

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE TO REZONE APPROXIMATELY 8.3 ACRES OF PROPERTY AT LEBANON ROAD AND NORTH GREENHILL ROAD, MAP 053, PARCELS 040.00, 041.00 FROM CRC AND CG TO CRC PUD AND TO ADOPT THE PRELIMINARY MASTER DEVELOPMENT PLAN FOR THE GREENHILL ROAD COMMERCIAL**

**WHEREAS**, the subject rezoning request is consistent with the findings required in the zoning ordinance, and;

**WHEREAS**, the Regional Planning Commission considered this request during their meeting of February 15, 2024, and forwarded a positive recommendation for approval to the Board of Commissioners by a vote of (7-0-0) and;

**WHEREAS**, a public hearing before the City Commission of the City of Mt. Juliet was held on \_\_\_\_\_ 2024 and notice thereof published in the Chronicle of Mt. Juliet on \_\_\_\_\_; and

**WHEREAS**, the City of Mt. Juliet Board of Commissioners desires to rezone the subject property at Lebanon Road and North Greenhill Road, Map 053, Parcels 040.00, 041.00 approximately 8.3 acres, from CRC and CG to CRC PUD and adopt the Preliminary Master Development Plan for the Greenhill Road Commercial.

**NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COMMISSIONERS OF THE CITY OF MT. JULIET, TENNESSEE, WHILE IN REGULAR SESSION ON \_\_\_\_\_, 2024 as follows:**

**SECTION 1.** – REZONING. Resolution No. 20-2022 (Zoning Map), adopted March 28, 2022, be and is hereby amended, and altered by rezoning those certain parcels of real property at Lebanon Road and North Greenhill Road, Map 053, Parcels 040.00, 041.00, approximately 8.3 acres from CRC and CG to CRC PUD.

**LEGAL DESCRIPTION** – See Exhibit A (attached)

**SECTION 2.** – The Preliminary Master Development Plan for Greenhill Road Commercial (Exhibit B) is hereby adopted, except as modified herein. The Preliminary Master Development Plan shall comply with the Zoning Ordinance, be in substantial conformance with all other applicable rules, regulations and ordinances of the City of Mt. Juliet and is further conditioned upon the following:

**Planning and Zoning:**

1. Base zoning for the entire site shall be CRC.
2. The waiver request for 8 pumps and 16 handles was approved.
3. The accessibility plan highlights some unusual features (underground storage tanks, parking spaces, curbing), revise.
4. All commercial design guidelines found in 6-103.7 of the zoning ordinance shall be adhered to excepting any waivers approved by the Commissions.

5. A metal screen wall shall not be utilized to screen rooftop mounted HVAC.
6. All regulations of 3-104.7 of the zoning ordinance shall be adhered to, excepting any waivers approved by the Commissions.
7. A metal parapet wall shall not be utilized for secondary materials.
8. All associated fueling equipment shall be screened from public ROW.
9. Monument signs as shown do not meet code. Revise, shall meet code.
10. All gas associated equipment shall be screened from public ROW, via landscaping.
11. Low maintenance material shall be utilized for the split rail fence proposed.
12. Elevations for each site shall be complimentary to each other. The elevations for the proposed auto wash is out of place.
13. The applicant shall install enhanced landscape berm along with decorative split rail fence along all frontages of Lot 3. The only detail provided is the fence. Update plans accordingly.
14. Provide a phasing plan.
15. Applicant shall use permeable pavers where applicable, no permeable pavement allowed.
16. ISR rating shall be increased to 80% for lot 4, variance granted.
17. Waiver request granted for convenience store over 6,000 square feet.
18. Waiver request granted for 65% masonry/stone and 35% secondary. Metal shall not be used as a secondary material.
19. Waiver request granted to remove masonry requirement for the fuel canopy fascia.

#### Public Works:

1. Perform a hydrologic determination by the FMDP for the conveyance that runs parallel to Lebanon Road.
2. Provide 6-foot-wide sidewalk along Lebanon Road and Old N. Greenhill Road with curb and gutter and storm drainage infrastructure.
3. The internal north-south roadway at the internal east west roadway at the northern end of the property has an intersection in a curve. This intersection should be reevaluated and redesigned to not be shown in this configuration. There are multiple entry points near this intersection that could be consolidated and reconfigured to reduce vehicle conflicts.
4. All monument sign locations will need to be reviewed for sight distance impacts.
5. Internal pedestrian circulation plan should be reviewed at construction plans for appropriate sidewalk and crossing locations.
6. Truck routing and turning analysis shall be conducted for delivery trucks serving the fast-food restaurant. Vehicle turning movement path analysis must be provided on all new access points and internal intersections using the City's standard fire apparatus and WB-50.
7. Site vehicle and pedestrian circulation shall be further reviewed at the FMDP stage.
8. Old N. Greenhill Road Transportation Comments
  - a. Based upon the review of the submitted traffic study, it appears that the proposed site access to Old N. Greenhill is advantageous to the function of the site and the operational efficiency of the signalized intersection of N. Greenhill Road and Lebanon Road. Staff recommends that the site access to Old N. Greenhill Road be provided.
  - b. The existing southbound right turn lane on Old N. Greenhill Road at Lebanon Road has about 160' of storage. The traffic impact study reports an anticipated queue of approximately 294'. Widen Old N. Greenhill Road to 3 lanes between Lebanon

Road and the site access to provide sufficient storage and to provide the existing residents along Old N. Greenhill Road a safer left turn movement. The existing roadway pavement shall be milled and overlaid as a part of the widening. Curb and gutter and drainage infrastructure shall be provided along the east side of the roadway.

- c. Provide a southbound left turn lane on Old N. Greenhill Road at the project access with appropriate storage and tapers. Provide curb and gutter and sidewalk reconstruction along the east side of the roadway.
9. N. Greenhill Road Transportation Comments
- a. A northbound left turn lane has been recommended in the traffic study at this location; however, no analysis has been provided to indicate its need. An analysis of the projected turning volumes is required at this location to determine the storage length requirements for this movement.
  - b. The existing southbound left turn on N. Greenhill Rd. at Lebanon Road has 175' of storage per lane. The traffic impact study reports an anticipated queue of approximately 195' per lane. Widen N. Greenhill Rd. to provide 200 ft of storage per lane for the southbound left turn lanes. Reconstruct the curb/gutter and multi-use path on the west side of N. Greenhill Rd, as needed.
  - c. Provide additional analysis to determine the need for a southbound right turn deceleration lane on N. Greenhill Road at Old N. Greenhill Road. If the analysis shows that it is needed, then this improvement shall be provided with appropriate storage and tapers.
10. Lebanon Road Transportation Comments
- a. Provide a westbound right turn deceleration lane on Lebanon Road at the project access with appropriate storage and tapers. This shall include milling and overlaying the northern most through lane and bike lane in addition to the widening. This shall include reconstruction of the curb and gutter and storm drainage infrastructure, as needed.
  - b. TDOT has preliminarily committed to allowing the project access at Lebanon Road to be a right-in, right-out, left-in configuration. In an effort to prevent left turns out of the site onto Lebanon Road, the concrete island should be designed and constructed in a way to prevent this movement. This may include extending the concrete island further west and creating an acceleration lane. The final design of this intersection is subject to TDOT approval and shall be considered at construction plan review.
  - c. At the intersection of Lebanon Road and N. Greenhill Road, provide additional curb ramps and a crosswalk at the western leg intersection. Also, provide necessary pedestrian signal accommodations.
  - d. Each individual site shall submit a signal warrant analysis at FMDP and at Certificate of Occupancy to determine when a traffic signal at the intersection of Lebanon Road and Old N. Greenhill Road shall be installed. Once warranted, the cost of the traffic signal shall be the responsibility of the developer. The traffic signal shall include Fiber optic interconnect, conduit, and pull boxes to provide communication with the existing signal at Lebanon Road/N. Greenhill. An advance warning sign with flashing a beacon/light heading eastbound on Lebanon Road shall also be installed. This will mimic what was previously installed when there was a signal at Old N Greenhill/Lebanon Road prior to the opening of Greenhill High School.

- e. The intersection return radius located at northwestern corner of Lebanon Road and N Greenhill Road shall be corrected.

West Wilson Utility District:

1. No comments provided this review cycle.

**SECTION 3. – PUBLIC HEARING** – The zoning changes were the subject of a public hearing held on \_\_\_\_\_ at 6:15 p.m.

**BE IT FURTHER ORDAINED**

In case of conflict between this ordinance or any part hereof, and the whole part of any existing ordinance of the City, the conflicting ordinance is repealed to the extent of the conflict but no further. If any section, clause, or provision or portion of this ordinance is held to be invalid or unconstitutional by any court of competent jurisdiction, such holding shall not affect any other section, clause, or provision or portion of this ordinance.

This ordinance shall take effect on the earliest date allowed by law.

PASSED:

\_\_\_\_\_  
James Maness, Mayor

FIRST READING:  
SECOND READING:

ATTEST:

\_\_\_\_\_  
Sheila S. Luckett, MMC  
City Recorder

\_\_\_\_\_  
Kenny Martin, City Manager

APPROVED AS TO FORM:

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L. Gino Marchetti, Jr., City Attorney