

nashvillenext

NORTH NASHVILLE COMMUNITY PLAN

APRIL REVIEW DRAFT

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

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

Comments

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

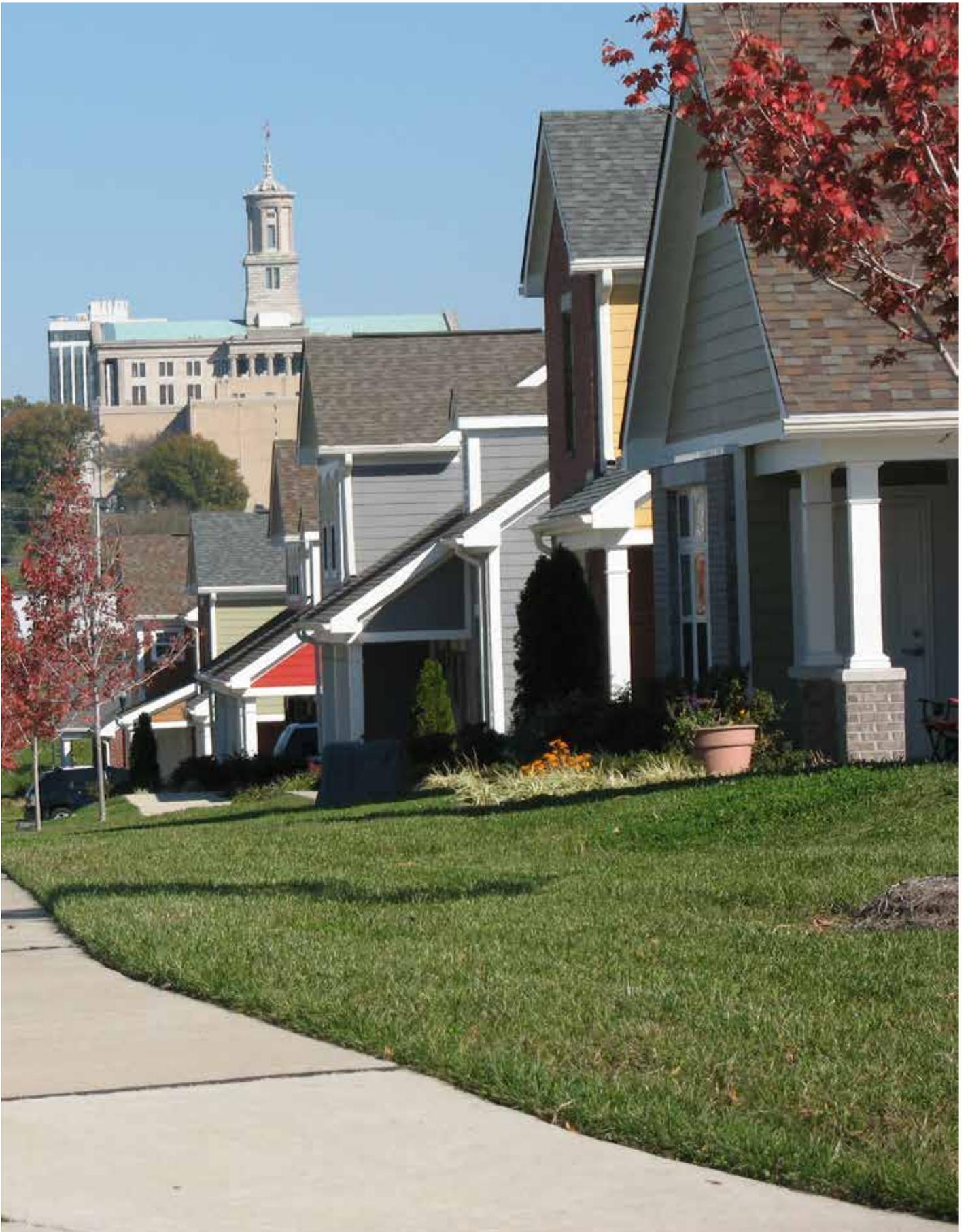
- » Online: www.NashvilleNext.net
- » Email: info@nashvillenext.net
- » At public meetings
 - » April 18: Tennessee State University (Downtown Campus), 10am - 1:30 pm
 - » April 20: 5 - 7pm at both the North Nashville Police Precinct and the Edmondson Pike Branch Library
 - » April 27: 5 - 7pm at both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

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

Next steps

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

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



NORTH NASHVILLE

Description of the Community

The North Nashville Community is located adjacent to Downtown Nashville. Its boundaries include the Cumberland River to the north and east. A combination of Interstates (I- 40), roads (Charlotte Pike), and railroads serve as the boundaries to the west and south. The North Nashville Community contains approximately 8 square miles, about 13 percent of the land area in Nashville/Davidson County.

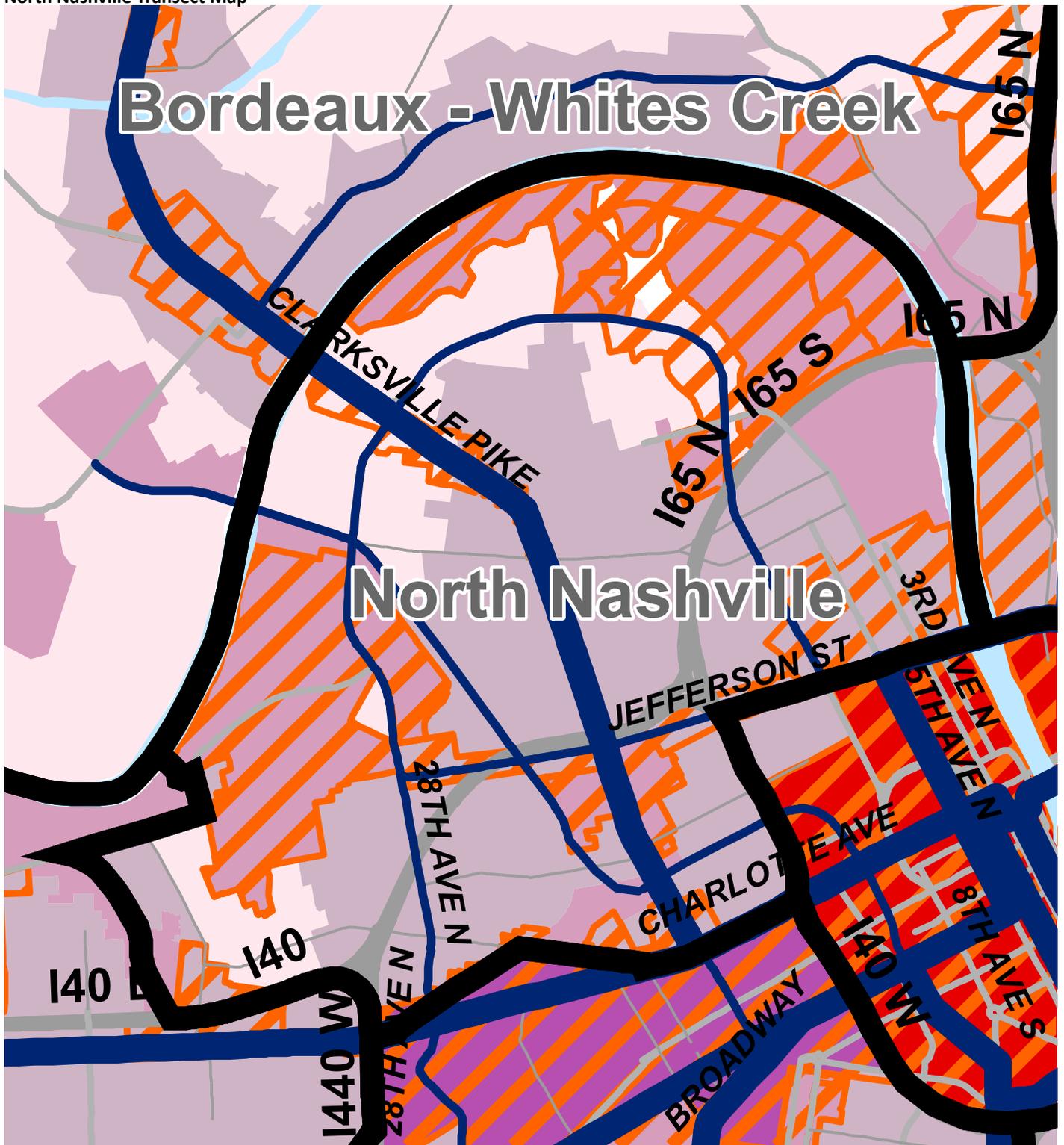
Located in the central Davidson County, the character of the North Nashville Community is primarily urban residential (83 percent of the community's land use) with walkable neighborhoods that offer a variety of housing choices. Its adjacency to Downtown Nashville and its urban and mixed use neighborhoods create the overall urban character of the North Nashville Community.

Major Neighborhoods / Communities

In North Nashville neighborhoods and organizations are the backbone of the larger community. The community referred to as "North Nashville" includes four colleges/universities (Fisk, Tennessee State, Meharry, and Watkins); numerous organized neighborhood associations (including Andrew Jackson Courts, Buena Vista, Cass Street, Cheatham Place, Cumberland Gardens, Cumberland View, Hadley Park/Clifton, Hadley Park Towers, Historic Buena Vista, Historic Germantown, Historic Preston Taylor, John Henry Hale, Jones/Buena Vista, Morena Street, Neighbors Reaching Out (NRO), North Nashville Organization for Community Improvement (NNOCI), Osage, Salemtown, Scovel Street, and Tomorrow's Hope); the business groups of Jefferson Street United Merchants Partnership (JUMP) and MetroCenter Advisory Group; approximately 80 houses of worship and faith communities; and numerous nonprofits (including Community Development Corporations (CDCs) and Family Resource Centers (FRCs).

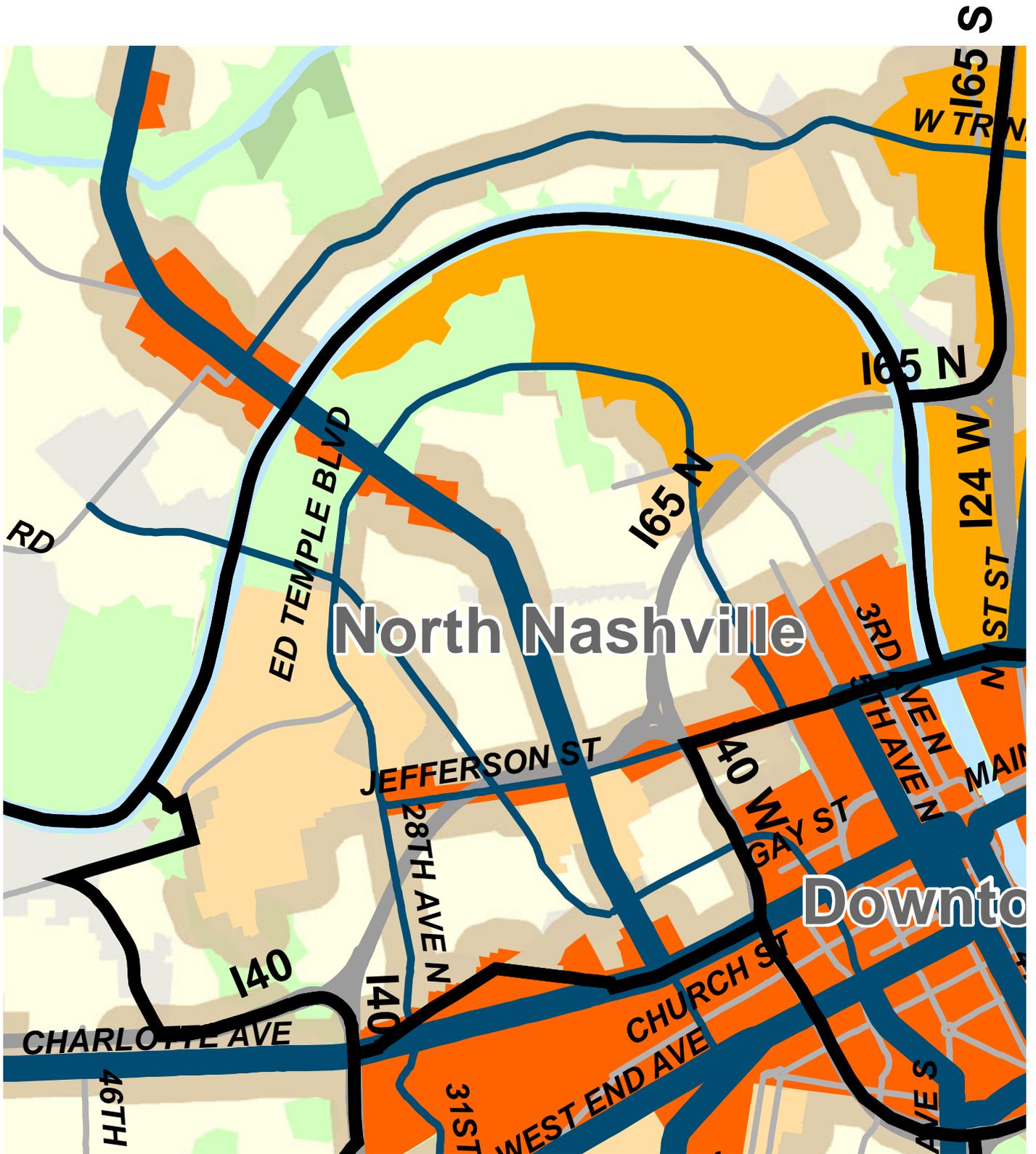
History of the North Nashville Community

In the 1800's the North Nashville community served as the settlement area for German immigrants, industrial meatpackers, and those fleeing the city center looking for more affordable housing. German immigrants primarily settled in what today is known as Germantown, while many freed African



Transects

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



American slaves settled in near what is now known as Jefferson Street. The Jefferson Street corridor grew with businesses and residents over the 18th century with the opening of Fisk and its growing popularity and the introduction of the street car.

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

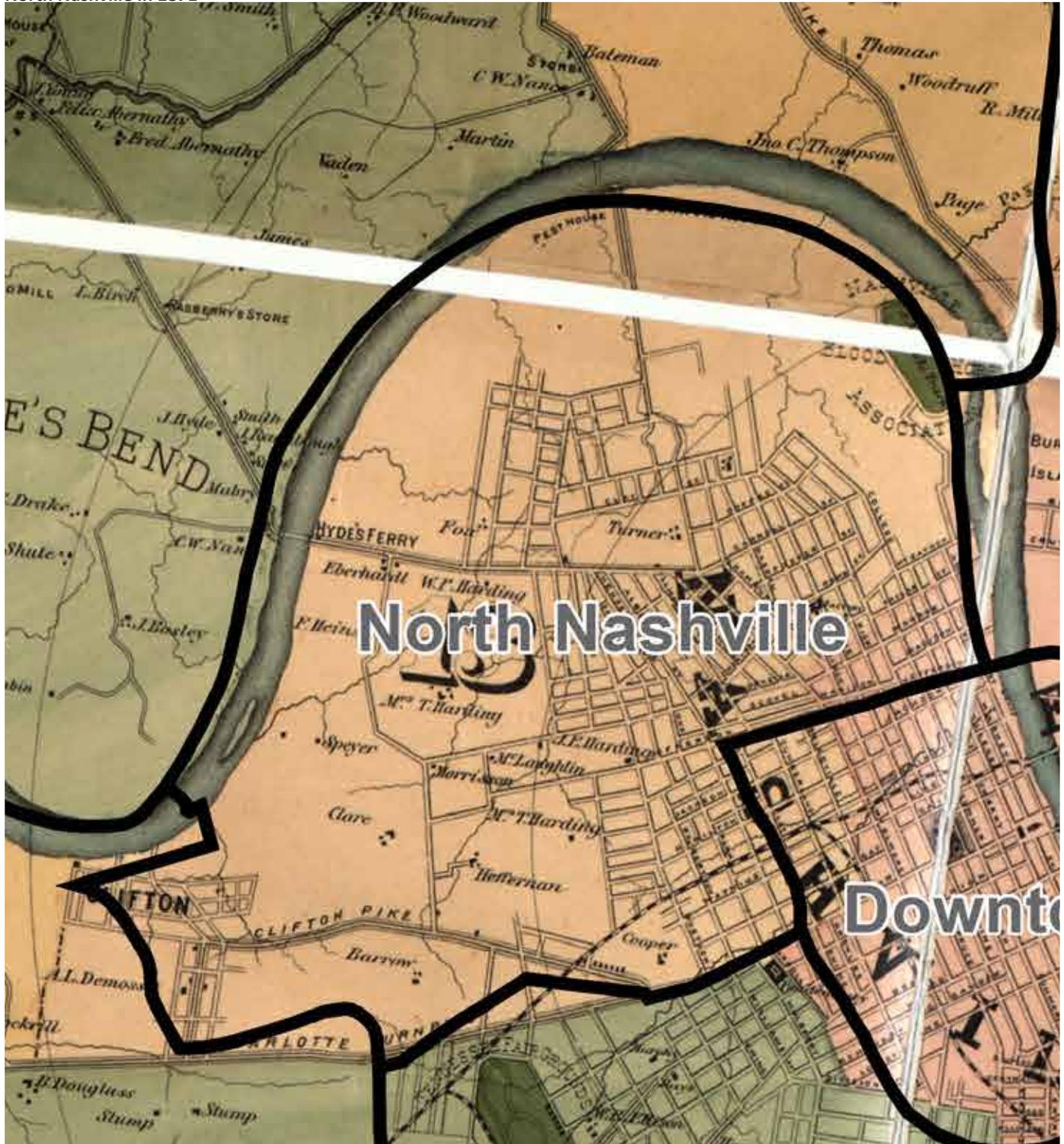
During the 19th century, North Nashville improvements included the dedication of Hadley Park, and the opening of Tennessee State University (originally named Tennessee Agricultural and Industrial State Normal School). Meharry Medical College also moved from a location in south Nashville to the Fisk neighborhood. The North Nashville community, its churches and universities, also served as the backbone of the Civil Rights Movement in Nashville. These happenings made the North Nashville neighborhood desirable for many African Americans. As a result the area continued to grow, but Charlotte Pike maintained a physical separation between Caucasian and African American neighborhoods.

Additional separation of neighborhoods would occur in the mid to late 1900s and during urban renewal. Neighborhoods were razed to provide additional housing for poor residents; Andrew Jackson Court and Cheatham Place were the first to be built. The construction of Interstate 40 and Interstate 65 would displace many North Nashvillians and further isolate neighborhoods and business areas. Desegregation also caused a loss of African American residents. As opportunities for housing and jobs were created outside of North Nashville, the outward migration hurt Jefferson Street businesses and surrounding housing suffered as well. Despite the challenges, the North Nashville community today still celebrates its rich history as the epicenter of the African American community in Nashville by preserving and highlighting its historical resources.

The Metro Historical Commission's list of historically significant features identifies historically significant sites, buildings, and features within the North Nashville Community. As of December 2014, there are a total of 331 historic features in the North Nashville Community:

- » 1 feature (The Fisk Jubilee Hall) has the National Historic Landmark designation.
- » 243 features are listed on the National Register of Historic Places.

North Nashville in 1871



Those properties are mostly located on Fisk University campus, Tennessee State University campus, and within the historic Buena Vista and Germantown neighborhoods.

- » 7 features are designated as National Register Eligible.
- » 318 features are designated 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 North Nashville Planning Process

The North Nashville community plan was updated in 1995, 2002, and most recently 2010. 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 North Nashville study area.

The 2002 update of the North Nashville Community plan began in November 1999, and 15 people were appointed to the Citizen Advisory Committee. During the process however, Rick Bernhardt became the new Executive Director of the Metropolitan Planning Commission, and sought to create more emphasis on more widespread community involvement and design. The North Nashville Citizen Advisory Committee adopted the new format, new meetings were established, and 12,000 new notices were sent to the community. In all there were 19 committee meetings, and 7 detailed neighborhood plan related meetings held with the community.

The 2010 update built on the very detailed work of the 2002 update; it included broad community outreach and carried over detailed neighborhood

design work completed in 2002. Over the course of the 2010 update, roughly 300 community members were involved in the process.

There have been constant themes in the North Nashville Community since the first plan update in 1995:

- » Improve the aesthetic appearance of the community to attract new residents, jobs, and other opportunities.
- » Encourage development that enhances the community's cultural assets, such as Jefferson Street. Detailed design schemes for Jefferson Street and other areas, are included in the 1995, 2002, and 2010 community plan updates.
- » Encourage economic development by better utilizing the centers and corridors, and by supporting adult education and job training programs within the community.
- » Preserve the character of maintenance neighborhoods, and enhance the character of evolving neighborhoods with appropriate infill, and by protecting neighborhoods from the intrusion of nonresidential land uses. Improve the quality of life and housing for public housing residents.
- » Encourage mixed use neighborhoods in the Germantown, Clifton, and Fisk/Meharry/Watkins neighborhoods, where there are a mixture of residential and light industrial.
- » Enhance transportation choices.

During the 2002 update, there was a strong emphasis on very detailed neighborhood design. This resulted in the identification of multiple smaller neighborhood centers, that was supported by residential within a ¼ mile walk. To encourage commercial and mixed use development in places with underutilized commercial, the 2012 update scaled back on neighborhood center policy. Therefore only a few neighborhood centers were identified. Also to encourage residential infill development, special policies were put in place for maintenance neighborhoods that encouraged infill development at strategic locations within North Nashville neighborhoods.

The 2010 North Nashville community plan update and vision statement is a unique statement that is applicable moving forward over the next 25 years.

North Nashville Community Demographic Information

In North Nashville there was a 4.4 percent decrease in population from 2000 to 2010. Average household size was also smaller than the county average; in 2010 Davidson County average household size was 2.37 people per household, while North Nashville was 2.30 people per households. National trends have shown a migration of the African American population from inner city areas to outlying suburban areas. This is indicated here as the population share of African Americans declined from 93 percent between 2005 and 2009, to 87 percent in 2010. The share of the White population increased from 6 percent between 2005 and 2009, to 9 percent in 2010.

		Davidson County		North Nashville	
		#	%	#	%
Population	Total, 2010	626,681		22,767	3.6%
	Household Population	605,463	96.2%	20,261	85.3%
	Group Quarters Population	23,650	3.8%	3,478	14.7%
	Population, 1990	510,784		24,048	4.7%
	Population, 2000	569,891		23,765	4.2%
	Population Change, 1990- 2000	59,107	11.6%	-283	-1.2%
<i>U.S. Census (1990, 2000, 2010)</i>	Population Change, 2000- 2010	56,790	10.0%	-998	-4.4%
	Population Density (persons/acre)	1.69	n/a	0.85	n/a
<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Average Household Size	2.37	n/a	2.30	n/a
	Male	304,566	48.4%	10,438	44.0%
	Female	324,547	51.6%	13,301	56.0%
Population	Total, 2010	626,681		22,767	3.6%
Race	White	385,039	61.4%	2,034	8.9%
	Black or African American	173,730	27.7%	19,906	87.4%
	American Indian/ Alaska Native	2,091	0.3%	46	0.2%
	Asian	19,027	3.0%	161	0.7%
	Native Hawaiian or Pacific Islander	394	0.1%	1	0.0%
	Other Race	30,757	4.9%	113	0.5%
<i>U.S. Census (2010)</i>	Two or More Races	15,643	2.5%	506	2.2%
Ethnicity	Hispanic or Latino	359,883	57.4%	344	1.5%
Age	Less than 18	136,391	21.8%	5,435	23.9%
	18-64	424,887	67.8%	15,124	66.4%
<i>U.S. Census (2010)</i>	Greater than 64	65,403	10.4%	2,208	9.7%
Families	Total	142,821		4,139	n/a
	Married Couple Families with Children	37,098	26.0%	313	7.6%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Single Parent Families with Children	26,291	18.4%	1,931	46.7%
	Female Householder with Children	21,528	15.1%	1,808	43.7%

		Davidson County		North Nashville	
		#	%	#	%
Housing Units	Total	284,328		10,450	3.7%
	Owner Occupied	141,805	49.9%	2,171	20.8%
	Renter Occupied	114,082	40.1%	6,649	63.6%
	Occupied	255,887	90.0%	8,820	84.4%
	Vacant	28,441	10.0%	1,630	15.6%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Travel	Mean Travel Time to Work (min)	23.1		20.0	
	Workers	309,633		7,861	2.5%
	Drove Alone	246,391	79.6%	5,016	63.8%
	Carpooled	32,633	10.5%	1,191	15.2%
	Public Transportation	6,588	2.1%	710	9.0%
	Walked or Biked	6,806	2.2%	467	5.9%
	Other	3,232	1.0%	106	1.3%
	Worked from home	13,983	4.5%	371	4.7%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Income	Per Capita Income	\$28,513		\$14,175	49.7%
Education	Population 25 years and over	419,807		12,219	2.9%
	Less than 9th grade	20,687	4.9%	726	5.9%
	9th to 12th grade, No Diploma	38,664	9.2%	2,053	16.8%
	High School Graduate (includes equivalency)	103,024	24.5%	3,981	32.6%
	Some College, No Degree	86,498	20.6%	2,869	23.5%
	Associate Degree	23,963	5.7%	464	3.8%
	Bachelor's Degree	92,765	22.1%	1,202	9.8%
	Graduate or Professional Degree	54,206	12.9%	924	7.6%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Employment	Population 16 Years and Over	505,034	80.6%	19,032	83.6%
	In Labor Force	348,250	69.0%	10,648	55.9%
	Civilian Labor Force	347,862	99.9%	10,631	99.8%
	Employed	317,719	91.2%	8,610	80.9%
	Unemployed (actively seeking employment)	30,143	8.7%	2,021	19.0%
	Armed Forces	388	0.1%	17	0.2%
	Not in Labor Force	156,784	31.0%	8,384	44.1%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					

North Nashville's Role in the County and Region

North Nashville's role in the region is unique. Its location – very close proximity to Downtown Nashville – makes it a desirable place to live, while its newer and more historic community features are assets that the community can build upon overtime. Despite its rich culture and history, there are still challenges. The population continues to lack the discretionary income needed to attract desired retail and restaurants, and while parts of the community are thriving, there are still pockets faced with vacant and substandard housing and poverty from lack of access to jobs. North Nashville and its stakeholders and community networks are resilient, but must work together to build upon its assets in order to remain competitive in the county and region.

The North Nashville Community Plan in a Regional Context

North Nashville is located in the central portion of Nashville – Davidson County, and serves as an extension of Downtown Nashville and Midtown – two of Middle Tennessee's more vigorous communities with regards to jobs, amenities, and housing. The proximity of North Nashville to Downtown and Midtown, combined with changing demographics that are resulting in more people seeking in-town living, has made North Nashville an increasingly desirable place to live and work. North Nashville is also a contributor to Nashville's "Music City" identity, and served as a focal point of the civil rights movement in the 1960's, memories which are represented within North Nashville's historically black universities and community institutions. These institutions also continue to serve as the economic foundation of the North Nashville community.

Unlike other communities in the Middle Tennessee region, North Nashville provides a unique combination of neighborhoods with true urban character, suburban neighborhoods and character, employment districts, and natural features. The southern portion of North Nashville contains the more dense urban fabric. It contains the Charlotte Pike and Jefferson Street corridors, and the urban neighborhoods surrounding those. These neighborhoods include places like Tomorrow's Hope, Historic Buena Vista, Germantown, and Salemtown. Moving north toward the Cumberland River, the community's most northern boundary, are Metro Center a thriving business park, the Buena Vista Heights Neighborhoods, and many of the community's natural features and open space such as the Tennessee State University's Agricultural Farm, and Ted Rhodes Golf Course.

Residential Development

North Nashville has maintained a stable mixture of residential land uses. As of 2015 residential land uses consume roughly 30 percent (1,141 acres) of land in North Nashville. Single-family residential land uses consumes the majority at 692 acres (18 percent). Multifamily (duplexes, townhomes, 4 or more residential structures) consumes 429 acres (11.4 percent). The land acreage of multifamily development did increase slightly from 10.9 percent in 2009 to 11.38 percent in 2015. Infill development could account for decrease in vacant land, from 12 percent in 2009 to 9.5 percent in 2015.

As the North Nashville housing market continues to thrive, housing affordability and displacement will become a more pressing issue for the community. North Nashville should look to locations near its employment anchors and major corridors as places to harness affordable housing through higher density and mixed use development. And the opportunity is now before those lands are developed; as of 2015, vacant commercial property now only consumes 3 percent of land in North Nashville, down from 5 percent in 2009. Placing higher density housing, and including affordable housing, helps to maintain the existing and affordable housing stock and minimize the risk of displacement within the interior of neighborhoods. This also keeps affordable housing close to Downtown Nashville and Midtown, close to transit and jobs.

Commuting patterns of residents and employees in North Nashville

North Nashville residents who work in these areas	7,520	Employees who work in North Nashville come from these areas	30,521
North Nashville	2,000	North Nashville	2,000
Green Hills Midtown	1,170	East Nashville	2,441
Downtown	650	Southeast	2,356
South Nashville	613	Antioch Priest Lake	2,326
West Nashville	551	Green Hills Midtown	1,846
Donelson Hermitage Old Hickory	500	Donelson Hermitage Old Hickory	1,674
East Nashville	450	Madison	1,533
Bordeaux Whites Creek	325	Bordeaux Whites Creek	1,339
Antioch Priest Lake	278	West Nashville	1,333
Bellevue	180	Bellevue	1,119
Madison	174	South Nashville	682
Southeast	100	Parkwood Union Hill	532
Parkwood Union Hill	48	Downtown	245
Joelton	20	Joelton	160
Beyond Davidson County	461	Beyond Davidson County	10,935

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

Economic Development and the Local Workforce

A strong housing market is complemented by a strong jobs market and workforce. Historically, the North Nashville Community has had a diverse job market consisting of manufacturing, retail, and personal and professional services. Of those, the personal service industry has dominated the local economy since the 1970s. More recently, MetroCenter and its growing popularity as an office and light distribution center in North Nashville created a new leader in the local job market and increased the number of white collar jobs in the community.

The North Nashville community should continue to focus on increasing quality job opportunities to increase the number of residents with disposable income. Per capita income is still below the county average at \$14,175 (Davidson County per capita income is \$28,513). Without a resident base with disposable income, the vitality of future and existing retail operations would hinge on the less predictable markets like daytime workers and tourists. Another recommendation is to improve the employability of the existing workforce. In North Nashville, 19 percent of the population (16 years and over and within the labor force) are unemployed and actively seeking employment. However, over half of the North Nashville population (56 percent) has a high school level education or some college, while less than 18 percent has Bachelors or Graduate level degrees. When compared to Davidson County, 35 percent of the population has a Bachelors or Graduate level degrees combined.

Attracting retail in North Nashville continues to be a struggle for the community, mostly due to a lack of disposable income in the community. The Tourism Institute of the University of Tennessee-Knoxville reports that Davidson County ranks first out of 95 Tennessee counties in tourism and that tourism has a large impact on jobs, and local and state taxes. While Davidson County continues to be a leader in the state's tourism industry, North Nashville should consider finding its place within this sector. As North Nashville works to attract and improve the characteristics of its permanent residency, the community may in the short term consider building upon its historic resources and forthcoming community attractions to take advantage of the local tourism economy.

Relationship of Community to other NashvilleNext Plan Elements

Housing: Why: Gentrification pressures. Sidebar on Equitable Development.

Economic Development: Why: Job training, entrepreneurial assistance was discussed in the implementation section.

Health and Built Environment: Why: Health and Economic disparities was discussed in the implementation section.

Art and Culture: Why: Jefferson Street Corridor

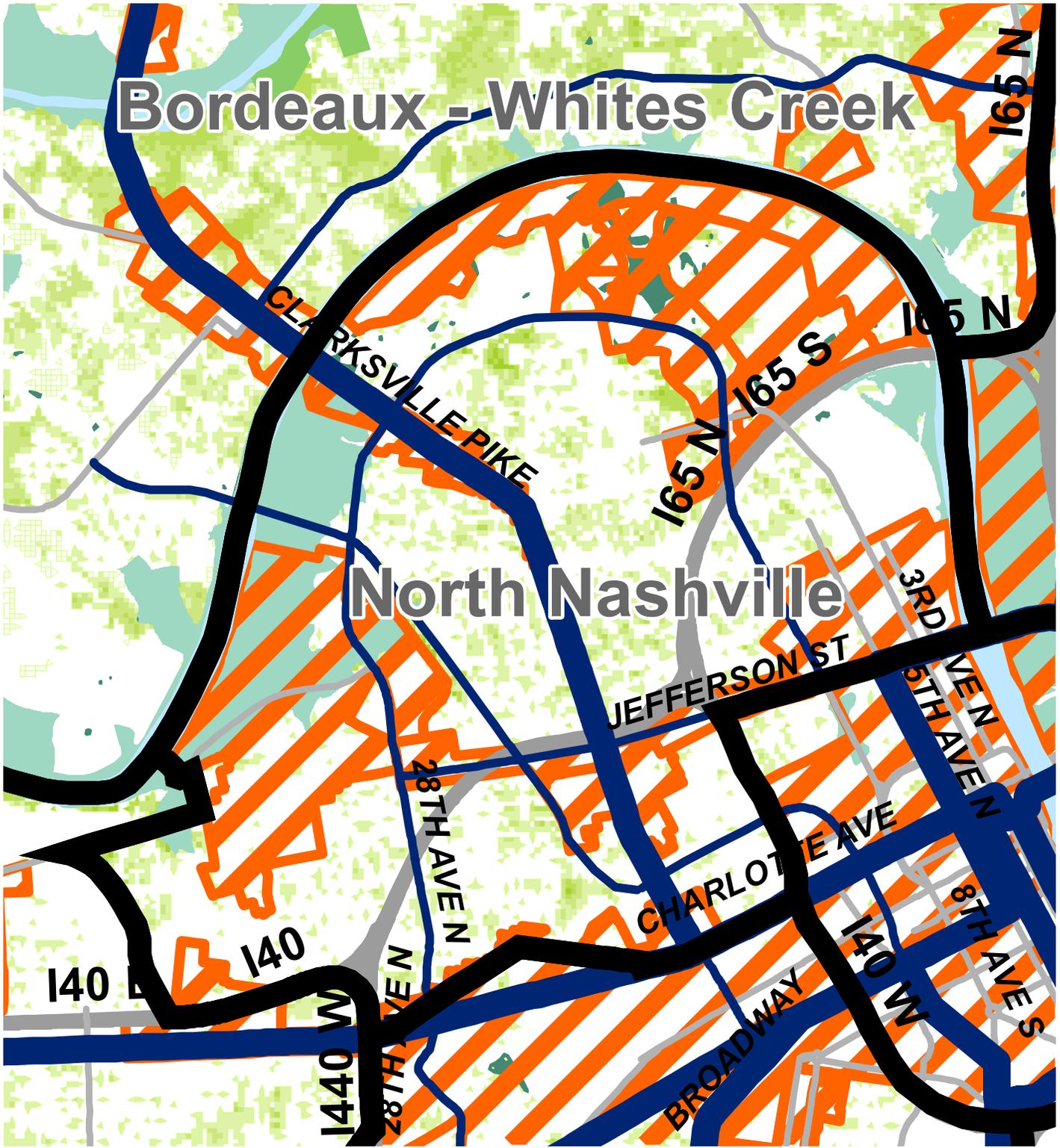
Children and Youth Why: Children and youth programs were a focus in the implementation section

Historic Resources and Community Attractions

North Nashville historic resources and community attractions may be used as assets to attract tourists and, to some degree, permanent residents. The Jefferson Street corridor has historically been the cultural and entertainment hub of North Nashville. The corridor has played host to many nationally known recording blues and jazz artists. It is also the link between the historically African American universities – Tennessee State University, Fisk University and Meharry Medical College. In the late 1960's, however, the corridor was damaged by the construction of Interstate 40, and many residents and historic music venues and businesses were displaced. Since the creation of J.U.M.P (Jefferson Street United Merchants Partnership), the corridor's business association, the businesses that have remained or have relocated to the corridor are working to reinvent the corridor as a place of business and commerce. JUMP now hosts an annual Jazz and Blues Festival that builds off of the corridor's musical heritage.

The universities in the North Nashville Community are also historic assets and critical partners in building a strong tourism economy in North Nashville. Tennessee State University's main campus is listed on the National Register of Historic Places and boasts a 600 acre research farm. Fisk University and its oldest structure, Jubilee Hall, are both National Historic Landmarks and are also on the list of National Register of Historic Places, and its famed Jubilee Singers continue to travel the country for performances. Adjacent to Fisk University is Meharry Medical College. While not listed on the national register, Meharry's significance to North Nashville is being the nation's largest private historically black education health center, and is a national leader in graduating African-American's with advanced medical and research degrees. A new edition to the university system in North Nashville is Watkins College of Art and Design. The school, located in MetroCenter, plays hosts to art galleries with many free exhibits open to the public. While also not a historic structure or campus, the school is a community attraction that adds value to a potential tourism economy in North Nashville.

With events and attractions ranging from football homecomings, art galleries, conferences, and nationally acclaimed speakers who visit the individual campuses, the university system and its historic resources are also large economic contributors to the community. Therefore, the university system in North Nashville as a major asset will need continued support from the community and their alumnae to remain attractive to the



Bordeaux - Whites Creek

North Nashville

Tree Canopy Legend

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



residents and visitors of the North Nashville community.

Other historic assets include The Germantown Neighborhood which is listed on the National Register of Historic Places. The revitalization of homes and businesses in recent decades makes the neighborhood an asset to North Nashville and the county. The neighborhood is now protected as a Historic Preservation District and hosts annual festivals including the Germantown Street Festival, Holiday Homes Tours and Oktoberfest.

In addition to historical assets, other amenities have been added to North Nashville, which strengthens its role in the region as a destination place. In 2011 – 2012 The Gateway to Heritage Project, initiated by JUMP and local landscape architecture firm the EDGE Group, focuses aesthetic improvements at the I-40 entrance and exits ramps to Jefferson Street and 28th Avenue. The project enhanced the ramps with landscaping and will seek to turn the bisecting I-40 overpass into a community gathering place with murals that reflect the musical heritage of Jefferson Street. In late 2013, the city of Nashville began construction on the new Sounds Baseball stadium, to be located in Sulfur Dell, a small industrial neighborhood in the Downtown planning area, but adjacent to the North Nashville Community. The forthcoming baseball stadium sits on the eastern portion of the Jefferson Street corridor, and would serve as an anchor to bring tourists, jobs, and residents into the North Nashville community. The National Museum of African American Music was also slated to be built in the Bicentennial Mall neighborhood, also on the eastern portion of the Jefferson Street corridor, but it is not slated for Downtown Nashville. American Music, which also focuses on the musical heritage of North Nashville. Despite the location, the museum still continues to promote and strengthen historical ties to the North Nashville community and its musical history.

The North Nashville Plan supports the preservation and growth of these assets. The Plan encourages the preservation of historic character by emphasizing building form that is compatible with adjacent historic structures rather than focusing solely on density and land use. The Plan also encourages strengthening the existing commercial corridors, especially Jefferson Street.

Natural Features and Resources

Also included in the North Nashville's Community assets are its open spaces and environmental features. The existing open space and facilities in North Nashville as understood by the community create a sense of community and place in North Nashville. In addition, preservation of natural and environmental features helps to create areas within the region that serve as habitats for animals and other precious resources. Natural features in the North Nashville Community include the floodplain, floodway, and wetlands along the Cumberland River and in MetroCenter as well as some small areas of steep slopes near the Buena Vista Heights Neighborhood near Metro Center.

The North Nashville Community is bordered by the Cumberland River, which exposes parts of the community to natural flood plains. There are a total of 1344 acres of flood plain in North Nashville. When combining in steep slopes, wetlands, and problems soils, there are a total of 1,791 acres of environmental features in the North Nashville Community. The community benefits from these assets with the Cumberland River, Greenway system as well as the Ted Rhodes Golf Course, and natural areas such as the TSU Agricultural Farm. These areas also are where the natural floodplain is located. During the 2010 flooding events, many of these areas along the river were impacted, but their inundation help to protect some residential areas from additional flooding. For these reasons, while North Nashville is primarily an urban community, its natural features should be preserved to the highest extent possible. In addition to protecting the community from significant flooding, assets like the TSU Agricultural Farm is a significant asset, considering recent trends that support local food and sustainable farming.

Conclusion

The North Nashville Community has significant assets to provide to the Middle Tennessee region in terms of housing choice, rich historical assets, and new forthcoming community assets. North Nashville's future vitality depends, however, on how it capitalizes on these assets to continue being a desirable community and competitive within the Middle Tennessee Region. North Nashville should consider being a leader on affordable housing because of its location and proximity to Downtown Nashville. In addition to affordable housing, implementing strategies to improve the local job force creates a more comprehensive community development strategy. Similarly, North Nashville should think comprehensively about its assets that are resources for employment and tourists attractions.

Growth and Preservation Map and the Community's Role – North Nashville

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 North Nashville illustrates the key concepts listed above: preserving environmentally sensitive features and open space; creating diverse and affordable housing options; enhancing commercial centers and corridors to provide more of a “brand” for North Nashville; and adding more connectivity, primarily through bikeways, greenways and multi-use paths.

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 North Nashville Community, the green network is concentrated in the northern part of the community. Much of this area is floodways and floodplains associated with the Cumberland River.

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 North Nashville Community, neighborhoods are predominantly urban in character, with two pockets of suburban communities near Ed Temple Boulevard and near Tennessee State University in the neighborhood called College Hill.

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 North Nashville Community, these include areas around existing centers and along corridors, such as Jefferson Street at 28th Avenue North and Rosa Parks Boulevard, and Clarksville Highway at Trinity and Kings Lanes.

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 North Nashville Community, Tier One centers are located along and near Jefferson Street, Germantown, and major intersections along Clarksville highway. North Nashville has one Tier Two center, Metro Center, and one Tier Three center, the Tennessee State University and surrounding areas.

North Nashville – Community Character Policy Plan

The North Nashville 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 North Nashville 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 North Nashville Community.

The North Nashville Community Plan provides guidance, applying to every property in North Nashville, 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.

North Nashville'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 near the Cumberland River in the northern part of the North Nashville community reduce the impact of flooding by slowing down and absorbing stormwater runoff during rain events.

The North Nashville Community's desire to maintain and enhance its urban 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 North Nashville. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving and Center policy areas.

Another area of emphasis is enhancing centers and corridors. The North Nashville Community has several prominent corridors, such as Jefferson Street, Buchanan Street, Rosa Parks Boulevard, and Clarksville Highway. North Nashville also has several commercial centers that serve the community. They range from small-scale neighborhood centers in Germantown, to larger community centers such as the Kroger shopping area near Rosa Parks Boulevard and Jefferson Street. 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.

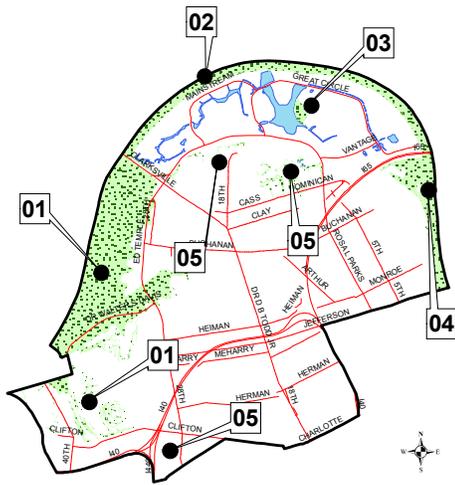
North Nashville's proximity to Downtown makes it a desirable place to live, work, and play. While this makes the area attractive to newcomers, affordability and displacement of current residents and businesses is a concern. As growth occurs in North Nashville the concept of Equitable Development should be considered – (INSERT ED DEFINITION). Tools that address the creation and preservation of affordable housing should be implemented with new development. In addition strategies that unite existing and new residents around a shared vision for development and community services should also be considered when engaging the community in implementing the Preferred Future.

North Nashville – Special Policies

The North Nashville Community Plan provides guidance through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated to ensure the intended character of an area is achieved. They provide guidance on appropriate building types/designs, appropriate location of buildings on

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.



Conservation Areas in North Nashville

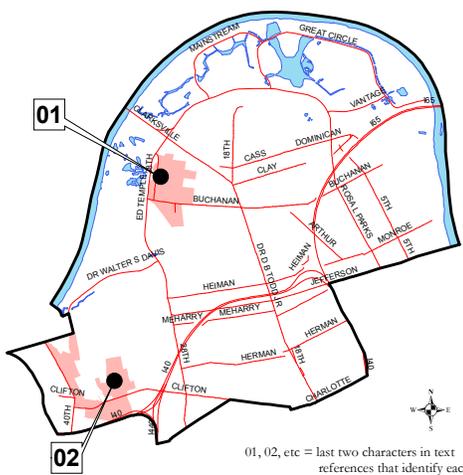
property, and other elements, including sidewalks, landscaping, bikeways and street connections. In addition to the guidance found in the Community Character Manual, there are also associated special policies contained in this section that provide additional detailed guidance in a few select areas. (For additional information refer to Community Character Manual and how to use it in Volume V.)

08-CO-01

North Nashville’s Conservation Area 1 is referenced as 08-CO-01 on the accompanying map. It applies to floodplain areas associated with the Cumberland River floodplain extending from areas near the Tennessee State University campus and farm, heading east to the Salemtown and Germantown neighborhoods. It also applies to areas of steep slopes near the neighborhood of Buena Vista Heights and along the steep river banks of the Cumberland River. This Conservation policy area also includes floodplain associated with Amulet Lake in the Metro Center Area. In all cases, efforts should be made to remediate any alternation to floodplain or steep slopes that has occurred as development/redevelopment occurs. Where the Special Policy is silent, the guidance of the Conservation policy applies.

Design Principle: Connectivity (Pedestrian/Bicycle)

Greenways are planned along the length of the Cumberland River. Greenways connections that would connect Tennessee State University Farm to Boyd Park, that would extend the length of the Cumberland River in the Metro Center area, or that would make connections to the Downtown greenway network should be taken into account in conjunction with development proposals involving any properties in this area. Bike lanes are also planned for Ed Temple Boulevard that would also provide connections to greenways along the Cumberland River.



T3 NM Suburban Neighborhood Maintenance

08-T3-NM-02

North Nashville’s T3 Suburban Neighborhood Maintenance Area 2 is referenced as 08-T3-NM-02 on the accompanying map. It applies to the College Heights/Clifton neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

Design Principle: Density/Intensity

Clifton Avenue is a major corridor in this area, and because of its prominence, development that varies in building type, footprint, spacing and massing may be appropriate. A pattern of mixed residential types currently exists along the corridor; there are single-family, two-family, and some four-unit residential structures on Clifton Avenue today. The current zoning in this area is single-family residential (RS7.5). To accommodate housing types other than single-family, a change in zoning would be needed. Gross density in this policy area is generally four dwelling units per acre. Proposals along the corridor requesting higher density may be considered on their merits if accompanied by a UDO, PUD, or SP zoning district.

08-T3-NE-01

North Nashville’s T3 Suburban Neighborhood Evolving Area 1 is referenced as 08-T3-NE-01 on the accompanying map. It applies to the area east of 9th Avenue over to Athens Way and north of Dominican Drive. This area is currently a mixture of multifamily, vacant, office and light industrial land uses. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

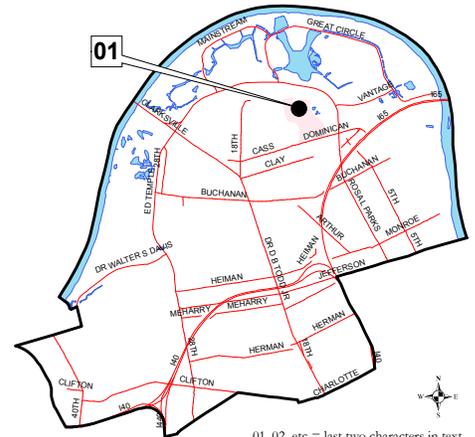
Design Principle: Density/Intensity

There are two areas of RM40 (medium-density residential, 40 units per acre) zoning along Ponder Place.

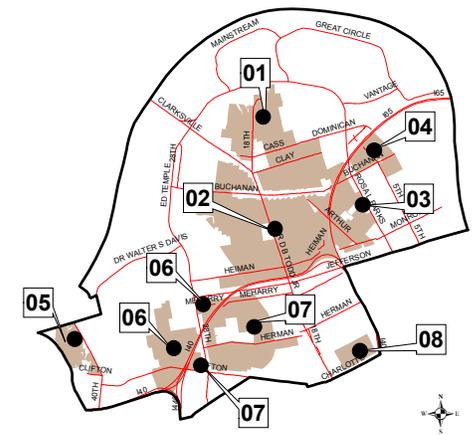
While this is denser than what is usually permitted in T3 Suburban Neighborhood Evolving areas, it is acceptable for this zoning to remain in place due to this area’s adjacency to a T3 Suburban Community Center area. Any development that occurs on the steep slopes in this area should have lower densities.

08-T4-NM-01

T4 Urban Neighborhood Maintenance policy has been applied to urban neighborhoods in the North Nashville Community. Neighborhoods within T4 Urban Neighborhood Maintenance policy include Buena Vista Heights,

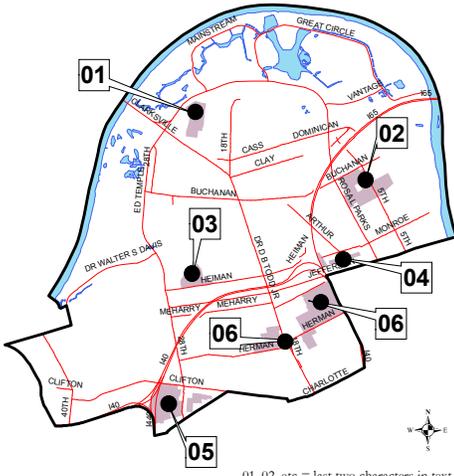


01, 02, etc = last two characters in text
T3 NE Suburban Neighborhood Evolving



T4 NM Urban Neighborhood Maintenance

Cheatham Place Homes, Elizabeth Park, Hadley Park-Clifton, Hadley-Washington, Historic Buena Vista, John Henry Hale Homes, Jones/Buena Vista, Osage, Salemtown, and Tomorrow’s Hope neighborhoods as well as the urban portion of the Cumberland Gardens neighborhood. In the North Nashville Plan Update process, the idea of a ‘maintenance’ neighborhood implied no change to existing vacant and underutilized properties. The community wanted to encourage infill and revitalization throughout the community and not limit infill to just specific locations and neighborhoods, even in neighborhood maintenance areas. Therefore, strategic infill in maintenance areas may be considered when located at the intersections of streets, near civic and retail land uses or policy areas, along prominent corridors, and fronting onto open space.



T4 NE Urban Neighborhood Evolving

08-T4-NE-01

North Nashville’s T4 Urban Neighborhood Evolving Area 1 is referenced as 08-T4-NE-01 on the accompanying map. It applies to Cumberland View Homes. If the opportunity arises, pursue redevelopment of the Cumberland View Homes similar to the Hope VI project undertaken at John Henry Hale Homes.

08-T4-NE-03

North Nashville’s T4 Urban Neighborhood Evolving Area 3 is referenced as 08-T4-NE-03 on the accompanying map.

It applies to the portion of the Hadley Park neighborhood on Heiman Street that includes multifamily housing and an industrial property. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies.

Design Principle: Density/Intensity

There are two parcels in this area zoned RM40 (medium-density residential, 40 units per acre). The average density for the two parcels zoned RM40 is 14.6 dwelling units per acre. Similar density associated with RM40 zoning may be appropriate in this area due to the proximity of Tennessee State University, Jefferson Street and the 28th Avenue corridor. It is recommended that any redevelopment within the existing RM40 zoning

be accompanied by design based zoning such as a SP, UDO or PUD to guide design (building orientation and parking). In all cases, density slightly higher than the prevailing density may be judged on its merits if accompanied by a PUD, UDO, or SP zone district.

A portion of this area is zoned R6 (single/two-family residential). Where R6 zoning exists, it is recommended that development occur within the density characteristics of the R6 zoning district. Proposals that follow Neighborhood Evolving principles such as access from alleys, creating a unique mixture of single and two family building types, and providing access to useable open space will be considered on their merits.

08-T4-NE-06

North Nashville's T4 Urban Neighborhood Evolving Area 6 is referenced as 08-T4-NE-06 on the accompanying map. It applies to the Fisk/Meharry neighborhood (residential areas just south of the Meharry/Metro General Hospital campus and areas just east of the Fisk University campus). In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies.

Design Principle: Density/Intensity

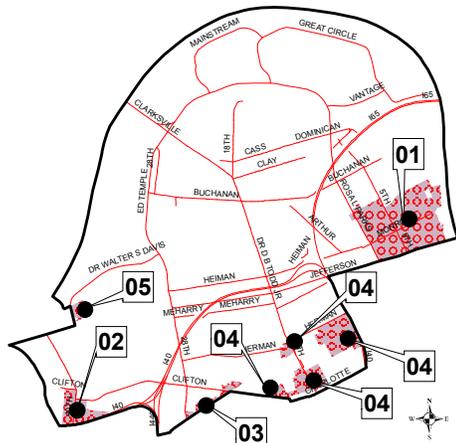
A portion of this area has RM20 (medium-density residential, 20 units per acre) zoning. The prevailing density in this area is approximately 7.1 dwelling units per acre. Density associated with RM20 zoning may be appropriate in this area due the proximity to the Meharry/Fisk/General Hospital institutions and proximity to the Dr. D.B. Todd Boulevard, Jefferson Street, and Charlotte Pike corridors. However, RM20 zoning does not accomplish the various urban design goals set forth in T4 Urban Neighborhood Evolving policy. It is recommended that a comprehensive Urban Design Overlay (UDO) be applied to this area to guide design (building orientation, parking location). In all cases, proposals with density higher than the prevailing density may be judged on their merits if accompanied by a design-based zoning district such as a PUD, UDO, or SP zone district. Property consolidation is recommended to realize the potential of development and design within this policy area.

08-T4-NE-07

North Nashville’s T4 Urban Neighborhood Evolving Area 7 is referenced as 08-T4-NE-07 on the accompanying map. It applies to properties that were formally infill areas in the T4 Urban Neighborhood Maintenance Area 1. These areas are appropriate for higher density and a different housing a variety of housing types due to their unique locations and lot sizes pattern. These areas include – properties near the old Publishing House (24th avenue North & Cecilia Street), properties near St. Cecilia Convent, the Osage Street Industrial Property near Fisk Park, properties fronting onto Arthur Street in the historic Buena Vista neighborhood, the industrial property near Centennial Boulevard and 44th Avenue in the Tomorrow’s Hope neighborhood, properties near the T4 Urban Neighborhood Center on Albion street and 28th Avenue across from Hadley Park, and the Booker and Merry Street properties in the Hadley/Washington.

08-T4-MU-01

North Nashville’s T4 Urban Mixed Use Neighborhood Area 1 is referenced as 08-T4-MU-01 on the accompanying map. It applies to the Germantown and East Germantown neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.



T4 MU Urban Mixed Use Neighborhood

Building Form (Mass, Orientation, Placement)

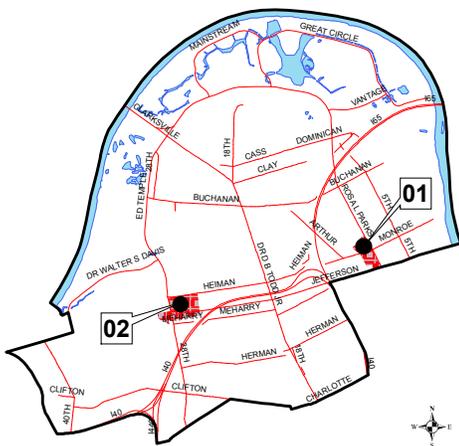
- » Buildings along Rosa L. Parks Boulevard should generally have a maximum height of between four (4) and six (6) stories, but should be no taller than 75 feet. Structures should be designed with the tallest and largest mass near Rosa L. Parks Boulevard. Jefferson Street between 3rd Avenue and Rosa L. Parks Boulevard should be developed with buildings with a minimum of three (3) stories (45 feet) and a maximum height of four to six (6) stories (75 feet).
- » Structures on 3rd Avenue from Jefferson Street to Monroe Street and on 2nd Avenue and parts of 3rd Avenue of Taylor Street should generally have a maximum height of four (4) to six (6) stories, but should be no taller than 75 feet.
- » Structures on the north side of Monroe Street from 3rd Avenue to 2nd Avenue, along the east side of 2nd Avenue to Taylor Street and on the south side of Taylor Street surrounding 2nd Avenue should generally

08-T4-MU-05

North Nashville's T4 Urban Mixed Use Neighborhood Area 5 is referenced as 08-T4-MU-05 on the accompanying map. It applies to the residential neighborhood adjacent to the west campus of Tennessee State University. Live-work units are appropriate in this neighborhood. Acknowledging the growing need for home-based businesses, and the possible transition of this neighborhood from solely residential to a mixture of office and residential due to proximity to Tennessee State University, live work units that preserve the character, massing, and scale of a single-family house is appropriate.

To allow office development and/or live-work units would require a change in zoning. Zoning in the T4

Urban Mixed Use Neighborhood lends itself to intensity much greater than what should be accommodated in this area during this planning period. Therefore, design based zoning such as an SP, UDO, or PUD with the use characteristics of the ON (Office Neighborhood) zone district will be considered on its merits.

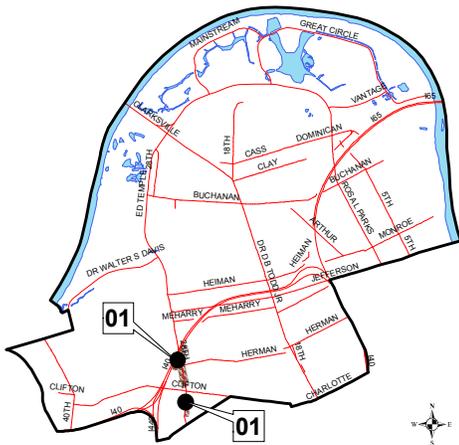


T4 CC Urban Community Center

08-T4-CC-02

North Nashville's T4 Urban Community Center Area 2 is referenced as 08-T4-CC-02 on the accompanying map. It applies to the community center area at the intersection of 28th Avenue and Jefferson Street in the Hadley Park neighborhood. In this T4 Urban Community Center, building placement should privilege Heiman, Scovel, and Jefferson Streets with primary pedestrian entrances facing these streets. Parking should be accessed from the alley #581 on the south side of Jefferson Street and from Beasley Street on the north side of Jefferson Street, where Beasley Street currently functions as an alley and may continue to operate as an alley.

T4 RC Urban Residential Corridor



T4 RC Urban Residential Corridor

08-T4-RC-01

North Nashville's T4 Urban Residential Corridor Area 1 is referenced as 08-T4-RC-01 on the accompanying map. It applies to the 28th Avenue corridor which transects the McKissack Park, Hadley Park, and Hadley/Washington neighborhoods from Charlotte Pike to Jefferson Street. As

North Nashville – Development Scenarios

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

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

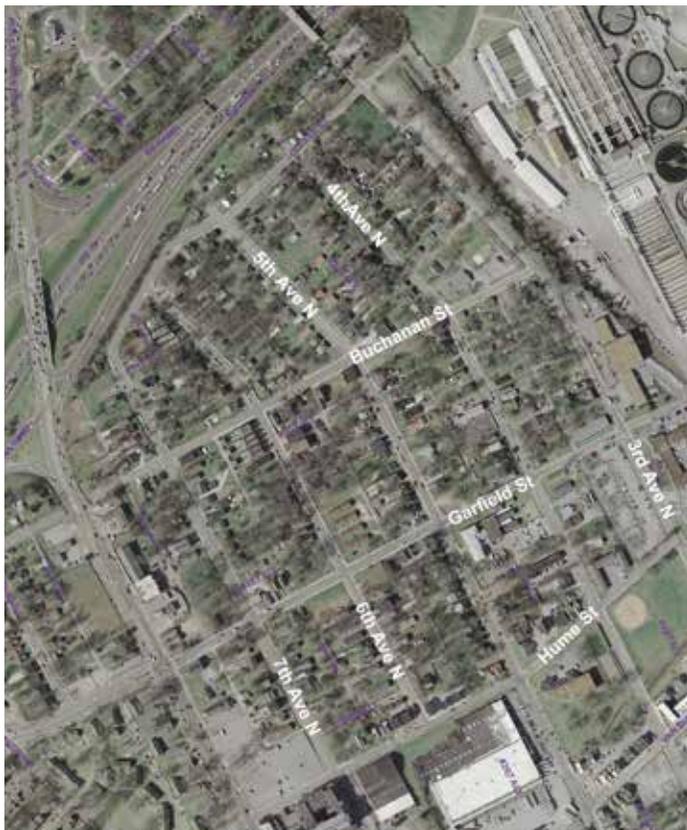
In North Nashville there are 12 development scenarios that help the reader envision what development may look like under the guidance of the policy in neighborhoods, commercial and corridor, and industrial areas.

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 North Nashville Community.

Development Scenario – Salemtown Neighborhood

The Salemtown Neighborhood is nestled between 3rd Avenue North and Rosa L. Parks Boulevard in the eastern portion of North Nashville. Situated just north of Historic Germantown, Salemtown has been the residential enclave while Germantown continues to accommodate a mixture of land uses including retail, industrial and residential. Overtime, Salemtown has appealed to many new residents. Residents have settled in Salemtown because of its convenience to jobs, retail, and recreation, the housing choice, and the well connected system of bike lanes, sidewalks and streets. This trend will continue within this planning period as vacant lots and existing housing is redeveloped to accommodate new residents. The Salemtown development scenario shows how overtime the community can continue to accommodate new

residents while preserving its residential character in some portions while enhancing the residential character in others. New building types such as townhomes and cottage courts are introduced along major streets such as Buchanan Street and Garfield Streets, while infill interior to the neighborhood may consist of new or renovated single and two family homes. Opportunities for mixed use development exist near Rosa L. Parks Boulevard and in small neighborhood centers within the neighborhood. In all cases, preserving housing choice in this neighborhood helps to maintain its diversity and create housing opportunities for individuals at many different points in their life cycle.



Aerial view of the Salemtown Neighborhood – Before



Aerial view of Salemtown Neighborhood - After

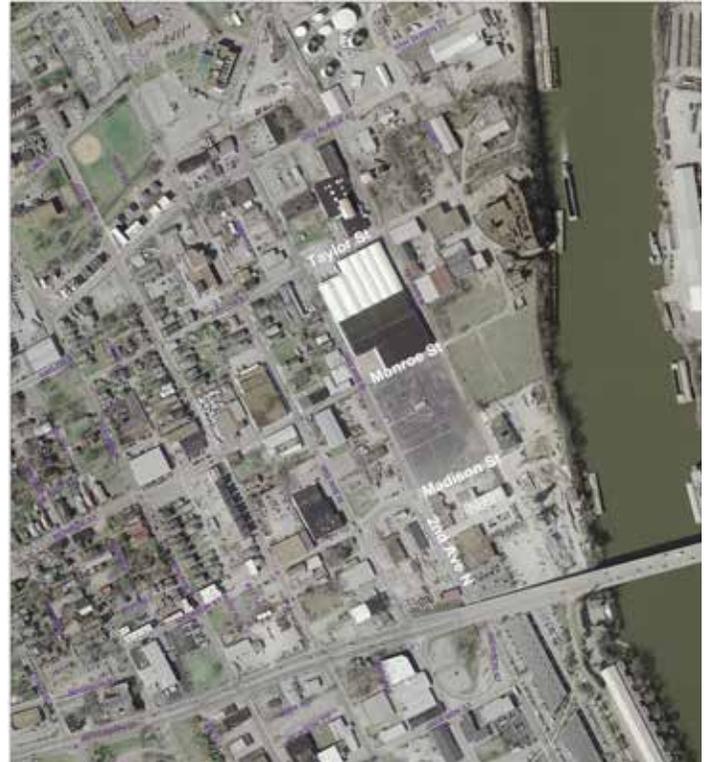
Development Scenario – Germantown Neighborhood – East Germantown

The Germantown Neighborhood is located just north of Downtown and is bordered by Jefferson Street, Rosa L. Parks Boulevard, Hume Street and the Cumberland River. Historically, Germantown has accommodated many warehousing and light industrial land uses; many of which have existed in harmony with existing residential land uses. Over time, however, the area's historic housing, proximity to Downtown, and access to jobs, recreation, and retail, has attracted many new residents and newer residential development while some industrial uses have chosen to relocate. This trend is expected to continue within this planning period. The North Nashville stakeholders also acknowledged this shift, and discussed creating more opportunities for mixed use development where industrial land uses currently exists.

The Germantown development scenario shows how re-development of properties can occur while viable manufacturing and light industrial businesses are maintained and enhanced (possibly through new building facades, landscaping and more defined parking areas). Single-family, two-family and multi-family development is strategically located to help transition from the existing historic Germantown neighborhoods into new development along the Cumberland River that may have taller building heights and additional density. Increasing the density to accommodate new residents in this area not only creates opportunities for housing choice, but also brings new residents to help create momentum for the businesses and services that North Nashville is currently lacking.



Plan view of the Germantown Neighborhood (East)- After (2010 Development Scenario)



Aerial view of the Germantown Neighborhood (East) – Before



View of 6th Avenue North, looking south toward Garfield Street – Before



View of 6th Avenue North, looking south toward Garfield – After. Additional infill along with new street trees, enhance a pedestrian friendly street



View of 2nd Avenue North, looking south towards Downtown Nashville – Before

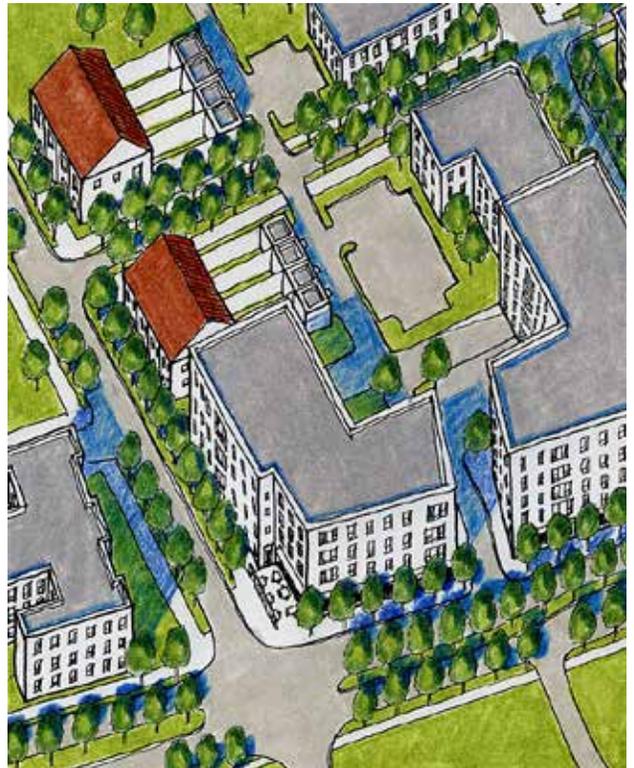


View of 2nd Avenue North, looking south towards Downtown Nashville – After. New mixed use and residential development takes the place of existing industrial land uses. Street level store fronts, on-street parking, wide sidewalks, and street trees add to the pedestrian environment on 2nd Avenue North.

New development along the Germantown portion of Jefferson Street also presents opportunities for retail and residential development east of Rosa L. Parks Boulevard. This may create synergy with development occurring on Jefferson Street west of Rosa L. Parks Boulevard near the adjacent neighborhood of Historic Buena Vista.



Aerial view of Jefferson Street between 4th Avenue North and 5th Avenue North – Before



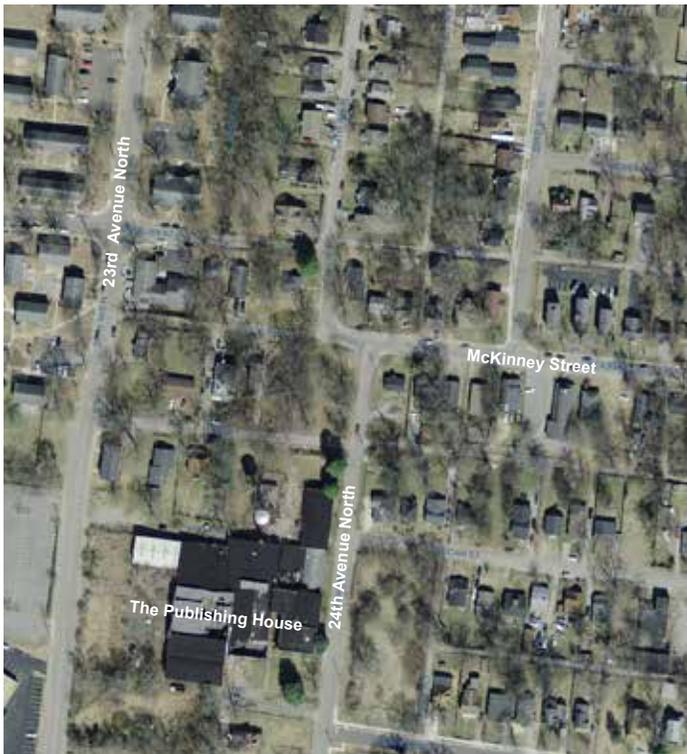
View of Jefferson Street between 4th Avenue North and 5th Avenue North – After (2002 Perspective). New development inspired by this 2002 development scenario has occurred on the eastern portion of Jefferson Street since 2002.

Development Scenario – Buena Vista Heights Neighborhood

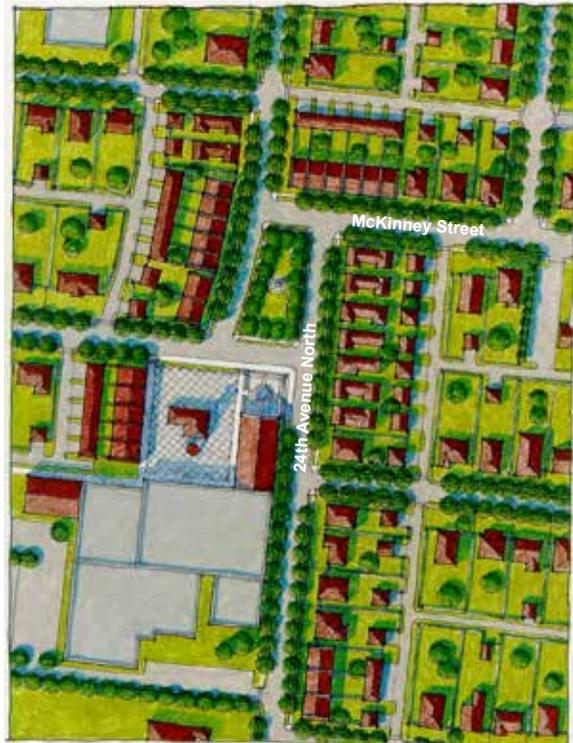
The Buena Vista Heights neighborhood contains two development scenarios - the Publishing House area and the Cecilia Street and Walsh Street area. McKinney Avenue is located in the Buena Vista Heights Neighborhood. This development scenario focuses on the portion of the neighborhood which contains the Old Publishing House. The community envisioned the reuse of the old publishing house because the site contributes to this being a distinctive area within the neighborhood at the intersection of 24th Avenue with McKinney Avenue.

The Community Character Policy for this area envisions that the publishing house become a location for mixed-use development. The residential area immediately adjacent to the publishing house property was identified as an infill area where additional housing and building types were appropriate; several vacant lots and general disinvestment of the area present an opportunity for future redevelopment in this area.

Created in 2002, this development scenario is still relevant with regard to the Development principles that it illustrates. A small open space creates a foreground for the re-use of part of the old publishing house building as a mixed use building and breaks 24th Avenue, which calms traffic on the street. The perspectives show new homes surrounding oriented toward a new pocket park to increase the number of “eyes on the street”, which adds safety and security. The perspective also shows housing types that range from single-family detached, to townhomes and alley houses. Garages are located behind the principle structure and are accessed from alleys. Homes are developed with porches and stoops that add to the pedestrian friendly environment at the street.



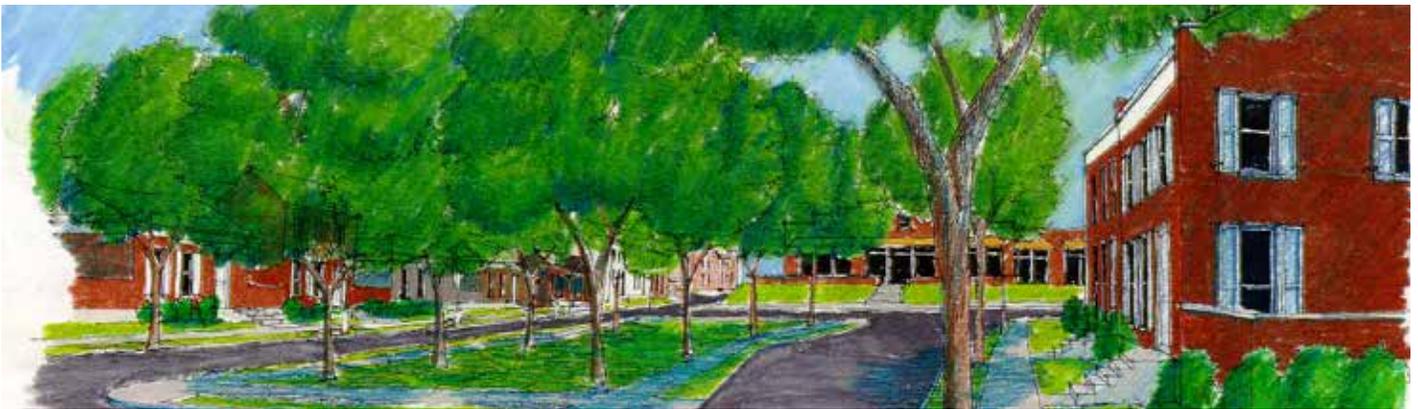
Aerial view of McKinney Street and 24th Avenue North – Before



Plan view of McKinney Street and 24th Avenue North - After (2002 Development Scenario)



Aerial view of McKinney Street and 24th Avenue looking northwest towards the Publishing House Property (2002 Development Scenario)



Perspective view of the proposed open space at the corner of 24th Avenue North and McKinney Street (2002 Perspective)

The Cecilia Street and Walsh Street area was a development scenario were also created in 2002. Like McKinney Street, it also highlights a new open space north of the Jewish Cemetery with residential housing facing it. The development scenario’s plan view shows significant infill with new housing types. Townhomes and single family detached housing have garages that are accessed from alleys. The perspective view highlights porches and stoops and the location of homes being at the street.



Aerial view of McKinney Street and 24th Avenue looking northwest towards the Publishing House Property (2002 Development Scenario)



Plan view of proposed development at Cecilia Street and Walsh Street North -near the Jewish Cemetery – After (2002 Development Scenario)



Plan and Perspective views of the proposed open space at the corner of 24th Avenue North and McKinney Street (2002 Perspectives)

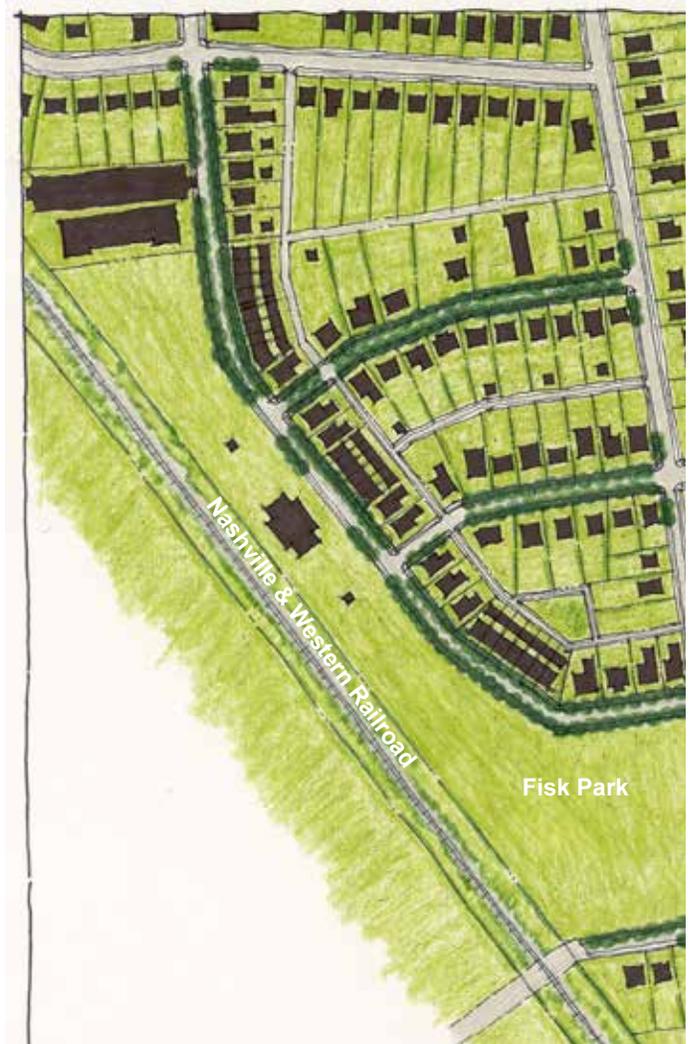


Development Scenario – Osage Neighborhood – Fisk Park

Fisk Park is located in the Osage Neighborhood. It is bordered by the Nashville & Western Railroad, Burch Street to the south and Osage Street is to the north. Fisk Park is used by some North Nashville stakeholders, but was identified by others as being somewhat isolated. There are two development scenarios for this area. In both development scenarios, infill development near the park creates opportunities for additional residents and housing choice in the area. Increased use of the park throughout the day increases its safety and reduces the feeling of isolation.



**Aerial view of the existing industrial property and Fisk Park.
– Before**



**Plan view of the existing industrial property and Fisk Park –
After (2002 Development Scenario)**

The first development scenario shows the east side of the rail road tracks that encompasses Fisk Park and the neighborhood surrounding it. The second development scenario shows the west side of the railroad tracks and the vacant land that is currently owned by the Nashville & Western Railroad Company. On the east side of the railroad tracks, new homes and street connections are reconfigured facing the open space. Fisk Park with the addition of any private open space is expanded from Burch Street to Delk Street, just north of Osage Street.

On the west side of the railroad tracks, similar development serves the same purpose. New infill housing near the proposed greenway and Fisk Park enhances visibility, access, and safety and provides varied housing options for the neighborhood. New street connections also help create more than one route to and from this area of the Osage Neighborhood.



Aerial view of Nashville & Western Railroad Property just north of Heiman Street – Before



Plan view of the existing industrial property and Fisk Park – After (2002 Development Scenario)

Development Scenario – McKissack Park Neighborhood – Booker Street and Merry Street

The McKissack Neighborhood is focused around McKissack Park at the corner of Torbett Street and 28th Avenue North. This neighborhood contains Swett’s Restaurant and retail properties, and is conveniently located near the Charlotte Pike corridor. Challenges within this neighborhood include the intrusion of industrial properties at the edges of the residential areas, years of disinvestment, and isolation due to a lack of street connections. Since the 2002 North Nashville Plan Update, stakeholders (specifically the religious institutions) in this area have worked to purchase vacant properties and properties with abandoned buildings to prepare the area for wholesale redevelopment. As of the 2010 North Nashville Plan Update, those plans have not changed. Therefore the Development scenario that was completed in 2002 is still relevant with regard to the Development principles that it illustrates.

The vacant lots and dilapidated buildings that were found in the Merry Street and Booker Street area located just east of CSX Railroad, over the years have attracted crime and other undesirable activities according to neighbors. The development scenario plan view shows how new higher intensity housing could mix with additional single family housing and open space.

The development scenario also shows several street connections that would better connect this area to other portions of the North Nashville community. Recommendations include providing a new north-south connection that would connect Booker Street and Merry Street together; now both streets dead end at the railroad tracks. Also recommended is a new east west connection of Batavia Street across the railroad tracks. Other street connections would involve new streets to help create a new block structure in the area.



Aerial view of the Booker Street and Merry Street area.- Before. Clifton Avenue is the street to the north, CSX Railroad is to the right.

This development scenario also shows how open space might work near the new Merry Street and Booker Street connection near the existing railroad. This open space is important because it includes the intersection of the two proposed greenways – one that leads to downtown and the Bicentennial Mall and one that follows the Nashville & Western Railroad path through North Nashville and eventually to the Cumberland River. This area could also serve as an area for a community garden.



Plan view of Booker Street and Merry Street - After (2002 Development Scenario) Additional infill along with new streets reconnects the area and places more “eyes on the street” for enhanced security.

The development scenario for this area shows the re-development of properties in this area. The buildings shaded yellow are existing structures while new development is shaded orange. In this development scenario buildings are shown with shallow setbacks sitting close to Jefferson Street with parking placed behind the building. .Parking is also located beside the building, and in some cases off-site in other parts of the Community Center to facilitate shared parking between businesses.

New buildings along Jefferson Street and Rosa Parks Boulevard should be among the tallest and most urban in the area. As a transition between mixed use development the existing residential development, new residential building types such as townhomes and multifamily are located on the edges of the Community Center. The Kroger's parking lot is redeveloped with new buildings that line Monroe Street and landscaping and walkways are added for pedestrians.



Plan view of the Historic Buena Vista neighborhood, near the Kroger - After (2010 Development Scenario)



View of Monroe Street at 9th Avenue North, looking east – Before

The intersection of 9th Avenue North and Monroe is now lined with new buildings. Historic buildings are restored to accommodate a mixture of uses. The confusing turn movements at the intersection are simplified and a fountain is added to create a public gathering place.



View of Monroe Street at 9th Avenue North, looking east – After



View of Jefferson Street, looking west from Rosa Parks Boulevard – Before



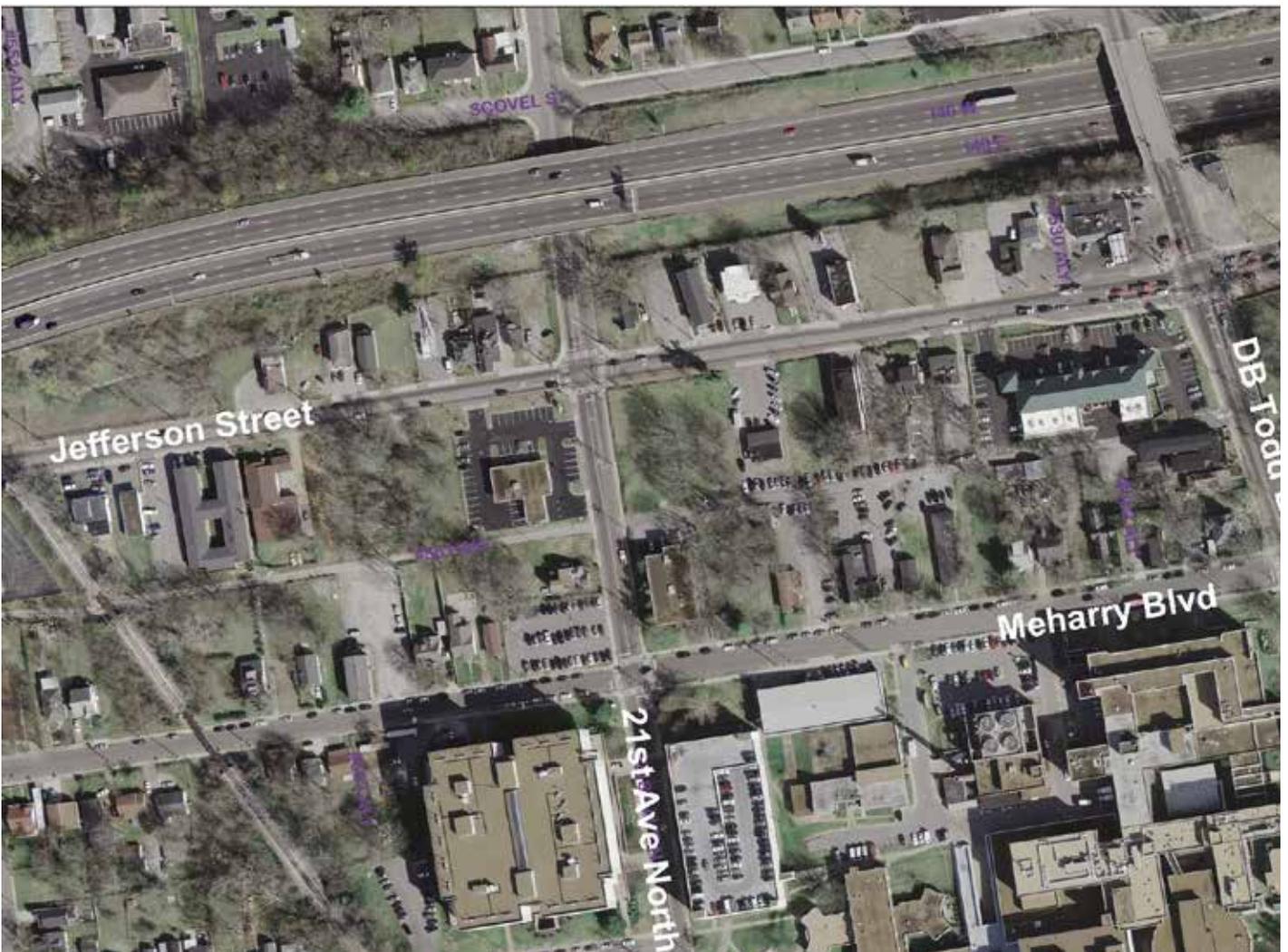
View of Jefferson Street, looking west from Rosa Parks Boulevard – After.

New residential and mixed use blend complement Jefferson Street which is repaved removing the center turn lane to promote on street parking for businesses and enhanced access management for more efficient vehicle movement.

Development Scenario – Jefferson Street – 21st Avenue North Intersection

This development scenario shows the intersection of Jefferson Street and 21st Avenue North and includes Meharry Boulevard and small portion of D.B. Todd Jr. Boulevard. This area of Jefferson Street contains Citizen’s Bank – one of the county’s oldest minority-owned and operated banks and the historic Ritz Theater Site. Meharry Medical College and General Hospital are directly adjacent to Jefferson Street while Fisk University is also in close proximity.

The existing land uses currently generates many pedestrians and visitors to this area. During the evaluation of this area it was found that the alley and vacant properties between Jefferson Street and Meharry Boulevard were overwhelmed with parking. Therefore the development scenario shows



Aerial view of Jefferson Street at DB Todd Boulevard near Meharry Medical College – Before

how parking can be provided to meet the parking needs in the area while still accommodating pedestrians.

Shared parking is recommended for development that fronts onto Jefferson Street. Structured parking in the form of a parking garage also provides maximum parking in areas where land may be constrained, as is the case on this portion of Jefferson Street. Where interstate I-40 abuts properties on the north side of Jefferson Street, reduced parking and building setbacks provide some flexibility for the redevelopment of shallow properties. Smaller remnants of land from the construction of the interstate may be considered for public use such as open space or community gardens.



Plan view of Jefferson Street at DB Todd Boulevard near Meharry Medical Center - After (2010 Development Scenario)



View of Jefferson Street, looking east toward DB Todd Boulevard – Before



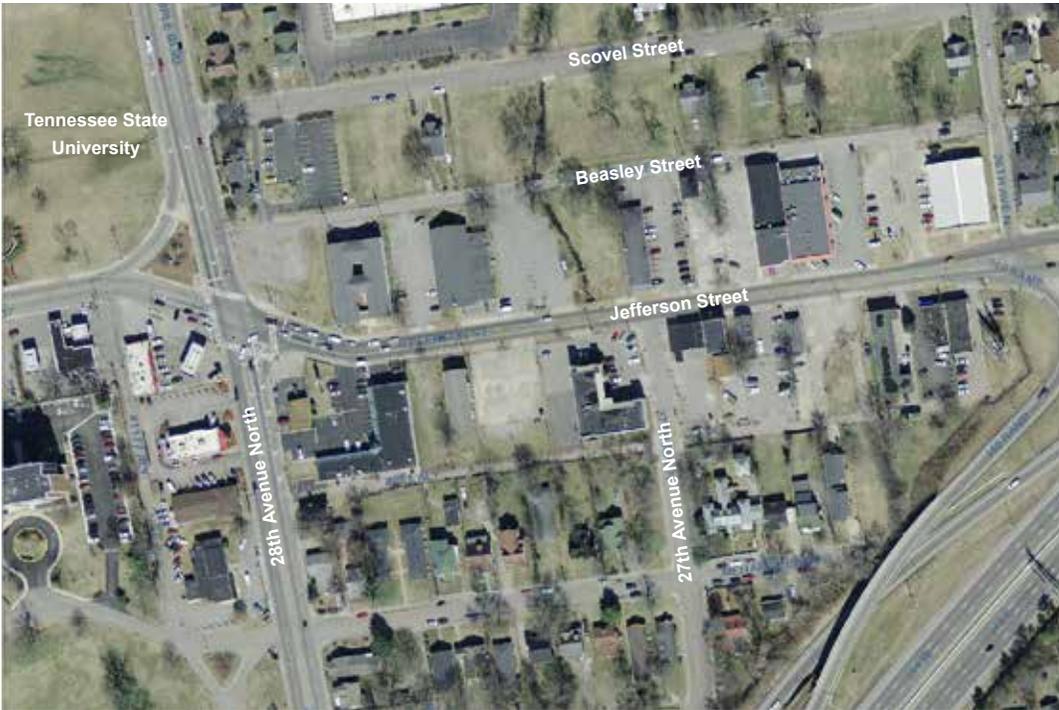
View of Jefferson Street, looking east toward DB Todd Boulevard – After

Development Scenario – Jefferson Street – 28th Avenue North Community Center

Like the Rosa L. Parks Boulevard intersection, this 28th Avenue and Jefferson Street intersection has also been identified as a T4 Urban Community Center - a location that accommodates a mix of residential and commercial retail that meets the daily needs of the North Nashville Community. The strengths of this area include the Gateway to Heritage Project, the landscape improvement project for the Interstate 40/Jefferson & 28th Avenue exit and entrance ramp and Tennessee State University. The 1996 Jefferson Street Corridor Study recommended that this area be branded as the “Tennessee State Village” – an area that would provide educational, athletic and recreational needs that cater to the local residents and the students and faculty at Tennessee State University.

Similar to the Rosa L. Park development scenario, this also shows buildings sitting close to Jefferson Street with parking placed behind. Parking is also located beside the building and in some cases off-site to facilitate shared parking between businesses. This development scenario was completed in 2002 but continues to emphasize the same ideas discussed in the 2010 North Nashville Community Character Policies.

New buildings along Jefferson Street and 28th Avenue should be among the tallest and most urban in the area. New residential building types such as townhomes and multifamily help create a transition between mixed use development along the major streets (Jefferson Street and 28th Avenue North) and the existing residential development along Heiman Street.



Aerial view of Jefferson Street, at 28th Avenue North (TSU Campus is to the west) – Before



Plan view of Jefferson Street, at 28th Avenue North - After (2002 Development Scenario)

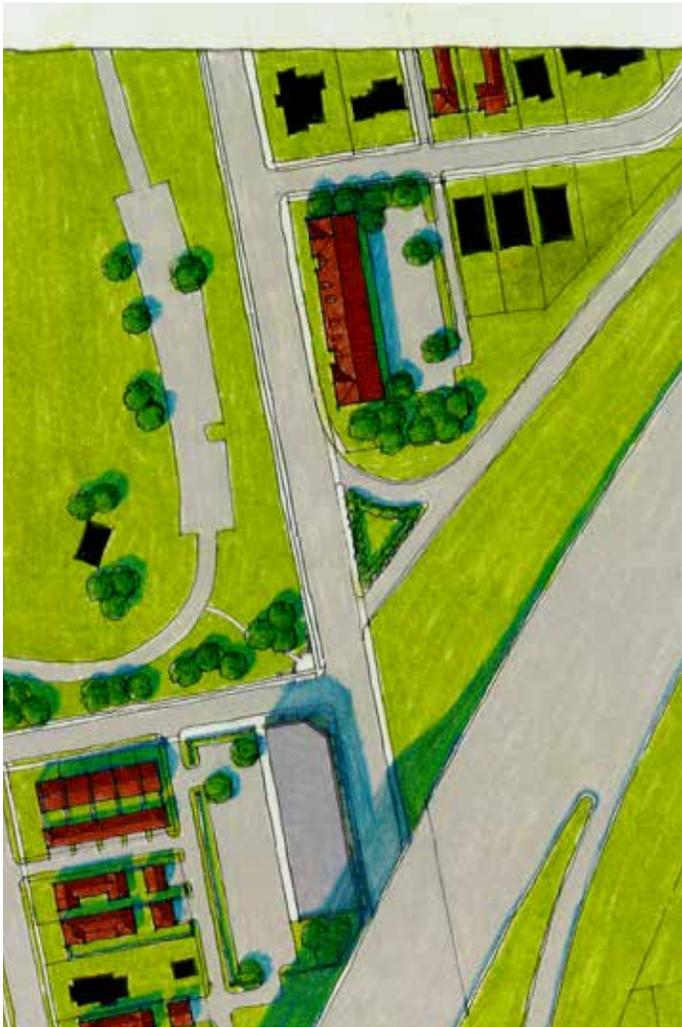
The corner of 28th Avenue North and Jefferson Street is framed by a building placed at the back of the sidewalk. Shared parking and controlled access makes it easy for pedestrians to move about this area. New infill development fills in vacant lots along Jefferson Street and adds the pedestrian environment.

Development Scenario – Hadley Park Neighborhood Center at Albion Street and 28th Avenue North

The intersection of Albion Street and 28th Avenue North is located near Hadley Park. Hadley Park is a popular park in the North Nashville Community. The community envisions this intersection as a small mixed-use neighborhood center that anchors the southern gateway to the neighborhood and the southeast corner of the park. Currently there are some small retail buildings at this intersection, but the proximity of the park, interstate access, and the proximity of the University makes this area attractive for additional development. This center also provides the opportunity to create another pedestrian entrance to the park at the corner of 28th Avenue North and Albion Street.



Aerial view of Albion Street and 28th Avenue North - Before



Plan view of Albion Street and 28th Avenue North – After (2002 Development Scenario)

On the southwest corner of 28th Avenue and Albion, development with retail uses at street level with office or residential uses above is encouraged. Parking should be located to the rear of the building and accessed from Albion Street and the alley. Streetscape improvements are necessary along 28th Avenue North and Albion Street to enhance the pedestrian environment. On the northeast corner, townhomes, multifamily, or mixed use development is encouraged with parking located behind the building and accessed from the existing alley.

West of the potential mixed-use center is the opportunity to infill vacant property with single-family attached housing along Albion Street. These houses are more compatible with the mixed-use building at the corner and create a transition to the single-family detached houses throughout the rest of the neighborhood.



Plan view of Albion Street and 28th Avenue North looking Southwest (2002 Perspective)



Perspective View of Albion Street residential infill looking south towards 28th Avenue North and the I40 ramp (2002 Perspective)

Development Scenario – Buchanan Street – Garfield Street and 9th Avenue North

Similar to Jefferson Street, Buchanan Street has historically been a bustling street with a variety of land uses. It also has seen a decline in the retail and land uses over the years. Buchanan Street’s retail history was that of smaller, more neighborhood oriented business, while Jefferson Street contained a mixture of entertainment and music venues within its retail mix.

Buchanan Street’s revitalization is also on a slower trajectory than Jefferson Street as well. This development scenario focuses on a portion of Buchanan Street that may have the most potential – the intersection of 9th Avenue North and Garfield Street at Buchanan Street. At this intersection, there is a successful neighborhood school,

Garfield Street which is a major east west connection and vacant buildings that could house a multitude of land uses – one of which formerly contained a neighborhood grocery store.

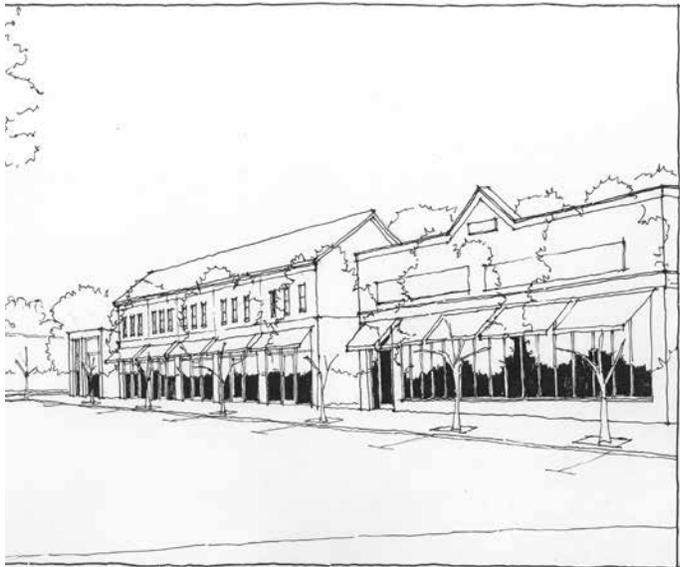
The development scenario shows the reuse of the “grocery” building at the corner of 9th Avenue North. Site improvements may include signage, redefining the parking area beside the building and adding landscaping. Redevelopment of properties on the south side of Buchanan Street adds to the streetscape by placing buildings closer to the street, and placing the parking behind the building. New housing in the area places new residents on Buchanan which helps support new commercial.



Aerial view of Buchanan Street at Garfield Street – Before



Plan view of Buchanan Street at Garfield Street - After (2002 Development Scenario)



Perspective Views (below) show mixed use buildings framing the street, and the redevelopment of the existing retail building at the corner of 9th Avenue North and Garfield Street.

Development Scenario – Clarksville Pike “New Urban Center” Redevelopment

The commercial property on Clarksville Pike, currently known as the New Urban Center, provides an opportunity for redevelopment within this planning period. The New Urban Center was developed in a strip-commercial form of development. This type of development most commonly occurs in suburban areas. This strip-commercial is characterized by commercial buildings that are built in a linear form that are generally one story in height. Parking is typically located in front of the building and the building is placed on the rear of the property, far removed from the street. Safe pedestrian access from the street to the building is lacking.

This type of development creates a great opportunity for new infill development on the front of the site. New buildings can be added closer to the street in existing areas of parking. New “streets” can be created throughout the parking lot to help better define parking areas and areas where other buildings may be developed. While new development happens on the front of the site, the existing building at the back of the site could remain but would benefit from enhancements to the building façade, signage, or the interior floor plan.

The New Urban Center may redevelop in a similar fashion during this planning period. This large property could retain the existing building and accommodate new mixed-use buildings along Clarksville Pike. Even further, if the entire site is redeveloped and the existing building is replaced, the rear of the property should be redeveloped with various residential building-types to provide a transition into the single-family neighborhood.

Concepts illustrated here, although depicted on a specific site, serve as guidance for development throughout this suburban stretch of Clarksville Highway. These illustrations provide options for uses and configurations that may vary depending on site size and location. Because many of the properties along this portion of Clarksville Highway are large, opportunities exist to create a wide range of mixed use developments.



Aerial view of the New Urban Center on Clarksville Pike - Before



Aerial view of the New Urban Center on Clarksville Pike - After (Transitional)



View from 26th Avenue North - Before



View from 26th Avenue North - After (Transitional)



View from 26th Avenue North - After (Complete Redevelopment)



View from 26th Avenue North - After (Complete Redevelopment)

Development Scenario – The Fisk Heat Plant Property

The Fisk Heat Plant is among the few historic industrial buildings left in Nashville. Other historic industrial structures have been adaptively reused in vibrant mixed-use development. Reuse of the site should be site-specific and as unique as its counterparts such as the Werthan Lofts, Edgehill Village, Marathon Village, or the Factory in Franklin.

This illustrative redevelopment of the heat plant includes creating housing opportunities on the site and placing office and retail on the lower floors. The heat plant is located along existing CSX Railroad. The railroad is a proposed greenway location and also a potential transit stop for possible rail passenger service along the Nashville & Western Railroads and the CSX Railroad.

Transit Oriented Development (TOD) areas typically privilege development that appeals to commuters; businesses that meet the daily needs of employees coming to and from work. Therefore the proximity of this area to universities and prominent schools (Head Magnet and MLK High School) development that serves commuters as well as local residents is encouraged.



Aerial view of The Fisk Heat Plant Before (above) and after (right) 2010 Development Scenario



Fisk Heat Plant, viewed from 21st Avenue North – Before



Fisk Heat Plant, viewed from 21st Avenue North – After

North Nashville – Enhancements to the Open Space Network

Each of the Community Plans complements and relies on the Nashville Open Space Plan and the Metropolitan Park and Greenways Master Plan (“Parks Master Plan”) for projects and enhancements. 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 North Nashville

North Nashville’s T3 Suburban Open Space areas includes Rhodes Park, Ted Rhodes Golf Course, Buena Vista Park (including John Early Middle School and Hull-Jackson Montessori School), Looby Center and North Police Precinct area, while including some area south of Clarksville Highway. The area also includes Boyd Park and the adjacent McKissack 9th Grade Academy. McKissack Academy is a significant civic and public benefit land use in this T3 Suburban Open Space policy area.

North Nashville has an abundance of T4 Urban Open Space areas; 19 in all. They include parks as well as civic and public benefit uses with associated open space, including Metro Nashville public libraries and school sites, government and civic uses. Hadley Park and Community Center, Watkins Park, Morgan Park, Elizabeth Park and Community Center, and Fisk Park are all examples of civic and public benefit uses and general parks that are identified as T4 Urban Open Space. There are also several community gardens in the community that should be enhanced or preserved over time.

North Nashville stakeholders requested that additional active uses that better serve surrounding neighborhoods such as play structures/areas and picnic grounds as well as additional activity and seating, be encouraged where they are not currently. North Nashville stakeholders also noted that additional crosswalks were needed at the intersection of Rosa L. Parks Boulevard and 24th Avenue near the Buena Vista Heights neighborhood as this leads to the Cumberland River Greenway. Also additional pedestrian connections to the parks and community center from adjacent neighborhoods are encouraged in this area. Crosswalks were also mentioned near Hadley Park; enhancing the existing crosswalks on Albion Street to better connect the neighborhood to the park and its internal walking track. In addition

enhancing the entrance of Hadley Park with landscaping that complements the Gateway to Heritage project and improvements at the I-40/28th Avenue exit ramp.

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

The North Nashville Community Plan greenway priority is to the complete connecting Tennessee State University to the Cumberland River Greenway.

North Nashville – Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. It does so by utilizing Access 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 North Nashville Community

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



Major and Collector 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 | |

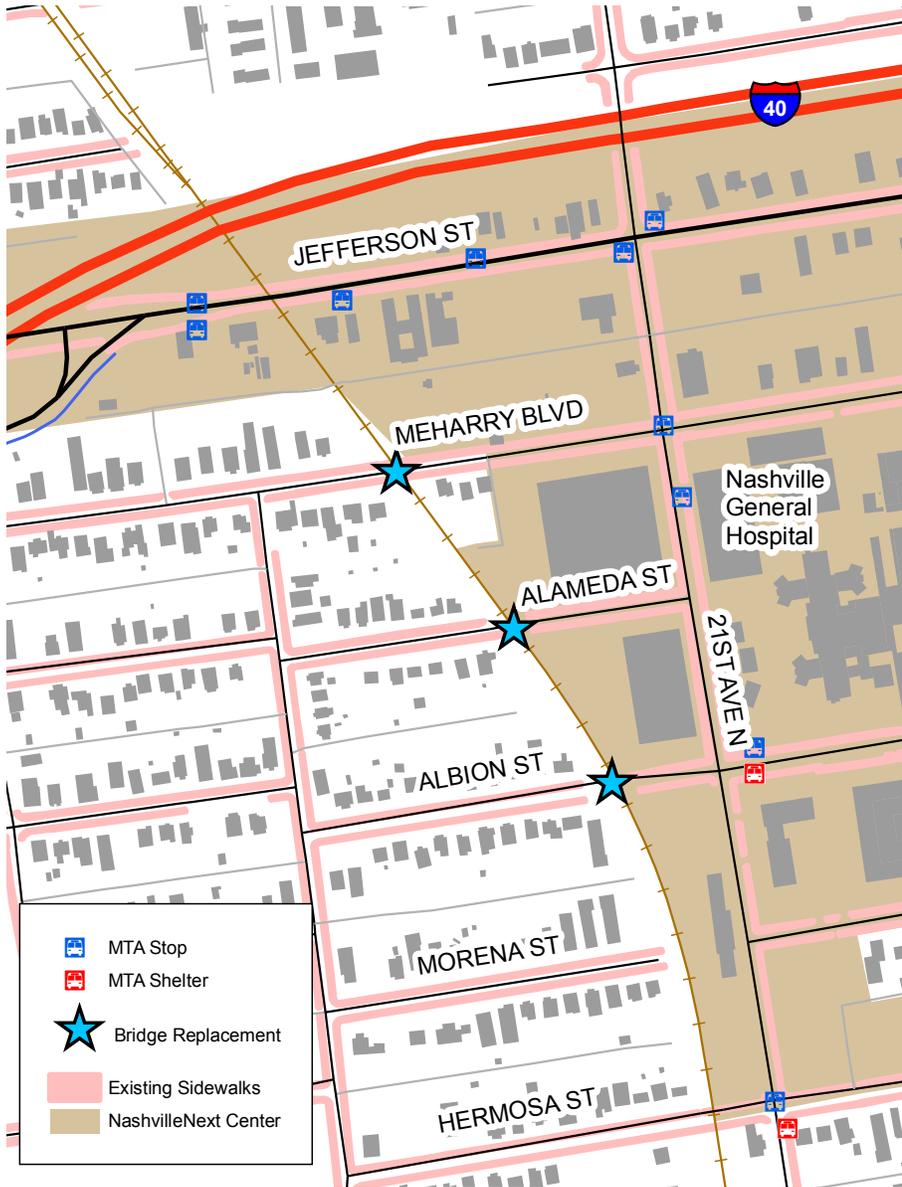


Pedestrian Priorities for the North Nashville Community

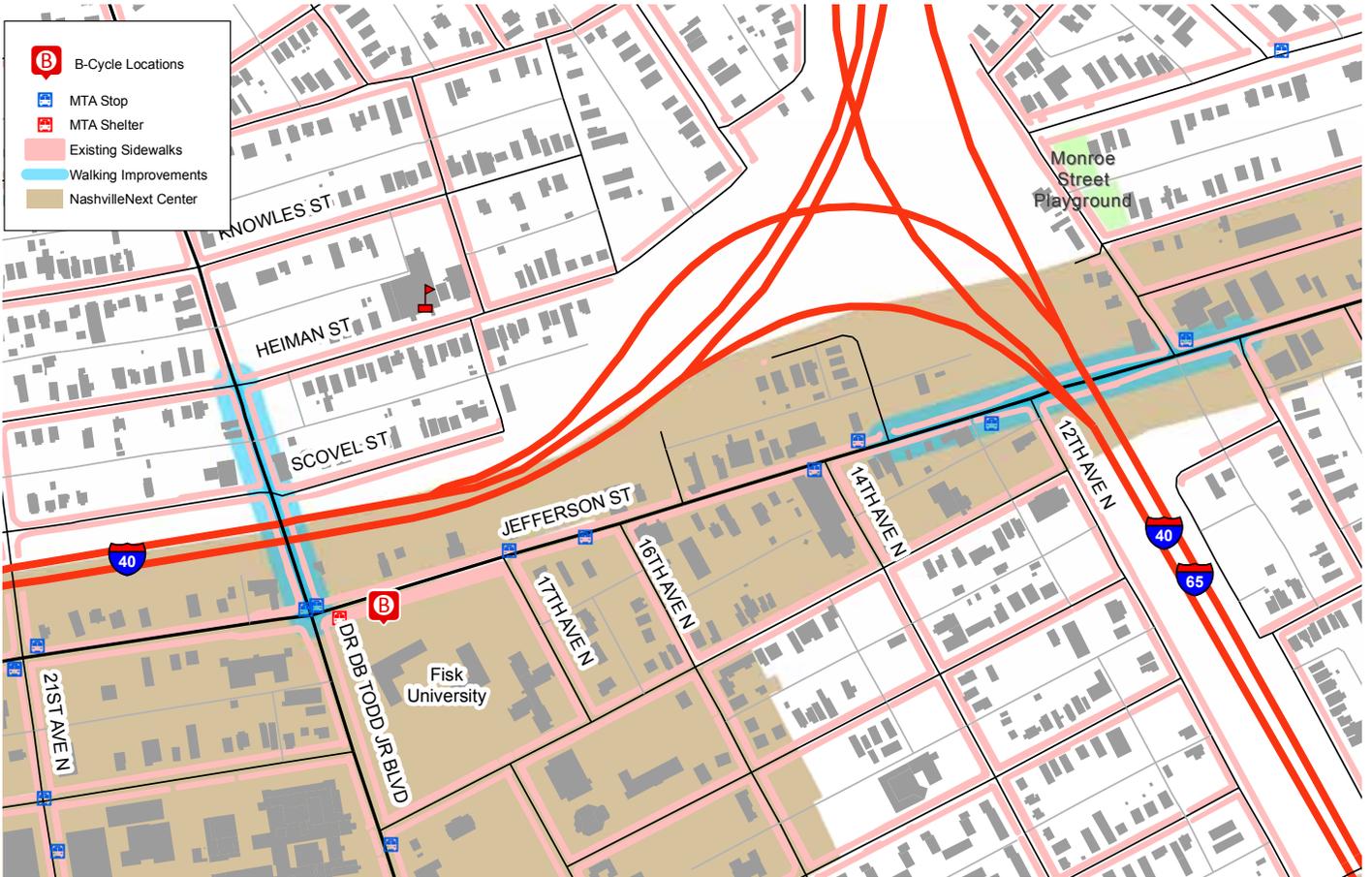
The pedestrian priorities for the North Nashville Community are:

- » North Nashville Bridge Replacement - Replace bridge overpasses to improve safety and provide access to those walking along Alameda Street and Meharry Boulevard. This project would also improve the likelihood of future commuter rail access to Clarksville along this route.
- » Gateway to Heritage Walking Improvements - Assess walking conditions across bridges that span I-40 along Jefferson Street and D.B. Todd Boulevard so they function as gateways linking the community, reducing vehicular speeds, and increasing safety for people walking

North Nashville Bridge Replacement - Replace bridge overpasses to improve safety and provide access to those walking along Alameda Street and Meharry Boulevard. This project would also improve the likelihood of future commuter rail access to Clarksville along this route.



Gateway to Heritage Walking Improvements - Assess walking conditions across bridges that span I-40 along Jefferson Street and D.B. Todd Boulevard so they function as gateways linking the community, reducing vehicular speeds, and increasing safety for people walking

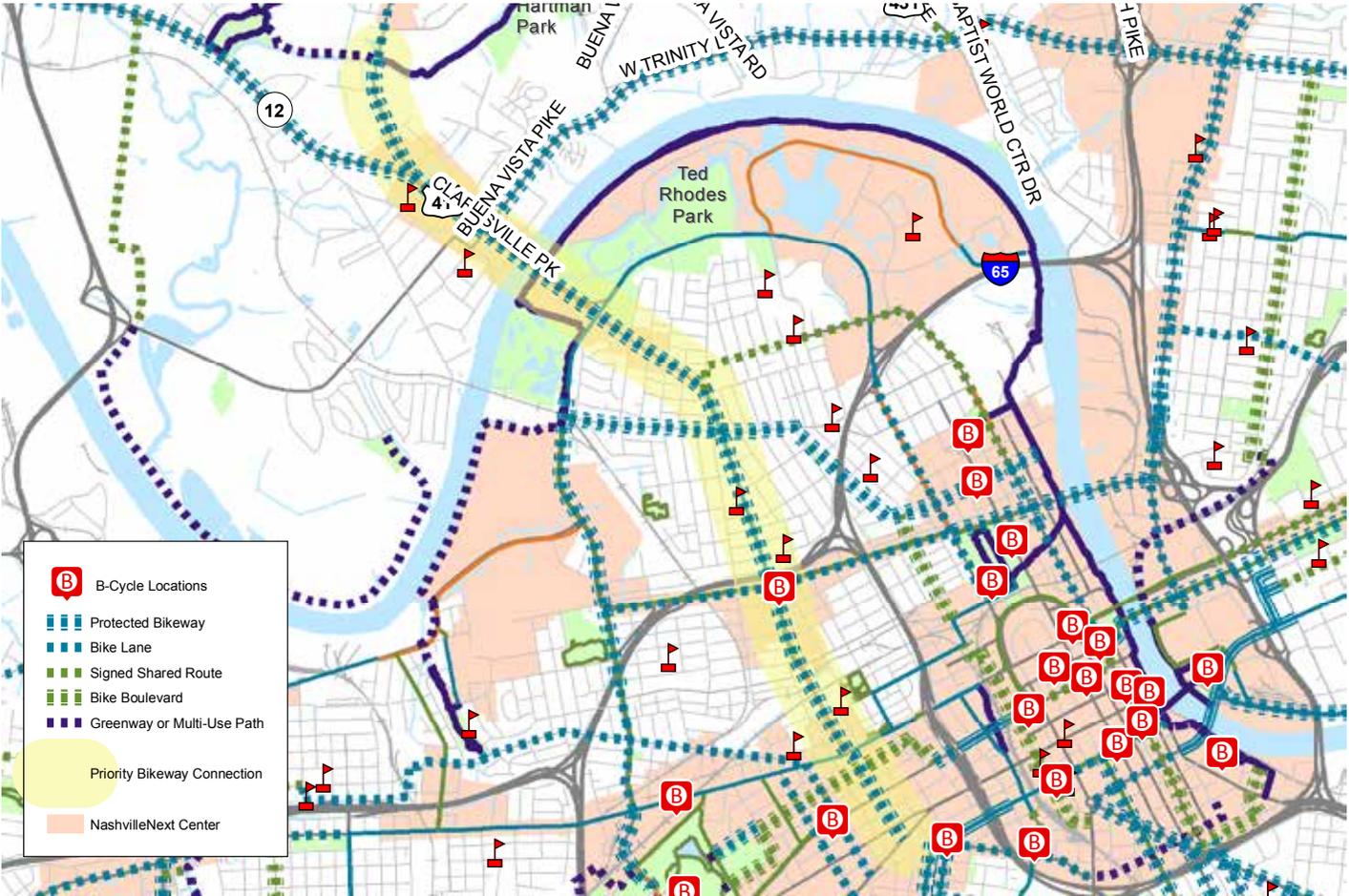


Bikeway Priorities for the North Nashville Community

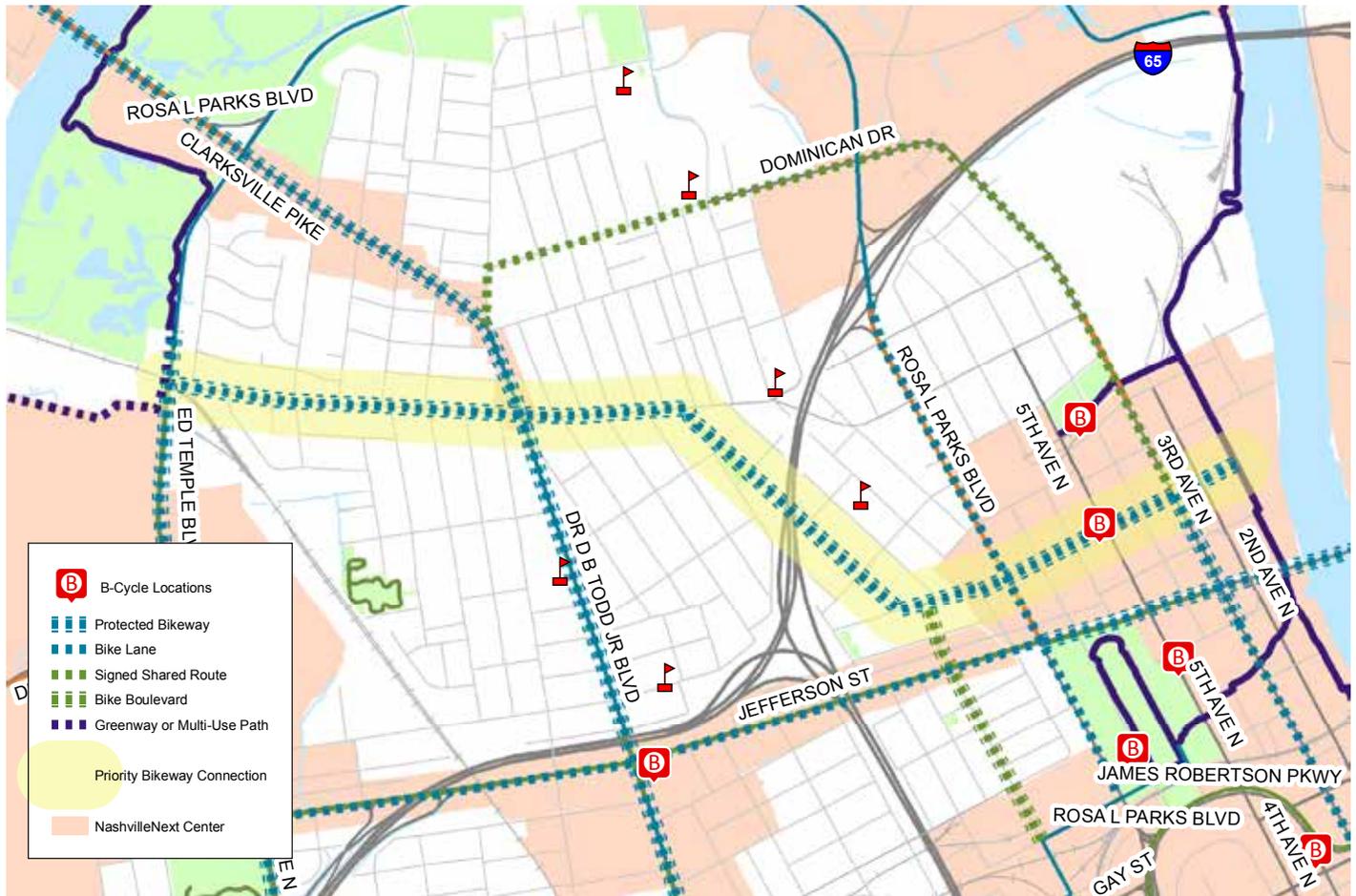
The bikeway priorities for the North Nashville Community are:

- » North Nashville Protected Bikeway - Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along DB Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue.
- » Buena Vista Protected Bikeway - Implement a protected bikeway along Buchanan Street, Arthur Avenue, and Monroe Street through Buena Vista.
- » Jefferson Street Bike Lanes - Implement bike lanes along Jefferson Street.

North Nashville Protected Bikeway - Implement a protected bikeway along Clarksville Pike from the Whites Creek Greenway, across the MLK Bridge, along DB Todd Boulevard, over Jubilee Bridge to Jo Johnston Avenue.



Buena Vista Protected Bikeway - Implement a protected bikeway along Buchanan Street, Arthur Avenue, and Monroe Street through Buena Vista.



Jefferson Street Bike Lanes - Implement bike lanes along Jefferson Street.



Street – Vehicular Priorities for the North Nashville Community

The North Nashville Community's overall transportation system is largely established in terms of surface streets, highways and rail lines. Interstate 40, Interstate 65, Interstate 440, Clarksville Pike/Dr. D.B. Todd Jr. Boulevard, Charlotte Avenue, 28th Avenue North/Ed Temple Boulevard/Rosa L. Parks Boulevard, Jefferson Street, 3rd Avenue North, 2nd Avenue North, Herman Street, Clifton Street, and Buchanan Street provide major surface street transportation.

Local streets, primarily built in a connected grid during the late 19th century and first half of the 20th century, provide further network connectivity. The Interstate system's construction altered this grid system. Streets and road connections built since that time have tended to be more curvilinear based upon existing settlement patterns, land uses, and market factors in North Nashville.

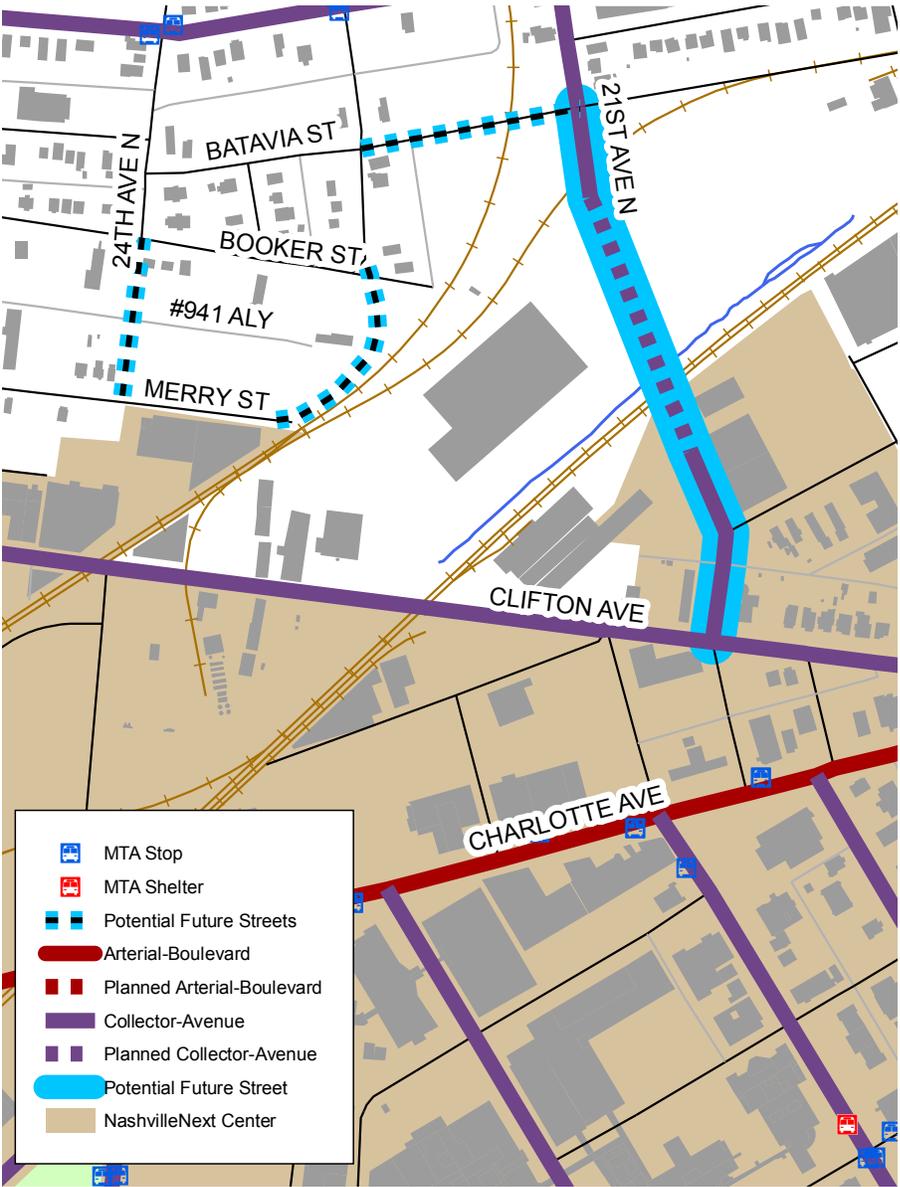
An interconnected street network provides more options and alternatives as opposed to forcing all travel onto a few arterial streets. The benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved access for emergency vehicles that need to leave an area during an emergency, and efficient subdivision of land.

Some areas of the North Nashville Community Plan have opportunities to improve street connectivity. These areas are listed below. Required Street Connections that are mapped include significant street connections; meanwhile, as new or re-development occurs, all reasonable opportunities to expand street connectivity will be examined and implemented as part of the development review process.

- » 21st Avenue North Connector - Connect 21st Avenue across the railroad tracks and include sidewalks.
- » Booker Street Connector - Connect Booker Street to Merry Street and include sidewalks.

21st Avenue North Connector - Connect 21st Avenue across the railroad tracks and include sidewalks.

Booker Street Connector - Connect Booker Street to Merry Street and include sidewalks.



28th Avenue Connector

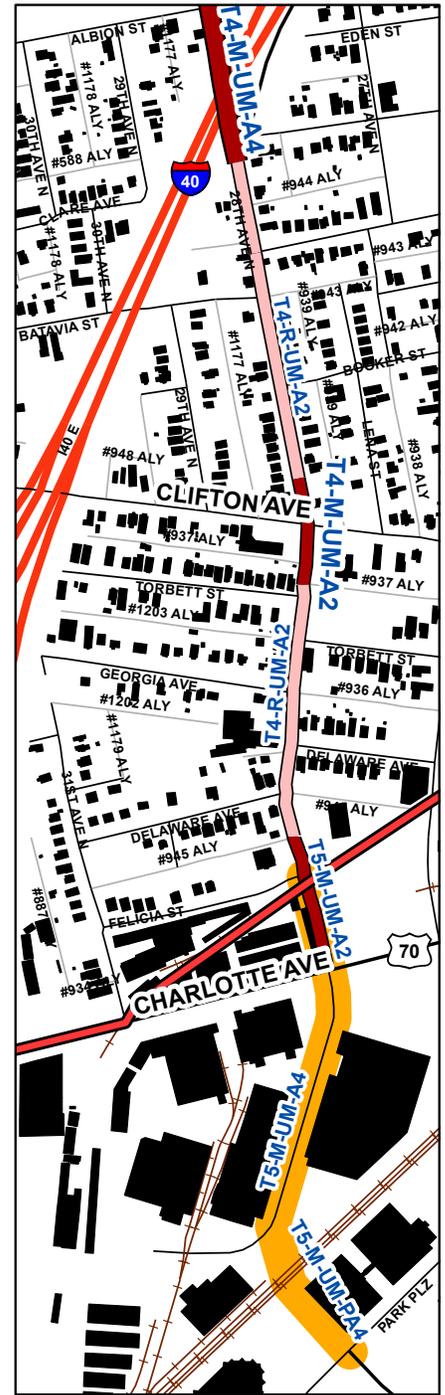
The 28th Avenue Connector was a project identified in the North Nashville Community plan and completed in fall of 2012. It connected a segment of 28th Avenue North to 31st Avenue, creating a direct route from Charlotte Avenue to Park Place, near Centennial Park.

No funding has been allocated to make improvements to the section of 28th Avenue north of the rail lines. Rather, the 28th Avenue North-31st Avenue North Connector improvements end just north of Charlotte Avenue at the railroad crossing near Felicia Avenue (at the North Nashville study area limits). Construction of the connector posed questions about what the corridor between Charlotte Avenue and Interstate 40 may look like in the future.

Increased vehicular traffic is anticipated, yet pedestrians, cyclists and transit users must also be safely accommodated. Planning Commission staff does not envision Metro undertaking an extensive widening project along this section of 28th Avenue North. It is more likely that as redevelopment occurs along the corridor, developers will be asked to implement infrastructure improvements.

The MCSP identifies this section of 28th Avenue North beginning at Charlotte Avenue and moving north along the corridor to Interstate 40 as an urban, multimodal arterial with residential land uses along the corridor and mixed – use identified at key intersections. The number of vehicular travel lanes should remain as two through lanes through this segment, except at the Interstate 40 interchange where it most likely would need four travel lanes. The availability of right-of-way in this corridor is limited particularly between Clifton Avenue and Interstate 40 as residential structures face 28th Avenue North. Future transportation improvements to this segment of 28th Avenue North should consider the following criteria given the limited right-of-way:

- » The Community Character Policy Areas along this segment continue supporting residential uses with mixed - uses at key intersections. Future corridor improvements should incorporate elements that support these land uses that are anticipated in the future with redevelopment.
- » On-street parking is an established issue on this segment of 28th



 28th Avenue Connector
 North Nashville Community

Avenue North with some residents parking in the grass or on existing sidewalks. Future improvements should consider appropriate on-street parking accommodations.

- » The Nashville Metropolitan Transit Authority (MTA) has created the University Row Connector to connect a number of City's universities. The connector makes a continuous internal loop through the city consisting of Rosa L. Parks Boulevard, Ed Temple Boulevard, 28th Avenue North, 31st Avenue, Blakemore Avenue, and Wedgewood Avenue. Therefore, future improvements should consider transit station or stop locations, improved crosswalks, improved sidewalks, and bulb-outs as needed to safely accommodate pedestrians through the corridor.
- » The 28th Avenue North-31st Avenue North Connector will include bike accommodations including a bike lane or shared use trail along the new connector. Future improvements should consider similar accommodations continuing north into North Nashville and connecting to Ed Temple Boulevard.

The following perspective is an example of the types of travel modes that could be accommodated within the limited right-of-way along this segment of 28th Avenue North. This perspective of 28th Avenue North also shows higher density residential land uses along the corridor. The corridor may evolve to accommodate non-residential land uses over time due to the 28th Avenue Connector project. Therefore, more detailed study of the 28th Avenue corridor and its land uses and travel patterns may be warranted in the future with regard to the 28th Avenue Connector project.



28th Avenue – Before



28th Avenue North – After View is looking north towards Hadley Park and I40 West from Clifton Avenue (Swett's Corner). Residential infill complements recommended street improvements.

Transit Priority for the North Nashville Community

Transit service consisting of buses and other enhanced transit concepts provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for North Nashville. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes (e.g. Gallatin, Charlotte, Nolensville, Lebanon, Elm Hill, and Murfreesboro Pikes). The NashvilleNext transit vision however, considers cross town routes, that connects major centers throughout the county with the Downtown core. In North Nashville there are several transit recommendations for the North Nashville community that also support the overall transit vision of NashvilleNext.

Priority Transit Need:

- » Neighborhood mini hub near Clarksville Pike and 28th Avenue North.

MTA’s Strategic Master Plan identifies transit “mini-hubs” including one located in the Clarksville Pike area of North Nashville. As mentioned before, MTA operates on a “pulse network” with one master hub/transfer station Downtown. This concept will not necessarily change with the addition of mini-hubs because of the existing street network in Nashville, however, by adding mini-hubs and crosstown connections, MTA can shorten the trip distance and time it takes for riders to arrive at a destination without having to completely come into Downtown.

Riders will experience travel time savings by adjusting the route schedules and having routes cross at the mini-hub. For example if a mini-hub was located along Clarksville Pike in North Nashville, a rider coming from Bordeaux would transfer buses there to say arrive at MetroCenter without coming into Downtown. An illustrative example of how a mini-hub could be incorporated onto Clarksville Highway is shown in the New Urban Center Design Scenario Development Scenarios Section of this chapter.

The mini-hub facility could be flexible in its design and range from an enhanced shelter with ticket vending and arrival times to a temperature controlled civic building with similar amenities. The two photos at the top left are examples of a mid-scale mini hub that has vending and temperature controlled amenities.

Immediate Route Needs:

- » D.B. Todd Boulevard-Clarksville Pike from Charlotte Pike to Kings Lane
- » Jefferson Street-Dickerson Pike from Downtown to Trinity Lane

Long Term Route Needs:

- » University Connector from Downtown to Murfreesboro Pike
- » Jefferson Street from 5th Avenue to 28th Avenue

Regional Route Needs:

- » Northwest Corridor transit service to the city of Clarksville

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.