

## SOUTH NASHVILLE COMMUNITY PLAN

### APRIL REVIEW DRAFT

This is the review draft of the South 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](http://www.NashvilleNext.net)
- » Email: [info@nashvillenext.net](mailto: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](http://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)



# SOUTH NASHVILLE

## **Description of the South Nashville Community**

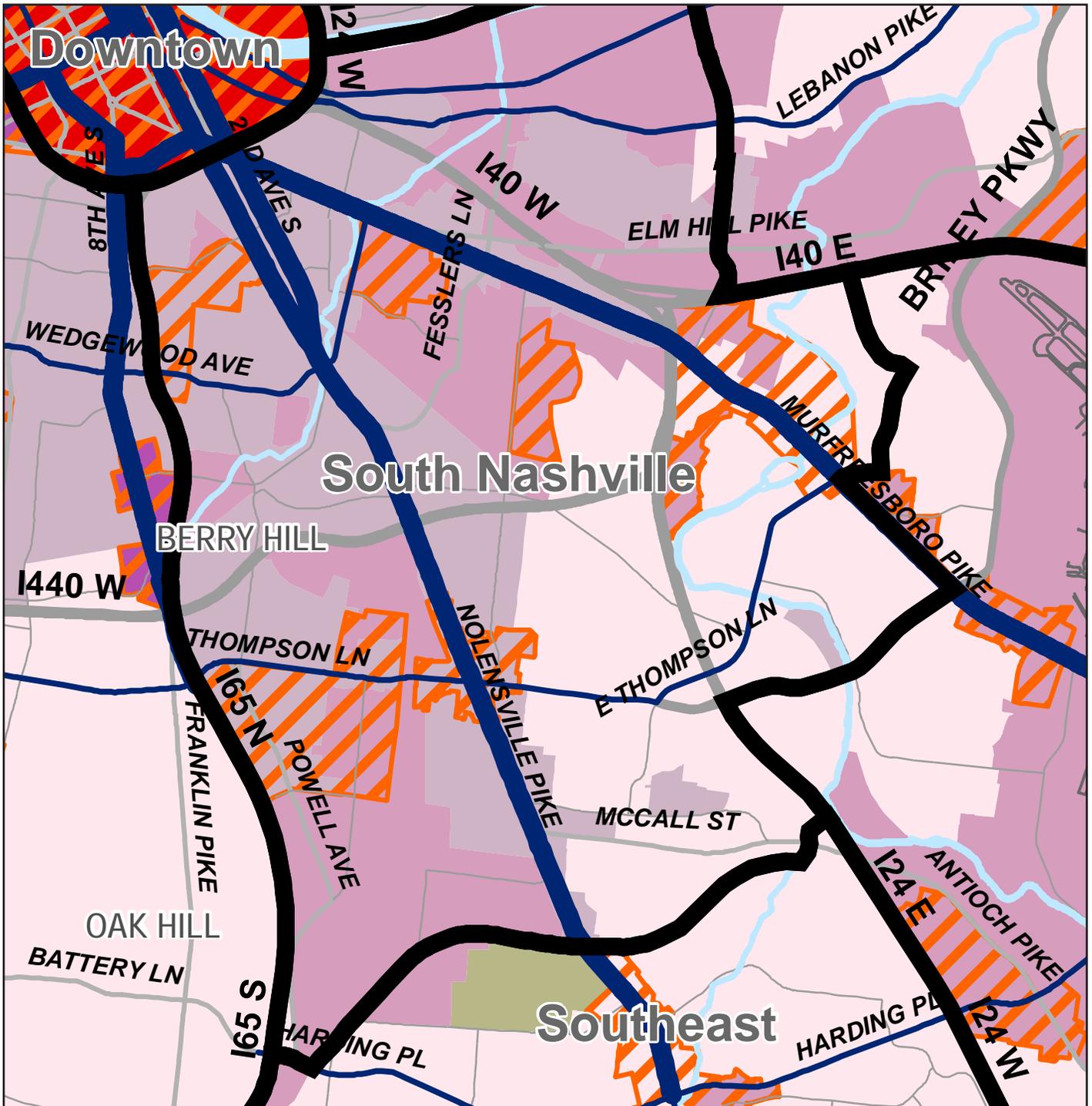
The South Nashville Community is centrally located, extending from the edge of downtown southward about five miles to the Nashville Zoo at Grassmere and from Interstate 65 eastward to the Donelson/Airport/Antioch areas. The South Nashville Community is bounded on the north by Interstate 40 and the Cumberland River. On the east side, it is bounded by the CSX railroad, Interstate 40, Massman Drive, Patricia Drive, Kermit Drive, Murfreesboro Pike, Briley Parkway and Interstate 24. The CSX railroad and a short segment of Harding Place make up the southern boundary, and Interstate 65 is the western boundary.

The South Nashville Community area covers approximately 9,787 acres, or 15.3 square miles. In terms of total land area, South Nashville is one of Nashville's smallest communities, containing only about 3 percent of Davidson County's acreage. Of Nashville/Davidson County's 14 planning communities, only Downtown and North Nashville are smaller.

Viewed as a whole, the South Nashville Community is a mixed use area that is predominantly developed, has little vacant land (3 percent), and has a diversity of land uses. Older residential neighborhoods near downtown are separated from other residential areas to the southeast by I-440 and a band of commercial and industrial uses extending diagonally from the Cumberland River to I-65. The Nolensville Pike and Murfreesboro Pike corridors are characterized by classic, older urban residential neighborhoods adjacent to mostly strip, nonresidential development along the pikes. The southeastern section of the community is predominantly newer residential and commercial development that is mostly suburban in character.

The community plan area is dissected by CSX railroad lines, and I-40, I-24 and I-440. Nonresidential uses comprise 61 percent of the community's land uses. Those uses dominate the northern and western sections of South Nashville. Among the more prominent nonresidential uses are the Tennessee State Fairgrounds, Trevecca Nazarene University, CSX Radnor rail switch yard, and 100 Oaks—one of Nashville's earliest suburban shopping centers.

Transect Map

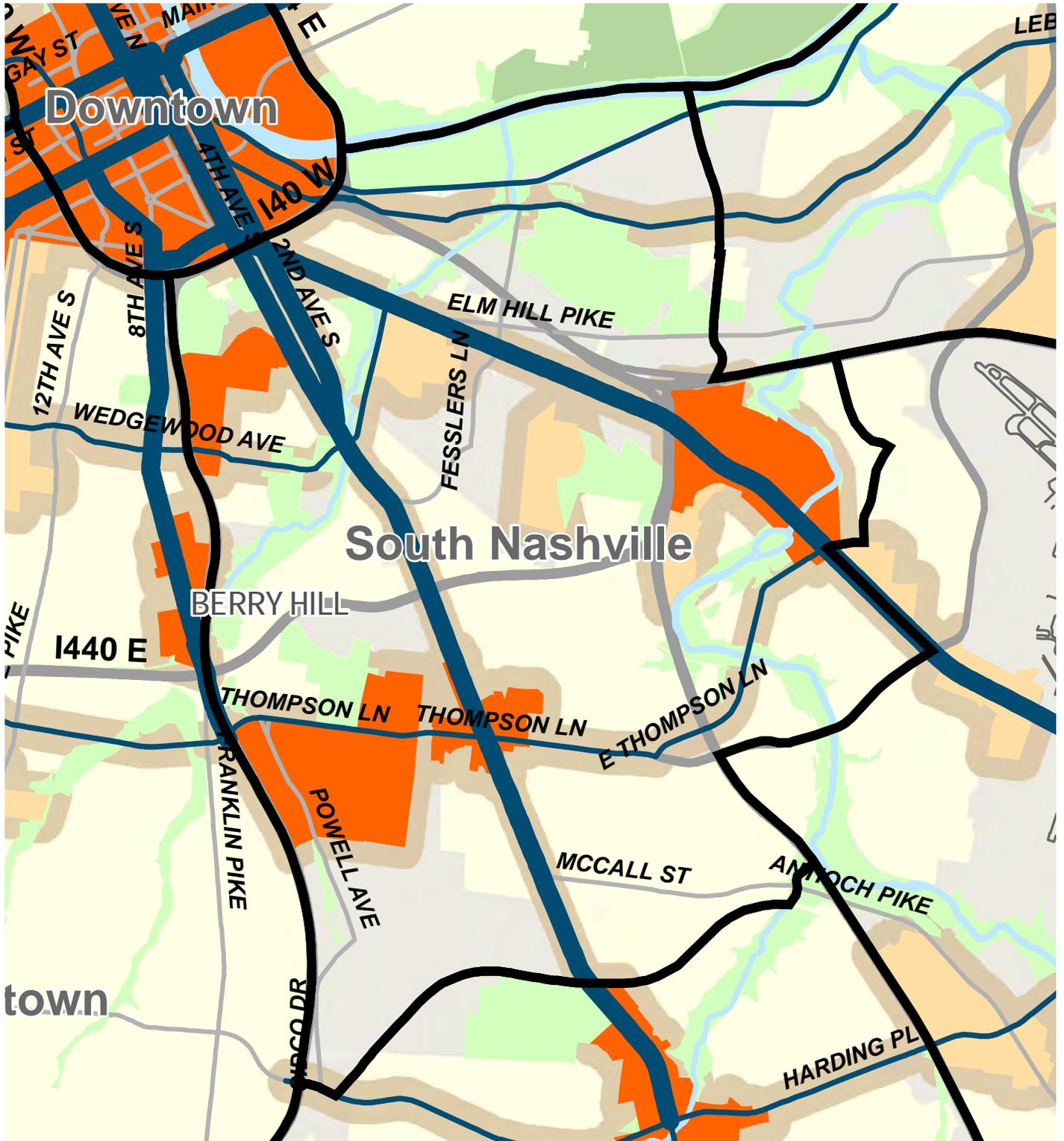


Transects

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



Growth and Preservation Concept Map



## Major Neighborhoods/Communities

The South Nashville Community Plan area is comprised of a collection of unique communities ranging from urban to suburban. It includes the Chestnut Hill, Glencliff, Glencliff Estates, Hill-n-Dale, Napier, Patricia Heights, Radnor, Raymond Heights, Wedgewood-Houston, Woodbine, and Woodycrest neighborhoods.

South Nashville also includes the satellite city of Berry Hill. Most of Berry Hill is located in the western section of the South Nashville Community. Berry Hill, which has its own zoning and subdivision authority, covers less than five percent of the community. Berry Hill is very mixed use in character and includes a sizeable portion of Woodlawn, one of South Nashville's large cemeteries.

The South Nashville Community is a culturally and historically rich mixed use area. The Cumberland Science Museum, Tennessee State Fairgrounds, Trevecca Nazarene University, 100 Oaks and, up until 2014, Greer Stadium attract visitors from across the city and region. For convenience, the entire area is referred to as "South Nashville" in the community plan.

## South Nashville Community History

The South Nashville area has a rich collection of historic resources spanning Nashville's history. The area's proximity to downtown has made it attractive for residential development, while the presence of three major historic turnpikes – Lebanon Pike, Murfreesboro Pike and Nolensville Pike – brought vehicular traffic and commercial development to the area.

Native American groups valued this area as a rich hunting ground and agreed that they all could use the land and pass through, but should not settle in the area. The late 1700s brought European settlers to the area. Several of the historic homes were built in the early 1800s and have entertaining stories to accompany their long history. In this area, the new residents found good land and began building. Around 1800 the area (around what later became Whitsett Road and Nolensville Pike) came to be known as Flatrock due to a large flat rock, 40 feet wide and 50 feet long, which served as a landmark for both Native Americans and settlers. The rock sat in the low woody area near the creek. Unfortunately, the rock was destroyed in the early 1950s when Nolensville Pike was widened.

South Nashville is exceptionally rich in historic burial grounds. The City Cemetery, established as Nashville's public burial ground in 1822, contains the graves of many of early Nashville's civic leaders, including Governor William Carroll and Nashville founder James Robertson and his wife Charlotte. As the City Cemetery filled, Mt. Olivet Cemetery on Lebanon Pike opened in 1855 and became the preferred cemetery for Nashville's elite. Both cemeteries are listed in the National Register of Historic Places. Other important historic cemeteries include Mill Creek Baptist Church Cemetery on Whitsett Road, Calvary Cemetery on Lebanon Pike, Mt. Ararat Cemetery and Greenwood Cemetery, all of which are eligible for listing in the National Register.

One of Nashville's premier Civil War resources, Fort Negley, located on Chestnut Street, is listed on the National Register of Historic Places and has Local Landmark status. Fort Negley is the largest inland stone fortification constructed during the Civil War and is the most important of the fortifications built by Union forces after Nashville fell in 1862. It occupied the center of the Federal defensive line, which stretched in a wide circle around the southern part of the city. The structure was built primarily by slaves and free black workers conscripted into service. Purchased by the city in 1928, Fort Negley in recent years underwent renovations and now includes a Visitors' Center providing historical education as part of the park.

The South Nashville Community is also important in Nashville's African-American history. Shortly after the Civil War, the area known as Trimble Bottom (now Chestnut Hill) developed as a community of African-Americans. The area along Second and Third Avenues South contains several residential structures dating from the late 19th century. Unfortunately, demolition and deferred or inappropriate maintenance has greatly impacted the area's historic structures. Chestnut Hill is also rich in African-American educational history, including the development of Central Tennessee College and Walden University; in addition, this area was home to the original campus of Meharry Medical College. The Hubbard House on First Avenue South is the last remaining building of the original Meharry campus and is listed in the National Register of Historic Places. Cameron School, constructed during the New Deal, is also listed in the National Register and is designated a Local Landmark.

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

Nashville's transportation history has also contributed to the development of South Nashville's neighborhoods. The impact of railroad development in South Nashville is extremely important to the community's history and current development pattern. The impact of railroad development includes rail-related historic buildings along Willow Street and Wedgewood Avenue. Railroad development also contributed to the development of the Woodbine and Radnor neighborhoods (known earlier as Flatrock) in conjunction with the Radnor Yards in the early twentieth century. Railroad workers' needs for housing and other services created much of the original development along Nolensville Pike, including streetcar lines. Streetcars ran in the area from the 1890s until 1941. The streetcar line ran on the east side of Nolensville Pike to Veritas Street and ended at Radnor Yards. During that time, the land south of Veritas Street was farmland. A stagecoach operated along the road from Nolensville to Nashville until 1910.

Turnpikes, such as Nolensville Pike and Murfreesboro Pike, brought increasing traffic through the area, and by the mid-20th century, a proliferation of automobile-related resources dominated these roads as agricultural and residential uses gave way to auto-oriented commercial uses, especially along Murfreesboro Pike and Nolensville Pike. Early gas stations and motor courts along these thoroughfares highlight their importance to mid-century travelers.

Much of the commercial development along South Nashville's main corridors dates from the 1950s, 1960s and 1970s and is showing signs of age and disinvestment. Unfortunately, commercial development has occurred haphazardly along the corridors, resulting in disorganized character. Building types from every era located along the corridors, and there is no cohesive pattern of development that reflects the image of the community. The one recurring element in this development is its auto-oriented nature, which is common along corridors leading from urban to suburban areas. These corridors often project a poor image that discourages quality new investment that would benefit the surrounding neighborhoods. Today, the area is seeing new development and investment, especially due to its desirable location. The community would like to see the main corridors transformed over time to include options for walking, biking, and taking transit, in addition to driving.

South Nashville in 1871

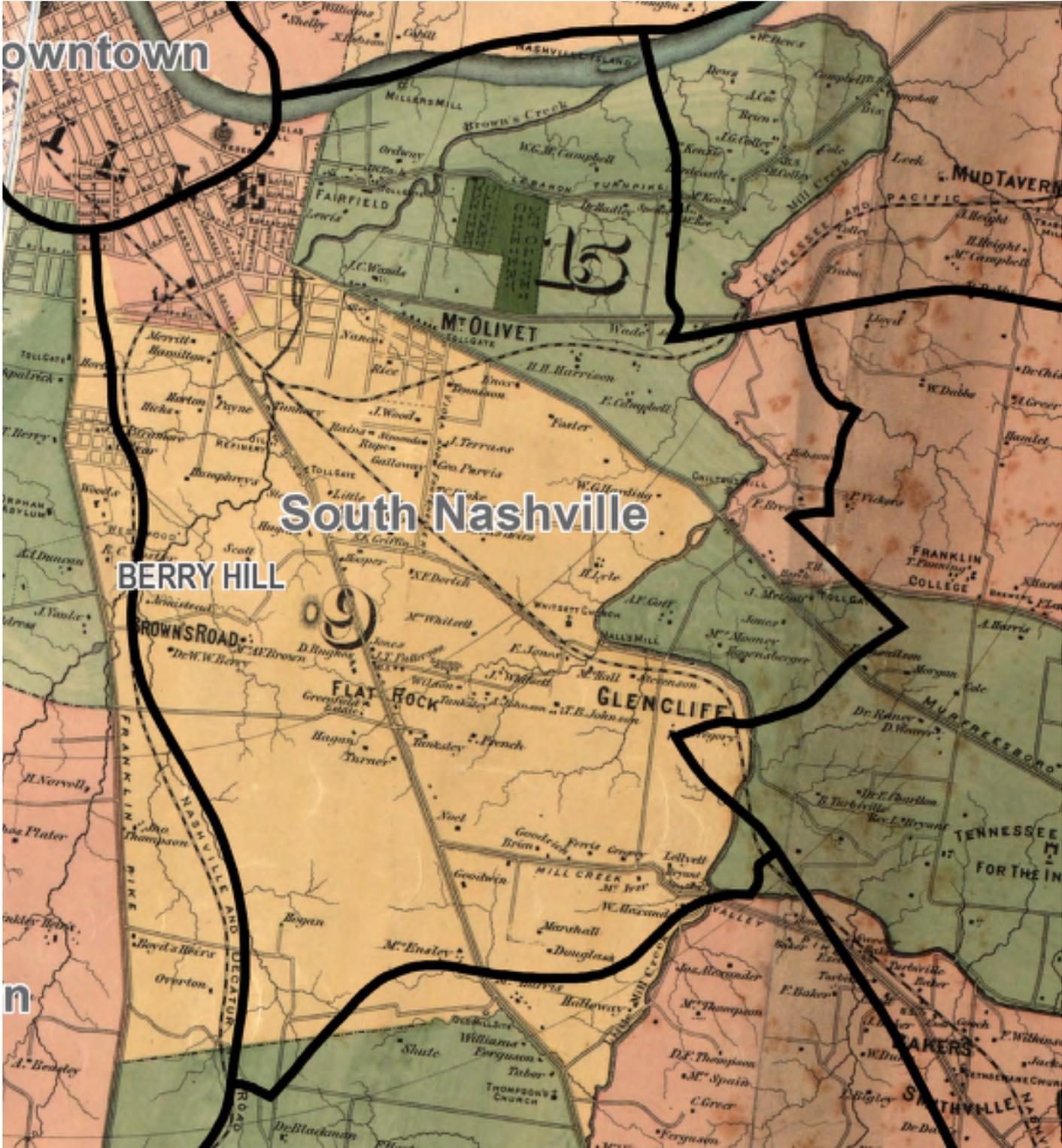


Figure XX South Nashville Community Area, shown on an 1871 map.

The Metro Historical Commission's list of historically significant features identifies historically significant sites, buildings, and features within the South Nashville Community. As of January 2015, there are a total of 801 in the South Nashville Community:

- » 15 features listed on the National Register of Historic Places
- » 164 features designated as National Register Eligible
- » 621 features 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 South Nashville Planning Process**

In 1988, the Metro Planning Department began creating "community plans" as a means of fine tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development and preservation in fourteen communities. The South Nashville Community Plan was first adopted by the Planning Commission in June 1993, after working with a Citizens' Advisory Committee. The South Nashville Community Plan was the ninth of the fourteen community plans to be created.

The South Nashville Plan's first update occurred in 1999 after several community workshops. The community's second plan update was adopted in 2007 after substantial community participation in workshops. Over the decades, the community continues to grow and strives to balance growth with preserving the character of established residential areas while providing needed services, retail, recreations and employment opportunities.

This update of the South Nashville Community Plan reflects the values and vision of the numerous participants in the planning process, balanced with south planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a

coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan – that neighbors insist upon it and that developers’ proposals follow it. Developers and investors, who are encouraged by public policies and agencies, will likewise be encouraged by such evidence of stakeholders’ activism and dedication.

## **South Nashville Community Demographic Information**

South Nashville continues to be a growing community. According to the 200 U.S. Census, South Nashville had a total population of 30,447 people. According to the 2010 U.S. Census, the total population of the South Nashville area was 32,211 (5.1 percent of Davidson County's total population).

In 2010 according to the U.S. Census, the South Nashville area contains 14,051 housing units (4.9 percent of Davidson County's total housing units).

South Nashville is an ethnically diverse area where Hispanics comprise 23.3 percent of the community's population, according to the 2010 U.S. Census, and up from 12.9 percent in 2000.

In 2010 according to the U.S. Census, the average per capita income for the South Nashville Community area is \$15,540, which is 54.5 percent of Davidson County's average of \$28,513.

		Davidson County		South Nashville		
		#	%	#	%	
<b>Population</b>	Total, 2010	626,681		32,211	5.1%	
	Household Population	605,463	96.2%	29,658	97.4%	
	Group Quarters Population	23,650	3.8%	806	2.6%	
	Population, 1990	510,784		32,078	6.3%	
	Population, 2000	569,891		31,944	5.6%	
	Population Change, 1990- 2000	59,107	11.6%	-134	-0.4%	
	<i>U.S. Census (1990, 2000, 2010)</i>	Population Change, 2000- 2010	56,790	10.0%	267	0.8%
		Population Density (persons/acre)	1.69	n/a	1.20	n/a
	<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Average Household Size	2.37	n/a	2.50	n/a
		Male	304,566	48.4%	15,027	49.3%
	Female	324,547	51.6%	15,437	50.7%	
<b>Population</b>	Total, 2010	626,681		32,211	5.1%	
<b>Race</b>	White	385,039	61.4%	16,569	51.4%	
	Black or African American	173,730	27.7%	9,088	28.2%	
	American Indian/ Alaska Native	2,091	0.3%	176	0.5%	
	Asian	19,027	3.0%	787	2.4%	
	Native Hawaiian or Pacific Islander	394	0.1%	16	0.0%	
	Other Race	30,757	4.9%	4,568	14.2%	
	<i>U.S. Census (2010)</i>	Two or More Races	15,643	2.5%	1,007	3.1%
<b>Ethnicity</b>	Hispanic or Latino	359,883	57.4%	7,497	23.3%	
<b>Age</b>	Less than 18	136,391	21.8%	7,840	24.3%	
	18-64	424,887	67.8%	21,360	66.3%	
	<i>U.S. Census (2010)</i>	Greater than 64	65,403	10.4%	3,011	9.3%
<b>Families</b>	Total	142,821		6,095	n/a	
	Married Couple Families with Children	37,098	26.0%	1,565	25.7%	
	<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Single Parent Families with Children	26,291	18.4%	1,564	25.7%
		Female Householder with Children	21,528	15.1%	1,337	21.9%

Davidson County

South Nashville

		#	%	#	%
<b>Housing Units</b>	Total	284,328		14,051	4.9%
	Owner Occupied	141,805	49.9%	4,216	30.0%
	Renter Occupied	114,082	40.1%	7,649	54.4%
	Occupied	255,887	90.0%	11,865	84.4%
	Vacant	28,441	10.0%	2,186	15.6%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
<b>Travel</b>	Mean Travel Time to Work (min)	23.1		21.5	
	Workers	309,633		13,176	4.3%
	Drove Alone	246,391	79.6%	9,859	74.8%
	Carpooled	32,633	10.5%	2,104	16.0%
	Public Transportation	6,588	2.1%	341	2.6%
	Walked or Biked	6,806	2.2%	310	2.4%
	Other	3,232	1.0%	83	0.6%
	Worked from home	13,983	4.5%	479	3.6%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
<b>Income</b>	Per Capita Income	\$28,513		\$15,540	54.5%
<b>Education</b>	Population 25 years and over	419,807		18,861	4.5%
	Less than 9th grade	20,687	4.9%	2,203	11.7%
	9th to 12th grade, No Diploma	38,664	9.2%	2,941	15.6%
	High School Graduate (includes equivalency)	103,024	24.5%	6,228	33.0%
	Some College, No Degree	86,498	20.6%	3,816	20.2%
	Associate Degree	23,963	5.7%	791	4.2%
	Bachelor's Degree	92,765	22.1%	2,165	11.5%
	Graduate or Professional Degree	54,206	12.9%	717	3.8%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
<b>Employment</b>	Population 16 Years and Over	505,034	80.6%	24,752	76.8%
	In Labor Force	348,250	69.0%	16,534	66.8%
	Civilian Labor Force	347,862	99.9%	16,519	99.9%
	Employed	317,719	91.2%	14,653	88.6%
	Unemployed (actively seeking employment)	30,143	8.7%	1,866	11.3%
	Armed Forces	388	0.1%	15	0.1%
	Not in Labor Force	156,784	31.0%	8,218	33.2%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					

## South Nashville's Role in the County and Region

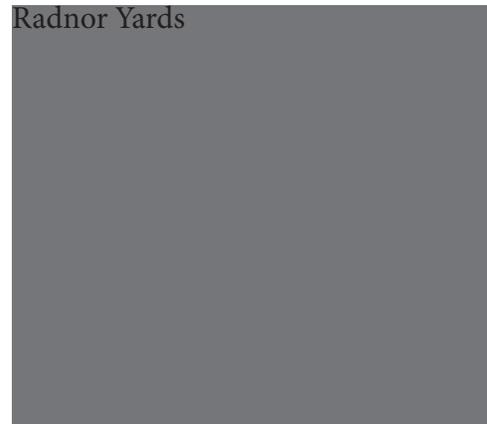
The impacts of growth, development and preservation in Nashville's communities do not stop at Community Plan area borders. The South Nashville Community has many unique resources whose growth, development or preservation can impact surrounding communities within Nashville and Davidson County. The South Nashville Community also benefits from the utilization of its resources by adjacent communities and the larger region. The health of each of these assets impacts the South Nashville Community and contributes to Davidson County's unique role in the larger Middle Tennessee region. Likewise, the utilization of these resources by other communities in Davidson County helps strengthen South Nashville's regional contribution. This section considers the South Nashville Community in the context of the region.

### The South Nashville Community Plan in a Regional Context

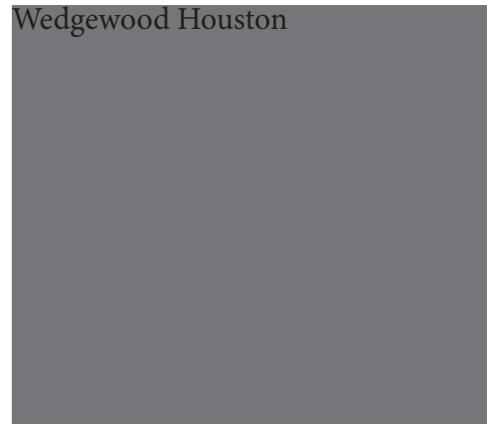
The South Nashville Community plays an important role in the Middle Tennessee region, and the community's resources are abundant. Perhaps the South Nashville Community's greatest strength, in the regional setting, is its convenient location. The proximity of the community to Downtown, three interstates, and other major corridors, which provide quick travel to other areas of the city, will continue to make South Nashville a desirable place to live and work in the future.

Several neighborhoods in the South Nashville Community are experiencing growth and infill housing pressures, such as Chestnut Hill, Wedgewood-Houston, and Woodbine. Commercial areas are located along Murfreesboro Pike, Nolensville Pike and Thompson Lane and also are seeing infill development. Industrial areas are located along and off Lebanon Pike and Fesslers Lane. Medical, retail and entertainment services are provided at 100 Oaks. With the commercial and industrial development, the community has a significant economic base and is one of Nashville's major employment concentrations.

South Nashville is well served by major transportation facilities. While the transportation facilities serve the commercial and industrial development and provide important services to the community, the Interstates and rail lines are also barriers that divide and restrict movement, especially east-west, within the community.



Radnor Yards



Wedgewood Houston

**NashvilleNext Plan Elements that are Unique to the South Nashville Community**

**Economic Development, Transportation and Local Work-Force Assets**

South Nashville contributes to Nashville’s role as the economic engine of the region by hosting a significant portion of office, commercial and industrial land. In 2014, 2,800 acres of South Nashville is used for office, commercial, and industrial uses. This represents 37 percent of South Nashville’s total acreage used for these non-residential uses.

The concentration of office, commercial and industrial uses is driven, in part, by the accessibility of South Nashville, which is connected to I-65, I-440, I-24, and I-40 as well as to the rail lines at Radnor Yards. Nashville is somewhat unique in that three interstates converge in the city. South Nashville’s excellent access to the regional transportation system makes the community an attractive location for businesses relying on the swift efficient movement of their products and employees. South Nashville is conveniently located within five to fifteen minutes of downtown. This means that the area is attractive to firms that have dealings downtown but wish to avoid its high land costs and leases. The permeability of South Nashville to these interstates and to rail makes the community an attractive home for office, commercial and industrial uses, meeting a critical need for the city and region.

The railroad and interstate systems have created a strong industrial presence in the South Nashville Community. Areas along or near Fesslers Lane, north of Lebanon Pike, and near Radnor Yards are industrially developed and vital to the local economy and employment base. Due to transportation advantages and the close proximity of residential neighborhoods, the industrial uses in South Nashville are best characterized as warehousing and distribution facilities instead of “smokestacks.” However, some tensions are created by different land uses when industrial uses abut residential areas. Even small-scale industrial businesses create truck traffic that often uses residential streets, causing noise, additional traffic, and pedestrian conflicts.

The Wedgewood-Houston area is seeing new development projects referred to as “maker culture.” Maker culture refers to a do-it-yourself culture blending technology with creativity. Development mixes offices, retail and housing to include uses such as electronics, printing, technology, music, food, film, metalworking, woodworking, artisan goods, and traditional arts and crafts.

There is a wide range of goods and services available throughout the South Nashville Community. Major streets offer a vibrant array of retail and service industries including restaurants, small offices, and specialty shops. Both Nolensville Pike and Murfreesboro Pike contain ethnic restaurants and shops that cross a wide swath of cultures, including Hispanic, Ethiopian, Kurdish and Somali. Small businesses benefit from good visibility and the nearby residential market base, and the number of businesses in the area is increasing.

## **Residential Development**

South Nashville's concentration of office, commercial, and industrial uses creates a situation called "jobs/housing balance" that is fairly unique in Nashville/Davidson County, where there is significant employment in close proximity to residences. Office, commercial and industrial uses make up 37 percent of the land, while residential uses represent 36 percent of land use. The remaining land is 22 percent community services, institutions and open space, and 3 percent vacant land. The result is that residents of South Nashville have more opportunities than most Nashvillians to live and work in the same community. In addition to lessening commuting times, this creates a unique sense of investment in the community.

There is a diversity of housing types and settings in South Nashville although on a smaller spectrum than the rest of Davidson County. Inner-ring neighborhoods such as Wedgewood-Houston, Chestnut Hill, Woodbine and Radnor provide urban housing options, while Glencliff, Glencliff Estates, Patricia Heights, Raymond Heights, and others offer a more suburban setting. The range of available housing extends from small, shotgun-style homes, to ranch-style homes, to newer more modern housing, townhomes and flats. South Nashville residents are strongly committed to preserving the character of existing neighborhoods while providing additional housing options at a varying range of price points to maintain housing affordability. Primary corridors, such as Nolensville Pike and Murfreesboro Pike, are viable locations for additional, more intense housing types, which will also help to attract more businesses by increasing the number of residents.

## Commuting patterns of residents and employees in South Nashville

<b>South Nashville residents who work in these areas</b>	<b>16,816</b>	<b>Employees who work in South Nashville come from these areas</b>	<b>49,540</b>
South Nashville	3,750	South Nashville	3,750
Green Hills Midtown	1,965	Southeast	5,188
Donelson Hermitage Old Hickory	1,623	Antioch Priest Lake	4,270
Downtown	1,563	Donelson Hermitage Old Hickory	3,938
Southeast	947	East Nashville	2,378
Antioch Priest Lake	893	Green Hills Midtown	2,216
West Nashville	848	Madison	1,495
Madison	788	Parkwood Union Hill	1,124
North Nashville	682	Bellevue	1,122
East Nashville	444	West Nashville	987
Bordeaux Whites Creek	394	Bordeaux Whites Creek	947
Bellevue	168	North Nashville	613
Parkwood Union Hill	84	Joelton	225
Joelton	45	Downtown	80
Beyond Davidson County	2,622	Beyond Davidson County	21,207

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

## Recreation and Community Amenities – Community Facilities and Open Space

South Nashville's primary contribution to the Middle Tennessee region in community services and open space is the Adventure Science Center and historic Fort Negley Park. The Adventure Science Center has long been a draw to residents of, and visitors to, Nashville/Davidson County. The Center includes hands-on exhibits, workshops, lectures, camps, special events and a planetarium.

Fort Negley Park, a fortification built by Union soldiers after the fall of Nashville in 1862, is another significant regional and national draw. With few remaining Civil War sites in Nashville/Davidson County, recent improvements to Fort Negley, including an interpretive walking path and visitors' center, illustrate the fort's importance to history and cultural tourism.

From 1978 to 2014, Greer Stadium was the home of the Nashville Sounds, the city's minor league baseball team. Even with numerous upgrades and repairs over the years, Greer became one of the oldest minor league stadiums and fell below professional baseball standards. In 2015, the Sounds began playing at the newly constructed First Tennessee Park, two miles north of Greer.

A unique South Nashville center is Casa Azafrán which opened in 2012. Casa Azafrán, located along Nolensville Pike, houses nonprofits who offer services in education, legal, finance, health care and arts to immigrants, refugees, and the community as a whole. The facility also offers event space and a commercial kitchen. Its mission is to serve as a central gathering place for learning, meaningful interaction, and cross-cultural exchange.

The South Nashville Community contributes 1,617 acres (22 percent of its land uses) to open space, civic facilities, schools, community centers, common open space areas of residential developments, cemeteries, and places of worship. The community has several small parks and the large regional Coleman Park. South Nashville also has the potential for an expanded greenway system. Greenways are envisioned along all three major waterways in the community – the Cumberland River, Mill Creek and Browns Creek.

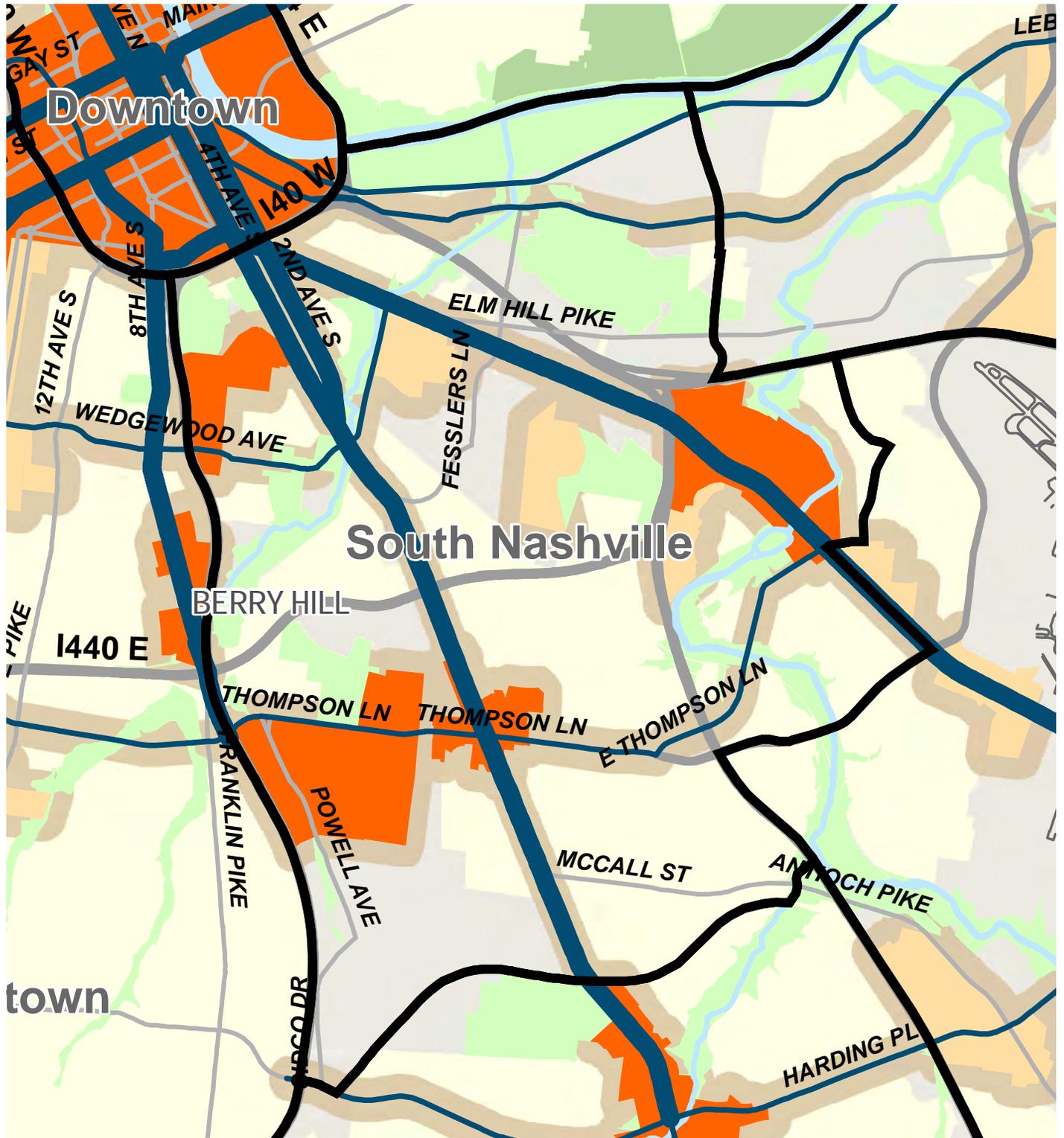
Mill Creek Greenway has been expanded in recent years. The community also has the Tennessee State Fairgrounds which provides numerous special events during the year and a monthly flea market. These facilities are a local source of recreation and jobs for area residents and provide economic spin-off effects for nearby businesses. These facilities also represent committed private and public financial investments in the community and strong reasons for improving the infrastructure and physical attractiveness of the surrounding areas.

Finally, South Nashville boasts archeological sites and areas that contain rare or endangered plant or animal species. These areas are not named, due to their sensitive nature, but are on file at the Tennessee Department of Environment and Conservation (TDEC). Two areas that are noted are a privately-owned 15-acre island in Mill Creek south of Murfreesboro Pike that is a habitat for black and yellow-crowned herons and a 46-acre flood plain area north of Murfreesboro Pike along Mill Creek owned by the State of Tennessee. Both provide important natural habitats and open space along the creek.

## **Conclusion**

The South Nashville Community has significant assets to provide to the surrounding communities in Davidson County and to the Middle Tennessee region in terms of business locations, employment opportunities and enjoyable recreational offerings. As is the case with many older urban areas, South Nashville faces a myriad of challenges, including the preservation of existing housing, the provision of affordable housing, the enhancement of educational and employment opportunities, and determining appropriate areas for additional growth and redevelopment. The South Nashville Community's future vitality depends on how it capitalizes on its assets to continue being a desirable business and residential area with densities and intensities to support desired commercial development while protecting the character of its established neighborhoods.

Growth and Preservation Concept Map



## **Growth and Preservation Concept Map and the Community's Role – South Nashville**

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

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

To see the entire Growth and Preservation Concept Map, please refer to XX.

The Concept Map for South Nashville illustrates the key concepts listed above: strategically locating new residential development; enhancing commercial centers and corridors to provide more desired retail and services; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways and multi-use paths.

### **Green Network**

The green network on the Concept Map reflects natural areas that provide natural resources (such as 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 South Nashville Community, most of the green network is floodways and floodplains. Since the South Nashville Community is predominantly developed, very little of the area remains in an undisturbed natural state. Areas with slopes of 20 percent or more are practically nonexistent, with the exception of steep terrain around Fort Negley.

## 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 South Nashville Community, neighborhoods are urban and suburban in character.

## 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 South Nashville Community, these include areas around existing centers and along corridors, such as Nolensville Pike, Murfreesboro Pike and 100 Oaks.

## Centers

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

- » Tier One – These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » Tier Two – These centers receive some investments to manage growth, though less than Tier One centers.

## 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.

- » Tier Three – These centers show areas that could receive coordinated investments in response to opportunities identified by the private sector.

In the South Nashville Community, Tier One centers are located in the Wedgewood-Houston area, Murfreesboro Pike / Thompson Lane, Nolensville Pike / Thompson Lane, and 100 Oaks. Tier Three centers are located at Murfreesboro Pike / Fesslers Lane and along the Murfreesboro Pike and Lebanon Pike corridors.

## South Nashville – Community Character Policy Plan

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

To view the adopted Community Character Policies in detail for the South Nashville Community, please go to [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

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

South Nashville's natural and open space areas include areas with environmentally sensitive features, mainly floodplains, 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. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

Another area of emphasis is enhancing centers and corridors. The South Nashville Community has several prominent corridors, such as Nolensville Pike, Murfreesboro Pike, Lebanon Pike and Thompson Lane. South Nashville also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the small center at Glenrose Avenue and East Thompson Lane, to larger community centers such as the center at Nolensville Pike and Thompson Lane. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through well-designed land use transitions to adjacent residential areas. Community members over the years have voiced a vision for re-creating a historically proven pattern of providing commercial services that meet the daily needs of residents at strategically placed nodes within walking distance of existing neighborhoods.

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

Appropriate uses within mixed use centers are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but

are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses in close proximity to residential uses permits residents and workers to walk or bicycle to receive basic goods and services. Residential uses also allow 24-hour surveillance of streets, buildings, and public gathering spaces located at the core of walkable centers to enhance safety in these areas.

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

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

## **South Nashville – Special Policies**

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

## **Special Policy Area 1 – Southeast and southwest corners of Veritas Street and Keystone Avenue**

In addition to the uses supported by the District Office Transition policy, appropriate uses at this entrance to the neighborhood include those allowed in the MUN base zoning district. To ensure good design, all uses allowed only by the MUN district should be implemented through the SP zoning district, should be residential in scale and character, should be oriented toward Keystone Avenue, and should not exceed the bulk standards for the MUN district.

To view the Special Policy areas, please refer to Community Character Policies for the South Nashville Community. These may be found at: [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

## **Special Policy Area 2 – PepsiCo Bottling Site**

In the event that the current activity ceases, redevelopment of this industrial site to a mixture of uses is appropriate. This mixture would, ideally, include a significant amount and variety of housing. Redevelopment should be guided by a master development plan for the entire site that is coordinated and integrated in use and connectivity with the abutting 100 Oaks area development.

Development should be urban in character and design; three stories at a minimum. Due to this site's unique location adjacent to 100 Oaks and along a major corridor, four- to ten-story mixed use buildings with upper floor residential and all-residential buildings are appropriate. A key requirement of additional development that cannot be supported by existing infrastructure is the provision and coordination of necessary infrastructure improvements with that development.

Design-based zoning (i.e. either SP or a UDO in combination with an appropriate base district) is recommended to ensure the intended mix and character of development and the timely and coordinated provision of needed infrastructure improvements with the development they will support.

To view the Special Policy areas, please refer to Community Character Policies for the South Nashville Community. These may be found at: [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

### **Special Policy Area 3 – Glencliff Road / Interstate 24 Area**

The goal for this special policy area is to provide an integrated mix of housing with an open, pedestrian-friendly character. Since this area is off the Nolensville corridor and more interior to the neighborhood, the maximum recommended density of new residential development that requires a zone change is 9.0 units per acre, subject to the availability or provision of adequate support infrastructure. The density of existing development that is already over 9.0 units per acre should not be increased.

Consolidation of properties is encouraged, particularly the underutilized properties east of Glencliff Drive and those properties fronting on Antioch Pike. Street system and pedestrian connectivity should be emphasized in the design of new development. Design-based zoning, such as a SP or a UDO, is recommended to ensure the intended form of development and the provision of any needed infrastructure improvements.

To view the Special Policy areas, please refer to Community Character Policies for the South Nashville Community. These may be found at: [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

### **South Nashville – Development Scenarios**

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

Policies and special policies.

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

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

- » Coleman Park Area (including the Nolensville Pike / Thompson Lane center and the Foster Avenue center)
- » Antioch Pike and Nolensville Pike Area

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 South Nashville Community and in other areas of the county with similar characteristics and land use policies.

## Development Scenario – Coleman Park Area

Figure XX represents one way the area around Coleman Park could develop in accordance with the community plan. This illustrates the benefits and design of a walkable center with a unique sense of place. The scenario creates more connections to the park and provides more options for housing. Coleman Park is further enhanced by a modest expansion to include more property to the north.

Figure XX creates an interconnected street system to the Coleman Park area with sidewalks, street trees, and building entrances facing the street. The scenario also re-establishes a more appropriate block structure for the area and includes a system of alleys so that the street is not dominated by curb cuts and garage doors. The scenario also shows appropriate building types and intensities to complement the character of the street.

The scenario provides pedestrian and vehicular access into centers of activity from sidewalks and alleys without requiring residents to travel along Nolensville Pike. To strengthen pedestrian connections to the park, a pedestrian extension of Burbank is shown. This pedestrian-only connection provides more options for walking to destinations to the south and better links to Coleman Park. Parking is located behind buildings in order to screen parked cars from public view.

The scenario illustrates a system of open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community and build on the presence of Coleman Park.

The park is then surrounded with a mixture of housing, such as townhouses, stacked flats, and cottage courts, on the west and north. Allowing a mixture of residential building types provides a diversity of housing options with a range of affordability. By allowing additional housing types here, it also helps protect the established residential character of the adjacent single family neighborhoods.



Design scenario for Coleman Park Area



Thompson Lane / Nolensville Pike Area Today



Perspective of Thompson Lane at Nolensville Pike in the Future

The photo shows the existing intersection of Thompson Lane and Nolensville Pike, looking west. This is a significant area of activity along the Nolensville Pike Corridor with older retail, commercial services, and Coleman Park. Recent years have brought some new development along with deterioration of older properties.

connection. Small neighborhood center-scaled mixed use buildings could enhance the streetscape while remaining small enough in scale to create a smooth transition to neighboring homes. Sidewalks and street trees could be added to encourage pedestrian activity, create a sense of place, and slow traffic. Both on-street parking and bulb-outs provide better access and traffic calming to the area.

Figure XX shows a concept of how the area could develop over time. New mixed use buildings could replace much of the older development along Thompson Lane and Nolensville Pike. These mixed use buildings could be brought up to the street, and street trees could be planted to create a more active street life and complement the enhancements that have been made to Coleman Park.

Figure XX illustrates a concept of the neighborhood center at Foster Avenue. Foster Avenue is an important street in the neighborhood that provides a north-south



**Perspective of Foster Avenue Neighborhood Center Area in the Future**

## Development Scenario – Antioch Pike / Nolensville Pike Area

Figure XX represents one way the area around the intersection of Antioch Pike and Nolensville Pike could develop. This scenario illustrates the benefits and design of a walkable center.

Figure XX creates a connected street system with sidewalks, street trees, and building entrances facing the street. The scenario includes a system of alleys so that the street is not dominated by curb cuts and garage doors. The scenario shows appropriate building types and intensities to complement the character of the street.

The scenario provides pedestrian and vehicular access into centers of activity from sidewalks and alleys without requiring residents to travel along Nolensville Pike. Parking is located behind buildings in order to screen parked cars from public view. Open spaces providing recreational uses for the community could be developed.

Allowing a mixture of residential building types provides a diversity of housing options with a range of affordability. By allowing additional housing types here, it also helps protect the residential character of the adjacent single family neighborhoods. Adding more residents also provides a better market base for area businesses.

Figure XX illustrates how this area could develop over time. New mixed use buildings could replace much of the older development along Nolensville Pike while preserving some of the buildings with history that is significant to the neighborhood. Community members have indicated that they would like to see some of the older buildings preserved and reused for stores, shops and other uses that serve the needs of the community. These mixed use buildings could be brought up to the street, while adding street trees and pedestrian-scaled lighting would enhance the pedestrian experience. Notice how the corner store remains and has been incorporated into a mixed use building.



Design Scenario for Antioch Pike Area



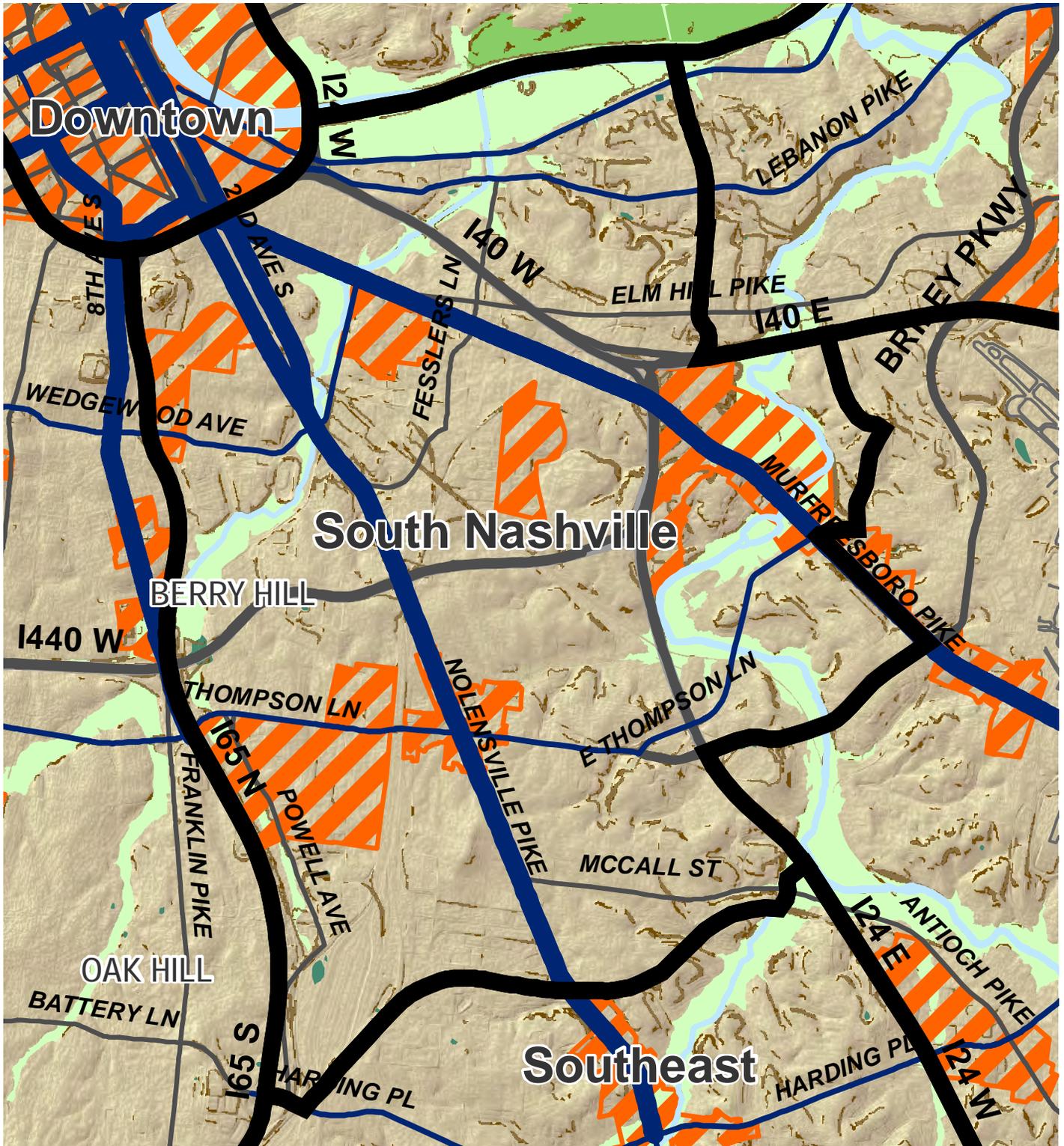
Antioch Pike and Nolensville Pike

## **South Nashville – Enhancements to the Open Space Network**

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

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

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



Slopes & Terrain Legend



## **Recommended Greenway System Connections and Multi-Use Paths in the Bellevue Community**

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

- » Mill Creek Greenway – Complete the remaining segments of the Mill Creek Greenway from Antioch (in the Hickory Hollow area) to the Donelson area.
- » Murfreesboro Pike Multi-Use Path – Construct a multi-use path adjacent to Murfreesboro Pike from the Mill Creek Greenway to Lafayette Street.
- » Wedgewood-Houston Multi-Use Path – Construct a multi-use path to connect downtown with the Wedgewood-Houston Neighborhood. This connection could occur along the northern edge of Fort Negley and then connect through Humphreys and Martin Streets.

## **South Nashville – Enhancements to the Transportation Network**

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. It does so by utilizing Access Nashville 2040 as its foundation along with the Major and Collector Street Plan (MCSP). The MCSP is part of, and implements, Access Nashville 2040.

The MCSP maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. The *Strategic Plan for Sidewalks and Bikeways* establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program.

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

## **Recommended Transportation Network Enhancements for the South Nashville Community**

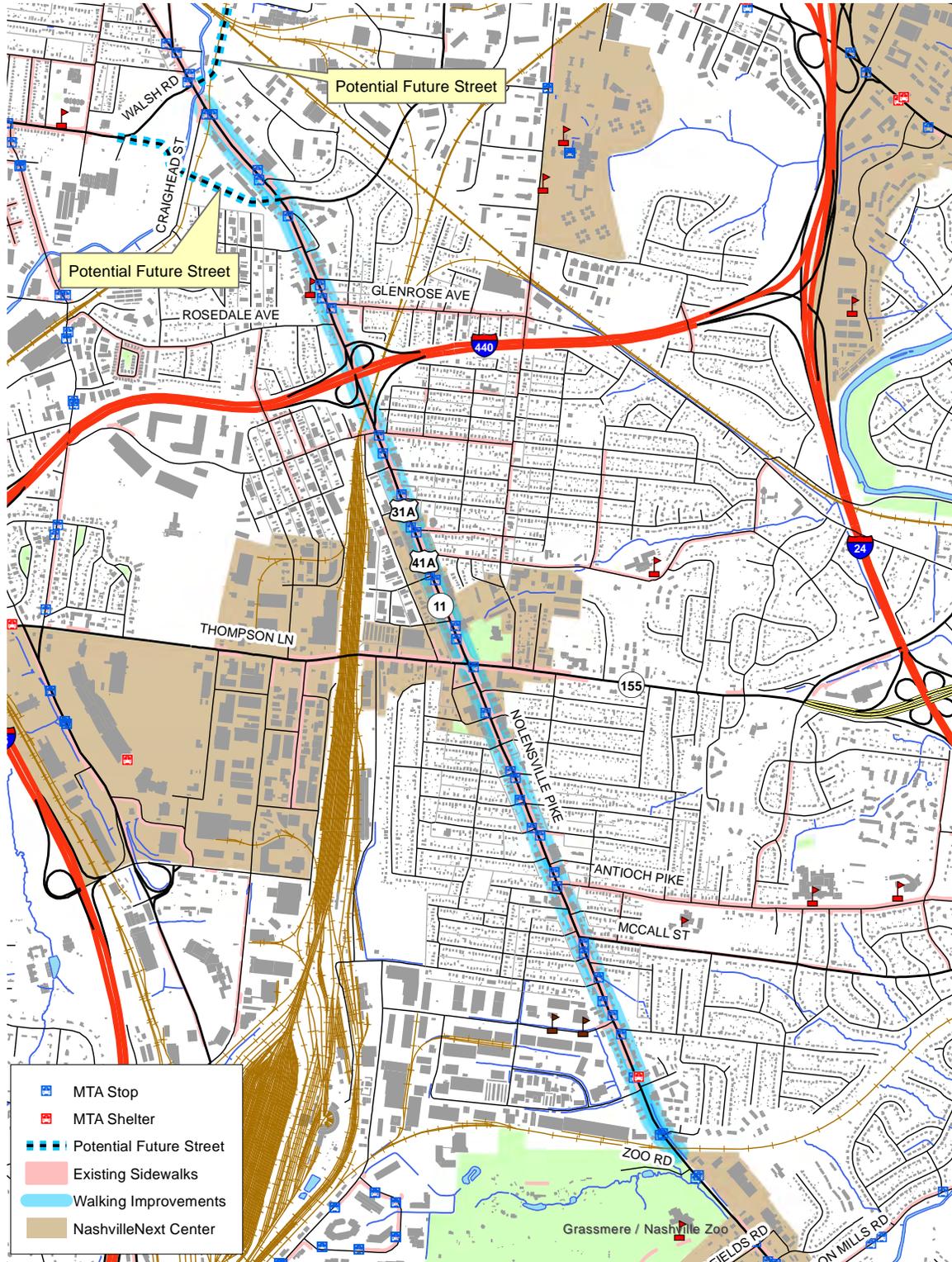
Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multi-modal” network. Needless to say, funding is limited, and the need to improve a multi-modal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in South 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.

## **Pedestrian Priorities for the South Nashville Community**

The pedestrian priorities for the South Nashville Community are:

- » Murfreesboro Pike Complete Streets – Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping from Spence Lane to East Thompson Lane. Implement as coordinated capital improvements projects.
- » Woodbine Area Walking Improvements – Improve street crossings along Nolensville Pike from Craighead Street to Zoo Road.

**Woodbine Area Walking Improvements – Improve street crossings along Nolensville Pike from Craighead Street to Zoo Road.**



**Murfreesboro Pike Multi-Use Path Construct a multi-use path adjacent to Murfreesboro Pike from Mill Creek Greenway to Lafayette Street.**

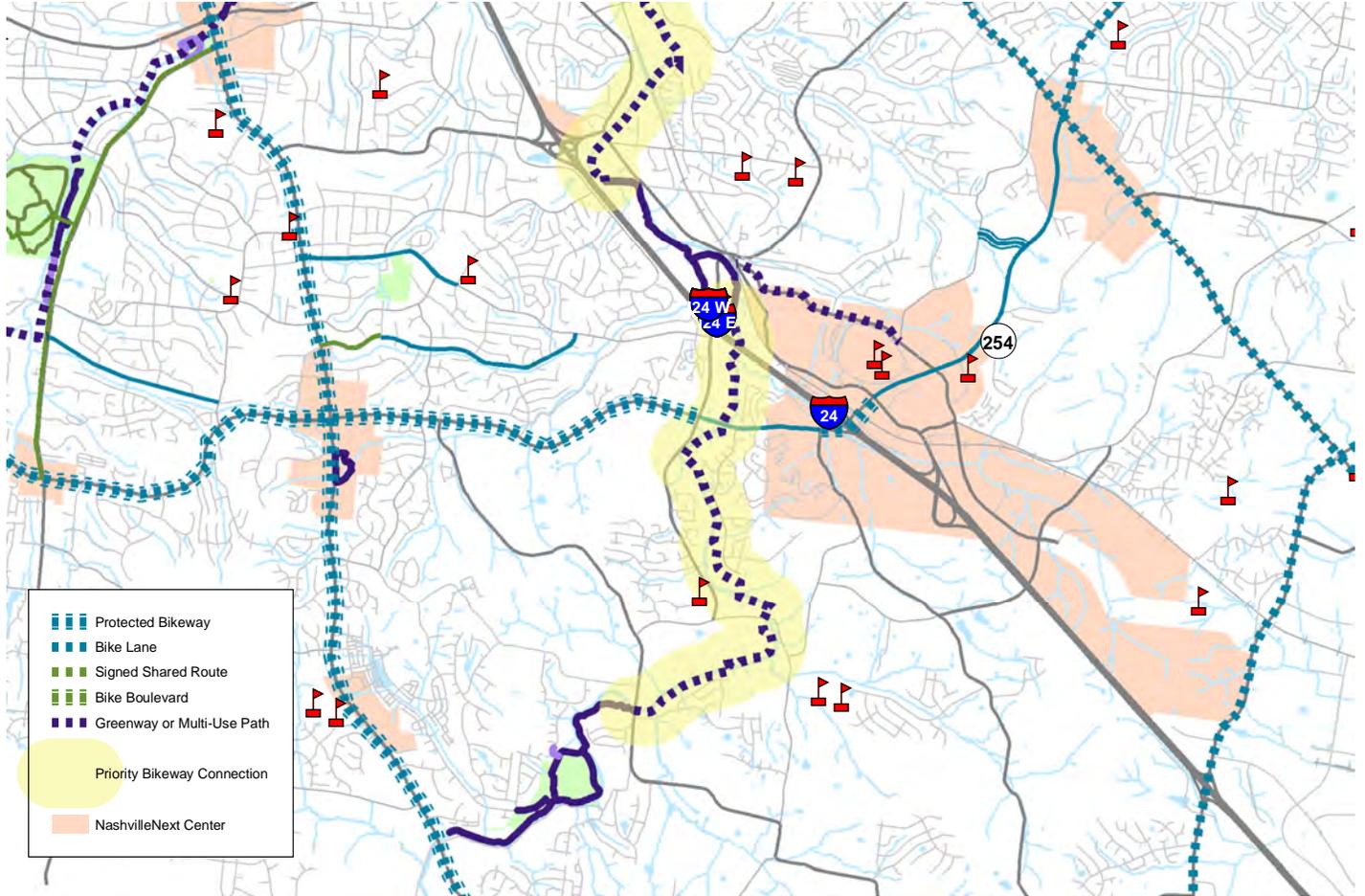


## **Bikeway Priorities for the South Nashville Community**

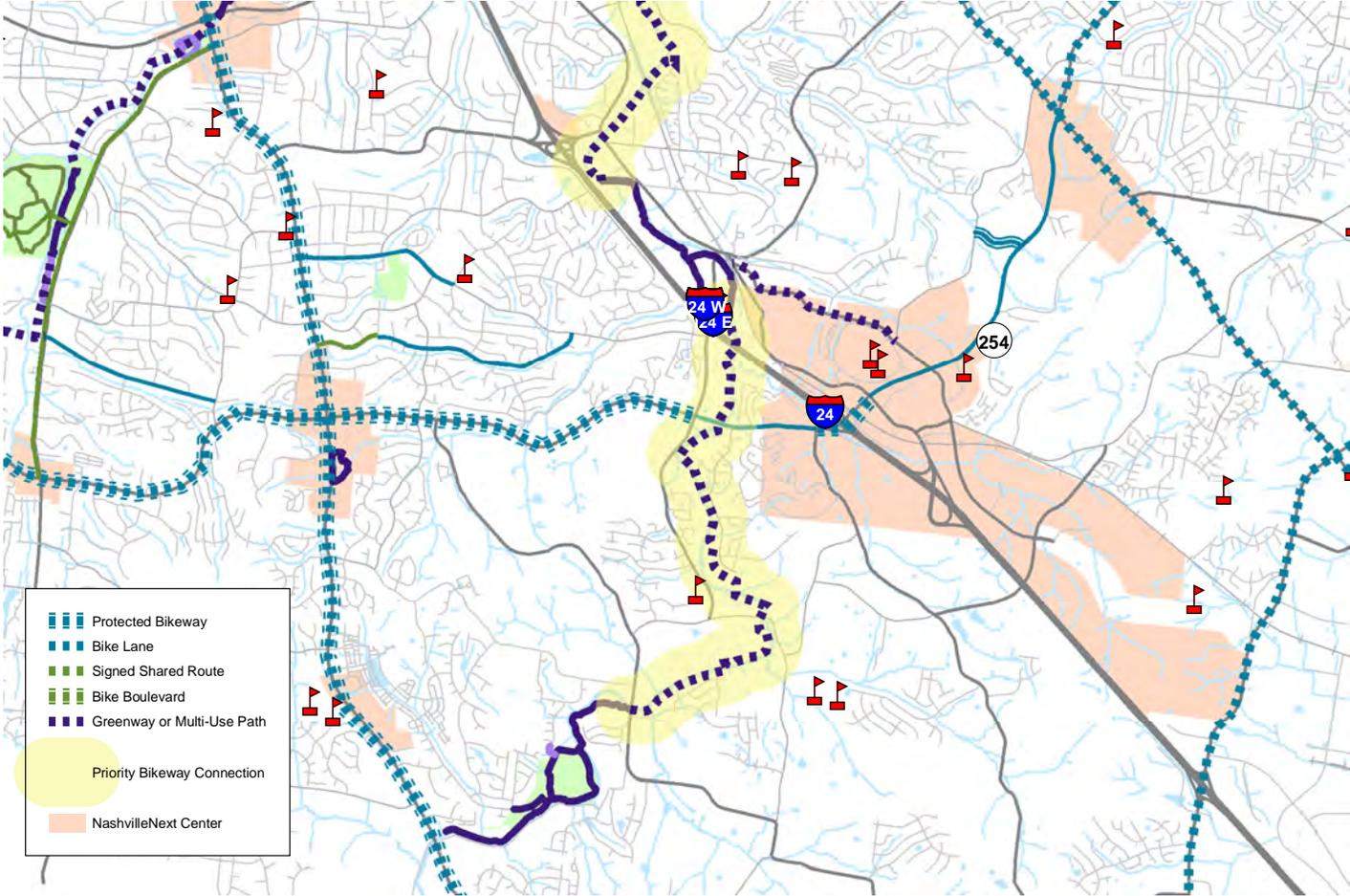
The bikeway priorities for the South Nashville Community are:

- » Mill Creek Greenway – Complete the Mill Creek Greenway from Antioch (in the Hickory Hollow area) to the Donelson area.
- » Murfreesboro Pike Multi-Use Path – Construct a multi-use path adjacent to Murfreesboro Pike from the Mill Creek Greenway to Lafayette Street.
- » Woodmont Boulevard – Thompson Lane Bike Lanes – Complete connectivity gaps between existing bike lines along Woodmont Boulevard and Thompson Lane.
- » Nolensville Pike Protected Bikeway – Implement a protected bikeway between Woodbine and downtown along Nolensville Pike and the 2nd/4th Avenue couplet.

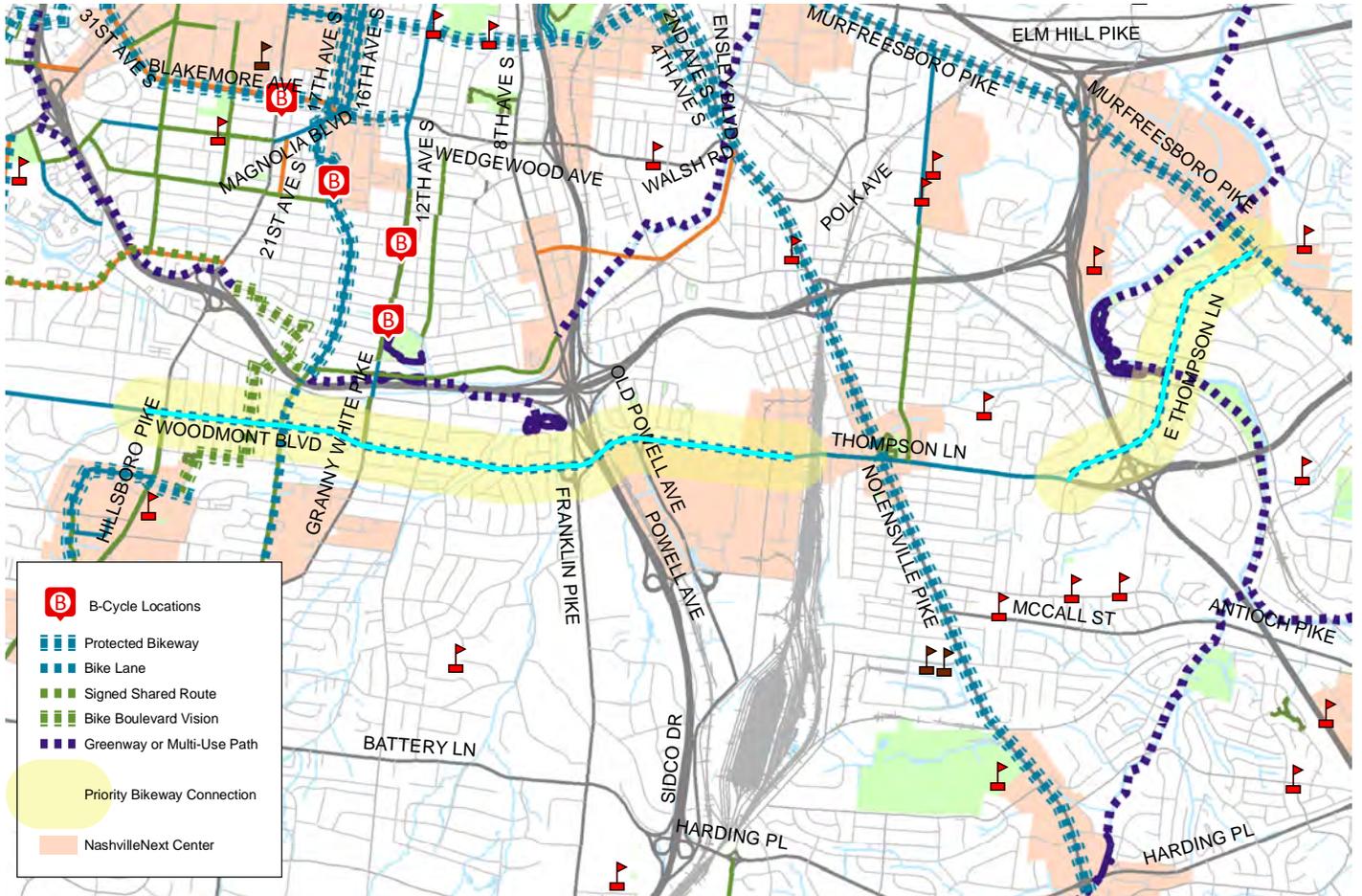
**Mill Creek Greenway – Complete the Mill Creek Greenway from Antioch (in the Hickory Hollow area) to the Donelson area.**



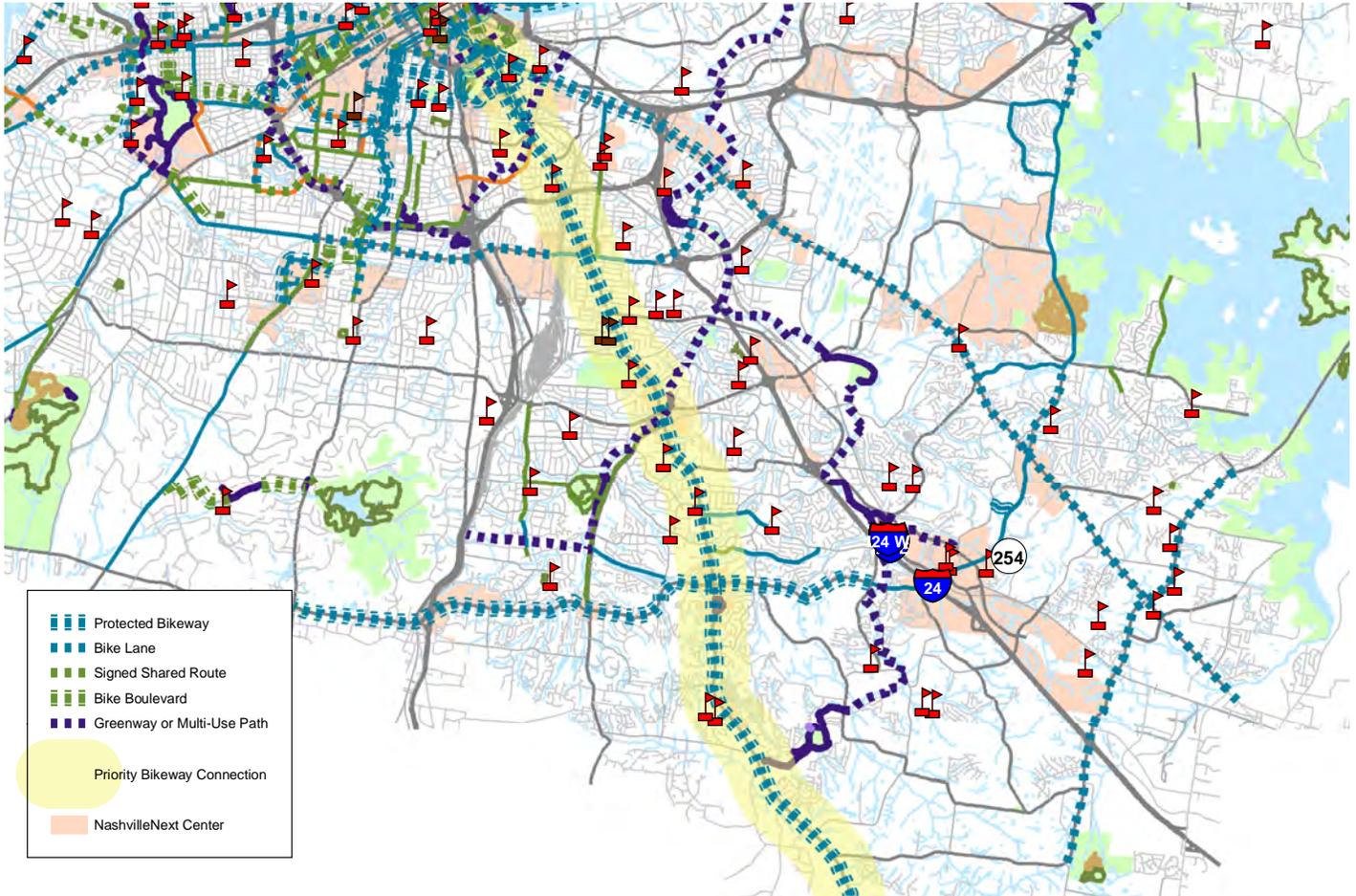
**Murfreesboro Pike Multi-Use Path – Construct a multi-use path adjacent to Murfreesboro Pike from the Mill Creek Greenway to Lafayette Street.**



**Woodmont Boulevard – Thompson Lane Bike Lanes – Complete connectivity gaps between existing bike lines along Woodmont Boulevard and Thompson Lane.**



**Nolensville Pike Protected Bikeway – Implement a protected bikeway between Woodbine and downtown along Nolensville Pike and the 2nd/4th Avenue couplet.**

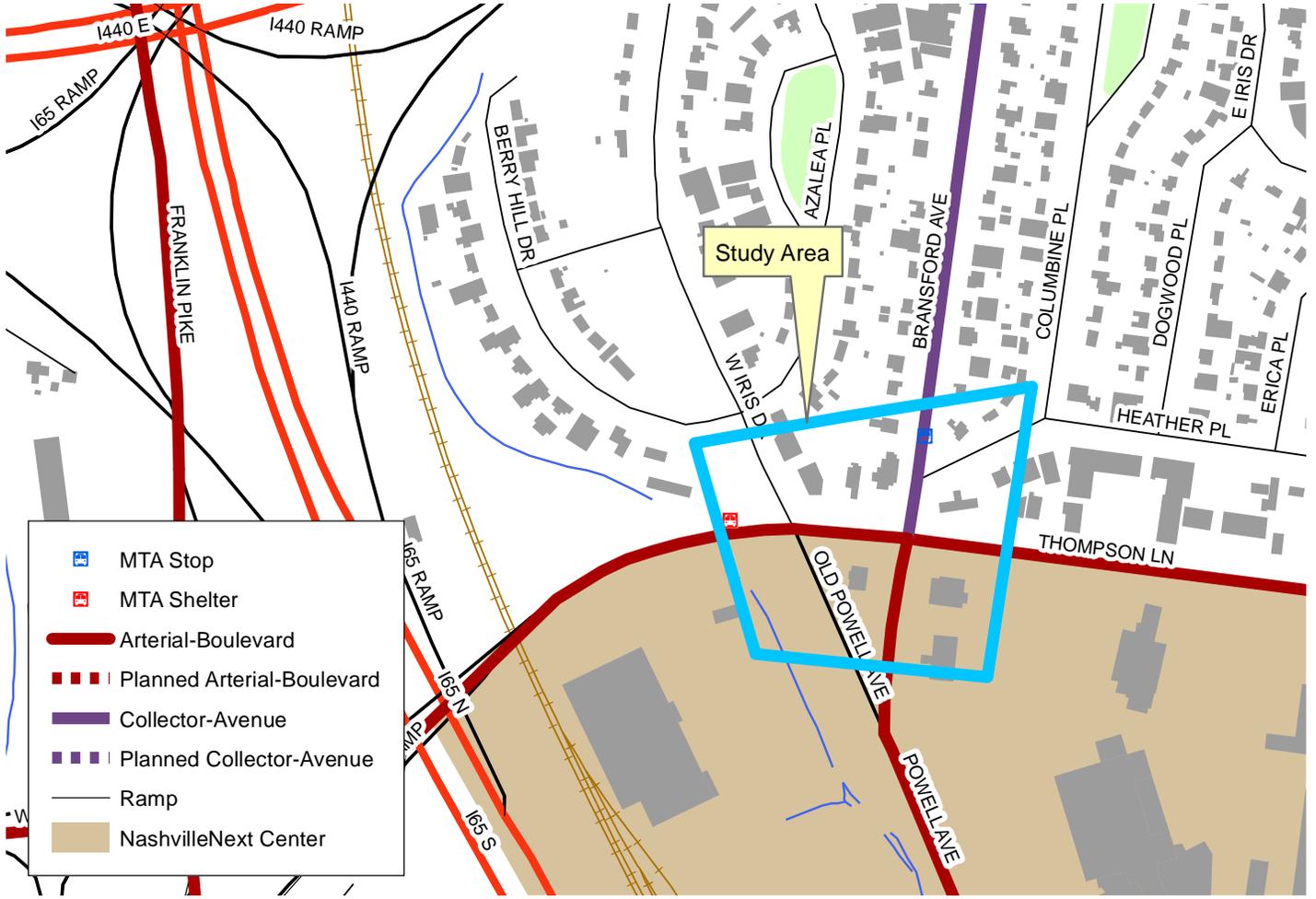


## **Vehicular Network Priorities for the South Nashville Community**

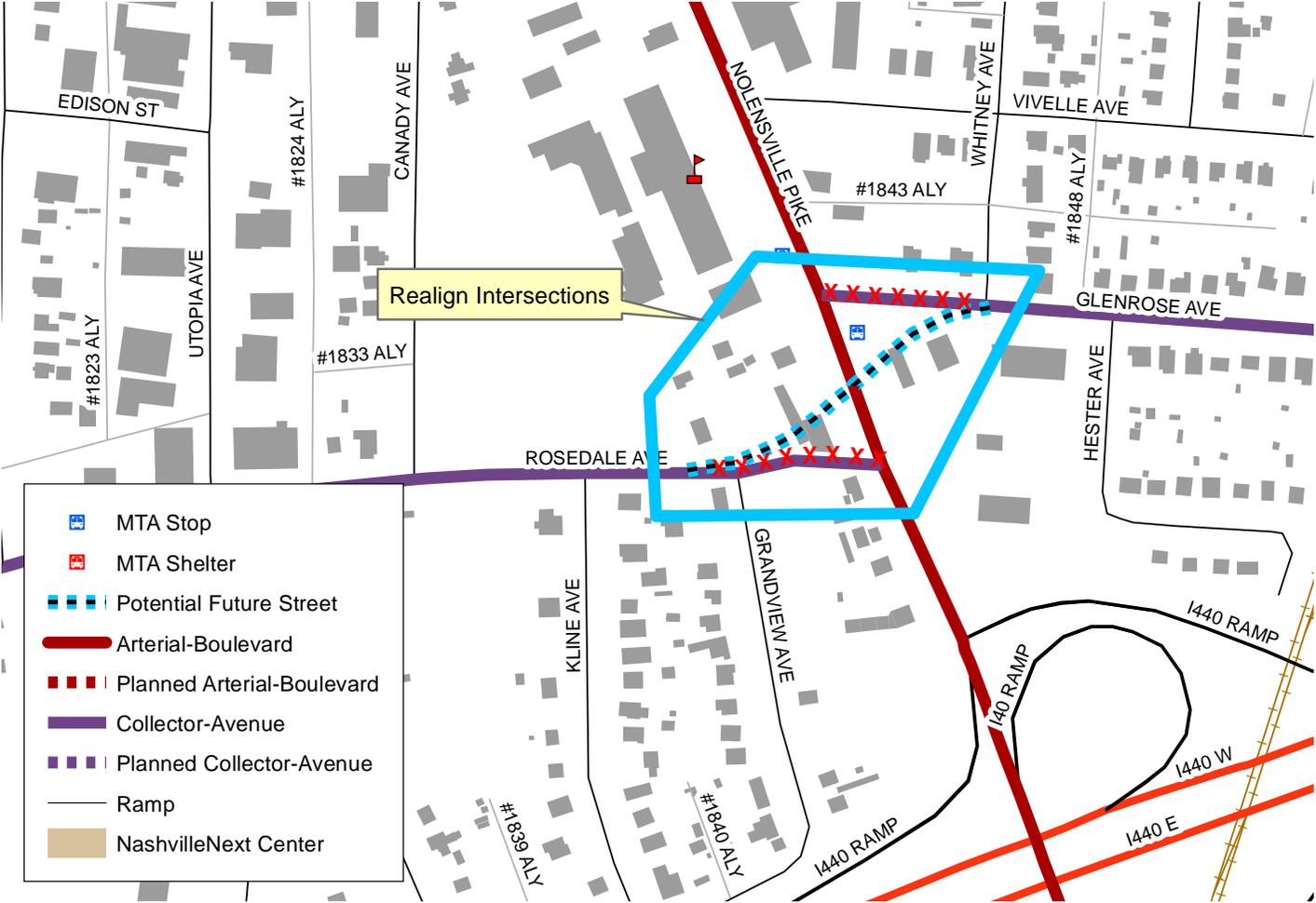
The following connectivity and improvement projects are depicted in the accompanying maps.

- » Thompson Lane Improvements Study – Study improvements to the area of Thompson Lane between Powell Lane and Bransford Avenue.
- » Glenrose Avenue and Rosedale Avenue Realignment – Realign the intersection of Glenrose Avenue/Rosedale Avenue and Nolensville Pike.
- » University Row Connector – Connect Walsh Road as a 3-lane facility to Murfreesboro Pike to complete the University Connector mass transit concept, including sidewalks, bike lanes, and streetscaping.

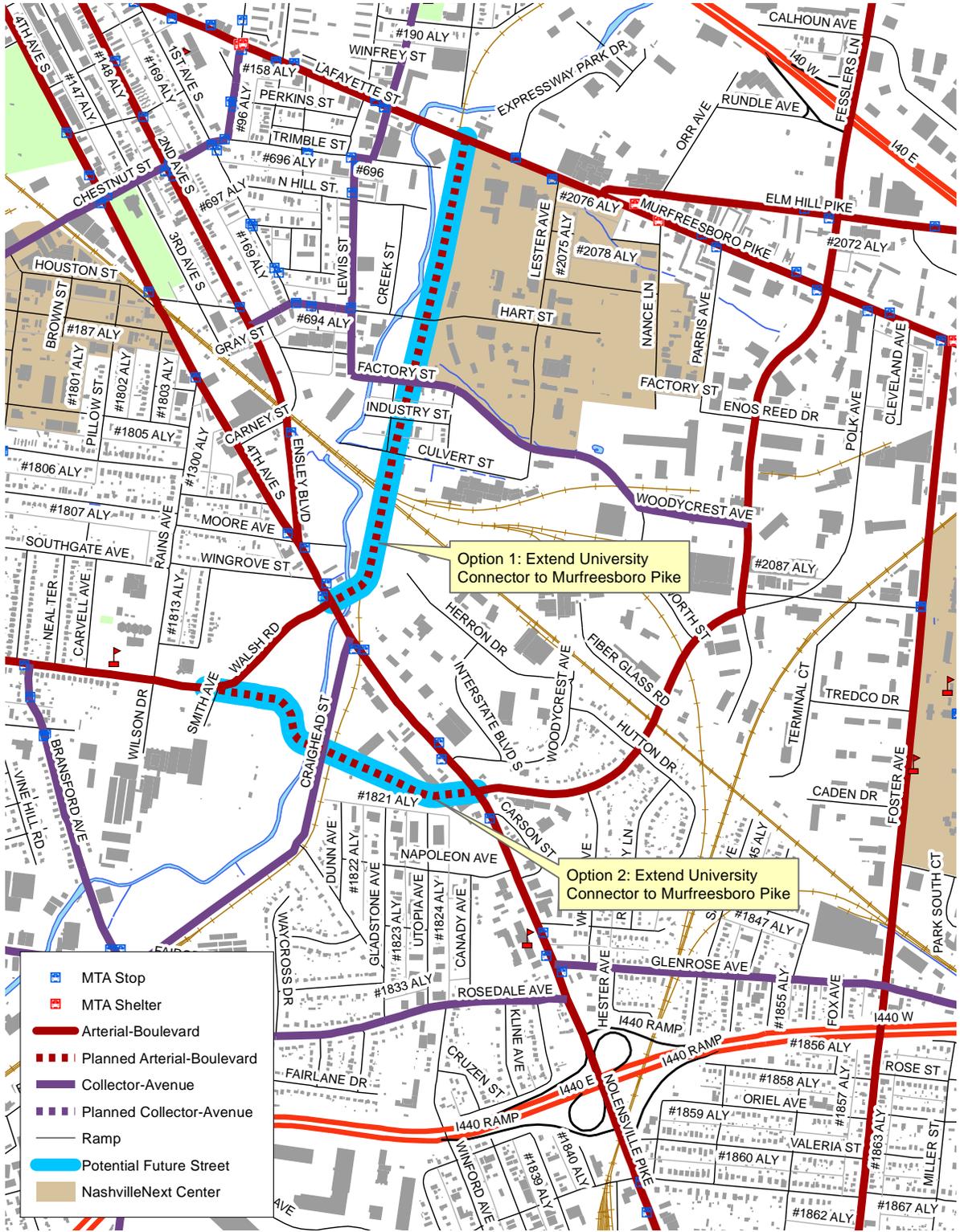
**Thompson Lane Improvements Study – Study improvements to the area of Thompson Lane between Powell Lane and Bransford Avenue.**



**Glenrose Avenue and Rosedale Avenue Realignment – Realign the intersection of Glenrose Avenue/Rosedale Avenue and Nolensville Pike.**



**University Row Connector – Connect Walsh Road as a 3-lane facility to Murfreesboro Pike to complete the University Connector mass transit concept, including sidewalks, bike lanes, and streetscaping.**



## Conclusion

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

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