

HENDERSONVILLE LAND USE & TRANSPORTATION PLAN

# Additional Graphics

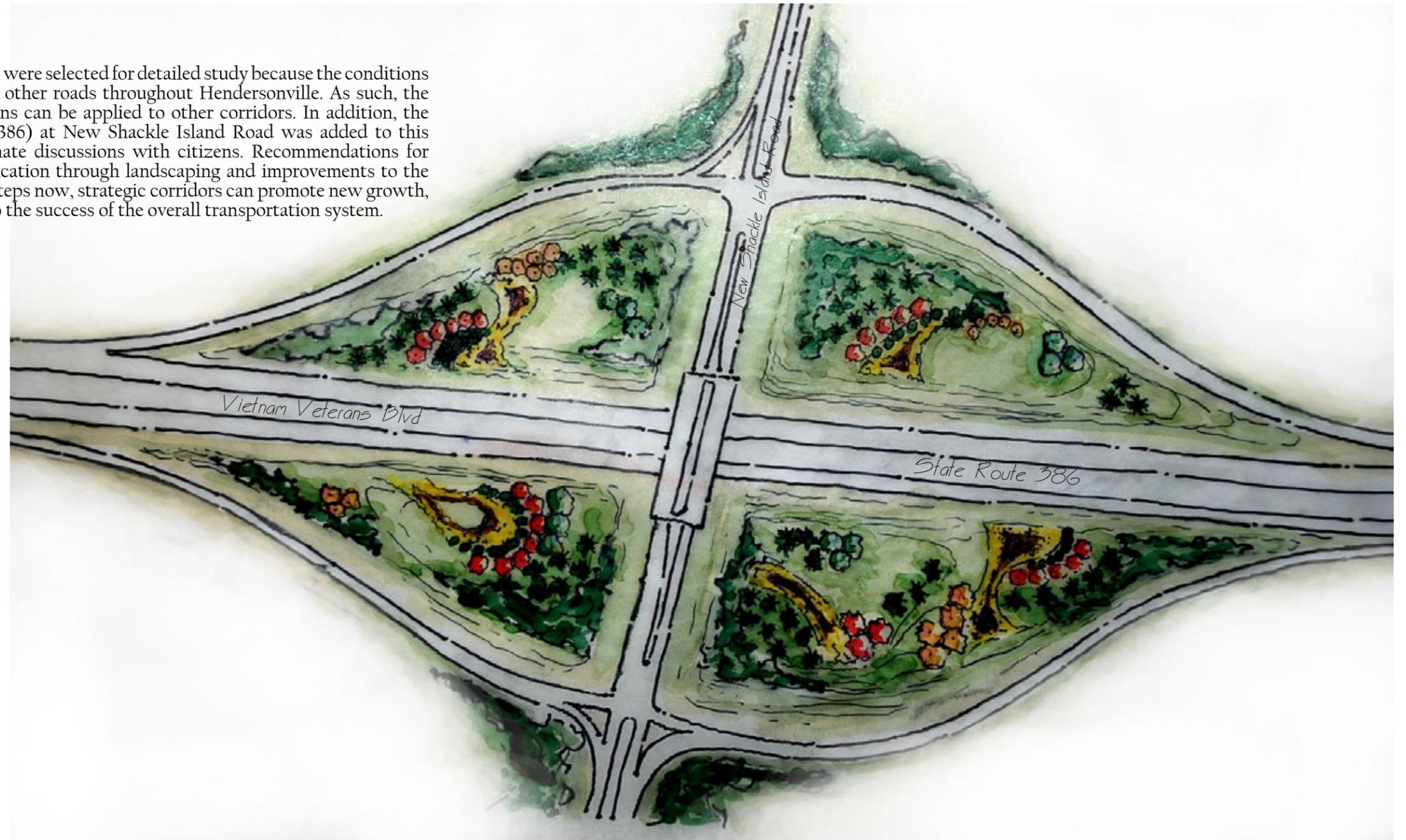
Appendices



APPENDIX A - SUPPORTING GRAPHICS:

IMPROVEMENTS TO THE INTERCHANGE OF VIETNAM VETERAN'S BLVD & NEW SHACKLE ISLAND ROAD

The Community Strategic Corridors (Chapter Five) were selected for detailed study because the conditions and issues of these corridors are representative of other roads throughout Hendersonville. As such, the recommendations and access management solutions can be applied to other corridors. In addition, the interchange of Vietnam Veterans Boulevard (SR 386) at New Shackle Island Road was added to this list following a review of crash data and passionate discussions with citizens. Recommendations for this interchange include a combination of beautification through landscaping and improvements to the westbound SR 386 off ramp. By taking the proper steps now, strategic corridors can promote new growth, accommodate increases in traffic, and contribute to the success of the overall transportation system.



APPENDIX B - SMALL AREA CONCEPT PLAN PREVIEW

MIDTOWN HENDERSONVILLE

Midtown Hendersonville is located near the historic center of Hendersonville at the intersection of West Main Street and New Shackle Island Road. Existing development on the site consists of shopping centers on Main Street, warehouse and industrial activities on New Shackle Island Road, and manufacturing and distribution activities on Volunteer Drive. A driving range sits on 35 rolling acres in the center of the site. With the exception of a few warehouse and distribution facilities constructed off of Volunteer Drive recently, existing structures on the site were built from the early 1960's to the early 1980's.

The approximately 137 acre site is bisected by the CSX (Louisville and Nashville) Railroad. The topography generally slopes from the major corridors down to the railroad. The intersection of West Main Street and New Shackle Island Road is nearly 30 feet above the parking lot of the adjacent existing retail space. Buildings are separated from roads by expansive and under-utilized parking lots. In many cases, rooftops are the primary architectural feature visible from Hendersonville's Main Street.

The proposal on Page 8.3 suggests a phased redevelopment of the site conveniently located at two major intersections in Hendersonville. As illustrated in the concept plan the entire site eventually would be redeveloped. Further study of feasibility of this concept and surface transportation is needed to firm up the proposed use and design of this concept.

Midtown Hendersonville is a mixed-use activity and employment neighborhood at the center of Hendersonville. Uses are mixed both horizontally and vertically. Proposed residential buildings and office buildings are scattered throughout the site. Midtown Hendersonville is shaped by the prevailing transportation and topographic patterns. The architecture is influenced by historical queues.

The concept plan emphasizes connections. By way of new streets, Executive Park Drive is connected to Commerce Drive and Midtown Court is connected to Tennessee Way. A new bridge over the railroad at the rail station connects non-vehicular traffic on a path from Commerce Drive to Imperial Drive. Connections to surrounding streets, access drives, and parking lots are anticipated here.

West Main Street and New Shackle Island Road are shown as boulevards. The boulevards here are characterized by landscaped medians and parallel one-way local access streets with sidewalks on either side of the through lanes. New and existing residences and businesses would be connected to Main Street by a shared street in front of the building. The residences and businesses would still have indirect access to Main Street. In the interest of safety turn movements would be limited to well defined intersections. The benefits of shared driveways and access roads are seen in such examples as on Indian Lake Blvd and North Anderson Lane (see Site Access Treatments in Chapter 5 for additional details). On street parking, encouraged throughout the site, is shown on the boulevards accessible from the local access streets.

The topography of the site presents a unique opportunity for siting service and parking facilities. New buildings will be brought up to street level by providing underground parking facilities. The lowest level of the parking structure, at approximately the same location of the existing surface lots, will not be visible

from the street. Parking structures, where visible, are de-emphasized by facade treatments and commercial space in the lower level(s) of the structure.

As envisioned currently, the site would consist primarily of 4 to 5 story residential buildings with ground floor opportunities for retail, office, and dining establishments. Several large office buildings are located throughout the site. The most visible components of Midtown Hendersonville is the Hotel and Convention Center, the Corporate Campus with manufacturing, and a Commuter Rail Depot. These components are discussed below (Locations are indicated on the conceptual site plan on page 8.3).

*Hotel and Convention Center*

The proposed Hotel and Convention Center is located at the corner of West Main Street and New Shackle Island Road. A Hotel and Convention Center has been imaged in other locations in Hendersonville. This concept makes the case for a hotel here. The hotel and convention center rises to and above the street level to create a presence at this intersection. The convention center sits upon 2 levels of structured parking. The building is located and designed to be the focal point of the community and its gatherings. An office an retail development could fill a similar role in the improvement of this intersection.

*Commuter Rail Station and Public Parking Garage*

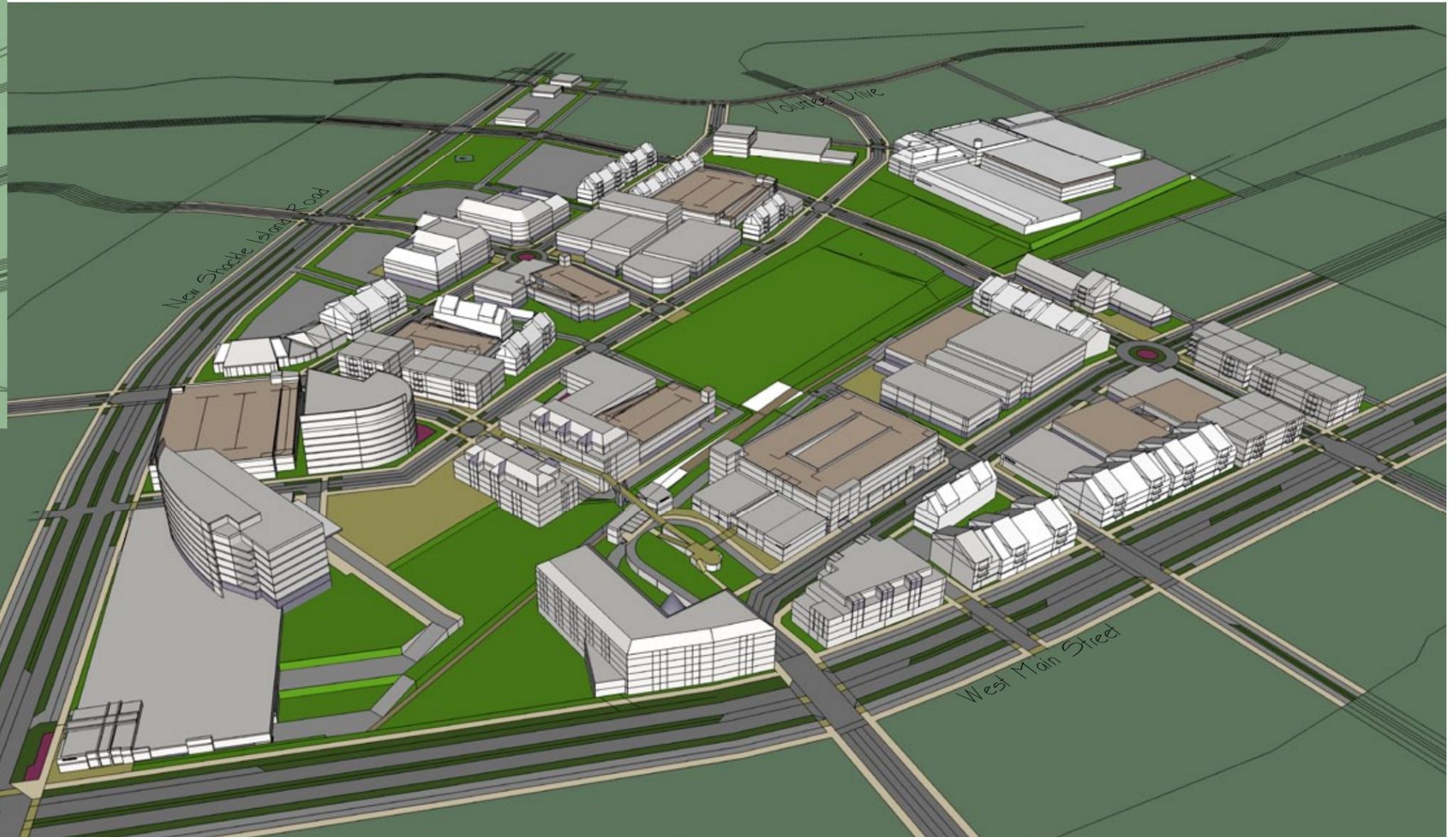
Regional land use and transportation agencies are studying the potential expansion of commuter rail service in the Nashville region. The land use pattern proposed here is such to promote commuter rail ridership. The concept for Midtown Hendersonville includes a commuter rail station and large parking garage with ground floor retail. A pedestrian bridge spans the railroad giving both sides of the development quick access to the transit station. Bus service and passenger pick-up and drop off are provided separate lanes to the station.



Site as it exists in an aerial photograph in 2007



Existing buildings, streets, vegetation, and streams.



- LEGEND
- ① HOTEL AND CONVENTION CENTER
  - ② COMMUTER RAIL STATION AND PUBLIC PARKING STRUCTURE WITH GROUND FLOOR SPACE ORIENTED TO COMMUTERS
  - ③ GROCERS AND MARKETS ADJACENT TO SURROUNDING RESIDENTIAL UNITS
  - ④ CENTRAL PARK
  - ⑤ CORPORATE CAMPUS AND LIGHT MANUFACTURING FACILITY
  - ⑥ COLLEGE AND BUSINESS DEVELOPMENT CENTER
  - ⑦ ENTERTAINMENT, RESTAURANT, AND RETAIL CORRIDOR

### *Grocers and Markets*

The concept for this area of the Midtown Hendersonville proposal is to create a space on the site for both a specialty retail grocery store and a “no-frills” neighborhood grocery. The specialty grocery store would serve the surrounding residences as well as the regional market. Both stores are surrounded by residential units. Proximity to stores, transit services, and a pedestrian friendly community creates an attractive alternative to those who no longer want or are able to make vehicular trips for daily necessities.

### *Central Park*

A park is created from existing trees and small streams near the center of the site. As is the case in developing the rest of the site, important existing features such as streams, slopes, and trees are preserved. A monument or pavilion will be located at the end of the street, terminating the vista that curves from New Shackle Island Road to Main Street.

### *Corporate Campus and Light Manufacturing Facility*

Midtown Hendersonville is an attractive location for a national or global corporate headquarters. The corporate campus illustrated here suggests a light manufacturing facility incorporated into the campus. The large flat roofs of the proposed buildings provides ample area for a local demonstration of landscaped or “green” roofs.

### *College and Business Development Center*

Currently Hendersonville residents seeking higher education must leave the community. The example illustrated here would be an institution that prepares students for white collar service sector jobs. The college occupies a low-rise office building. The Business Development Center provides space, resources, and perhaps incentives to locate in Hendersonville. The location is adjacent to leading companies in Hendersonville.

### *Entertainment, Restaurant, and Retail Corridor.*

The main entrance to Midtown Hendersonville is lined by restaurant and retail venues. The first floor of buildings along the span of this new street to may be suited to some retail and restaurants, particularly geared towards rail commuters and conventioners.