

nashvillenext

MADISON

COMMUNITY PLAN

APRIL REVIEW DRAFT

This is the review draft of Madison Community Plan Area of NashvilleNext. It is part of Volume III 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)

Description of the Community

The Madison Community located in northeast Davidson County is bordered by the Cumberland River to the east and south, and Briley Parkway and Interstate 65 on the west. To the north, the community is bordered by the Sumner County, where a portion of the community is shared by the city of Goodlettsville. The Madison Community contains approximately 23 square miles.

In Madison there is a mixture of suburban and urban residential development, while the majority of the commercial and industrial development is suburban. Single-family residential land uses consumes the most acreage at 7,283 acres (50 percent of the land area) while multi-family consumes 1,185 acres (only 8 percent of the land area). Non-residential land uses consume 3,089 acres or 21 percent of the community's land area.

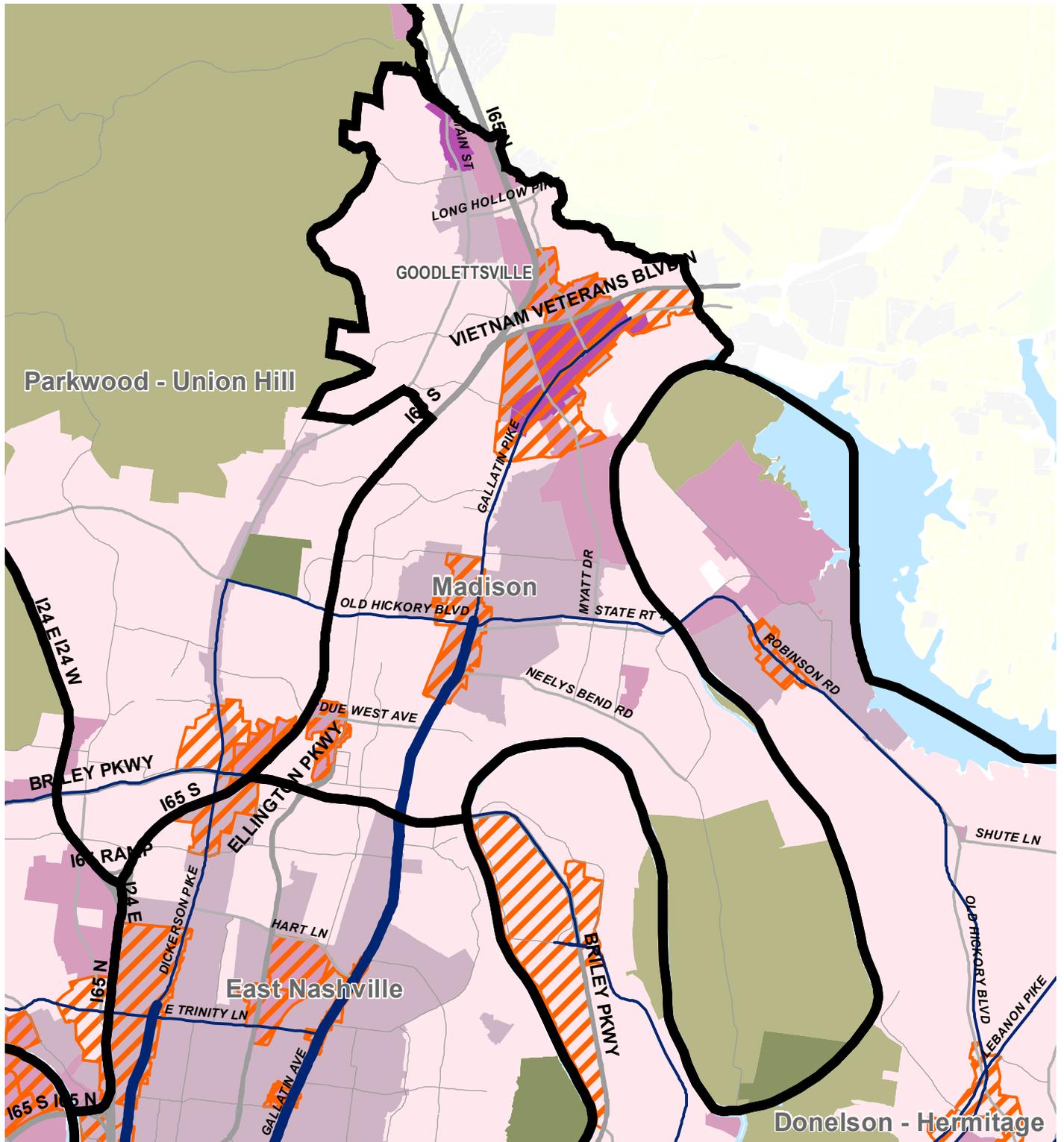
Major Neighborhoods/Communities

The neighborhoods and communities in Madison range from neighborhoods that are primarily single-family housing to neighborhoods that contain a mixture of single, two-family, and multi-family housing. The neighborhoods also contain a mixture of rural, suburban and urban character.

Rural areas in Madison are mostly found in in lower Neely's Bend. These areas, because they are rural, typically have limited access to transportation, and jobs and amenities are within driving distance. Rural areas however do boast greater access to farmland as well as land with environmental significance such as rolling hills created by steep topography, natural vegetation, and view sheds. To preserve rural areas, the Madison Community Plan encourages private property owners to preserve lands in conservation easements or utilize regulatory tools to limit development.

Suburban areas in the Madison Community including areas west of Gallatin Pike (Graycroft Avenue area), east of RiverGate Mall (Sheppard Hills Drive and Spring Branch Drive areas), the majority of Goodlettsville, and the northern portion of Neely's Bend. These neighborhoods feature classic suburban development, characterized by larger lots, creating a setting that, while not rural, still features open space prominently. Urban neighborhoods in Madison include the area surrounding Old Brick Church Pike in

Transect
Madison detail

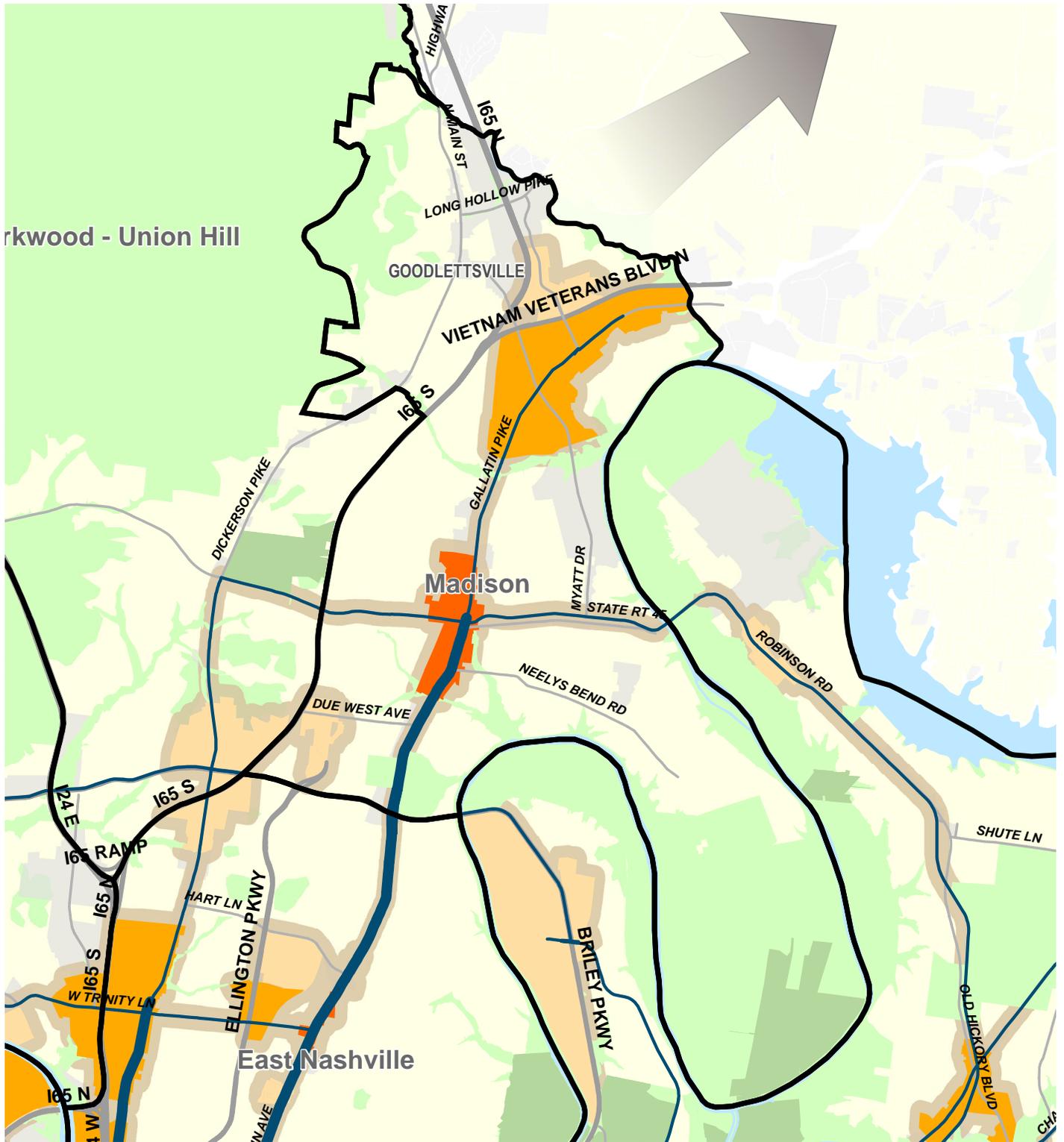


Transects

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



Growth & Preservation Concept Map
Madison detail



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

Goodlettsville; several neighborhoods to the east of Gallatin Pike north of State Route 45, neighborhoods directly east of Downtown Madison, Woodlawn Estates, Madison Park, and Heron Walk. These areas are characterized by smaller lots, where homes are typically closer together.

The areas discussed above are “maintenance neighborhoods”, indicating that they are not anticipated to change significantly over time. There are “evolving neighborhoods,” which indicates that the neighborhood or undeveloped land is likely to experience significant change over time. These neighborhoods should support a variety of housing in a more compact and walkable form, especially adjacent to Downtown Madison and the Gallatin Pike corridor. A greater mixture of housing in these areas will support transit and retail services; services desired by Madison stakeholders.

Community organizations in Madison are anchored by the Madison-Rivergate Chamber of Commerce. The Chamber has been a constant partner in community planning efforts in Madison, and serves as a touch point for neighborhood associations and watches. More recently community groups like Madison NOW, have surfaced as strong advocates for the Madison community.

History of the Madison Community

The community known as “Madison” was found as settlers expanded from Fort Nashboro into the area known as Haysboro, which would later become Madison. At this settlement in 1785, Rev. Thomas Craighead, a Presbyterian minister from North Carolina established a church known as “Spring Hill Meeting House”, property where the Spring Hill Funeral Home would be built. Property owners near Haysboro began subdividing their land and selling it to settlers, who later would rename the town “Haysborough”.
[insert footnote – Madison Chamber Website]

By 1830, there were three stage coach lines running out of the Haysboro Road (now Gallatin Pike). As the town grew, the Thomas Stratton family would have a son Madison, who at age 21 would continue to expand his own land holdings and become a leader in the community. As a large land owner, Madison Stratton sold a portion of his land so that the state could

build a railway line connecting Bowling Green, Kentucky and Clarksville, Tennessee. The station was built and was name Madison Station, in honor of Madison Stratton; the station later became known as Amqui Station. [insert footnote – Madison Chamber Website]

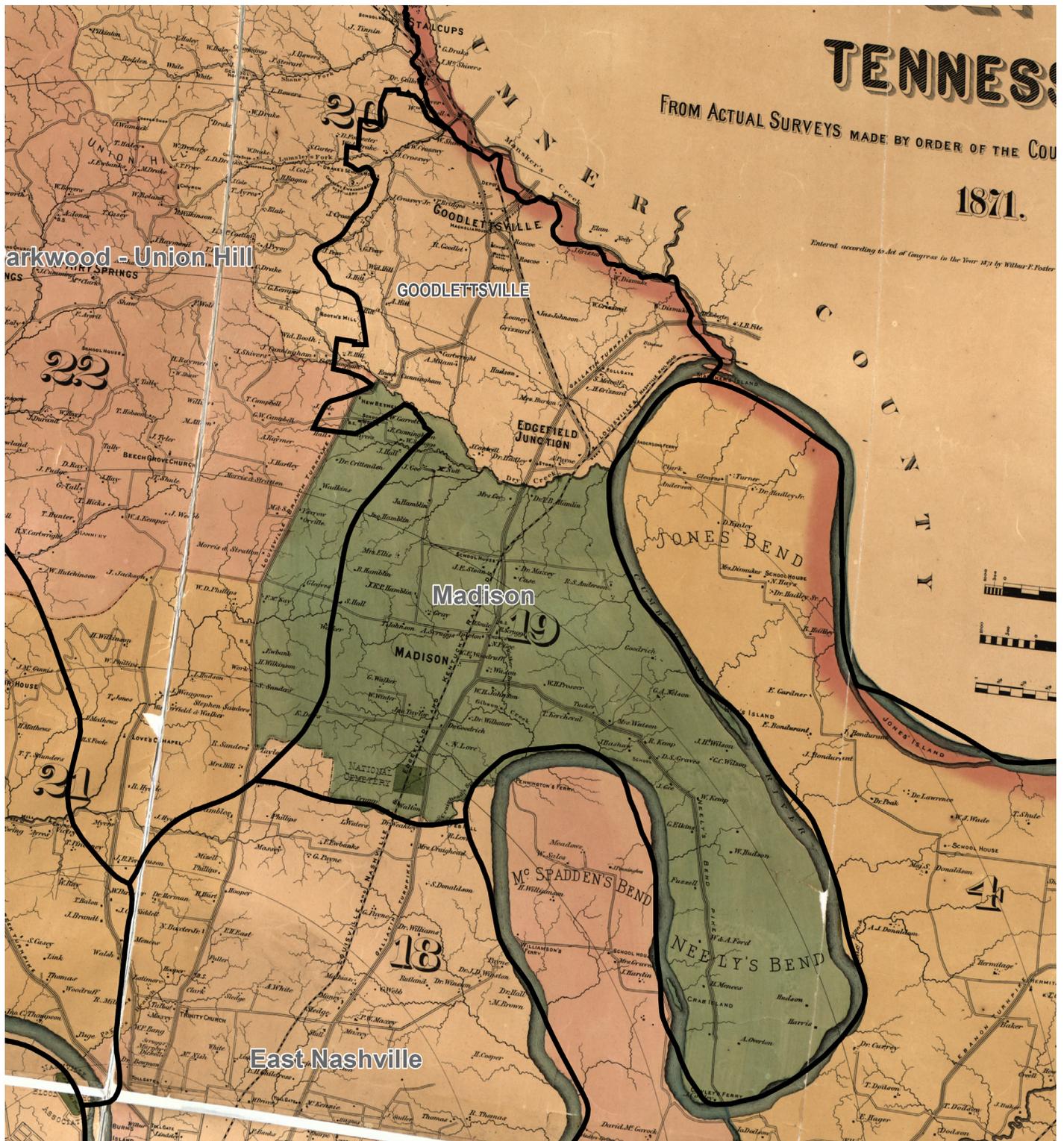
The growth of present day Madison was fueled by several events. The Power Plant Boom of 1916 in nearby Old Hickory caused an influx of works to the area, many of whom moved to Madison. This continued after World War I, with the growth of Old Hickory as an industrial center for the DuPont Cellophane and Rayon Plants, which also drew many families to the area. In 1956, Madison Square Shopping Center opened and was the first of its kind in Davidson County when it came to retail shopping. Also completed in 1956 was the Old Hickory Dam, which not only generated power for the area but also was of immense importance in flood control. It was also one of the largest recreational lakes in the state and, best of all, was only ten minutes from Madison. And in 1977: the opening of the Madison Library and the opening of Cedar Hill Park were also significant events that helped shape the Madison community. [insert footnote – Madison Chamber Website]

Today, Madison’s advantages include its close proximity to Downtown Nashville, and its access to interstates and surrounding counties. The Madison – Rivergate Area Chamber of Commerce describes the areas as one that “enjoys the convenience and advantages offered by a large city, while retaining the atmosphere and friendliness of a small town”.

Figure XX illustrates the characteristics and major property owners in the area in 1871.

The Metro Historical Commission’s list of historically significant features identifies historically significant sites, buildings, and features within the Madison Community. As of 2009, there are a total of 69 historic features in the Madison community.

- » Three sites with 12 features are “NR” – listed on the National Register - the Old Hickory Bridge, the Idlewild mansion, and the National Cemetery.
- » 14 sites are “NRE” – eligible for listing on the National Register



arkwood - Union Hill

GOODLETTSVILLE

Madison

East Nashville

- » One site is “PNRE” – potentially eligible for listing on the National Register
- » 50 sites with 81 features are “WOC” – worthy of conservation

These do not include known archeological sites which are not mapped in order to protect them for unauthorized diggings. For the most current information on Nashville’s historic properties and resources, contact the Metro Historical Commission at <http://www.nashville.gov/Historical-Commission.aspx>.

History of the Madison Planning Process

The Madison community plan was updated in 1993, 1998, and most recently 2009. Until 2003, the community plans were updated using Citizen Advisory Committees (CAC). The CAC was comprised of members of the community nominated by the Mayor, councilmembers representing the area, the Nashville Area Chamber of Commerce, the Nashville Neighborhood Alliance, and the Metropolitan Planning Commission. Typical of the planning processes at that time, the CAC’s role was to provide local knowledge of the community, identify issues which influence the development of community, respond to policy recommendations from planning staff, reach consensus on the plan and provide leadership in presenting the plan to the general public. All meetings of the CAC were open to the public and were held in the Madison study area.

The 2009 Madison community plan updates did not utilize a Citizen Advisory Committee. Instead, all community members’ were encouraged to attend meetings in the area and act in the role of providing local knowledge and responding to recommendations from Planning staff. During both updates, a notice mailer was sent to property owners in the Madison planning area. Over the course of the 2009 update, roughly 220 community members were involved in the process.

During the 2009 community plan update, there was also intentional coordination with the city of Goodlettsville. Goodlettsville is located partially in Davidson County and partially in Sumner County, and is known as a

“satellite city”, which has its own planning and zoning. In 2009, Metro Planning staff was pleased to work with Goodlettsville Planning staff and Commission and hope that the recommendations provided by the Madison Community Plan will be helpful to land use planning in Goodlettsville.

There have been constant themes from the 1993 plan through the 2009 plan:

- » Preserve rural and natural, such as Neely’s Bend and northern and western Goodlettsville, are preserved or reclaimed for further preservation.
- » Established neighborhoods throughout the Madison community are preserved and enhanced to become more sustainable, with enhancements tailored to each neighborhood to contribute to a more sustainable development pattern.
- » New sustainable neighborhoods are created utilizing high standards of design to provide housing choice, connectivity, and convenient access to commercial, employment and civic and public benefit services;
- » Centers and corridors such as Downtown Madison/Madison Square, utilizing high standards of design to provide a more varied selection of commercial services; a balanced mixture of housing, employment opportunities, and community services; and true transportation choice.
- » Historic structures and areas are preserved, particularly those found in Downtown Madison and Downtown Goodlettsville.

Madison Community Demographic Information

In Madison there was an 8 percent decrease in population from 2000 to 2010; Davidson County saw a 10 percent population increase during the same time period. Average household size is slightly smaller than the county average; in 2010 Davidson County average household size was 2.37 people per household, while in Madison the average household size was 2.29 people per households. National trends have shown a migration of minority populations from inner city areas to outlying suburban areas. This is indicated here as the population share of African Americans increased from 18 percent in 2000, to 30 percent in 2010; a 67 percent increase. The Hispanic Latino population also saw an increase in its share of the population, increasing from 5 percent in 2000, to 13 percent in 2010; a 160 percent increase.

		Davidson County		Madison	
		#	%	#	%
Population	Total, 2010	626,681		44,952	7.2%
	Household Population	605,463	96.2%	43,101	99.0%
	Group Quarters Population	23,650	3.8%	449	1.0%
	Population, 1990	510,784		37,835	7.4%
	Population, 2000	569,891		41,229	7.2%
	Population Change, 1990- 2000	59,107	11.6%	3,394	9.0%
	<i>U.S. Census (1990, 2000, 2010)</i> Population Change, 2000- 2010	56,790	10.0%	3,723	8.3%
	Population Density (persons/acre)	1.69	n/a	1.67	n/a
	<i>American Community Survey (2008 - 2012 5-year estimate)</i> Average Household Size	2.37	n/a	2.29	n/a
	Male	304,566	48.4%	20,001	45.9%
Female	324,547	51.6%	23,549	54.1%	
Population	Total, 2010	626,681		44,952	7.2%
Race	White	385,039	61.4%	26,522	59.0%
	Black or African American	173,730	27.7%	13,406	29.8%
	American Indian/ Alaska Native	2,091	0.3%	156	0.3%
	Asian	19,027	3.0%	571	1.3%
	Native Hawaiian or Pacific Islander	394	0.1%	68	0.2%
	Other Race	30,757	4.9%	3,000	6.7%
	<i>U.S. Census (2010)</i> Two or More Races	15,643	2.5%	1,229	2.7%
Ethnicity	Hispanic or Latino	359,883	57.4%	5,946	13.2%
Age	Less than 18	136,391	21.8%	10,583	23.5%
	18-64	424,887	67.8%	28,484	63.4%
	<i>U.S. Census (2010)</i> Greater than 64	65,403	10.4%	5,885	13.1%
Families	Total	142,821		10,341	n/a
	Married Couple Families with Children	37,098	26.0%	2,139	20.7%
	<i>American Community Survey (2008 - 2012 5-year estimate)</i> Single Parent Families with Children	26,291	18.4%	2,234	21.6%
	Female Householder with Children	21,528	15.1%	1,932	18.7%

		Davidson County		Madison	
		#	%	#	%
Housing Units	Total	284,328		21,286	7.5%
	Owner Occupied	141,805	49.9%	8,869	41.7%
	Renter Occupied	114,082	40.1%	9,925	46.6%
	Occupied	255,887	90.0%	18,794	88.3%
	Vacant	28,441	10.0%	2,492	11.7%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Travel	Mean Travel Time to Work (min)	23.1		23.3	
	Workers	309,633		20,120	6.5%
	Drove Alone	246,391	79.6%	16,377	81.4%
	Carpooled	32,633	10.5%	2,407	12.0%
	Public Transportation	6,588	2.1%	490	2.4%
	Walked or Biked	6,806	2.2%	239	1.2%
	Other	3,232	1.0%	248	1.2%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Income	Per Capita Income	\$28,513		\$20,952	73.5%
Education	Population 25 years and over	419,807		29,539	7.0%
	Less than 9th grade	20,687	4.9%	1,870	6.3%
	9th to 12th grade, No Diploma	38,664	9.2%	4,036	13.7%
	High School Graduate (includes equivalency)	103,024	24.5%	10,265	34.8%
	Some College, No Degree	86,498	20.6%	6,479	21.9%
	Associate Degree	23,963	5.7%	1,796	6.1%
	Bachelor's Degree	92,765	22.1%	3,358	11.4%
	Graduate or Professional Degree	54,206	12.9%	1,735	5.9%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Employment	Population 16 Years and Over	505,034	80.6%	35,224	78.4%
	In Labor Force	348,250	69.0%	23,135	65.7%
	Civilian Labor Force	347,862	99.9%	23,102	99.9%
	Employed	317,719	91.2%	20,655	89.3%
	Unemployed (actively seeking employment)	30,143	8.7%	2,447	10.6%
	Armed Forces	388	0.1%	33	0.1%
	Not in Labor Force	156,784	31.0%	12,089	34.3%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					

Madison's Role in the County and Region

The Madison Community Plan in a Regional Context

Madison is located in the northeast portion of Nashville – Davidson County. Adjacent to Madison Sumner County and the study area also shares boundaries with the city of Goodlettsville. As retail, housing, and employment markets continue to grow within the region, Madison must find its competitive niche in terms of residential, retail and employment development, and discover ways to complement services provided in outlying counties and cities.

The Madison Community Plan Update brings attention to the commercial and residential growth that has occurred in surrounding counties in the past years. Madison has long been an employment center for Davidson County with over 2,000 acres of commercial, office, and industrial land, which includes River Gate Mall, Myatt Drive industrial district, and Conference Drive office district. However, developments like The Villages of Indian Lake in Hendersonville, Tennessee, which boast lifestyle and mixed-used development, are growing in popularity around the region and are creating retail and housing competition for the Madison Community. The Madison Community Plan recognizes the community's need to stay competitive and plans for additional development in a form that is comparable to the development in surrounding counties, but that is unique to the Madison Community.

Residential Development

The Madison Community is primarily residential and includes neighborhoods with rural, suburban and urban character. In Madison, residential land uses consume 58 percent of parcel acres. Single-family residential land uses consumes the most acreage at 7,283 acres, and townhomes and multifamily consume 1,185 acres.

To strengthen residential areas, the Madison Community Plan encourages the preservation of its neighborhoods that are generally stable and the enhancement of neighborhoods that could benefit from additional development. The Madison Community Plan also promotes growth in areas with existing infrastructure and access to transportation, jobs, and services. Areas with limited access to transportation, jobs, and services are typically areas with rural character where lower density and intensity

development is common. Madison's rural neighborhoods consist of 2,695 acres of farmland and are situated in lower Neely's Bend. To preserve rural areas, the Madison Community Plan encourages private property owners to preserve lands in conservation easements or utilize regulatory tools to limit development.

Suburban neighborhoods are commonly found in Madison and have typical suburban development patterns; curvilinear streets, large lots, and single family detached homes. These areas benefit, however, by being relatively close to urban development and within minutes from Downtown Nashville. To maintain their suburban character, and protect them from more intense urban development, the Madison Community Plan encourages the preservation of these areas through context sensitive infill which addresses building types, building location, and street design.

Urban areas in the Madison Community would be the most appropriate for higher density residential development due to their existing urban grid, proximity to prominent Madison corridors and centers, and existing infrastructure. The Plan also establishes preservation of stable urban neighborhoods with regard to building types, building location, and street design, while promoting growth in evolving urban neighborhoods.

In addition to preservation, Madison should also seek to enhance neighborhoods so that the residential market remain competitive in the county and region. During the Great Recession in 2008-2009 suburban home prices softened both locally in Madison and nationally, as home buyers sought housing close to central cities in walkable locations. As the housing market continues to rebound, Madison should seek to provide new housing stock that keeps up with current market demand. New residential development may occur near the communities major corridors – like Gallatin Pike – and near the major commercial centers. In these areas, housing that meets current market demand can be offered; a mixture of housing in neighborhoods that are more walkable with access to amenities and services. This is similar to the “Lenox Village” style of development. This style of development would provide housing choices for people at various price points and at different stages of their life.

By strengthening Madison's neighborhoods, the Plan creates a stronger community, and provides a range of housing choice for residents who wish to live, work and recreate in the Madison Community. Providing housing choice and a diversity in lifestyle options in Madison provides a choice of housing for residents regardless of their housing needs, and provides the population to create employees and consumers for local businesses, and users for local mass transit.

Economic Development and the Local Workforce

The Madison Community boasts a strong commercial and industrial base, but the number of unemployed rose slightly from 2000 to 2010. This could be due to the Great Recession in 2008 – 2009.

Since 1998, the acreage of land in use as office, commercial and/or industrial increased by 271 acres and as of 2009 represents 14 percent of the total land in the community (WILL WANT TO SEE HOW INDUSTRIAL FIGURES HAVE CHANGED IN 2015). Meanwhile, office, commercial and industrial floor space increased by 59 percent to 18,470,000 square feet, proving a significant amount of development in these areas. Areas with major office, commercial and industrial uses include the industrial areas near Myatt Drive, office land uses near Conference Drive in Goodlettsville and at Briarville Road and Due West Avenue in Madison; and retail surrounding RiverGate Mall.

The growth of these land uses can be attributed to these areas being easily access either by interstate, or collector and arterial road networks. Myatt Drive, where the majority of the industrial land uses in Madison are located, is accessed from the north and the south by Gallatin Pike / Rivergate Parkway and State Route 45. Myatt Drive may also be accessed by rail and the Cumberland River, making it an ideal location for industrial land uses. Conference Drive, which is a significant office concentration, has direct access from Interstate 65 and Vietnam Veterans Parkway. Its proximity to the super regional center RiverGate Mall also provides access to daily uses that are complimentary to office development. Retail land uses are concentrated along Gallatin Pike, which reaches as far as Hendersonville and Downtown Nashville.

The access that has been a blessing to some development in the Madison Community proves challenging to commercial development along Gallatin Pike. In recent years, redevelopment has occurred in Inglewood and East Nashville (along Gallatin Pike to the south) as well as in Hendersonville (along Gallatin Pike to the north). Commercial development along Gallatin Pike in Madison, however, has been more mixed. Madison’s RiverGate Mall remains competitive in the region, with a low vacancy rate at 5.5 percent as reported in a 2008 retail study. Other commercial development along Gallatin Pike has diminished, however. The “strip commercial” model that earlier capitalized on the auto-oriented nature of Gallatin Pike now suffers from that auto-oriented culture as consumers drive past to live, work, shop and play outside Davidson County.

Commuting patterns of residents and employees in Madison

Madison residents who work in these areas		2,546	Employees who work in Madison come from these areas		53,876
	Madison	5,141		Madison	5,141
	Donelson Hermitage Old Hickory	2,104		East Nashville	1,840
	Downtown	2,045		Donelson Hermitage Old Hickory	1,780
	North Nashville	1,533		Southeast	1,281
	Green Hills Midtown	1,520		Parkwood Union Hill	1,070
	East Nashville	1,503		Antioch Priest Lake	1,014
	South Nashville	1,495		South Nashville	788
	West Nashville	654		Green Hills Midtown	645
	Antioch Priest Lake	649		West Nashville	564
	Parkwood Union Hill	604		Bordeaux Whites Creek	518
	Bordeaux Whites Creek	522		Bellevue	289
	Southeast	325		Joelton	205
	Bellevue	108		North Nashville	174
	Joelton	10		Downtown	50
	Beyond Davidson County	2,870		Beyond Davidson County	12,295

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

Redevelopment of the Gallatin Pike corridor with a greater mix of uses, higher density and intensity and more transit-oriented development is critical to the economic health of the Madison Community in the future. Redevelopment could occur through the concept of retrofitting suburban development. This concept describes the reusing and redesigning auto-oriented suburban development, to make for a more walkable development pattern. This would typically occur on commercial properties at strategic points along Gallatin Pike. The Madison Square shopping center is a great example of a property that can be redeveloped for more intense and walkable uses. In addition to repurposed commercial development, a better mixture of housing would complement such development. By placing housing choice on or adjacent to *Gallatin* Pike and within other major commercial centers, the surrounding neighborhoods are also relieved of the pressure of redevelopment – allowing them to be maintained. A redeveloped Gallatin Pike with additional housing would provide more consumers for area businesses and support future transit improvements. For all these reasons, the redevelopment of this regional transportation corridor is key to ensuring that Madison remains an economic engine in Nashville and the region.

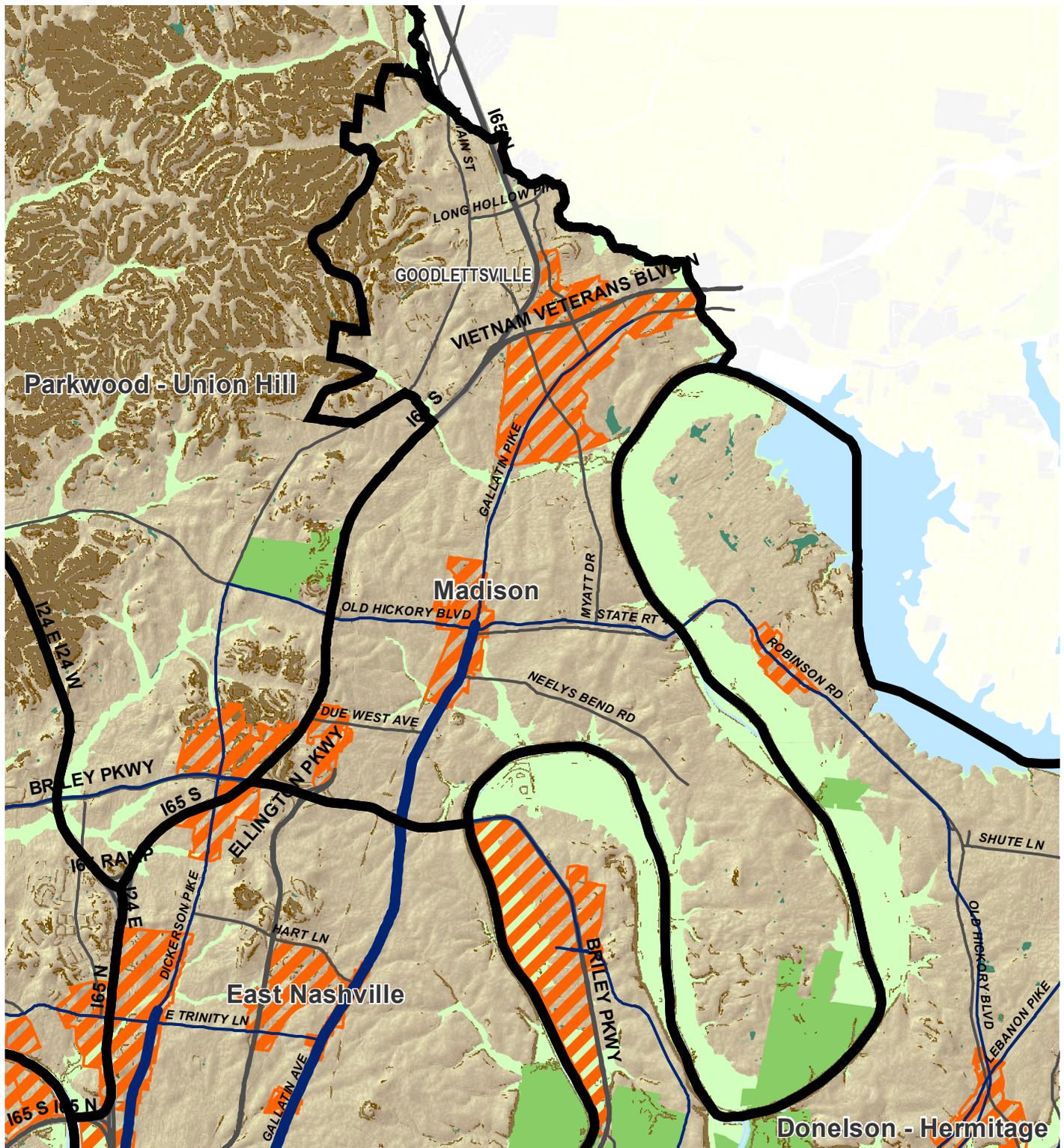
Natural Features and Resources

Development in Madison ranges from natural areas including E.N. Peeler Park to rural areas, suburban areas and the very intense urban area surrounding RiverGate Mall. Madison still, however, has environmentally sensitive features that should be preserved. Natural features in the Madison Community include numerous creeks, steep slopes in parts of Goodlettsville and at Briley Parkway and Briarville Road, and segments of the Cumberland River that creates the southern border of Madison and Neely's Bend.

Mansker Creek, Dry Creek, and Gibson Creek, and the Cumberland River are the four most significant waterways in the Madison community. With restrictions for building in the floodway and floodplain, the most ideal use of land adjacent to these waterways is greenways. Greenways protect sensitive land and habitats near the water, provide improved water quality and may be used to create a network of recreational open space in the form of a paved greenway trail. The creation of additional greenways is a benefit to

the Madison Community, but it also connects the community to a county-wide and regional open space preservation network.

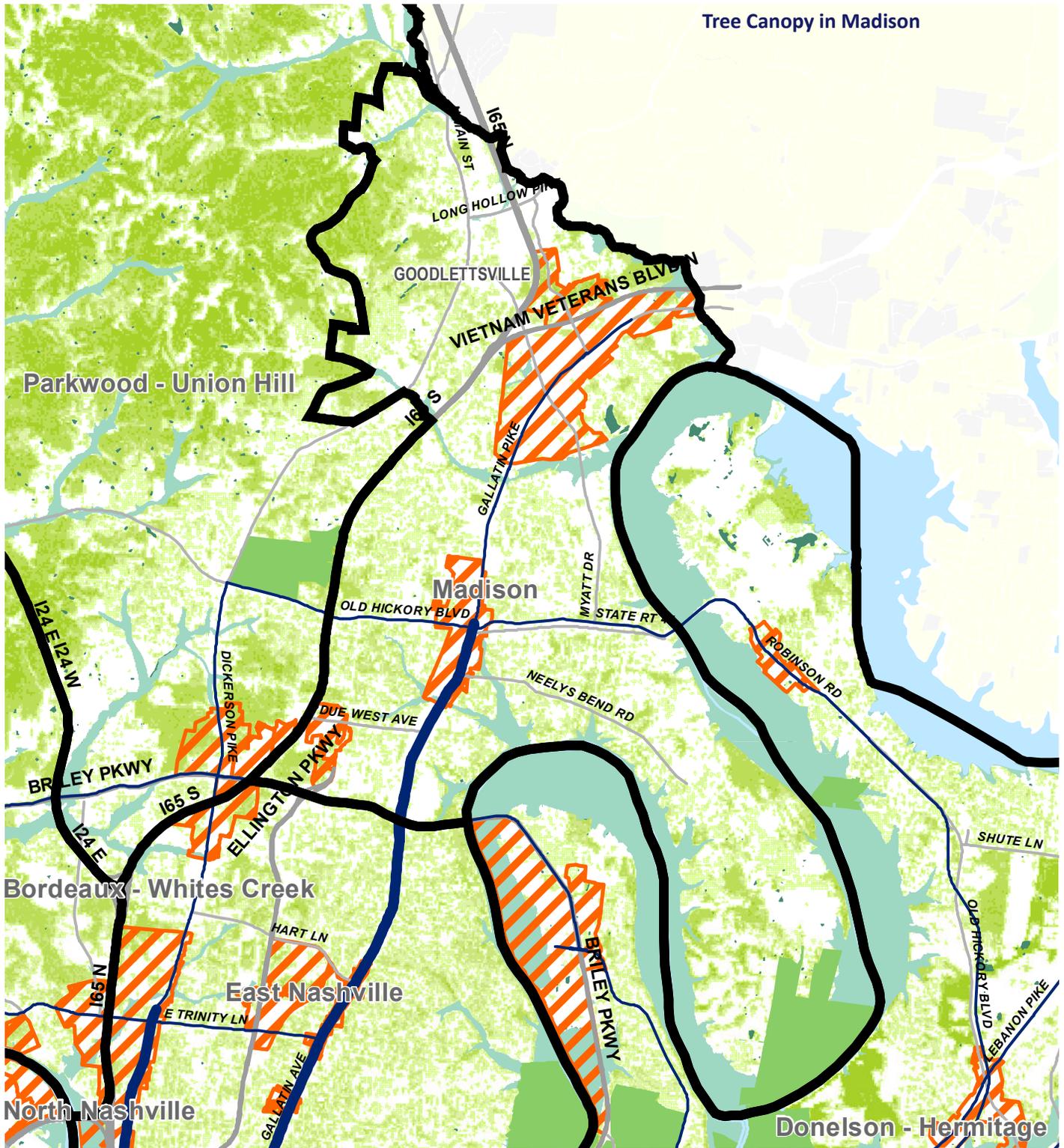
Open Space Features in Madison



Slopes & Terrain Legend



Tree Canopy in Madison



Tree Canopy Legend

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



Sidebar: Relationship of Community to other NashvilleNext Plan Elements

Housing:

Why: Suburbanization of Poverty

Economic Development:

Why: Suburban retrofitting

Natural Resources:

LUTI:

Why: Transportation (Gallatin Pike)

Conclusion

In conclusion, the Madison Community plays a significant role in the Middle Tennessee region. Madison has significant assets to provide to the region in terms of well-located employment sectors, opportunities for increased housing development near corridors and centers, and enjoyable recreational offerings. Madison's future vitality depends, however, on how it capitalizes on these assets and particularly on how it redevelops its primary corridor – Gallatin Pike – to offer a mix of uses, including a mix of housing, with densities and intensities to support commercial development and transit.

To remain a desirable place to live for existing and new residents alike, Madison should seek to support more diverse housing types provided in neighborhoods that are walkable and have easy access to services and jobs. These types of neighborhoods would support the growth of services and transit in the area. When housing and services are placed in close proximity, this supports transit, and offers a higher quality of life for residents and visitors.

Madison should continue focus on key areas of redevelopment along its primary corridor, Gallatin Pike. Due to the length of Gallatin, to consider wholesale redevelopment along its entirety would be an undertaking. Instead, over the next 25 years, the community should focus on key areas such as the historic Downtown Madison/Amqui Station area, the Madison Square Shopping Center, and areas near RiverGate Mall, to consider suburban retrofitting, and increased housing diversity. Doing so could help grow opportunities for employment, robust transit, and a mixture of housing whose type and location near transit, jobs, and amenities would meet current and future market demand.

Growth and Preservation Map and the Community's Role – Madison

The Growth and Preservation 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 Growth and Preservation Map provides guidance for the entire county. Six key factors reflecting Nashville/Davidson County community members' priorities guided the design of the Growth and Preservation 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 Map, please refer to XXX.

The Growth and Preservation Map for Madison illustrates the key concepts listed above: preserving environmentally sensitive features and open space; creating diverse and affordable housing options; enhancing commercial centers and corridors; and adding more connectivity through transit.

Green Network

The green network on the Growth and Preservation Map reflects natural and rural areas that provide natural resources (such as water and land for farming), 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 Madison Community, the green network is comprised of areas near the Cumberland River and Neely's Bend, Gibson Creek, Dry Creek, and the rolling hills of parts of Goodlettsville and northern Madison.

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 Madison Community, neighborhoods are predominantly suburban in character, with urban neighborhoods adjacent to Gallatin Pike and the major retail areas. Suburban neighborhoods and development patterns have a tendency to be more auto-oriented. Overtime it is envisioned that these neighborhoods become more walkable with more choices in housing, better access to jobs and services, and serviced by enhanced transportation options. Urban neighborhoods are characterized by their greater mixture in housing, service by alley ways, and gridded street patterns. These neighborhoods can also be enhanced in locations that lack housing diversity and infrastructure such as sidewalks and alleys that add to walkability of a neighborhood.

Transitions and Infill

Transition and infill areas are areas of moderate density multifamily residential and small-scale offices 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. In the Madison Community, these include areas around existing centers such as Downtown Madison and Rivergate, and along corridors like Gallatin Pike and Old Hickory Boulevard.

Centers

The centers included in the Growth and Preservation Map build on existing commercial center areas to evolve into active, mixed-use places serving

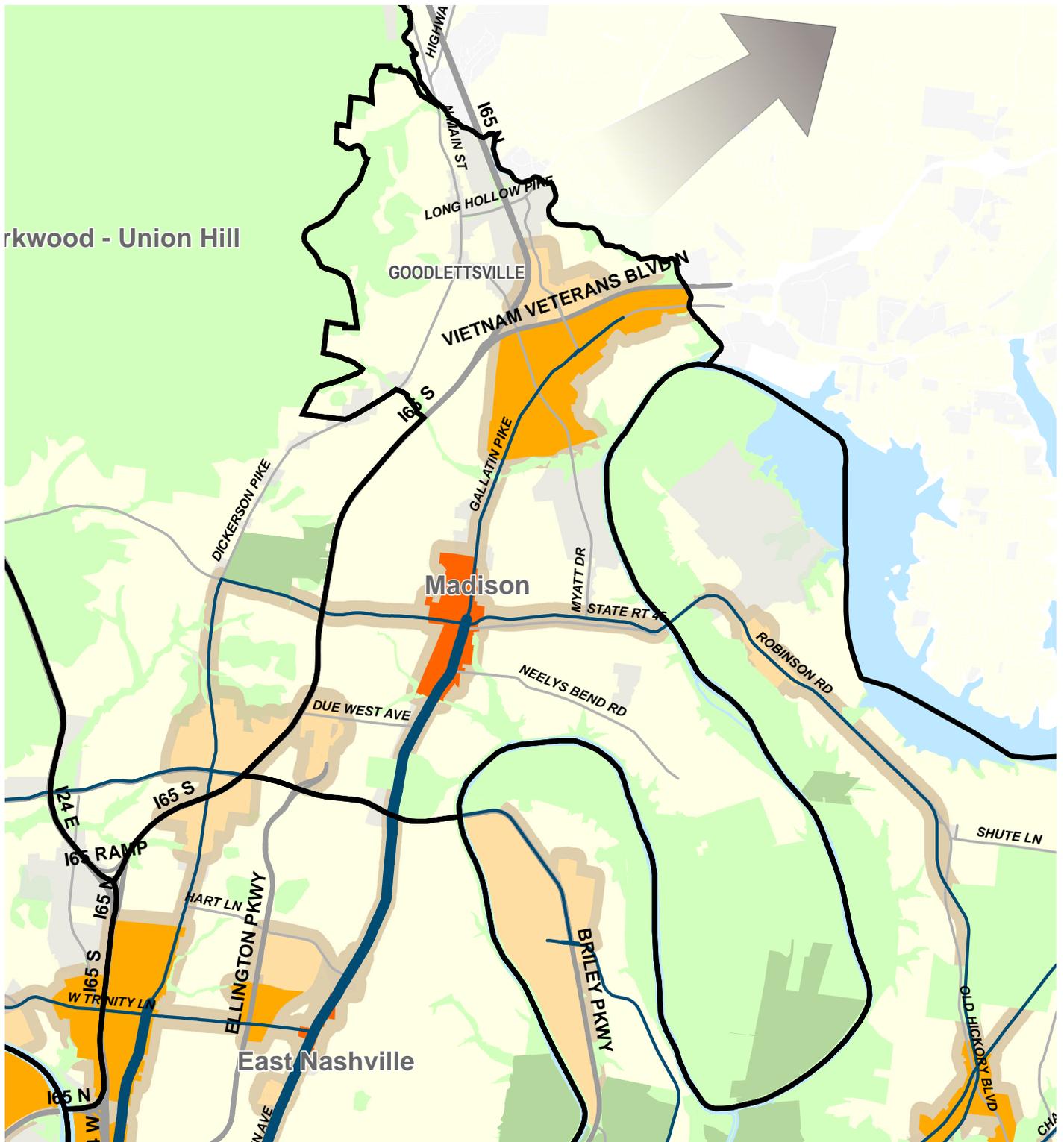
as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Growth and Preservation Map places center areas 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 Madison Community, its Tier One center is located at the historic Downtown Madison area Gallatin Pike / Neely's Bend Road/Old Hickory Boulevard. This is the area that Madison stakeholders would like to see more focused growth and investment in the short term. Madison has two Tier Two center, the Rivergate Mall area, and two Tier Three centers, the areas near Conference Drive, and Due West and Ellington Parkway.

Growth & Preservation Concept Map

Madison detail



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

Madison – Community Character Policy Plan

The Madison Community Character Policy Plan builds upon the Growth and Preservation Map. The Community Character Policies take the Growth and Preservation Map to the next level of detail by addressing the form and character of each area in the Madison Community. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured. See Figure XX for a map of the Community Character Policies in the Madison Community.

The Madison Community Plan provides guidance, applying to every property in Madison, through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated to ensure the intended character of an area is achieved. To view the entire Community Character Manual, please refer to Volume V.

Madison's natural and open space areas include areas with environmentally sensitive features, such as floodplains, steep slopes and unstable soils, as well as public parks and open space. As a result of the May 2010 flooding, 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. Preservation of these areas along the Cumberland River and its tributaries, Dry Creek and Gibson Creek, reduce the impact of flooding by slowing down and absorbing stormwater runoff during rain events.

The Madison Community's desire to maintain and enhance its residential neighborhoods is shown by the placement of Neighborhood Maintenance policy. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided in Madison. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor policy areas.

Another area of emphasis is enhancing centers and corridors. The Madison Community has several prominent corridors, such as Gallatin Pike and Old Hickory

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 II.

Boulevard. Madison also has several commercial centers that serve the community. They range from small-scale neighborhood centers in Due West Avenue/Ellington Parkway area, to larger community centers such as the Old Hickory Boulevard/Gallatin Pike intersection. These areas should be enhanced by adding a mixture of uses and additional housing options. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through as well-designed land use transitions to adjacent residential areas.

Madison has a unique location in the region. With access to the regional interstates and adjacency to rural communities, Madison is a desirable place to live for those needing access to the communities in the northeast or to Downtown Nashville, and provides amenities and services for the surrounding rural communities. The transportation network that facilitates the movement of goods and people can also be a drawback as people and visitors move quickly through Madison on route to adjacent communities. This has a negative effect on business and the local economy, which has other trickle effects on housing and overall quality of life. As growth occurs in Madison, consideration should be made to focus on several areas in the community to pursue suburban retrofitting concepts (repurposing auto-oriented development to create active spaces for people) and concepts of walkable communities. Both concepts would enable the Madison community to pursue and support redevelopment that creates a sense of place for residents and visitors. These concepts help to create communities that meet current and future market demands; walkable communities with diverse housing, serviced by multiple transportation options. This would implement the Preferred Future, while improving the community for existing and new residents who wish to call Madison home.

Madison – Special Policies

The Madison 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 to ensure 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 in Volume V.)

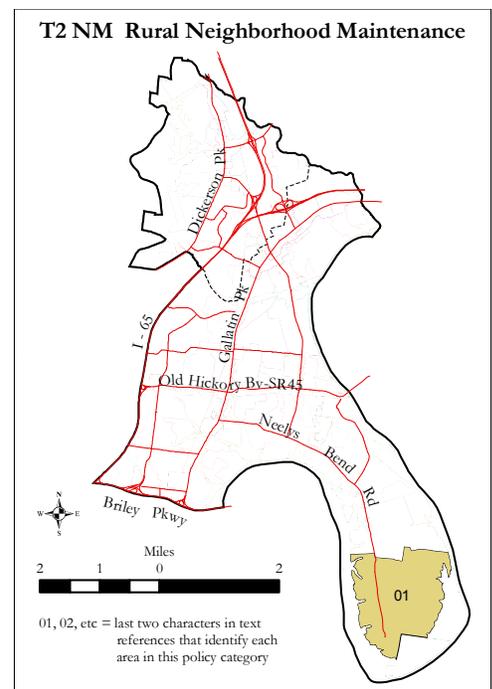
04-T2-NM-01

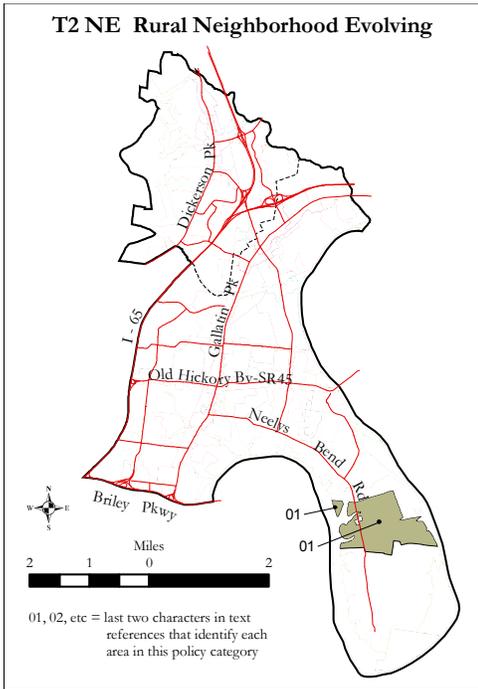
Madison’s T2 Rural Neighborhood Maintenance Area 1 is referenced as 04-T2-NM-01 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T2 Rural Neighborhood Maintenance Policy applies.

Density/Intensity

This area is currently zoned RS40 and RS80, which allows single-family residential buildings on minimum 40,000 and 80,000 square foot lots, respectively. The resulting building pattern is lots that are roughly one to two acres, which creates a more suburban development pattern rather than rural development pattern. There is a desire to preserve the rural character of this area. To do so, the community should consider restricting the amount of density that could otherwise occur under the existing zone districts by pursuing down zoning. Appropriate zone districts could include AG (Agricultural) zone district or a Specific Plan district based on desirable features of the AG zoning district.

The amount of density appropriate for an area is directly related to proper infrastructure. A sewer line ends north of this T2 Rural Neighborhood Maintenance area at lot 06300016500 just south of Hidden Acres Drive. In order to maintain a low level of density to preserve the rural character, the extension of the existing sewer line south into area 04-T2-NM-01 is not recommended.





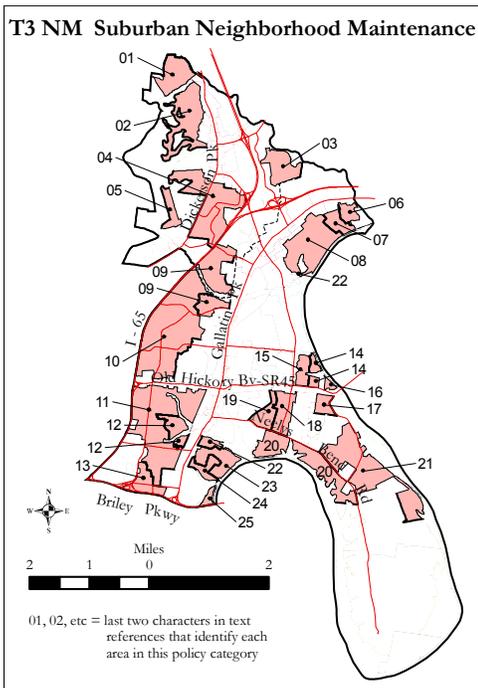
04-T2-NE-01

Madison’s T2 Rural Neighborhood Evolving Area 1 is referenced as 04-T2-NE-01 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T2 Rural Neighborhood Evolving Policy applies.

Density/Intensity

There is a desire to preserve the rural character of this area. This area is currently zoned RS40 and RS80, which allows single-family residential buildings on minimum 40,000 and 80,000 square foot lots, respectively. Innovative techniques such as conservation subdivisions can strike a balance between development and preservation of the rural character. The amount of density appropriate for an area is directly related to property infrastructure. Currently, much of the northern portion of Neely’s Bend is served by sewer; the sewer line ends at lot 06300016500 just south of Hidden Acres Drive. The use of this available infrastructure in area 04-T2-NE-01 should be coupled with development patterns that preserve the rural character.

To preserve the rural character, the Specific Plan zone district can be used to create conservation subdivisions. Gross densities generally should not exceed one dwelling unit per two or more acres in areas zoned RS80 and should not exceed one dwelling unit per acre in areas zoned RS40.



04-T3-NM-04

Madison’s T3 Suburban Neighborhood Maintenance Area 4 is referenced as 04-T3-NM-04 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

- » **Infill Area 01:** This potential infill area is referred to as IA 01 in the policies below and on the accompanying map. IA 01 includes the eleven (11) parcels south of Shevel Drive that front onto the west side of Dickerson Pike. These under-developed parcels may be appropriate for additional development because of the amount of land available and the existing zoning entitlements. The following special policies should guide infill in this area.

Building Form and Site Design

Any new development on these parcels with frontage onto Dickerson Pike should complement the character that exists on the east side of Dickerson Pike with regard to orientation, setbacks and spacing. Development on the east side of Dickerson Pike is characterized by single-family residential buildings, which are setback 140 feet, with spacing generally 40 feet between buildings, all of which are oriented to Dickerson Pike. Development is encouraged in the interior of this infill area as well, and the building form should follow the guidance of the T3 Suburban Neighborhood Maintenance policy contained within the Community Character Manual.

Building Types

Any new development on these parcels with frontage onto Dickerson Pike should complement the character that exists on the east side of Dickerson Pike with regard to building types. Development on the east side of Dickerson Pike is characterized by single-family residential buildings.

04-T3-NM-08

Madison's T3 Suburban Neighborhood Maintenance Area 8 is referenced as 04-T3-NM- 08 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

- » **Infill Area 01:** This potential infill area is referred to as IA 01 in the policies below and on the accompanying map. IA 01 includes parcels that are centrally located south of Marsha Drive, north of Val Marie Drive and east of Twin Hills Drive and west of Northside Drive. Infill development is appropriate in this location because of the existing access and potential for additional access and connectivity, and because of existing zoning entitlements. The following special policies should guide infill in this area.

Building Form and Site Design

Buildings should be placed on parcels in a manner where setbacks and spacing are consistent with existing development. Setbacks in the area are generally 80 feet. The character of the area features suburban, single-family

dwelling on parcels that are generally 1 acre in size. There is, however, a stream that flows northeast through the area. Affected infill properties include parcels 03403006400, 03403006300, 03403012700, and 03403006200. Development should be arranged to minimize the disturbance of the stream. In the configuration of lots and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding lot and right-of-way patterns.

Building Types

The general character of surrounding development is single-family residential development. The R20 zone district also allows two-family residential development. Because of the zoning district, two-family dwellings are appropriate in these infill areas while townhomes and flats would not be appropriate. Two-family dwellings should be thoughtfully placed among single-family building dwellings instead of grouped in one area.

- » **Infill Area 02:** This potential infill area is referred to as IA 02 in the policies below and on the accompanying map. IA 02 includes ten (10) parcels located just north of the intersection at Marsha Drive and Northside Drive. These parcels are appropriate for infill development, additional zoning entitlements, and building types because of the proximity and the adequate access to the T5 Regional Center policy area. The following special policies should guide infill in this area.

Density/Intensity

There are three zone districts represented within this transitional area – R6 which allows single- and two-family residential on minimum 6,000 square foot parcels; RS40 which allows single-family residential on minimum 40,000 square foot parcels; and R20 which allows single- and two-family dwellings on minimum 20,000 square foot parcels. To allow for additional building types in this infill area, additional zoning districts as identified in the T3 Suburban Neighborhood Maintenance Policy are appropriate and may be judged on their merits.

Building Types

As the T5 Regional Center policy area intensifies over time, building types other than the existing single- and two-family are appropriate. Townhouse or stacked flats in the form of a manor house may be appropriate in this infill area.

04-T3-NM-10

Madison's T3 Suburban Neighborhood Maintenance Area 10 is referenced as 04-T3-NM-10 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- » **Infill Area 01:** This infill area is referred to as IA 01 in the policies below and on the accompanying map. IA 01 includes parcel 04203006100. This parcel is appropriate for infill development, additional zoning entitlements, and additional building types to provide housing choice because of its location on the prominent corridor East Campbell Road. If development should occur, the character along East Campbell Road should be preserved and an appropriate transition to properties on the edges of the parcel should be created. The following special policies should guide infill in this area.

Building Form and Site Design

The building form along East Campbell Road is currently characterized by single-family buildings, generally one to two stories in height that are oriented to the corridor. Setbacks along Campbell Road are generally 80 feet or greater. Spacing between buildings is generally 50 feet or greater. Buildings are encouraged to preserve the setbacks, and spacing along the corridor.

Density/Intensity

The parcel is zoned RS20, which allows single-family detached residential development on a minimum 20,000 square foot parcel. To allow for additional building types on this property, RM2 and RM4 zoning districts with a Planned Unit Development or Urban Design Overlay, or a Specific Plan zone district are appropriate.

Building Types

Single-family detached dwellings are the predominant building type along East Campbell Road and in the surrounding neighborhood. To preserve the single-family building form, but acknowledge that East Campbell Road is a prominent corridor that can provide housing choice, flats – in the form of a manor house that reads as a large, single-family detached home – are appropriate.

- » **Infill Area 02:** This infill area is referred to as IA 02 in the policies below and on the accompanying map. IA 02 includes parcels 04200002900 and 04200001900. These parcels are a part of a Planned Unit Development (PUD). The PUD and the underlying R10 zoning were originally established in 1979 for a total of 238 multi-family units. The PUD was revised in 1998 reducing the number of units to 78 single-family units. If the existing PUD remains, infill development may occur within its existing entitlements. In the event that the PUD is lifted, the following special policies should guide infill in this area.

Density/Intensity

The PUD currently has a base zone district of R10, which would allow a minimum parcel size of 10,000 square feet with single- and two-family development. Surrounding properties are currently zoned RS20, which would allow a minimum parcel size of 20,000 square feet and only single-family development. If the PUD is lifted, and a rezoning of the underlying zone district is considered, the zone district RS15 may be appropriate to permit only single family development. RS15 (15,000 square foot lot single family development) would allow development and density comparable to what is allowed under the PUD today. RS15 development and would be more compatible with existing development in the 04-T3-NM-10 policy area.

Topography on these parcels may make conventional subdivision development difficult. Therefore Specific Plan (SP) zone district may be used to encourage innovation in site design. The SP should be based on the density characteristics of either RS15 or RS20 zone districts.

04-T3-NM-11

Madison's T3 Suburban Neighborhood Maintenance Area 11 is referenced as 04-T3-NM-11 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

Building Form and Site Design

South Graycroft Avenue and Due West Avenue are two prominent corridors in this area. Any new development should preserve the predominant single-family character along South Graycroft Avenue and Due West Avenue, with buildings that are oriented to the corridor and are one to

two stories in height. Setbacks along the corridors are generally 100 feet or greater, preserving green space along the corridor. Spacing between buildings varies – it is as narrow as 40 feet or as wide as 130 feet between buildings. Consideration should be given to emulating the spacing patterns in the immediate vicinity.

04-T3-NM-12

Madison’s T3 Suburban Neighborhood Maintenance Area 12 is referenced as 04-T3-NM-12 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- » **Infill Area 01:** This infill area is referred to as IA 01 in the policies below and on the accompanying map. IA 01 includes parcel 05107004300. Infill development is appropriate on this parcel because of its close proximity to commercial centers and corridors and access to the property provided via Gibson Drive. The following special policies should guide infill in this area.

Density/Intensity

The parcel is zoned R15 which allows single- and two-family residential development on a minimum 15,000 square foot lot. Density of surrounding development is generally one dwelling unit per acre. If developed under R15, the density on this parcel could reach three dwelling units per acre. Additional density on this property is not recommended and it should develop under the current R15 zone district.

Building Types

The parcel is zoned R15 which allows single- and two-family residential development. While surrounding character is defined by single-family buildings, two-family structures are also appropriate.

04-T3-NM-15

Madison’s T3 Suburban Neighborhood Maintenance Area 15 is referenced as 04-T3-NM-15 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

Density/Intensity

This area is currently zoned RS 7.5, which allows single-family residential buildings on minimum 7,500 square foot parcel. The built development pattern in this area is single-family residential buildings, but on parcels that are generally 37,000 square feet or more – parcels that are much larger than what is allowed by zoning. This built pattern more closely reflects what would be allowed in the RS30 zoning district. There is expressed interest in preserving the built pattern, and because of the disparity between the existing RS7.5 zoning and the built pattern, down zoning to an appropriate zoned district that would be consistent with the built pattern is encouraged. In the event that the rezoning recommended for policy area 04-T3-NM-15 does not occur within one year of the date of adoption of this plan, this area shall be treated in accordance with the CCM policy category “T3 Suburban Neighborhood Evolving (T3-NE).

04-T3-NM-18

Madison’s T3 Suburban Neighborhood Maintenance Area 18 is referenced as 04-T3-NM-018 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

Density/Intensity

This area is currently zoned RS10, which allows single-family residential buildings on minimum 10,000 square foot parcel. The built development pattern in this area is single-family residential buildings, but on parcels that are generally 45,000 square feet – parcels that are much larger than what is allowed by zoning. This built pattern more closely reflects what would be allowed in the RS40 zoning district. There is expressed interest in preserving the built pattern, and because of the disparity between the existing RS10 zoning and the built pattern, down zoning to an appropriate zoned district that would be consistent with the built pattern is encouraged. In the event that the rezoning recommended for policy area 04-T3-NM-18 does not occur within one year of the date of adoption of this plan, this area shall be treated in accordance with the CCM policy category T3 Suburban Neighborhood Evolving (T3-NE).

04-T3-NM-21

Madison's T3 Suburban Neighborhood Maintenance Area 21 is referenced as 04-T3-NM-21 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- » **Infill Area 01:** This infill area is referred to as IA 01 in the policies below and on the accompanying map. IA 01 includes parcel 05200002400. Infill development is appropriate on this parcel because of the existing zoning entitlements, adequate access and the potential for providing additional housing choice in an area that is mostly single-family residential development. IA 01 also has close proximity to commercial centers and corridors, which is an appropriate location for more diversity of housing. The following special policies should guide infill in this area.

Density/Intensity

Parcel 05200002400 once contained the industrial operations of Odom Sausage Company under a Planned Unit Development (PUD) approved in 1976. Currently, only administrative offices for the company remain at this site. The base zoning with this PUD is RS10, which allows single-family residential development on a minimum 10,000 square foot parcel. It is recommended, should the administrative offices of Odom Sausage Company cease, the PUD should be reviewed and only residential land uses as allowed by the RS10 zone district be considered.

- » **Infill Area 02:** This infill area is referred to as IA 02 in the policies below and on the accompanying map. IA 02 includes parcels 05200003300 and 05216011300. Infill development, additional zoning entitlements and additional building types, is appropriate on these parcels because of the adequate access and the close proximity to a commercial center. The following special policies should guide infill in this area.

Density/Intensity

This area contains two lots that are currently zoned RS15, which allows single-family residential buildings on minimum 15,000 square foot lots. This area is directly adjacent to a T3 Neighborhood Center policy area and would be appropriate for a mixture of building types at higher densities. In surrounding T3 Suburban Neighborhood Maintenance areas, the density

of development is generally ten dwelling units per acre for multi-family and four dwelling units per acre for the single-family residential development. While additional building types are appropriate, development higher than nine dwelling units per acre is not appropriate. Rezoning from the existing RS15 to a zone district that would allow greater residential intensity than RS15 is encouraged.

Building Types

It is recommended that building types other than single-family be permitted in this area to provide additional housing choice and a transition from the T3 Suburban Neighborhood Center and the nearby existing single-family residential development. Building types in this area should be limited to townhomes or flats in the form of a manor house.

Special Policies for Larkin Springs Road- Formally a Detailed Plan

04-T3-NE-10

Madison's T3 Suburban Neighborhood Evolving Area 10 is referenced as 04-T3-NE-10 on the accompanying map. This area surrounding Larkin Springs Road was studied in the *Larkin Springs Road Detailed Community Character Plan*. The policies created in that plan have been incorporated into the special policies listed below or were already found in the T3 Suburban Neighborhood Evolving policy; therefore, the policies below replace the *Larkin Springs Road Detailed Plan*. Where the special policy is silent the guidance of the T3 Suburban Neighborhood Evolving policy applies.

Access

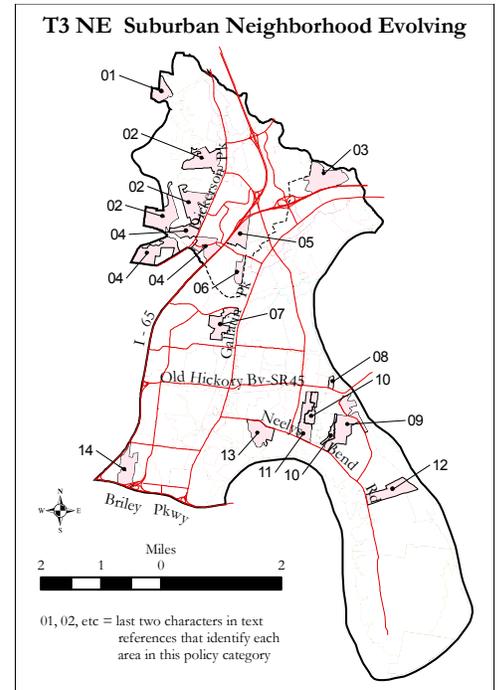
The number of individual curb cuts along Larkin Springs Road, East Old Hickory Boulevard, and Neelys Bend Road should be minimized. Cross access is encouraged among adjacent parking lots in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and lots without having to re-enter those streets.

Building Form and Site Design

New buildings should be placed within a shallow setback with shallow spacing of ten (10) feet between buildings. Any new buildings should create an attractive, active street frontage through the use of entries, windows, porches, and balconies.

Connectivity (Vehicular)

The Madison Community Plan recommends the following street connections. The east-west connections of Warrior Road, Bubbling Well Road, and Cumberland Way are recommended. The extension of Center Street as a north-south connection from Old Hickory Boulevard to Hospital Drive is also recommended. See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections in this policy area.

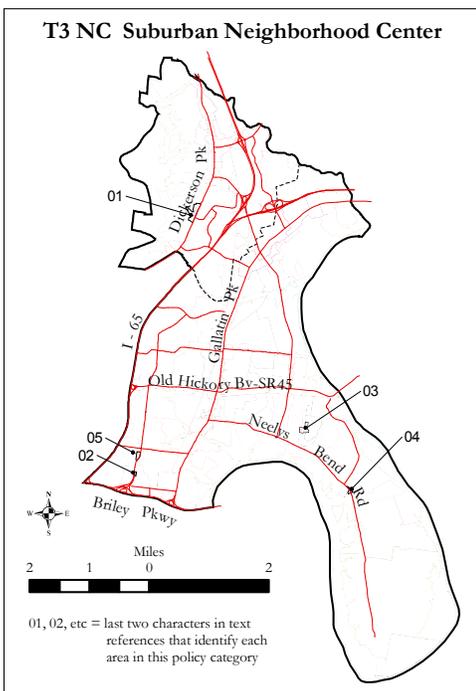


Density/Intensity

There are two residential zone districts present in the area – RS10 which allows single-family on a minimum 10,000 square foot lot and RS7.5 which allows single-family on a minimum 7,500 square foot lot. The density of single-family development in this area should not exceed what is possible through the current RS10 and RS7.5 zoning districts.

Building Types

In this area, only the “house” building type is recommended in order to maintain the existing character.



04-T3-NC-03

Madison’s T3 Suburban Neighborhood Center Area 3 is referenced as 04-T3-NC-03 on the accompanying map. This area located on Larkin Springs Road was studied in the *Larkin Springs Road Detailed Community Character Plan*. The policies created in that plan have been incorporated into the special policies listed below or were already found in the T3 Suburban Neighborhood Center policy. Therefore, the policies below replace the *Larkin Springs Road Detailed Plan*. Where the special policy is silent the guidance of the T3 Suburban Neighborhood Center policy applies.

Access

The number of individual curb cuts along Larkin Springs Road, East Old Hickory Boulevard, and Neelys Bend Road should be minimized. Cross access is encouraged among adjacent parking lots in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and lots without having to re-enter those streets.

Density/Intensity

There are three zone districts represented here; RS10 which allows single-family on a minimum 10,000 square foot lot, OR20 which allows office and multi-family residential, and OG which allows only office development. To fully implement the T3 Suburban Neighborhood Center policy, design-based zoning such as a Specific Plan (SP) or an Urban Design Overlay (UDO) is recommended.

Landscaping

Landscaping may be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Along Larkin Springs Road, existing trees should be protected to greatest extent possible to preserve the tree row along the corridor. If trees are removed, quality native trees should be planted to replace those that have been removed.

04-T3-RC-02

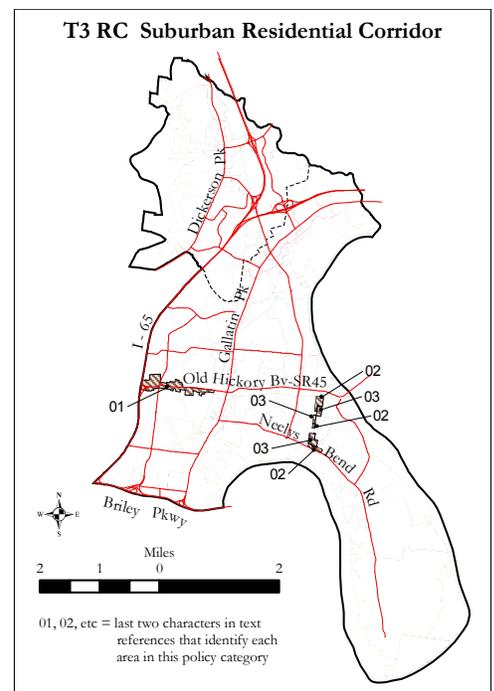
Madison’s T3 Suburban Residential Corridor Policy Area 2 is referenced as 04-T3-RC-02 on the accompanying map. This area located on Larkin Springs Road which was studied in the *Larkin Springs Road Detailed Plan*. The policies created in that plan have been incorporated into the specials policies listed below or were already found in the T3 Suburban Residential Corridor policy, therefore, the policies below replace the *Larkin Springs Road Detailed Plan*. Where the special policy is silent the guidance of the T3 Suburban Residential Corridor policy applies.

Density/Intensity

The density in this area should not exceed six dwelling units per acre. There are two residential zone districts present in the area; RS10 which allows single-family on a minimum 10,000 square foot lot and RS7.5 which allows single-family on a minimum 7,500 square foot lot. Rezoning from the existing single-family zone districts to allow building types other than single- and two-family residential in this area is encouraged. The maximum density recommended for this area is six dwelling units per acre, therefore, zone districts up to RM6, accompanied by a design-based zone district such as a Planned Unit Development (PUD) or Urban Design Overlay (UDO) or with the Specific Plan zoning district, will be considered on their merits.

Landscaping

Along Larkin Springs Road, existing trees should be protected to greatest extent possible to preserve the tree row along the corridor. If removed, quality native trees should be planted to replace those that have been removed. Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.



04-T3-RC-03

Madison's T3 Suburban Residential Corridor Policy Area 3 is referenced as 04-T3-RC-03 on the accompanying map. This area located on Larkin Springs Road which was studied in the Larkin Springs Road Detailed Plan. The policies created in that plan have been incorporated into the specials policies listed below or were already found in the T3 Suburban Residential Corridor policy, therefore, the policies below replace the Larkin Springs Road Detailed Plan. Where the special policy is silent the guidance of the T3 Suburban Residential Corridor policy applies.

Connectivity (Vehicular)

The Madison Community Plan recommends the following street connections. The east-west extensions of Cumberland Way to a proposed north-south extension of Center St. See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections in this policy area.

Density/Intensity

The density in this area should not exceed six dwelling units per acre. There are two residential zone districts represented here; RS10 which allows single-family on a minimum 10,000 square foot lot and RS7.5 which allows single-family on a minimum 7,500 square foot lot. The density of single-family development in this area should not exceed what is possible through the current RS10 and RS7.5 zoning districts.

Landscaping

Along Larkin Springs Road, existing trees should be protected to greatest extent possible to preserve the tree row along the corridor. If removed, quality native trees should be planted to replace those that have been removed. Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Building Types

In this area, only the "house" building type is recommended in order for these areas to be the least intensely developed.

04-T3-CM-07

Madison's T3 Suburban Mixed Use Corridor Area 07 is referenced as 04-T3-NC-07 on the accompanying map. This area located on Larkin Springs Road which was studied in the *Larkin Springs Road Detailed Plan*. The policies created in that plan have been incorporated into the specials policies listed below or were already found in the T3 Suburban Mixed Use Corridor policy. Therefore, the policies below replace the *Larkin Springs Road Detailed Plan*. Where the special policy is silent the guidance of the T3 Suburban Residential Corridor policy applies.

Access

The number of individual curb cuts along Larkin Springs Road and East Old Hickory Boulevard should be minimized. Cross access is encouraged among adjacent parking lots in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and lots without having to re-enter those streets.

Landscaping

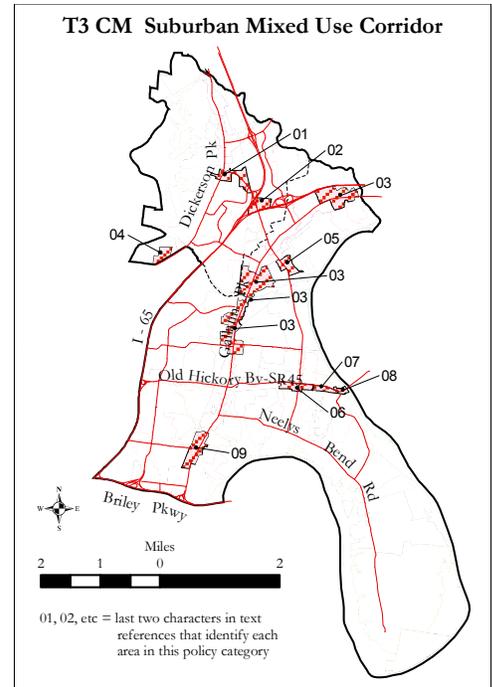
Along Larkin Springs Road, existing trees should be protected to greatest extent possible to preserve the tree row along the corridor. If trees are removed, quality native trees should be planted to replace those that have been removed.

Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

The *Madison Community Plan: 2009 Update* envisions the State Route 45 corridor to become a scenic corridor framed by dense landscaping that is naturalistic, not formal. Development of properties along this corridor should provide dense landscaping that enhances the scenic quality of the corridor.

Signage

To preserve the scenic quality of State Route 45, development with frontage on State Route 45 and Old Hickory Boulevard should use building-mounted or awning signage on signage visible from State Route 45.



04-T3-CM-02

Madison's T3 Suburban Mixed Use Corridor Area 2 is referenced as 04-T3-CM-02 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

Appropriate Land Uses

This policy area encompasses Wade Circle and the Tennessee Speedsport area as identified in the *Rivergate Area Land Use Study* created for the City of Goodlettsville. Wade Circle is identified in that study as a transitional area with housing stock that is no longer stable. The land use mix in Wade Circle is currently hotels, restaurants/bars and rental housing. The recommendation in the *Rivergate Area Land Use Study* was to encourage multi-family housing in this area. T3 Suburban Mixed Use Corridor does not preclude multi-family housing, but it encourages a mixed use development pattern as is currently found in the Wade Circle area.

The Tennessee Speedsport area is identified in the *Rivergate Area Land Use Study* as an area appropriate for amusement and entertainment commercial uses (e.g. movie theaters, indoor sports facilities). Again, T3 Suburban Mixed Use Corridor does not preclude these types of commercial, but it encourages a mixed use development pattern.

04-T3-CM-03

Madison's T3 Suburban Mixed Use Corridor Area 3 is referenced as 04-T3-CM-03 on the accompanying map. It is comprised of several areas along Gallatin Pike that make up the Madison "motor mile." In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

Appropriate Land Uses

The T3 Mixed Use Corridor areas along Gallatin Pike have developed to include numerous automobile-related uses including sales of new and used cars and auto repair services. This area is known as Madison's "motor mile". To maintain this area as an economic resource for the Madison community and Davidson County, the Madison Community Plan encourages the preservation and enhancement of these portions of the Gallatin Pike corridor

by identifying these areas as appropriate areas for auto-related uses, allowing the expansion and creation of such uses with design guidelines not found in other areas along Gallatin Pike. Auto-related uses would be those uses as defined in the Metro Zoning Code under automobile repair, automobile sales (new and used) and automobile service. Other land uses listed in the T3 Mixed Use Corridor policy are still appropriate in this area as well.

The following Design Principles apply to the development, redevelopment or expansion of auto-related uses. For the development, redevelopment or expansion of non-automobile related uses, the general principles found in the T3 Suburban Mixed Use Corridor policy apply.

Access

Access points should be consolidated and coordinated with strategic access points across Gallatin Pike. Cross access should be provided across multiple developments.

Building Form and Site Design

Buildings square footage may deviate from the required 10,000 square feet or less of individual first floor tenant space prescribed in the T3 Suburban Mixed Use Corridor policy. Building square footage may be considered on its merits and will be considered along with building orientation and placement. Buildings should be placed within moderate setbacks, and buildings, including entrances, should orient to Gallatin Pike. Moderate setbacks are allowed for the display and sale of new or used automobiles. Where automobile repair and service is accessory to new and used automobile sales, those buildings should not be seen from Gallatin Pike. Where automobile repair and service is the primary function, the portions of the building associated with repair and service (auto bays) should not be seen from Gallatin Pike.

Landscaping

Given the sizeable amount of parking needed by auto-related uses, interior parking areas should be landscaped. A knee wall should be provided between parking areas and the sidewalk. Exterior landscaping in the form of a planting strip or bushes may be used to enhance the knee wall. A planting strip between the road and the sidewalk should also be used as a location

for additional landscaping such as street trees. Landscaping is also provided as a buffer between properties in this T3 Suburban Mixed Use Corridor and adjacent less intense policy areas.

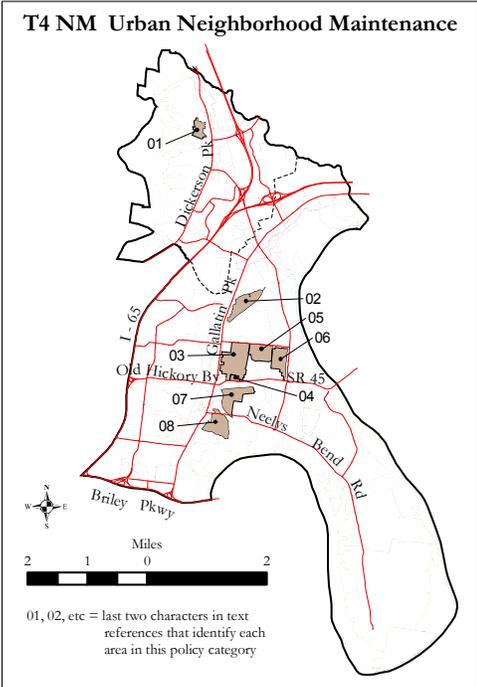
Chain linked fencing or fencing with razor or barbed wire is not appropriate along any public right-of-way or within 25 feet of right-of-way.

Parking

Additional rows of parking may be considered between the building and the street. Parking areas that are properly landscaped, and that are less prominent than the building are prioritized.

Signage

A consistent, appropriately-themed signage and way-finding program for sites with multiple automobile retailers and their associated services is encouraged. In all cases, monument signs are appropriate and are encouraged to be consolidated to greatest extent possible.



04-T4-NM-02

Madison’s T4 Urban Neighborhood Maintenance Area 2 is referenced as 04-T4-NM-02 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

- » **Infill Area 01:** This potential infill area includes the three properties that front on Edgemoor Boulevard and abut the T4 Urban Mixed Use Corridor policy area along Gallatin Pike. It is referred to as IA 01 in the policies below and on the accompanying map. It is an appropriate location for infill that varies from the character of the surrounding development because of its access and its location at the edge of the neighborhood and next to Gallatin Pike. As such, the location is ideal for providing strategically-located and appropriately-designed higher density development.

Density/Intensity

Development in IA 01 with other than detached single-family residential building types should be implemented through design-based zoning, such as SP or a PUD or UDO overlay, to ensure appropriate redesign.

The following special policies apply to all of policy area 04-T4-NM-02, except the infill area.

Density/Intensity

All of this area is currently zoned RS 7.5 which allows single-family residential buildings on a minimum 7,500 sq. ft. lots. Almost 70 percent of the parcels (195 of 284 parcels) do not meet the minimum lot area requirement for that zoning. Rezoning this area to RS5 should be considered. Infill development intensity should reflect the density allowed in the RS5 zoning district.

04-T4-NM-03

Madison's T4 Urban Neighborhood Maintenance Area 3 is referenced as 04-T4-NM-03 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

- » **Infill Area 01:** This infill area includes the properties along the south side of Anderson Lane. It is referred to as IA 01 in the special policies below and on the accompanying map. Anderson Lane is a prominent street on the edge of policy area 04-T4-NM-03. Infill development that varies from the established character of the surrounding area is appropriate here because it is along and oriented toward the prominent street. Also, it faces Open Space policy and an area of T4 Neighborhood Maintenance policy where similar development is envisioned.

Density/Intensity

Residential development up to nine units per acre is recommended for IA 01. Development other than that allowed by RS zoning districts should be

implemented through design-based zoning, such as SP, to ensure appropriate design.

- » **Infill Area 02:** This infill area includes the properties along Delaware Avenue near State Route 45. It is referred to as IA 02 in the special policies below and on the accompanying map. It is appropriate for infill because it is next to a prominent street, is at one of the gateways to the neighborhood and it is between a more dense apartment complex and a park.

Density/Intensity

Development in IA 02 other than that allowed by RS zoning districts should be implemented through design-based zoning, such as SP, to ensure appropriate design.

The following special policies apply to all of policy area 04-T4-NM-03, except the infill areas:

Density/Intensity

There is a concentration of properties between Roosevelt Avenue and Lovell Street that do not conform with the current RS7.5 zoning. That area should be considered for rezoning to RS5.

04-T4-NM-06

Madison's T4 Urban Neighborhood Maintenance Area 6 is referenced as 04-T4-NM-06 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T4 Urban Neighborhood Maintenance Policy applies. [Note: the special policies for Infill Area 01 are void if access from McArthur Avenue to State Route 45 is closed. See Chapter III, Transportation Plan, regarding this possible closing.]

- » **Infill Area 01:** This potential infill development area includes the four properties along the east side of McArthur Avenue nearest to State Route 45. It is referred to as IA 01 in the special policies below and on the accompanying map. It is appropriate for infill because it is next to a prominent street, is at one of the gateways to the neighborhood, and

it is between a denser apartment complex and a T4 Mixed Use Corridor policy area.

Density/Intensity

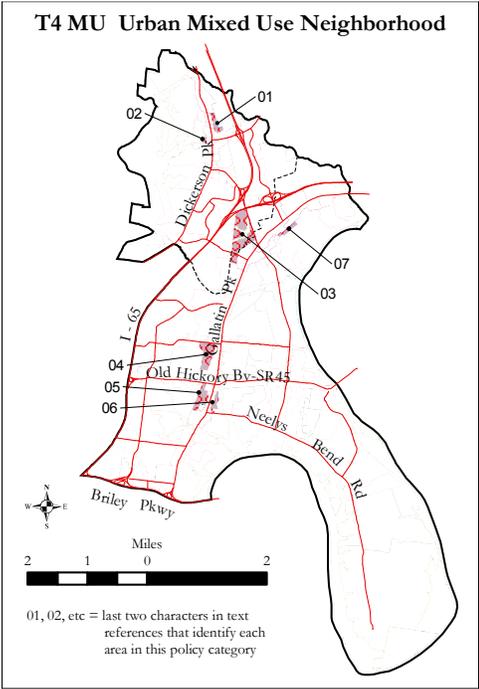
Development other than that allowed by RS zoning districts should be implemented through design-based zoning, such as SP, to ensure appropriate design.

04-T4-MU-01 / 04-T4-MU-02/ 04-T4-CM-01 – Special Policies Referencing the Goodlettsville Streetscape Plan

In the **04-T4-MU-01 / 04-T4-MU-02** areas, the following Special Policies refer to the *Goodlettsville Streetscape Plan*. The *Streetscape Plan* recommends that building heights in this area should not exceed three stories to complement buildings along the North Main Street in this T4 Urban Mixed Use Corridor area. The *Goodlettsville Streetscape Plan* also recommends a variety of street connection and realignments involving policy area 04-T4-MU-01. Refer to that plan for details.

In the 04-T4-CM-01 area, the following Special Policies refer to the *Goodlettsville Streetscape Plan*. This plan, under the jurisdiction of the City of Goodlettsville, serves a guide for this area for landscaping, signage, and other streetscape elements.

Currently this policy area covers properties that front directly onto Dickerson Pike as well as properties behind those fronting on Dickerson Pike. These additional properties may be oriented to and have frontage on side streets and streets running parallel to the corridor. Properties and buildings are encouraged to consolidate and orient to Dickerson Pike. The *Goodlettsville Streetscape Plan* encourages buildings to be placed in a shallow setback, particularly in areas near the Goodlettsville City Hall, where the recommended setback and build-to line is 15 feet. The *Goodlettsville Streetscape Plan* recommends buildings be two stories in height, but does not preclude three story buildings.



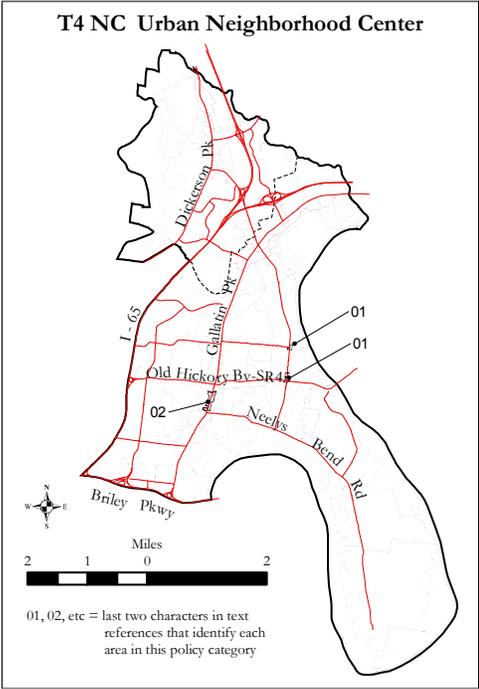
04-T4-MU-07

Madison’s T4 Urban Mixed Use Neighborhood Area 07 is referenced as 04-T4-MU-07 on the accompanying map. Industrial type uses are not recommended in this T4 Mixed Use Neighborhood area.

04-T4-NC-02

Madison’s T4 Urban Neighborhood Center Policy Area 2 is referenced as 04-T4-NC-02 on the accompanying map. This area located on Gallatin Pike between Maple Street to the north and Neely’s Bend Road to the south. It is generally known as “Downtown Madison” and was studied in the *Madison Commercial Village Plan*. The recommendations made in the *Madison Community Plan: 2009 Update* will replace the *Madison Commercial Village Plan* as the guide for future development in this area. Where the special policy is silent, the guidance of the T4 Urban Neighborhood Center policy applies.

Downtown Madison is encouraged to develop and redevelop into a “Main Street”; an area that is the focal point of a community, with a mixture uses, designed to be pedestrian friendly, at a scale that is appropriate for its surrounding community. Gallatin Pike is currently a state highway that is designed to move traffic efficiently. In this area however, the design and form is encouraged to calm traffic, to create a safe environment for pedestrians as well as heighten the awareness of the commercial businesses. The “Main Street” concept is also found within the T4 Urban Neighborhood Center policy intent and design principles.



Redevelopment may occur incrementally within this planning period, with reuse of existing buildings. Wholesale redevelopment of property in this area should follow the T4 Urban Neighborhood Center policy intent and design principles as well as any special policy noted below. Where incremental development occurs (reuse of existing buildings), development should follow the guidance of the T4 Urban Neighborhood Center policy except as provided in special policy below.

Should wholesale redevelopment occur in this area, the following special policy guidance applies.

Density/Intensity

The appropriate zoning districts to create the intended character for Downtown Madison include MUN or MUL with an accompanying Planned Unit Development (PUD) overlay or an Urban Design Overlay, or A specific Plan (SP) zoning district.

Parking

Parallel parking should be considered where adequate right-of-way exists. Parallel parking should be designed so that it does not interfere with pedestrian sidewalks in front of the building.

Service Area

Currently this center provides the daily needs of residents within a 5 to 10 minute drive. However, the Madison Community Plan recommends enhancing the center to provide services that meets those needs, but that also serves multiple communities with unique businesses and services.

Utilities

As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the back of the property and off Gallatin Pike.

Should reuse of existing structures occur in this area, the following special policies apply:

Connectivity (Pedestrian/Bicycle)

Where the reuse of buildings occurs, sidewalks should be provided. In areas where head-in angle parking exists, and is maintained (see discussion in "Parking"), sidewalks should be enhanced to be clearly distinguishable from parking areas.

A bikeway is planned along Gallatin Road that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to this corridor. See the recommendations in Chapter III, Transportation Plan, regarding bikeways.

Parking

Where the reuse of buildings occurs, and there are no constraints in providing parking behind or beside the building, head-in angled parking should be removed, and areas in front of the building should be reclaimed and enhanced to provide pedestrian facilities and amenities.

Where the reuse of buildings occurs, and constraints exist in providing parking behind of beside the building, head-in angled parking should be enhanced to become clearly distinguishable from the pedestrian sidewalk in front of the building and the road from which it's accessed; for example by way of striping. Head-in angled parking should be enhanced by repositioning parking in way that it does not interfere with pedestrian sidewalks in front of the building.

Reduced parking requirements may be considered on their merits if a redevelopment proposal can demonstrate its ability to either provided shared parking on-site or utilize off-site shared parking facilities, or if a redevelopment proposal can demonstrate the need for fewer parking spaces.

Madison – Development Scenarios

Development scenarios illustrate fundamental concepts that may be applied throughout the community. Over time when actual development and redevelopment occurs in Madison, 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.

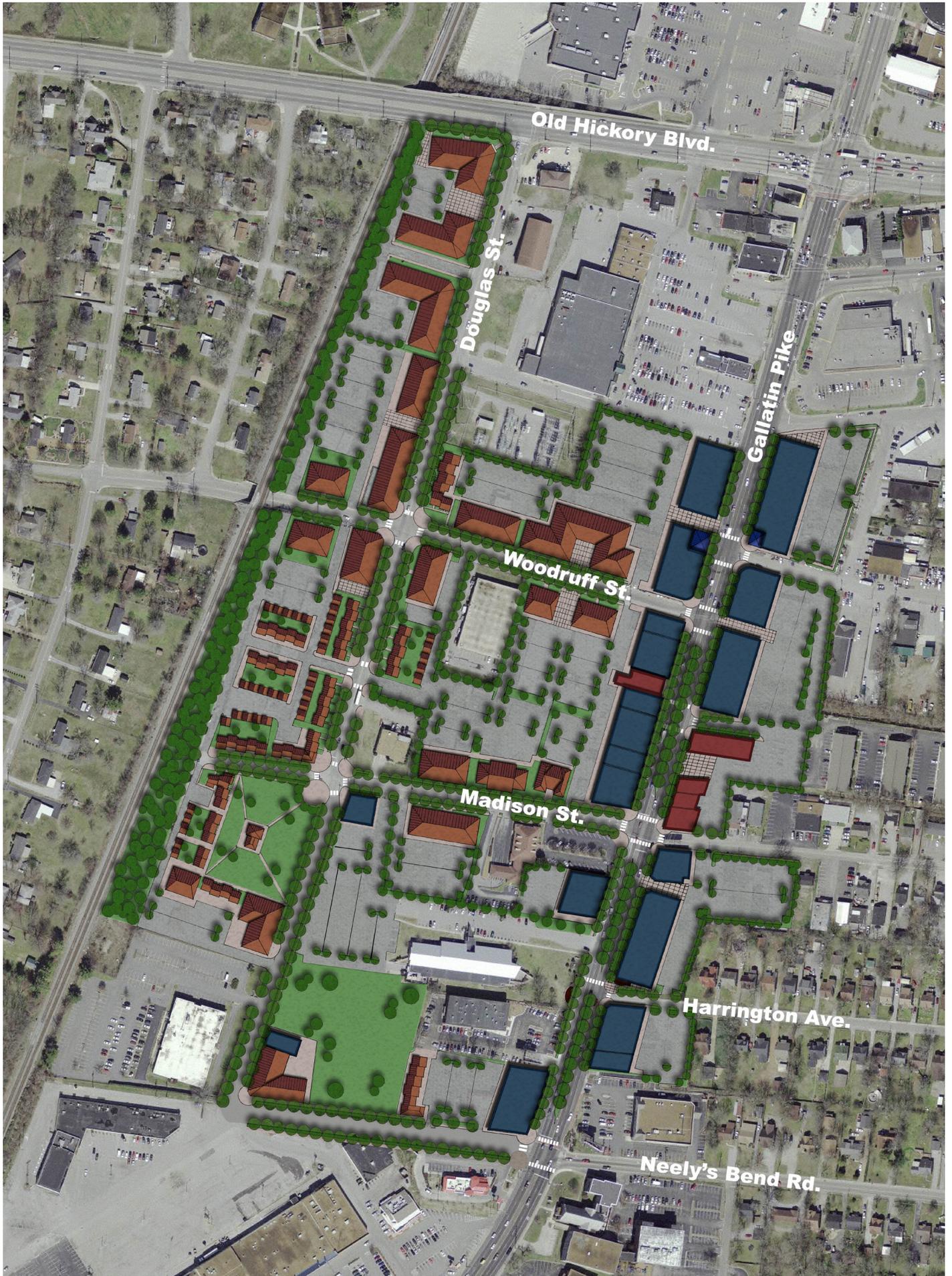
In Madison, the development scenario for the Downtown Madison area helps the reader envision what development may look like under the guidance of the policy in this area. Although the development scenario shows the Downtown Madison area, there are urban design and planning principles explained here that are applicable in other areas and situations.

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 Madison Community.

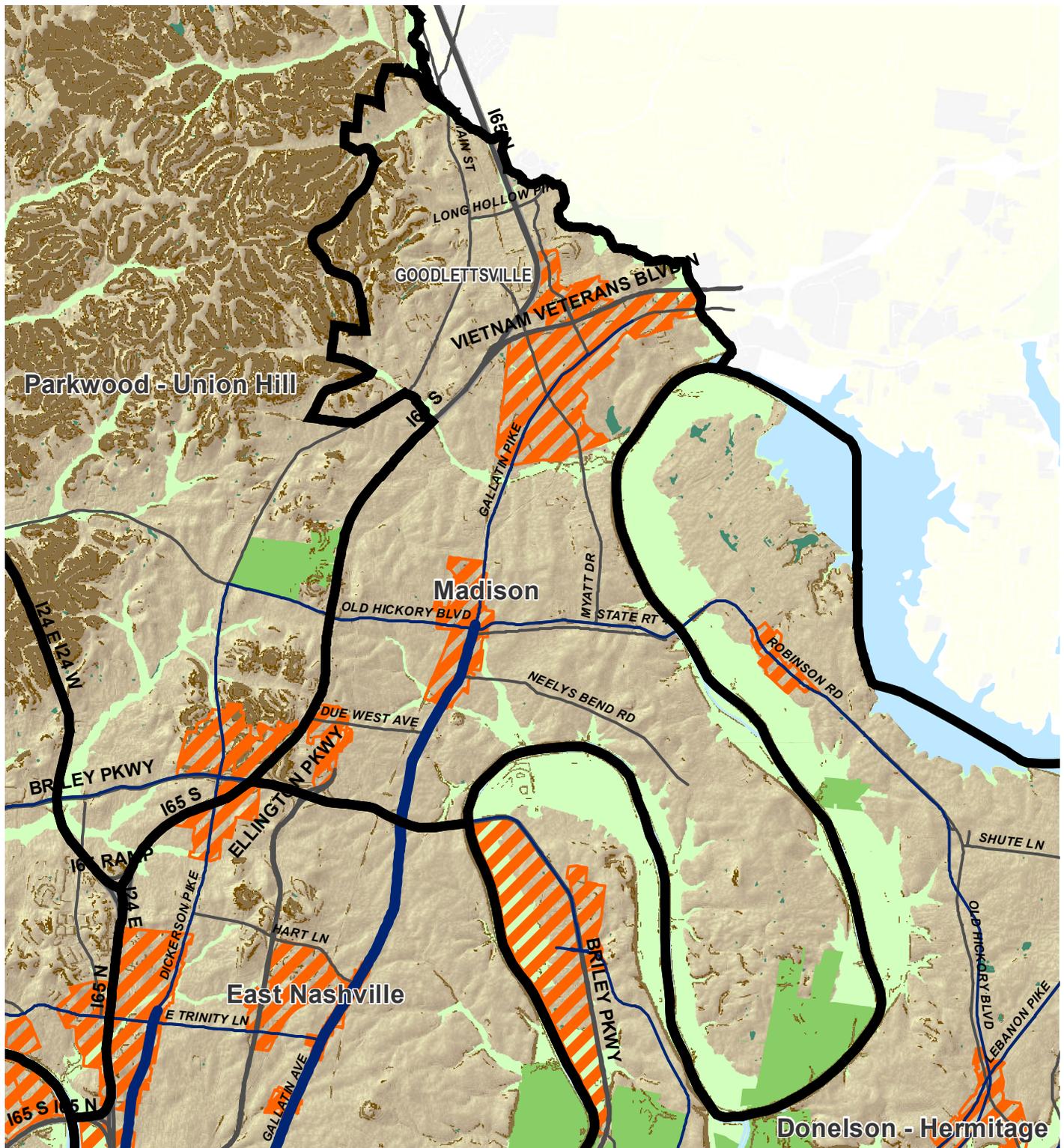
Development Scenario – Downtown Madison

The Madison Community Plan Update in 2009 featured significant interest in the development and redevelopment of the Downtown Madison area. The Madison Community is committed to working to ensure that Downtown Madison regains its stature as an asset to the community – providing services, retail, restaurants, employment and housing while offering true transportation choice to those who live and work in the area and visitors to the area.

This area is proposed for future detailed study and potential zoning to implement the vision for the area. Potential zoning could include a Specific Plan (SP) zone district to regulate design, density and intensity, as well as appropriate land uses. This detailed study could be undertaken in coordination with study of Gallatin Pike (by expanding the study area from properties with frontage on Gallatin Pike to those off of the corridor) or separately.



Open Space Features in Madison



Slopes & Terrain Legend



Madison – 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. 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>

Recommendations for Open Space in Madison

Madison has open space areas that are characterized as natural, suburban, and urban open spaces. These open space areas include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately held land trusts and conservation easements. In the community, civic and public benefit uses includes Madison’s schools, libraries and community centers.

Madison’s open space areas provide active and passive recreation opportunities and serve multiple neighborhoods or communities. Active land uses are generally associated with civic and public benefit activities and include playgrounds, picnic areas, recreational sports fields and multi-use paths. Active land uses are most appropriate in Madison’s urban and suburban parks, while passive open space activities are most appropriate in its natural park space. Passive open space land uses may include greenways, nature reserves and cemeteries, while active recreational uses may include ball fields and play equipment. E.N. Peeler Park is Madison’s most natural park. Peeler Park is a 255 acre park, in Neely’s Bend, with frontage on the Cumberland River and is mostly undisturbed with the exception of equestrian trails. Suburban and urban parks in Madison include parks that are a part of public school sites and some that are standalone parks, such as Madison Park.

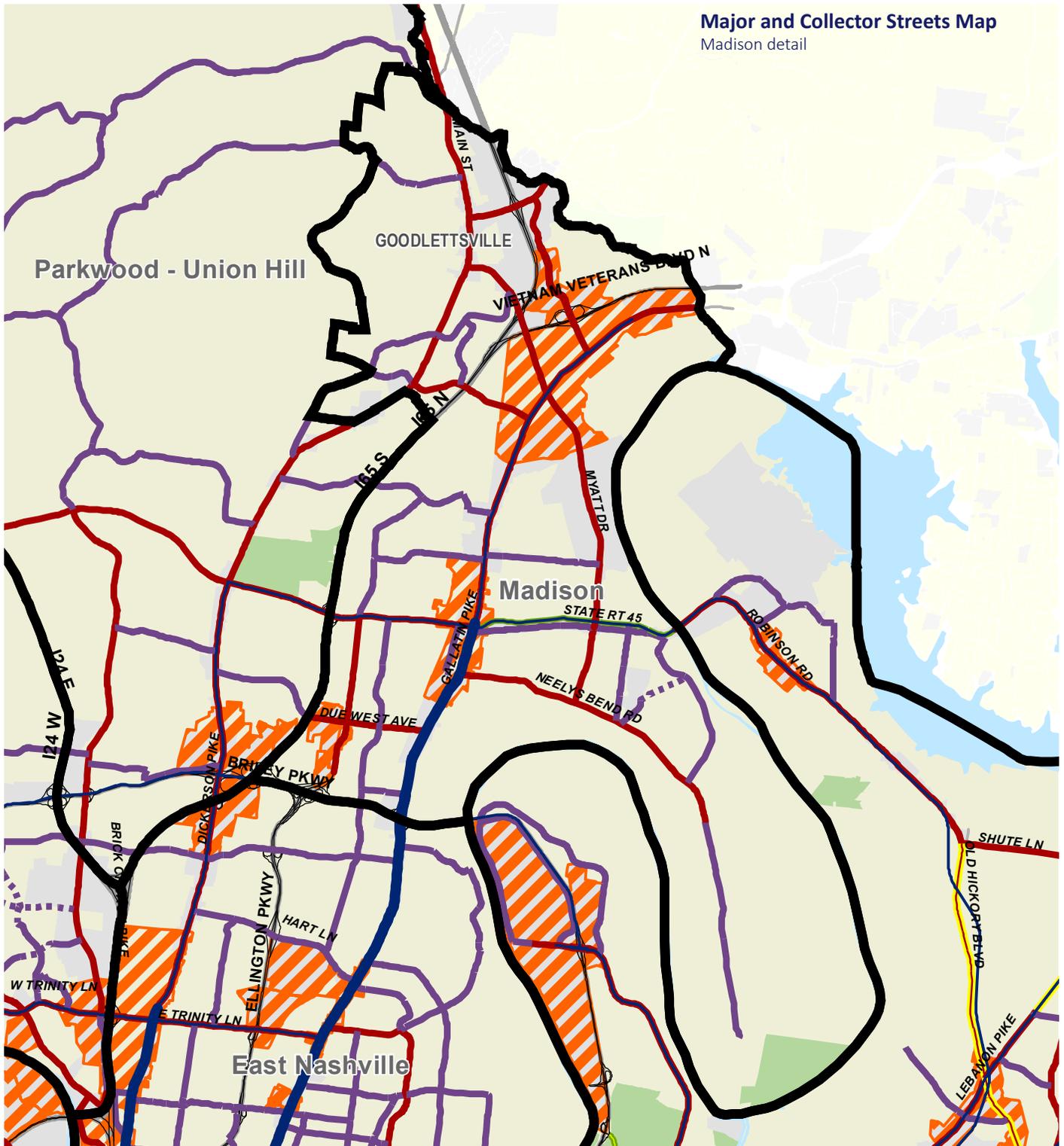
In 2009, the Mayor’s Green Ribbon Committee on Environmental Sustainability recommended the creation of a comprehensive open space plan for Nashville/Davidson County. A public/ private partnership was formed and

the planning process, “Nashville: Naturally,” inventoried, evaluated and developed, with community input, a vision for conserving and enhancing Nashville’s natural resources and green infrastructure, including parks, greenways, community gardens, tree-lined streets, farmland, forests, waterways and bluffs. The Nashville Open Space Plan was released in April 2011 and many of its tenants are reflected in the Preferred Future for Madison.

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

The Madison Community Plan greenway priority is the completion of the Mill Creek Greenway from the Antioch-Hickory Hollow area to the Donelson area.

Major and Collector Streets Map
Madison 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 | |



Madison – 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 2040* as its foundation along with the *Major and Collector Street Plan (MCSP)*. The MCSP is part of, and implements, *Access 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 2040* 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 Madison 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 Madison 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.

Pedestrian Priorities for the Madison Community

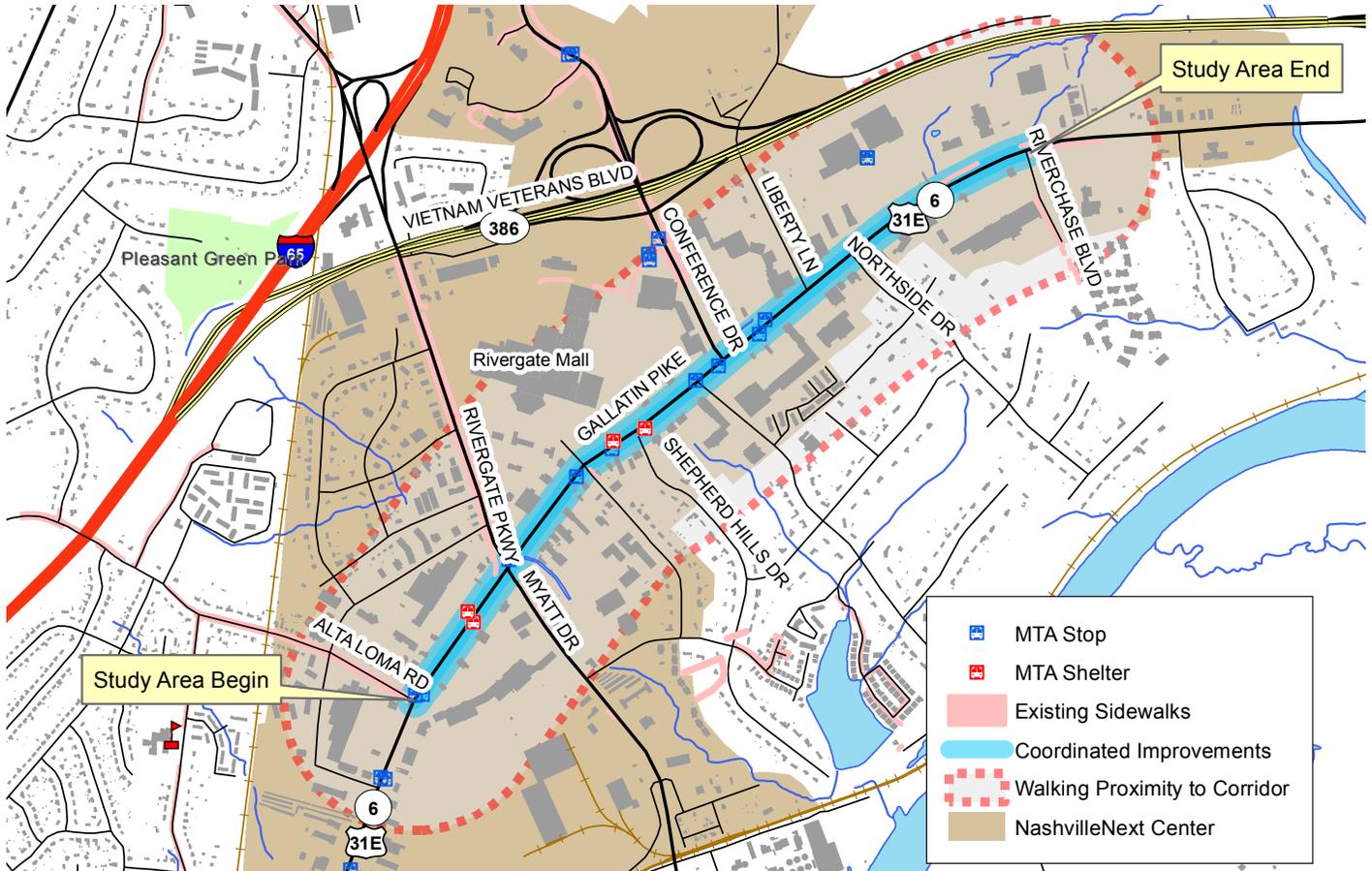
The pedestrian priorities for the Madison Community are:

- » Within the Madison study opportunities to implement complete street (streets to accommodate pedestrian, transit, and vehicular travel) components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points in these areas:
 - » Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from Alta Loma Road to Riverchase Boulevard. Implement as coordinated capital improvements projects. (also see Rivergate Multi-Use Path)
 - » South Madison Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, and limiting vehicular access points with redevelopment from Walton Lane to Due West Avenue. Implement as coordinated capital improvements projects.
 - » Madison to Rivergate Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, and limiting vehicular access points with redevelopment from One Mile Parkway to Alta Loma Road. Implement as coordinated capital improvements projects.

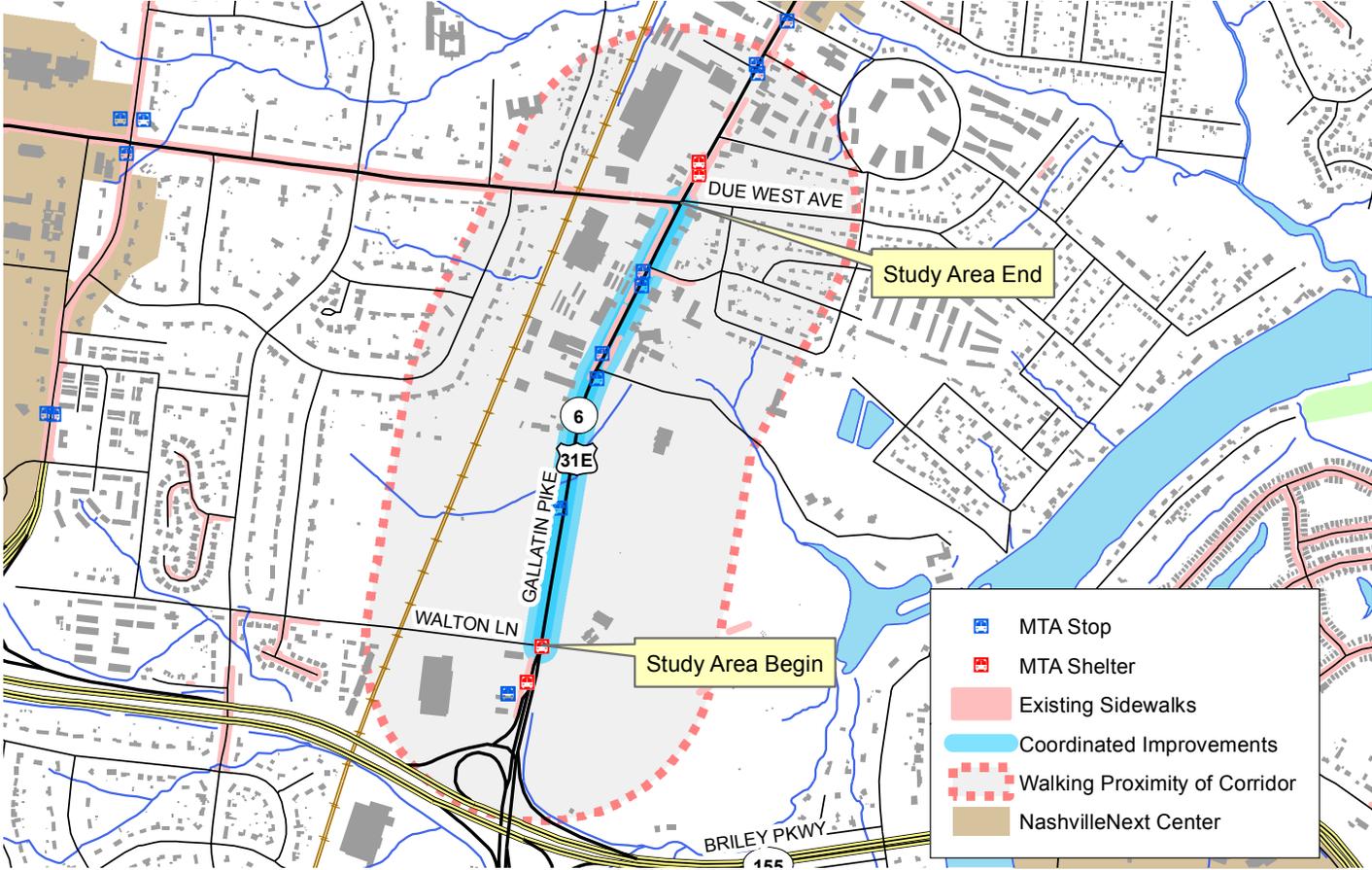
Implementation of complete streets in these areas should be coordinated with capital improvement projects.

- » In Downtown Madison assess street crossings along Gallatin Pike from Due West Avenue to Anderson Road for safety improvements.

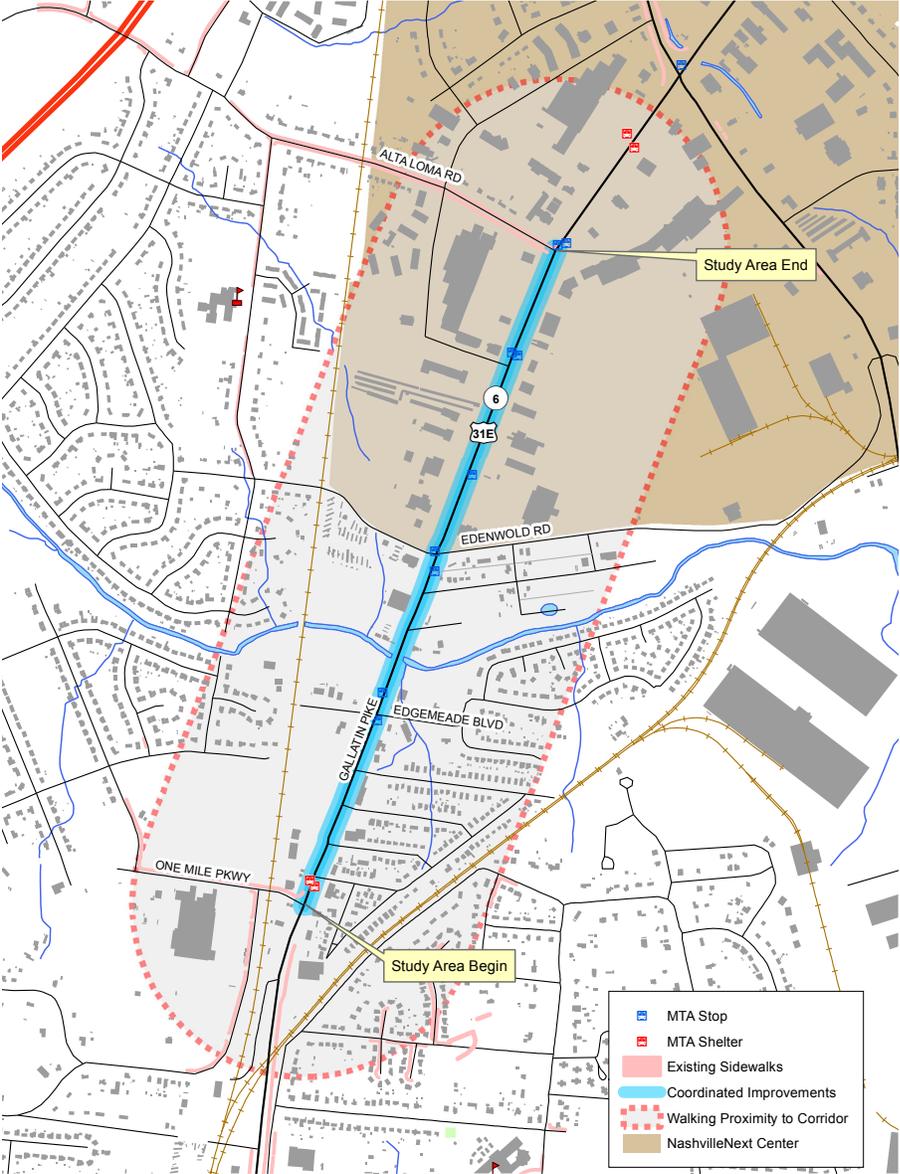
Rivergate Area Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, streetscaping, and limiting vehicular access points with redevelopment from Alta Loma Road to Riverchase Boulevard. Implement as coordinated capital improvements projects. (also see Rivergate Multi-Use Path)



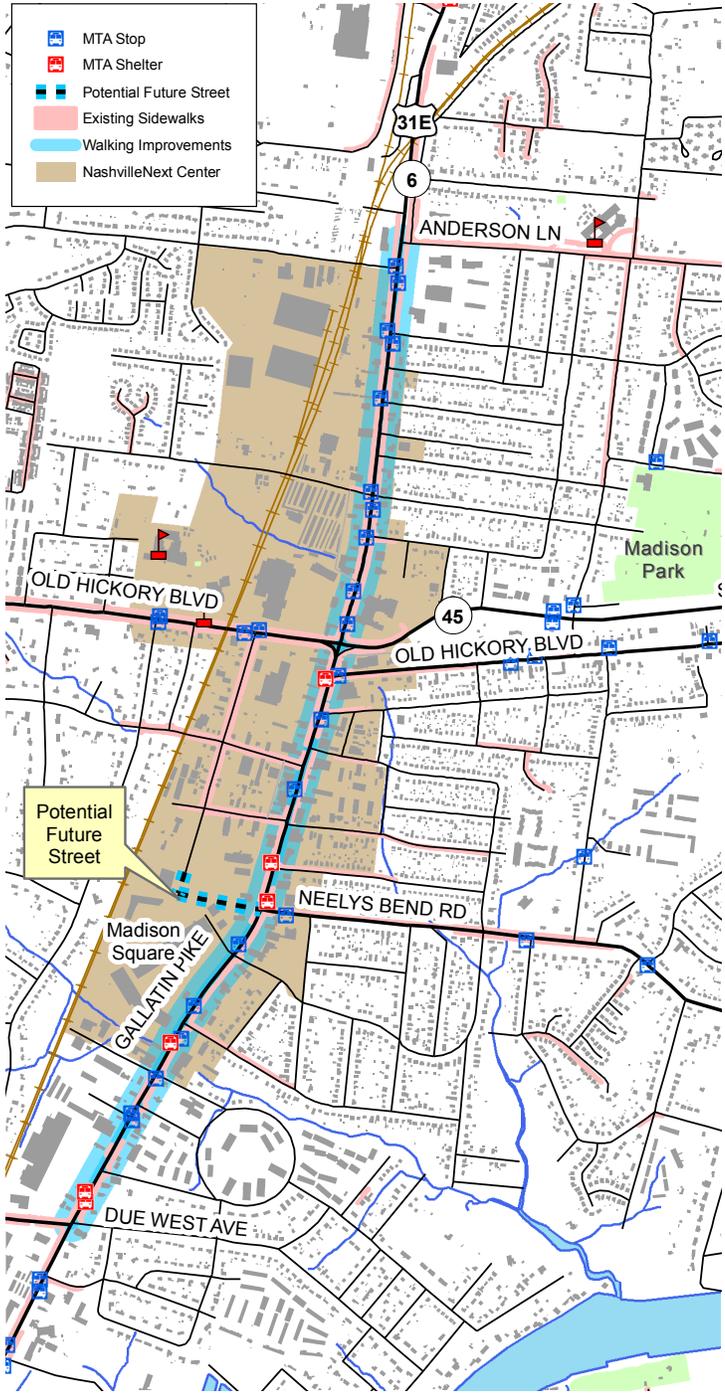
South Madison Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, and limiting vehicular access points with redevelopment from Walton Lane to Due West Avenue. Implement as coordinated capital improvements projects.



Madison to Rivergate Complete Streets - Study opportunities to implement complete street components along Gallatin Pike with sidewalks, protected bikeways, transit improvements, street crossings, and limiting vehicular access points with redevelopment from One Mile Parkway to Alta Loma Road. Implement as coordinated capital improvements projects.



Downtown Madison Walking Improvements - Assess street crossings along Gallatin Pike from Due West Avenue to Anderson Road for walking improvements

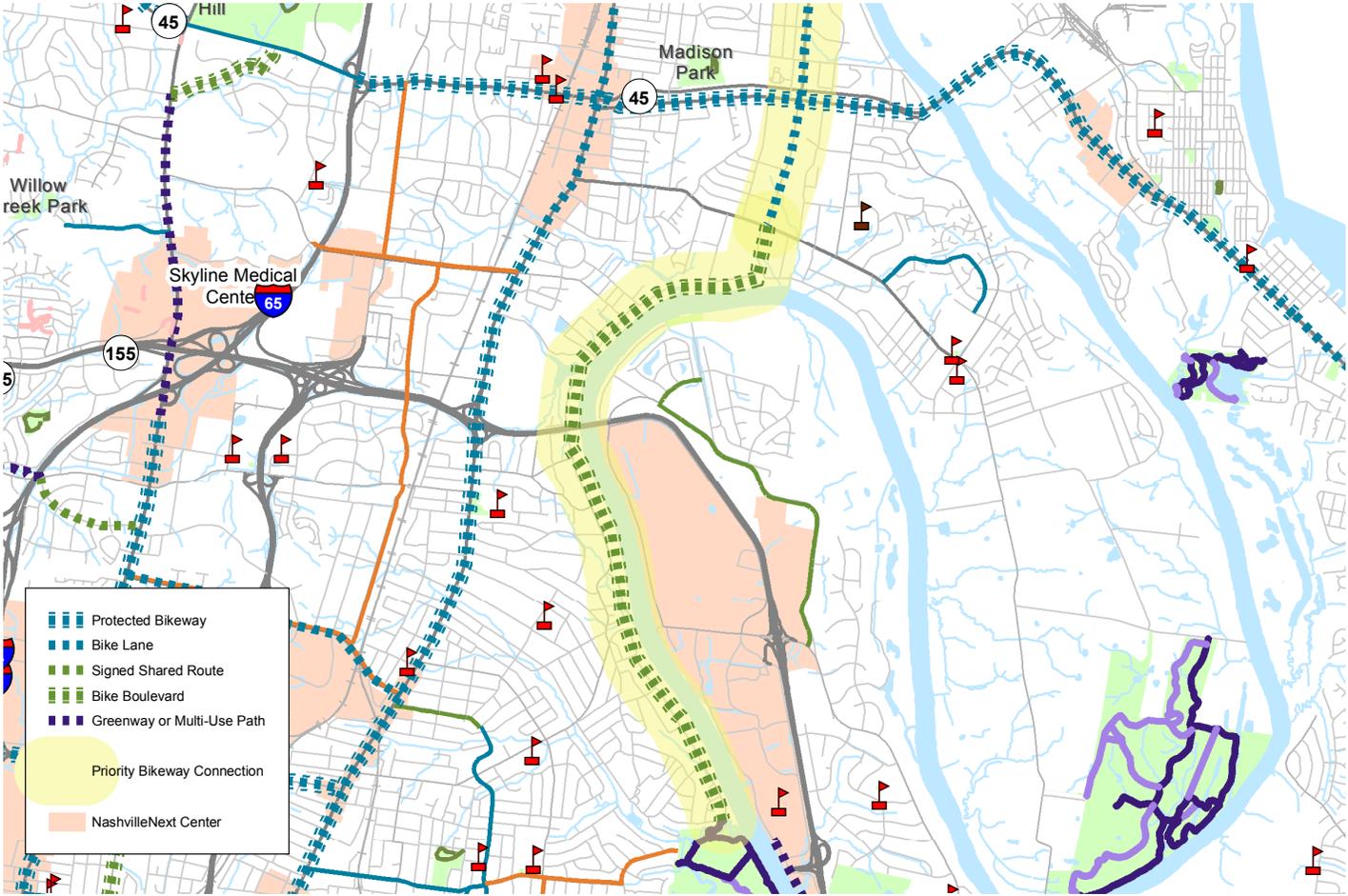


Bikeway Priorities for the Madison Community

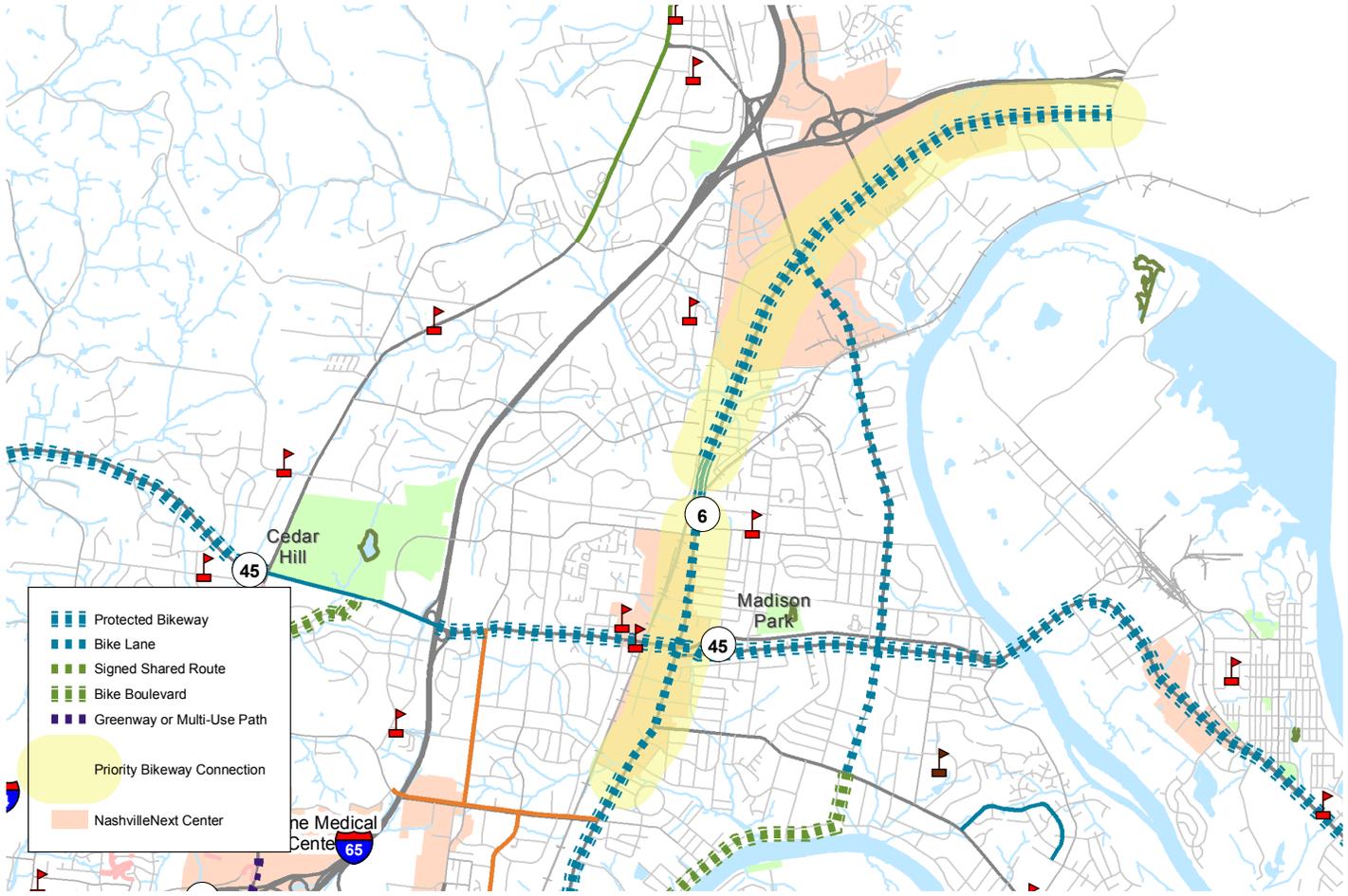
The bikeway priorities for the Madison Community are:

- » Madison Neighborhood Greenway - Implement a neighborhood greenway that connects street stubs in Madison from Shelby Bottoms to the Rivergate area adjacent to the Cumberland River
- » Rivergate Multi-Use Path - Develop a multi-use path adjacent to Gallatin Pike between Madison and Rivergate.
- » Old Hickory Boulevard North Multi-Use Path - Develop a multi-use path adjacent to Old Hickory Boulevard and State Route 45 between Old Hickory and Cedar Hill Park
- » Peeler Park Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from the Stones River Greenway to Peeler Park.

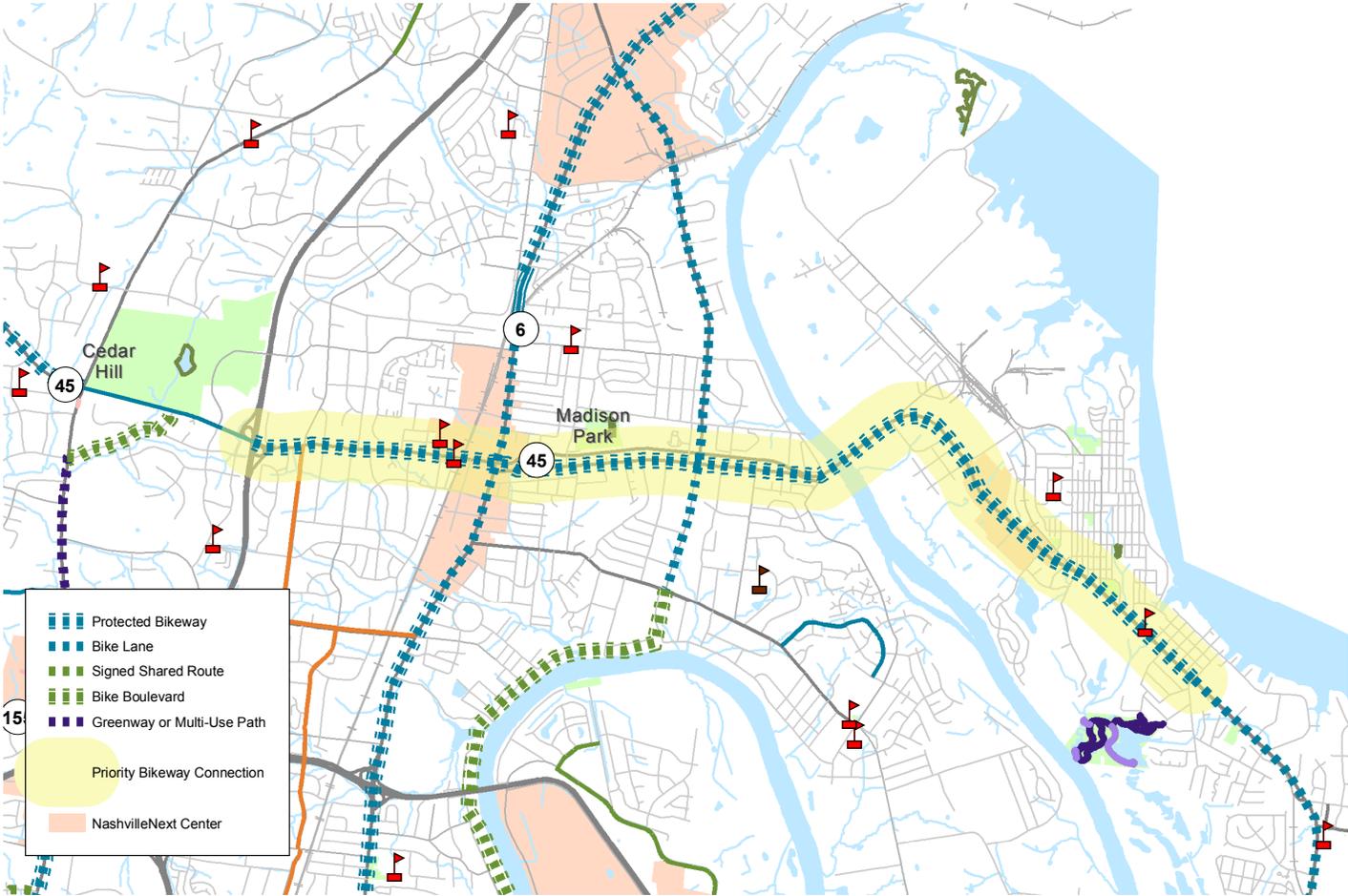
Madison Neighborhood Greenway - Implement a neighborhood greenway that connects street stubs in Madison from Shelby Bottoms to the Rivergate area adjacent to the Cumberland River



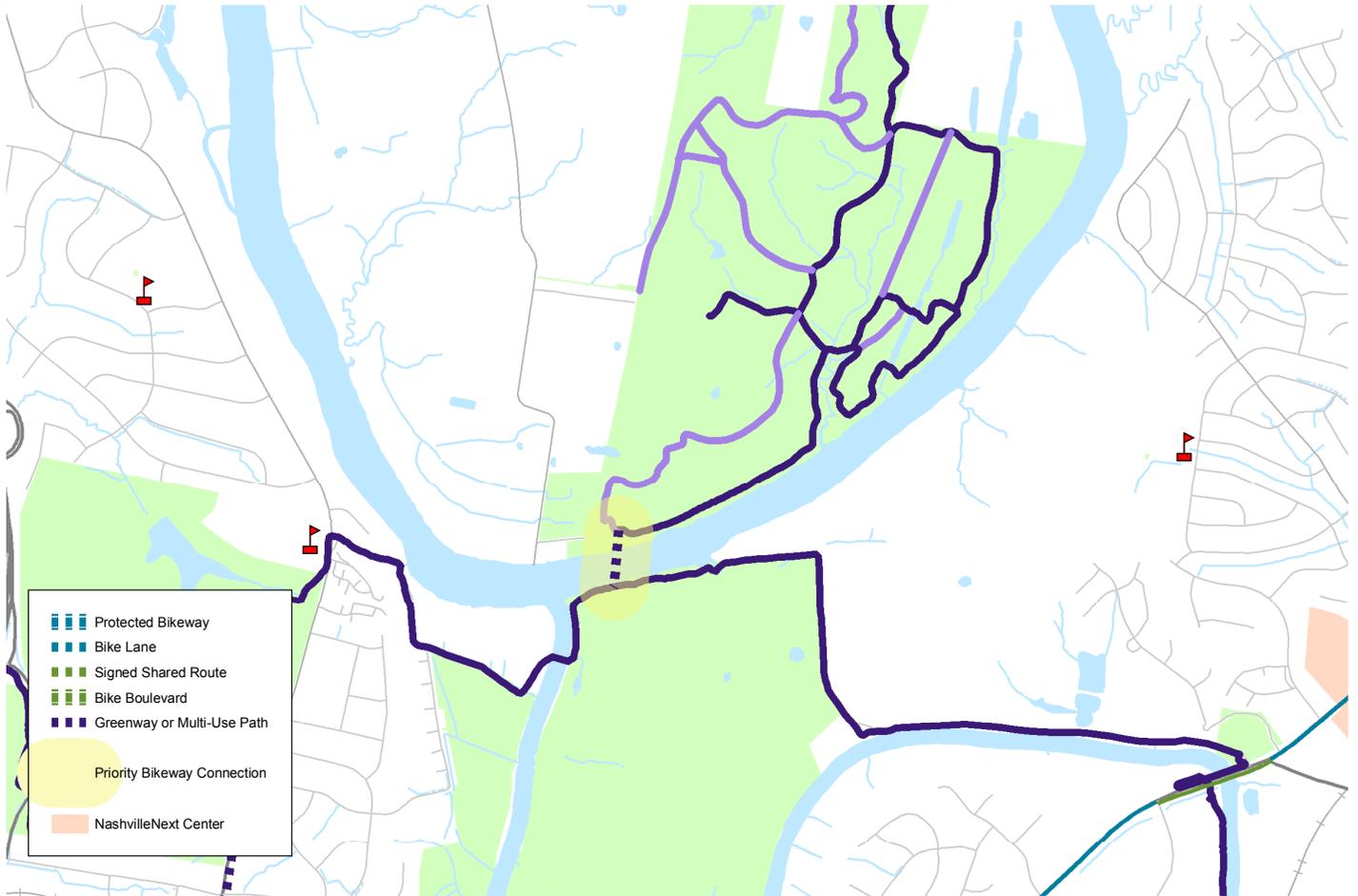
Rivergate Multi-Use Path - Develop a multi-use path adjacent to Gallatin Pike between Madison and Rivergate. (see Rivergate Area Complete Streets)



Old Hickory Boulevard North Multi-Use Path - Develop a multi-use path adjacent to Old Hickory Boulevard and State Route 45 between Old Hickory and Cedar Hill Park



Peeler Park Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from the Stones River Greenway to Peeler Park.



Street – Vehicular Priorities for the Madison Community

The Madison Community Plan's overall transportation system is largely established in terms of surface streets, highways and rail lines. Interstate 65, Ellington Parkway and Briley Parkway serve controlled-access traffic. Gallatin Pike, Neely's Bend Road, Dickerson Pike, Rivergate Parkway/Myatt Drive, Old Hickory Boulevard/ State Route 45, and Briarville/Graycroft Road provide major surface street transportation. Local streets, primarily built in a loosely connected grid from the 1940s to 1960s, provide further network connectivity.

Smaller local streets serve individual neighborhoods and subdivisions, and Madison's local streets are typically well connected. Connectivity can assist in making daily navigation to work, school, the library or the grocery easier. An interconnected street network provides more options and alternatives as opposed to forcing all travel onto a few arterial streets. The benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved access for emergency vehicles that need to leave an area during an emergency, and efficient subdivision of land.

Because Madison's local streets are relatively connected, there are only two priority street projects listed. The projects listed below would have a local economic development benefit and thinking regionally, would better connect the Madison community to adjacent communities.

- » Douglas Street Connector - Connect Douglas Street as a 3 lane facility to Neely's Bend Road with sidewalks, bike lanes, and streetscaping. This would create an internal local street connection in the Downtown Madison area, so that in this area redevelopment can take place in locations other than along Gallatin Pike, creating a sense of place within Downtown Madison.
- » Northeast Corridor Station Area Planning - Conduct station area planning with adjacent transportation improvements based upon the recommendations from the Nashville Area MPO's Northeast Corridor Mobility Study along Vietnam Veterans Boulevard. (*no image*)

Douglas Street Connector - Connect Douglas Street as a 3 lane facility to Neelys Bend Road with sidewalks, bike lanes, and streetscaping



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 in Volume V.
- » For transportation network guidance – including streets, bikeways, sidewalks, greenways, and multi-use paths, please refer to the Access 2040 chapter.