PARTIAL RECLADDING OF AN EXISTING BUILDING

METRO NASHVILLE ADOPTED CODES:
2012 INTERNATIONAL BUILDING CODE
2012 INTERNATIONAL ENERGY CONSERVATION CODE
2012 ICC/ANSI A-117.1 ACCESSIBLE AND USABLE BUILDINGS AND FACILITIES
2012 INTERNATIONAL PLUMBING CODE
2012 INTERNATIONAL MECHANICAL CODE
2012 INTERNATIONAL FUEL GAS CODE
2011 NATIONAL ELECTRICAL CODE
2012 INTERNATIONAL FIRE CODE
LOCAL AMENDMENTS TO ALL CODES

PLANNING AND ZONING:
DTC; OV-ADE, OV-UZO, METRO FIRE ZONE
SIGNAGE: GATEWAY STREET TYPE
1.5SF/1LF OF BUILDING FACADE.
BUILDING FACADE = 141LF

NON-STREET FACING SIGN
1SF/1LF OF BUILDING FACADE
BUILDING FACADE = 124LF
PARKING: UNCHANGED FROM EXISTING

BUILDING DATA:

CONSTRUCTION TYPE:	UNCHANGED FROM EXISTING
BUILDING AREA:	UNCHANGED FROM EXISTING
BUILDING HEIGHT:	UNCHANGED FROM EXISTING
MAX. EXT. WALL OPENINGS:	UNCHANGED FROM EXISTING
REQUIRED PLUMBING FIXTURES:	UNCHANGED FROM EXISTING
MEANS OF EGRESS:	UNCHANGED FROM EXISTING
REQUIRED FIRE RESIST. RATINGS:	UNCHANGED FROM EXISTING

FIRE STOPPING REQUIREMENT:
PENETRATIONS THROUGH RATED WALLS AND FLOORS SHALL BE SEALED WITH A MATERIAL CAPABLE OF PREVENTING PASSAGE OF FLAMES AND HOT GASES WHEN SUBJECT TO THE TEST STANDARD SPEC FOR FIRE STOPS, UL 1479 ASTM E814

SHEET INDEX:

G1.0 BUILDING DESIGN DATA, SITE PLAN, FLOOR PLAN
A2.0 EXISTING BUILDING ELEVATIONS
A2.1 NEW BUILDING ELEVATIONS
A4.0 WALL SECTIONS

SHEET TITLE:
HERMITAGE LIGHTING GALLERY
531 LAFAYETTE STREET
NASHVILLE, TENNESSEE 37203

MANUEL ZEITLIN ARCHITECTS
1819 21ST AVE SOUTH NASHVILLE, TN 37212
TEL 615 2642880
FAX 615 2644839

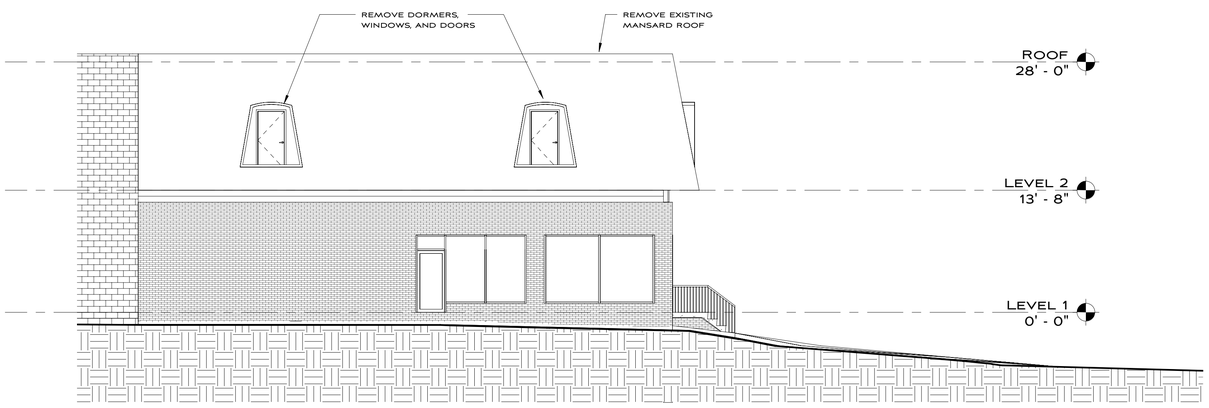
CONSULTANT:

REVISIONS:

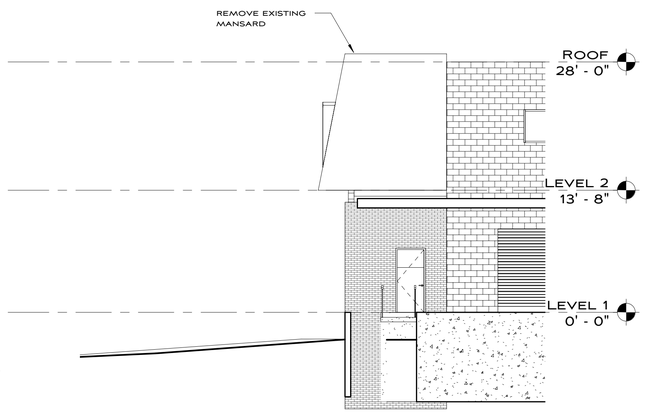
SHEET TITLE:
SITE PLAN AND FLOOR PLAN

FOR CONSTRUCTION
DATE: MAY 7, 2019
DRAWN BY: LB
PROJECT NO.:1371

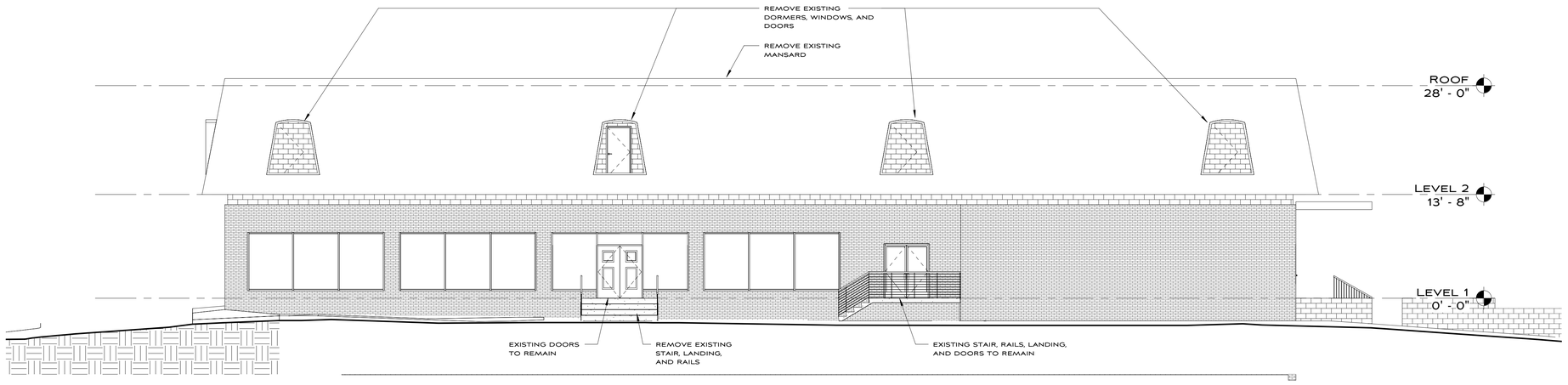
SHEET NO.:
G1.0



2 PARTIAL EAST ELEVATION - EXISTING
1/8" = 1'-0"



3 PARTIAL WEST ELEVATION - EXISTING
1/8" = 1'-0"



1 NORTH ELEVATION - EXISTING
1/8" = 1'-0"

SHEET TITLE
HERMITAGE LIGHTING GALLERY
531 LAFAYETTE STREET
NASHVILLE, TENNESSEE 37203

MANUEL ZEITLIN ARCHITECTS
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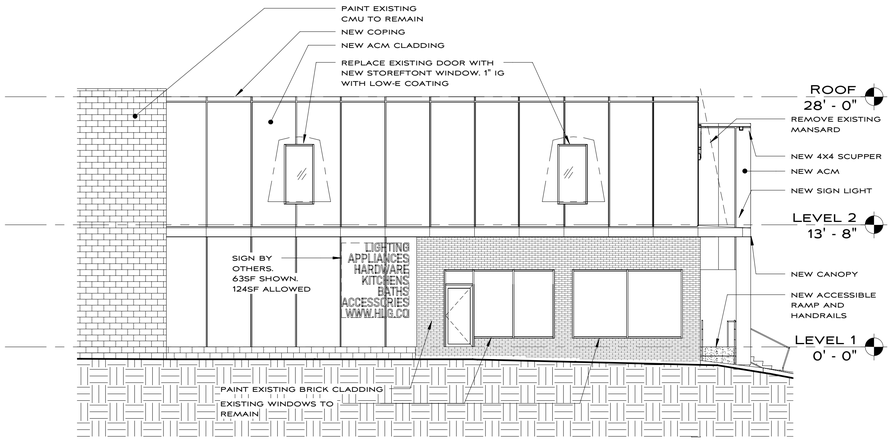
CONSULTANT:

REVISIONS:

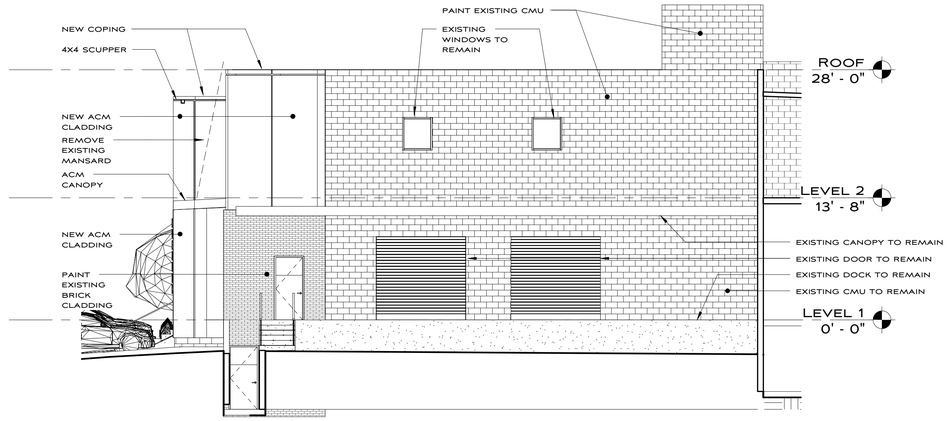
SHEET TITLE:
EXTERIOR ELEVATIONS - EXISTING

FOR CONSTRUCTION
DATE: MAY 7, 2019
DRAWN BY: JLC
PROJECT NO.:1371

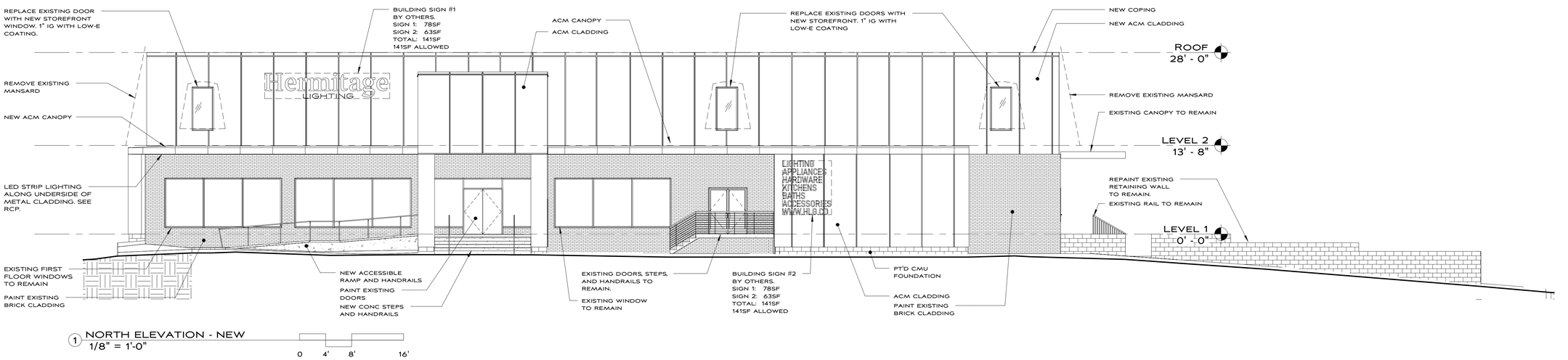
SHEET NO.:
A2.0



3 PARTIAL EAST ELEVATION - NEW
1/8" = 1'-0"
0 4' 8' 16'



2 PARTIAL WEST ELEVATION - NEW
1/8" = 1'-0"
0 4' 8' 16'



1 NORTH ELEVATION - NEW
1/8" = 1'-0"
0 4' 8' 16'

SHEET TITLE:
HERMITAGE LIGHTING GALLERY
531 LAFAYETTE STREET
NASHVILLE, TENNESSEE 37203

MANUEL ZEITLIN ARCHITECTS
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FAX 615 **256.4839**

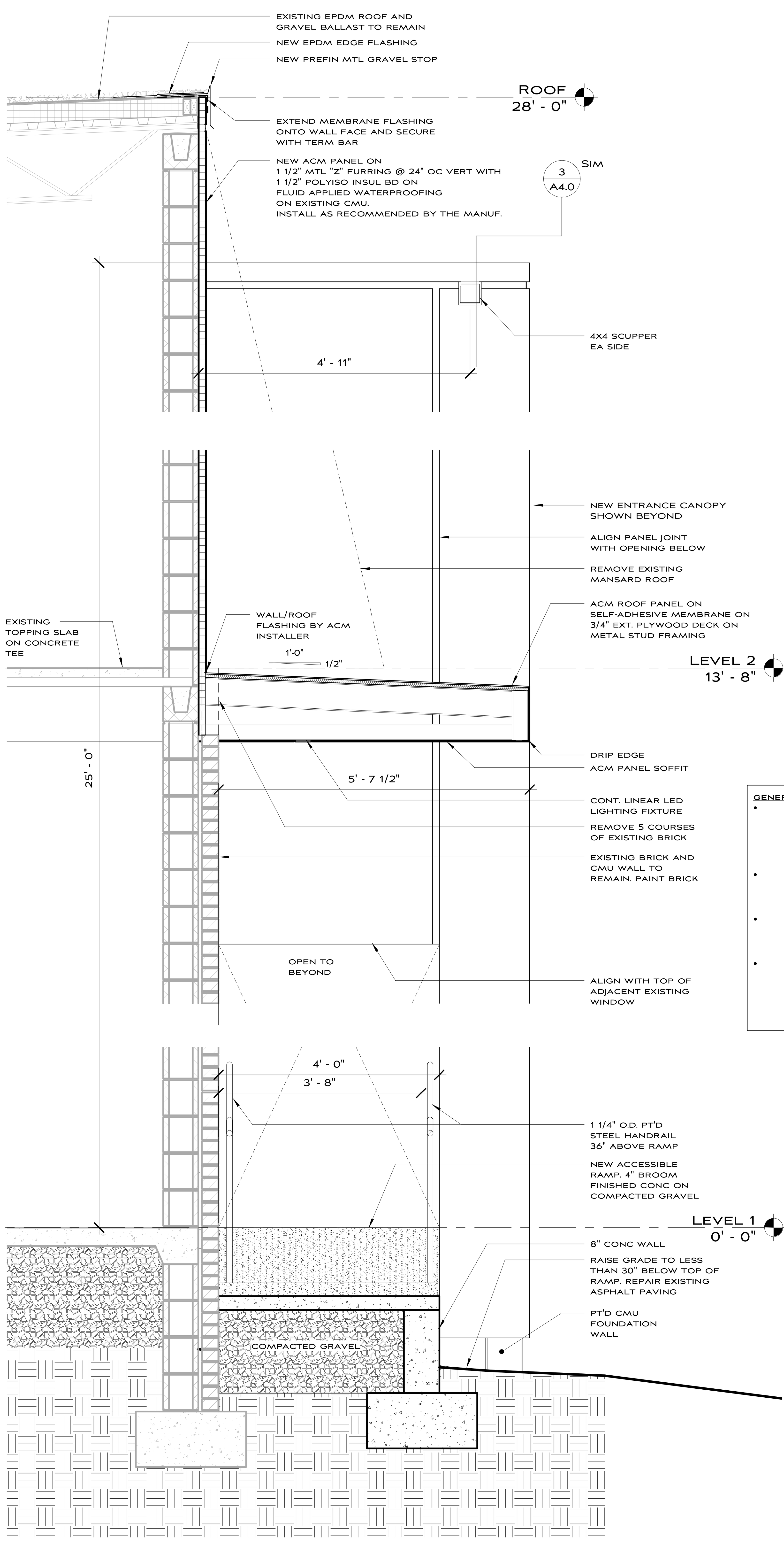
CONSULTANT:

REVISIONS:

SHEET TITLE:
EXTERIOR ELEVATIONS - NEW

FOR CONSTRUCTION
DATE: MAY 7, 2019
DRAWN BY: LB
PROJECT NO.:1371

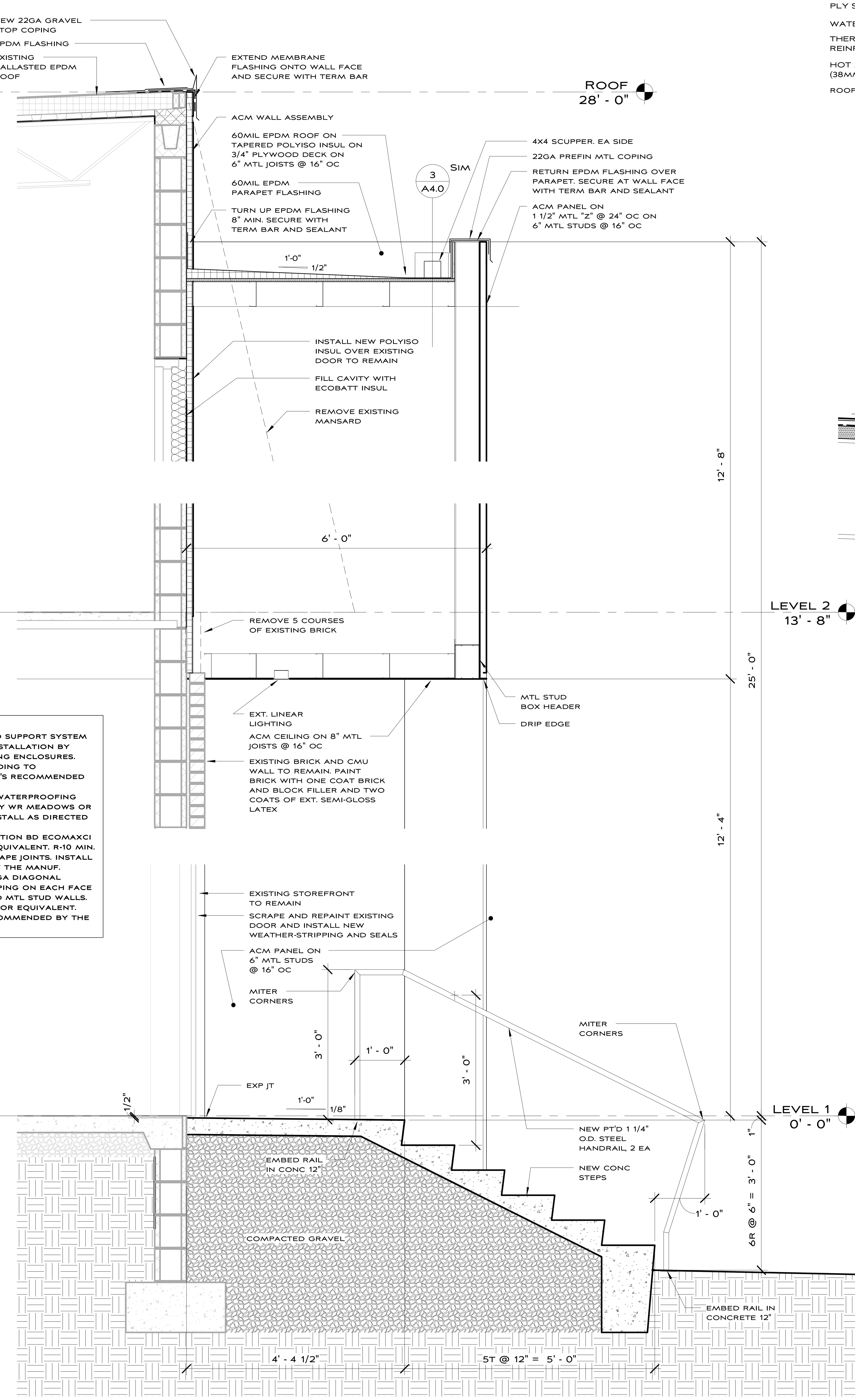
SHEET NO.:
A2.1



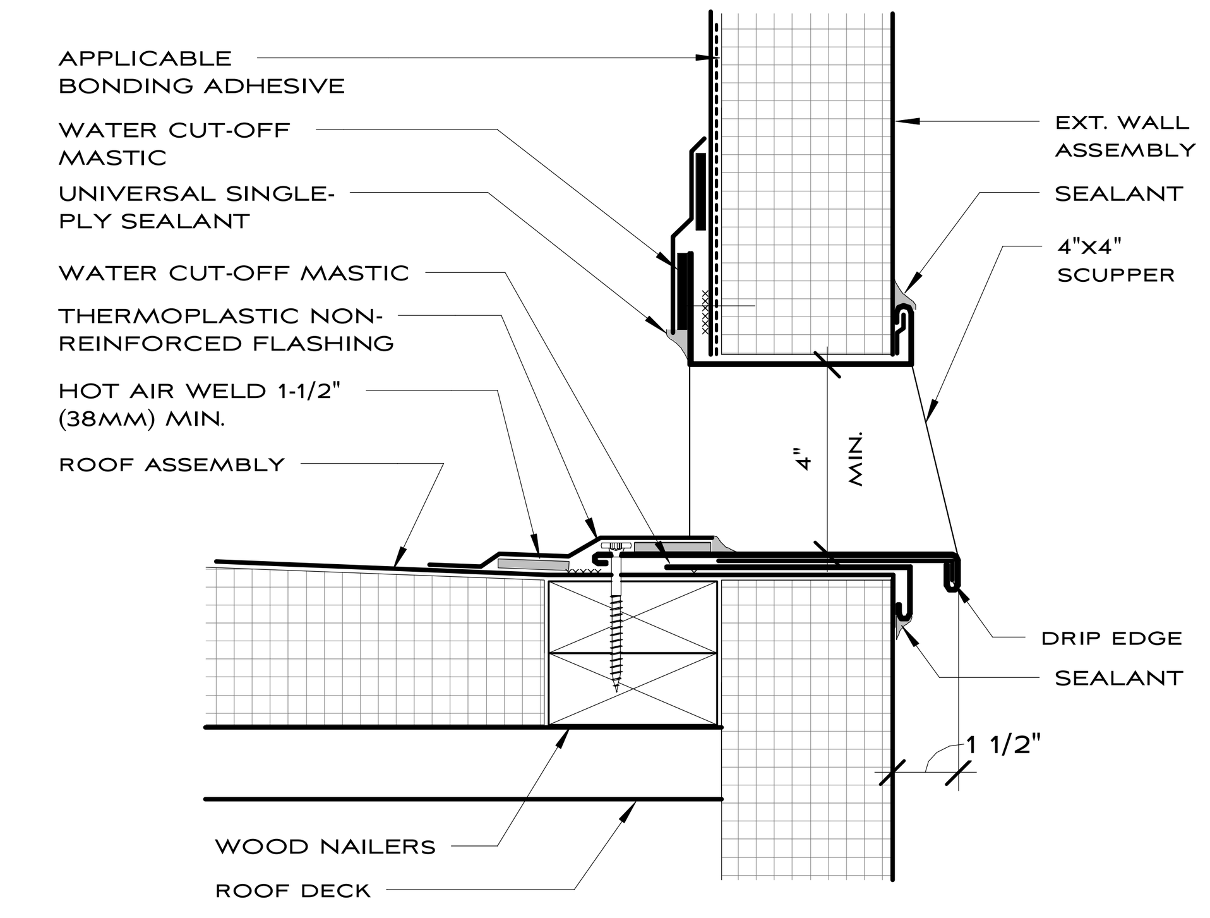
1 TYPICAL SECTION @ METAL PANEL CLADDING
3/4" = 1'-0"

GENERAL NOTES:

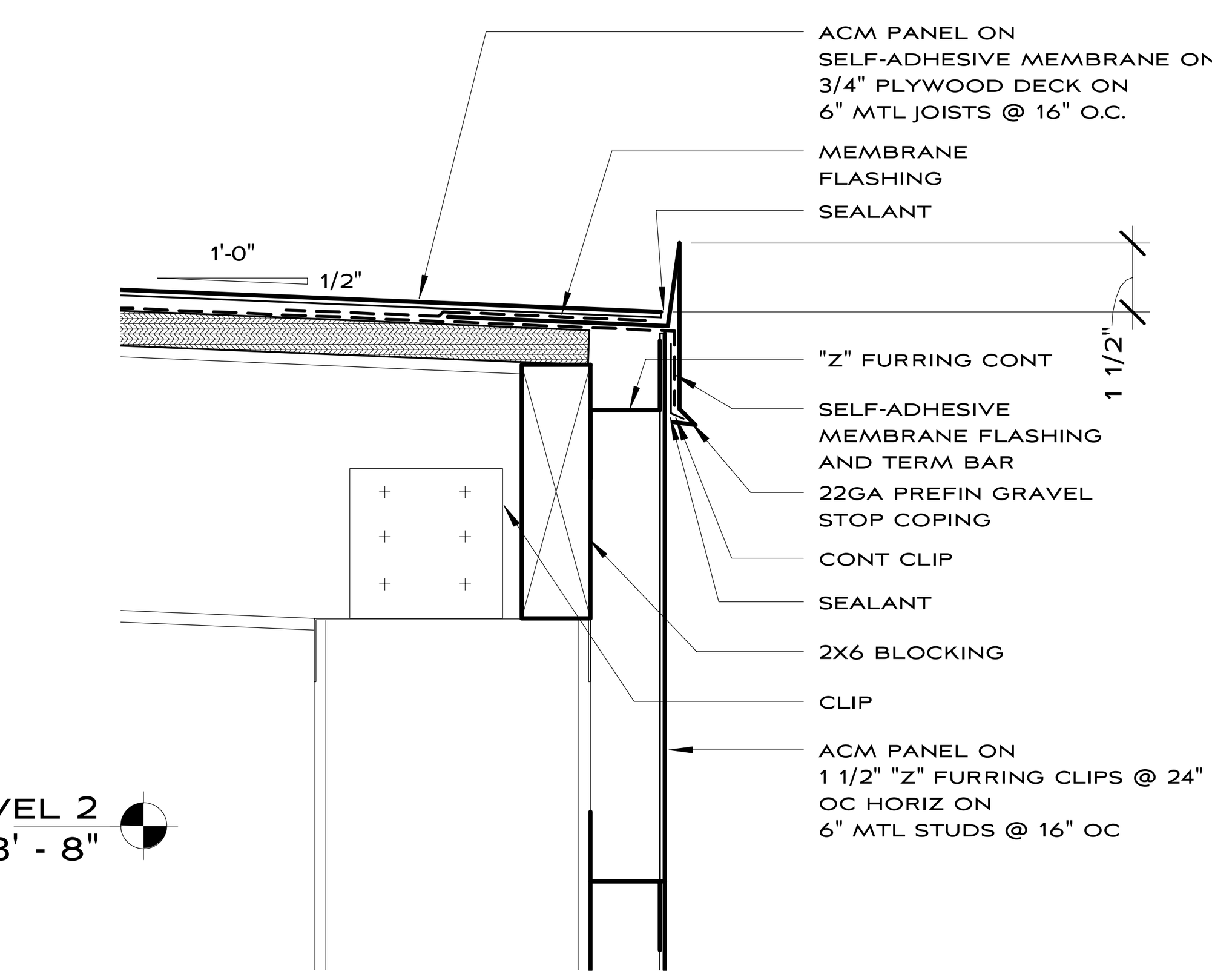
- ACM PANEL AND SUPPORT SYSTEM DETAILS AND INSTALLATION BY KOVACH BUILDING ENCLOSURES. INSTALL ACCORDING TO MANUFACTURER'S RECOMMENDED DETAILS.
- FLUID APPLIED WATERPROOFING HYDROLASTIC BY WR MEADOWS OR EQUIVALENT. INSTALL AS DIRECTED BY THE MANUF.
- POLYISO INSULATION BD ECOMAXCI BY R-MAX OR EQUIVALENT. R-10 MIN. STAGGER AND TAPE JOINTS. INSTALL AS DIRECTED BY THE MANUF.
- INSTALL 4" X 18GA DIAGONAL TENSION STRAPPING ON EACH FACE OF UNSHEATHED MTL STUD WALLS. CLARKDIETRICH OR EQUIVALENT. SECURE AS RECOMMENDED BY THE MANUF.



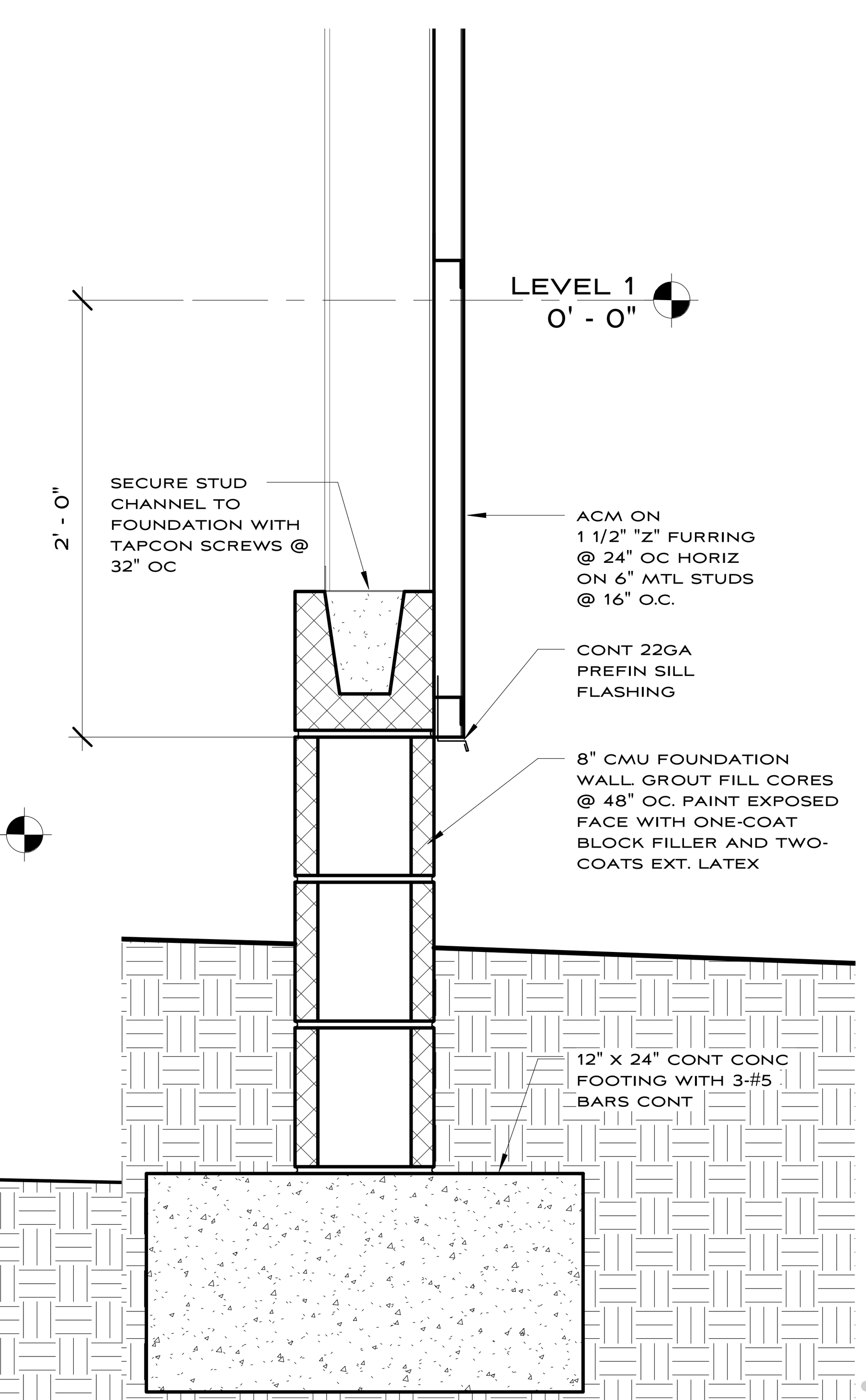
2 SECTION THRU MAIN ENTRY CANOPY
3/4" = 1'-0"



3 SCUPPER DIAGRAM
3" = 1'-0"



5 EAVE DETAIL
3" = 1'-0"



4 FOUNDATION DETAIL
1 1/2" = 1'-0"

SHEET TITLE:
HERMITAGE LIGHTING GALLERY
531 LAFAYETTE STREET
NASHVILLE, TENNESSEE 37203

MANUEL ZEITLIN ARCHITECTS
TEL 615 256.2880
FAX 615 256.4839
1819 21ST AVE SOUTH NASHVILLE, TN 37212

CONSULTANT:

REVISIONS:

SHEET TITLE:
WALL SECTIONS

FOR CONSTRUCTION
DATE: MAY 7, 2019
DRAWN BY: LLB
PROJECT NO:1371

SHEET NO:
A4.0

Major and Collector Street Plan of Metropolitan Nashville
Implementing Complete Streets
A Component of NashvilleNext and Access Nashville 2040
Adopted June 22, 2015

Right-of-Way Departmental Modification

Street: 6th Avenue South

Segment: 1

Termini: Interstate 40 Overpass to Korean Veterans Boulevard

Direction: North

Classification: T6-M-LS2 (50' Standard); DTC Secondary

Constrained/Updated ROW: 56'

12' Total Sidewalk		32'* Curb to Curb		12'* Total Sidewalk	
8' Pedestrian Zone clear sidewalk	4' Green Zone 4' x 6' tree wells	32' Combined Vehicle –Bicycle Zones 2 travel lanes existing and recently restriped with a center turn lane south of Lafayette Street		4' Green Zone 4' x 6' tree wells	8' Pedestrian Zone clear sidewalk
		6th Avenue Protected Bikeway is identified in NashvilleNext (Bicycling Project #16). A planned protected bike lane is identified in the 2014 Multimodal Mobility Study.			

*Additional right-of-way may be required on the east side of 6th Avenue at intersections to accommodate a center turn lane and the protected bike lane.

See page 25 of the Major and Collector Street Plan:
"In most cases the ultimate right-of-way that most fully implements the MCSP will be established as the "Standard" right-of-way for a given facility. In some instances a particular street or street segment may be deemed "Constrained" by the Planning Department and Public Works Department Directors following a study by Planning and Public Works staff. The rights-of-way along Constrained Facilities are established as the particular street segment is studied."

The Vehicle Zone can fluctuate between termini because of turn lanes and bulb-outs to accommodate on-street parking. In most instances, the Green Zone, Pedestrian Zone, and Frontage Zone are intended to remain constant between termini with varying pavement conditions. Therefore with final building placement, the total ROW can be more than indicated above at specific sites.

Street Measured: 5/17/2012

Approved by Planning: 6/22/2015

Image generated by: Streetmix http://streetmix.net

From the Downtown Community Plan in NashvilleNext

Bicycling Priority Projects

The following are bicycling priorities for the Downtown Community. See project maps below.

Access Nashville Bicycling Project #14
East Nashville Protected Connections–Implement protected bikeways along the Woodland Street Bridge, the Jefferson Street Bridge, and under Interstate overpasses that connect Edgefield and McFerrin Park to the East Bank and downtown.

I-24 and the Cumberland River are major barriers that limit access between East Nashville and Downtown, especially for people who walk and bike. New bicycle connections have improved access in recent years, but the lack of multiple access options inhibits bicycle travel, especially during special events when the John Seigenthaler Pedestrian Bridge may be closed. Currently, bicycle travel is not a comfortable option for many residents of East Nashville who must travel far out of their way to access low-stress bikeways to Downtown.

Additional connections between Downtown and East Nashville improve the resiliency of Nashville's active transportation network and increase access for all of East Nashville's neighborhoods. The proposed connections should be protected to allow cyclists of all ages and abilities to safely cross between East Nashville and Downtown. Particular care should be taken to protect cyclists from other road users as they enter and exit I-24. This project is identified as a Countywide Critical Need. Refer to Figure DT-26.

Access Nashville Bicycling Project #15
Gateway to Downtown–Implement complete street components such as protected bikeways, transit improvements, streetscaping, public art, and gateway features along Lafayette Street from Chestnut Hill through SoBro.

Lafayette Street should be reconfigured as a complete street with full accommodation of cyclists traveling from South Nashville, improved pedestrian crossings, better transit infrastructure - especially near the Greyhound bus station- and placemaking features like public art, gateway signage, and better lighting to indicate arrival in Downtown Nashville. The Gateway to Downtown project is identified as a Countywide Critical Need. Refer to Figure DT-27.

Access Nashville Bicycling Project #16
Downtown North-South Connectors:
6th Ave South Protected Bikeway–Implement from Demonbreun Street in downtown to Oak Street south of downtown near the Nashville City Cemetery.

The Sixth Avenue South Protected Bikeway expands between Downtown and Wedgewood-Houston, connecting existing bike lanes on Demonbreun with existing buffered bike lanes at Fort Negley and the Adventure Science Center. A rails with trails project or multi-use path adjacent to the Nashville City Cemetery would further expand access.

3rd Ave Bikeway–Implement from Madison Street in Germantown to Lindsley Avenue in Lafayette and Rutledge Hill.

3rd Avenue is a relatively low volume street through downtown Nashville that links MetroCenter, Salemtown, and Germantown to SoBro, connecting to First Tennessee Park, the Music City Bikeway, Public Square, and the John Seigenthaler Pedestrian Bridge along the way. Appropriate bicycle infrastructure should be installed to establish 3rd Avenue as the major north-south bicycle route in downtown Nashville.

10th Ave Bike Boulevard–Implement from Monroe Street in Germantown to 8th Avenue.
10th Avenue, like 3rd Avenue, is a relatively low volume street through downtown that links the planned Buena Vista Protected Bikeway in North Nashville to the Music City Bikeway, existing bike lanes on Demonbreun, Cummins Station, and the planned Gulch Bicycle and Pedestrian Bridge. Intersections along 10th Avenue should be improved to increase comfort and safety for people riding bikes along this corridor, and wayfinding aids and other bike boulevard infrastructure should be installed where appropriate.

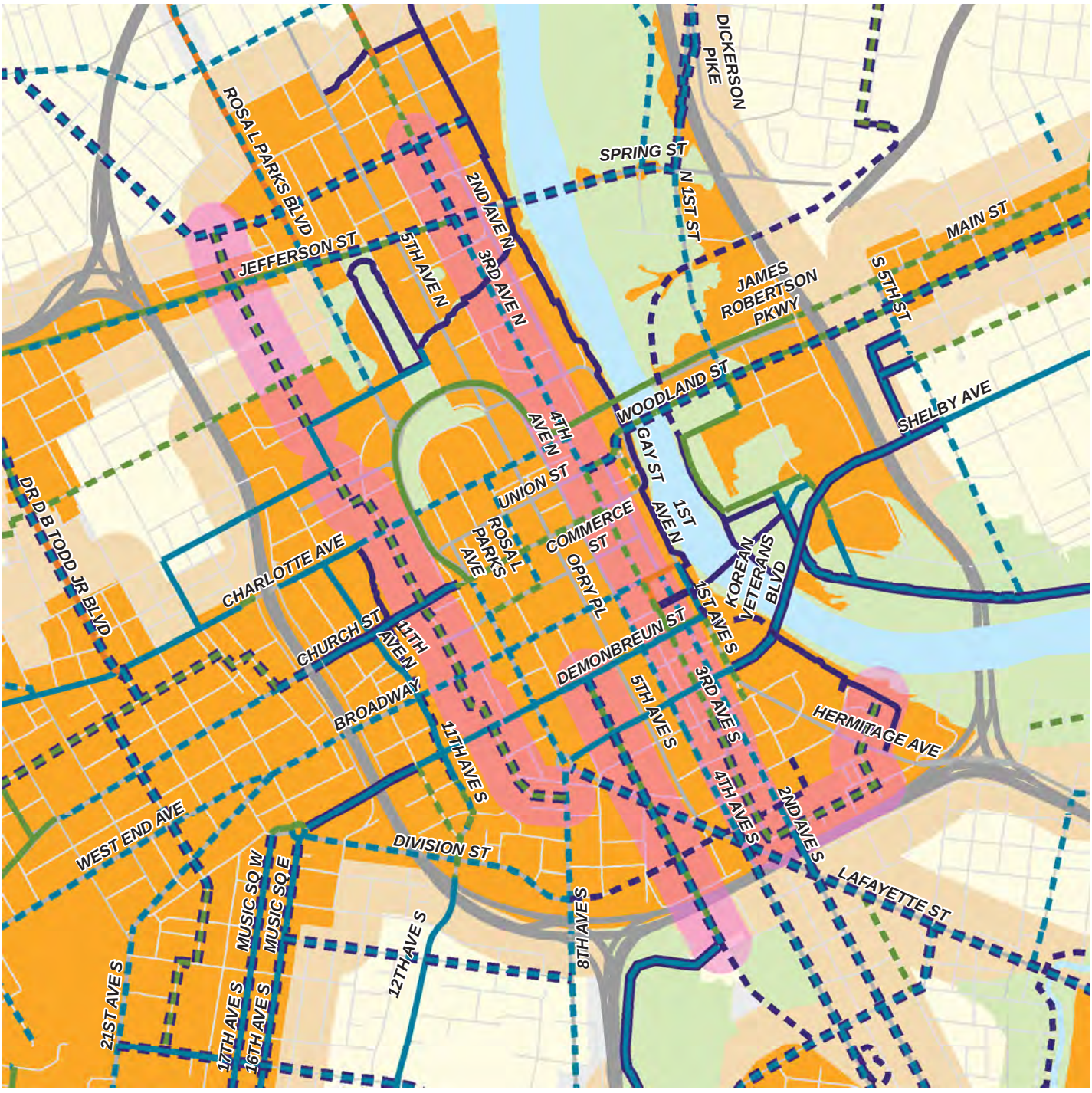
The three north-south connectors in downtown improve access and are identified together as a Community Priority. Refer to Figure DT-28.

Figure DT-28: Access Nashville Bicycling Project #16: Downtown North-South Connectors

a. 6th Ave. South Protected Bikeway–Implement from Demonbreun Street in downtown to Oak Street south of downtown near the Nashville City Cemetery.

b. 3rd Ave. Bikeway- Implement from Madison Street in Germantown to Lindsley Avenue in Lafayette and Rutledge Hill.

c. 10th Ave. Bike Boulevard- Implement from Monroe Street in Germantown to 8th Avenue.



Planned Facilities
- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

- Centers
- Transitions
- Anchor Park
- Green network
- North-South Connections

Bikeway. The extension of the greenway is essential to improve the multi-modal mobility of the area as it provides an alternate route to access the Rolling Mill Hill sub-area and make connections between the residential developments in the sub-area to businesses in the downtown core.

5.8.56 Traffic Signal at Hermitage Avenue / Lindsey Avenue

Lindsey Avenue is used extensively by large interstate trucks that use the ramps on 2nd Avenue and 4th Avenue to access the industrial area on Lebanon Pike. As a result, the intersection of Hermitage Avenue and Lindsey Avenue serves high truck volume, and experiences long delays and queues. This project recommends installing a traffic signal at the intersection to help facilitate the vehicular movement through the intersection

5.8.57 Realign Peabody Street / 4th Avenue Intersection

As the SoBro sub-area develops in the near future, the traffic volume on several roadways is likely to increase significantly. This increase in traffic volume will likely amplify the operational and safety concerns of the intersections that are currently not aligned. Hence, this projects recommends aligning the intersection of Peabody Street / 4th Avenue to improve its safety and operation. Figure A18 in Appendix A shows the conceptual design of the realignment. As shown, the realignment will impact the property located on the southwest quadrant of the intersection.

5.8.58 6th Avenue South Protected Bike Lane

As mentioned previously, one of the strategies of the Multimodal Mobility Study is to provide non-motorized facilities on roadways with low vehicular traffic volume and speed. 6th Avenue South is such a roadway that also connects to the Adventure Science Center south of downtown. Hence, this project recommends providing protected bike lanes on 6th Avenue South from Demonbreun Street to Oak Street and the Adventure Science Center. This enhanced facility will connect downtown Nashville to the Adventure Science Center and encourage riders of all ages to use the facility. Figure A19 in Appendix A shows the conceptual design of the protected bike lane. At the intersections that require turn lanes, the protected bike lane is shown to transition to a multi-use path. As the areas around the intersections develop, it will be desirable to provide additional space for the turn lanes, protected bike lanes and sidewalks.

5.8.59 Lafayette Street Road Diet

Currently, Lafayette Street is a six-lane facility that carries relatively low traffic volume in comparison to the available capacity. The traffic pattern on the facility is directional with higher traffic volumes in the northwest bound direction during the weekday a.m. peak hour and even higher traffic volume in the southeast bound direction during the weekday p.m. peak hour. Nonetheless, reducing the roadway geometry to a five-lane cross-section with a center turn lane and bike lanes will provide adequate capacity for the roadway. Figure A20 in Appendix A shows the conceptual design of the proposed road diet.

5.8.60 3rd Avenue Bike Lane from KVB to Ash Street

As mentioned previously, the Multimodal Mobility Study has identified 3rd Avenue as one of the recommended designated bike routes due to its relatively low traffic volume and speed. As such, this project calls for providing bike lanes on 3rd Avenue from Korean Veterans Boulevard to Ash Street in the SoBro sub-area. This will likely require removing on-street parking on at least one side of 3rd Avenue. Figure A21 in Appendix A shows the conceptual design of the bike lanes on 3rd Avenue South.

5.8.61 Lafayette Street / Peabody Street / 7th Avenue Intersection Improvement

The current footprint of the Lafayette Street / Peabody Street / 7th Avenue intersection is extremely large, which creates operational and safety issues for pedestrians and motor vehicles alike. This recommended improvement reduces the size of the intersection, provides better delineation for motor vehicles, and reduces crossing distance for pedestrians. Figure A20 in Appendix A shows the conceptual layout of the proposed improvement.

From the Multimodal Mobility Study

NOT FOR CONSTRUCTION

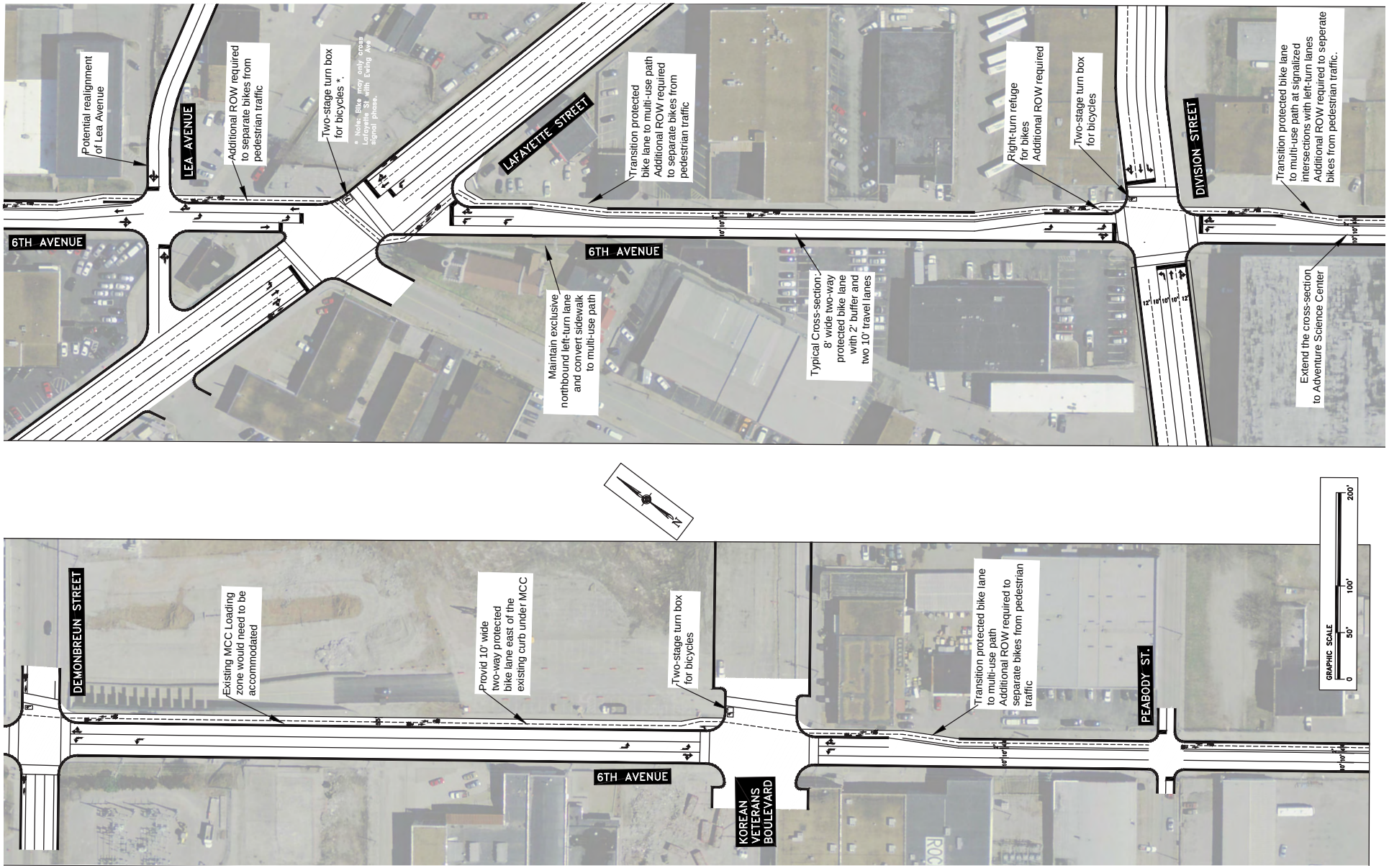


FIGURE A19. Conceptual Design: 6th Avenue

Major & Collector Street Plan
Right-of-Way Modification Documentation

Metropolitan Nashville Planning Department
800 Second Avenue South
P.O.Box 196300
Nashville, TN 37219-6300
615.862.7190
www.nashville.gov/mpc

Metro-Nashville is committed to providing a world-class transportation system that serves all users and provides travel choices. One component of the transportation system is to ensure Metro's streets provide appropriate and adequate infrastructure for multiple travel modes in the surrounding context. This form documents decisions involving public right-of-way that supports Metro's efforts to provide complete streets. Information on this form explains how Metro is balancing the needs of its transportation users and provide consistency in how corridors and their intersections will serve the community as redevelopment occurs in the future.

Documentation Checklist

File Name: Lafayette40to8th.pdf

Reason for right-of-way modification:

☒ Constrained Street Situation - A ☐ Constrained Street Situation - B ☐ Other (describe below)

Date

Sep 19, 2011 ☒ Request to update Standard ROW sent between Planning Commission and Public Works.

_____ ☐ Final approval granted by Planning Commission and Public Works Directors.

Note: This involves an MCSP designation change and will need to be amended within the MCSP by the MPC.

_____ ☐ Final approval not granted.

_____ ☐ Date heard by Planning Commission.

Case #

Decision

_____ ☐ Update Final ROW, Half ROW, Last Action, Edit Date and Notes in GIS.

_____ ☐ Send updated shapefile and documentation to Mapping Division.

Attach the following:

☐ Correspondence
☒ Example cross section
☒ Map of area and future land use policy
☐ Planning Commission meeting minutes (if necessary)
☐ Other (describe below)

List departments and staff contacts involved in right-of-way modification decision:

Planning Department - Kathryn Withers, Rebecca Ratz, Michael Briggs, Jennifer Carlat
Public Works - Scott McCormick, Devin Doyle

Adopted Community Vision of Street

Major & Collector Street Plan

Street Name: Lafayette Street

State Route(s) (if any): US 31A/US 41/SR 11/SR1/US70S

From: Interstate 40

To: 8th Avenue South

MCSP Designation(s): T6-M-AB6-UM (I-40 to Peabody) and T6-M-AB5-UM

Standard ROW(s): 117' and 106' (Peabody to 8th)

Date Street Section ROW was Last Updated: 4/14/2011

Existing On-Street Parking: No

Existing Median: No

Median Width: n/a

Sidewalks & Bikeways Plan Status: Bike Lane Planned

Regional Transportation Plan

Is this street identified as a potential improvement project within the Nashville Area MPO's RTP or TIP? Yes

RTP Project #: 1011-182

TIP Project #: 2006-124

Briefly describe the improvement project: The intersection of 8th & Lafayette is part of the Gateway Boulevard extension from 4th to 8th Avenues. A roundabout is planned at this intersection.

Is this street an identified regional corridor with a corridor study/alternatives analysis completed or planned? Yes

If so, how does the corridor study/alternatives analysis influence the street right-of-way and future vision of the street?

Lafayette turns into Murfreesboro Road linking Davidson & Rutherford Counties with the US Highway System. The Southeast Corridor High-Performance Transit Alternatives Study was completed in August 2007. Enhanced transit service is identified along the corridor, but no specific plans were called out on Lafayette in this study.

Is this street identified as part of the regional bicycle and pedestrian network? Yes

Community Plan & Zoning

Community Plan(s)

- ☐ 1 - Joelton
- ☐ 2 - Parkwood/Union Hill
- ☐ 3 - Bordeaux/Whites Creek
- ☐ 4 - Madison
- ☐ 5 - East Nashville
- ☐ 6 - Bellevue
- ☐ 7 - West Nashville
- ☐ 8 - North Nashville
- ☒ 9 - Downtown
- ☐ 10 - Green Hills/Midtown
- ☐ 11 - South Nashville
- ☐ 12 - Southeast
- ☐ 13 - Antioch/Priest Lake
- ☐ 14 - Donelson/Hermitage

Plan Policies: Mx Use in Downtown Neighborhood & P.O.S.

Zoning District (s): DTC

Briefly describe the envisioned future character of the street and its surrounding context:

This area is currently mixed use with office and commercial and vacant properties scattered among the corridor. The angle that Lafayette intersects other streets restricts a number of the parcels' depths. With the Convention Center being built to the north of the corridor, it is anticipated that redevelopment will likely occur and Lafayette may act as a gateway corridor to Downtown.

Any additional planning or design activities that might influence the street's context and character? If so, describe below. Yes

Grant proposal submitted by the Convention Center Authority (Debbie Frank); MDHA streetscape improvements (Joe Cain); MTA plans for potential BRT (Jim McAteer); UPCOMING MPO STUDY OF THE CORRIDOR

On the Ground Conditions

Today's Date: Aug 19, 2011

Motor Vehicles

Number of Through Vehicle Lanes: 6 | Center Turn Lane/Left Turn Lane: No | Right Turn Lane: No

Total Number of Vehicle Lanes: 6 | One-Way Street: No | Managed Lanes Type: None

ADT: 14,334 | Vehicle LOS: n/a | Speed Limit: 35

Describe how the street currently accommodates motor vehicles:

Lafayette transitions from six through lanes at I-40 to five lanes. The northbound right lane ends between Peabody and 8th. ADT since the early 90's has jumped around and ranged mostly between 14,000 and 16,000.

Detail any surrounding land uses that generate truck traffic and how that freight traffic is currently handled on the street:

Mass Transit

Is the street currently served by bus service? Yes | Bus Route # & Name: 1-100 Oaks/11-M'boro Rd/13-Airport/43-M'boroX

Approximate Number of Bus Stops Along Route: 7 | Mass Transit LOS: n/a

Is the street within a half mile of additional mass transit service (bus, BRT, light rail, etc.): Yes

Describe how the street currently accommodates mass transit service:

Four bus routes utilize this portion of Lafayette. The #1 connects in at 6th Ave. South and proceeds to 8th Ave. South into Downtown. The remaining routes use the entire segment under examination. Lane widths on Lafayette are approx. 10' and no wide outside lanes.

Detail how the area is served by any additional mass transit service within a half mile of the corridor:

A series of bus routes utilize the 2nd Avenue/4th Avenue one-way couplet providing additional connections to routes within the city. This is a primary arterial for routes to reach the Music City Central, which is approximately 1 mile away for walking or biking connections. Service also runs down 8th Avenue South (arterial-boulevard) and 6th Avenue South (local street). Greyhound is also constructing their Nashville station along the corridor.

Describe the ADA accessibility of existing transit stops and sidewalks along the street:

Some pedestrian ramps are more ADA-compliant with truncated domes and crosswalks have been painted at certain intersections. The level that accessibility issues are addressed along the corridor varies.

On the Ground Conditions (continued)

Pedestrians

Are there existing sidewalks? Yes, both sides of the street.

Pedestrian Count 163/177

Pedestrian LOS C

Describe the condition of existing sidewalks, including condition, repair needs, ADA accessibility, etc.:

The closest pedestrian counts conducted in 2009 were at Demonbruen & 8th Avenue, within 800' of the corridor. The count provides AM/PM totals. Of the 23 locations, this intersection was the fourth busiest of bicyclists/pedestrians on the count day in the region. This area is also home to several community service organizations that house and feed the homeless. Along with the potential for redevelopment, sidewalk infrastructure and connectivity should be maximized in the area.

Is the existing sidewalk width adequate? No

Explain: The anticipated redevelopment of the corridor and with the Convention Center nearby would provide a need to have maximum sidewalk standards implemented, the current sidewalk widths would be inadequate.

Bicyclists

What type of bicycle infrastructure is provided along/adjacent to the street?

- ☐ Bike Lanes
- ☐ Wide Outside Lane
- ☐ Sharrows
- ☐ Signed Bike Route
- ☐ Paved Shoulder
- ☐ Bike Box
- ☐ Shared Use Trail/Greenway
- ☐ Share the Road Signs
- ☒ None

Bicycle Count 19/16

Bicycle LOS D

Describe the condition of existing bicycle infrastructure:

The closest bicycle counts conducted in 2009 were at Demonbruen & 8th Avenue, within 800' of the corridor. The count provides AM/PM totals. Currently, there is no specific bike infrastructure shown but this corridor is identified for a future bike lane in the Sidewalks & Bikeways Plan. A bike station is also planned near the Convention Center in close proximity to this corridor.

Safety, Health, & Special Populations

Number of Crashes:		Pedestrian Crashes:		Bicycle Crashes:		Year(s)	2004-2008
Disabling Injury	n/a	Disabling Injury	8	Disabling Injury	0	Crash Rate	n/a
Fatal	n/a	Fatal	0	Fatal	0		
Total	n/a	Total	8	Total	0		

Has a Road Safety Audit Review been conducted? No

Is the street within a High Health Impact Area? Yes

How many schools are within 2 miles? 32

Are there any known facilities for older adults along the corridor? n/a

Describe any additional special populations that may be living or working in the area:

There are several organizations that provide assistance to the homeless along the corridor. Additionally, Greyhound is currently building a new Nashville facility at 5th & Lafayette. These populations are likely to be transit-dependent and pedestrians.

Right-of-Way Modification

Adopted Standard ROW(s): T6-M-AB6-UM (117') & T6-M-AB5-UM (106')

New Modified ROW(s): T6-M-AB5-UM (96')

Explain how the right-of-way is modified in each zone from the adopted standard. If no changes are proposed from the required standard right-of-way or does not apply to this street, indicate as such.

Pedestrian Zone (Frontage Zone & Pedestrian Travelway)

No changes are proposed. Each redevelopment along Lafayette Street may need to tweak the dimensions of the elements within the streetside to accommodate the intent of the MCSP and Sidewalks & Bikeways Plan.

Green Zone (Furnishing Zone, Street Tree Planting Areas, & Transit Stops)

No changes are proposed. Each redevelopment along Lafayette may need to tweak the dimensions of the elements within the green zone.

Parking Zone (On-Street Parallel Parking & Curb Extensions)

Does not apply.

Bicycle Zone

The bicycle zone is identified through bike lane accommodations according to the Sidewalks & Bikeways Plan. The bike lanes can be created through a road diet of Lafayette Street from 6 lanes to 5 lanes. The additional 10' of pavement then can be utilized as bike lanes.

Vehicle Zone (Shoulder, Lane Width & Medians/Pedestrian Refuge)

Given the amount of vehicular traffic and anticipated traffic volumes in the future a road diet from 6 lanes to 5 lanes is proposed. A center turn lane will also pull left turning movements out of the path of travel.

Explain any other details that have not been described above:

None.

Right-of-Way Modification (continued)

Explain how the modified right-of-way accommodates each potential user/travel mode. If a particular user cannot be accommodated within the modified right-of-way, explain why that is the case and document reasons for this tradeoff.

Motor Vehicles

Cars are accommodated in the modified ROW through 5 travel lanes, which is anticipated to be sufficient for future redevelopment of the corridor.

Mass Transit

Mass transit is expected to be serviced by busses in the future. Although a wide outside lane is not calculated in the proposed ROW, the reallocation of the lanes with bike lanes provides some flexibility/space if needed for busses. Enhancing the pedestrian infrastructure will support mass transit service in the future as redevelopment occurs.

Pedestrians

Lafayette links populations that are likely more transit-dependent to Downtown and community services along the corridor. Pedestrian activity along the corridor is already high compared to other corridors in Nashville. With the redevelopment of this corridor anticipated because of the opening of the new convention center, it is expected to become more prominent with pedestrian activity in the future.

Bicyclists

A road diet in the number of travel lanes will accommodate the need for a dedicated bike lane along the corridor in the future. The extra pavement from reducing the number of travel lanes from 6 lanes to 5 lanes will be allocated for the bike lanes.

How does the street's modified right-of-way improve the safety and health of its users? Or how does the street's modified right-of-way anticipate not contributing to additional safety and health issues for its users?

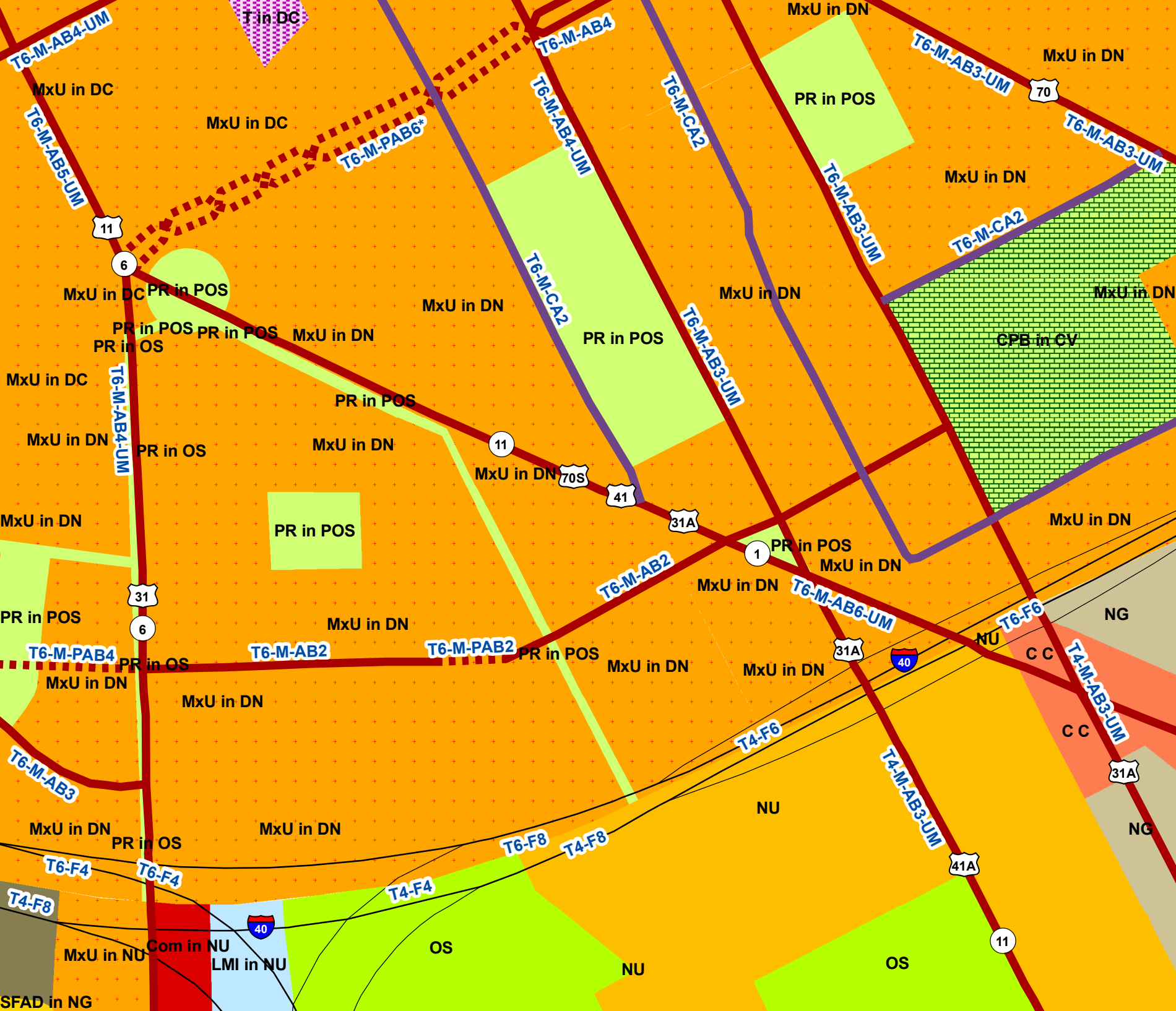
Lafayette is a high pedestrian activity corridor. Currently, six lanes of traffic make crossing the street somewhat difficult. These types of changes are anticipated to be positive in reducing vehicle-pedestrian conflicts and to support bicycle travel. Both forms of non-motorized travel improve personal health as part of an active transportation system.

If there are identified special populations in the area, how does the modified right-of-way take their needs into account?

A number of community service organizations exist in the area that serve the needs of those that are lower income and homeless. Many of them can only access these services through mass transit or walking. The additional right-of-way needs will support adequate sidewalks as redevelopment occurs along the corridor.

Explain any additional issues that should be documented involving the modified right-of-way.

None.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Lafayette Street from I-40 to 8th Avenue South (ROW 96')
Example Cross Section

2017 WalknBike Plan identifies a Major Separated Bikeway.