

# East Nashville Community Plan:

## 2006 Update

Adopted February 9, 2006  
including amendments through  
June 23, 2011



Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of June 23, 2011.

Executive Secretary



**Planning Department  
Metropolitan Nashville and Davidson County,  
Tennessee**



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**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. 238**

**“BE IT RESOLVED by The Metropolitan Planning Commission that 2007CP-11-05 is **APPROVED. (8-0)**”**

WHEREAS the *East Nashville Community Plan: 2006 Update* was adopted by the Metropolitan Planning Commission on February 9, 2006; and

WHEREAS Community Center and Open Space policies were applied in that plan to a total approximate area of 1,100 acres located along both sides of Gallatin Pike between East Literature Magnet School and Briley Parkway; and

WHEREAS a public hearing was held by the Metropolitan Planning Commission on June 28, 2007 to consider the merits of amending the land use policy within the *East Nashville Community Plan: 2006 Update* from Community Center and Open Space by adding the Detailed Land Use Policies of Mixed Use, Mixed Housing, Office/Residential, Parks Reserves and Other Open Space, and Civic or Public Benefit with Special Policies and refining the planned new alley system; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS Amendment Number 1 to the *East Nashville Community Plan: 2006 Update* as set forth in Attachments A and B to this resolution and incorporates this amendment into the *East Nashville Community Plan: 2006 Update*.

*15/ James McLean*

\_\_\_\_\_  
James McLean, Chairman

Date: June 28<sup>th</sup>, 2007 (Adoption Date)

Attest:

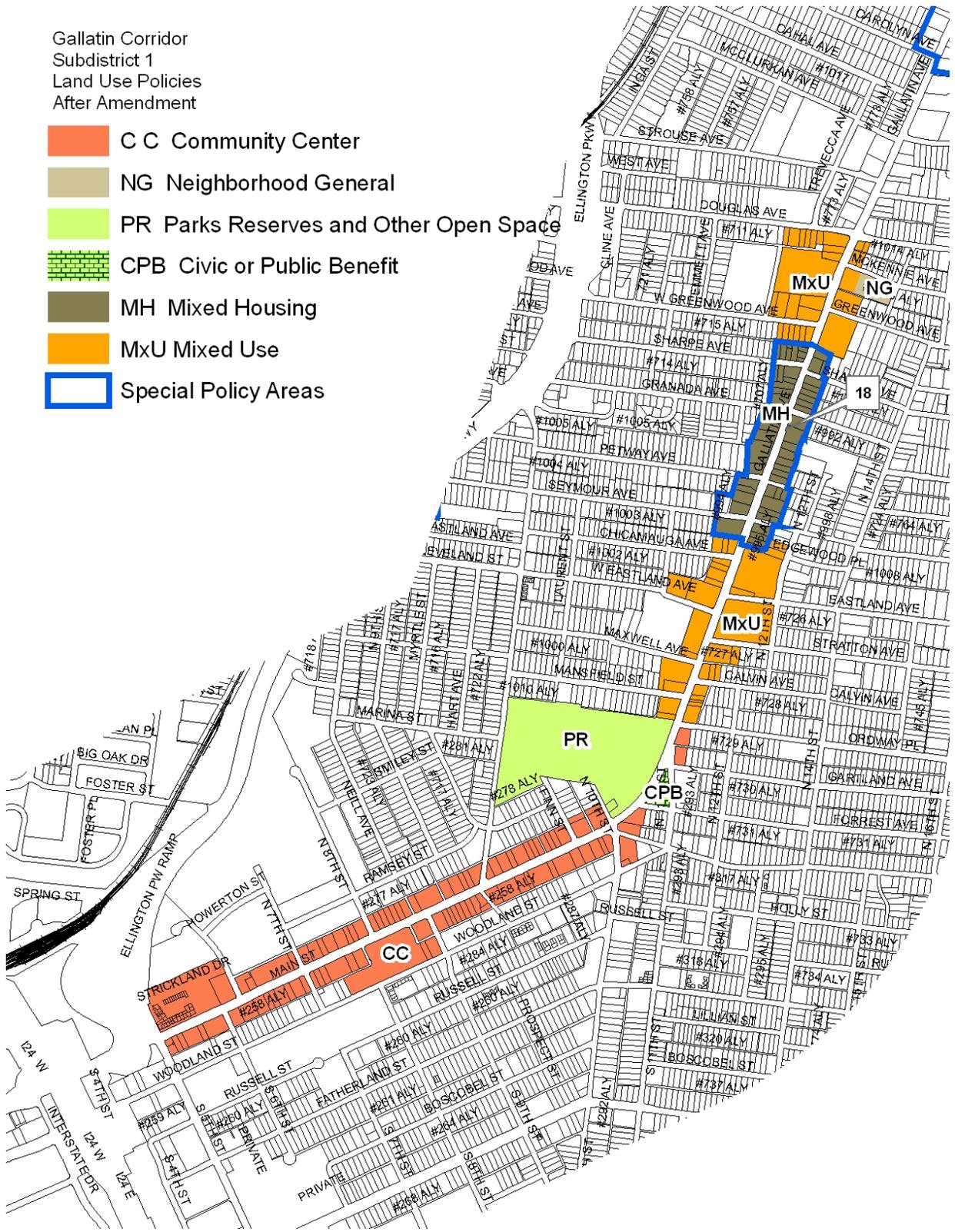
*15/ Rick Bernhardt*

\_\_\_\_\_  
Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. 238

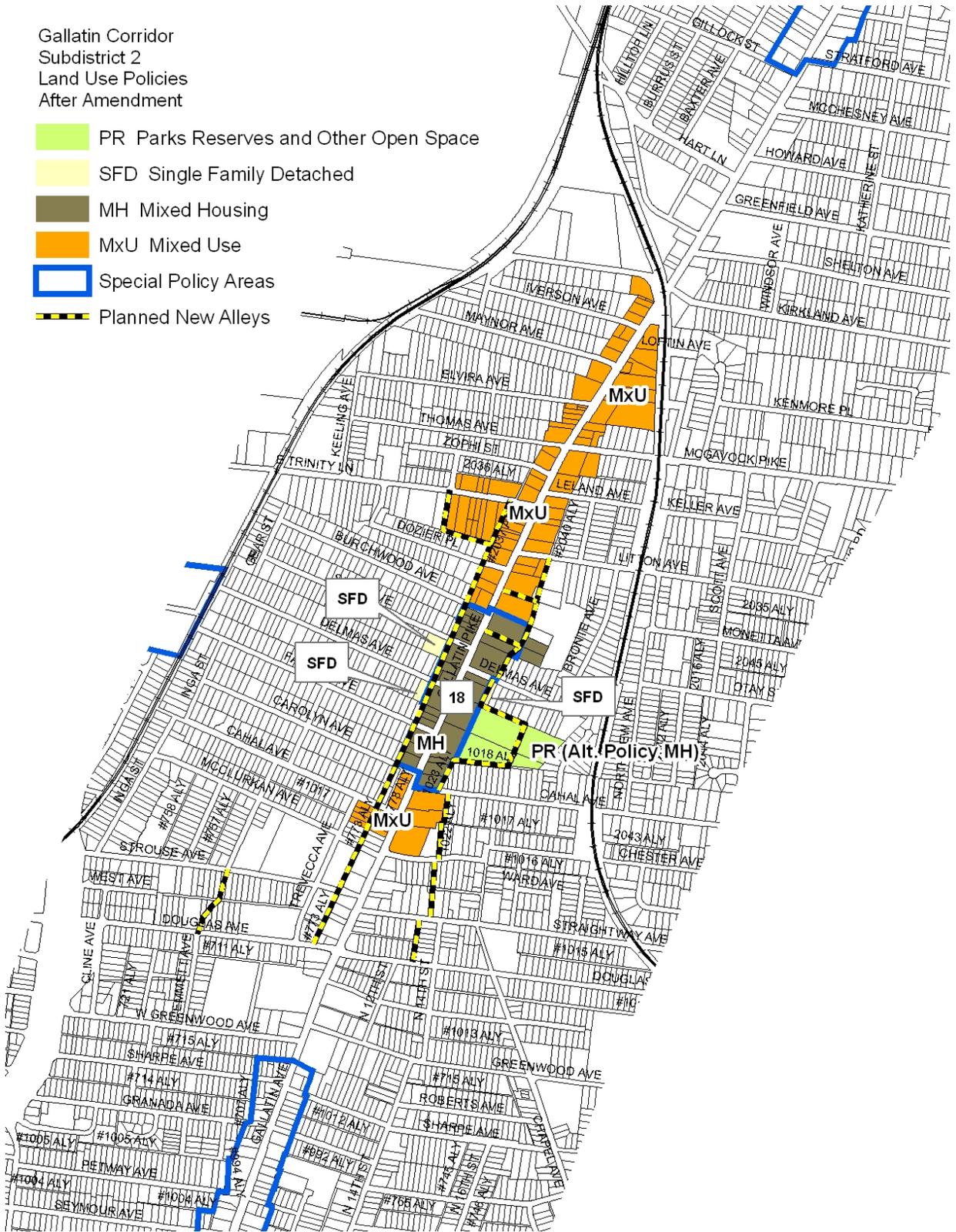
Gallatin Corridor  
Subdistrict 1  
Land Use Policies  
After Amendment

- C C Community Center
- NG Neighborhood General
- PR Parks Reserves and Other Open Space
- CPB Civic or Public Benefit
- MH Mixed Housing
- MxU Mixed Use
- Special Policy Areas



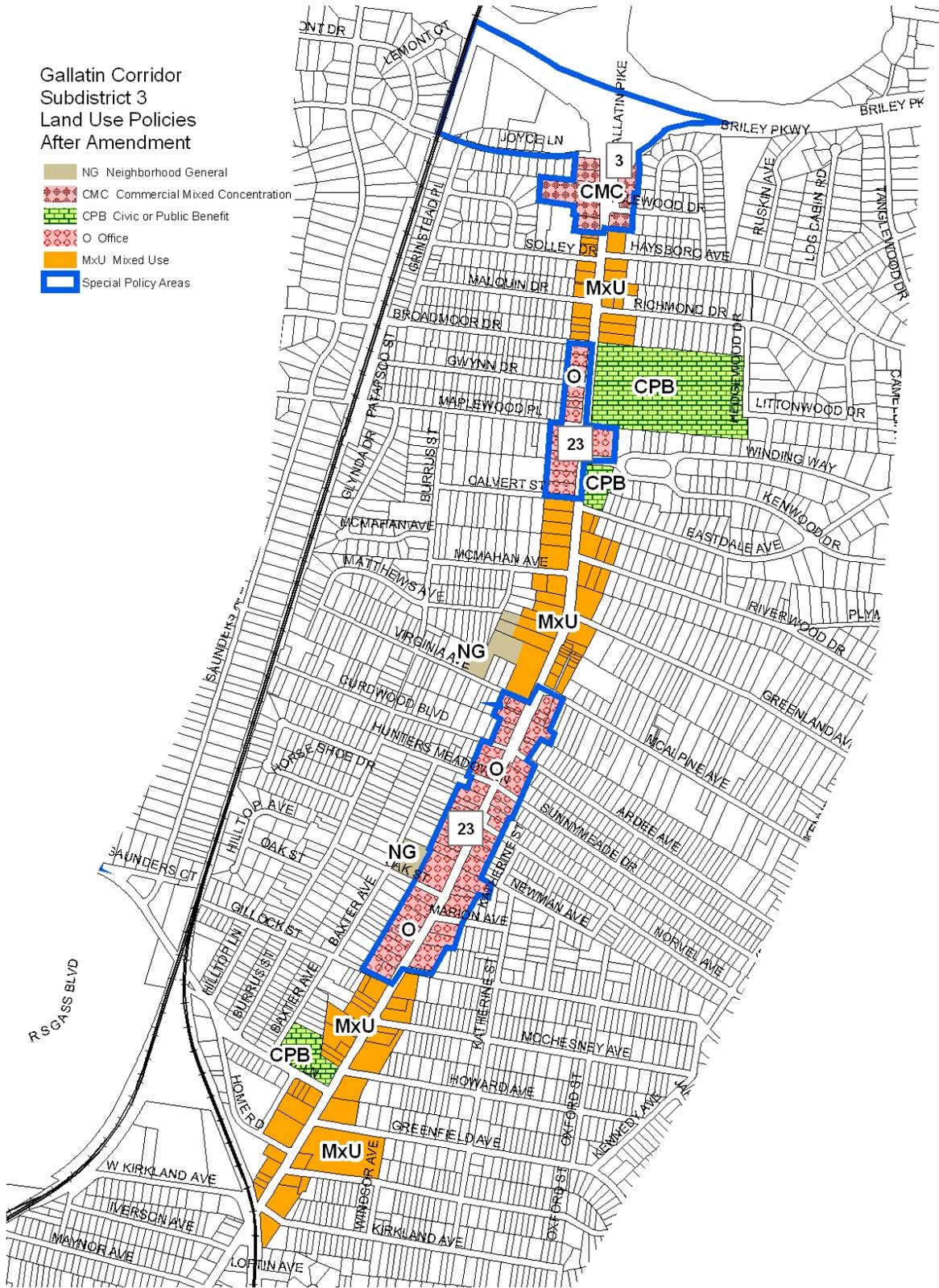
Gallatin Corridor  
 Subdistrict 2  
 Land Use Policies  
 After Amendment

- PR Parks Reserves and Other Open Space
- SFD Single Family Detached
- MH Mixed Housing
- MxU Mixed Use
- Special Policy Areas
- Planned New Alleys



Gallatin Corridor  
 Subdistrict 3  
 Land Use Policies  
 After Amendment

-  NG Neighborhood General
-  CMC Commercial Mixed Concentration
-  CPB Civic or Public Benefit
-  O Office
-  MxU Mixed Use
-  Special Policy Areas



**Attachment B to Resolution No. 238**

*Special Policy Area 23*

*This area is intended to contain residential as well as office uses, particularly with the intent of developing a strong residential component along the length of Gallatin Pike in the East Nashville community.*

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. BL2007-248**

**“BE IT RESOLVED by The Metropolitan Planning Commission that 2007CP-13-05 is **APPROVED AMENDMENT FROM RESIDENTIAL LOW MEDIUM DENSITY TO NEIGHBORHOOD CENTER WITH SPECIAL POLICIES; retain Neighborhood General on Parcel 238. (8-0)**”**

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WHEREAS the *East Nashville Community Plan: 2006 Update* was adopted by the Metropolitan Planning Commission on February 9, 2006; and

WHEREAS Residential Low-Medium Density policy was applied in that plan to a total approximate area of 1.48 acres located along both sides of Riverside Drive between McGavock Pike and Oakhurst Drive; and

WHEREAS a public hearing was held by the Metropolitan Planning Commission on July 26, 2007 to consider the merits of amending the land use policy within the *East Nashville Community Plan: 2006 Update* from Residential Low-Medium Density to Neighborhood Center with a Special Policy; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 2 to the *East Nashville Community Plan: 2006 Update*** as set forth in Attachments A and B to this resolution and incorporates this amendment into the *East Nashville Community Plan: 2006 Update*.

*151 James McLean*

James McLean, Chairman

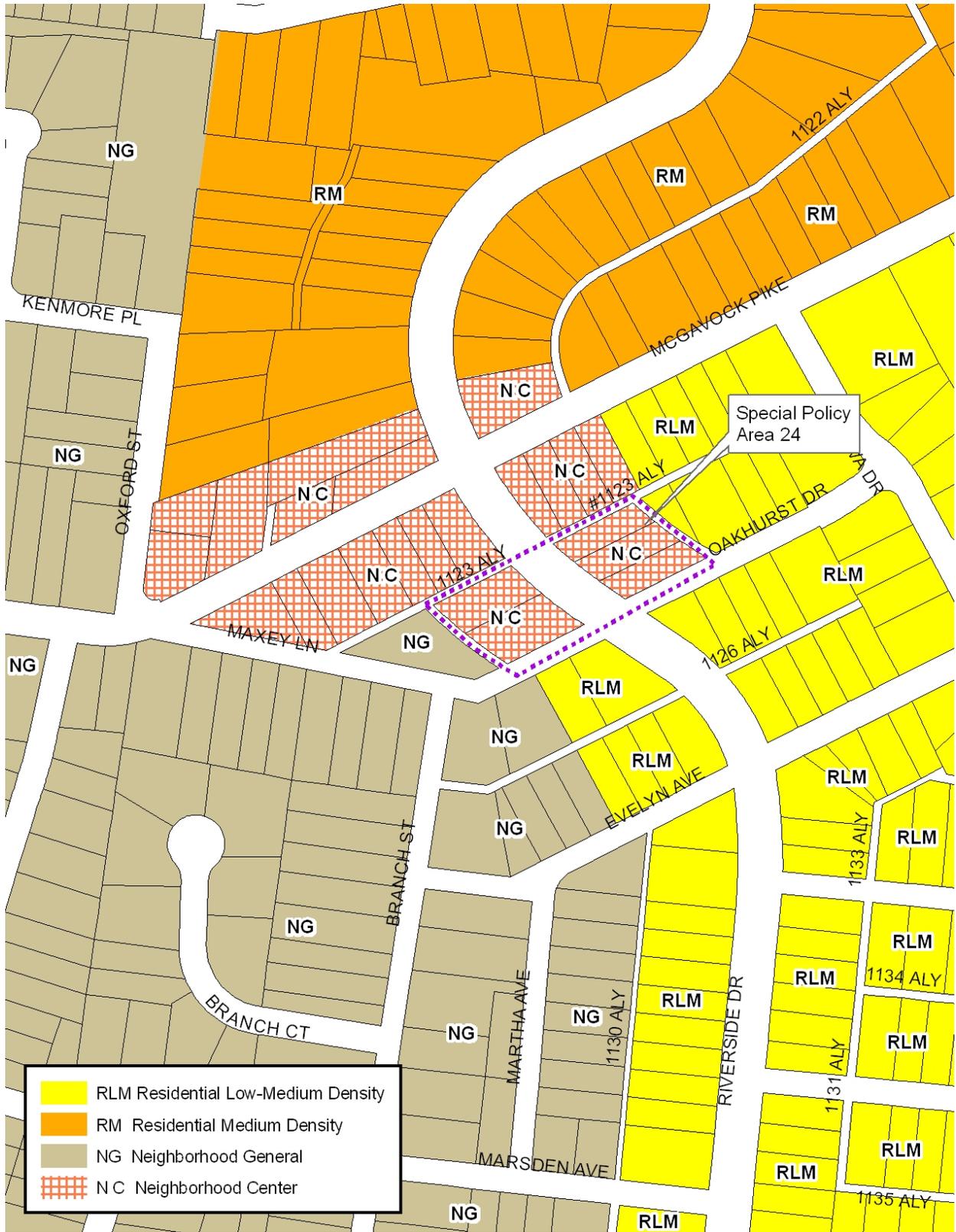
Date: July 26<sup>th</sup>, 2007 (Adoption Date)

Attest:

*151 Rick Bernhardt*

Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. BL2007-248



**Attachment B to Resolution No. BL2007-248**

*Special Policy Area 24*

*This area is intended to serve as a transition from the more intense mixed uses along McGavock Pike to the residential uses further south along Riverside Drive, which is intended to retain its character as a residential boulevard with occasional compact Neighborhood Center nodes found at key intersections. To this end, uses within the Special Policy area should be more limited in scale and intensity than those to the north. To achieve this difference in scale and intensity, if rezoning of this area is requested, the provisions of the Mixed Use Neighborhood District as it exists as of the date of the establishment of this Special Policy should be used as a guide for developing zoning for the site rather than the more intense Mixed Use Limited District that has been used elsewhere in this Neighborhood Center. Moreover, uses on the southernmost parcels (parcels 237 and 296) need to be further limited to exclude any of the Restaurant uses as well as the Bar or Nightclub use to further ensure a transition to the residential to the south.*

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

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

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

WHEREAS the Subarea 5 East Nashville Community Plan: 2006 Update was adopted by the Metropolitan Planning Commission on February 9, 2006; and

WHEREAS Residential Low Medium policy was applied in that plan to a total approximate area of 1.29 acres near Riverside Drive and Waters Avenue; and

WHEREAS community meetings were held by the Metropolitan Planning Commission on June 11<sup>th</sup>, 2007 and August 28<sup>th</sup>, 2007, to obtain additional input regarding the amendment of land use policies within Subarea 5 East Nashville Community Plan from Residential Low Medium land use policy to Neighborhood Center land use policy; and

WHEREAS public meetings were held by the Metropolitan Planning Commission on September 27, 2007 to consider the merits of amending land use policies within Subarea 5 East Nashville Community Plan from Residential Low Medium land use policy to Neighborhood Center land use policy; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted to promote the enhancement and preservation of neighborhood retail nodes;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 3 to the Subarea 5 East Nashville Community Plan** as set forth in Attachment A to this resolution and incorporates this amendment into Subarea 5 East Nashville Community Plan: 2006 Update.

*/S/ James McLean*

James McLean, Chairman

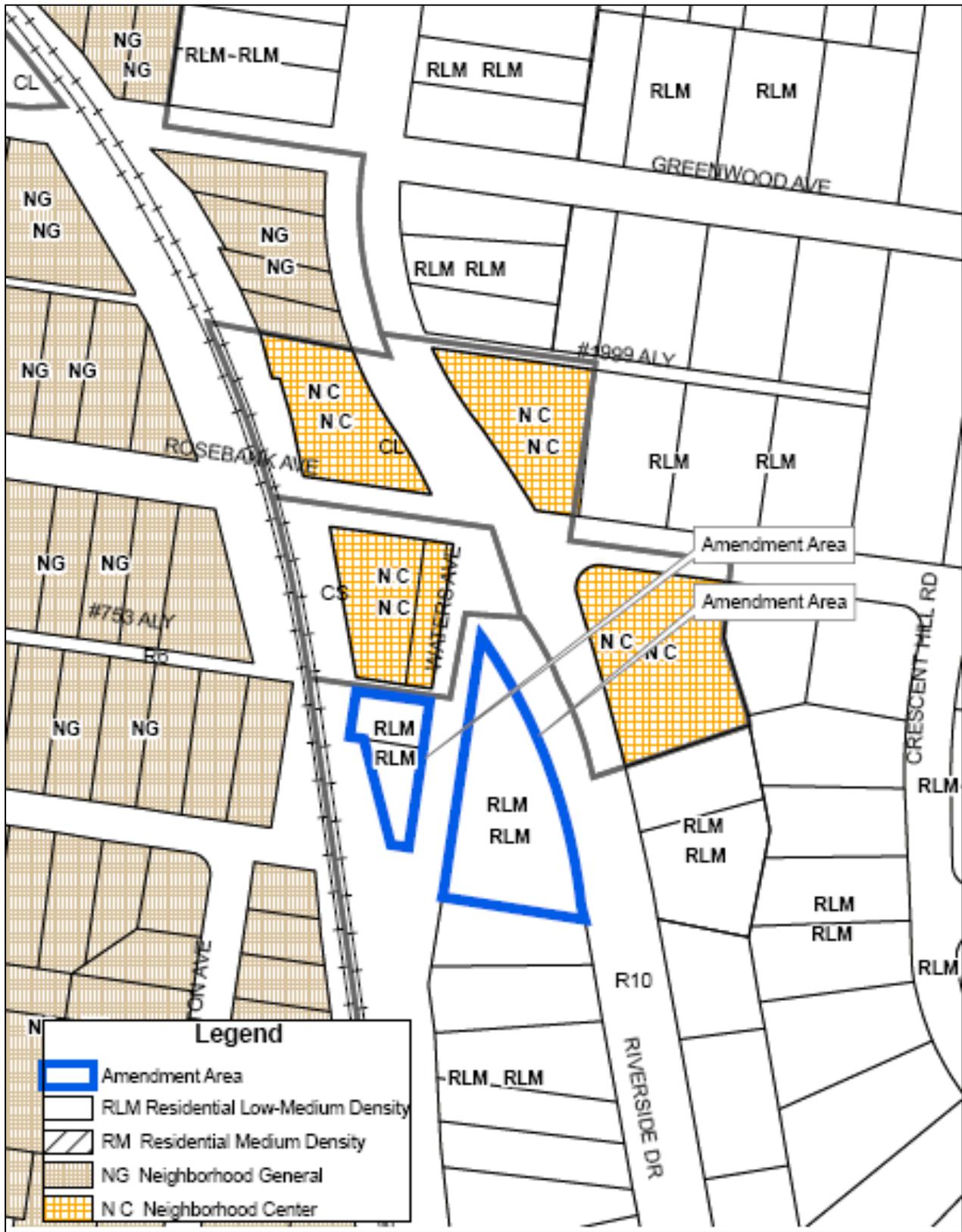
Date: September 27<sup>th</sup>, 2007 (Adoption Date)

Attest:

*/S/ Rick Bernhardt*

Rick Bernhardt, Secretary and Executive Director

Attachment A: Amendment Area Map



**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**AMENDMENT # 4 TO THE EAST NASHVILLE  
COMMUNITY PLAN: 2006 UPDATE**

**Resolution No. BL2009-111**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2009CP-005-001 is **APPROVED. (8-0)**”

“WHEREAS, the *East Nashville Community Plan: 2006 Update* was adopted by the Metropolitan Planning Commission on February 9, 2006; and

WHEREAS, on the land use plan element of the *East Nashville Community Plan: 2006 Update*, Neighborhood General (NG) land use policy was applied to a parcel with an approximate area of 0.12 acre at 1516 Ordway Place; and

WHEREAS, an amendment was proposed to change the land use policy for this parcel to Neighborhood Center (NC) land use policy; and

WHEREAS, a community meeting was held by the Metropolitan Planning Department staff on June 9<sup>th</sup>, 2009, to discuss the proposed amendment with the community and to obtain community input; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on August 27, 2009, to consider the merits of amending the land use policies within the *East Nashville Community Plan* from Neighborhood General (NG) to Neighborhood Center (NC) land use policy for this parcel; and

WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that these changes are warranted to promote the enhancement and preservation of neighborhood center nodes; and

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 4 to the East Nashville Community Plan** (Subarea Plan), as set forth in Attachment A to this resolution and in accordance with sections 11.504(e), (j) and 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County.”

*/S/ James McLean*

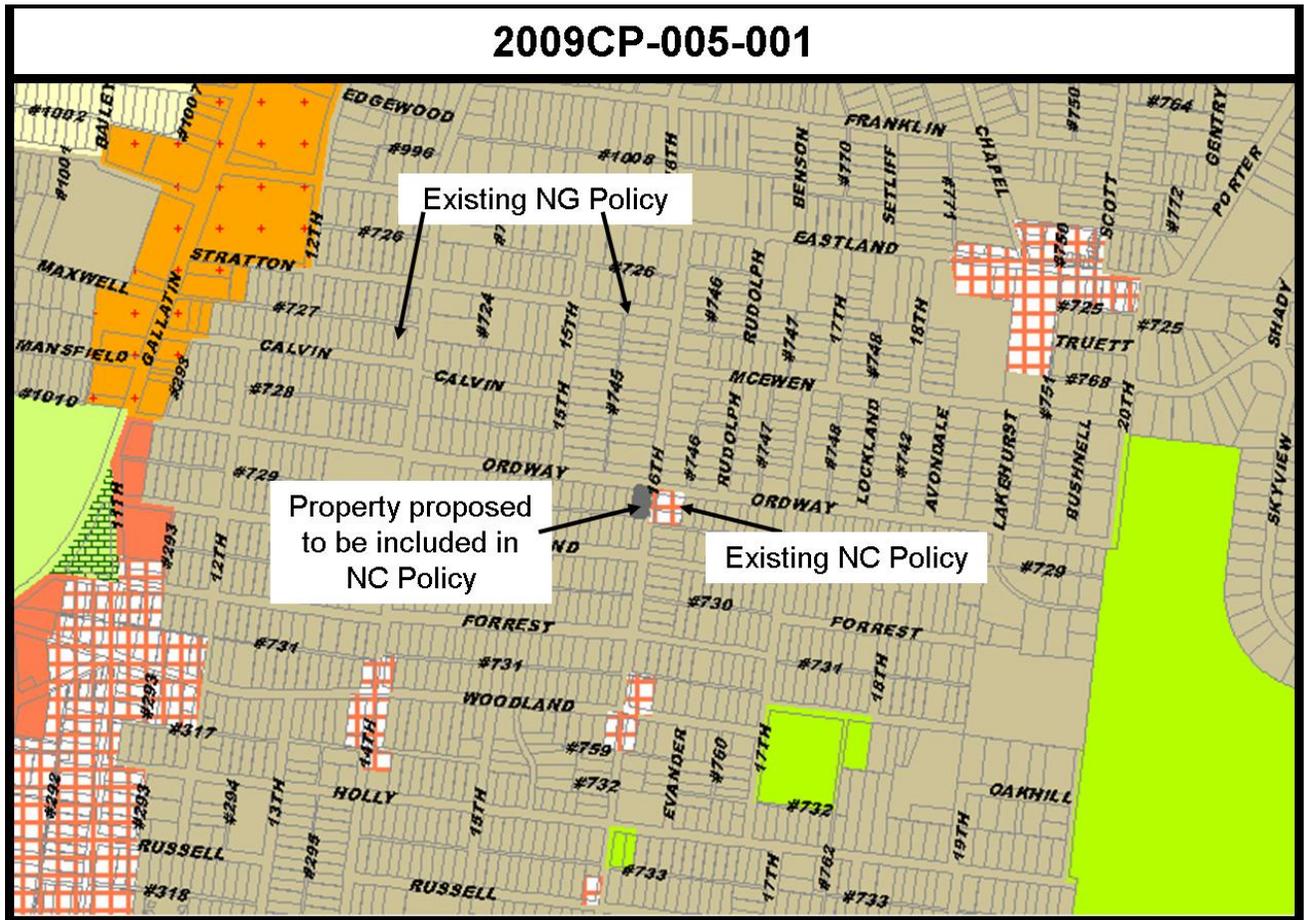
James McLean, Chairman

Adoption Date: August 27<sup>th</sup>, 2009

Attest:

*/S/ Rick Bernhardt*

Rick Bernhardt, Secretary and Executive Director



The Land Use Policy Plan Map is amended to include this property in the adjacent Neighborhood Center (NC) land use policy. No additional text is included in the plan document.

**METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. RS2010-100**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2010CP-005-001 is **APPROVED. (7-0)**”

WHEREAS the *East Nashville Community Plan: 2006 Update*, including its component parts the *Detailed Neighborhood Design Plan for Cleveland Park, McFerrin Park, and Greenwood Neighborhoods* and the *Detailed Neighborhood Design Plan for East Hill, Renram, and South Inglewood (West) Neighborhoods*, [the plan] was adopted on February 9, 2006 and in the plan Mixed Housing in Community Center (MH in C C), Mixed Housing in Neighborhood General, (MH in NG), and Parks, Reserves and Other Open Space in Potential Open Space with an Alternate Policy of Mixed Housing in Neighborhood General (PR in POS) along with associated Special Policies 13 and 18 were applied to areas along both sides of Gallatin Pike north of Eastland Avenue and south of Trinity Lane [the subject site]; and,

WHEREAS the Metropolitan Planning Department proposed to amend these policies to Mixed Use in Community Center (MxU in C C) with an updated Special Policy to be numbered 25 in order to provide greater development flexibility for the subject site; and,

WHEREAS surrounding property owners were notified about the proposed amendment in accordance with the rules and procedures for minor plan amendments, and a public hearing was held by the Metropolitan Planning Commission on July 22, 2010 to obtain public input regarding the proposed amendment of the policies applicable to the subject site; and,

WHEREAS the Metropolitan Planning Commission finds that the proposed policy changes are appropriate; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend functional plans as part of the general plan for the county;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS AMENDMENT NUMBER 5 to the *East Nashville Community Plan: 2006 Update*, a component of the General Plan, as illustrated by Attachment A to this resolution, in accordance with sections 11.504(e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county, and a certified copy of the *East Nashville Community Plan: 2006 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James Mc Lean /s/*

James McLean, Chairman

Adoption Date: July 22, 2010

Attest:

*Richard C. Bernhardt /s/*

Richard C. Bernhardt, Secretary and Executive Director

**Amendment No. 5 to the *East Nashville Community Plan: 2006 Update***

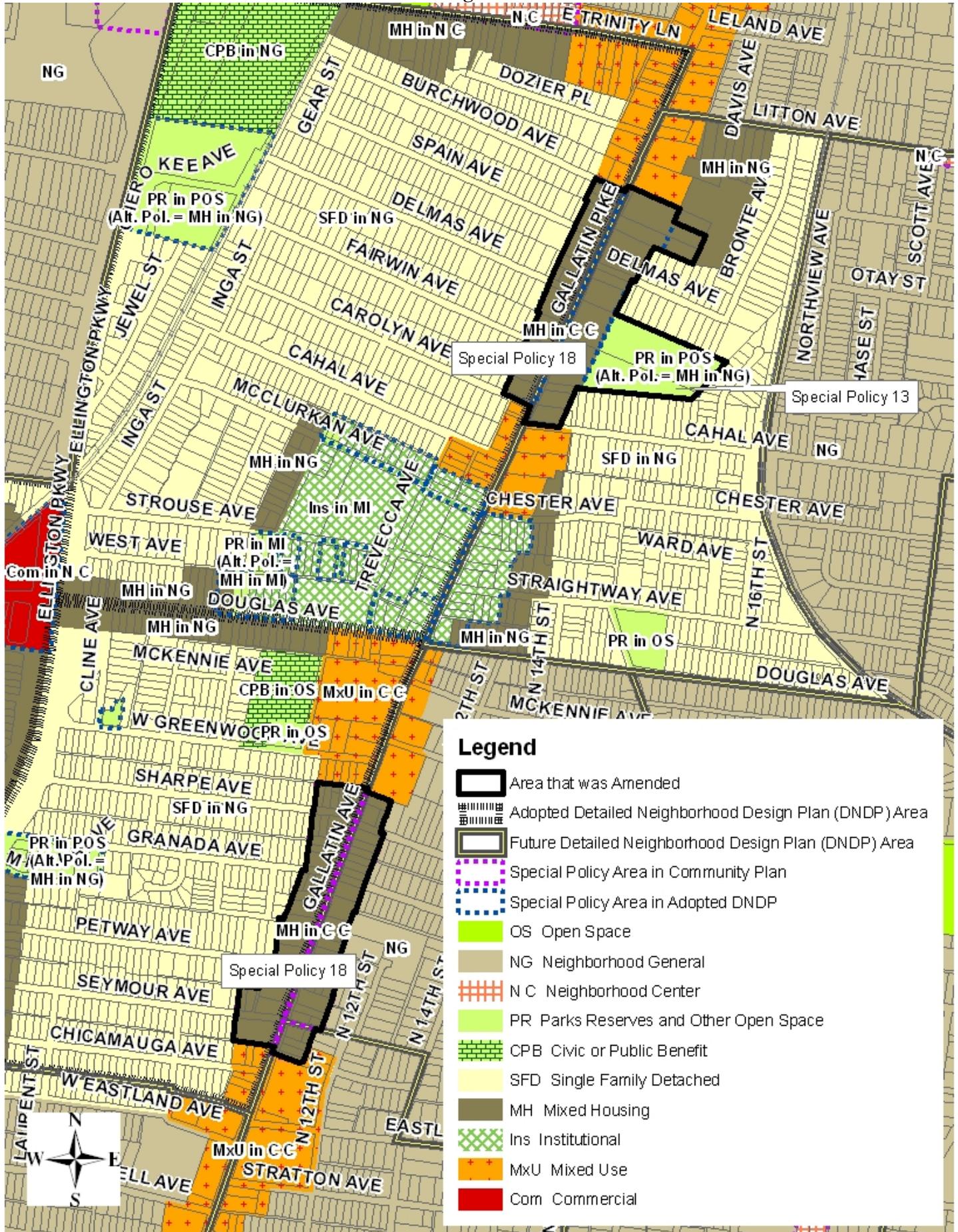
The *East Nashville Community Plan: 2006 Update* is hereby amended as follows:

1. By changing the Mixed Housing in Community Center (MH in C C), Mixed Housing in Neighborhood General (MH in NG), and Parks, Reserves and Other Open Space in Potential Open Space with an Alternate Policy of Mixed Housing in Neighborhood General (PR in POS) policies shown in the 'Area that was Amended' in Figure 1 to Mixed Use in Community Center (MxU in C C) policy shown in the 'Area that was Amended' in Figure 2.
2. By changing the portion of Special Policy Area 18 and all of Special Policy Area 13 shown in the 'Area that was Amended' in Figure 1 to be Special Policy Area 25 shown in the 'Area that was Amended' in Figure 2.
3. By adding the following text for Special Policy Area 25 to the *East Nashville Community Plan: 2006 Update*.

***Special Policy 25:***

*Some of the parcels along Gallatin Pike are significantly deeper than others, presenting opportunities for greater flexibility in the design of the envisioned mixed use development along the corridor. Along with this increased flexibility comes the potential for incompatibility with adjacent residential development. Because of this potential, this Special Policy recommends that care be devoted to protecting the adjacent residential development from potential negative impacts through buffering elements such as landscaping and solid fences and walls and/or through the sensitive design and thoughtful siting of development elements. Potential negative impacts include the proximity of unsightly development elements such as HVAC equipment and dumpsters, odors, noises, lighting, and traffic.*

Figure 1





**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**AMENDMENT # 6 TO THE EAST NASHVILLE COMMUNITY PLAN: 2006 UPDATE**

**Resolution No. BL2011-144**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2011CP-005-001 is **APPROVED. (8-2)**”

WHEREAS, the *East Nashville Community Plan: 2006 Update* was adopted by the Metropolitan Planning Commission on February 9, 2006; and

WHEREAS, on the land use plan element of the *East Nashville Community Plan: 2006 Update*, Mixed Housing in Neighborhood General (MH in NG) detailed land use policy was applied to parcels at 731 McFerrin Avenue and 904 Chicamauga Avenue; and

WHEREAS, a housekeeping amendment was proposed to change the land use policy for these parcels to Mixed Use in Neighborhood Center (MxU in NC) detailed land use policy due to a previously approved zone change on February 24, 2011; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on June 23, 2011, to consider the merits of amending the detailed land use policies within the *East Nashville Community Plan* from Mixed Housing in Neighborhood General (MH in NG) to Mixed Use in Neighborhood Center (MxU in NC) detailed land use policy for these two parcels; and

WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that these changes are warranted to promote the enhancement and preservation of neighborhood center nodes; and

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS as Amendment Number 6 to the *East Nashville Community Plan: 2006 Update*, as set forth in Attachment A to this resolution and in accordance with sections 11.504(e), (j) and 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County. Amendment Number 6 to the East Nashville Community Plan: 2006 Update is also adopted as part of the General Plan, and a certified copy of the East Nashville Community Plan: 2006 Update as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*/S/ James McLean*  
James McLean, Chairman

Adoption Date: June 23, 2011

Attest:

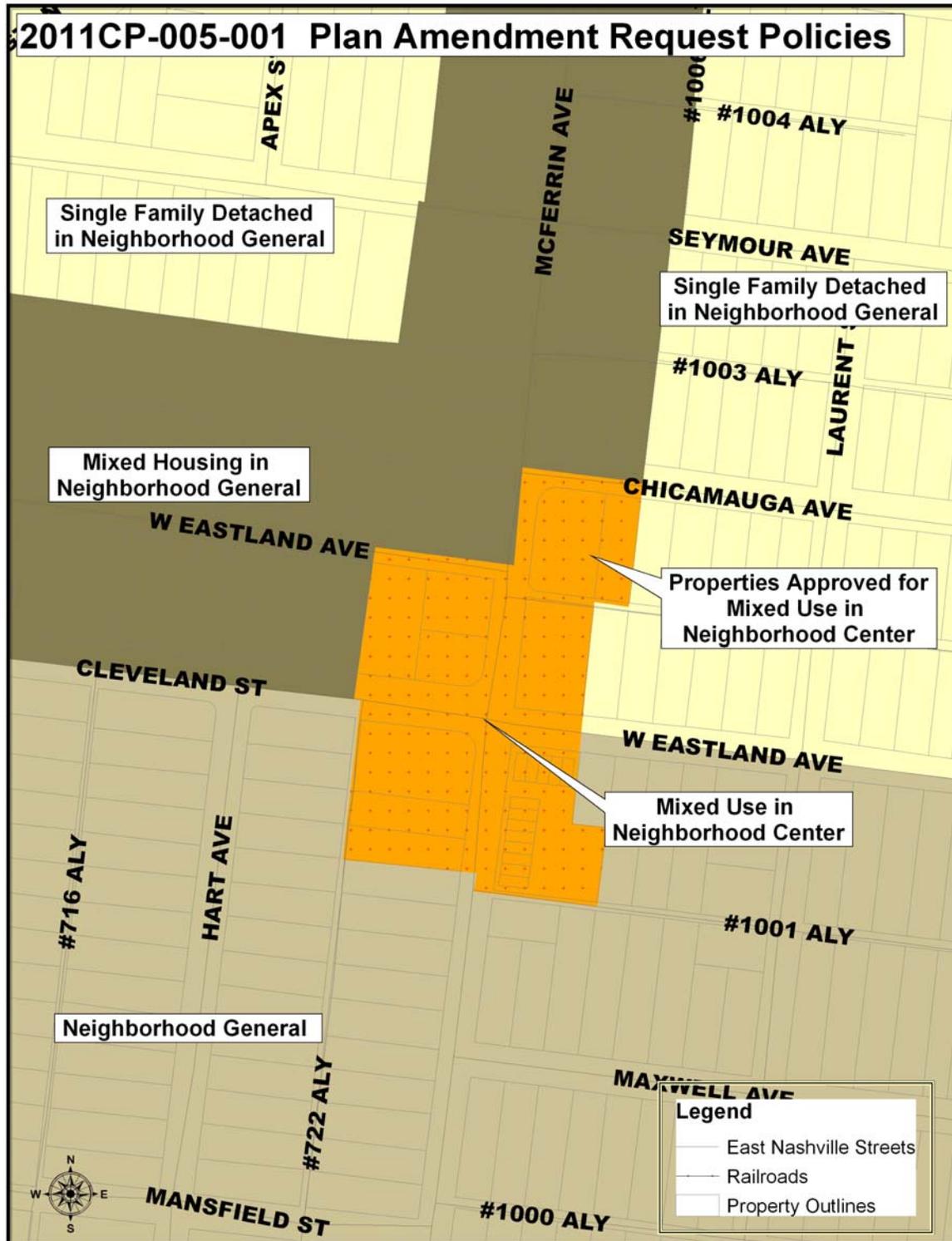
*/S/ Rick Bernhardt*  
Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. BL2011-144

The East Nashville Community Plan: 2006 Update is hereby amended as follows:

The Land Use Policy Plan Map is amended to include these properties in the Mixed Use in Neighborhood Center (MxU in NC) detailed land use policy. No additional text is needed in the plan document.

Figure 1



# C O N T E N T S

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**P L A N N I N G  
C O M M I S S I O N  
R E S O L U T I O N**

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. 2006-047**

“WHEREAS, the Metropolitan Planning Commission directed Planning Department staff to conduct open community meetings to provide the community the opportunity to work with the staff on the updating of the *Subarea 5 Plan* that was adopted on December 15, 1994; and

WHEREAS, from March 2005 to January 2006, the Metropolitan Planning Department staff working extensively with residents, Councilmembers, property owners, and civic and business interests, including conducting 18 meetings in the community, prepared an updated plan for the East Nashville community, also known as Subarea 5; and also prepared detailed neighborhood design plans for the Cleveland Park East and West, Greenwood, McFerrin Park, East Hill, Renraw, and South Inglewood (West) neighborhoods; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on February 9, 2006 to obtain additional input regarding the proposed *East Nashville Community Plan: 2006 Update* and the *Cleveland Park East and West, Greenwood and McFerrin Park and East Hill, Renraw, and South Inglewood (West) Detailed Neighborhood Design Plans*; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** the *East Nashville Community Plan: 2006 Update* (Subarea Plan), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. The *East Nashville Community Plan: 2006 Update* is also adopted as part of the General Plan.

BE IT FURTHER RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** the *Cleveland Park East and West, Greenwood and McFerrin Park and East Hill, Renraw, and South Inglewood (West) Detailed Neighborhood Design Plans* as elements of the *East Nashville Community Plan: 2006 Update* and incorporates said detailed neighborhood design plans by reference into the *East Nashville Community Plan: 2006 Update* as Appendix A. These detailed neighborhood design plans are also adopted as part of the General Plan.

*/s/ James Lawson*

James Lawson, Chairman

Adoption Date: February 9, 2006

Attest:

*/s/ Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

**METRO COUNCIL  
ACCEPTANCE**

**RESOLUTION NO. RS2006-1492**

**A resolution accepting the 2006 Plan Update for the East Nashville Community and the detailed design plans for the Cleveland Park East and West, Greenwood, McFerrin Park, East Hill, Renraw, and South Inglewood (West) neighborhoods adopted by the Metropolitan Planning Commission on February 9, 2006.**

Whereas, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council “only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;” and

Whereas, the Metropolitan Planning Commission, in order to fulfill its duty to develop and maintain the General Plan to provide the basis for zoning decisions, has divided the County into fourteen subareas and developed specific plans for each such subarea; and

Whereas, the Plan for Subarea 5 encompasses the community traditionally known as East Nashville; and

Whereas, the Metropolitan Planning Commission directed its staff to work with East Nashville citizens to conduct public meetings and take such other steps deemed necessary to provide public input and review needed to update the Subarea 5 Plan; and

Whereas, eighteen community meetings were held between March 2005 and January 2006, at which community members worked extensively with Planning Department staff to develop their vision for the future of East Nashville, including detailed design plans [DNDPs] for the Cleveland Park East and West, Greenwood, McFerrin Park, East Hill, Renraw, and South Inglewood (West) “planning neighborhoods;” and

Whereas, the 2006 Plan Update for the East Nashville Community and the DNDPs for the Cleveland Park East and West, Greenwood, McFerrin Park, East Hill, Renraw, and South Inglewood (West) neighborhoods were approved by the Metropolitan Planning Commission, following a public hearing, on February 9, 2006; and

Whereas, it is fitting and proper that the Metropolitan Council recognize the efforts of East Nashville citizens in developing the updated community plan and detailed design plans.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

SECTION 1. The Metropolitan Council hereby goes on record as accepting the Updated Plan for the East Nashville Community and the detailed design plans for the Cleveland Park East and West, Greenwood, McFerrin Park, East Hill, Renraw, and South Inglewood (West) neighborhoods, which were adopted by the Metropolitan Planning Commission on February 9, 2006.

SECTION 2. The Metropolitan Council further resolves to work with members of the East Nashville community and the Metropolitan Planning Commission to discuss and develop measures that will contribute to the achievement of these community and neighborhood plans.

SECTION 3. This Resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

# EXECUTIVE SUMMARY

The *East Nashville Community Plan: 2006 Update* was adopted by the Metropolitan Planning Commission on February 9, 2006. It will guide development in the East Nashville community over the next seven to ten years. It replaces the *Subarea 5 Plan*, which was adopted in 1994.

East Nashville, one of Nashville's most historic areas, has enjoyed revitalization over the last several years. All indications suggest that trend will continue.

Many public policies and physical developments have contributed to East Nashville's recent revitalization. Among the policy changes are several "district" designations added to the community, including the Metropolitan Development and Housing Authority's (MDHA) redevelopment districts, East Bank and Five Points, and the Metro Historic Zoning Commission's historic zoning districts, found throughout the historic neighborhoods of East Nashville. These districts were created in a process that involved community members envisioning what aspects of East Nashville community members wanted to preserve and what they wanted to change over time.

Publicly funded development projects have also spurred a renaissance in East Nashville. East Nashville residents have gained new access to downtown (and downtown has gained new access to the neighborhoods and services in East Nashville) with the new Shelby Street Pedestrian Bridge and the Gateway Bridge. East Nashville also hosts such new amenities as the Titans stadium and the Shelby Bottoms Park and Greenway. Finally, East Nashville is currently benefiting from a HOPE VI grant for the demolition and reconstruction of the former Sam Levy Homes public housing.

Throughout the community's revitalization, East Nashville has benefitted from its committed neighborhood groups, which have grown stronger and more active in recent years. These groups believed in the community before the revitalization began, saw the community through the devastating tornado of 1998 and have organized to guide the community into the future, participating recently in the East Nashville Civic Square project, the *Plan of Nashville*, and the Cumberland Riverfront Redevelopment planning process.

It was the community that guided the five month process of creating the Community Plan Update. Through a series of community meetings and refined drafts, the community and Metro Planning staff created two primary documents – the Structure Plan and the Transportation Plan. The Structure Plan presents a community vision including land use policies used by the Metro Planning Commission and Metro Council to judge the appropriateness of future zoning and subdivision requests. The Transportation Plan provides recommendations for future transportation improvements and investments. It includes recommendations for all forms of transportation – auto, walking, cycling and mass transit.

The *East Nashville Community Plan: 2006 Update* recognizes the importance of strong neighborhoods to East Nashville's health. In the Plan, policies ensure that neighborhoods throughout the community remain vital, attractive places to live. The Structure Plan provides specific guidance for accommodating new housing. In addition to the

Community Plan, Detailed Neighborhood Design Plans (DNDPs) give specific direction for the future development and redevelopment in these neighborhoods (see inserts in back pocket of this document). Many neighborhoods in East Nashville are slated to participate in a DNDP. A complete list and map of DNDP areas is found on pages 48-49.

The Structure Plan also calls for improving the appearance and function of the major corridors and other commercial and mixed use areas. The land use policies in the Structure Plan seek to concentrate major commercial activity at specified nodes concentrated around intersections along the corridors. The Gallatin Road Corridor Committee has also been convened as part of this update process. It is a group of East Nashville stakeholders that will comprehensively address these corridor issues.

The *East Nashville Community Plan: 2006 Update* Transportation Plan recommends many improvements to the existing vehicular and pedestrian/bicycle networks. In lieu of new or expanded roadways, priorities in East Nashville include intersection improvements, mass transit expansion, and more extensive sidewalks and bikeways.

The *East Nashville Community Plan: 2006 Update* reflects the values and vision of the participants in the planning process balanced with sound planning principles to achieve a realistic long-term plan. The Structure Plan, Transportation Plan, and DNDPs should be used by elected officials, government agencies, property owners, business owners, and community residents to guide growth over the next seven to ten years.

# ROLE OF THE COMMUNITY PLAN

## About Community Planning

In 1988, Nashville was divided for planning purposes into fourteen communities (see map at right). Each community has a unique character and faces specific growth challenges and opportunities. Focusing on smaller geographic areas promotes greater citizen participation in the planning process, and ensures that subarea plans are responsive to community desires. The East Nashville Community is highlighted in green.

## Purpose and Function of the Community Plan

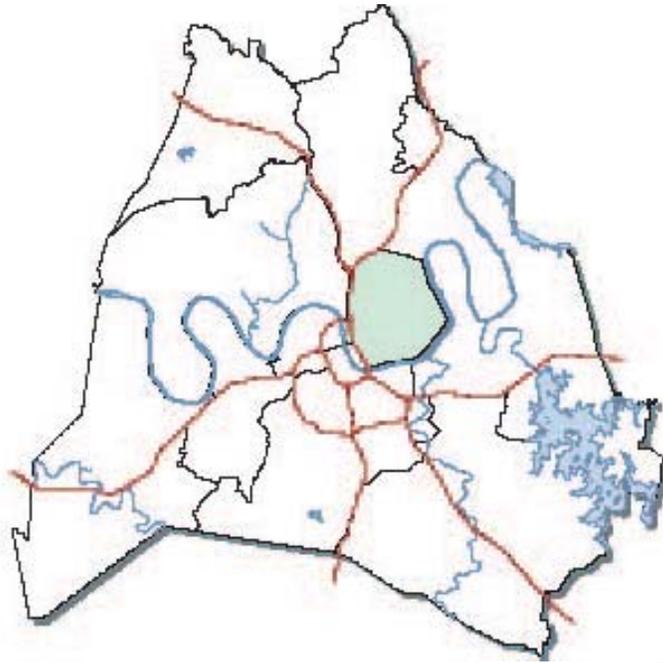
The primary purposes of the community plan are:

- To establish a clear vision of the kind of place the community's residents, businesses and institutions would like it to be in the future, and
- To provide a course of action that strengthens the process of building the envisioned community.

The main function of the plan is to guide the many decisions and actions that will shape the community. Among the key decisions guided by this plan are:

- Public and private investment decisions,
- Planning Commission's recommendations and Council's actions regarding zone change proposals and other regulatory measures that affect development,
- Planning Commission's actions regarding subdivisions, and
- Planning Commission's recommendations to Council about the provision, extension and replacement of public facilities and the disposal of surplus public property.

The community plan also guides Metro's annual Capital Improvements Budget and Program that is prepared and recommended by the Planning Commission and adopted



by Metro Council. Additionally, the community plans serve as the basis for more detailed planning, such as small area commercial and neighborhood design plans. Because community plans are intended to be the entire community's plan, the community's constituents — neighborhood and business organizations, residents, entrepreneurs, institutions and property owners — are among the most important users of this plan. Finally, it is a reference, and serves as the basis for many of the functional service plans prepared and maintained by many Metropolitan Government agencies.

## Relationship to the General Plan

The General Plan for Nashville/Davidson County establishes guidelines for making decisions about land use, growth and development. It also contains recommendations for housing services, education, and

economic development. The General Plan is not a single document, but a group of related documents. Foremost among these is *Concept 2010*, which establishes the most general level of policies. *Concept 2010* contains broad, long-term countywide policies designed as a foundation to guide future more detailed land use decisions.

The other documents that make up the General Plan are the fourteen community plans and several functional plans. The functional plans supply an in-depth study of specific topics covered in *Concept 2010*. These plans, developed in conjunction with other Metropolitan Government agencies, include transportation, the statistical database, economic development, historic preservation, parks and recreation, and housing. The subarea and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently.

# COMMUNITY PROFILE

The East Nashville community is located just east of Downtown Nashville. It is bounded by I-24/I-40, the Cumberland River and I-65 to the west, Briley Parkway to the north, and the Cumberland River to the east and south.

The community consists primarily of historic urban residential areas. Most East Nashville neighborhoods are compact and walkable, and many have convenient access to small corner commercial areas or civic uses such as churches, the East Branch Library and various schools. Many of these neighborhoods are historic in

character and contain notable architecture, giving them distinctive identities that, matched with a loyal residential base, give East Nashville a unique character and feel.

Two primary arteries – Gallatin and Dickerson Pikes – run parallel through the community. Gallatin and Dickerson Pikes have both been developed and re-developed in a more suburban manner that is friendly to drive-through traffic, but not

pedestrians or cyclists from the surrounding neighborhoods.

The community's population is expected to decline modestly throughout the current decade, due to smaller household size, decreasing from just over 64,272 persons in 2000 to 63,578 persons by 2010. While accommodating growth is not a huge issue for this community, there will be significant change as current and future residents seek additional housing choices and revitalized commercial service areas.



# C O M M U N I T Y P R O F I L E

		Davidson County		East Nashville	
QuickFacts		#	%	#	%
<b>Population</b>	Total	569,891	n/a	64,272	11.3%
	Household Population	545,686	95.8%	63,511	98.8%
	Group Quarters Population	24,205	4.2%	761	3.1%
	Institutionalized Population	10,343	1.8%	46	0.4%
	Population, 1990	510,784	n/a	65,604	12.8%
	Population Change, 1990 - 2000	59,107	11.6%	-1,332	-2.0%
	Population Projection, 2010	619,771	n/a	63,578	10.3%
	Population Change, 2000 - 2010	49,880	8.8%	-694	-1.1%
	Population Density (persons/acre)	1.69	n/a	4.87	n/a
	Average Household Size	2.30	n/a	2.52	n/a
	Male	275,530	48.3%	30,494	47.4%
	Female	294,361	51.7%	33,778	52.6%
<b>Families</b>	Total	139,234	58.6%	16,253	n/a
	Married Couple Families with Children	41,006	29.5%	3,575	22.0%
	Single Parent Families with Children	23,874	17.1%	4,450	27.4%
	Female Householder with Children	19,985	14.4%	3,758	23.1%
<b>Race</b>	White	382,008	67.0%	32,407	50.4%
	Black or African American	147,862	27.1%	28,360	44.1%
	American Indian/ Alaska Native	1,978	0.3%	223	0.3%
	Asian	11,691	2.1%	513	0.8%
	Native Hawaiian or Pacific Islander	400	0.1%	13	0.0%
	Other Race	13,535	2.4%	1,037	1.6%
	Two or More Races	12,417	2.2%	1,719	2.7%
<b>Ethnicity</b>	Hispanic or Latino	25,597	4.5%	1,971	3.1%
<b>Age</b>	Less than 18	126,409	22.2%	17,875	27.8%
	18-64	379,939	66.7%	39,167	60.9%
	Greater than 64	63,543	11.2%	7,230	11.2%
<b>Housing Units</b>	Total	252,977	n/a	27,016	10.7%
	Owner Occupied	131,384	55.3%	14,269	52.8%
	Renter Occupied	106,021	44.7%	10,902	40.4%
	Occupied	237,405	93.8%	25,171	93.2%
	Vacant	15,572	6.2%	1,845	6.8%
<b>Travel</b>	Mean Travel Time to Work (min)	22.2	n/a	22.5	n/a
	Workers	285,980	n/a	27,397	n/a
	Drove Alone	225,060	78.7%	20,312	74.1%
	Carpooled	38,111	13.3%	4,651	17.0%
	Public Transportation	5,038	1.8%	1,163	4.2%
	Walked or Worked from Home	15,546	5.4%	1,001	3.7%
	Other	2,225	0.8%	270	1.0%
<b>Income</b>	Median Household Income	\$39,797	n/a	n/a	n/a
	Per Capita Income	\$22,684	n/a	\$15,549	68.5%
<b>Education</b>	Population 25 years and over	377,734	n/a	40,241	10.7%
	Less than 9th grade	20,486	5.4%	3,850	9.6%
	9th to 12th grade, No Diploma	48,152	12.7%	8,699	21.6%
	High School Graduate (includes equivalency)	94,268	25.0%	12,271	30.5%
	Some College, No Degree	81,327	21.5%	8,052	20.0%
	Associate Degree	18,356	4.9%	1,381	3.4%
	Bachelor's Degree	75,948	20.1%	4,250	10.6%
Graduate or Professional Degree	39,197	10.4%	1,738	4.3%	
<b>Employment</b>	Population 16 Years and Over	456,655	n/a	48,103	74.8%
	In Labor Force	307,653	n/a	31,013	64.5%
	Civilian Labor Force	307,250	99.9%	31,003	100.0%
	Employed	291,283	94.7%	28,336	91.4%
	Unemployed (actively seeking employment)	15,967	5.2%	2,667	8.6%
	Armed Forces	403	0.1%	10	0.0%
	Not in Labor Force	149,002	32.6%	17,090	35.5%

# EAST NASHVILLE TRANSECT

The East Nashville Community Plan is organized around a planning tool called the Transect. The Transect is a system for categorizing and understanding the various levels of development in a region, from the most rural to the most urban. Ideally, all elements of the natural and built environment should be consistent with the character of the “Transect category” that they lie within. If the environment is rural, elements such as street types, setbacks, and landscaping should be different than they are in an urban environment. Think about streets and sidewalks, for example. An urban neighborhood would typically have a street with curb, gutter, and sidewalks with a planting strip between the sidewalk and the street. A rural area would be characterized by a street with drainage swales and a pedestrian trail. The Metro Planning Commission uses the Transect to determine what development elements should be in our communities now and in the future.

The policies and regulations that govern land development in Metro should facilitate development that is consistent within each of the respective Transect categories. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are appropriate) all the way down to the specific regulations that implement the policies (for example, how a sidewalk should

vary in different Transect categories).

The Transect system classifies Davidson County into six categories with a separate category for special districts. The six Transect categories are used to define and describe the desired character of a particular area. The Transect categories, with East Nashville examples where available, are:

- T1 Natural – Shelby Park and Shelby Bottoms
- T2 Rural - There is no T2 in East Nashville, but a good example is Joelton
- T3 Suburban – Inglewood and Rosebank
- T4 Neighborhood – Cleveland Park and Edgefield
- T5 Center – Five Points
- T6 Core – T6 exists only in Downtown and Midtown
- D District – Cornelia Fort Airpark, Nashville Auto Diesel College campus, State office campus

The East Nashville Transect Map is shown on the facing page. It relates to the Community Plan Update in a number of ways. First, it is related to the Structure Plan (see the Structure Plan map at the back of this document along with Land Use Policy Application, which explains the land use policies).

The Structure Plan “land use policy categories” used in this and all of Metro’s community plans are designed to be consistent with the various



*The street section shown here, Riverside Drive at Evelyn Drive, is a good example of a boulevard in a Suburban area.*

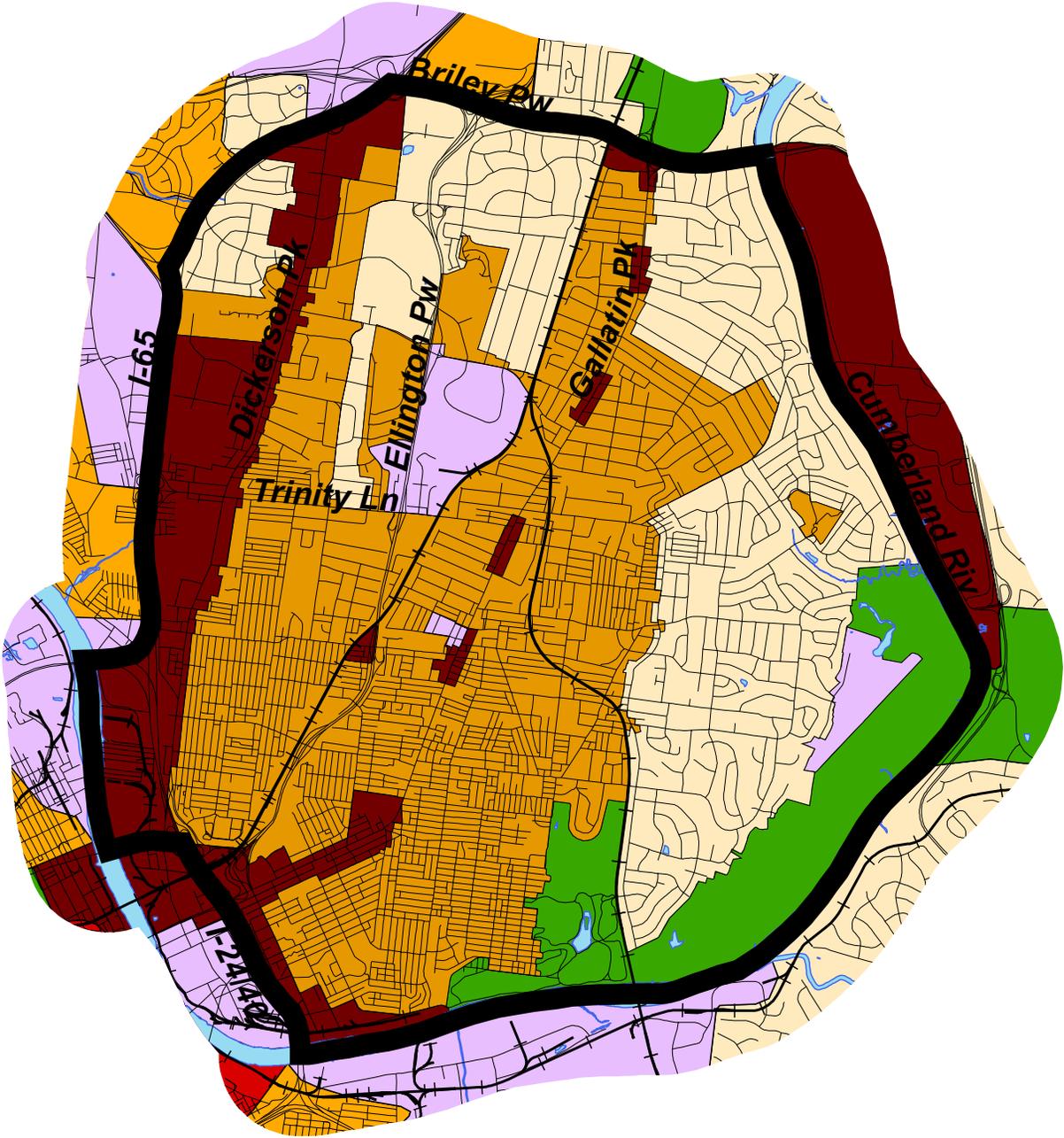


*Lack of sidewalks in a Suburban zone (above) is rarely a problem, while the same lack in a Neighborhood area (below) usually is.*



*Corner stores are a common feature in Neighborhood areas.*

# EAST NASHVILLE TRANSECT



- Legend**
- Center
  - District
  - Neighborhood
  - Natural
  - Suburban

# EAST NASHVILLE TRANSECT

Transect categories that they fit within. Sometimes a Structure Plan category can be found in more than one Transect category. For example, Community Center policy can fit within both the Neighborhood and Center Transect categories. Think of Gallatin and Dickerson Pikes. Each has some planned areas of intense activity at specific intersections. These intersections would fit under the “Center” Transect category. The segments of those corridors that are between major intersections are in the Neighborhood Transect category where they are intended to be less intense, even though they are still in Community Center policy.

The Transect also relates to the transportation section of the Community Plan. Reestablishment of a street grid appropriate to a Center Transect category is called for in the areas that are planned to redevelop from a largely industrial District Transect environment to an intense mixed-use urban environment. Meanwhile, many new sidewalks are called for in the Neighborhood Transect category.

The Transect also relates to the plan’s open space recommendations and the recommendations in the countywide Parks and Greenways Master Plan, which is also based on the Transect (see [http://www.nashville.gov/parks/master\\_plan.htm](http://www.nashville.gov/parks/master_plan.htm)). Smaller walk-to neighborhood parks are the focus in the Neighborhood Transect category, while larger drive-to community parks are

more the norm in the Suburban category where the larger yards help address some of the needs that would otherwise be met by neighborhood parks. A growing greenway system not only falls within the Natural Transect category, but helps provide connections to other Transect categories. A variety of open spaces is envisioned for the area covered by the Plan of Nashville (see pages 12-13 and the Structure Plan), including a large park focused on the river.

Here are brief descriptions of each of the Transect categories that apply to East Nashville. For full descriptions of all of the Transect categories, including which Structure Plan categories fit within each Transect category; please see Land Use Policy Application at [www.nashville.gov/mpc/pubprice.htm](http://www.nashville.gov/mpc/pubprice.htm).

**T1 – Natural:** Natural areas consist of publicly- or privately-owned land intended to remain as open space for preservation and recreation needs. Land can be owned outright or subject to conservation easements that restrict future development. T1



*Swales are used for conducting drainage in Suburban areas.*

areas include major parklands, protected wilderness and floodplain areas, farmlands that have sold their development rights, and even areas such as wetlands that have high environmental value and can be protected from development in such a way that can withstand court challenges. East Nashville examples of T1 are Shelby Park and Bottoms.

**T3 – Suburban:** Suburban areas make up a substantial portion of East Nashville. They include Inglewood and Rosebank. Suburban areas are primarily low intensity, single use (for example, only residential or only commercial) areas that are predominantly residential, mostly detached single family and stand alone multifamily. Commercial



*Curbs, gutters, and sidewalks belong in Neighborhood and Center areas.*



*Alleys are also a common feature in the more urban areas such as Neighborhood and Center.*

# EAST NASHVILLE T R A N S E C T

uses are typically found at the edges of neighborhoods along major roads. Civic and religious buildings are also found throughout the Suburban areas. Low walls, fences, or a natural, irregular pattern of trees and shrubs typically front the edges of streets. There is occasional on-street parking, but most parking takes place in driveways and garages.

T4 – Neighborhood: Neighborhood areas consist primarily of medium density (greater than 3 housing units per acre and often ranging between 6 and 20 units per acre) residential uses, but may also include other moderate intensity commercial or office uses. Uses are a mix of single-family, townhouses, condominiums, apartments, and accessory units; civic and religious buildings; and small commercial uses. Most of East Nashville (Edgefield and Cleveland Park are examples of specific neighborhoods) represents a classic example of this Transect category.

T5 – Center: Centers consist of a mixture of uses with commercial uses serving multiple neighborhoods. Centers can range

from those that serve a group of neighborhoods (ex: Gallatin Pike and Eastland Avenue) to those that serve an even larger market area (RiverGate) Some centers are pedestrian scale town centers with attached buildings and a mixture of uses such as Hillsboro Village while others are suburban shopping districts such as Lions Head. East Nashville’s Centers vary from the planned intense mixed use (Neighborhood Urban) areas at its western edges adjacent to the river to the nodes along Gallatin and Dickerson Pikes.

D – District: The district Transect category consists of uses that are generally focused on a single purpose and that do not lend themselves to a mixed-use environment. Examples of districts include medical centers, universities, industrial parks, and airports. East Nashville has Cornelia Fort Airpark (Impact policy), Nashville Auto Diesel College and the State office campus (Major Institutional), the stadium and the nearby Phillips Metal area (Impact areas), and some industrial development in the central part of the community.



*A nightclub in the heart of 5 Points in the Neighborhood category.*



*Shelby Bottoms, Natural.*



*Nashville Auto Diesel College (left) and Cornelia Fort Airpark (above) are two different examples of Districts*

# P L A N O F NASHVILLE AND R/UDAT PLAN

The Plan of Nashville and the R/UDAT (Regional/Urban Design Assistance Team) Plan are two documents besides the 1994 East Nashville Community Plan (“Subarea 5 Plan”) that have influenced the development of this updated community plan. The “R/UDAT Plan,” which is actually called “ReDiscovery: A Plan for East Nashville” was developed in 1999 with the assistance of an interdisciplinary volunteer team of planners as a follow-up action to efforts to rebuild East Nashville in the wake of the 1998 tornado. That planning effort enjoyed the participation of hundreds of East Nashvillians. The R/UDAT planning area is shown by the red outline on the accompanying map. The R/UDAT Plan called for preservation and enhancement of the existing neighborhoods and particularly their mixed use neighborhood centers, along with creating gateways, vistas, a civic square, and improved linkages.

The Plan of Nashville planning process was undertaken in 2003/2004 under the auspices of the Nashville Civic Design Center. The end product is a visionary plan analogous to the famous Plan of Chicago. The Plan of Nashville was published in 2005 after enjoying the participation of hundreds of Nashvillians from diverse backgrounds, including many East Nashvillians. The part of the Plan of Nashville area that is within the East Nashville community is shown by the blue outline on the accompanying map.

Because so many people from East Nashville embraced these

plans, the East Nashville Community Plan update process included validation of them and translation of their recommendations into Metro’s community plan format (ex: the application of Neighborhood Urban policy in areas where the Plan of Nashville called for a transformation of an area to high-intensity mixed use). That the Plan of Nashville vision involves removing portions of the interstate system and replacing it with a strong at-grade network of boulevards involves validation of a level and geographic area beyond East Nashville. Therefore, this plan calls for continued study of that recommendation but it provides a structure that anticipates the re-

connections envisioned in the Plan of Nashville.

For specific details, the two plans themselves should be consulted. The R/UDAT plan can be found at [www.nashville.gov/mpc/urban.htm](http://www.nashville.gov/mpc/urban.htm) and the Plan of Nashville is available through the Nashville Civic Design Center at [www.planofnashville.com](http://www.planofnashville.com).



*Plan of Nashville visioning session*

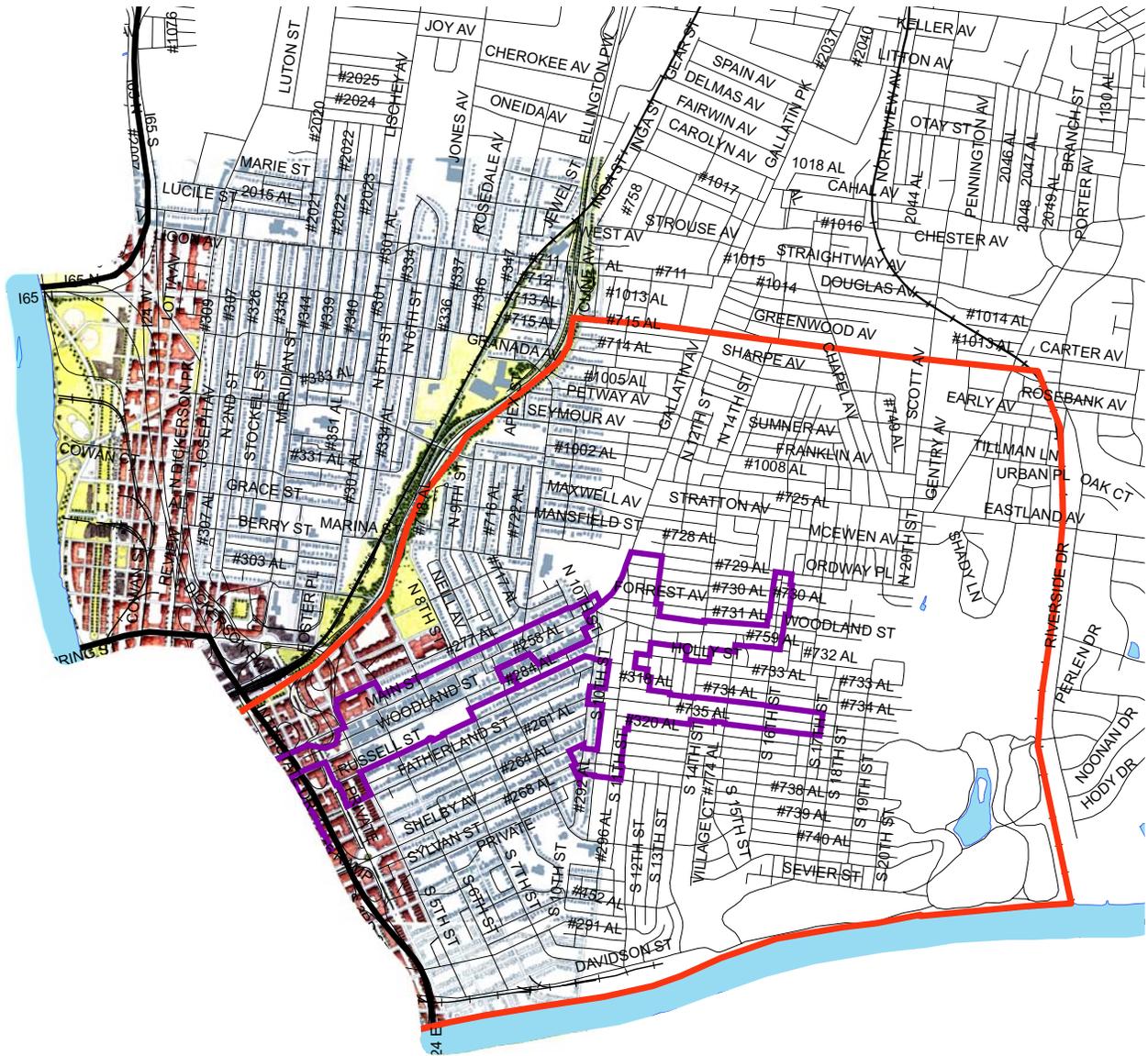


*Vision for Ellington Boulevard terminus from the Plan of Nashville*



*Vision for Dickerson Pike from The Plan of Nashville*

# PLAN OF NASHVILLE AND R/UDAT PLAN



- MDHA Redevelopment Districts
- R/UDAT Area
- Lakes, Ponds and Other Water Bodies

**Plan of Nashville Area is shaded area**

## EAST NASHVILLE COMMUNITY PLAN OF NASHVILLE, R/UDAT, AND REDEVELOPMENT DISTRICT AREAS

*Please Note: Redevelopment District Land Use Plans supercede local zoning. The East Nashville Community Plan policies have been coordinated with these Land Use Plans, but please contact the Metropolitan Development and Housing Agency for information on land use plans for these redevelopment districts.*

# EXISTING LAND USE

East Nashville is one of Nashville's smaller communities in terms of land area, reflecting its urban character and accompanying higher population density. The land use pattern within the community has been relatively stable since the adoption of its previous community plan, the Subarea 5 Plan, in 1994. It remains a predominantly residential community with areas of service commercial along its major corridors and at numerous intersections found throughout its neighborhoods, especially those south of Trinity Lane. There are a few industrial areas, with the largest being in the Cowan Street area at the western edge of the community.

In terms of its residential pattern, the balance of the housing mix is weighted towards single family, which represents nearly 70% of the community's housing units. This is a slightly higher percentage of single-family housing than is found in the other inner-ring communities (Woodbine, West Nashville, North Nashville, and the Metro portions of Green Hills-Midtown), which tend to have closer to 60% single family as do even some of the suburban communities (ex: Southeast at 50%, Donelson-Hermitage-Old Hickory at 58%). Under this community plan, a shift towards a somewhat higher percentage of multifamily housing can be expected as policies for mixed housing at key locations, most particularly major and minor corridors identified for redevelopment, are implemented.

There has been some residential growth over the past decade, with the number of housing units increasing from 27,603 in 1994 to 28,971 in 2005. This growth has been accompanied by a decrease in the amount of vacant land from about 2,239 acres to about 1,213 acres. Much of this decline in vacant acreage can be attributed to the change in classification of the approximately 800-acre Shelby Bottoms parcel, which was classified as vacant in 1994 and reclassified as parkland in 2005. There has been a slight decline in nonresidential square footage since 1994, from around 9,999,000 square feet to about 9,793,000 square feet. This in large part can be accounted for by the demolition of a few key buildings, such as the industrial facility demolished for the construction of the proposed 5<sup>th</sup> and Main mixed use project, in advance of planned projects to be constructed to replace them.

Because of the relative lack of vacant land, much new development is planned to take place through redevelopment and accompanying intensification. This intensification will take place both through increased residential densities at key locations and increased nonresidential intensity as plans for vertical mixed use along major corridors and at planned Neighborhood Centers (see the Structure Plan for these locations) are implemented.



*Post Office - Gallatin Pike*



*Presbyterian Church*



*Bailey Middle School*



*Five Points Area Church*



*Jere Baxter School*

# EXISTING LAND USE



*East Park*



*Office*



*House on Gallatin Pike*



*Commercial - Five Points Area*



*Industrial - Davidson Street*



*House near Cora Howe School*



*Commercial/Office - Gallatin Pike*



*Industrial - Pittway Drive*



*Vacant Land - Haysboro Lane*



*Commercial - Gallatin Pike*



*Multifamily - Woodland Street*



*Vacant Land - Lischey Avenue*



*Commercial - Five Points Area*



*Multifamily - Five Points Area*



*Vacant Land - Hillside Road*

# EXISTING LAND USE

## GENERALIZED EXISTING LAND USE Summer 2005

RESIDENTIAL USES <sup>1</sup>	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
<b>Single Family Detached Subtotal</b>	5,437	50%	19,568	68%	3.60
Conventional Rural/Large-lot (3+ ac/du)	140	--	34	--	0.24
Conventional Urban/Suburban (< 3 ac/du)	5,300	49%	19,534	68%	3.70
Condominiums	0	0%	0	0	
<b>Townhomes and Multifamily Subtotal</b>	994	9%	8,768	30%	8.80
Conventional Duplexes, Triplexes & Zero Lot-line Units	674	--	4,806	16%	7.10
Conventional 4+ Unit Structures	320	--	3,912	14%	12.20
Condominiums	0	--	50	--	--
<b>HOUSEHOLD RESIDENTIAL TOTAL</b>	6,431	59%	28,336	98%	4.40
<b>Mixed-Use Residential <sup>3</sup> TOTAL</b>	5	--	5	--	--
<b>Non-household Residential <sup>4</sup> TOTAL</b>	28	--	630	--	--
<b>GRAND TOTAL RESIDENTIAL</b>	6,464	59%	28,971	100%	
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ FT)	% OF SUBTOTAL	FLOOR/AREA RATIO <sup>5</sup>
<b>Office, Commercial &amp; Industrial Community Subtotal</b>	1,331	12%	9,793,108	100%	.17
Office, Non-medical	237	2%	790,247	8%	.08
Office, Medical	6	--	56,724	--	.20
Clinic or Hospital	10	--	77,932	--	.18
Commercial: Retail	176	2%	1,930,159	20%	.25
Commercial: Other	317	3%	1,782,448	18%	.37
Industrial	585	5%	5,155,598	53%	.20
<b>Auto Parking (principle use) Subtotal</b>	66	--	--	--	--
<b>Civic &amp; Public Benefit Uses Subtotal</b>	1,773	16%	--	--	--
Community Facilities	499	5%	--	--	--
Parks, Golf Courses & Other Open Space	1,274	11%	--	--	--
<b>NONRESIDENTIAL USES TOTAL</b>	3,170	29%	--	--	--
<b>VACANT &amp; FARMLAND</b>			--	--	--
Vacant/Farm Residential Codes	868	8%	--	--	--
Vacant Commercial Code	308	3%	--	--	--
Vacant Industrial Code	36.91	--	--	--	--
<b>VACANT LAND TOTAL</b>	1,213	11%	--	--	--
<b>Miscoded or uncoded parcels</b>	24	--	--	--	--
<b>TOTAL PARCEL ACRES <sup>2</sup></b>	10,871	100%	--	--	--
<b>Estimated Right-of-Way</b>	1,945	--	--	--	--
<b>LAND AREA TOTAL</b>	12,816	--	--	--	--
<b>CUMBERLAND RIVER</b>	309	--	--	--	--
<b>COMMUNITY GRAND TOTAL AREA</b>	13,125	--	--	--	--

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; "2 & 3 Unit Structures" includes parcels with residential units in two or more residential use codes

<sup>2</sup> Includes condominium common area that is not parceled land

<sup>3</sup> Household residential uses on properties with nonresidential principle uses

<sup>4</sup> Includes uses such as dormitories, rooming units and other group quarters

<sup>5</sup> Ratio of floor area divided by land area

Note: this table does not include land use information related to property leaseholds in the community

Source: Metropolitan Planning Commission, July 2005

# EXISTING LAND USE



## Legend

- |   |   |
|---|---|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> Park or Golf Course                 | <span style="display: inline-block; width: 15px; height: 10px; background-color: #F08080; border: 1px solid black;"></span> Office or Medical |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFFF00; border: 1px solid black;"></span> Residential - 1 Unit                | <span style="display: inline-block; width: 15px; height: 10px; background-color: #FF0000; border: 1px solid black;"></span> Commercial        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFA500; border: 1px solid black;"></span> Residential - 2 or 3 Unit           | <span style="display: inline-block; width: 15px; height: 10px; background-color: #808080; border: 1px solid black;"></span> Auto Parking      |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #8B4513; border: 1px solid black;"></span> Residential - 4 Unit +              | <span style="display: inline-block; width: 15px; height: 10px; background-color: #00BFFF; border: 1px solid black;"></span> Industrial        |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #654321; border: 1px solid black;"></span> Residential - Nonhousehold          | <span style="display: inline-block; width: 15px; height: 10px; background-color: #90EE90; border: 1px solid black;"></span> Vacant or Farm    |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #008000; border: 1px solid black;"></span> Community, Institutional or Utility | <span style="display: inline-block; width: 15px; height: 10px; border: 1px solid black;"></span> Unused - Code Error                          |

# N A T U R A L F E A T U R E S

General Plan policies that apply to all community plans call for awareness and care regarding floodplains and stormwater management, slopes, soils and geologic formations, water quality, air quality, and solid waste management. The sensitive environmental features discussed in this section include steeply sloping terrain, major waterways and floodplains, problem soils, sinkholes and wetlands, and rare and endangered species.

**Terrain:** Steep slopes are defined as areas of slope steeper than 20 percent (20 feet rise or fall in a horizontal distance of 100 feet). Most of East Nashville is either gently rolling or relatively level. Steep slopes are found at scattered locations throughout the community. Steeply sloping land is normally considered suitable only for very low intensity development, particularly in Davidson County, where such slopes are also covered by unstable soils and are often composed of fragile geological formations.

There are three types of development problems commonly associated with disturbance of steep slopes. 1. *Mechanical cut and fill* in which slopes are extensively altered by straightening, steepening, and cutting that results in loss of the equilibrium associated with natural conditions. 2. *Deforestation*, which not only results in a weakened slope because of the reduction of the stabilizing effect of vegetation, but also increases stress from runoff and groundwater. Once vegetation has been removed

from steep slopes, its re-establishment is a long, slow process. 3. *Improper siting and construction* of buildings and related facilities, leading to an upset in the slope equilibrium because of the alteration of vegetation, slope materials, and drainage.

**Major Waterways and Floodplains:** Floodplains are the areas along rivers and streams most prone to flooding, based on the 100-year floodplain. The 100-year floodplain is defined as a probability of 1 in 100 that flooding will occur to the extent shown on Federal Flood Insurance Maps. One hundred year events may occur in close succession. In the East Nashville community, waterways with defined 100-year floodplains include the Cumberland River and Ewing, Pages Branch, and Cooper creeks. Much of the land along the creeks with defined floodplain that is outside of Shelby Bottoms is privately owned residential development, with floodplain encumbering a portion of the yards through which those creeks flow. A greenway is being constructed along the Cumberland River, with the Shelby Bottoms segment already heavily used. Floodplain development in Nashville is governed by the *Stormwater Management Regulations*, which are administered by the Metropolitan Water Services Department.

**Problem Soils:** The graphic at right shows problem soils that are also steeply sloping or in floodplain, as well as problem soil areas not associated with steep slopes or floodplain. Problem soils in the community associated with

water include arrington and lindell silt loams, and lindell urban complex. Problem soils combined with steep slopes include mimosa 12-25% slopes. Most of East Nashville's problem soils are found in or near areas with steep slopes or those that are subject to flooding.

**Sinkholes and Wetlands:** Not shown on the graphic but constraints to development: 1) *Sinkholes:* Sinkholes are an important part of the drainage system, and their presence poses a potentially difficult problem for development where they are found. Sinkholes are indicative of areas characterized by underground cave systems formed through years of weathering and erosion of mostly limestone rock formations. Awareness and thorough investigation of sinkholes are important to the development process because of: a) the role they play in the areas' drainage, b) the possibility of, and potential danger posed by, locations with low load-bearing capacity due to underground caves that have eroded near the surface which have not yet caved in, and c) because of the potentially high costs associated with extraordinary structural improvements or other measures that may be required in response to safety and other problems posed by sinkholes.

2) *Wetlands:* These are areas characterized by year-round or seasonally wet conditions due to periodic flooding, fluctuations in the water table, seepage of underground water or other factors. There are some small wetlands found throughout the East

# NATURAL FEATURES

Nashville community, with most in Shelby Bottoms. At the state level, activities in wetlands are regulated through the State Water Quality Act. The state agency that is responsible for administering the state permitting process for the alteration of wetlands is the Department of Environment and Conservation, Division of Water Pollution Control. At the federal level, they are controlled through several regulatory programs, chiefly the Section 404 program that is administered jointly by the Environmental Protection Agency and the U.S. Corps of Engineers.

## Rare and Endangered Species

Despite being predominantly developed, the East Nashville community contains a variety of plant and animal species that are rare or endangered. Information about these species is maintained by the Tennessee Department of Environment and Conservation.

Detailed maps are available on the Planning Department web site at [www.nashville.gov/mpc/subarea5.htm](http://www.nashville.gov/mpc/subarea5.htm)



**Legend**  
**Steep Slopes**  
 0 - 20%  
 20%+

**Floodplain and Floodway**  
 100 Year Floodplain  
 500 Year Floodplain  
 Floodway

**Problem Soils**  
 Ar  
 Ld  
 Ln  
 MmD

# HISTORIC RESOURCES

Historic features are shown on the graphic entitled “Historic Sites and Areas” and are listed on pages 23-24. As the graphic on page 22 shows, the East Nashville community has an abundance of historically significant sites and areas.

The history of East Nashville includes important chapters about the growth and expansion of Nashville as a city and a catalogue of neighborhood development ranging from the city’s earliest suburban expansion to twenty-first century redevelopment.

The rural history of East Nashville has been almost entirely absorbed by late nineteenth and twentieth century residential development. Traces still remain where former farm or estate residences survive. One example is Riverwood, listed in the National Register of Historic Places. Generally, these houses are now part of subdivisions or even commercial areas, as at 931 Main Street. East Nashville began to develop and urbanize in earnest in the second half of the nineteenth century, when the Shelby lands were subdivided for residences in Edgefield. Edgefield was incorporated as a separate municipality in 1868 and eventually annexed by the city of Nashville in 1880.

The area has always been heavily influenced by its bridge connections to Nashville’s city center on the opposite river bluff. A bridge crossing has existed at the site of the Woodland Street Bridge since 1819. Replacement

of that bridge with a more modern suspension bridge in 1853 paved the way for residential subdivision in Edgefield beginning in 1854. Woodland and Main Streets offered street railway lines by 1890, further easing travel between downtown and the east bank. Just as river access influenced the development of downtown Nashville on the west side of the Cumberland, access on the east bank, combined with proximity to northbound rail corridors in this area, made it an attractive location for industry.

Other influential transportation connections are the pikes, Dickerson and Gallatin, that have been important travel corridors since Nashville’s founding. These two roads have attracted most of the commercial development in the area, although neighborhood commercial areas have historically been interspersed in neighborhoods developed during the streetcar era, like Lockeland Springs and Cleveland Park.

Riverside Drive itself is an important resource dating from the first phase of automobile-centered suburban development, and areas of Inglewood attest to the continuing residential popularity of East Nashville in the early twentieth century. Later transportation changes accompanied urban renewal with the construction of the interstate system and Ellington Parkway, which reconfigured large swaths of the east bank and created geographical divisions within neighborhoods as impermeable as the river. Briley Parkway now creates another boundary defining the northern edge of this community.

East Nashville contains a high concentration of housing stock built 50 years or more ago and the largest remaining concentration of nineteenth-century and turn-of-the-century residential architecture in the city. Districts listed in the National Register—Edgefield and portions of Lockeland Springs and East



*Rosebank Avenue*



*Welcome Lane*



*Tony Sudekum House, Lischey Avenue*



*McCarn Street*

# HISTORIC RESOURCES

End—contain some of the best examples. Still other districts are eligible for the National Register or possess local significance that encourages their preservation. The resurgence of these historic neighborhoods attests to the popularity of older houses with private investors and renovators. They are also valuable as a source of affordable housing, as East Nashville's older neighborhoods contain a wide range of housing types close to businesses, services, and public transportation.

A series of natural disasters and man-made projects have had a significant shaping influence on the area's built environment. A 1916 fire resulted in a second wave of building in Edgefield, bringing bungalows to a neighborhood of Victorian townhouses. The tornadoes of 1933 and 1998 both leveled large portions of East Nashville. The 1998 tornado, and the R/UDAT (Regional/Urban Design Assistance Team) project that followed in its wake, helped the historic neighborhoods of this area turn the corner towards an increasing pace of revitalization and rehabilitation.

East Nashville's neighborhoods were also profoundly affected by the construction of public housing projects (beginning with the construction of National Register-eligible Cayce Homes in 1941) and urban renewal. These redevelopment projects, which also included highway construction, occurred at the same time postwar suburban growth was attracting an

increasing portion of the city's population out of older neighborhoods close to the city center. Although urban renewal projects were meant to address disinvestment in older neighborhoods through removal of "blight," their effect was often as damaging and usually more permanent than the blight they sought to address. As rental properties increased and maintenance of older homes in the area declined, historic neighborhoods in East Nashville did not experience sustained revitalization until the historic preservation movement took hold in the 1970s.

Since the last community plan update in 1994, enthusiasm for historic architecture, coupled with historic preservation zoning in several areas, has ensured a high rate of retention of historic buildings in this area. In spite of this trend, several demolitions of historic properties, mostly institutional buildings, point to the continuing need for preservation strategies for properties not located within the existing districts.



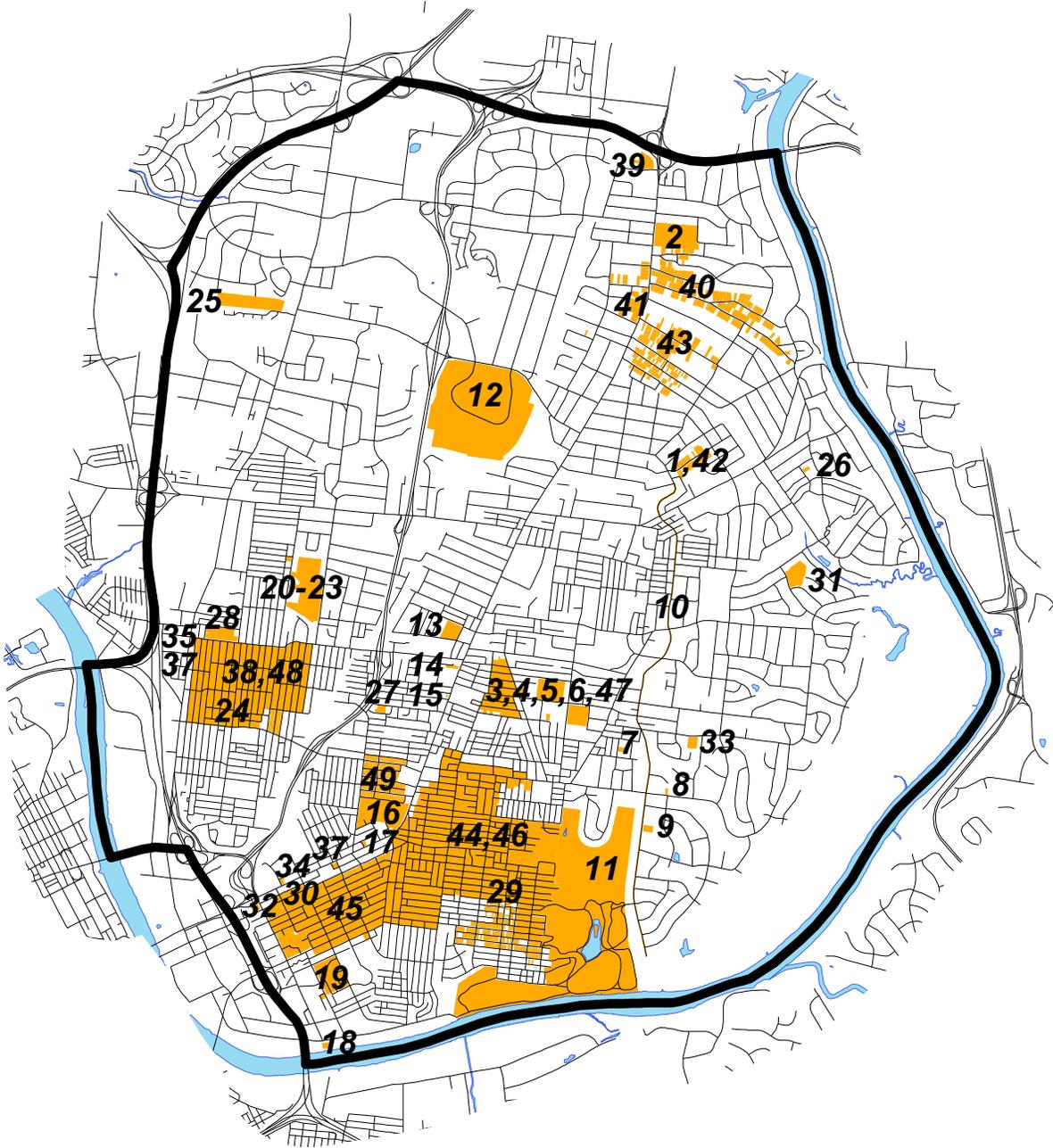
*Tulip Street Methodist Church*



*Houses on Fatherland Street and Margot Cafe in historic Five Points*

# HISTORIC RESOURCES

Refer to the list on pages 23-24 to locate the historic properties, buildings, and sites in the community.



# H I S T O R I C R E S O U R C E S

No.	Property Name	Property Address	Map/Parcel	Status
1	Dr. Cleo Miller House/Ivy Hall	1428 Shelton Ave	72-04-50	NR
2	Isaac Litton Middle School Gym	4500 Gallatin Pike	61-07-274	WOC
3	Colonel Pryor House	1703 Greenwood Ave	83-2-246	WOC
4	Bailey School	2000 Greenwood Ave	83-2-319	WOC
5	Cora Howe House	1925 Greenwood Avenue	83-02-241	WOC
6	Mathews Carriage House	1725 Sharpe Ave	83-2-288	WOC
7	McCarn House	808 McCarn Ave	83-7-67	WOC
8		2315 Eastland Ave	83-7-321	WOC
9	Vaughn-Brindley House	811 Riverside Dr	83-11-98	NRE
10	Riverside Dr	Shelby Park to Greenfield		NRE
11	Shelby Park		94-2-229	WOC
12	Masonic Home--three buildings	Ben Allen Rd	61-0-39	WOC
13	Renraw	Strouse and Trevecca Aves	72-13-196	WOC
14	Engine Company No. 18	1220 Gallatin Rd	72-13-338	NRE,LL
15	Diner/Dude's Bar-B-Q	1102 Gallatin Rd	83-1-89	WOC
16	East High and Junior High School	110-114 Gallatin Rd	83-9-2	NR
17	Main Street Salvage	931 Main St	82-12-270	WOC
18	Old Sterchi Warehouse	510 Davidson St	93-8-71	WOC
19	MDHA Cayce Homes	701 S. 6th St	93-4-74, 77, 78, 79	NRE
20	Joy Flowers Greenhouses	1501 Lischey Ave	71-12-17	WOC
21		1503 Lischey Ave	71-12-18	WOC
22		1431 Lischey Ave	71-12-335	WOC
23	Tony Sudekum House	1606 Lischey Ave	71-12-8	WOC/N RE
24	McGavock House	908 Meridian St	82-3-229	NRE
25	Henry Hurt House/Congress Inn	2914 Dickerson Rd	60-0-41	WOC
26	Center hall house	2000 Warden Dr	73-01-166	WOC
27		1001 Granada Ave	82-04-368	WOC
28	Highland Heights Junior High	123 Douglas Ave	71-15-119	NRE
29	Holly Street Fire Hall	160 Holly St	83-14-26	NR, LL
30	Miles House	631 Woodland St	82-16-48	NR
31	Riverwood	1833 Welcome Lane	73-9-109	NR
32	St. Ann's Episcopal Church	419 Woodland St	82-15-94	NR
33	Weakley-Truett-Clark House	415 Rosebank	83-8-230	NR
34	First Baptist East Nashville	603 Main Street	82-15-15	NR
35	One-part commercial block	1235 Dickerson Pike	71-15-261	WOC
36	Weiss Liquors neon sign	824 Main St	82-12-327	WOC
37	Drake Plumbing neon sign	1219 Dickerson Pike	71-15-267	WOC
38	A.C. Webb log bungalows	907, 909, 911, 1003 Stockell St; 1006, 1012 Meridian; 217 Cleveland St	82-3-208, 213, 214, 215, 217, 235, 238	WOC/N RE

# HISTORIC RESOURCES

No.	Property Name	Property Address	Map/Parcel	Status
39	Evergreen Slave Cabins	1023 Joyce Lane	61-0-9	NR
40	Jackson Park Neighborhood District	portions of Winding Way, Kenwood Dr, Eastdale Dr, Riverwood Dr, Plymouth Ave	see map	WOC
41	Gallatin Road District	4107, 4109, 4111, 4113, 4115, 4119, 4205, 4207, 4209, 4211, 4301	see map	WOC
42	Shelton Avenue Neighborhood District	1402-1434 Shelton Ave	see map	WOC
43	Inglewood Neighborhood District	portions of McAlpine Ave, Ardee Ave, Sunnymede Dr, and Norvell Ave	see map	WOC
44	Lockeland Springs - East End	Numerous streets	see map	NR/WOC
45	Edgefield Historic District	Numerous streets	see map	NR
46	East Nashville Historic District	Numerous streets	see map	NR
47	Eastwood Neighborhood District	Portions of Douglas, McKennie, Chapel, Greenwood, Roberts, and Sharpe Aves	see map	WOC
48	Cleveland Park Neighborhood District	Numerous streets	see map	WOC
49	Maxwell Neighborhood District	Portions of Laurent and Mansfield Streets and West Eastland and Maxwell Aves	see map	NRE/WOC
NR = Listed on the National Register of Historic Places				
NRE = Eligible for listing on the National Register of Historic Places				
WOC = Worthy of Conservation				
LL = Local Landmark				



*Houses on Fatherland Street in Historic Edgefield*



# P L A N N I N G P R O C E S S

## **Pre-Planning**

The East Nashville Community Plan was adopted as the Subarea 5 Plan in 1994. Planners began the 2006 update by meeting with community leaders and Metro Council members whose districts were included in the community. Planners followed that effort with meetings with other Metro departments in order to begin to define the most important issues facing the communities. Following that, the planners began working with the community at public meetings. Altogether, over 200 community members participated.

## **Open House Kick-Off**

The first community meeting was held March 14, 2005. Planning staff reviewed the community planning process, its intended goals and products, and the preliminary schedule. Representatives from several Metro agencies were present to respond to preliminary concerns in an informal, open house-style format.

## **Vision Workshop**

The Metro Planning Department held a Vision Workshop meeting on March 29. At the Vision Workshop, property owners, business owners and residents met in small groups and discussed issues related to growth and quality of life in the area. Participants outlined many issues and started to define the vision for the future of their community.

## **Structure Plan Workshop**

After defining a vision, the planners again worked with residents at the Structure Plan Workshop on April 12. Residents and planners prepared a Structure Plan to implement the vision outlined at the previous meetings. The Structure Plan is the official

land use policy document that guides future land use decisions.

## **Draft Plan Presentation**

After refining the Structure Plan, planners presented the revised Draft Structure Plan at the April 25 meeting. This meeting provided an additional opportunity for clarification and to “sign off” on the Structure Plan as it was at the time.

## **Joyce Lane/Gallatin Road/Briley Parkway Area Meetings**

Because of a major development proposal affecting this area that came up during the community plan update, two meetings were held on August 30 and September 1, 2005 to focus on the draft Structure Plan for that area.

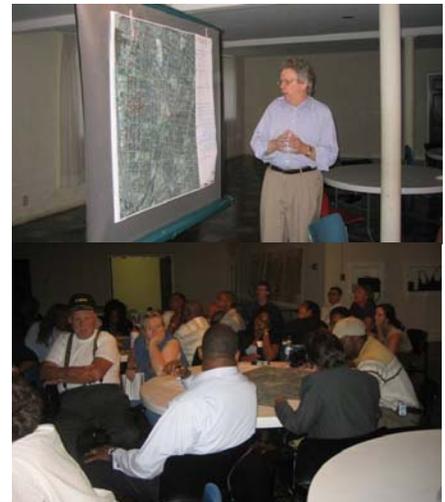
## **DNDP Meetings**

While the update of the community-wide Structure Plan was occurring, planners also held several community meetings for two groups of neighborhoods. These Detailed Neighborhood Design Plan processes built off of the Structure Plan and provided detailed land use policy and design

guidance. A more detailed process description is included in the DNDPs found in the back of this folder and also available separately. Additional DNDPs will be undertaken in various East Nashville neighborhoods following the adoption of this community plan.

## **Final Draft Presentation and Open House Celebration**

Planners made the additional necessary changes and prepared the entire draft plan. It was made available to the public at the Open House Community Celebration on January 23, 2006.



*Workshops for Cleveland Park (top, bottom) and East Hill/Renraw Group (middle) DNDPs*

# ISSUES LIST

These issues came from the community meetings for the plan update.

## What are things you really like about your neighborhood?

**Central Location** (close to downtown, close to parks, close to major roadways, close to work) (44 responses)

**Neighborhood Atmosphere** (nice people, great neighborhood, diversity, family feeling, quiet) (38 responses)

**Streetscape & Layout/ Characteristics of Residential Areas** (mix of green space, beautiful homes, nice yards) (32 responses)

**Historic Character** (unique older homes & mature trees, architecture) (10 responses)

**Locally-Owned Businesses** (versus chains) (3 responses)



*Proximity to downtown is one of East Nashville's assets*



*Neighborhood atmosphere (abovet)*



*A historic home*



*An example of a residential streetscape (above)*



*Three examples of locally owned businesses (above and below)*



# ISSUES LIST

**What are things you do not like about your neighborhood?**

**Code Violations** (dilapidated buildings, trash, broken-down cars, illegal dumping) (27 responses)

**Poor Community Appearance** (design issues, lack of city maintenance, vacant houses) (27 responses)

**Crime** (including drug dealing) (16 responses)

**Poor Appearance of Main Corridors** (13 responses)

**Poor Commercial Appearance / Lack of Choices** (11 responses)

**Lack of Animal Control** (8 responses)

**Streets Used As Cut-Throughs** (7 responses)

**Poor Sidewalk Condition & Lack of Sidewalks** (5 responses)



*Codes violations that need to be corrected are seen in the pictures above and below right*



*Improving the appearance of Dickerson and Gallatin Pikes is an important community goal (Gallatin Pike above and above left and Dickerson Pike below)*



*Loose dogs present a problem for East Nashville*



# DEVELOPMENT GOALS

The following Development Goals address how the community would like to appear in the future. These include some ideas that will require public-private partnerships in order to be accomplished. A variety of Metro departments, other public agencies, and private entities will need to be involved. The Planning Department will be among these and will play an important role in coordinating various efforts in addition to undertaking those tasks, such as reviewing zone changes, for which it has primary responsibility.

## **1 Preserve the character and atmosphere of existing residential neighborhoods.**

Objectives:

- a. Sustain and encourage the diversity of people and housing.
- b. Maintain and extend streetscapes that are friendly to pedestrians and cyclists.
- c. Support well-designed, conveniently located recreational services within walking distance of residential areas.
- d. Preserve historic features and ensure compatible design and good quality of new or renovated structures.
- e. Increase opportunities for local residents to be part of (including employed in) new construction or business development in the area.
- f. Prevent the destabilizing encroachment of nonresidential or incompatible infill through application of appropriate urban design principles and informed community involvement.

## **2 Improve the appearance and function of the main corridors and other commercial areas.**

Objectives:

- a. Focus most commercial activity at major nodes along Gallatin and Dickerson Pikes.
- b. Make improvements such as more coordinated signage that is appropriately scaled for a pedestrian environment, landscaping, ADA compliant sidewalks, transit stops, and other streetscape elements.
- c. Reduce the number of curb cuts as redevelopment occurs over time.
- d. Encourage local residents and merchants associations to attract needed new businesses and high density housing to the corridors that would increase population, preserve existing residential neighborhoods, and help support local businesses.

## **3 Improve community appearance in general.**

Objectives:

- a. Continue recent community efforts to increase codes enforcement.
- b. Apply appropriate urban design principles to new development so that it complements and enhances its neighborhood.
- c. Utilize tools such as conservation and historic zoning districts for qualified areas in order to help preserve and enhance the community's historic character.

## **4 Increase commercial choices available to residents.**

Objectives:

- a. Support well-designed, conveniently located commercial services within walking distance of residential areas, especially in the Neighborhood and Center Transect categories.
- b. Provide adequate opportunities at appropriate locations at neighborhood centers and nodes along Gallatin and Dickerson Pike for needed goods and services to develop.
- c. Encourage local residents and merchants associations to attract needed new businesses to areas where they are lacking.
- d. Facilitate new opportunities through such tools and resources as Detailed Neighborhood Design Plans, Planned Unit Developments, Urban Design Overlays, Specific Plan Zoning Districts, and Metropolitan Development and Housing Agency programs identifying and guiding development opportunities.

## **5 Improve transportation infrastructure to meet the needs of an urban environment.**

Objectives:

- a. Enhance the accessibility, circulation, and urban design of the transportation system for all modes of travel.
- b. Redevelop the street grid in the western portion of East Nashville.
- c. Redevelop the southern portion of Ellington Parkway as an urban boulevard.
- d. Study conversion of the interstate inner loop to an urban boulevard connected to a street grid (as discussed in the Plan of Nashville).
- e. Increase transit options and provide more comfortable and attractive transit stops.
- f. Add sidewalks, bikeways, and greenways throughout the community.

# GOALS MAP



# DESIGN PRINCIPLES

The *East Nashville Community Plan: 2006 Update* encourages using specific design principles to ensure a desirable and well-planned community. The elements in this section should be used by community members, Metro Planning Commission, Metro Council and Metro Departments to guide how public improvements and private development occur in East Nashville.

## Infill and Intensification

Although the community's overall population is expected to remain stable over the decade, East Nashville is experiencing demographic changes as current, often elderly residents leave the community and new residents enter the community. This change is particularly prevalent east of Ellington Parkway. Although many of these new residents are renovating existing housing, some are seeking new housing options (for example, townhouses) that are not widely available in East Nashville. Thus, the thoughtful design and integration of new and sometimes more intense infill housing is critical to the area's future, especially given the community's many areas with conservation or historic zoning. Design elements such as building size, orientation, and setbacks need to be carefully addressed in order to ensure the compatibility of new housing with the existing character of the neighborhood.

## Major Corridors

Improving the appearance and function of East Nashville's major corridors is an important goal of the plan. Community participants in the planning process expressed dissatisfaction with the current uncoordinated pattern of building types, setbacks, and building orientation along the Dickerson and Gallatin Pike corridors. The appearance of signs and their often

disproportionate size is another source of dissatisfaction in the community. Another complaint about the corridors is the overabundance of access points onto these busy streets, which causes traffic congestion and safety hazards for pedestrians, cyclists and autos.

Major commercial services should be concentrated at specified nodes along the corridors. Ideally, the nodes would be spaced about a half mile apart with lower intensity mixed-use or residential development at locations between major nodes. Residential development should be considered an important element of the mix of uses along the corridors. Civic uses such as schools, churches, and libraries, are also found along these corridors and are encouraged to remain.

Consolidating access points to commercial areas is important. Continued streetscape improvements such as those underway on Main Street and Dickerson Pike are also advisable. The pattern of setbacks (the distance between the building and the street) needs to evolve to a more urban standard of buildings being set close to the street edge along the portions of these corridors south of Douglas Avenue.

## Neighborhood Centers

The small mixed-use neighborhood centers found at many locations throughout the community are integral amenities of the neighborhoods they serve. It is important that their scale and function be



*Woodland Street area (top two), Russell Street, 16th and Ordway, Scott Avenue*

# DESIGN PRINCIPLES

focused at the neighborhood level because larger commercial centers will displace surrounding residential and draw larger clientele from beyond the immediate neighborhood. Each neighborhood center has various elements such as mix of uses, height of buildings, setbacks, etc. The design of each of the various ingredients in a center should respect its residential surroundings.

Although these neighborhood centers will typically include small commercial uses, they will also include residential uses to support the commercial services in the center and to provide housing choice to residents. The housing element will include a variety of housing types, such as the townhouses shown at left at the neighborhood center at Eastland, Chapel, and Scott Avenues or the single-family homes that are found at so many of East Nashville's neighborhood centers.

### Pedestrian Enhancements

There exists the need for additional sidewalks and amenities for pedestrians in the community. Additionally, crosswalk improvements, utility relocation, consolidating auto access points into commercial areas and adding amenities such as bus shelters and benches are necessary to make the area safe and comfortable for pedestrians and transit riders.



Fatherland Street (left), 5 Points (right)



Shelby Avenue Mini-park



East Nashville sidewalk



5 Points Store



Woodland Street Post Office

## STRUCTURE PLAN

The Structure Plan map on the facing page is the core product of the East Nashville Community Plan Update. A large fold-out version is in the back pocket of this document. The Structure Plan map displays land use policies to guide the future use of land within the East Nashville community. These policies reflect the development goals found on page 28, complement the Community Transect discussed on pages 8-11, and are coordinated with the Transportation Plan on pages 36-45.

In East Nashville, there are numerous organized neighborhood groups that have worked for years on shaping the future of their neighborhoods. Two important plans that have been developed with much community input are the R/UDAT Plan (developed during the recovery effort after the 1998 tornados) and the Plan of Nashville (developed in 2003 to better define the Downtown's relationship with surrounding neighborhoods). This Structure Plan map incorporates the land use recommendations of both the Plan of Nashville and the R/UDAT Plan, which are discussed on pages 12-13. Some of the highlights of the land use policies in the plan include the:

- Transformation of the areas west of South 5<sup>th</sup> Street and Dickerson Pike into high intensity mixed-use urban neighborhoods,
- Creation of large parks along Ellington Parkway and adjacent to the Cumberland River (from the Plan of Nashville),
- Preservation and enhancement of neighborhood retail nodes, and
- Development of the East Nashville Civic Square in the

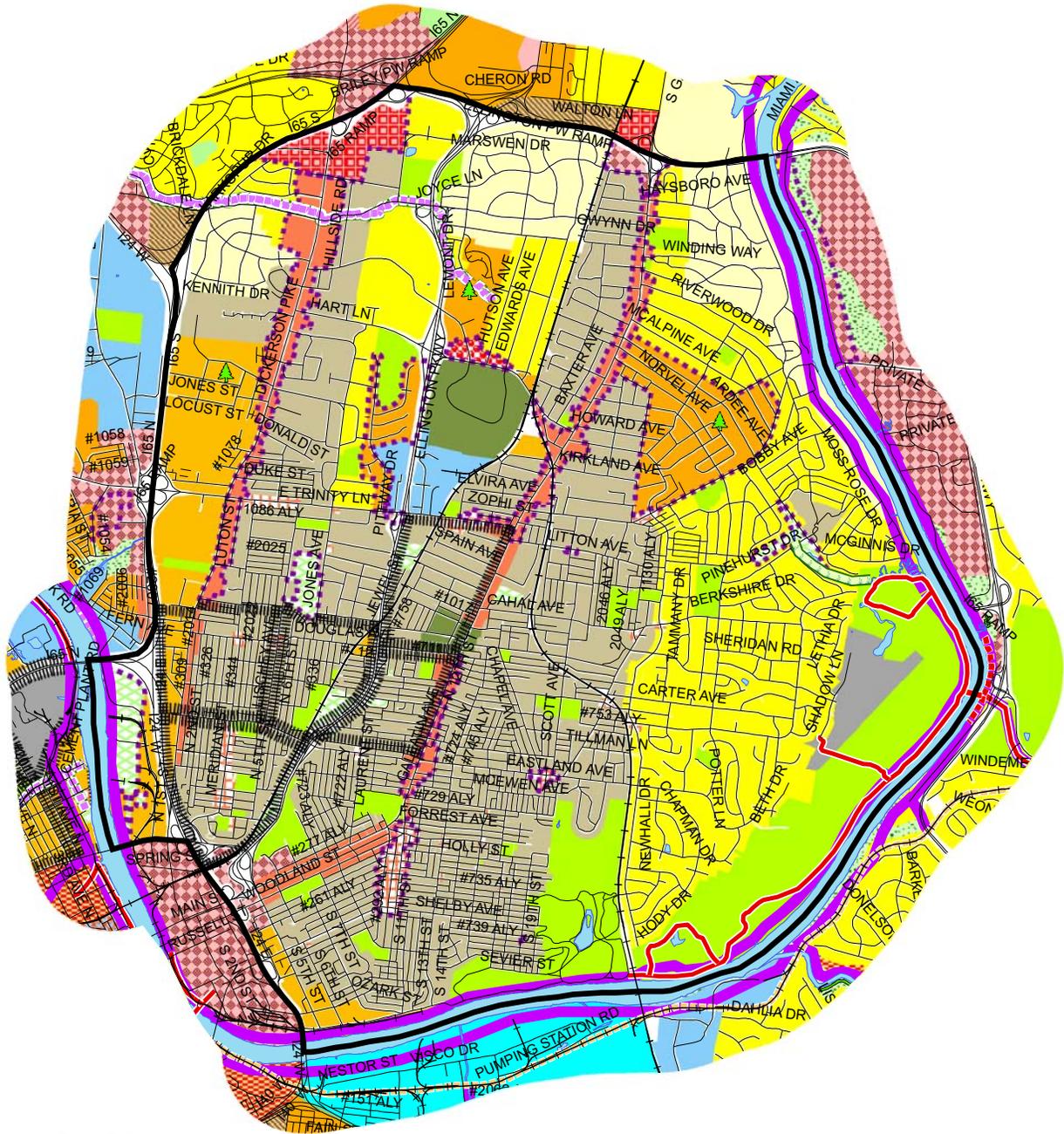
vicinity of the East Literature Magnet Schools and East Branch Library (from the R/UDAT Plan).

These policies reflect changes that have occurred in East Nashville during the twelve years since the East Nashville Community Plan was first adopted. Recently, there has been much interest in revitalizing older urban neighborhoods, renovating homes, and increasing homeownership and housing choices. These trends are occurring throughout the East Nashville area. The Nashville Auto Diesel College is also expanding its campus in a coordinated fashion and increasing its visibility along Gallatin Road. To best accomplish that, an Institutional Overlay district is proposed to describe those plans for the future. The Gallatin Road Corridor, both its appearance and its mix of uses, has been a major focus of discussion during the community plan update meetings. Community members want to see their main corridors be more aesthetically pleasing and have stores and restaurants that serve neighborhood needs. To better accomplish these goals, the Gallatin Road Corridor Committee was formed as part of the plan update process to develop priorities and strategies to improve the corridor. One important goal is the concept of nodes along both the Gallatin and Dickerson Pike corridors and concentrating development and increasing intensity within those areas. It is important to note that these nodes are not only comprised of commercial and retail development but can also include higher density housing choices and other community uses.

Since 1994, the Planning Department has gained more tools that assist in refining land use policies to provide an even greater level of detail in a more visual format. For instance, a number of Special Policies (see pages 34-35 and large foldout map at back of plan) clarify the intent or provide interim guidance until a more detailed plan can be completed. For many areas of East Nashville, the land use policies reflected on the Structure Plan map will continue to be refined through the Detailed Neighborhood Design Plan (DNDP) process (see page 48). The DNDP policies will be amended into the community plan as each neighborhood plan is completed. These DNDPs build on the Development Goals on page 28 and offer specific guidance within the neighborhood as to the type and character of future development.

The Structure Plan map and DNDPs will be used to guide the Metro Planning Commission's recommendations to Metro Council regarding the appropriateness of zone change requests within the East Nashville community. In addition, property owners and developers will consult the Structure Plan map when deciding how to develop property. Prospective homebuyers rely on the Structure Plan map to help them decide where to buy a home in East Nashville. The Structure Plan map is used with an accompanying document, Land Use Policy Application, or LUPA. LUPA contains the

# STRUCTURE PLAN



- |   |   |
|---|---|
| Existing Trail  | General Location for Potential new Park |
| Trail Under Development                               | N C Neighborhood Center                 |
| Identified Greenway                                   | C C Community Center                    |
| Community Plans Greenway                              | MI Major Institutional                  |
| Adopted Detailed Neighborhood Design Plan (DNBP) Area | I Impact Area                           |
| Special Policy Area in Community Plan                 | I N Industrial District                 |
| RL Residential Low Density                            | RN Retail Neighborhood                  |
| RLM Residential Low-Medium Density                    | RCC Retail Concentration Community      |
| RM Residential Medium Density                         | CMC Commercial Mixed Concentration      |
| OS Open Space   | OS* or POS Potential Open Space         |
| NG Neighborhood General                               | NG Neighborhood General                 |
| NU Neighborhood Urban                                 | NU Neighborhood Urban                   |

# STRUCTURE PLAN/ SPECIAL POLICIES

definitions and standards for the land use policies color coded on the Structure Plan map. LUPA is a companion document to all community plans. A copy of LUPA is included with the hard copy of the community plan and can be found on the Planning Department website at <http://www.nashville.gov/mpc/pubprice.htm>.

## Special Policies

**Note: Please see the Detailed Neighborhood Design Plan for Cleveland Park, McFerrin Park, and Greenwood for Special Policy Areas 5, 6, 7, 8, 9, 18, and 22.**

**Please see the Detailed Neighborhood Design Plan for East Hill, Renraw, and South Inglewood West for Special Policy Areas 12, 13, 18, 19, 20, and 21.**

### Special Policy Area 1

This Special Policy Area applies to the portions of the Gallatin and Dickerson Pike Community Center policy areas that are not currently covered by a Detailed Neighborhood Design Plan. The purpose of this Special Policy is to refine the Community Center policy provisions to help guide land use decisions until more detailed planning efforts can be completed.

Ten “nodes” that were intended to be focal points along the corridors were loosely identified during the plan update process. The boundaries and character of those nodes need to be refined through

more detailed study. This Special Policy will gradually be replaced by detailed land use plans as they are completed through the Detailed Neighborhood Design planning or Corridor Committee planning processes that will follow the adoption of this community plan.

In the meantime, the following special policies apply:

1. For all portions of Special Policy Area 1, the only applications for rezonings that should be supported, unless there are exceptional circumstances, are those that:

- Meet the general intent of Community Center policy;
- Achieve a high standard of urban design;
- Conform to any redevelopment plan land use plans that are in place;
- Are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
- Have been the presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application.

In addition, in order to achieve a vertically and horizontally integrated mixture of uses along these currently predominantly commercial corridors:

2A. For those portions of the Special Policy area that are currently zoned as office, office/

residential, or residential districts, the only applications for rezonings that should be supported, unless for a Specific Plan district or if there are exceptional circumstances, are those that:

- Are for another residential, office, office/residential or a mixed use zoning district. In the case of a mixed use zoning district, the applicant shall demonstrate that the development will incorporate vertically mixed uses that include residential. Building heights should not exceed six stories.

Or

2B. For those portions of the Special Policy Area that are currently zoned as industrial or commercial districts, the only applications for rezonings that should be supported, unless for a Specific Plan district or if there are exceptional circumstances, are those that:

- Are for an RM40 or RM60, office, office/residential or a mixed use zoning district. In the case of a mixed use zoning district, the applicant shall demonstrate that the development will incorporate vertically mixed uses that include residential. Building heights should not exceed six stories.

## SPECIAL POLICIES

### Special Policy Area 2

This Special Policy applies to several Neighborhood Center policy areas for which there is no Detailed Neighborhood Design Plan. The purpose of this Special Policy is to refine the Neighborhood Center policy provisions to help guide land use decisions until more detailed planning efforts can be completed by specifying that.

For all portions of Special Policy Area 2, the only applications for rezonings of residential districts to a mixed use, office, or office/residential district that should be supported, unless there are exceptional circumstances, are those that:

- Are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
- Have been presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application. In addition:

Rezonings to commercial, industrial, or lower density residential districts should not be supported, unless there are exceptional circumstances.

### Special Policy Area 3

This Special Policy applies to the Retail Concentration Community policy area at Dickerson Pike and Briley Parkway and the

Commercial Mixed Concentration policy area at Gallatin Pikes and Briley Parkway. Because of the importance of a) achieving the same level of pedestrian and bicycle access to and within these areas and b) the same high standards or urban design that are intended to be achieved within the portions of the Dickerson and Gallatin Pike corridors that have been placed within Community Center policy, applications for rezonings in this area are to be either in the form of a Specific Plan district or accompanied by a Planned Unit Development or Urban Design Overlay.

### Special Policy Area 4

The alternate policy for this Potential Open Space area is Neighborhood Urban.

### Special Policy Areas 10 and 11

The alternate policy for this Potential Open Space area is Residential Low-Medium Density.

### Special Policy Areas 14 and 15

For the most part, the existing zoning of these areas should be maintained. There are, however, some opportunities for infill on larger lots. Rezonings in these areas should be at no higher density than RM4 or the equivalent density in an SP district in order to help conserve the existing character of these developed neighborhoods.

### Special Policy Area 16

Because it is located on the boundary of two neighborhoods and an industrial area, this is a land use transition area within Neighborhood General and Residential Medium Density policies. The zoning should not be intensified beyond the existing CS and CL districts that are in place

and should evolve to low intensity office or mixed housing use over time.

### Special Policy Area 17

Although a pattern of CS zoning has begun to emerge within this Retail Neighborhood policy area, that zoning is not appropriate and no further CS zoning should be added.



# VEHICLE TRANSPORTATION PLAN

## General Conclusions

Much of the transportation network in this developed community is in place and is expected to remain unchanged. There are, however, some areas that are expected to see changes, particularly in the southwestern portion of the community, which is also covered by the Plan of Nashville. Specific changes regarding roadway intersections and roadway character, including those recommended in the Plan of Nashville that are also recommended by this community plan, are listed here.

## Current Long Range Transportation Plan (LRTP) Projects

The projects in the current (2005-2008) Long Range Transportation Plan for the East Nashville community are shown on the graphic entitled "Vehicle Transportation Plan." (see also large foldout map in back of plan). The following recommendations are made regarding the projects in that plan, all of which are planned for either 2006 or 2016.

- Implement the intersection improvement project for Jefferson Street at Cowan Street: Add left turn lanes to all four legs of the intersection.

As part of a coordinated process of preparing the next update of the LRTP and the update of the Major and Collector Street Plans, evaluate and affirm the need for the roadway and overpass reconstruction and widening projects shown on the Vehicle Transportation Plan. Those roadway segments for which

widening is determined to be impractical or excessively impactive on adjacent development should be reclassified according to their existing laneage. The following such projects are included in the current LRTP:

- I-65 North, Fern Avenue Underpass: Replace underpass to accommodate 5 or 6 lanes in each direction.
- Briley Parkway (SR155), Gallatin Pike to I-65: Widen from 4 to 8 lanes.
- Briley Parkway (SR155), north of McGavock Pike to Saunders Road: Widen from 4 to 8 lanes.
- I-65 North, south of Dickerson Pike to south of Old Hickory Boulevard: Widen from 6 to 10 lanes.
- I-65 North, Trinity Lane to Briley Parkway: Widen from 6 to 10 lanes.
- Ellington Parkway, Trinity Lane to Briley Parkway: Widen from 4 to 6 lanes.
- Trinity Lane, Luton Street to Overby Street: Widen from 3 to 5 lanes.

Consideration should be given to converting Ellington Parkway into an urban boulevard between Spring Street and Cleveland Street as called for in the Plan of Nashville to enable the reestablishment of connections between and access to adjacent neighborhoods and to reclaim valuable developable urban land. A study of the possible conversion should be conducted as a follow-up activity to this community plan. This conversion would include a major reconfiguration of the interchange area often called "spaghetti junction."

Particular attention should be given to those projects that would expand the interstate inner loop in order to determine the need for them, given that the Plan of Nashville recommends converting it to an urban boulevard as a long-term vision, a recommendation that is supported by this community plan for the same reasons cited above regarding the potential conversion of the southern portion of Ellington Parkway to an urban boulevard. A study of the feasibility of converting the interstate inner loop to an urban boulevard should be conducted as a follow-up activity to this community plan.

## Major and Collector Street Plan Recommendations

Except where noted, the following recommendations were discussed extensively during the 1994 community planning process and are reaffirmed in this community plan update, since the development pattern and growth expectations for the community remain much the same in this community plan as they did in the 1994 plan.

## Major Street Plan

Amend the Major Street Plan to either change the functional classification of the following roadway segments that are envisioned to be widened in that plan or reclassify the planned laneage to reflect the current laneage:

- South 5<sup>th</sup> Street from Shelby Avenue to Davidson Street: Redesignate from a U6 Urban Arterial to a Collector.
- North/South 11<sup>th</sup> Street: Redesignate from U2 Urban Arterial to Collector.

# VEHICLE TRANSPORTATION PLAN

Note: Detailed Neighborhood Design Plans that have been adopted for the East Nashville community should be consulted for additional plans and recommendations.



# VEHICLE TRANSPORTATION PLAN

- Davidson Street from South 5<sup>th</sup> Street to Shelby Park: Redesignate from a U6 Urban Arterial to a Collector.
  - Shelby Avenue from South 5<sup>th</sup> Street to South 11<sup>th</sup> Street: Redesignate from a U6 Urban Arterial to a Collector.
  - Eastland Avenue from Gallatin Pike to Riverside Drive: Redesignate from a U4 Urban Arterial to a Collector.
  - Riverside Drive from McGavock Pike to Eastland Avenue: Redesignate from a U4 Urban Arterial to a Collector.
  - McGavock Pike from Gallatin Pike to Riverside Drive: Redesignate from a U4 Urban Arterial to a Collector.
  - Trinity Lane between Dickerson Pike and Gallatin Pike: Reclassify from a U4 Urban Arterial to current laneage (recommendation made in 2006).
- Ellington Parkway between southern terminus and Trinity Lane: Reclassify from an E6 Expressway to current laneage and study for conversion to an urban boulevard (recommendation made in 2006)
- Interstates 65/24: Reclassify from an F10 freeway to current laneage and study inner loop portion for conversion to an urban boulevard (recommendation made in 2006)
  - Main Street: Reclassify from a U6 Urban Arterial to current laneage (recommendation made in 2006)

There is a discrepancy between how the neighboring Bordeaux-Whites Creek Community Plan treats Fern Avenue, currently designated as a U4 on the Major

Street Plan yet recommended to be a Collector in the Bordeaux-Whites Creek Plan. This discrepancy should be resolved when the Major and Collector Street Plans are updated in the near future.

### Collector Street Plan

In addition to redesignating the arterials listed above as Collectors, the Collector Street Plan should be amended to redesignate the following Collector streets as local streets:

- Jones Avenue from East Trinity Lane to Hart Lane
- Saunders Avenue from Ben Allen Road to Briley Parkway
- Haysboro Drive/Log Cabin Road/Brush Hill Road/Cedarwood Drive/Moss Rose Drive from Gallatin Road to the southern terminus of Moss Rose Drive
- McGavock Pike from Cooper Lane to Moss Rose Drive
- McFerrin Avenue/McFerrin-Sharpe Connector/Cline Avenue from Cleveland Street to Douglas Avenue
- South 14<sup>th</sup> Street from Shelby Avenue to Davidson Street

The following local streets should be redesignated as Collectors:

- Woodland Street from Interstate 65 to South 11<sup>th</sup> Street
- Greenfield Avenue/Riverside Drive from Gallatin Road to McGavock Pike
- Douglas Avenue from Gallatin Road to North 14<sup>th</sup> Street
- North 14<sup>th</sup> Street from Douglas Avenue to Eastland Avenue

- Greenwood Avenue from Gallatin Road to Porter Road
- Porter Road from Eastland Avenue to Cahal Street
- Rosebank Avenue from east of Preston Road to Porter Road
- Woodland Street from South 10<sup>th</sup> Street to North 16<sup>th</sup> Street
- North 16<sup>th</sup> Street from Woodland Street to Eastland Avenue

### Plan of Nashville Recommended New Streets and Bridges

A detailed study should be conducted as a follow-up activity to this community plan to determine the alignments for the conceptual new street grid layout recommended in the Plan of Nashville. This affects primarily the southwestern portion of the East Nashville community. This street grid will be necessary to support urban neighborhood redevelopment that is called for in the Structure Plan, to be refined through subsequent Detailed Neighborhood Design Plans. The recommended grid is shown on the graphic entitled “Plan of Nashville Recommended Street Grid.” The street grid should then be amended into this Transportation Plan as required street connections so that rights-of-way can be set aside and construction commenced through the subdivision and capital budgeting processes.

Further study should also be undertaken of the new bridges recommended in the



Shelby Avenue

# PLAN OF NASHVILLE STREET GRID



Colored shaded area represents area of new street grid to be established

# VEHICLE TRANSPORTATION PLAN

Plan of Nashville that would affect the East Nashville community. These would be located at South 11<sup>th</sup> Street, the reconfigured interstate inner loop's southern crossing, and at two new streets in the reestablished grid north of the interstate inner loop. These would provide additional connectivity between East Nashville, North Nashville, Downtown, and South Nashville.

## East Nashville Transportation Plan Recommendations

The East Nashville Transportation Plan was prepared in 2003 by Fischbach Transportation Group, Inc. and AMEC Earth and Environmental, Inc. for the Metro Planning and Public Works Departments. The study area for that plan is shown on the "East Nashville Transportation Plan Area" graphic. That plan contains numerous recommendations for traffic circles, roundabouts, new

signals and signal modifications, sidewalk additions, and pedestrian bulbs/protected parking. Implementation of this plan should continue to be pursued.

## Additional Recommendations in Urban Design Overlay and Detailed Neighborhood Design Plan Areas

Urban Design Overlays (UDOs) and Detailed Neighborhood Design Plans (DNDPs) exist or are contemplated for a number of areas within the



Photos 2, 6, 8, 9, 10, and 11 courtesy of Walkable Communities, Inc., photographer Dan Burden. All other photos by Planning Department staff.



# VEHICLE TRANSPORTATION PLAN

community. UDOs and DNDPs usually contain transportation-related recommendations in addition to those contained in this community plan. Accordingly, for any areas for which there is an adopted UDO or DNDP, it should be consulted for any applicable recommendations not made in this plan.

## Mass Transit

Transit service is provided to the community by buses, which are operated by the Metropolitan Transit Authority (MTA). There are several routes, which are shown on the graphic entitled "East Nashville Bus Routes." These routes are subject to change, and the MTA should be consulted for the most up-to-date information. MTA schedules and

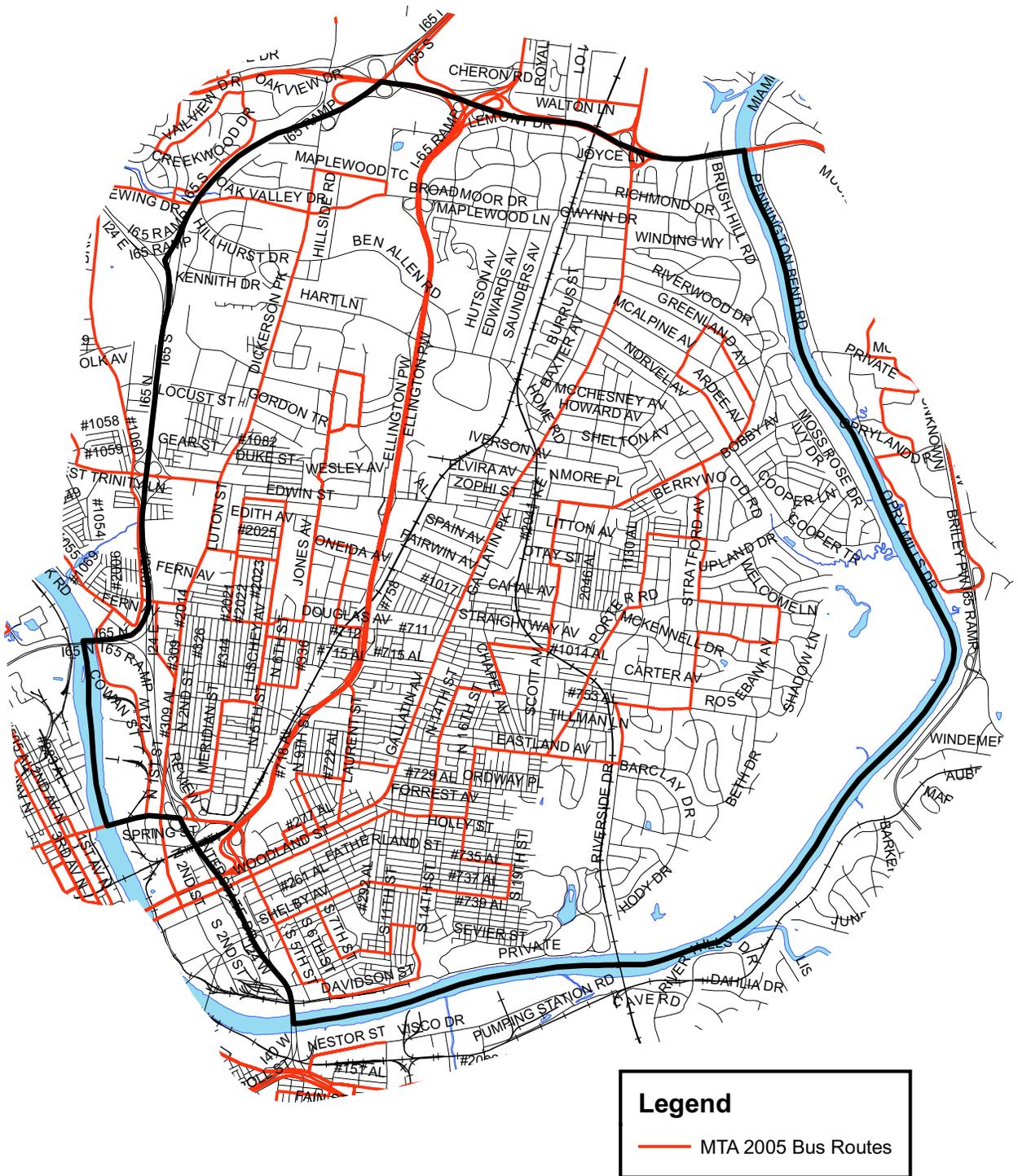
route maps can be found at <http://www.nashvillemta.org>.

There are no current plans to offer light rail service to the East Nashville community. This could change in the future, especially if needed residential density increases are realized along major corridors such as Gallatin and Dickerson Pikes as called for in this community plan. The Nashville Area Metropolitan Planning Organization (MPO) will initiate a Northeast Corridor Transit Alternatives Analysis in 2006 to determine the optimum transit alternatives for this transit corridor that connects Gallatin to Nashville and includes the East Nashville community. This study should include analysis of the recommended rail transit routes contained in the Plan of Nashville that would follow the CSX rail line adjacent to Ellington Parkway, Main Street/Gallatin Pike, and Shelby Street.



*Photos 1, 2, 5, 6, and 7 on this page appear courtesy of Walkable Communities, Inc., photographer: Dan Burden*

# B U S R O U T E S



# PEDESTRIAN AND BICYCLE NETWORK

## P L A N

Pedestrian-oriented transportation networks addressed in this section include sidewalks and crosswalks, greenways, and bikeways. Future sidewalk projects already planned for the East Nashville community are in the “Strategic Sidewalk Plan” that can be found at: <http://pw.nashville.gov/IMS/Sidewalks/default.aspx>. That website also shows the bikeway vision plan. Existing conditions and the goals, objectives, policies and plans for greenways in East Nashville are in the adopted Metropolitan Parks and Greenways Master Plan. To see them, go to: [http://www.Nashville.gov/parks/master\\_plan.htm](http://www.Nashville.gov/parks/master_plan.htm).

In addition to the projects envisioned in the above-mentioned plans, this plan makes the following recommendations regarding pedestrianways and bikeways. The bikeway and greenway plans are shown on the graphic entitled “Pedestrian and Bicycle Network Plan.” Where adopted, Detailed Neighborhood Design Plans should also be consulted for sidewalk, crosswalk, bikeway and greenway recommendations in addition to those listed below. Also, the Corridor Committee planning process that is being conducted as a follow-up activity to this community plan will generate additional recommendations that will be incorporated into this plan as the corridor studies are completed.

### Sidewalk Recommendations

This plan update process did not generate location-specific recommendations for new sidewalks, but a desire to expand

the sidewalk network was expressed repeatedly along with appreciation for the existing network. There are sidewalks present in much of East Nashville, particularly in areas south of Douglas Avenue. There are plans to provide and repair sidewalks at many locations throughout the community, particularly in the vicinity of schools. The Strategic Sidewalk Plan should be consulted for details. However, there remains a need to provide additional sidewalks in the more densely developed areas, most particularly those in Neighborhood General, Neighborhood Urban, Residential Medium Density, Neighborhood Center, and Community Center policy areas that are north of Douglas Avenue. Collector and heavily traveled local streets within Residential Low and Low-Medium Density policy areas should also have sidewalks or other forms of pedestrian pathways along them.

### Greenway Recommendations

The following recommendations are made regarding greenways in East Nashville.

—**Cooper Creek Greenway.** A greenway is recommended along Cooper Creek from the former Riverwood Riding Academy site on Cooper Lane. The development will contain an open space area that could become public in the future and at minimum will be an amenity for the planned neighborhood to be constructed there. The greenway would connect to the Shelby Bottoms Greenway.

—**Ewing Creek Greenway.** This plan carries forward the recommendation made in the 1994 Subarea 5 Plan that a greenway be provided along Ewing Creek.

These greenways would pass through developed residential areas, and implementation could prove difficult. It is recommended that studies be conducted that determine the extent of these projects, what implementation would entail, and their overall feasibility. If the results of the studies support the greenways, then they should be added to the Greenways Master Plan and pursued.

Provision of the facilities currently in the Master Plan would result in about 97% of the residents of East Nashville being within 2 miles of a greenway. With the addition of the Ewing and Cooper Creek Greenways, the Master Plan goal of all community residents being within 2 miles of a greenway would be accomplished.

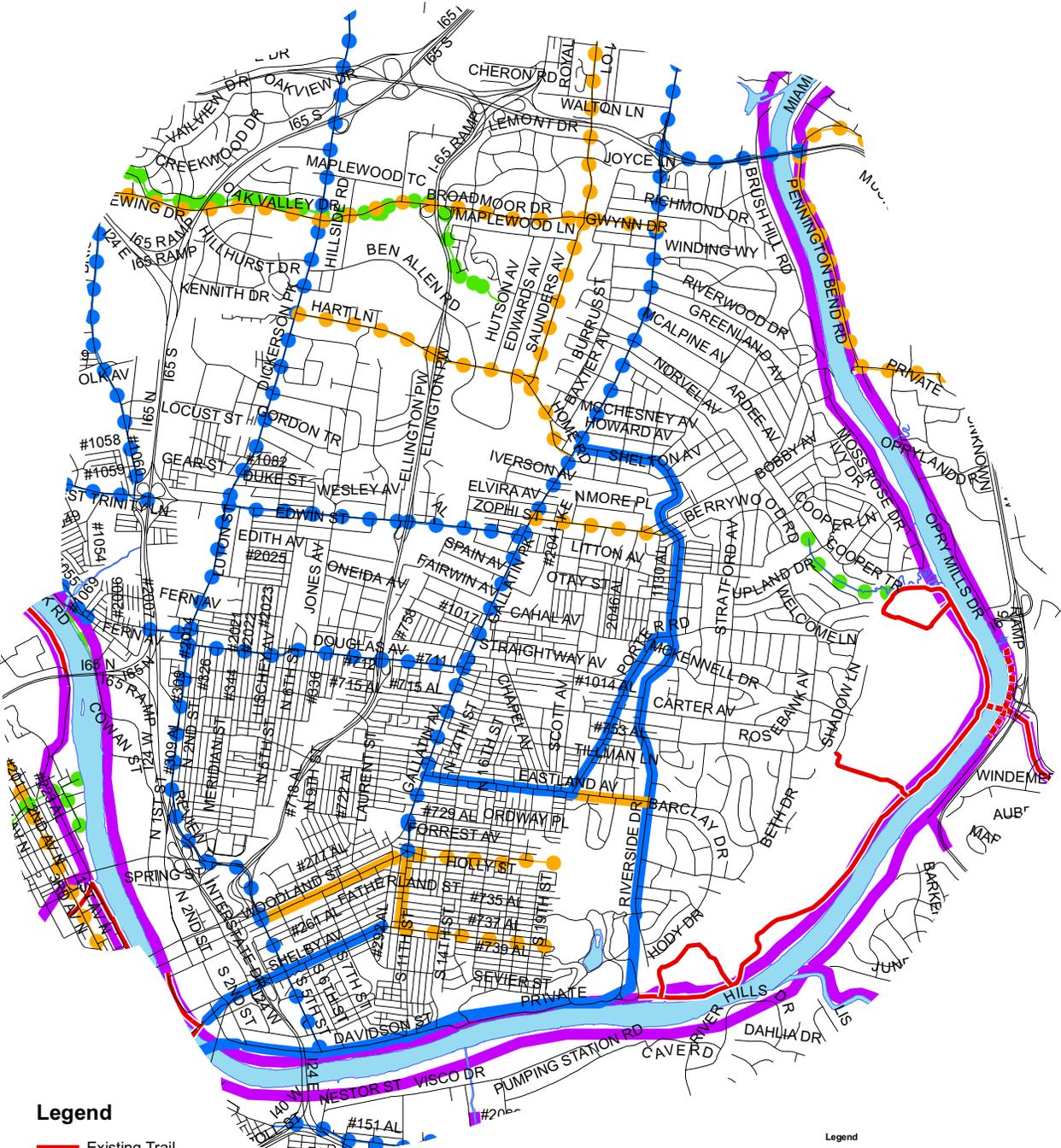
### Bikeway Recommendations

The planned bike lanes along Gallatin Pike could be difficult to implement due to conditions along that corridor. As part of the Gallatin Road Corridor Committee process that will be conducted as a follow-up activity to this community plan, this proposed bike lane should be carefully studied and detailed recommendations made regarding its optimum implementation along various segments of the corridor.



*Sign along Shelby Avenue*

# PEDESTRIAN AND BICYCLE NETWORK PLAN



**Legend**

- Existing Trail
- - - Trail Under Development
- Lakes, Ponds and Other Water Bodies
- Identified Greenway
- Draft Additional Greenways

**Legend**

- East Nashville Bike Plan
- Planned Bike Lane
- Existing Bike Lane
- Planned Bike Route
- Existing Bike Route

Note: Detailed Neighborhood Design Plans that have been adopted for the East Nashville community should be consulted for additional plans and recommendations.

# OPEN SPACE PLAN

The “Metropolitan Parks & Greenways Master Plan” (November 2002) [the Master Plan] describes existing conditions and establishes the goals, objectives, policies and plans for parks and greenways throughout Metropolitan Nashville/Davidson County. That document can be found at [http://www.Nashville.gov/parks/master\\_plan.htm](http://www.Nashville.gov/parks/master_plan.htm) and should be consulted for information about existing parks, parkland surpluses and deficiencies by park type, and the vision for parks and greenways in East Nashville. Needs for parkland in the Master Plan are met in large part by the use of several elementary school grounds as parks and the improvement and consolidation of community centers at existing parks. Toward the vision in that Master Plan, this plan makes the following additional recommendations regarding parks for the East Nashville community. [Note: see the Pedestrian and Bicycle Network Plan for greenway recommendations.]

## Neighborhood/Mini-Park Recommendations

New parks are recommended in the part of the community that is generally north of Douglas and Cahal Avenues to meet the 1/2 mile proximity goal for urban neighborhoods that is contained in the Master Plan. Since these are predominantly developed areas and land is scarce, opportunities will be limited and, in most instances, the only type of open space that may be feasible to provide will be small “mini” parks, even though new mini parks are generally discouraged by the Parks Master Plan and may need to be owned and maintained by homeowners associations.

With the existing parks, the future school/parks envisioned in the Master Plan, and the above recommendation, most residents in urban neighborhoods will be within 1/2 mile of some type of park, and most suburban

residents will be within about 1 mile of some type of park. A pine tree on the Structure Plan and on the facing page indicates the general area where each of these parks is recommended.

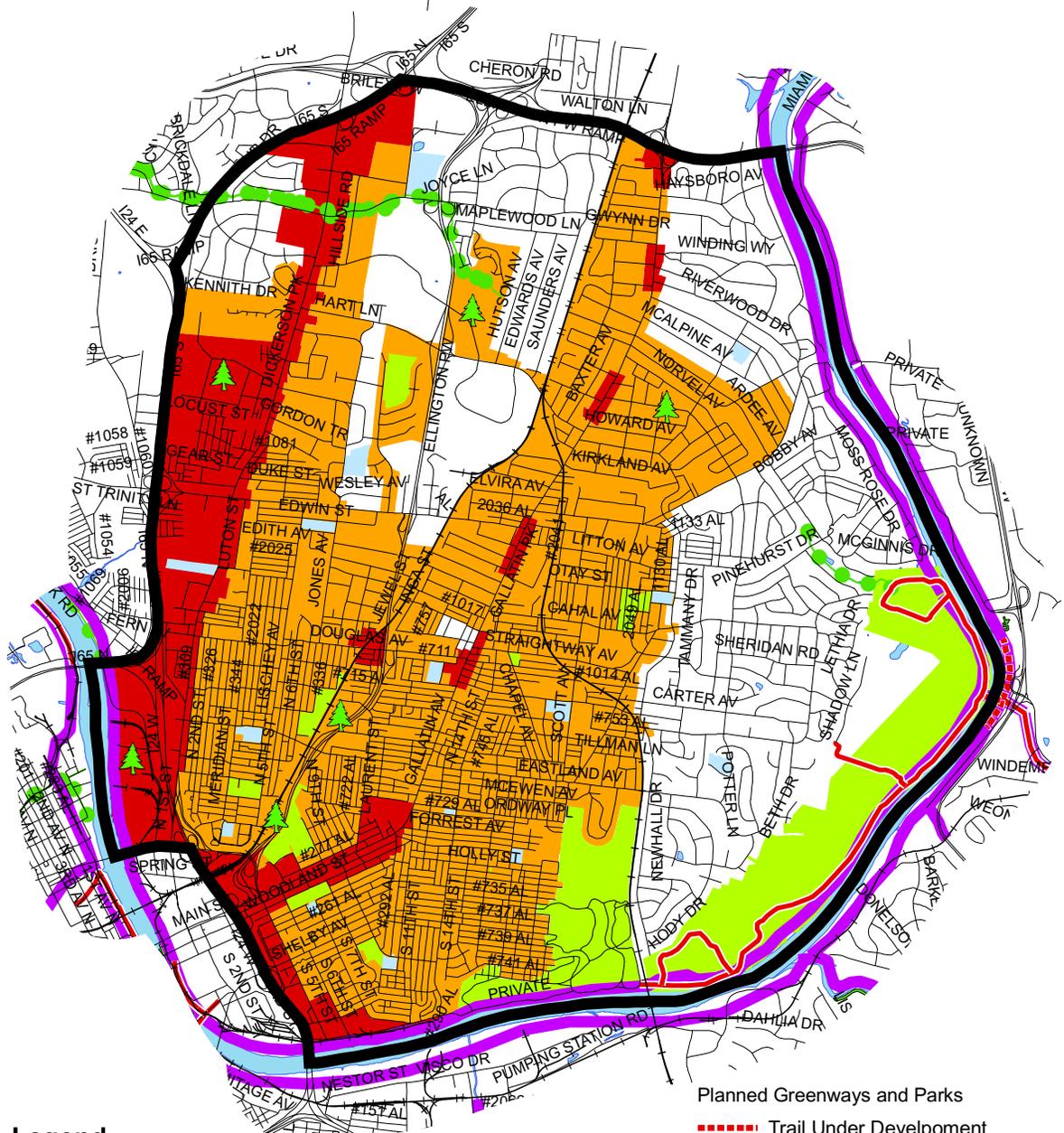
## Community/High-Use Urban Park Recommendations

The Parks Master Plan documents that the East Nashville Community is now and expected in the future to be well-served by these larger parks. Nevertheless, this plan does support the creation of the river-oriented park recommended in the Plan of Nashville west of Dickerson Pike, the park along Ellington Parkway, and an additional park along Ellington Parkway to the north of the park recommended in the Plan of Nashville (see Structure Plan for these locations, which are designated Potential Open Space; also shown as pine trees on facing page). It is recommended that these three parks be added to the Parks Master Plan.



South Inglewood Park (above); from top right: Shelby Park, East Park

# OPEN SPACE P L A N



## Legend

### Parks and Elementary Schools

- Parks
- Elementary Schools
- Existing Greenway Trail

### Applicable Transect Categories

- Center
- Neighborhood

### Planned Greenways and Parks

- Trail Under Development
- Identified Greenway
- Identified Greenway Easement
- Draft Additional Greenways
- General Locations for Potential New Parks

# DETAILED NEIGHBORHOOD DESIGN PLANS

Many of East Nashville's older neighborhoods, especially those flanking its major corridors, will undergo more detailed planning at later dates. In preparing the Detailed Neighborhood Design Plans, two or more of these areas may be grouped in order to study a larger area than the typical 1/4 mile-radius. Detailed Neighborhood Design Plans for the first and second groups of DNDP neighborhoods (15-17 & 20; 11 & 12) are included in the back pocket of this plan.

The Detailed Neighborhood Design Plan neighborhoods are shown on the map on the facing page. They are as follows:

1. Dickerson Road/Maplewood
2. Gallatin Pike Area 3
3. Dickerson Road/Hart Lane
4. Gallatin Pike Area 2
5. Dickerson Road/Dellway
6. Gallatin Pike Area 1
7. Dickerson Road/Trinity Lane
8. South Inglewood/Kenmore
9. Shwab School Area
10. Joy Park
11. East Hill/Renraw
12. South Inglewood (West)
13. South Inglewood (Central)
14. South Inglewood (East)
15. Cleveland Park West
16. Cleveland Park East
17. Greenwood
18. Eastwood West
19. Eastwood/Rolling Acres
20. McFerrin Park
21. Maxwell/Parkway Terrace

22. Lockeland Springs West
23. Lockeland Springs East
24. Woodland Street/Edgefield
25. Edgefield/East End
26. Lockeland Springs South
27. Cayce Homes/CWA Apartments
28. Shelby Hills



*Litton and Scott Avenues*



*Greenwood Avenue*



*Meridian Street*



*Long Avenue at South 19th Street*



*Meridian Street*



*Vernon Winfrey at Lischey Avenue*

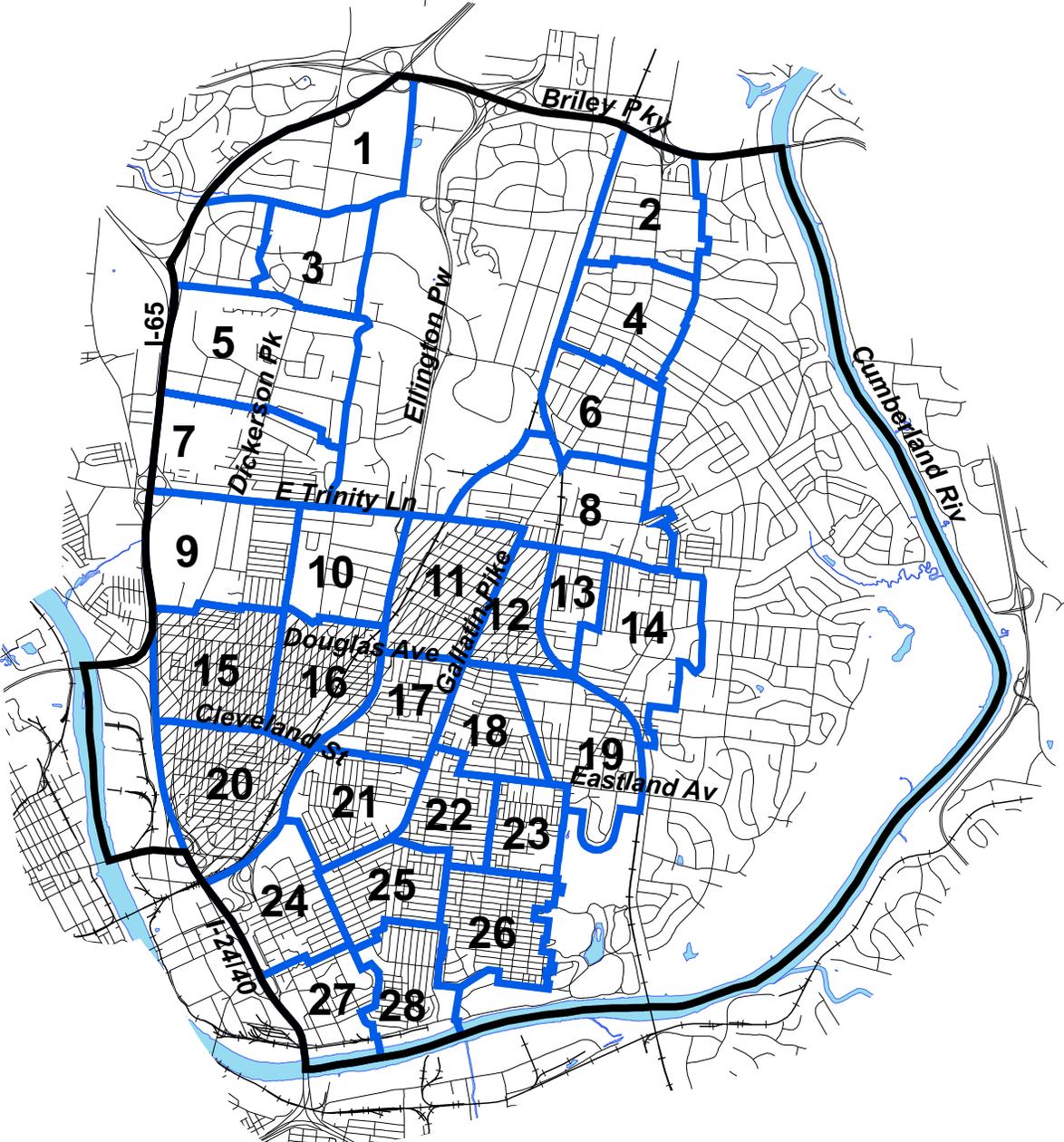


*Lischey Avenue*



*Hattie Cotton Elementary School*

# DETAILED NEIGHBORHOOD DESIGN PLANS



 Completed DNDP

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

The following projects come from the Capital Improvements Budget and Program (CIB) for Fiscal Years 2005/06 through 2010/11.

Inclusion of a project in the CIB does not necessarily mean that the project will be funded; however, a project must be included in the CIB in order to be funded. Each year following the adoption of the CIB, Mayor and Council select several projects from the budget and issue a capital outlay package in accordance with the bonding capacity of the Metropolitan Government for that fiscal year.

## General Services Department

### 06GS0018: General Building Repairs

Building repairs to: general services buildings, City Hall, East Precinct, ECC, Howard School, clean/seal floor at fleet, and West Precinct.

2005-06: Miscellaneous Funds: \$1,465,000

Total: \$1,465,000

## Health Department

### 06HD0003: East Clinic Mechanical

To address any necessary repairs/maintenance of the East Clinic's mechanical system

2005-06: Miscellaneous Funds: \$162,000

Total: \$162,000

### 06HD0002: East Expansion and Renovation

To allow for the expansion and renovation of the East public health facility.

2005-06: Miscellaneous Funds: \$5,687,000

Total: \$5,687,000

## Metropolitan Development and Housing Agency

### 83HA005A: Five Points Redevelopment District – Commercial Revitalization

Five Points Neighborhood commercial revitalization South 11<sup>th</sup> and Woodland Streets

2005-06: Miscellaneous Funds (tax increment funds and private funds): \$1,250,000

2006-07: Miscellaneous Funds (tax increment funds and private funds): \$1,000,000

2007-08: Miscellaneous Funds (tax increment funds and private funds): \$1,000,000

Total: 3,250,000

### 06HA0006: Gallatin Road/Inglewood Redevelopment

Gallatin Road/Inglewood Redevelopment District-Commercial Revitalization: Gallatin Road-Douglas to Kirkland

2005-06: Proposed General Obligation Bonds: \$2,000,000

Total: \$2,000,000



*East Police Precinct*



*East Health Clinic*



*Five Points*



*Gallatin Pike Near McGavock Pike*

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

## **06HA0002: Inglewood Neighborhood Strategy Area Improvements**

2005-06: Approved Community Development Funds: \$200,000  
 2006-07: Proposed Community Development Funds: \$200,000  
 2007-08: Proposed Community Development Funds: \$200,000  
 Total: \$600,000

## **99HA002: Main Street Commercial Improvements**

Infrastructure, site and façade improvements Main Street, Interstate to East Middle School  
 2005-06: Miscellaneous Funds (tax increment funds and private funds): \$200,000

Proposed General Obligation Bonds: \$750,000

2006-07: Miscellaneous Funds (tax increment funds and private funds): \$200,000

Proposed General Obligation Bonds: \$750,000

2007-08: Miscellaneous Funds (tax increment funds and private funds): \$200,000

Proposed General Obligation Bonds: \$750,000

2008-09: Miscellaneous Funds (tax increment funds and private funds): \$200,000

Proposed General Obligation Bonds: \$750,000

Total: \$3,800,000

## **02HA003: Sam Levy Homes – HOPE VI Grant and Local Matching Funds**

Local funds for infrastructure, street improvements, stormwater drainage and park improvements in the vicinity

2005-06: Miscellaneous Funds Funds: \$4,500,000

Proposed General Obligation Bonds: \$2,000,000

Federal Funds: \$10,000,000

Approved Community Development Funds: \$900,000

2006-07: Miscellaneous Funds Funds: \$4,500,000

Proposed General Obligation Bonds: \$2,000,000

Total: \$23,900,000

## **Metro Action Commission**

### **06AC0002: MAC Head Start Tom Joy Additional Parking and Paving Project**

Add additional parking for agency staff and paving a single driveway to provide an alternate exit at the rear area of building.

2005-06: Proposed 4% Funds: \$80,000

Total: \$80,000

### **06AC0001: MAC Head Start Tom Joy HVAC Unit Project**

To install a new heating and cooling system at the MAC Head Start Tom Joy Center for approximately \$150,000

2005-06: Proposed 4% Funds: \$150,000

Total: \$150,000



*Main Street Streetscape Improvement*



*Sam Levy Redevelopment*



*Tom Joy Head Start*

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

## **06AC0012: Tom Joy Renovations/Additions**

Renovations/additions to the Tom Joy Head Start  
2009-10: Miscellaneous Funds: \$2,500,000  
Total: \$2,500,000

## **Parks**

### **06PR0004: Golf Course Improvements: Ted Rhodes, Harpeth Hills, McCabe, Shelby, Two Rivers, Vinny Links, and Warner**

New project initiated by a council member.  
2005-06: Proposed General Obligation Bonds: \$1,000,000  
Total: \$1,000,000



*Vinny Links Golf Course*

### **06PR0003: Lighting Installation for South Inglewood Community Center Walking Track**

New project initiated by a council member.  
2005-06: Proposed General Obligation Bonds: \$250,000  
Total: \$250,000

### **04PR0003: Renovation to Shelby Park Golf Course**

2005-06: Proposed General Obligation Bonds: \$1,000,000  
Total: \$1,000,000



*Shelby Park Golf Course*

### **04PR0004: Shelby Bottoms Greenway**

Restrooms and facilities  
2005-06: Proposed General Obligation Bonds: \$100,000  
Total: \$100,000



*Shelby Bottoms Greenway*

## **Police**

### **06PD0002: East Precinct**

Construction of a new precinct building is requested to facilitate the efficient operation required of a police precinct. Based on requirements of the current full size precincts located at South, Hermitage, and North this project would require at least 20 acres. The building would be approximately 22,000 square feet.  
2005-06: Miscellaneous Funds: \$5,248,000  
Total: \$5,248,000

## **Public Library**

### **97PL003: Inglewood Library – Expansion and Renovation**

Expansion on the existing site from 5,480 square feet to 10,000 square feet and renovate the existing 5,480 square feet  
2007-08: Proposed General Obligation Bonds: \$2,054,900  
Total: \$2,054,900



*Inglewood Library*

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

**01PL002: Tom Joy Library – Construct**

Construct new 10,000 square foot public library at the old Tom Joy School site  
Beyond the 6 Year CIB Period: \$1,393,500  
Total: \$1,393,500

**Public Works**

**01PW014: Davidson Street Pedestrian and Bike Path**

Phase I: Shelby Street to South 5<sup>th</sup> Street (part of R/UDAT Plan)  
2005-06: Proposed General Obligation Bonds: \$1,000,000  
2006-07: Proposed General Obligation Bonds: \$3,000,000  
Total: \$4,000,000



*Davidson Street*

**97PW032: Dickerson Pike/Ewing Drive/Broadmoor – Intersection Improvements**

Widen and improve intersection  
2010-11: Proposed General Obligation Bonds: \$1,000,000  
Total: \$1,000,000



*Dickerson Pike/Ewing Drive/Broadmoor Lane*

**04PW0026: East Nashville Civic Square**

Construction and landscaping  
2005-06: Proposed General Obligation Bonds: \$79,000  
2006-07: Proposed General Obligation Bonds: \$805,000  
2007-08: Proposed General Obligation Bonds: \$3,801,000  
2008-09: Proposed General Obligation Bonds: \$6,028,500  
Total: \$10,713,500



*East Nashville Civic Square Design Plan*

**04PW0027: East Nashville Roundabouts and Traffic Circles**

Construction of traffic circle at Shelby and 10<sup>th</sup> Avenue, roundabout project on Porter Road with improved signalization at Holly Street, South 11<sup>th</sup>, and South 13<sup>th</sup>

2010-11: Proposed General Obligation Bonds: \$8,000,000  
Total: \$8,000,000

**94PW010: Hart Lane – Stabilization**

Hart Lane west of Ellington Parkway rock bluff stabilization  
2005-06: Proposed General Obligation Bonds: \$600,000  
Total: \$600,000

**04PW0017: Riverside Drive**

Median and memorial improvements  
2010-11: Proposed General Obligation Bonds: \$50,000  
Total: \$50,000



*Riverside Drive*

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

## **02UW006: East Nashville Civic Square Design Plan**

Create final design plan for the East Nashville Civic Square  
2005-06: Proposed General Obligation Bonds: \$1,000,000  
Total: \$1,000,000

### **Schools**

## **03BE0012: District Wide ADA Compliance**

Renovate buildings to be in compliance with the Americans with Disabilities Act: Antioch High, Hunters Lane, Maplewood, Whites Creek, Hillsboro, Hillwood, Overton, Stratford, McCann, Randalls, Johnson

2005-06: Proposed General Obligation Bonds: \$5,370,000  
2006-07: Proposed General Obligation Bonds: \$4,980,000  
2007-08: Proposed General Obligation Bonds: \$3,449,000  
Total: \$13,799,000

## **03BE0013: District Wide Elementary Gyms**

Construct elementary P.E. rooms at Kings Lane, Glencliff, McGavock, J. E. Moss, Norman Binkley, Crieve Hall, Kirkpatrick, Ross, and Cora Howe elementary schools

2005-06: Proposed General Obligation Bonds: \$2,445,000  
2006-07: Proposed General Obligation Bonds: \$3,260,000  
Total: \$5,705,000

## **03BE0014: District Wide Middle School Air Conditioning**

Air conditioning at auditorium or gymnasium at Margaret Allen, Jere Baxter, Brick Church, Dalewood, John Early, Goodlettsville, Gra-Mar, Head, Joelton, Litton, Neelys Bend, West End, and H. G. Hill middle schools

2005-06: Proposed General Obligation Bonds: \$488,000  
2006-07: Proposed General Obligation Bonds: \$366,000  
Total: \$854,000

## **03BE0024: Glenn Enhanced Option Addition**

Add 10 classrooms  
Beyond the 6-year CIB Period: \$841,000

## **03BE0009: Hattie Cotton Elementary Renovation**

Renovate facility  
2009-10: Proposed General Obligation Bonds: \$1,524,000  
Total: \$1,524,000

## **04BE0018: Howe, Cora Elementary Renovation**

2010-11: Proposed General Obligation Bonds: \$1,021,000  
Total: \$1,021,000

## **04BE0019: Inglewood Elementary Renovation**

Beyond the 6-year CIB Period: \$1,111,000



*Maplewood High School*



*Hattie Cotton Elementary School*



*Cora Howe Elementary School*



*Inglewood Elementary School*

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

**04BE0021: Joy, Tom Elementary Renovation**

Beyond the 6 Year CIB Period: \$931,000

Total: \$931,000

**03BE0038: Kirkpatrick Elementary Renovation**

Renovate facility

2007-08: Proposed General Obligation Bonds: \$1,780,000

Total: \$1,780,000

**03BE0039: Litton Middle School Renovation**

Renovate facility

2004-05: Proposed General Obligation Bonds: \$3,430,000

Total: \$3,430,000

**03BE0040: Litton Middle School Renovation**

Renovation of Litton Middle School for a gym and community center

No amounts or timing indicated.

**03BE0041: Maplewood High School Renovation**

Renovate facility

2006-07: Proposed General Obligation Bonds: \$8,094,000

Total: \$8,094,000

**03BE0054: Rosebank Elementary Renovation**

Renovate facility

2006-07: Proposed General Obligation Bonds: \$2,218,000

Total: \$2,218,000

**04BE0031: Schwab Elementary Renovation**

Beyond the 6 Year CIB Period: \$1,067,000

Total: \$970,000

**03BE0056: Stratford High School Renovation**

Renovate facility

2006-07: Proposed General Obligation Bonds: \$8,502,000

Total: \$8,502,000

**Sheriff**

**06SO0002: Training Academy Renovations – Warrants Division**

This is for the renovation of the area that houses our warrants division to accommodate the increased responsibility of the warrants division by the inclusion of orders of protection.

2005-06: Miscellaneous Funds: \$145,000

Total: \$145,000

**06SO0001: Training Academy Renovations – Transportation Division**

This is for the renovation of the facility that was used for maintenance in order to house the DCSO Transportation Division. Currently there is inadequate space for our Transportation Division and with the increase of personnel that is occurring, this problem will only escalate. The renovation of this facility will provide adequate space.

2005-06: Miscellaneous Funds Funds: \$453,000

Total: \$453,000



*Isaac Litton Middle School*



*Rosebank Elementary School*



*Stratford High School*



*Sheriff's Training Academy*

# C A P I T A L IMPROVEMENTS BUDGET PROJECTS

## **06SO0003: Training Academy Renovations – Warehouse Compliance Division**

The renovation of the current warehouse facility to accommodate the DCSO Compliance Division due to the displacement of compliance personnel as the result of the demolition of the DRC facility located at the Howard School Campus.

2005-06: Miscellaneous Funds: \$734,000

Total: \$734,000

## **Water Services**

### **98SC0002: Lower East Nashville Sewer Rehab, Phases I and II – Construct**

Component of Overflow Abatement Program

2005-06: Operating Funds: \$2,750,000

Total: \$2,750,000

### **96SC0021: Sewer System Regulator Installation – Construct**

Component of Overflow Abatement Program. CSO separation: Boscobel, Schrader Lane, Benedict and Crutcher, Washington regulator and includes new screens at Boscobel and Schrader Lane

2005-06: Operating Funds: \$700,000

2006-07: Operating Funds: \$3,375,000

2007-08: Operating Funds: \$11,300,000

2008-09: Operating Funds: \$10,700,000

Total: \$26,075,000

### **01WG0013: Water Quality Management – Cumberland River**

Cumberland River and tributary stream analysis (a component of Overflow Abatement Program)

2005-06: Operating Funds: \$250,000

2006-07: Operating Funds: \$250,000

Total: \$500,000

### **04WS0004: Miscellaneous Funds Sewer Collection System Projects**

Includes the Cowan Street sewer rehabilitation, camera equipment for examining sewers, manhole monitors and contingency

2004-05: Operating Funds: \$2,175,000

2005-06: Operating Funds: \$2,750,000

2006-07: Operating Funds: \$3,075,000

2007-08: Operating Funds: \$2,625,000

2008-09: Operating Funds: \$2,500,000

2009-10: Operating Funds: \$2,500,000

Total: \$15,625,000



*Cumberland River*

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The following persons participated during the East Nashville Plan Update Process. They are listed here in alphabetical order. Public participation makes our work as planners much more meaningful and enjoyable.

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Curry Worsham  
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Alma Wray  
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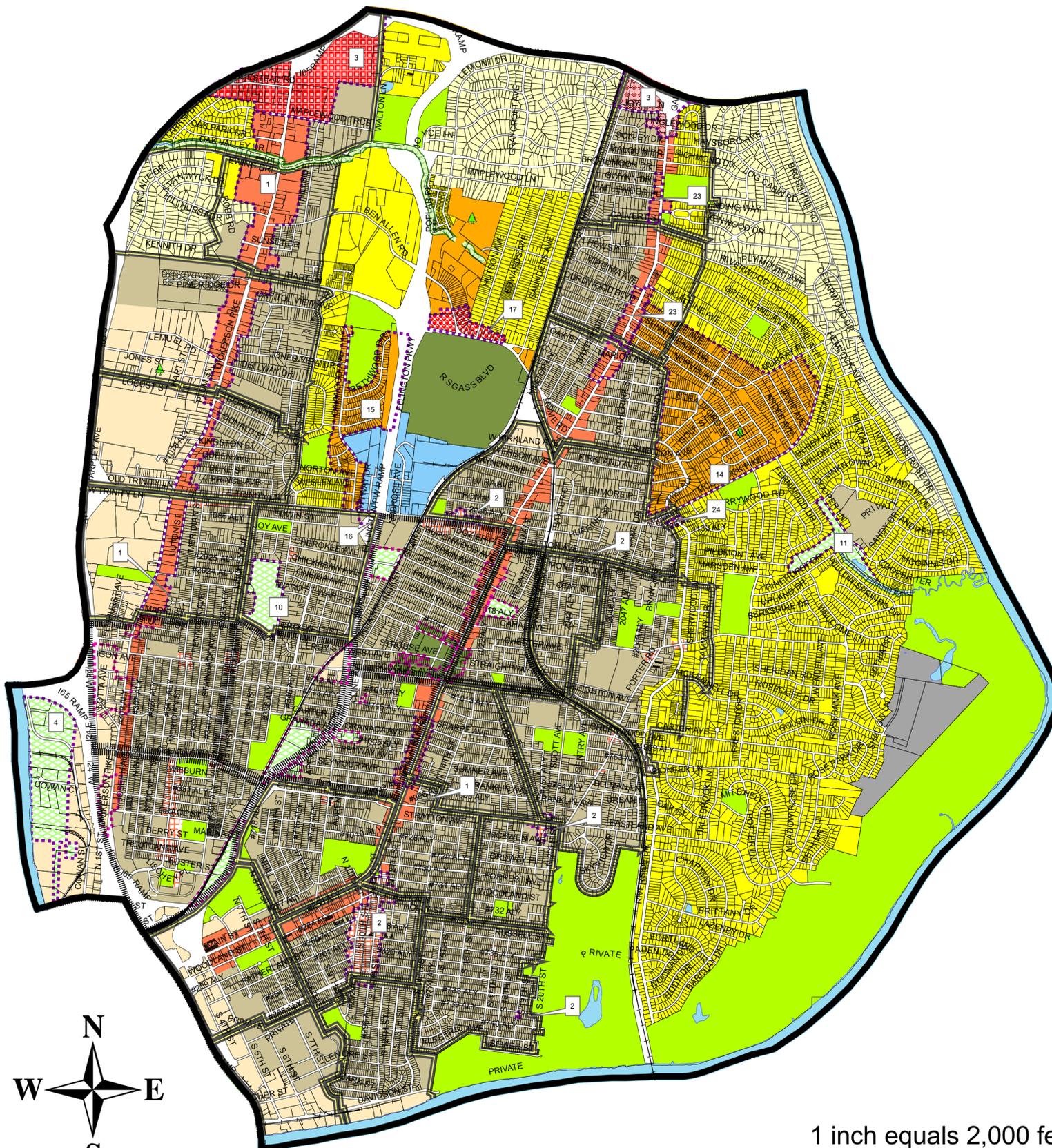
# East Nashville Community Structure Plan

Adopted February 9, 2006  
As amended through July 26, 2007

The Structure Plan presents the land use policy for the community. It provides parcel-specific information about the type of development envisioned on the property. All boundaries of the Structure Plan areas are intended to be definitive lines that are subject to being modified only by amendment. These boundaries consist mainly of lot and property lines, centerlines of public and railroad rights-of-way, steep slope areas, or other easily identifiable features.

## Structure Plan Categories:

- OS** **Open Space**  
encompasses a variety of public, private not-for-profit, and membership-based open space and recreational activities.
- POS** **Potential Open Space**  
areas recommended to be permanent open space but which have yet to be secured for such use.
- NG** **Neighborhood General**  
allows for residential development in a more traditional neighborhood pattern, with a mixture of housing types at moderate densities.
- RL** **Residential Low Density**  
accommodates residential development at about two units per acre.
- RLM** **Residential Low-Medium Density**  
accommodates residential development within a density range of two to four dwelling units per acre.
- RM** **Residential Medium Density**  
accommodates residential development within a density range of four to nine dwelling units per acre.
- NU** **Neighborhood Urban**  
allows a mixture of residential and commercial uses at higher intensities in a traditional neighborhood pattern.
- NC** **Neighborhood Center**  
small, intense areas that act as local centers of activity. A "walk-to" area for the surrounding neighborhood it serves, it provides daily convenience needs.
- RN** **Retail Neighborhood**  
accommodates small scale retail areas.
- CC** **Community Center**  
mix of retail and service that serves several neighborhoods. Also contains higher intensity residential.
- RCC** **Retail Concentration Community**  
retail destination for the surrounding community.
- CNC** **Commercial Mixed Concentration**  
accommodates wide range of commercial, office, residential, and employment activities to serve the surrounding community.
- MI** **Major Institutional**  
accommodates large educational, civic, or institutional uses.
- IN** **Industrial**  
allows light industry/manufacturing, as well as distribution uses.
- I** **Impact**  
reserved for major land uses that have significant impacts on the surrounding community, such as airports, prisons, or quarries.



## Special Policies

Note: Special Policy Areas 5, 6, 18, and 22 are within the Cleveland Park, McFerrin Park, and Greenwood Detailed Neighborhood Design Plan.  
Special Policy Areas 7, 8, 9, 12, 13, 18, 19-21 are within the East Hill, Renraw, and South Inglewood (West) DNDP.  
Please reference those documents for those Special Policies.

### Special Policy Area 1

This Special Policy Area applies to the portions of the Gallatin and Dickerson Pike Community Center policy areas that are not currently covered by a Detailed Neighborhood Design Plan. The purpose of this Special Policy is to refine the Community Center policy provisions to help guide land use decisions until more detailed planning efforts can be completed.

Ten "nodes" that were intended to be focal points along the corridors were loosely identified during the plan update process. The boundaries and character of those nodes need to be refined through more detailed study. This Special Policy will gradually be replaced by detailed land use plans as they are completed through the Detailed Neighborhood Design planning or Corridor Committee planning processes that will follow the adoption of this community plan.

In the meantime, the following special policies apply:

1. For all portions of Special Policy Area 1, the only applications for rezonings that should be supported, unless there are exceptional circumstances, are those that:

- Meet the general intent of Community Center policy;
- Achieve a high standard of urban design;
- Conform to any redevelopment plan land use plans that are in place;
- Are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
- Have been presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application.

In addition, in order to achieve a vertically and horizontally integrated mixture of uses along these currently predominantly commercial corridors:

2A. For those portions of the Special Policy area that are currently zoned as office, office/residential, or residential districts, the only applications for rezonings that should be supported, unless for a Specific Plan district or if there are exceptional circumstances, are those that:

- Are for another residential, office, office/residential or a mixed use zoning district. In the case of a mixed use zoning district, the applicant shall demonstrate that the development will incorporate vertically mixed uses that include residential. Building heights should not exceed six stories.

Or

2B. For those portions of the Special Policy Area that are currently zoned as industrial or commercial districts, the only applications for rezonings that should be supported, unless for a Specific Plan district or if there are exceptional circumstances, are those that:

- Are for an RM40 or RM60, office, office/residential or a mixed use zoning district. In the case of a mixed use zoning district, the applicant shall demonstrate that the development will incorporate vertically mixed uses that include residential. Building heights should not exceed six stories.

### Special Policy Area 2

This Special Policy applies to several Neighborhood Center policy areas for which there is no Detailed Neighborhood Design Plan. The purpose of this Special Policy is to refine the Neighborhood Center policy provisions to help guide land use decisions until more detailed planning efforts can be completed by specifying that:

For all portions of Special Policy Area 2, the only applications for rezonings of residential districts to a mixed use, office, or office/residential district that should be supported, unless there are exceptional circumstances, are those that:

- Are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
- Have been presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application. In addition:

Rezonings to commercial, industrial, or lower density residential districts should not be supported, unless there are exceptional circumstances.

### Special Policy Area 3

This Special Policy applies to the Retail Concentration Community policy area at Dickerson Pike and Briley Parkway and the Commercial Mixed Concentration policy area at Gallatin Pikes and Briley Parkway. Because of the importance of a) achieving the same level of pedestrian and bicycle access to and within these areas and b) the same high standards or urban design that are intended to be achieved within the portions of the Dickerson and Gallatin Pike corridors that have been placed within Community Center policy, applications for rezonings in this area are to be either in the form of a Specific Plan district or accompanied by a Planned Unit Development or Urban Design Overlay.

### Special Policy Area 4

The alternate policy for this Potential Open Space area is Neighborhood Urban.

### Special Policy Areas 10 and 11

The alternate policy for this Potential Open Space area is Residential Low-Medium Density.

### Special Policy Areas 14 and 15

For the most part, the existing zoning of these areas should be maintained. There are, however, some opportunities for infill on larger lots. Rezonings in these areas should be at no higher density than RM4 or the equivalent density in an SP district in order to help conserve the existing character of these developed neighborhoods.

### Special Policy Area 16

Because it is located on the boundary of two neighborhoods and an industrial area, this is a land use transition area within Neighborhood General and Residential Medium Density policies. The zoning should not be intensified beyond the existing CS and CL districts that are in place and should evolve to low intensity office or mixed housing use over time.

### Special Policy Area 17

Although a pattern of CS zoning has begun to emerge within this Retail Neighborhood policy area, that zoning is not appropriate and no further CS zoning should be added.

### Special Policy Area 23

This area is intended to contain residential as well as office uses, particularly with the intent of developing a strong residential component along the length of Gallatin Pike in the East Nashville community.

### Special Policy Area 24

This area is intended to serve as a transition from the more intense mixed uses along McGavock Pike to the residential uses further south along Riverside Drive, which is intended to retain its character as a residential boulevard with occasional compact Neighborhood Center nodes found at key intersections. To this end, uses within the Special Policy area should be more limited in scale and intensity than those to the north. To achieve this difference in scale and intensity, if rezoning of this area is requested, the provisions of the Mixed Use Neighborhood District as it exists as of the date of the establishment of this Special Policy should be used as a guide for developing zoning for the site rather than the more intense Mixed Use Limited District that has been used elsewhere in this Neighborhood Center. Moreover, uses on the southernmost parcels (parcels 237 and 296) need to be further limited to exclude any of the Restaurant uses as well as the Bar or Nightclub use to further ensure a transition to the residential to the south.

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

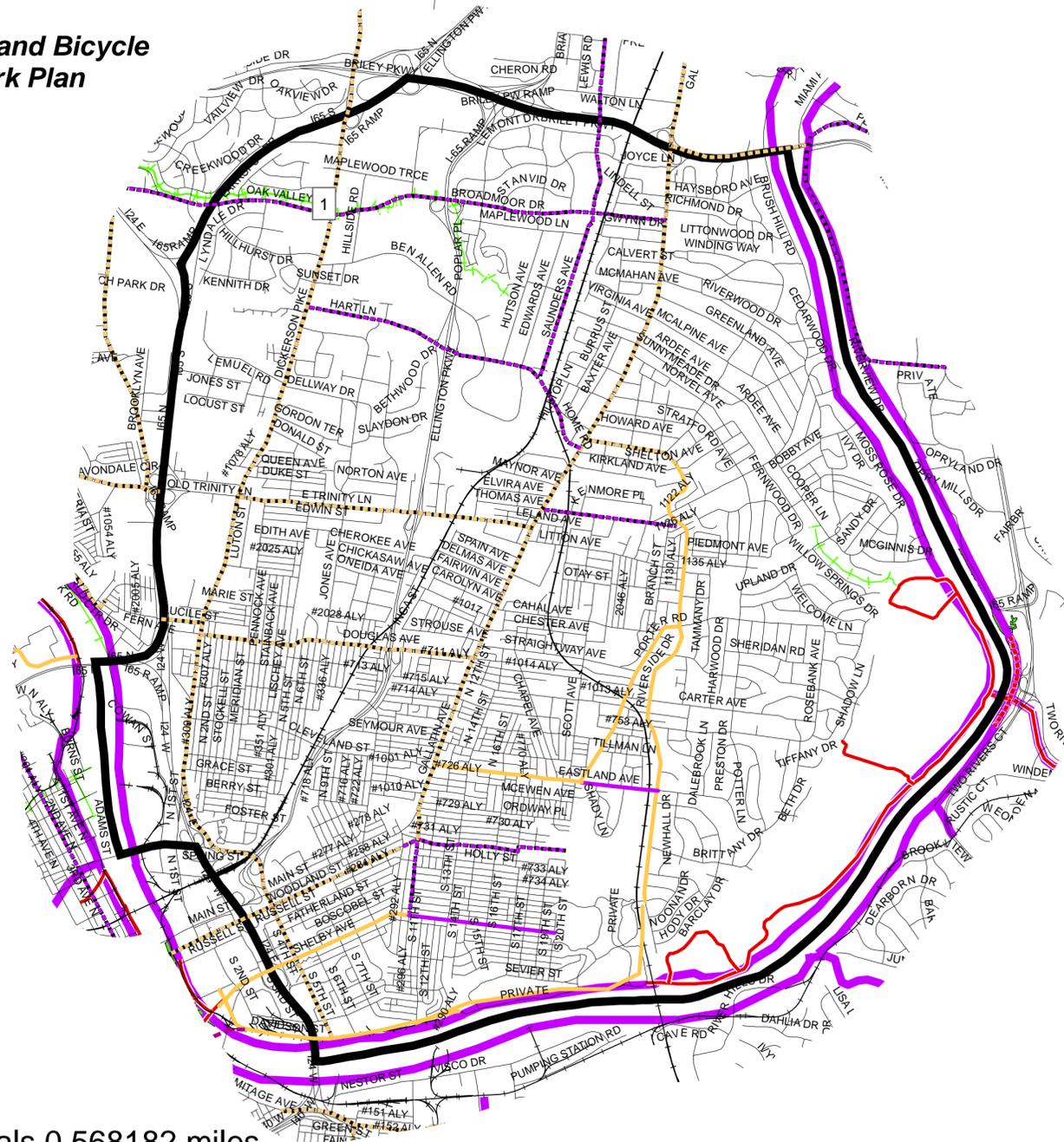
The completion of Oakhurst Drive to Alley #1125 and the improvement of Alley #1125 must occur in association with rezoning and future mixed use redevelopment of the properties on the west side of Riverside Drive that are within this Special Policy area. At that time, solid landscape buffering should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

Note: Detailed design plans that have been adopted for neighborhoods within the East Nashville Community should be consulted for additional plans, policies, and recommendations.

- Potential Park**
- Adopted Detailed Neighborhood Design Plan (DNDP) Area**
- Future DNDP Area**
- Special Policy Area**
- Special Policy Area Number**



# Pedestrian and Bicycle Network Plan



1 inch equals 0.568182 miles

# East Nashville Community Transportation Plan

Adopted February 9, 2006

The Transportation Plan presents the overall plans, infrastructure changes, and recommended improvements for the community. They include plans for vehicular, bicycle, and pedestrian travel. The changes shown here support the land use plan for the East Nashville Community.

## Pedestrian and Bicycle Network Plan

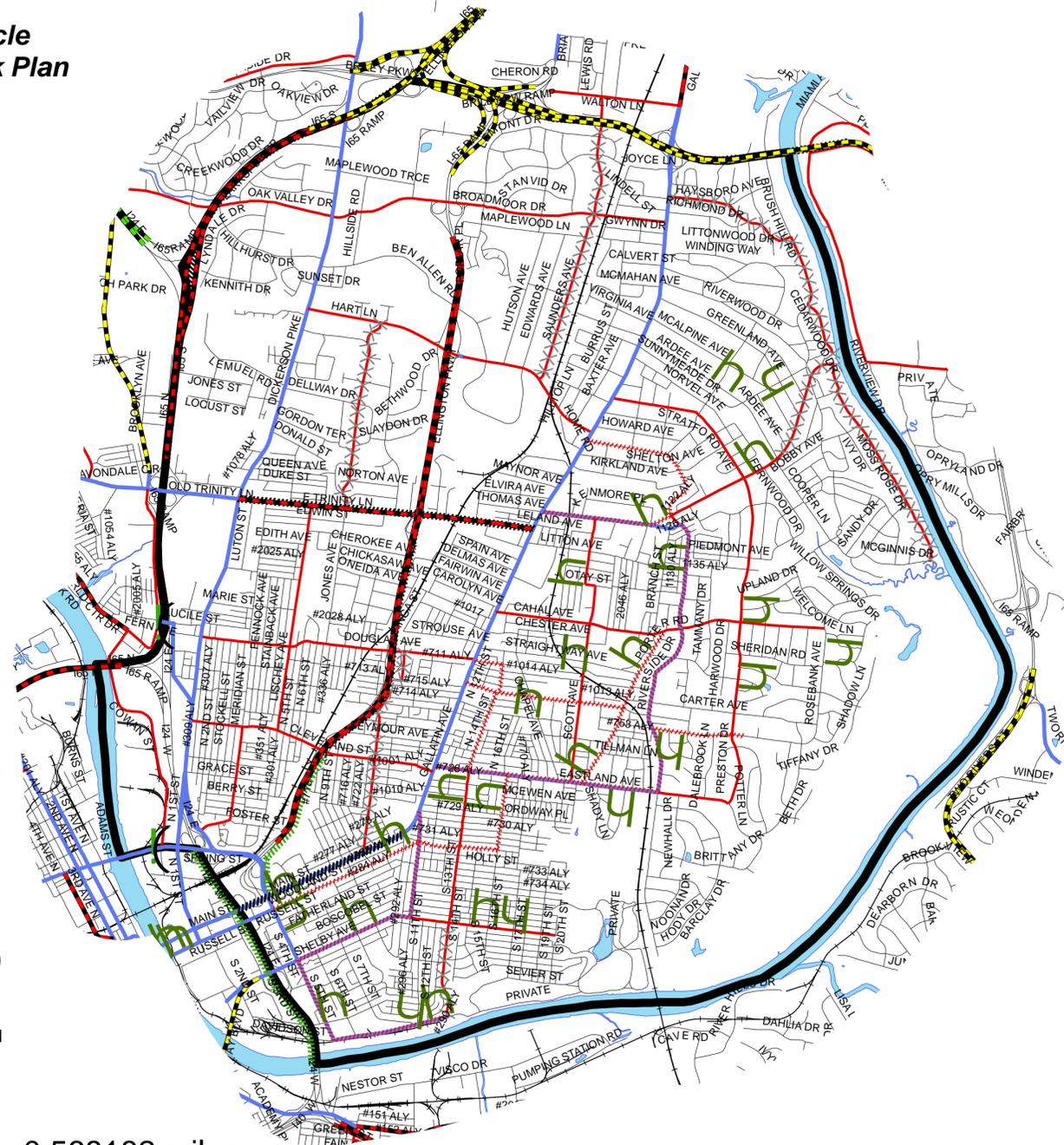
### Pedestrian and Bikeways

- Bike Lane Existing
- - - Bike Lane Planned
- Bike Route Existing
- - - Bike Route Planned
- - - Bikeway Proposed
- Identified Greenway
- - - Trail Under Development
- Existing Trail
- - - Community Plans Greenways

### Special Notes

- 1 A study is recommended to determine the feasibility of providing a greenway along the Ewing Creek corridor.

# Vehicle Network Plan



1 inch equals 0.568182 miles

## Vehicle Network Plan

### Major and Collector Streets

- Major - Existing
- Collector - Existing

### Street Plan Recommendations

- - - Add to Collector Plan
- - - Convert to Boulevard
- - - Reduce Planned Number of Lanes
- XXXX Remove from Collector Plan

h Fall 2005 Bus Routes

### Long Range Transportation Plan Projects

- - - 2006
- - - 2016
- - - 2025
- K Intersection Improvements (2016)

# APPENDIX A

## DETAILED NEIGHBORHOOD DESIGN PLANS IN EAST NASHVILLE

This Appendix consists of the Detailed Neighborhood Design Plans [DNDPs] that have been adopted for the planning neighborhoods in the East Nashville Community. The list below contains all of the planning neighborhoods for which DNDPs are intended to be prepared and indicates the DNDPs that have been completed. As they are adopted, the DNDPs are incorporated into this community plan by reference; however, they are not physically included in this document. Rather, they are separate stand-alone documents for individual neighborhoods or groups of neighborhoods, with a cross-reference linking them to this community plan. The document *Land Use Policy Application* should be consulted for guidance regarding development and zoning proposals involving sites located in any planning neighborhood for which a detailed neighborhood design plan is intended but has not yet been prepared or adopted (see page 49 for a graphic of the planning neighborhoods listed below.)

<u>DNDP PLANNING NEIGHBORHOOD</u>	<u>ADOPTION DATE OF DNDP</u>
Dickerson Road/Maplewood	
Gallatin Pike Area 3	
Dickerson Road/Hart Lane	
Gallatin Pike Area 2	
Dickerson Road/Dellway	
Gallatin Pike Area 1	
Dickerson Road/Trinity Lane	
South Inglewood/Kenmore	
Shwab School Area	
Joy Park	
East Hill/Renraw**	February 9, 2006
South Inglewood (West)**	February 9, 2006
South Inglewood (East)	
South Inglewood (Central)	
Cleveland Park West*	February 9, 2006
Cleveland Park East*	February 9, 2006
Greenwood*	February 9, 2006
Eastwood West	
Eastwood/Rolling Acres	
McFerrin Park*	February 9, 2006
Maxwell/Parkway Terrace	
Lockeland Springs West	
Lockeland Springs East	
Woodland Street/Edgefield	
Edgefield/East End	
Lockeland Springs South	
Cayce Homes/CWA Apartments Shelby Hills	

\*combined in one document \*\*combined in one document



**DETAILED NEIGHBORHOOD DESIGN PLAN  
FOR CLEVELAND PARK, MCFERRIN PARK, AND  
GREENWOOD NEIGHBORHOODS  
METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND  
DAVIDSON COUNTY, TENNESSEE  
ADOPTED FEBRUARY 9, 2006**



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<b>IV.</b>	<b>Development Scenarios</b>	<b>7</b>
<b>V.</b>	<b>Goals and Objectives</b>	<b>8</b>
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	2. Bicycle and Pedestrian Circulation	
	3. Transit	
	4. Parking and Access	
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## Intent of Plan

This Detailed Neighborhood Design Plan is a supplement to and a part of the overall *East Nashville Community Plan*. This plan, commonly referred to as a DNDP, takes a closer look at an individual neighborhood than does a community plan. In particular, a DNDP addresses land use, transportation, and community design at the neighborhood level.

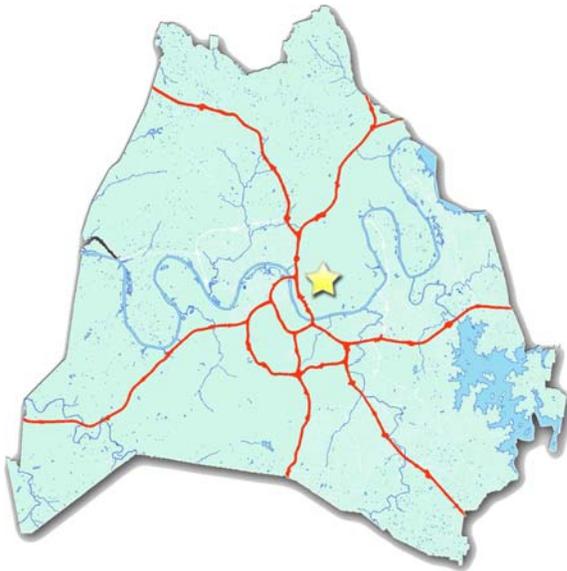
Detailed Neighborhood Design Plans illustrate a particular community's vision. They guide, on a parcel-by-parcel basis, the appropriate land use, development character, and design intent based upon the neighborhood's goals. Like community plans, DNDPs are developed through a participatory process that involves Planning Department staff working with neighborhood representatives. A detailed description of the process for producing this DNDP can be found in the appendix of this document.

The goals for the physical development of the Cleveland Park DNDP were established during the public participation process. They are as follows:

- To be able to easily and comfortably drive within, between, and beyond Cleveland Park, McFerrin Park, and Greenwood neighborhoods.
- To encourage walking as a primary mode of transportation by making sidewalks safe, pleasant, and comfortable for pedestrians.
- To make bicycling a viable alternative to the automobile for traveling within the area.
- To provide mobility to every person within this community.
- To create a safe, convenient, and attractive roadway system for pedestrians, bicyclists, and motorists.
- To keep parking from taking away from the pedestrian environment.
- To use landscaping to add value to the community, soften the visual impact of new development, and provide a greater level of comfort for pedestrians.
- To let motorists, pedestrians, and bicyclists know where they are and assist them in finding their destinations.
- To preserve and manage existing natural systems in the area for the health and enjoyment of those who live here now as well as in the future.
- To provide parks of varying sizes and functions that meet the needs of area residents.
- To utilize employment policies and practices to achieve a diverse workforce reflective of the community
- To preserve the existing single-family character within the cores of these neighborhoods.
- To provide opportunities for a moderately-intense mixture of housing types in the appropriate locations within the neighborhood.
- To complete the redevelopment of Sam Levy Homes.
- To establish neighborhood-scaled centers of activity within the neighborhoods to serve the daily needs of residents.
- To create intense, mixed-use centers of activity along Dickerson and Gallatin Roads.
- To encourage the redevelopment of blighted commercial and industrial properties along Dickerson and Gallatin Roads into new residential developments.

## Site Description

The Cleveland Park, McFerrin Park, and Greenwood Neighbors neighborhoods are bounded by Interstate 24 to the west, Douglas Avenue to the north, Gallatin Road and Ellington Parkway to the east, and Spring Street to the south. The properties affected by this plan are highlighted in red on the aerial photograph. This area is home to Glenn and Hattie Cotton Schools, McFerrin and Cleveland Parks, the redeveloping Sam Levy Homes, Ray of Hope Church, and Vernon Winfrey Avenue. These neighborhoods are experiencing increased investment by private developers in the renovation of historic single family houses. Those who participated in public meetings to produce this document would like to see increased investment put into properties along Dickerson and Gallatin Roads as well.



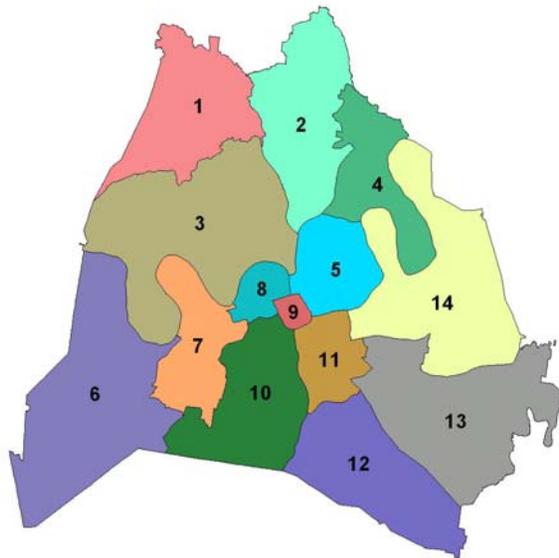
Cleveland Park DNDP area shaded in red

## SITE DESCRIPTION

## Community Planning and Background

In 1988, Nashville was divided into fourteen subareas for community planning. The plan for the East Nashville Community, previously referred to as Subarea 5, was first adopted by the Planning Commission on November 17, 1994. The plan update process for the East Nashville community began in March 2005.

During the planning process for *The East Nashville Community Plan: 2006 Update*, the Metro Planning Department held a Vision Workshop meeting. At the Vision Workshop, property owners, business owners and residents outlined issues and started to define the vision for the future of their community. Then planners worked with participants to create a structure plan to implement the vision outlined at the previous meeting. The Structure Plan is the official policy document that guides future land use decisions.



*Community/ subarea map for Nashville/ Davidson Co.*

In addition to the Community Plan, Detailed Neighborhood Design Plans (DNDPs) throughout East Nashville will provide specific direction for the future development and redevelopment of these neighborhoods. Areas that have a distinct neighborhood identity, an active neighborhood center, or that are experiencing significant redevelopment or reinvestment are typically chosen for this detailed planning study. Twenty-seven neighborhoods within East Nashville were identified for further study during the planning process and public meetings. While the update of the community-wide Structure Plan was underway, planners also held a series of meetings for two groups of these neighborhoods. These Detailed Neighborhood Design Plan processes built off of the Structure Plan and are intended to provide detailed land use policy and design guidance for these sets of neighborhoods.

Cleveland Park, McFerrin Park, and Greenwood neighborhoods combine to form the first DNDP area within the East Nashville Community Plan.

See next page for information on the Structure Plan for the Cleveland Park, McFerrin Park, and Greenwood area.

## How to Use this DNDP

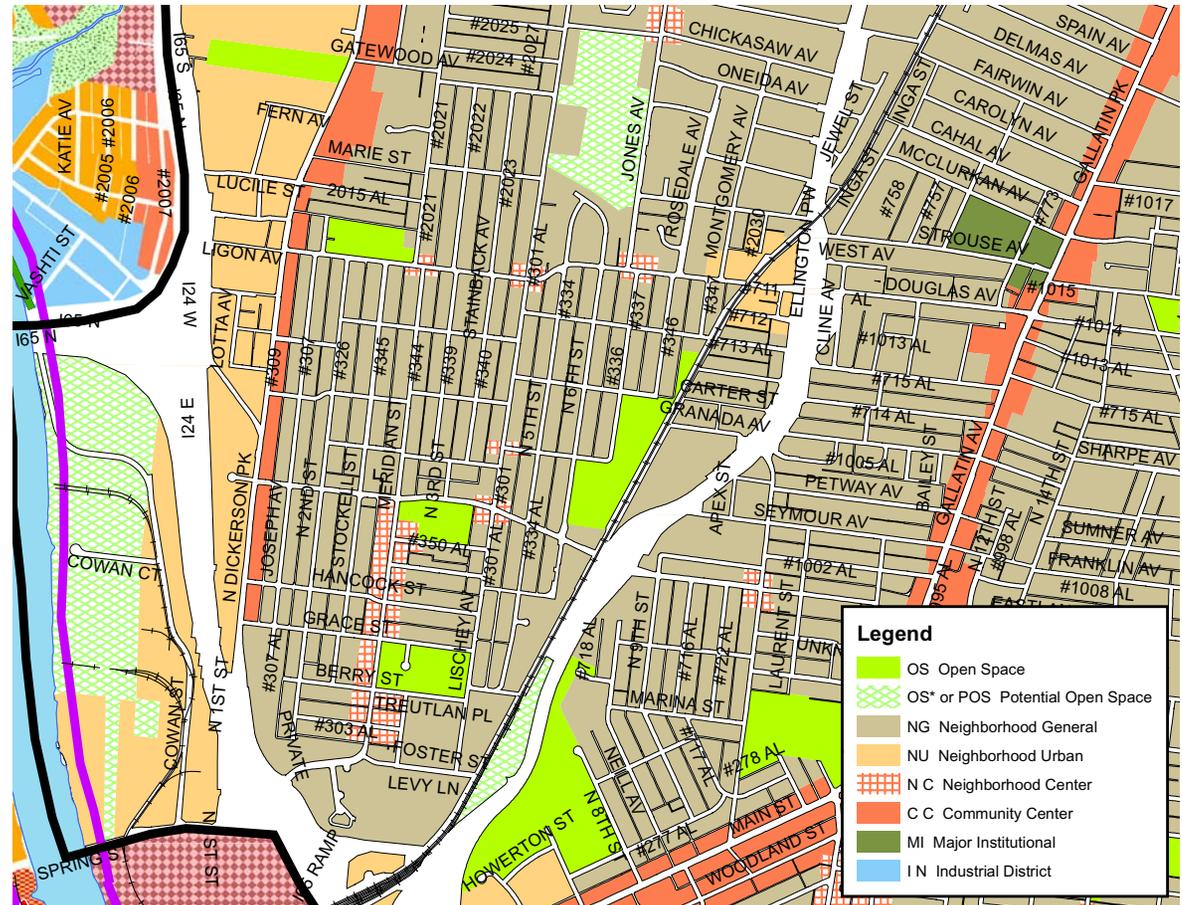
DNDPs are used in the same way as the Community Plan. The community, the Planning Department, the Planning Commission and Metro Council use the plan as a starting point to discuss public and private investment in the area, including proposed zone changes, subdivisions and public investment (including roads). Once adopted, the DNDP serves as the primary guide for the neighborhood's development. In the section below, any topic that is *italicized* is a section of the DNDP that you can refer to for more information.

In creating the DNDP, initial conversations with the community establish the *Intent* of the plan, described through specific goals and an overall *Vision* for the neighborhood that can be achieved by following the DNDP. *Development Scenarios* illustrate how development in the neighborhood might occur. This helps the neighborhood consider how the land uses should be distributed in the neighborhood and what development should look like. To help us think about all the elements of the neighborhood, goals and objectives are outlined in two broad categories: *Systems* and *Land Use*.

The objectives in Systems focus on elements that make up the framework for development – circulation for vehicles, transit, pedestrians, and bicyclists as well as landscaping and signs. The Land Use category considers actual buildings and lot patterns for different “subdistricts” in the neighborhood, for example, a residential subdistrict versus a mixed use subdistrict. Land Use sets objectives for development of parks, different types of residential, neighborhood uses and more intense commercial, office and special development types like the Nashville Auto Diesel College.

The final product of the DNDP, which neighbors and business owners interested in redevelopment will use are the *Detailed Land Use Plan* and the *Building Regulating Plan*. These plans must be used together. The Detailed Land Use Plan summarizes which land uses are allowed in which parts of the neighborhood. The Building Regulating Plan describes the appropriate building type and inten-

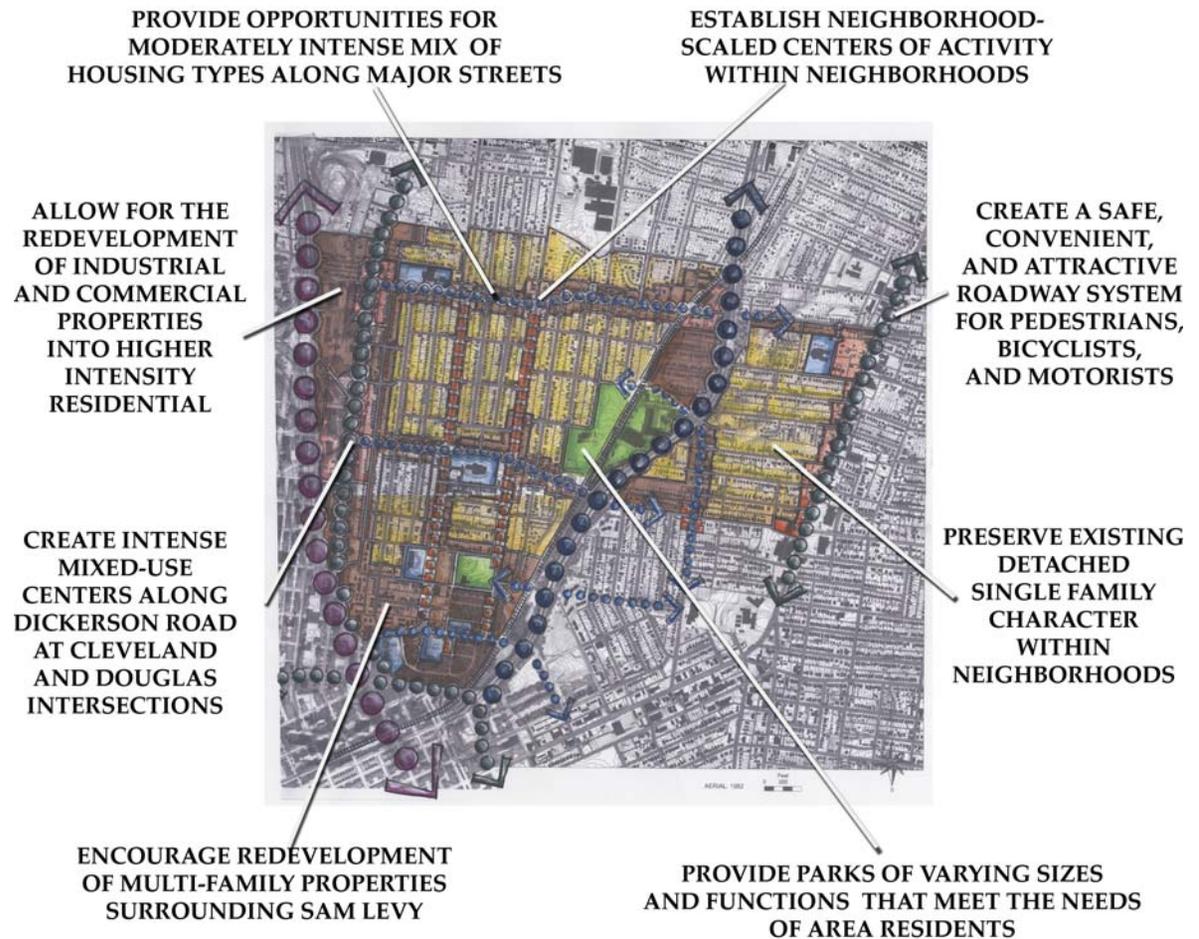
sity for development in each subdistrict. Taken together, they provide detailed guidance on zoning and design to achieve the vision of the community. Once officially adopted, development requests within the DNDP should be accompanied by a site plan such as a planned unit development, urban design overlay, or specific plan, to ensure that the community vision is being incorporated.



Structure Plan for the Cleveland Park DNDP

## Vision Statement:

*A Vital and Attractive Neighborhood  
with Defined Centers and Multiple  
Housing Options that Preserves its  
Predominantly Single Family Character*



## NEIGHBORHOOD VISION/GOALS AND OBJECTIVES



*Development scenario for Dickerson Pk. and Cleveland St.*



*Development scenario in Greenwood Neighbors along Cleveland St.*

## Development Scenarios

Neighbors often think – “we’ve got a plan, but what will it look like?” The DNDP, with its Detailed Land Use Plan and Building Regulating Plan, is crafted to help the neighborhood achieve its vision.

The development scenarios illustrate how a neighborhood center may develop based on the design principles and *land use* policies in this plan. This plan should be used as a guide for the character of development in the future. To build vibrant, diverse urban neighborhoods in this area, new development must embrace basic design principles as follows:

Front the street – **main entrances** face the street, windows allow visibility onto the street, and pedestrian activity occurs on the sidewalk.

Parking in the rear - **surface parking** should not interrupt the streetscape. Lots are behind buildings, structures underground or in the interior of blocks.

Streetscaping – **street trees** where possible, buried or alley-fed utilities, ample sidewalk widths, few curb cuts or other pedestrian obstructions.

Mixture of Uses – **mixed-use development** engages pedestrians, creating a round-the-clock environment; creates a stronger sense of community by allowing a broad spectrum of housing and jobs; and revitalizes areas by reenergizing struggling buildings with office, residential, and retail offerings.

## DEVELOPMENT SCENARIOS

## Systems and Land Use

A neighborhood has many connecting pieces: parks, buildings, streets, sidewalks, and signs to name a few. To help thoughtfully develop each piece, we think about these elements in terms of both the systems (circulation, transit, parking, and landscaping, signs and nature) and the land use. Each has its own goals and objectives. These goals and objectives were created by the neighborhood, and are a plan for neighborhood-led action.

### Systems Goals and Objectives

#### A. Vehicular Circulation

**Goal 1:** To be able to easily and comfortably drive within, between, and beyond Cleveland Park, McFerrin Park, and Greenwood neighborhoods.

**Objectives:**

- 1.1 Maintain existing residential scale of local neighborhood streets.
- 1.2 Clean up and maintain existing streets and alleys in the area. Develop a program for regular alley maintenance, and work with Public Works to implement the program.

1.3 Reduce traffic and speeding by implementing the appropriate traffic control devices within the neighborhood. Study the installation of a four-way stop at the intersection of Evanston and Joseph and the installation of a traffic light at the intersection of Cleveland and McFerrin.

1.4 Eliminate shrubs and vegetation that obstruct vision at intersecting streets. Remove existing shrubs at the intersection of North 6<sup>th</sup> and Douglas that block views of oncoming traffic.

1.5 Restrict industrial truck traffic through residential neighborhoods. Designate appropriate streets within the neighborhoods as truck routes. Eliminate heavy truck traffic at the intersection of McFerrin and Cleveland.

1.6 Study the reconfiguration of the intersection of Ellington and Cleveland to take advantage of unused property and incorporate it into the neighborhood rather than remaining a wide-open interchange.

1.7 Enhance existing roadway lighting in the area by developing standards for lighting that are appropriately-scaled for individual streets and create a “sense of place” for the neighborhoods.



## SYSTEMS : VEHICULAR CIRCULATION

1.8 Design streets through neighborhood centers with traffic calming elements such as pedestrian bulb-outs, on-street parking, and textured crosswalks, much like has been done in the “12 South” neighborhood.

1.9 Construct a new street connection across Ellington Pkwy and the railroad tracks from McFerrin to Evanston Ave as properties redevelop.

1.10 Reconnect Marina Street across Ellington Pkwy and the railroad tracks as properties redevelop.

1.11 Construct a new street connection across Ellington Pkwy and the railroad tracks from 7<sup>th</sup> St to Foster Ave as properties redevelop.



## SYSTEMS : VEHICULAR CIRCULATION

*Plan of Nashville and Hope VT recommendations for Ellington Pkwy. and Sam Levy Homes, respectively.*

## B. Bicycle and Pedestrian Circulation

**Goal 1:** To encourage walking as a primary mode of transportation by making sidewalks safe, pleasant, and comfortable for pedestrians.

### Objectives:

- 1.1 Implement the *Dickerson Road Streetscape Plan* and develop a plan for Gallatin Pike that enhances the street and makes it both safe and comfortable.
- 1.2 Install crosswalks at major intersections, similar to those that have been recently constructed at the intersection of Douglas and Lischey.
- 1.3 Maintain existing sidewalks and sidewalk widths throughout residential areas.
- 1.4 Construct new sidewalks where gaps exist in the current sidewalk system.
- 1.5 Install appropriate sidewalks, with street trees, benches, seat walls, trash receptacles, and other pedestrian amenities within mixed-use centers to create a comfortable place for pedestrians.
- 1.6 Place buildings close to the sidewalk to frame the street and create a pedestrian-friendly environment at mixed-use centers.

1.7 Place overhead utilities on taller poles, in alleys, or underground within mixed use centers as properties redevelop.

1.8 Develop a lighting plan that builds upon existing lighting in the area and is appropriate in function and scale for both the pedestrian and the vehicle.

1.9 Select lighting that creates a “sense of place” by complementing the existing architecture of the area. Use street lighting to define the street space, and design street lighting poles to accommodate vehicular and pedestrian signalization, signage, and banners.



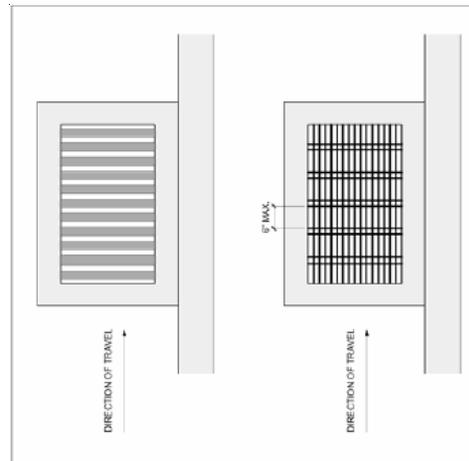
## SYSTEMS : BICYCLE AND PEDESTRIAN CIRCULATION

**Goal 2:** To make bicycling a viable alternative to the automobile for traveling within the area.

**Objectives:**

- 2.1 Implement the Bike and Pedestrian Plan by providing bike lanes on Dickerson Road and Gallatin Road.
- 2.2 Update the Bike and Pedestrian Plan by designating West Eastland Avenue and Cleveland Street as appropriate for bike lanes from Gallatin Road to Dickerson Road.
- 2.3 Install bike lanes along West Eastland and Cleveland from Gallatin Pike to Dickerson Pike.
- 2.4 Update the Bike and Pedestrian Plan by removing the bike lane designation from Douglas Ave from Gallatin Road to Dickerson Road.
- 2.5 Designate this portion of Douglas as a “Signed Shared Roadway” (SSR), and install appropriate signage indicating that it is a bike route.
- 2.6 Install bike-safe storm grates, bicycle sensitive traffic signals, and bicycle signage along this portion of Douglas as it is upgraded or as individual properties redevelop.

2.7 Provide adequate bicycle parking at mixed-use centers as they redevelop.



## SYSTEMS: BICYCLE AND PEDESTRIAN CIRCULATION

## C. Transit

**Goal 1:** To provide mobility to every person within this community.

### Objectives:

1.1 Implement Metro Transit Authority's "5 Year Service Improvement Plan" to make transit safe, efficient, and convenient.

1.2 Maintain Dickerson Road, Gallatin Road, Meridian, and McFerrin bus routes.

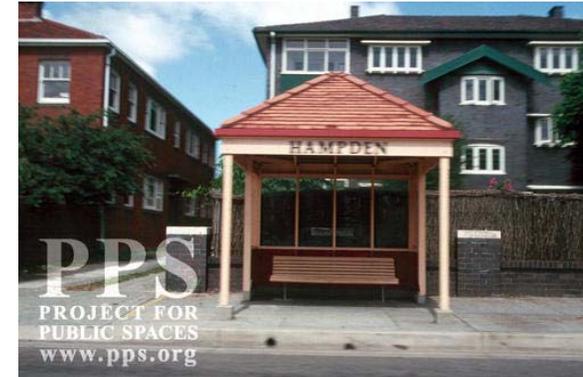
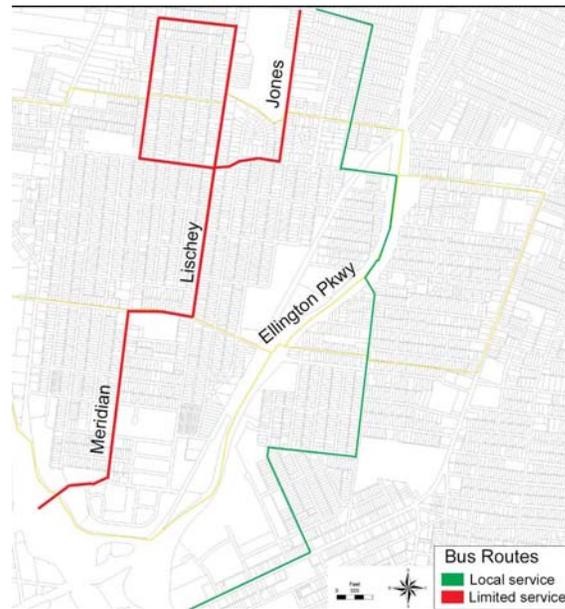
1.3 Add bus stop locations along the Dickerson Road route at Cleveland Street and Douglas Avenue as properties redevelop into mixed-use destinations.

1.4 Add bus stop locations along the Gallatin Road route at West Eastland and Douglas Avenues as properties redevelop into mixed-use destinations.

1.5 Add a bus stop location along the McFerrin route at West Eastland Ave as properties redevelop into a neighborhood center.

1.6 Provide appropriate lighting, comfortable seating, shelter from inclement weather, and public art at bus stops within mixed-use and neighborhood centers as they develop.

1.7 Make bus stops focal points within centers of activity that are visible and accessible.



**SYSTEMS: TRANSIT**

## D. Parking and Access

**Goal 1:** To create a safe, convenient, and attractive roadway system for pedestrians, bicyclists, and motorists.

### Objectives:

1.1 Develop access management guidelines for Gallatin and Dickerson Roads in order to make pedestrian and bicycle travel safer, improve the appearance of the corridors, reduce traffic delay and congestion, and improve roadway safety conditions.

1.2 Improve the service lane network throughout the neighborhood through paving and appropriate lighting.

1.3 Limit the width of parking accesses from local streets to minimize interruptions to the sidewalk network.

1.4 Study ways to limit commercial and industrial truck traffic on neighborhood-scaled streets. Begin the study at the intersection of McFerrin and Cleveland.



## SYSTEMS: PARKING AND ACCESS

**Goal 2:** To keep parking from taking away from the pedestrian environment.

Objectives:

2.1 Locate parking to the rear or sides of buildings as appropriate.

2.2 Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.

2.3 Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed in the area.

2.4 Separate parking areas from buildings to avoid parking areas directly abutting buildings.

2.5 Provide cross-access between parking areas to minimize street curb cuts and adjacent driveways.

2.6 Lay out and screen parking that is located in the front of arterial-oriented buildings in order to minimize direct views from Gallatin and Dickerson Roads.

2.7 Integrate retail uses on the ground floors of parking structures serving buildings along Gallatin and Dickerson Roads as they are developed to minimize the visual impact of the structures and to add life to the street. If retail is not appropriate, locate parking structures below or behind buildings and landscape them to lessen their visual impact.

2.8 Design parking structures serving buildings along Gallatin and Dickerson Roads to look similar to buildings with other uses.



*Development scenario for the corner of Cleveland St. and McFerrin.*

## SYSTEMS: PARKING AND ACCESS

## E. Landscaping and Buffering

**Goal 1:** To use landscaping to add value to the community, soften the visual impact of new development, and provide a greater level of comfort for pedestrians.

Objectives:

1.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development.

1.2 Plant street trees at neighborhood centers and along Dickerson and Gallatin Roads as properties redevelop. Street trees will provide summer shade for the pedestrians and residents, diminish traffic noise, screen unwanted views, reduce glare, absorb heat, filter air pollution and dust, and create a sense of place. Tree-lined streets provide orientation and contribute to the area's character.

1.3 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.

1.4 Screen surface parking lots that face a public right-of-way to minimize the visual impact of parked vehicles.

1.5 Eliminate plantings at street intersections that obstruct views (North 6<sup>th</sup> St and Douglas).



## SYSTEMS: LANDSCAPING AND BUFFERING

## F. Signage

**Goal 1:** To let motorists, pedestrians, and bicyclists know where they are and assist them in finding their destinations.

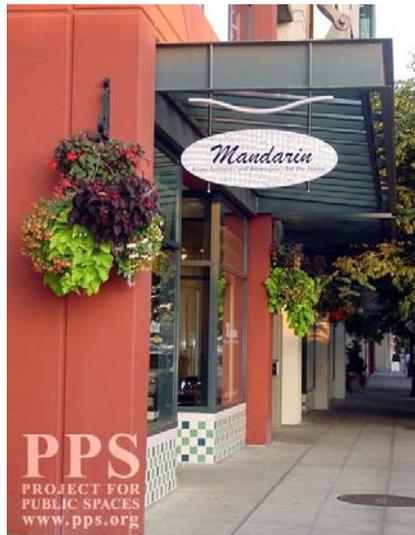
Objectives:

1.1 Develop a signage program that creates guidelines for signage to be used in the public right-of-way that establishes an identity for the area.

1.2 Use signs to clearly convey a message. Design signs with simple, straight-forward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

1.3 Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings in the area.

1.4 Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for maintaining the existing pedestrian environment.



**SYSTEMS: SIGNAGE**

## G. Natural Systems

**Goal 1:** To preserve and manage existing natural systems in the area for the health and enjoyment of those who live here now, as well as in the future.

### Objectives:

1.1 Protect any existing steep slopes that have not been developed and wooded areas to the greatest extent possible.

1.2 Develop public/private clean-up programs to remove trash and debris from drainage areas, vacant lots, and alleys.

1.3 Work with appropriate officials to develop a maintenance program for existing natural areas.

1.4 Work with appropriate officials to develop a program to reclaim the natural drains in the area. Drainage “ditches” that have been engineered to simply carry water from storms can be naturalized to be amenities to the public. Existing natural drains should be protected and enhanced for public use and access.



## SYSTEMS: NATURAL SYSTEMS

## Land Use Goals and Objectives

### A. Parks and Open Space

**Goal 1:** To provide parks of varying sizes and functions that meet the needs of area residents.

Objectives:

1.1 Designate Glenn and Hattie Cotton as Metro Parks in the second phase of Metro Parks plan to utilize existing elementary school properties as a cost efficient method to improve access to parks. Replace playgrounds on the properties once they are formally designated as parks.

1.2 Provide a diversity of facilities and programs to meet the needs of neighborhood residents. Develop age-segmented programs, including a lunch program for seniors.

1.3 Offer space and programming for all ages and abilities within neighborhood park facilities.

1.4 Provide a new center at McFerrin Park since Sam Levy Homes have begun to redevelop. New facilities, such as indoor walking tracks, a senior lounge, and other recreational amenities should

be added to the new center at McFerrin Park.

1.5 Maintain Cleveland Park facilities in their existing state, and re-evaluate the facilities over the next 10-20 years for their utilization and service to the community.

1.6 Replace playground equipment that is outdated and unsafe, and provide new playgrounds in all neighborhood parks currently without playgrounds.

1.7 Identify vacant parcels in these neighborhoods and develop community gardens as a grassroots effort with the residents to provide open spaces and improve visual quality while offering the opportunity for urban gardening programs.

1.8 Designate areas of Cleveland and McFerrin Parks as community garden sites if appropriate.

1.9 Work with Metro Parks to strengthen policies and procedures for the park ranger program, in order to provide specialized law enforcement for parks and open spaces within these neighborhoods.

1.10 Expand the use of bike patrols as appropriate.



## LAND USE: PARKS AND OPEN SPACE

1.11 Explore integrating safety devices such as call boxes, and other security technology in the design and operation of parks and parking lots in the area.

1.12 Explore opportunities to create neighborhood parks within the Greenwood Neighbors area. Possible park locations include the vacant parcel at the intersection of West Greenwood Ave and Cline Ave, the collection of vacant parcels bounded by Granada Ave and Manila St, and a portion of land between Seymour Ave and West Eastland Ave, as depicted on the development scenario.

1.13 Work with Metro Parks to develop a maintenance program for existing parks and open spaces.



*Potential neighborhood park in Greenwood Neighbors neighborhood.*



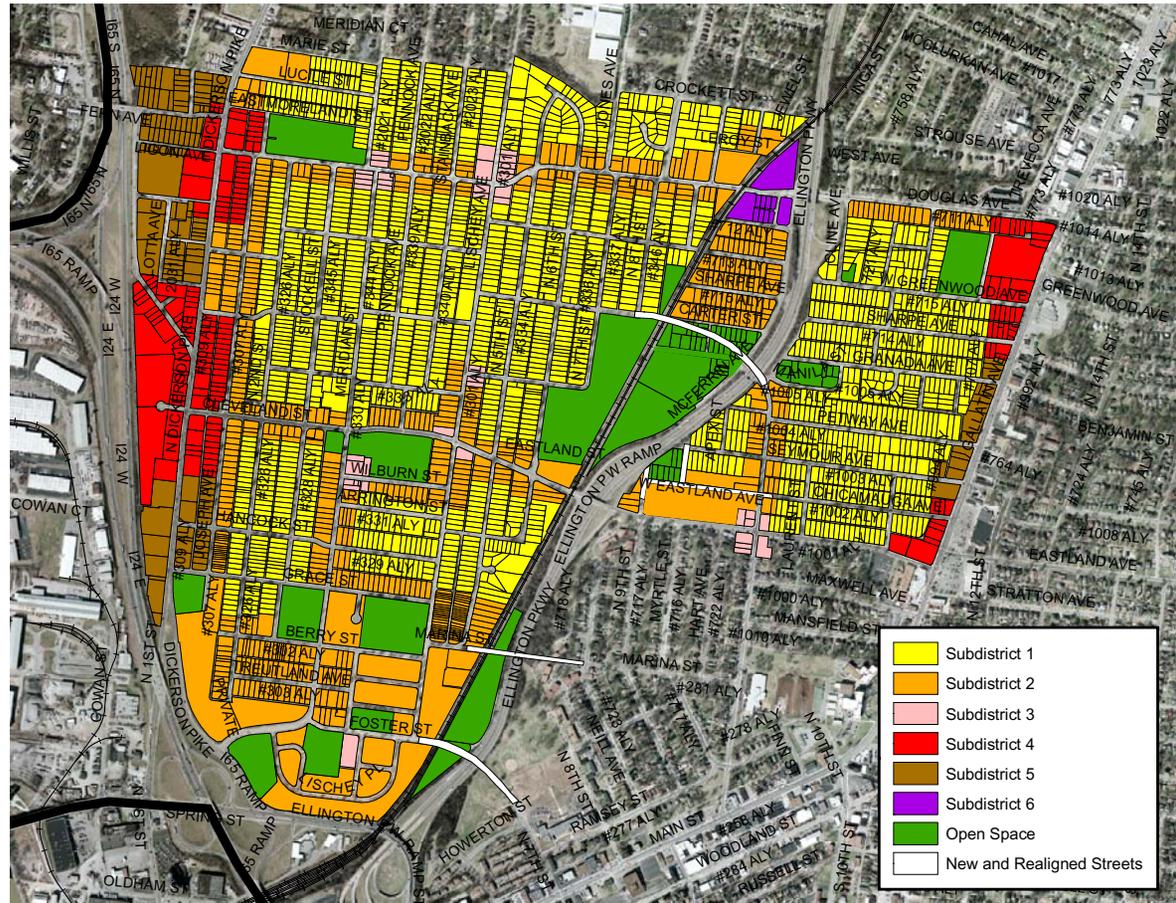
## LAND USE STRATEGIES: PARKS AND OPEN SPACE

Reader's Note: What is a subdistrict?

As you review the goals and objectives under **Land Uses**, you will see references to "subdistricts". These subdistricts distinguish areas that may have the same type of land use but call for different sizes or types of buildings. For example, several subdistricts call for residential development, but the subdistrict proposes different heights and types of residential, for example single family versus townhomes, etc. Each subdistrict specifies, among other standards, the following design characteristics for buildings:

- Desired uses (residential, mixed use, etc)
- Potential zoning
- Appropriate building types
- Appropriate height

When the Building Regulating Plan, with its defined subdistricts is followed, it will facilitate predictable development that honors the neighborhood's vision.



Building Regulating Plan

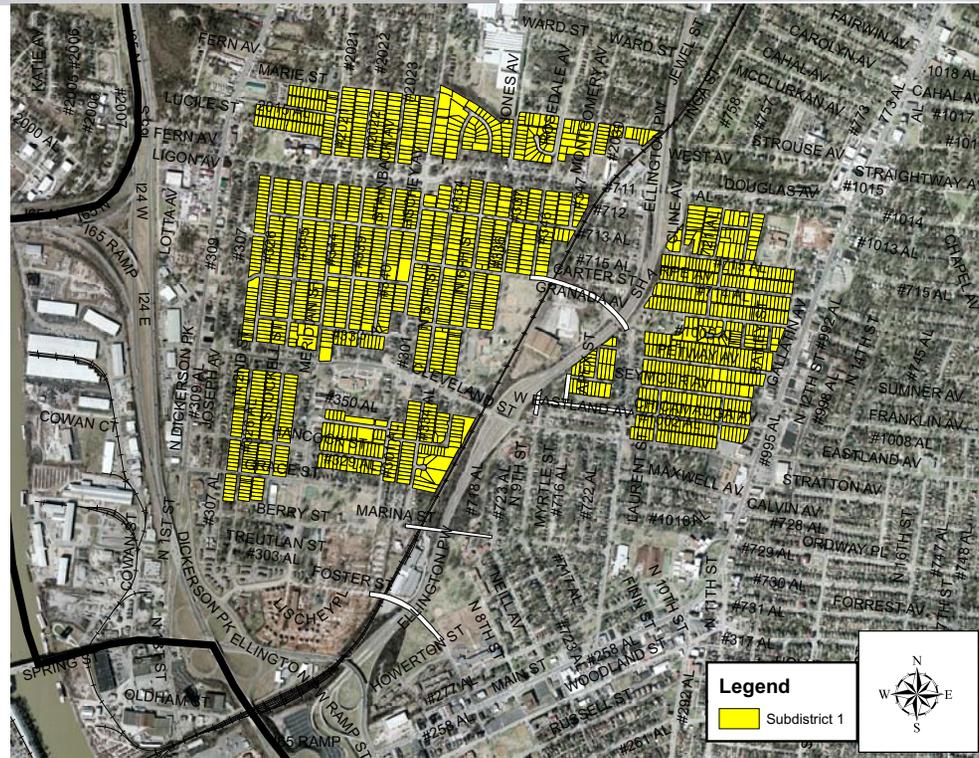
## B. Buildings and Lots

**Overall Goal for Development of All Buildings and Lots:** Utilize employment policies and practices to achieve a diverse workforce reflective of the community.

**Goal 1:** To preserve the existing single-family character within the cores of these neighborhoods.

Objectives:

- 1.1 Maintain RS5 zoning for all properties within Subdistrict 1.
- 1.2 Preserve historic homes within Subdistrict 1 to the greatest extent possible. Homes in this area should be rehabilitated in such a way that does not compromise their historic integrity.
- 1.3 Work with appropriate Metro agencies, developers, and property owners to eliminate housing code violations and rehabilitate the greatest number of single family houses possible.
- 1.4 Develop a program to encourage home ownership and owner-occupancy of single family houses in the area.
- 1.5 Work to develop or educate neighbors about buyer assistance programs.



*Subdistrict 1*

## LAND USE: BUILDINGS AND LOTS

1.6 Notify absentee property owners and realtors that the neighborhood groups are working to promote owner-occupancy within the neighborhood.

1.7 Encourage ongoing pride, respect, and maintenance of residential property on the part of homeowners, landlords, and tenants.

1.8 Promote the redevelopment of vacant lots for single-family housing.

1.9 Develop a program to recognize homeowners who maintain and/or rehabilitate their properties.

1.10 Discourage the use of houses within this subdistrict for use as group homes.

1.11 Encourage the development of “high-end” homes in the appropriate locations, but preserve the overall affordability of the neighborhoods to avoid gentrification.



## LAND USE STRATEGIES: BUILDINGS AND LOTS

**Goal 2:** To provide opportunities for a moderately-intense mixture of housing types in the appropriate locations within the neighborhood.

**Objectives:**

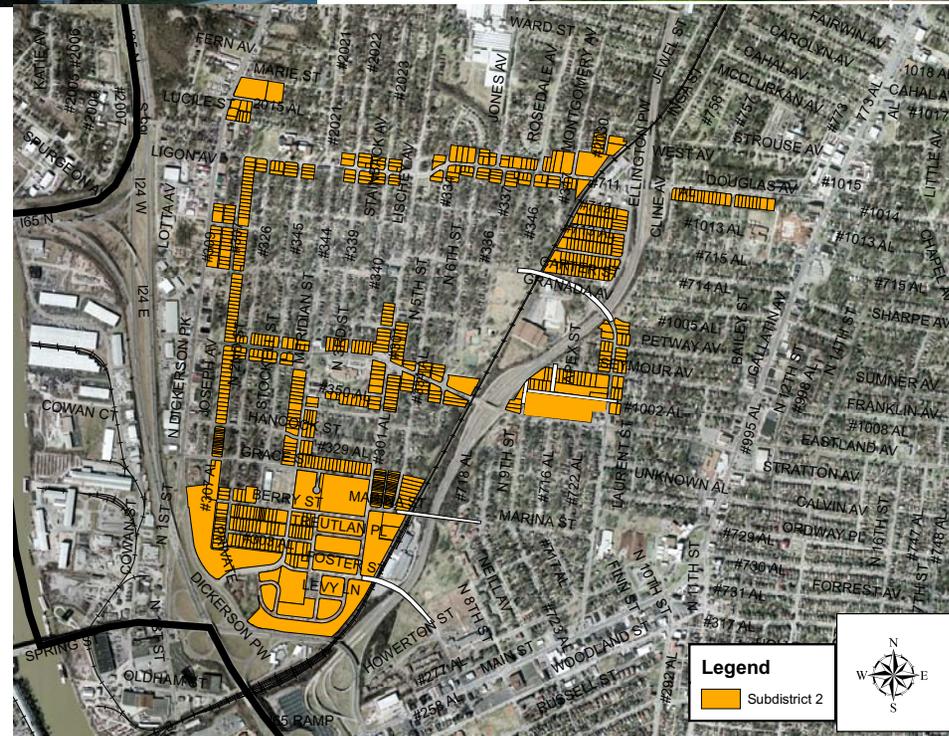
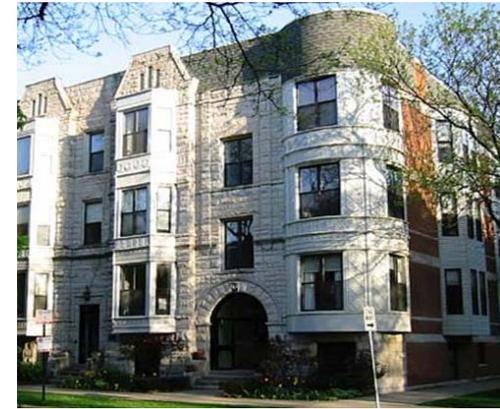
2.1 Redevelop properties within Subdistrict 2 with a mixture of housing types, including cottages, townhouses, and stacked flats.

2.2 Rezone properties within this subdistrict to R6 or RM2 – RM20 as they redevelop. Residential development should be more intense along major streets and adjacent to centers of activity, and intensity should decrease as development moves closer to Subdistrict 1.

2.3 Limit building heights to 3 stories in this subdistrict.

2.4 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision.

2.5 Provide small private yards and court yards with cottages and townhouses that cater to people who want the feel of a detached house with out all of the required maintenance.



Subdistrict 2

## LAND USE: BUILDINGS AND LOTS

2.6 Encourage access from rear service lanes for cottages, townhouses, and flats along major streets in the area.

2.7 Integrate small-lot cottages and patio homes with townhouses to transition from more intense housing and retail uses located along Dickerson and Gallatin.

2.8 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.

2.9 Construct the first floor of residential buildings to be above the level of the sidewalk to increase privacy.

2.10 Allow variations in the architecture of new buildings, but make sure that they are compatible with and complementary to the historic buildings in the area.

2.11 Assist Metropolitan Development and Housing Agency in revitalizing Sam Levy Homes, not only through physical improvements, but also through management improvements and social and community services.

2.12 Integrate the redeveloped Sam Levy Homes into the rest of the neighborhood by placing like building types along the edges of the development.



*Development scenario showing a variety of housing options.*



*Development scenario showing a variety of housing options.*



## LAND USE: BUILDINGS AND LOTS

**Goal 3:** To establish neighborhood-scaled centers of activity within the neighborhoods to serve the daily needs of residents.

**Objectives:**

3.1 Redevelop historic neighborhood centers at the intersections of Wilburn and Meridian, Douglas and Meridian, Douglas and Lischey, and Cleveland and McFerrin.

3.2 Redevelop all properties within Subdistrict 3 to create centers of activity with a mixture of retail, office, and residential uses.

3.3 Rezone properties within Subdistrict 3 to MUN, MUL, OR20, and RM40 as appropriate.

3.4 Limit building heights to 3 stories in this subdistrict as properties redevelop.

3.5 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision.



Subdistrict 3

## LAND USE: BUILDINGS AND LOTS

3.6 Create buildings that are more pedestrian-friendly with uses that cater to the neighborhoods. Smaller retail uses, such as coffee shops, small restaurants, dry cleaners, small book stores, corner markets, and barber shops are appropriate in these locations. Other uses may include apartments, condominiums, or small professional offices. Civic uses that may be appropriate would include post office, library, police precinct, church, or school.

3.7 Construct mixed-use buildings with retail or office on the lower floors and residential uses on the upper floors.

3.8 Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.

3.9 Place buildings so that the primary pedestrian entrance is oriented to the street.

3.10 Create a unique sense of place at neighborhood centers by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.

3.11 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.



## LAND USE: BUILDINGS AND LOTS

**Goal 4:** To create intense, mixed-use centers of activity along Dickerson and Gallatin Roads.

**Objectives:**

4.1 Redevelop properties within Subdistrict 4 with a mixture of retail, office, and residential uses that are appropriately scaled for these heavily traveled streets.

4.2 Rezone properties within this subdistrict to MUG or ORI as they redevelop.

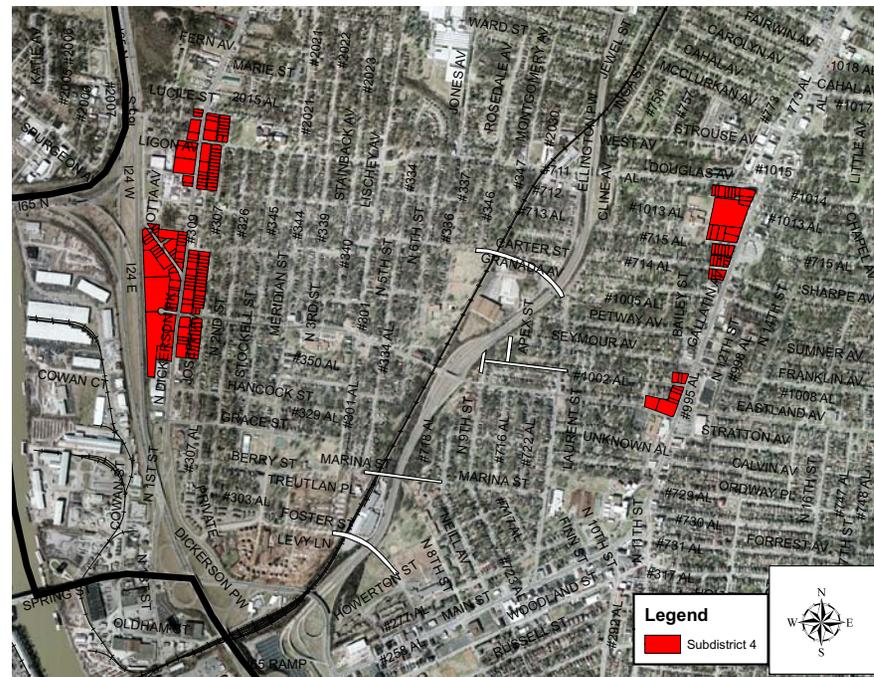
4.3 Limit building heights to 6 stories in this subdistrict as properties redevelop.

4.4 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision

4.5 Construct buildings that contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops. Larger retail uses, such as grocery stores, large sit-down restaurants, pharmacies, office supply stores, department stores, etc. are appropriate in these locations. Office uses on the upper floors can provide opportunities to live and work in the same area.

4.6 Residential development within this subdistrict that is not above retail or offices, should be higher intensity townhouses and multi-family housing. Stand-alone office buildings should also be relatively intense.

4.7 Locate residential buildings back slightly from these arterials to provide some distinction between the public realm of the sidewalk and the private realm of the residence.



*Subdistrict 4*

## LAND USE: BUILDINGS AND LOTS



## LAND USE: BUILDINGS AND LOTS

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**Goal 5:** To encourage the redevelopment of blighted commercial and industrial properties along Dickerson and Gallatin Roads into new residential developments.

**Objectives:**

5.1 Redevelop properties within Subdistrict 6 with higher intensity townhouses or stacked flat residential buildings.

5.2 Rezone properties within this sub-district to RM40 and RM60 as they redevelop.

5.3 Limit building heights to 6 stories in this subdistrict as properties redevelop.

5.4 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision.

5.5 Encourage stacked condominiums in these locations to provide for single people or elderly people who no longer wish to climb stairs.

5.6 Locate residential buildings back slightly from Dickerson and Gallatin to provide some distinction between the public realm of the sidewalk and the private realm of the residence.

5.7 Construct buildings close to the right-of-way line if new streets are created off of the arterials in order to create safer and more active streets.



## Subdistrict 5

## LAND USE: BUILDINGS AND LOTS

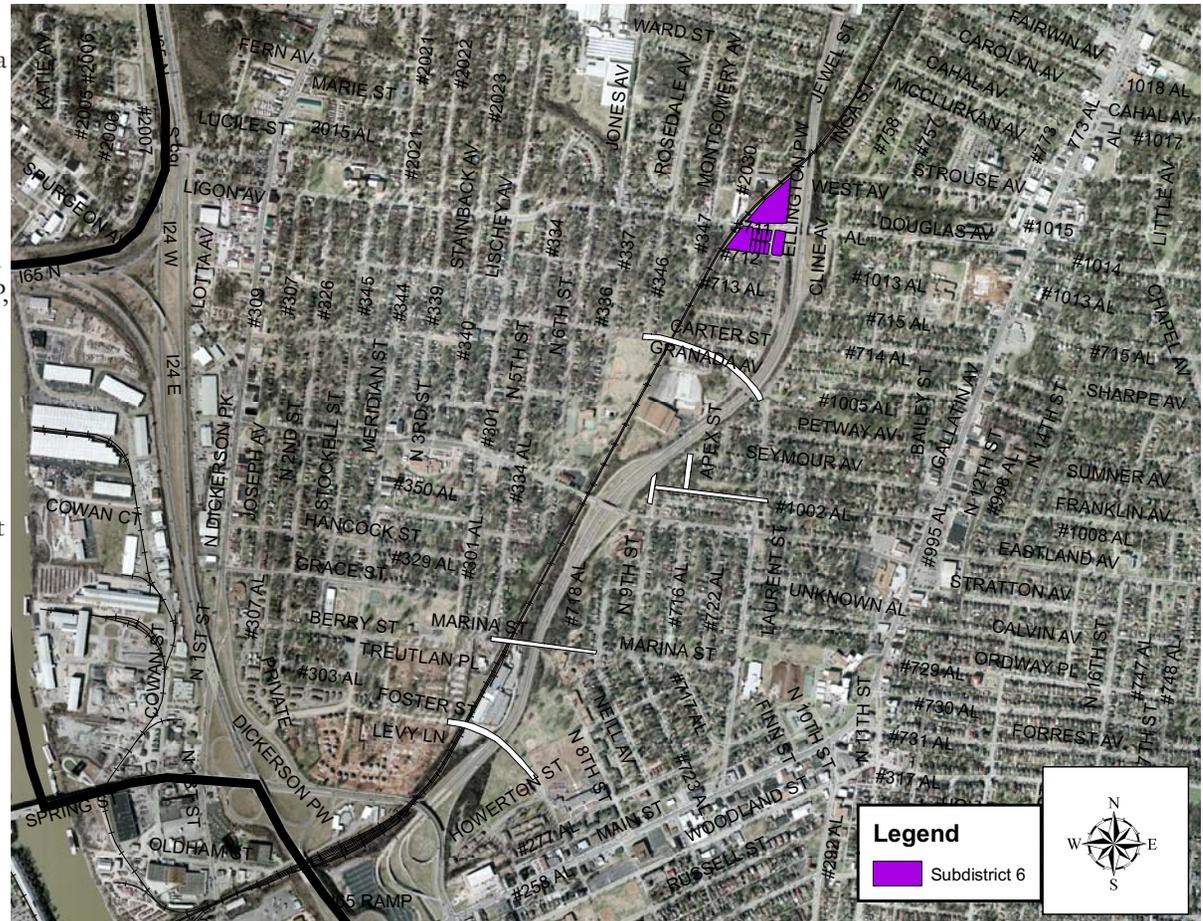


## LAND USE: BUILDINGS AND LOTS

**Goal 6:** To maintain a limited area of mixed commercial development on Douglas Avenue between the railroad tracks and Ellington Parkway to serve local residents and people traveling along Douglas Avenue and the parkway, while providing a land use transition between commercial development and the residential area to the south.

**Objectives:**

- 6.1 Support rezonings to CL or SP district for those properties that front on Douglas Avenue and the northern half of parcel 07116029900 and to SP, OR20, or MUN for those properties fronting West McKennie Avenue and the southern half of parcel 07116029900.
- 6.2 Require site plan approval for all zone change requests to ensure that redevelopment meets the community’s vision.
- 6.3 Improve landscaping within the area to make it a more attractive gateway into the adjacent neighborhoods.
- 6.4 Limit building heights to three stories within this area.
- 6.5 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.



**LAND USE: BUILDINGS AND LOTS**

## How to Use the Detailed Land Use Plan:

The Detailed Land Use Plan (DLUP) is a core product of this DNDP. Detailed land use categories are applied through the process of creating a detailed neighborhood design plan. It provides specific land use categories that are appropriate within the designated structure plan areas. The structure plan categories are broad land use classifications of major structural elements of the community: its rural and open space areas, urban areas, centers, core, and special districts. The detailed land use categories provide more specific guidance on land use intent within the various portions of each structure plan category. The DLUP is intended to be used in conjunction with the Building Regulating Plan. While the DLUP specifies appropriate uses within a particular area, the Building Regulating Plan provides guidance as to appropriate building types and intensity of development.

### Special Policy Areas

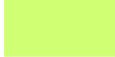
There are several numbered Special Policy Areas shown on the DLUP. The numbering system used is for the East Nashville Community Plan as a whole, so the numbers do not begin with 1. The Special Policies for these areas are as follows:

#### Special Policy Areas 5, 6, 7, and 9

The alternate policy for these Parks, Reserves, and Other Open Space areas is Mixed Housing.

#### Special Policy Area 8

The alternate policy for this Parks, Reserves, and Other Open Space area is Single Family Detached.

	PR Parks Reserves and Other Open Space
	CPB Civic or Public Benefit
	SFD Single Family Detached
	MH Mixed Housing
	MxU Mixed Use
	Com Commercial

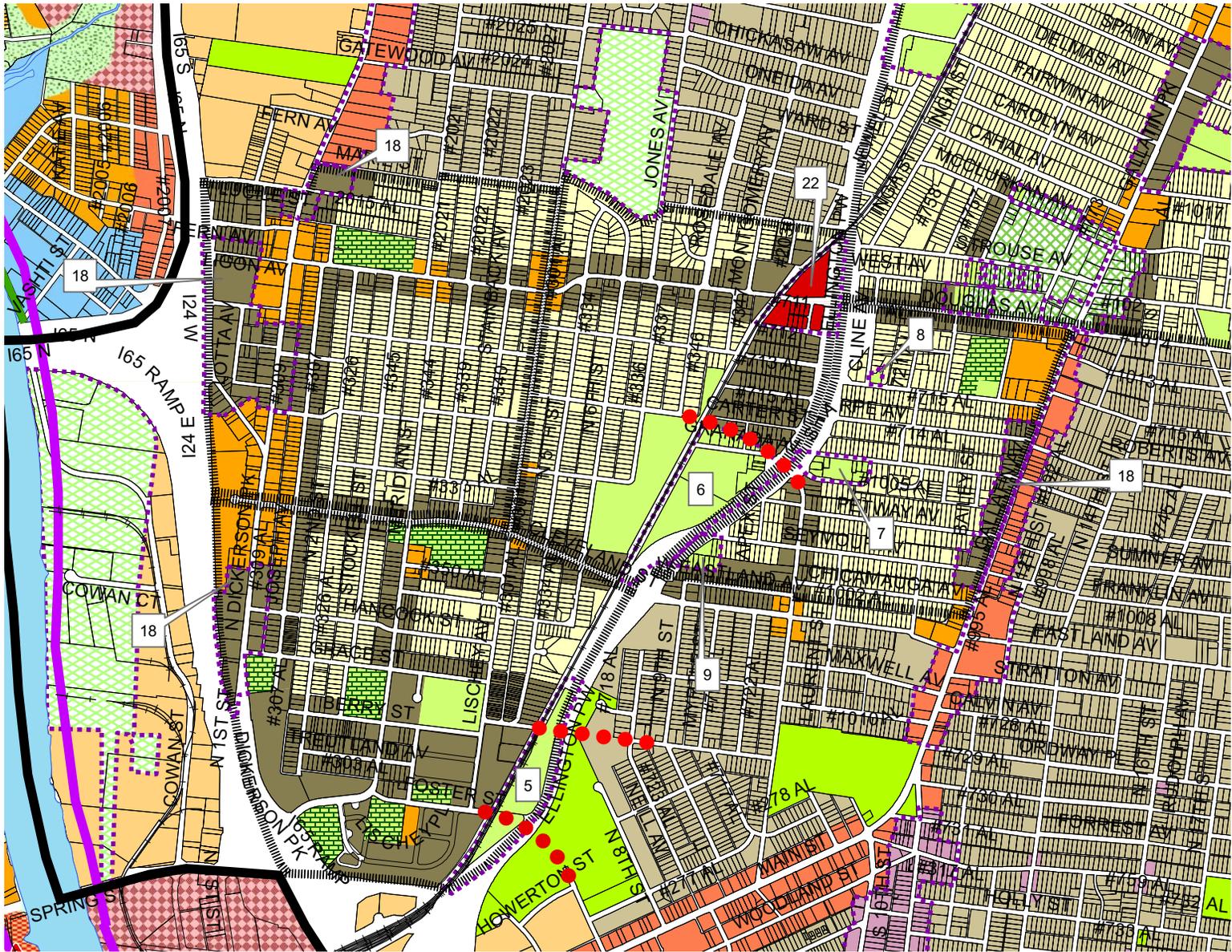
#### Special Policy Area 18

Because this area is undergoing a long-term transition from primarily commercial use and zoning to primarily residential use, it is appropriate to support rezonings that permit mixed use provided that each building is multi-story and the non-residential use is confined to the first floor (excluding parking, which is considered an accessory rather than a non-residential use for the purposes of this Special Policy).

#### Special Policy Area 22

Mixed use and mixed housing are permitted on those properties fronting West McKennie Avenue and on the southern half of parcel 071160299 in order to form a land use transition between this Commercial area and the Mixed Housing area to the south.

## DETAILED LAND USE POLICY PLAN





## The Subdistricts

### SUBDISTRICT 1

Desired Uses: Residential

Potential Zoning: RS5

Appropriate Building Types: Houses and Cottages

Appropriate Height: 2 - 3 stories

### SUBDISTRICT 2

Desired Uses: Residential

Potential Zoning: R6 or RM2-RM20

Appropriate Building Types: Flats, Courtyard Flats, Cottage Court, Townhouses, Manor Houses

Appropriate Height: 3 stories max.

### SUBDISTRICT 3

Desired Uses: Mixed Use

Potential Zoning: MUN, MUL, OR20, RM40

Appropriate Building Types: Flats, Courtyard Flats,

Mixed-use/Commercial, Live/Work

Appropriate Height: 3 stories max.



## BUILDING REGULATING PLAN



#### **SUBDISTRICT 4**

Desired Uses: Mixed Use

Potential Zoning: MUG, ORI

Appropriate Building Types: Flats, Courtyard Flats, Mixed-use/Commercial, Townhouses

Appropriate Height: 6 stories max.

#### **SUBDISTRICT 5**

Desired Uses: Residential

Potential Zoning: RM40, RM60

Appropriate Building Types: Flats, Courtyard Flats, Townhouses

Appropriate Height: 6 stories max.

#### **SUBDISTRICT 6**

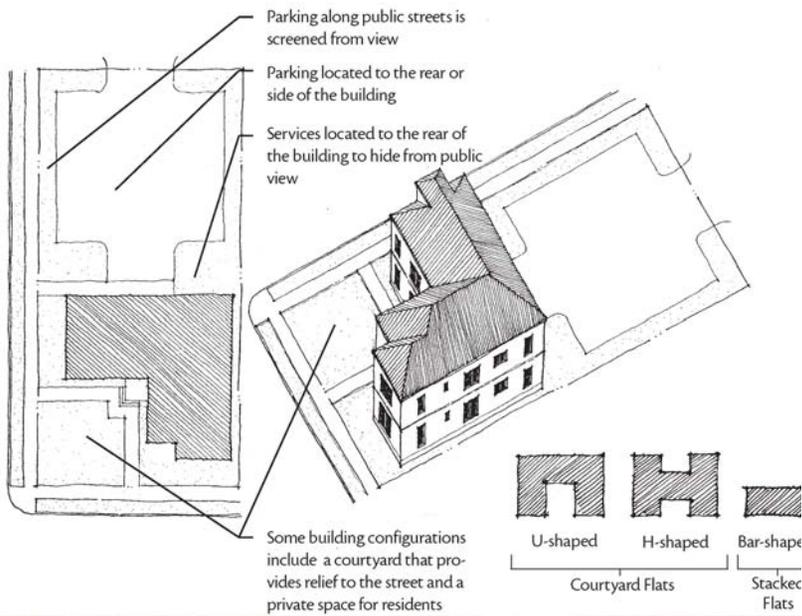
Desired Uses: Commercial and Mixed Use

Potential Zoning: CL, SP

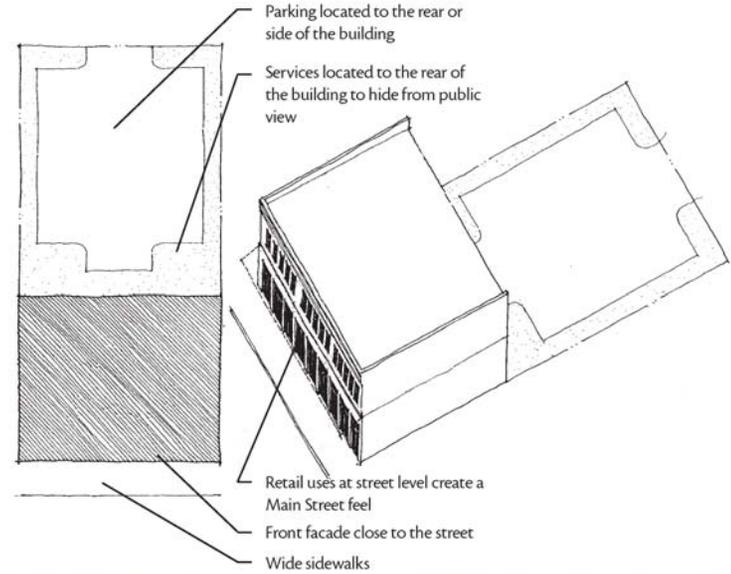
Appropriate Building Types: Commercial, Mixed-use, residential

Appropriate Height: 3 stories max.

## **BUILDING REGULATING PLAN**

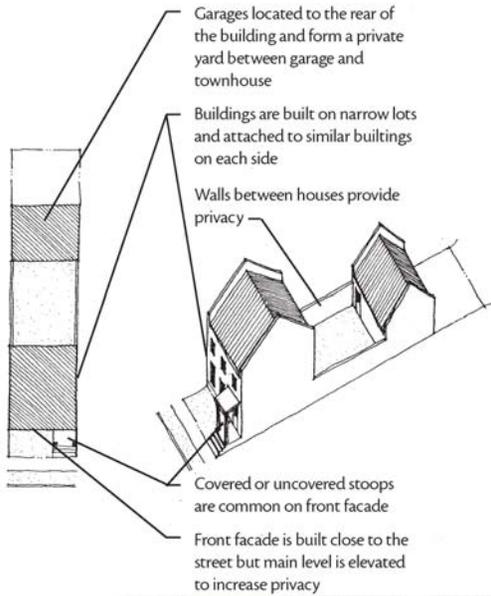


*Courtyard Flats Building Type.*

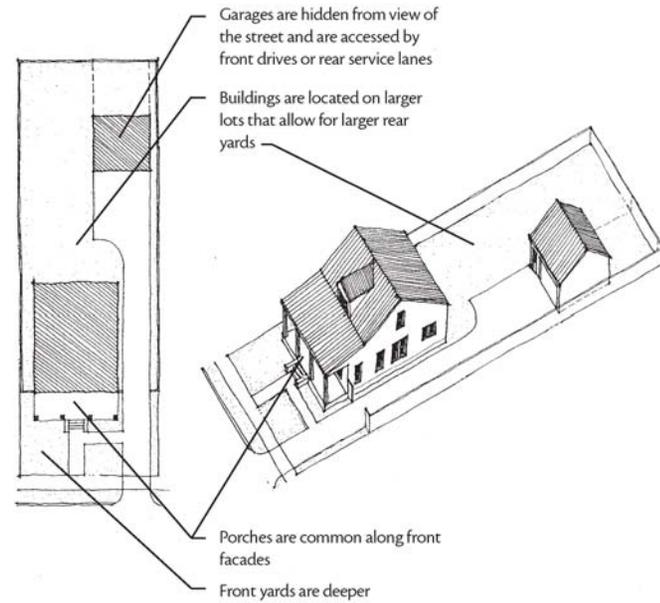


*Mixed Use Building Type.*

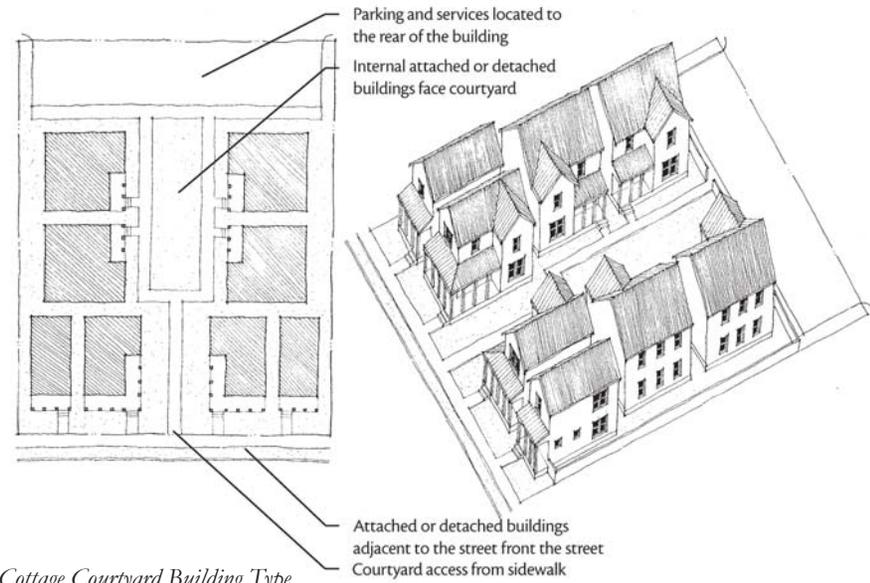
## BUILDING REGULATING PLAN



*Townhome Building Type.*



*Front Loaded Detached Building Type*



*Cottage Courtyard Building Type.*

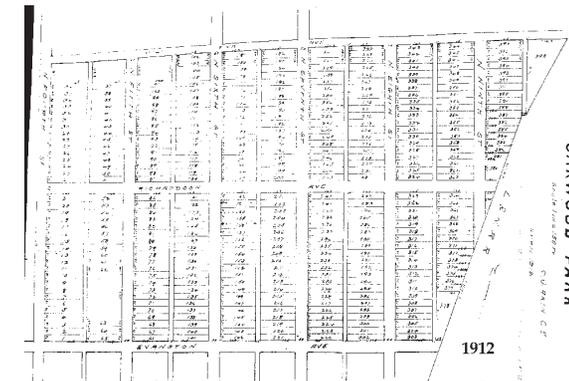
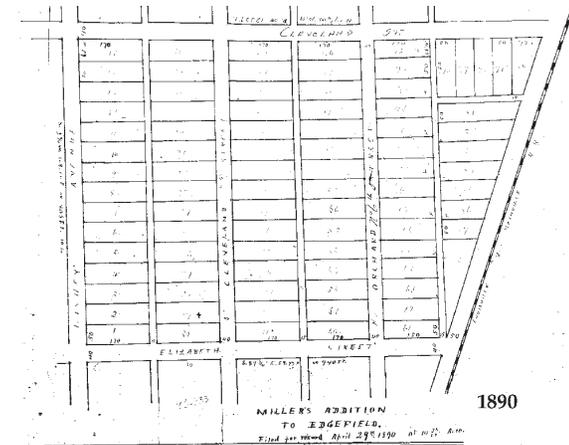
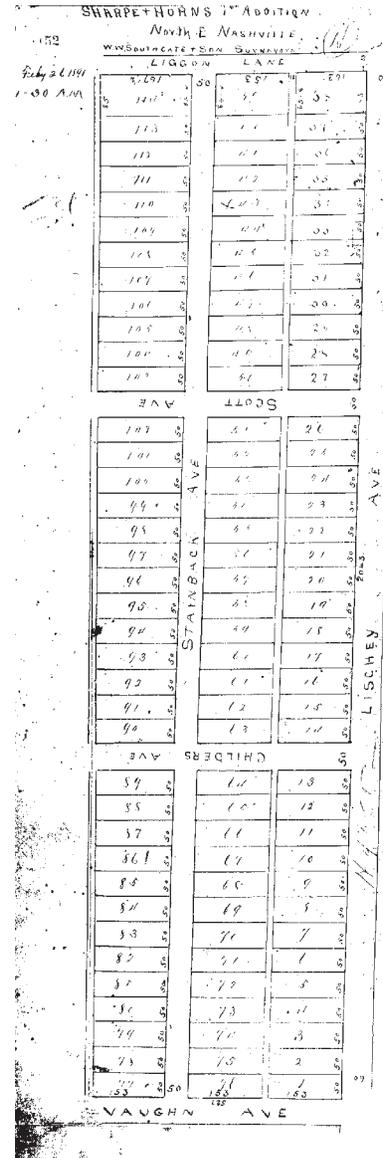
## PLANNING BACKGROUND AND PROCESS FOR CLEVELAND PARK DETAILED NEIGHBORHOOD DESIGN PLAN

### DEVELOPING AN UNDERSTANDING

The Planning Department's Design Studio staff developed a better understanding of the Cleveland Park, McFerrin Park, and Greenwood Neighbors neighborhoods by researching the history of the area and by gathering statistical information about the area. The staff then took an inventory of the existing properties within the study area and the systems that supported them. Staff analyzed the information by determining whether or not the distribution and location of existing land uses and zoning districts corresponded with the structure plan created to implement the vision of the community. The staff also determined whether or not the systems that supported the zoning and land uses fostered the type and intensity of development envisioned by participants who helped develop the structure plan for this area.

### SUBDIVISION OF PROPERTY

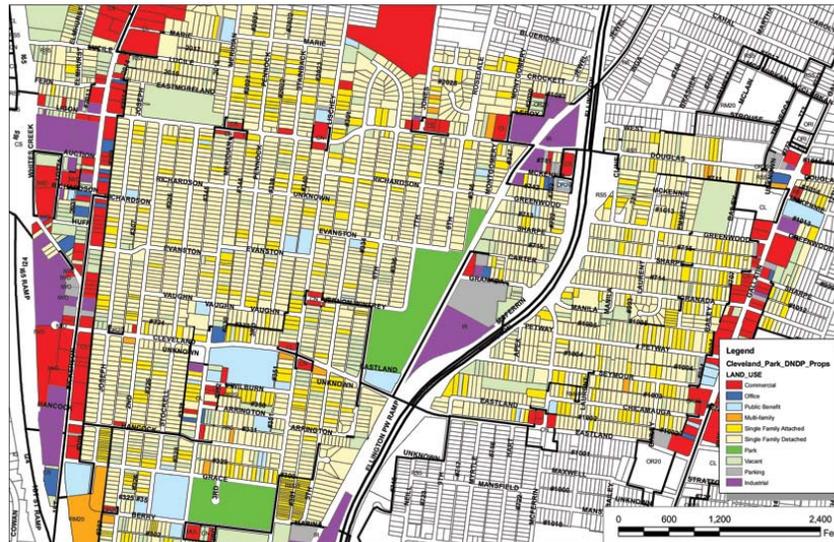
Subdivision plats reveal development patterns that help define the character of a neighborhood. In this area, several streets do not connect, but instead are offset, and in some cases are cut off for blocks. One main factor can be attributed to this lack of continuity; subdivisions, between the late 1880's and the mid 1940's, occurred on rather small parcels and were done independent of one another. The clearest example can be seen in the different street patterns along the east and west side of Lischey Avenue. In 1891 the west side of Lischey was subdivided over to Stainback, while the east side of Lischey, to the railroad tracks did not develop until 1912.



## APPENDIX: CHARRETTE PROCESS

### INVENTORY OF EXISTING LAND USE

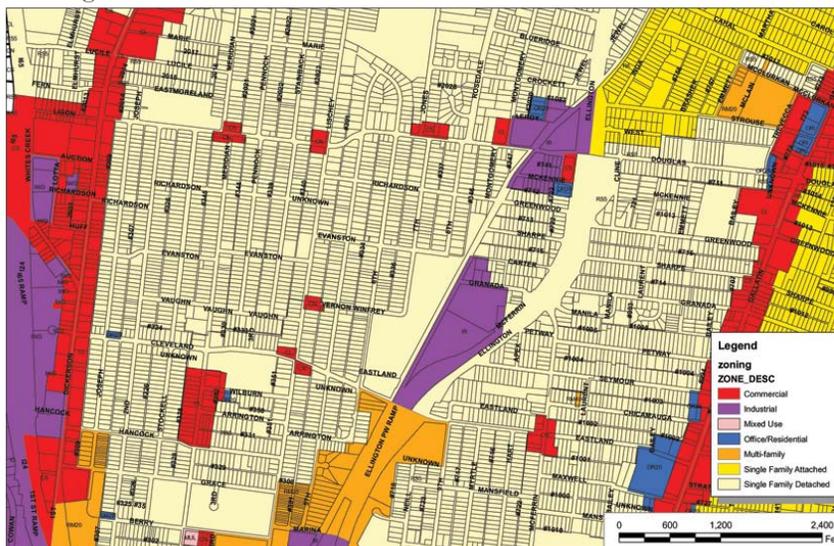
The Inventory of Existing Land Use graphic shows the existing land uses on properties within the study area. Land uses within the study area include commercial, office, institutional, multi-family, single-family, vacant, parks and open space, industrial, and parking.



*Existing Land Use.*

### INVENTORY OF EXISTING ZONING

The Inventory of Existing Zoning graphic shows the existing zoning on properties within the study area. Existing zoning districts include commercial, industrial, mixed-use, office/residential, multifamily, single family attached, and single family detached.



*Existing Zoning.*

## APPENDIX: CHARRETTE PROCESS

## THE CHARRETTE

A charrette is a series of public meetings and design work over a brief period of time where citizens, designers and others collaborate to develop a vision for future development in a specific location.

Charrettes allow everyone who participates in the process to be a mutual author of the plan. The design team typically sets up a full working office, complete with drafting equipment, supplies, computers, and telephones near or within the area being studied.

Design Studio staff members set up an office at Ray of Hope Community Church located at 901 Meridian Street to study the neighborhoods. Formal and informal meetings were held throughout the process, and updates to the plan were presented regularly. The dates and locations for the charrette were as follows:

### CHARRETTE KICK-OFF

Thursday, June 16, 2005

RAY OF HOPE COMMUNITY CHURCH  
(901 Meridian Street)

1. VISIONING SESSION

DATE: Monday, June 20, 2005

LOCATION: RAY OF HOPE COMMUNITY CHURCH

2. PRESENTATION OF DRAFT CONCEPT PLAN

DATE: Thursday, June 23, 2005

LOCATION: RAY OF HOPE COMMUNITY CHURCH

3. FINAL CHARRETTE PRESENTATION

DATE: Monday, June 27, 2005

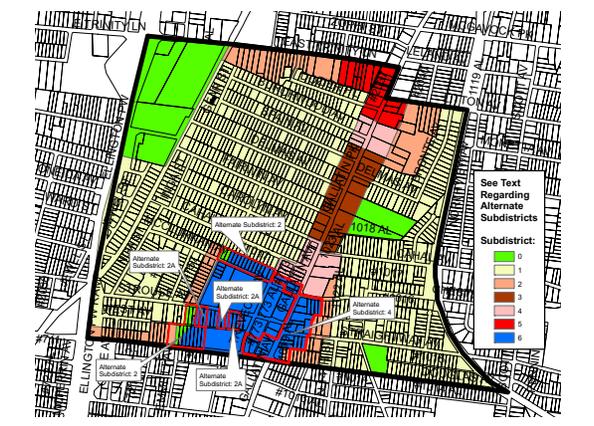
LOCATION: RAY OF HOPE COMMUNITY CHURCH

Ultimately, the purpose of the charrette is to give all the participants the information they need to make good decisions during the planning process. The charrette product for Cleveland Park, McFerrin Park, and Greenwood Neighbors neighborhood is a Detailed Neighborhood Design Plan, or DNDP, which takes a closer look at an individual neighborhood. In particular, a DNDP addresses land use, transportation, and community design at the neighborhood level. It provides more specific land use recommendations than the broader community plan.

While the DNDP provides recommendations for development within the study area, the application of an Urban Design Overlay District would be an appropriate method for implementing the vision of the community. The Urban Design Overlay, or UDO as it is commonly referred to, is a zoning tool that allows for a specifically designated area to have unique physical design standards in order to either protect the design character already established, as in Hillsboro Village, or create a design character that would otherwise not be ensured by the standard provisions of the zoning regulations. A UDO allows variation of the design standards of an underlying zoning district, enabling the design and arrangement of buildings, parking areas, and landscaping that encourages a scale

and form of development that emphasizes sensitivity to the pedestrian environment. A UDO also enables a contiguous group of separately owned properties to develop (or redevelop) with coordinated and compatible design features in a manner that is similar to property under a single ownership.

## APPENDIX: CHARRETTE PROCESS



**DETAILED NEIGHBORHOOD DESIGN PLAN  
FOR EAST HILL, RENRAW, AND SOUTH  
INGLEWOOD (WEST) NEIGHBORHOODS  
METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND  
DAVIDSON COUNTY, TENNESSEE  
ADOPTED FEBRUARY 9, 2006**

**Equal Employment Opportunity Employer**

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## Intent of Plan

This Detailed Neighborhood Design Plan is a supplement to and a part of the overall **East Nashville Community Plan**. This plan, commonly referred to as a DNDP, takes a closer look at an individual neighborhood than does a community plan. In particular, a DNDP addresses land use, transportation, and community design at the neighborhood level.

Detailed Neighborhood Design Plans illustrate a particular community's vision. They guide, on a parcel-by-parcel basis, the appropriate land use, development character, and design intent based upon the neighborhood's goals. Like community plans, DNDPs are developed through a participatory process that involves Planning Department staff working with neighborhood representatives. A detailed description of the process for producing this DNDP can be found in the appendix of this document.

The goals for the physical development of the East Hill, Renraw, and South Inglewood neighborhoods were established during the public participation process. They are as follows:

- To be able to easily, safely, and comfortably drive within, between, and beyond Renraw, East Hill, and South Inglewood (West) neighborhoods to the fullest extent possible without sacrificing other goals such as neighborhood stability.
- To encourage walking as a primary mode of transportation by making sidewalks safe, pleasant, and comfortable for pedestrians.

- To make bicycling a viable alternative to the automobile for traveling within the area.
- To provide mobility to every person within this community.
- To create a safe, convenient, and attractive roadway system for pedestrians, bicyclists, and motorists.
- To keep parking from taking away from the pedestrian environment.
- To use landscaping to add value to the community, soften the visual impact of new development, and provide a greater level of comfort for pedestrians.
- To increase directional signage to help motorists, pedestrians, and bicyclists navigate safely through the neighborhood.
- To preserve and manage existing natural systems in the area for the health and enjoyment of those who live here now, as well as in the future.
- To provide parks of varying sizes and functions that meet the needs of area residents.
- To preserve the existing single-family character within the cores of these neighborhoods.
- To provide opportunities for a moderately-intense mixture of housing types in the appropriate locations within the neighborhoods and along Trinity Lane and Douglas Avenue.
- To provide opportunities for an intense mixture of housing types along Gallatin Pike between concentrations of mixed-use activity to spur its redevelopment away from its current strip commercial environment and provide needed additional population to support the desired additional commercial services.
- To establish neighborhood-scaled centers of activity along Gallatin Pike to serve the daily needs of residents.
- To create an intense, mixed-use center of activity at the intersection of Gallatin Pike and Trinity Lane.
- To work towards establishing and implementing the Nashville Auto Diesel College Master Plan.

## INTRODUCTION

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## Site Description

This DNNDP encompasses Renraw and East Hill neighborhoods and the western portion of South Inglewood, all located within the East Nashville community. This group is bounded to the north by East Trinity Lane and Litton Avenue, to the east by the CSX railroad, to the south by Douglas Avenue, and to the west by Ellington Parkway. Please note that the rest of the South Inglewood neighborhood (east of the railroad tracks) will be included in a future DNNDP. The DNNDP area is home to the Nashville Auto Diesel College and Eastland Park and is bisected by Gallatin Pike. The Renraw neighborhood, which gained its name from the Percy Warner estate (Renraw is Warner spelled backwards) is located in the southwest part of the study area adjacent to the Nashville Auto Diesel College while East Hill is to its north. The portion on South Inglewood (West) that is included in this DNNDP is east of Gallatin Pike. The area contains approximately 436 acres of land (including streets and other rights-of-way) and 1,139 parcels of property with an estimated 3,269 residents.



## SITE DESCRIPTION

## Community Planning and Background

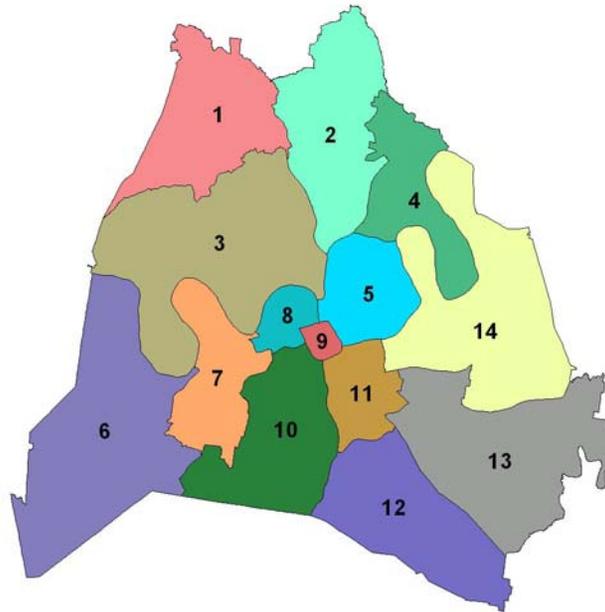
In 1988, Nashville was divided into fourteen subareas for community planning. The plan for the East Nashville Community, previously referred to as Subarea 5, was first adopted by the Planning Commission on November 17, 1994. The plan update process for the East Nashville community began in March 2005.

During the planning process for *The East Nashville Community Plan: 2006 Update*, the Metro Planning Department held a Vision Workshop meeting. At the Vision Workshop, property owners, business owners and residents outlined issues and started to define the vision for the future of their community. Then planners worked with participants to create a structure plan to implement the vision outlined at the previous meeting. The Structure Plan is the official policy document that guides future land use decisions.

In addition to the Community Plan, Detailed Neighborhood Design Plans (DNDPs) throughout East Nashville will provide specific direction for the future development and redevelopment of these neighborhoods. Areas that have a distinct neighborhood identity, an active neighborhood center, or that are experiencing significant redevelopment or reinvestment are typically chosen for this detailed planning study. Twenty-seven neighborhoods within East Nashville were identified for further study during the planning process and public meetings. While the update of the community-wide Structure Plan was underway,

planners also held a series of meetings for two groups of these neighborhoods. These Detailed Neighborhood Design Plan processes built off of the Structure Plan and are intended to provide detailed land use policy and design guidance for these sets of neighborhoods.

The East Hill, Renraw, and South Inglewood (West) group is the second group of DNDP areas within the East Nashville Community Plan..



Davidson County Subarea Map  
East Nashville is number 5

See next page for information on the Structure Plan for the East Hill, Renraw, and South Inglewood (West) area.

## How to Use this DNDP

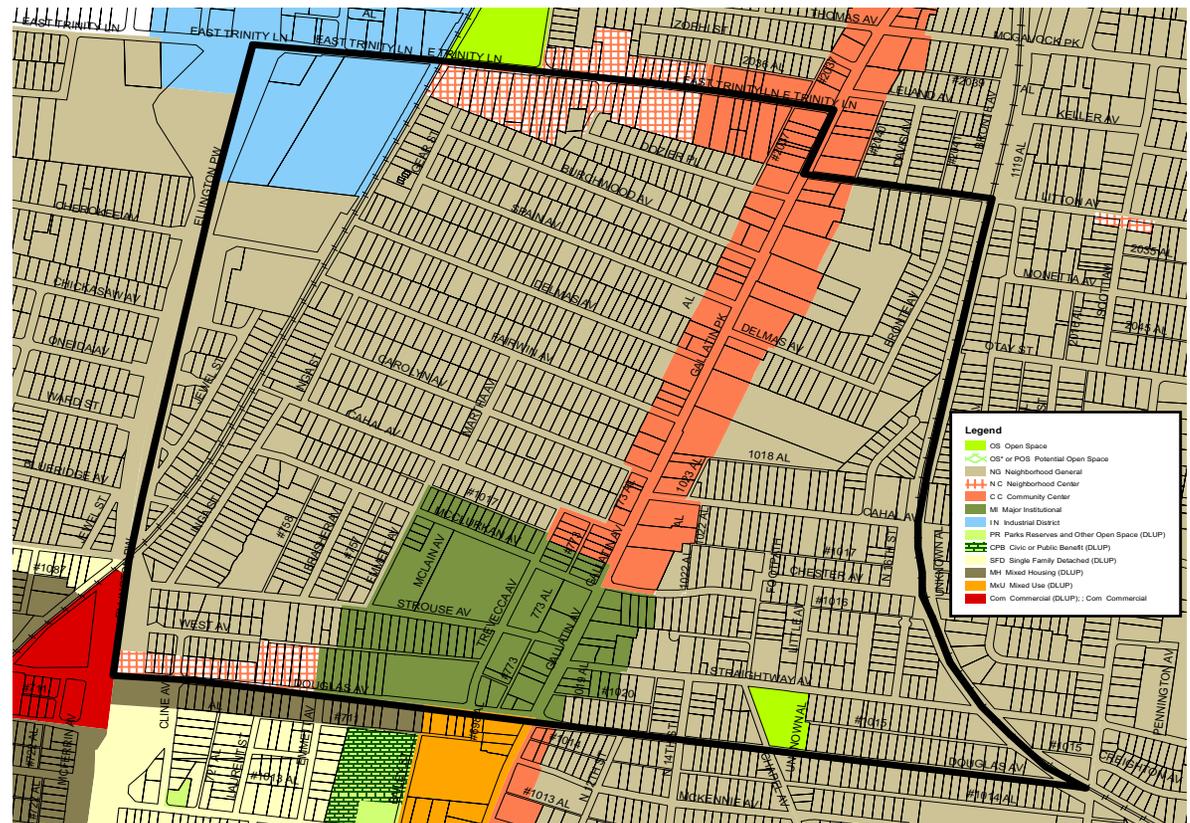
DNDPs are used in the same way as the Community Plan. The community, the Planning Department, the Planning Commission and Metro Council use the plan as a starting point to discuss public and private investment in the area, including proposed zone changes, subdivisions and public investment (including roads). Once adopted, the DNDP serves as the primary guide for the neighborhood's development. In the section below, any topic that is *italicized* is a section of the DNDP that you can refer to for more information.

In creating the DNDP, initial conversations with the community establish the *Intent* of the plan, described through specific goals and an overall *Vision* for the neighborhood that can be achieved by following the DNDP. *Development Scenarios* illustrate how development in the neighborhood might occur. This helps the neighborhood consider how the land uses should be distributed in the neighborhood and what development should look like. To help us think about all the elements of the neighborhood, goals and objectives are outlined in two broad categories: *Systems* and *Land Use*.

The objectives in Systems focus on elements that make up the framework for development – circulation for vehicles, transit, pedestrians, and bicyclists as well as landscaping and signs. The Land Use category considers actual buildings and lot patterns for different “subdistricts” in the neighborhood, for example, a residential subdistrict versus a mixed use subdistrict. Land Use sets objectives for development of parks, different types of residential, neighborhood uses and more intense commercial, office and special development types like the Nashville Auto Diesel College.

The final products of the DNDP, important to neighbors and business owners interested in redevelopment, are the *Detailed Land Use Plan* and the *Building Regulating Plan*. These plans must be used together. The Detailed Land Use Plan summarizes which land uses are allowed in which parts of the neighborhood. The Building Regulating Plan describes the appropriate building type and intensity

for development in each subdistrict. Taken together, they provide detailed guidance on zoning and design to achieve the vision of the community. Once officially adopted, development requests within the DNDP should be accompanied by a site plan such as a planned unit development, urban design overlay, or specific plan, to ensure that the community vision is being incorporated.



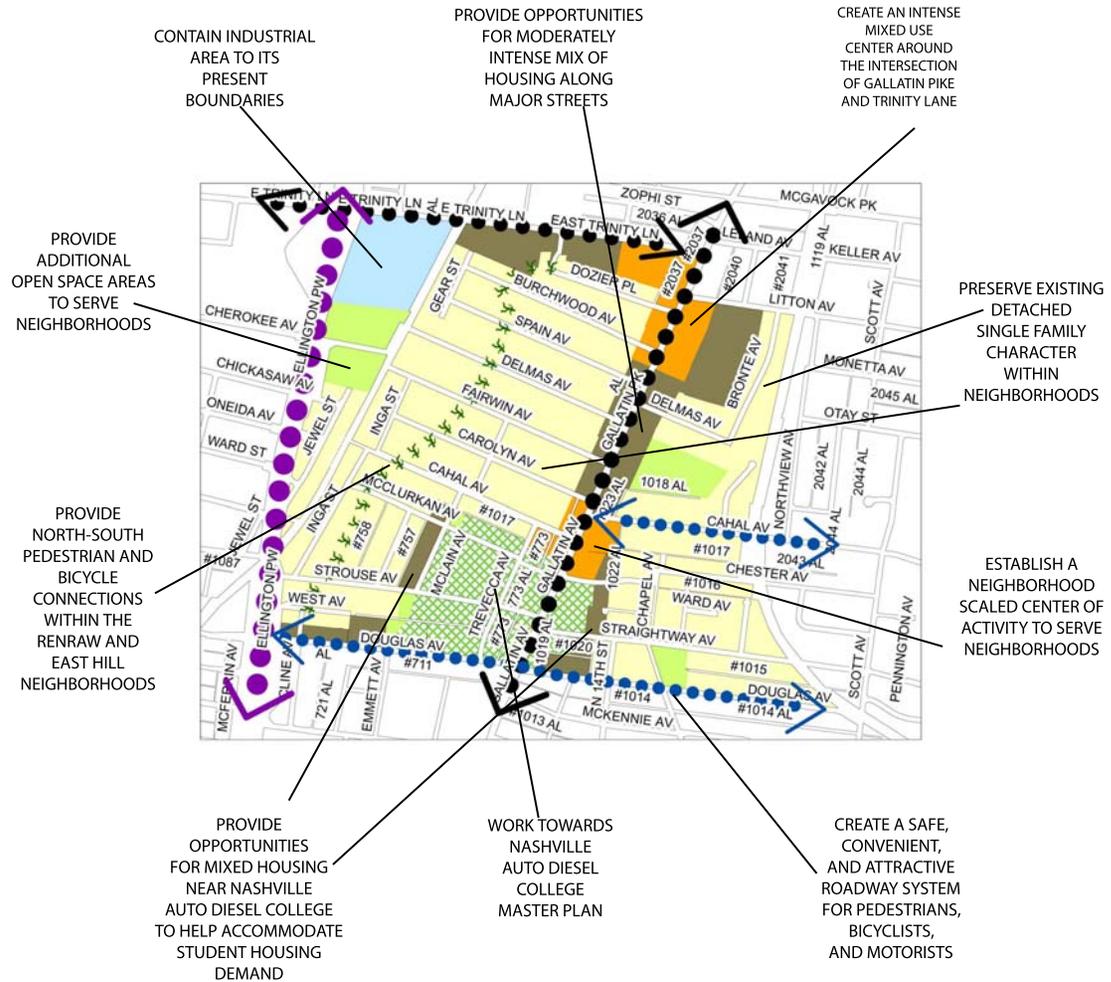
*Structure Plan for East Hill, Renraw, and South Inglewood (West)*

# Vision Statement:

*A Vital and Attractive Neighborhood with a Variety of Housing Options, Vibrant Centers that Meet Residents' Needs, Neighborhood Connections, and Open Spaces*

**Legend**

- \*\*\*\*\* Greenway
- ..... Collector Connection
- ..... Arterial Connection
- ..... Freeway Connection
- Open Space
- Civic or Public Benefit
- Single Family Detached
- Mixed Housing
- Institutional
- Mixed Use
- Light Mixed Industrial



## NEIGHBORHOOD VISION/GOALS AND OBJECTIVES



*Mixed Use and Mixed Housing Areas Along Gallatin Pike South of Trinity Lane*



*Mixed Housing Area East of Gallatin Pike Adjacent to the Planned Nashville Auto Diesel College Expansion Area*

## Development Scenarios

Neighbors often think – “we’ve got a plan, but what will it look like?” The DNDP, with its Detailed Land Use Plan and Building Regulating Plan, is crafted to help the neighborhood achieve its vision.

The development scenarios illustrate how two places, both at the edges of centers, may develop based on the design principles and land use policies in this plan. This plan should be used as a guide for the character of development in the future. To build vibrant, diverse urban neighborhoods in this area, new development must embrace basic design principles as follows:

Front the street – **main entrances** face the street, windows allow visibility onto the street, and pedestrian activity occurs on the sidewalk.

Parking in the rear - **surface parking** should not interrupt the streetscape. Lots are behind buildings, structures underground or in the interior of blocks.

Streetscaping – **street trees** where possible, buried or alley-fed utilities, ample sidewalk widths, few curb cuts or other pedestrian obstructions.

Mixture of Uses – **mixed-use development** engages pedestrians, creating a round-the-clock environment; creates a stronger sense of community by allowing a broad spectrum of housing and jobs; and revitalizes areas by reenergizing struggling buildings with office, residential, and retail offerings.

## DEVELOPMENT SCENARIOS

## Systems and Land Use

A neighborhood has many connecting pieces: parks, buildings, streets, sidewalks, and signs to name a few. To help thoughtfully develop each piece, we think about these elements in terms of both the systems (circulation, transit, parking, and landscaping, signs and nature) and the land use. Each has its own goals and objectives. These goals and objectives were created by the neighborhood, and are a plan for neighborhood-led action.

### Systems Goals and Objectives

#### A. Vehicular Circulation

**Goal 1:** To be able to easily, safely, and comfortably drive within, between, and beyond Renraw, East Hill, and South Inglewood (West) neighborhoods to the fullest extent possible without sacrificing other goals such as neighborhood stability.

#### Objectives:

- 1.1 Maintain existing residential scale of local neighborhood streets.
- 1.2 Clean up and maintain existing streets and alleys in the area. Develop a program for regular alley maintenance, and work with Public Works to implement the program.
- 1.3 Reduce traffic and speeding by implementing the appropriate traffic control devices within the neighborhood.
- 1.4 Eliminate shrubs and vegetation that obstruct vision at intersecting streets.

1.5 Restrict industrial truck traffic through residential neighborhoods. Encourage the redevelopment of the industrial area on Cherokee Avenue between the railroad tracks and Ellington Parkway into open space to serve the neighborhood.

1.6 Reconfigure the intersection of Ellington and Douglas to take advantage of unused property and make it seem more like part of the neighborhood rather than a wide-open interchange.

1.7 Enhance existing roadway lighting in the area by developing standards for lighting that are appropriately scaled for individual neighborhood streets and create a “sense of place” for the neighborhoods.



## SYSTEMS : VEHICULAR CIRCULATION

## B. Bicycle and Pedestrian Circulation

**Goal 1:** To encourage walking as a primary mode of transportation by making sidewalks safe, pleasant, and comfortable for pedestrians.

### Objectives:

- 1.1 Develop a plan for Gallatin Pike that enhances the street and makes it both crossable and habitable.
- 1.2 Install crosswalks at major intersections, similar to those that have been recently constructed at the intersection of Douglas and Lischey.
- 1.3 Maintain existing sidewalks and sidewalk widths throughout residential areas within these neighborhoods.
- 1.4 Construct new sidewalks where gaps exist in the current sidewalk system.
- 1.5 Install appropriate sidewalks, with street trees, benches, seat walls, trash receptacles, and other pedestrian amenities within mixed-use centers to create a comfortable place for pedestrians.
- 1.6 Place buildings close to the sidewalk to frame the street and create a pedestrian-friendly environment at mixed-use centers.
- 1.7 Place overhead utilities on taller poles, in alleys, or underground within mixed use centers as properties redevelop.
- 1.8 Develop a lighting plan that builds upon existing lighting in the area and is appropriate in function and scale for both the pedestrian and the vehicle.

1.9 Select lighting that creates a “sense of place” by complementing the existing architecture of the area. Use street lighting to define the street space, and design street lighting poles to accommodate vehicular and pedestrian signalization, signage, and banners.

1.10 Develop a neighborhood greenway that generally follows an unnamed blue line stream in the Renraw and East Hill neighborhoods to provide north-south connectivity for bicyclists and pedestrians

**Goal 2:** To make bicycling a viable alternative to the automobile for traveling within the area.

### Objectives:

- 2.1 Provide bike lanes on Trinity Lane and Gallatin Pike as called for in the Bike and Pedestrian Plan.
- 2.2 Update the Bike and Pedestrian Plan to remove the bike lane designation from Douglas Avenue from Gallatin Pike to Dickerson Pike, designate this portion of Douglas as a “Signed Shared Roadway” (SSR), and install appropriate signage indicating that it is a bike route, since its width and other design features make it more appropriate as a shared roadway.
- 2.3 Install bike-safe storm grates, bicycle-sensitive traffic signals, and bicycle signage along this portion of Douglas as it is upgraded or as individual properties redevelop.
- 2.4 Provide adequate bicycle parking at mixed-use centers as they redevelop.



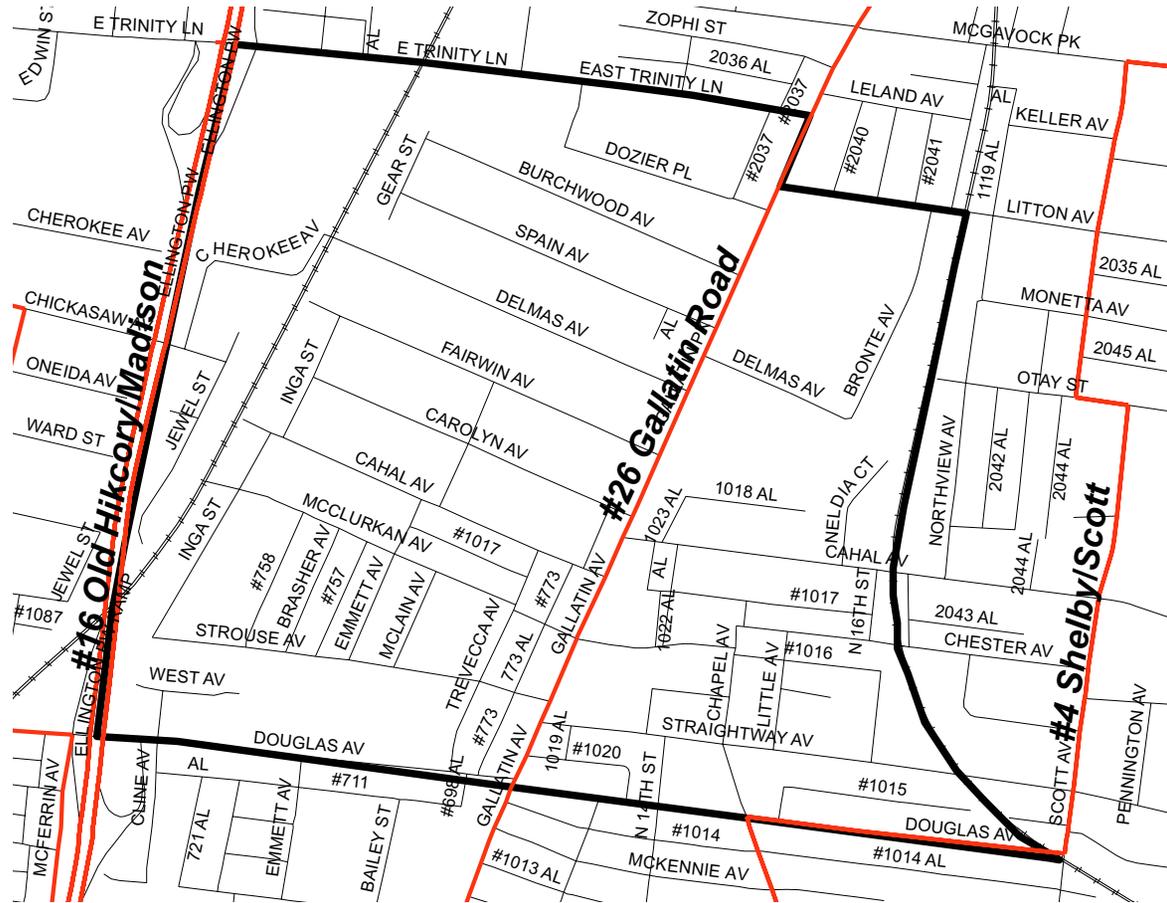
## SYSTEMS: BICYCLE AND PEDESTRIAN CIRCULATION

### C. Transit

**Goal 1:** To provide mobility to every person within this community.

#### Objectives:

- 1.1 Implement Metro Transit Authority's "5 Year Service Improvement Plan" to make transit safe, efficient, and convenient.
- 1.2 Maintain Gallatin Pike bus route.
- 1.3 Add bus stop locations along Gallatin Pike at Douglas Avenue and Trinity Lane as properties redevelop into mixed-use destinations.
- 1.4 Provide appropriate lighting, comfortable seating, shelter from inclement weather, trash cans, and public art at bus stops within mixed-use and neighborhood centers as they develop.
- 1.5 Make bus stops focal points that are visible and accessible within centers of activity .



## SYSTEMS: TRANSIT

## D. Parking and Access

**Goal 1:** To create a safe, convenient, and attractive roadway system for pedestrians, bicyclists, and motorists.

### Objectives:

- 1.1 Develop access management guidelines for Gallatin Pike and Trinity Lane in order to make pedestrian and bicycle travel safer, improve the appearance of the corridors, reduce traffic delay and congestion, and improve roadway safety conditions.
- 1.2 Improve the service lane network throughout the neighborhood through construction of additional service lanes, paving, and appropriate lighting.
- 1.3 Limit the width of parking accesses from local streets to minimize interruptions to the sidewalk network.

**Goal 2:** To keep parking from taking away from the pedestrian environment.

### Objectives:

- 2.1 Locate parking to the rears or sides of buildings as appropriate.
- 2.2 Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.
- 2.3 Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the amount of parking spaces in the area.
- 2.4 Separate parking areas from buildings to avoid parking areas directly abutting buildings without

intervening landscaping or features serving a similar transitional purpose.

- 2.5 Provide cross access between parking areas to minimize street curb cuts and adjacent driveways.
- 2.6 Lay out and screen parking that is located in the front of arterial-oriented buildings in order to minimize direct views of parked vehicles from Gallatin Pike and Trinity Lane.
- 2.7 Integrate retail uses on the ground floors of parking structures serving buildings along Gallatin Pike and Trinity Lane as they are developed to minimize the visual impact of the structures and to add life to the street. If retail is not appropriate, locate parking structures below or behind buildings and landscape them to lessen their visual impact.
- 2.8 Design parking structures serving buildings along Gallatin Pike and Trinity Lane to look similar to buildings with other uses.



## SYSTEMS: PARKING AND ACCESS

## E. Landscaping and Buffering

**Goal 1:** To use landscaping to add value to the community, soften the visual impact of new development, and provide a greater level of comfort for pedestrians.

### Objectives:

1.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development.

1.2 Plant street trees at neighborhood centers and along Gallatin Pike and Trinity Lane as properties redevelop. Street trees will provide summer shade for the pedestrians and residents, diminish traffic noise, screen unwanted views, reduce glare, absorb heat, filter air pollution and dust, and create a sense of place. Tree-lined streets provide orientation and contribute to the area's character.

1.3 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.

1.4 Screen surface parking lots that face a public right-of-way to minimize the visual impact of parked vehicles.

1.5 Eliminate plantings at street intersections that obstruct views.



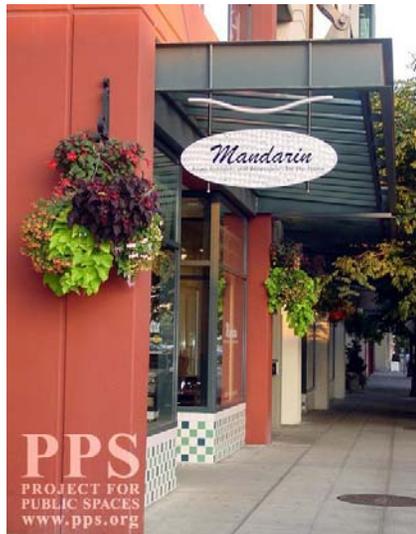
## SYSTEMS: LANDSCAPING AND BUFFERING

## F. Signage

**Goal 1:** To let motorists, pedestrians, and bicyclists know where they are and assist them in finding their destinations.

### Objectives:

- 1.1 Develop a signage program that creates guidelines for signage to be used in the public right-of-way that establishes an identity for the area.
- 1.2 Use signs to clearly convey a message. Design signs with simple, straight-forward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.
- 1.3 Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings in the area as it redevelops.
- 1.4 Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for maintaining a high-quality pedestrian environment.



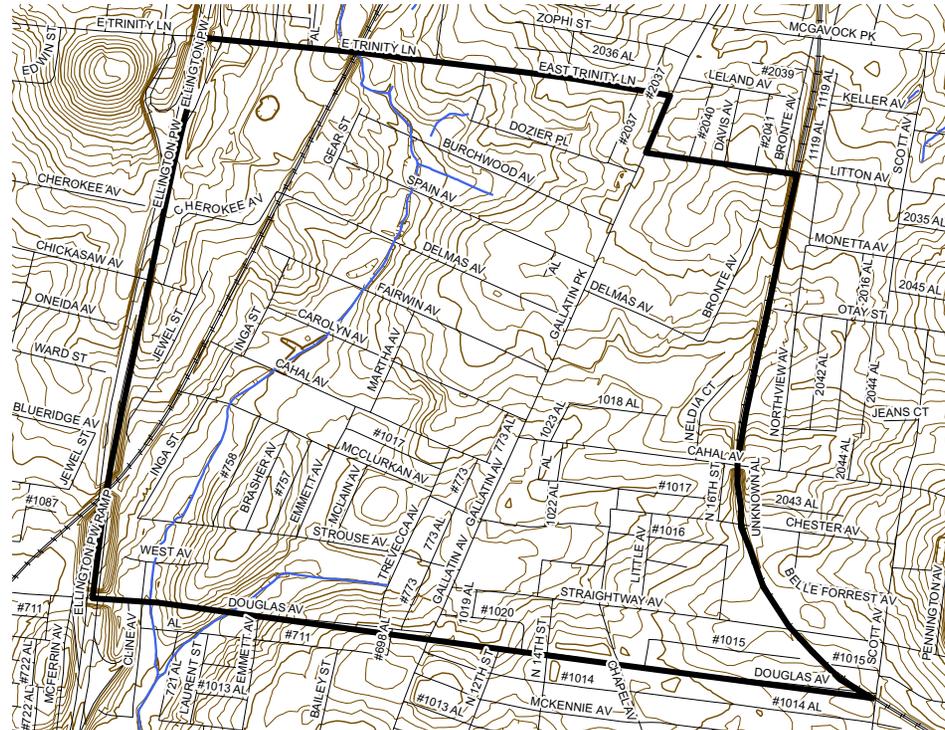
**SYSTEMS: SIGNAGE**

## G. Natural Systems

**Goal 1:** To preserve and manage existing natural systems in the area for the health and enjoyment of those who live here now, as well as in the future.

### Objectives:

- 1.1 Protect any wooded areas to the greatest extent possible.
- 1.2 Develop public/private clean-up programs to remove trash and debris from drainage areas, vacant lots, and alleys.
- 1.3 Work with appropriate officials to develop a maintenance program for existing natural areas.
- 1.4 Work with appropriate officials to develop a program to reclaim the natural drains in the area. Drainage “ditches” that have been engineered to simply carry water from storms can be naturalized to be amenities to the public. Existing natural drains should be protected and enhanced for public use and access.



## SYSTEMS: NATURAL SYSTEMS

## Land Use

### Goals and Objectives

#### A. Parks and Open Space

Goal 1: To provide parks of varying sizes and functions that meet the needs of area residents.

#### Objectives:

- 1.1 Provide a diversity of facilities and programs to meet the needs of neighborhood residents.
- 1.2 Offer space and programming for all ages and abilities within neighborhood park facilities.
- 1.3 Replace playground equipment that is outdated and unsafe.
- 1.4 Identify vacant parcels in these neighborhoods and develop community gardens as a grassroots effort with the residents to provide open spaces and improve visual quality while offering the opportunity for urban gardening programs.
- 1.5 Work with Metro Parks to strengthen policies and procedures for the park ranger program, in

- order to provide specialized law enforcement for parks and open spaces within these neighborhoods.
- 1.6 Expand the use of bike patrols as appropriate.
  - 1.7 Explore integrating safety devices such as call boxes, and other security technology in the design and operation of parks and parking lots in the area.
  - 1.8 Explore opportunities to create neighborhood parks within all three neighborhoods. Possible park locations include the industrial properties on Cherokee Avenue and the vacant land that is behind the YMCA and the commercial property to its south.
  - 1.9 Work with the Nashville Auto Diesel College on establishing planned neighborhood parks as a shared resource and transition area between the campus and the neighborhood.
  - 1.10 Work with Metro Parks to develop a maintenance program for existing parks and open spaces.



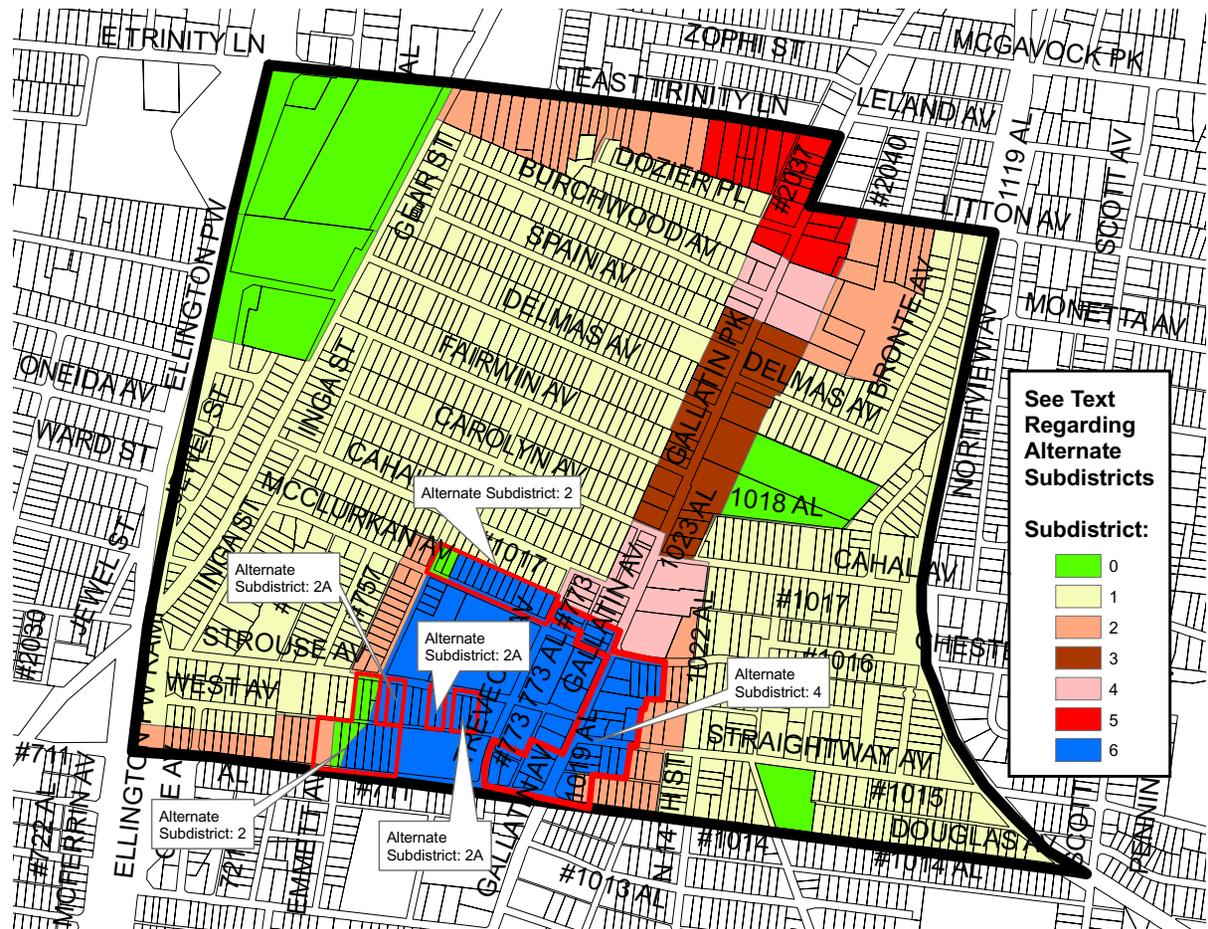
## LAND USE: PARKS AND OPEN SPACE

*Reader's Note: What is a subdistrict?*

As you review the goals and objectives under **Land Uses**, you will see references to "subdistricts". These subdistricts distinguish areas that may have the same type of land use but call for different sizes or types of buildings. For example, several subdistricts call for residential development, but each subdistrict proposes different heights and types of residential, for example single family versus townhomes, etc. Each subdistrict specifies, among other standards, the following design characteristics for buildings:

- Desired uses (residential, mixed use, etc)
- Potential zoning
- Appropriate building types
- Appropriate height

When the Building Regulating Plan with its defined subdistricts is followed, it will facilitate predictable development that honors the neighborhood's vision.



## B. Buildings and Lots

Goal 1: To preserve the existing single-family character within the cores of these neighborhoods.

### Objectives:

- 1.1 Maintain R6 zoning or rezone to RS5 all properties within Subdistrict 1.
- 1.2 Work with appropriate Metro agencies, developers, and property owners to eliminate housing code violations and rehabilitate the greatest number of single family houses possible.
- 1.3 Develop a program to encourage home ownership and owner-occupancy of single family houses in the area.
- 1.4 Work to develop or educate neighbors about buyer assistance programs.
- 1.5 Notify absentee property owners and realtors that the neighborhood groups are working to promote owner-occupancy within the neighborhood.
- 1.6 Encourage ongoing pride, respect, and maintenance of residential property on the part of homeowners, landlords, and tenants.
- 1.7 Promote the redevelopment of vacant lots for single-family housing.
- 1.8 Help develop a program to recognize homeowners who maintain and/or rehabilitate their properties.
- 1.9 Discourage the use of houses within this subdistrict for use as group homes.
- 1.10 Encourage the development of “high-end” homes in the appropriate locations, but preserve the overall affordability of the neighborhoods to avoid gentrification.

## SUBDISTRICT 1



LAND USE: BUILDINGS AND LOTS

**Goal 2:** To provide opportunities for a mix of housing types at moderate intensities in the appropriate locations within the neighborhoods and along Trinity Lane and Douglas Avenue.

**Objectives:**

- 2.1 Redevelop properties within Subdistrict 2 with a mixture of housing types, including cottages, townhouses, and stacked flats.
- 2.2 Rezone properties within this subdistrict to R6, RM2 – RM20, or Specific Plan as they redevelop. Residential development should be more intense along major streets and adjacent to centers of activity, and intensity should decrease as development moves closer to Subdistrict 1.
- 2.3 Limit building heights to 3 stories in this subdistrict as properties redevelop.
- 2.4 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision.
- 2.5 Provide small private yards and court yards with cottages and townhouses that cater to people who want the feel of a detached house without all of the required maintenance.
- 2.6 Encourage access from rear service lanes for cottages, townhouses, and flats along major streets in the area.
- 2.7 Integrate small-lot cottages and patio homes with townhouses to transition from more intense

housing and retail uses located along Gallatin Pike and Trinity Lane.

- 2.8 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.
- 2.9 Construct the first floor of residential buildings to be above the level of the sidewalk to increase privacy.
- 2.10 Allow variations in the architecture of new buildings, but make sure that they are compatible with and complementary to the predominant architecture of homes in the area.
- 2.11 If they cannot be secured for public open space use, the properties designated as Parks, Reserves and Other Open Space in Potential Open Space that are located a) behind the YMCA on Gallatin Pike and b) along Cherokee Avenue between the railroad tracks and Ellington Parkway should be developed in accordance with the goals, objectives, and standards of Subdistrict 2.



## LAND USE: BUILDINGS AND LOTS



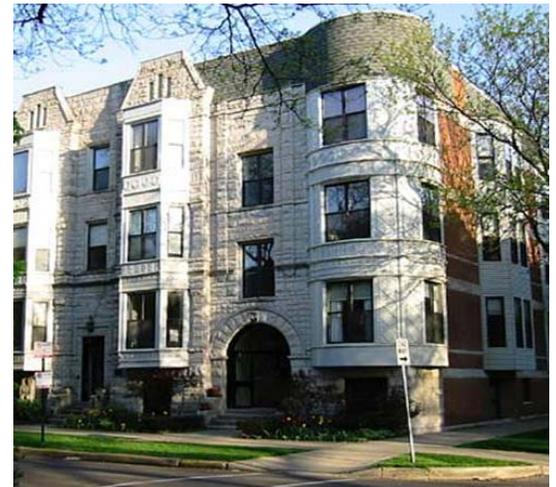
**Goal 3:** To provide opportunities for an intense mixture of housing types along Gallatin Pike between concentrations of mixed-use activity to spur its redevelopment away from its current strip commercial environment and provide needed additional population to support the desired additional commercial services.

**Objectives:**

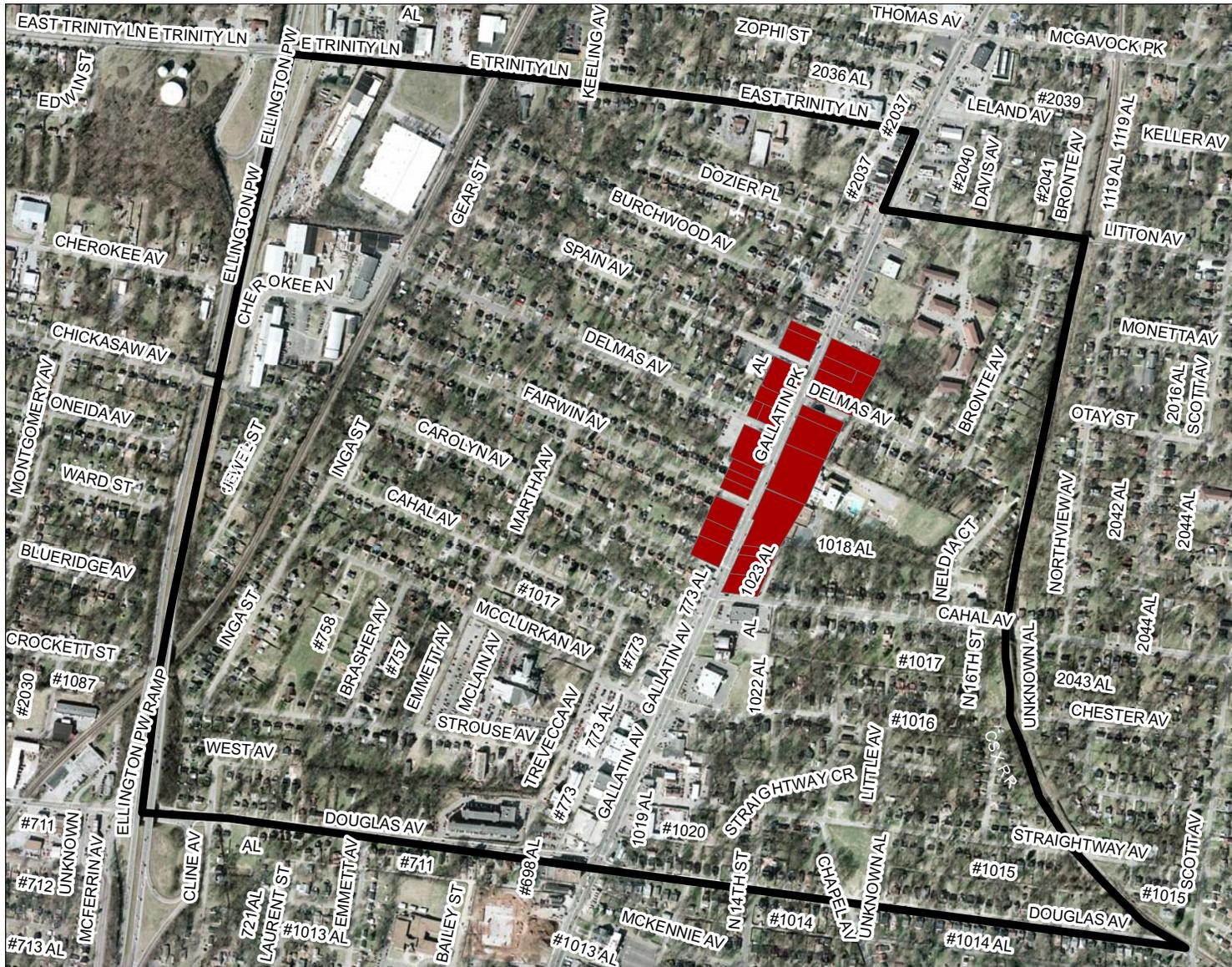
- 3.1 Redevelop properties within Subdistrict 3 with a mixture of housing types, including cottages, townhouses, and stacked flats.
- 3.2 Rezone properties within this subdistrict to RM20, RM40, or Specific Plan as they redevelop. Residential development should be more intense along major streets and adjacent to centers of activity, and intensity should decrease as development moves closer to Subdistrict 1.
- 3.3 Limit building heights to 4 stories in this subdistrict as properties redevelop.
- 3.4 Require site plan approval for all zone change requests to ensure that redevelopment meets the community's vision.
- 3.5 Provide small private yards and court yards with cottages and townhouses that cater to people

who want the feel of a detached house without all of the required maintenance.

- 3.6 Encourage access from rear service lanes for cottages, townhouses, and flats.
- 3.7 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.
- 3.8 Construct the first floor of residential buildings to be above the level of the sidewalk to increase privacy.
- 3.9 Allow variations in the architecture of new buildings, but make sure that they are compatible with and complementary to the predominant architecture of homes in the area.



## LAND USE: BUILDINGS AND LOTS



SUBDISTRICT 3

## LAND USE: BUILDINGS AND LOTS

**Goal 4:** To establish neighborhood-scaled centers of activity along Gallatin Pike to serve the daily needs of residents.

**Objectives:**

- 4.1 Redevelop all properties within Subdistrict 4 to create centers of activity with a mixture of retail, office, and residential uses.
- 4.2 Rezone properties within Subdistrict 4 to MUN, MUL, OR20, RM40, or Specific Plan as appropriate.
- 4.3 Limit building heights to 3 stories in this subdistrict as properties redevelop.
- 4.4 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision.
- 4.5 Create buildings that are more pedestrian-friendly with uses that cater to the neighborhoods. Smaller retail uses, such as coffee shops, small restaurants, dry cleaners, small bookstores, corner markets, and barber shops are appropriate in these locations. Other uses may include apartments, condominiums, or small professional offices. Civic



uses that may be appropriate would include post office, library, police precinct, church, or school.

- 4.6 Construct mixed-use buildings with retail or office on the lower floors and residential uses on the upper floors.
- 4.7 Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.
- 4.8 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 4.9 Create a unique sense of place at neighborhood centers by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.
- 4.10 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.



## LAND USE: BUILDINGS AND LOTS



**Goal 5:** To create an intense, mixed-use center of activity at the intersection of Gallatin Pike and Trinity Lane.

**Objectives:**

5.1 Redevelop properties within Subdistrict 5 with a mixture of retail, office, and residential uses that are appropriately scaled for these heavily traveled streets.

5.2 Rezone properties within this subdistrict to MUG, ORI, or Specific Plan as they redevelop.

5.3 Limit building heights to 5 stories in this subdistrict as properties redevelop.

5.4 Require site plan approval for all zone change requests to insure that redevelopment meets the community's vision.

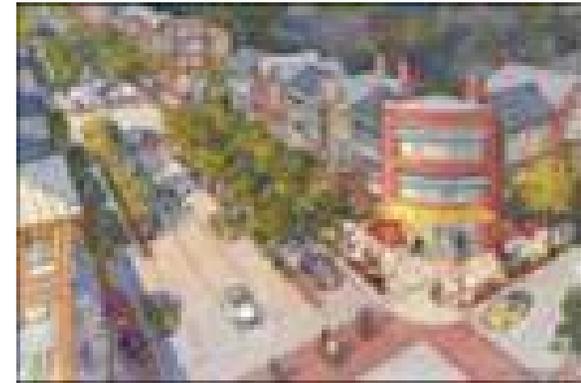
5.5 Construct buildings that contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops. Larger retail uses, such as grocery stores, large sit-down restaurants, pharmacies, office supply stores, department stores, etc. are appropriate in these locations. Office uses on the

upper floors can provide opportunities to live and work in the same area.

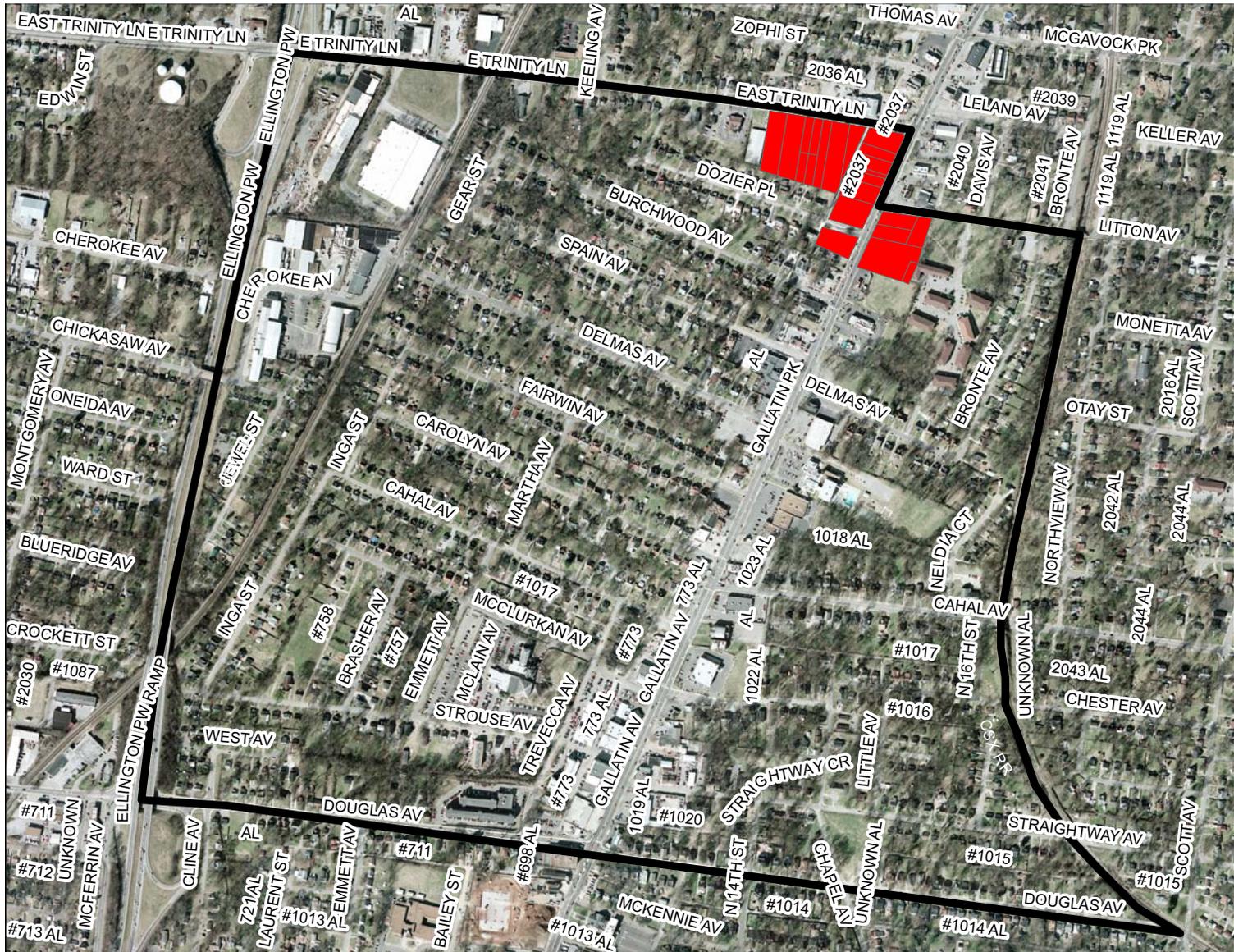
5.6 Residential development within this subdistrict that is not above retail or offices, should be higher intensity townhouses and multi-family housing. Stand-alone office buildings should also be relatively intense.

5.7 Locate residential buildings back slightly from these arterials to provide some distinction between the public realm of the sidewalk and the private realm of the residence.

5.8 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.



## LAND USE: BUILDINGS AND LOTS



**SUBDISTRICT 5**

**LAND USE: BUILDINGS AND LOTS**

**Goal 6:** To work towards establishing and implementing the Nashville Auto Diesel College Master Plan.

**Objectives:**

- 1.1 Carefully evaluate the feasibility of expanding the campus across Gallatin Pike to the east side.
- 1.2 Establish an Institutional Overlay for the expanded campus.
- 1.3 Increase the amount of on-campus student housing.
- 1.4 Establish neighborhood open space areas.
- 1.5 Construct the extension of Emmett Avenue to Douglas Avenue.
- 1.6 Building heights should be limited to four stories.
- 1.7 Utilize structured parking to accommodate parking demand.
- 1.8 Employ generous landscaping and buffering.
- 1.9 Establish and maintain appropriate transition areas between the campus and the surrounding neighborhood.
- 1.10 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense



of permanence.

1.11 Until such time as they are acquired by Nashville Auto Diesel College, develop the properties shown on page 30 in accordance with the goals, objectives, and standards of Subdistrict 2

1.12 Until such time as they are acquired by Nashville Auto Diesel College, develop the properties shown on page 31 in accordance with the goals, objectives, and standards of Subdistrict 4.

1.13 Until such time as they are acquired by Nashville Auto Diesel College, develop the properties shown on page 32 in accordance with the goals, objectives, and standards of Subdistrict 2 and allow an additional component of either first floor office or first floor food and beverage service for no more than 30 persons within a given structure.



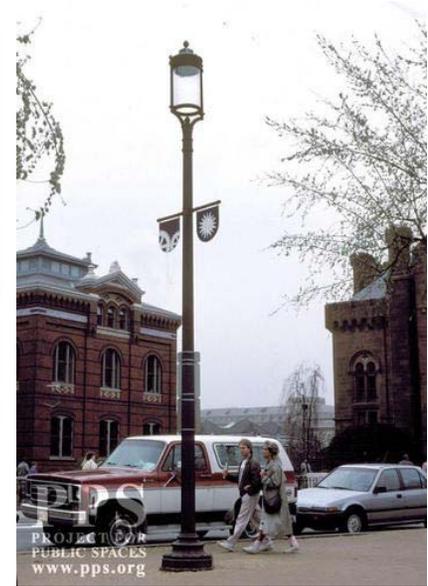
## LAND USE: BUILDINGS AND LOTS











## LAND USE: BUILDINGS AND LOTS

## How to use the Detailed Land Use Plan:

The Detailed Land Use Plan (DLUP) is a core product of this DNNDP. Detailed land use categories are applied through the process of creating a detailed neighborhood design plan. It provides specific land use categories that are appropriate within the designated structure plan areas. The structure plan categories are broad land use classifications of major structural elements of the community: its rural and open space areas, urban areas, centers, core, and special districts. The detailed land use categories provide more specific guidance on land use intent within the various portions of each structure plan category.

The DLUP is intended to be used in conjunction with the Building Regulating Plan. While the DLUP specifies appropriate uses within a particular area, the Building Regulating Plan provides guidance as to appropriate building types and intensity of development.

## Special Policy Areas

There are several numbered Special Policy Areas shown on the DLUP. The numbering system used is for the East Nashville Community Plan as a whole, so the numbers do not begin with 1. The Special Policies for these areas are as follows:

### Special Policy Areas 12 and 13

The alternate policy for this Parks, Reserves, and Other Open Space area is Mixed Housing.

### Special Policy Area 18

Because this area is undergoing a long-term transition from primarily commercial use and zoning to primarily residential use, it is appropriate to support rezonings that permit mixed use provided that each building is multi-story and the non-residential use is confined to the first floor (excluding parking, which is considered an accessory rather than a non-residential use for the purposes of this Special Policy).

### Special Policy Area 19

The alternate policy for this Institutional area is Mixed Housing.

### Special Policy Area 20

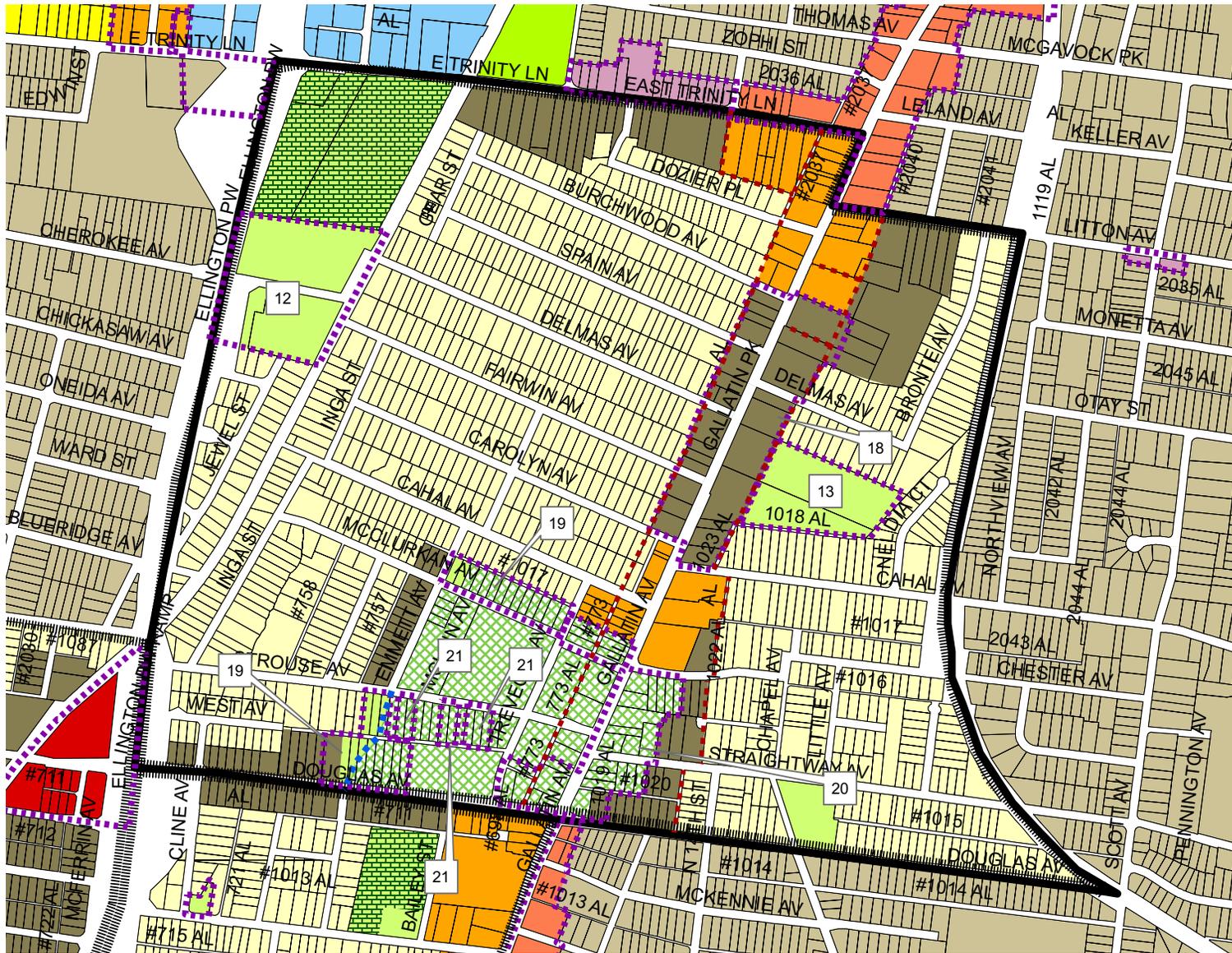
The alternate policy for this Institutional area is Mixed Use.

### Special Policy Area 21

The alternate policy for this Institutional area is Mixed Use with the limitations that the nonresidential component of any structure shall be limited to office or food and beverage service serving no more than 30 persons.

	PR Parks Reserves and Other Open Space
	CPB Civic or Public Benefit
	SFD Single Family Detached
	MH Mixed Housing
	Ins Institutional
	MxU Mixed Use
	Alley
	Street
	Special Policy Area

# DETAILED LAND USE POLICY PLAN



## DETAILED LAND USE POLICY PLAN



## The Subdistricts\*

### SUBDISTRICT 1

Desired Uses: Residential

Potential Zoning: R6, RS5

Appropriate Building Types: Houses and Cottages

Appropriate Height: 3 stories max.

### SUBDISTRICT 2

Desired Uses: Residential

Potential Zoning: R6, RM2 - RM20, Specific Plan

Appropriate Building Types: Flats, Courtyard Flats,

Cottage Court, Townhouses, Manor Houses

Appropriate Height: 3 stories max.

### SUBDISTRICT 3

Desired Uses: Residential

Potential Zoning: RM20, RM40, Specific Plan

Appropriate Building Types: Flats, Courtyard Flats,

Townhouses, Manor Houses

Appropriate Height: 4 stories max.

\* determination of appropriate zoning is based on several factors



## BUILDING REGULATING PLAN

#### **SUBDISTRICT 4**

Desired Uses: Mixed Use

Potential Zoning: MUN, MUL, OR20, RM40, or Specific Plan

Appropriate Building Types: Flats, Courtyard Flats, Mixed-use/Commercial, Live/Work

Appropriate Height: 3 stories max.



#### **SUBDISTRICT 5**

Desired Uses: Mixed Use

Potential Zoning: MUG, ORI, or Specific Plan

Appropriate Building Types: Flats, Courtyard Flats, Mixed-use/Commercial, Townhouses

Appropriate Height: 5 stories max.

#### **SUBDISTRICT 6**

Desired Uses: Institutional

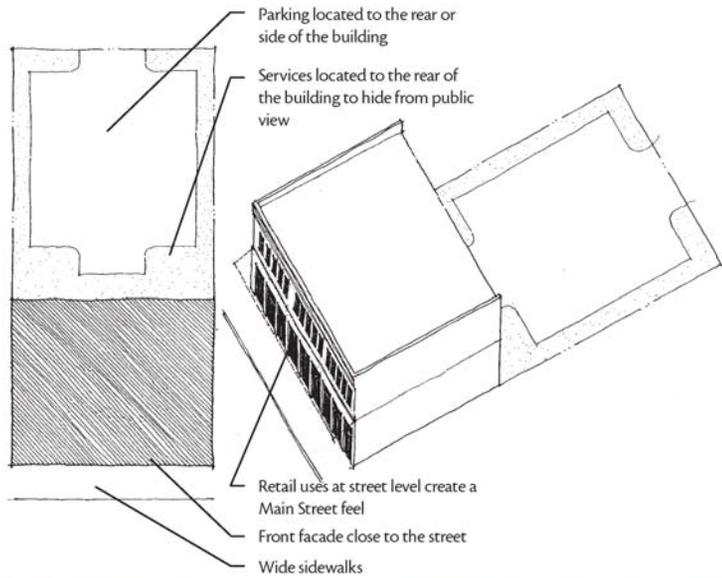
Potential Zoning: Institutional

Appropriate Building Types: Institutional, office, residential

Appropriate Height: 4 stories max.

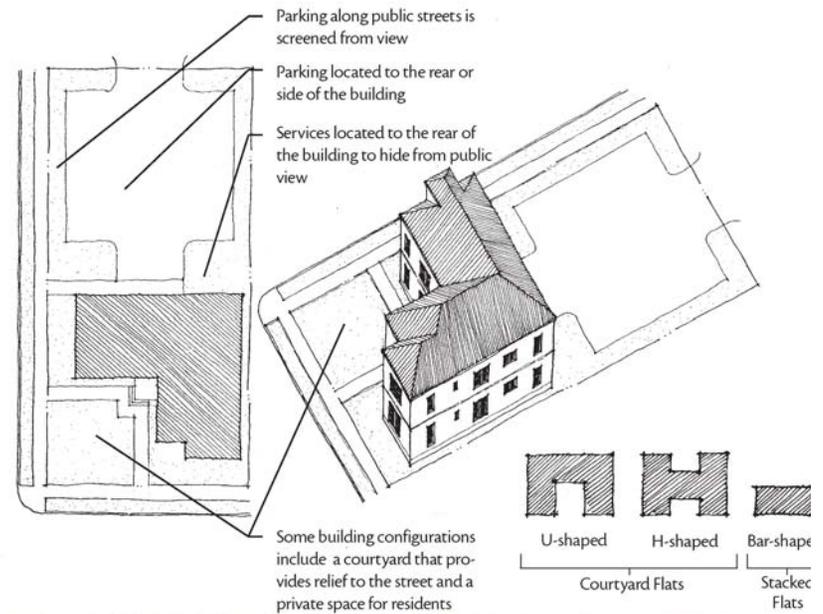


## **BUILDING REGULATING PLAN**

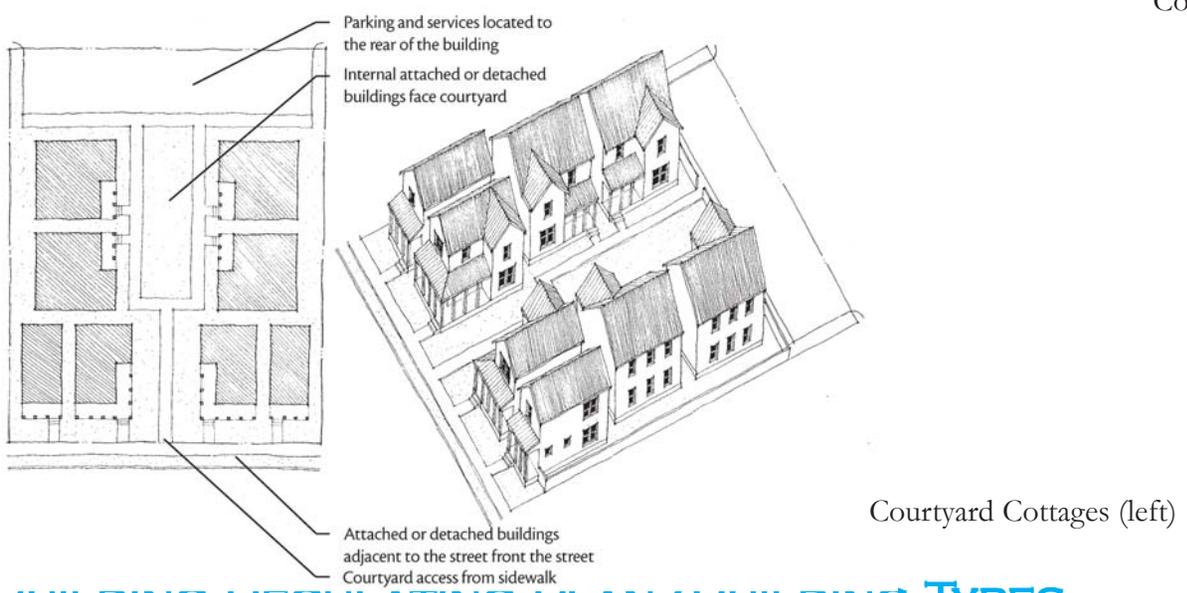
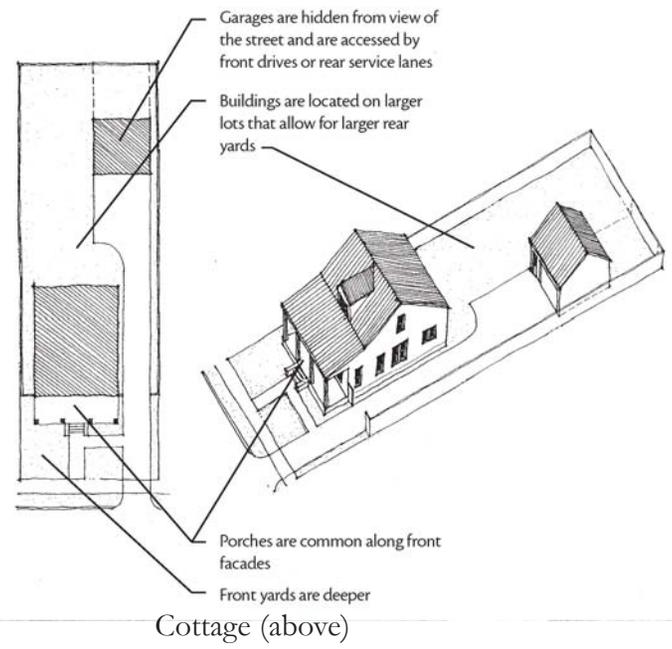
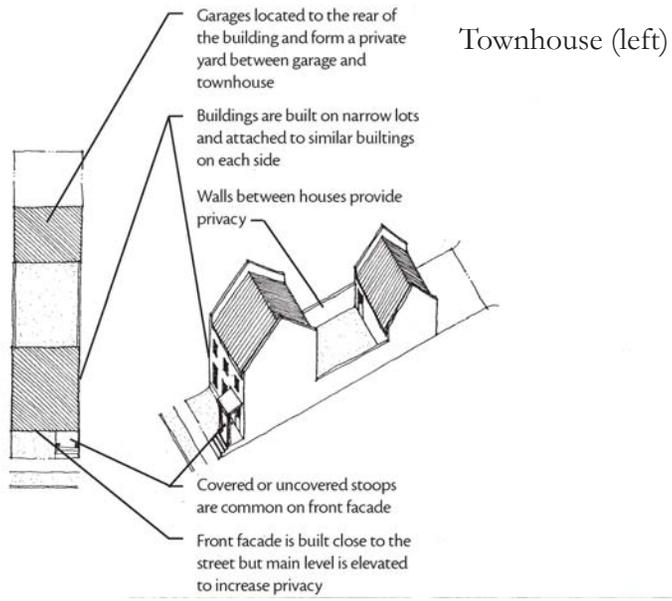


Mixed Use Building (above)

Courtyard Flats (below)



## BUILDING REGULATING PLAN/BUILDING TYPES



## BUILDING REGULATING PLAN/ BUILDING TYPES

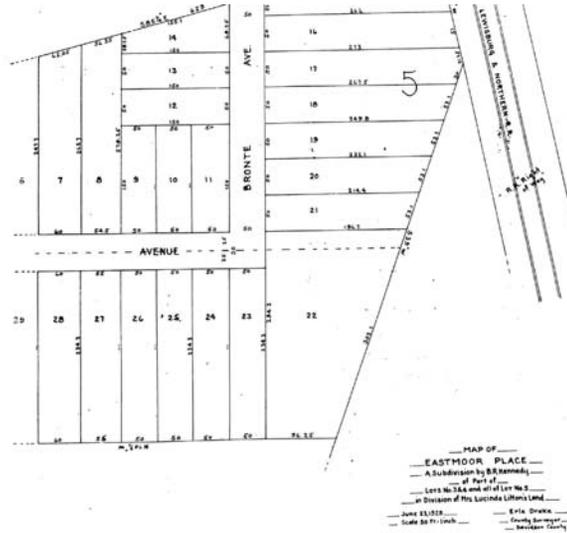
## PLANNING BACKGROUND AND PROCESS FOR THIS DETAILED NEIGHBORHOOD DESIGN PLAN

### DEVELOPING AN UNDERSTANDING

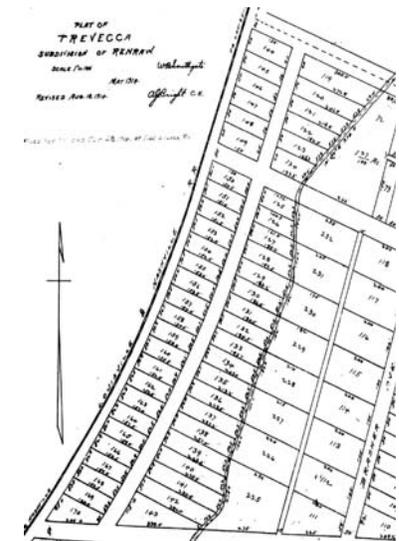
The Planning Department's staff developed a better understanding of the East Hill, Renraw, and South Inglewood (West) neighborhoods by researching the area. The staff also took an inventory of the existing properties within the study area and the systems that support them. Staff analyzed the information by determining whether or not the distribution and location of existing land uses and zoning districts corresponded with the Structure Plan created to implement the vision of the community. The staff also determined whether or not the systems that supported the zoning and land uses fostered the type and intensity of development envisioned by participants who helped develop the Structure Plan for this area.

### SUBDIVISION OF PROPERTY

Subdivision plats help reveal development patterns that help define the character of the neighborhood. This relatively small area was actually created out of several small subdivisions, portions of three of which, representing each of the three neighborhoods, are shown here. The earliest shown, for the East Hill Addition, dates from 1907, while the latest, for Eastmoor Place (eastern portion of Delmas Avenue in South Inglewood (West)), dates from 1928.



Eastmoor Place ca. 1928



Trevecca Subdivision Renraw ca. 1914

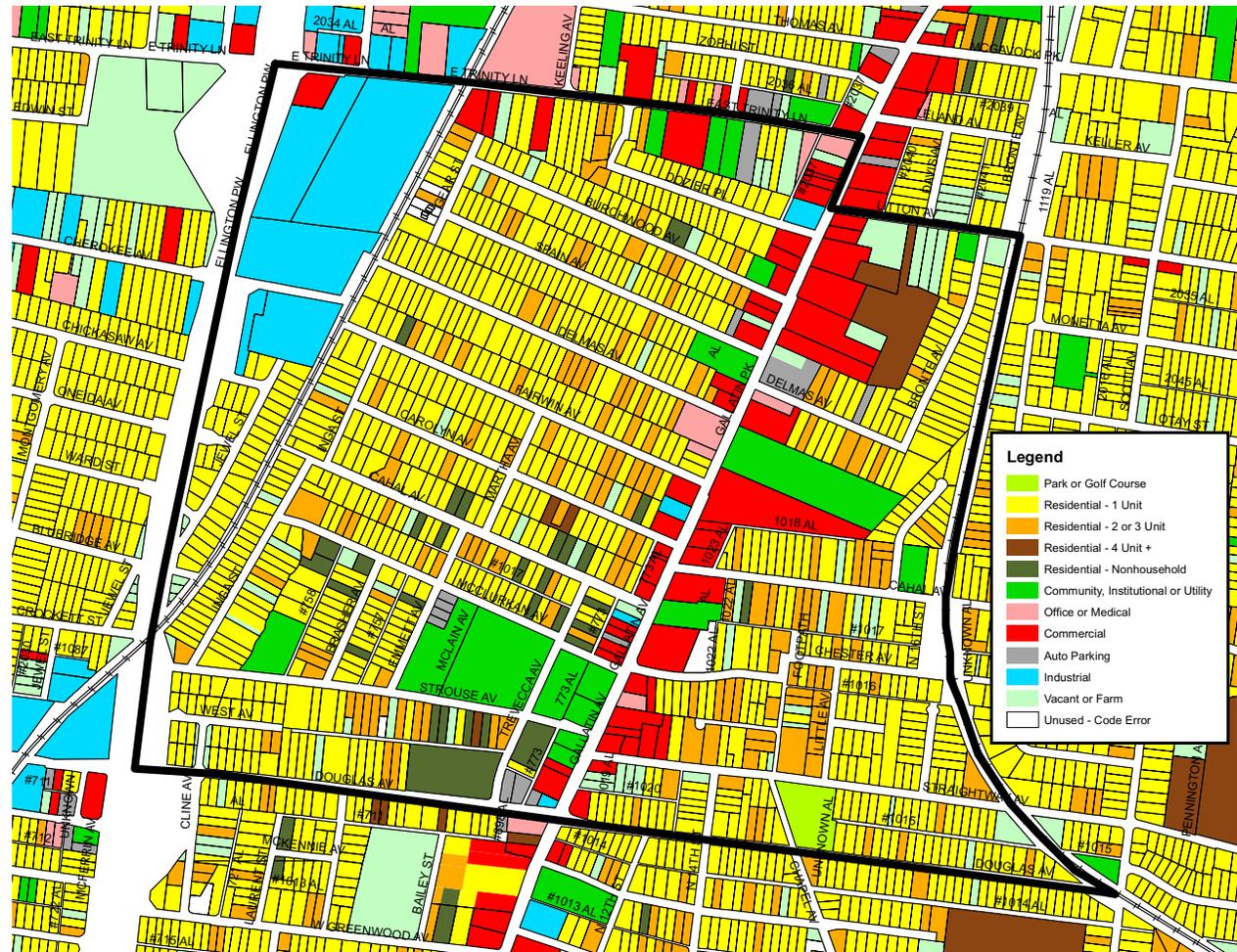


East Hill Addition ca. 1907

## APPENDIX: PLANNING BACKGROUND AND PROCESS

## INVENTORY OF EXISTING LAND USE

The Existing Land Use graphic shows how property is used within the East Hill, Renraw, and South Inglewood (West) neighborhoods. The neighborhoods are mostly single family detached residential with some duplexes and multifamily buildings. Commercial uses are found along Gallatin Pike and Trinity Lane and there are some industrial uses between the railroad tracks and Ellington Parkway, some of which use neighborhood streets for access. Nashville Auto Diesel College is a prominent institutional use. There is one park in the neighborhood, Eastland Park. There is very little vacant land.



Existing Land Use

## APPENDIX: PLANNING BACKGROUND AND PROCESS



## THE CHARRETTE

A charrette is a series of public meetings and design work over a brief period of time where citizens, designers and others collaborate to develop a vision for future development in a specific location. Charrettes allow everyone who participates in the process to be a mutual author of the plan. Several meetings were held throughout the process, and updates to the plan were presented regularly. The dates and locations for the charrette were as follows:

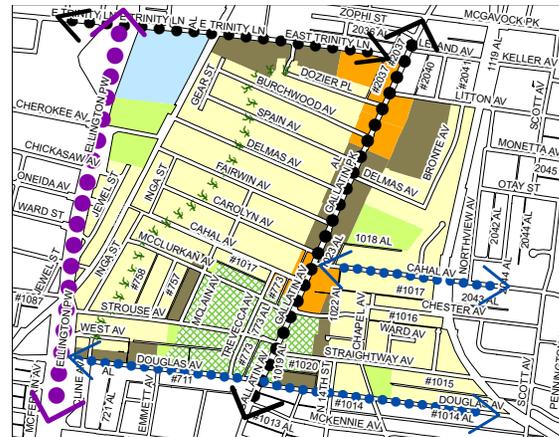
1. CHARRETTE KICK-OFF  
Thursday, October 6, 2005  
Nashville Auto Diesel College
2. VISIONING SESSION  
Monday, October 10, 2005  
Nashville Auto Diesel College
3. PRESENTATION OF DRAFT CONCEPT PLAN  
Thursday, October 13, 2005  
Nashville Auto Diesel College
4. FINAL CHARRETTE PRESENTATION  
Thursday, October 20, 2005  
Nashville Auto Diesel College
5. DRAFT PLAN PRESENTATION  
Monday, January 23, 2006  
East Literature Magnet School

Ultimately, the purpose of the charrette is to give all the participants the information they need to make good decisions during the planning process. The

charrette product is a Detailed Neighborhood Design Plan, or DNDDP, which takes a closer look at an individual neighborhood. In particular, a DNDDP addresses land use, transportation, and community design at the neighborhood level. It provides more specific land use recommendations than the broader community plan.

While the DNDDP provides recommendations for development within this group of neighborhoods, the application of an Urban Design Overlay District would be an appropriate method for implementing the vision of the community. The Urban Design Overlay, or UDO as it is commonly referred to, is a zoning tool that allows for a specifically designated area to have unique physical design standards in order to either protect the design character already established, as in Hillsboro Village, or create a design character that would

otherwise not be ensured by the standard provisions of the zoning regulations. A UDO allows variation of the design standards of an underlying zoning district, enabling the design and arrangement of buildings, parking areas, and landscaping that encourages a scale and form of development that emphasizes sensitivity to the pedestrian environment. A UDO also enables a contiguous group of separately owned properties to develop (or redevelop) with coordinated and compatible design features in a manner that is similar to property under a single ownership.



Charrette Concept Plan



Charrette Development Scenario for Gallatin Pike

## APPENDIX: PLANNING BACKGROUND AND PROCESS

***The Mission of the Metropolitan Nashville Planning Department is to provide education, information, recommendation, and leadership products to citizens of Nashville so they can enjoy a quality of life enriched by choices in housing and transportation, efficient use of public infrastructure, distinctive community character, and a robust civic life.***

The Metropolitan Nashville Planning Department is committed to a public planning process that builds on the desires, goals, and history of our diverse city. The Planning Department works with residents, business owners, property owners, government agencies, and elected officials to shape our community by

developing:

*Community Plans*

*Detailed Neighborhood Design Plans*

*Urban design Overlays*

reviewing:

*Zone Changes*

*Subdivisions*

*Planned Unit Developments*

and providing:

*Internet Mapping Services*

*Property Mapping Services*

For more information on the Metropolitan Nashville Planning Department and to learn about a particular plan or part of Nashville, please visit our website at:

**[www.nashville.gov/mpc](http://www.nashville.gov/mpc)**

Metropolitan Planning Department  
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615.862.7150

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*Jeff Lawrence, Assistant Executive Director/Operations*

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*Fred Schwartz, MPO Director*

The production of this plan was primarily the responsibility of the Community Plans Division.

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