

# Peters Creek Parkway Growth Corridor Plan



PETERS CREEK PARKWAY  
GROWTH CORRIDOR PLAN

# Background Information

- In 2018, the Board directed staff to begin a new series of design-oriented small area plans which would further refine existing area plan land use and transportation recommendations
- Three plan types:
  - **Growth Corridor Plans**
  - Northern Beltway interchange Plans
  - Strategic Area Plans



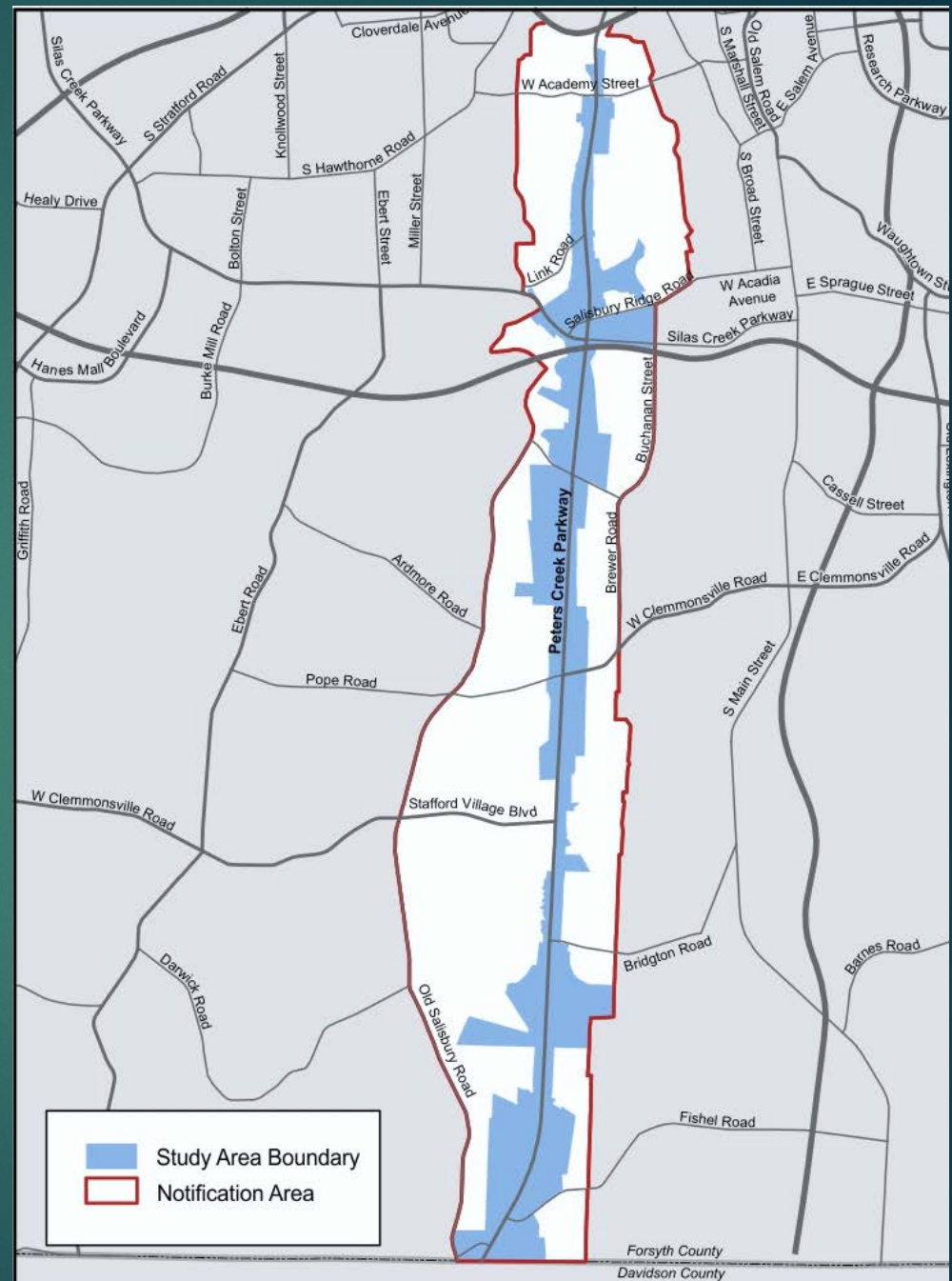
# Growth Corridors Defined in *Legacy*

- Growth Corridors are roads which link activity centers to Downtown
- Intended to be future multimodal transportation arteries
- Promote a mixture of retail, office, and housing
- Promote concentrated development at key locations to reduce development pressure on nearby neighborhoods



# Peters Creek Corridor Plan Boundaries

- Peters Creek Parkway from Salem Parkway/Business 40 to the Davidson County line
- Approximately 6.4 miles



# Public Participation

- Four community meetings were held to develop plan recommendations between November 2018 and April 2019
- Strong citizen participation throughout the process

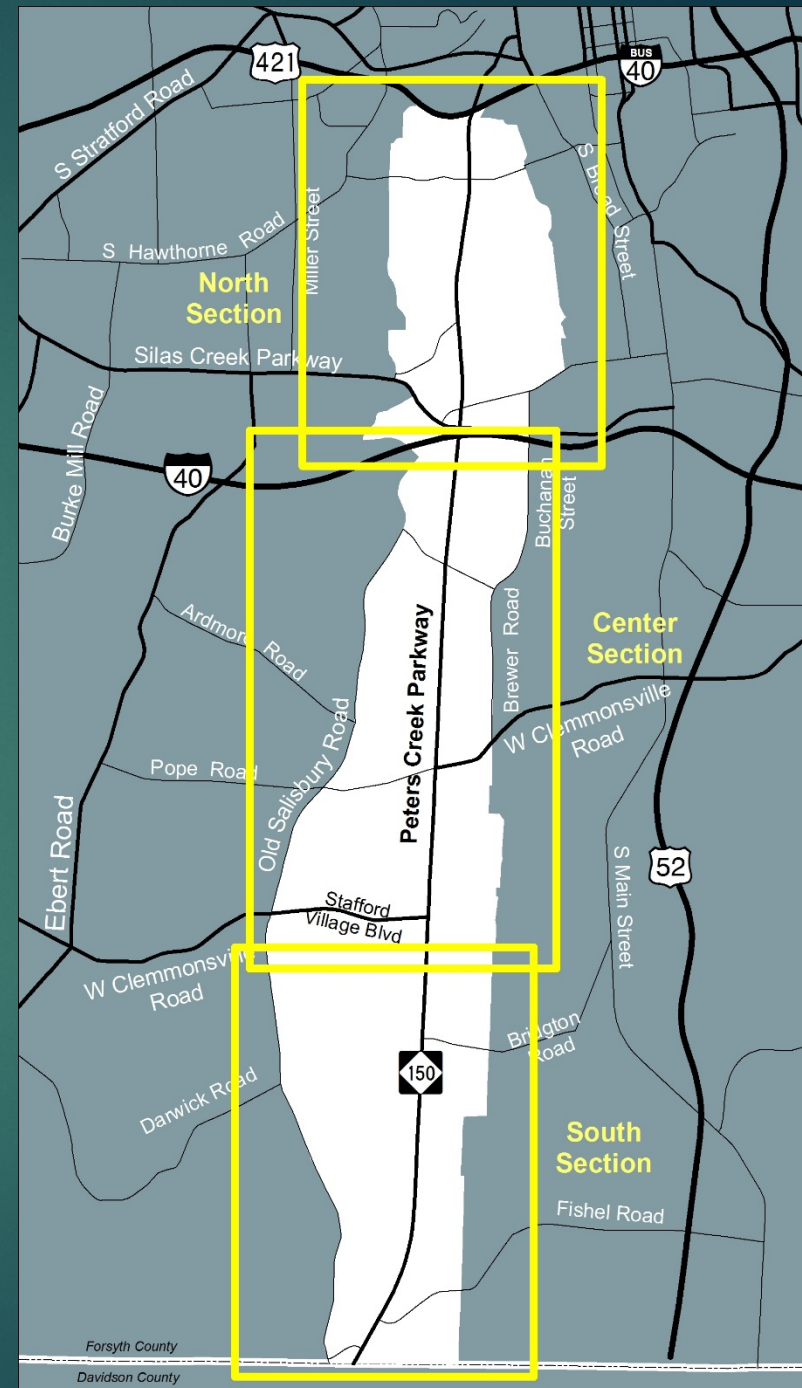


# Corridor Broken into 3 Sections

- North Section
- Central Section
- South Section

## Multi-Part Plan Process

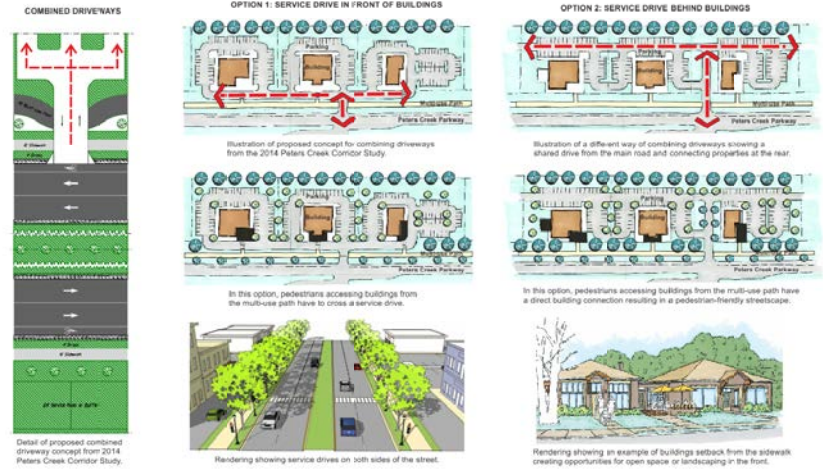
- Describe existing character
- Develop design strategy
- Identify development focus areas
- Develop design vision for key sites



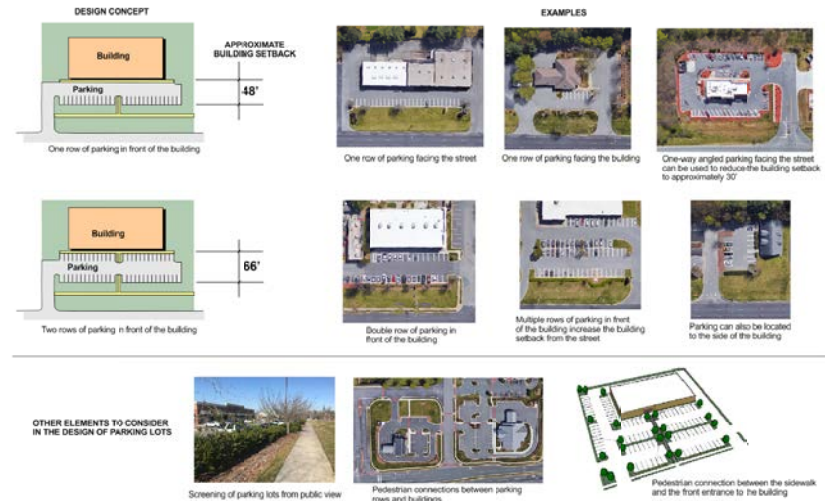
# Design Strategy Development

- After identifying existing character, a design strategy was developed for the corridor
- Citizens selected design options for site layout, property access, and development form for each corridor section

## PROPOSED CONCEPT FOR COMBINED DRIVEWAYS - URBAN



## PARKING LOT DESIGN AND BUILDING SETBACK - SUBURBAN



## Design Visions for Key Sites

- Participants prepared design visions for key sites along the corridor based on the design strategies that citizens thought were most appropriate for the site





# West Salem Shopping Center Design Vision



- New Buildings facing Peters Creek Parkway
- Buildings located to emphasize entrances
- Parking broken up into smaller sections
- Landscaping next to Peters Creek Parkway

# Site North of Lowes Design Vision

- New road parallel to Sides Branch with buildings facing the road
- Commercial and office uses
- Roundabout on Clemmonsville Road
- Right-in/right-out access from Peters Creek Pkwy
- Internal walking trail with landscaping



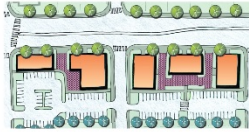
## Site Across from Oliver's Crossing Design Vision

- 2 rows of parking facing Peters Creek
- Buildings located behind parking
- Plazas between buildings
- Corner plazas with outdoor dining and landscaping



# Summary Recommendations/Guidelines

## NORTH SECTION



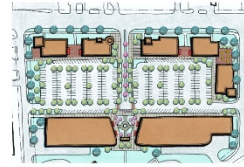
### Building Placement

The location of buildings should be one of the first design considerations in the north section of this corridor since building location plays the crucial urban design role of defining the character of the street.

Locating buildings near the corridor and adjacent to one another spatially defines the street frontage. Parking areas should be located to the rear or side of the building to minimize their visual impact.



A consistent series of commercial buildings located near the sidewalk and adjacent to one another creates a street wall and defines the pedestrian space.



### Street Edge for Larger Properties

Underutilized parking areas should be turned into additional buildings when feasible. For larger parcels such as shopping centers, locate additional buildings at the street edge to improve the streetscape and create an urban feel.



### Special Corridor Features

One of the most striking features proposed for the north section of the corridor is the multi-use path planned along the western edge of the corridor.



Sites should take advantage of the multi-use path and potential number of new users to create an inviting pedestrian-scale environment along this section of the corridor.



### Peters Creek Natural Area

Development should take advantage of the unique natural features that Peters Creek provides. Incorporate Peters Creek into the design of sites by making it more visually accessible. This can be done by creating observation points, providing outdoor seating along the creek, and keeping the creek free of debris.

## ALL SECTIONS OF THE CORRIDOR



### On-Site Open Space Placement

Small inset bays for entrances, outdoor seating, and special corner features can add variation to the streetscape and provide activity along the street.

Building cut outs should be included at corners for active areas such as outdoor cafes or plazas.

Include open space/plazas between buildings along the corridor as well.

Recess entryways can provide a clearly defined building entrance and a sheltered transition between the public space and the building.



Continuous building along street frontage



50% building along street frontage



Less than 50% building along street frontage

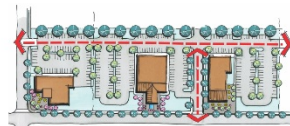
### Parking Placement

Surface parking should be located so it does not detract from the pedestrian experience. Parking that faces the street reduces the level of activity and interest for pedestrians.

For smaller parcels with parking located to the side of the building, parking should be designed so it does not occupy more than 30% of the street frontage.

### Driveway Locations

Curbs cuts located too close to one another can create conflicts with pedestrians, traffic hazards, and street congestion.



Limit the number of driveways and curb cuts by requiring coordination between adjacent parcels.

Use cross-access easements to allow properties to share a single street access to Peters Creek Parkway.



### Pedestrian Circulation Within Parking Lots

Pedestrian circulation should be provided within larger parking areas to connect these areas to a sidewalk or other pedestrian system adjacent to the site.



Place pedestrian paths between parking aisles or in other safe locations to provide direct access to the primary destinations on the site.

Provide crosswalks between parking areas and primary building entrances.

## Next Steps

- City-County Planning Board recommended adoption of the plan
- County Commissioners and City Council will hold public hearings on the plan after this committee makes a recommendation