

nashvillenext

EAST NASHVILLE

COMMUNITY PLAN

APRIL REVIEW DRAFT

This is the review draft of the East Nashville Area Community Plan of NashvilleNext. It is part of Volume III (Communities) of the draft General Plan.

We appreciate that you are giving time to reviewing this work. This chapter is the result of three years of effort on NashvilleNext, combining public visioning and community engagement with guidance from topical experts to create a plan for Nashville and Davidson County over the next 25 years.

Comments

The public review period is during April, 2015. We are eager to hear your thoughts on the plan. Here's how to provide input:

- » Online: www.NashvilleNext.net
- » Email: info@nashvillenext.net
- » At public meetings
 - » April 18: Tennessee State University (Downtown Campus), 10am - 1:30 pm
 - » April 20: 5 - 7pm at both the North Nashville Police Precinct and the Edmondson Pike Branch Library
 - » April 27: 5 - 7pm at both the Madison Police Precinct and the Bellevue Branch Library
- » Phone: 615-862-NEXT (615-862-6398)
- » Mail: Metro Nashville Planning Department, P.O. Box 196300, Nashville TN 37219-6300

We ask that you include contact information with your comments. We also request that you be as specific as possible in your requests. Referring to a specific page or section is greatly appreciated.

Next steps

The most up to date information is always available at www.NashvilleNext.net. Here is our tentative adoption schedule:

- » **Mid-May:** Post static draft of plan in advance of public hearing
- » **June 10:** First public hearing at Planning Commission (tentative; special date)
- » **June 15:** Second public hearing at Planning Commission (tentative; special date)

EAST NASHVILLE

Description of the East Nashville Community

The East Nashville community is located just east of Downtown Nashville. It is bounded by I-24/ I-40, the Cumberland River and I-65 to the west, Briley Parkway to the north, and the Cumberland River to the east and south. The East Nashville Community contains approximately 21 square miles, representing about 2 percent of the land area in Nashville/Davidson County.

The Community consists primarily of historic urban residential neighborhoods and classic suburban neighborhoods. The East Nashville community planning area extends beyond the area traditionally known as East Nashville. The historic boundaries of East Nashville were the Cumberland River, Greenwood Avenue, Ellington Parkway, and Riverside Drive. This part of the East Nashville Community includes Cayce, East End, Eastwood, Historic Edgefield, Greenwood, Lockeland Springs, Maxwell Heights, Rolling Acres, and Shelby Hills neighborhoods as well as several smaller neighborhoods. East Nashville as defined for community planning purposes also includes the Capitol View, Cleveland Park, East Hill, Gra-Mar Acres, Highland Heights, Hillhurst, Inglewood, McFerrin Park, Renraw, Rosebank, and South Inglewood neighborhoods along with several smaller neighborhoods.

The urban neighborhoods are compact and walkable, and many have convenient access to small corner commercial areas or civic uses such as churches, the East Branch Library and various schools. Many of these neighborhoods are historic in character and contain notable architecture, giving them distinctive identities. These neighborhoods have the qualities of urban neighborhoods such as a grid street pattern and shorter blocks, sidewalks (although not in all cases), and a mixture of housing types from single- and two-family detached homes to accessory dwelling units, townhouses and small-scale stacked flats. The neighborhoods of Eastwood, Edgefield, Greenwood and Maxwell Heights have historic zoning, while portions of Edgefield and portions of Lockeland Springs and East End are National Register Districts.

The urban neighborhoods of East Nashville are also home to two public

housing developments – Sam Levy, which was redeveloped under funding from the HOPE VI program in 2003 and Cayce Homes, which was built mid-20th century and, at 700+ units, is the city’s largest public housing development. The Metropolitan Development and Housing Agency (MDHA) operates these housing developments. In 2013, MDHA undertook a visioning effort called Envision Cayce, to consider how the site – at Shelby and 5th Street – could be redeveloped to become a mixed use, mixed income development.

East Nashville’s suburban neighborhoods include Inglewood and Rosebank. These neighborhoods have the hallmarks of classic suburban neighborhoods – they are comprised primarily of single-family detached homes on larger lots with curvilinear streets and feature nature, and specifically tree cover, prominently.

East Nashville is traversed by three main north-south corridors - Dickerson Pike, Main Street/Gallatin Pike and Ellington Parkway. While Ellington Parkway is limited access and primarily serves commuters, Main Street/Gallatin Pike and Dickerson Pike serve two roles. These corridors provide regional routes for commuters driving to Downtown Nashville from Goodlettsville, Gallatin and Hendersonville (Main Street/Gallatin Pike was the route selected for Nashville’s first local express route, called Bus Rapid Transit [or BRT] Lite). These corridors are also home, however, to significant restaurant, retail and service businesses, serving pass-through customers and customers in from the neighborhoods that flank these corridors. Increasingly, these corridors are becoming *destinations* in their own right, especially with imaginative, local mixed use developments at Five Points and along the Main Street/Gallatin Pike corridor.

In the latter half of the 20th century, these corridors were developed to have a suburban feel with parking lots fronting the street and little or no street presence. Some historic structures – built to the street – remain and new construction is built closer to the street to frame the street and create blocks that are comfortable, safe and welcoming to visit on foot. MDHA has been a partner in the redevelopment of the Main Street/Gallatin Pike with the Five Points redevelopment district (established in 1991) and along Dickerson Pike with the Skyline redevelopment district (established in 2007).

The East Nashville Community also includes a portion of the “East Bank” – the area on the east bank of the Cumberland River. The bulk of the East Bank is in the Downtown Community, however, a portion of the East Bank – from Spring Street on the south to the I24/I65 interchange to the north – is in the East Nashville Community. This area has been home to light industrial and warehousing businesses and it also experienced severe flooding during the flood of 2010. As downtown redevelops, developers are looking to the East Bank – including the northern portion in East Nashville – for redevelopment opportunities. This area is envisioned to redevelop to much greater intensity, capitalizing upon its river location. Redevelopment will, however, have to address the threat of flooding.

Although East Nashville is arguably the most urban of Nashville’s neighborhoods, it also home to one of Nashville’s best natural areas – Shelby Bottoms Greenway and Nature Park and adjacent Shelby Park. At 960 and 336 acres respectively, the two parks provide an oasis of open space capitalizing on three miles of frontage with the Cumberland River and also providing a Nature Center, play areas, ball fields, a golf course and the former Cornelia Fort Airpark, which was purchased by Metro and added to the Shelby Bottoms Greenway and Nature Park in 2011.

Overall, the East Nashville Community includes 2,018 acres (15 percent of its land uses) in open space, civic facilities, schools, community centers, common open space areas of residential developments, cemeteries, and places of worship.

Despite being predominately developed, East Nashville retains some natural features that require special attention and regulation to protect including steep slopes with unstable soils, wetlands, significant floodplain and archeological sites and areas with rare or endangered plant or animal species. These are discussed in greater detail below.

Planning in Nashville has, for many years, used the “Transect,” which is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect category within which they are located.

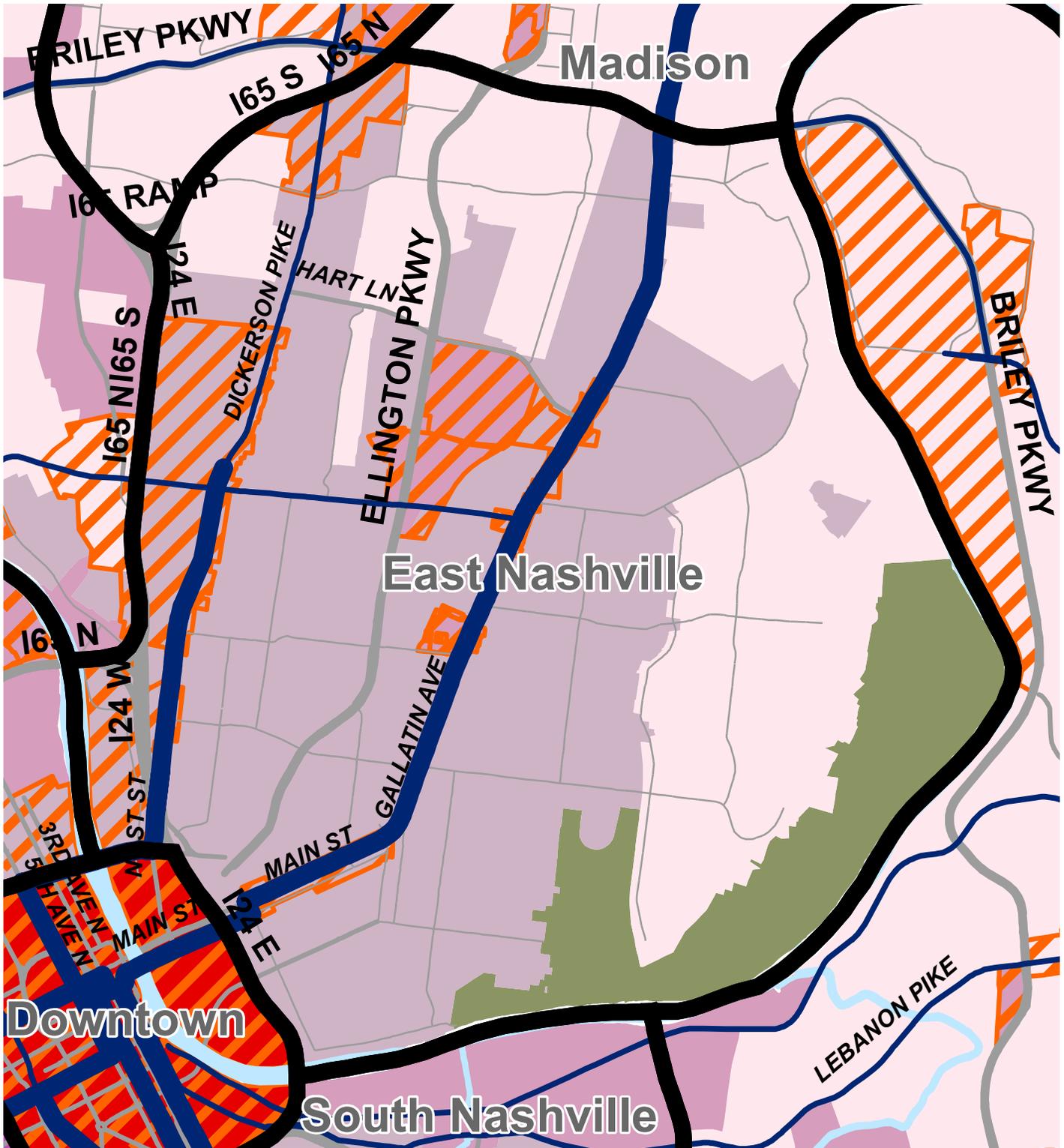
The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

- T1 Natural – This Transect Category includes Shelby Bottoms Greenway and Nature Park
- T2 Rural – This Transect Category includes Shelby Park
- T3 Suburban – This Transect Category includes neighborhoods such as Inglewood and Rosebank
- T4 Urban – This Transect Category includes neighborhoods such as Edgefield and Lockeland Springs
- T5 Centers – This Transect Category includes the portion of the east bank of the Cumberland River between Spring Street and the I65/I24 interchange
- T6 Downtown – This Transect Category is not present in East Nashville
- D District – This Transect Category includes the state offices at Hart Lane

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that Inglewood is a classically suburban neighborhood and should be encouraged to remain that way, while Greenwood and Cleveland Park are urban neighborhoods that should also be preserved. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

The Growth and Preservation map for the East Nashville Community represents the vision for the East Nashville Community. The starting point for the map was the most recent East Nashville Community Plan update (2006) and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the East Nashville Community has faced. The Growth and Preservation map also reflects the input received during NashvilleNext including input on how East Nashville should grow, but also input on what the vision for Nashville is in the future and deliberation on what role East Nashville should play in the future. This is discussed in greater detail below.

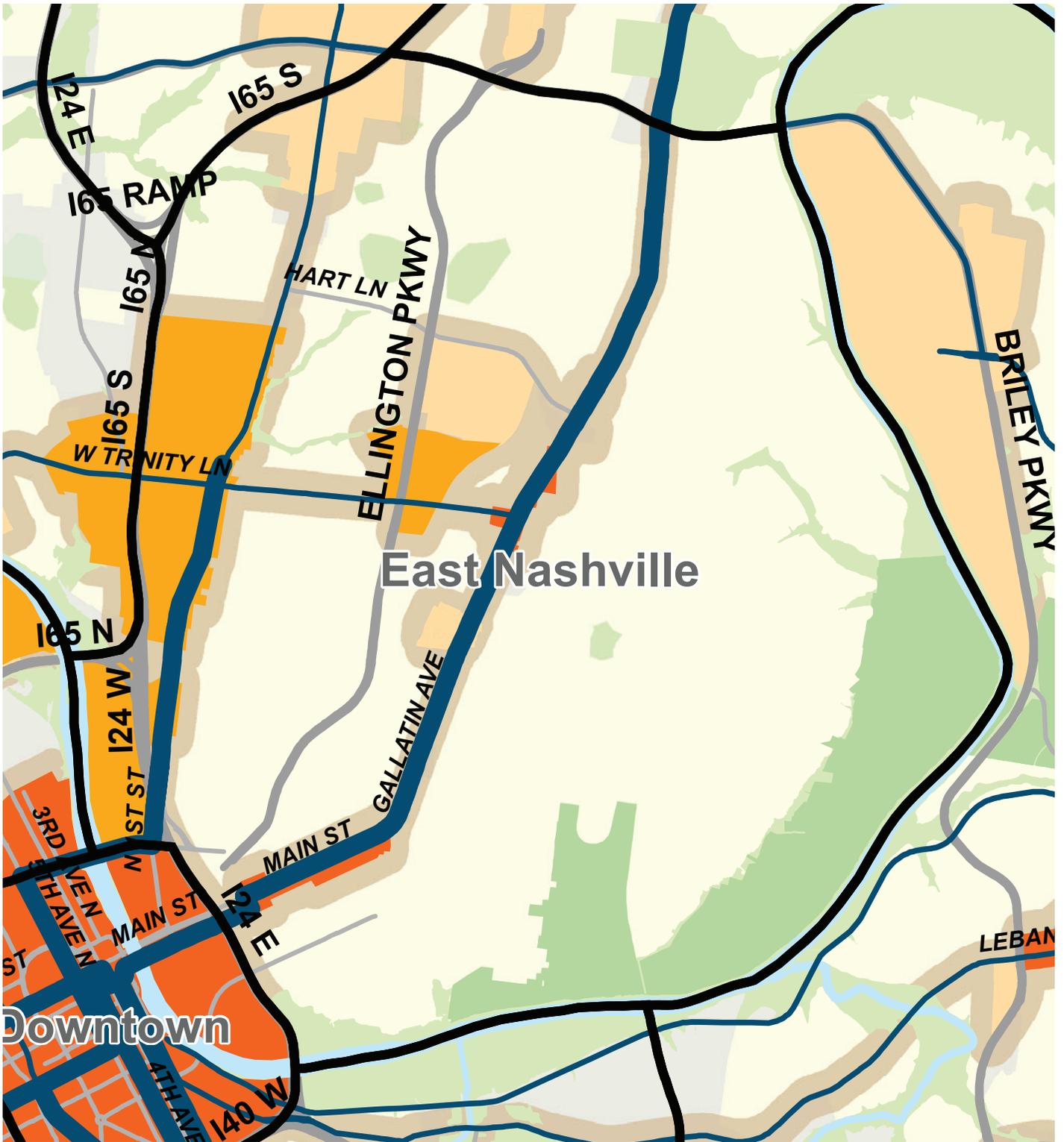
Transect
East Nashville detail



Transects

- | | |
|---|---|
|  T1 Natural |  T5 Center |
|  T2 Rural |  T6 Downtown |
|  T3 Suburban |  D District |
|  T4 Urban |  W Water |





- Centers**
- Tier One
- Tier Two
- Tier Three
- Green network**
- Open space anchor
- Missing an anchor
- Neighborhood**
- Transition**
- Special impact area**
- High capacity transit corridors**
- Immediate need
- - - Long-term need
- ← Regional connection

East Nashville Community History

The East Nashville Community has an abundance of historically significant sites and areas. The history of East Nashville includes important chapters about the growth and expansion of Nashville as a city and a catalogue of neighborhood development ranging from the city's earliest suburban expansion to twenty-first century redevelopment.

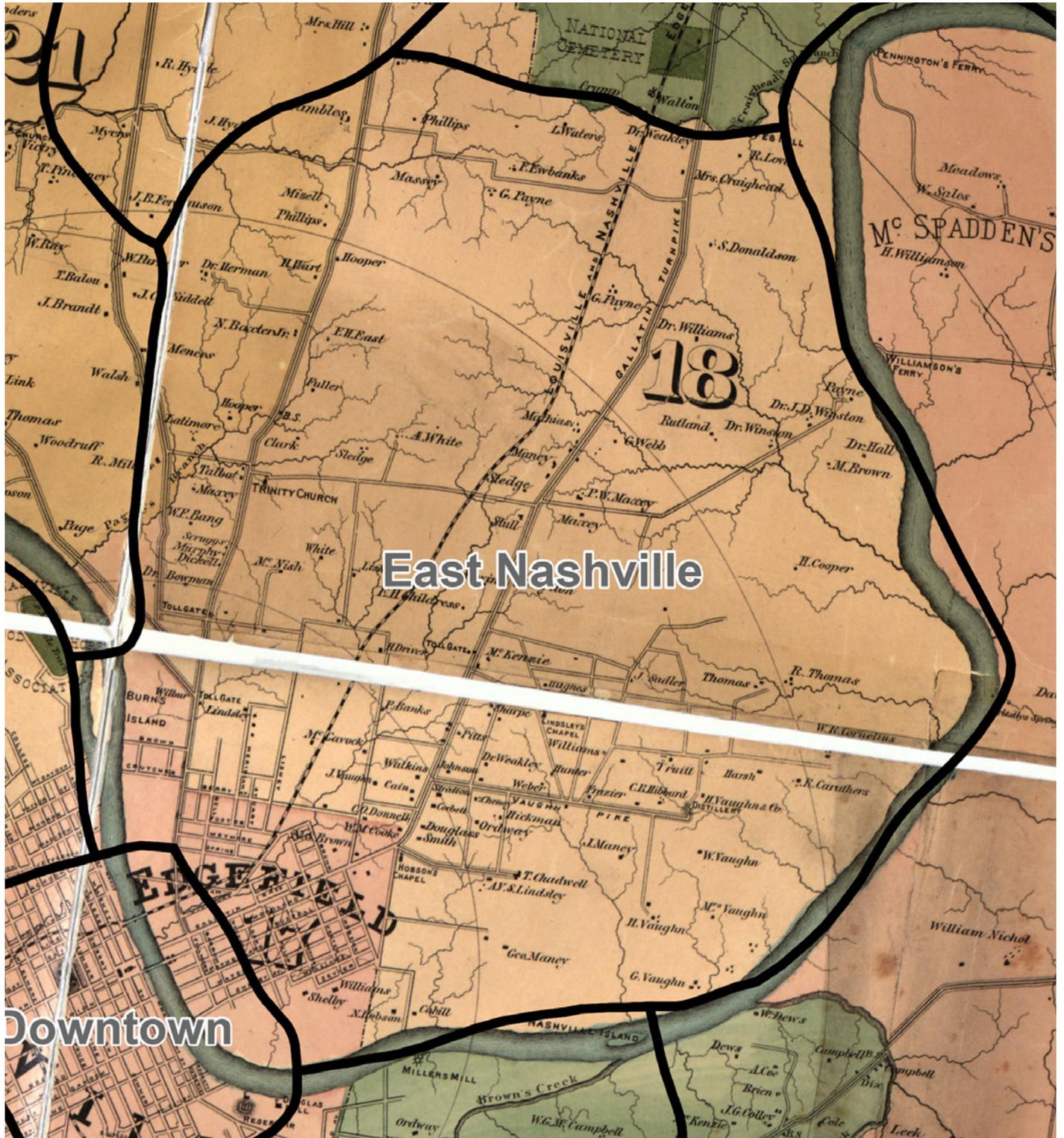
Although the term "East Nashville" has come to refer to a large area south of Briley Parkway between I-65, the Cumberland River, and Downtown Nashville, the original East Nashville began within a smaller area on the east bank of the Cumberland River. After the Revolutionary War, much of the land that is now the State of Tennessee was on the western frontier of the new nation and was part of the State of North Carolina. Many Revolutionary War veterans were granted 640-acre tracts of land in this western frontier to compensate them for their service and to encourage settlement of the area. Land granted to Themy Pernell in 1784 later became East End. Land granted to Daniel Williams in 1786 later became Eastwood and Lockeland Springs. James Shaw was granted land in the Edgefield and Maxwell Heights areas that later belonged to the Shelby family.

The rural history of East Nashville has been almost entirely absorbed by late nineteenth and twentieth century residential development. Traces still remain where former farm or estate residences survive. One example is Riverwood, listed in the National Register of Historic Places. Generally, these houses are now part of subdivisions. East Nashville began to develop and urbanize in earnest in the second half of the nineteenth century, when the Shelby lands were subdivided for residences in Edgefield. Edgefield was incorporated as a separate municipality in 1868 and eventually annexed by the city of Nashville in 1880. Lockeland Springs and East End were not annexed into Nashville until 1905.

East Nashville has always been heavily influenced by its bridge connections to downtown Nashville on the opposite river bluff. A bridge crossing has existed at the site of the Woodland Street Bridge since 1819. Replacement of that bridge with a more modern suspension bridge in 1853 paved the way for residential subdivision in Edgefield beginning in 1854. Mule-drawn street car was introduced in 1872 and Woodland and Main Streets offered street railway lines by 1890, further easing travel between downtown and the east bank. The Shelby Street Bridge (now the John Seigenthaler

1871 map Davidson County

illustrates the characteristics and major property owners in the area in 1871.
East Nashville detail



Pedestrian Bridge) was opened in 1905. It was originally known as the Sparkman Street Bridge. Just as river access influenced the development of downtown Nashville on the west side of the Cumberland, access on the east bank, combined with proximity to northbound rail corridors in this area, made it an attractive location for industry with the neighborhoods of what is now East Nashville located east of the industry.

Other influential transportation connections are the pikes, Dickerson and Gallatin that have been important travel corridors since Nashville's founding. These two roads have attracted most of the commercial development in the area, although neighborhood commercial areas have historically been dispersed in neighborhoods developed during the streetcar era, like Lockeland Springs and Cleveland Park. Riverside Drive itself is an important resource dating from the first phase of automobile-centered suburban development, and the Inglewood area demonstrates the continuing residential popularity of East Nashville in the early twentieth century. Later transportation changes accompanied urban renewal with the construction of the interstate system in the 1960s and Ellington Parkway, which reconfigured large swaths of the east bank and created geographical divisions within neighborhoods as impermeable as the river. Briley Parkway now creates another boundary defining the northern edge of the East Nashville Community.

East Nashville contains a high concentration of housing stock built 50 years or more ago and the largest remaining concentration of nineteenth century and turn-of-the-century residential architecture in the city. Districts listed in the National Register—Edgefield and portions of Lockeland Springs and East End—contain some of the best examples. Still other districts are eligible for the National Register or possess local significance that encourages their preservation. Enthusiasm for historic architecture, coupled with historic preservation zoning in several areas, has ensured a high rate of retention of historic buildings in this area. In spite of this trend, several demolitions of historic properties, mostly institutional buildings, point to the continuing need for preservation strategies for properties not located within the existing districts.

A series of natural disasters and man-made projects have had a significant shaping influence on the area's built environment. A 1916 fire that started at Seagraves Planing Mill in the East Bank destroyed nearly 650 homes in Edgefield. Those homes were not rebuilt until after World War

Historical sources

- » Edgefield Historic Preservation Zoning Overlay District Design Guidelines, adopted May 1978, Amended September 1996;
- » *Eastwood Neighborhood Conservation Zoning Overlay District Design Guidelines*, adopted July 2004, Boundary Amended June 2007;
- » *Greenwood Neighborhood Conservation Zoning Overlay District Design Guidelines*, adopted April 2008;
- » *Lockeland Springs-East End Neighborhood Conservation Zoning Overlay District Design Guidelines*, adopted September 1985, Amended May 2003;
- » *Maxwell Heights Neighborhood Conservation Zoning Overlay District Design Guidelines*, adopted February 2008
- » All by the Metropolitan Nashville Historic Zoning Commission
- » *Nashville Rising: How Modern Music City Came to Be*, The Tennessean, 2013
- » *East Nashville*, E. Michael Fleenor, 1998
- » *Nashville's Inglewood*, Crystal Hill Jones, Naomi C. Manning, and Melanie J. Meadows, 2009
- » *Nashville and Its Neighborhoods: Fanning the Flames of Place, East Nashville*, Christine Kreyling for the Nashville Civic Design Center, 2004.

I, bringing bungalows and cottages to a neighborhood of Victorian townhouses. The tornadoes of 1933 and 1998 both leveled large portions of East Nashville.

East Nashville's neighborhoods were also profoundly affected by the construction of public housing projects (beginning with the construction of National Register-eligible Cayce Homes in 1941) and urban renewal. These redevelopment projects, which also included highway construction, occurred at the same time postwar suburban growth was attracting an increasing portion of the city's population out of older neighborhoods close to the city center. Although urban renewal projects were meant to address disinvestment in older neighborhoods through removal of "blight," their effect was often as damaging and usually more permanent than the blight they sought to address. As rental properties increased and maintenance of older homes in the area declined, historic neighborhoods in East Nashville did not experience sustained revitalization until the historic preservation movement took hold in the 1970s.

One particular event in East Nashville played a significant part in the Civil Rights movement. The 1954 *Brown vs. Board of Education* decision by the U. S. Supreme Court declared segregated schools to be unconstitutional. In 1955, Robert Kelley, Sr. filed a class action lawsuit against the Board of Education of Nashville after his son Robert, Jr. was refused enrollment at East High School. The legal team for the lawsuit included noted attorneys Thurgood Marshall, Z. Alexander Looby, and Avon N. Williams. The lawsuit resulted in the Nashville Plan for desegregation of all of Nashville's public schools.

By the early 1970s, interest in historic preservation had increased and neighborhoods such as Edgefield began to see a rebirth as old homes were renovated by new and existing residents. Edgefield was listed on the National Register of Historic Places in 1977 and was designated as Nashville's first Historic Preservation zoning overlay district in 1978. It was the first neighborhood in Nashville to receive these designations. Several other East Nashville neighborhoods and individual properties have received various levels of listing for their historical significance and often zoning overlays to protect their integrity. East Nashville neighborhoods with Neighborhood Conservation zoning overlays include Eastwood, Greenwood, Lockeland Springs-East End, and Maxwell Heights.

East Nashville was dealt a major setback by the 1998 tornado, but the highly active and engaged community made a tremendous comeback that continues to gain momentum. This comeback was aided by help from the American Institute of Architects “R\UDAT” (Regional and Urban Design Assistance Team) program, which worked with the community to develop a plan for the area most affected by the tornado. This planning effort and the later work in East Nashville on the Nashville Civic Design Center’s *Plan of Nashville* are discussed in greater detail below.

History of the Planning Process

History of Planning for the Community

In 1988, the Metro Planning Department began creating “community plans” as a means of fine tuning the countywide general plan. These community plans examined specific issues and needs, projected growth, development and preservation in fourteen communities. The East Nashville Community Plan was first adopted by the Planning Commission in November 1994, after working with a Citizens’ Advisory Committee. The East Nashville Community Plan was the twelfth of the fourteen community plans created.

The first update to the East Nashville Community Plan was adopted in February 2006 after substantial community participation in workshops. In Spring 2013, the East Nashville Plan had its policies translated into their closest equivalents in the *Community Character Manual (CCM)* because East Nashville was one of nine community plans that had not been updated since the adoption of the CCM in 2008.

The East Nashville Community has weathered literal storms such as the tornado of 1998 and figurative storms as its neighborhoods’ have experienced periods of disinvestment and, more recently, resurgence and the challenges that growth, infill and redevelopment bring. East Nashville has undergone additional planning exercises outside of Community Plan updates, and the community input and recommendations of those plans are reflected in the East Nashville Community Plan. After the tornado of 1998, East Nashville created a *Plan for East Nashville*. This plan was created through the R/UDAT (Rural/Urban Design Assistance Team) program,

managed by design professionals recruited by the American Institute of Architects (*R/UDAT: A Plan for East Nashville [1991]*). Direct results of the R/UDAT plan included the creation of the ReDiscover East association and guidelines for the MDHA redevelopment districts.

The East Bank in Downtown and adjacent neighborhoods in East Nashville were studied extensively in the *The Plan of Nashville: Avenues to a Great City* (2005). This study, undertaken by the Nashville Civic Design Center and written by local author Christine Kreyling, included a concept for the East Bank that envisioned weaving together the East Bank and East Nashville by converting I24/I65 from a conventional interstate into an urban boulevard and the extending the grid street network from East Nashville into the East Bank. With the street grid and public realm established, the East Bank would redevelop to a higher density mixed use neighborhood with tree-lined streets, thoughtfully located open spaces, and public use of the riverfront. Input from the R/UDAT plan and the *Plan of Nashville* were included in the East Nashville Community Plan: 2006 Update.

This update of the East Nashville Community Plan reflects the values and vision of the numerous participants in the 2006 update planning process as well as participation in the NashvilleNext planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan – that neighbors insist upon it and that developers’ proposals follow it. Developers and investors, who are encouraged by public policies and agencies, will likewise be encouraged by such evidence of stakeholders’ activism and dedication.

Sources: Nashville Civic Design Center; Christine Kreyling (2004). *Nashville and Its Neighborhoods: Fanning the Flames of Place. East Nashville.*

East Nashville Community Demographic Information

While East Nashville has seen substantial infill development and redevelopment, it has not experienced the population growth of other areas of Nashville/Davidson County. In 1990, the total population of the East Nashville Community plan area was 65,604 people. According to the U.S. Census, in 2000 the East Nashville Community had 64,562 residents, a decrease of approximately 1.5 percent over the ten-year period from 1990 to 2000. In 2010 according to the U.S. Census, the East Nashville Community had 59,364 people, a decrease of approximately 9 percent since 2000, and about 2,500 fewer people than forecasted in the 1990s. These declines have been in place since the 1970s, when the population of East Nashville was 76,505 people.

The American Community Survey from 2012 found that the East Nashville Community had approximately 58,571 residents, 9.3 percent of Nashville/Davidson County's population.

| | | Davidson County | | East Nashville | |
|-------------------|-------------------------------------|-----------------|-------|----------------|-------|
| | | # | % | # | % |
| Population | Total, 2010 | 626,681 | | 59,364 | 9.5% |
| | Population, 1990 | 510,784 | | 65,604 | 12.8% |
| | Population, 2000 | 569,891 | | 64,562 | 11.3% |
| | Population Change, 1990- 2000 | 59,107 | 11.6% | -1,042 | -1.6% |
| | Population Change, 2000- 2010 | 56,790 | 10.0% | -5,198 | -8.8% |
| | Population Density (persons/acre) | 1.69 | n/a | 2.21 | n/a |
| | Average Household Size | 2.37 | n/a | 2.40 | n/a |
| Population | Total | 626,681 | | 59,364 | 9.5% |
| Race | White | 385,039 | 61.4% | 29,883 | 50.3% |
| | Black or African American | 173,730 | 27.7% | 25,139 | 42.3% |
| | American Indian/ Alaska Native | 2,091 | 0.3% | 198 | 0.3% |
| | Asian | 19,027 | 3.0% | 655 | 1.1% |
| | Native Hawaiian or Pacific Islander | 394 | 0.1% | 43 | 0.1% |
| | Other Race | 30,757 | 4.9% | 2,012 | 3.4% |
| | Two or More Races | 15,643 | 2.5% | 1,434 | 2.4% |
| Ethnicity | Hispanic or Latino | 359,883 | 57.4% | 3,602 | 6.1% |
| Age | Less than 18 | 136,391 | 21.8% | 13,993 | 23.6% |
| | 18-64 | 424,887 | 67.8% | 39,796 | 67.0% |
| | Greater than 64 | 65,403 | 10.4% | 5,575 | 9.4% |

Source: U.S. Census (1990, 2000, 2010)

| | | Davidson County | | East Nashville | |
|----------------------|---|-----------------|--------------|-----------------|--------------|
| | | # | % | # | % |
| Population | Total, 2008 - 2012 | 629,113 | | 58,571 | 9.3% |
| | Household Population | 605,463 | 96.2% | 57,632 | 98.4% |
| | Group Quarters Population | 23,650 | 3.8% | 939 | 1.6% |
| | Male | 304,566 | 48.4% | 28,367 | 48.4% |
| | Female | 324,547 | 51.6% | 30,204 | 51.6% |
| Families | Total | 142,821 | | 13,400 | n/a |
| | Married Couple Families with Children | 37,098 | 26.0% | 2,245 | 16.8% |
| | Single Parent Families with Children | 26,291 | 18.4% | 3,511 | 26.2% |
| | Female Householder with Children | 21,528 | 15.1% | 3,120 | 23.3% |
| Housing Units | Total | 284,328 | | 26,996 | 9.5% |
| | Owner Occupied | 141,805 | 49.9% | 12,736 | 47.2% |
| | Renter Occupied | 114,082 | 40.1% | 11,242 | 41.6% |
| | Occupied | 255,887 | 90.0% | 23,978 | 88.8% |
| | Vacant | 28,441 | 10.0% | 3,018 | 11.2% |
| Travel | Mean Travel Time to Work (min) | 23.1 | | 23.1 | |
| | Workers | 309,633 | | 27,446 | 8.9% |
| | Drove Alone | 246,391 | 79.6% | 20,707 | 75.4% |
| | Carpooled | 32,633 | 10.5% | 3,036 | 11.1% |
| | Public Transportation | 6,588 | 2.1% | 1,534 | 5.6% |
| | Walked or Biked | 6,806 | 2.2% | 480 | 1.7% |
| | Other | 3,232 | 1.0% | 363 | 1.3% |
| | Worked from home | 13,983 | 4.5% | 1,326 | 4.8% |
| Income | Per Capita Income | \$28,513 | | \$20,433 | 71.7% |
| Education | Population 25 years and over | 419,807 | | 39,057 | 9.3% |
| | Less than 9th grade | 20,687 | 4.9% | 2,635 | 6.7% |
| | 9th to 12th grade, No Diploma | 38,664 | 9.2% | 5,947 | 15.2% |
| | High School Graduate (includes equivalency) | 103,024 | 24.5% | 11,149 | 28.5% |
| | Some College, No Degree | 86,498 | 20.6% | 7,256 | 18.6% |
| | Associate Degree | 23,963 | 5.7% | 2,144 | 5.5% |
| | Bachelor's Degree | 92,765 | 22.1% | 6,690 | 17.1% |
| | Graduate or Professional Degree | 54,206 | 12.9% | 3,236 | 8.3% |
| Employment | Population 16 Years and Over | 505,034 | 80.6% | 46,113 | 77.7% |
| | In Labor Force | 348,250 | 69.0% | 31,526 | 68.4% |
| | Civilian Labor Force | 347,862 | 99.9% | 31,505 | 99.9% |
| | Employed | 317,719 | 91.2% | 28,008 | 88.8% |
| | Unemployed (actively seeking employment) | 30,143 | 8.7% | 3,497 | 11.1% |
| | Armed Forces | 388 | 0.1% | 21 | 0.1% |
| | Not in Labor Force | 156,784 | 31.0% | 14,587 | 31.6% |

Source: American Community Survey (2008 - 2012, 5-year estimate)

East Nashville's Role in the County and Region

From economic development to transportation investment to open space preservation to housing diversity, it is clear that the Middle Tennessee region is interconnected, with the decisions of individual communities impacting the health, well-being and prosperity of not only the county, but the region. East Nashville makes specific contributions to the region, while also benefitting from the success of the region. This section considers the East Nashville Community in the context of the region.

East Nashville's contributions to the region are the Community's dense, urban neighborhoods that feature a mixture of housing types and small, dispersed commercial centers; the Community's prominent corridors – Dickerson Pike and Main Street/Gallatin Pike – which play a regional and local role; and the Community's open space and natural features centered around the Cumberland River.

Urban Neighborhoods – Residential and Commercial Development

While there are many in-town neighborhoods in Nashville and even in outlying cities in the Middle Tennessee region, East Nashville has features that make it unique – drawing residents, employees and visitors from across the region and the country. The residential building pattern in East Nashville has long accommodated dense housing with a mixture of housing types ranging from single- and two-family housing to accessory dwelling units (carriage houses and alley houses) to town houses and smaller stacked flats buildings. For decades, these housing types have peacefully co-existed in several East Nashville neighborhoods. This creates a unique environment in that there is housing for a very wide range of Nashvillians. Other parts of Nashville/Davidson County have solely single-family detached housing on larger lots, which caters to Nashvillians in their peak home buying years, but not to young people right out of school or retirees looking to downsize. The diversity of housing types in East Nashville leads to a diversity of neighbors, adding vitality to the Community.

Historically, East Nashville also has a growth pattern that accommodates and welcomes dispersed, small-scale commercial development along corridors and in small neighborhood centers. This provides opportunities for small businesses and start-ups. This combination – dense, diverse housing

Commuting patterns of residents and employees in East Nashville

| East Nashville residents who work | 26,673 | Employees who work in East Nashville | 17,939 |
|--|---------------|---|---------------|
| in these areas | | come from these areas | |
| East Nashville | 3,909 | East Nashville | 3,909 |
| Green Hills Midtown | 4,002 | Madison | 1,503 |
| Downtown | 3,294 | Antioch Priest Lake | 1,176 |
| North Nashville | 2,441 | Donelson Hermitage Old Hickory | 1,061 |
| South Nashville | 2,378 | Southeast | 907 |
| Donelson Hermitage Old Hickory | 2,058 | West Nashville | 836 |
| Madison | 1,840 | Green Hills Midtown | 619 |
| Antioch Priest Lake | 1,156 | Bordeaux Whites Creek | 593 |
| West Nashville | 923 | Parkwood Union Hill | 485 |
| Bordeaux Whites Creek | 794 | North Nashville | 450 |
| Southeast | 706 | South Nashville | 444 |
| Parkwood Union Hill | 323 | Bellevue | 439 |
| Bellevue | 135 | Downtown | 145 |
| Joelton | 25 | Joelton | 109 |
| Beyond Davidson County | 2,689 | Beyond Davidson County | 5,263 |

Source: Census Transportation Planning Products, using the American Community Survey (2006-2010 five-year estimates)

Local workforce assets in East Nashville

According to the 2008-2012 American Community Survey (ACS), the East Nashville Community has 31,526 workers. These workers reported a mean travel time of 23 minutes to employment, suggesting that the majority of workers work outside the East Nashville area. In addition, 1,326 workers reported working from home, slightly more than the percentage of the work force, 4.5 percent, that do so in Davidson County overall. In the East Nashville Community, fewer residents have advanced degrees compared with Davidson County as a whole. The 2008-2012 ACS reported that 6,690 people, or 17 percent, held bachelor's degrees and 3,236 people, or 8 percent, held graduate or professional degrees. This compares to 22 percent holding bachelor's degrees and 13 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the East Nashville Community is considerably lower at \$20,433 compared to Davidson County's \$28,513, suggesting less disposable income in the East Nashville Community compared to some other areas of Davidson County.

and small-scale commercial opportunities – creates neighborhoods that are unique in Middle Tennessee. The density, diversity and openness draw and spark creativity. The result is conversion of buildings to art galleries, restaurants, bars and eventually places like the Idea Hatchery and Shoppes on Fatherland – incubator spaces for small businesses. East Nashville is known for its creativity and the density and mixture of housing types – and the density and diversity of people that it draws – is part of the reason behind the creative culture.

Prominent Corridors – Serving Regional Commuters, Local Neighborhoods and as Destinations

While other cities were built on a gridded street network, Nashville’s “wheel-and-spoke” system of principal streets necessitates that prominent corridors such as Dickerson Pike and Main Street/Gallatin Pike play multiple roles. Dickerson Pike and Main Street/Gallatin Pike are part of a larger regional network for employees commuting from outlying counties into downtown. Residents from Goodlettsville, Hendersonville and Gallatin have the option of using Dickerson Pike and/or Main Street/Gallatin Pike in addition to interstates. These corridors are known to have a regional commuting role and, as a result, the Metropolitan Planning Organization (MPO – the regional transportation planning entity) has studied these arterials and other streets and interstates in the northeast to propose transit options to connect the residents of Sumner and Robertson County to downtown Nashville.

But for too long, these corridors have developed as if this was their sole purpose. While there are some businesses along the corridor that serve local neighborhoods, the *form* of development has, for decades, been designed solely for automobiles, which has made it unwelcoming – and in some cases unsafe – to pedestrians and cyclists from nearby neighborhoods.

A second role for Dickerson Pike and Main Street/Gallatin Pike is to provide needed goods and services to surrounding neighborhoods. As neighborhoods have grown stronger, the offerings along the corridor have changed to meet those needs and demands. As importantly, as redevelopment has occurred, new developments are being built in a form that is more welcoming to visitors on foot, with buildings built closer to the street, fewer curb cuts for pedestrians to cross, better streetscaping, etc.

As redevelopment continues, there is regulation in place to redevelop these corridors to serve both passing through visitors and the residents and employees in the area – converting these corridors to be welcoming to drivers, transit users, pedestrians and cyclists.

Open Space and Natural Features – The Resource of the Cumberland River

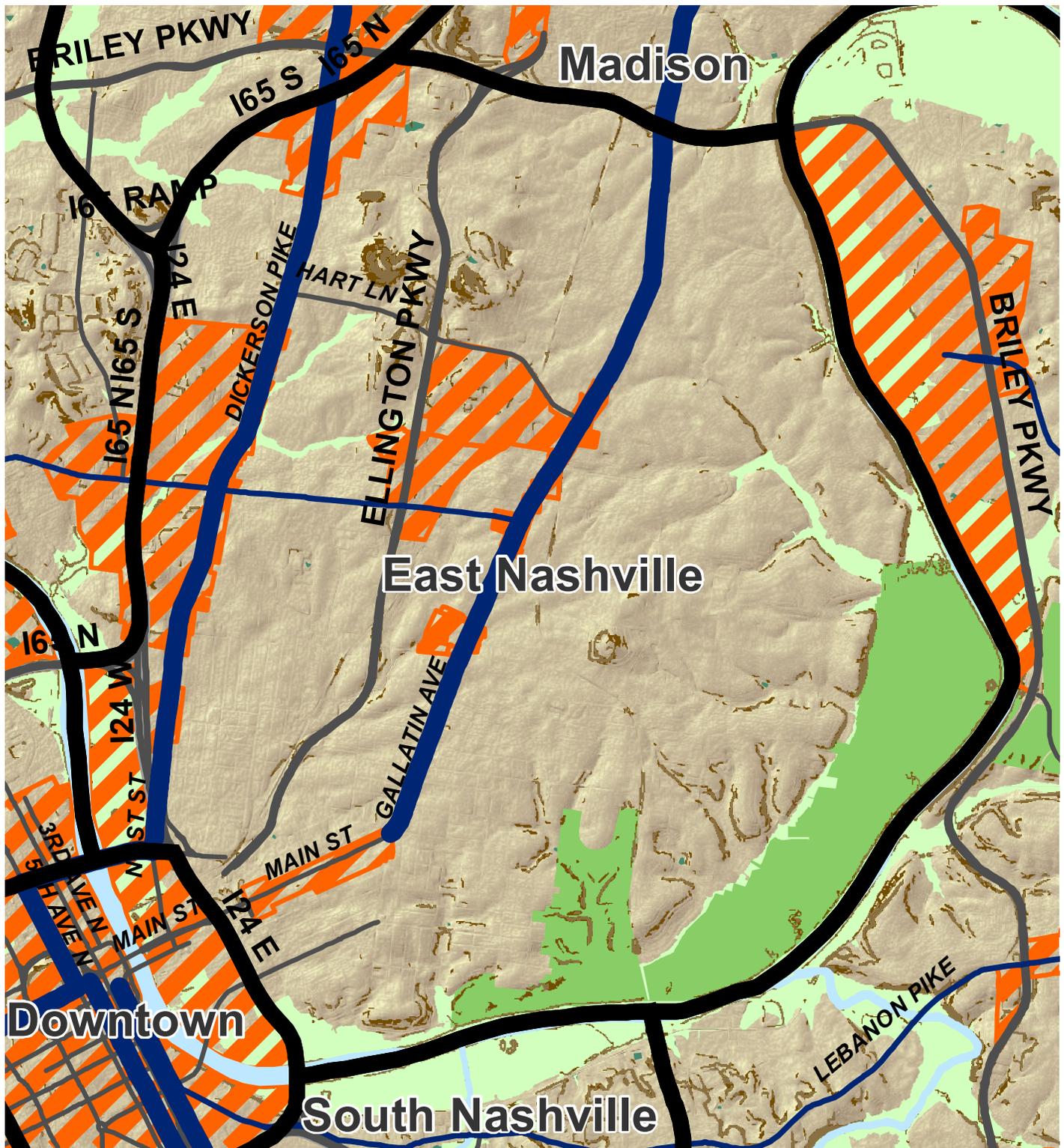
Although much of the East Nashville Community is developed, it retains many environmentally sensitive features that add to the scenic beauty of the Community and are also part of a larger, regional open space network including parks, environmentally sensitive features and wildlife corridors. The presence of the Cumberland River alone gives East Nashville a regional role with regard to open space and natural features. With approximately three miles of riverfront winding along Shelby Bottoms Greenway and Nature Park and along Shelby Park, this portion of the Cumberland River demonstrates that the River can be a “working” river and also a place for recreation, and a source of great beauty.

The primary environmentally sensitive features in the East Nashville Community are floodplains that surround and include its major waterways – the Cumberland River, Coopers and Ewing Creeks, Pages and Pugsleys Branches, and several smaller unnamed creeks and streams. The Cumberland River forms part of the community’s boundary and the other waterways are within the community. Ewing Creek flows into Whites Creek and the other named waterways feed directly into the Cumberland River. Scattered areas of steep slopes are also found in East Nashville, mostly between Hart Lane and Ben Allen Road. The Community contains 2,681 acres (out of 13,283 acres), or 20 percent, of land containing sensitive environmental features.

There are several major waterways, floodways and floodplains in the East Nashville Community. The East Nashville Community has 1,967 acres of land encompassed by these waterways, floodway and floodplain – 434 acres in the floodway, 1,412 acres in the 100-year floodplain, and 122 acres in the 500-year floodplain.

An estimated 542 acres (4 percent) of the East Nashville Community has steeply sloping terrain (20 percent slopes or greater).

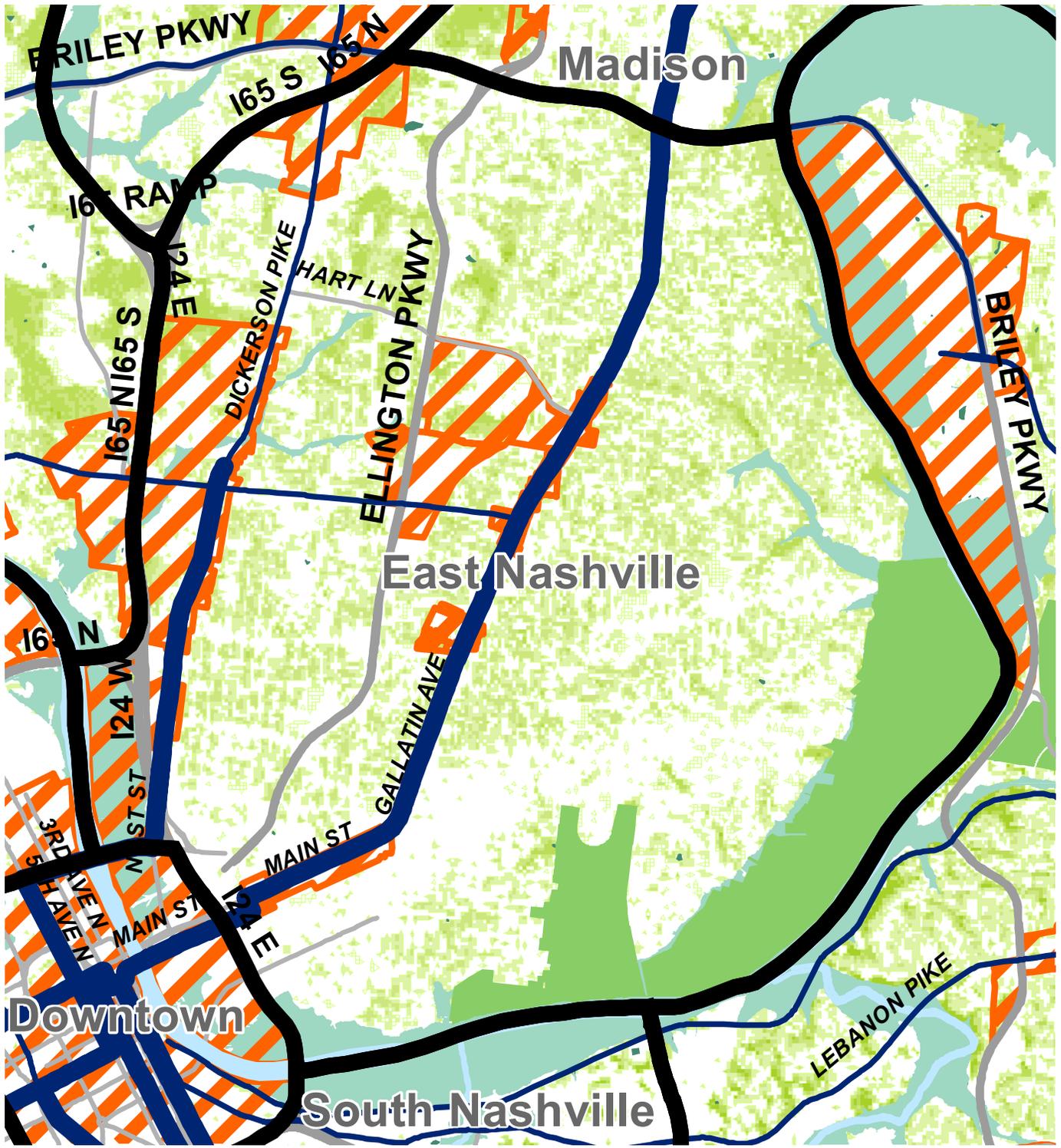
Open space features in
East Nashville



Slopes & Terrain Legend



Tree canopy in East Nashville



Tree Canopy Legend

| | | | |
|---|------------------|---|-----------|
|  | Water Bodies |  | 1 - 20% |
|  | Anchor Parks |  | 21 - 40% |
|  | Floodplain Areas |  | 41 - 60% |
|  | Wetlands |  | 61 - 80% |
| | |  | 81 - 100% |



The East Nashville Community also contains plant and animal species that are rare or endangered. For the safety of these areas and species, information about these areas is maintained by the Tennessee Department of Environment and Conservation. Due to their sensitive nature, the locations of these areas are confidential.

In the case of each of these natural features, it is critical that proper preservation techniques be used to protect the features, especially in predominantly developed areas like East Nashville.

Conclusion

East Nashville offers the region very distinctive neighborhoods, brimming with creativity and action. This is due, in part, to the built environment, which allows for a diverse range of residents in a dense setting, interacting and sharing ideas. The community also is home to numerous small-scale non-residential areas where new ideas and shared creativity can result in art, a new business venture, and the like. These neighborhoods, along with East Nashville's prominent north-south corridors and its environmental treasures are assets that East Nashville provides to the region. Like other in-town communities in the city, East Nashville is experiencing significant growth in the form of redevelopment and infill. Protecting what keeps East Nashville unique – including its affordability, which allows such a diverse range of neighbors – is critical in the face of significant growth pressures. The East Nashville Community Plan addresses this by encouraging growth and redevelopment along the corridors, attempting to draw growth away from the interior of neighborhoods while providing significant new housing and business development. This vision, and the tools to implement it, are discussed in Chapter 2.

Growth and Preservation Concept Map and the Community's Role – East Nashville

The Growth and Preservation Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment aligns with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/Davidson County community members' priorities guided the design of the Concept Map:

- » Protect sensitive environmental features.
- » Build a complete transit network.
- » Maintain household affordability across income levels.
- » Create “activity centers” – areas of employment, residences, services, civic uses, retail and restaurants – throughout most parts of Davidson County.
- » Protect and enhance the character of different parts of Davidson County.
- » Allow for strategic infill that supports transit lines and activity centers.

To see the entire Growth and Preservation Concept Map, please refer to NashvilleNext Vision, Strategies & Trends (Volume I).

The Concept Map for East Nashville illustrates the key concepts listed above: strategically locating new residential development; building a complete transit network and allowing for strategic infill to support it; creating activity centers and allowing for strategic infill to support it; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways and multi-use paths.

Green Network

The green network on the Concept Map reflects natural areas that provide natural resources (such as green open space), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains).

In the East Nashville Community, most of the green network is floodways and floodplains, mostly along the Cumberland River, which forms part of the community boundary. Since the East Nashville Community is predominantly developed, little of the area remains in an undisturbed natural state. Even the large undeveloped floodplain that is now the Shelby Bottoms Greenway was once disturbed by farming and is gradually being returned to its natural state. Areas with slopes of 20 percent or more are primarily concentrated between Hart Lane and Ben Allen Road in the northeastern portion of the community.

Neighborhoods

Neighborhood areas are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context – rural, suburban, urban, or downtown – depending on their location and character.

In the East Nashville Community, neighborhoods are urban and suburban in character.

Transitions and Infill

Transition and infill areas are areas of moderate density multifamily residential and occasionally small-scale offices and live-work buildings that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions – in building types as well as scale and form – between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

The Community Character Manual includes a variety of Community Character Policies that can be applied to transition and infill areas shown on the Concept Map. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called District Transition that can be applied in transition and infill locations where

small-scale offices, live-work buildings, or multifamily housing would be appropriate. The East Nashville Community contains one District Transition area, which is located along the west side of Gallatin Pike between Calvert Street and Virginia Avenue.

Centers

The centers included in the Concept Map build on existing commercial center areas to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » Tier One – These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » Tier Two – These centers receive some investments to manage growth, though less than Tier One centers.
- » Tier Three – These centers show areas that could receive coordinated investments in response to opportunities identified by the private sector.

In the East Nashville Community, Tier One centers are located along Main Street between South 5th Street and North 10th Street and along Gallatin Pike between Burchwood and Kirkland Avenues. Tier Two Centers are located along the east bank of the Cumberland River between I-65 and the Spring Street Bridge, along Dickerson Pike between Lemuel Road and Richardson Avenue, and around the Ellington Parkway / East Trinity Lane interchange. Tier Three Centers are located along Dickerson Pike between I-65 / Briley Parkway and Ewing Drive, on the State of Tennessee property south of Hart Lane east of Ellington Parkway, and to the Lincoln College of Technology along Gallatin Pike between Douglas Avenue and McClurkan Avenue.

East Nashville – Community Character Policy Plan

The East Nashville Community Character Policy Plan builds upon the Growth and Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the preferred form and character of development of each area in the East Nashville Community. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

To view the adopted Community Character Policies in detail for the East Nashville Community, please go to www.nashville.gov/mpc.

The East Nashville Community Plan provides guidance, applying to every property in East Nashville policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated so that the intended character of an area is achieved. To view the entire Community Character Manual, please refer to the beginning of Volume III (this volume).

East Nashville's natural and open space areas include areas with environmentally sensitive features, mainly floodplains, as well as public parks and open space. The plan encourages the preservation of *all* environmentally sensitive features, but particularly floodplains and floodways, through the use of Conservation policy. The policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

Another area of emphasis is enhancing centers and corridors. The East Nashville Community has several prominent corridors, such as Dickerson Pike, Gallatin Pike, Riverside Drive, and East Trinity Lane. East Nashville also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as those at McGavock Pike and Riverside Drive and along Eastland Avenue between Chapel Avenue and Porter Road, to larger community centers such as the center along Gallatin Pike between the Gartland Avenue and Seymour Avenue. These

areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through well-designed land use transitions to adjacent residential areas. Community members over the years have voiced a vision for re-creating a historically proven pattern of providing commercial services that meet the daily needs of residents at strategically placed nodes within walking distance of existing neighborhoods.

The East Nashville Community's desire to maintain and enhance its established urban and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy. However, to maintain long-term sustainability of the community and to enhance housing choices for residents at every point in their lives, an appropriate mixture of housing types must still be provided in the community. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor policy areas. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of the surrounding neighborhoods, such as cafes, coffee shops, boutiques, and small shops. Currently, some businesses would argue it is not viable for them to locate in the community because there are not enough people living in the area to support their businesses. The most intense residential uses should occur within mixed use buildings in center areas. Residential uses should become less intense as they move away from the center areas. Along the edges of centers, as the center transitions into the surrounding predominantly single family neighborhoods, single family houses should dominate.

Appropriate uses within mixed use centers are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses in close proximity to residential uses permits residents and workers to walk or bicycle to receive basic goods and services. Residential uses also allow 24-hour surveillance of streets, buildings, and public gathering spaces located at the core of walkable centers to enhance safety in these areas.

Existing major employment concentrations and commercial areas are placed in Center and District policies to maintain employment options that give East Nashville its unique balance of employment and residential.

Throughout Nashville, there are various older development plans that were approved, but that are not built. These development plans have existing development rights that allow residential development within an approved density and intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance for the Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought; in that case, the policies of the East Nashville Community Plan may provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

East Nashville – Special Policies

The East Nashville Community Plan provides guidance through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated so that the intended character of an area is achieved. They provide guidance on appropriate building types/designs, appropriate location of buildings on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In addition to the guidance found in the Community Character Manual, there are also associated special policies contained in this section that provide additional detailed guidance in a few select areas. (For additional information, refer to Community Character Manual and how to use it at the beginning of Volume III.)

To view the Special Policy areas, please refer to Community Character Policies for the East Nashville Community. These may be found at: www.nashville.gov/mpc.

How to use the community plan and special policies with the larger CCM

Within some Community Character Policy areas there are unique features that were identified during the community planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each community plan. The Special Policies may provide additional specificity to the broad language in CCM or it may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the separate CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area. Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the special policies in the text. The Community Character Policy Plan and Special Policies are found in Chapter 2.

Special Policy Area 05-D-MI-01

These properties are within an Institutional Overlay zoning district but are not owned by the institution, Lincoln College of Technology. Therefore, and alternate Community Character Policy applies unless and until they are acquired by the institution. The alternate policy for this District Major Institutional area is T4 Neighborhood Evolving.

Special Policy Area 05-D-MI-02

These properties are within an Institutional Overlay zoning district but are not owned by the institution, Lincoln College of Technology. Therefore, and alternate Community Character Policy applies unless and until they are acquired by the institution. The alternate policy for this District Major Institutional area is T4 Mixed Use Corridor.

Special Policy Area 05-D-MI-03

These properties are within an Institutional Overlay zoning district but are not owned by the institution, Lincoln College of Technology. Therefore, and alternate Community Character Policy applies unless and until they are acquired by the institution. The alternate policy for this District Major Institutional area is D District Transition.

Special Policy Area 05-T4-NC-01

This area is intended to serve as a transition from the more intense mixed uses along McGavock Pike to the residential uses further south along Riverside Drive, which is intended to retain its character as a residential boulevard with occasional compact Neighborhood Center nodes found at key intersections. To this end, uses within the Special Policy area should be more limited in scale and intensity than those to the north.

To achieve this difference in scale and intensity, if rezoning of this area is requested, the provisions of the Mixed Use Neighborhood District as it exists as of the date of the establishment of this Special Policy should be used as a guide for developing zoning for the site rather than the more intense Mixed Use Limited District that has been used elsewhere in this Neighborhood Center. Moreover, uses on the southernmost parcels (parcels 237

and 296) need to be further limited to exclude any of the Restaurant uses as well as the Bar or Nightclub use to further ensure a transition to the residential to the south.

A solid, well-maintained landscape buffer also needs to be established on these two southernmost parcels to further define and strengthen the transition to the adjacent residential area.

The completion of Oakhurst Drive to Alley #1125 and the improvement of Alley #1125 must occur in association with rezoning and future mixed use redevelopment of the properties on the west side of Riverside Drive that are within this Special Policy area. At that time, solid landscape buffering should be established between the Neighborhood center development and adjacent residential. A pedestrian and bicycle connection should be constructed to Maxey Drive and Branch Street.

Special Policy Area 05-T3-NC-01

The Suburban Neighborhood Center policy should only be applicable as part of comprehensive residential development on property located at 801 Rosebank Avenue. Alternate policy without a comprehensive residential development is Suburban Neighborhood Evolving.

Suburban Neighborhood Center policy should not expand beyond the northwest corner of the property located at 801 Rosebank Avenue and should be in character with lot sizes in the immediate area.

The building form of non-residential structures should maintain a residential character with regard to height, massing, and façade articulation.

East Nashville – Development Scenarios

Development scenarios illustrate fundamental concepts that may be applied throughout the community. Over time when actual development and redevelopment occurs in East Nashville, stakeholders will begin to see those development principles realized. Until then, development scenarios can provide a glimpse into the future and an example of what type of development *could* occur under the guidance of the Community Character Policies and special policies.

Development scenarios may highlight conserving environmental features, building type mix and arrangement, differing types of open space, streetscape improvements, and civic building placement. Each development scenario explains what is being highlighted and can show a variety of views. *Plan views*, or a “bird’s eye view,” emphasize the location of buildings on property, building entrances, and the location of streets and parking. Development scenarios can also be shown as a perspective or a “street view.” The perspective typically shows how the building interacts with the street. Further, the perspective view shows what a typical person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

In some of the following policy areas, development scenarios are included to help the reader envision what development may look like under the guidance of the policies. The development scenarios are:

Development Scenario – Gallatin Pike between Seymour and Sharpe Avenues

(PLACEHOLDER – THIS DEVELOPMENT SCENARIO IS BEING PREPARED BY STUDENTS IN THE DESIGN STUDIO OF THE UNIVERSITY OF TENNESSEE / KNOXVILLE COLLEGE OF ARCHITECTURE AND PLANNING)

Development Scenario – Dickerson Pike between Cleveland Street and Douglas Avenue

(PLACEHOLDER – THIS DEVELOPMENT SCENARIO IS BEING PREPARED BY STUDENTS IN THE DESIGN STUDIO OF THE UNIVERSITY OF TENNESSEE / KNOXVILLE COLLEGE OF ARCHITECTURE AND PLANNING)

It is important to note, however, that development scenarios are only examples and illustrations of what the land use policy would support in the specific area. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the community character policies. The development scenarios are not actual or required development plans, but can be used to help inspire new development in the East Nashville Community and in other areas of the county with similar characteristics and land use policies.

East Nashville – Enhancements to the Open Space Network

Each of the Community Plans complements and relies on the Nashville Open Space Plan and the Metropolitan Park and Greenways Master Plan (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways. Both the Open Space Plan and the Parks Master Plan along with current project information may be found at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>

Adding greenways or other trails can improve the area’s quality of life as residential, commercial, employment and recreational developments bring more residents, workers and visitors to the area. Trail connections, additional greenways, improved roadway crossings, and paths increase connectivity among residential, schools, and mixed use centers. This adds value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In addition, greenways encourage healthier and more active lifestyles.

In some areas, a multi-use path may be a more appropriate solution that separate sidewalks, bikeways and greenways to maintain community character. A multi-use path can be thought of as a greenway – it will be used by pedestrians and cyclists – but instead of following a river or creek, it follows a corridor. It has the benefit of efficient provision of infrastructure (it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway design can be more in keeping with the rural and suburban nature of these corridors.

Recommended Greenway System Connections and Multi-Use Paths in the East Nashville Community

The following greenway segments and multi-use paths are recommended to complement the existing greenway system:

- » East Nashville Bikeway

East Nashville – Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. It does so by utilizing Access Nashville 2040 as its foundation along with the Major and Collector Street Plan (MCSP). The MCSP is part of, and implements, Access Nashville 2040. The MCSP maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. The *Strategic Plan for Sidewalks and Bikeways* establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program.

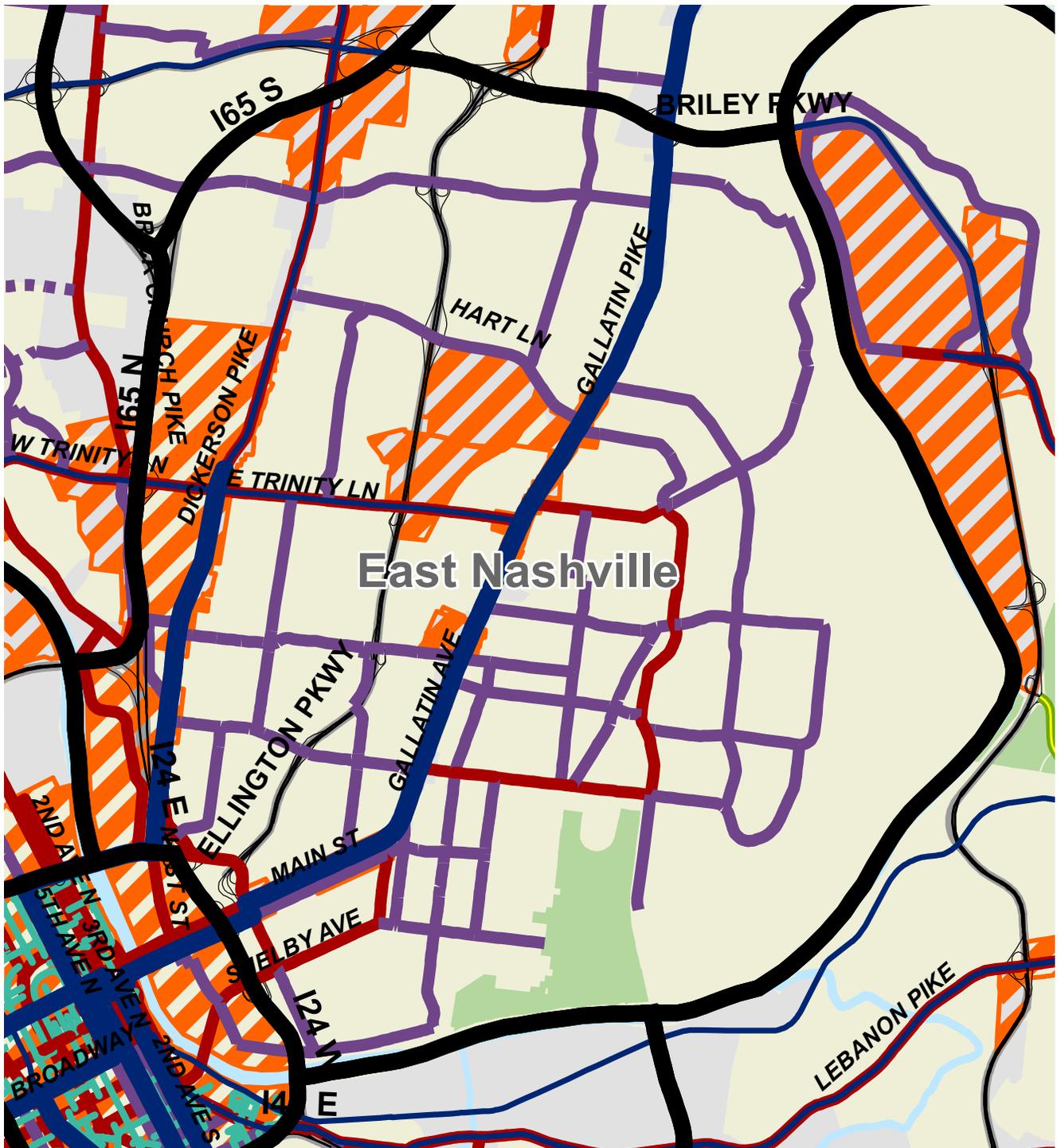
Please refer to Access Nashville 2040 in Volume V for details and information on these plans, the city-wide vision for various modes of transportation, recommended projects, and other details.

Recommended Transportation Network Enhancements for the East Nashville Community

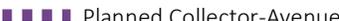
Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multi-modal” network. Needless to say, funding is limited, and the need to improve a multi-modal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in East Nashville compete against street projects, the urgent nature to maintain existing infrastructure investments across the County, and projects that are regionally significant. The following priority projects reflect a consensus between community concerns, development pressure and project feasibility.

Major and collector streets

East Nashville detail



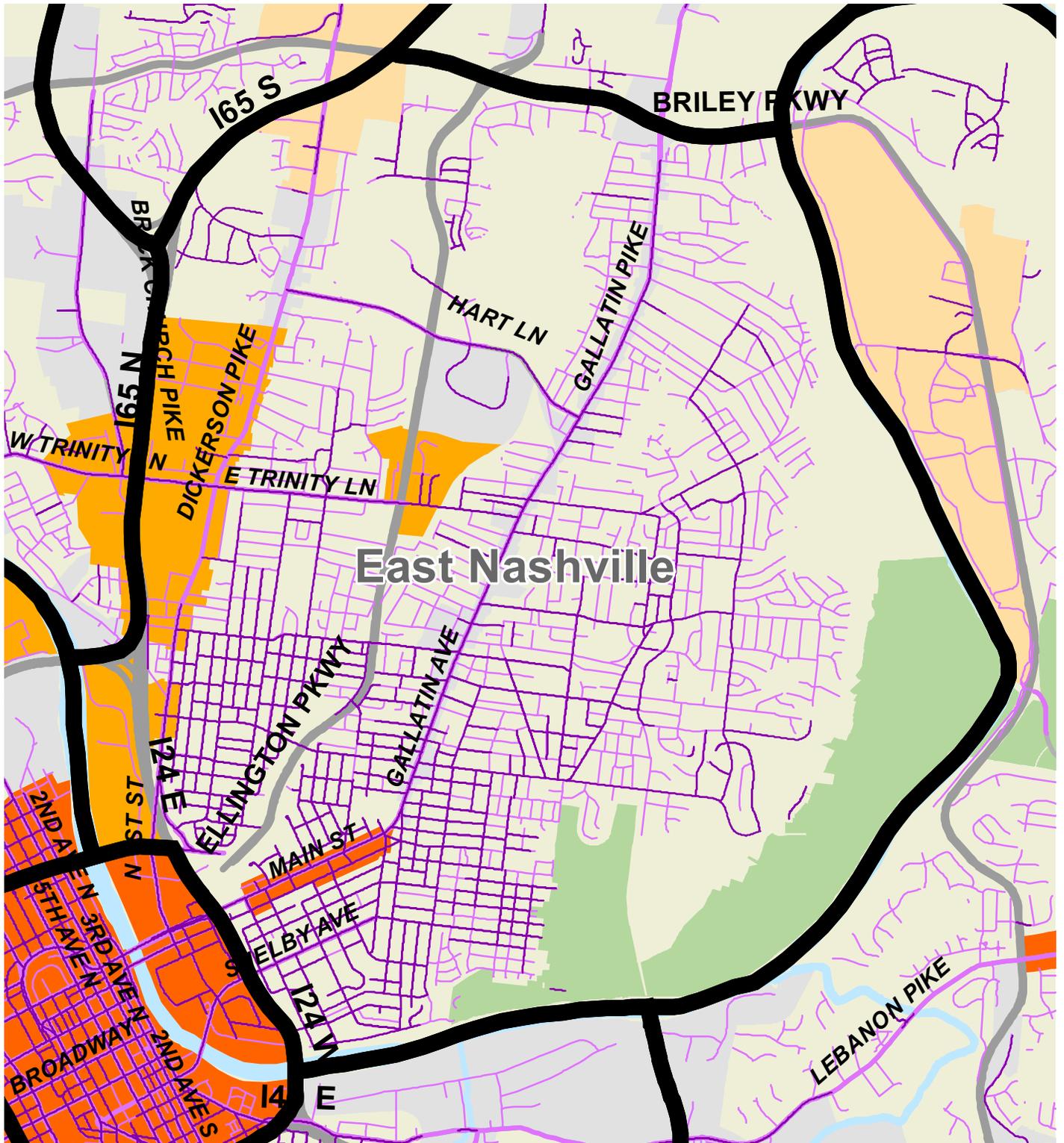
Major and Collector Street Legend

| | | |
|---|--|---|
|  Potential Multimodal Freeway Corridor |  Planned Arterial-Boulevard |  Local Street |
|  Planned Multimodal Freeway Corridor |  Collector-Avenue |  Planned Local Alley |
|  Arterial-Parkway Scenic |  Planned Collector-Avenue |  Freeway or Expressway |
|  Arterial-Boulevard Scenic |  Downtown Local Street |  Ramp |
|  Planned Arterial-Boulevard Scenic |  Planned Downtown Local Street |  Planned Ramp |
|  Arterial-Boulevard |  Planned Downtown Alley | |



Sidewalks

East Nashville detail



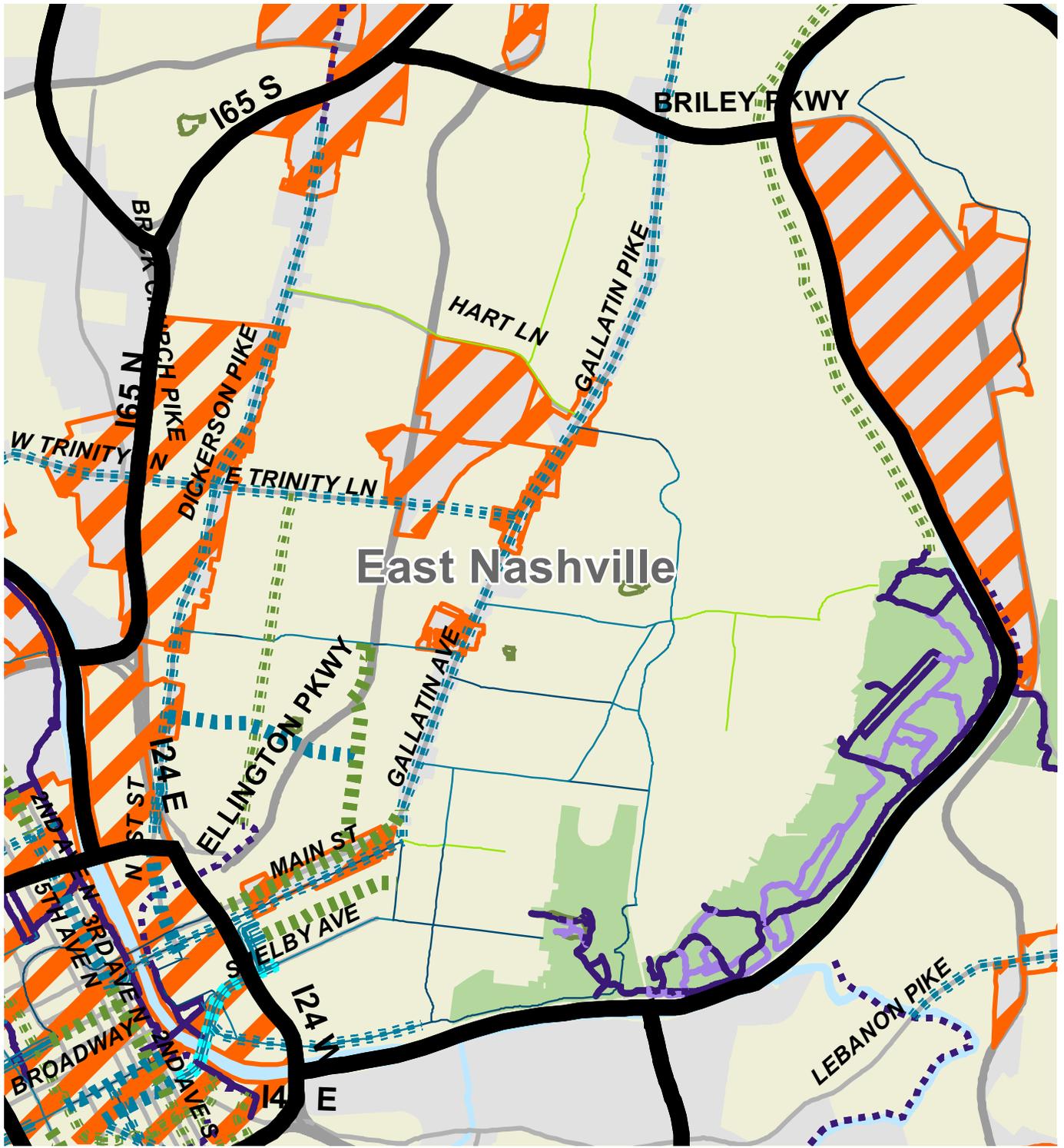
Sidewalks Legend

- | | | |
|---|---|---|
|  Water Bodies |  Missing Sidewalks |  Centers |
|  Anchor Parks |  Local |  Third |
|  Special Uses |  Major Road |  Second |
|  Existing Sidewalks |  Minor Road |  First |



Bikeways

East Nashville detail



Bikeways and Greenways Legend

- | | | | |
|--------------|---------------------|------------------|------------------------------|
| Anchor Parks | Bike Lane Vision | Greenway Vision | Existing Greenways |
| Water Bodies | BL/Buffered BL | Bike Lane, Paved | Greenway, Paved |
| Special Uses | Bike Lane | Greenway, Paved | Greenway, Unpaved |
| | Buffered BL | | Mountain Bike Trail, Unpaved |
| | Signed Shared Route | | Park Trail, Paved |
| | | | Park Trail, Unpaved |



Transit Priorities for the East Nashville Community

To be determined with MTA Strategic Master Plan Update in 2015-2016.

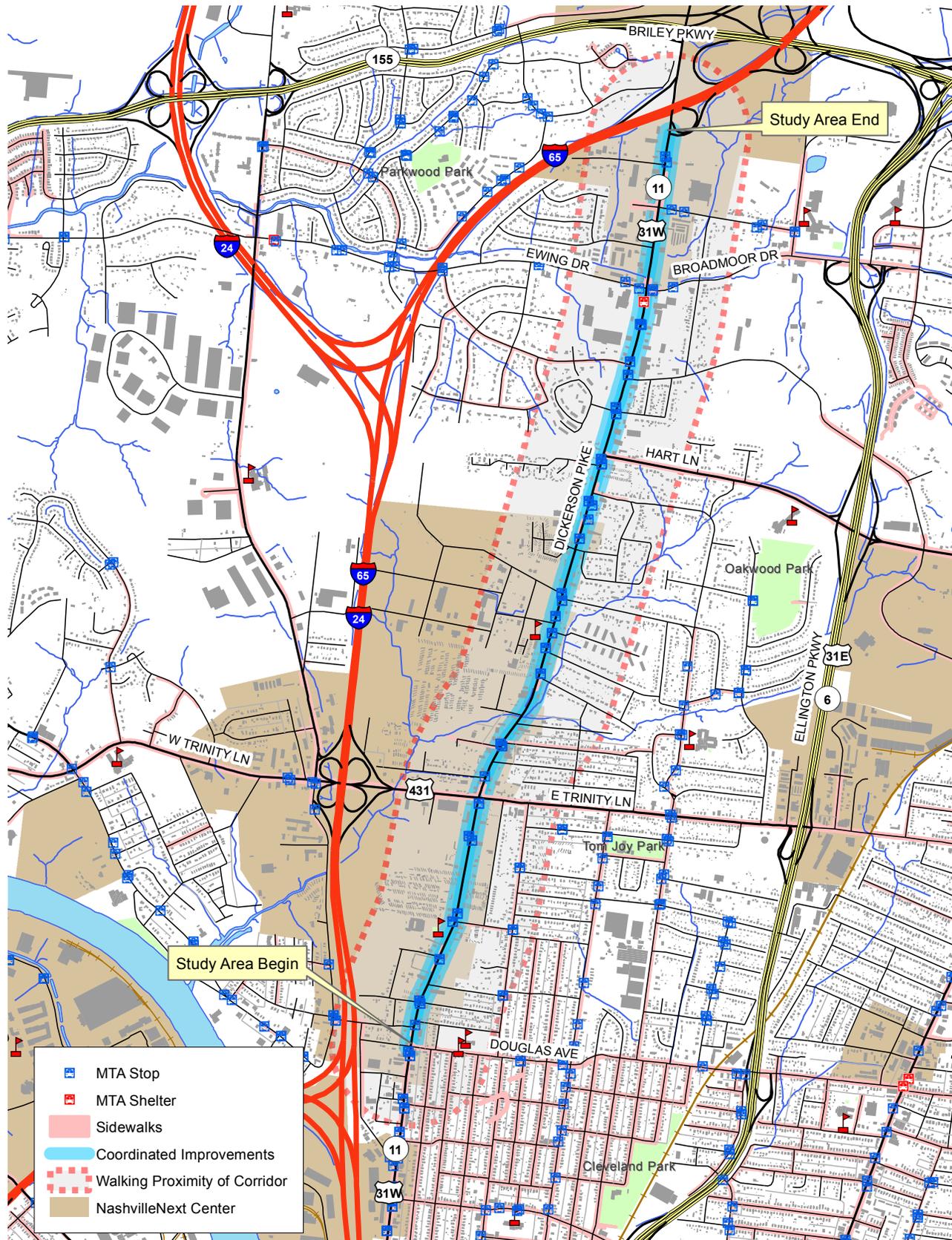
Pedestrian Priorities for the East Nashville Community

The pedestrian priorities for the East Nashville Community are:

- » Dickerson Pike Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from Douglas Avenue to Briley Parkway. Implement as coordinated capital improvements projects. (see East Nashville Bikeway)
- » Gallatin Pike Complete Streets - Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from 5th Street to Briley Parkway. Implement as coordinated capital improvements projects. (see East Nashville Bikeway)

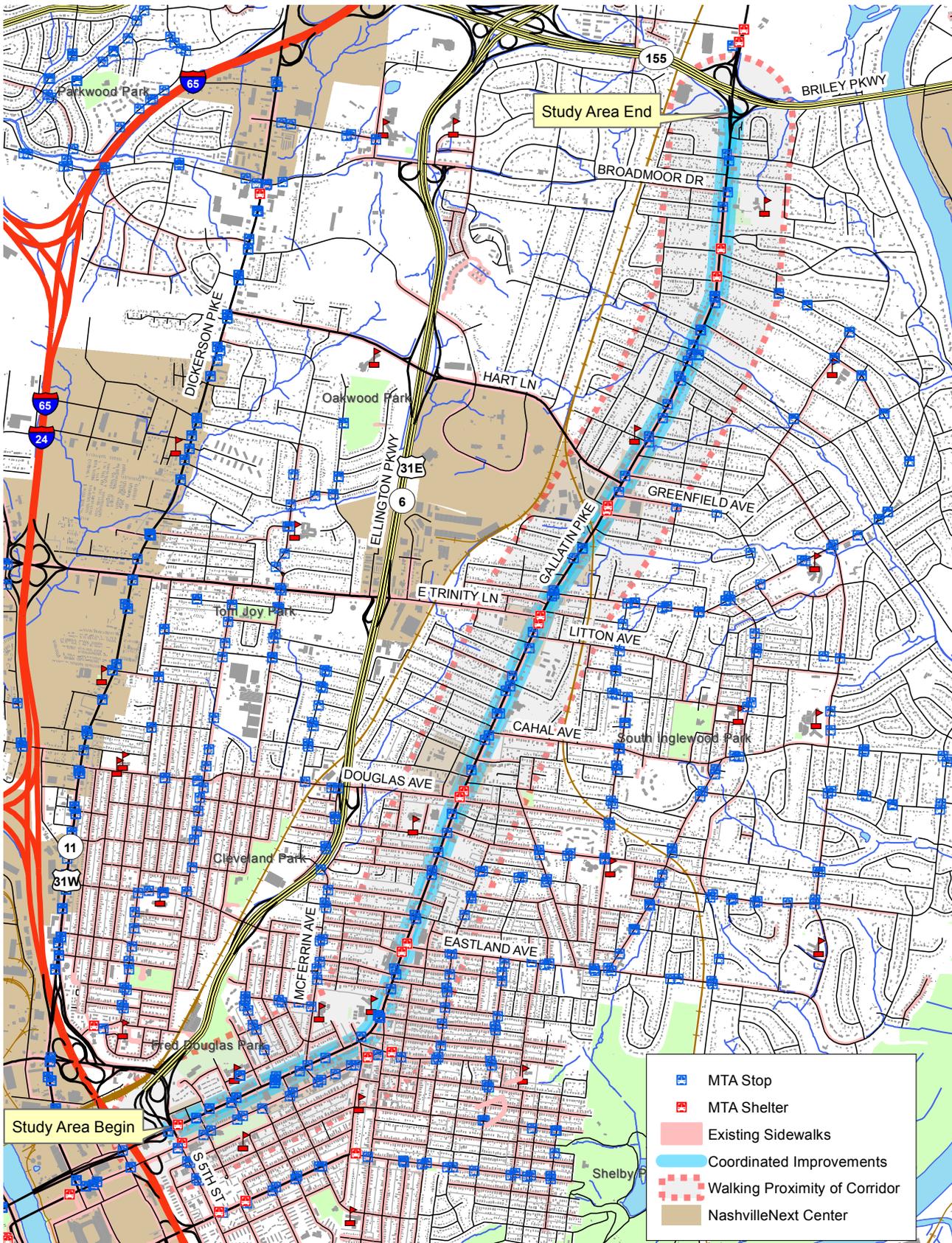
Dickerson Pike Complete Streets

Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from Douglas Avenue to Briley Parkway. Implement as coordinated capital improvements projects. (see East Nashville Bikeway)



Gallatin Pike Complete Streets

Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from 5th Street to Briley Parkway. Implement as coordinated capital improvements projects. (see East Nashville Bikeway)



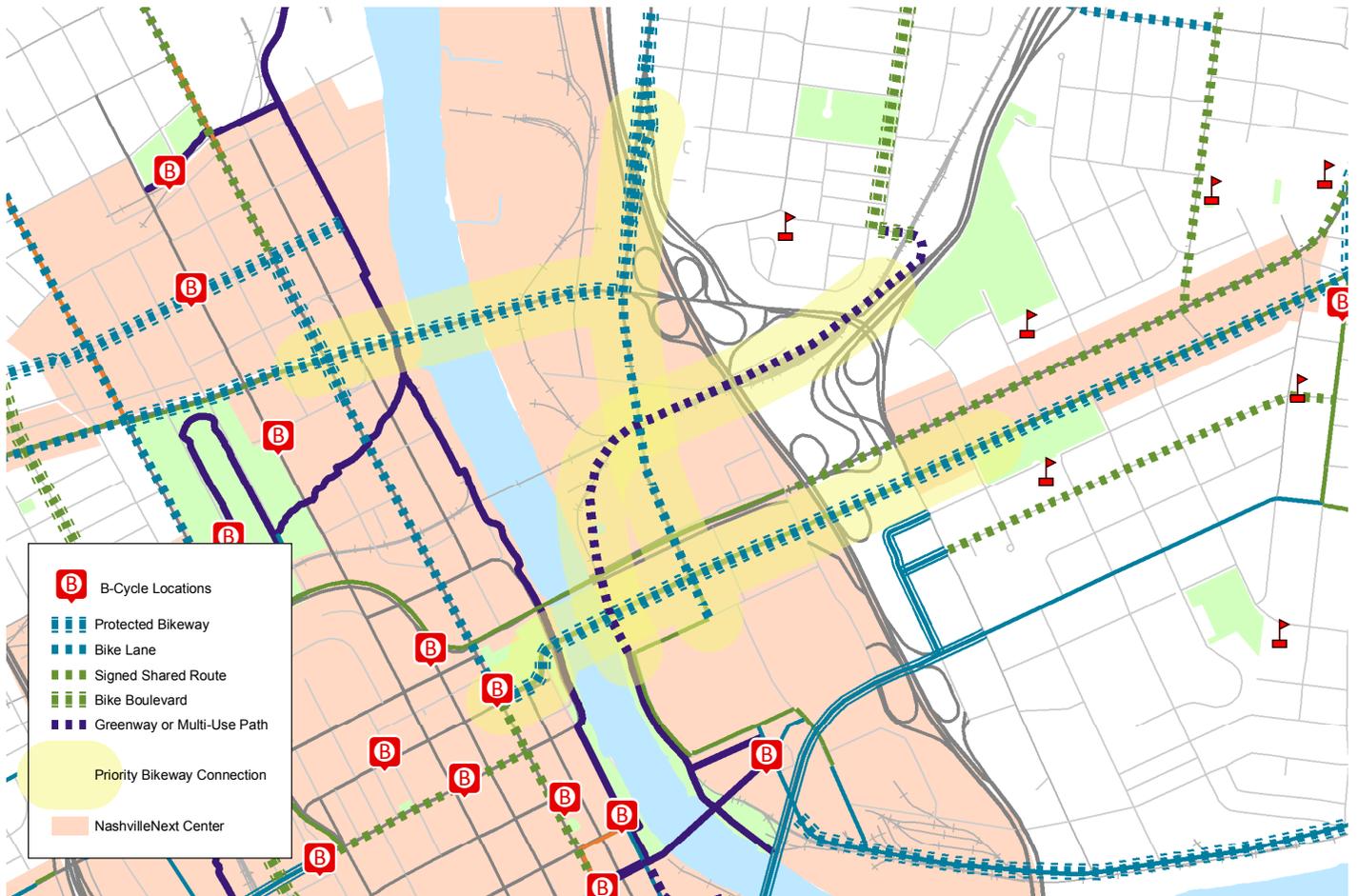
Bikeway Priorities for the East Nashville Community

The bikeway priorities for the East Nashville Community are:

- » 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.
- » Five Points to Downtown Protected Bikeway - Implement a protected bikeway from Five Points to the East Bank.
- » East Nashville Bikeway - Study the appropriate protected or separated facilities for people biking along Dickerson Pike and Gallatin Pike where roadway right of way and buildings constrain the corridors. (see Dickerson Pike Complete Streets and Gallatin Pike Complete Streets)
- » Trinity Lane Protected Bikeway - Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.

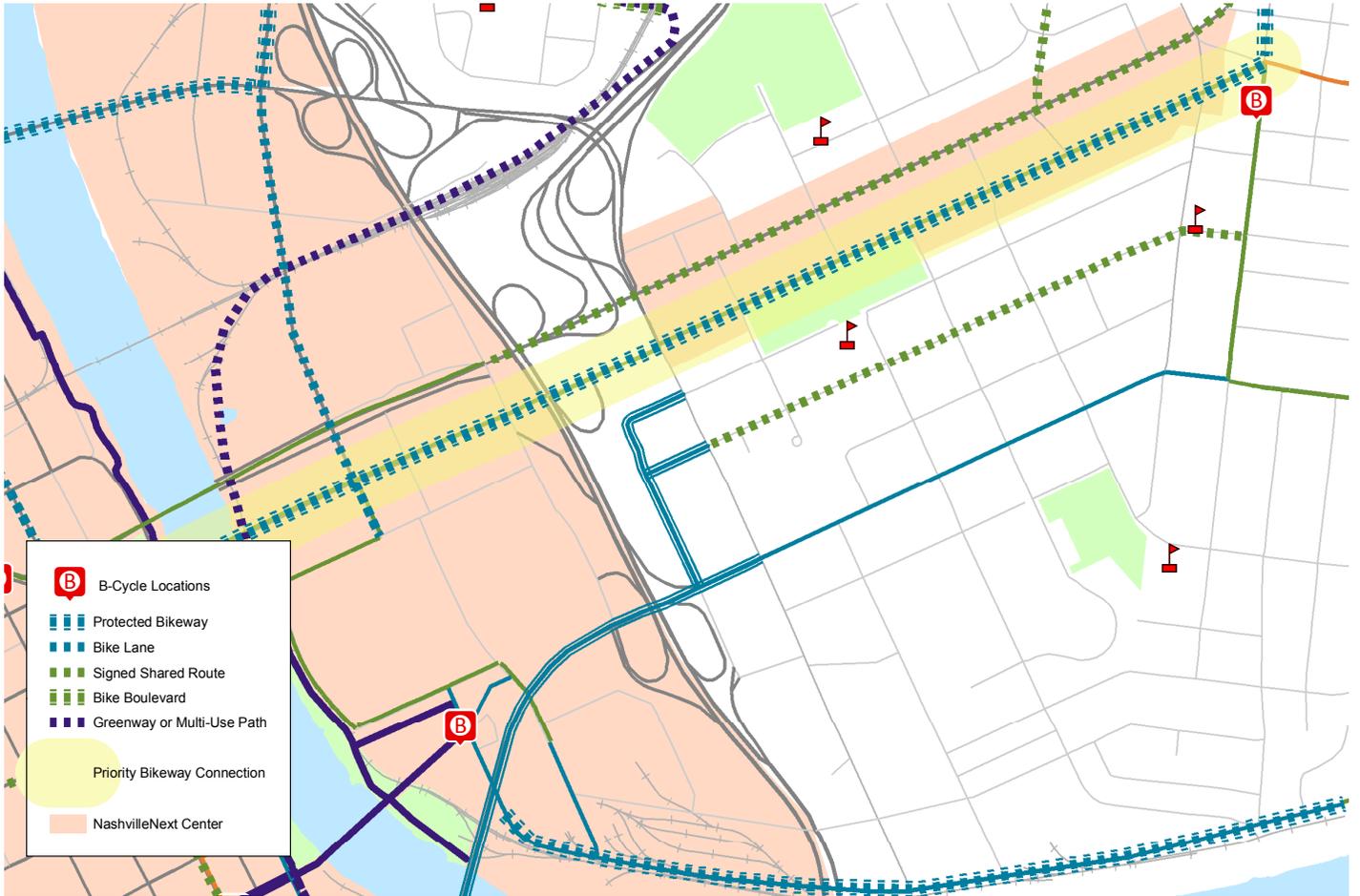
East Nashville Protected Connections

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.



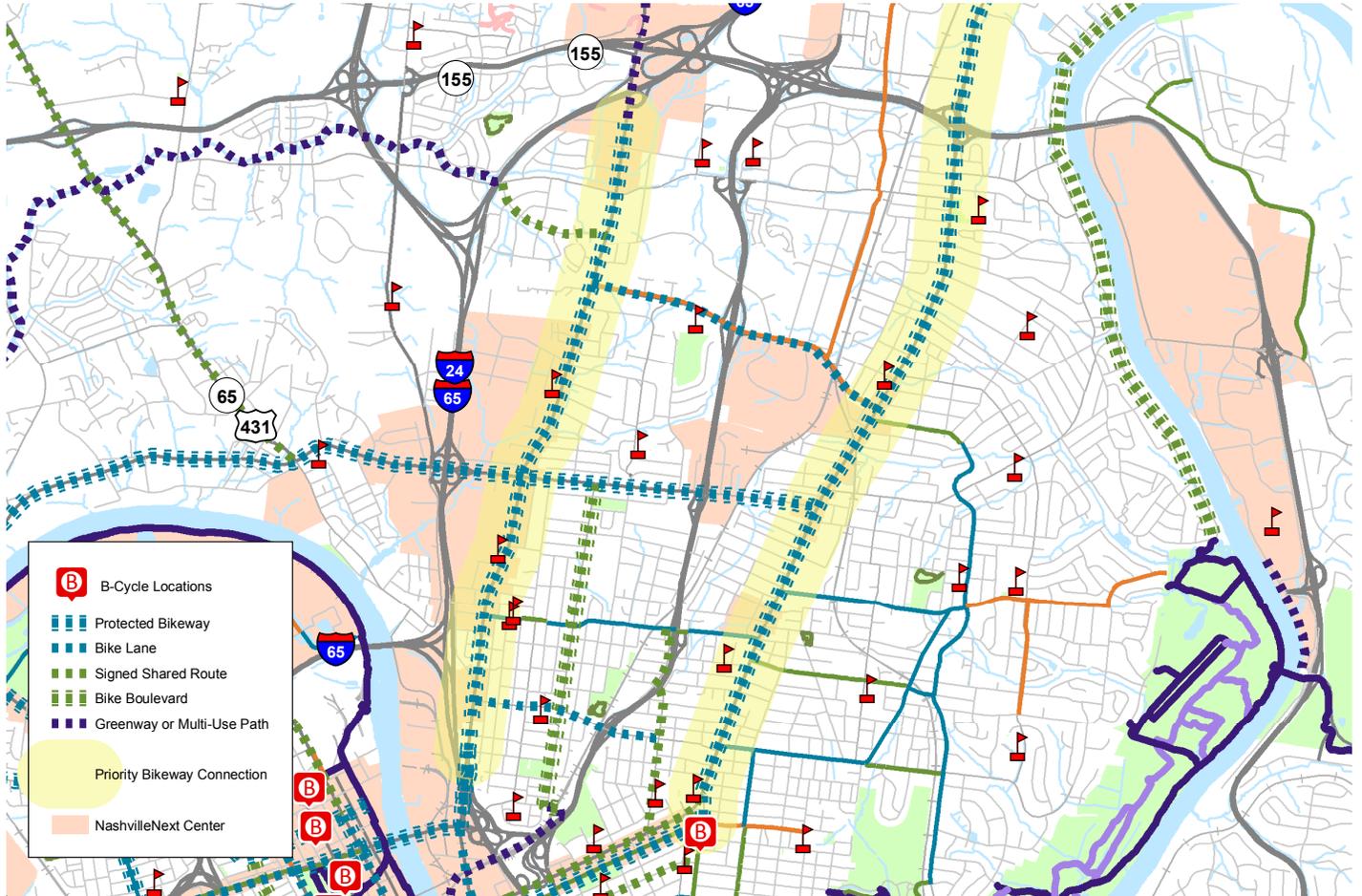
Five Points to Downtown Protected Bikeway

Implement a protected bikeway from Five Points to the East Bank.



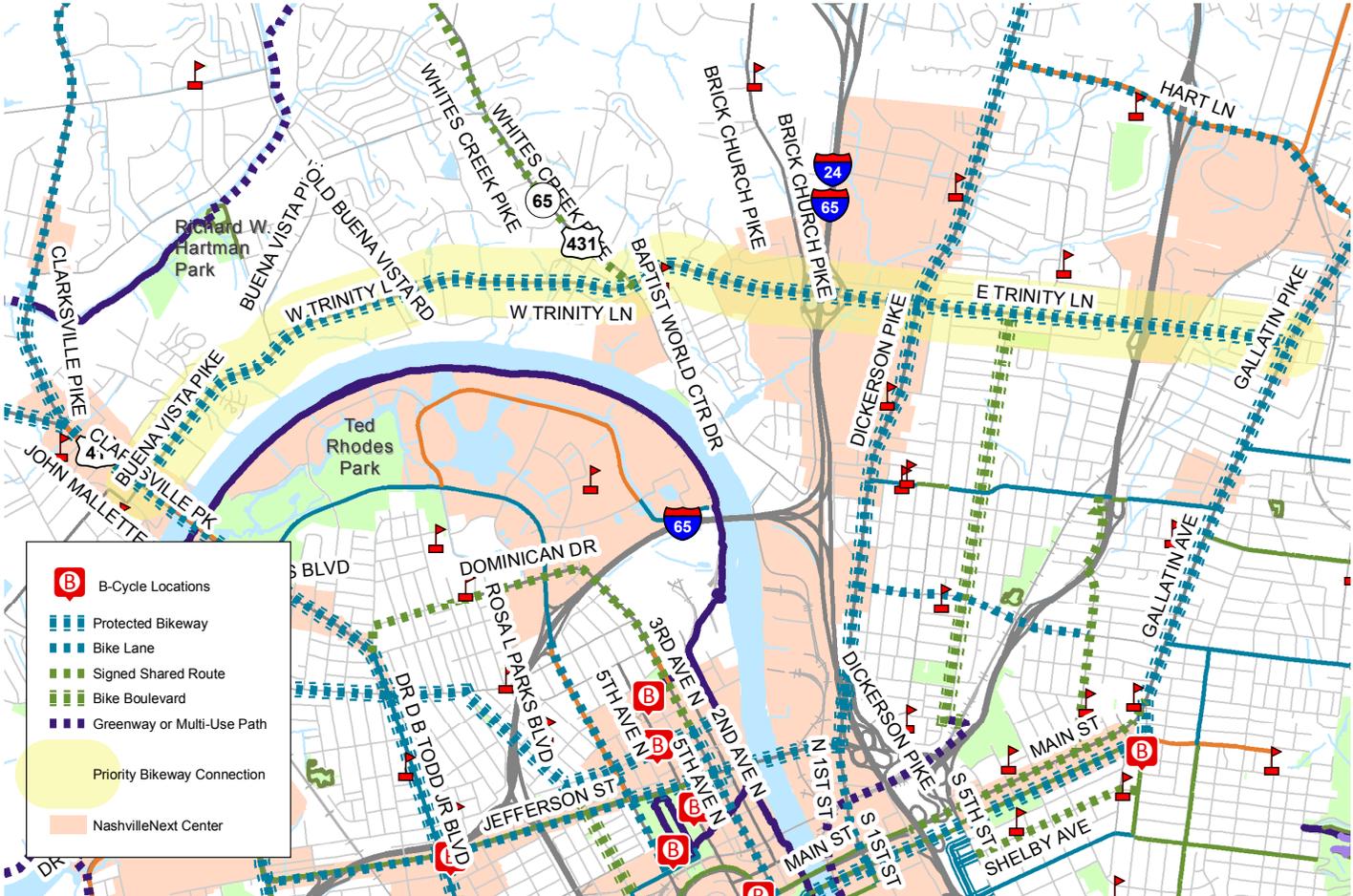
East Nashville Bikeway

Study the appropriate protected or separated facilities for people biking along Dickerson Pike and Gallatin Pike where roadway right of way and buildings constrain the corridors. (see Dickerson Pike Complete Streets and Gallatin Pike Complete Streets)



Trinity Lane Protected Bikeway

Implement a protected bikeway along Trinity Lane from Clarksville Pike to Gallatin Pike.



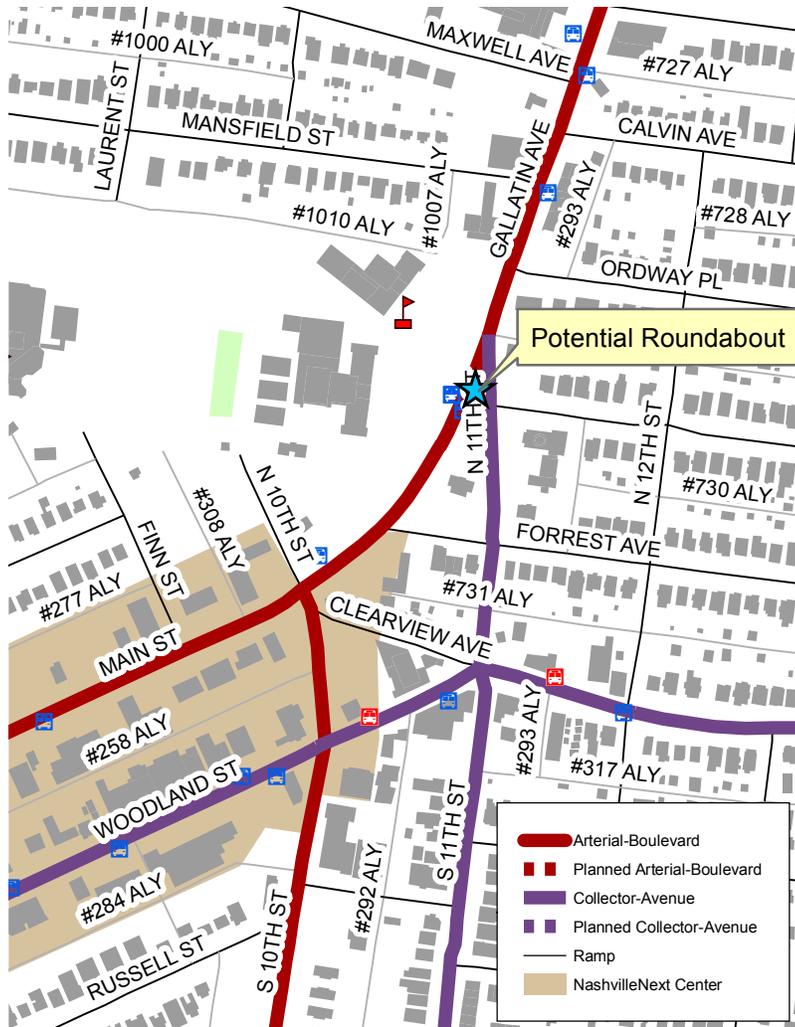
Vehicular Network Priorities for the East Nashville Community

The following connectivity and improvement projects are depicted in the accompanying maps.

- » East Nashville Civic Square - Construct a roundabout, streetscaping, and public art at Main Street and North 11th Street.
- » Eastland Avenue Realignment - Realign the intersection of West Eastland Avenue/Eastland Avenue and Gallatin Road.
- » Northeast Corridor Preliminary Design - Begin alternatives study, engineering, and design on the mass transit recommendations from the Nashville Area MPO's Northeast Corridor Mobility Study. (No map at this time.)

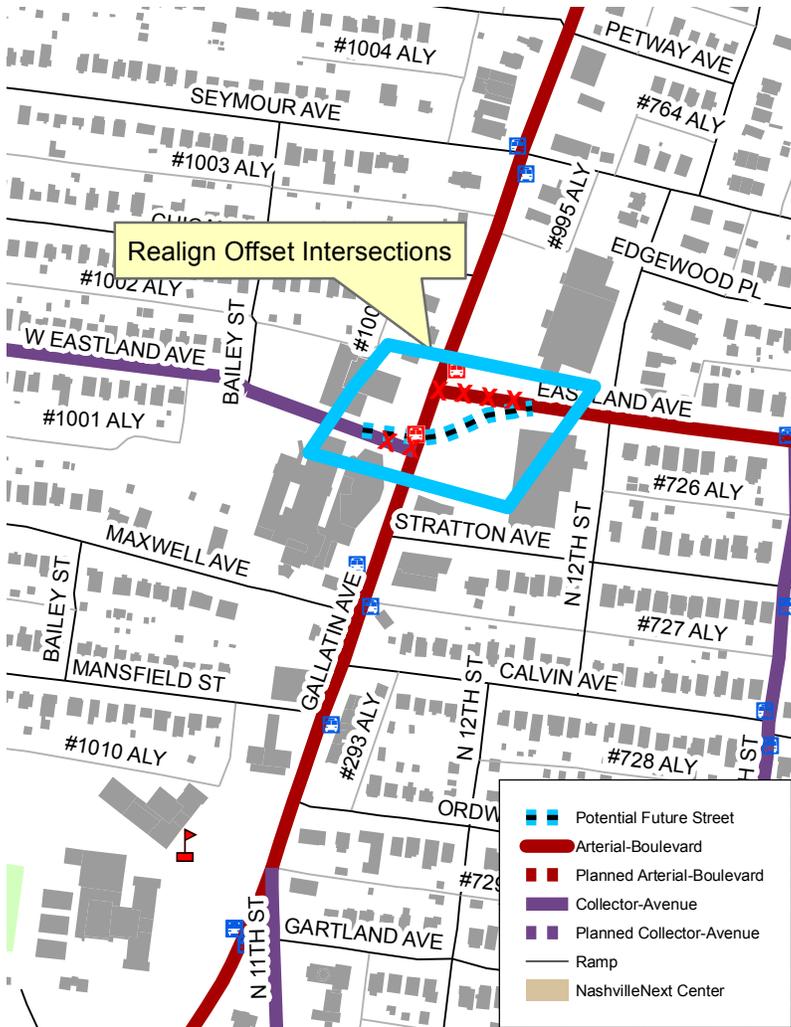
East Nashville Civic Square

Construct a roundabout, streetscaping, and public art at Main Street and North 11th Street.



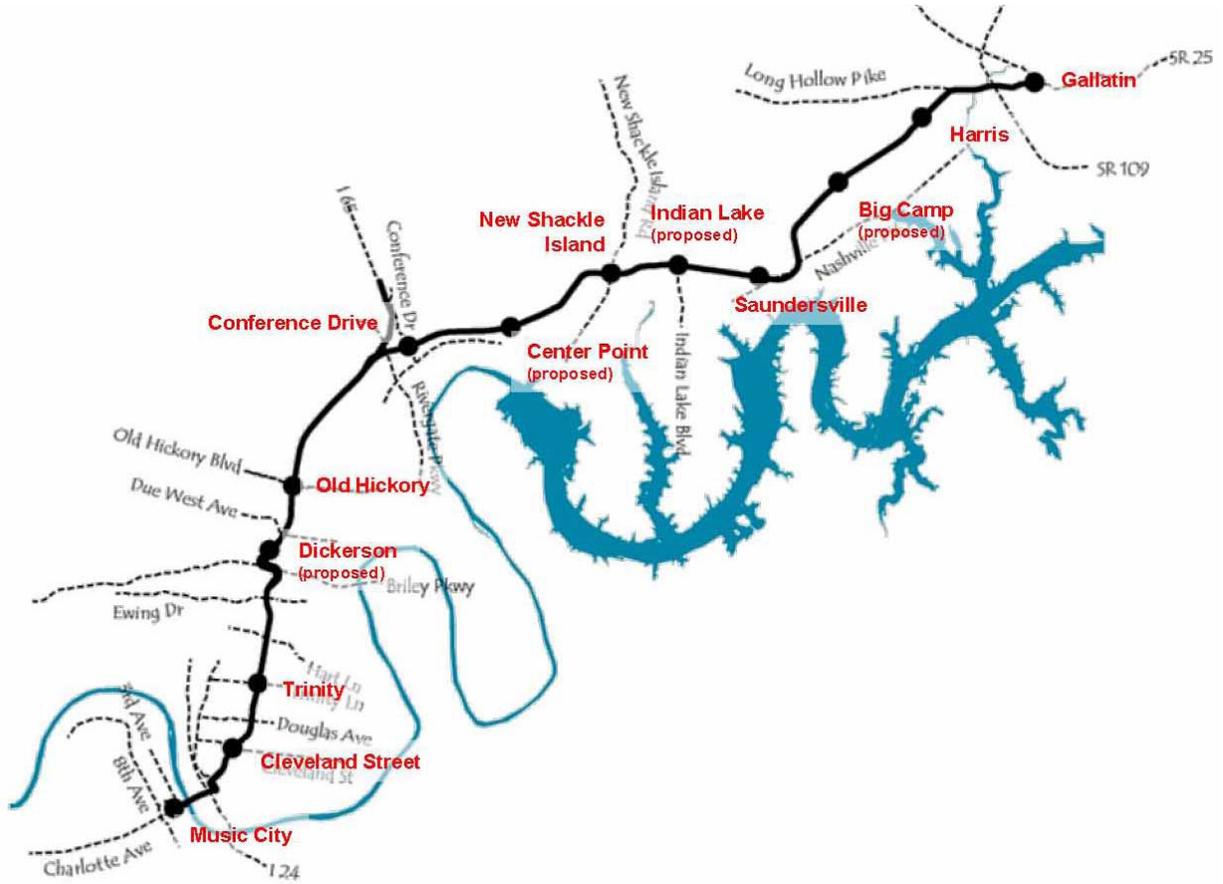
Eastland Avenue Realignment

Realign the intersection of West Eastland Avenue/Eastland Avenue and Gallatin Road.



Northeast Corridor Preliminary Design

Begin alternatives study, engineering, and design on the mass transit recommendations from the Nashville Area MPO's Northeast Corridor Mobility Study. (No map at this time.)



Conclusion

The information provided in this chapter builds on the guidance found in other components of NashvilleNext:

- » For land use policy guidance, please refer to the Community Character Manual at the beginning of Volume III of this document.
- » For transportation network guidance – including streets, bikeways, sidewalks, greenways, multi-use paths, and transit, please refer to Access Nashville 2040 in Volume V of this document.
- » For open space network guidance – including parks, greenways, and project information – please refer to the Nashville Open Space Plan and the Parks and Greenways Master Plan at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>.