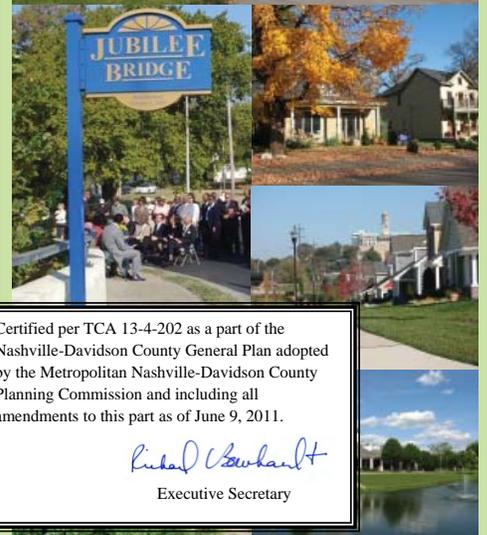
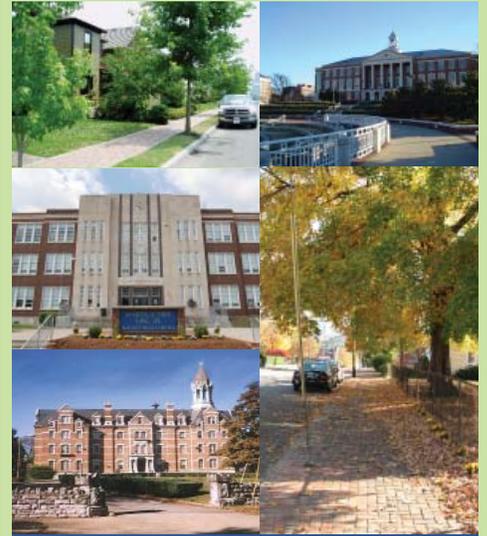
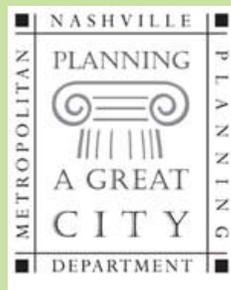


The North Nashville Community Plan: 2010 Update

*Adopted January 27, 2011
Including amendments
through June 9 2011*

Planning Department
Metropolitan Nashville
Davidson County, TN



 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 9, 2011.


Executive Secretary



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North Nashville Community Plan: 2010 Update

Adopting Resolution

Amendment # 1

**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE
Resolution No. RS2011-86**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2011CP-008-001 is **APPROVED**. (7-0-1)”

WHEREAS the Subarea 8 North Nashville Community Plan: 2010 Update was adopted by the Metropolitan Planning Commission on January 27, 2011; and

WHEREAS the Major and Collector Street Plan (MCSP) provides guidance for street improvements and new streets that may occur during public or private investment throughout Davidson County and its 14 Subareas; and

WHEREAS the MCSP and the North Nashville Community Plan were updated simultaneously; and

WHEREAS the North Nashville Community Plan: 2010 Update was adopted before the MCSP and included within in it draft recommendations for new street classifications; and

WHEREAS the Planning Commission directed staff to prepare a housekeeping amendment upon the adoption of the MCSP to include final recommendations for new street classifications in the North Nashville Community Plan: 2010 Update; and

WHEREAS the MCSP was adopted on April 14, 2011; and

WHEREAS a public hearing was held on April 14, 2011 to consider the merits of amending the North Nashville Community Plan: 2010 Update to include the MCSP final recommendations; and

WHEREAS the MCSP final recommendations are included in the transportation component of the North Nashville Community Plan: 2010 Update also known as the “Vehicular Transportation Plan”; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted to provide guidance for street improvements and new streets in the Subarea 8 North Nashville Community Plan: 2010 Update.

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 1 to the Subarea 8 North Nashville Community Plan: 2010 Update** as set forth in Attachment A to this resolution and incorporates this amendment into the Subarea 8 North Nashville Community Plan: 2010 Update.

/S/ James McLean
James McLean, Chairman

Adoption Date: April 14, 2011

Attest:

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

North Nashville Community Plan: 2010 Update

Attachment A

Amendment #1

Attachment A to the Metropolitan Planning Commission Resolution Number RS2011-86

Amendment # 1 North Nashville Community Plan: 2010 Update Vehicular Transportation Plan with 2010 MCSP Recommendations

2010 North Nashville Community Plan Amendment to Consider Recommendations from the Major and Collector Street Plan

Community Plan Recommended Street Connections

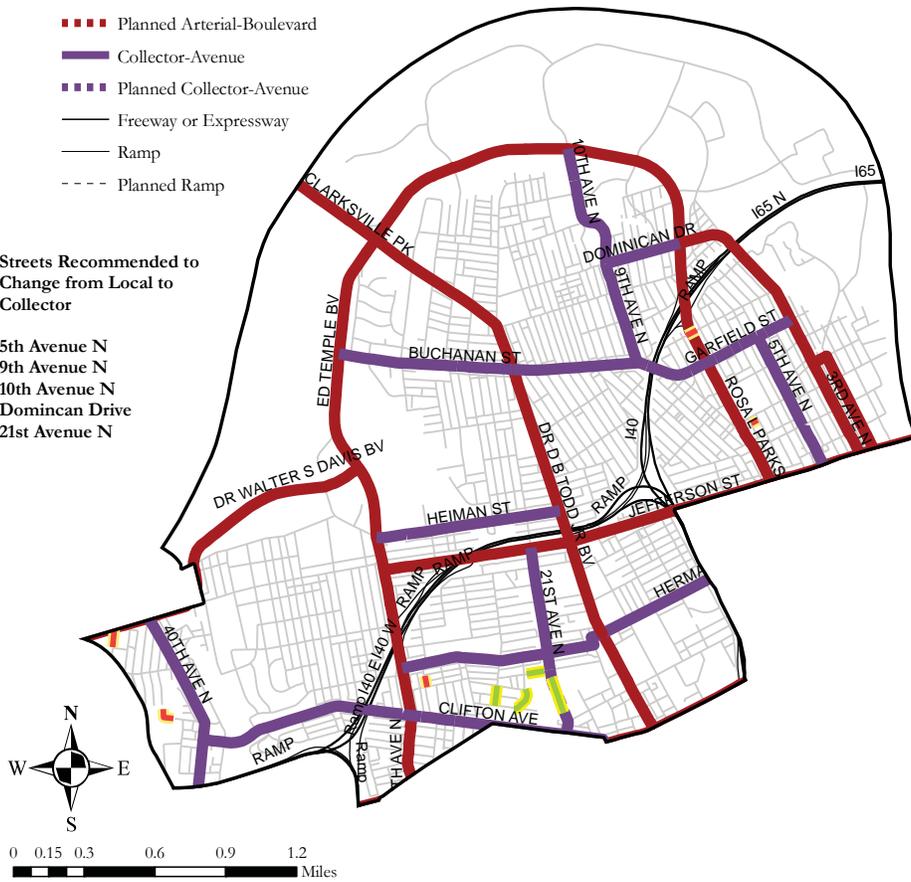
- Required Streets
- Suggested Streets

Major and Collector Street Plan Recommendations

- Arterial-Parkway Scenic
- Planned Arterial-Parkway Scenic
- Arterial-Boulevard Scenic
- Arterial-Boulevard
- Planned Arterial-Boulevard
- Collector-Avenue
- Planned Collector-Avenue
- Freeway or Expressway
- Ramp
- Planned Ramp

Streets Recommended to Change from Local to Collector

- 5th Avenue N
- 9th Avenue N
- 10th Avenue N
- Dominican Drive
- 21st Avenue N



Source: Metropolitan Nashville Planning Department

North Nashville Community Plan: 2010 Update

Adopting Resolution

Amendment # 2

**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE
Resolution No. RS2011-136**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2011CP-008-002 is **APPROVED**. (6-0)”

WHEREAS, from January 2010 through January 2011, the Metropolitan Planning Department staff working extensively with residents, Council members, property owners, and civic and business interests, including conducting twelve meetings in the community, prepared an updated plan for the North Nashville community, also known as Subarea 8; and

WHEREAS, the community vision for properties located near 21st Avenue North and Clifton Avenue was clearly defined as having a mixture of land uses, and not to remain solely industrial as portrayed in a development scenario for this area; and

WHEREAS, during that process District – Industrial land use policy was incorrectly applied to properties located near 21st Avenue North and Clifton Avenue; and

--

WHEREAS, the Metropolitan Planning Staff recommends changing the land use policy to T4 Urban Mixed Use Neighborhood to accurately reflect the community vision as portrayed in the development scenario; and

WHEREAS the Metropolitan Planning Commission has undertaken a housekeeping amendment to correct this oversight and change the land use policy from District – Industrial to T4 Urban Mixed Use Neighborhood; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted to accurately reflect the community vision for this areas as portrayed in the development scenario for properties located near 21st Avenue North and Clifton Avenue.

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS Amendment Number 2 to the Subarea 8 North Nashville Community Plan: 2010 Update as set forth in Attachment A to this resolution and incorporates this amendment into the Subarea 8 North Nashville Community Plan: 2010 Update.

James McLean

James McLean, Chairman

Adoption Date: June 9th, 2011

Attest:

Rick Bernhardt

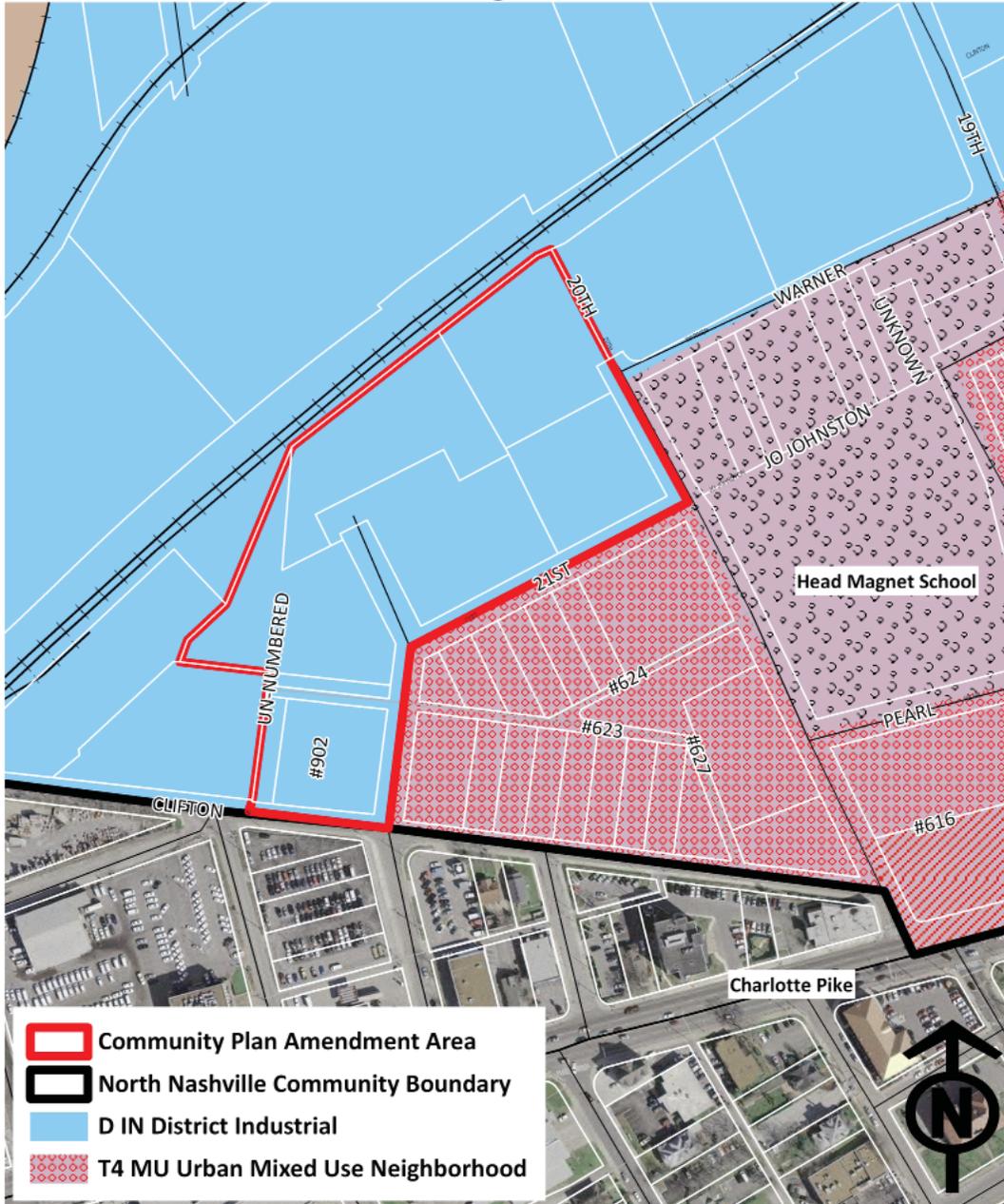
Rick Bernhardt, Secretary and Executive Director

North Nashville Community Plan: 2010 Update

Attachment A

Amendment # 2

**North Nashville Community Plan Amendment Area
Case 2011CP-008-002
Existing Policies**

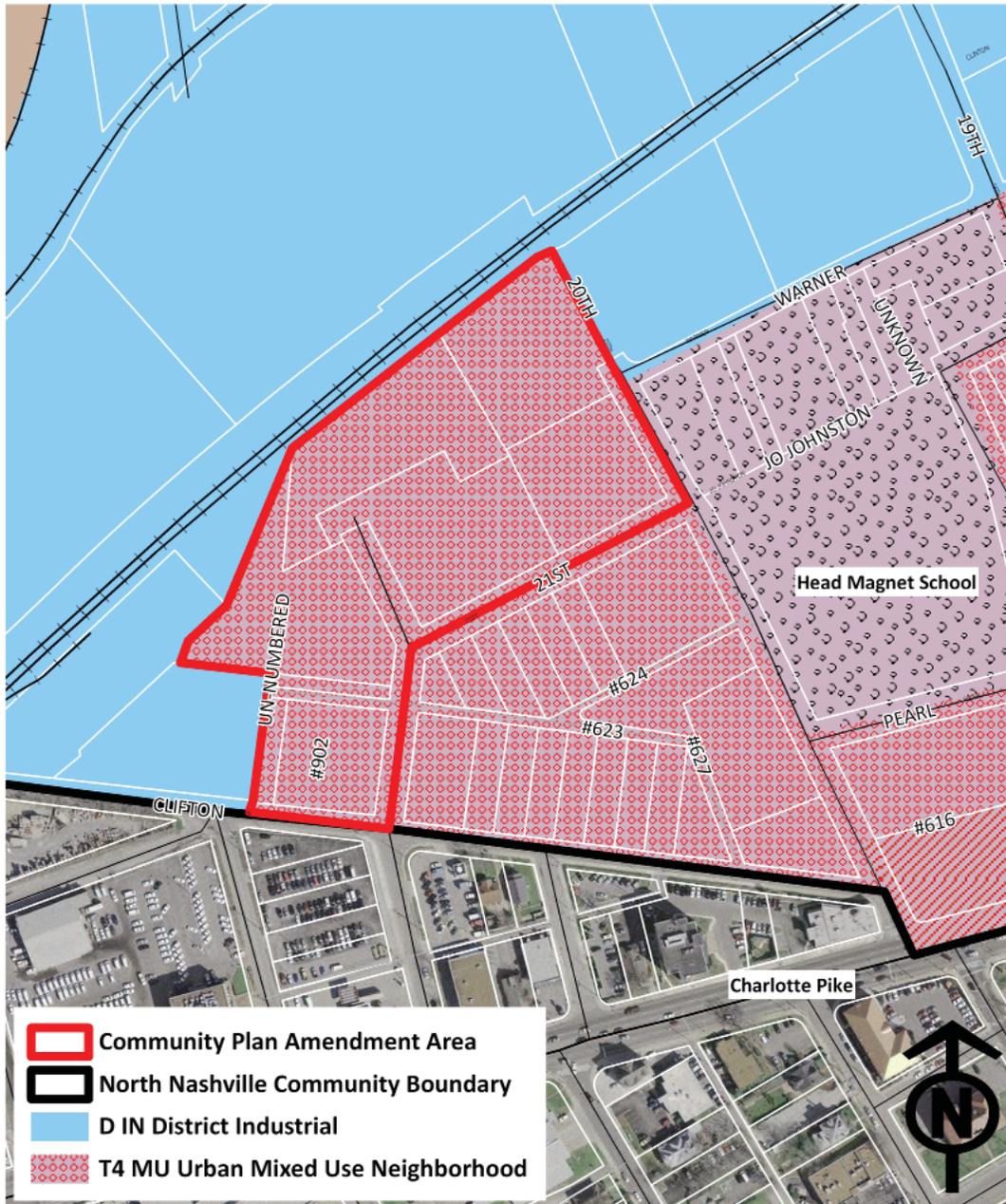


North Nashville Community Plan: 2010 Update

Attachment A

Amendment # 2

**North Nashville Community Plan Amendment Area
Case 2011CP-008-002
Amended Policies**



Beginning of Main
Document

North Nashville Community Plan: 2010 Update

Adopting Resolution

METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. RS2011-18

“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 8 Plan: 2002 Update* that was adopted on January 24, 2002; and

WHEREAS, from January 2010 through September 2010, the Metropolitan Planning Department staff working extensively with residents, Council members, property owners, and civic and business interests, including conducting eleven meetings in the community, prepared an updated plan for the North Nashville community, also known as Subarea 8; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on January 27, 2011 to obtain additional input regarding the proposed *North Nashville Community Plan: 2010 Update*; and

WHEREAS, the Metropolitan Planning Commission finds that the updated plan for the North Nashville Community, including the amendment recommended by staff, is 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 master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS the *North Nashville Community Plan: 2010 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 North Nashville Community Plan: 2010 Update is also adopted as part of the General Plan.

/s/ James McLean
James McLean, Chairman

Adoption Date: January 27, 2010

Attest:

/s/ Rick Bernhardt
Rick Bernhardt, Secretary and Executive Director

North Nashville Community Plan: 2010 Update

Adopting Resolution

Council Acceptance

RESOLUTION NO. RS2011-1548

A resolution accepting the 2010 Plan Update for the North Nashville Community, adopted by the Metropolitan Planning Commission on January 27, 2011.

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 8 encompasses the community traditionally known as North Nashville; and

Whereas, the Metropolitan Planning Commission directed its staff to work with North Nashville citizens to conduct public meetings and take such other steps deemed necessary to provide public input and review needed to update the Subarea 8 Plan; and

Whereas, twelve community meetings were held between January 2010 and January 2011, at which community members worked extensively with Planning Department staff to develop their vision for the future of the North Nashville Community, and

Whereas, the 2010 Plan Update for the North Nashville Community, was approved by the Metropolitan Planning Commission following a public hearing on January 27, 2011; and

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

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 North Nashville Community which was adopted by the Metropolitan Planning Commission on January 27, 2011.

SECTION 2. The Metropolitan Council further resolves to work with members of the North Nashville community and the Metropolitan Planning Commission to discuss and develop measures that will contribute to the achievement of this community plan.

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

/S/ Councilman Frank Harris

/S/ Council lady Erica Gilmore

/S/ Council lady Edith Langster

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North Nashville Community Plan: 2010 Update



EXECUTIVE SUMMARY

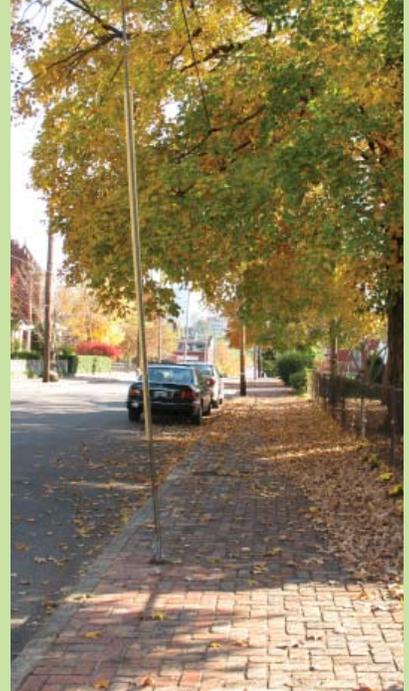
The *North Nashville Community Plan: 2010 Update* (North Nashville Plan) replaces the Subarea 8 Plan updated in 2002. The North Nashville Plan will guide the community's growth, development and preservation over the next seven to ten years. The community plan update occurred over a nine-month period with the participation of over 400 residents, civic and community leaders, property owners, business owners, institutional representatives, development professionals, and elected and appointed officials working to assess growth, development and preservation options, to discern a shared vision for future growth, and to adopt development goals, design principles, Community Character Policies and other tools to achieve that vision.

Realistically Facing Challenges and Building on Strengths

North Nashville is a developed community. In some areas, the land use pattern has not changed much since the 2002 plan update, other areas have numerous vacant properties, while other areas are growing and becoming more attractive to new residents and businesses. The growing strength of neighborhoods and corridors in North Nashville was evident in the participation by the many stakeholders in the community plan update process and by the vision voiced by these stakeholders.

The North Nashville Plan takes a realistic approach to the challenges and opportunities that face the community – primarily how to maintain and enhance neighborhoods while enhancing corridors and centers with housing choices, improved services, and transportation choices – by offering policy goals that can be realized within the seven- to ten-year planning period. The North Nashville Plan builds on the strengths of North Nashville – its strong neighborhoods; its proximity to Downtown and other areas; its easy access provided by major thoroughfares; its historic commercial corridors; and its many institutions, including four colleges and numerous houses of worship. The North Nashville Plan identifies strengths to build upon and concrete strategies for land use, urban design and coordinated transportation and open space systems, to capitalize upon the strengths and address the community's challenges in the future.

While the community has numerous strengths, including the dedication of its stakeholders, present-day North Nashville faces and must triumph over a variety of challenges to return to the stature, vibrancy and pride it has enjoyed in times past. Decades ago, North Nashville had a variety of residents with a wide range of economic diversity, a variety of employment opportunities and vibrant commercial corridors. Today, the community needs to regain that variety of residents, especially more young professionals, more families with children and more residents in all



North Nashville Community Plan: 2010 Update

Executive Summary



life stages with middle and upper incomes. The North Nashville Community also needs additional attractive housing choices with varying price points. The community has numerous vacant lots that need to contain buildings again and too many dilapidated and abandoned buildings that need to be replaced. The community also has underutilized prominent corridors, such as Jefferson Street and Buchanan Street, which can provide more services, shopping choices and recreational activities to the community. The community also has a strong asset in the presence of Fisk University, Tennessee State University, Meharry Medical College, and Watkins College of Art and Design and over 80 houses of worship that remain dedicated to the North Nashville Community and its future.

Honoring Community Character

North Nashville stakeholders voiced a vision for creating new development patterns on corridors – providing mixed use, office and commercial services at nodes along major corridors and providing design guidance to ensure that the mixed use development complements and serves the surrounding neighborhoods. Stakeholders were also committed to providing a range of housing choices throughout North Nashville to provide options for residents and to attract a range of new residents. Most existing neighborhoods are largely single-family with some two-family homes and higher density multi-family developments. However, within most neighborhoods, opportunities exist for infill housing, which may include multiple housing types.



Because land use and transportation planning are closely linked, the North Nashville Plan includes transportation recommendations that emphasize a well connected transportation system that supports and links multiple modes of transportation – pedestrian, vehicular, bicycle and transit. The North Nashville Plan also includes open space recommendations that build upon the existing open space network in the community, encourage additional connections between open spaces, and encourage the use of parks, open space and greenways to create active and sustainable communities.



Throughout areas of growth and areas of preservation, the North Nashville Plan uses Community Character Policies that are tailored to urban and suburban character and honor the diversity of character in North Nashville from the urban neighborhoods of Germantown, Salemtown, Historic Buena Vista, Buena Vista, and Hadley Park to the suburban neighborhoods of Cumberland Gardens, College Heights and Preston Taylor Homes. The North Nashville Plan uses Community Character Policies to avoid one-size-fits-all development and to reinforce and enhance the development pattern of existing neighborhoods, to thoughtfully locate additional housing options in strategic locations, to enhance the character of mixed use corridors, and to preserve green spaces.

North Nashville Community Plan: 2010 Update

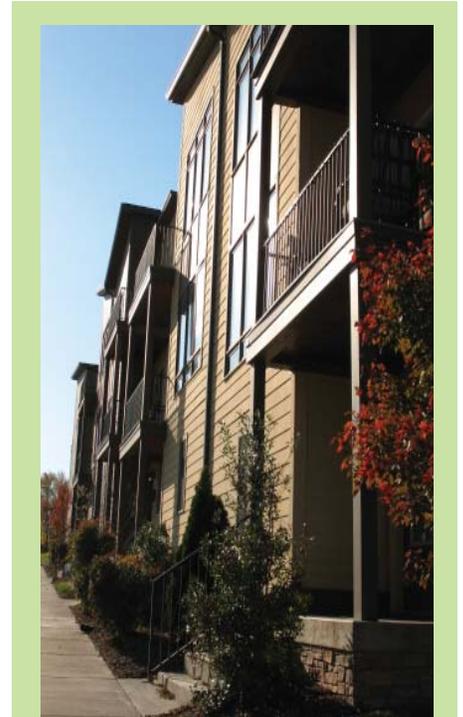
Executive Summary

The Vision for the North Nashville Community

The North Nashville Plan reflects the values and vision of the numerous participants in the planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. North Nashville community members envision a community that – in ten years – will see their existing neighborhoods providing additional housing options for long-time residents and new residents; a community that will have economically viable, attractive mixed use centers and corridors that are welcoming to walkers, cyclists and transit; a community enhanced with more employment opportunities and with greater transportation options; and a community with additional access to parks, greenways and playgrounds.

In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners and public/private agencies, working with developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination that the streets, alleys and lots in their neighborhood will be kept attractive and safe, free of debris, garbage and criminal elements. Developers and investors, who are encouraged by public policies and agencies, will likewise be encouraged by such evidence of stakeholders' activism and dedication.

To bring about this vision, the North Nashville Plan encourages development that is forward thinking in its approach to regionalism, sustainability, and creating complete communities. Development in the North Nashville Community should also support the vision, goals and objectives of the North Nashville Plan and the general intent of the Community Character Policies. Doing so will create the community that North Nashville stakeholders envision and a community that makes significant, positive contributions to the county and the region.



North Nashville Community Plan: 2010 Update

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CHAPTER I: PLANNING FUNDAMENTALS

INTRODUCTION

The *North Nashville Plan: 2010 Update* (“North Nashville Plan” or “the Plan”) was created with the help of North Nashville residents, property owners, business owners, institutional leaders, development professionals and elected and appointed officials, working together with planners from the Nashville and Davidson County Metropolitan Planning Department. This collaborative effort created a plan that establishes a vision for the future of the community and provides guidance for future development and preservation decisions.

The primary purpose of the North Nashville Plan is to provide a course of action for stakeholders to build the envisioned community. In doing so, the North Nashville Plan guides public and private decisions and actions that shape the future development and preservation in North Nashville. Key decisions guided by the North Nashville Plan include:

1. Public and private investment decisions about where to build infrastructure and buildings;
2. Metro Planning Commission’s recommendations and Metro Council’s actions regarding zone change proposals;
3. Metro Planning Commission’s actions regarding subdivisions;
4. Metro Planning Commission’s decisions on surplus properties; and
5. Metro Planning Commission’s recommendations to Metro Council for Metro Government’s Capital Improvements Budget (CIB) and Capital Spending Plan (CSP). Prepared by the Metro Planning Commission and adopted by Metro Council, the CIB is a broad document that guides the creation, extension and replacement of public facilities such as sidewalks, roads, bridges, etc., and the sale of surplus public property. The CSP is a more specific and final list of such projects and their funding source.

The creation of the North Nashville Plan takes the participation of all stakeholders. In creating the plan, the stakeholders are also engaged in a great deal of education on the fundamentals of planning and the tools used to achieve the community’s vision. This includes understanding Metro Nashville and Davidson County’s commitment to sustainable development that fosters health living* and to understanding the role of the individual community in the larger region. This chapter begins with discussions about the North Nashville Community in its regional context and the impacts of the North Nashville Plan on the region. The chapter then turns to explaining the call for, and legal basis of, community planning. Finally, the chapter discusses how to use the community plan to realize the vision for growth and preservation in North Nashville.



North Nashville Community Plan: 2010 Update

Chapter I - Planning Fundamentals

NORTH NASHVILLE COMMUNITY HISTORY

The 2002 North Nashville Plan Update included a historical account on the formation of the community now known as “North Nashville.” The historical perspective offers a thorough account of the settlement of areas North of Downtown Nashville, how North Nashville’s identity was formed, and how the community has progressed despite the challenges it has faced throughout the years. The historical perspective is also relevant to this planning process because of the economic development recommendations within this 2010 plan update; understanding its historical past will help North Nashville identify pieces of its rich history in which to promote tourism and the attraction of businesses.

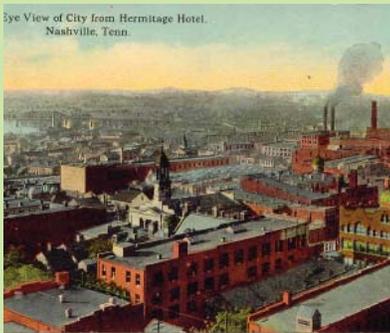
North Nashville – A Historical Perspective

North Nashville: 1600s - 1900s

Most historians say the Nashville area first served the regional Native American tribes with salt springs used for food preservation and hunting. The first non-Native Americans in the area included French traders who traded with the Native Americans along the Cumberland River. Martin Chartier originally settled the area of Nashville beside the French Salt Lick as early as 1692 in what is now Germantown, according to neighborhood history in the *Bicentennial North Nashville Master Plan (1995)*. Charles Charelville joined Chartier in 1714 to establish a trading post near the “Big French Lick,” and Frenchman Timothy Demonbreun followed in 1769. In 1779, James Robertson came to town, living in North Nashville before moving to Fort Nashborough in 1790.

James McGavock settled a farm in the early 1800s that would later be home to the North Nashville Community, according to *Nashville: Conserving a Heritage*, a 1977 publication of the Metropolitan Historical Commission. Nashville grew at a rate of 200 percent between 1800 and 1820. By 1832, development extended into North Nashville in the Germantown neighborhood. In 1838, the city expanded its northern limits to include the growth on the south side of Jefferson Street. The northward expansion led McGavock to develop his land in Germantown between 2nd Avenue North and 8th Avenue North, south of Buchanan Street. German immigrants including the Neuhoff family - a meatpacking family - settled the area establishing the area as a stronghold for both Germans and meatpackers.

By 1858, the area west of 8th Avenue North and north of Jefferson Street grew when McGavock began subdividing land. Single family homes inside the city limits had been too expensive for all but the wealthy, according to Robert Matthew’s 1976 report, *North Nashville: A History of Urban Development*. Suburban North Nashville gave other people the chance to obtain housing similar to housing that the wealthy owned within the city.



North Nashville Community Plan: 2010 Update

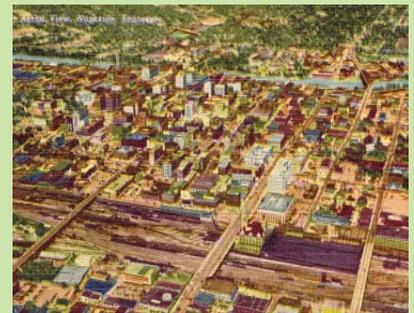
Chapter I - Planning Fundamentals

The growth and change in Nashville continued as the city became a major transportation center and staging area for western armies during the Civil War years. African American refugees settled in Nashville in the 1860s and 1870s in an area north of the state capitol building (currently the site of the Bicentennial Mall), according to the history presented in the 1989 *Fisk-Meharry Neighborhood Plan*. As McGavock continued to develop his land, many African American residents moved to the area around what is now Fisk University.

After the Civil War, economic growth returned to North Nashville when the Werthan Bag Company opened in 1871 according to John Lawrence Connelly's 1982 book *North Nashville and Germantown: Yesterday and Today*. The workers moved into the Germantown and Buena Vista neighborhoods adding diversity to the predominantly German population. Matthews reported that many of the Werthan Bag Company workers lived in workers' cottages that were built around 1880. The city added much of the Germantown area to the city limits in 1865 including this development. Matthews also reported that few African Americans lived in the first developments of North Nashville before 1870. The newly developed area offered housing stock too expensive for the price range of most recently freed African American families. After 1870, many African American residents settled the area opened up by McGavock along what is now Jefferson Street.

As the large number of freedmen settled in the city, education leaders assisted by the Farmers Bureau of Tennessee, founded Fisk University, according to the neighborhood history presented in the 1996 *Jefferson Street Corridor Study*. Once opened in 1867, Fisk became the first institution for the higher education of African Americans. The school completed the construction of Jubilee Hall in 1876, the nation's oldest edifice erected for the education of African American students, according to Matthews' report. The Fisk Jubilee Singers became nationally recognized when they began touring the nation in the 1870s to raise money for the school, according to the Fisk-Meharry Neighborhood Plan.

Development following the Civil War continued to change the Germantown area of North Nashville, according to Matthews. Many of the first settlers of the Germantown area were butchers operating from their homes. As the larger meatpacking plants opened along the river, many of the home operations closed. In 1880 the area around Fisk was home to African American residents of all social classes. Many businesses were started in the area to support the population in the vicinity of Jefferson Street. A majority of the lots sold in the Fisk area were developed between 1890 and the early 1900s, which resulted in a densely populated neighborhood, which was detailed in the *Fisk-Meharry Neighborhood Plan*. The streetcar service along Jefferson Street allowed merchants and business people easy commutes to Downtown Nashville.



North Nashville Community Plan: 2010 Update

Chapter I - Planning Fundamentals

North Nashville: 1900s – 1950s



By 1901, the city started providing public parks and created a park board, according to Leland R. Johnson's 1986 book *The Parks of Nashville*. Watkins Park opened as the city's first park in 1901. In the 1930s, the city designated the park for African American residents. McGavock platted the land for Elizabeth Park for public use in 1887, but the city did not gain control of the park until 1909. In the early 1900s at the request of Fisk University and African American leaders in North Nashville, the city constructed Hadley Park, the first park for African Americans in Tennessee, near what is now Tennessee State University on land that was originally part of the Hadley Plantation, according to *The Parks of Nashville*.



Tennessee State University (named Tennessee Agricultural and Industrial State Normal School until 1958) began serving students in 1912 on the former Hadley Plantation on the Cumberland River in the western portion of North Nashville. The state raised the status of the school to four-year teachers' college in 1922 and later elevated it to full-fledged land-grant University in 1958.

During the 1920s, the Fisk area maintained its status as a prominent neighborhood for African American residents. That status would remain though the 1950s. Jefferson Street continued to develop as a major commercial corridor during this time, according to the *Fisk-Meharry Neighborhood Plan*. While the area around Fisk and Jefferson Street prospered, the area along the railroad tracks and Charlotte Avenue housed many of the city's poor residents, according to Don H. Doyle's 1985 book *Nashville Since the 1920s*. Charlotte Avenue served as a symbolic border between the Caucasian and African American neighborhoods.



In 1931, North Nashville added another significant Nashville educational institution when historically black Meharry Medical College moved from South Nashville to a location across the street from Fisk, according to the *Meharry Medical College Campus Development Plan*. The college was first developed as the Central Tennessee College in 1876.



In an effort to provide quality housing for the poor residents, Doyle recounts that the city razed several blocks of North Nashville during the 1930s to make way for Andrew Jackson Court and Cheatham Place, the city's first public housing projects. The John Henry Hale, Preston Taylor, and Cumberland View housing projects were later added to North Nashville.

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North Nashville: 1950s – 1960s

During the Civil Rights Movement of the 1950s and 1960s, many North Nashville residents and sites played important roles, according to Doyle. Students from area colleges helped organize and participated in the early restaurant sit-ins, department store boycotts and other civil rights protests throughout Nashville. Thanks to their efforts most restaurants, theaters and public places were fully integrated by 1964. North Nashville churches played significant roles in the movement by training the students and other civil rights workers in the non-violent movement.

The strong neighborhoods of the first half of the 1900s gave way to significant change in the 1960s and years following with construction of the interstate highway system and desegregation. The construction of Interstate 40 began during the 1960s and displaced hundreds of North Nashville residents. The disruption and displacement continued a few years later with the construction of Interstate 265 (now named Interstate 65). Together, these highways isolated parts of Jefferson Street from the surrounding neighborhoods to the east and north. Before the interstates, the streets of North Nashville linked each neighborhood with a grid street pattern. The interstates reduced these connections and created large barriers between neighborhoods, severing many formerly tight-knit neighborhoods. Only two interstate exits now access North Nashville – Jefferson Street/28th Avenue North and 8th Avenue North/Metro Center Boulevard.

Desegregation in the 1960s opened an unprecedented number of doors for housing choices for African Americans in Nashville. The national trend of the affluent and middle class residents moving from urban centers to the suburbs also occurred in Nashville. Desegregation of housing allowed many affluent and middle class African American residents to leave the North Nashville Community for homes in other parts of the metropolitan area. The loss of residents caused the businesses on Jefferson Street to suffer. Desegregation permitted North Nashville students and residents to shop and live in other areas of the city, which also negatively affected many Jefferson Street businesses, according to the *Jefferson Street Corridor Plan*. Over the next 20 to 30 years, smaller household sizes and an aging population, also national trends, contributed to even fewer residents living in North Nashville.



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North Nashville – Today

Since the 1960s, the North Nashville Community continues to struggle and cope with the challenges introduced by changes throughout the last 40 years. Over the years Metro Planners, government officials and residents wrote several neighborhood plans, Neighborhood Strategy Area plans and MDHA redevelopment plans to deal with these challenges. The results of these and other plans include the Jefferson Street streetscape enhancements; Bicentennial Mall development (south of Jefferson Street and North Nashville); Historic Germantown streetscape enhancements, neighborhood revitalization and mixed-use zoning; Hope VI redevelopment of Preston Taylor Homes and John Henry Hale Homes; and new infill on vacant lots throughout North Nashville. Private development also added assets to the community; most notably the development of MetroCenter in the late 1970s. MetroCenter as an employment center has provided new jobs in a wide range of industries from office to light warehousing.

Leading up to the 2010 update of the North Nashville Plan, publicly funded projects and a significant amount of private investment have also added to the revitalization of the North Nashville Community. Public projects such as the Gateway to Heritage Project—a landscape and beautification project, neighborhood infrastructure (sidewalks, streets, gateways), and civic improvements (libraries, community centers, police precincts) have added to the revitalization of the North Nashville Community. Privately driven improvements such as the National Museum of African American Music, and private development in neighborhoods like Buena Vista Heights, Historic Buena Vista and Germantown have also created momentum in the community with regard to new development.



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THE NORTH NASHVILLE PLAN IN RELATION TO LARGER PLANNING EFFORTS

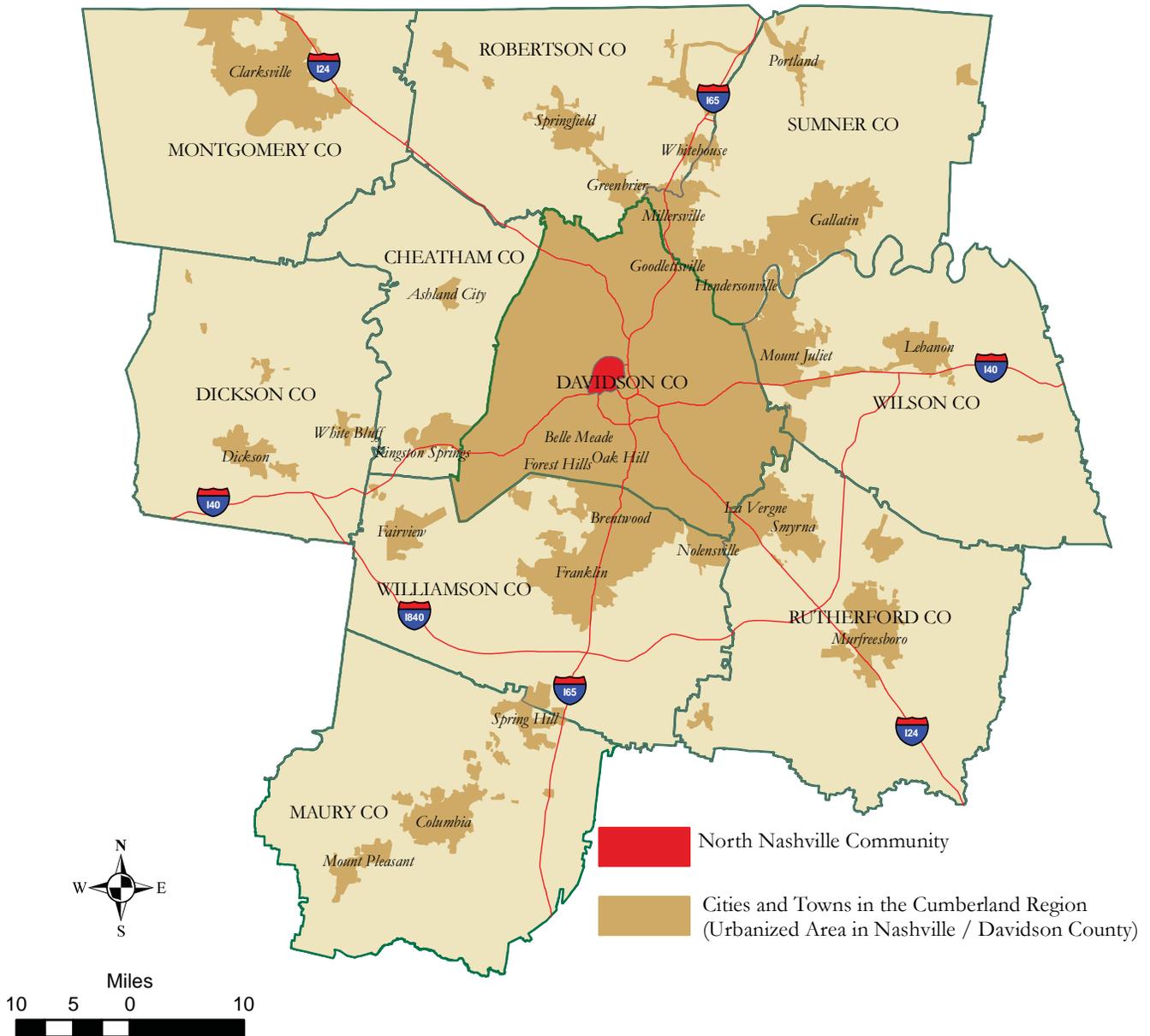
In 1988, the Metro Planning Department began creating “community plans”, looking at growth, development and preservation in fourteen communities across the County. The impact of growth, development and preservation in these communities does not stop at their borders, however, especially in the case of the North Nashville Community. North Nashville has many unique resources whose growth, development or preservation can impact surrounding communities within the city. North Nashville would also benefit from the utilization of its resources by adjacent communities and the larger region; the sharing of resources would greatly benefit the economic condition of the North Nashville Community.

The North Nashville Community has had its share of challenges, mostly in the area of economic development. Despite these challenges, North Nashville and its stakeholders continue to share its story of perseverance and are always willing to promote its prevailing assets to the rest of the Middle Tennessee region. North Nashville is home to successful employment centers including MetroCenter and several universities including Tennessee State University, Fisk University, Meharry Medical College, and Watkins College of Art and Design. North Nashville is also very accessible with Interstate 40, Interstate 65 and the remaining street grid providing access to Downtown, Midtown, West Nashville and Bordeaux. North Nashville boasts diverse parks and recreational spaces ranging from large regional parks to small neighborhood parks to a network of greenways. North Nashville also has neighborhoods that offer affordable and diverse housing. Some North Nashville neighborhoods have remained very stable with long-term residents and historic housing, while others are changing more rapidly with more diverse housing and residents. In both cases, North Nashville neighborhoods continue to accommodate the housing needs of individuals and families at many points in their lives, and are becoming more attractive to businesses and retail.

The health of each of these assets impacts North Nashville and contributes to Davidson County’s unique role in the larger Middle Tennessee region. Likewise, the utilization of these resources by other communities in Davidson County helps strengthen North Nashville’s regional contribution. This section considers the North Nashville Community in the context of the region. See Figure 1 for North Nashville’s location in the region.



FIGURE 1
NORTH NASHVILLE IN THE CUMBERLAND REGION



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Regional Growth – The Cumberland Region

Cumberland Region Tomorrow (CRT), a private, non-profit, citizen-based regional organization, outlines principles used in their work on regional growth. While CRT provides principles for *regional* planning, its tenets shed light on North Nashville's role in the larger region. These tenets are below in italics, followed by discussion of how each tenet is addressed in the North Nashville Plan.

Guide our communities' growth with comprehensive, community plans;

Planning for future growth, development and preservation of a community establishes the role of a community in the region. To plan for growth comprehensively requires identifying existing and projected, economic, residential, recreational, transportation conditions and needs in light of what growth and development is occurring in the region. The North Nashville Plan brings attention to the growth that has occurred in Davidson County's inner ring neighborhoods over the last decade. Since 2002, North Nashville saw a 12.6 percent increase in the number of residential dwellings units. While the 2000 U.S. Census projected a slight population decrease (approximately 0.6 percent), the 2010 U.S. Census may reveal a population increase considering new development that has occurred since 2000 and recent trends of living near the Downtown core in inner-ring communities like North Nashville. As residential land uses saw a significant increase, commercial land uses lagged behind, only increasing by four-tenths of a point since 2002 (4.6 percent in 2002 increasing to 5 percent in 2010).

The North Nashville Plan recognizes the shifts in residential and commercial development and responds accordingly. The Plan encourages utilization of existing commercial corridors and centers to strengthen these commercial areas rather than providing new areas for commercial development. The Plan also identifies evolving residential and mixed use areas to accommodate residential development and new growth that are anticipated in the future.

Update zoning, subdivision and building codes to implement community plans;

North Nashville stakeholders are committed to implementation of the community plan. As a result, the North Nashville Plan update process included targeted stakeholder meetings and an implementation workshop to match community leaders with resources in the community. The North Nashville Plan focuses on implementation through the application of the Community Character Policies, which have development incentives included in them, and community-led implementation through the facilitation of partnerships and effective collaboration.

The community character policies are a reflection of community input combined with sound planning principles and the city's commitment to sustainable development. The community stressed the need for stronger commercial and retail.



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Therefore, the plan introduces very little *new* land dedicated to commercial centers, encouraging redevelopment of the community's *existing* commercial corridors and centers. Development incentives include reduced parking and reduced building setbacks to further encourage development in centers and along corridors. These incentives are mentioned in the community character policies. The Plan also promotes appropriate infill in designated areas throughout the community to address the stakeholders' wishes of fostering residential reinvestment.

The North Nashville Plan and its process have been updated with regard to implementation and community involvement. In 2002, the North Nashville Plan Update identified goals and objectives; some were related to land use and infrastructure while others were related to the social, economic, and aesthetic condition of the community. The land use and infrastructure-related goals were accomplished by public sector and some private sector development, while other goals and objectives were addressed by the larger community. The 2010 North Nashville Plan Update uses a similar strategy. The North Nashville Plan clearly outlines the roles that the public/government sector, private sector, and the community play in the implementation of the community plan. The community was involved in deciding what goals and strategies are most important to implement with regard to economic development, residential development, and youth and community development. The Plan also outlines implementation strategies for goals related to open space, neighborhood, centers, corridors, and transportation that are best championed by the public/government sector and private sector.

Use design to protect and enhance our region's diversity of community character;

The North Nashville Plan focuses primarily on community character and the form of development. While North Nashville is well-known for its classic, urban neighborhoods, during this update process, the analysis of the North Nashville Community revealed neighborhoods that are more suburban in nature, including Cumberland Gardens and College Heights. Identifying these areas as having suburban character creates additional housing options for future and current residents. The North Nashville Plan also acknowledges the historic character of neighborhoods by encouraging compatible infill and development. The Plan clearly identifies the diversity of development in North Nashville and how development should occur to maintain that diverse character.

Redevelop and strengthen our region's cities, towns and rural communities to ensure a range of unique lifestyle choices; create a variety of housing choices for our region's diverse workforce;

The North Nashville Community includes suburban and urban neighborhoods. To strengthen these areas, the North Nashville Plan encourages the preservation of neighborhoods that are generally stable and the enhancement of neighborhoods

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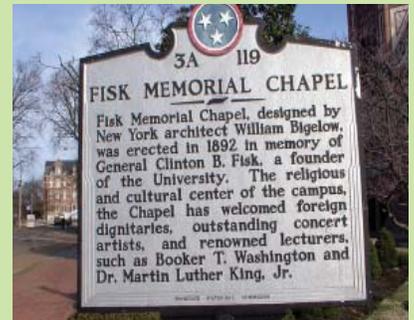
that could benefit from additional development. The Plan also promotes residential growth in areas with existing infrastructure and access to transportation, jobs, and services, especially on corridors.

Suburban neighborhoods are not commonly found in North Nashville, but where they do exist, they have a distinct suburban character and form with curvilinear streets, larger lots, and single family detached homes. To maintain their suburban character, and protect them from more intense urban development, the North Nashville Plan encourages the preservation of these areas by speaking to building types, building location, and street design. While sensitive infill development is appropriate in many of the suburban neighborhoods, opportunities for new suburban development are limited to areas near MetroCenter. Therefore, the North Nashville Plan creates opportunities for housing choice in other strategic locations in North Nashville's urban neighborhoods.

Urban areas in the North Nashville Community are the most appropriate for higher density residential development due to their existing urban grid, proximity to prominent North Nashville corridors and centers, existing infrastructure, and the fact that many of the neighborhoods feature some mixture of housing today. The Plan establishes preservation of some stable urban neighborhoods with regard to building types, building location, and street design, while recognizing there are opportunities for infill development on vacant lots and the rehab of older homes. The Plan also promotes growth in evolving urban neighborhoods.

The mixed use centers and prominent corridors within the North Nashville Community also accommodate residential development. Residential development is essential to strengthening North Nashville's existing centers and corridors. Residential land uses provide clientele and foot traffic for retail businesses, encourage the use of transit routes, and create opportunities for additional methods of transportation in the future. The development of residential land uses in centers and along corridors considers new building types and more dwelling units. Doing so helps to relieve the pressure of development in some existing neighborhoods and broadens the spectrum of housing that may be offered in North Nashville.

By strengthening North Nashville's neighborhoods, centers, and corridors, the North Nashville Plan creates a stronger community, and provides a range of housing choice for residents who wish to live, work and recreate in the North Nashville Community. Housing choice also provides options for residents at all points in their life cycle; multifamily may provide housing for young professionals and elderly while single and two-family residential units provide housing for larger families and households. In all cases, providing housing choice and diversity in



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lifestyle options in North Nashville provides a choice of housing for residents regardless of their housing needs, and provides the population to add employees and consumers to local businesses, and users for local mass transit.

Conserve our region's land, water and natural resources for our future economic, health and cultural well-being;

While choices about use of land, water and natural resources may be made by individuals, the impacts of the choices are felt by the entire community and region. This was made most evident during the 2010 update process when Nashville and Davidson County experienced a “500-year” flooding event that impacted the North Nashville Community. The North Nashville Community has an estimated 1,343 acres of 100- and 500-year floodplain. Inundation occurred in areas that have limited residential development (farm land, industrial land, and park/open space). As a result, the preservation of land in the floodplain was not only environmentally responsible, but it also preserved the health and well-being of North Nashville residents. While North Nashville did experience some flooding in residential areas, it was minimal as compared to flooding that occurred in other residential portions of Davidson County. The North Nashville Plan continues to encourage the preservation of natural resources by limiting or prohibiting development where it has not occurred and by remediation of floodplain and steep slopes in areas where development has occurred.

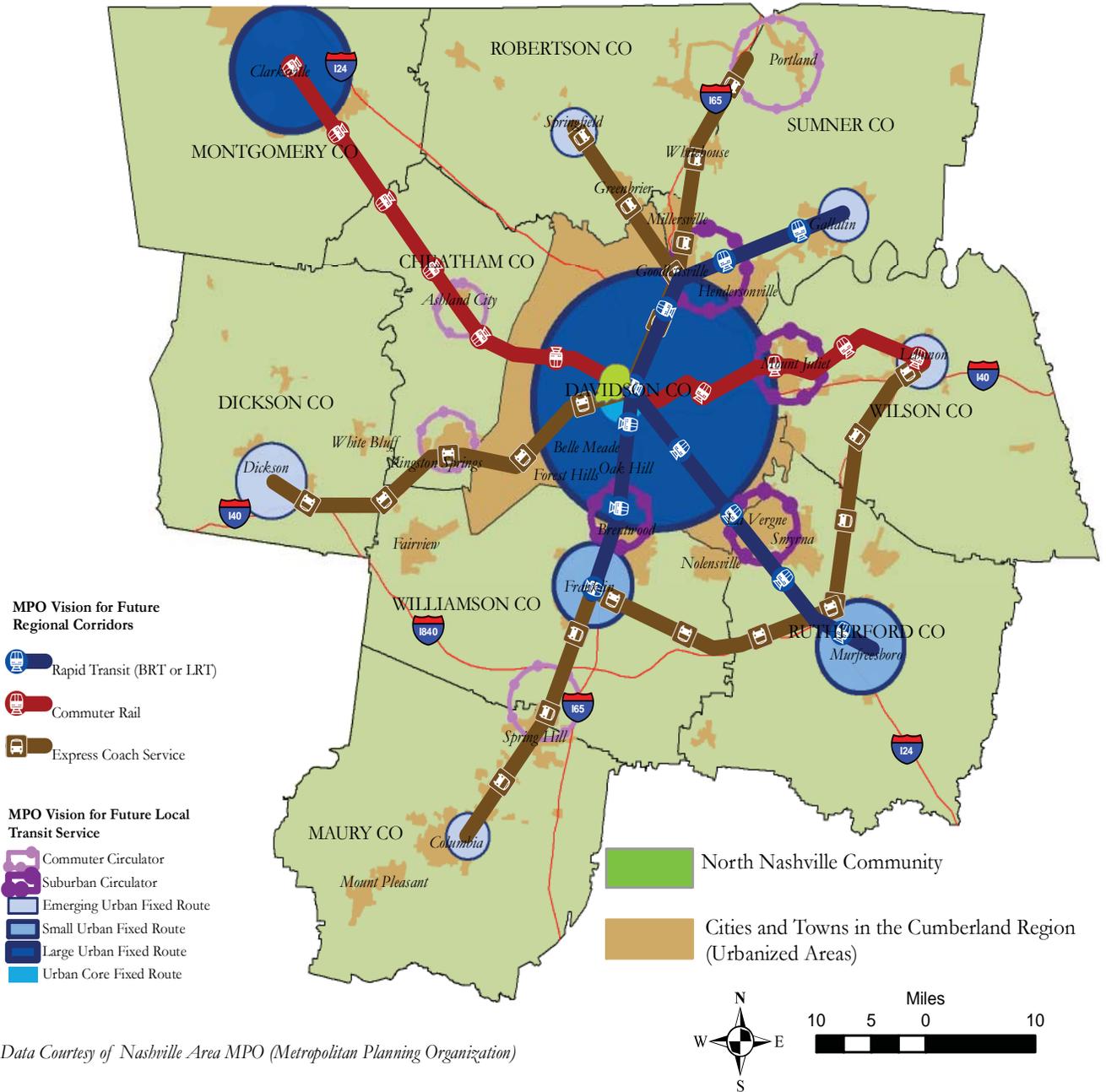
Link land use and transportation planning to promote an integrated framework to guide growth and development;

Interstate 40 and Interstate 65 transverse the North Nashville Community and provide quick and easy access to Downtown and adjacent communities. Despite their convenience, the interstates were constructed with little regard for the existing neighborhoods and commercial centers and corridors. As a result, the interstates interrupted the connectivity between neighborhoods, centers and corridors, damaging the neighborhoods and the lives of the residents as well as businesses. Moving forward, the North Nashville Plan seeks to strengthen the street networks in the community and restore the neighborhoods, centers, and corridors.

The North Nashville Plan strengthens transportation networks by identifying street connections that provide connectivity and access where it had been removed by the interstate. Recognizing the fact that many local street connections cannot be re-established, other means of connecting the community are planned. Bikeways, sidewalks, and greenways also connect open space, neighborhoods, centers, and corridors where street connectivity was lost. The Plan also promotes the connectivity of regional transportation corridors such as 28th Avenue, Rosa L. Parks Boulevard/Ed Temple Boulevard, and Clarksville Highway. All of these corridors service not only North Nashville, but other communities in Davidson County and the Middle Tennessee region.

FIGURE 2

NORTH NASHVILLE IN THE CUMBERLAND REGION: TRANSPORTATION



Data Courtesy of Nashville Area MPO (Metropolitan Planning Organization)

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Streets do not operate in a vacuum and therefore, the North Nashville Plan enhances the transportation function of major corridors through the consideration of adjacent land use and character as well as mobility and capacity. One way the corridors are improved is by encouraging higher-density housing, commercial, mixed use and office uses along them. Along the corridors, the North Nashville Plan encourages more intense development at major intersections, preparing these areas also for possible transit stops and transit oriented development. North Nashville has effective transit, pedestrian and vehicular networks, but strengthening the land uses along them is priority in the 2010 plan update.

Guide public and private investment to efficiently use pre-existing infrastructure and developed land.

Sustainable development requires public and private entities to efficiently use land and resources. Infill development should be privileged over greenfield development to capitalize on existing infrastructure and services. This reduces the strain on a community's monetary and environmental resources, and provides greater transportation choice for residents. The North Nashville Plan also encourages the use of existing land by encouraging the redevelopment of underutilized land with additional development density and uses. Where entitlements do not exist, the Plan supports the use of regulatory tools to spur growth and development in these areas. The implementation section of the Plan outlines where public and private should cooperate to ensure that the general principles of sustainability found within the Plan and the *General Plan: Concept 2010* are met.

The North Nashville Plan in a Regional Context

The North Nashville community plays an important role in the Middle Tennessee region. Perhaps North Nashville's greatest strength, in the regional setting, is its location. The proximity of North Nashville to Midtown and Downtown, combined with changing demographics that are resulting in more people seeking in-town living, will make North Nashville an increasingly desirable place to live and work in the future. North Nashville's location as an inner-ring neighborhood also makes it one of the more *sustainable* communities in the region. Residents and employees of North Nashville can often walk, bike or take transit to work and meet their daily needs. Meanwhile, redevelopment in inner-ring neighborhoods on existing infrastructure reduces the need to develop the County's remaining greenfields. For Nashville and Davidson County to be a sustainable, green community, it needs to make the most of its inner-ring neighborhoods and their assets.

North Nashville has significant assets to provide the region in terms of well-located employment sectors, a diversity of housing and enjoyable recreational offerings, and historic resources. North Nashville's future vitality depends, however, on how

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it capitalizes on these assets and particularly on how it redevelops its primary corridor – Jefferson Street – to offer a mix of uses, including a mix of housing, with densities and intensities to support commercial development and transit.

Economic Assets and Challenges

The North Nashville Community has many unique resources, yet it continues to struggle economically. It has been repeatedly noted in past community plan updates that North Nashville would benefit greatly by building upon the strong assets that it has and being proactive in addressing its challenges. North Nashville assets that could be used to help spur economic development include MetroCenter as an attractor for businesses and residents, the historic assets (musical and cultural history, universities and historic neighborhoods), and the forthcoming community attractions (the National Museum of African American Music and the Gateway to Heritage Beautification Project). North Nashville also has the challenge of a struggling local workforce that if addressed, may spawn secondary impacts such as increase in per capita income, more discretionary spending power, and more marketable clientele for business and retail.

MetroCenter

MetroCenter was developed in the early 1970s as a mixed use development that would accommodate residences, business and light warehousing uses, and retail. Since that time, MetroCenter has shifted from its planned land uses, but continues to be an asset in the North Nashville Community. Today, MetroCenter is a thriving business and light warehousing district. Of the 684 land acres only 117 land acres are considered vacant. Office space vacancy rates in MetroCenter have been reported to be the lowest in the county amongst other prominent office districts (West End, Green Hills, and the Airport for example). Additionally, direct access via Interstate 65 and Interstate 40, and close proximity to Downtown and in-town neighborhoods in North Nashville, make it a desirable location for employment.

The 2010 North Nashville Plan update recommends through its community character policies, that portions of MetroCenter regain its prominence as a true *mixed use* area, which could include more commercial and residential. Other portions of MetroCenter may remain as light warehousing and office because of its existing and anticipated long-term vitality in these markets. In any case, MetroCenter will continue to be a significant asset and any additional attention that can be brought to that fact will only assist in the community's attempt to attract residents and retail businesses.



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Existing Historic Resources



The North Nashville Community boasts several historic resources and community attractions. These may be used as assets to attract tourist and, to some degree, permanent residents. The Germantown Neighborhood is listed on the National Register of Historic Places. The revitalization of homes and businesses in recent decades makes the neighborhood an asset to North Nashville and the county. The neighborhood is now protected as a Historic Preservation District and hosts annual festivals including the Germantown Street Festival, Holiday Homes Tours and Oktoberfest.



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



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



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

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asset will need continued support from the community and their alumnae to remain attractive to the residents and visitors of the North Nashville community.

Forthcoming Community Attractions

The Gateway to Heritage Project, initiated by JUMP and local landscape architecture firm the EDGE Group, focuses aesthetic improvements at the I-40 entrance and exits ramps to Jefferson Street and 28th Avenue. The project will enhance the ramps with landscaping and will seek to turn the bisecting I-40 overpass into a community gathering place with murals that reflect the musical heritage of Jefferson Street. The beautification project is also planned to continue improvements east along Jefferson Street to the National Museum of African American Music, which also focuses on the musical heritage of North Nashville. The museum's site at the southeast corner of Rosa L. Parks Boulevard and Jefferson Street technically is not within the North Nashville study area. However, it will have a direct impact on North Nashville and the neighborhoods adjacent to the site, as the museum is anticipated to create 250 construction jobs and 25 part-time and full-time jobs, while attracting 250,000 visitors in its first three years.

The 2010 North Nashville Plan update supports the preservation and growth of these assets. The Plan encourages the preservation of historic character by emphasizing building form that is compatible with adjacent historic structures rather than focusing solely on density and land use. The Plan also encourages strengthening the existing commercial corridors, especially Jefferson Street. The Plan builds off of the Gateway to Heritage Project and the museum by identifying 28th Avenue North and Rosa L. Parks Boulevard as commercial anchors on either end of Jefferson Street. Residential Community Character Polices near the universities encourage housing choice to accommodate residents, students, and professionals and their various housing needs.

Addressing the Challenge - The Local Workforce

Historically, the North Nashville Community has had a diverse job market consisting of manufacturing, retail, and personal and professional services. Of those, the personal service industry has dominated the local economy since the 1970s. More recently, MetroCenter and its growing popularity as an office and light distribution center in North Nashville created a new leader in the local job market and increased the number of white collar jobs in the community. The Nashville Area Chamber of Commerce's 2006 Occupational Class data estimated that in North Nashville, white collar jobs were held by 50 percent of the resident workers over age 16. Service jobs were held by 28 percent of the resident workers and blue collar jobs fell to third at 22 percent among resident workers over age 16. While the figures may look promising, they only report on the small number of resident workers in the labor force. In 2006, there were an estimated total of



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16,825 people over the age of 16. Of those, only an estimated 7,206 people or 43 percent were actually in the labor force. In Davidson County, 68 percent of people over the age of 16 are in the labor force. In contrast, the U.S. Census reports that 64 percent of people over the age of 16 are in the labor force.



In North Nashville, there are a smaller number of residents with advanced degrees compared to Davidson County. The 2000 U.S. Census reported that only 16 percent of North Nashville residents earned an associates, bachelors, or graduate degree, compared to 35 percent of the population for the remainder of the County. With so few residents in the labor force and few with advanced degrees, there are also a smaller number of residents with the disposable income needed to support the retail sector of the local economy. The 2000 Census reported a per capita income (the average income per person) of \$10,671 in the North Nashville Community, while the remainder of Davidson County saw a per capita income of \$22,684. That income figure increased only slightly to a per capita income of \$11,136 in 2006. In context, the U.S. Census reports the state of Tennessee's per capita income in 1999 as 19,393 as compared to the U.S. per capita income of 21,587. Therefore while Davidson County's per capita income was higher than that of the remaining state of Tennessee, North Nashville continues to lag behind in the amount of income per individual person in the community.



The 2002 North Nashville Plan Update recommended that the community focus on increasing the number of permanent residents and residents with disposable income. Without a resident base with disposable income, the vitality of future and existing retail operations would hinge on the less predictable markets like daytime workers and tourists. That recommendation is relevant today and is being carried forward in the 2010 plan update. Another recommendation has added in this Plan update, however – a focus on improving the employability of the existing workforce. More details on these recommendations are found in Chapter V: Implementation, which discusses economic and reinvestment strategies including strengthening the local workforce and marketing the community's assets.



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

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Residential Development

In the Middle Tennessee Region, there is an abundance of housing choices which range in character from rural to suburban and urban. North Nashville contributes primarily an urban housing type to the region's housing stock, as well as some suburban housing. Residential land uses make up 29 percent of the total land acreage in North Nashville; the remaining 71 percent is consumed by commercial, office, industrial, and civic land uses, and parking. The residential land uses includes a healthy mix of single-, two-, and multifamily structures; single-family residential uses make up 39 percent of the residential units while townhomes and multifamily residential make up 55 percent of the residential units in North Nashville. Further, from the year 2006 to 2009 in North Nashville, residential building permits for new housing consisted of 53 percent of all residential building permits while rehabs and additions followed with 41 percent and 7 percent respectively. Despite the healthy housing mix and new development in the community, there are still a number of unoccupied residential units and vacant parcels in North Nashville.

In 2006, an estimated 17 percent of all housing units were considered unoccupied; an increase from the 12 percent reported in the 2000 Census. Similarly, vacant parcels in North Nashville consume approximately 12 percent of the total land acreage. Broadly classified by zoning districts (residential, commercial, or industrial), vacant parcels that are within a residential zone district make up 5.8 percent of the total land acreage that is considered vacant. This shows that there is more opportunity for infill housing throughout the community.

In the North Nashville Plan Update process, the community wanted to encourage infill and revitalization *throughout* the community and not limit infill to just specific locations and neighborhoods. The North Nashville Plan provides guidance for infill throughout the community specifically addressing maintenance neighborhoods and through policies for evolving neighborhoods. Infill in maintenance neighborhoods should be very strategic in its location. Appropriate locations for strategic infill may be at the intersections of streets, near civic and retail uses, along prominent corridors and fronting on open space. In evolving neighborhoods, infill that would include additional building types, new development patterns (new streets and building setbacks for example), and greater density is strongly encouraged. In North Nashville, evolving neighborhoods were identified primarily near the universities and along corridors and mixed use areas. In all cases, infill should encourage a mixture of housing to provide housing choice for residents which accommodate housing needs that may vary throughout an individual's life time. The North Nashville Plan seeks to strike a balance between preserving the character of established neighborhoods while offering opportunities for infill and for new housing (including new housing types) to welcome new residents. New residents are largely a result of the growing trend of living in close proximity to



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areas of retail, employment, and recreation. North Nashville is in close proximity to such areas and has easy access to transit, which makes it a desirable location.

While new residential development has and continues to attract new residents, 2011 population projections for North Nashville still estimate population declines, while the remainder of Davidson County and the region show population increases. To remain attractive to new residents and competitive in the region, the North Nashville community must continue to accommodate additional residential development, while decreasing the number of vacancies within a neighborhood. The existing housing is affordable and ideally located (near universities, Metro Center and Downtown), but new housing is needed throughout the community to strengthen individual North Nashville neighborhoods and make them even more desirable for new residents.

Recreation – Community Services and Open Space

Open spaces are important components of a plan for open space preservation on a countywide and even regional scale, as shown on Figure 3. Various types of open space exist in the many communities across the region and all have a character and function that is unique to its surroundings and the needs of the residents who use them. North Nashville is an urban community where parks are generally walk-to facilities that are integrated into the fabric of the neighborhood. North Nashville also has some parks that have a suburban character, are generally larger, and serve several neighborhoods.

Bordered by the Cumberland River, the community has the benefit of the Cumberland River Greenway system as well as the Ted Rhodes Golf Course, and natural areas such as the TSU Agricultural Farm. These areas also are where the natural floodplain is located. During the 2010 flooding events, many of these areas along the river were impacted, but their inundation help to protect some residential areas from additional flooding. North Nashville's mini and neighborhood parks also add to the open space system by providing open space and natural areas within an urban area where large expanses of open spaces are less common.

The North Nashville Community currently contributes over 388 acres of park land to the region. The majority of this acreage is attributed to the Ted Rhodes Park and Golf Course. Ted Rhodes is North Nashville's largest park, but Hadley Regional Park is its most popular park. Hadley Park is 34 acres and it provides walking trails, ball fields, tennis courts, and a community center. North Nashville residents noted Hadley Park as a good example of a safe and active park and recommend similar facilities in Ted Rhodes. Remaining park land is located throughout the community in some of North Nashville's moderately sized parks such as Watkins, McKissack, and Morgan Parks. Some open space is internalized within Metropolitan Nashville school sites, most notably Buena Vista Park. Buena

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Vista Park is 50 acres of reclaimed park land that is a component of the John Early Middle School and Hull – Jackson Elementary Montessori Magnet campus. The North Nashville Plan recognizes that the community has a variety of open spaces and has three recommendations for additional neighborhood or mini-park open space. Ideal locations include near the Buena Vista Heights/Osage/Elizabeth Park neighborhood area, near the Fisk/Meharry neighborhood area, and in the Tomorrow’s Hope Neighborhood, west of Tennessee State University.

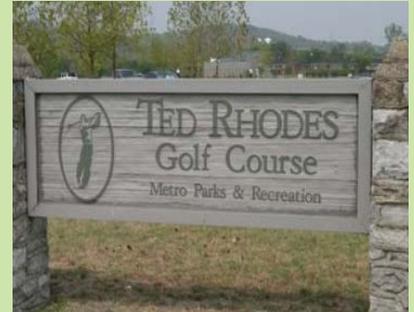
The existing open space and facilities in North Nashville as understood by the community create a sense of community and place in North Nashville. The Plan does encourage making the existing greenway more accessible with additional connections and signage, enhancing regional parks like Ted Rhodes to become more user-friendly with additional recreational facilities, and providing more programming for neighborhood parks, encouraging their use by a variety of users.

Natural Features and Environmental Treasures

Like parks and open space, the preservation of natural and environmental features helps to create areas within the region that serve as habitats for animals and other precious resources. Every community whether rural or urban, should preserve a refuge for the regions natural resources and wildlife as well as provide recreational space for its residents.

Development in North Nashville ranges from suburban areas near Tennessee State University to urban areas near Germantown and Jefferson Street. North Nashville still, however, has environmentally sensitive features that should be preserved. Natural features in the North Nashville Community include the floodplain, floodway, and wetlands along the Cumberland River and in MetroCenter as well as some small areas of steep slopes near the Buena Vista Heights Neighborhood near Metro Center.

The Cumberland River floodplain, floodway, and wetlands are the most significant environmental features in the North Nashville Community. With restrictions for building in the floodway and floodplain, the most ideal use of land adjacent to these waterways is for greenways and park land. Greenways protect sensitive land and habitats near the water, providing improved water quality, and creating connections to various open spaces. The creation of additional greenways (as recommended in the Open Space guidance in the Plan) is a benefit to the North Nashville Community, but it also connects the community to a county-wide and regional open space preservation network. Figure 3 shows how North Nashville’s efforts to preserve open space and environmentally sensitive features contribute to a regional network of preserved land.



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FOUNDATIONS OF THE NORTH NASHVILLE PLAN

There are several foundational documents and concepts that inform the creation of the North Nashville Plan. They are described in greater detail below.

Concept 2010: A General Plan for Nashville and Davidson County

State law (TCA 13-3-301 through 304 and TCA 13-4-201 through 203) charges municipal governments with creating a general plan to guide future development decisions. *Concept 2010: A General Plan for Nashville and Davidson County* (“the General Plan” or “Concept 2010”) is Nashville and Davidson County’s general plan, adopted by the Metro Planning Commission in 1992. The General Plan is not a single document, but a group of related documents. *Concept 2010* establishes the general philosophy and vision for the future growth and development in the County. *Concept 2010* contains broad, long-term, foundational countywide policies to guide the more detailed planning conducted for each community.

In addition to *Concept 2010*, the General Plan includes fourteen community plans (formerly called “subarea plans”) and several functional plans that provide in-depth study of specific topics. The functional plans, developed by Planning Department staff and/or in conjunction with other Metropolitan Government departments, include plans for transportation, economic development, historic preservation, parks and recreation, and housing. The community plans and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently than the General Plan.

The authors of *Concept 2010* thoughtfully chose to structure the General Plan to ensure that the plan would be a timely, relevant, meaningful guide rather than a static document. As the document states, “Rather than formatting a plan in one document that might remain static for twenty or even thirty years, this Commission has chosen a general plan consisting of a twenty year overview, which is the guiding document, and various functional plans, locational or subarea plans and various implementation tools that would be reviewed on a more frequent basis.” The North Nashville Plan is one of fourteen community plans, updated every seven to ten years that are designed to guide public and private development decisions to create the community envisioned by community stakeholders.

Sustainable Development

The 2010 update of the North Nashville Plan reflects the spirit of *Concept 2010* and adheres closely to *Concept 2010*’s main tenets. Most importantly, the North Nashville Plan embodies *Concept 2010*’s commitment to what the Metro Planning Commission has come to discuss as “sustainable development.”



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Sustainable development is understood as having four core elements, which are found in *Concept 2010*. The North Nashville Plan includes the four core elements of sustainable development, each of which is discussed below:

1. A commitment to balancing growth with the social/cultural identity of the community and with protection of the environmental assets of the County;

The North Nashville Plan encourages economic, residential, and community growth that builds upon the historic and geographic assets of the community. While growth is encouraged throughout North Nashville's neighborhoods, centers and corridors, the protection of environmental resources is still a consideration in the Community Character Policies. The Plan also seeks to find a balance between encouraging growth while preserving the social/cultural identity of North Nashville by engaging all stakeholders, encouraging housing choice that promotes economically and racially diverse neighborhoods, encouraging development that may accommodate a range of retail and mixed use development, and lastly by facilitating the creation of a cohesive vision that guides all growth and development for all North Nashville Stakeholders.

2. A commitment to creating development that is beneficial to the community today and in the future;

The North Nashville Plan sets forth development standards that ensure that development will be beneficial to the community today and in the future. The Plan recognizes that North Nashville, like other communities in Nashville and Davidson County, struggle with both the function and appearance of its commercial corridors and centers. Past development of the interstate system coupled with integration weakened the commercial development in the community and what has remained has not necessarily enhanced the community in the long-term. As a result, North Nashville has several corridors and centers that the community would like to see redeveloped to offer greater commercial, employment and housing opportunities. The North Nashville Plan encourages a form and character of development in centers and corridors that creates viable and functional commercial areas that will enhance the community by creating a sense of place, providing more services and housing to the community and setting the stage for enhanced transit opportunities. Furthermore, the Plan limits the number of new sites for commercial development, attempting to focus on redevelopment and infill of existing corridors and centers rather than adding to the supply of commercial development. Similarly, the North Nashville Plan encourages the preservation of sustainable neighborhoods and the enhancement or creation of neighborhoods where additional housing types provide housing choice for today and for the future.

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3. A commitment to engaging all stakeholders in planning for growth and development in Nashville/Davidson County;

Stakeholders in the North Nashville Community include residents, property owners, businesses, institutional leaders, developers, and elected or appointed officials. Community Planning in Nashville and Davidson County relies on stakeholder engagement as set forth in *Concept 2010*. A series of growth management forums to gather public input informed *Concept 2010*. Likewise, the Metro Planning Department utilizes community meetings and other channels for public input in creating the community plans. In the case of North Nashville, the Metro Planning Department adjusted its community engagement tools to address the larger number of elderly residents and low-income residents. Email and internet were also combined with other methods such as radio, television, monthly newsletters and U.S. postal mail to keep residents engaged throughout the process. Staff also held community meetings at both 3 – 5 p.m. and 6 – 8 p.m. to accommodate a diversity of schedules. Finally, the Metro Planning Department held focused stakeholder meetings, gathering with developers, churches, universities, neighborhood groups, and business groups throughout the Community Plan update process. Community members in North Nashville met over the course of seven months to update the North Nashville Plan

4. A commitment to thinking regionally in planning for the growth and development of Nashville/Davidson County.

North Nashville's unique location – in the center of Davidson County and minutes from Downtown – provides many opportunities for its future growth and prosperity. North Nashville is considered to be an “inner-ring neighborhood” – an early neighborhood that developed adjacent to the Downtown Core. Conventional suburban development reaches beyond the county's borders, and for many years it replaced inner-ring neighborhoods. Today, North Nashville is experiencing a small resurgence of residents relocating to inner-ring neighborhoods to be in close proximity to employment, retail and entertainment, and transit. This is most evident in the North Nashville neighborhoods of Historic Buena Vista, Salemtown, and Germantown; from 2006 to 2009, 27 percent of new residential building permits in North Nashville were granted in these neighborhoods. Despite new development in some areas, North Nashville 2011 population estimates project a slight decline while the remainder of the county and region continues to grow.

The *Metropolitan Planning Organization Population and Employment Forecast* shows that Davidson County is expected to see a 23 percent increase in population from the years 2006 to 2035. Combining this with consumer preferences for living closer in-town and changing demographics, North Nashville will still be a desirable place to live for some residents. Therefore, despite the population estimates predicting a decline (which may also be attributed to an increase in housing units, but a



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decrease in the number of people living *within* them), the community should still be prepared to absorb additional housing and residents during the next ten years. The North Nashville Plan encourages infill in specified infill areas, strategic infill throughout the community, and infill within neighborhoods identified as evolving areas and along prominent corridors and centers.

North Nashville – Sustainable Development and Healthy Living

As discussed in the previous section, encouraging development in North Nashville relieves some pressure from other parts of the region and promotes a sustainable community. Existing infrastructure and services in North Nashville are readily available to serve new infill development. Placing additional residents in close proximity to transit and within walkable distances to services, open space, and employment contributes to reducing traffic congestion and associated air quality issues across the region. Yet, while these practices help support sustainable development patterns and protect the environment, the North Nashville community, like others, may still struggle with the health of its individual residents.

Within Davidson County, prevalence of conditions such as obesity/overweight, hypertension, and diabetes are disproportionately high in the North Nashville area. While personal behavior choices and responsibility are important, they exist within a larger social and environmental context that can often make choosing healthy options especially difficult. For example, lack of access to healthy foods or negative perceptions of safety within a neighborhood can prevent people from maintaining a healthy diet or taking a leisurely evening stroll; two behaviors that are fundamental building blocks for healthy lifestyles. North Nashville stakeholders are aware that their community struggles with these types of public health issues and want the community plan to address the relationships between development patterns and community health.

The causes of poor health are as interrelated and complex as the human body itself. Understanding how chronic diseases arise from and affect the human body is the cornerstone of disease treatment. However, holistic perspectives of health that take into account the many social and environmental influences on the distribution of chronic illness within a population allow for increased attention on disease *prevention*. These influences are called health determinants and include the design and structure of the community itself – the very aspects of community that are the focus of this Update. To follow from the examples above, increasing access to healthy food increases the likelihood that residents will maintain a healthy diet. Creating safe and attractive places for walking and bicycling increases the likelihood that residents will incorporate physical activity into their daily lives. Healthy eating and active living can help prevent (and treat) many of the chronic diseases of concern in North Nashville.

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The land use, transportation, and urban design policies found within the North Nashville Plan play a role in developing the community as a context for healthy lifestyles. By reducing barriers to healthy behavior choices and increasing access to healthy places, this Community Plan Update will help address public health issues in North Nashville. The policies of this Plan however, cannot guarantee better health outcomes: social and economic factors that exist beyond the scope of this document also have bearing on the individual behaviors that ultimately lead to a community's health status. Keeping this fact in mind, the following section addresses stakeholders' concerns about the connections between this Plan and their community's health through the lens of work currently underway through the Metro Public Health Department's *Communities Putting Prevention to Work* grant.

Metro Public Health Department – Communities Putting Prevention to Work In 2010, the Metro Public Health Department (MPHD) won a highly competitive Communities Putting Prevention to Work (CPPW) grant administered by the U.S. Department of Health and Human Services. CPPW Nashville aims to increase the likelihood of people eating healthy foods and getting enough physical activity, leading to better overall health. A primary focus is to collaborate with city and community partners to lessen the effects of our built environment on high-risk communities, ensuring equitable opportunities to live healthy lives, regardless of income, race or ethnic background. Under the CPPW grant MPHD has developed specific strategies to create policy, systems, and environmental changes needed to achieve its goals. The North Nashville Plan and its community character policies align with several of these CPPW strategies, which is discussed below. For a full understanding of the CPPW Grant and its proposed initiatives, stakeholders are encouraged to visit the Metro Public Health Department's website at www.health.nashville.gov.

CPPW Strategies Concerning Access to Healthy Food - The CPPW strategies address access to healthy food through ensuring healthy corner stores, creation of programs and policies that lead to better food environments (including healthy food for youth) and supporting community gardens.

The North Nashville Plan addresses access to healthy food through its mixed use center and corridor policies, transportation guidance, and open space plan components. Providing a new grocery store is a priority for North Nashville stakeholders; a portion of North Nashville has been identified as a food desert - areas where the primary food options are convenience stores and fast food restaurants, and where any residents do not have their own means of transportation. (See the Appendix D for a Food Access and Food Desert map.) Research and stakeholder interviews revealed that a big-box / chain grocery store is most likely to locate on highly traveled arterials and on a large acreage site with prime visibility. This type of site is most frequently found on the periphery of the study area. A grocery store within the interior of the study area that may be more accessible by foot than by car, would most likely require adaptive reuse of an existing commercial building or new construction on a smaller site suited for a corner market. The North Nashville center and corridor policies provide opportunities for both larger grocery stores and corner markets.



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On corridors interior to the community, such as Jefferson Street and Buchanan Street, community character policies encourage a mixture of land uses while making accommodations for development on constrained sites. Reduced setbacks and parking reductions give developers more flexibility for developing these locations. While these streets may accommodate smaller corner stores or neighborhood markets, community center policies on Charlotte Pike and Rosa L. Parks Boulevard provide opportunities for potential larger chain grocery stores.



The North Nashville Open Space Plan component also promotes community gardens as a way to provide healthy food within individual North Nashville neighborhoods where grocery store development is not possible due to land constraints or poor visibility. While the North Nashville Plan community character policies do provide opportunity for grocery retailers, other factors such as the retail market (which may consider number of households and discretionary income), access and visibility, available land, and development incentives are considered by grocer retailers before any decision to construct a new store is made.



The North Nashville Plan also directly addresses access to these areas and potential grocery store sites by promoting coordinated bike, pedestrian and transit facilities in these areas as well as housing, open space, and employment centers. The transportation plan also discusses transit and makes recommendations for regional light rail corridors, bus service and routes, and localized shuttle service in to provide transportation options for all North Nashville residents.

CPPW Strategies Concerning Bikeways, Open Space and Public Transportation - The CPPW strategies address bicycling as a method of transportation, creating easy access to open space through directional signage, as well as promoting public transportation as a viable option for travel.



During the North Nashville Plan Update, stakeholders expressed that while there is a well connected system of sidewalks, bikeways, and greenways, that sometimes a missed connection, sidewalk or bikeway disrepair, or lack of signage makes using these systems difficult. Therefore, the North Nashville Plan in its Transportation and Open Space Plan components encourage the maintenance and repair of existing sidewalks as well as recommendations for new sidewalks. Bikeways in the form of bike lanes and bike routes are recommended along major streets throughout the community. Bikeway connections and signage promote utilization of bike lanes and routes as an alternative method of traveling to and from North Nashville neighborhoods, parks, and retail and employment centers.

North Nashville is fortunate to have a greenway trail that travels from North Nashville to Downtown Nashville. The Cumberland River – MetroCenter Levee Greenway extends from MetroCenter, through Germantown and Salemtown,

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to Downtown Nashville. North Nashville stakeholders, however, did not know where to access the greenway and requested better signage and connections, via sidewalks or bikeways, to get to the greenway. The North Nashville Plan makes recommendations for directional signage locations and recommendations for sidewalk connections that may provide direct access to the greenway.

Stakeholders also mentioned the lack of safe routes through their neighborhoods. The Civic Connector concept from the 2002 North Nashville Plan was incorporated into the 2010 update. Civic Connectors are safe alternative routes to and from civic uses, open space, and within the neighborhoods. These connectors are also ideal locations to prioritize sidewalk improvements, streetscaping (street trees, benches, landscaping), and infill housing. Traveling in-between neighborhoods is also accommodated by public transit. The North Nashville Plan and its community character policies also considered the Metro Transit Authority's long range plans for transit by encouraging coordination between transit and bike and pedestrian systems, as well as transit oriented development in strategic locations.

Additional CPPW Strategies - The CPPW strategies also address safety issues that may prohibit physical activity such as stray dogs and panhandling. Other strategies also aim to create baby friendly hospitals and workplaces.

MPHD is also working to address other issues regarding safe and healthy communities mentioned by many stakeholders during the North Nashville Plan update. These issues include stray dogs and panhandling as a deterrent to active street life and concerns about infant mortality. Stray dogs along the MetroCenter Levee were mentioned as a barrier to safe recreation along the greenway, while panhandling and loitering discourage some stakeholders from walking along major commercial corridors. Infant mortality, a local, national, and international issue among low – income and minority populations, was mentioned throughout the process as it relates to access to public health facilities and healthy food options.

The policies of the North Nashville Plan are only part of the solution to these public health problems and should not be interpreted as a cure-all for those in poor health. The plan does however, empower and equip the community to take action on these types of issues. The Implementation chapter lists resources ranging from the Metro Police Department and the Health Department to the Community Food Advocates and the Matthew Walker Comprehensive Health Clinic, all of which are examples of agencies that may be able to more directly address specific concerns about health and safety. The Implementation chapter also provides ideas that may encourage successful collaboration.



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Additional Collaboration with the Metro Public Health Department

Execution of the CPPW strategies will require additional collaboration between MPHD, other Metro Agencies, and Nashville residents. Moving forward, MPHD will be more directly involved with analysis and community engagement as part of the community planning process and with regard to the CPPW strategies. For this plan update, however, MPHD representatives were generous in reviewing the North Nashville Community Character Policies to ensure that the policies written create opportunities for healthy choices, setting the stage for similar practices in other community plan updates.

The Transect

The Transect is the central organizing tool of the Community Character Policies, which are the main product of the North Nashville Plan. The Transect is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect Category within which they are located. The Transect argues that there is room in Nashville and Davidson County for rural, suburban and urban communities, the key is making sure that each of these communities is distinctive and not identical.

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

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

The Transect system is used to ensure diversity of development in Davidson County. The Transect system discourages homogeneous development. Instead, it recognizes that neighborhoods like College Heights and Cumberland Gardens are suburban and should be encouraged to remain that way. The Transect recognizes that many of the remaining North Nashville neighborhoods are urban and that both development patterns are viable and desirable in the larger North Nashville Community. While different Transect categories can sit side-by-side, it is crucial that within each Transect category, each element of development should be harmonious with that category. Just as a deep setback and a rural swale would look out of place in Germantown, similarly, a large stacked flats building commonly found in urban areas would look out of place in College Heights. The Transect recognizes the differences, values the differences, and helps to ensure appropriate development occurs in North Nashville neighborhoods.

Determining the Transect Category for each area in the North Nashville Community was the first step in creating the North Nashville Plan. In working with the community, Planning staff determined which areas of the North Nashville Community were considered to be T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Centers and D Districts; in North Nashville there were T3 Suburban, T4 Urban, T5 Center and D District Transect areas. The character of each of these areas was then refined by determining which community elements were present (see discussion below) and what Community Character Policies should be applied to each area. Figure 4 shows the North Nashville Community Transect.

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The North Nashville Transect

T3 Suburban Transect areas have a mixture of uses, including residential, civic and public benefit, and mixed uses, that are generally separated from one another, with residential as the predominant use. Building patterns vary, but T3 Suburban Transect areas are generally characterized by moderate to deep setbacks and side yards, curvilinear streets, and less formal landscaping. Residential building types include single- and two-family structures as well multifamily structures. The College Heights neighborhood just south of Tennessee State University and Cumberland Gardens near Ed Temple Drive, as well as portions of MetroCenter are considered T3 Suburban Transect areas.

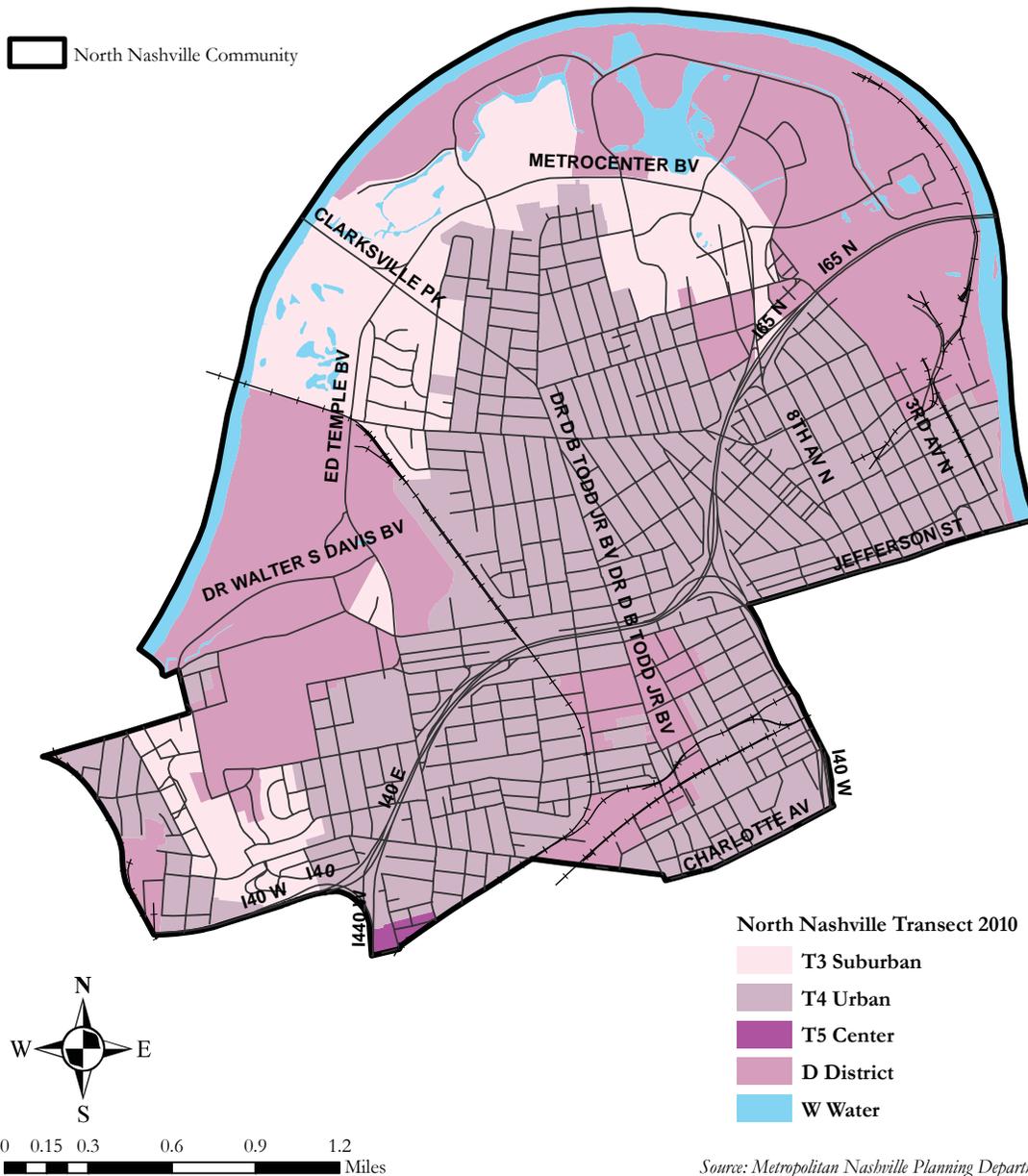
T4 Urban Transect areas also have a mixture of uses – residential, civic and public benefit, commercial and office – but these are more likely to be found in closer proximity or even mixed together. Mixed use and commercial buildings are characterized by shallow setbacks where buildings may be built to the back edge of sidewalks. Residential buildings generally have shallow setbacks and spacing. Streets are linear with a higher level of connectivity, and landscaping is more formal with street trees and other formal plantings. T4 Urban Transect areas generally contain a greater mixture of housing as well. Single- and two-family homes may be located in close proximity to multifamily and are ideally building types are mixed creating a cohesive development pattern. In North Nashville, T4 Urban Transect areas are found throughout the community. From Buena Vista Heights near MetroCenter, to mixed use neighborhoods near Charlotte Pike, the T4 Urban Transect is the most prominent Transect category in the North Nashville Community.

T5 Center Transect areas include Nashville’s regional malls and large concentrated areas of mixed use development. T5 Centers are unique in that they serve either the county or multiple neighborhoods and communities. T5 Centers are areas where residents and visitors may live, work, and recreate and thus are intended to be high density and intensity mixed use, commercial, and residential areas. There is only one T5 Center Transect area in the North Nashville Community – the area near 28th Avenue North and Charlotte Pike that is the boundary between North Nashville and the intense, mixed use Midtown neighborhood.

District Transect areas are for singular uses that may interact differently from their surroundings; they may need to be isolated from surrounding uses (such as industrial use), or may need to engage with surrounding uses (such as universities or office parks), while still recognizing the difference in use and built form. District Transect areas include Impact, Industrial, Major Institutional, and Office Concentration Community Character Policies. As an example of the unique situation of Districts, Industrial Districts may need special isolation of buffering so as to not be a nuisance to residential areas. Meanwhile, a Major Institution such as a college or university may encourage interaction with the surrounding neighborhoods – providing a resource to the neighborhoods. The North Nashville Community includes Industrial Districts (Metro Water Services property in Salemtown, the Clifton Avenue areas and parts of MetroCenter), Office Districts (MetroCenter), and Major Institutional Districts (Tennessee State University, Fisk University/Meharry Medical College, Watkins College, and St. Cecilia the Dominican Convent).

A detailed description of each Transect category is contained in the *Community Character Manual* (see a more detailed description of the document below) in the introduction for each Community Character Policy. Understanding the Transect, how it’s applied, and the character that it establishes, creates consistency in development in Nashville and Davidson County. The policies and regulations that govern land development in Nashville and Davidson County should promote development that is consistent within each Transect category. 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 building setbacks should look in different Transect categories).

FIGURE 4
NORTH NASHVILLE TRANSECT



The Community Elements

The Transect describes the built environment from the most natural and rural areas to the most urban areas across a region. The “built environment” that the Transect describes is comprised of four basic Community Elements – Open Space, Neighborhoods, Centers and Corridors. Each of these Community Elements is found within most of the Transect Categories, but the scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located. So, for example, a Center in the T2 Rural Transect Category may consist of two storefronts at a rural intersection, while a Center in the T4 Urban Transect Category may be an entire block or more of shops and offices built to the sidewalk. Ideally, each area in the North Nashville Community would have easy access to all four Community Elements. So every neighborhood would have access to Open Space and Centers and/or Corridors where residents could work, shop or visit. In the North Nashville Plan, where a community element does not exist, the policy encourages its incorporation into the fabric of the community or the creation of the Community Element in nearby proximity.

The North Nashville Community Elements

Open space is the least developed Community Element in each Transect Category. In many instances, it preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community. Open space can take many different forms within a Transect Category, but requires planning in order to create a space that is truly beneficial to its users. In T1 Natural and T2 Rural settings, open space is generally passive, utilizing the natural vegetation as its landscape with few if any additional amenities. In T3 Suburban and T4 Urban settings, open space becomes more formal to accommodate active recreational uses, with passive uses appearing in the form of plazas, courtyards, lawns and squares. As described in the *Nashville and Davidson County Metropolitan Parks and Greenways Master Plan*, open spaces do not exist in isolation and should be designed to reflect the needs and context of the surrounding neighborhood and community.

In North Nashville, examples of open space include Hadley Park and Ted Rhodes Park and Golf Course. Open space may also exist as part of a public benefit uses, such as open space with a school, community center, or library. See Chapter IV: Open Space Plan, for recommendations regarding open space in North Nashville.

Neighborhoods are the backbone of the larger community, providing a diversity of housing for residents at every point in the life cycle. The North Nashville Plan encourages a carefully integrated, well-design mixture of housing types and densities. To strike balance between providing diversity in housing and



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maintaining the existing or envisioned character of the neighborhood, several factors are considered including building type and location, and the building's mass, placement, and orientation.

The neighborhoods that exist within North Nashville range from neighborhoods that are primarily single-family housing to neighborhoods that contain a mixture ranging from single- and two-family to multifamily housing (townhouses, stacked flats and cottages). The Community Character Policies generally place neighborhoods in one of two categories – “maintenance neighborhoods” which indicates that the neighborhood is not anticipated to change significantly within the planning period of seven to ten years and “evolving neighborhoods,” which indicates that the neighborhood or undeveloped land is likely to experience significant change over the planning period. In the North Nashville Community, maintenance neighborhoods include Buena Vista Heights, Hadley Park, and Elizabeth Park. Meanwhile, evolving neighborhoods include the areas east of Fisk University and parts of Salemtown and McKissack Park.

Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public benefit uses such as schools, churches and post offices, employment and, in some cases, residential options as well. Centers vary in form, character and intensity across the Transect. In T2 Rural settings, centers are encouraged to be smaller main street areas and village centers where the intensity and scale are smaller to complement the rural character. In T3 Suburban and T4 Urban, and T5 Center areas, centers become larger concentrated areas of commercial, residential, employment, entertainment, and civic/public benefit uses that may serve the immediate neighborhood, community, or region.

In North Nashville, centers range from small-scale neighborhood centers, to moderately-sized community centers like the Rosa L. Parks Boulevard and Jefferson Street area. To be sustainable, centers are encouraged to be mixed use and accessible to pedestrians, cyclists, transit and vehicles. The North Nashville Plan encourages the centers to develop into walkable, mixed use areas of activity at scales appropriate to their service area and to the character of development surrounding them. In the plan update, the number of neighborhood and community centers were kept at a minimum to encourage strengthening the existing, underutilized retail and services currently found on corridors throughout North Nashville.

Corridors link neighborhoods, communities and the region. The scale and character of the corridor can vary depending on its use and location in a particular Transect Category – T2 Rural, T3 Suburban, T4 Urban, and T5 Centers. Corridors

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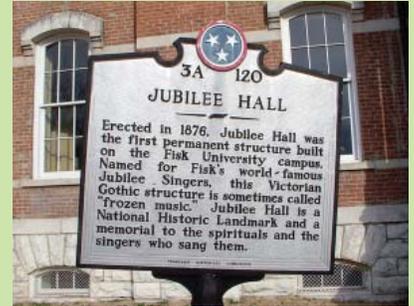
are intended to be designed and to function differently depending on the Transect Category through which they pass.

As corridors pass through Transect Categories from a more natural setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. In T1 Natural and T2 Rural settings, corridors should be designed to not overwhelm the landscape, and are often built to follow the natural topography of the land. Buildings may cluster near corridor intersections in towns and hamlets. Land uses along the corridors, are limited to residential and are often removed, with deep setbacks, from view.

In T3 Suburban areas, corridors act as throughways and destinations, moving people to and from the outer areas of the region into more densely populated urban areas and offering access to some mixed use centers along the way. Land uses adjoining these corridors range from residential to commercial uses contributing to the increase in usage of the corridor. Land uses in suburban areas are preferably centered on corridor intersections, but are also found in a linear fashion along the corridor with deeper setbacks, where possible, to accommodate landscaping.

In T4 Urban areas, buildings more closely frame the corridors and sidewalks, and bikeways and transit offer additional mobility options. Land uses along the corridors include residential, civic/public benefit buildings as well as mixed use and commercial. Buildings are placed and oriented so that they address the street. Because the street grid is generally more complete in urban areas, people have multiple routes and the corridors function not only as a throughway, but also as a destination. Corridors that serve neighborhoods, centers, and open space must be designed to accommodate the changing community elements (neighborhood, center, open space) they encounter and the changing form and character of the Transect Categories through which they pass.

North Nashville has a well-connected system of streets that connect neighborhoods, centers and open space. However, there are several corridors that play a more prominent role in connecting the North Nashville Community to other parts of Davidson County. Jefferson Street, Charlotte Pike, Rosa L. Parks Boulevard, and 28th Avenue are corridors in North Nashville that each plays a larger transportation role in the community. Jefferson Street provides access to the universities located in the heart of the community, Rosa L. Parks Boulevard and Charlotte Pike both provide access to employment centers – MetroCenter and Downtown/Midtown respectively. When completed, the 28th Avenue Connector will provide a significant connection from Midtown to North Nashville, opening up an opportunity to travelers from other university centers and employment to North Nashville university centers and employment. In North Nashville, these corridors tend to travel through the T4 Urban Transect, but on a regional scale, the corridors begin to transverse many Transect categories throughout the county.



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HOW TO USE THE NORTH NASHVILLE PLAN

Community Character Manual, Community Character Policies and Special Policies

The Community Character Manual (CCM) is a functional plan component of Nashville's *Concept 2010: A General Plan for Nashville and Davidson County*. Adopted by the Planning Commission in 2008, the CCM has three main functions: to explain and institute the Community Character Policies that will be applied in each Community Plan; to provide direction for the creation of implementation tools such as zoning; and to help shape the form and character of open space, neighborhoods, centers, corridors and districts within communities. The North Nashville Plan is the third community plan update to utilize the Community Character Policies in the CCM.

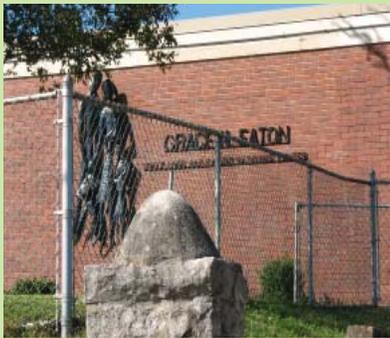
The CCM is the dictionary of Community Character Policies that are applied to land in the North Nashville Community. The CCM organizes the policies first by Transect Category then by Community Element as discussed above. The North Nashville Plan is structured in this way as well. For example, all T3 Suburban Community Character Policies are found in one section in Chapter II and are discussed starting with Open Space, then Neighborhoods, Centers, and finally Corridors. The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given area in North Nashville.

Step 1 -- Read the Community Character Policy in the CCM.

Users of the North Nashville Plan should first determine what Community Character Policy is applied to the property that is of interest. Users should look at the North Nashville Community Character Policy Map and find the Community Character Policy Area (see "Interpreting Maps" below). The user can then refer to that specific Community Character Policy in the CCM (a separate document), which provides guidance on a variety of design principles, appropriate zoning districts, and building types.

Step 2 -- Read the North Nashville Community Plan to determine if there are any Special Policies for the area, including Infill Areas.

Within some Community Character Policy areas there are unique features that were identified during the community planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each community plan. The Special Policies may provide additional specificity to the broad language in CCM or they may describe conditions that deviate slightly from the CCM policy. In all cases, users



North Nashville Community Plan: 2010 Update

Chapter I - Planning Fundamentals

should first refer to the separate CCM document to understand the policy’s intent, its application, its general characteristics and its design principles. Then look at the North Nashville Plan for any Special Policies that discuss unique conditions that may exist. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area. Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the Special Policies in the text. The Community Character Policy Plan and Special Policies are found in Chapter II of the North Nashville Plan.

Some Neighborhood Maintenance Community Character Policy areas have Infill Areas, which are denoted on the Community Character Policy Map with purple dashed lines. Infill areas are those that are under-utilized or under-developed properties in mostly developed areas that might develop over the seven- to ten-year planning period. Infill areas are highlighted so that the North Nashville Plan can provide guidance on how the properties should develop, generally stating whether the development should preserve, enhance, or create community character.

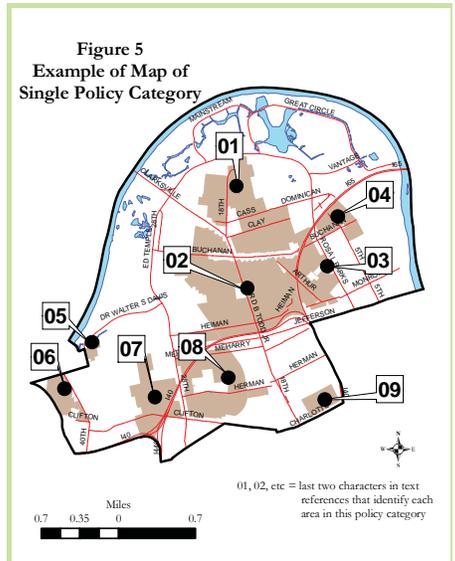
A small map is included at the beginning of each Community Character Policy in Chapter II, which displays all of the areas in North Nashville with that Community Character policy. See Figure 5. In addition to the Community Character Policies, there are also Development Scenarios associated with policy areas and infill areas as well. Development Scenarios are simply a graphical representation of the envisioned character of an area based on the Community Character Policies. Areas that have an associated Development Scenario are denoted by this symbol and can be found in the Details Section of Chapter II.

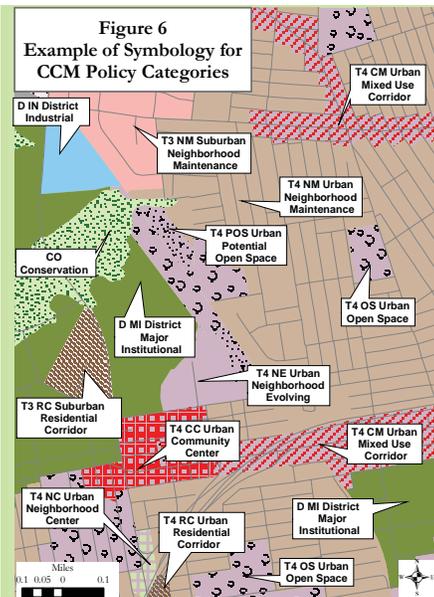


Step 3 -- Read the “General Principles” in the CCM for additional guidance on specific development and preservation topics.

In addition to the Community Character Policy and Special Policies unique to the area, users are encouraged to review the “General Principles” at the beginning of the CCM, where topics such as historically significant properties, transitions between Community Character Policies, and stormwater are addressed.

The CCM provides General Principles that are further defined in the North Nashville Plan. The Community Character Policies and Special Policies should be used in the creation of development proposals and neighborhood, center, corridor and community planning efforts. The CCM provides information that enables residents, business owners, property owners, institutional representatives, developers and elected officials to take a proactive role in the community planning process to preserve the diversity of development that is a hallmark of Nashville/ Davidson County and create sustainable development for the future.



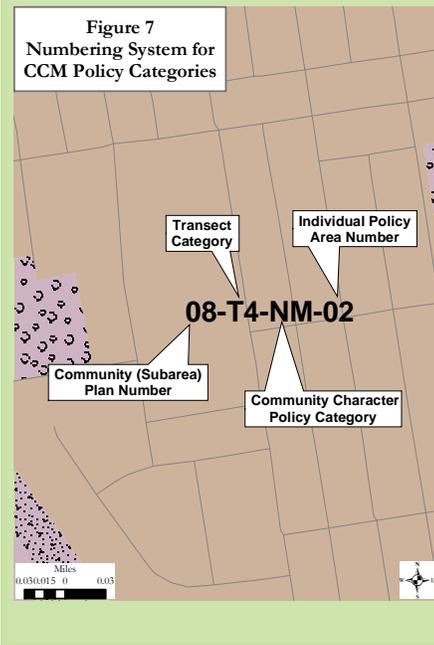


Interpreting Maps in the North Nashville Community Plan

The North Nashville Plan includes several maps. The *Transect Map* (Figure 4 on page 32) shows the first assessment of the envisioned character of the North Nashville Community, determining which areas will be rural, suburban, urban, centers and districts. The Transect Map is refined and enhanced in the *Concept Plan* found in Chapter II. The Concept Plan reveals many of the ideas that the community has about its future growth, development and preservation.

The Concept Plan is translated into a *Community Character Policy Map*, found in Chapter II, where the vision for the community is enacted through Community Character Policies. When using the North Nashville Community Character Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of – the Community Character Policies and their symbols, Community Character Policy Areas (their numbers and Special Policies), and Infill Areas.

Community Character Policy Symbology – Community Character Policies are applied to all of the land in North Nashville. Each Community Character Policy has a unique symbol that is a combination of a color and a pattern. The color indicates the Transect Category and the pattern indicates the Community Character Policy. For example, all T4 Urban Transect areas are denoted by a purple base color. The various Community Character Policies have different patterns layered on the base color to create its unique symbol. See Figure 6.



Community Character Policy Areas Numbering – Because different areas can have the same Community Character Policy, but still have different character, the community character policies are further identified by *areas* and are called Community Character Policy (CCP) Areas. The CCP areas have policy boundaries that are identified by the development patterns (lot sizes, spacing of homes, in some instances density and intensity, and zoning), and unique features in the area. To further identify these areas, a *CCP Area Number* is assigned to them and is subsequently mapped on the North Nashville Community Character Policy Plan Map as shown in Figure 7.

The CCP Area Number is displayed as: **08-T4-NM-02**. The **08** identifies the community planning area. The North Nashville Community is Subarea 8. The **T4** identifies the Transect Category. In this case the Transect Category is T4 Urban. The **NM** identifies the Community Character Policy. In this case the Community Character Policy is Neighborhood Maintenance. Finally, the **02** identifies the Community Character Policy area. In this case, it is Area 2.

Note that there may be areas with the same Community Character Policies applied in different neighborhoods or areas that are non-contiguous, but because the character is the same, their CCP Area Numbers are the same. See Figure 8.

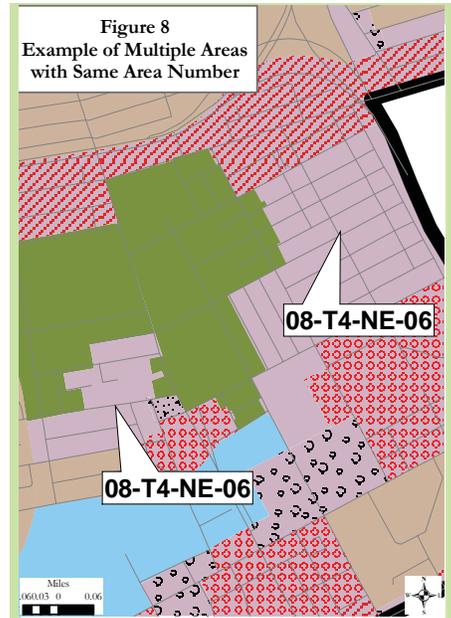
Community Character Policies Influence Future Development

The North Nashville Plan is a policy document. Unlike zoning, it is not regulatory. The Plan does not alter the existing zoning on properties, nor does it initiate the taking of property. Rather, the North Nashville Plan is used to guide Metro Planning Department staff recommendations to the Metro Planning Commission and Metro Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property. When a zone change application is filed, Metro Planning staff look to the Community Plan to make their recommendation on whether the Commission and Council should support or reject the zone change request. Zone change proposals are encouraged to follow the guidance of the North Nashville Plan. The Plan also guides decisions on Metro's Capital Improvements Budget and Program and decisions regarding surplus properties. The Plan guides subdivision decisions to a lesser degree.

The Community Plan can set the stage for individual property owners or groups of owners to change their zoning to fully realize the future vision. The Community Plan is the first step toward developing an Urban Design Overlay (UDO) or to rezone an area to a Specific Plan District (SP).

The UDO is an additional layer of zoning that overlays base zoning and allows for additional urban design regulations. The SP is a base zoning district where the rules of development are created to be more specific to the proposed development or to achieve a specific vision. Both tools are used to achieve more specific, higher design standards than traditional base zoning would allow and both are required to follow the Community Plan.

The UDO and the SP are a next step from the Community Plan if the community wishes to fully implement its vision. While the Community Plan applies the more specific policy guidance, which guides decisions on future zone change and subdivision requests, the UDO and the SP actually change zoning and have regulatory effect. After a UDO or SP is adopted at Council, any final development construction plans submitted for approval of development within the UDO or the SP must be reviewed to ensure that they follow the standards stipulated in the UDO or the SP.



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CHAPTER II: ENVISIONED NORTH NASHVILLE COMMUNITY CHARACTER

INTRODUCTION

This section begins with the Concept Plan and Vision Statement for the North Nashville Community. The Concept Plan is a broad graphic representation of the community's vision for future growth and preservation. The concept plan is blended with sound planning principles and it outlines the appropriate location of particular land uses. The Vision Statement and Concept Plan are accompanied by the Development Goals which provide additional details regarding each of the systems that support the proposed land uses. The chapter concludes with the Community Character Policy Plan, a map and text references that complement and build upon the policy guidance found in the *Community Character Manual (CCM)*. This also includes any Special Policies uniquely tailored for the North Nashville Community.

THE NORTH NASHVILLE COMMUNITY CONCEPT PLAN

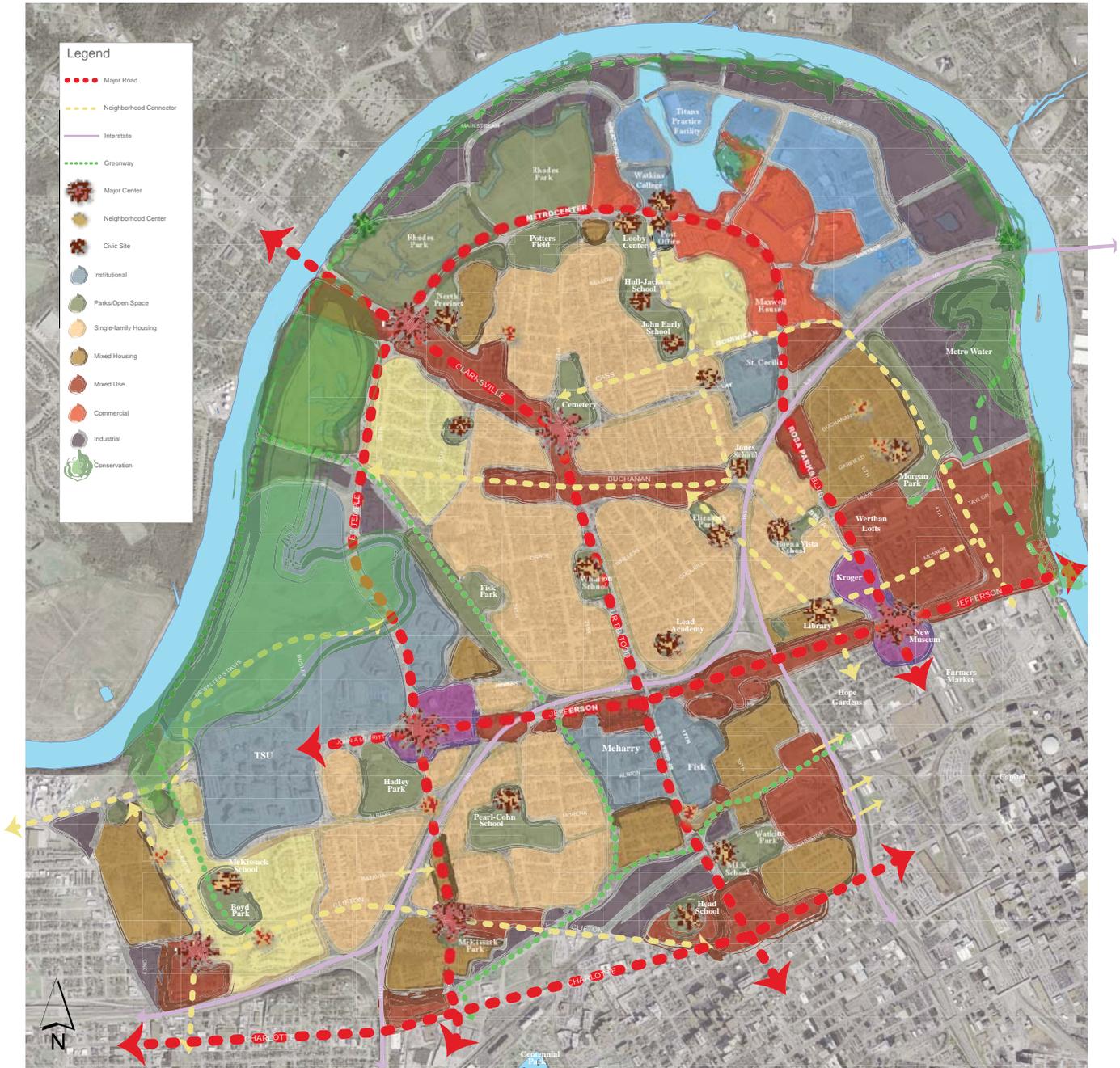
The Concept Plan, shown in Figure 9 is a graphic representation of the North Nashville Community's vision for future growth and preservation. Starting with ideals formed during the 2002 North Nashville Community Plan update, the Concept Plan was created. During the community plan update process stakeholders were asked to describe their vision for the North Nashville Community over the *next* seven to ten years starting from 2010 and beyond. From those conversations (see a synopsis of the community's comments in Appendix B), the final concept plan emerged. The concept plan is the product of comments obtained from the community that are balanced with sound planning principles and ideals based on Metro Nashville/Davidson County's commitment to sustainable growth.

The Concept Plan illustrates the focus on maintaining, while also enhancing, the character of existing stable urban and suburban residential neighborhoods. This is shown in the beige color. There is also a focus on enhancing the character of developing neighborhoods to promote additional residential infill to provide a mixture of housing types and increased connectivity. Areas focusing on a mixture of housing are shown in the brown color. The character of these residential areas varies across the North Nashville Community and character is further defined by the application of Community Character Policies and any accompanying Special Policies.

Another area of emphasis is on enhancing centers and corridors. The North Nashville Community has several prominent corridors, such as Jefferson Street, Buchanan Street and Rosa L. Parks Boulevard and centers, ranging from small-scale, such as the corner market, to large-scale, such as the Kroger area. The mixed use centers and corridors are shown in dark red and the commercial



FIGURE 9
NORTH NASHVILLE CONCEPT PLAN



North Nashville Community Plan: 2010 Update

Chapter II - Envisioned North Nashville Community Character

centers are shown in bright red, while neighborhood centers are marked with a red asterisk. These areas should, however, be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit as well as by creating well designed land use transitions to adjacent residential areas.

The North Nashville Community is home to several institutions, including Tennessee State University, Fisk University, Meharry Medical College, Watkins College of Art and Design and St. Cecilia. These are an important component of the community and are shown in steel gray on the Concept Plan. Additional prominent civic sites, such as schools and libraries, are shown with a yellow asterisk.

The community's natural and open space areas, including areas with environmentally sensitive features, such as floodplains, and public parks and open space, are shown on the Concept Plan in green. The plan encourages the preservation and/or reclamation of floodplain areas as well as the preservation of existing trees and over time, adding additional trees throughout the community. The MetroCenter Greenway is a transportation and recreational asset for the community and numerous stakeholders would like to see access to the greenway expanded to better connect residents with the greenway and adjacent areas. Greenways are shown with a green dashed line.

The North Nashville Community is also home to several industrial areas. These areas are located along the Cumberland River, such as in East Germantown and MetroCenter, and along rail lines and are shown on the Concept Plan in a dark blue color.

A common theme throughout these areas is providing additional pedestrian, bikeway and greenway connections. For example, additional connections are needed along the prominent corridors, in centers, around schools, and around parks.

Drawing from the conversations related to the Concept plan and those held at the visioning session, a vision emerges. The Vision Statement is a narrative that accompanies the Concept Plan. The North Nashville Plan Vision Statement creates a definition for growth and development in the community over a seven to ten year time period and is discussed on the following pages.



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Chapter II - Envisioned North Nashville Community Character

THE NORTH NASHVILLE COMMUNITY VISION STATEMENT

North Nashville is a collection of several unique urban neighborhoods that share a strong sense of history, identity and community spirit. North Nashville is centrally located with close proximity to Downtown Nashville, the Cumberland River, and the Midtown medical facilities, and Nashville attractions such as the Bicentennial Mall, the Nashville Farmer's Market, and the future Museum of African American Music, Art, and Culture. North Nashville's four colleges/universities (Tennessee State University, Fisk University, Meharry Medical College and Watkins College of Art and Design) are strong assets. The North Nashville Community, however, desires more commercial and employment opportunities to make the community a more convenient community in which to shop and work.

North Nashville's strong sense of community is based on the appreciation of its diverse neighborhoods, historical character, institutions, parks and natural areas, and convenient location. The North Nashville Community seeks to build on these assets to become an even more livable and sustainable community where:

- Established neighborhoods throughout the area are preserved and enhancements are tailored to each neighborhood's unique characteristics to contribute to a more sustainable development pattern;
- Choices in housing, transportation, and convenient access to commercial, employment, recreational and civic services are provided;
- More commercial options and more employment opportunities are available to the community, and especially to its youth;
- Commercial centers and corridors, such as Jefferson Street and Buchanan Street, are enhanced with more varied selection of commercial services, more economic development opportunities, access for pedestrians and bicyclists, a balanced mixture of housing, employment opportunities, and community services and higher standards of design;
- Colleges, universities, and houses of worship continue their prominent community role and community partnerships;
- Historic structures and areas are preserved; and
- Parks, natural areas, open space, rivers/creeks, floodplains and wildlife habitat are preserved or reclaimed.

North Nashville seeks to foster its community spirit by engaging all residents, property owners, business owners, institutional leaders, development professionals, and elected officials in the achievement of the vision to create a more livable and sustainable community.



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Chapter II - Envisioned North Nashville Community Character

THE NORTH NASHVILLE COMMUNITY DEVELOPMENT GOALS AND OBJECTIVES

The following goals and objectives are benchmarks for future growth, development and preservation. North Nashville stakeholders are encouraged to think innovatively in achieving these overarching goals and putting them into practice.

Open Space and Environmentally Sensitive Features

Goal: Preserve and enhance easily accessible open space, preserve and reclaim environmentally sensitive features and areas, and provide opportunities for community gardens as one strategy to address “food deserts” within the North Nashville Community.

Objectives:

- Preserve and enhance existing public parks, golf courses and greenways as consistent with the *Metro Parks and Greenways Master Plan*.
- Extend the Cumberland River Greenway as consistent with the *Metro Parks and Greenways Master Plan*.
- Provide additional connections to parks and greenways from the surrounding neighborhoods, including more defined access from the neighborhoods to Rhodes Park and the MetroCenter Greenway, access from area schools to parks, and links between the parks within the North Nashville Community to the greenway that is on the community’s edge.
- Provide additional programs and activities at Metro Parks, especially for youth and senior citizens, by working with the Metro Parks Department.
- Encourage community gardens in appropriate areas throughout the community, including homeowner backyard vegetable and fruit gardens.
- Where appropriate, add additional housing and/or a mixture of uses around parks to provide more activity and increased safety, while decreasing the sense of isolation at some of the area parks.
- Include usable open space in new development as it occurs.



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Chapter II - Envisioned North Nashville Community Character

Neighborhoods

Goal: Preserve and enhance the character of established neighborhoods and create additional housing options throughout the community that provide opportunities for existing and new residents to find a home in North Nashville, regardless of their stage in life. Providing housing options will contribute to the sustainability of the North Nashville Community.

Objectives:

- Preserve the character of “maintenance” neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles, to encourage neighborhood enhancements and rejuvenation where needed.
- Enhance and create the character of “evolving” neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles.
- Identify and preserve structures or neighborhoods that may be deemed historic or worthy of conservation, using tools provided by the Metro Nashville Historic Zoning Commission.
- Encourage appropriate infill development that provides a range of housing choices, in the form of townhouses, flats and cottages in strategic locations; infill development should be compatible with the character of maintenance and evolving neighborhoods and incorporate a high standard of urban design as defined by the Community Character Policies.
- Encourage strategic infill development by working with area non-profits and agencies such as the Metropolitan Development and Housing Agency (MDHA), the Housing Fund Inc., Affordable Housing Resources, Habitat for Humanity, North Nashville Community Development Corporations (CDCs), area churches, and other similar groups and by rehabbing existing viable houses in strategic areas to create synergy in residential development.
- Improve community appearance and the appearance of alleys by working with the Metro Codes, Health and Public Works Departments, private/non-profit agencies, neighborhood organizations and property owners to address poor property upkeep, alley maintenance, and lighting issues.
- Utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments to enforce high standards of design when creating new or infill development.
- All buildings should be constructed of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Redevelop Cumberland View Homes as Preston Taylor Homes and John Henry Hale Homes have been redeveloped.



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Centers

Goal: Enhance commercial centers by encouraging property revitalization, vertical mixed use development, and by providing transportation options to create centers that are easily accessible and offer diverse consumer goods, services, housing, and employment opportunities for the North Nashville Community.

Objectives:

- Enhance the Jefferson Street/28th Avenue community center as the western anchor of the Jefferson Street Corridor by building on the proximity to Tennessee State University, Hadley Regional Park and Community Center, and the forthcoming Gateway to Heritage Streetscape Improvement project.
- Enhance the Jefferson Street/Rosa L. Parks Boulevard community center as the eastern anchor of the Jefferson Street Corridor by building on the proximity to Fisk University and Meharry Medical College, the National Museum of African American Music, and the corridor between Downtown and MetroCenter.
- Enhance all centers by providing a mix of uses that meet the daily needs of residents, employees and visitors, including pharmacies, groceries with healthy food choices, book stores and more quality restaurants.
- Enhance safety within all centers by providing free-standing housing options at the edge of centers to increase the number of “eyes on the street,” and by utilizing high standards of design in landscaping, signage, lighting, and the placement of buildings and parking to make centers comfortable for residents and visitors.
- Enhance access to and within all centers with transportation options including pedestrian, bicycle, transit and vehicular options, increasing street connectivity where appropriate, and by using better access management (managing the number and location of driveways and access points).
- In new or infill development in centers, relocated above ground utilities or shield utilities from public rights-of-way and adjacent property to have less visual impact by placing them underground, behind buildings in alleys or at the back of the property.
- Enhance access to healthy food by adding another full service grocery store in the community and encouraging convenience stores to carry more healthy food choices.
- Utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments to enforce high standards of design when creating new or infill development.
- All buildings should be constructed of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.



North Nashville Community Plan: 2010 Update

Chapter II - Envisioned North Nashville Community Character

Corridors

Goal: Enhance corridors that provide access to, from and within the North Nashville Community, including improvements to pedestrian, bicycle and transit options, along with a balanced mix of commercial and residential land uses that display high standards of design.

Objectives:

- Acknowledge the unique role of corridors, as both a throughway and a destination, especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping, while improving transportation options and access.
- Encourage a diversity of services and appropriate infill development along the corridors that meet the community's daily needs providing a range of grocery, shopping, dining, recreation and entertainment uses as well as additional employment opportunities.
- Enhance mixed use corridors, such as Jefferson Street and Buchanan Street, to create complete streets (streets designed and operated to enable safe, attractive, and comfortable access and travel for all users) through streetscape improvements, including adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements that emphasize high standards of design.
- Recognize the unique role of Jefferson Street as a cultural and entertainment corridor that connects universities and neighborhoods while providing activities for tourists and residents.
- Recognize the unique character of Buchanan Street as a neighborhood main street that meets daily needs and connects neighborhoods in the North Nashville Community.
- Enhance mixed use corridors by locating additional intensity at major nodes, such as the centers at Jefferson Street/Rosa L. Parks Boulevard, Jefferson Street/28th Avenue, and Clarksville Highway/18th Avenue.
- Enhance the residential corridor along 28th Avenue by encouraging multiple housing and transportation options.
- Reduce the number of curb cuts and coordinate access and circulation along prominent corridors as redevelopment occurs to reduce the number of automobile and pedestrian conflicts, improve traffic flow, and create corridors that function as a whole instead of as separate building sites.
- Provide accessible and well lit public and private parking by placing parking beside buildings and/or creating shared parking to make parking centrally located.
- Enhance pedestrian and bicycle connections to and from corridors and other points of interest, such as the Cumberland River Greenway, colleges and universities, and MetroCenter.



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- In new or infill development along corridors, relocate above ground utilities or shield utilities from public rights-of-way and adjacent property to have less visual impact by placing them underground, behind buildings in alleys or at the back of the property.
- Improve community appearance by working with the Metro Codes, Health and Public Works Departments as well as private/non-profit agencies to address poor property upkeep.
- Utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments to enforce high standards of design when creating new or infill development.
- All buildings should be constructed of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.

Districts

Goal: Preserve and enhance existing institutional districts, and appropriately-located industrial and impact districts in the North Nashville Community.

Objectives:

- Preserve existing institutional areas, including colleges, universities and houses of worship, and enhance these areas by providing appropriate improvements such as landscaping, lighting, additional gateways, and signage to further highlight the historic and prominent role of institutions in North Nashville and provide smooth transitions between the institutions and surrounding residential and commercial uses.
- Preserve and enhance the MetroCenter business area by improving its accessibility for pedestrians, bicyclists, vehicles and transit and improving connections to the surrounding community.
- Preserve and enhance industrial areas by improving vehicular and non-vehicular connectivity within the district and by improving landscaping, such as along the 3rd Avenue side of the Water Treatment Plant, and signage treatments, while limiting the expansion of industrial areas into adjacent areas.
- Create and/or enhance buffer areas to provide appropriate transitions between impact/industrial district areas and established residential neighborhoods.
- Preserve prominent and/or historic industrial buildings such as, but not limited to, the Marathon Motors Building, the old Publishing House, the old American Ace Coffee Plant, and the Tennessee Manufacturing Company, and continue to adaptively reuse them to aid in building preservation. A focus on green industry should be utilized if the opportunity arises.



North Nashville Community Plan: 2010 Update

Chapter II - Envisioned North Nashville Community Character

Transportation

Goal: Provide true transportation choice, with options for pedestrians, cyclists, drivers and transit users, in North Nashville with access to open space, neighborhoods, institutions, and centers.

Objectives:

- Enhance corridors to provide choices in transportation, including walking, biking, driving and riding transit, and to create complete streets – streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users.
- Enhance the sidewalk systems throughout the community, by creating and maintaining sidewalks to provide essential connections to retail areas, open space and parks, civic and educational institutions, and along all major north-south and east-west corridors to create a complete sidewalk network system.
- Create and enhance bikeway and greenway systems along major corridors – such as Rosa L. Parks Boulevard and Buchanan Street – and to connect open space areas, institutions and employment centers.
- Create pedestrian friendly corridors by enhancing streetscapes along major corridors through improvements such as adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements.
- Preserve connectivity to major arterials and collectors, and provide additional connections where appropriate to increase connectivity throughout the community, making improvements in accordance with the Transportation portion of the Community Plan and the *Major and Collector Street Plan*.
- Enhance public transit opportunities by working with the Metropolitan Transit Authority (MTA) on additional bus routes, including along D.B. Todd.
- Work with the Tennessee Department of Transportation (TDOT) on enhancements to the Interstate system, including sound walls, buffering and landscaping, in the North Nashville Community.



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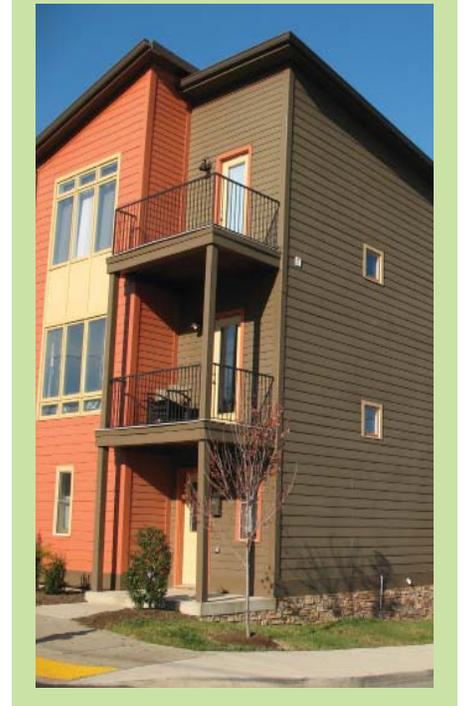
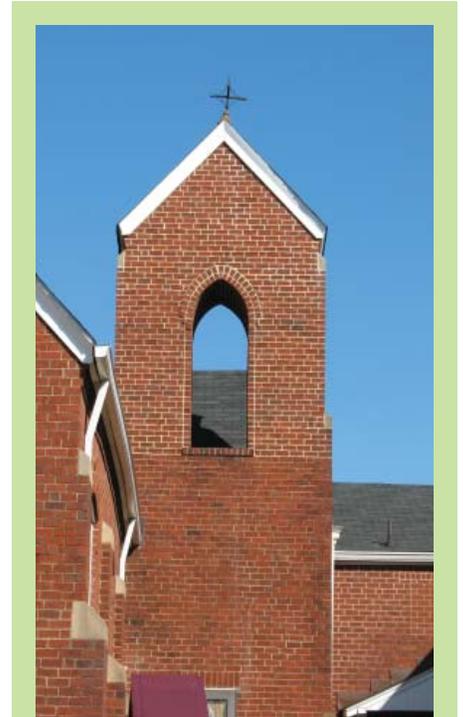
Chapter II - Envisioned North Nashville Community Character

THE NORTH NASHVILLE COMMUNITY CHARACTER POLICY PLAN AND SPECIAL POLICIES

The North Nashville Community Character Policy Plan builds upon the vision and objectives expressed in the Concept Plan. The Community Character Policies take the Concept Plan to the next level of detail by addressing the form and character of areas, preservation and development, and land uses.

NORTH NASHVILLE NEIGHBORHOOD COMMUNITY CHARACTER POLICIES

The following pages provide a summary of the policies for each of the North Nashville Planning Area Neighborhoods. During the update process, a visioning workshop was held in each cluster of neighborhoods (5 meetings in all), in addition to the community-wide visioning sessions.



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Chapter II - Envisioned North Nashville Community Character

FIGURE 10

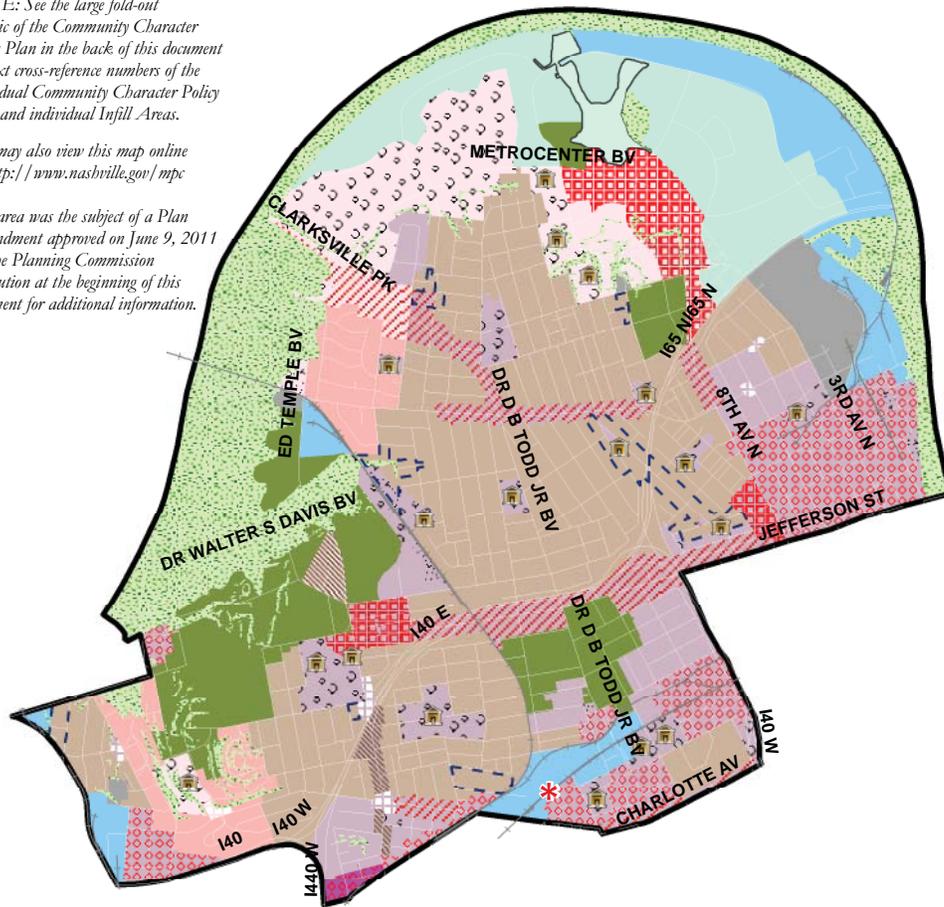
NORTH NASHVILLE COMMUNITY CHARACTER POLICY PLAN

 North Nashville Community

NOTE: See the large fold-out graphic of the Community Character Policy Plan in the back of this document for text cross-reference numbers of the individual Community Character Policy areas and individual Infill Areas.

You may also view this map online at: <http://www.nashville.gov/mpc>

*This area was the subject of a Plan Amendment approved on June 9, 2011. See the Planning Commission Resolution at the beginning of this document for additional information.



North Nashville Community Character Policies 2010 Update

- | | | |
|---|--|--|
|  CO Conservation |  T3 CC Suburban Community Center |  T4 MU Urban Mixed Use Neighborhood |
|  T3 OS Suburban Open Space |  T4 OS Urban Open Space |  T4 CC Urban Community Center |
|  T3 POS Suburban Potential Open Space |  T4 POS Urban Potential Open Space |  T5 MU Center Mixed Use Neighborhood |
|  T3 NM Suburban Neighborhood Maintenance |  T4 NM Urban Neighborhood Maintenance |  D MI District Major Institutional |
|  T3 NE Suburban Neighborhood Evolving |  T4 NE Urban Neighborhood Evolving |  D OC District Office Concentration |
|  T3 RC Suburban Residential Corridor |  T4 RC Urban Residential Corridor |  D I District Impact |
|  T3 NC Suburban Neighborhood Center |  T4 NC Urban Neighborhood Center |  D IN District Industrial |
|  T3 CM Suburban Mixed Use Corridor |  T4 CM Urban Mixed Use Corridor |  Water |

 Infill Development Areas  Civic Buildings



Source: Metropolitan Nashville Planning Department

North Nashville Community Plan: 2010 Update

Chapter II - Envisioned North Nashville Community Character

CONSERVATION COMMUNITY CHARACTER POLICIES

CO CONSERVATION POLICY

General Character of Conservation Areas in the North Nashville Community

Conservation policy (CO) identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. Conservation policy is applied throughout all Transect Categories except T6 Downtown, with the intent of preserving or enhancing environmentally sensitive features. Conservation policy is most commonly found in T2 Rural Areas, which remain rural in large part because of the widespread presence of environmentally sensitive features including steep slopes and floodplain/floodway. Meanwhile, Conservation policy is applied with the intent of enhancing environmentally sensitive features – either through maintenance of the feature or its remediation if it has been disturbed – in the more intensely developed Transect Categories including T3 Suburban, T4 Urban, and D District. An example of enhancement through maintenance would be steeply sloped land within a T4 Urban Transect Area that could be maintained in its current state by taking steps to avoid worsening alteration of the steep slopes and encouraging any new development to utilize site-sensitive construction techniques. An example of enhancement through remediation would be the day-lighting of a culverted stream in a T3 Suburban or T4 Urban Center.

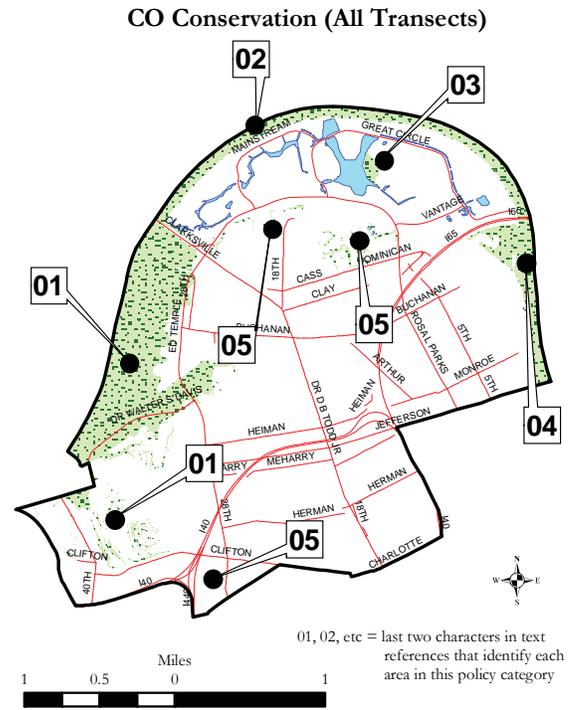
The North Nashville Community has suburban and urban areas that include steep slopes and the Cumberland River floodway/floodplain. These areas have been designated Conservation policy.

How to Use This Guidance

The intent for Conservation policy is to preserve and enhance environmentally sensitive land in all of Davidson County. Users of the North Nashville Community Plan: 2010 Update should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The Conservation policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);
- The existing character of the particular Conservation area; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular Conservation area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the Conservation policy and the General Principles in the CCM are controlling.



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Chapter II - Envisioned North Nashville Community Character

Conservation Community Character Policy Areas

The North Nashville Community Plan includes five areas where Conservation policy is applied. Each is titled “Conservation Policy Area” in the plan. These areas were identified by examining the general characteristics of the environmentally sensitive land and its need to be preserved or enhanced. Conservation policy may be applied in three circumstances. First, it is applied to undeveloped areas that are generally unsuitable for development due to environmentally sensitive features, such as sections of the Cumberland River floodplain in Rhodes Park and steeply sloping areas in certain sections of the community. Second, it is applied to areas that have been developed, but retain environmentally sensitive features (for example, floodplain and floodway) that need protection if redevelopment or further intensification occurs, such as areas along segments of the Cumberland River. Third, in cases of developed land, Conservation policy may be used for the remediation of environmentally sensitive features that may have been compromised during site construction, such as along segments of the Cumberland River in East Germantown and MetroCenter.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular Conservation policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the Conservation Policy
- Appropriate Land Uses
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-CO-01

North Nashville’s Conservation Area 1 is referenced as 08-CO-01 on the accompanying map. It applies to the Cumberland River floodplain and steep slopes in an area south of Clarksville Highway, west of Ed Temple Boulevard, through the Tennessee State University farm and campus, down to Centennial Boulevard, including a portion of floodplain along Gulch and Branch Streets and steep slopes in Boyd Park and the College Heights neighborhood. This area includes parkland, agricultural land, vacant land, and developed land. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Greenways are planned along the length of the Cumberland River, including through the Tennessee State Farm area and connecting to Boyd Park, which should be taken into account in conjunction with development proposals involving any properties in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.
 - Bike lanes are proposed for Ed Temple Boulevard. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.

08-CO-02

North Nashville’s Conservation Area 2 is referenced as 08-CO-02 on the accompanying map. It applies to the Cumberland River floodplain and steep slopes northeast of Clarksville Highway in the MetroCenter area. Due to the steep river banks in this area, the floodplain is limited to a narrow band, shown on the policy map, along the river itself. The floodplain is included to recognize that the stability of the steep river banks can and should be protected. This area is adjacent to the MetroCenter area, which is primarily developed with office, commercial and industrial uses. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

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- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway exists along the length of the Cumberland River through the MetroCenter area that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to the Cumberland River. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.

08-CO-03

North Nashville's Conservation Area 3 is referenced as 08-CO-03 on the accompanying map. It applies to the wetland area located along Amulet Lake in the MetroCenter area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is recommended around Amulet Lake as a public amenity to provide additional recreational opportunities for students and employees. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.

08-CO-04

North Nashville's Conservation Area 4 is referenced as 08-CO-04 on the accompanying map. It applies to the Cumberland River floodplain and steep slopes south of Interstate 65, in the Salemtown and Germantown areas. This area includes a small island and primarily developed industrial land. Due to the steep river banks in portions of this area, the floodplain is limited to a narrow band, shown on the policy map, along the river itself. The floodplain is included to recognize that the stability of the steep river banks can and should be protected. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - The area has an existing greenway, tying Downtown Nashville to the MetroCenter area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.
- Design Principle: Density/Intensity
 - Efforts should be made to remediate any alteration of the floodplain that has occurred in this area as development/redevelopment occurs, especially by reducing impervious surface.

08-CO-05

North Nashville's Conservation Area 5 is referenced as 08-CO-05 on the accompanying map. It applies to the areas of steep slopes (20 percent slopes and greater), including unstable soils, in areas throughout North Nashville that are not part of the other four conservation policy areas. This includes areas in MetroCenter and along Georgia and Delaware Avenues. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Access
 - The construction or extension of local streets along steep slopes is discouraged.
- Design Principle: Density/Intensity
 - Efforts should be made to remediate any alteration of the slopes that has occurred in these areas as development/redevelopment occurs.

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T3 Suburban Open Space Community Character Policy Areas

The North Nashville Community Plan includes two areas where the T3 Suburban Open Space policy is applied. These are titled “T3 Suburban Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the open space, the service area and recreational needs it meets, and its need to be preserved or enhanced. Land with privately-held conservation easements may also be identified as T3 Suburban Open Space.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Open Space Policy
- Appropriate Passive Uses
- Appropriate Active Uses
- Historically Significant Sites or Features
- Transitions

08-T3-OS-01

North Nashville’s T3 Suburban Open Space Area 1 is referenced as 08-T3-OS-01 on the accompanying map. It is the large open space area that includes Rhodes Park, Ted Rhodes Golf Course, Buena Vista Park (including John Early Middle School and Hull-Jackson Montessori School), Looby Center and North Police Precinct area, while including some area south of Clarksville Highway. These properties are owned by Metro Nashville/Davidson County. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Enhanced crosswalks are recommended at the intersection of Rosa L. Parks Boulevard and 24th Avenue as this leads to the Cumberland River Greenway. Additional pedestrian connections to the parks and community center from adjacent neighborhoods are encouraged in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on sidewalks and pedestrian connections and the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
 - An extension of the Cumberland River Greenway system is planned to connect Tennessee State University and Boyd Park to the existing greenway. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Appropriate Active Uses
 - North Nashville stakeholders requested that additional active uses that better serve surrounding neighborhoods, such as play structures/areas and picnic grounds as well as additional activity and seating, be encouraged in these park areas.

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08-T3-OS-02

North Nashville's T3 Suburban Open Space Area 2 is referenced as 08-T3-OS-02 on the accompanying map. It applies to Boyd Park and the adjacent McKissack 9th Grade Academy. McKissack Academy is a significant civic and public benefit land use in this T3 Suburban Open Space policy area. Keeping the open space if the civic and public benefit use should cease is encouraged, and therefore, in this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned from Boyd Park to Tennessee State University that will eventually connect to the existing Cumberland River Greenway. The planned greenway should be taken into consideration with any improvements to Boyd Park or McKissack Academy. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Signage
 - Additional signage is recommended to alert the community that this is a public park – both on-site signage to identify the park, and wayfinding signage to help locate the park.

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T3 Suburban Potential Open Space Community Character Policy Areas

The North Nashville Community Plan has one location where the T3 Suburban Potential Open Space policy is applied. This is titled “T3 Suburban Potential Open Space Policy Area” in the plan. This area was identified by examining the general characteristics of the proposed open space, the service area and recreational needs it could meet, and its need to be preserved or enhanced.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Potential Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Potential Open Space Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Alternate Policy

08-T3-POS-01

North Nashville’s T3 Suburban Potential Open Space Area 1 is referenced as 08-T3-POS-01 on the accompanying map. It is a small area along Ed Temple Boulevard, adjacent to Rhodes Park and to the Cumberland River floodplain (Conservation Area 08-CO-01). These parcels are privately-owned. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of T3 Suburban Potential Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Bike lanes are recommended along Ed Temple Boulevard, and additional pedestrian connections to the parks, community center, and the existing Metro Center Greenway are encouraged in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways, sidewalks and pedestrian connections. See Chapter IV, Open Space, for additional guidance on greenways.
- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy may be found in T3 Suburban Neighborhood Maintenance policy area 08-T3-NM-01 and within the T3 Suburban Neighborhood Maintenance policy.

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T3 SUBURBAN NEIGHBORHOOD MAINTENANCE POLICY

General Character of T3 Suburban Neighborhood Maintenance Policy Areas in the North Nashville Community

T3 Suburban Neighborhood Maintenance policy has been applied to suburban areas in the North Nashville Community including the Cumberland Gardens neighborhood and Preston Taylor Homes. These neighborhoods and subdivisions represent classic suburban development, which allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity on curvilinear streets. Classic suburban models generally separate residential and non-residential land uses, with non-residential land uses found in suburban commercial centers. It is recommended through this policy that these areas be preserved, with some improvements to vehicular and non-vehicular connectivity and, in some instances, increased housing choice. In the T3 Suburban Neighborhood Maintenance areas where this classic suburban development model does not exist, any enhancements that can be made to emulate the classic suburban model are encouraged.

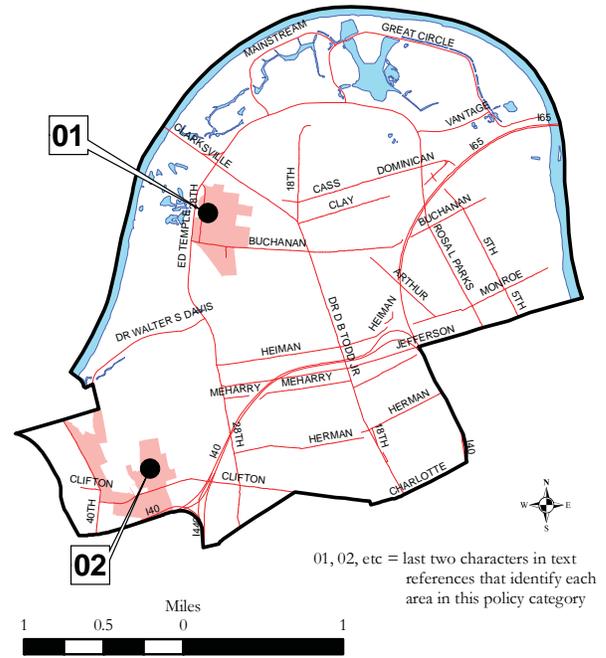
How to Use This Guidance

The intent for T3 Suburban Neighborhood Maintenance policy is to preserve the general character of the suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Maintenance policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Neighborhood Maintenance area; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Maintenance area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

T3 NM Suburban Neighborhood Maintenance



T3 Suburban Neighborhood Maintenance Community Character Policy Areas

The North Nashville Community Plan has two neighborhoods where the T3 Suburban Neighborhood Maintenance policy is applied. These are titled “T3 Suburban Neighborhood Maintenance Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel size, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T3 Suburban Neighborhood Maintenance policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Maintenance policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T3 Suburban Neighborhood Maintenance Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T3-NM-01

North Nashville’s T3 Suburban Neighborhood Maintenance Area 1 is referenced as 08-T3-NM-01 on the accompanying map. It applies to the Cumberland Gardens neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are floodplains abutting parts of this area. Should any re-development occur, it should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Bike lanes are recommended along Ed Temple Boulevard that should be taken into account with development proposals involving any properties in this area. Additional pedestrian connections to the parks and community center are encouraged in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways, sidewalks and pedestrian connections.
- Building Types
 - This area is characterized by single-family buildings. To maintain the established character, residential building types other than “house” are not recommended.

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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is an existing commercial use at 2618 Buchanan Street (Parcel 08106016800) and an existing business at 2800 Buchanan Street (Parcel 08100002000). The zoning for both parcels, however, is single-family residential (RS5). In the event that these businesses cease operation, the uses should revert to single-family residential in keeping with the existing zoning, the neighborhood character and the policy.



08-T3-NM-02

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

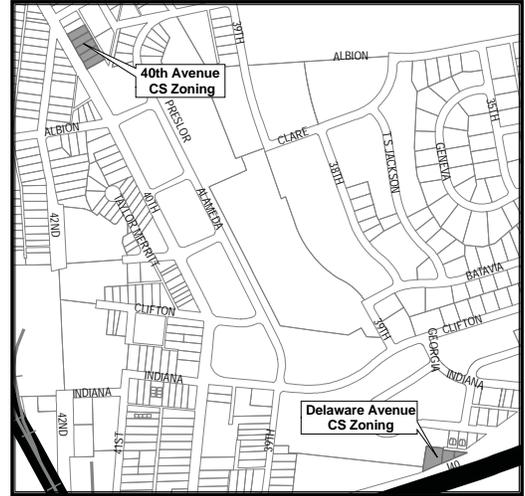
- Design Principle: Building Form (Mass, Orientation, Placement)
 - Clifton Avenue is a major corridor in this area, and because of its prominence, development that varies in building type, footprint, spacing and massing may be appropriate. If new development should occur, buildings should be oriented to the corridor and should respect the existing setbacks along Clifton – generally 30 feet.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along Clifton Avenue and Alameda Street that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Density/Intensity
 - Clifton Avenue is a major corridor in this area, and because of its prominence, development that varies in building type, footprint, spacing and massing may be appropriate. A pattern of mixed residential types currently exists along the corridor; there are single-family, two-family, and some four-unit residential structures on Clifton Avenue today. The current zoning in this area is single-family residential (RS7.5). To accommodate housing types other than single-family, a change in zoning would be needed. Gross density in this policy area is generally four dwelling units per acre. Proposals along the corridor requesting higher density may be considered on their merits if accompanied by a UDO, PUD, or SP zoning district.
- Design Principle: Parking
 - Currently, there are parking pads in the front of the homes on Clifton Avenue. Areas in the front of homes should be reclaimed for yards to create green space along the corridor; parking should be located behind or beside the building.

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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)

- This T3 Suburban Neighborhood Maintenance area was “downzoned” within the last planning period, to allow only single-family residential. Therefore, there are existing two-family residential units that are non-conforming with zoning. These non-conforming structures are appropriate to remain as they may contribute to housing choice in the area. However, any additional housing accommodating two or more dwelling units is encouraged to locate on Clifton Avenue, which will require a change in zoning. In all other cases, further expansion of two-family residential units is not encouraged.
- There are five properties (Parcels 09108012200, 09108012100, 09108012000, 09108011900 and 09108011800) fronting onto 40th Avenue and zoned Commercial Services (CS), which is not consistent with the policy. 40th Avenue is designated a “collector street” in the *Major and Collector Street Plan*. Because of the parcels’ location on 40th Avenue, a collector street, building types other than single-family are appropriate. To promote development in this area, these properties are encouraged to utilize the Adaptive Reuse provision of the Metro Zoning Code Section 17.16.030.E. Adaptive Reuse creates the opportunity to develop a commercially zoned property with frontage on a collector or arterial as a residential land use with no required changes in zoning. At least 40 percent of the building must be dedicated to residential use. If Adaptive Reuse is not utilized, these parcels should be rezoned within this planning period to a zoning district that is in accordance with the T3 Suburban Neighborhood Maintenance policy.
- There are three properties (Parcels 09209003200, 09209003400, and 09209003500) that are zoned Commercial Services (CS) along Delaware Avenue, near the Interstate 40 right-of-way and Georgia Court, that are not consistent with the policy. These parcels currently do not have access from a public right-of-way. These parcels should be rezoned within this planning period to a zoning district that is in accordance with the policy, including designing access points.



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Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Evolving policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Evolving Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T3-NE-01

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

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils in this area. Development should be arranged to minimize the disturbance of slopes and problem soils. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-05.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Sidewalks should be provided along 10th Avenue to better connect the area schools and open space with the surrounding neighborhood. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network.
- Design Principle: Connectivity (Vehicular)
 - As redevelopment and intensification occurs, an expanded network of streets is needed. The network should be designed to connect multiple developments with adjacent areas and create safe, comfortable multi-modal transportation options including facilities for pedestrians, cyclists and transit, while protecting natural features such as steep slopes and problem soils.
- Design Principle: Density/Intensity
 - There are two areas of RM40 (medium-density residential, 40 units per acre) zoning along Ponder Place. While this is denser than what is usually permitted in T3 Suburban Neighborhood Evolving areas, it is acceptable for this zoning to remain in place due to this area's adjacency to a T3 Suburban Community Center area. Any development that occurs on the steep slopes in this area should have lower densities.

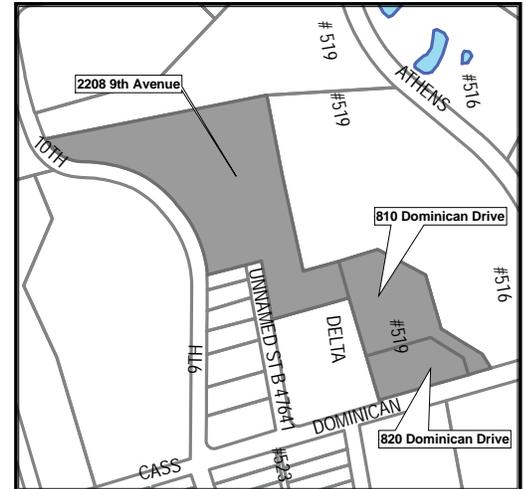
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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is an area of Commercial Services (CS) zoning which includes a communications facility at 2208 9th Avenue (Parcel 08103038100), an office at 810 Dominican Drive (Parcel 08104023700), and a vacant property at 820 Dominican Drive (Parcel 08104023800) that are not consistent with policy. The zoning on these properties should not be allowed to intensify and if the opportunity arises, these properties should be rezoned to a zoning district compatible with the policy, or at least a mixed use district that is less intense than CS zoning.

- Transitions

- Much of this area is zoned for high density residential developments, ranging from RM20 to RM40 zoning districts which allow densities ranging from 20 to 40 dwelling units per acre. This T3 Suburban Neighborhood Evolving area is adjacent to T3 Suburban Open Space and T4 Urban Neighborhood Maintenance areas to the west and south. Transitions through building type and site design – the thoughtful use of massing, scale and building orientation as well as location of parking, pedestrian and vehicular access – is necessary to transition from a suburban character to an urban character. Preservation of natural features may also be used to create the transition.



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T3 SUBURBAN NEIGHBORHOOD CENTER POLICY

General Character of T3 Suburban Neighborhood Centers in the North Nashville Community

T3 Suburban Neighborhood Center policy has been applied to a suburban commercial area around the 38th Avenue and Clifton Avenue intersection. The T3 Suburban Neighborhood Center policy encourages pedestrian friendly centers with a mix of commercial, office, mixed use, civic and public benefit land uses. Any residential is present only in mixed use buildings. These centers are generally located at intersections of prominent suburban streets and they serve suburban neighborhoods within a five minute drive.

How to Use This Guidance

The intent for T3 Suburban Neighborhood Center policy is to enhance or create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

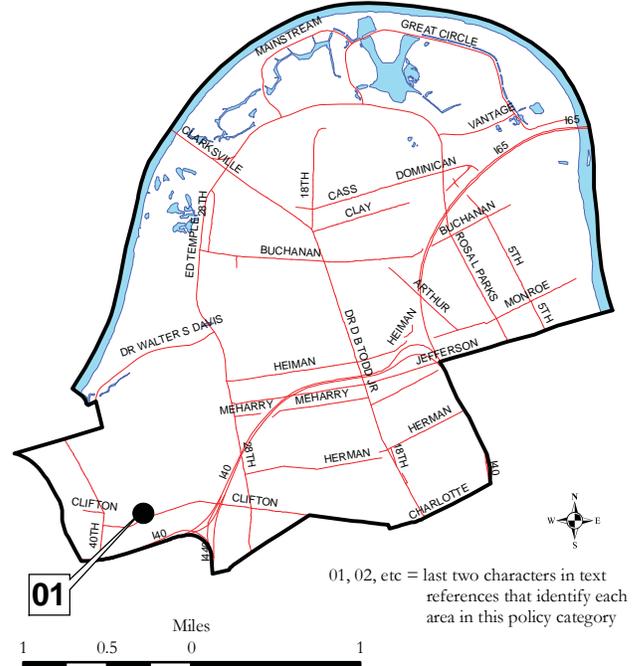
- The T3 Suburban Neighborhood Center policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Neighborhood Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Center policy and the General Principles in the CCM are controlling.

T3 Suburban Neighborhood Center Community Character Policy Areas

The North Nashville Community Plan has one area where the T3 Suburban Neighborhood Center policy is applied. It is titled “T3 Suburban Neighborhood Center Policy Area” in the plan. This center was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

T3 NC Suburban Neighborhood Center



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T3-NC-01

North Nashville's T3 Suburban Neighborhood Center Area 1 is referenced as 08-T3-NC-01 on the accompanying map. It applies to the College Heights/Clifton neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There is an existing building in this center. Adaptive reuse of the existing building is appropriate as the building is the appropriate mass and scale for the policy. A site plan showing how the pedestrian environment on 39th Avenue and Clifton Avenue is being enhanced will be judged on its merits.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Bike lanes are planned along Clifton Avenue and Alameda Street that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Parking
 - The existing building in this area is currently oriented towards parking. Therefore, in the event of adaptive reuse of the building, a site plan showing how the pedestrian environment on 39th Avenue and Clifton Avenue is being enhanced with regard to parking will be judged on its merits.

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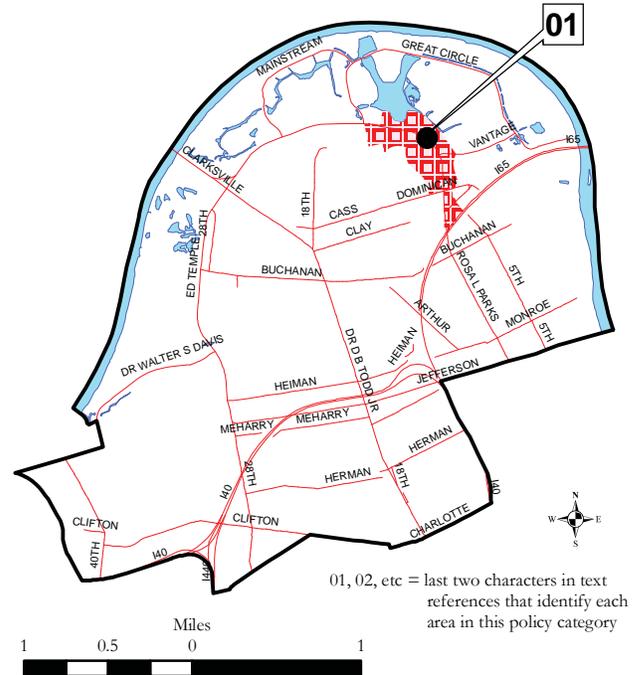
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T3 SUBURBAN COMMUNITY CENTER POLICY

General Character of T3 Suburban Community Centers in the North Nashville Community

T3 Suburban Community Center policy has been applied to a suburban commercial area along Rosa L. Parks Boulevard in MetroCenter. Currently, this suburban community center is primarily commercial with no residential. The T3 Suburban Community Center policy envisions this area to be pedestrian friendly, with multiple-story, mixed use buildings. In suburban areas, this may be a daunting task considering that market and land costs do not always encourage multi-story mixed use development. Therefore, in order for these areas to fully realize the character and form described in T3 Suburban Community Center policy, redevelopment of sites should include the ability to retrofit in the future, location of parking areas to be reconfigured for the creation of additional buildings and street networks in the future, out parceling to create street walls, and access for future connectivity to surrounding residential.

T3 CC Suburban Community Center



How to Use This Guidance

The intent for T3 Suburban Community Center policy is to enhance suburban community centers encouraging their redevelopment as intense, mixed use areas that are compatible with the general character of the suburban neighborhood as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Community Center Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Community Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T3 Suburban Community Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Community Center policy and the General Principles in the CCM are controlling.

T3 Suburban Community Center Community Character Policy Areas

The North Nashville Community Plan has one area where the T3 Suburban Community Center policy is applied. This is titled “T3 Suburban Community Center Policy Area” in the plan. This center was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Community Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Community Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T3-CC-01

North Nashville’s T3 Suburban Community Center Area 1 is referenced as 08-T3-CC-01 on the accompanying map. It applies to an area along Rosa L. Parks Boulevard in MetroCenter. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils affecting parts of this area. Development should be arranged to minimize the disturbance of the steep slopes and problem soils. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-05.
 - Multifamily residential buildings are appropriate along the east side of Athens Way as this area forms a transition to the adjacent T3 Suburban Neighborhood Evolving area.
- Design Principle: Density/Intensity
 - Because the properties along the east side of Athens Way form a transition to the adjacent T3 Suburban Neighborhood Evolving area and are impacted by steep slopes, the intensity of this area should be at the low end of the T3 Suburban Community Center range.
 - Much of this area is zoned Commercial Services (CS), which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, the area should be rezoned to a district in conformance with the policy.
- Design Principle: Landscaping
 - Retain and enhance the existing median and landscaping along Rosa L. Parks Boulevard, while limiting additional roadway cuts into the median.
 - Maintain and/or enhance the existing landscaping and signage that identify the area as a gateway to MetroCenter.
 - Given the prominence of Rosa L. Parks Boulevard, special treatment consisting of street trees should be provided.

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- Protect existing mature trees to the maximum extent possible, particularly around the periphery of parcels adjacent to streets, and treat trees as integral to site design.
- Design Principle: Signage
 - Additional wayfinding signage for the Cumberland River Greenway system is recommended in this area.
- Appropriate Land Uses
 - Multifamily residential uses are appropriate along the east side of Athens Way as a transition to the adjacent T3 Suburban Neighborhood Evolving area.

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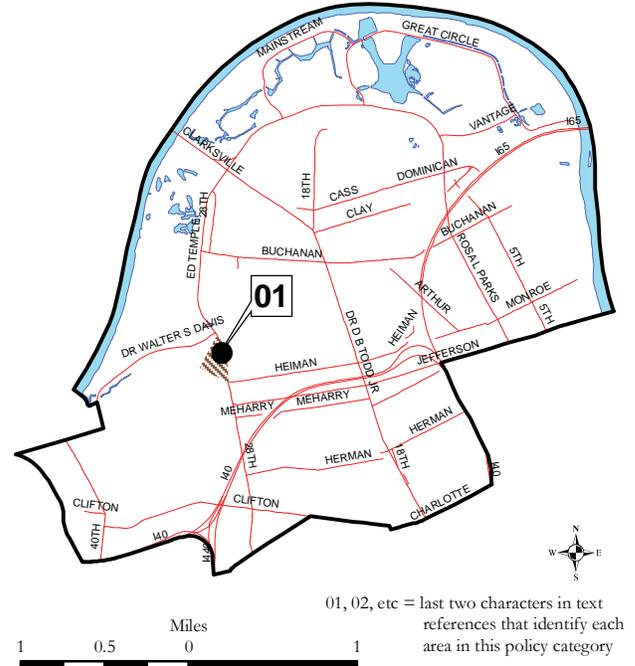
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T3 SUBURBAN RESIDENTIAL CORRIDOR POLICY

General Character of T3 Suburban Residential Corridors in the North Nashville Community

In the North Nashville Community, T3 Suburban Residential Corridor policy has been applied to Schrader Lane. T3 Suburban Residential Corridors are prominent due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often act as the boundaries between urban neighborhoods or communities. While this corridor does not currently provide the density or mixture of housing types envisioned in the T3 Suburban Residential Corridor policy, given the corridor's prominence, connectivity and scale, and location adjacent to Tennessee State University, this corridor is ideal for providing housing choice with multiple transportation options. In addition to providing opportunities for a diversity of housing, T3 Suburban Residential Corridors should also feature multiple modes of transportation, creating a “complete street” – a street designed and operated to enable safe, attractive and comfortable access and travel for vehicles, transit, pedestrians and cyclists.

T3 RC Suburban Residential Corridor



How to Use This Guidance

The intent for T3 Suburban Residential Corridor policy is to preserve, enhance, or create suburban residential corridors that support predominantly residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use and the associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Residential Corridor policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual* (CCM);
- The existing or desired character of the particular T3 Suburban Residential Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T3 Suburban Residential Corridor.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Residential Corridor policy and the General Principles in the CCM are controlling.

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T3 Suburban Residential Corridor Community Character Policy Areas

The North Nashville Community Plan has one corridor where the T3 Suburban Residential Corridor policy is applied. This is titled “T3 Suburban Residential Corridor Policy Area” in the plan. This corridor was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Residential Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Residential Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T3-RC-01

North Nashville’s T3 Suburban Residential Corridor Area 1 is referenced as 08-T3-RC-01 on the accompanying map. It applies to property along Schrader Lane, adjacent to Tennessee State University and west of Ed Temple Boulevard. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Residential Corridor policy applies.

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T3 SUBURBAN MIXED USE CORRIDOR POLICY

General Character of T3 Suburban Mixed Use Corridors in the North Nashville Community

T3 Suburban Mixed Use Corridor policy has been applied to a portion of Clarksville Highway west of 25th Avenue. T3 Suburban Mixed Use Corridors are prominent due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often act as the boundaries to suburban neighborhoods or communities and can provide an intense mix of uses to support surrounding neighborhoods. T3 Suburban Mixed Use Corridors are intended to be pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation creating a “complete street” – a street designed and operated to enable safe, attractive and comfortable access and travel for all users.

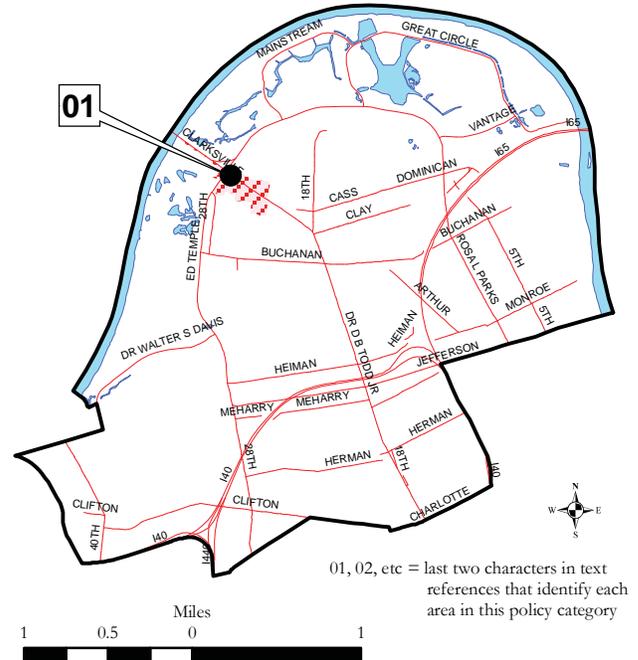
In the North Nashville Community, the portion of Clarksville Highway with T3 Suburban Mixed Use Corridor policy applied currently provides commercial and some office uses for the community. The site and building design in these areas has room for improvement, however. This area has multiple “curb cuts” (vehicular access points) and spotty sidewalks and/or crosswalks, making them difficult or dangerous for pedestrians. With large parking areas between the street and the building, there is no “public realm” where buildings frame the street and create a sense of place. Visitors are greeted, instead, by unpredictable entrances and exits to properties, attention-grabbing signage and a lack of character. All of these site and building design issues represent opportunities for improvement that are addressed in the T3 Suburban Mixed Use Corridor policy and in the Special Policies below.

How to Use This Guidance

The intent for T3 Suburban Mixed Use Corridor policy is to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor; generally placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Mixed Use Corridor policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Mixed Use Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T3 Suburban Mixed Use Corridor.

T3 CM Suburban Mixed Use Corridor



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Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Mixed Use Corridor policy and the General Principles in the CCM are controlling.

T3 Suburban Mixed Use Corridor Community Character Policy Areas

The North Nashville Community Plan has one corridor where the T3 Suburban Mixed Use Corridor policy is applied. This is titled “T3 Suburban Mixed Use Corridor Policy Area” in the plan. This corridor was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Mixed Use Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Mixed Use Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions



08-T3-CM-01

North Nashville’s T3 Suburban Mixed Use Corridor Area 1 is referenced as 08-T3-CM-01 on the accompanying map. It applies to an area along Clarksville Highway near the Rosa L. Parks Boulevard/Ed Temple Boulevard intersection. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are floodplains abutting parts of this T3 Suburban Mixed Use Corridor. Development should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-01.
 - Building square footage may deviate from the required 10,000 square feet or less of individual first floor tenant space prescribed in the policy. Additional building square footage may be considered on its merits, with consideration given to the development’s ability to meet the standards of the policy.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned for Clarksville Highway that connects to an existing bike lane along Dr. D.B. Todd Boulevard. This should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.

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- Design Principle: Density/Intensity
 - Much of this area is zoned Commercial Services (CS), which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, this area should be rezoned to a district in conformance with the policy.
- Design Principle: Landscaping
 - Given the prominence of the Clarksville Highway/Rosa L. Parks Boulevard/Ed Temple Boulevard intersection, a gateway treatment with landscaping, trees and signage should be provided.
 - Given the prominence of Clarksville Highway, special treatment consisting of street trees should be provided.

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T4 Urban Open Space Community Character Policy Areas

The North Nashville Community Plan includes several areas where the T4 Urban Open Space policy is applied. These are titled “T4 Urban Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the open space, the service area and recreational needs it meets, and its need to be preserved or enhanced. Land with privately-held conservation easements may also be identified as T4 Urban Open Space.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Open Space Policy
- Appropriate Passive Uses
- Appropriate Active Uses
- Historically Significant Sites or Features
- Transitions

08-T4-OS-01

North Nashville’s T4 Urban Open Space Area 1 is referenced as 08-T4-OS-01 on the accompanying map. This property is the Jewish Cemetery. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike route is planned along Dominican Drive/Cass Street to 18th Avenue. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Historically Significant Sites or Features
 - The Jewish Temple Cemetery (Parcels 081070003400, 081070003500, 081070003600, 08103009200, and 081030009300) is designated as National Register and Worthy of Conservation. Because of this historical designation, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-OS-02

North Nashville’s T4 Urban Open Space Area 2 is referenced as 08-T4-OS-02 on the accompanying map. This property, owned by Metro Nashville/Davidson County, is used for the McGruder Family Resource Center. Formerly, it was the John Early School site. There is open space and a community garden in association with the public benefit uses on this site, and keeping the open space if the public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
 - The old John Early School building (now the McGruder Family Resource Center (Parcel 08106023500) is designated as Worthy of Conservation. Currently, this property is owned by Metro who partners with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Appropriate Active Uses
 - North Nashville stakeholders requested that play structures be provided as components of the open space area.

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08-T4-OS-03

North Nashville's T4 Urban Open Space Area 3 is referenced as 08-T4-OS-03 on the accompanying map. This property, owned by Metro Nashville/Davidson County, is used for the Jones Paideia Magnet School site. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is proposed along 9th Avenue, connecting the school to the services and recreational opportunities along Rosa L. Parks Boulevard and Buchanan Street. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Historically Significant Sites or Features
 - The Jones School building (Parcel 081080010900) is designated as Worthy of Conservation and is part of the Buena Vista historical area. Currently, this property is owned by Metro who partners with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-OS-04

North Nashville's T4 Urban Open Space Area 4 is referenced as 08-T4-OS-04 on the accompanying map. It is Elizabeth Park and the Elizabeth Park Community Center. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike route is proposed along Jane Street and Arthur Avenue, connecting the community center to the services and recreational opportunities along Buchanan Street and Rosa L. Parks Boulevard via Monroe Street. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Historically Significant Sites or Features
 - The Elizabeth Park Community Center building (Parcel 08111050300) is designated as Worthy of Conservation. Currently, this property is owned by Metro who partners with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Appropriate Active Uses
 - North Nashville stakeholders would like to see more programs and activities offered at Elizabeth Park that engage all ages.

08-T4-OS-05

North Nashville's T4 Urban Open Space Area 5 is referenced as 08-T4-OS-05 on the accompanying map. It is Morgan Park and the Morgan Park Community Center. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

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- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike route is planned for 3rd Avenue and a bike lane is proposed for 5th Avenue. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Signage
 - Additional wayfinding signage for the Cumberland River Greenway system is recommended in this area.
- Historically Significant Sites or Features
 - Morgan Park (Parcels 08209007900 and 08205011900) is designated as Worthy of Conservation (the Community Center building) and is covered by a Historic Preservation District overlay. Currently, this property is owned by Metro who partners with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Appropriate Active Uses
 - North Nashville stakeholders would like to see additional playground equipment and activities for children added to the park.



08-T4-OS-06

North Nashville’s T4 Urban Open Space Area 6 is referenced as 08-T4-OS-06 on the accompanying map. It is Fisk Park. Keeping the open space and park if the civic and public benefit use should cease is encouraged.

In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Nashville & Western Railroad, connecting Fisk Park to Jefferson Street and Buchanan Street, which should be taken into account in conjunction with development proposals and/or street improvements. See recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

08-T4-OS-07

North Nashville’s T4 Urban Open Space Area 7 is referenced as 08-T4-OS-07 on the accompanying map. This property, owned by Metro Nashville/Davidson County, is used for the Wharton School site. There is open space in addition to the civic and public benefit uses on this site. The school is currently being renovated and is expected to reopen in the fall of 2010 as the Robert Churchwell Museum Magnet Elementary School. Keeping the open space and park if the civic and public benefit use should cease is encouraged. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Open Space policy applies.

08-T4-OS-08

North Nashville’s T4 Urban Open Space Area 8 is referenced as 08-T4-OS-08 on the accompanying map. This property, owned by Metro Nashville/Davidson County, is used for the Buena Vista Elementary School site. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. While there are no unique features that warrant Special Policy, keeping the open space if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T4 Urban Open Space policy applies.

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08-T4-OS-09

North Nashville's T4 Urban Open Space Area 9 is referenced as 08-T4-OS-09 on the accompanying map. This property, owned by Metro Nashville/Davidson County, is the open space area at Cheatham Place Homes. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
 - Cheatham Place Homes (Parcel 08112031500) is designated as on the National Register and Eligible to be listed in the National Register. Currently, this property is owned by Metro who partners with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-OS-10

North Nashville's T4 Urban Open Space Area 10 is referenced as 08-T4-OS-10 on the accompanying map. It is the Monroe Street Playground. While there are no unique features that warrant Special Policy, keeping the open space and playground is encouraged and therefore, the guidance of the T4 Urban Open Space policy applies.

08-T4-OS-11

North Nashville's T4 Urban Open Space Area 11 is referenced as 08-T4-OS-11 on the accompanying map. It is the Carnegie North Branch Library. It was completed in 1915 and is the oldest of Nashville's existing library buildings. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
 - The Carnegie North Branch Library (Parcel 08116020300), located at 1001 Monroe Street, is designated as part of the Buena Vista Historic National Register District and a Historic Landmark District has been placed on the library. Currently, this property is owned by Metro who partners with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-OS-12

North Nashville's T4 Urban Open Space Area 12 is referenced as 08-T4-OS-12 on the accompanying map. This property is Hadley Regional Park and the Hadley Park Branch Public Library. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Complete the sidewalk network on the north side of Albion Street adjacent to the park, and define the pedestrian entrances at 30th Avenue and Albion Street. Enhance the existing crosswalks on Albion Street to better connect the neighborhood to the park and its internal walking track.
- Design Principle: Landscaping
 - Landscaping with a sense of permanence and that is low maintenance is recommended at the main entrance on 28th Avenue to enhance the park's entrance from merely an access point to a welcoming gateway. Improvements should capitalize on and complement the Gateway to Heritage project and improvements that are proposed at the I-40/28th Avenue exit ramp.

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08-T4-OS-13, 08-T4-OS-14 and 08-T4-OS-15

North Nashville's T4 Urban Open Space Areas 13, 14, and 15 are referenced as 08-T4-OS-13, 08-T4-OS-14, and 08-T4-OS-15 on the accompanying map. These apply to the open space areas incorporated into Pearl Cohn High School, MLK Magnet School, and Head Magnet School. Pearl Cohn High School, Martin Luther King Jr. Magnet School, and Head Middle Magnet School are all significant civic and public benefit land uses in this T4 Urban Open Space policy area. During this planning period the schools are anticipated to remain Metro Nashville Public School facilities. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Open Space policy applies.

08-T4-OS-16, 08-T4-OS-17, 08-T4-OS-18 and 08-T4-OS-19

North Nashville's T4 Urban Open Space Areas 16, 17, 18, and 19 are referenced as 08-T4-OS-16, 08-T4-OS-17, 08-T4-OS-18, and 08-T4-OS-19 on the accompanying map. The properties are McKissack Park, Watkins Park, the John Henry Hale Community Garden, and William Edmonson Park at John Henry Hale Homes. There is an existing community garden located at Watkins Park, which is encouraged to remain during this planning period. There is an existing community garden located within the open space near John Henry Hale Homes, which is encouraged to remain during this planning period. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Open Space policy applies.

08-T4-OS-20

North Nashville's T4 Urban Open Space Area 20 is referenced as 08-T4-OS-20 on the accompanying map. This property is owned by the Metropolitan Development and Housing Agency. Making the vacant property part of the open space network adjacent to Fisk Park and the recommended greenway along the Nashville & Western Railroad is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of T4 Potential Open Space policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is proposed along the Nashville & Western Railroad, connecting Fisk Park to Jefferson Street and Buchanan Street, which should be taken into account in conjunction with development proposals and/or street improvements. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.

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T4 URBAN POTENTIAL OPEN SPACE POLICY

General Character of T4 Urban Potential Open Space in the North Nashville Community

T4 Urban Potential Open Space areas include land that is encouraged to be used as open space in the future. This could include vacant properties, or publicly-owned properties with the potential to be open space. T4 Urban Potential Open Space should have the same character as described for T4 Urban Open Space.

T4 Urban Potential Open Space areas provide active and passive recreation opportunities and serve multiple neighborhoods or communities. Active land uses are generally those associated with civic and public benefit activities, and include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include urban gardens, hardscaped plazas, courtyards and pocket parks.

How to Use This Guidance

The intent for T4 Urban Potential Open Space policy

is to identify areas that should be used for urban open space in the future. Such open space can be created in the form of public parks or private land held in conservation by land trusts and private groups or individuals. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

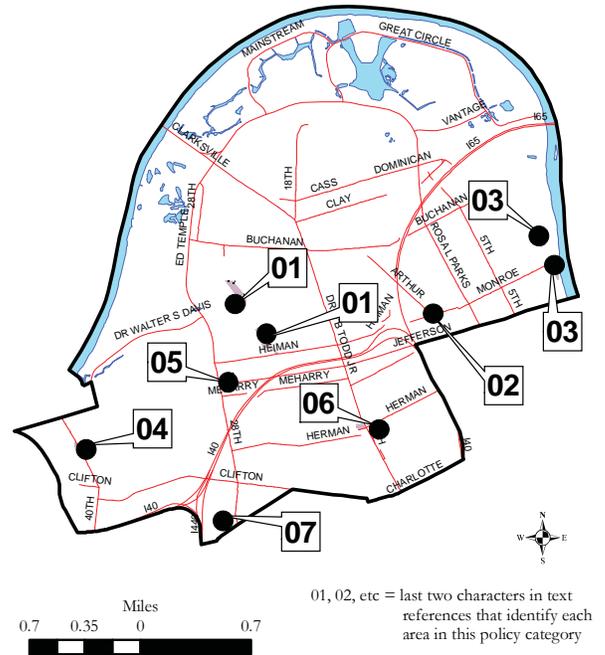
- The T4 Urban Potential Open Space policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T4 Urban Potential Open Space area;
- The alternate policy for the particular T4 Urban Potential Open Space area; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Potential Open Space area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Potential Open Space policy and the General Principles in the CCM are controlling.

T4 Urban Potential Open Space Community Character Policy Areas

The North Nashville Community Plan has seven locations where the T4 Urban Potential Open Space policy is applied. These are titled “T4 Urban Potential Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the proposed open space, the service area and recreational needs it could meet, and its need to be preserved or enhanced.

T4 POS Urban Potential Open Space



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Potential Open Space policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Potential Open Space Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions
- Alternate Policy



08-T4-POS-01

North Nashville's T4 Urban Potential Open Space Area 1 is referenced as 08-T4-POS-01 on the accompanying map. It is the property adjacent to Fisk Park and along the railroad, and the intent is for this property to be secured as public open space, if possible, and added to Fisk Park and the recommended greenway along the Nashville & Western Railroad. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of T4 Potential Open Space policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T4 Urban Neighborhood Maintenance for the properties east of the railroad. Guidance for this policy may be found in T4 Urban Neighborhood Maintenance policy area 08-T4-NM-03 and within the T4 Urban Neighborhood Maintenance policy. For the property west of the railroad, the alternate policy is D District Major Institutional. Guidance for this policy may be found in D District Major Institutional area 08-D-MI-03 and within the D District Major Institutional policy.

08-T4-POS-02

North Nashville's T4 Urban Potential Open Space Area 2 is referenced as 08-T4-POS-02 on the accompanying map. It applies to property on the northwest corner of Monroe Street and Arthur Avenue. This parcel is privately-owned and is currently vacant but has been identified as an open space opportunity since it is one of the few vacant sites along Arthur Street. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of T4 Potential Open Space policy applies.

- Alternate Policy
 - If this property is not secured for public open space use, the alternate policy is T4 Urban Neighborhood Maintenance. Guidance for this policy may be found in T4 Urban Neighborhood Maintenance policy area 08-T4-NM-03 and within the T4 Urban Neighborhood Maintenance policy.

08-T4-POS-03

North Nashville's T4 Urban Potential Open Space Area 3 is referenced as 08-T4-POS-03 on the accompanying map. It applies to property in Germantown, near the Cumberland River. These parcels are privately-owned, but have been identified as important open space opportunities if redevelopment occurs in the larger neighborhood, to provide open space to a growing neighborhood. It is anticipated that this open space would be part of private redevelopment. In this area, the

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following Special Policies apply. Where the Special Policy is silent, the guidance of T4 Urban Potential Open Space policy applies.

- Alternate Policy
 - If these properties are not utilized for open space, the alternate policy is T4 Urban Mixed Use Neighborhood. Guidance for this policy may be found in T4 Urban Mixed Use Neighborhood policy area 08-T4-MU-01 and within the T4 Urban Mixed Use Neighborhood policy.

08-T4-POS-04 and 08-T4-POS-05

North Nashville's T4 Urban Potential Open Space Areas 4 and 5 are referenced as 08-T4-POS-04 and 08-T4-POS-05 on the accompanying map. These are potential open space areas incorporated into T4 Urban Neighborhood Center at Albion Street and 40th Avenue and the T4 Urban Community Center at Jefferson Street and 28th Avenue. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Potential Open Space policy applies.

- Design Principle: Density/Intensity
 - Streams flow through each of these Potential Open Space areas. These streams have been identified as blue line streams. Therefore, the open space should be designed with the blue line stream as an amenity; any development should be outside of the required buffer area for blue line streams.
- Appropriate Land Uses
 - Appropriate active uses within these T4 Urban Potential Open Space areas include multi-use paths, picnic areas, or small play structures.
- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy for 08-T4-POS-04 is T4 Urban Neighborhood Center. Guidance for this policy may be found in 08-T4-NC-03 and within the T4 Urban Neighborhood Center policy. The alternate policy for 08-T4-POS-05 is T4 Urban Community Center. Guidance for this policy may be found in 08-T4-CC-02 and within the T4 Urban Community Center policy.

08-T4-POS-06

North Nashville's T4 Urban Potential Open Space Area 6 is referenced as 08-T4-POS-06 on the accompanying map. It applies to property on the northwest corner of Herman Street and Dr. D.B. Todd Boulevard. This parcel is Metro-owned right-of-way which appears to be left over from when the Jubilee Bridge was constructed. If the opportunity arises, this property could become open space. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of T4 Urban Potential Open Space policy applies.

- Alternate Policy
 - If this property is not secured for public open space use, the alternate policy is T4 Urban Neighborhood Evolving. Guidance for this policy may be found in T4 Urban Neighborhood Evolving policy area 08-T4-NE-06 and within the T4 Urban Neighborhood Evolving policy.

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08-T4-POS-07

North Nashville's T4 Urban Potential Open Space Area 7 is referenced as 08-T4-POS-07 on the accompanying map. It applies to property on the south side of Delaware Avenue. This parcel is un-built, Metro-owned right-of-way. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of T4 Urban Potential Open Space policy applies.

- Appropriate Land Uses
 - This is a small parcel of un-built right-of-way. Such a piece of property may be appropriate for a community garden. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding community gardens.
- Alternate Policy
 - If this property is not secured for a community garden use, the alternate policy is T4 Urban Neighborhood Evolving. Guidance for this policy may be found in T4 Urban Neighborhood Evolving policy area 08-T4-NE-05 and within the T4 Urban Neighborhood Evolving policy.

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Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

T4 Urban Neighborhood Maintenance Community Character Policy Areas

The North Nashville Community Plan has several neighborhoods where the T4 Urban Neighborhood Maintenance policy is applied. These are titled “T4 Urban Neighborhood Maintenance Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T4 Urban Neighborhood Maintenance policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Neighborhood Maintenance policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T4 Urban Neighborhood Maintenance Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions



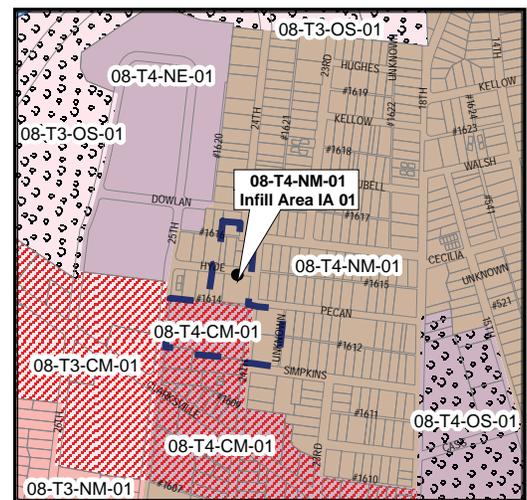
08-T4-NM-01

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

Infill Area 01 - Publishing House Property *(refer to the accompanying graphic)*

While infill housing opportunities are scattered throughout this neighborhood, an infill area exists around the site of the old publishing house on 24th Avenue. (The old publishing house site is in adjacent policy area 08-T4-CM-01.) Infill development is appropriate in this location because of the existing access and connectivity to Clarksville Highway, and the opportunity to provide additional housing choice. The potential infill area is referred to as IA 01 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Development in IA 01 with other than detached single-



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family residential building types should be implemented through design-based zoning, such as a SP, PUD or UDO, to ensure appropriate redesign. New multifamily development on parcels with frontage on two streets should place front facades and primary resident entrances along both streets. New developments on corner parcels may have shallower setbacks than existing residential development on interior parcels. However, building setbacks on parcels on the edge of this policy should transition to the abutting prevailing setbacks.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A pedestrian connection from this area to the adjacent site of the old publishing house property is recommended when redevelopment occurs. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network and pedestrian connections.

Infill Area 02 - St. Cecilia Properties *(refer to the accompanying graphic)*

Another infill opportunity is located along Delta Street, where the property is owned by St. Cecilia and zoned residential. Infill development is appropriate in this location because of the existing access and connectivity to Dominican Drive and the opportunity to provide additional housing choice. The potential infill area is referred to as IA 02 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Development in IA 02 with other than detached single-family residential building types should be implemented through design-based zoning, such as a SP, PUD or UDO, to ensure appropriate redesign.
- Building Types
 - Additional building types, allowed under T4 Urban Neighborhood Maintenance policy, may be appropriate in this area due to its prominent location next to the Dominican Campus and at the edge of the policy area.



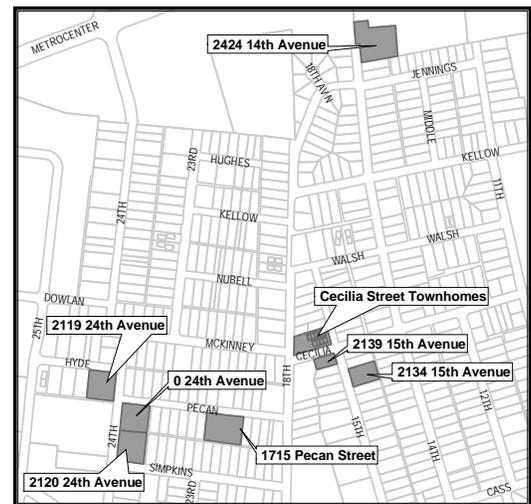
Design Principles for the remainder of the 08-T4-NM-01 policy area:

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils affecting part of this area. Development should be arranged to minimize the disturbance of the steep slopes and problem soils. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-05.
 - Proposed residential infill should maintain a consistent building pattern with existing residential buildings, respecting the unique character and strong pedestrian quality of this neighborhood. New development should reflect the character, styles, and patterns of development to maintain neighborhood integrity, including the use of quality building materials and attention to design.

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- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Extend sidewalks along 10th Avenue connecting the area with Rosa L. Parks Boulevard, the Looby Center and the MetroCenter area. A multi-use path connecting Dowlan Street to Rosa L. Parks Boulevard is recommended to further connect the neighborhood with Rhodes Park. Additional improvements, such as streetscaping, pedestrian-scale lighting and landscaping, to make these streets more pedestrian/bike friendly are also encouraged. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network and pedestrian connections and Chapter IV, Open Space Plan, for additional recommendations for the park system and greenway network.
 - A bike route is planned for Cass Street and a bike lane is planned for Clarksville Highway that will enhance multimodal connections from this neighborhood to other areas. A bike lane is proposed along 9th Avenue to connect Jones Paideia School with other schools and parks. These should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Design Principle: Density/Intensity
 - Development other than that allowed by the R6 (single/two-family residential) zoning district should be implemented through design-based zoning, such as a SP, to ensure appropriate design.
- Design Principle: Signage
 - Additional wayfinding signage for the Cumberland River Greenway system is recommended in this area.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphics*)
 - There is an existing industrial use, that is not consistent with the policy and does not conform to the R6 (single/two-family residential) zoning, located at 2119 24th Avenue (Parcel 08102012000) and two OR20- zoned (office/residential, 20 units per acre) parcels at 2120 24th Avenue (Parcels 08102016300 and 08102014800) that are currently vacant. These parcels are part of Infill Area 01; please refer to that section for guidance as to their future redevelopment.
 - There is an existing industrial use located at 1715 Pecan Street (Parcel 08102015500) that is zoned R6 (single/two-family residential). Over time, the use should move towards conformity with the residential zoning and consistency with the policy.
 - There is an existing industrial use at 2424 14th Avenue (Parcel 07015000300) that is zoned RM40 (medium-density residential, 40 units per acre). Over time, the use should move towards conformity with the residential zoning and consistency with the policy. Since this property is adjacent to an existing multifamily development at the northern edge of the area it is acceptable for the RM40 zoning to remain.
 - The Cecilia Street Townhomes are located at 1500 Cecilia Avenue (Parcel 081030A90000CO and various) and are zoned Mixed Use Neighborhood (MUN), while a commercial use is located across the street at 2139 15th Avenue (Parcel 08103010000) that is zoned Commercial Neighborhood (CN). It is acceptable for



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the zoning and uses to be retained for these properties due to their small scale and their potential to provide services to the neighborhood, but the zoning and uses should not be allowed to intensify or expand.

- There is an existing commercial use located at 2134 15th Avenue (Parcel 08103010300) that is zoned R6 (single/two-family residential). Over time, the use should move towards conformity with the residential zoning and consistency with the policy.
- There is an area of Commercial Neighborhood (CN) zoning along Clay and Cephas Streets which includes commercial uses at 1200 Clay Street (Parcel 08107009500) and 1233 Clay Street (Parcel 08107037600). The CN-zoned area also includes 3 vacant parcels, 2 residential parcels and 1 Metro-owned parcel. It is acceptable for the zoning and neighborhood commercial uses to be retained for these properties due to their small scale, but the zoning and uses should not be allowed to intensify or expand.
- There is also an area of Commercial Services (CS) zoning along Clay Street and 9th Avenue which includes commercial uses at 900 Clay Street (Parcel 08107014000), 1919 9th Avenue (Parcel 08107049400), and 1928 9th Avenue (Parcel 08108003000). Over time, these commercial uses and zoning should move towards consistency with the policy. This is recommended, in part, to assist in strengthening the nearby mixed use corridors.
- Historically Significant Sites or Features
 - There are several properties within this area that have been deemed historically significant and are designated as Worthy of Conservation. Because of this historical designation, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.



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08-T4-NM-02

North Nashville's T4 Urban Neighborhood Maintenance Area 2 is referenced as 08-T4-NM-02 on the accompanying map. It applies to the Osage/North Fisk and Elizabeth Park neighborhoods and a portion of the Cumberland Gardens neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

Infill Area 01 - Osage Street Industrial Property *(refer to the accompanying graphic)*

While infill housing opportunities are scattered throughout this neighborhood, an infill area exists if the industrial use at the end of Osage Street were to cease operation. Residential infill development is appropriate for this site and adjacent vacant parcels because of the existing access, potential for additional connectivity, additional park space and recreational opportunities, and the opportunity to provide additional housing choice. The potential infill area is referred to as IA 01 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are floodplains and steep slopes affecting part of this infill area. Development should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy areas 08-CO-01 and 08-CO-05.
 - Development in IA 01 with other than detached single-family residential building types should be implemented through design-based zoning, such as a SP, PUD or UDO, to ensure appropriate redesign.
- Design Principle: Connectivity (Vehicular)
 - Any infill development should continue the well connected street grid that is present in this neighborhood.
- Transitions
 - This area is adjacent to Fisk Park, and any redevelopment should also include open space components that tie into Fisk Park. Refer to policy area 08-T4-OS-06 for additional policy guidance regarding open space.
 - Site design, landscaping and other buffering as needed should be used to create an effective transition between Infill Area 01 and the remainder of the T4 Urban Neighborhood Maintenance area.



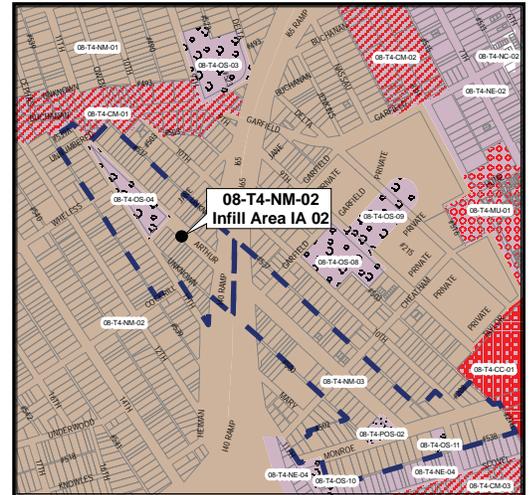
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Infill Area 02 - Arthur Avenue (North) (refer to the accompanying graphic)

Arthur Avenue is a wide residential street, serving as a crucial link between the North Branch Library on Monroe Street and Elizabeth Park, and providing an opportunity to create a pedestrian-friendly residential boulevard with the area. Infill development is appropriate along Arthur Avenue because of the existing access and connectivity, and the opportunity to provide additional housing choice along this prominent corridor. The potential infill area is referred to as IA 02 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - New housing should reflect the pattern of setbacks and spacing of the existing homes along Arthur Avenue.
 - Development in IA 02 with other than detached single-family residential building types should be implemented through design-based zoning, such as an UDO, PUD or SP, to ensure appropriate redesign.
- Design Principle: Landscaping
 - A “boulevard” treatment, including street trees and landscaped medians, is recommended for Arthur Avenue.
- Transitions
 - Site design, landscaping and other buffering as needed should be used to create an effective transition between Infill Area 02 and the remainder of the T4 Urban Neighborhood Maintenance area.



Design Principles for the remainder of the 08-T4-NM-02 policy area:

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane currently exists along Dr. D.B. Todd Boulevard, and bike routes are proposed along Buchanan Street to increase multimodal transportation choice and to link Jane Street and 9th Avenue from Elizabeth Park to Jones School. These proposed bike routes would increase access to the service along Buchanan Street and improve connections with adjacent neighborhoods. These bikeways should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, regarding bikeways and other transportation network components.
 - A greenway is recommended along the Nashville & Western Railroad to connect this area with the Cumberland River and its greenway system. This should be taken into account in conjunction with development proposals and/or street improvements. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Density/Intensity
 - Additional residential density along the prominent Dr. D.B. Todd Boulevard corridor may be appropriate when accompanied by design-based zoning, such as a SP, PUD or UDO. Residential buildings should abut the street with parking at the rear. Street trees and improved sidewalks would strengthen the relationship between building and street, providing an inviting, pedestrian friendly residential street.

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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphics*)

- There is an apartment at 1714 Seifried Street (Parcel 08106038400) that is zoned Mixed Use Limited (MUL). It is acceptable for the current use to be retained, since it provides housing choice. However, if the multifamily use ceases, the zoning should move towards consistency with the policy. This is recommended, in part, to assist in strengthening the commercial prospects of nearby mixed use corridors.

- There is an old industrial use located at 2601 Osage Street (Parcel 08110007400) that is zoned single-family residential (RS5). Over time, the use should move towards consistency with the policy. Refer to the guidance provided in Infill Area 01 above.

- There are commercial uses located at 1706 22nd Avenue (Parcel 08111005500) and at 1625 23rd Avenue (Parcel 08110035200), but the zoning on both parcels is single-family residential (RS5). Over time, the uses should move towards conformity with the residential zoning and consistency with the policy.

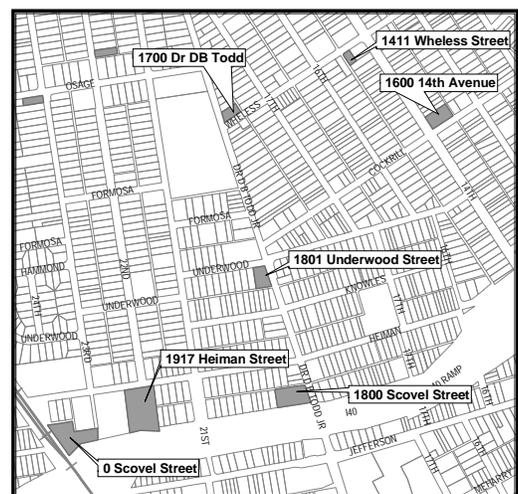
- There is a medical office located at 1700 Dr. D.B. Todd Boulevard (Parcel 08111017200) that is zoned single-family residential (RS5). It is acceptable for this small office use to continue, but the zoning should remain RS5 to allow for residential conformance in the future.

- There is a commercial use located at 1801 Underwood Street (Parcel 08115014000) that is zoned Commercial Neighborhood (CN). It is acceptable for the zoning and use to be retained for this property due to its small scale, but the zoning and use should not be allowed to intensify or expand.

- There are two parcels containing office uses, 1800 Scovel Street (Parcel 08115047800) and 1917 Heiman Street (Parcel 08115045400). Both parcels are zoned OR20 (office/residential, 20 units per acre). It is acceptable for the zoning and uses to be retained for these properties due to their ability to provide jobs and housing choice, but the zoning and uses should not be allowed to intensify or expand.

- There is a commercial use, transmitting towers, located at 0 Scovel Street (Parcel 08115045900), which is zoned single-family residential (RS5). Since this parcel is adjacent to the interstate, it is acceptable for this use to continue, but the RS5 zoning should remain in place to allow for residential use in the future.

- There is an OR20-zoned (office/residential, 20 units per acre) property at 1411 Wheless Street (Parcel



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- 08111039000), currently being used as single-family residential. It is acceptable for the zoning to be retained for this property due to its office and residential mix potential, but the zoning should not be allowed to intensify or expand.
- There is a commercial use located at 1600 14th Avenue (Parcel 08111052000) that is zoned single-family residential (RS5). Over time, this use should come into conformance with the residential zoning and consistency with the policy.
 - Historically Significant Sites or Features
 - Several properties in this area have historical designations. Residences at 1730 Arthur Avenue (Parcel 08111048800), 1722 Scovel Street (Parcel 08115048200) and 1720 Scovel Street (Parcel 08115048300), along with the Tate Manor building at 2300 Heiman Street (Parcel 08114017300) and a church at 1700 Heiman Street (Parcel 08115035000) are designated as Worthy of Conservation. Because of this historical designation, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
 - Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.

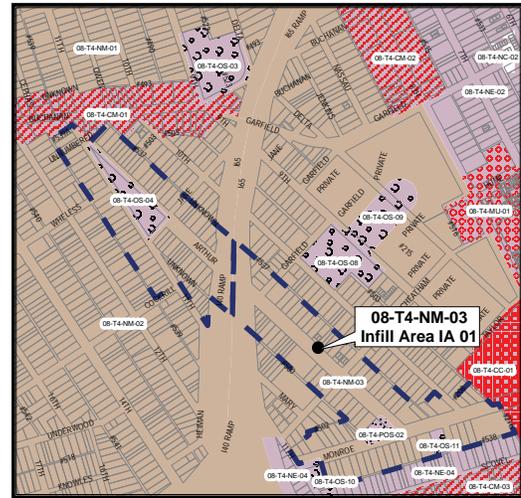
08-T4-NM-03

North Nashville's T4 Urban Neighborhood Maintenance Area 3 is referenced as 08-T4-NM-03 on the accompanying map. It applies to the Historic Buena Vista neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

Infill Area 01 - Arthur Avenue (South) *(refer to the accompanying graphic)*

Arthur Avenue is a wide residential street, serving as a crucial link between the North Branch Library on Monroe Street and Elizabeth Park to the north. Monroe Street is also a wide street linking Historic Buena Vista with Germantown. Both streets provide opportunities to create pedestrian-friendly residential boulevards within the area. Infill development is appropriate in this area because of the existing access and connectivity, and the opportunity to provide additional housing choice along these prominent corridors. The potential infill area is referred to as IA 01 in the policies below and on the accompanying map and corresponds with Infill Area 02 discussed in the previous policy. Any infill should be guided by the following design principles.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - New housing should reflect the pattern of setbacks and spacing of the existing homes along Arthur Avenue and Monroe Street.
 - Development in IA 01 with other than detached single-family residential building types should be implemented through design-based zoning, such as a SP, PUD or UDO, to ensure appropriate redesign.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Wider sidewalks with a generous “parkway” treatment, including street trees and medians, should be located along Arthur Avenue and Monroe Street to decrease unnecessary pavement width and to enhance the pedestrian experience. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network.



Design Principles for the remainder of the 08-T4-NM-03 policy area:

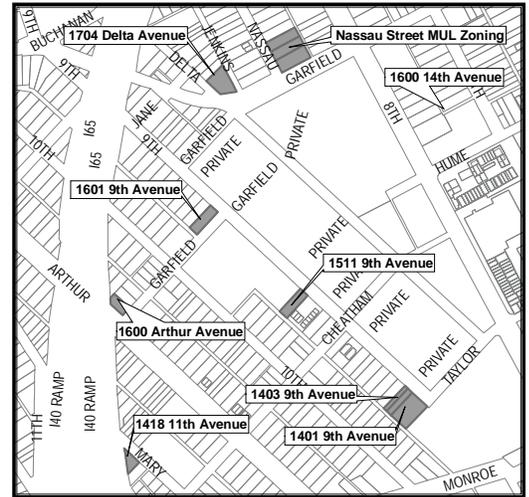
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Provide a sidewalk to reconnect 9th Avenue from Taylor Street to Monroe Street to provide a better link to adjacent residential areas and the services along Monroe Street. Sidewalk and crosswalk treatments should accompany any redevelopment proposals in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network.
 - A bike route currently exists along Rosa L. Parks Boulevard, and a bike lane is proposed along Monroe Street and Arthur Avenue to increase multimodal transportation choice and to provide better access to Elizabeth Park, the Cumberland River Greenway system and area services. These should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in

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Chapter III, Transportation Plan, for additional guidance on bikeways.

- Design Principle: Connectivity (Vehicular)
 - If the opportunity arises, reconnect Buchanan Street across Rosa L. Parks Boulevard where it is currently closed off.
- Design Principle: Landscaping
 - Given the prominence of Rosa L. Parks Boulevard, special treatment consisting of street trees should be provided.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is an area of Mixed Use Limited (MUL) zoning along Nassau Street that includes industrially-used 1704 Nassau (Parcel 08112006100), vacant 1706 Nassau (Parcel 08108034800), and parking on 1702 Nassau (Parcel 08112006200). Over time, this area should be rezoned to be consistent with the policy. This recommendation is made, in part, to strengthen the existing commercial services along the corridors.
 - There is a convenience market located at 1704 Delta Avenue (Parcel 08112005400) that is zoned Commercial Neighborhood (CN). It is acceptable for this use and zoning to remain since it provides a neighborhood service, but the use and zoning should not be allowed to intensify or expand.
 - Two small corner parcels are zoned Commercial Services (CS), one at 1600 Arthur Avenue (Parcel 08112010400) and one at 1418 11th Avenue (Parcel 08116013600). Both parcels are currently vacant. Over time, these parcels should be rezoned to be consistent with the policy. This recommendation is made, in part, to strengthen existing commercial services along the corridors.
 - There is an area of Commercial Neighborhood (CN) zoning that includes Buena Vista Elementary School, a restaurant at 1601 9th Avenue (Parcel 08112017100) and offices at 1511 9th Avenue (Parcel 08112031300). It is acceptable for these uses and zoning to continue because they provide neighborhood services, but the zoning should not be allowed to intensify or expand.
 - There is an area of OR20 (office/residential, 20 units per acre) zoning that includes a small service shop at 1401 9th Avenue (Parcel 08112040200), an office at 1403 9th Avenue (Parcel 08112040300), and a vacant parcel at 1403 1 9th Avenue (Parcel 08112040400). It is acceptable for the zoning to remain since it allows for services, jobs and a mixture of housing, but the zoning should not be allowed to intensify or expand.
- Historically Significant Sites or Features
 - Much of this area is designated as a Historic National Register District. In addition, several properties outside of the designated historic district are designated as National Register and Eligible to be listed in the National Register. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.



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- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.



08-T4-NM-04

North Nashville's T4 Urban Neighborhood Maintenance Area 4 is referenced as 08-T4-NM-04 on the accompanying map. It applies to the northern portion of the Salemtown neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is proposed along 5th Avenue to increase multimodal transportation choice and to provide better access from the neighborhood to Morgan Park and the Cumberland River Greenway system. This should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Connectivity (Vehicular)
 - If the opportunity arises, reconnect Buchanan Street across Rosa L. Parks Boulevard where it is currently closed off.
- Design Principle: Landscaping
 - Landscaping is recommended in the median of Rosa L. Parks Boulevard to improve the aesthetics of the corridor and enhance pedestrian friendliness.
 - Encourage public art along 5th Avenue to continue its role as the “Avenue of the Arts” from Downtown.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is a single-family dwelling at 1803 5th Avenue (Parcel 08108025300) that is zoned Commercial Neighborhood (CN). Over time, the parcel should be rezoned to be consistent with the T4 Urban Neighborhood Maintenance policy. This recommendation is made, in part, to strengthen commercial services along the corridors.
 - Transmitting towers are located at 1803 3rd Avenue (Parcel 08205000500). The parcel is zoned R6 (single/two-family residential), and over time the use should move towards consistency with the T4 Urban Neighborhood Maintenance policy.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.



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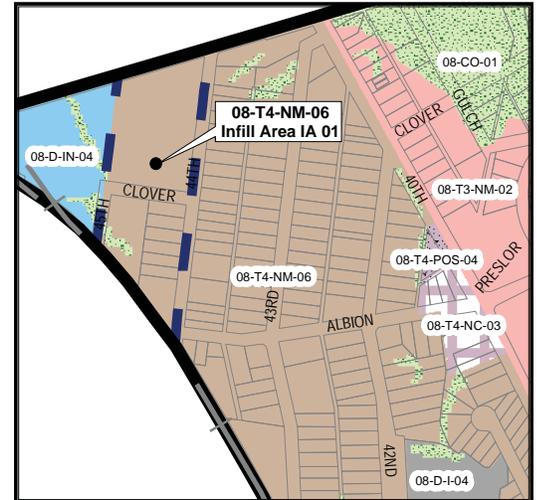
08-T4-NM-05

North Nashville's T4 Urban Neighborhood Maintenance Area 5 is referenced as 08-T4-NM-05 on the accompanying map. It applies to the Tomorrow's Hope neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

Infill Area 01 – Centennial Boulevard in Tomorrow's Hope Neighborhood *(refer to the accompanying graphic)*

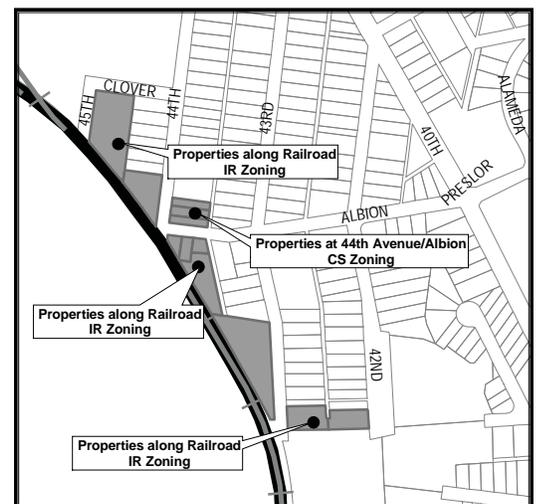
This infill area is located on Centennial Boulevard, west of Tennessee State University's campus. Currently, there is an industrially-zoned property that is a total of 7.5 acres in size with approximately 3.7 acres used for parking. The remaining 3.8 acres has a majority of its frontage on 44th Avenue. Other parcels in the area are vacant and have common ownership. This area's proximity to TSU makes it appropriate for infill development. The potential infill area is referred to as IA 01 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.

- Design Principle: Density/Intensity
 - The parcels in this infill area are zoned single-family residential (RS5) and Industrial Restrictive (IR). To accommodate a mix of housing, that is consistent with the policy, a change in zoning is needed. Gross density in this policy area is generally 3.5 dwelling units per acre. Proposals in this infill area where density is higher than the prevailing density in the remaining portion of 08-T4-NM-06 may be appropriate if accompanied by a design-based zoning, such as a SP, PUD or UDO and may be considered on its merits.



Design Principles for the remainder of the 08-T4-NM-05 policy area:

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along 40th Avenue that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Non-Conforming and Inconsistent Land Uses *(refer to the accompanying graphic)*
 - There are three properties (Parcels 09108005000, 09108004900, and 09108004800) that front onto 44th Street at the corner of Albion Street. The parcels are all zoned Commercial Services (CS) which is not consistent with policy. These properties are encouraged to evolve



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into residential uses and zoning within this planning period. This recommendation is made, in part, to strengthen existing commercial services along the corridor.

- There are nine properties (Parcels 09108001400, 09108023300, 09108023200, 09108024400, 09108001300, 09108023100, 09108024300, 09108023400, and 09108027500) on the edge of this T4 Urban Neighborhood Maintenance Policy area that are zoned Industrial Restrictive (IR). This IR zoning is not consistent with policy. These properties are encouraged to evolve into residential use and zoning within this planning period.
- During the prior planning period, this T4 Urban Neighborhood Maintenance area was down zoned to allow only single-family residential. Therefore, there are existing two-family residential units that are non-conforming with zoning. These non-conforming structures are appropriate to remain as they contribute to housing choice in the area. Further expansion of two-family structures is not encouraged.

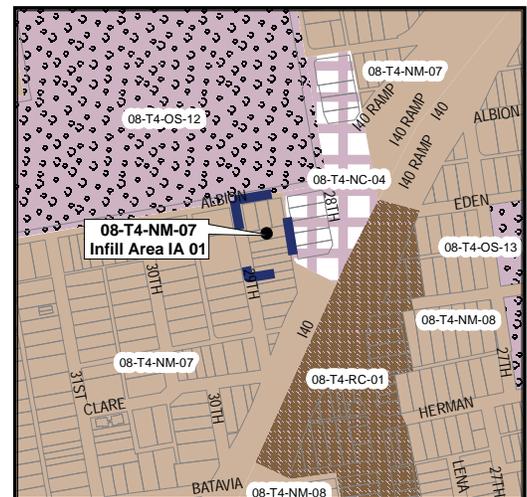
08-T4-NM-06

North Nashville's T4 Urban Neighborhood Maintenance Area 6 is referenced as 08-T4-NM-06 on the accompanying map. It is the Hadley Park neighborhood. The Hadley Park neighborhood includes the neighborhood near Tennessee State University and Hadley Park as well as the pocket of residential homes to the north and south of Jefferson Street at 28th Avenue. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

Infill Area 01 – Hadley Park/Albion Street *(refer to the accompanying graphic)*

There are six parcels near the T4 Urban Neighborhood Center at Albion Street and 28th Avenue that may be appropriate for infill development because of their common property ownership, and proximity to Hadley Park and the 28th Avenue corridor. The potential infill area is referred to as IA 01 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.

- Design Principle: Density/Intensity
 - The parcels in this infill area are zoned single-family residential (RS5) and single/two-family residential (R6). To accommodate a mixture of housing, a change in zoning would be needed. Gross density in this policy area is generally four dwelling units per acre. Proposals in this infill area where density is higher than the prevailing density in the remaining 08-T4-NM-07 area may be appropriate if accompanied by a UDO, PUD, or SP and may be considered on their merits.



Design Principles for the remainder of the 08-T4-NM-06 policy area:

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - The pedestrian bridge that connects Alameda Street in the Hadley Park neighborhood to Albion Street

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in the Hadley/Washington neighborhood is a prominent pedestrian connection across Interstate 40. This pedestrian bridge is also in phase two of the Gateway to Heritage Project. This pedestrian connection should remain and be enhanced during this planning period.

- A bike lane is planned along Clifton Avenue that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Non-Conforming and Inconsistent Land Uses
 - During the prior planning period, this T4 Urban Neighborhood Maintenance area was downzoned to allow only single-family residential. Therefore, there are existing two-family residential units that are non-conforming with zoning. These non-conforming structures are appropriate to remain as they may contribute to housing choice in the area; however, expansion of two-family structures is not encouraged.
- Historically Significant Sites or Features
 - There are numerous properties in the Hadley Park neighborhood around Hadley Park (31st Avenue, Albion Street, and 32nd Avenue), Heiman Street, and Meharry Street that are considered historic and that are designated Worthy of Conservation. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.

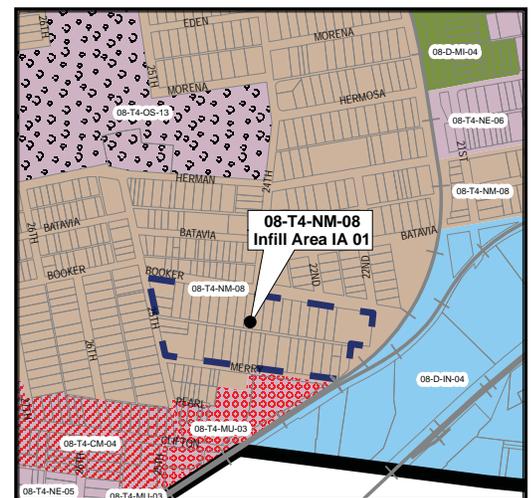


08-T4-NM-07

North Nashville’s T4 Urban Neighborhood Maintenance Area 7 is referenced as 08-T4-NM-07 on the accompanying map. It is the Hadley/Washington neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

Infill Area 01 – Booker Street/Merry Street (refer to the accompanying graphic)

This infill area encompasses Booker and Merry Streets between 25th Avenue and the Nashville & Western Railroad. Infill housing in this area is critical as occupied housing units provide eyes on the street which increases the level of safety for a neighborhood. To accomplish this, an increase in the number of housing units that would typically be seen in this area is appropriate. This area was studied in detail during the community plan update in 2002; the recommendations from that detailed plan called for street connections, sidewalks, and mixed housing. This infill area carries forward those recommendations. The potential infill area is referred to as IA 01 in the policies below and on the accompanying map. Any infill should be guided by the following design principles.



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- Design Principle: Density/Intensity
 - This IA 01 area is currently zoned single-family residential (RS5). To accommodate a mixture of housing, a change in zoning would be needed. Gross density in this policy area is generally 4.8 dwelling units per acre. Proposals in this infill area where density is higher than the prevailing density in the remaining 08-T4-NM-08 policy area may be appropriate if accompanied by a design-based zoning district, such as an UDO, PUD, or SP, and may be considered on their merits.
- Design Principle: Building Types
 - To provide the critical mass of people and to provide housing choice in this IA 01 area, building types may range from single-family to two-family. Other buildings types such as townhomes or cottage courts may be considered on their merits.

Design Principles for the remainder of the 08-T4-NM-07 policy area:

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - The pedestrian bridge that connects Alameda Street in the Hadley Park neighborhood to Albion Street in the Hadley/Washington neighborhood is a prominent pedestrian connection across Interstate 40. This pedestrian bridge is also in phase two of the Gateway to Heritage Project. This pedestrian connection should remain during this planning period and should be enhanced.
 - A bike lane is planned along Clifton Avenue and a bike route is planned along Herman Street. Both bike facilities should be taken into account in conjunction with development proposals involving any properties adjacent to these corridors. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
 - A greenway is planned along the Nashville & Western and CSX Railroads that should be taken into account in conjunction with development proposals and/or street improvements. See the recommendations in Chapter IV, Open Space, for additional guidance on greenways.
- Design Principle: Connectivity (Vehicular)

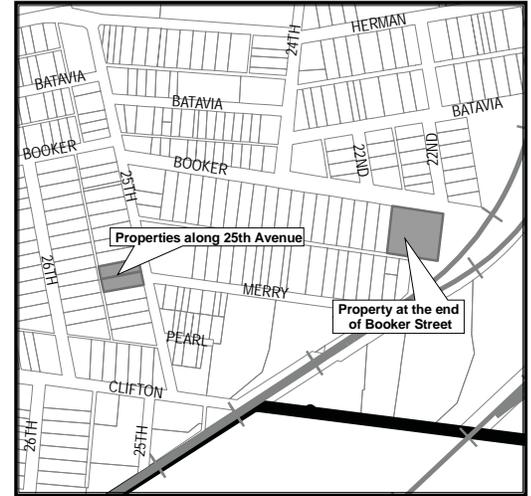
The North Nashville Community Plan recommends the following street connections in this policy area:

 - Provide a new north-south connection that connects Booker Street and Merry Street where they currently dead-end at the CSX Railroad.
 - Provide a new east-west connection that connects Batavia Street across the CSX Railroad.
 - Extend 27th Avenue as a local street between Batavia Street and Booker Street, where 27th Avenue currently serves as an alley.
 - Provide a new connection, extending 24th Avenue North south between Booker Street and Merry Street.
 - See the recommendations in Chapter III, Transportation Plan, for additional guidance on street connections.

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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - During the prior planning period, this T4 Urban Neighborhood Maintenance area was downzoned to allow only single-family residential. Therefore, there are existing two-family residential units that are non-conforming with zoning. These non-conforming structures are appropriate to remain as they may contribute to housing choice in the area; however, further expansion of two-family structures is not encouraged.
 - There are two properties (Parcels 09206061700 and 09206061800) at the corner of 25th Avenue and Merry Street that contain a commercial building and its adjacent parking lot. These land uses are non-conforming with zoning and are not consistent with policy. The existing use is classified as a neighborhood supermarket. Considering the lack of access to healthy food in the North Nashville community, the market may remain as a non-conforming use. Further expansion may only be considered if site design issues related to parking, access (vehicular access with regard to delivery trucks), landscaping and lighting are addressed to make this use more compatible with the neighborhood. Otherwise, these properties are encouraged to evolve into residential use and zoning that is compatible with the policy in the future.
 - There is a small warehouse building (Parcel 09207025300) at the end of Booker Street. This land use is non-conforming with zoning and is inconsistent with policy. This parcel is encouraged to evolve into residential use and zoning within this planning period. Further expansion of this warehousing use is not encouraged.
- Historically Significant Sites or Features
 - There are two properties (Parcels 09207010300 and 09207039200) that are designated Worthy of Conservation and Eligible to be listed in the National Register respectively. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.



08-T4-NM-08

North Nashville's T4 Urban Neighborhood Maintenance Area 8 is referenced as 08-T4-NM-08 on the accompanying map. It is the Watkins Park/John Henry Hale neighborhood. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

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T4 URBAN NEIGHBORHOOD EVOLVING POLICY

General Character of T4 Urban Neighborhood Evolving Areas in the North Nashville Community

T4 Urban Neighborhood Evolving policy has been applied to several neighborhoods in the North Nashville Community, including part of Salemtown, residential areas around Fisk University and Meharry Medical College, and the Cumberland View Homes. Most of these areas serve as transitions between more intense corridor and mixed use policies and adjacent established neighborhoods.

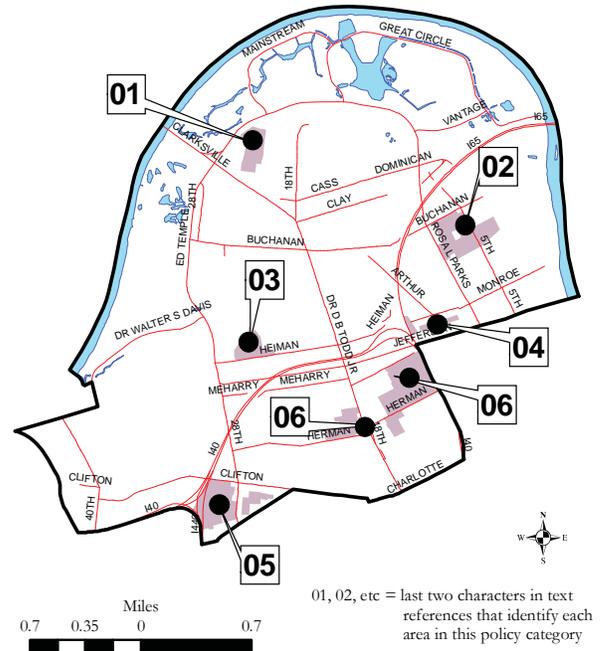
The existing development within North Nashville's T4 Urban Neighborhood Evolving areas exhibits few of the ideal characteristics of T4 Urban Neighborhoods. Street connectivity is moderate and development generally has street, rather than alley access in some areas. The bicycle and sidewalk networks are mostly incomplete, although sidewalks are increasingly commonplace in newer developments. Building form is inconsistent and varies among developments. Unfortunately, building types are not thoughtfully dispersed throughout developments, but generally segregated. While these neighborhoods have assets, there is opportunity for these neighborhoods to change and evolve. It is recommended that future development in these areas emulate the traditional urban model, but with more housing options, alley access and a higher level of connectivity for vehicles, bicycles and pedestrians.

How to Use This Guidance

The intent for T4 Urban Neighborhood Evolving policy is to create urban neighborhoods that are compatible with the general character of urban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T4 Urban Neighborhood Evolving policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The proposed character of the particular T4 Urban Neighborhood Evolving area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Neighborhood Evolving area.

T4 NE Urban Neighborhood Evolving



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Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Neighborhood Evolving policy and the General Principles in the CCM are controlling.

T4 Urban Neighborhood Evolving Community Character Policy Areas

The North Nashville Community Plan has six neighborhoods where the T4 Urban Neighborhood Evolving policy is applied. These are titled “T4 Urban Neighborhood Evolving Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T4 Urban Neighborhood Evolving policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Neighborhood Evolving policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Neighborhood Evolving Policy
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T4-NE-01

North Nashville’s T4 Urban Neighborhood Evolving Area 1 is referenced as 08-T4-NE-01 on the accompanying map. It applies to Cumberland View Homes. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A multi-use path connecting Dowlan Street to Rosa L. Parks Boulevard is recommended to better connect the neighborhood with Rhodes Park and Rosa L. Parks Boulevard. This should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network and pedestrian connections.
- Design Principle: Density/Intensity
 - If the opportunity arises, pursue redevelopment of the Cumberland View Homes similar to the Hope VI project undertaken at John Henry Hale Homes.



08-T4-NE-02

North Nashville’s T4 Urban Neighborhood Evolving Area 2 is referenced as 08-T4-NE-02 on the accompanying map. It applies to the southern portion of the Salemtown neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

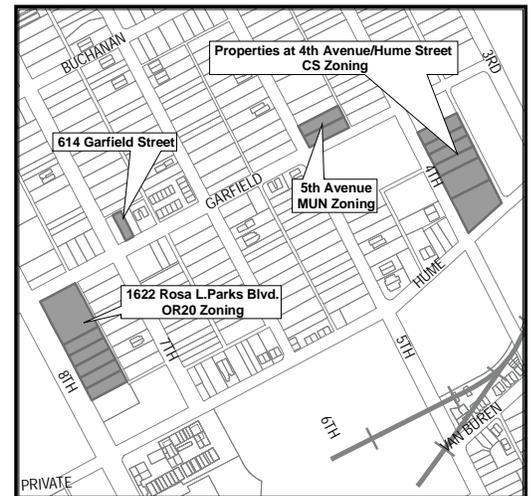
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike route is proposed along Garfield Street and a bike lane is proposed along 5th Avenue to increase multimodal transportation choice and to increase access from the neighborhood to the services along

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Buchanan Street and Monroe Street and to Morgan Park and the Cumberland River Greenway system. These should be taken into account in conjunction with any development proposals in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.

- Design Principle: Density/Intensity
 - This area has several residential zoning districts. For future zoning requests, 20 dwelling units per acre is considered the upper limit, but a site-plan based zoning district, such as SP, PUD or UDO is required.
- Design Principle: Landscaping
 - Given the prominence of Rosa L. Parks Boulevard, special treatment consisting of street trees should be provided. Tree planting is also encouraged along Monroe Street.
 - Encourage public art along 5th Avenue to continue its role as the “Avenue of the Arts” from Downtown.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is an area of OR20 (office/residential, 20 units per acre) zoning along Rosa L. Parks Boulevard that includes 1622 Rosa L. Parks (Parcel 08112032100) that contains a church and four adjacent parcels used for parking. It is acceptable for this area of OR20 zoning to remain as it provides the opportunity for offices, jobs, and housing mix, but the zoning should not be allowed to expand or intensify.
 - There is a convenience market located at 614 Garfield Street (Parcel 08108041400) that is zoned R6 (single/two-family residential). Over time, this use should be replaced with a use that conforms to the zoning and is consistent with the policy.
 - There is an area of Mixed Use Neighborhood (MUN) zoning that contains 1700 and 1702 5th Avenue (Parcels 08205003000 and 08205003100) that is currently vacant. This area should be rezoned to be consistent with the policy. This recommendation is made, in part, to strengthen the existing commercial services along the corridors.
 - There is an area of Commercial Services (CS) zoning at 4th Avenue and Hume Street that includes several parcels. Both 1610 and 1616 4th Avenue (Parcels 08205010400 and 08205010700) are vacant, while 1612 and 1614 4th Avenue (Parcels 08205010500 and 08205010600) contain office uses. The property at 1606 4th Avenue (Parcel 08205010200) contains an auto repair use, and the property at 310 Hume Street (Parcel 08205010100) contains apartments. Over time, these properties should be rezoned, and their uses changed, to be consistent with the policy. Due to this area’s location at the edge of the T4 Urban Neighborhood Evolving area and adjacent to a D District Impact area, rezoning to the higher end of T4 Urban Neighborhood Evolving policy may be considered.
- Historically Significant Sites or Features
 - Properties in this area have historic designations. St. Paul’s Church at 1622 Rosa L. Parks Boulevard (Parcel 08112032100), a residence at 1604 6th Avenue (Parcel 08209000100), and an office building at 1614 4th Avenue (Parcel 08205010500) are designated Worthy of Conservation. Because of these historical



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designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

- The Fehr School building, owned by Metro Government, at 1622 5th Avenue (Parcel 08205006000) is designated Eligible to be listed in the National Register. This building is also a significant civic structure in this neighborhood. This building and its historic character should be preserved and land uses that provide a civic or public benefit to the community are encouraged to locate within it.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.

08-T4-NE-03

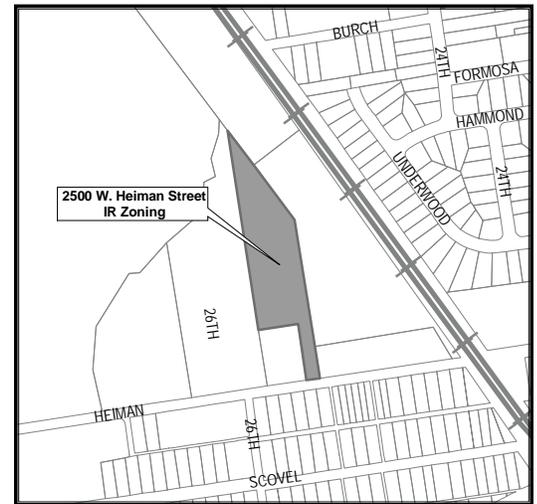
North Nashville’s T4 Urban Neighborhood Evolving Area 3 is referenced as 08-T4-NE-03 on the accompanying map. It applies to the portion of the Hadley Park neighborhood on Heiman Street that includes multifamily housing and an industrial property. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies.

- Design Principle: Access
 - Cross access between existing and new development is recommended in this area.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - A T4 Urban Potential Open Space area is located adjacent to the Nashville & Western Railroad to accommodate a greenway in this area. Development proposals should incorporate open space along the railroad and the open space should be considered into the placement and orientation of buildings. Refer to policy area 08-T4-POS-01. See the recommendations in Chapter IV, Open Space, for additional guidance.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Heiman Street is a two-lane street that serves as a significant east-west connection, connecting the Tennessee State University campus and surrounding neighborhoods to neighborhoods near Dr. D.B. Todd Boulevard. Any development in this area should be cognizant of existing traffic on Heiman Street and may consider amenities that support bicycle and pedestrian modes of transportation to lessen the burden of vehicular traffic in the area.
 - A greenway is planned along the Nashville & Western Railroad that should be taken into account in conjunction with development proposals and/or street improvements. See the recommendations in Chapter IV, Open Space, regarding greenways.
- Design Principle: Density/Intensity
 - There are two parcels in this area zoned RM40 (medium-density residential, 40 units per acre). The average density for the two parcels zoned RM40 is 14.6 dwelling units per acre. Similar density associated with RM40 zoning may be appropriate in this area due to the proximity of Tennessee State University, Jefferson Street and the 28th Avenue corridor. It is recommended that any redevelopment within the existing RM40 zoning be accompanied by design based zoning such as a SP, UDO or PUD to guide design (building orientation and parking). In all cases, density slightly higher than the prevailing density may be judged on its merits if accompanied by a PUD, UDO, or SP zone district.

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- A portion of this area is zoned R6 (single/two-family residential). Where R6 zoning exists, it is recommended that development occur within the density characteristics of the R6 zoning district. Proposals that follow Neighborhood Evolving principles such as access from alleys, creating a unique mixture of single and two family building types, and providing access to useable open space will be considered on their merits.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - Parcel 08100003400 at 2500 W. Heiman Street is zoned Industrial Restrictive (IR) and is not consistent with the policy. This parcel is encouraged to evolve into residential uses and zoning within this planning period. Other uses for this property will be considered on its merits with regard to their ability to provide a community benefit based on what has existed on the property in the past (employment, recreation) and their ability to provide an appropriate transition from the area zoned RM40 (medium-density residential, 40 units per acre) to the west and the area zoned R6 (single/two-family residential) to the east.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposals requiring additional parcels adjacent to corridor policies will be considered on their merits.



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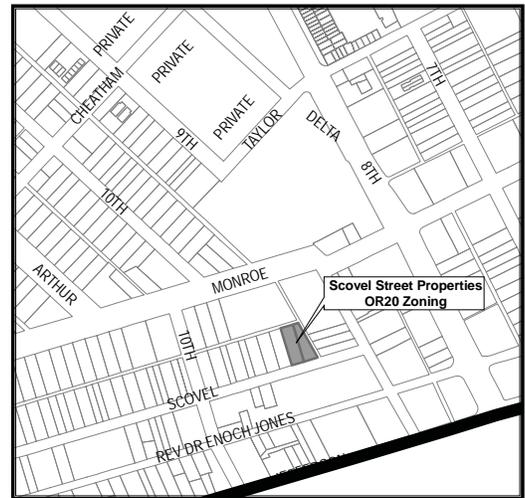
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08-T4-NE-04

North Nashville's T4 Urban Neighborhood Evolving Area 4 is referenced as 08-T4-NE-04 on the accompanying map. It applies to the southern portion of the Historic Buena Vista neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is an area of OR20 (office/residential, 20 units per acre) zoning along Scovel Street that includes 908 and 910 Scovel Street (Parcels 08116021900 and 08116022000) that currently is used for parking. It is acceptable for this area of OR20 zoning to remain as it provides the opportunity for offices, jobs, housing mix, and a transition to the adjacent T4 Urban Community Center and Mixed Use Corridor areas, but the zoning should not be allowed to expand or intensify into the residential area.
- Historically Significant Sites or Features
 - Much of this area is designated as a Historic National Register District. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.



08-T4-NE-05

North Nashville's T4 Urban Neighborhood Evolving Area 5 is referenced as 08-T4-NE-05 on the accompanying map. It is the McKissack Park neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies.

- Transitions
 - There is a T5 Center Mixed Use Neighborhood that abuts this T4 Urban Neighborhood Evolving area. Any development on Delaware Street should be cognizant of higher intensity development that may occur in the adjacent policy area. Buildings on Delaware Street are currently one (1) to two (2) stories. It is appropriate for building heights to go up to three (3) stories. The alley between the two policy areas should also act as a boundary; utilizing the alley for accessing parking (structured, surface, or detached garage)

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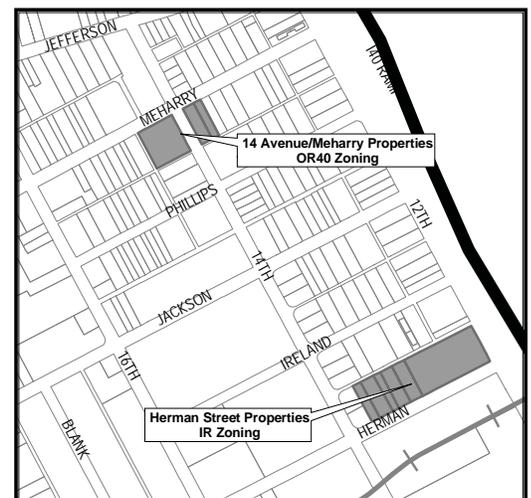
behind the building may also provide a transition between these policy areas.

- Areas interior to the neighborhood that are directly adjacent to T4 Urban Residential Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposals requiring additional parcels adjacent to corridor policies will be considered on their merits per the T4 Urban Residential Corridor policy.

08-T4-NE-06

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

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along 12th Avenue and a bike route is planned along Herman Street. Both bike facilities should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
 - A greenway is planned along the CSX Railroad that should be taken into account in conjunction with development proposals and/or street improvements. See recommendations in Chapter IV, Open Space, for additional guidance on greenways.
- Design Principle: Density/Intensity
 - A portion of this area has RM20 (medium-density residential, 20 units per acre) zoning. The prevailing density in this area is approximately 7.1 dwelling units per acre. Density associated with RM20 zoning may be appropriate in this area due the proximity to the Meharry/Fisk/General Hospital institutions and proximity to the Dr. D.B. Todd Boulevard, Jefferson Street, and Charlotte Pike corridors. However, RM20 zoning does not accomplish the various urban design goals set forth in T4 Urban Neighborhood Evolving policy. It is recommended that a comprehensive Urban Design Overlay (UDO) be applied to this area to guide design (building orientation, parking location). In all cases, proposals with density higher than the prevailing density may be judged on their merits if accompanied by a design-based zoning district such as a PUD, UDO, or SP zone district. Property consolidation is recommended to realize the potential of development and design within this policy area.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There are three parcels zoned OR40 (office/residential, 40 dwelling units per acre) at the corner of 14th Avenue and Meharry. There are six parcels zoned Industrial Restrictive (IR) on Herman Street. These zoning districts are not consistent with the policy and are encouraged to evolve into residential uses and zoning within this planning period.
- Historically Significant Sites or Features
 - There are several properties in this area designated



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Worthy of Conservation and Eligible to be listed in the National Register. Part of the area that is west of Fisk University is part of Fisk University's Historic National Register District. Because of the historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

- Transitions
 - Areas interior to the neighborhood that are directly adjacent to T4 Urban Corridor policies may be subject to consideration of consolidation with properties fronting the corridor. Proposal requiring additional parcels adjacent to corridor policies will be considered on their merits.

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T4 URBAN MIXED USE NEIGHBORHOOD POLICY

General Character of T4 Urban Mixed Use Neighborhood Areas in the North Nashville Community

T4 Urban Mixed Use Neighborhood policy has been applied to several neighborhoods in the North Nashville Community, including the Germantown and East Germantown neighborhoods, an area around Watkins Park, and an area north of Charlotte Pike. The Germantown neighborhood, north of Jefferson Street, is an ideal neighborhood described by this policy.

Other areas within North Nashville's T4 Urban Mixed Use Neighborhood policy reflect only a few of the characteristics ideally found in these neighborhoods. T4 Urban Mixed Use Neighborhoods are envisioned to host a wide variety of uses including higher density housing, mixed use, commercial, office and even light industrial. Some of these areas have limited residential uses, but the residential does not have the building types or densities envisioned in T4 Urban Mixed Use Neighborhood policy.

Existing buildings in these areas generally have shallow to moderate setbacks and are irregularly spaced. Parking in front of buildings is common, which is discouraged in the policy. Lighting and formal landscaping, which is encouraged in the policy, is minimal under today's built environment. Street connectivity is generally good; however, the sidewalk and bicycle networks envisioned in the T4 Urban Mixed Use Neighborhood policy are not present. Instead, sidewalk and bikeway networks range from non-existent to partially complete.

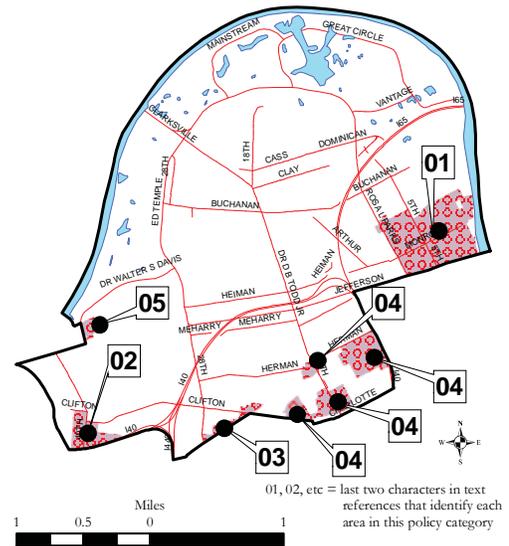
With the exception of the Germantown neighborhood, other areas where T4 Urban Mixed Use Neighborhood policy is applied have an opportunity to evolve to serve a unique role in the North Nashville Community – as a transition between more intense and less intense community character policies, and a unique environment where a variety of uses are encouraged.

How to Use This Guidance

The intent for T4 Urban Mixed Use Neighborhood policy is to preserve, enhance and create mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T4 Urban Mixed Use Neighborhood policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T4 Urban Mixed Use Neighborhood area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Mixed Use Neighborhood area.

T4 MU Urban Mixed Use Neighborhood



Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Mixed Use Neighborhood policy and the General Principles in the CCM are controlling.

T4 Urban Mixed Use Neighborhood Community Character Policy Areas

The North Nashville Community Plan has four neighborhoods where the T4 Urban Mixed Use Neighborhood policy is applied. These are titled “T4 Urban Mixed Use Neighborhood Policy Areas” in the plan. These areas were identified by examining their general characteristics, internal and surrounding development patterns (use mix, land use relationships, zoning), environmental features, and man-made features for each area. While there are multiple areas where T4 Urban Mixed Use Neighborhood policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Mixed Use Neighborhood policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Mixed Use Neighborhood Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions



08-T4-MU-01

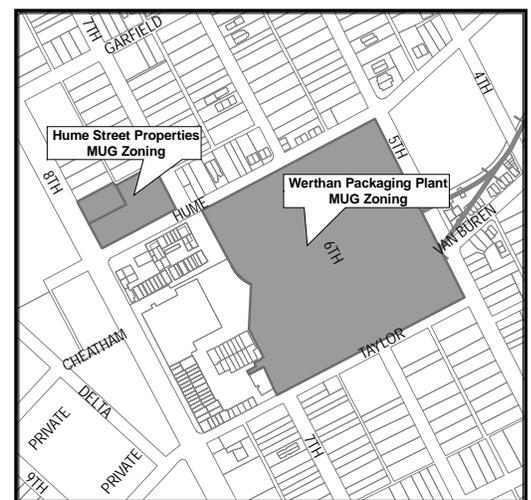
North Nashville’s T4 Urban Mixed Use Neighborhood Area 1 is referenced as 08-T4-MU-01 on the accompanying map. It applies to the Germantown and East Germantown neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use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

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are floodplains affecting part of this infill area. Development should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-04.
 - Buildings along Rosa L. Parks Boulevard should generally have a maximum height of between four (4) and six (6) stories, but should be no taller than 75 feet. Structures should be designed with the tallest and largest mass near Rosa L. Parks Boulevard. Jefferson Street between 3rd Avenue and Rosa L. Parks Boulevard should be developed with buildings with a minimum of three (3) stories (45 feet) and a maximum height of four to six (6) stories (75 feet).
 - Structures on 3rd Avenue from Jefferson Street to Monroe Street and on 2nd Avenue and parts of 3rd Avenue of Taylor Street should generally have a maximum height of four (4) to six (6) stories, but should be no taller than 75 feet.
 - Structures on the north side of Monroe Street from 3rd Avenue to 2nd Avenue, along the east side of 2nd Avenue to Taylor Street and on the south side of Taylor Street surrounding 2nd Avenue should generally have a maximum height of four (4) stories, but should be no taller than 60 feet.

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- Height of all structures on 2nd Avenue, 3rd Avenue, and Jefferson Street will be measured from the median elevation along each street's setback to the top of the parapet on a flat roof and to the median of the slope of a pitched roof. In all cases, structures on 2nd Avenue, 3rd Avenue and Jefferson Street should be designed with the tallest and largest mass pushed to 2nd Avenue, 3rd Avenue and Jefferson Street.
- Mid-rise structures of four (4) to six (6) stories are appropriate east of the alley between 2nd Avenue and 3rd Avenue south of Monroe Street and east of the alley between 1st Avenue and 2nd Avenue of Monroe Street, encompassing most of East Germantown.
- In all other areas besides those mentioned above, structures should range from one (1) to three (3) stories, with consideration given to the height of adjacent historical structures.
- Greens, squares, and plazas, where appropriate, are encouraged in conjunction with new development throughout this area to provide gathering places for residents, employees, students and visitors.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A pedestrian connection through the Werthan property is recommended, if the opportunity arises. See other recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network.
 - A bike lane is proposed along Monroe Street and 5th Avenue to increase multimodal transportation choice and to strengthen the connection from the Germantown neighborhood to the Historic Buena Vista neighborhood and Cumberland River Greenway system. These should be taken into account in conjunction with any development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Landscaping
 - Given the prominence of Rosa L. Parks Boulevard, special treatment consisting of street trees should be provided.
 - Encourage public art along 5th Avenue to continue its role as the “Avenue of the Arts” from Downtown.
- Design Principle: Signage
 - Additional wayfinding signage to the Cumberland River Greenway system is recommended in this area.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is an area of Mixed Use General (MUG) zoning along Rosa L. Parks Boulevard that includes the redeveloped Werthan Lofts and Werthan Packaging Plant (1515 5th Avenue, Parcel 08112041500) and vacant parcels at 0 Hume Street (Parcel 08112032900 and Parcel 08112032800). It is acceptable for this area of MUG zoning to remain since the parcels are located along a main corridor, Rosa L. Parks Boulevard, but the zoning should not be allowed to expand or intensify.
 - There are several areas of Industrial Restrictive (IR) zoning scattered throughout this area. While light industrial uses are appropriate in this policy, over time, these areas should be rezoned to be consistent with the T4 Urban Mixed Use Neighborhood policy.



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- Historically Significant Sites or Features
 - Numerous properties in the Germantown neighborhood are listed on the National Register and much of the area is designated as a Historic National Register District. In addition, this area is covered by a Historic Preservation District overlay. Several properties in the East Germantown neighborhood are listed on the National Register or are designated as Worthy of Conservation. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-MU-02

North Nashville’s T4 Urban Mixed Use Neighborhood Area 2 is referenced as 08-T4-MU-02 on the accompanying map. It is the Clifton Southwest neighborhood. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Mixed Use Neighborhood policy applies.

08-T4-MU-03

North Nashville’s T4 Urban Mixed Use Neighborhood Area 3 is referenced as 08-T4-MU-03 on the accompanying map. It is the McKissack Park neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along Clifton Avenue that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
 - A greenway is planned along the Nashville & Western Railroad that should be taken into account in conjunction with development proposals and/or street improvements. See recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.

08-T4-MU-04



North Nashville’s T4 Urban Mixed Use Neighborhood Area 4 is referenced as 08-T4-MU-04 on the accompanying map. It applies to portions of the Fisk/Meharry and Watkins Park neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information. **Note: This area was also the subject of a Plan Amendment approved on June 9, 2011 to expand this area of T4 Urban Mixed Use Neighborhood and changing the District - Industrial Policy for properties located near 21st Avenue North and Clifton Avenue.**

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along Jo Johnston Avenue and 12th Avenue that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridors. See recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways. A greenway is planned along the CSX Railroad that should be taken into account in conjunction with development

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- proposals and/or street improvements. See recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Density / Intensity
 - To allow office development and/or live-work units would require a change in zoning. Zoning in the T4 Urban Mixed Use Neighborhood lends itself to intensity much greater than what should be accommodated in this area during this planning period. Therefore, design based zoning such as an SP, UDO, or PUD with the use characteristics of the ON (Office Neighborhood) zone district will be considered on its merits.
 - Building Types
 - Live-work units are appropriate in the Pearl Street neighborhood, which is bounded by Jo Johnston Avenue to the north, 17th Avenue to the east, Charlotte Avenue to the south, and Clifton Avenue/21st Avenue to the west. Acknowledging the growing need for home-based businesses, and the transition of this neighborhood from solely residential to a mixture of office, commercial and multifamily, live work units that preserve the existing structure, specifically the re-use of structures considered to be Worthy of Conservation are appropriate.
 - Historically Significant Sites or Features
 - There are numerous properties in this area that have historical designations, predominantly Worthy of Conservation, with a few designated National Register and Eligible to be listed in the National Register. Acknowledging the growing need for home-based businesses, and the transition of this neighborhood from solely residential to a mixture of office, commercial and multifamily, the adaptive reuse of historic structures to live-work units is appropriate. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
 - There are properties designated as Eligible to be listed in the National Register (Parcels 09207042400) and 09207040700). Property owners are encouraged to work with Metro Nashville Historic Commission to protect and preserve these properties. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance. Infill Development should be cognizant of the historic nature of properties.

08-T4-MU-05

North Nashville’s T4 Urban Mixed Use Neighborhood Area 5 is referenced as 08-T4-MU-05 on the accompanying map. It applies to the residential neighborhood adjacent to the west campus of Tennessee State University. In this area the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies.

- Appropriate Land Uses
 - T4 Urban Mixed Use Neighborhood policy allows a variety of land uses ranging from intense residential to light industrial. This is appropriate for neighborhoods where the transition from industrial to residential has begun to take place and where residential development near industrial was a conscience choice. In this neighborhood however, there is a possibility for transition from residential to other non-residential land uses; however higher intensity land uses at this stage in the transition is not appropriate because of

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the prevailing residential character. Therefore during this planning period only residential, civic and public benefit and office are appropriate land uses in this area.

- Building Types
 - Live-work units are appropriate in this neighborhood. Acknowledging the growing need for home-based businesses, and the possible transition of this neighborhood from solely residential to a mixture of office and residential due to proximity to Tennessee State University, live work units that preserve the character, massing, and scale of a single-family house is appropriate.
- Density / Intensity
 - To allow office development and/or live-work units would require a change in zoning. Zoning in the T4 Urban Mixed Use Neighborhood lends itself to intensity much greater than what should be accommodated in this area during this planning period. Therefore, design based zoning such as an SP, UDO, or PUD with the use characteristics of the ON (Office Neighborhood) zone district will be considered on its merits.

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T4 URBAN NEIGHBORHOOD CENTER POLICY

General Character of T4 Urban Neighborhood Centers in the North Nashville Community

T4 Urban Neighborhood Center policy has been applied to urban commercial areas at the intersections of 5th Avenue and Buchanan Street, 6th Avenue and Garfield Street, 28th Avenue and Clifton Avenue, 28th Avenue and Albion Street, and 40th Avenue. T4 Urban Neighborhood Centers are envisioned to be pedestrian friendly areas that contain commercial, mixed use, civic and public benefit land uses. While some areas currently have a limited mix of uses, there is a lack of residential development and multi-story, mixed use development. Some areas feature sidewalks, which are prominent in T4 Urban Neighborhood Centers, but there is a general lack of a pedestrian friendly streetscape – there are multiple vehicular access points, creating conflicts between pedestrians and autos. There is also parking in front of many buildings, which T4 Urban Neighborhood Center policy discourages, instead encouraging moving buildings to the sidewalk to frame the street. Finally, there is room in these areas to improve upon signage, landscaping and lighting to create more welcoming centers.

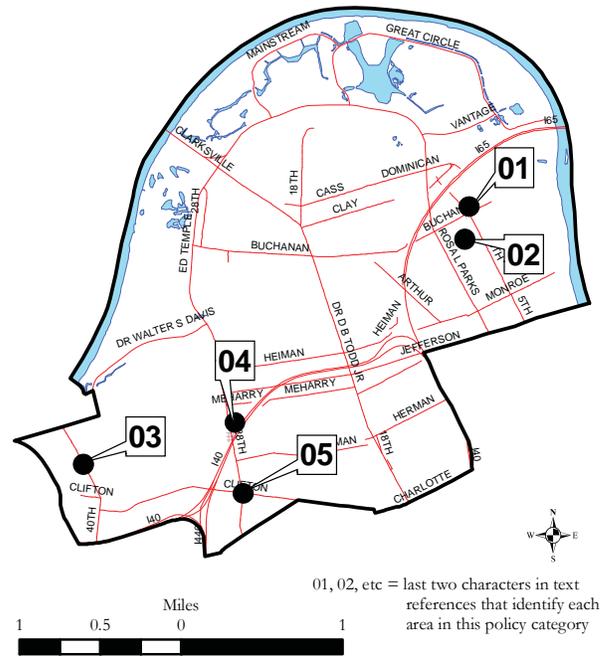
How to Use This Guidance

The intent for T4 Urban Neighborhood Center policy is to preserve, enhance or create urban neighborhood centers that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T4 Urban Neighborhood Center policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T4 Urban Neighborhood Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Neighborhood Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Neighborhood Center policy and the General Principles in the CCM are controlling.

T4 NC Urban Neighborhood Center



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T4 Urban Neighborhood Center Community Character Policy Areas

The North Nashville Community Plan has five areas where the T4 Urban Neighborhood Center policy is applied. These are titled “T4 Urban Neighborhood Center Policy Areas” in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T4 Urban Neighborhood Center policy is applied, each center is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Neighborhood Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Neighborhood Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T4-NC-01

North Nashville’s T4 Urban Neighborhood Center Area 1 is referenced as 08-T4-NC-01 on the accompanying map. It applies to an area of Commercial Neighborhood (CN) zoning around the Buchanan Street/5th Avenue intersection and adjacent properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Center policy applies.

- Design Principle: Density/Intensity
 - This area currently contains a small service shop at 1800 5th Avenue (Parcel 08108028200), another small service shop at 1725 5th Avenue (Parcel 08108046400), and a vacant parcel at 0 5th Avenue (Parcel 08108046800). It also includes two vacant parcels at 503 and 505 Buchanan Street (Parcels 08108046500 and 08108046600) that are zoned R6 (single/two-family residential). It is appropriate for the two vacant parcels at 503 and 505 Buchanan Street (Parcels 08108046500 and 08108046600) to be rezoned and developed to be consistent with the T4 Urban Neighborhood Center policy to strengthen this neighborhood center.

08-T4-NC-02

North Nashville’s T4 Urban Neighborhood Center Area 2 is referenced as 08-T4-NC-02 on the accompanying map. It applies to an area of Mixed Use Neighborhood (MUN) zoning around the Garfield Street/6th Avenue intersection. This area does not contain any unique features that warrant Special Policies; therefore the guidance of the T4 Urban Neighborhood Center policy applies.

08-T4-NC-03

North Nashville’s T4 Urban Neighborhood Center Area 3 is referenced as 08-T4-NC-03 on the accompanying map. It is the neighborhood center area in the Tomorrow’s Hope neighborhood on 40th Avenue. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Center policy applies.

- Design Principle: Access

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- There are two un-built alleys, alley #1214 and #1224 in this policy area. These alleys should be built with any development in this neighborhood center. The continuation of this alley system is recommended throughout the neighborhood center to provide access.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There is a single-family residential land use at 4002 Albion Street (Parcel 09108011500) in this T4 Urban Neighborhood Center area. This land use is non-conforming with the existing Commercial Neighborhood (CN) zoning district and is not consistent with the T4 Urban Neighborhood Center Policy. This non-conforming land use is recommended to evolve to a land use that is consistent with this policy area.



08-T4-NC-04

North Nashville's T4 Urban Neighborhood Center Area 4 is referenced as 08-T4-NC-04 on the accompanying map. It is the neighborhood center at the intersection of Albion Street and 28th Avenue in the Hadley Park neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Center policy applies. There is a development scenario accompanying this policy area. See the Details Section of this Chapter for the development scenario and more detailed information.

- Design Principle: Access
 - As redevelopment occurs in this neighborhood center area, vehicular access should be from the existing alley. The neighborhood center is at the corner of 28th Avenue and the Interstate 40 exit ramp. Additional driveway access from 28th Avenue may impede the flow of traffic at this busy intersection. Access to development within the neighborhood center should be from this alley and not from 28th Avenue.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Enhanced crosswalks from the T4 Urban Neighborhood Center to Hadley Park are recommended where appropriate.
- Design Principle: Landscaping
 - Landscaping improvements within this T4 Urban Neighborhood Center should capitalize on and complement the Gateway to Heritage project and improvements that are proposed at the I-40/28th Avenue exit ramp.

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08-T4-NC-05

North Nashville's T4 Urban Neighborhood Center Area 5 is referenced as 08-T4-NC-05 on the accompanying map. It applies to the neighborhood center area at the intersection of 28th Avenue and Clifton Avenue in the McKissack Park neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Center policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is planned along Clifton Avenue that should be taken into account in conjunction with development proposals involving any properties adjacent to the corridor. See recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Density/Intensity
 - This T4 Urban Neighborhood Center is primarily built out with commercial land uses at all four corners of the 28th Avenue/Clifton Avenue intersection. To accommodate residential development, parcels adjacent to the neighborhood center to the west may be considered. Development proposals including residential in accordance with the T4 Urban Neighborhood Center policy should be considered on their merits. Allowing residential development in this area is considered to protect the Clifton Avenue corridor west of this neighborhood center from additional commercial encroachment while allowing the opportunity to create higher intensity housing on the center's western edge.

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T4 URBAN COMMUNITY CENTER POLICY

General Character of T4 Urban Community Centers in the North Nashville Community

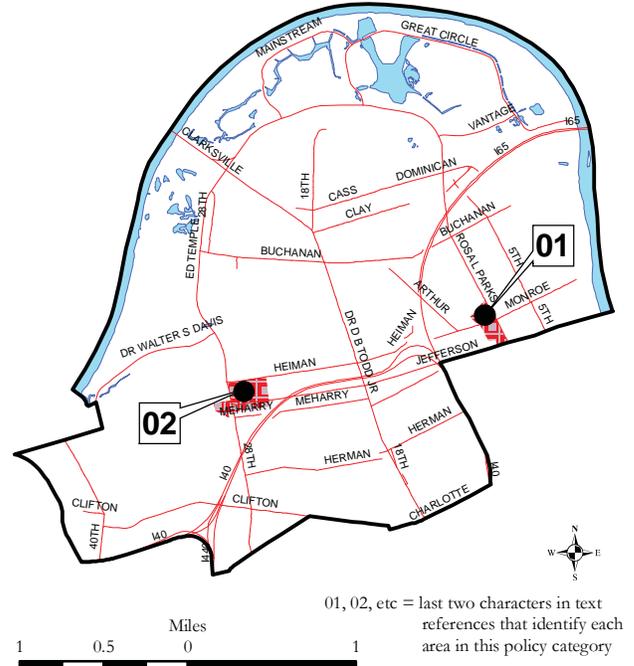
T4 Urban Community Center policy has been applied to two urban commercial areas in the North Nashville Community, the area around the intersection of Rosa L. Parks Boulevard and Jefferson Street and the area around the intersection of 28th Avenue and Jefferson Street. These commercial center areas have historical significance to the community and present opportunities for redevelopment. Aside from some mix of uses, these centers do not currently possess many features of the ideal T4 Urban Community Center. These centers are envisioned to be pedestrian friendly areas that contain commercial, mixed use, civic and public benefit land uses. Residential land uses generally serve a transition from the community center to adjacent lower intensity residential. T4 Urban Community Centers have coordinated access into and through development, with high vehicular, pedestrian and bicycle connectivity to surrounding neighborhoods. These centers are welcoming to pedestrians and cyclists with ample sidewalks and crosswalks, pedestrian-scaled signage and lighting and formal landscaping. Because T4 Urban Community Centers can be drive-to or walk-to destinations, they are generally located at intersections of prominent urban streets serving urban neighborhoods within a five- to ten-minute walk. The locations of these center areas, at the intersections of prominent corridors, are ideal to serve the surrounding neighborhoods with higher intensity, mixed use development.

How to Use This Guidance

The intent for T4 Urban Community Center policy is to preserve, enhance or create urban community centers, encouraging their development and redevelopment as intense mixed use areas that are compatible with the general character of urban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T4 Urban Community Center policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T4 Urban Community Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Community Center.

T4 CC Urban Community Center



Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Community Center policy and the General Principles in the CCM are controlling.

T4 Urban Community Center Community Character Policy Areas

The North Nashville Community Plan has two areas where the T4 Urban Community Center policy is applied. These are titled “T4 Urban Community Center Policy Areas” in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are two areas where T4 Urban Community Center policy is applied, each center is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Community Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Community Center Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions



08-T4-CC-01

North Nashville’s T4 Urban Community Center Area 1 is referenced as 08-T4-CC-01 on the accompanying map. It applies to the area on the northwest side of the Rosa L. Parks Boulevard/Jefferson Street intersection and north to Taylor Street. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Community Center policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike lane is proposed along Monroe Street that would connect with the existing bike route along Rosa L. Parks Boulevard and Jefferson Street. Wider sidewalks should be built along Jefferson Street to enhance the pedestrian experience. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways and the sidewalk network.
- Design Principle: Density/Intensity
 - Much of this area is zoned Commercial Services (CS) along with a small amount of Core Frame (CF) and Mixed Use Intensive (MUI) zoning, which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district to be consistent with the T4 Urban Community Center policy.
- Design Principle: Landscaping
 - Given the prominence of Rosa L. Parks Boulevard, special treatment consisting of street trees should be provided. Extensive streetscaping improvements are recommended along Jefferson Street, including adding street trees and other landscaping within the median along the sides of the street.

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- Historically Significant Sites or Features
 - Numerous properties in this area are listed on the National Register and part of the area is designated as a Historic National Register District as part of the Buena Vista District. In addition, part of this area is covered by a Historic Preservation District overlay. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.



08-T4-CC-02

North Nashville’s T4 Urban Community Center Area 2 is referenced as 08-T4-CC-02 on the accompanying map. It applies to the community center area at the intersection of 28th Avenue and Jefferson Street in the Hadley Park neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Community Center policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Some properties in the T4 Urban Community Center may not have enough depth to accommodate development as envisioned in this policy area. Development proposals for these types of properties are encouraged to rezone to Specific Plan (SP) district to specifically address building setbacks and parking. On shallow properties, build-to lines that bring buildings to the back edge of the sidewalk and reduced parking spaces where appropriate may help create additional area in which to build upon. Property consolidation is also recommended to increase site area and opportunity.
 - In this T4 Urban Community Center, building placement should privilege Heiman, Scovel, and Jefferson Streets with primary pedestrian entrances facing these streets. Beasley Street currently functions as an alley; parking and garages are accessed from Beasley Street. Beasley Street may continue to operate as an alley. The massing of buildings along the aforementioned streets should be designed so that the width and height of the building balance the street. Consideration will be given to proximity to other policy areas, transitions between policies, height of surrounding buildings, and adjacent historic buildings.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - There is a T4 Urban Potential Open Space (Area 08-T4-POS-05) near the creek that flows through this policy area. Currently, there is a small bridge crossing the creek that should be enhanced. A greenway or multi-use path along the creek is also appropriate to provide pedestrian access from the neighborhoods along Heiman Street to Jefferson Street. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Landscaping
 - Landscaping improvements within the T4 Urban Community Center at 28th Avenue/ Jefferson Street and the Interstate 40 Ramp should capitalize on and complement the Gateway to Heritage project and improvements that are proposed also at the I-40/Jefferson Street entrance and exit ramps.
- Design Principle: Parking
 - Parking should be accessed from the alley #581 on the south side of Jefferson Street and from Beasley Street on the north side of Jefferson Street.

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- Historically Significant Sites or Features
 - There are ten properties that are considered historic and designated Worthy of Conservation (Parcels 09202004300, 09202004500, 09202004600, 09202004900, 09202005000, 09202005200, 09202005300, 09202006400, 09202006100, and 09202006000). Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

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- The existing or desired character of the particular T4 Urban Residential Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Residential Corridor.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Residential Corridor policy and the General Principles in the CCM are controlling.

T4 Urban Residential Corridor Community Character Policy Areas

The North Nashville Community Plan has one corridor where the T4 Urban Residential Corridor policy is applied. This is titled “T4 Urban Residential Corridor Policy Area” in the plan. This corridor was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Residential Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Residential Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T4-RC-01

North Nashville’s T4 Urban Residential Corridor Area 1 is referenced as 08-T4-RC-01 on the accompanying map. It applies to the 28th Avenue corridor which transects the McKissack Park, Hadley Park, and Hadley/Washington neighborhoods from Charlotte Pike to Jefferson Street. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Residential Corridor policy applies.

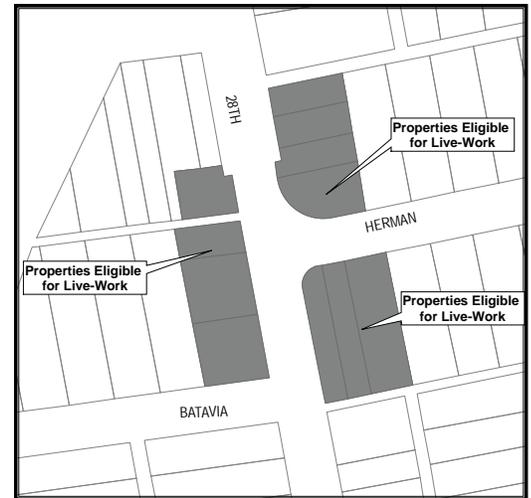
- Design Principle: Access
 - As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where alleys do not exist the development of an alley system or adding to the existing alley system is also encouraged.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - Along the 28th Avenue corridor there are some properties that do not have enough depth to accommodate development as envisioned in the T4 Urban Residential Corridor Policy. Development proposals for these types of properties along 28th Avenue are encouraged to rezone to a Specific Plan (SP) district to specifically address building setbacks and parking. On shallow properties, build-to lines that bring buildings to the back edge of the sidewalk and reduced parking spaces where appropriate may help create additional area in which to build upon. Property consolidation may also be considered to increase site area and opportunity.
 - The width of 28th Avenue right-of-way is 53 feet at its widest point and 47 feet at its narrowest point. The massing of buildings along the corridor should be designed so that the width and height of the building balance the street.
 - Grocery stores may be permitted along the 28th Avenue corridor to address the issue of food deserts in

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North Nashville. It is recommended that the building have moderate to high lot coverage. The building should orient toward the 28th Avenue corridor with parking behind or beside the building. The building should be placed close to the street and should provide transitions to adjacent neighborhoods.

- Design Principle: Density / Intensity
 - A mixture of residential and low intensity office and retail land uses in the form of “live-work” are appropriate at the intersection of 28th Avenue and Herman Street as shown in the accompanying graphic. “Live-work” would require a change in zoning in this T4 Urban Residential Corridor policy area. Recommended zoning districts in the T4 Urban Residential Corridor do not accommodate non-residential land uses. Therefore, design based zoning such as an SP, UDO, or PUD with the use characteristics of MUN (Mixed Use Neighborhood) zone district will be considered on its merits.
 - Grocery stores may be permitted along the 28th Avenue corridor to address the issue of food deserts in North Nashville. Recommended zoning districts in the T4 Urban Residential Corridor do not accommodate non-residential land uses. Therefore, a Specific Plan (SP) zone district to allow only a grocery store and that addresses the location of parking and access, massing, scale, building placement, intensity and proper transitions to adjacent neighborhoods is recommended.
- Appropriate Land Uses
 - To promote home-based businesses and a housing choice along the 28th Avenue corridor, a mixture of residential and low intensity office and retail land uses in the form of “live-work” are appropriate at the intersection of 28th Avenue and Herman Street as shown in the accompanying graphic. This intersection is appropriate for a mixture of land uses in the form of “live-work” because it is a signalized intersection along the corridor and it is midway between two T4 Urban Neighborhood Centers. While this may not be an appropriate location for T4 Urban Neighborhood Center policy where traditional mixed use is more intense, it is an appropriate location for slightly less intense “live-work” units that provide work space and living space for a business/property owner.
 - Grocery stores may be permitted along the 28th Avenue corridor to address the issue of food deserts in North Nashville. Development of a grocery store will be judged on its ability to consolidate properties for proper orientation toward the 28th Avenue corridor, and the location of parking and access. Other considerations will include appropriate massing, scale, building placement, intensity and proper transitions to adjacent residential areas.
- Building Types
 - The building type Live-Work is an appropriate building type for parcels located at the intersection of Herman Street and 28th Avenue. The Live-Work building type should be contained to the parcels around this intersection as shown in the accompanying graphic.
 - Grocery stores may be permitted along the 28th Avenue corridor to address the issue of food deserts in North Nashville. The Mixed Used building type is appropriate to accommodate this retail use.

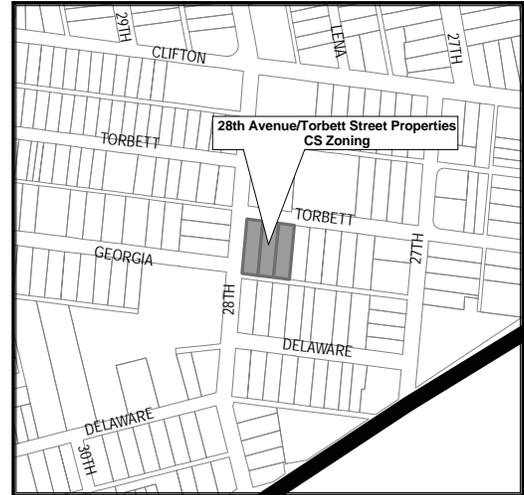


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- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)

- There are three properties (Parcels 09210022900, 09210023000, and 09210023100) at the corner of 28th Avenue and Torbett Street that are zoned Commercial Services (CS). This zoning is not consistent with policy. 28th Avenue is considered an Urban Arterial in the Major and Collector Street Plan. Because of this designation, redevelopment of these properties is encouraged through the use of the Adaptive Reuse provision of the Metro Zoning Code Section 17.16.030. Adaptive reuse does not require a rezoning, but does require that 40 percent of the building is used for residential uses. Another option may be to continue a small neighborhood service use, such as a dry cleaner, but rezoning to a less intense district than CS should be pursued. Otherwise, these parcels should be rezoned to a zoning district that is in conformance with the T4 Urban Residential Corridor policy and should not remain zoned CS during this planning period.



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T4 URBAN MIXED USE CORRIDOR POLICY

General Character of T4 Urban Mixed Use Corridors in the North Nashville Community

In the North Nashville Community, T4 Urban Mixed Use Corridor policy has been applied to portions of Jefferson Street, Buchanan Street, Dr. D.B. Todd Jr. Boulevard, Clarksville Highway, Clifton Avenue, and a small portion of Rosa L. Parks Boulevard. T4 Urban Mixed Use Corridors are prominent due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often act as the boundaries to urban neighborhoods or communities and can provide an intense mix of uses to support surrounding neighborhoods. T4 Urban Mixed Use Corridors are intended to be pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation creating a “complete street” – a street designed and operated to enable safe, attractive and comfortable access and travel for all users.

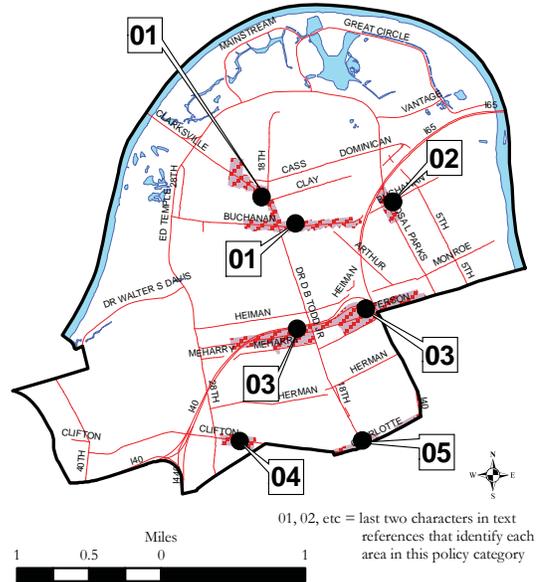
In the North Nashville Community, the T4 Urban Mixed Use Corridors currently provide commercial and office uses, and limited residential uses, for the community. The site and building design in these areas has room for improvement, however. Many of these areas have multiple “curb cuts” (vehicular access points) and ill maintained sidewalks and/or crosswalks, making them difficult or dangerous for pedestrians. With large parking areas between the street and the building, there is no “public realm” where buildings frame the street and create a sense of place. Visitors are greeted, instead, by unpredictable entrances and exits to properties, attention-grabbing signage, limited landscaping, and a general lack of character that alerts the visitor that they have arrived in a special place. Also, there are numerous vacant buildings and lots that are opportunities for redevelopment and infill. All of these site and building design issues represent opportunities for improvement that are addressed in the T4 Urban Mixed Use Corridor policy and in the Special Policies below.

How to Use This Guidance

The intent for T4 Urban Mixed Use Corridor policy is to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor; placing commercial uses at intersections with residential uses generally between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T4 Urban Mixed Use Corridor policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;

T4 CM Urban Mixed Use Corridor



- The General Principles found in the *Community Character Manual* (CCM);
- The existing or desired character of the particular T4 Urban Mixed Use Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular T4 Urban Mixed Use Corridor.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Mixed Use Corridor policy and the General Principles in the CCM are controlling.

T4 Urban Mixed Use Corridor Community Character Policy Areas

The North Nashville Community Plan has five corridors where the T4 Urban Mixed Use Corridor policy is applied. These are titled “T4 Urban Mixed Use Corridor Policy Areas” in the plan. These corridors were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple corridors where T4 Urban Mixed Use Corridor policy is applied, each is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Mixed Use Corridor policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Mixed Use Corridor Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions



08-T4-CM-01

North Nashville’s T4 Urban Mixed Use Corridor Area 1 is referenced as 08-T4-CM-01 on the accompanying map. It applies to the area along Buchanan Street, Dr. D.B. Todd Boulevard, and Clarksville Highway. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Along portions of the corridor, especially Buchanan Street, there are properties that do not have enough depth to accommodate development as envisioned in the policy. Development proposals for these properties are encouraged to rezone to a Specific Plan (SP) zone district to specifically address building setbacks and parking. On shallow properties, build-to lines that bring the buildings to the back edge of the sidewalk and reduced parking spaces where appropriate may help to create additional area in which to build upon. Smaller properties are encouraged to consolidate to increase buildable sites and area.
 - Buildings in this area should be a maximum of four (4) stories, and no taller than 75 feet. One (1) to two (2) story buildings may be considered on their merits. The massing of buildings along the corridor should be designed so that the width and height of the building balance the street.

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- Greens, squares, and plazas, where appropriate, are encouraged in conjunction with new development throughout this area to provide gathering places for residents, employees, students and visitors.
- Reuse of the old publishing house site is encouraged. Adjacent vacant lots also present an opportunity for redevelopment (see 08-T4-NM-01 Infill Area 01).
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Buchanan Street is envisioned as a main street, incorporating street trees, wide sidewalks, on-street parking, sidewalk and crosswalk differentiation, knee walls, trash receptacles and a small open space near Jones School, to enhance the pedestrian experience.
 - A bike route is proposed along Buchanan Street and a bike lane is planned along Clarksville Highway to increase multimodal transportation choice and to increase access across the community. Currently, a bike lane exists along Dr. D.B. Todd Boulevard. These should be taken into account in conjunction with development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
- Design Principle: Density/Intensity
 - Most of this area is zoned Commercial Services (CS), which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a zoning district that is consistent with the T4 Urban Mixed Use Corridor policy.
- Design Principle: Parking
 - Reduced parking requirements may be considered on their merits if a redevelopment proposal can demonstrate its ability to either provide shared parking on-site or utilize off-site parking facilities or if a redevelopment proposal can demonstrate the need for fewer parking spaces.
- Historically Significant Sites or Features
 - Five properties along Buchanan Street are designated as Worthy of Conservation, including Albert's Gillem Hall (Parcel 08111048100) at 1015 Buchanan Street, Dixon Memorial Methodist Church (Parcel 08111045200) at 1111 Buchanan Street, the North End Filling Station (Parcel 08111044700) at 1201 Buchanan, a building (Parcel 08111041500) at 1213 Buchanan Street, and McGavock and Martin Brothers (Parcel 08111031000) at 1503 Buchanan Street. In addition, the old Seventh Day Publishing House building (Parcel 08102012100) at 2119 24th Avenue is also designated as Worthy of Conservation, although the building burned in the summer of 2010 causing further deterioration. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-CM-02

North Nashville's T4 Urban Mixed Use Corridor Area 2 is referenced as 08-T4-CM-02 on the accompanying map. It applies to the small area along Rosa L. Parks Boulevard, north of Garfield Street to the interstate interchange. This area serves as an important transition from the urban neighborhoods south of the interstate into the suburban character of MetroCenter. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Buildings in this area should be a maximum of four (4) stories, and no taller than 75 feet. One (1) to two (2) story buildings may be considered on their merits.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A bike route exists along the southern portion of Rosa L. Parks Boulevard that connects with the existing bike lane along Rosa L. Parks Boulevard, north of the interstate. A bike route is proposed along Garfield/Buchanan Street to provide an additional multimodal connection. These should be taken into account in conjunction with any development proposals involving properties in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Design Principle: Density/Intensity
 - Part of this area is zoned Commercial Services (CS), which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district consistent with the T4 Urban Mixed Use Corridor policy.



08-T4-CM-03

North Nashville's T4 Urban Mixed Use Corridor Area 3 is referenced as 08-T4-CM-03 on the accompanying map. It applies to the portion of Jefferson Street from 26th Avenue east to 10th Avenue, which transects the Fisk/Meharry, Osage/North Fisk, Hadley Park and Historic Buena Vista neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor policy applies. There is a development scenario that applies to this policy area. See the Details section of this Chapter to view the development scenario and for more information.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Along the Jefferson Street corridor there are some properties that do not have enough depth to accommodate development as envisioned in the policy. Development proposals for these properties are encouraged to rezone to a Specific Plan (SP) district to specifically address building setbacks and parking. On shallow properties, build-to lines that bring buildings to the back edge of the sidewalk and reduced parking spaces, where appropriate, may help create additional area in which to build upon. Property consolidation is also recommended to increase site area and opportunity.
 - The massing of buildings along the corridor should be designed so that the width and height of the building balance the street.
 - In this area, Rev. Dr. Enoch Jones Boulevard currently functions as an alley. Parking and garages are accessed from this street, thus this street may continue to operate as an alley. Building placement and orientation should privilege Scovel Street and Jefferson Street with primary pedestrian entrances facing these streets.

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- Design Principle: Density/Intensity
 - There are residential uses in this policy area, including properties fronting onto Scovel Street that are bounded to the south by Alley # 557. This area is currently zoned R6 (single/two-family residential). It is recommended that this area remain residential, but should intensify through appropriate design/site plan based zoning to provide the critical mass of housing units and people to help support the T4 Urban Mixed Use Corridor. Development proposals and zone changes that are in accordance with the residential guidance in this policy area will be considered on their merits.
- Design Principle: Lighting
 - Additional lighting is encouraged near the Gateway to Heritage Project areas near the Interstate 40 Underpass and landscaping areas to increase safety and highlight aesthetic improvements that are planned in the area.
- Design Principle: Parking
 - Reduced parking requirements may be considered on their merits if a redevelopment proposal can demonstrate its ability to either provide shared parking on-site or utilize off-site parking facilities or if a redevelopment proposal can demonstrate the need for fewer parking spaces.
- Appropriate Land Uses
 - Meharry College owns property in this policy area along Meharry Boulevard. Land uses that may be accessory to the adjacent major institutional districts may also be appropriate and will be considered on their merits.
- Historically Significant Sites or Features
 - There are ten historically significant sites in this policy area designated as Worthy of Conservation. Parcels with frontage on Jefferson Street include 08116041700, 08116034400, 08116035000 and 08116040600; with frontage on 12th Avenue Parcel 08116045400; and with frontage on Scovel Street Parcels 08116033600, 08116033500, 08116033400, and 08116033300. Another property (Parcel 09203024900) is also considered historic. Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-T4-CM-04

North Nashville’s T4 Urban Mixed Use Corridor Area 4 is referenced as 08-T4-CM-04 on the accompanying map. It applies to the portion of the Clifton Avenue corridor from the Nashville & Western/CSX Railroad at 25th Avenue to 28th Avenue, which transects the Hadley/ Washington and the McKissack Park neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Along the Clifton Avenue corridor there are some properties that do not have enough depth to accommodate development as envisioned in the policy. Development proposals for these types of properties along Clifton Avenue are encouraged to rezone to a Specific Plan (SP) district to specifically address building setbacks and parking. On shallow properties, build-to lines that bring buildings to the back edge of the sidewalk and reduced parking spaces where appropriate may help create additional area in which to build upon. Property consolidation is also recommended to increase site area and opportunity.

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- The massing of buildings along the corridor should be designed so that the width and height of the building balance the street.
- Design Principle: Density/Intensity
 - There are parcels that are currently residential in use and are zoned RS5 (single-family residential) within this policy area. It is recommended that these areas intensify through appropriate design/site plan based zoning that is in accordance with the guidance in this policy area. Development proposals that do so will be considered on their merits.
- Design Principle: Parking
 - Reduced parking requirements may be considered on their merits if a redevelopment proposal can demonstrate its ability to utilize shared parking, utilize off-site parking facilities, or demonstrate the need for fewer parking spaces. Parking may be placed beside the building where appropriate.

08-T4-CM-05

North Nashville's T4 Urban Mixed Use Corridor Area 5 is referenced as 08-T4-CM-05 on the accompanying map. It applies to the Charlotte Pike corridor from Interstate 40 to 20th Avenue, which borders the Fisk/Meharry neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor policy applies.

- Design Principle: Density/Intensity
 - The zoning along Charlotte Pike is mainly Commercial Services (CS) and Core Frame (CF), which will create a development pattern this is not in keeping with the intent of the policy. It is recommended that these areas redevelop through appropriate design-based zoning that is in accordance with the guidance in this policy area. Development proposals that do so will be considered on their merits.
- Design Principle: Parking
 - Reduced parking requirements may be considered on their merits if a redevelopment proposal can demonstrate its ability to utilize shared parking, utilize off-site parking facilities, or demonstrate the need for fewer parking spaces.

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applied. This is titled “T5 Center Mixed Use Neighborhood Policy Area” in the plan. This area was identified by examining the general characteristics, internal and surrounding development patterns (use mix, land use relationships, zoning), environmental features, and man-made features for the area.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T5 Center Mixed Use Neighborhood policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T5 Center Mixed Use Neighborhood Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-T5-MU-01

North Nashville’s T5 Center Mixed Use Neighborhood Area 1 is referenced as 08-T5-MU-01 on the accompanying map. It applies to the portion of Charlotte Avenue from 28th Avenue to the interstate overpass. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T5 Center Mixed Use Neighborhood policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - Because of this policy area’s proximity to the T4 Urban Neighborhood Evolving area to the north, building heights are encouraged to transition in height, mass and scale taking into consideration the height of buildings in the surrounding neighborhood. Land elevation in this area ranges from 640 feet at the highest point on Delaware Avenue to 580 feet on Felicia Street and should also be considered in determining appropriate building heights in the T5 Center Mixed Use Neighborhood.
- Transitions
 - This T5 Center Mixed Use Neighborhood abuts a T4 Urban Neighborhood Evolving area. Any development on Felicia Street and 31st Avenue should be cognizant of the lower intensity development that may occur in the adjacent policy area. Buildings on Delaware Street are generally one (1) to two (2) stories. Building heights in the T5 Center Mixed Use Neighborhood are encouraged to transition in height, mass and scale taking into consideration the height of buildings in the surrounding neighborhood. The alley between the two policy areas should also act as a boundary; utilizing the alley for accessing parking (structured, surface, or detached garage) behind the building may also provide a transition between these policy areas.

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D DISTRICT COMMUNITY CHARACTER POLICIES

D DISTRICT IMPACT POLICY

General Character of Impact District Areas in the North Nashville Community

D District Impact policy is applied to four areas in the North Nashville Community where land is dominated by an activity that has the potential for adverse impacts on the surrounding area. These uses are located in areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding areas or where there is an area with a concentration of a singular, impactful use and there is an expressed interest in maintaining or enhancing the separation of that use from the surrounding community. In North Nashville, D District Impact policy applies to the areas containing utility facilities. These areas are bordered by established residential areas.

How to Use This Guidance

The intent for D District Impact policy is to create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area. Impact areas should be placed in appropriate locations so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

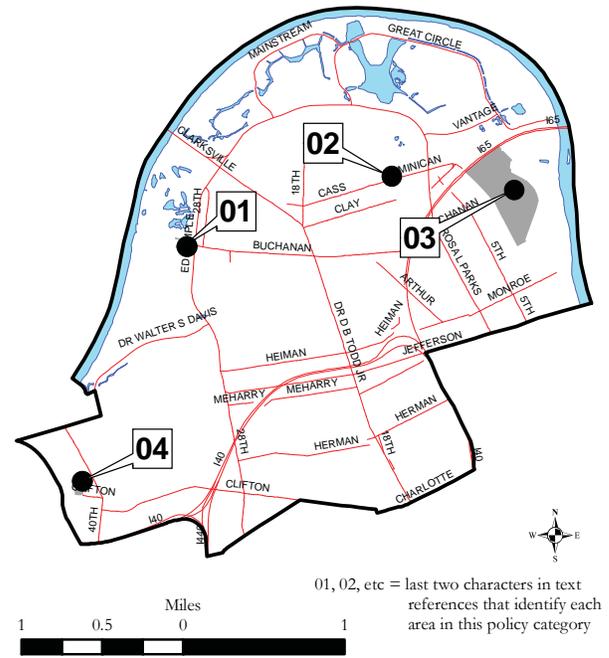
- The D District Impact policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular D District Impact area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular D District Impact area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Impact policy and the General Principles in the CCM are controlling.

D District Impact Character Policy Area

The North Nashville Community Plan has four areas where the D District Impact policy is applied. These are titled “D District Impact Areas” in the plan. These areas were identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features for each area. Each has unique characteristics that make it distinctive.

D I District Impact



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Impact area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Impact Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-D-I-01

North Nashville's D District Impact Area 1 is referenced as 08-D-I-01 on the accompanying map. It applies to the Exxon storage tank area to the west of Ed Temple Boulevard. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are floodplains affecting parts of this area. Any future development should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-01.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Nashville & Western Railroad that should be taken into account in conjunction with development proposals. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.

08-D-I-02

North Nashville's D District Impact Area 2 is referenced as 08-D-I-02 on the accompanying map. It applies to the electrical substation along Cass Street. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils affecting parts of this area. Any future development should be arranged to minimize the disturbance of the steep slopes and problem soils. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-05.

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08-D-I-03

North Nashville's D District Impact Area 3 is referenced as 08-D-I-03 on the accompanying map. It applies to the Metro Water Treatment Plant area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils affecting parts of this area. Any future development should be arranged to minimize the disturbance of the steep slopes and problem soils. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-04 and 08-CO-05.

08-D-I-04

North Nashville's D District Impact Area 4 is referenced as 08-D-I-04 on the accompanying map. It applies to Metro Power Stations located in the Clifton Southwest neighborhood. This area does not contain any unique features that warrant Special Policies; therefore, the guidance of the D District Impact policy applies.

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D DISTRICT INDUSTRIAL POLICY

General Character of Industrial District Areas in the North Nashville Community

D District Industrial policy is applied to four areas in North Nashville where land is currently zoned and used for industrial, warehousing and other related uses. These areas have limited opportunities for infill, but numerous opportunities for reuse of existing industrial sites or redevelopment for new industrial uses. These areas generally have good access through arterials and/or proximity to the interstate and to the Cumberland River, and by rail. Industrial areas are also generally well-located, in that they are bounded by rail lines, the Cumberland River and other District policy areas. In some areas, however, industrial areas are adjacent to residential areas.

As the D District Industrial policy indicates, flexibility is key in the site and building design for each development to meet the needs of the individual industry/development. Flexibility is balanced, however, with site design that considers the impact of the use on any immediate neighbors. These industrial areas could, in general, make improvements in terms of providing sidewalks and crosswalks – especially in the case of developments that act more as small business/industry incubators and have multiple tenants – and provide more attractive landscaping and signage.

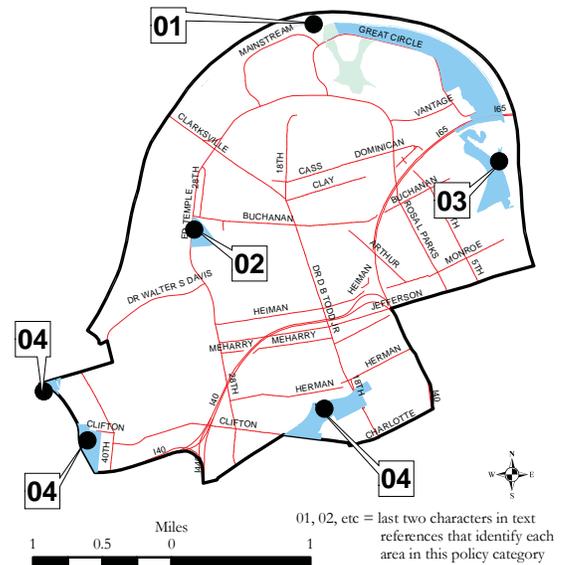
How to Use This Guidance

The intent for D District Industrial policy is to preserve, enhance, and create Industrial Districts in appropriate locations so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The D District Industrial policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular D District Industrial area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular D District Industrial area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Industrial policy and the General Principles in the CCM are controlling.

D IN District Industrial



Note: Area 04 was the subject of a Plan Amendment Approved on June 9, 2011 to expand the adjacent policy area 08 - T4- MU - 04, changing a portion of this District - Industrial Policy to T4 Urban Mixed Use Neighborhood Policy.

D District Industrial Character Policy Area

The North Nashville Community Plan has four areas where the D District Industrial policy is applied. These are titled “D District Industrial Areas” in the plan. These areas were identified by examining general characteristics, development pattern (ex: parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features. While there are multiple areas where D District Industrial policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Industrial area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Industrial Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-D-IN-01

North Nashville’s D District Industrial Area 1 is referenced as 08-D-IN-01 on the accompanying map. It applies to a large industrial and office area in MetroCenter along the Cumberland River. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - This area is adjacent to the Cumberland River, the river’s floodplain and the Cumberland River Greenway system. Development should be arranged to minimize the disturbance of the river and the floodplain. The area also has steep slopes and problem soils. In the configuration of any new parcels and any new right-of-way, priority should be given to the preservation of the sensitive environmental features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy areas 08-CO-02 and 08-CO-05.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - There is an existing bike lane from the greenway along Great Circle Road that transitions to a bike route. Additional bike routes are planned along Vantage Way and Mainstream Drive. These should be taken into account in conjunction with development proposals in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
 - This area is adjacent to the greenway system along the Cumberland River and would benefit from additional greenway connections and greenway wayfinding signage through this area, where appropriate, from surrounding areas. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.
- Design Principle: Density/Intensity
 - Due to MetroCenter’s creation as a mixed-business industrial park, the area has Industrial Warehousing/Distribution (IWD) zoning. This zoning should remain in place; however, some office uses may be present in this District Industrial area. Office uses can be accommodated in this area, including offices at intensities exceeding what is typical of those found in industrial uses.

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- Design Principle: Signage
 - Additional wayfinding signage to the Cumberland River Greenway system is recommended in this area.
- Transitions
 - This industrial area is adjacent to the Cumberland River Greenway system and Metro Parks property. An effective natural landscaped buffer is recommended to screen the industrial uses from the surrounding open space system.

08-D-IN-02

North Nashville's D District Industrial Area 2 is referenced as 08-D-IN-02 on the accompanying map. It applies to an industrial area east of Ed Temple Boulevard. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Nashville & Western Railroad that should be taken into account in conjunction with development proposals. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.

08-D-IN-03

North Nashville's D District Industrial Area 3 is referenced as 08-D-IN-03 on the accompanying map. It applies to an industrial area in Germantown along the Cumberland River. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - This area is adjacent to the Cumberland River, the river's floodplain and the Cumberland River Greenway system. Development should be arranged to minimize the disturbance of the river and the floodplain. The area also has steep slopes and problem soils. In the configuration of any new parcels and any new right-of-way, priority should be given to the preservation of the sensitive environmental features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-04.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - This area is adjacent to the greenway system along the Cumberland River and would benefit from additional greenway connections through this area, where appropriate, from surrounding areas. Two recommendations are greenways along Van Buren and Adams Streets. These should be taken into account in conjunction with development proposals in this area. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.
- Design Principle: Signage
 - Additional wayfinding signage to the Cumberland River Greenway system is recommended in this area.
- Transitions
 - This industrial area is adjacent to the Cumberland River Greenway system. An effective natural landscaped buffer is recommended to screen the industrial uses from the greenway.

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08-D-IN-04

North Nashville's D District Industrial Area 4 is referenced as 08-D-IN-04 on the accompanying map. It applies to industrial areas within the Tomorrow's Hope, Clifton Southwest, and Watkins Park neighborhoods. In these areas, the following Special Policies apply. Where the Special Policy is silent, the guidance of D District Industrial policy applies. **Note: This area was also the subject of a Plan Amendment approved on June 9, 2011 to change a portion of this District - Industrial policy area to T4 Urban Mixed Use Neighborhood policy for properties located near 21st Avenue North and Clifton Avenue.**

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along the Nashville & Western and CSX Railroads that should be taken into account in conjunction with development proposals. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.
- Design Principle: Connectivity (Vehicular)
 - A street connection is proposed in the industrial areas in the Watkins Park neighborhood. The street connection would reconnect 21st Avenue. There is one vacant property (Parcel 09207042200). If this parcel should redevelop, right-of-way to reconnect 21st Avenue should be dedicated. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding street connections.
- Transitions
 - This area abuts T4 Urban Neighborhood Maintenance areas and T4 Urban Mixed Use Neighborhood areas. Should redevelopment occur, a significant and effective transition and buffer between the industrial use and the residential uses are needed. Site design – including thoughtful planning for location and design of buildings, parking, storage, and access – may provide an appropriate transition near the abutting T4 Urban Mixed Use Neighborhood areas while intense buffering along with appropriate site design is necessary near T4 Urban Neighborhood Maintenance areas.
- Historically Significant Sites or Features
 - There is one property that is designated Worthy of Conservation (Parcel 09207033400). Property Owners are encouraged to work with Metro Nashville Historic Commission to protect and preserve these properties. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance. Infill Development should be cognizant of the historic nature of properties.

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D DISTRICT MAJOR INSTITUTIONAL POLICY

General Character of Major Institutional District Areas in the North Nashville Community

D District Major Institutional policy is applied to Fisk University, Meharry Medical College, St. Cecilia, Tennessee State University, and Watkins College of Art and Design. These institutions serve important roles in the community and are located throughout North Nashville. Given their locations near established neighborhoods and along prominent corridors, Major Institutional areas provide needed services to the community.

The D District Major Institutional policy calls for some flexibility in site and building design for each development to meet the needs of the individual institutions/development. That said, the policy also calls for site design that considers the impact of the use on any immediate neighbors. These D District Major Institutional policy areas are well located to be welcoming to the community and provide open space surrounding the campuses. Areas could, however, benefit from improvement in terms of pedestrian-scaled signage and lighting, and more access and connectivity both to the surrounding neighborhoods and within the campus area for bicyclists and pedestrians.

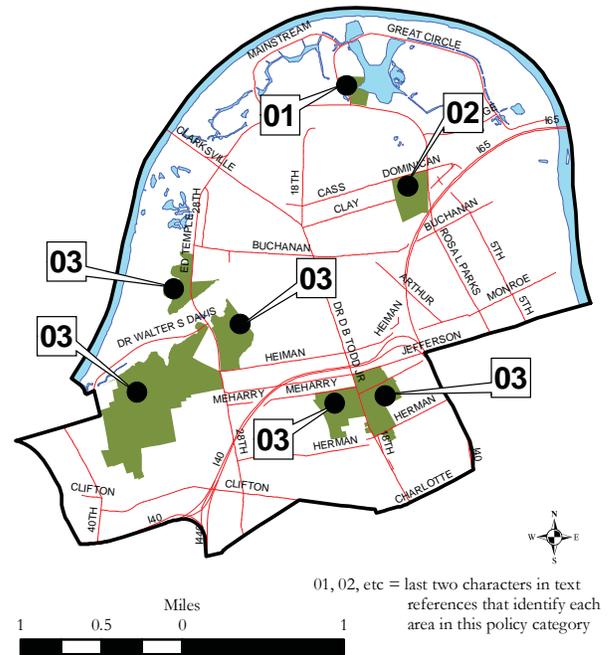
How to Use This Guidance

The intent for D District Major Institutional policy is to preserve, enhance, and create Districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The D District Major Institutional policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual* (CCM);
- The existing or desired character of the particular D District Major Institutional area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular D District Major Institutional area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Major Institutional policy and the General Principles in the CCM are controlling.

D MI District Major Institutional



D District Major Institutional Character Policy Area

The North Nashville Community Plan has three areas where the D District Major Institutional policy is applied. These are titled “D District Major Institutional Areas” in the plan. These areas were identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features for the area. While there are multiple areas where D District Major Institutional policy is applied, each area is different in some respect due to the factors mentioned above.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Major Institutional area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Major Institutional Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-D-MI-01

North Nashville’s D District Major Institutional Area 1 is referenced as 08-D-MI-01 on the accompanying map. It applies to the Watkins College of Art and Design campus. The policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the D District Major Institutional policy applies.

08-D-MI-02

North Nashville’s D District Major Institutional Area 2 is referenced as 08-D-MI-02 on the accompanying map. It applies to the historic Saint Cecilia Motherhouse. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils affecting parts of this area. Development should be arranged to minimize the disturbance of the steep slopes and problem soils. In the configuration of any new parcels and any new right-of-way, priority should be given to the preservation of the sensitive environmental features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-05.
 - Any development within the Major Institutional area that is on Delta Avenue should orient to the road with setbacks and spacing that complements the existing development pattern. Some variation may be allowed to mark an institutional use.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Dominican Drive needs to be enhanced with consistent, pedestrian friendly streetscaping. See additional recommendations in Chapter III, Transportation Plan, for additional guidance regarding the sidewalk network.
- Design Principle: Parking
 - Any development within the Major Institutional area that is on Delta Avenue should have parking behind or beside the buildings, but not between the buildings and Delta Avenue.

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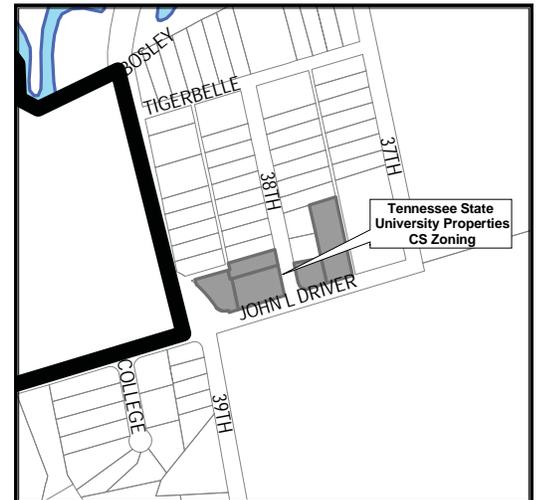
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- Historically Significant Sites or Features
 - The St. Cecilia Motherhouse (Parcels 08104001900 and 08104002000) is designated as Eligible to be listed in the National Register. Because of this historical designation, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

08-D-MI-03

North Nashville’s D District Major Institutional Area 3 is referenced as 08-D–MI-03 on the accompanying map. It applies to Tennessee State University, Meharry Medical College/General Hospital, and Fisk University. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of D District Major Institutional policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Crosswalks at major gateways into the campuses are appropriate. These crosswalks may be designed to indicate a gateway to the campuses.
 - A greenway is planned from Boyd Park/McKissack School to Tennessee State University near the TSU Farm that will eventually connect to the existing Cumberland River Greenway. The planned greenway should be taken into consideration with any improvements to land owned by Tennessee State University. See the recommendations in Chapter IV, Open Space Plan, for additional guidance regarding greenways.
 - A bike route is planned along Herman Street that should be taken into account in conjunction with development proposals involving any properties in the Fisk/Meharry/General Hospital District. See the recommendations in Chapter III, Transportation Plan, for additional guidance regarding bikeways.
- Non-Conforming and Inconsistent Land Uses (*refer to the accompanying graphic*)
 - There are five parcels that are zoned Commercial Services (CS) that are owned by Tennessee Board of Regents (Tennessee State University) that front onto John L. Drive Avenue on the west portion of the TSU campus (Parcels 09201000600, 09201012700, 09104001300, 09104001200, 09104001400). These parcels are inconsistent with the D District Major Institutional policy. While accessory office and commercial land uses are appropriate, CS zoning and its bulk standards do not promote a pedestrian friendly environment that is envisioned for a major institutional setting. Additionally, the land uses permitted in the CS zone district are more permissive than the appropriate land uses that are generalized for this policy area. The University should rezone these properties in accordance with the Major Institutional Policy prior to creating any further development in this area.
- Historic Significant Site or Features
 - Fisk University, Tennessee State University, and Meharry



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College all contain structures that are considered historic and are listed on the National Register, while others are designated Worthy of Conservation. Fisk University is also covered by a Historic National Register District. Any campus expansions should consider the historic nature of these structures and work with the Metropolitan Historical Commission to protect and preserve the historic features on the site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

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D DISTRICT OFFICE CONCENTRATION POLICY

General Character of Office Concentration District Areas in the North Nashville Community

D District Office Concentration policy is applied to one area in North Nashville, the MetroCenter office park area. This area is well located, adjacent to the Rosa L. Parks Boulevard corridor. This area meets several of the ideal size and building design criteria for Office Concentration areas. The area's predominant use is office, but it also offers ancillary uses, including some light industrial uses. The building massing, orientation and placement appropriately reflects the surrounding suburban character, with buildings oriented to the street, but with moderate setbacks and significant green space and landscaping. The development also provides sidewalks and crosswalks for pedestrians.

How to Use This Guidance

The intent for D District Office Concentration policy is to preserve, enhance, and create Districts where office uses are predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm. Users of the *North Nashville Community Plan: 2010 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

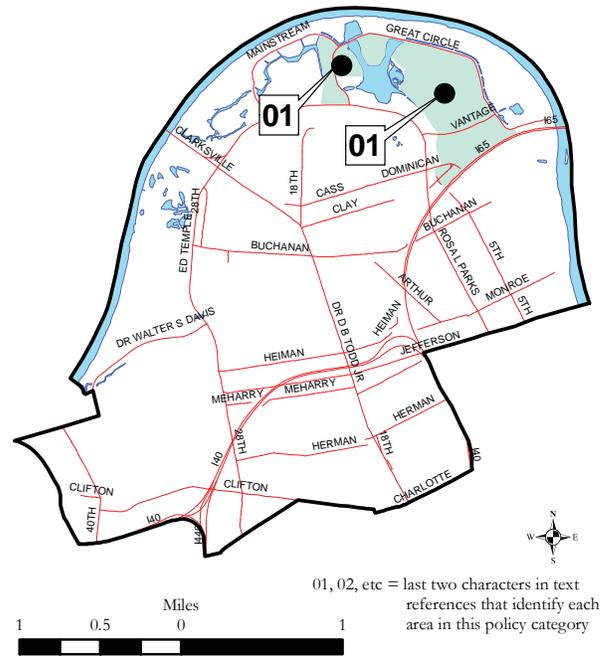
- The D District Office Concentration policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular D District Office Concentration area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the North Nashville Community Plan including any Special Policies for the particular D District Office Concentration area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the D District Office Concentration policy and the General Principles in the CCM are controlling.

D District Office Concentration Character Policy Area

The North Nashville Community Plan has one area where the D District Office Concentration policy is applied. This is titled "D District Office Concentration Area" in the plan. This area was identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features for the area.

D OC District Office Concentration



Special Policies

The following provides additional guidance on unique conditions that may exist in a particular D District Office Concentration area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Office Concentration Policy
- Appropriate Land Uses
- Building Types
- Non-Conforming and Inconsistent Land Uses
- Historically Significant Sites or Features
- Transitions

08-D-OC-01

North Nashville's D District Office Concentration Area 1 is referenced as 08-D-OC-01 on the accompanying map. It applies to the office complex in MetroCenter. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are steep slopes and problem soils affecting parts of this area. Development should be arranged to minimize the disturbance of the steep slopes and problem soils. In the configuration of any new parcels and any new right-of-way, priority should be given to the preservation of the sensitive environmental features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 08-CO-05.
 - Greens, squares and plazas, where appropriate, are encouraged in conjunction with new development throughout this area to provide gathering places and open space areas for residents, employees, students and visitors.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Additional multi-use paths are recommended where new streets and service lanes are impractical due to physical environmental constraints, but such pedestrian connections are needed. Planting strips and street trees should be utilized to take advantage of the lack of overhead utilities and to create a more pleasant pedestrian environment. See the recommendations in Chapter III, Transportation Plan, for additional guidance on the sidewalk network.
 - There is an existing bike lane from the greenway along Great Circle Road that transitions to a bike route. Additional bike routes are planned along Vantage Way and Mainstream Drive. These should be taken into account in conjunction with development proposals in this area. See the recommendations in Chapter III, Transportation Plan, for additional guidance on bikeways.
 - A greenway circling Amulet Lake, forming a functional recreation path near Watkins College of Art and Design, is recommended. See the recommendations in Chapter IV, Open Space Plan, for additional guidance on greenways.
- Design Principle: Density/Intensity
 - MetroCenter has been successful as a business and light industrial park. Existing IWD (Industrial/Warehousing/Distribution) zoning in the area is supportive of these uses and may remain and continue to support such uses during this planning period. Overtime, however, it is envisioned that this area transition from light industrial/distribution to more office with a mixture of commercial and residential land uses. In such cases where commercial and/or residential land uses are desired, zone districts as

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- outlined in the D Office District Community Character Policy to permit those uses may be considered on their merits.
- Appropriate Land Uses
 - Current land uses that have been developed overtime under the existing IWD zoning are appropriate to remain during this planning period. It is, however, envisioned that this area begin to include additional residential and commercial land uses to complement the growing number of offices that have developed in this area. Therefore, residential and commercial land uses are appropriate and may be considered on their merits.

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DETAILS - DEVELOPMENT SCENARIOS

INTRODUCTION - DETAILS

The North Nashville Community Plan provides guidance through the Community Character Policies and associated Special Policies contained within this Chapter. Those policies provide guidance on appropriate development density/intensity, building types, appropriate location of buildings on property, and other elements including sidewalks, landscaping, bikeways and street connections. Over time when actual redevelopment occurs in North Nashville, stakeholders will begin to see these Development principles realized. Until then, the following Development Scenarios will provide a glimpse into the future and an example of what type of development could occur under the guidance of the Community Character Policies and Special Policies.



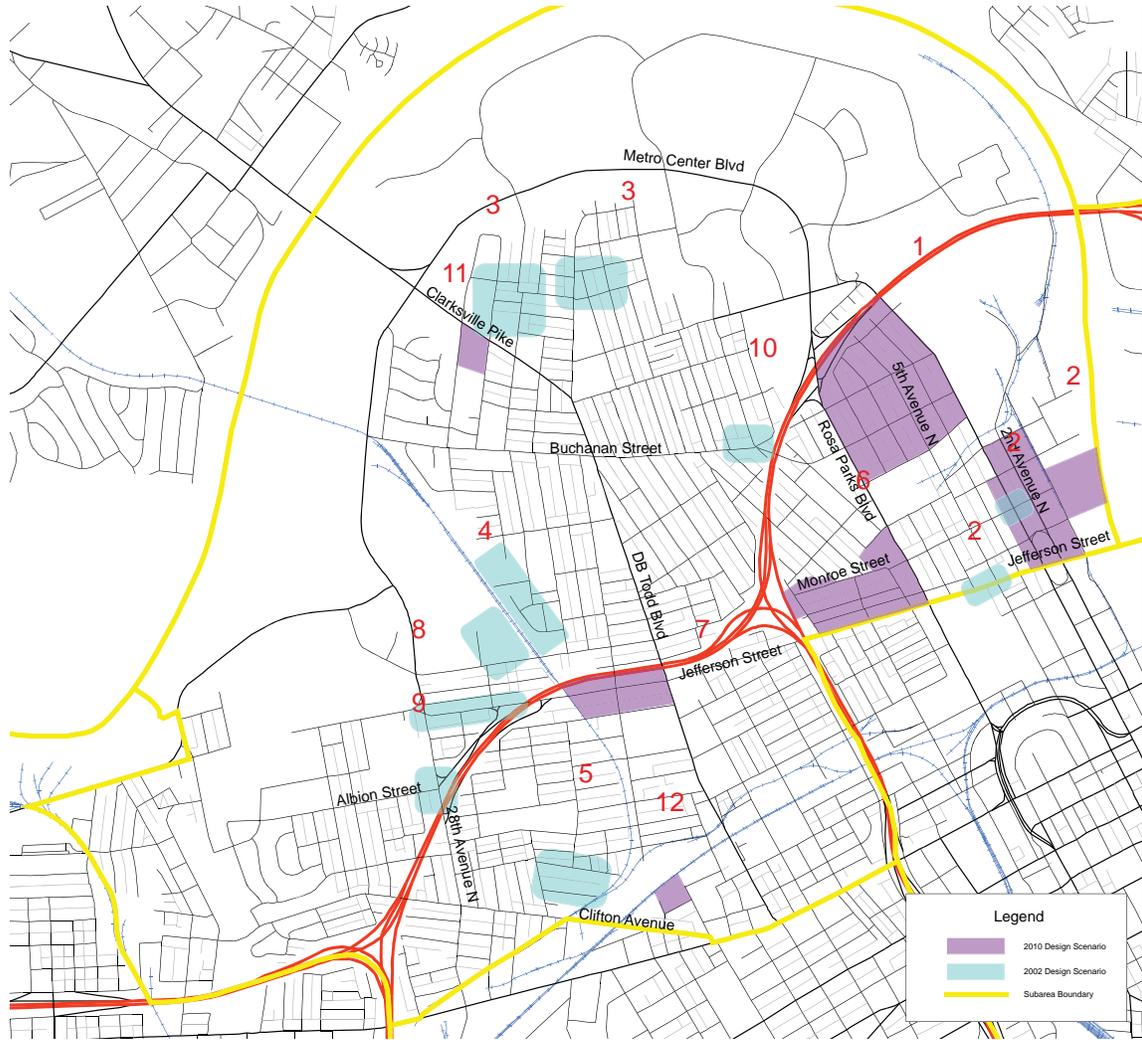
Plan View of Morgan Park 2002 Development Scenario

Development scenarios can also be shown as a *Perspective* or a “street view”. The perspective typically shows how the building interacts with the street. Further, the perspective view shows what a typical human would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as lighting, landscaping, and sidewalks. In a perspective view, the street or roadway is may also be emphasized showing the number of travel lanes, bike lanes, and on-street parking.



*Perspective View - Looking West on Van Buren Street
2002 Development Scenario*

**FIGURE 11
2002 AND 2010 DEVELOPMENT SCENARIOS**



Neighborhoods and Open Space

- 1. Salemtown Neighborhood
- 2. Germantown Neighborhood
- 3. Buena Vista Heights Neighborhood
- 4. Osage Neighborhood - Fisk Park
- 5. McKissack Park Neighborhood - Booker and Merry Street

Commercial and Corridor Areas

- 6. Jefferson Street at Rosa Parks Blvd Community Center
- 7. Jefferson Street - 21st Avenue North Intersection
- 8. Jefferson Street at 28th Avenue North Community Center
- 9. Hadley Park Neighborhood Center -
- 10. Buchanan Street, Garfield Street and 9th Avenue North
- 11. Clarksville Pike “New Urban Center” Redevelopment

Industrial Areas

- 12. The Fisk Heat Plant Property

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Development Scenarios

Introduction

USING THIS SECTION

During the North Nashville Community Plan process the stakeholders focused in on specific areas in the community. These areas were places of interest where additional redevelopment is most desired by the community. Figure 11 identifies where these areas are located; the areas range in size and type from small commercial areas to larger neighborhoods. The map also makes the distinction of *when* these areas were identified; some were identified by stakeholders and studied during the 2002 update while others were identified during the 2010 community plan update process. Some areas that were identified in 2002 were still relevant to the community in 2010. Those development scenarios were carried forward and analyzed to determine their conformity with the current 2010 Community Character Policies. The scenarios that were found to be in harmony with current community character policies were included in this section.

The following section will contain a photo of what that area looks like today and an associated development scenario in either a plan view or perspective view. While the development scenarios help the reader of the North Nashville Community Plan envision what development may look like under the guidance of the community character policies, it is critical to note that development scenarios are only *examples* of what the land use policy would support in the specific area. The development scenarios are not actual or required development plans, but can be used to help inspire new development in the North Nashville Community.



*Morgan Park Today
Looking West on Van Buren Street at
new development that was inspired by
the 2002 Development Scenario*

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Development Scenario - Neighborhood and Open Space Areas
Salemtown Neighborhood

1. SALEMTOWN NEIGHBORHOOD

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



Aerial view of the Salemtown Neighborhood - Before

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Development Scenario - Neighborhood and Open Space Areas

Salemtown Neighborhood



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

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

DESIGN GUIDANCE

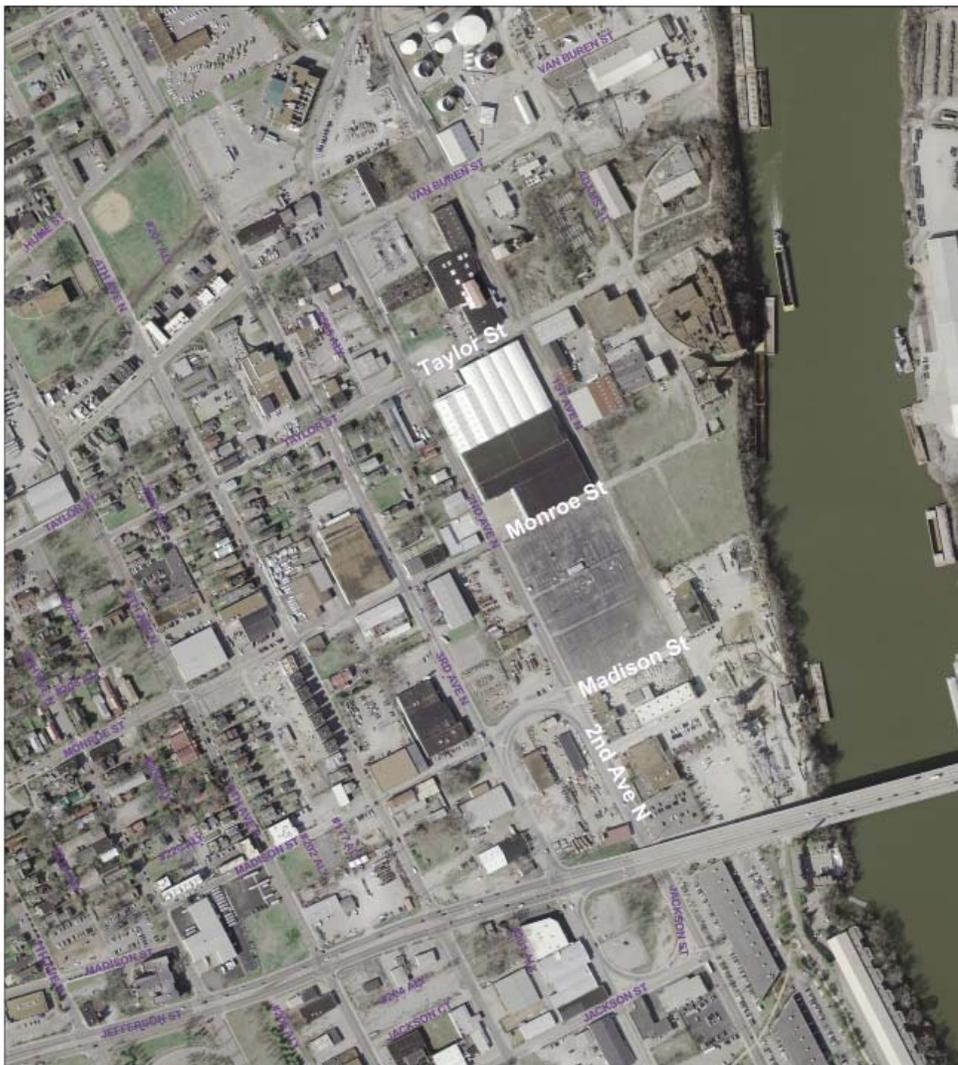
- ENCOURAGE THE RENOVATION AND MAINTENANCE OF VIABLE HISTORIC STRUCTURES
- CONTINUE TO INTRODUCE INNOVATIVE BUILDING TYPES THAT ARE COMPATIBLE WITH THE EXISTING RESIDENTIAL PATTERNS AND THAT PROVIDE HOUSING CHOICE THAT ENABLES COMMUNITY MEMBERS TO LIVE IN THE NEIGHBORHOOD NO MATTER THEIR HOUSING NEEDS; COLLEGE STUDENT OR YOUNG PROFESSIONAL, A FAMILY WITH YOUNG CHILDREN, OR AN EMPTY NESTER WHO MAY WANT TO DOWNSIZE
- UTILIZE AND ENHANCE THE EXISTING ALLEY SYSTEM FOR ACCESS TO PARKING
- MAINTAIN THE EXISTING PATTERN OF PARKING BEHIND BUILDINGS
- PRIVILEGE MAJOR STREETS SUCH AS 3RD AVENUE, BUCHANAN, GARFIELD OR HUME STREETS TO ORIENT AND PLACE NEW AND OFTEN MORE INTENSE BUILDINGS TYPES AND INFILL TO PRESERVE LESS INTENSE HOUSING MID-BLOCK AND IN THE INTERIOR OF THE NEIGHBORHOOD. ARRANGE HOUSING AROUND OPEN SPACES TO MITIGATE FRONTING TOWARD THE INDUSTRIAL PROPERTIES
- INCORPORATE PLAZAS AND POCKET PARKS INTO MIXED USE DEVELOPMENT
- PRIVILEGE MAJOR CORRIDORS SUCH AS GARFIELD STREET

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Development Scenario - Neighborhood and Open Space Areas
Germantown Neighborhood

1. GERMANTOWN NEIGHBORHOOD - EAST GERMANTOWN

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



Aerial view of the Germantown Neighborhood (East) - Before

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Development Scenario - Neighborhood and Open Space Areas

Germantown Neighborhood

DESIGN GUIDANCE



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

- INCORPORATE PUBLIC SPACES INTO THE OVERALL DEVELOPMENT
- CONTINUE TO INTRODUCE INNOVATIVE BUILDING TYPES THAT ARE COMPATIBLE WITH THE EXISTING MIXED USE PATTERNS AND INCREASE THE DENSITY OF THE OVERALL NEIGHBORHOOD
- INTEGRATE STRUCTURED PARKING INTO THE CENTER OF BLOCKS WHERE POSSIBLE AND KEEP SURFACE PARKING SEPARATE FROM PUBLIC SPACES, SUCH AS STREETS, THE GREENWAY OR OPEN SPACES
- LANDSCAPE AND BUFFER EXISTING PARKING LOTS
- CREATE OPEN SPACES AS NEIGHBORHOOD GATHERING PLACES, AND TO SEPARATE INDUSTRIAL USES FROM RESIDENTIAL USES

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

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Development Scenario - Neighborhood and Open Space Areas
Salemtown Neighborhood



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



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

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Development Scenario - Neighborhood and Open Space Areas

Germantown Neighborhood



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



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

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Development Scenario - Neighborhood and Open Space Areas Germantown Neighborhood

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

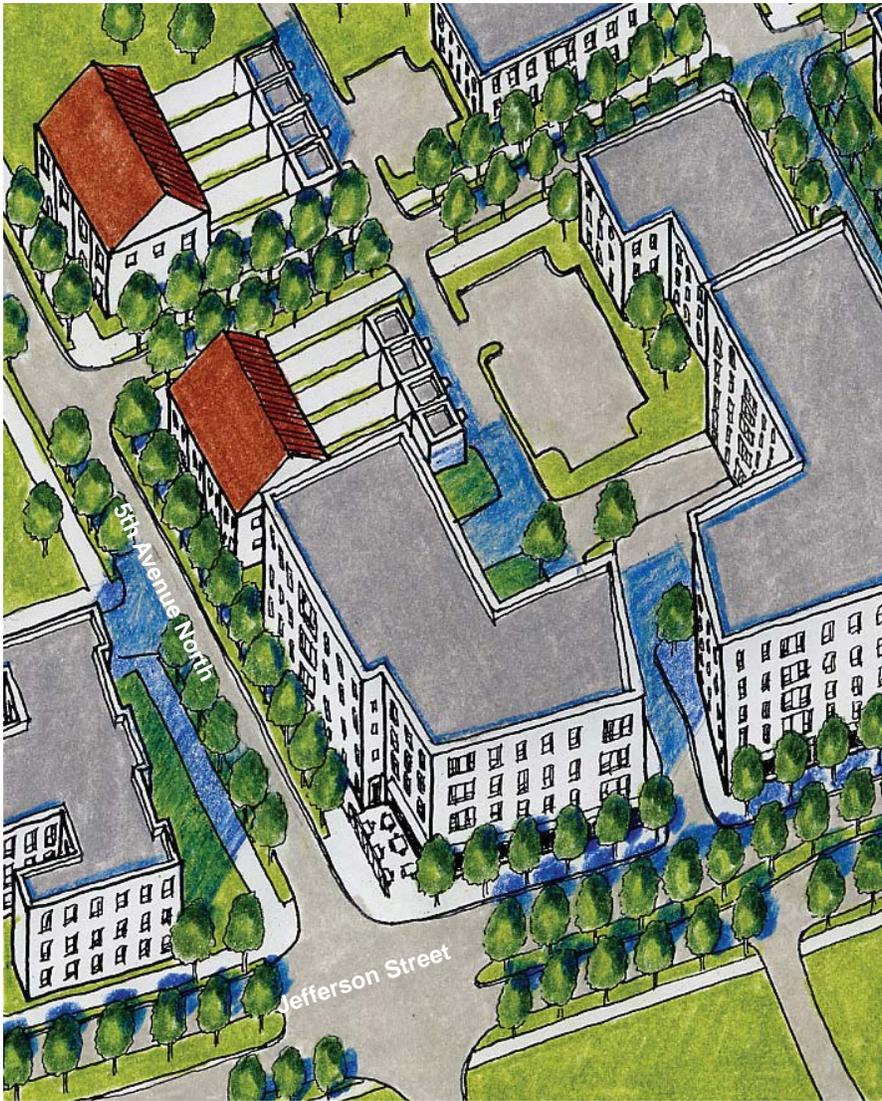


Aerial view of Jefferson Street between 4th Avenue North and 5th Avenue North - Before

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Development Scenario - Neighborhood and Open Space Areas

Germantown Neighborhood



*View of Jefferson Street between 4th Avenue North and 5th Avenue North - After
(2002 Perspective)*

*New development inspired by this 2002 development scenario has occurred on the eastern
portion of Jefferson Street since 2002*

DESIGN GUIDANCE

- ENCOURAGE THE RENOVATION AND MAINTENANCE OF VIABLE HISTORIC STRUCTURES
- WRAP THE BLOCK CORNERS WITH MIXED USE BUILDINGS WITH UPPER FLOOR RESIDENTIAL USES THAT BENEFIT FROM VIEWS TOWARD THE SOUTH AND DOWNTOWN
- CONTINUE TO INTRODUCE INNOVATIVE BUILDING TYPES THAT ARE COMPATIBLE WITH THE EXISTING RESIDENTIAL PATTERNS AND THAT PROVIDE HOUSING CHOICE
- MAINTAIN THE EXISTING PATTERN OF PARKING BEHIND BUILDINGS
- CREATE AN EFFECTIVE TRANSITION TO LOWER INTENSITY RESIDENTIAL USES INTERIOR TO THE NEIGHBORHOOD
- ENCOURAGE ADDITIONAL PEDESTRIAN ACTIVITY
- INCORPORATE PLAZAS AND POCKET PARKS INTO MIXED USE DEVELOPMENT
- INCORPORATE STREET TREES AND LANDSCAPING ALONG JEFFERSON STREET TO IMPROVE THE OVERALL LOOK OF THE STREET AND FOR THE NUMEROUS TRAFFIC-CALMING, ENVIRONMENTAL AND HEALTH BENEFITS

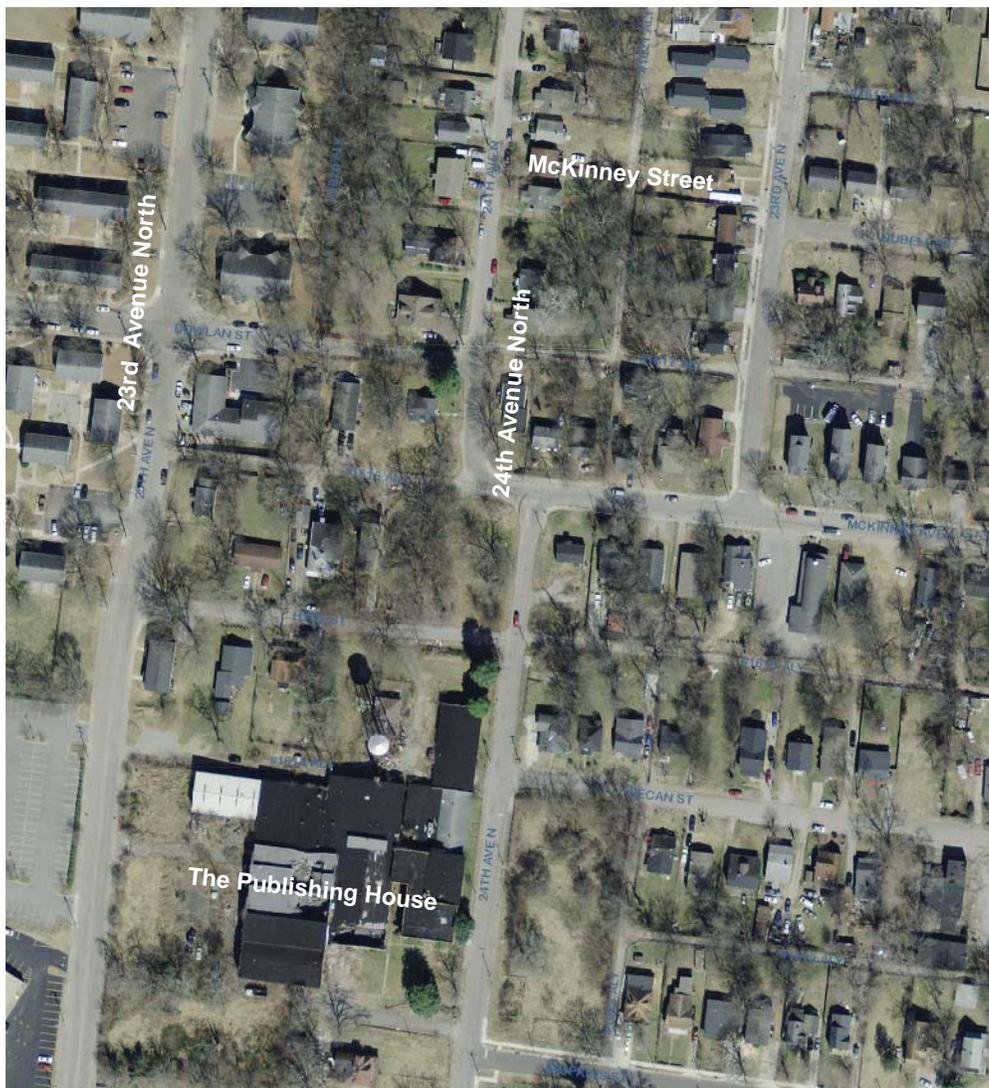
North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas
Buena Vista Heights Neighborhood

3. BUENA VISTA HEIGHTS NEIGHBORHOOD

The Buena Vista Heights neighborhood contains two development scenarios - the Publishing House area and the Cecilia Street and Walsh Street area.

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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas

Buena Vista Heights Neighborhood

DESIGN GUIDANCE



- ENCOURAGE THE RENOVATION AND MAINTENANCE OF VIABLE HISTORIC STRUCTURES
- CONTINUE TO INTRODUCE INNOVATIVE BUILDING TYPES THAT ARE COMPATIBLE WITH THE EXISTING RESIDENTIAL PATTERNS AND INCREASE THE DENSITY OF THE OVERALL NEIGHBORHOOD TO STRENGTHEN SERVICES OFFERED ALONG CLARKSVILLE HIGHWAY
- INCORPORATE PLAZAS AND POCKET PARKS INTO MIXED USE DEVELOPMENT
- PROVIDE TREES ALONG EXISTING STREETS, NEW STREETS, AND WITHIN PARKING AREAS TO IMPROVE THE OVERALL LOOK OF THE PROPERTY AND FOR THE NUMEROUS TRAFFIC-CALMING, ENVIRONMENTAL AND HEALTH BENEFITS

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

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

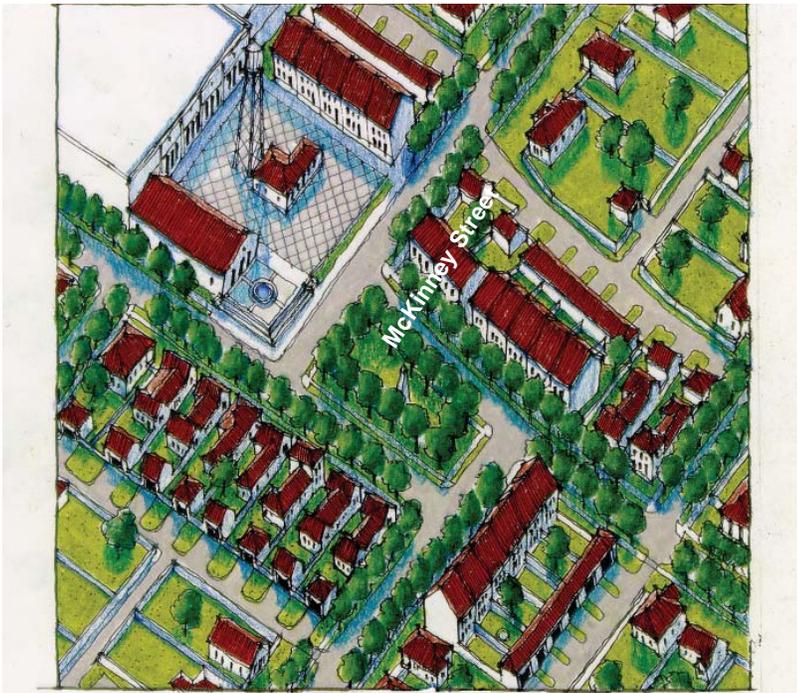
Created in 2002, this development scenario is still relevant with regard to the Development principles that it illustrates. A small open space creates a foreground for the re-use of part of the old publishing house building as a mixed use building and breaks 24th Avenue, which calms traffic on the street. The perspectives show new homes surrounding oriented toward

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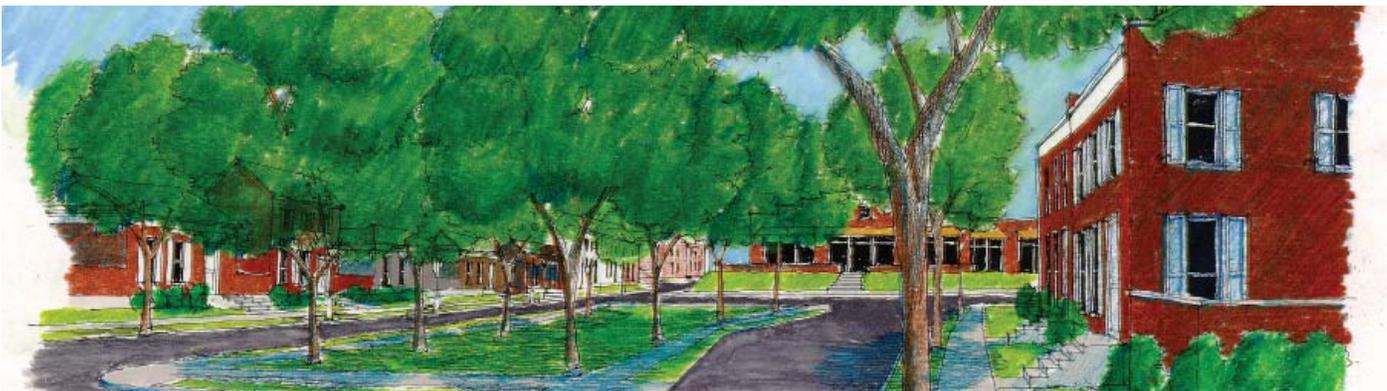
Development Scenario - Neighborhood and Open Space Areas

Buena Vista Heights Neighborhood

a new pocket park to increase the number of “eyes on the street”, which adds safety and security. The perspective also shows housing types that range from single-family detached, to townhomes and alley houses. Garages are located behind the principle structure and are accessed from alleys. Homes are Developed with porches and stoops that add to the pedestrian friendly environment at the street.



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



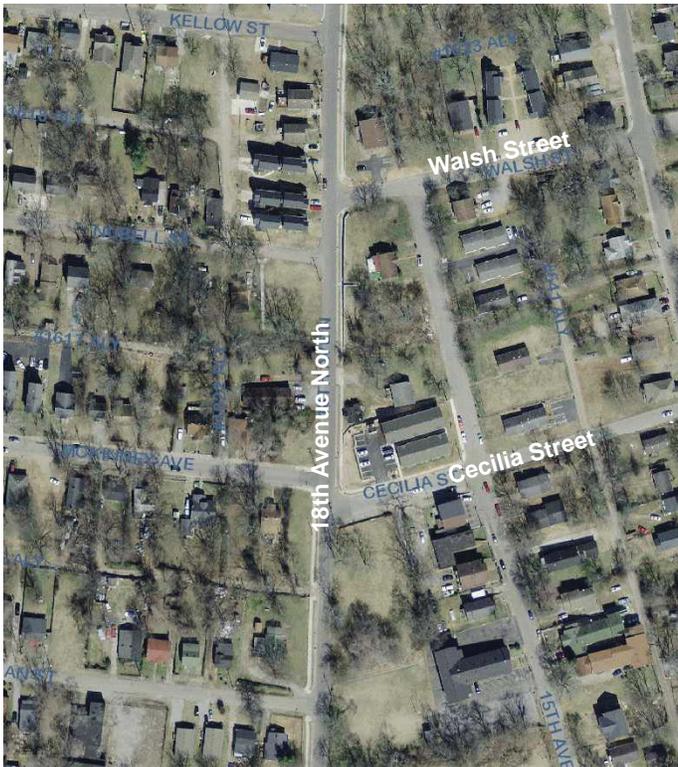
Perspective view of the proposed open space at the corner of 24th Avenue North and McKinney Street (2002 Perspective)

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Development Scenario - Neighborhood and Open Space Areas

Buena Vista Heights Neighborhood

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



Aerial view of the Jewish Cemetery at Cecilia Street and Walsh Street - Before



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

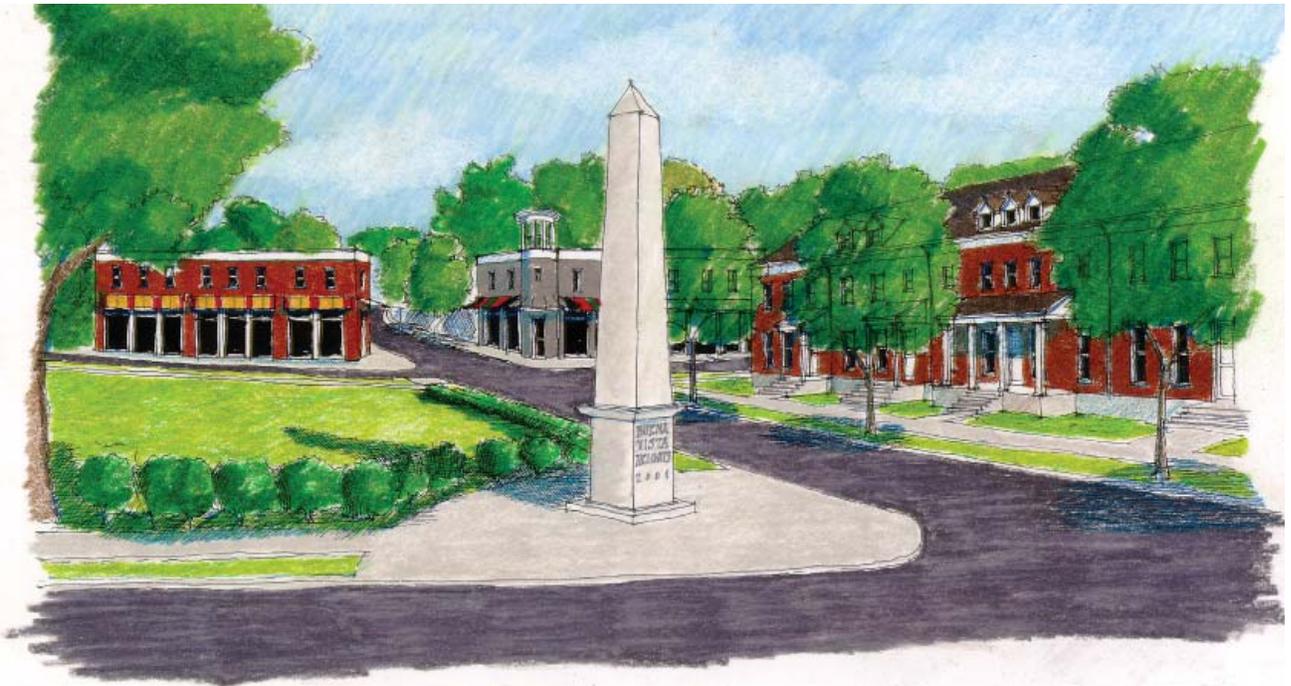
North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas

Buena Vista Heights Neighborhood



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



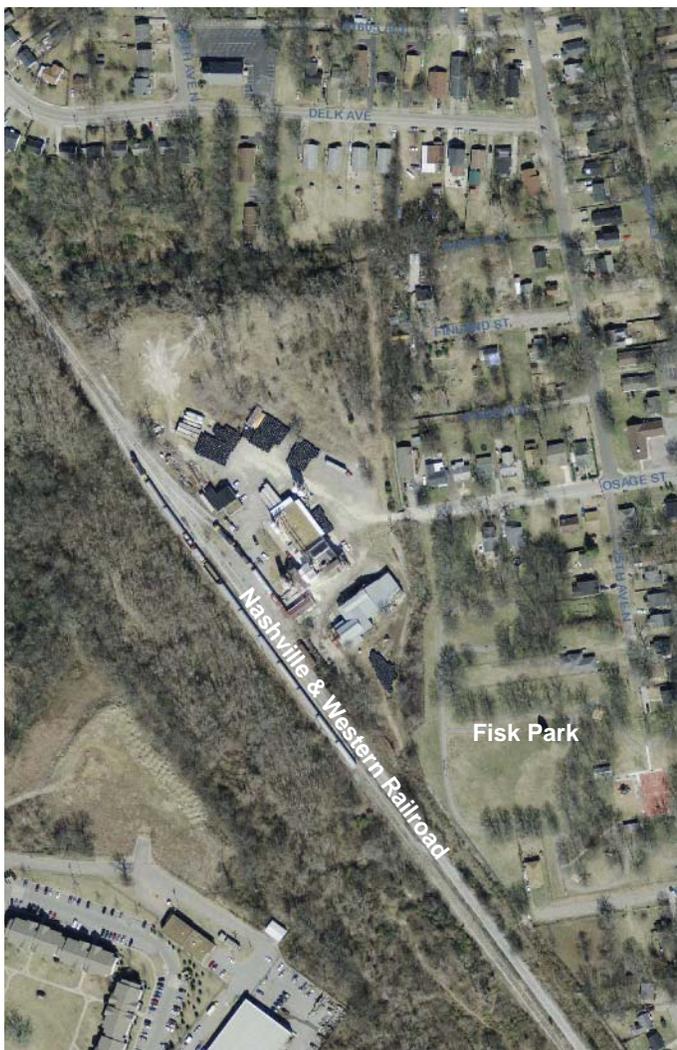
North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas

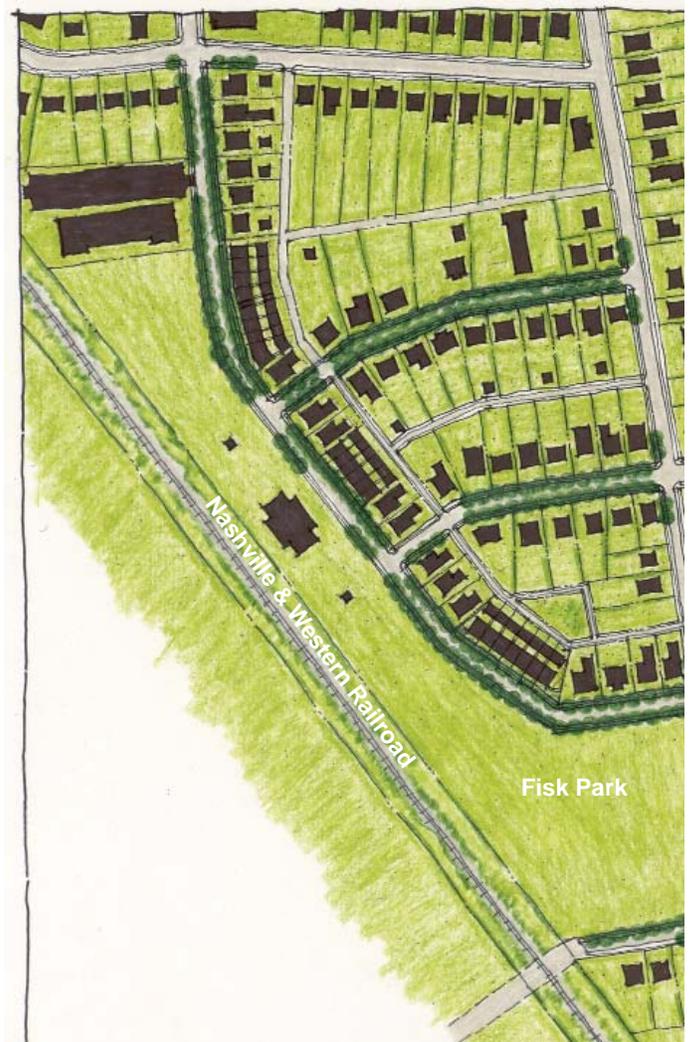
Osage Neighborhood

4. OSAGE NEIGHBORHOOD - FISK PARK

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



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



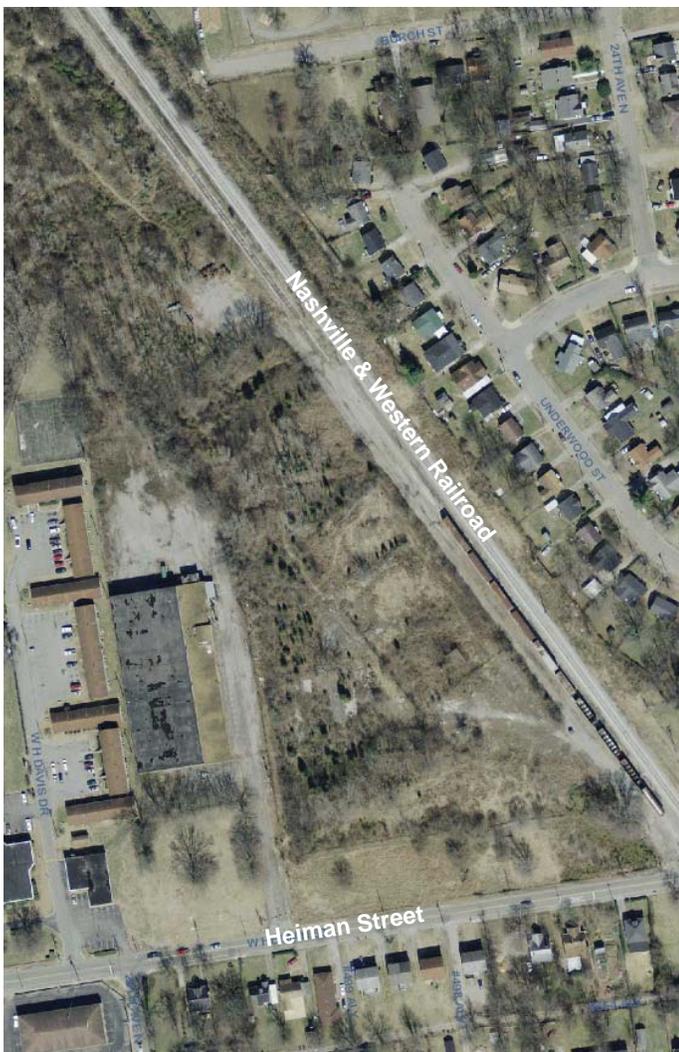
*Plan view of the existing industrial property and Fisk Park - After
(2002 Development Scenario)*

North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas
Osage Neighborhood

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

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



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



Plan view of Nashville & Western Property just north of Heiman Street - After (2002 Development Scenario)

North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas

McKissack Park Neighborhood

5. MCKISSACK PARK NEIGHBORHOOD - BOOKER STREET AND MERRY STREET

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

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

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



*Aerial view of the Booker Street and Merry Street area.-
Before*

Clifton Avenue is the street to the north, CSX Railroad is to the right.

North Nashville Community Plan: 2010 Update

Development Scenario - Neighborhood and Open Space Areas

McKissack Park Neighborhood

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



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

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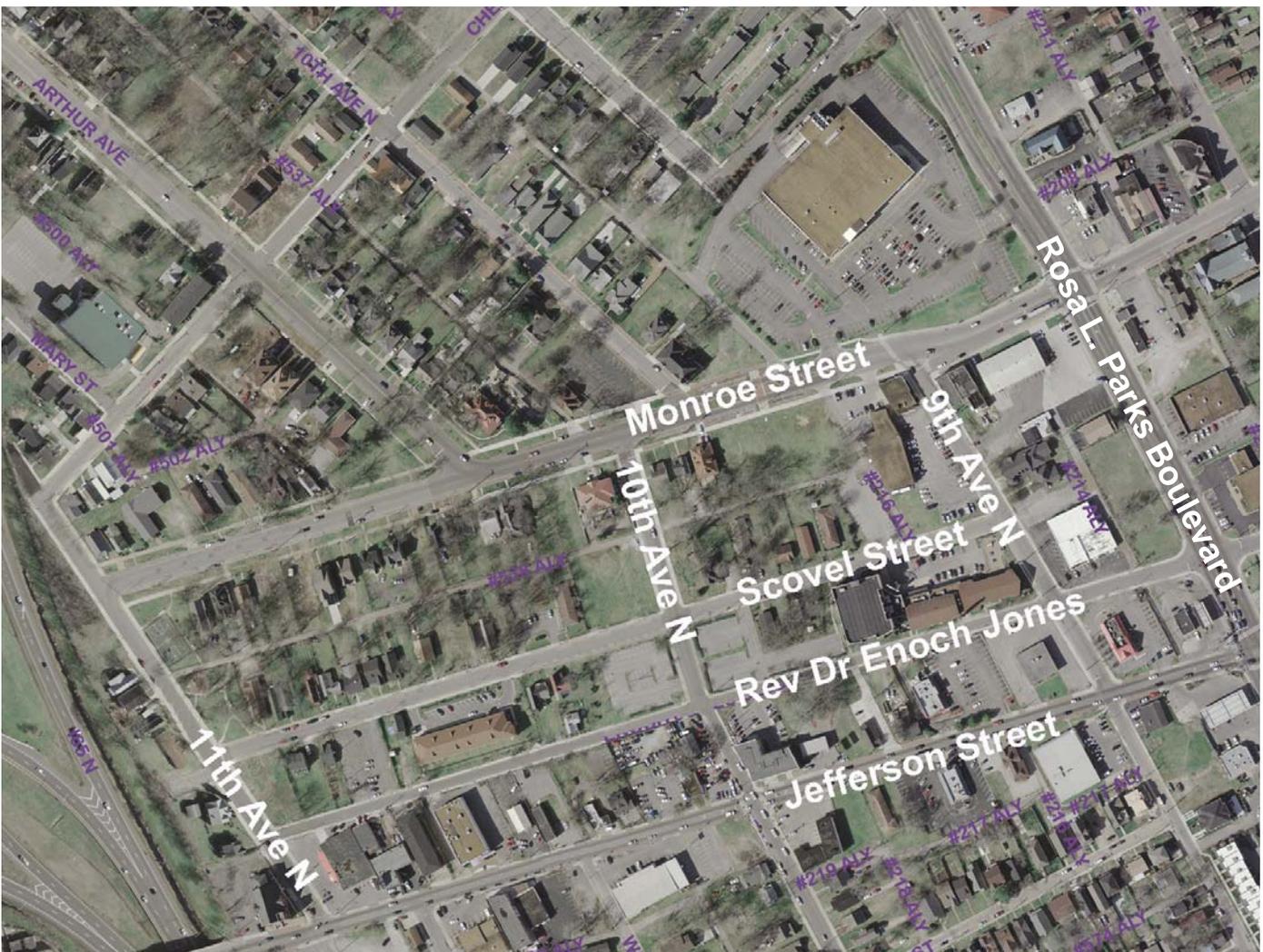
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North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas
Jefferson Street at Rosa L. Parks Boulevard

6. JEFFERSON STREET - ROSA L. PARKS BOULEVARD COMMUNITY CENTER

The Rosa L. Parks Boulevard intersection has been identified as a T4 Urban Community Center – a location that accommodates a mix of residential and commercial retail that meets the daily needs of the North Nashville Community. The intersection of Jefferson Street and Rosa L Parks Boulevard has the potential to serve as a major gateway into the North Nashville community. Strong neighborhoods such as Germantown, Salemtown and Historic Buena Vista and existing and forthcoming development including the Farmers Market and the African American Museum of Music, Art and Culture all contribute to the increasing vibrancy of this area.



Aerial view of the Historic Buena Vista neighborhood, near the Kroger - Before

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

Jefferson Street at Rosa L Parks Boulevard

The development scenario for this area shows the redevelopment of properties in this area. The buildings shaded yellow are existing structures while new development is shaded orange. In this development scenario buildings are shown with shallow setbacks sitting close to Jefferson Street with parking placed behind the building. Parking is also located beside the building, and in some cases off-site in other parts of the Community Center to facilitate shared parking between businesses. New buildings along Jefferson Street and Rosa Parks Boulevard should be among the tallest and most urban in the area. As a transition between mixed use development the existing residential development, new residential building types such as townhomes and multifamily are located on the edges of the Community Center. The Kroger's parking lot is redeveloped with new buildings that line Monroe Street and landscaping and walkways are added for pedestrians.



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas *Jefferson Street at Rosa L. Parks Boulevard*

DESIGN GUIDANCE

- NEW BUILDINGS ALONG JEFFERSON STREET AND ROSA PARKS BOULEVARD SHOULD FACE THE STREET WITH WIDE SIDEWALKS OR GREEN SPACE IN FRONT, AND PARKING BEHIND OR BESIDE THE BUILDING
- UTILIZE REV. DR. ENOCH JONES BOULEVARD AS A SERVICE STREET BETWEEN PROPERTIES FACING JEFFERSON STREET AND SCOVEL STREET
- CREATE A PARKING PLAN FOR THE AREA TO ENCOURAGE SHARED PARKING AND CROSS-ACCESS EASEMENTS
- REUSE VIABLE EXISTING BUILDINGS AND CREATE HIGH-DENSITY URBAN MIXED-USE BUILDINGS ALONG JEFFERSON STREET, ROSA PARKS BOULEVARD, AND AT THE COMMUNITY CENTER AREA NEAR THE KROGER



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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

Jefferson Street at Rosa L. Parks Boulevard

DESIGN GUIDANCE



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



*View of Jefferson Street, looking west from Rosa Parks Boulevard - After
New residential and mixed use blend complement Jefferson Street which is repaved removing
the center turn lane to promote on street parking for businesses and enhanced access
management for more efficient vehicle movement.*

- CONTINUE TO INTRODUCE INNOVATIVE BUILDING TYPES THAT ARE COMPATIBLE WITH THE EXISTING RESIDENTIAL PATTERNS AND INCREASE THE DENSITY OF THE OVERALL NEIGHBORHOOD
- MULTI-FAMILY ALONG SCOVEL STREET, AND SINGLE-FAMILY AND SMALLER MULTI-FAMILY ALONG MONROE STREET PROVIDE A TRANSITION FROM THE MIXED-USE CORRIDORS INTO THE SINGLE-FAMILY NEIGHBORHOOD
- PROVIDE STREET TREES TO IMPROVE THE OVERALL LOOK OF THE NEIGHBORHOOD AND FOR THE NUMEROUS TRAFFIC-CALMING, ENVIRONMENTAL AND HEALTH BENEFITS

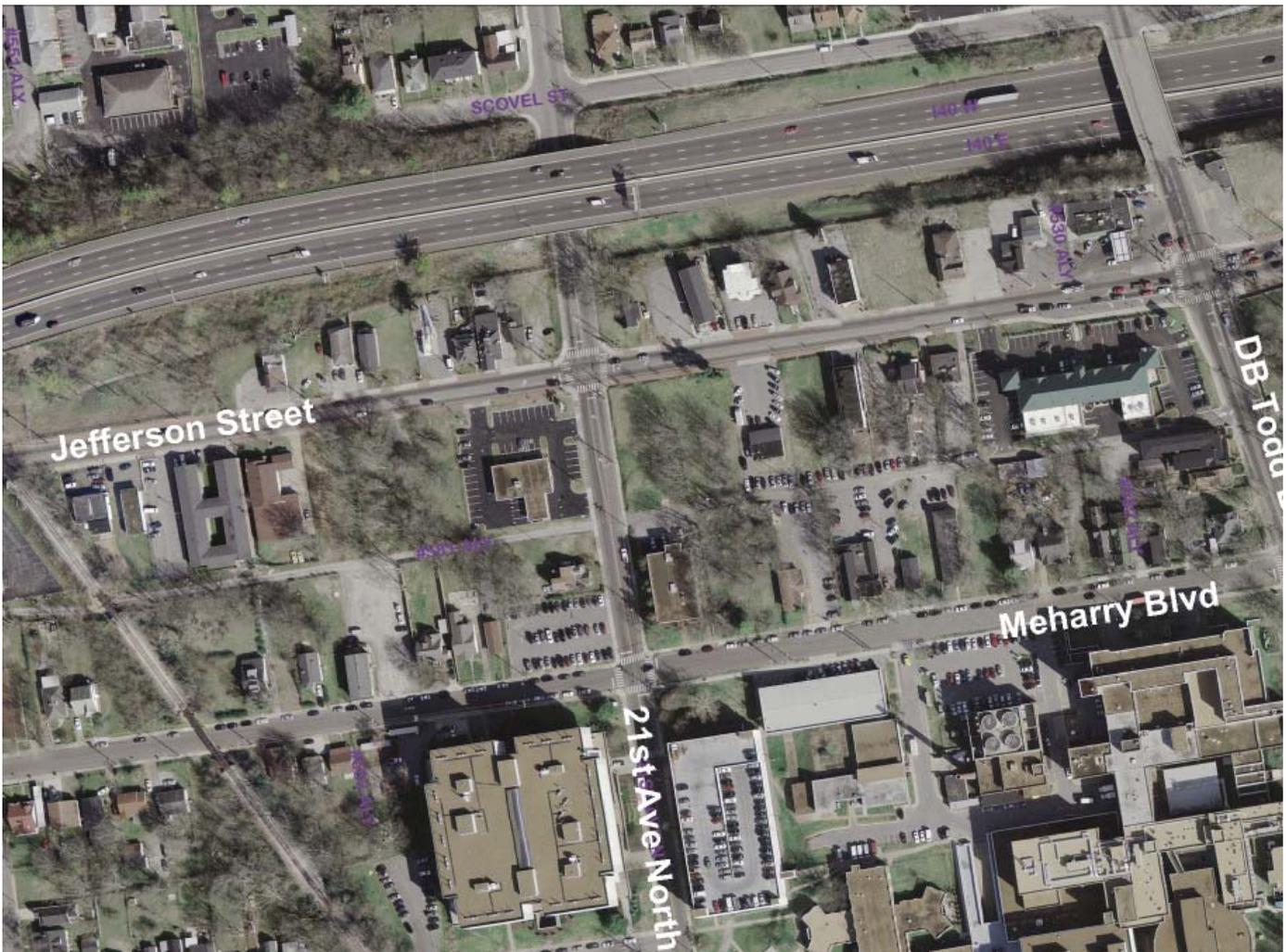
North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas
Jefferson Street at 21st Avenue North

7. JEFFERSON STREET - 21ST AVENUE NORTH INTERSECTION

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

The existing land uses currently generates many pedestrians and visitors to this area. During the evaluation of this area it was found that the alley and vacant properties between Jefferson Street and Meharry Boulevard were overwhelmed with parking. Therefore the development scenario shows how parking can be provided to meet the parking needs in the area while still accommodating pedestrians.



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

Jefferson Street at 21st Avenue North

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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas *Jefferson Street at 21st Avenue North*

DESIGN GUIDANCE

- ENCOURAGE THE RENOVATION AND MAINTENANCE OF VIABLE HISTORIC STRUCTURES
- NEW BUILDINGS ALONG JEFFERSON STREET SHOULD FACE THE STREET WITH WIDE SIDEWALKS, PLAZAS OR GREEN SPACE IN FRONT, AND PARKING BEHIND OR BESIDE THE BUILDING
- DUE TO THE SHALLOW PROPERTY DEPTH ON THE NORTH SIDE OF JEFFERSON STREET REDUCTIONS IN PARKING REQUIREMENTS ARE APPROPRIATE
- UTILIZE UNDEVELOPABLE PROPERTIES ALONG THE INTERSTATE FOR COMMUNITY GARDENS OR OPEN SPACE
- AS NEW BUILDINGS ARE CONSTRUCTED, CREATE A PARKING MASTER PLAN FOR THE PROPERTY TO INCLUDE SHARED PARKING (IN LOTS AND STRUCTURES) AND CROSS-ACCESS EASEMENTS
- UTILIZE AND ENHANCE THE EXISTING ALLEY SYSTEM FOR ACCESS TO PARKING
- PROVIDE STREET TREES TO IMPROVE THE OVERALL LOOK OF THE STREET FOR THE NUMEROUS TRAFFIC-CALMING, ENVIRONMENTAL AND HEALTH BENEFITS



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



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

North Nashville Community Plan: 2010 Update

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North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas
Jefferson at 28th Avenue North

8. JEFFERSON STREET - 28TH AVENUE NORTH COMMUNITY CENTER

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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

Jefferson at 28th Avenue North

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

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



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

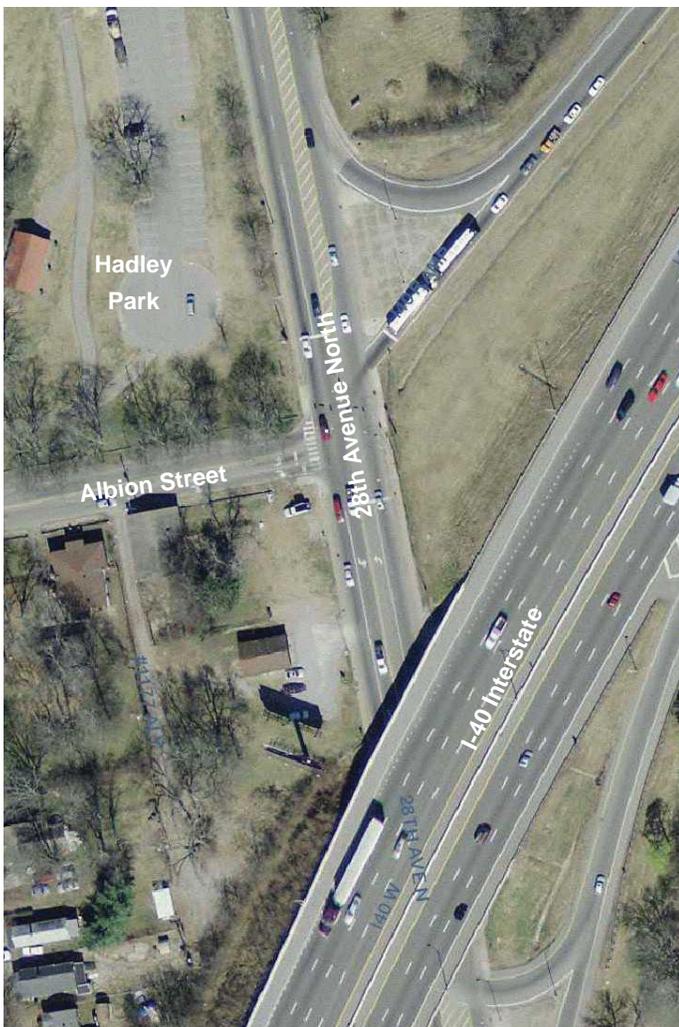
The corner of 28th Avenue North and Jefferson Street is framed by a building placed at the back of the sidewalk. Shared parking and controlled access makes it easy for pedestrians to move about this area. New infill development fill in vacant lots along Jefferson Street and adds the pedestrian environment.

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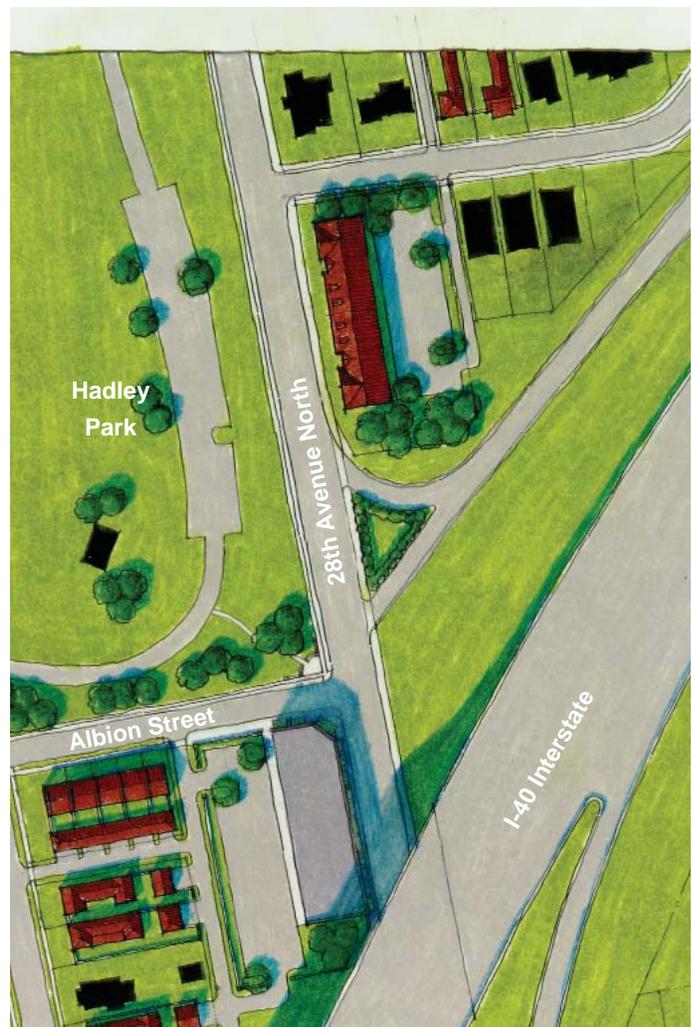
Development Scenario - Commercial Center and Corridor Areas
Hadley Park Neighborhood Center Albion at 28th Avenue North

9. HADLEY PARK NEIGHBORHOOD CENTER - ALBION STREET AND 28TH AVENUE NORTH

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



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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

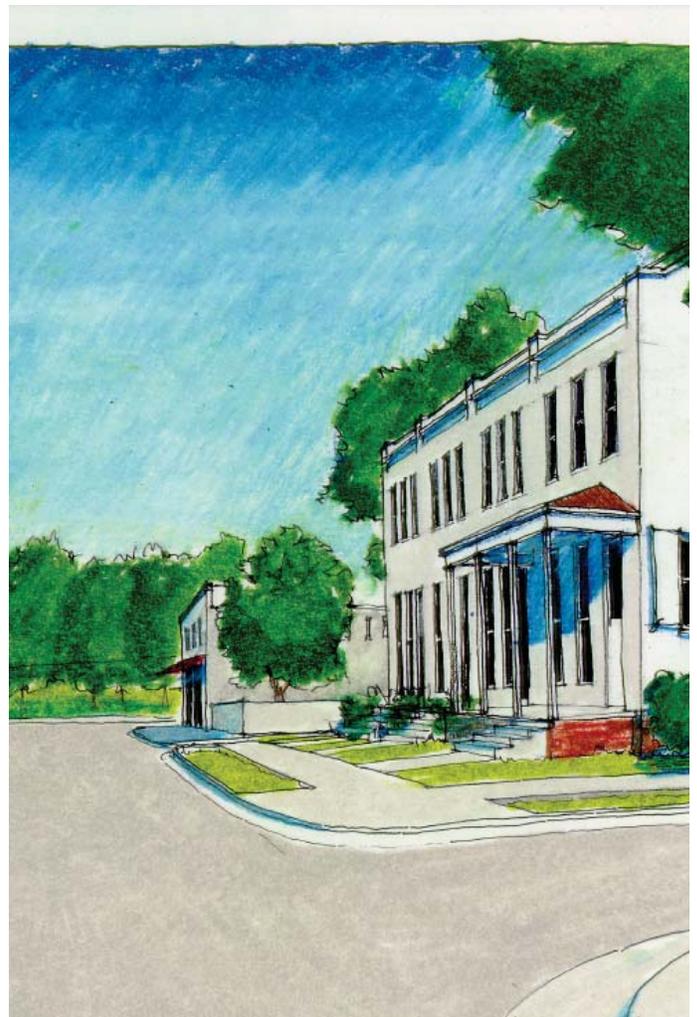
Hadley Park Neighborhood Center Albion at 28th Avenue North

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

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



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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas
Buchanan Street - Garfield Street and 9th Avenue North

10. BUCHANAN STREET - GARFIELD STREET AND 9TH AVENUE NORTH

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

This development scenario focuses on a portion of Buchanan Street that may have the most potential – the intersection of 9th Avenue North and Garfield Street at Buchanan Street. At this intersection, there is a successful neighborhood school, Garfield Street which is a major east west connection, and vacant buildings that could house a multitude of land uses - one of which formerly contained a neighborhood grocery store.

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

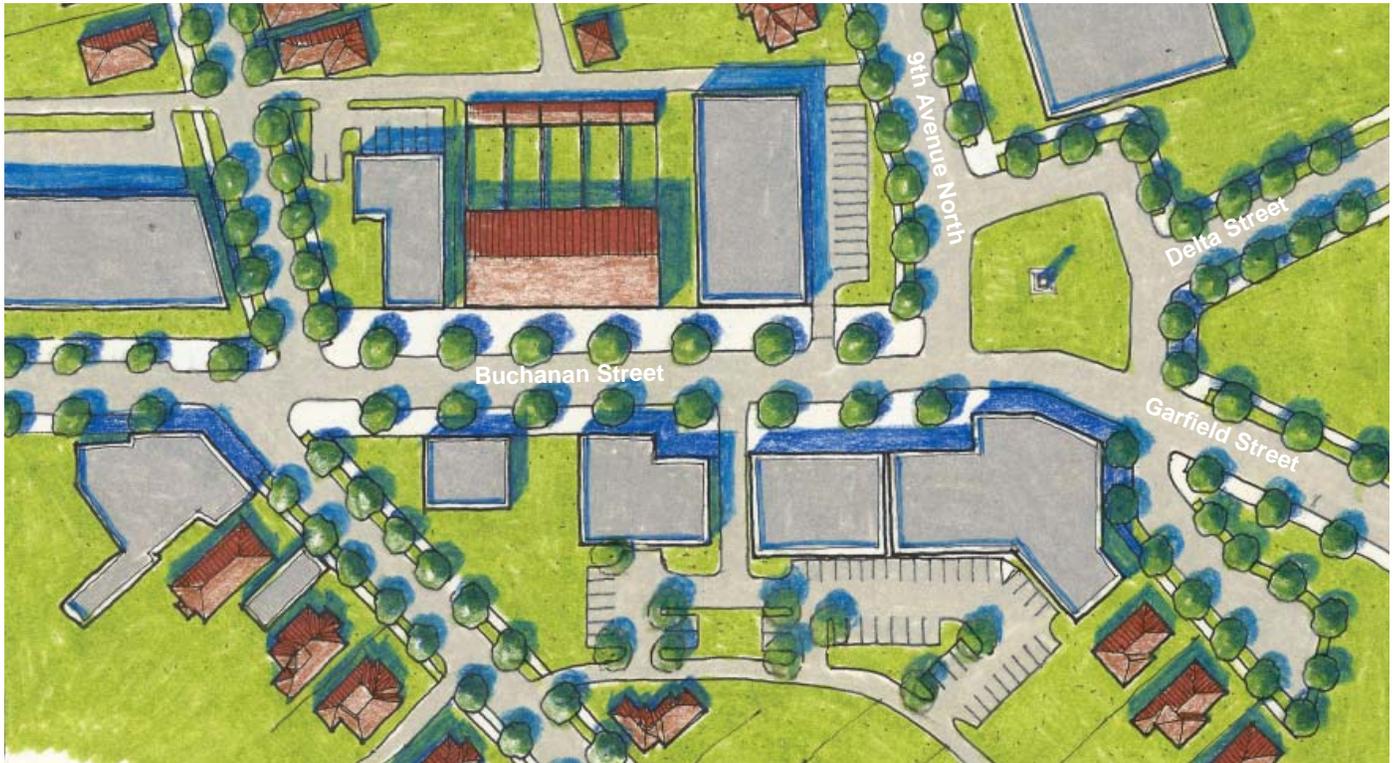


Aerial view of Buchanan Street at Garfield Street - Before

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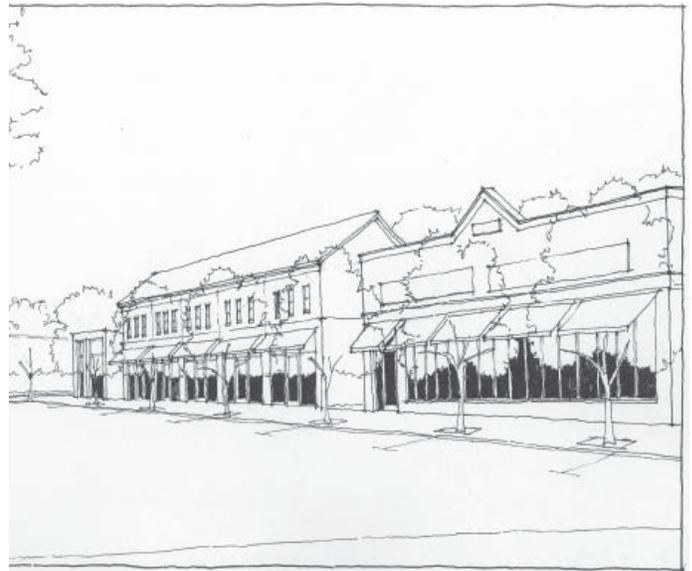
Development Scenario - Commercial Center and Corridor Areas

Buchanan Street - Garfield Street and 9th Avenue North



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

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



North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas Clarksville Pike - New Urban Center Redevelopment

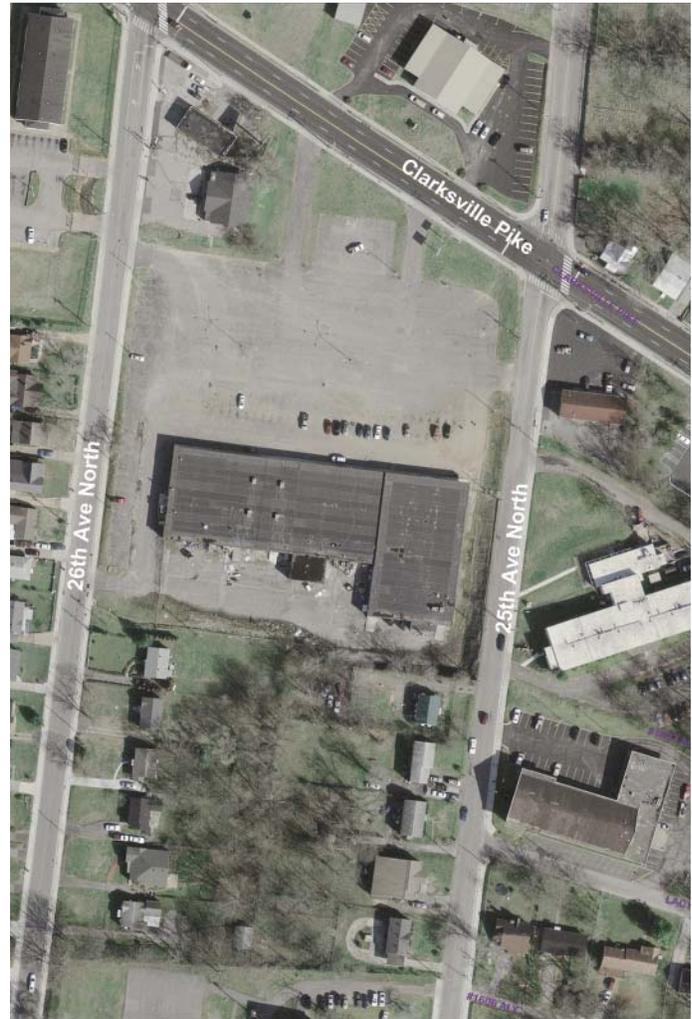
11. CLARKSVILLE PIKE “NEW URBAN CENTER” REDEVELOPMENT

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

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

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

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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

Clarksville Pike - New Urban Center Redevelopment



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



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

DESIGN GUIDANCE

- AS NEW BUILDINGS ARE CONSTRUCTED, CREATE A PARKING MASTER PLAN FOR THE PROPERTY TO INCLUDE SHARED PARKING AND CROSS-ACCESS EASEMENTS
- UTILIZE PLAZAS, OUTDOOR DINING AREAS, AND OPEN SPACE ALONG CLARKSVILLE PIKE TO THE ANGLE OF THE FRONT PROPERTY LINE
- NEW BUILDINGS ALONG CLARKSVILLE PIKE SHOULD FACE THE STREET WITH WIDE SIDEWALKS OR GREEN SPACE IN FRONT, AND PARKING BEHIND THE BUILDING
- NEW PARKING LOTS SHOULD BE CONFIGURED TO CREATE BLOCK PATTERNS AND ACCOMMODATE A FUTURE STREET SYSTEM
- FOR THE NUMEROUS TRAFFIC-CALMING BENEFITS, ENVIRONMENTAL AND HEALTH BENEFITS, AND TO IMPROVE THE OVERALL LOOK OF THE PROPERTY, PROVIDE TREES ALONG EXISTING STREETS, NEW STREETS, AND WITHIN PARKING AREAS
- INCORPORATE THE METRO TRANSIT AUTHORITY'S "MINI-HUB" CONCEPT IF THE OPPORTUNITY ARISES TO IMPROVE TRANSIT IN THIS AREA

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas
Clarksville Pike - New Urban Center Redevelopment



View from 26th Avenue North - Before



View from 26th Avenue North - After (Transitional)



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas

The Fisk Heat Plant Property

12. THE FISK HEAT PLAN PROPERTY

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

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

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



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

North Nashville Community Plan: 2010 Update

Development Scenario - Commercial Center and Corridor Areas *The Fisk Heat Plant Property*

DESIGN GUIDANCE

- STRONGLY ENCOURAGE ADAPTIVE REUSE OF THE HISTORIC BUILDING ALONG WITH OTHER STRUCTURES ON THE PROPERTY
- CREATE A MIXED-USE DEVELOPMENT, WITH FLEXIBILITY TO BE ADAPTED INTO A TRANSIT STOP IN THE FUTURE
- INTEGRATE STRUCTURED PARKING, WHERE POSSIBLE, AND KEEP SURFACE PARKING SEPARATE FROM PUBLIC SPACES
- INCORPORATE PUBLIC SPACES INTO THE OVERALL DEVELOPMENT



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



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

CHAPTER III TRANSPORTATION PLAN

INTRODUCTION – TRANSPORTATION PLAN

A complete and well-connected transportation network is essential to a healthy, sustainable community. It assists in the movement of people and goods; connects neighborhoods, open space, and employment and retail centers; and provides residents, employees and visitors the opportunity to have healthier lifestyles through walking and cycling. The North Nashville community has maintained a well-connected system of streets, sidewalks, and bikeways despite the construction of Interstate 65 and Interstate 40 that disconnected street networks in the community.

The North Nashville Community Plan provides guidance, through the transportation plan and associated Community Character Policies, for various corridors throughout the community. The Community Character Policies found in Chapter II provide guidance on the appropriate character of land uses adjacent to the corridors taking into consideration the function of the corridors. The Community Character Policies are supplemented by the North Nashville Community Plan's Transportation Plan – see Figures 12 and 13.

MOBILITY 2030 – NASHVILLE-DAVIDSON COUNTY'S TRANSPORTATION PLAN

In addition to community character, the North Nashville Community Plan's Transportation Plans considers the needs of vehicular users, bicyclists and pedestrians in its guidance and recommendations. It does so by utilizing *Mobility 2030* as its foundation. *Mobility 2030* is one of the functional plans of the General Plan adopted by the Planning Commission in September, 2007. It outlines seven guiding principles:

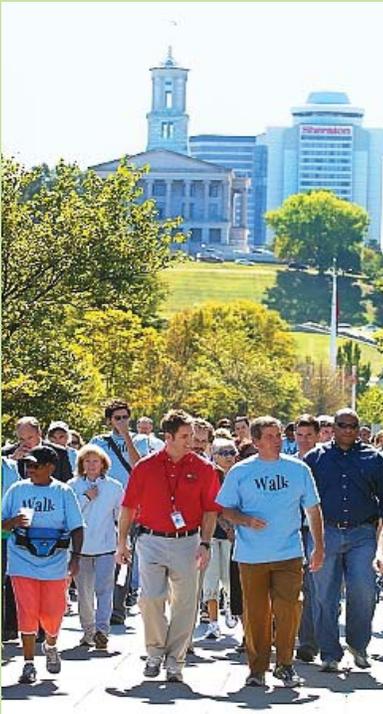
1. Create efficient community form.
2. Offer meaningful transportation choices.
3. Sustain and enhance the economy.
4. Value safety and security.
5. Protect human health and the environment.
6. Ensure financial responsibility.
7. Address transportation from a regional perspective.

The guiding principles inform the broader objectives of context-appropriate transportation investments within the community to ensure a functional transportation network, promote economic development that reduces trip lengths,



North Nashville Community Plan: 2010 Update

Chapter III - Transportation Plan



and provide transportation choices for all people. The Major and Collector Street Plan (MCSP), another functional plan of the General Plan, *implements* these principles through a “Complete Streets” approach. The tenets of the Complete Streets approach may also be found throughout the North Nashville Community Character Policies in Chapter II.

COMPLETE STREETS

Complete Streets ensures that corridors are designed and operated to enable safe access for multiple users. Streets should work for drivers, transit users, pedestrians, bicyclists, freight operators, older adults, children, people with disabilities, and others. Good design standards balance engineering judgment and user needs within the context of the street. Street design relies on the design professional’s knowledge of elements such as travel speeds, volumes, horizontal and vertical alignments and sight lines. Complete Streets strives for a context sensitive approach to transportation planning by balancing users’ needs with street components (bike lanes, sidewalks, and bus stops for example). The North Nashville Community Plan utilizes a Complete Streets approach with pedestrian and bicycle network, vehicular network, and transit network plans. Note that since Complete Streets should be sensitive to their context, not all Complete Streets will look the same. While the context, usage and constraints of one street will allow for travel lanes, separate bike lanes and sidewalks, on another street, the bikeway and sidewalk will be combined into a shared, multi-use path. The Complete Streets model is used to assess and plan for streets that serve the needs of all users. It does not, however, mean that all streets will look the same.

PEDESTRIAN AND BICYCLE NETWORK PLAN

A complete transportation network provides options for pedestrians and cyclists in addition to vehicles and transit. Providing true transportation options makes a community more welcoming to more residents, employees and visitors and encourages healthy living. The North Nashville Community Plan, therefore, includes recommendations on the following non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals.

The North Nashville Community Plan and its pedestrian and bicycle network do not exist in a vacuum and also considers the pedestrian and bike systems in adjacent communities. For instance, North Nashville’s proximity to the Downtown community and the possible development that may occur in Downtown during this planning period also makes pedestrian and bike connections to North Nashville even more important. Adjacent Downtown neighborhoods such as Sulphur Dell and the North Gulch are envisioned to include a mixture of land uses. Therefore, sidewalks along major corridors, crosswalks at major intersections, greenway paths, and bike lanes are all needed to facilitate the movement of pedestrians and bicyclist between the Downtown and North Nashville communities. Similarly, bike and pedestrian connections to areas in the adjacent community of West Nashville also promote the movement of people as well by means other than a car. Therefore recommendations in the North Nashville Community Plan encourage the careful coordination of its bike and pedestrian systems with that of adjacent communities.

The *Strategic Plan for Sidewalks and Bikeways* (adopted by the Planning Commission in March, 2003), establishes high-priority sidewalk areas and outlines future sidewalk projects planned for the North Nashville community. The *Strategic Plan* can be viewed online at <http://mpw.nashville.gov/IMS/stratplan/>. The *Strategic Plan* also includes the *Bikeways Vision Plan* for the County. The *Vision Plan* identifies major and minor roadways that are ideal for bike lanes and bike routes. The overall purpose of the *Strategic Plan* is to enable Metro Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians.

Figure 12 (Bicycle and Pedestrian Plan) and the sections below outline existing on-road pedestrian and bikeway facilities in the North Nashville Community and planned sidewalks and bikeways that are found in the *Strategic Plan for Sidewalks and Bikeways*. Also included are recommendations from community meetings during the North Nashville Plan update process and Planning Department staff analysis regarding pedestrian networks and bicycle facilities in the community. Note that while greenways are included on Figure 12, they are discussed in detail in Chapter IV, Open Space Plan.

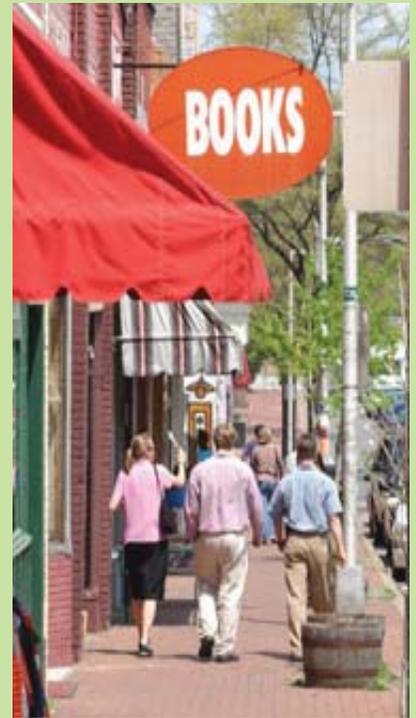
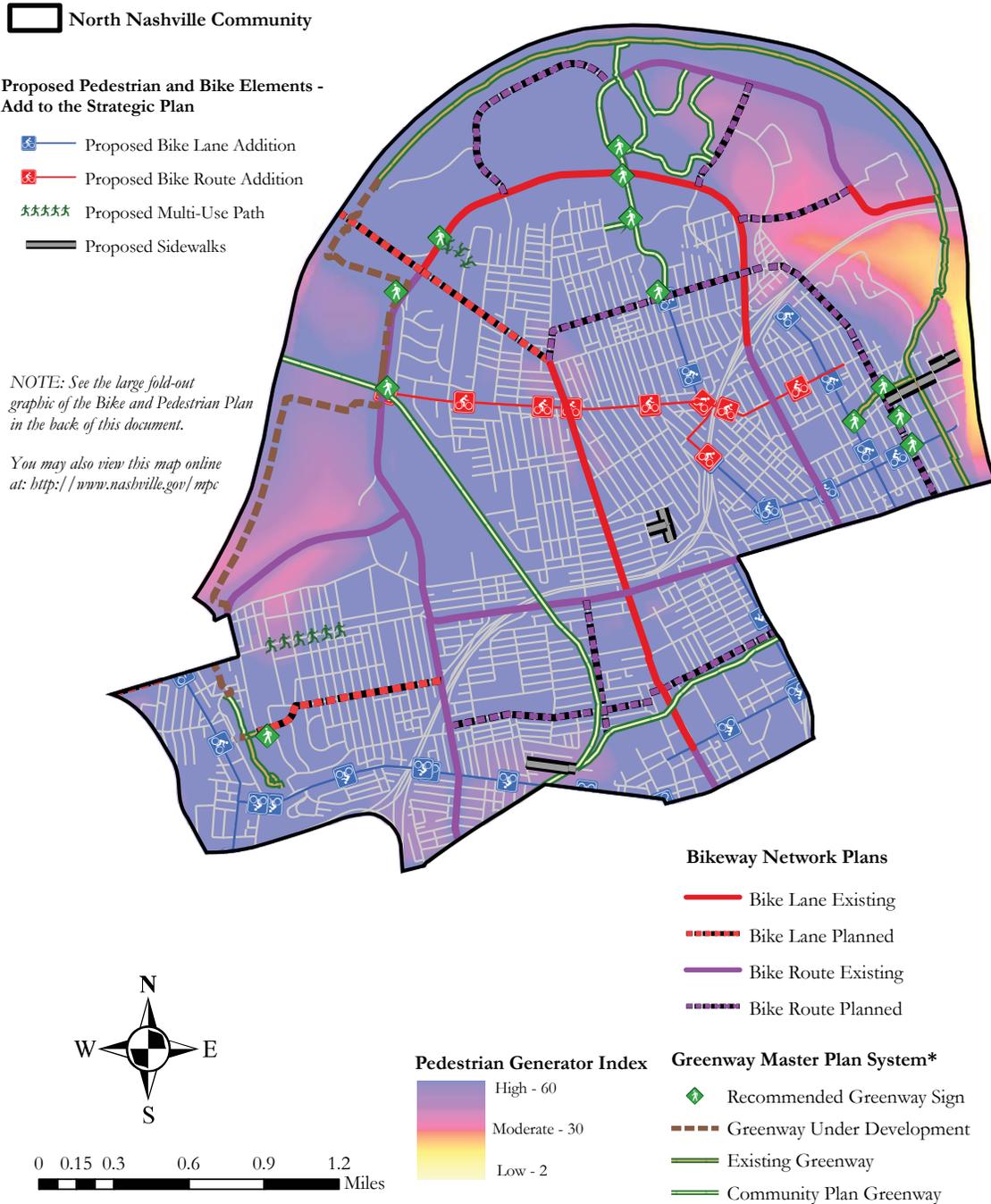


FIGURE 12
BICYCLE AND PEDESTRIAN PLAN



Source: Metropolitan Nashville Planning Department

*Note: These are also shown on the "Open Space Plan"

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PEDESTRIAN FACILITIES

Creating a walkable community involves more than installing a sidewalk or a crosswalk. A truly viable pedestrian system involves both the big picture and small details — from how the sidewalk network is planned and developed to the actual materials used during construction of individual sidewalks and crosswalks. Pedestrian facilities should be accessible to all potential users, including those with disabilities. Also important when creating a walkable community is the consideration of important amenities like pedestrian signals, street furnishings/buffers, and raised medians or pedestrian refuges. Below are descriptions and definitions of important pedestrian amenities:

A *Sidewalk* is a walkway that provides people with space to travel within the public right-of-way that is separated from roadway vehicles. The *Strategic Plan* design guidelines recommend a minimum width of five feet for a sidewalk, which will allow two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near commercial areas, in urban areas, or anywhere with high concentration of pedestrian traffic.

The *Furnishing Zone* is the area parallel to the roadway and sidewalk that provides a buffer between pedestrian and vehicles. It may contain landscaping, public street furniture, transit stops, public signage, and or utilities. The *Strategic Plan for Sidewalks and Bikeways* recommends that furnishing zones be a minimum of four feet to six feet depending on the roadway classification.

The *Curb Extension/Bulb Out* is the extension of the sidewalk curb into the roadway that serves the purpose of reducing crossing time for a pedestrian crossing the street, minimizing the pedestrian's exposure to vehicular traffic, and increasing convenience and safety of people crossing a roadway. Curb extensions/bulb outs are most effective on streets that include on-street vehicle parking.

A *Multi-Use Path* is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet and in rural areas the separation should be incorporated through a swale or ditch. This may also be known as a greenway.

Pedestrian Connections are public walkways or pathways not adjacent to a street. They may connect between two public streets, or between a public street and a public facility such as a school, library, park, community center, etc. The standard pedestrian connection includes a minimum five foot sidewalk and landscaped buffers on each side (which may also provide access for maintenance). Pedestrian connections may include other items (such as street lighting).



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Pedestrian Signals provide specific guidance to pedestrians as to when they have the right-of-way in the crosswalk; they are set to provide enough time for pedestrians to cross a roadway. All signalized intersections should include pedestrian signals and crosswalk marking at each leg of the intersection, but are very important in areas with high pedestrian volumes, such as areas near schools, or neighborhood centers.

Existing Pedestrian Facilities in the North Nashville Community

Sidewalks are relatively dense in the North Nashville Community due to the prevalence of T4 Urban development in the community. Metro government regulations did not always require sidewalks, and as a result, even urban areas like North Nashville have neighborhoods that are lacking a complete sidewalk network. For instance, the neighborhood Buena Vista Heights, which also has many topography challenges, lacked a complete sidewalk network. Since the 2002 community plan update, community led efforts along with Metro Nashville investments updated regulations, and private investment is helping create a complete sidewalk network in this area. Similar improvements have occurred in other North Nashville neighborhoods as well. Today, North Nashville essentially has a well connected system of sidewalks in its neighborhoods, centers and along the corridors.



Crosswalks are located at most major roadway intersections such as Jefferson Street at 28th Avenue North and Rosa L. Parks Boulevard. Crosswalks are also appropriately located near schools and universities within the community. Crosswalks with special treatment or textured crosswalks are also located in along the Buchanan Street corridor. Textured and/or colored crosswalks are an aesthetic treatment used to make a crosswalk surface more visible and visually attractive. These types of crosswalk treatments should be considered for other areas in the North Nashville Community.

Planned Pedestrian Facilities in the North Nashville Community - The Strategic Plan for Sidewalks and Bikeways

In Nashville/Davidson County, future, publicly-constructed sidewalks projects are planned based on the Pedestrian Generator Index or “PGI” (detailed explanation of PGI can be found in the 2008 update of the *Strategic Plan*). The PGI’s criteria for sidewalks is generally based on the Transect Categories, proximity to schools, location of public parks and greenways, roadway classifications, and existing transit routes. Other higher scoring factors for new sidewalks include proximity to hospitals, community centers, and public housing.



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New sidewalks planned on major roadways for the Buena Vista Heights neighborhood include: Rosa L. Parks Boulevard (west of Great Circle Road) and Buchanan Street (from 23rd Avenue North to the 28th Avenue North). New sidewalks that will fill existing gaps and extend existing sidewalks are planned on streets like Cass Street, Clay Street, and 10th, 11th and 15th Avenues North and a host of other local streets in the Buena Vista Heights area.

New sidewalks for the Hadley Park neighborhood that will fill existing gaps and extend existing sidewalks that are planned on local streets which include: 35th Avenue North, Geneva Circle, and T.S. Jackson Avenue in College Heights, Schrader Lane and an unnamed access road on Tennessee State University's campus.

New sidewalks for the Fisk/Meharry area that will fill existing gaps and extend existing sidewalks that are planned on major roadways and local streets include: Clifton Avenue (25th Avenue North to 22nd Avenue North) and Booker Street and 25th Avenue North.

New sidewalks for the Germantown, Salemtown and Historic Buena Vista neighborhoods that will fill existing gaps and extend existing sidewalks are planned on local streets include: 2nd Avenue North and 1st Avenue North in east Germantown.

This list of planned sidewalks is not exhaustive as the sidewalk network in North Nashville is very dense and includes many segments of planned sidewalk repairs and construction. This list is also subject to change with the utilization of the PGI matrix and further field analysis conducted by Metro Public Works. In all cases, for details of sidewalk projects and information about sidewalk maintenance and repairs per the *Strategic Plan*, in North Nashville Stakeholders are encouraged to consult the *Strategic Plan for Sidewalks and Bikeways* and contact Metro Public Works or the Public Works engineering department website at: www.nashville.gov/pw/div_engineering.htm.



Recommended Pedestrian Facilities for the North Nashville Community

During the update of the North Nashville Community Plan, the Public Works Department and Planning Department worked together to achieve consensus on sidewalk requests from the community, the recommendations of the *Strategic Plan for Sidewalks and Bikeways*, and staff analysis on the need for sidewalks in other areas. North Nashville is unique in that a majority of the local streets, arterial and collector roadways in the community have existing sidewalks and/or segments of future planned sidewalks along them. Many of those future segments are included in the *Strategic Plan for Sidewalks and Bikeways*. There were however, three specific areas that lack sidewalks and were not identified in the *Strategic Plan*. These areas are listed below and are denoted on Figure 12 as *Sidewalks Added to the Strategic Plan* as they have been added to the Strategic Plan during this update.

These areas include Booker Street and Merry Street (from 21st Avenue North to 25th Avenue North), Monroe Street and Van Buren Street (from 3rd Avenue North to Adams Street), and 16th Avenue North and Knowles Street. The Booker Street and Merry Street area along with the Van Buren Street and Monroe Street were specifically identified by the community as areas that would benefit from sidewalk facilities. Booker Street and Merry Street is an area of planned development, and Van Buren and Monroe Streets are major east west connections to the existing Metro Center Greenway.

Additional pedestrian facilities in the North Nashville Community would include crosswalks. Crosswalks within neighborhood centers, commercial corridors, parks and near schools should be monitored regularly and upgraded, as necessary, to improve pedestrian safety. Specific intersections where crosswalk enhancements to improve pedestrian safety were identified by the community include the Monroe Street and Rosa L. Parks Boulevard intersection, the 24th Avenue North and Rosa L. Parks Boulevard intersection, and the Jo Johnston and 17th Avenue North intersection near MLK High School. The north side of Albion Street would benefit from a sidewalk because of the adjacent Hadley Regional Park. If this sidewalk cannot be constructed in the future, then enhancements to existing crosswalks on Albion Street leading to Hadley Park would be appropriate.

As commercial corridors and centers develop throughout the community it is recommended that they include stamped crosswalks at major crossings. This will potentially create a unified character for the corridors and centers and increase visibility for pedestrians. These areas as identified by the community include intersections along Jefferson Street (28th Avenue North, D.B. Todd Jr. Boulevard, and Rosa L. Parks Boulevard).



BICYCLE FACILITIES

The bikeways *Vision Plan* of the *Strategic Plan for Sidewalks and Bikeways* recommends a county-wide bicycle network. Rather than considering current constraints and ruling out potential bikeways, the vision plan recognizes that roadways will be improved and, at that time, options for including bikeways should be considered. The *Strategic Plan* recommends that if a roadway is called out in the *Vision Plan* to have bikeways, any future roadway improvement projects on those roads should include bikeways as an important component of the overall project plan and budget.

Bicycling on local streets can be an enjoyable form of recreation, but is also a viable transportation option for many. Yet modern-day cyclists face problems related to suburban sprawl, motor vehicle speed and traffic volume. The various kinds of facilities needed to maintain bicycling as a feasible transportation mode have been frequently overlooked in creating our transportation systems. This situation has been changing in recent years, and now people want more ways to get around their communities and elsewhere via bicycle. People want to be able to make bicycling trips in a safe and enjoyable manner. Below are descriptions and definitions of important bikeway facilities:

A *Bikeway* is a generic term used to describe a roadway or path that in some form is specifically designated for bicycle travel.

Bike Lanes are sections of a roadway that have been designated by striping, signing and pavement marking for the exclusive use of bicycles.

A *Bike Route* is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of roadway is mostly a “shared use” road with wide curb lanes or paved shoulders.

Shared Use Roadway and/or Wide Outside Lane are sometimes synonymous with a bike route. It is a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.

Bike Parking includes a designated area and secured equipment for safely parking bicycles. A lack of bicycle parking is still recognized as a significant deterrent to bicycle use. The availability of safe and convenient parking is important at land uses such as commercial shops, libraries and schools in a community.





Existing Bikeways in the North Nashville Community - The Strategic Plan for Sidewalks and Bikeways

Existing bike lanes include:

- D.B. Todd Jr. Boulevard – a bike lane from Jefferson Street to Clarksville Pike
- Great Circle Road – a bike lane from MetroCenter Levee Greenway to Vantage Way.

Existing bike routes include:

- Walter S David Boulevard – a bike route from Ed Temple Boulevard to Centennial Boulevard.
- Ed Temple Boulevard – a bike route from Clarksville Highway to 28th Avenue North
- 28th Avenue North – a bike route from Ed Temple Boulevard to Charlotte Avenue
- Jefferson Street – a bike route from 28th Avenue North to 3rd Avenue North
- Great Circle Road – a bike route from Vantage Way to Rosa L. Parks Boulevard
- Rosa Parks Boulevard – a bike route from Jefferson Street to the Interstate 65 overpass

Planned Bikeways in the North Nashville Community - The Strategic Plan for Sidewalks and Bikeways

The following roads in the North Nashville Community are on the *Vision Plan for Bikeways in the adopted Strategic Plan*. This planned network of bikeways can also be seen on Figure 12.

Planned bike lanes include:

- 40th Avenue North – a planned bike lane from Centennial Boulevard to Charlotte Pike
- John Merritt Boulevard – a planned bike lane from 28th Avenue North to Centennial Boulevard (transverses Tennessee State University Campus)
- Albion Street / Clair Street – a planned bike lane from 28th Avenue North to 39th Avenue North
- Clarksville Highway – a planned bike lane from Buchanan Street to the Cumberland River

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- Metro Center Boulevard – a planned bike lane from Interstate 65 North to Clarksville Highway

Planned bike routes include:

- Mainstream Drive / Athens Way / Vantage Way – planned bike routes from Great Circle Road to Rosa L. Parks Boulevard
- Cass Street / Dominican Drive / 3rd Avenue North – a planned bike route from 18th Avenue North to Jefferson Street
- Herman Street – a planned bike route from 28th Avenue to Rosa L. Parks Boulevard
- 21st Avenue North – a planned bike route from Jefferson Street to Batavia Street

Recommended Bikeways Facilities for the North Nashville Community

The following roads were recommended for bikeways by stakeholders and/or the Planning Department staff during the community plan update process. These are in addition to existing and planned bikeways:

Recommended bike lanes include:

- Clifton Avenue – a recommended bike lane from 40th Avenue North to Charlotte Pike
- Jo Johnston Avenue – a recommended bike lane from 19th Avenue North (Head Middle School) to 12th Avenue North
- 12th Avenue North – a recommended bike lane from Jo Johnston Avenue to Jefferson Street
- 5th Avenue North – a recommended bike lane from Jefferson Street to Coffee Street
- Arthur Avenue / Monroe Street – a recommended bike lane from Jane Street (Elizabeth Park) to Adams Street (East Germantown)

Recommended bike routes include:

- Garfield Street / Buchanan Street – a recommended bike route from 4th Avenue North to Ed Temple Boulevard

North Nashville Stakeholders suggested a bike lane along 3rd Avenue North. After analysis by the planning staff, it was found that current right-of-way constraints along portions of 3rd Avenue North prohibit adding a bike lane along 3rd Avenue under existing conditions; additional right-of-way would be needed.





Given the significance of 3rd Avenue North however as a major corridor between Downtown Nashville and Metro Center, a bike lane should be considered along with other right-of-way enhancements (sidewalks, curb and gutter). During this planning period, 3rd Avenue North may remain a Planned Bike Route per the *Strategic Plan*, however as a more standardized approach for bike routes is established, 3rd Avenue North should be seen as a priority in this community. A more standardized approach would include *sharrow* markings and other similar treatments that are used to denote where a roadway is open to both bicycle and motor vehicle travel.

Recommended Changes to the Strategic Plan for Sidewalks and Bikeways

The following are recommended changes to the *Strategic Plan* recommended by stakeholders and/or the Planning Department staff during the community plan update process:

- John Merritt Boulevard – a bike lane is planned for John Merritt Boulevard that would transverse the Tennessee State University Campus. However, the portion of John Merritt Boulevard that went through the main campus was closed and redeveloped as a campus green space and amphitheater. John Merritt Boulevard continues on the west side of the campus as John L. Driver Boulevard. Instead a Multi-Use Path is recommended for the portion of John Merritt Boulevard that currently is the green space and amphitheater. This is also consistent with the University’s plans of creating a new sidewalk within the green space leading to the amphitheater and eventually to John L. Driver Boulevard. See Chapter IV: Open Space Plan for more detail on the multi-use paths.

It is recommended that all T3 Suburban and T4 Urban Centers and Mixed - Use Corridors as well as T5 Centers should include an appropriate amount of bicycle parking. Since Metro Nashville has yet to adopt a standard or ordinance for bike parking, the general standard is that the number of parking spaces for bikes should reflect five percent of the number of spaces provided for cars. It’s recommended that all schools, parks, and centers currently without bike parking should add it where appropriate.



VEHICULAR TRANSPORTATION PLAN

Community planning in Nashville/Davidson County recognizes the interconnected nature of community character, land use and transportation. The connection between land use and transportation is clear – some land uses such as mixed-use, residential, office and commercial, require multiple transportation options and an interconnected street network to be viable and available to a variety of residents, consumers and employees. Other uses, such as industrial or impact uses, may demand fewer modes of transportation, but still require sufficient access.

The connection between transportation and community character is also important – providing transportation options in the appropriate *form* helps a community to preserve or create a sense of place. For example, there are neighborhoods in rural, suburban and urban settings. The street network, and the character of the streets themselves, should complement the rural, suburban or urban setting present in those neighborhoods. Where rural roads are often narrower and curvilinear (following the land), streets in suburban areas may be slightly wider and may have more frequent intersections. Meanwhile, streets in urban neighborhoods are often linear with short block lengths and are designed to accommodate bikes and pedestrians. With these relationships in mind, Figure 13 shows the Vehicle Transportation Plan for the North Nashville Community. A larger illustration of this transportation plan is on the reverse side of the Community Character Policy Plan fold-out map in the back of the Community Plan or online at www.nashville.gov/mpc.

The North Nashville Community's overall transportation system is largely established in terms of surface streets, highways and rail lines. Interstate 40, Interstate 65, Interstate 440, Clarksville Pike/Dr. D.B. Todd Jr. Boulevard, Charlotte Avenue, 28th Avenue North/Ed Temple Boulevard/Rosa L. Parks Boulevard, Jefferson Street, 3rd Avenue North, 2nd Avenue North, Herman Street, Clifton Street, and Buchanan Street provide major surface street transportation. Local streets, primarily built in a connected grid during the late 19th century and first half of the 20th century, provide further network connectivity. The Interstate system's construction altered this grid system. Streets and road connections built since that time have tended to be more curvilinear based upon existing settlement patterns, land uses, and market factors in North Nashville.

A street or transit line's character should reflect its Transect Category. Streets and transit stops in T4 Urban areas will redevelop over time to more formal urban standards with sidewalks, crosswalks, and bike lanes. T3 Suburban streets will have sidewalks and varying levels of urban (curb and gutter) and natural (vegetated swales) drainage.



FIGURE 13

VEHICULAR TRANSPORTATION PLAN

Major and Collector Street Plan Recommendations

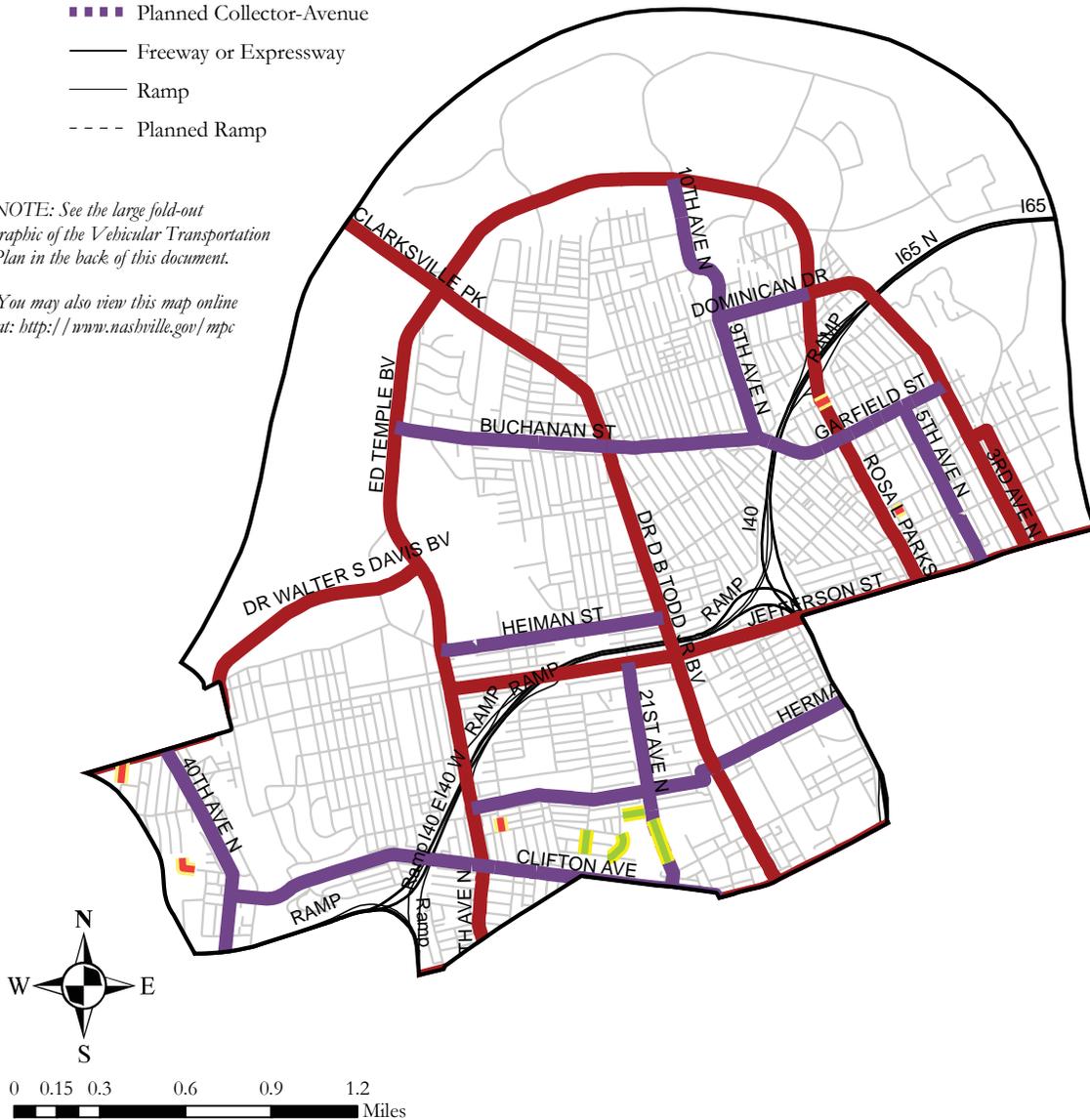
-  Arterial-Parkway Scenic
-  Planned Arterial-Parkway Scenic
-  Arterial-Boulevard Scenic
-  Arterial-Boulevard
-  Planned Arterial-Boulevard
-  Collector-Avenue
-  Planned Collector-Avenue
-  Freeway or Expressway
-  Ramp
-  Planned Ramp

Community Plan Recommended Street Connections

-  Required Streets
-  Suggested Streets

NOTE: See the large fold-out graphic of the Vehicular Transportation Plan in the back of this document.

You may also view this map online at: <http://www.nashville.gov/mpc>



Source: Metropolitan Nashville Planning Department

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As noted above, North Nashville has a transportation network largely in place with a well-connected grid system compared to other areas of Nashville/Davidson County developed since the 1950s. Most street improvements in the study area focus on re-establishing connectivity within the established grid system, maximizing the existing infrastructure investment, or providing regional connections with traffic flow directed through the North Nashville area. Widening projects are mostly concentrated to these regional highways and proposed within the Nashville Area Metropolitan Planning Organization's (MPO – the region's transportation planning agency) Regional Transportation Plan (RTP).

Major highways planned for widening include Interstates 65 and 40 through North Nashville to include high occupancy vehicle (HOV) lanes and connectors to the Downtown Central Business District. HOV lanes are lanes reserved for a driver and one or more passengers to encourage carpooling during peak travel times. Overall, traffic count trends over the last 20 years do not support the fiscal and social costs of widening routes other than Interstates through North Nashville. Access management, managed highway lanes (such as through pricing or preferences like carpool-only, transit-only, etc.) and enhanced transit and pedestrian service are more cost-effective, long-term sustainable solutions to transportation needs in the area.

Given that significant road widenings appear unlikely, the design of the existing network and opportunities to supplement the network become critical in determining how easy or difficult travel will be within the community. Because North Nashville is largely developed, surface street improvements, in addition to limited highway changes, will influence the community's future transportation network.



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RECOMMENDATIONS FROM PLANS CURRENTLY IN PLACE

The adopted Major and Collector Street Plan (MCSP) is the official Metro plan for arterial and collector streets. Implementation of the MCSP occurs through the programming and funding of projects at both the regional and local levels.

Federal and State Funded Projects. Projects that involve Federal and State funds are planned by the Nashville Area Metropolitan Planning Organization (MPO), the regional transportation planning agency. The MPO's Regional Transportation Plan (RTP) includes all of the projects that are planned long-term (25 years). Of the projects in the RTP, those that are implemented short-term are included in the MPO's five-year Transportation Improvement Program (TIP).

Locally Funded Projects. Locally funded projects, including those with both Metro and non-Metro funds, are programmed in Metro's six-year Capital Improvements Program (CIB). CIB projects are prioritized and subsequently funded by the Mayor's Office through the Capital Spending Plan (CSP) with support from Metro Council.

2010-2016 Capital Improvements Budget (CIB) Recommendations

The CIB lists capital improvement projects with anticipated funding over the next six years. Projects listed in the CIB are not ensured funding. Only when the project is included in the Capital Spending Plan (CSP) is money allocated for its completion. The CIB is used to plan for and create the CSP. See Figure 14 for a map of CIB projects in North Nashville.

The transportation projects in North Nashville include several improvements to intersections along the Jefferson Street and 21st Avenue North corridors. Sidewalk improvements and streetscaping are also identified. One North Nashville transportation project currently in the CIB is recommended to be amended - it is 28th Avenue improvements from Charlotte Avenue to Jefferson. It is described in Table 2.

Project	CIB ID	Description	Funding
Intersection Improvements on Jefferson Street	03PW0006	Intersection improvements at six intersections on Jefferson Street – 8 th , 10 th , 12 th , 21 st , & 28 th Avenues North	FY 11 - \$2,100,000
9 th Avenue North & Jefferson Street	06PW0040	Intersection improvements	FY 11 - \$250,000
14 th Avenue North & Jefferson Street	06PW0041	Intersection improvements	FY 11 - \$250,000
16 th Avenue North & Jefferson Street	07PW0021	Intersection improvements	FY 11 - \$250,000
21 st Avenue North & Albion Street	08PW0009 04PW0036	Improve overpass and sidewalks	FY 11 - \$400,000 FY 12 - \$400,000
Jefferson Street Gateway to Heritage	07HA0005	Streetscape improvements along Jefferson Street at Interstate 40	FY 11 - \$300,000
D.B. Todd Boulevard & Jefferson Street	04PW0031	Intersection improvements	FY 11 - \$250,000
28 th Avenue Connector	06PW0003	New roadway and bridge over CSX railroad including right-of-way and construction (Note: This project ends at railroad crossing near Felicia Street just outside of study area.)	FY 11 - \$20,000,000

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Table 1 - Continued

28 th Avenue Connector	10PW0010	Planning for 28 th Avenue Connector (Note: This project ends at the railroad crossing near Felicia Street just outside of the study area.)	FY 11 - \$500,000
10 th Avenue North & Jefferson Street	06PW0042	Intersection improvements	FY 11 - \$350,000
Fisk Jubilee Bridge	06PW0038	Bridge improvements	FY 11 - \$50,000
Rosa Parks Boulevard from Jefferson Street to I-65	07PW0022	Intersection, median, sidewalks, and curb rehabilitation	FY 11 - \$500,000
Jefferson Street Gateway Project	07HA0005	Improve gateway to Jefferson Street	FY 11 - \$300,000
21 st Avenue North & Meharry Boulevard	08PW0008 04PW0038	Improve overpass and sidewalks	FY 11 - \$400,000 FY 12 - \$400,000
Quiet Zones at Railroad Crossings	11PW0008	A study of 138 railroad crossing Metro-wide	FY 11 - \$500,000
Rosa L. Parks Boulevard North	08PW0010	Streetscape and median improvements at intersections of Harrison, Jefferson, Monroe, and Taylor Streets	FY 11 - \$1,000,000 FY 12 - \$5,000,000 FY 13 - \$6,000,000
North Nashville Access Study – Intersection Improvements	04PW0007	Intersection capacity improvements per the North Nashville Access Study to include engineering, right-of-way, construction, and signalization.	FY 11 - \$1,000,000 FY 12 - \$3,000,000 FY 13 - \$3,000,000
21 st Avenue North & Alameda Street	04PW0037	Improve overpass and sidewalks	FY 12 - \$400,000
21 st Avenue North & Jefferson Street	04PW0039	Improve overpass and sidewalks	FY 12 - \$400,000
Jefferson Street Streetscape	04PW0035	Streetscape improvements from 8 th Avenue North to Ed Temple Boulevard	FY 13 - \$10,000,000
25 th Avenue North	04PW0045	Sidewalks from Buchanan Street to Clarksville Pike	FY 16 - \$205,000
Seifried Street	04PW0046	Sidewalks from 23 rd Avenue North to 25 th Avenue North	FY 16 - \$135,000
Albion Street	04PW0048	Sidewalks from 40 th Avenue North to 44 th Avenue North	FY 16 - \$720,000
Buchanan Street	04PW0049	Sidewalks from 18 th Avenue North to 28 th Avenue North	FY 16 - \$720,000
Lena Street	04PW0047	Sidewalks from Clifton Avenue to Batavia Street	FY 16 - \$205,000

Table 2. Projects Recommended to Amend in the CIB

Project	CIB ID	Description	Funding
28 th Avenue North	99PW006	Widening and streetscape improvements from Charlotte Avenue to Jefferson Street including engineering, right-of-way acquisition, and construction (Phase 1)	FY 11 - \$4,500,000 FY 12 - \$12,000,000 FY 13 - \$12,000,000
Recommendations:			
<ul style="list-style-type: none"> • Infrastructure improvements should be coordinated with redevelopment opportunities along the corridor. • Given the community’s history with adverse transportation impacts upon the cultural and neighborhood fabric of the area, careful consideration should be given to the multi-modal transportation elements along the corridor and balanced with residents’ concerns. • Streetscape improvements should be maintained; however, widening of the corridor may not be feasible given constraints. 			

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2035 Regional Transportation Plan (RTP) and Major and Collector Street Plan (MCSP) Recommendations

Projects identified in the RTP are typically more regional in nature and will most likely need some portion of Federal funding to complete. The North Nashville Community stakeholders highlighted during meetings that they wanted to incorporate Complete Streets and Context Sensitive Solutions more thoroughly within RTP project descriptions. Stakeholders wanted to ensure that community desires would be documented in initial discussions with the Tennessee Department of Transportation (TDOOT) and/or Metro Public Works (MPW); early collaboration with such agencies are key in utilizing complete street and CSS approaches. Several recommendations should be noted regarding projects in the RTP to ensure projects support the community’s vision and those are listed in the table below.

Table 3. Projects in the RTP

Project	2035 RTP ID	Description	Horizon Year & Estimated Cost*
Interstate 40 Widening with HOV Lanes	1012-207	Widen from US 70S/SR 1 to Interstate 440 from six lanes to eight lanes, with two lanes being HOV lanes	2025 – \$121,833,846
Interstate 40 Widening with HOV Lanes	1012-208	Widen from Interstate 440 to Interstate 65 from six lanes to ten lanes, with two lanes being HOV lanes	2025 - \$31,599,100
Interstate 40/65 HOV Central Business District Connection	1014-206	Construct HOV ramps to and from the CBD from 11 th Avenue to 12 th Avenue	2025 - \$8,464,881
Interstate 40 HOV Central Business District Connection	1014-209	Construct HOV ramps to and from the CBD from 12 th Avenue to Charlotte Avenue	2025 - \$8,881,466
Interstate 40/65 Widening with HOV Lanes	1012-154	Widen Interstate 40/65 from Interstate 65 junction (East of Demonbruen) to the Interstate 40 junction (West of Charlotte)	2035 - \$42,633,589
Recommendation on the above five listed projects: <ul style="list-style-type: none"> • Sound barriers, such as sound walls or sustainable landscape buffers that can also support stormwater management, are recommended along this area’s interface with the interstate. Planting trees along the interstate right-of-way is also recommended. 			

*Horizon Year and Estimated Cost are estimates considering timeframe and inflation. These estimates can greatly increase or decrease based upon funds available and particular transportation elements that are considered at time of preliminary engineering, design, or construction.

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2011-2015 Transportation Improvement Program (TIP) Recommendations

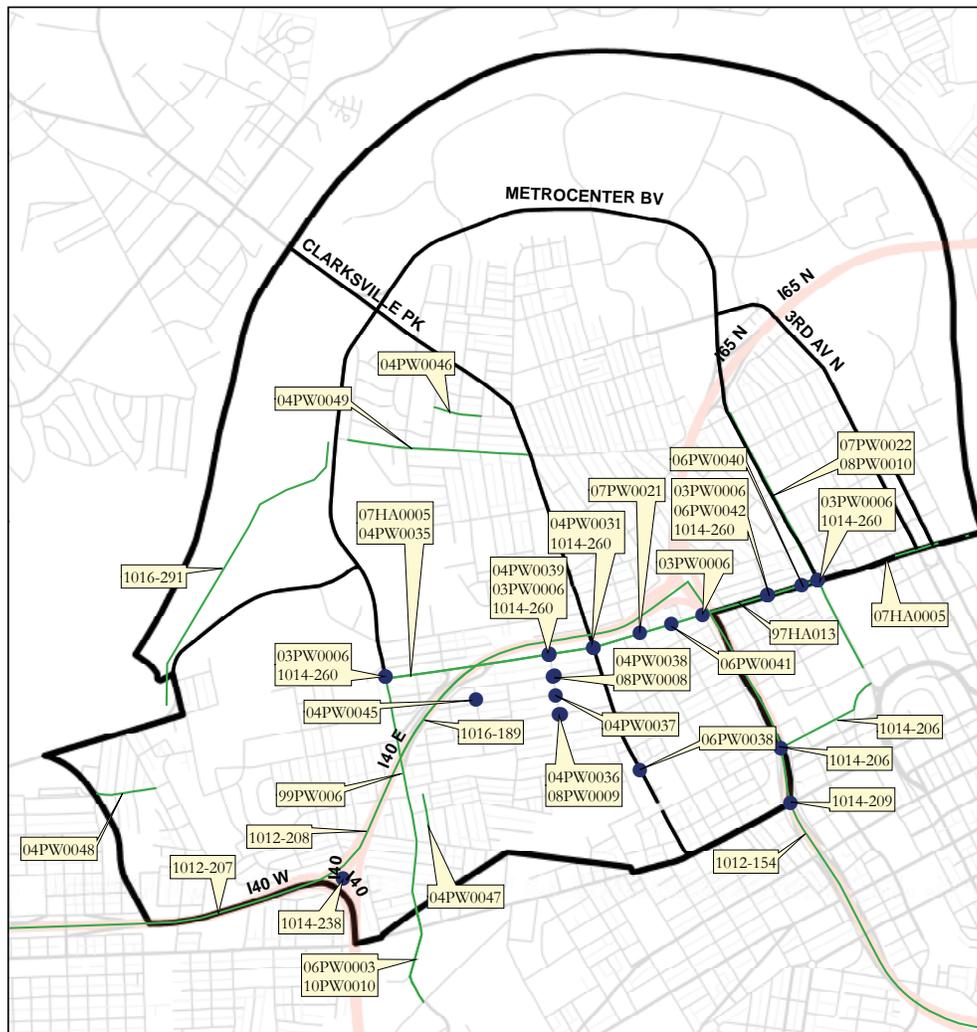
All existing TIP projects affecting the area should proceed according to schedule. Projects and project number slated for funding recommended to continue according to schedule include:

Table 4. Projects in the TIP

Project	2035 RTP ID	Description	Horizon Year & Estimated Cost*
Interstate 40/ Interstate 440 Ramp Modification	1014-238	Extend Interstate 40 Eastbound to Interstate 440 system ramp deceleration lane 2,100 feet	2015 - \$1,228,603
Various Intersection Improvements on Jefferson Street	1014-260	Intersection improvements at six intersections along Jefferson Street: Rosa L. Parks Boulevard, 10 th Avenue North, 12 th Avenue North, Dr. D.B. Todd Jr. Boulevard, 21 st Avenue North, and 28 th /Ed Temple. Project includes turn lanes, stamped crosswalks, signal upgrades, and streetscape improvements	2015 - \$1,410,010
Interstate 40 and Jefferson Street Gateway to Heritage Project	1016-189	Phase 1 of Gateway to Heritage Project that will enhance the gateway from Jefferson Street to 28 th Avenue North with trees, plant beds, new seed and sod, an irrigation system, and gateway and directional signage	2015 - \$792,000
Cumberland River Greenway	1016-291	Construct a portion (from the Metro Center Levee at Clarksville Highway to Clifton Avenue) of the 22 mile greenway system to connect Tennessee State University and surrounding neighborhoods	2015 - \$500,000

*Horizon Year and Estimated Cost are estimates considering timeframe and inflation. These estimates can greatly increase or decrease based upon funds available and particular transportation elements that are considered at time of preliminary engineering, design, or construction.

FIGURE 14
NORTH NASHVILLE PLANNED CIB, TIP, AND RTP
TRANSPORTATION PROJECTS



● Site Specific Projects
— Linear Projects
 North Nashville Boundary

Miles
 0.5 0.25 0 0.25 0.5

Projects Not Shown On Map:
 04PW0007 - North Nashville Access Study
 Improvements to Intersections
 11PW008 - Quiet Zones at Railroad Crossings

Sources: Metropolitan Nashville Capital Improvements Budget FY 2011-2016
 Nashville Area MPO Transportation Improvement Program, FY 2011-2015
 Nashville Area MPO 2035 Regional Transportation Plan

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Additional Vehicular Network Considerations

This section discusses several transportation improvement projects and future concepts in North Nashville to further explain some of the proposed projects contained in the CIB, TIP, RTP, and MCSP.

28th Avenue North from Charlotte Avenue to Interstate 40

The 28th Avenue Connector is a project contained within the CIB and CSP. Currently, no funding has been allocated to make improvements to the section of 28th Avenue north of the rail lines. Rather, the 28th Avenue North-31st Avenue North Connector improvements end just north of Charlotte Avenue at the railroad crossing near Felicia Avenue (at the North Nashville study area limits; Figure 15. Construction of the connector poses questions about what the corridor between Charlotte Avenue and Interstate 40 as shown in Figure 15 may look like in the future. Increased vehicular traffic is anticipated, yet pedestrians, cyclists and transit users must also be safely accommodated. Planning Commission staff does not envision Metro undertaking an extensive widening project along this section of 28th Avenue North. It is more likely that as redevelopment occurs along the corridor, developers will be asked to implement infrastructure improvements.

The 2011 MCSP identifies this section of 28th Avenue North beginning at Charlotte Avenue and moving north along the corridor to Interstate 40 as an urban, multi-modal arterial with residential land uses along the corridor and mixed - use identified at key intersections. The number of vehicular travel lanes should remain as two through lanes through this segment, except at the Interstate 40 interchange where it most likely would need four travel lanes. The availability of right-of-way in this corridor is limited particularly between Clifton Avenue and Interstate 40 as residential structures face 28th Avenue North. Future transportation improvements to this segment of 28th Avenue North should consider the following criteria given the limited right-of-way:

- The Community Character Policy Areas along this segment continue supporting residential uses with mixed - uses at key intersections. Future corridor improvements should incorporate elements that support these land uses that are anticipated in the future with redevelopment.
- On-street parking is an established issue on this segment of 28th Avenue North with some residents parking in the grass or on existing sidewalks. Future improvements should consider appropriate on-street parking accommodations.
- The Nashville Metropolitan Transit Authority (MTA) is examining enhanced transit concepts that could connect a number of the City's

**FIGURE 15
28TH AVENUE
CONNECTOR LOCATION**



28th Avenue Connector
 North Nashville Community

Approximate location of the 28th Avenue Connector Project (Figure 15 above). The project location is outside the North Nashville Community

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universities. Completion of the connector makes a continuous internal loop through the city consisting of Rosa L. Parks Boulevard, Ed Temple Boulevard, 28th Avenue North, 31st Avenue, Blakemore Avenue, and Wedgewood Avenue. See Figure 21 for a conceptual of the University Row concept. Future improvements should consider transit station or stop locations, improved crosswalks, improved sidewalks, and bulb-outs as needed to safely accommodate pedestrians through the corridor.

- The 28th Avenue North-31st Avenue North Connector will include bike accommodations including a bike lane or shared use trail along the new connector. Future improvements should consider similar accommodations continuing north into North Nashville and connecting to Ed Temple Boulevard.

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

28th Avenue - Before



28th Avenue North - After

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

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Gateway to Heritage

The Gateway to Heritage project is a project contained within the TIP. The Gateway to Heritage project is a streetscaping concept for the historic Jefferson Street corridor that promotes the community's unique cultural heritage while creating a functional corridor for economic stability. The streetscape concept was introduced in the Jefferson Street Corridor Study prepared in 1996 and has evolved since that time to be a more detailed, phased project that includes gateways along Jefferson Street, Interstate 40 between the railroad and 28th Avenue North, the interstate ramps to 28th Avenue North and Jefferson Street, and the pedestrian bridge over Interstate 40 connecting Alameda Street. The Metropolitan Development and Housing Authority (MDHA) recently completed some streetscaping elements along Jefferson Street between 8th Avenue North and 28th Avenue North including lighting, sidewalk, and landscaping improvements.

The image below depicts the Gateway to Heritage Master Plan for the Interstate 40 corridor. The implementation of the project is coordinated between Metro Nashville and TDOT with the Jefferson Street United Merchants Partnership (JUMP), Tennessee State University, Fisk University, and Meharry Medical College as community partners to ensure the long term maintenance and beautification of the streetscaping.



*Gateway to Heritage Project - Interstate 40 East / Jefferson Street Exit Rendering
Provided Courtesy of EDGE Landscape and JUMP (Jefferson Street United Merchants Partnership)*

Recommended Local Street Connections for the North Nashville Community

The reasoning and benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved emergency access, and efficient subdivision of land. Some areas of the North Nashville Community Plan have opportunities to improve street connectivity as listed below by Community Character Policy Area. Required Street Connections that are mapped are significant; additional local street connections will occur through the subdivision and zoning processes. Also, multiple Community Character Policy Areas may be listed, as streets often go through more than one Policy Area.

T4 Urban Neighborhood Community Character Policy Areas

08-T4-NM-06

- Create new street to extend 45th Avenue to Centennial Boulevard
- Connect 42nd Avenue North to Clifton Avenue.

08-T4-NM-08

- Upgrade 27th Avenue North between Booker Street and Batavia Street to public road standards.
- Extend 24th Avenue North between Booker Street and Merry Street.
- Extend 22nd Avenue North between Booker Street and Merry Street.
- Connect the eastern terminus of Batavia Street east of #903 Alley to the western terminus of Batavia Street.

T4 Urban Mixed - Use Community Character Policy Areas

08-T4-MU-01

- Create new alley to connect 7th Avenue North to #211 Alley.

08-T4-MU-03

- Extend 24th Avenue North between Booker Street and Merry Street.
- Extend 22nd Avenue North between Booker Street and Merry Street.

T4 Urban Community Center Community Character Policy Area

08-T4-CM-02

- Reconnect Buchanan Street across Rosa L. Parks Boulevard.



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Industrial District Community Character Policy Area

08-D-IN-04

- Create new street to extend 45th Avenue to Centennial Boulevard
- Connect 42nd Avenue North to Clifton Avenue.
- Extend 22nd Avenue North between Booker Street and Merry Street.
- Connect the southern terminus of 21st Avenue North with the northern terminus of 21st Avenue North across the railroad tracks.
- Connect the eastern terminus of Batavia Street east of #903 Alley to the western terminus of Batavia Street.



District Impact Community Character Policy Area

08-D-I-04

- Connect 42nd Avenue North to Clifton Avenue.



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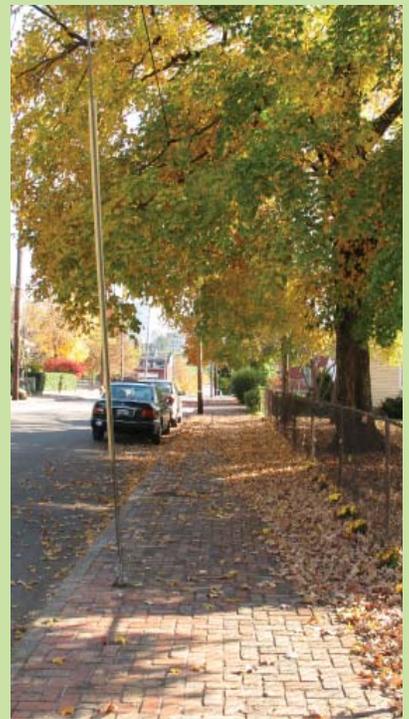
Chapter III - Transportation Plan

Civic Connectors

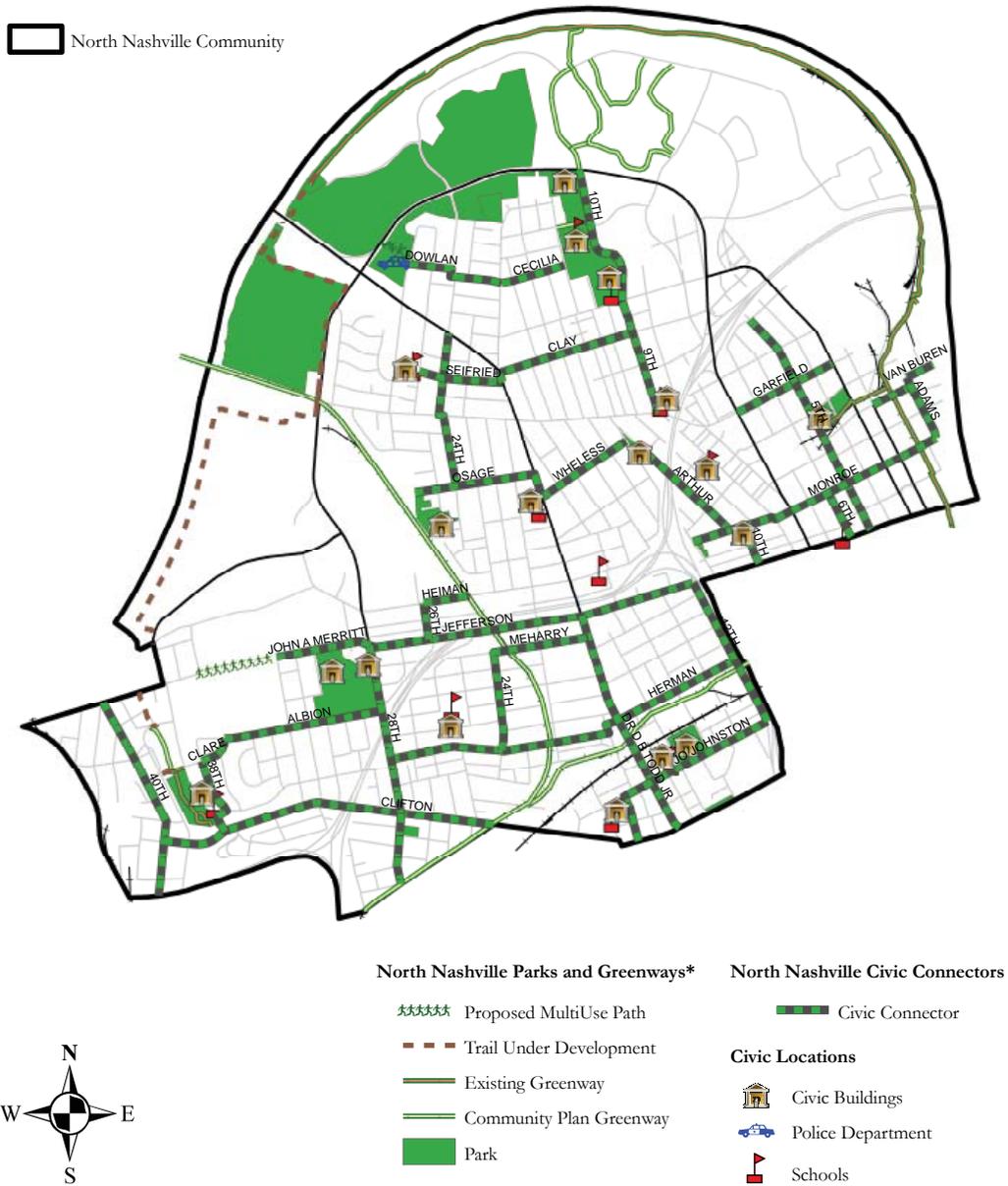
In addition to local street connections, there are existing streets in the North Nashville Community that serve a specific function that should be highlighted; they are identified in Figure 16 as Civic Connectors. Civic Connectors are streets that connect significant civic uses such as parks, community centers, and schools. The streets identified as Civic Connectors also transverse neighborhood and employment centers throughout the community. Examples of civic connectors include Jo Johnston Boulevard which connects Head Magnet School, MLK Magnet School and Watkins Park, and 9th Avenue North which connects the Jones Paideia Elementary School, Buena Vista Elementary School, and the newly reclaimed Buena Vista Park.

The civic connector concept originated from the 2002 North Nashville Update and the associated Detailed Design Plans. The connectors were identified as safe alternative routes through and between North Nashville neighborhoods. During the 2010 North Nashville Community Plan update, similar concerns regarding safety and connectivity were expressed. Therefore, identifying routes with obvious vehicular, transit, bike, and pedestrian connections to community amenities, recreation, activities, and schools was imperative.

The Civic Connectors not only provide a safe, alternate route through and between neighborhoods, but they are also a catalyst for additional housing types within established neighborhoods. Safe streets are created when there are “eyes on the street”, meaning there are people occupying housing along a street rather than vacant lots and abandoned buildings. Therefore where Civic Connectors transverse maintenance neighborhoods, infill development that is appropriately located, designed, and is compatible with the remainder of the neighborhood may be considered. New infill along these connectors could help increase visibility and activity along them making them preferred routes for North Nashville residents and visitors.



**FIGURE 16
CIVIC CONNECTORS**



North Nashville Community



Source: Metropolitan Nashville Planning Department

*Note: These are also shown on the "Open Space Plan"

TRANSIT PLAN

Transit service consisting of buses and other enhanced transit concepts provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for North Nashville. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes (e.g. Gallatin, Charlotte, Nolensville, Lebanon, Elm Hill, and Murfreesboro Pikes) rather than crossing each other on a widespread grid. This existing network may be modified in the future based upon implementation of recommendations within MTA’s Strategic Master Plan that is discussed later in this section.

As of late 2010, MTA operates the following bus routes in North Nashville with stops in the community:

- Route 9 – MetroCenter
- Route 10 – Charlotte
- Route 19 – Herman
- Route 22 – Bordeaux
- Route 25 – Midtown
- Route 28 – Meridian
- Route 29 – Jefferson
- Route 42 – St. Cecilia/Cumberland

RECOMMENDATIONS FROM PLANS CURRENTLY IN PLACE

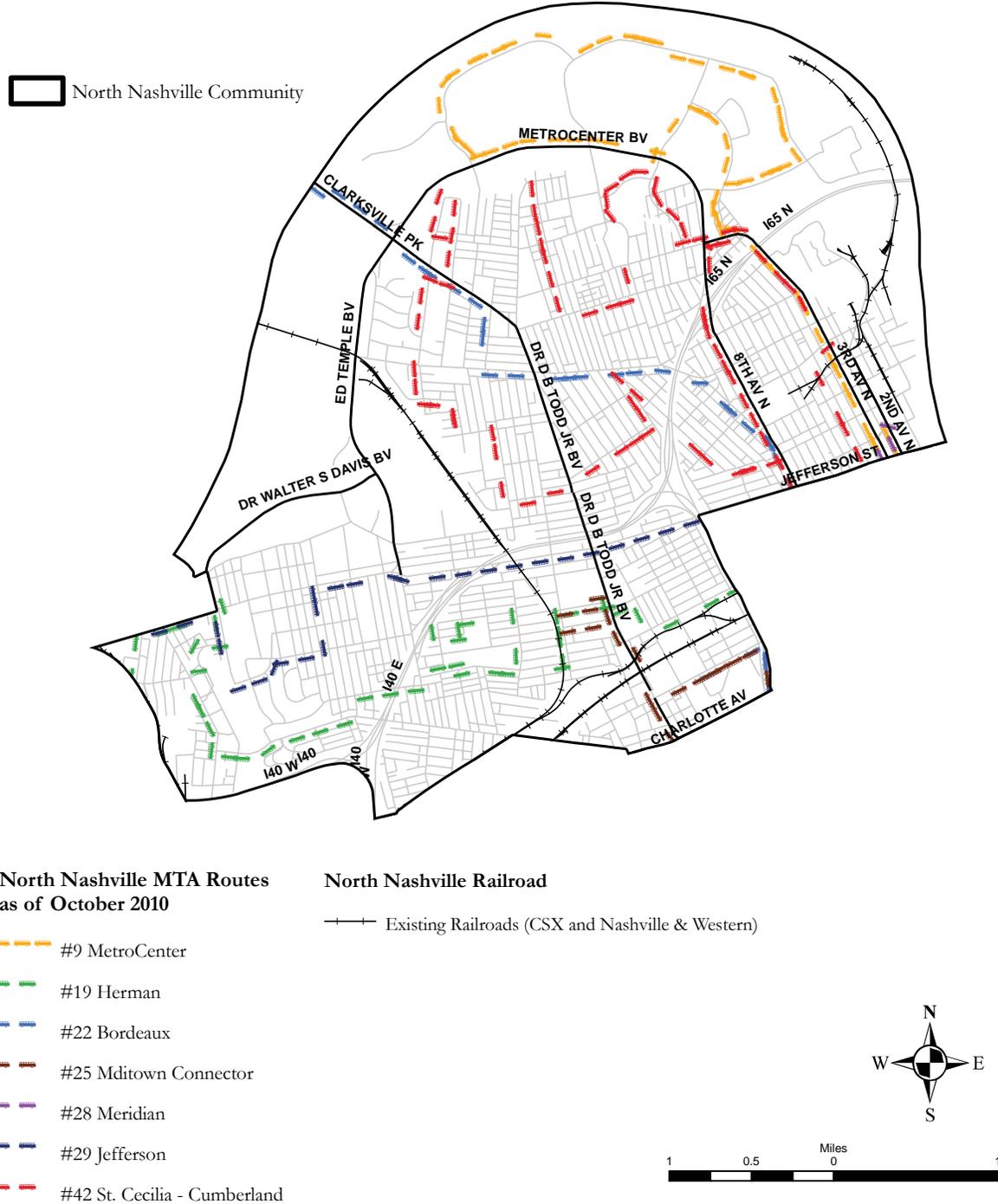
The MTA Strategic Transit Master Plan was adopted in 2009 and establishes the guiding principles and policies for improving public transportation in Nashville and Davidson County. The Master Plan outlines a need to re-establish basic levels of transit service, improve competitiveness of transit, serve those in underserved areas, and attract new users. Five priority areas are identified:

1. More buses more often
2. Faster transit trips
3. Serve new or underserved areas
4. Make service easier to use
5. Improve the image of transit

Through the Strategic Transit Master Plan process, MTA includes projects that utilize federal transportation funds into the Nashville Area MPO’s RTP and TIP.



FIGURE 17
TRANSIT PLAN



Source: Metropolitan Planning Department

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2035 Regional Transportation Plan (RTP) Recommendations Involving Transit

Similar to vehicular projects, transit projects identified in the RTP are typically more regional in nature and will most likely need some portion of Federal funding to complete.

Table 5. Transit Projects in the RTP

Project	Description	Estimated Cost*
MTA Bus Stop Improvements and Passenger Amenities	Various bus/transit stop improvements including fare vending machines, shelters, benches, signage, and other passenger amenities	\$1,000,000
MTA Local Bus Service Preventative Maintenance and Capitalization	Local bus service preventative maintenance and capitalization for the Nashville MTA service area	\$30,343,750
MTA Service and Support Vehicles and Equipment		\$1,875,000
MTA Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL) & Intelligent Transportation System (ITS)	Equipment will be installed at MTA Headquarters Operations Centers including Music City Central and all buses which travel throughout Davidson County	\$2,400,000
MTA ACCESSRIDE Buses	Replace and expand fleet for ACCESSRIDE paratransit buses	\$6,800,000
MTA Bus Purchase and Replacement	Purchase transit buses	\$43,200,000
ADA Service Capitalization	Complementary paratransit services within the Nashville-Davidson UZA	\$6,110,085
MPO Mass Transit Program	Various transit projects as directed by the MPO's Urban STP Investment Strategy and including planning studies, bus stop improvements, service improvements, transit ITS, and other capital expenditures	\$96,556,907

*Estimated Costs are estimates considering timeframe and inflation. These estimates can greatly increase or decrease based upon funds available and particular transportation elements that are considered at time of preliminary engineering, design, or construction.

Additional Transit Network Considerations

Several transit improvement projects and future concepts must be highlighted in North Nashville to further explain some of the proposed projects contained in the TIP, RTP, and Strategic Transit Master Plan.

Transit Mini-Hub Concept

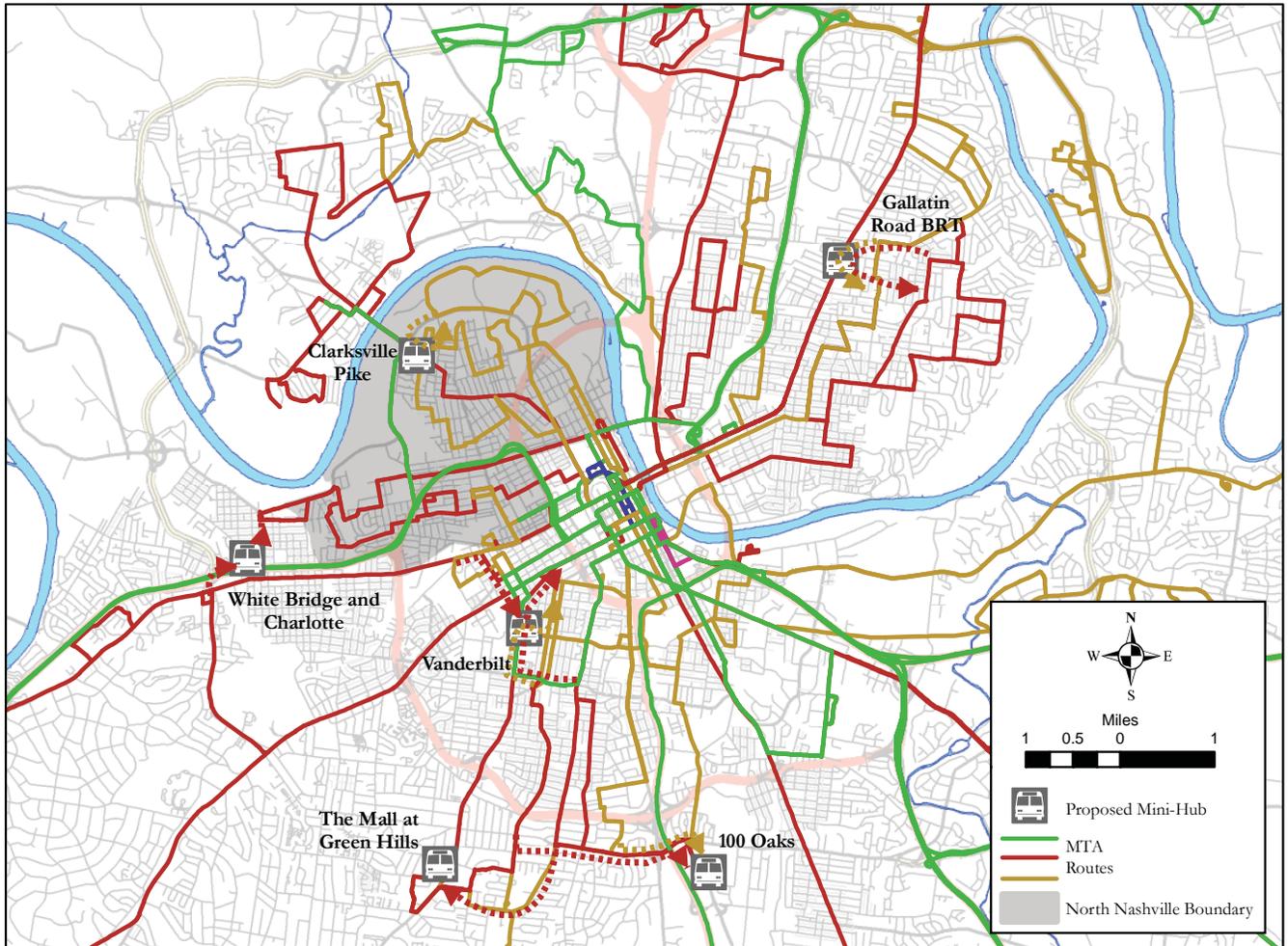
MTA's Strategic Master Plan identifies transit "mini-hubs" including one located in the Clarksville Pike area of North Nashville. As mentioned before, MTA operates on a "pulse network" with one master hub/transfer station Downtown. This concept will not necessarily change with the addition of mini-hubs because of the existing street network in Nashville, however, by adding mini-hubs and cross-town connections, MTA can shorten the trip distance and time it takes for riders to arrive at a destination without having to completely come into Downtown. Proposed MTA Mini-hub locations for Davidson County are shown in Figure 18.

Riders will experience travel time savings by adjusting the route schedules and having routes cross at the mini-hub. For example if a mini-hub was located along Clarksville Pike in North Nashville, Route 9 - MetroCenter, Route 22 - Bordeaux, and Route 42 - St. Cecilia/Cumberland could cross at the mini-hub. A rider coming from Bordeaux would step off Route 22 at the mini hub and could get on Route 9 - MetroCenter to arrive at MetroCenter without coming into Downtown. An illustrative example of how a mini-hub could be incorporated onto Clarksville Highway is shown in the New Urban Center Design Scenario in the *Details* section of Chapter 2.

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



FIGURE 18
NASHVILLE MTA TRANSIT MINI-HUB CONCEPT



Data Courtesy of the Nashville Metropolitan Transit Authority's Strategic Master Plan, 2009

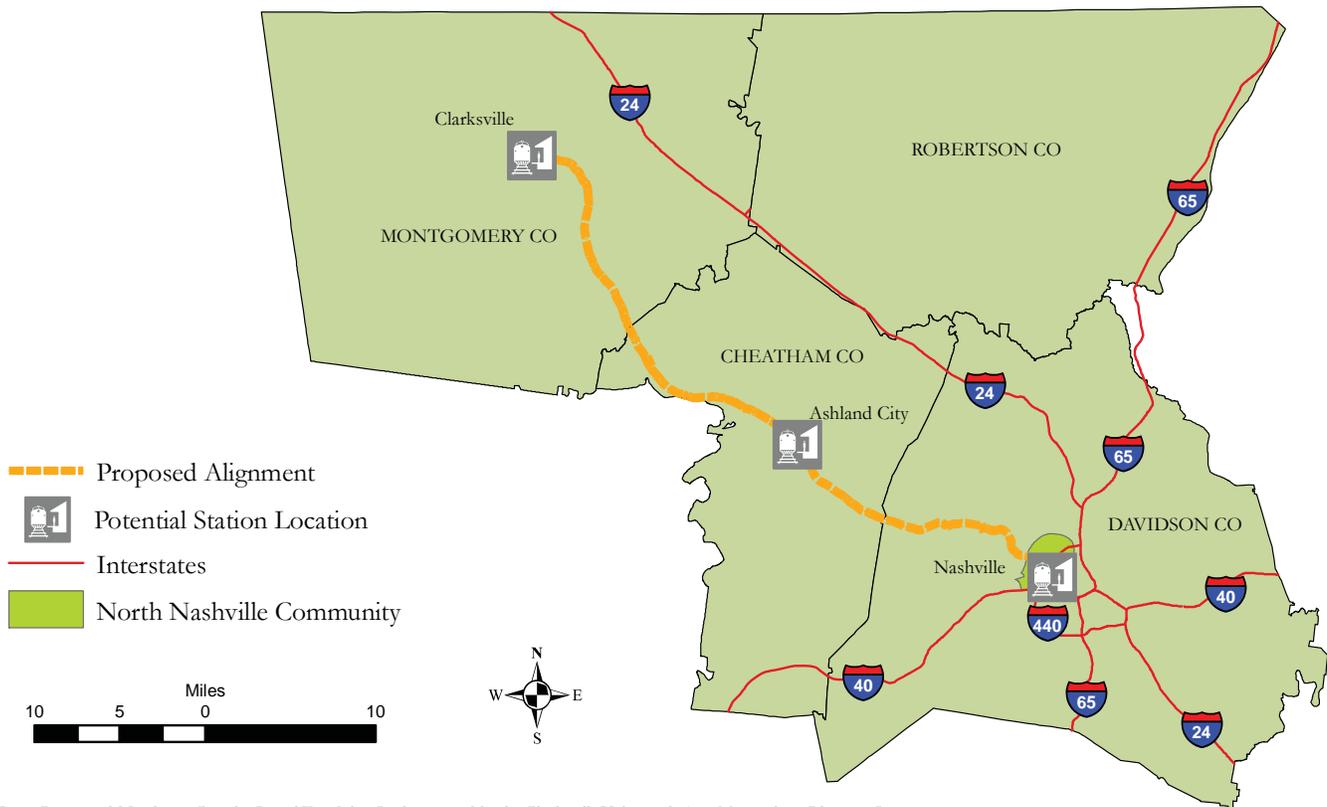
Northwest Corridor Conceptual Initial Feasibility Study

The Northwest Corridor Conceptual Initial Feasibility Study was completed in 2009 and was a joint planning effort led by the Clarksville Urbanized Area Metropolitan Planning Organization, the regional transportation planning agency for the urbanized Clarksville, Tennessee area. The study examined commuter rail alignments between Downtown Nashville, northwest to Clarksville. It concluded that the railroad owned by the Cheatham County Railroad Authority (CCRA – a partner in the study) traveling through North Nashville was the preferred alignment for future mass transit. Currently, the Nashville & Western Railroad operates a freight service between Nashville and Ashland City. CCRA was identified in the Feasibility Study as a willing partner to accommodate transit service on the same tracks as freight service. This possible alignment is shown in Figure 19. Additional study is needed to determine the costs, environmental impacts, and eligibility for federal funding to rehabilitate and develop new railroad tracks between Nashville and Clarksville. The Feasibility Study also identifies locations where track will need replacement, crossings improved, and bridges replaced for commuter rail service.

FIGURE 19

NORTHWEST CORRIDOR STUDY

Northwest Corridor Initial Feasibility Study Proposed Alignment & Potential Stations



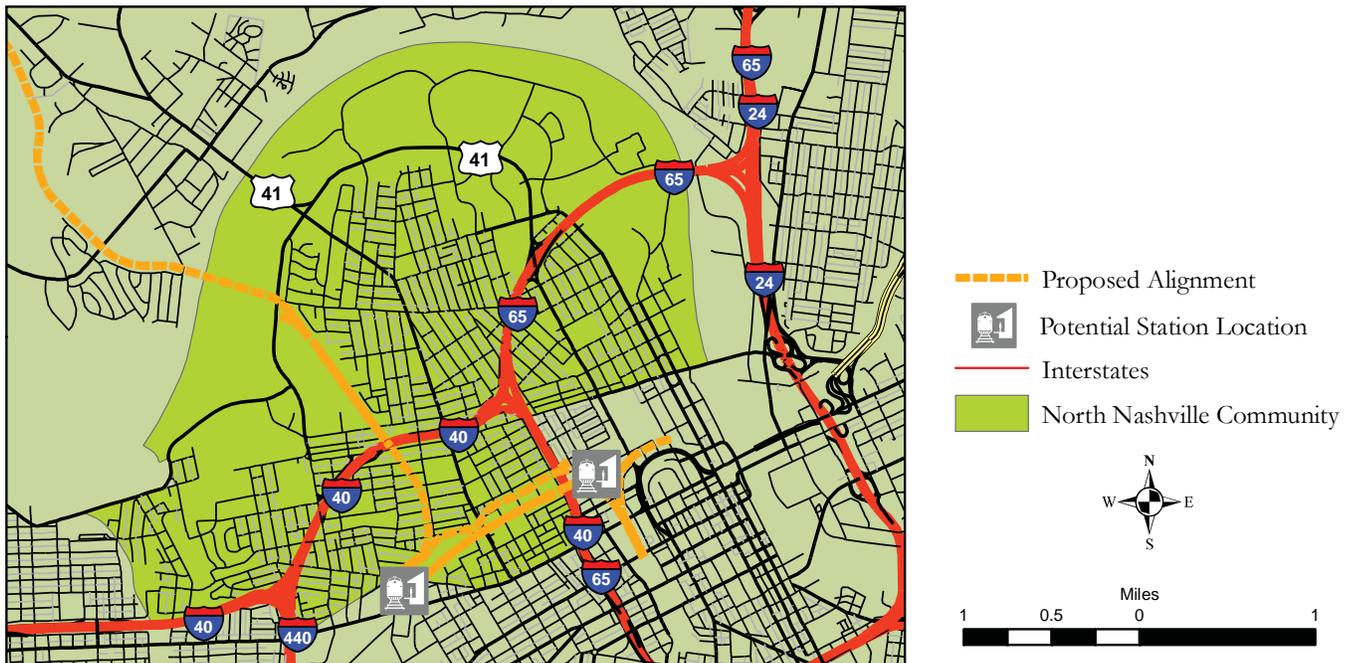
Data Courtesy of Northwest Corridor Initial Feasibility Study managed by the Clarksville Urbanized Area Metropolitan Planning Organization

The Feasibility Study also identifies two rail stations near the North Nashville study area as shown in Figure 20. The proposed Midtown Station was identified between 25th Avenue North and 26th Avenue North on the south side of the railroad track and along Charlotte Avenue. This area is just outside of the study area, but a rail station in this general vicinity would also provide connections to bus routes that travel along Charlotte Avenue. The design concept presented utilizing the Fisk Heat Plant could also be another site for adaptive reuse involving more transit oriented development concepts or as a potential station location. More discussion about the former Fisk Heat Plant location is detailed in the *Details* section of Chapter 2. The other rail station is identified between 9th Avenue North and Rosa L. Parks Boulevard near the Nashville Farmer's Market or at the Clement Landport in Downtown. Additional study and public input with residents in North Nashville will be needed to further determine rail station locations if any funding becomes available to implement the northwest corridor commuter rail concept.

FIGURE 20

NORTHWEST CORRIDOR STUDY - NORTH NASHVILLE PORTION

Northwest Corridor Initial Feasibility Study Proposed Alignment & Potential Station Locations in North Nashville



Data Courtesy of Northwest Corridor Initial Feasibility Study managed by the Clarksville Urbanized Area Metropolitan Planning Organization

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North Nashville 2002 General Access Study – Railroad Overpass



Several at-grade (flush with road) and separated (overpass or bridge) railroad crossings exist in the North Nashville Community. While little high speed rail traffic exists, rail lines do provide local service to the community's industrial areas. The condition of several railroad crossings was raised as a concern during the 2010 North Nashville Community Plan Update.



The 2002 *North Nashville General Access Study* was administered by Tennessee Department of Transportation (TDOT) and completed by a local engineering firm. The purpose of the study was to investigate proposed transportation improvement options for the North Nashville community in areas near Meharry Medical College, Fisk University, Tennessee State University and Jefferson Street. The study also considered the four Nashville & Western Railroad (formerly Cheatham County Railroad) overpass crossings in North Nashville: Alameda Street, Albion Street, Meharry Boulevard, and Jefferson Street. To address the concerns mentioned during this update, planning staff reviewed the recommendations made in the 2002 *Access Study*.



According to the study and 2010 existing conditions Alameda Street and Albion Street are very narrow and accommodate only single vehicle movements beneath the overpasses. The *Access Study* recommended full replacement of the overpasses to allow for a continuous cross section for both streets that would include two travel lanes with sidewalks and limiting on-street parking to allow for full two-way movement beneath the underpass.



Meharry Boulevard is not as narrow as Alameda and Albion Streets, but it could also benefit from overpass improvements such as the removal of debris and adding standard overhead clearance signage according to the *Access Study*. The Jefferson Street overpass is recommended to be replaced. The bridge supports sit very close to the street, and the sidewalk widths are narrow beneath the bridge. The 2002 *Access Study* anticipated that limited sidewalk widths in this location may affect future streetscape improvements on Jefferson Street; however the *Gateway to Heritage Beautification Project* implements an alternative solution by improving the embankments with landscaping on either side of Jefferson Street near this railroad overpass.

Funding for railroad improvements is typically provided to the railroad companies by local and state government entities (in this case Metro Public Works and TDOT), when improvements to the existing roadway beneath the overpass are made. At this time no public projects are planned for the streets beneath these

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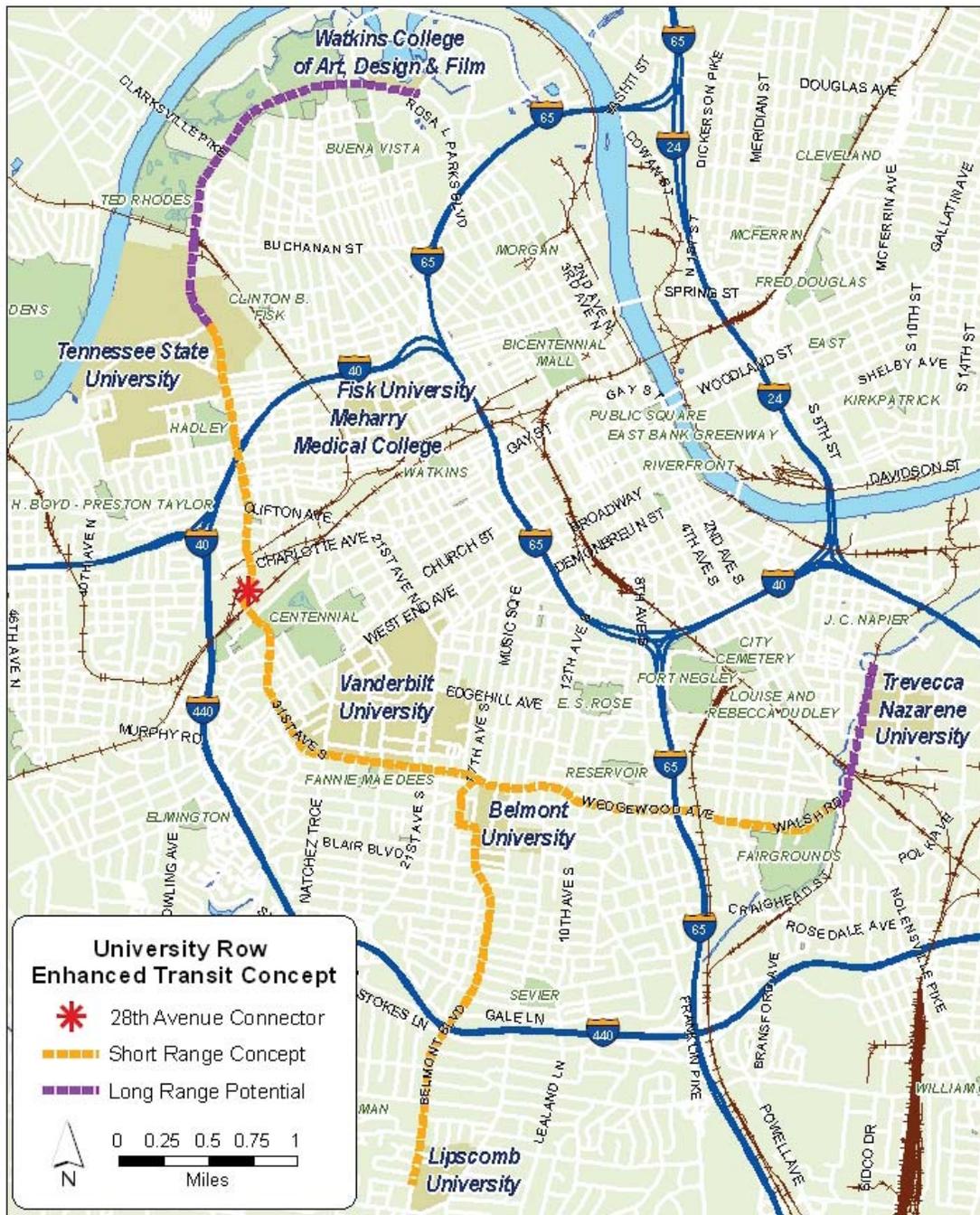
overpasses and therefore no funding allocated to the railroad for improvements. Given the lack of funding for improvements, height restriction signage and other similar signage with regard to the limited right-of-way should be posted. Alameda and Albion Streets should not be closed because they provide east-west connectivity in this part of the North Nashville community. Therefore, the aforementioned recommendations should be considered.

University Row Enhanced Transit Concept

With the 28th Avenue North-31st Avenue North Connector construction imminent, North Nashville will be linked with South Nashville through an internal loop of street infrastructure. This corridor moves through neighborhoods and communities that house a number of Nashville's regional universities and colleges including Tennessee State University, Fisk University, Meharry Medical College, Watkins Institute of Art & Design, Vanderbilt University, Belmont University and Lipscomb University (a future connection to Travecca Nazarene College could also be considered). MTA may consider enhancing transit service along this continuous corridor referred to here as *University Row*. Figure 21 illustrates a short range concept whereby enhanced transit service could be implemented fairly quickly once the connector is finished if funding is available. A long range vision is to expand the University Row enhanced transit concept but only under circumstances where ridership increases, land uses change, or additional road infrastructure is constructed.



FIGURE 21
UNIVERSITY ROW CONCEPT



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Accessibility to Services and Goods – MTA *BusLink*

The socioeconomic and travel data confirm that residents in the North Nashville community utilize the Metropolitan Transit Authority's (MTA) transit service more than some other areas of Nashville because of the lack of access to a personal automobile. This poses challenges for some residents in obtaining quality goods and services or traveling to employment. Transit trips can be lengthier in distance and time because of transfers to other routes and the schedule of buses.

During the North Nashville Community Plan update process, community members noted that access to jobs, healthy food, and youth services and activities presented a challenge. Many North Nashville residents utilize the existing bus system, but mentioned lengthy cross town trips and limited service and routes as drawbacks. With regard to accessing healthy food, many residents who may purchase significant quantities of quality goods see utilizing the transit system to transport goods as a barrier; lengthy trips and transfers often make grocery shopping a difficult task. (See the *Appendix D for a Food Access and Food Desert map.*) Residents and youth who rely on public transportation to reach jobs, training, and recreational activities are also somewhat limited by lengthy trips created by cross town routes.

Noticing these concerns countywide, MTA has worked to respond to the changing needs of Nashville/Davidson County residents. In recent years, MTA has worked with local non-profits, including Jefferson Street United Merchants Partnership (JUMP) to provide shuttle service for the disabled and the elderly in North Nashville. This action has been replicated by other non-profits in adjacent communities as well. MTA has also launched the *BusLink* service in the Madison community and could consider a similar concept in North Nashville.

BusLink is an on-demand shuttle that takes residents to services within the community. A rider can call MTA to request a pick-up at a stop location, and the scheduler will give the rider a pick-up window time. The service continues to pick up passengers along the route as requested. This service shortens length time and distances. The Madison Bus Link service was started based upon on-demand scheduling which helped determine the stop locations for the route-based, on-demand shuttle. This approach to local transit has changed how MTA provides transit service and how public transit can connect residents to quality services and goods. This approach could also serve the North Nashville community. Further investigation and study on the feasibility of this service in North Nashville is warranted.



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CHAPTER IV: OPEN SPACE PLAN

INTRODUCTION – OPEN SPACE PLAN

Parks, greenways and open space are crucial components to a community – providing spaces for rest, relaxation and recreation for community members, while establishing a sense of place in the community. The North Nashville Community Plan provides guidance on the design of open spaces, through the Open Space and Potential Open Space Community Character Policies, which are applied to various properties throughout the community.

The North Nashville stakeholders were generally pleased with the number of parks within the community and were more interested in *enhancing* the amenities and services provided within them. Increasing the activities for youth and seniors, more play equipment and walking trails near existing ball fields, and better lighting and in some cases, better wayfinding signage. The community was also amenable to the community garden concept. Detailed guidance on the design and character of open space is found in Chapter II, in the Open Space and Potential Open Space Policies for each Transect Category. Further guidance on the implementation of creating additional youth and senior activities and community gardens is discussed in detail in Chapter V, in the Implementation strategies. The guidance in Chapter II and Chapter V is supplemented by the North Nashville Community Plan’s Open Space Plan – see Figure 22.

Metropolitan Park and Greenways Master Plan

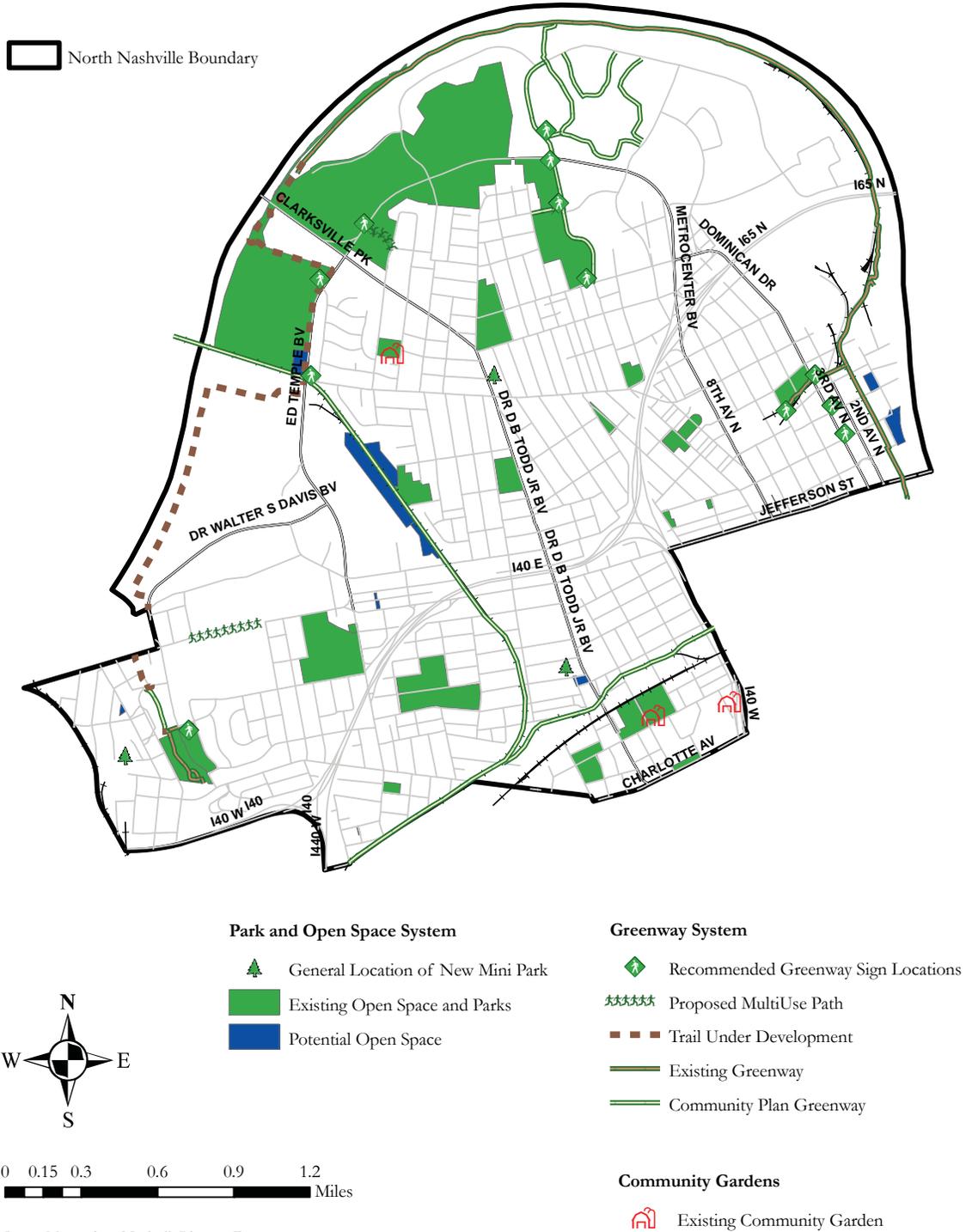
The guidance provided in the North Nashville Community Plan is also intended to complement the *Metropolitan Park and Greenways Master Plan* (“*Parks Master Plan*” adopted in November 2002 and updated in July 2008), which describes Nashville’s existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout the County. This document can be found at www.Nashville.gov/parks/master_plan.htm. It should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways in the North Nashville Community.

GREENWAYS

The majority of Nashville’s planned greenway systems are based on existing networks of rivers, lakes and streams. By locating greenway corridors along these water features, communities may utilize land that would otherwise be unused because of flooding hazards. Greenways provide a vegetative buffer that protects water quality and conserves open space and in some cases creates wildlife habitats and corridors. The increased networks of greenways in Metro Nashville also



FIGURE 22
OPEN SPACE PLAN



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offer both recreational and transportation opportunities by providing bicycle and pedestrian friendly routes between schools, homes, shopping, employment and other destinations.

Adding greenways or other trails can improve an area's quality of life as residential, commercial, employment, and recreational uses develop. Trail connections, improved roadway crossings, and paths increase connectivity among residential, schools, and commercial centers. They add value to a neighborhood by providing residents with alternative transportation and recreational options as greenways encourage healthier and more active lifestyles.

The existing greenway corridor identified in the North Nashville Community Plan is within Conservation (CO) policy. CO is a Community Character Policy designed for areas with environmentally sensitive features such as steeply sloping terrain, unstable soils, floodplains or other environmental features that need to be protected and are constraints to development. When this policy is applied to floodways and floodplain, it includes the floodway plus a corridor of at least 75 feet width, measured from the outer edge of the floodway. It is within this area that a greenway may be provided. Other proposed greenways in the North Nashville Community transverse urban areas along existing rail-lines and in some cases through neighborhoods connecting parks.

Existing Greenways in the North Nashville Community

The Cumberland River - Metro Center Levee greenway trail and its connection from Morgan Park is the only developed greenway located within the North Nashville community. The greenway is a three-mile, multi-use trail loop that connects North Nashville neighborhoods to the Metro Center Business Park. The Metro Center Levee greenway currently can be accessed from the Germantown and Salemtown neighborhoods with a trail head at Morgan Park and at trailheads within the Metro Center Business Park (the Freelands Station Road trailhead and at the Vantage Way trailhead). The North Nashville community expressed difficulty in locating Metro Center Levee Greenways trailheads and connections. Therefore, recommendations for directional signage to the greenway are made for various locations throughout the North Nashville Community and are denoted by the green signs on Figure 22 the Open Space Plan Map.



Planned Greenways in the North Nashville Community – Parks Master Plan for Parks and Greenways



There is only one major segment of a planned greenway (called an “identified greenway”) from the *Parks Master Plan* in the North Nashville Community. It is a future greenway located along the Nashville-Western City Rail Line near Fisk Park. There is also a segment of greenway that is currently “under development” from the *Parks Master Plan*. It is the Metro Center Levee greenway. It is planned to extend west towards Tennessee State University ending at a proposed trail head at Boyd Park in the Tomorrow’s Hope neighborhood. This section of the Metro Center Levee greenway is currently listed in the Metropolitan Planning Organization’s (MPO) Transportation Improvement Program (TIP), a component of the MPO’s long range Regional Transportation Plan (RTP). This and other transportation projects in the RTP and the TIP were discussed previously in Chapter 3.

In Nashville, identified greenways may be a protected natural area that is preserved from any development, but does not have a trail built in it. Alternately, the natural area may eventually include a paved or unpaved trail – the trail that is called the “greenway.” In either form, the identified greenway will maintain natural areas and protect the river and its floodway from future building development.

Recommended Greenways and Multi-Use Trails for the North Nashville Community

In addition to the proposed greenways identified in the *Parks Master Plan*, the North Nashville Community Plan makes three additional greenway recommendations. The first is the greenway along the Nashville & Western Railroad line. This rail line connects to Cheatham County where a Rails-to-Trails greenway system is being developed on the abandoned section of the railroad. In Davidson County and more specifically in the North Nashville Community, this rail line is still active and would require a greenway *adjacent* to the rail line – a Rails-with-Trails, rather than Rails-to-Trail system. This greenway would connect the Metro Center Levee greenway to Fisk Park and the Osage neighborhood, and further south to areas near Jefferson Street.

The second proposed greenway is along the CSX Railroad line. The proposed greenway should run along the CSX rail line connecting neighborhoods near Charlotte Pike to Herman Street in the Phillips Jackson/Fisk-Meharry neighborhoods. Again the CSX line is active and a greenway adjacent to the railroad is appropriate. This potential greenway would serve as an alternative transportation route between two neighborhoods that are planned to evolve to support a mix of housing types and a mixture of commercial and light industrial land uses.

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The third proposed greenway should follow along Amulet Lake in Metro Center Business Park. This planned greenway borders Amulet Lake and would act as a connection to the existing Metro Center Levee greenway. It would provide access to Metro Center businesses and the retail area near Fountain Square.

In addition to greenways (which serve the dual purpose of providing a path and protecting natural features), multi-use paths (which are not associated with a natural feature) are proposed for North Nashville. A multi-use path is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet.

The following are additional multi-use paths recommended for the North Nashville community:

- Explore a potential multi-use path from the North Nashville Police Precinct and Buena Vista Park to Rosa L. Parks Boulevard and Ted Rhodes Park. Currently Buena Vista Park can only be accessed from 25th Avenue North. There are no pedestrian connections from Rosa L. Parks Boulevard. The path would serve as another means of access to Ted Rhodes Park and to the bike lanes on Rosa L. Parks Boulevard. It would also serve as a more direct route to the greenways and bikeways system for residents in the Cumberland Heights neighborhood.
- *The Strategic Plan for Sidewalks and Bikeways* recommends a bike lane for John Merritt Boulevard that would transverse the Tennessee State University Campus. However, the portion of John Merritt Boulevard that went through the main campus was closed and redeveloped as a campus green space and amphitheater. John Merritt Boulevard continues on the west side of the campus, at which point its name changes to John L. Driver Boulevard. A multi-use path is recommended for the portion of John Merritt Boulevard that currently is the green space and amphitheater. This is also consistent with the University's plans of creating a new sidewalk within the green space leading to the amphitheater and eventually to John L. Driver Boulevard.

This plan recommends that these additional non-vehicular pathways be added to the *Parks Master Plan*. See Figure 22 for all planned and additional recommended greenways and multi-use paths.



PARKS AND OPEN SPACE



The *Parks Master Plan* establishes a park Level of Service (LOS) for each planning community in Nashville, including the North Nashville community. The LOS is based on the standards established by the *National Recreation and Park Association*. The recommended LOS for neighborhood parks in the *Master Plan* is two acres for every 1,000 residents; mini parks are one-half acre for every 1,000 residents; and for community parks a maximum of five acres for 1,000 residents.

In establishing LOS, the *Master Plan* identifies the Current LOS (based on the year 2000 population figures) and the Future LOS for parks (based on projected population figures for the year 2020). Based on 2000 population estimates, North Nashville had a surplus in community parks, but saw deficits in mini, neighborhood, and regional parks. It is projected that by the year 2020, North Nashville will have a surplus in neighborhood, mini, and community parks; community parks will see a large surplus of 258.43 acres. While the community is projected to be well served by mini, neighborhood, and community parks by the year 2020, the level of service for regional parks is expected to still be at a deficit of 217 acres.

The plan also has established a *service radius standard* that addresses the area that the park is intended to serve (see Figure 23 below).

**FIGURE 23
METRO PARKS MASTER PLAN SERVICE RADIUS STANDARDS**

FACILITY	SERVICE RADIUS STANDARD
Regional Park	30 Minute Drive
Community Park	½ to 3 miles
Neighborhood Park	¼ to ½ mile
Mini-Park	< ¼ mile
Greenway	2 miles
Special Facility	Variable

Source: METRO PARKS MASTER PLAN: 2002

Existing and Planned Parks and Open Space in the North Nashville Community – Parks Master Plan for Parks and Greenways

Mini Parks/Pocket Parks

Mini Parks are generally located in dense urban settings where there is limited acreage for park or open space development. These types of parks are typically less than five acres and may include urban plazas, playgrounds, and other small-scale open spaces. Mini parks in North Nashville include Monroe Street playground, McKissack Park, and Elizabeth Park. The appropriate amount of land dedicated to mini parks is determined by measuring how much parkland is available in relation to the number of people living in the North Nashville Community. There is currently a small surplus of neighborhood and mini parks in the North Nashville Community and it is estimated that by the year 2020 North Nashville will continue to have a surplus of mini parks; the surplus however is marginal. By this measure, the North Nashville Community meets the needs of neighborhood and mini parks, but only slightly. Therefore there are opportunities for additional mini/pocket parks in North Nashville.

Neighborhood Parks

Neighborhood Parks are generally designed to serve immediate surrounding neighborhoods and are between five and 20 acres. These types of parks typically include playgrounds, tennis or basketball courts, ball fields and sitting areas for passive recreation. Neighborhood parks in North Nashville include Morgan Park, Clinton B. Fisk Park, Watkins Park and Boyd-Taylor Park. The *Parks Master Plan* recommends enhancements to the Morgan Park neighborhood center. Enhancements would include, but are not limited to, classrooms, gymnasium, and a senior lounge. The *Parks Master Plan* recommends continued maintenance of the Elizabeth Park center and evaluation in the next 10 to 20 years of its effectiveness in the community in light of other park improvements within the North Nashville Community. There are currently no scheduled plans via the *Parks Master Plan* to make improvements at Fisk, Watkins, or Boyd-Taylor Parks.

Community Parks

Community Parks are designed to serve several neighborhoods and typically focus on providing intensive active recreational facilities. They are typically between 20 and 50 acres and may include tennis and basketball courts, soccer or football fields, and community centers that include indoor gyms. Hadley Park is located on 28th Avenue North and is the only existing community park in the North Nashville Community. The approximately 31-acre park includes indoor and outdoor tennis courts, a band shelter, one picnic shelter that may be reserved, an ADA approved playground, an indoor pool, ball fields with lights, a community center, and walking trails. The *Parks Master Plan* recommends building a new regional center



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at Hadley Park. The new regional center would preserve the existing gymnasium, while the remaining portions of the center would be new. It would include a senior center and would consider joint use of the facility by the Metro Library Board, as Hadley Branch Library is currently located near Hadley Park. The North Nashville Community throughout the process also stressed the need for more senior and youth activities and while not yet funded, the planned improvements to Hadley Regional Park may address these needs.

Regional Parks

Regional Parks provide large undisturbed tracts of land that are important for the protection of wildlife habitats and ecological communities. They also provide passive use recreation experiences including hiking, horseback riding and picnicking. Ted Rhodes Park is a 263-acre park located on Rosa L. Parks Boulevard and Ed Temple Boulevard; the park is split by Clarksville Highway with its majority in the Metro Center area. Ted Rhodes Park has a public golf course and accommodates youth football and soccer facilities including concession stands and restrooms. The *Parks Master Plan* recommends providing amenities to the existing soccer fields, which is consistent with what was heard during the North Nashville community plan update. Additional seating areas, playground, and walking trails were mentioned as desired amenities during the process. There are no funding recommendations for specific projects in Ted Rhodes Park, but general funding is recommended for maintenance of active recreational facilities (fields) in Nashville and Davidson County.

Metro Schools - Parks

Metro Parks in partnership with Metro Public Schools often utilize the open space that is part of existing elementary school properties as a cost efficient method to improve community access to parks in underserved areas. In the North Nashville community there are two Metro School sites with green space designated as park land for public use. These schools include Jones Paideia Elementary and Hull-Jackson Elementary. These *Master Plan* recommendations were consistent with the North Nashville input that public schools should be made more accessible.

Pearl Cohn Comprehensive High was mentioned during the North Nashville process as a school whose open space should be made more accessible to the community. The school is equipped with baseball, football and general recreation fields. Pearl Cohn is not listed at a planned school/park site per the *Master Plan*. Therefore it is recommended that the community work with the Pearl Cohn administration and Metro Schools through the facility reservation process to reserve the ball fields for informal recreation on appropriate days and times. Additional maintenance is also needed on the grounds to make the facilities like the baseball fields and walking track more conducive to use by the community.

Recommended Parks and Open Space for the North Nashville Community

The North Nashville Community Plan recommends that a minimum of three additional mini parks be added to neighborhoods where open space as been determined as deficient or underserved. Mini parks are recommended in these areas because they generally serve the immediate neighborhood within less than a quarter-mile walking distance. In the case of the three areas identified, North Nashville is, for the most part, adequately served by neighborhood and community parks, but small deficits in these areas warrant some form of open space in the form of a mini park. Further, the *Parks Master Plan* encourages mini parks because of their ability to provide a green space in the existing urban development pattern and they provide the highest level of daily use by residents.

The areas that are recommended to receive a mini park are shown with a green tree on Figure 22, the Open Space Plan map. The “green tree” locations are generalized and the actual location of the mini/neighborhood park should consider available land within the area, what active uses would be provided within the park and surrounding the park. The mini parks should be designed to contain activity generating components (i.e. playground, community garden, etc.) and should be located near active uses that provide perceived and real security for users and that encourage continuous use of the mini park. The proposed locations include:

- A mini park is recommended for the northern part of the North Nashville community in the Buena Vista Heights neighborhood near the 08-T4-NM-02 and 08-T4-NM-01 Community Character Policy Areas. A park here will serve T4 Urban neighborhoods and other commercial land uses in the area.
- A mini park is recommended in North Nashville in the Phillips Jackson/ Fisk-Meharry Neighborhood and is identified as the Potential Open Space Community Character policy 08-T4-POS-06. The 2002 North Nashville Community Plan update recommended a park on the northwest side of the southbound approach of the D.B. Todd Boulevard *Jubilee Bridge*. This area is right-of-way owned by Metro Government. Fisk University was given permission to use the parking lot for the student/faculty housing on Hermosa Street. At this point, the faculty/student housing is not in use and there may be an opportunity for a park in this location. A park here will provide open space for the proposed T4 Urban Mixed Use Neighborhoods. If this property is not secured as a mini park, then a park in another location in the Phillips Jackson/Fisk-Meharry Neighborhood near the 08-T4-NE-06 Community Character Policy Area is appropriate.



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- A mini park is recommended for the western part of the North Nashville community in the Tomorrow's Hope Neighborhood (directly west of Tennessee State University campus) and is identified as the Potential Open Space Community Character policy 08-T4-POS-04. If this property is not secured as a mini park, then a park in another location in the Tomorrow's Hope Neighborhood near the 08-T4-NM-06 and 08-T4-MU-02 Community Character Policy Areas is appropriate.

Community Gardens



North Nashville community members also expressed interest in Community Gardens in addition to traditional open space and parks. Community Gardens are generally a use for underutilized land in urban communities, and also serve as a healthy food source in communities where healthy food sources are rare. The existing community gardens in the North Nashville community include the C.E. McGruder Family Resource Center Community Garden, the Watkins Park Community Garden, and the John Henry Hale Community Garden.



The *Parks Master Plan* recommends identifying vacant parcels in dense neighborhoods and working with residents, non-profits, and other grassroots organizations to develop and maintain community gardens. Figure 24 shows parcels in North Nashville that are classified as a “vacant” land use and land that is currently owned by Metropolitan Government of Nashville as “back-tax land” or land whose property taxes are in delinquent status and therefore the property is currently controlled by Metro Government. The *Parks Master Plan* also recommends utilizing portions of existing or future neighborhood parks as community gardens.

For more information on how to start and maintain a community garden, visit Metro Parks website www.nashville.gov/community_gardens.

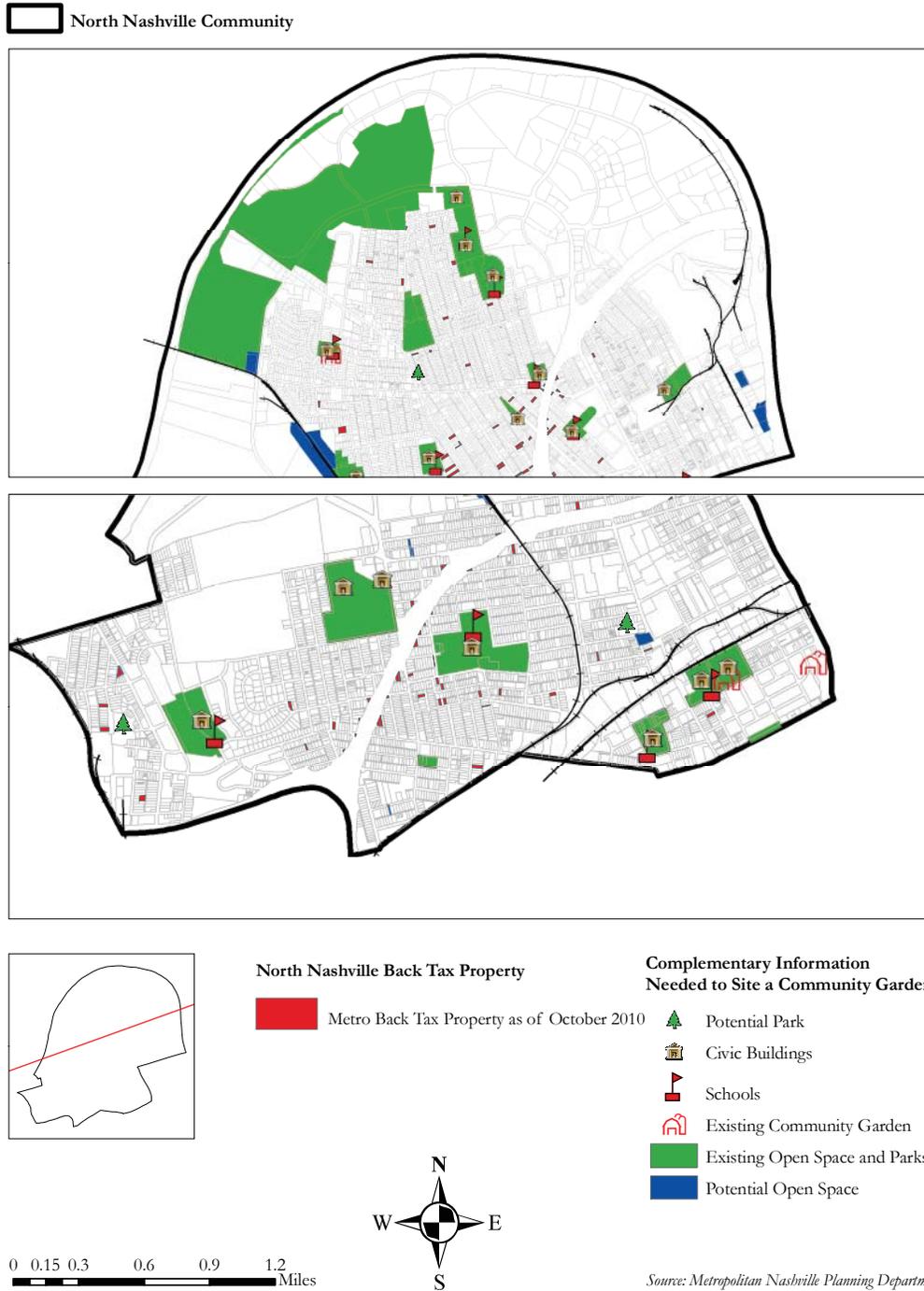
Additional Open Space – Civic Land Uses



In addition to Metro Parks and Metro School park land, which are labeled with Open Space Community Character Policy (OS) in the community plan, there are civic uses such as libraries and cemeteries that are also labeled OS. If the uses on these properties were to cease, it is recommended that all or a section of the property remain in public use as open space. Meanwhile, areas that may be appropriately used as open space in the future are labeled Potential Open Space. Guidance for each of these areas is found by reading the Open Space and Potential Open Space Community Character Policies and by reading the specific Community Character Policy Areas in Chapter II.

FIGURE 24

NORTH NASHVILLE POTENTIAL COMMUNITY GARDEN SITES



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CHAPTER V: IMPLEMENTATION

INTRODUCTION - IMPLEMENTATION

The North Nashville Community Plan will be implemented through the efforts of numerous stakeholders. While Metro Planning staff will use the North Nashville Community Plan to provide guidance on future zone change and subdivision decisions, community stakeholders can also use the document to seek funding for community-led implementation and champion land use and urban design projects that meet the vision and goals of the North Nashville Community Plan. Stakeholders could also use the data in the North Nashville Community Plan to “pitch” their community to new businesses and residents, highlighting North Nashville’s many assets which also may lead to successful implementation of the community’s vision.

INTERPRETING THE IMPLEMENTATION CHAPTER

The purpose of this chapter is to describe the standard tools involved in the implementation of this plan. Whether creating an urban mixed - use center, enhancing residential neighborhoods, or building new infrastructure, the Community Plan provides clear guidance for future development, redevelopment and preservation through the Community Character Policies and associated special policies found in Chapter II. Chapter V explains how to implement the North Nashville Community Plan’s vision, goals, and objectives by identifying stakeholder responsibilities and appropriate partnerships.

The Implementation Chapter discusses the numerous ways that the North Nashville Community Plan can be implemented – by Public Sector-led initiatives, by Private Sector-led initiatives, and by Community or Stakeholder-led initiatives. Each is explained in subsequent sections below.

Chapter II of the North Nashville Community Plan lists goals and objectives based on community input that specifically address land use, urban design, transportation and infrastructure. These goals and objectives, along with the ideal timeframe for their completion, are translated into an *Implementation Table* found at the end of this chapter. These goals and objectives are the types of implementation steps that the Community Plan can generally influence.

There are, however, additional goals and objectives that are important to the community’s sustainability. These include goals and objectives related to Economic Development and Reinvestment, Residential Development and Reinvestment, and Youth and Community Development. These goals and objectives were identified



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by the community and are found later in this chapter. This set of goals is generally outside the direct purview of the Community Plan and are best implemented through actions of community groups and non-profits.

Chapter V concludes with the Implementation Table listing goals and objectives that specifically address the improvement of open space, neighborhoods, centers, corridors, and transportation networks through the interpretation of the Community Plan's Community Character Policies, urban design policies, and transportation recommendations; all of which are best accomplished through actions taken by the public and private sector. The Implementation Table is a useful tool for the community. It may be used to evaluate development proposals and their conformity with the goals and objectives of the Community Plan. It may also be used to prioritize, petition for, and track, infrastructure projects that meet the community's needs as it relates to public and private investment. Again, for implementation actions of very specific economic, residential, and youth and community development goals, the reader should focus on the actions described in the *Community-Led Implementation* section of this chapter.

IMPLEMENTING THE NORTH NASHVILLE COMMUNITY PLAN – PRIVATE SECTOR ACTIONS

The North Nashville Community Plan is primarily implemented as private property owners make the decision to rezone, subdivide or develop their property. As they decide to develop or redevelop their land, the Community Character Policies in the North Nashville Community Plan provide guidance on how that development or redevelopment should take shape as it contributes to the community. As a result, much of the change proposed in the North Nashville Community Plan will only take place as the market supports it; when individual property owners decide that the time and market are right for development or redevelopment.

Metro Planning staff will use the North Nashville Community Plan whenever a zone change or subdivision request is made within the North Nashville Community. When these applications are made by private property owners, they are reviewed by the Metro Planning Department and several other Metro Departments related to development. Metro Planning staff reviews the proposed zone change or subdivision request to see how well it conforms to the guidance of the North Nashville Community Plan and specifically the guidance in the Community Character Policy and any associated special policies. Metro Planning staff provides a recommendation to the Metro Planning Commission on subdivision requests and the Commission makes the final decision on subdivisions. Metro Planning staff provides a recommendation to Metro Planning Commission on zone change requests and the Commission makes a recommendation to the Metro Council, which makes the final decision on zone changes. For development proposals that do not require a zone change or a subdivision, the Community Plan should be consulted by the property owner or developer, because it represents the vision of the community. The property owner or developer is not required, however, to follow the Community Plan if he or she is building within their current zoning. North Nashville stakeholders are encouraged to track development proposals and insist that the proposals honor the goals and objectives outlined in the North Nashville Community Plan. The relationship of the North Nashville Community Plan to other planning regulations and guidance is discussed below.

Zoning Regulations

The primary purpose of the North Nashville Community Plan is to serve as the guide for approval or disapproval of future zoning applications. The Zoning Code is Chapter 17 of the *Code of the Metropolitan Government of Nashville and Davidson County, Tennessee*. The Zoning Code regulates land use and how development occurs on a site. The North Nashville Community Plan outlines the vision for what future growth, development and preservation should look like in North Nashville and zoning is one tool used to achieve that vision. While the Community Character Policies contained within the North Nashville

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Community Plan are non-regulatory, zoning is regulatory with the force of law. To ensure that the design objectives associated with the Community Character Policies contained within the North Nashville Community Plan are realized in new development, zoning is needed to make these objectives regulatory.

Each Community Character Policy discussed within the North Nashville Community Plan has accompanying, recommended zoning districts that can be used to implement the design principles of that particular policy. In many residential policies, the typical base zoning districts that allow residential development (R and RS zoning districts) are recommended, with additional design-based zoning districts recommended for multi-family developments to ensure higher levels of design. In center and corridor policies, design-based zoning districts are recommended to ensure higher levels of site and building design. Design-based zoning includes Specific Plan (SP), Urban Design Overlay (UDO), and Planned Unit Development (PUD). In each type of design-based zoning, specific standards are established to provide certainty in site and building design that is tailored to the particular property in its particular context. These are the most powerful zoning tools to implement the North Nashville Community Plan.

Subdivision Regulations

The zoning district classification determines the types of uses and levels of density/intensity that will be allowed on a particular property. Meanwhile, the Metro Subdivision Regulations control the pattern of development and how each lot relates to one another. Essentially, zoning decisions are a legislative decision made by the Metropolitan Council that confers development entitlements, while subdivision decisions are made by the Metropolitan Planning Commission – a ten member board of volunteers appointed by the Mayor and confirmed by Council. The Subdivision Regulations include standards for how property is divided, and how streets and utilities are located. The Subdivision Regulations provide patterns of development consistent with the types of uses permitted in the various zoning districts.

The Metro Subdivision Regulations have tools that allow for residential development that better reflects the rural, suburban and urban neighborhoods found and desired in Nashville and Davidson County. Many of the planning principles incorporated into the Subdivision Regulations during that update are also found in the *Community Character Manual* and the North Nashville Community Plan.

The Metro Subdivision Regulations provide several options for implementing subdivision design with either a rural, suburban, or urban character. Walkable Subdivisions are subdivisions that promote urban forms of development. These are most appropriately used in the T4 Urban Transect and may be used in T4 Urban Neighborhood Maintenance, Evolving, and Mixed - Use Neighborhood Policy areas as identified in the North Nashville Community Plan. Lastly, classic suburban design with improved pedestrian, cyclist and vehicular connectivity is most appropriate in T3 Suburban Transect areas, and in T3 Suburban Neighborhood Maintenance and Evolving Policy areas.

The Community Character Policies and special policies found in the North Nashville Community Plan play a smaller role in future subdivision decisions than they play in future zoning decisions in terms of future land uses. However, the Community Character Policies do play an important role in determining future road locations and infrastructure decisions that may be part of a new subdivision plat. Individual property owners and developers are still encouraged to consult the North Nashville Community Plan when proposing subdivisions, as the Plan represents the form of development that reflects the vision of the community.

IMPLEMENTING THE NORTH NASHVILLE COMMUNITY PLAN – PUBLIC SECTOR ACTIONS

Capital Improvements Budget (CIB) and Capital Spending Plan (CSP)

Metro Planning staff uses the North Nashville Community Plan in conjunction with other planning documents that guide public sector-led development projects such as building of streets, greenways, sidewalks, bikeways, parks, schools, etc. For example, when Metro Planning staff is called on to give recommendations for the Capital Improvements Budget (CIB) and the Capital Spending Plan (CSP), staff looks to the North Nashville Community Plan and the other thirteen Community Plans in Davidson County for suggested projects.

The CIB is Metro Nashville and Davidson County Government's listing of proposed publicly-funded infrastructure projects. Projects on the CIB range from street improvements (new streets, widenings, etc.) to the creation of sidewalks and bikeways, to parks, schools and the like. While the CIB lists *all* proposed projects, the CSP is the final list of projects that are planned and funded for the subsequent six years. The purpose of the CIB and CSP is to identify short- and long-term capital needs; prioritize capital improvement projects; allow for the coordination of all projects in Metro Nashville allowing more efficiency and cost savings; and to develop a financial plan for funding projects. The Metro Planning Commission makes a recommendation for capital improvement projects to the Mayor's Office, which makes its recommendations to the Metro Council. The Metro Council adopts the CIB and CSP. The CIB and CSP are prepared annually, and review of the North Nashville Community Plan by Metro Planning staff for prioritizing and proposing capital projects is an important recurring implementation task.

Major and Collector Street Plan (MCSP)

The MCSP is the official Metro plan for arterial and collector streets. The MCSP outlines the envisioned use and features of arterial and collector streets – their locations, function, and design. The guidance of the MCSP is implemented when its proposed projects are programmed and funded using local, state and federal funds. When updating a Community Plan, Metro Planning Department staff considers the recommendations of the currently adopted MCSP for the community (in this case, the MCSP's recommendations for North Nashville) and simultaneously studies whether the recommendations of the MCSP should still stand, given the community's input and staff's analysis on the role of the arterial and collector streets in the area. As a result, Metro Planning staff may make recommendations on whether or not the MCSP should be amended to add, delete or modify recommendations on specific streets. In recommending adding or removing streets from the MCSP, Planning staff is essentially evaluating transportation impacts on the built and un-built environment, overall connectivity, and on providing multiple modes of transportation.

IMPLEMENTING THE NORTH NASHVILLE COMMUNITY PLAN – COMMUNITY ACTIONS

North Nashville stakeholders including residents, business owners, property owners, institutional representatives, developers and elected and appointed officials can be leaders implementing the community plan.

As discussed above, the primary product of the North Nashville Community Plan is the application of Community Character Policies, which are used to evaluate future zone change and subdivision decisions. There are, however, other goals, objectives and initiatives that are of interest to the community, beyond growth and development. These may include how to better

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unite a community, provide social services, combat crime, and improve the overall look and condition of a community. While the growth and development of North Nashville may impact these issues, the community may want to take more immediate actions that have a more direct impact on these issues. For this reason, these initiatives are best championed by the community.

Acting on some of these initiatives will require community organizing, creating effective partnerships amongst stakeholders, locating funding sources to implement programs and accomplish goals, educating other community members, and prioritizing goals and objectives. During the North Nashville Community Plan update, stakeholders took the first step in community plan implementation by prioritizing goals and objectives that were most important to the North Nashville stakeholders.

During the community plan update process, three issues surfaced as being the most important to the community – Economic Development and Reinvestment, Residential Development and Reinvestment, and Youth and Community Development. During the July 27th Implementation meeting, North Nashville stakeholders held focused conversations and participated in an exercise to prioritize goals within each of these overarching topics. The result was a list of goals for the community to pursue, which serves as a template enabling more focused community-led implementation efforts during this planning period.

Economic Development and Reinvestment

Economic development is typically defined as a change in any community that enables greater production, increased employment, and a better distribution of goods and services. Economic development can take various forms in terms of programs, actions and services. Some communities will be successful by using typical economic development programs, while others will have to think more creatively in developing their assets to become more marketable. This is the case within the North Nashville Community.

The concepts of economic development and reinvestment are comprised of numerous ideas, approaches, and strategies. In discussions with North Nashville stakeholders, including JUMP and the Nashville Area Chamber of Commerce, conversations revolved around four strategies – workforce development, marketing, reinvesting, and access to transportation – as being the most relevant to improving the economic condition of the North Nashville Community.

Listed below those concepts are the North Nashville Community’s more specific economic development and reinvestment priorities. These were actions identified by stakeholders to jumpstart economic development within this planning period. Addressing the following concepts in concert with the community’s priorities may help to achieve the larger goal of economic development and reinvestment.

- *Workforce Development – Preparing individuals for the work place, increasing individual and family buying power, and thinking about, and responding to, trends in business, such as green jobs.*

Workforce Development is the process whereby a community works to sustain and retain a viable employment pool to support existing and future businesses. Many communities utilize their resources to create programs and provide assistance that help residents obtain employment, retain employment or re-enter the workforce. This may range from customized training for a specific company, to broad community-wide training for potential employment in many different fields, to job placement assistance (writing resumes, applying for jobs, maintaining an available jobs database). In North Nashville, economic development may start first with strengthening the local workforce. Doing so would increase the number of North Nashville residents who are employed, subsequently increasing the buying power in the community. Increasing the buying power in North Nashville could strengthen the market for potential businesses and consequently residential development.

North Nashville stakeholders expressed interest in preparing the workforce for, and attracting companies in, the green jobs industry. The Tennessee Department of Labor and Workforce Development defines “green jobs” as jobs that directly produce green products or provide green services in any of the following five sectors: (1) producing or manufacturing renewable energy, (2) increasing energy efficiency, (3) conserving natural resources, (4) preventing, reducing and cleaning up pollution, and (5) producing clean fuels and transportation. North Nashville stakeholders may consider this industry along with other prominent job industries in Nashville (i.e. music and healthcare) as areas in which to focus workforce development.

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- *Marketing – Promote North Nashville and its attractions to bring more visitors and dollars to North Nashville.*

The North Nashville Community has a rich history centered on music - historically jazz and blues. The North Nashville Community also has its heritage rooted in its institutions including major universities like Fisk University and Tennessee State University and notable and historic religious institutions. North Nashville may consider developing a unified marketing campaign to promote these resources to Nashville and Davidson County residents and others within the Middle Tennessee Region.

North Nashville may also use marketing to attract, retain, and promote businesses that are seen as unique to the local economy. Businesses that offer unique products and services not only attract local customers, but customers from other communities and throughout the region. This will also help reposition North Nashville as a significant contributor to the Nashville and Davidson County and regional economy. In the same vein, North Nashville must still promote local businesses to its existing residents; many commercial areas depend on local foot traffic to remain viable. An example community that has succeeded in finding this balance is the East Nashville Five Points area and its accompanying association ReDiscover East. In this example, local businesses boast a regional draw while also serving neighborhood residents.

- *Reinvesting – Improving existing commercial businesses and housing to make North Nashville attractive to potential business owners, employers, residents and students.*

“Community reinvestment” was initially a concept that subsequently became a government regulation calling for the removal of barriers to commercial and residential lending and investing in low-to-moderate income neighborhoods. The Community Reinvestment Act passed in 1977 sought to regulate banks and other lending institutions to ensure fair lending practices and make credit more accessible in low-to-moderate income neighborhoods. Today, this concept has reached beyond traditional banks to community-based and non-profit lenders. Many of these new lenders were created specifically to encourage investing in low-to-moderate income neighborhoods, to improve the housing stock in these areas, and revitalize commercial centers. North Nashville has and will continue to benefit from these types of institutions and the reinvestment activity that they create.

The act of reinvesting in the context of non-profit and community-based organizations may include constructing affordable and workforce housing, providing financing training and support for potential home owners and providing incentives, training, and support for small businesses. In North Nashville some of these actions have begun to take place. Several non-profit community development corporations (CDCs) have completed and continue to build affordable housing throughout the community and other CDCs are forming to address the needs of the business community in North Nashville.

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- *Encouraging accessible transportation for the local workforce, students, seniors and youth.*

Transportation to get residents to services, activities, employment, and education was an identified need in the North Nashville Community Plan update process. Transportation can also impact economic development. As stated above, North Nashville may begin to address economic development by strengthening the local workforce. Development of the workforce includes obtaining and retaining jobs, and having adequate transportation is critical in doing so.

A local economy is also dependent on the mobility of its residents. If residents cannot access commercial centers, jobs, and activities, then it is less likely that these components of the community will thrive. In North Nashville the organization Jefferson Street United Merchants Partnership (JUMP) has begun to address mobility needs of seniors by providing a senior shuttle service. The shuttle transports seniors who are disabled or that do not have personal transportation to locations within the community. Similar transportation needs exist for those in the workforce who are without transportation and for youth who need transportation to and from school and after school activities. Meeting the mobility needs of a community enables the movement of goods and services which in turn is beneficial to the local economy.

Community Priorities for Economic Development and Reinvestment

In discussing the various components of economic development that are unique to North Nashville, stakeholders built on the ideas mentioned above and offered additional strategies for improving the economic state of North Nashville. Out of 28 ideas, these four rose to the top and are most closely related to reinvesting and marketing in North Nashville. The list of ideas in its entirety can be found in Appendix C of this document.

- Support the development of a new grocery store in the North Nashville Community.
- Support researching and creating tax incentives to spur economic development for specific types of businesses.
- Market North Nashville within a larger fundraising /marketing campaign for the city under the title “Movement City” recognizing North Nashville’s role in the historic Nashville Civil Rights Sit-ins.
- Improve the gateways to Tennessee State University, Fisk University and Meharry Medical College as they are among the community’s strongest assets.



Residential Development and Reinvestment

Residential neighborhoods are the back bone of the community. They provide a diversity of housing for residents at every point in the life cycle. Housing is also the driving force behind our commercial centers and corridors because they contain the residents that shop, work, and recreate within them. Throughout the North Nashville Community Plan update process, stakeholders have expressed the need to strengthen the residential neighborhoods by attracting more professionals, families, and students and promoting home ownership within the community. To do so requires considering not only the housing but the nature of individual neighborhood streets as well. Some ideas on how to strengthen a residential neighborhood include:

- Providing a mixture of buildings types (single-family, two-family, alley house, townhouse, stacked flat, cottage courts) to attract a variety of residents (young families, students, singles, extended families, empty nesters, seniors, etc.) who have different housing needs at different points in their lives.
- Creating streets that accommodate a variety of transportation options and transportation-related amenities (transit stops and shelters, sidewalks, bike lanes)
- Creating a pedestrian friendly and pleasant street with appropriate streetscape elements (landscaping, screening, stormwater management, street trees, benches, lighting, trash receptacles)

North Nashville stakeholders began to think about the specific actions that could be taken to improve the condition of residential neighborhoods. Of the 50 ideas from the implementation discussion, the following four ideas were determined to be the most important priorities. The list of ideas in its entirety can be found in the Appendix C of this document.

- Decrease crime through appropriate infill as there is a correlation between crime, vacant properties, and diminished property values.
- Improve the perception of North Nashville neighborhoods by working with local news stations on neighborhood geography to accurately report the location of crime incidents. Currently, crime that occurs in other parts of Nashville is reported as being in “North Nashville”, increasing the perception that North Nashville is dangerous.
- Increase the number of residents in North Nashville with discretionary income – discretionary income *as well as* additional residents are needed to attract services.
- Promote North Nashville after public investments have been made (streetscape, signage, landscaping) to attract private developers.



Youth and Community Development

Providing additional activities to support youth was a reoccurring theme for North Nashville stakeholders as was community development to support youth and families. Rather than focusing solely on stopping young people from engaging in risky behaviors, youth development aims to mobilize communities to create positive goals and outcomes for all youth and the programming to support these outcomes.

Community development is the process of creating a viable urban community that has appropriate housing, a suitable living environment, and economic opportunities. Effective community development also utilizes the wealth of knowledge and experience within it, which if used in creative ways, can be channeled into collective action to achieve the communities' desired goals.

North Nashville stakeholders began to think about the specific needs of the youth and other community members and how enhancements within the community can help address those needs. Of the 27 ideas from that discussion, the following four ideas were determined to be the most important priorities. The list of ideas in its entirety can be found in Appendix C of this document.

- Utilize school facilities more frequently for youth and community activities.
- Provide more accessible and frequent transportation for youth to get to and from activities.
- Encourage local colleges and universities to engage youth and families while becoming more involved in service learning.
- Provide access to healthier food for the community's youth and families.



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Resources for Community-Guided Implementation

Various Metro Nashville government departments, representatives from the Office of the Mayor, non-profit organizations, institutional representatives, and neighborhood / business organizations attended the July 27th Implementation meeting. To address the priorities identified, North Nashville stakeholders were encouraged to utilize the various resources available to them. The community was also reminded that some resource groups may be effective leaders or co-leaders while others may only play a supportive role, with the community itself leading the effort. In all cases, the North Nashville Community should be prepared to act as the champion of the priorities identified above.

Below is a detailed listing of resources that have been identified throughout the North Nashville Community Plan update process. This list is not exhaustive, and there are a number of additional resources that may be available to the North Nashville Community. The designation of **E** (Economic Development and Reinvestment), **R** (Residential Development and Reinvestment), and **YC** (Youth and Community Development) denote the resources' applicability to each topic area.

Metropolitan Nashville Government

Metropolitan Nashville Arts Commission – Administers a grant program to provide public arts and assists neighborhoods in public art projects, including neighborhood gateways. www.artsnashville.org **(YC)**

Metropolitan Nashville Career Advancement Center – Works with individuals to explore career options, target a career or industry, then strategize and market oneself for the job search. NCAC's Workforce Board promotes workforce and economic development as well as youth education throughout the region. <http://www.nashville.gov/ncac> **(E) (YC)**

Metropolitan Nashville Department of Building Codes and Safety – Administers building code, ensure building code and property standards compliance. Administers the NOTICE (Neighborhoods Organized to Initiate Codes Enforcement) program, which is designed for residents to report building codes violations to Metro Codes Department. www.nashville.gov/codes **(E) (R)**

Metropolitan Development and Housing Agency (MDHA) – Works to ensure access to affordable and adequate housing, administers redevelopment districts, assists in development of public projects, and administers HUD grants benefiting low – moderate income communities. www.nashville-mdha.org **(E) (R)**

Metropolitan Nashville Historical Commission – Works to preserve and reuse historical buildings, places and neighborhoods and administers the Historical Marker Program. Works with the Historic Zoning Commission to apply and oversee historic overlay and conservation zoning districts. www.nashville.gov/mhc **(R) (YC)**

Metropolitan Nashville Health Department – Promotes physical and mental well-being and prevents disease, injury and disability for Nashvillians. Administers programs targeting youth, families and seniors that encourage healthy lifestyles. It is also the home of Metro Animal Care and Control which assists with loose animals and spay/neuter programs for pets. www.health.nashville.gov **(R) (YC)**

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Metropolitan Nashville Parks and Recreation Department – Manages over 10,000 acres of public park land and recreational centers offering both passive and active recreation, including senior programs, special population programs, cultural arts classes, dog parks, a variety of trails, nature programs, sports leagues, art galleries. www.nashville.gov/parks (YC)

Metropolitan Nashville Public Schools – Oversees Nashville and Davidson County’s public education system. Administers the use of public school facilities for the community, and acts as a partner with non-profit and faith-based community in local family resource centers. www.mnps.org (YC)

Metropolitan Nashville Public Works Department – Ensures a safe, clean and convenient transportation network of public streets and alleys, and provides an efficient system of waste management in Davidson County. Is also the home of the Metro Beautification and Environment Commission, which sponsors a variety of programs and educational opportunities to promote recycling, community clean-ups, neighborhood landscaping projects, and anti-litter initiatives. www.nashville.gov/pw/ (E) (R)

Metropolitan Police Department – Provides safety and security for all of Nashville / Davidson County. Administers the Citizen Police Academy Program and other programs that address the intervention of crime, while assisting neighborhood watch groups. www.police.nashville.org (YC)

Metropolitan Nashville Social Services – Provides planning and coordination while delivering services to the city’s elderly, homeless, disabled and low income populations. Oversees the Poverty Initiative Plan and the Nashville Poverty Council to reduce poverty by addressing a range of factors throughout the city. www.nashville.gov/sservices (YC)

Metropolitan Transit Authority – Provides public transportation for Davidson County. Administers the Bus Link Program (now a operating in the Madison community) whereby riders call to schedule personal pick-up and drop-off at identified stops. MTA implements programs and strategies to provide safe and easy access to local attractions, employment, and retail centers throughout Davidson County. www.nashvillemta.org (E) (YC)

Mayor’s Office

www.nashville.gov/mayor

Mayor’s Office of Children and Youth – Works with other entities to ensure that all of Nashville’s children are healthy, safe, successful in school, and connected to caring adults, allowing them the opportunity to contribute to the progress of our city. Recently, the Office of Children and Youth released its *Children and Youth Master Plan*. To view that plan visit: www.nashville.gov/mocy/masterplan.asp (YC)

Mayor’s Office of Economic and Community Development – Works to stimulate local economic activity through focusing and coordinating government resources. (E)

Mayor’s Office of Environment and Sustainability - Oversees the implementation of the Mayor’s Green Ribbon Committee report of recommendations. This may be relevant to the creation of green jobs and industry in North Nashville. To view a copy of the report “Together Making Nashville Green visit: www.nashville.gov/mayor/green_ribbon (E) (YC)

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Mayor's Office of Neighborhoods – Engages the community in programs to create an informed, active and involved citizenry and enhanced governmental response to community needs. Administers the Fix My Street Program and supports the Codes Department's NOTICE program. **(R)**

Non – Profit Organizations

15th Avenue Baptist Church Community Development Corporation – FABCDC is a 501(c)(3) non-profit organization established by the Fifteenth Avenue Baptist Church in Nashville, Tennessee. The FABCDC focuses on workforce development, financial and home buyer education classes, and housing and economic development. The FABCDC is located in the North Nashville Community and has completed several development projects including a senior center and mixed - use development on Jefferson Street. www.fabcdc.org **(E) (R) (YC)**

Affordable Housing Resources – AHR's mission is to create affordable housing and strong neighborhoods and is committed to providing homeownership opportunities for low to moderate income families. Its three main programs are home buyer education, single-family housing development, and mortgage lending programs. www.ahrhousing.org **(R)**

All The Kings Men, Inc. – AKM is dedicated to reducing the disproportionate minority contact with the juvenile court system amongst the African American population across the United States of America.; i.e. reducing the number of times a child is involved in and/or is charged with illegal activity. Primary programming includes group mentoring of young men and women ranging in age from 8 to 18. AKM currently focuses its efforts in the North Nashville Community. www.akmnashville.org **(YC)**

Be a Helping Hand Foundation – The Foundation, based in the North Nashville Community, teaches trade skills and provides job search and placement assistance for young men and women in inner city neighborhoods. Based in North Nashville. bahelpinghand.org **(YC) (E)**

Boys and Girls Club of Middle Tennessee – The Boys and Girls Club is a comprehensive youth development organization. Core program areas include: education & career development, character & leadership development, health & life skills, the arts, sports, fitness & recreation. There are two Boys and Girls Club locations in the North Nashville Community. www.bgcmt.org **(YC)**

BURNT - A local environmental justice organization whose goal is to improve the environment through citizen involvement with government, business, and academia. www.burnt-tn.org/BURNT

Community Food Advocates – CFA is dedicated to addressing the root causes of hunger and poverty and ensuring that everyone has access to healthy, affordable food from a just and sustainable food system. Programs include Re/Storing Nashville (access to healthy food in existing food retailers), Growing Healthy Kids (access to healthy food in schools), and Food Stamp Outreach and Advocacy (food stamp program education and advocacy). CFA is specifically concerned with issues of food deserts in the North Nashville Community. www.communityfoodadvocates.org/ **(E) (YC)**

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EarthMatters – EarthMatters offers a broad range of programs to enhance interior and exterior living spaces and to educate young people on the benefits of environmental responsibility. Earth Matters assists neighborhoods in establishing community gardens, such as the garden at McGruder Family Resource Center, the G.W. Carver Food Park (Community Garden) in the Sevier Park area, and school gardens. www.earthmattersnetworks.com (YC)

Mt. Nebo Community Development Corporation– Mt. Nebo, in partnership with Merry Street Church of God, works in redevelopment efforts in the Booker Street / Merry Street area of North Nashville. www.mountnebobaptistchurch.org (R)

McGruder Family Resource Center – MFRC is a partnership of various private and public organizations that provide services for the North Nashville Community, including youth outreach, family programs, nutrition education, mental health services, computer training and a community garden. www.uwtn.org/content/index.php?pid=90 (YC)

NAACP (National Association for the Advancement of Colored People) - NAACP Nashville Branch is a champion for social justice, equity, and fairness as it relates to education, employment, voting rights, economic development, health, and environmental issues. www.naacpnashville.org (E) (YC)

Nashville Alliance for Financial Independence – NAFI is an initiative of United Way of Metropolitan Nashville to help working individuals and families achieve stable, long-lasting financial independence. Services provided include income tax preparation assistance and financial planning. www.nashvilleafi.org (YC)

Nashville Civic Design Center – NCDC works to elevate the quality of Nashville’s built environment and to promote public participation in the creation of a more beautiful and functional city for all. The NCDC is considering opportunities in the North Nashville Community to promote through education sustainable development and quality urban design. The NCDC also works with local neighborhoods in providing planning and neighborhood assessment services. www.civicdesigncenter.org (R)

Neighborhoods Resource Center – NRC assists Nashville residents in the formation and development of neighborhood-related organizations by providing information, leadership training, consulting, and supportive services, as well as by forming collaborative relationships with, and providing support to, institutions that serve neighborhoods. The NRC has been involved in the North Nashville update process and may act as a resource for community organizing efforts. www.tnrc.net (R)

New Level Community Development Cooperation – New Level CDC is an outreach of Mt. Zion Baptist Church. The work of the CDC focuses on four key areas: affordable housing services including homebuyer training, financial stability and wealth building, economic development and entrepreneurship, and community building. New Level CDC has been involved in the North Nashville Community Plan update process and is a local developer of affordable housing in the North Nashville Community. www.newlevelcdc.org (E) (R)

Northwest YMCA – The YMCA is a community-based organization, founded and run by community members. The Northwest YMCA is outside of the North Nashville community planning area, but serves the larger North Nashville Community. The YMCA specializes in programs and services that help build individuals as well as entire communities. www.ymcamidtn.org/northwest (YC)

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Oasis Center—The Oasis Center works to help young people overcome serious challenges that prevent them from transitioning into a healthy adulthood. The Oasis Center works with young people to address homelessness, violence, depression and low self esteem, disconnection, and failing schools. The Oasis Center is located in the North Nashville study area and representatives are aware of the North Nashville Community Plan update and were present during the discussion involving youth and community development. www.oasiscenter.org (YC)

Second Harvest Food Bank of Middle Tennessee – SHFB, located in MetroCenter, collects and distributes food throughout the region. Programs include Together We Grow, teaching kids about growing their own healthy food, and Healthy Options Made Easy, teaching cooking classes. www.secondharvestmidtn.org (R) (YC)

The Housing Fund – THF was established to finance affordable housing and neighborhood revitalization projects throughout Middle Tennessee and Allen, Edmonson and Warren counties in Kentucky. THF offers lending programs as well as technical and financial assistance to purchase, rehabilitate, or construct homes for low and moderate income families. www.thehousingfund.org (R)

Business and Neighborhood Organizations

Jefferson Street United Merchants Partnership (JUMP) – JUMP’s mission is to develop, foster and promote cooperative economic development through revitalization, acquisition, education and public safety programs in North Nashville. JUMP is the leading business organization in the North Nashville Community and has been involved throughout the North Nashville community plan update. www.jumptojefferson.com (E)

Nashville Area Chamber of Commerce / Chamber North Area Advisory Council—The Chamber is a nonprofit organization dedicated to facilitating community leadership to create economic prosperity. The Nashville Chamber also promotes economic prosperity through its area advisory councils. The Chamber North Advisory Council includes areas within the North Nashville community planning area (Jefferson Street, Germantown, Metro Center), but also areas outside the community planning area – Trinity Lane, Dickerson Pike, and Skyline North. The Chamber North Area Advisory Council has been an avid participant in the North Nashville community plan process and may serve as a resource with regard to economic development and support for local businesses. www.nashvillechamber.com (E)

North Nashville Neighborhood Groups and Associations – NNOCI (North Nashville Organization for Community Improvement), Historic Buena Vista Neighborhood Association, Hadley Park Neighborhood Association, Salemtown Neighbors Neighborhood Association, Historic Germantown Neighborhood Association, Neighbors Reaching Out, Fisk Area Neighborhood Group (FANG), Buena Vista Association – The North Nashville Community boasts many neighborhood groups and associations, some of which have been involved in the North Nashville Community Plan update. More information about each neighborhood group may be found at www.nashville.gov/mpc/neighborhoods or by contacting the Neighborhoods Resource Center. www.tnrc.net (R) (YC)

Re-Discover East – Re-Discover East is a nonprofit organization committed to preserving the authentic character of East Nashville and enhancing the quality of life for all of its citizens. Its organization includes business groups, neighborhood groups, and individual East Nashville merchants and residents. It is the leading example of an umbrella organization created specifically for the implementation of a neighborhood master plan. www.rediscovereast.org (E)

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The Urban League of Middle Tennessee -- The mission of The Urban League is to enable African Americans and other minorities and disenfranchised groups to secure economic self-reliance, power, parity, and civil rights by focusing on issues pertaining to economic empowerment, youth & education, health & quality of life, civic engagement, and civil rights and racial justice. The Urban League has several signature programs aimed at youth and community development and workforce development. www.ulmt.org (E) (YC)

Institutions

Fisk University – FU is a small, predominantly African American institution with a strong liberal arts and sciences emphasis. FU has a historic history, beginning classes in 1866 in the North Nashville Community, and its campus includes numerous historic buildings. <http://www.fisk.edu> (YC) (E)

Matthew Walker Comprehensive Health Care Center – MWCHCC provides health care services and programs to underserved populations and provides jobs to low income persons. The Center has been located in the North Nashville Community since 1968. <http://www.mwchc.org> (YC) (E)

Meharry Medical College – MMC is a historically African American medical school that includes a school of dentistry. The majority of graduates provide medical services in underserved communities. <http://www.mmc.edu> (YC) (E)

Museum of African American Music, Art, and Culture – The Museum continues its fundraising efforts to begin construction on the museum building at the southeast corner of Jefferson Street and Rosa L. Parks Boulevard. The Museum will focus on African American contributions to music and their influences on art and culture. www.maamac.com (YC) (E)

Tennessee State University – TSU, founded in 1912, is a large, predominantly African American university with a 500-acre campus in North Nashville. TSU offers a wide range of educational programs, offering 64 degrees. <http://www.tnstate.edu> (YC) (E)

Tennessee State University Center for Service Learning and Civic Engagement – The Center exists to facilitate quality educational experiences through community-based service-learning. The Center connects campus and community resources to create diverse learning experiences and to serve community needs. The Center also seeks to provide resources through service learning that includes training and technical assistance to students, faculty and community. Representatives from the Center have been actively involved in the North Nashville Community Plan update and are considering ways that the University can play a role in the implementation of the community plan. www.tsuservicelearning.com (E) (R) (YC)

Watkins College of Art, Design and Film – WCADF is a small institution that focuses on education in fine arts, including film, photography, and graphic design, including a community education program. The school began in 1885 as the Watkins Institute and relocated its campus to MetroCenter in the last decade. <http://www.watkins.edu> (YC) (E)

IMPLEMENTING THE NORTH NASHVILLE COMMUNITY PLAN – ADDITIONAL PLANNING EFFORTS

Detailed Design Plans (DDP)

In many instances, Community Plans are refined by identifying areas where detailed planning should occur, conducting detailed design planning work on an area of smaller geographic scale, and by subsequently considering pursuing zoning to make the design recommendations regulatory. While the Community Character Policies applied during the Community Plan Update give general guidance on land use, site design, building design and form of development for areas that may be several blocks and many acres large, a DDP provides more specific guidance on land use, site design, building design, and the form of development on a block-by-block and parcel-by-parcel basis. DDP's are typically created for a neighborhood with a commercial center or edge and surrounding residential development and open space. More recently, however, the larger community planning process has revealed a need to concentrate detailed design work on commercial centers and corridors because of their outdated development patterns, underperformance and lack of appeal to residents and consumers.

During the North Nashville Community Plan update process there was some discussion about the community's desire to implement the guidance of the Community Plan. The first step could be to conduct a DDP, which can then be followed by zoning for implementation. Tools that are most commonly used to do this are the Urban Design Overlay (UDO) or the Specific Plan (SP) zone district. The creation of a UDO or an SP zone district requires a separate planning process that would involve residents, property owners, business owners, developers, institutional leaders and elected and appointed officials. The planning process would include meetings separate from the North Nashville Community Plan update, and would not only require approval by the Metro Planning Commission, but also Metro Council. The Community Character Policies established during the North Nashville Community Plan update and any subsequent Detailed Design Plans will inform the intent of the UDO or SP zone districts, with further refinement of the intent through the UDO or SP process

During the update to the North Nashville Community Plan, Jefferson Street, with particular emphasis on the 28th Avenue and Rosa L. Parks intersections, were identified as possible areas where further implementation either through zoning or detail design studies may be warranted. As DDP's are completed, they would be adopted as amendments to the North Nashville Community Plan. The following is a discussion of proposed detailed design planning for the Jefferson Street corridor and possible implementation tools.



Jefferson Street Corridor

During the North Nashville Community Plan update, Jefferson Street was often cited as a corridor in need of significant improvement. While there are other major corridors such as Buchanan Street, 28th Avenue North, and Rosa L. Parks Boulevard, the community agreed that Jefferson Street has the most potential of becoming the primary mixed - use and pedestrian-friendly street in the community.

While Jefferson Street continues to be a busy commercial corridor, visual clutter from signs and utilities, inconsistent land uses, and neglected properties make it visually unappealing. The corridor has adequate sidewalks, street trees, and lighting from previous streetscape improvements, however with numerous curb-cuts (access points from the street to adjacent properties), continuous turn lanes, and parking in front of buildings, the corridor is still oriented to drive-through traffic, and is not friendly to pedestrians or cyclists. Some active land uses along the corridor have evolved in recent years, but there are still many gaps in the land uses that hinder the corridor from being a comprehensive commercial center for surrounding neighborhoods.

The *Jefferson Street Corridor Study* completed in 1996 contained transportation and land use recommendations for the corridor. The study area was Jefferson Street from 28th Avenue North to Rosa L. Parks Boulevard. The study analyzed each intersection for transportation improvements (turn lanes, traffic lights, capacity) and land use recommendations related to the segments between each intersection. The North Nashville Community Plan update process examined Jefferson Street as a mixed corridor with two nodes (intersections with potential for greater development intensity) at each end – one at 28th Avenue North and the other at Rosa L. Parks Boulevard. Development activity has already begun at these intersections, which can be used as a catalyst for any implementation actions. Community Character Policies for those intersections recommend more intensity and density than would be found in the remaining segments along the corridor. Along the segments between these prominent intersections a less intense mixed - use corridor policy was applied. Should further study occur, the 28th Avenue North and Rosa L. Parks Boulevard intersection are the most appropriate intersections to receive additional study and implementation.

28th Avenue North and Jefferson Street Intersection

The 28th Avenue North intersection has a mix of residential and commercial land uses from Jefferson Street south to the Interstate 40 overpass. The *Jefferson Street Corridor Study* identified this intersection as an important gateway into the North Nashville community. Planning for a more prominent gateway is already underway with the *Gateway to Heritage Project*, the landscape improvement project for the Interstate 40/Jefferson & 28th Avenue exit and entrance ramps. The *Jefferson Street Corridor Study* also recommended that this area be branded as the “Tennessee State Village” – an area that would provide educational, athletic and recreational needs that cater to the local residents and the students and faculty at Tennessee State.

Rosa L. Parks Boulevard and Jefferson Street Intersection

The Rosa L. Parks Boulevard intersection mostly contains commercial and office land uses. Unlike the 28th Avenue intersection, residential land uses are not located directly on the Jefferson Street corridor, but are found in stable residential neighborhoods on the edge of this intersection. Development at this intersection would benefit from the proximity of strong neighborhoods such as Germantown, Salemtown and Historic Buena Vista. Other existing land uses that add to the momentum at this intersection include the Farmers Market, the Hope Gardens neighborhood and the forthcoming African

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American Museum of Music, Art, & Culture (AAMMAC). This intersection also benefits from its proximity and direct access to Downtown Nashville, MetroCenter, and the Bicentennial Mall all of which bring visitors and employees to the area daily. The *Jefferson Street Corridor Study* recommends land uses and amenities at this intersection that would cater to visitors and employees as well as local residents.

The *Jefferson Street Corridor Study* should be used in concert with the North Nashville Community Plan Update if any additional study or implementation actions are taken.

Recommendations for Successful Corridor Redevelopment

Jefferson Street is a dynamic street with great redevelopment potential. For Jefferson Street and other corridors like it to reach their full redevelopment potential, other variables such as the corridor's transportation role, demographics of surrounding neighborhoods and communities, and major community attractors must be considered. Once considered, it may become clearer as to how these variables influence the market for retail business, employment, and housing along a corridor, making the environment for redevelopment more viable.

The recommendations below were outcomes of research and study by Metro Planning Staff prior to and during the North Nashville Plan Update. Understanding that successful economic development is North Nashville's priority, these recommendations were included to help North Nashville stakeholders make informed decisions regarding the redevelopment of its corridors and centers, particularly the Jefferson Street corridor.

Create public - private partnerships

Creating public-private partnerships are vital to any corridor redevelopment effort. A public-private partnership helps to establish methods for funding, public improvements, and development incentives. A successful partnership between private and public entities also establishes the roles of various partners and works within those roles to remove barriers to redevelopment early in the process.

Identify and understand the corridor's transportation role in the County and the Region

Many corridors that traverse Davidson County carry a large number of vehicles per day, and serve several counties and cities throughout the region. Then there are other corridors that carry smaller amounts of traffic and serve a smaller community or neighborhood within Davidson County. While the latter still plays an important role in the movement of people and goods, it may warrant a different character or type of development than a corridor that serves the entire region. Making this distinction should help guide the type of redevelopment that is appropriate for the type of market – either regional or local. Evaluating the transit, vehicular, and pedestrian/bicyclist travel patterns along the corridor, and how they influence adjacent neighborhoods and land uses, may also inform the appropriate character of future development along a corridor.

Compile the demographic data of adjacent neighborhoods and communities

The demographic composition of neighborhoods and communities adjacent to the corridor help to determine the racial, economic, age and household characteristics of potential patrons. This is important to any redevelopment effort as it helps determine the type and scale of business, housing, and employment that can be accommodated by the existing and future demographics.

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Concentrate redevelopment efforts near attractors and major nodes (intersections)

Redevelopment on the corridor should be focused in locations where redevelopment is most likely to happen. These locations include major street intersections where traffic counts suggest high visibility for businesses, and where large corner parcels make for more malleable redevelopment sites. Redevelopment should also be focused near attractors – community assets that serve as catalysts for development. For instance, at either end of Jefferson Street there are major attractors: Tennessee State University, the Farmers’ Market and the forthcoming African American Museum of Music, Art, & Culture. Similarly, on West End Avenue, a major attractor is Centennial Park.

There may be instances where major intersections lack available land or an obvious attractor does not exist. In those instances, identifying *opportunity sites/projects* (e.g. redevelopment of large parcels or vacant buildings) is also a sound strategy for concentrating development and creating an attractor for redevelopment. In any case, attractors or opportunity sites create synergy for redevelopment and provide a focal point for cohesive marketing strategies.

Identify a unified marketing scheme – create a sense of place

A unified marketing scheme helps create a “sense of place”, which is essentially the character and spirit of an area. Creating this sense of place through a unified marketing scheme accomplishes three main goals. First, it identifies the unique qualities that help an area distinguish itself from other locales. Secondly, it helps market those qualities in a way that may attract local and regional visitors, and lastly, it creates a vision which businesses and adjacent neighborhoods can use to set redevelopment priorities and strategies. Jefferson Street, for example, has music and the civil rights movement embedded into its history. These historical elements may be incorporated into a unified marketing scheme for the corridor to accomplish the outcomes stated above.

Perform an assessment of historic and significant non-historic structures

Historic buildings and structures may add to the character of the corridor and the unified marketing scheme. In many cases, historic buildings help maintain the historic fabric of a corridor or neighborhood and provide a frame of reference for new development. Historic buildings, and other significant but *non-historic* structures, may also help to preserve locations for small and local businesses as new development occurs. Therefore, an assessment of historic buildings and significant structures is an important exercise in the redevelopment and revitalization process.

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ADDRESSING ECONOMIC AND HEALTH DISPARITIES IN NORTH NASHVILLE

The North Nashville Community Plan is a land use policy document whose primary role is to provide guidance on land use decisions. The community plan can, however, also illustrate issues which go beyond the reach of land use planning. Citizens who participated in the North Nashville Community Plan update process including members of the Nashville Branch of the NAACP and BURNT, a Nashville based non-profit whose goal is the improve the environment through citizen involvement, requested this discussion of the economic and health disparities found in North Nashville as compared to Davidson County. These groups requested a specific comparison of health disparities through body mass and obesity, and economic disparities through per capita income, the number of individuals over the age of 16 in the workforce, and educational attainment. When compared to Davidson County, it is clear that overwhelming disparities in these areas exist in the North Nashville community:

Health and Economic Disparities	North Nashville Community	Davidson County
	*2000 Census of Population and Housing – SF3 Data (Long Form) **Nashville Area Chamber of Commerce 2006 Occupational Class Data ***From REACH 2010 survey data	
***Obesity (% with Body Mass Index ≥30)	33%	29%
*Per Capita Income	\$10,671	\$22,684
**Population over age 16 in the work-force (%)	7,206 (43%)	307,653 (68%)
*Educational Attainment (Total Associates, Bachelors, Professional Degrees Attained)	16%	35%

The health and economic disparities found in North Nashville are discussed in the North Nashville Community Plan (see below). However, the Metropolitan Nashville Planning Department believes that these issues require more time, attention and expertise than can be given in the Community Plan. Therefore, the community is encouraged to engage in ongoing partnerships and efforts occurring throughout the city of Nashville to address these and other health and economic disparities. North Nashville stakeholders should take part in the momentum of these efforts to ensure that the disparities in North Nashville are addressed and are included in these important conversations. Upon engaging in these efforts, the community is encouraged to keep the Metro Planning Staff and other elected and appointed officials abreast of the outcomes of these efforts and studies so that additional information can be shared with regard to health and economic disparities.

Nashville Poverty Reduction - The Nashville Poverty Reduction Initiative has been working since 2008 on the topic of economic disparities and resulting poverty. www.nashville.gov/sservices/planningcoordination/implemen_summ.asp
 The Metro Public Health Department’s Communities Putting Prevention to Work (CPPW) Initiatives – A major focus of the CPPW grant is improving health equity in Nashville. Several CPPW initiatives aim to address health disparities in

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North Nashville by improving access to healthy foods and opportunities for physical activity such as greenways, sidewalks, and bikeways. The work of the grant is conducted as part of the NashVitality campaign – Nashville’s collaborative effort between The Metro Public Health Department (MPHD), the Mayor’s Office and numerous community organizations to unite multiple efforts to build and support healthy places. www.nashvitality.org

Nashville Healthy Start - The Metro Public Health Department’s Nashville Healthy Start in partnership with CityMatCH – a national organization (for) urban maternal and child health (MCH) leaders – will address health disparities in North Nashville related to infant mortality in the North Nashville 37208 zip code. www.citymatch.org

The social and economic disparities that exist in the North Nashville community are a result of decades of racially biased laws and policies that severely harmed early minority residents and their descendants; this situation is not unique to the North Nashville community. While the effects of those prior decisions are very real, the North Nashville stakeholders sought, during the Community Plan Update process, to balance those negative remnants with positive reinforcements of what exists today and what could exist in the future. It should be recognized that the aspirations of the future cannot be accomplished without first eradicating the health and economic disparities that exist today. Therefore, community engagement in the aforementioned efforts may bring additional attention and study to disparities that exist in the North Nashville Community and their impact on the health, well-being and prosperity of North Nashville today and in the future.

Health and Economic Disparities Addressed Elsewhere in the Community Plan

The North Nashville Community Plan does address health and economic disparities in various locations in the overall Community Plan. In Chapter I – Planning Fundamentals, sustainable development and health are discussed, as well as the current economic condition of the North Nashville community. The section titled Sustainable Development and Healthy Living highlighted the relationship between sustainable design and development and the creation of a healthy community. The section titled Addressing the Challenge – the Local Workforce, brought attention to the stark economic difference between North Nashville and Davidson County. In both sections, it was noted that significant health and economic disparities do exist and these sections discussed how the disparities could be addressed through land use policy – the primary product of the North Nashville Community Plan.

Addressing the economic disparities that exist in the North Nashville Community is further addressed in this Implementation Chapter in the section Economic Development and Reinvestment. In that section, goals related to workforce development, marketing, and reinvesting are discussed and implementation strategies are recommended. North Nashville stakeholders are encouraged to read that section and the Resources to Community-Guided Implementation to find agencies that may also be addressing those topics.

Health disparities are also further addressed in Chapter I – Planning Fundamentals in the section titled Sustainable Development and Healthy Living. North Nashville stakeholders are encouraged to review that section to understand how the community plan is addressing health through land use policy and through the involvement of the Metro Nashville Health Department and the Communities Putting Prevention to Work grant.

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IMPLEMENTING THE NORTH NASHVILLE COMMUNITY PLAN - IMPLEMENTATION TABLE

As stated in the section *Interpreting the Implementation Chapter*, the North Nashville Community Plan lists goals and objectives based on community input that specifically address land use, urban design, transportation and infrastructure. These goals and objectives may be found in Chapter II. These goals and objectives, along with the ideal timeframe for their completion, are listed in the Implementation Table. The Community's goals on other topics and issues, are best implemented through actions of community groups and non-profits.

The implementation of the Community Plan is a collaborative effort between all North Nashville stakeholders (residents, property owners, business owners, appointed and elected officials, institutional leaders, developers and the public sector) and each plays a key role. The Implementation Table provides a summary of what each group's role should be. The table also outlines the appropriate time frame for the completion of implementation tasks. In the Implementation Table, the goals and objectives from the North Nashville Community Plan are divided into three categories of action: Policy-Programmatic, Zoning-Regulatory, and Capital Improvements.

- **Policy-Programmatic** objectives include the land use and urban design recommendations included in the Community Character Policies and any future Detailed Design Plans. The bulk of the policy-programmatic objectives will be achieved after the North Nashville Community Plan is adopted and individual properties are redeveloped. As individual properties are developed or redeveloped, the Community Character Policies and associated special policies are applied during rezoning or subdivision. The role of developers and other community stakeholders is to work with the Metro Planning Department and the Metro Council to ensure that each rezoning and subdivision follows the guidance of the adopted North Nashville Community Plan and any related Detailed Design Plans. Policy-programmatic goals as described in the implementation table may also apply to the programs and policies of other local and state agencies.
- **Zoning-Regulatory** objectives are those that are best carried out through by rezoning using special zoning tools such as Specific Plan (SP) Zoning, Urban Design Overlays (UDO), and appropriate Historic or Conservation Zoning. Stakeholders in the North Nashville Community should partner with area Council members to pursue regulatory actions to further implement the North Nashville Community Plan and any Detailed Design Plans. Community members will work most closely with the District Council member to pursue rezoning. Many of the corridors and centers that would benefit from rezoning have frontages on Jefferson Street, Buchanan Street, Clarksville Pike, and 28th Avenue North and Rosa L. Parks Boulevard. The Community Plan update process revealed, however, that Jefferson Street with emphasis on the 28th Avenue North and Rosa L. Parks Boulevard intersections would be the most appropriate areas for any rezoning efforts. In all cases, these corridors and their future development may have a large impact on North Nashville's growth. Therefore, any changes in zoning should focus on optimizing the developable areas on constrained sites and balancing the parking with creating a pedestrian-friendly streetscape.
- **Capital Improvements** (publicly-funded infrastructure projects) objectives are those best championed by the Council member and constituents to ensure that the recommended improvements to sidewalks, bike lanes/routes, streets, greenways and transit are budgeted for and implemented through the appropriate Metro and State agencies. Capital Improvements as described in the implementation table may also be funded by private, state, and/or federal funds.

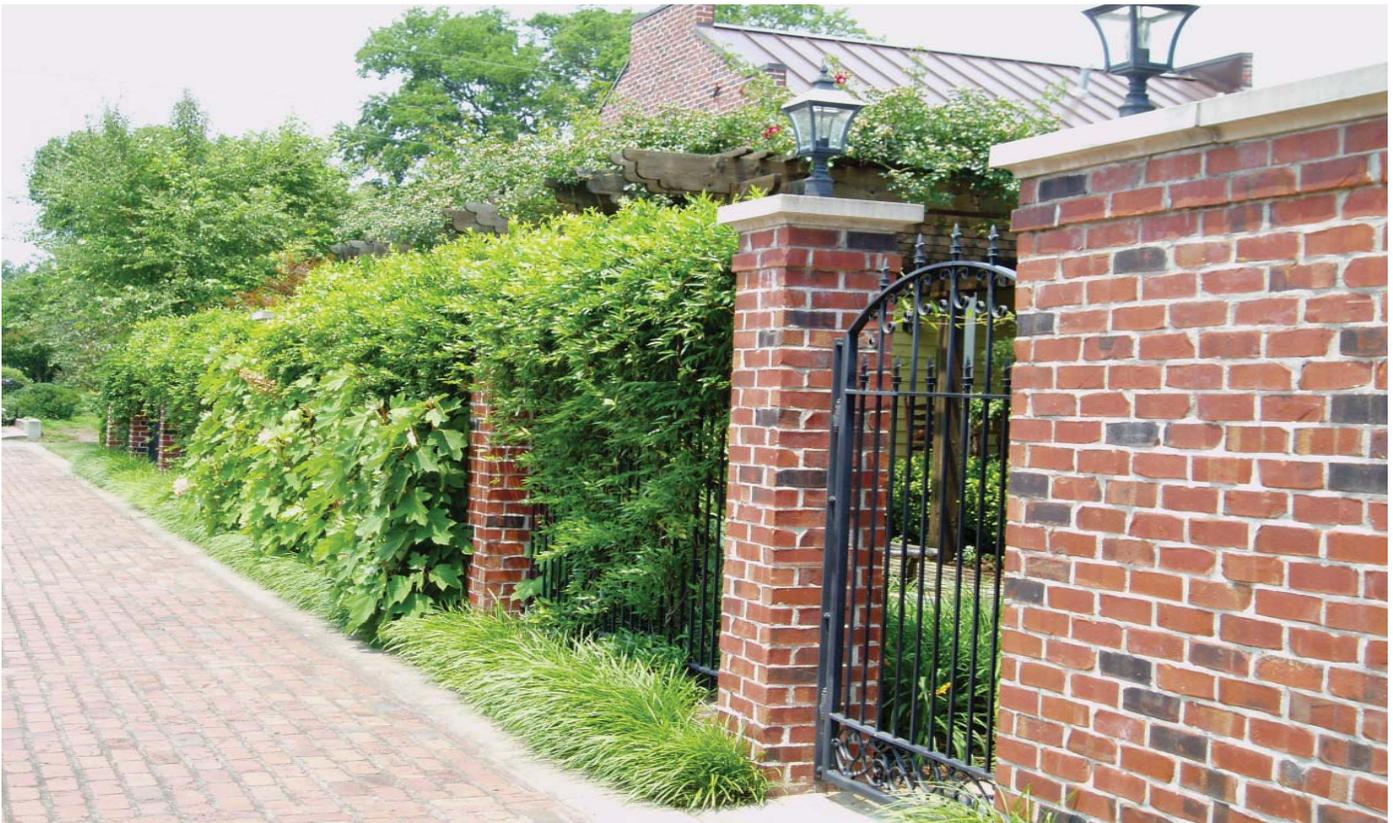
For each goal and objective, "Implementation Responsibility" lists responsible agencies that should assist in the implementation of the objective. The agencies are generally listed in the order of what agency holds the most responsibility in the implementation of the goals and objectives.

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“Implementation Tools and Actions” includes a strategy for each objective and the tools that may be used by the responsible agency to carry out each goal and objective. Each list is not exhaustive and may not represent all of the tools that may be utilized for successful implementation. Innovation is encouraged in achieving these overarching goals and putting them into practice.

The actions proposed in the Implementation Table vary in their time frames from “Short” (one to three years), to “Medium” (three to seven years), “Long” (seven to ten years), and “Ongoing” (throughout the ten-year period of the community plan). The time frames act as a general measure for the initiation and completion of the implementation strategy, but may be shorter or longer.



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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p style="text-align: center;">Open Space and Natural Areas</p> <p>Preserve and enhance easily accessible open space, preserve and reclaim environmentally sensitive features and areas, and provide opportunities for community gardens as one strategy to address “food deserts” within the North Nashville Community.</p>	<p>Preserve and enhance existing public parks, golf courses and greenways as consistent with the <i>Metro Parks and Greenways Master Plan</i>.</p>	<p>Metro Planning Department Metro Parks Department</p>	<p>Adopt the <i>North Nashville Community Plan</i> for guidance on the preservation of open space, parks, and greenways.</p>	<p>Short</p>
	<p>Provide additional programs and activities at Metro Parks, especially for youth and senior citizens, by working with the Metro Parks Department.</p>	<p>Metro Parks Department North Nashville Stakeholders</p>	<p>North Nashville Stakeholders with the support of the Metro Parks Department should work to further identify the community’s needs with regards to programs and activities.</p>	<p>Short</p>
	<p>Encourage community gardens in appropriate areas throughout the community.</p>	<p>Metro Parks Department North Nashville Stakeholders</p>	<p>North Nashville Stakeholders should work with the Metro Parks Department utilizing the resources for the creation and maintenance of community gardens. North Nashville Stakeholders may also seek guidance in Chapter IV, the <i>North Nashville Community Plan Open Space Plan</i> and Chapter V’s implementation strategies.</p>	<p>On-going</p>
	<p>Where appropriate, add additional housing and/or a mixture of uses around parks to provide more activity and increased safety, while decreasing the sense of isolation at some of the area parks.</p>	<p>Private Sector District Council Member(s) Metro Planning Department</p>	<p>Development proposals should meet the goals and the general intent of the <i>North Nashville Community Plan</i>, by incorporating open space into redevelopment and by considering parks and open space in the location and orientation of housing.</p>	<p>On-going</p>
	<p>Include usable open space in new development as it occurs.</p>	<p>Metro Parks Department District Council Member(s)</p>	<p>District Council Member(s) or North Nashville Stakeholders should work with the Metro Parks Department along with guidance provided in the Open Space Plan in Chapter IV on access, connections, and signage to the Metro Center Levee Greenway.</p>	<p>Long</p>
	<p>Extend the Cumberland River Greenway as consistent with the <i>Metro Parks and Greenways Master Plan</i>.</p>	<p>Metro Parks Department District Council Member(s) Private Sector</p>	<p>The Private Sector should provide greenway easements and or construct greenway paths in conjunction with private development as described in the <i>North Nashville Community Plan</i>.</p>	<p>On-going</p>
<p>Provide additional connections to parks and greenways from the surrounding neighborhoods, including more defined access from the neighborhoods to Rhodes Park and the Metro Center Greenway, access from area schools to parks, and links between the parks within the North Nashville Community to the greenway that is on the Community’s edge.</p>	<p>Capital Improvements</p>	<p>Private Sector</p>	<p>The Private Sector should provide greenway easements and or construct greenway paths in conjunction with private development as described in the <i>North Nashville Community Plan</i>.</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Neighborhoods</p> <p>Preserve and enhance the character of established neighborhoods and create additional housing options throughout the community that provide opportunities for existing and new residents to find a home in North Nashville, regardless of their stage in life. Providing housing options will contribute to the sustainability of the North Nashville Community.</p>	<p>Preserve the character of "maintenance" neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles.</p> <p>Enhance and create the character of "evolving" neighborhoods by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles.</p> <p>Encourage appropriate infill development that provides a range of housing choices, in the form of townhouses, flats and cottages in strategic locations; infill development should be compatible with the character of maintenance and evolving neighborhoods and incorporate a high standard of urban design as defined by the Community Character Policies.</p> <p>Encourage strategic infill development by working with area non-profits and agencies such as Metropolitan Development and Housing Agency, Affordable Housing Resources, Habitat for Humanity, North Nashville Community CDCs, area churches, and other similar groups and by rehabbing existing viable houses in strategic areas to create synergy in residential development.</p>	<p>Metro Planning Department</p> <p>North Nashville Stakeholders District Council Member(s)</p> <p>Private Sector</p>	<p>Adopt the <i>North Nashville Community Plan</i> to provide guidance on preserving and enhancing neighborhoods and providing compatible infill development.</p> <p>North Nashville Stakeholders and District Council Member(s) should stay active in the planning process (following development proposals, attending Planning Commission meetings, attending community meetings) to ensure that the character of proposed development meets the vision and intent of the <i>North Nashville Community Plan</i>.</p> <p>Private Sector and Non-Profit developers should provide development proposals that meet the intent and guidance of the <i>North Nashville Community Plan</i>.</p> <p>Private Sector should continue to reach out to North Nashville Stakeholders, specifically non-profits and other government and community agencies to create synergy in infill residential development.</p>	<p>Short</p> <p>On-going</p> <p>On-going</p> <p>On-going</p>
Policy—Programmatic				

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Neighborhoods</p> <p>Preserve and enhance the character of established neighborhoods and create additional housing options throughout the community that provide opportunities for existing and new residents to find a home in North Nashville, regardless of their stage in life. Providing housing options will contribute to the sustainability of the North Nashville Community.</p>	<p>Identify and preserve structures or neighborhoods that may be deemed historic or worthy of conservation, using tools provided by the Metro Nashville Historic Zoning Commission.</p>	District Council Member(s) North Nashville Stakeholders Metro Historic Commission	District Council Member(s) or North Nashville Stakeholders should work closely with Metro Historic Commission to identify appropriate historic zoning tools to preserve historic neighborhoods and/or structures.	Long
		<p>Utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments to enforce high standards of design when creating new or infill development.</p> <p>All buildings should be constructed of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.</p>	District Council Member(s) Private Sector Metro Planning Department	District Council Member(s) or North Nashville Stakeholders collectively or as individual property owners, should utilize regulatory tools such as <i>Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments</i> , to rezone individual properties or a large area to enforce the urban design goals of the North Nashville Community Plan.
	<p>Improve community appearance and the appearance of alleys by working with the Metro Codes, Health and Public Works Departments, private/non-profit agencies, neighborhood organizations and property owners to address poor property upkeep, alley maintenance, and lighting issues.</p> <p>Redevelop Cumberland View Homes as Preston Taylor Homes and John Henry Hale Homes have been redeveloped.</p>		North Nashville Stakeholders District Council Member(s) Metro Codes Department Metro Health Department Metro Public Works Department	North Nashville Stakeholders and District Council Member(s) should work with the Codes, Public Works, and Health departments utilizing existing citation programs such as the NOTICE program and programs implemented by the Metro Beautification Commission to address property maintenance and upkeep issues.
		<p>Capital Improvements</p>	<p>Redevelop Cumberland View Homes as Preston Taylor Homes and John Henry Hale Homes have been redeveloped.</p>	<p>Metro Development and Housing Authority (MDHA) District Council Member(s)</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Centers</p> <p>Enhance commercial centers by encouraging property revitalization, vertical mixed use development, and by providing transportation options to create centers that are easily accessible and offer diverse consumer goods, services, housing, and employment opportunities for the North Nashville Community.</p>	<p>Enhance the Jefferson Street/28th Avenue community center as the western anchor of the Jefferson Street Corridor by building on the proximity to Tennessee State University, Hadley Regional Park and Community Center, and the forthcoming Gateway to Heritage Streetscape Improvement project.</p>	<p>Metro Planning Department</p> <p>Private Sector</p>	<p>Adopt the <i>North Nashville Community Plan</i> to provide guidance on enhancing centers at major intersections of the Jefferson Street Corridor.</p> <p>Private sector should provide development proposals that meet intent and guidance of the <i>North Nashville Community Plan</i> while coordinating development with public improvements at the 28th Avenue and Jefferson Street and Rosa L. Parks Boulevard and Jefferson Street intersections.</p>	<p>Short</p> <p>On-going</p>
	<p>Enhance the Jefferson Street/8th Avenue community center as the eastern anchor of the Jefferson Street Corridor by building on the proximity to Fisk University and Meharry Medical College, the forthcoming African American Museum of Music, Art, & Culture and the corridor between Downtown and MetroCenter.</p>	<p>District Council Member(s)</p> <p>Universities</p> <p>Jefferson Street United Merchants Partnership (JUMP)</p> <p>Metro Development & Housing Authority (MDHA)</p>	<p>North Nashville Stakeholders and District Council Member(s) should work with relevant Metro and State partners to plan and secure funding to build streetscape improvements that would complement development occurring at the 28th Avenue and Jefferson Street and Rosa L. Parks Boulevard and Jefferson Street intersections.</p>	<p>Long</p>
	<p>Enhance all centers by providing a mix of uses that meet the daily needs of residents, employees and visitors, including pharmacies, groceries with healthy food choices, book stores and more quality restaurants.</p>	<p>Metro Planning Department</p> <p>Private Sector</p>	<p>Adopt the <i>North Nashville Community Plan</i> to provide guidance on enhancing centers.</p> <p>Private sector should provide development proposals that meet the intent and guidance of the <i>North Nashville Community Plan</i>.</p>	<p>Short</p> <p>On-going</p>
	<p>Policy—Programmatic</p>	<p>Metro Planning Department</p> <p>Metro Transit Authority</p> <p>Metro Public Works</p> <p>Private Sector</p>	<p>Adopt the North Nashville Community Plan and provide guidance on street connections that are described within in the <i>Major and Collector Street Plan</i>.</p> <p>MTA and Public Works to work with Metro Planning to ensure coordination on transit and street improvements as described in the <i>North Nashville Community Plan</i>.</p> <p>Private Sector should provide development proposals that meet the intent and guidance of the <i>North Nashville Community Plan</i>.</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Centers</p> <p>Enhance commercial centers by encouraging property revitalization, vertical mixed use development, and by providing transportation options to create centers that are easily accessible and offer diverse consumer goods, services, housing, and employment opportunities for the North Nashville Community.</p>	<p>Enhance access to healthy food by adding another full service grocery store in the community and encouraging convenience stores to carry more healthy food choices.</p>	<p>North Nashville Stakeholders Community Food Advocates Mayor's Office of Economic Development Nashville Chamber of Commerce</p>	<p>North Nashville Stakeholders, along with the Community Food Advocates, the Chamber of Commerce, and the Mayor's Office of Economic Development, should use the guidance in the Centers and Corridors Community Character Policies found in Chapter II and the guidance in the Implementation Strategies found in Chapter V, while advocating for a grocery store.</p>	<p>On-going</p>
	<p>In new or infill development in centers, relocate above ground utilities or shield utilities from public rights-of-way and adjacent property to have less visual impact by placing them underground, behind buildings in alleys or at the back of the property.</p> <p>All buildings should be constructed of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.</p> <p>Utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments to enforce high standards of design when creating new or infill development.</p> <p>Enhance safety within all centers by providing free-standing housing options at the edge of centers to increase the number of "eyes on the street," and by utilizing high standards of design in landscaping, signage, lighting, and the placement of buildings and parking to make centers comfortable for residents and visitors.</p>	<p>District Council Member(s) Private Sector North Nashville Stakeholders Nashville Electric Service (NES) Metro Planning Department</p>	<p>District Council Member(s) or North Nashville Stakeholders collectively or as individual property owners, should utilize regulatory tools such as <i>Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments</i>, to rezone individual properties or a large area to enforce the urban design goals of the <i>North Nashville Community Plan</i>.</p>	<p>Long</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Corridors</p> <p>Enhance corridors that provide access to, from and within the North Nashville Community, including improvements to pedestrian, bicycle and transit options, along with a balanced mix of commercial and residential land uses that display high standards of design.</p>	<p>Acknowledge the unique role of corridors, as both a thoroughway and a destination, especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping, while improving transportation options and access.</p> <p>Encourage a diversity of services and appropriate infill development along the corridors that meet the community's daily needs providing a range of grocery, shopping, dining, recreation and entertainment uses as well as additional employment opportunities.</p> <p>Recognize the unique role of Jefferson Street as a cultural and entertainment corridor that connects universities and neighborhoods while providing activities for tourists and residents.</p> <p>Recognize the unique character of Buchanan Street as a neighborhood main street that meets daily needs and connects neighborhoods in the North Nashville Community.</p> <p>Enhance the residential corridor along 28th Avenue by encouraging multiple housing and transportation options.</p>	<p>District Council Members(s) North Nashville Stakeholders Metro Planning Department Metro Public Works Tennessee Department of Transportation (TDOT) Metropolitan Planning Organization (MPO)</p>	<p>Adopt the <i>North Nashville Community Plan</i> to guide land use decisions as well influence long range transportation and transit plans with regard to transit options and access management along North Nashville's prominent corridors.</p>	<p>Short / On-going</p>
		<p>Metro Planning Department</p>	<p>Adopt the <i>North Nashville Community Plan</i> to provide guidance on enhancing centers.</p>	<p>Short</p>
		<p>Private Sector</p> <p>Jefferson Street United Merchants Partnership (JUMP) Nashville Chamber of Commerce Mayor's Office of Economic Development</p>	<p>The Private Sector should provide development proposals that meet the intent and guidance of the <i>North Nashville Community Plan</i>.</p> <p>JUMP, Mayor's Office of Economic Development, and the Chamber of Commerce should coordinate efforts in developing strategies to attract and retain businesses on and around the Jefferson Street and Buchanan Street corridors, that would meet the daily needs of the North Nashville Community.</p>	<p>On-going</p> <p>On-going</p>
		<p>Metro Planning Department</p> <p>Private Sector</p>	<p>Adopt the <i>North Nashville Community Plan</i> and encourage a mixture of housing along 28th Avenue and discourage development or zoning that would compromise the residential character.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>North Nashville Community Plan</i> with regard to 28th Avenue.</p>	<p>Short</p> <p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Corridors</p> <p>Enhance corridors that provide access to, from and within the North Nashville Community, including improvements to pedestrian, bicycle and transit options, along with a balanced mix of commercial and residential land uses that display high standards of design.</p>	Policy—Programmatic	<p>North Nashville Stakeholders Metro Codes Department Metro Health Department Metro Public Works Department Private Sector</p>	<p>North Nashville Stakeholders should coordinate efforts with the Codes, Health and Public Works Departments in reporting and citing poor property maintenance.</p>	On-going
	Regulatory	<p>District Council Members(s) North Nashville Stakeholders Metro Planning Department Nashville Electric Service (NES)</p> <p>Tennessee Department of Transportation (TDOT) Metro Public Works</p> <p>Private Sector</p>	<p>District Council Member(s) and/or North Nashville Stakeholders collectively or as individual property owners, should utilize regulatory tools such as <i>Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments</i>, to rezone individual properties or a large area to enforce the land use, design, parking, and access management goals within the <i>North Nashville Community Plan</i> or any subsequent design plans.</p> <p>District Council Member(s) and/or North Nashville Stakeholders collectively or as individual property owners, should work with Metro Public Works and TDOT on strategies to identify areas where the function of the roadway can be enhanced through access management guidelines as provided in the <i>North Nashville Community Plan</i> or any subsequent design plans or rezoning.</p> <p>Private Sector should provide development proposals that meet the intent and guidance of the <i>North Nashville Community Plan</i>.</p>	On-going

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Corridors</p> <p>Enhance corridors that provide access to, from and within the North Nashville Community, including improvements to pedestrian, bicycle and transit options, along with a balanced mix of commercial and residential land uses that display high standards of design.</p>	<p>Enhance mixed use corridors, such as Jefferson Street and Buchanan Street, to create complete streets (streets designed and operated to enable safe, attractive, and comfortable access and travel for all users) through streetscape improvements, including adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements that emphasize high standards of design.</p>	<p>Metropolitan Development & Housing Agency (MDHA) District Council Member(s) North Nashville Stakeholders Private Sector Metro Public Works Tennessee Department of Transportation (TDOT) Metro Transit Authority (MTA)</p>	<p>District Council Member(s) and/or North Nashville Stakeholders collectively or as individual property owners, should work with the appropriate Metro and State partners to plan and secure funding for street improvements.</p>	<p>Medium—Long</p>
	<p>Enhance pedestrian and bicycle connections to and from corridors and other points of interest, such as the Metro Center Levee Greenway, colleges and universities, and MetroCenter</p>	<p>District Council Member North Nashville Stakeholders Metro Parks Department Metropolitan Development & Housing Agency (MDHA) Metro Public Works Private Sector</p>	<p>District Council Member(s) or North Nashville Stakeholders should work with the Metro Parks Department along with guidance provided in the Open Space Plan in Chapter IV on access and signage to the Metro Center Levee Greenway. District Council Member(s) or North Nashville Stakeholders should work with MDHA and Public Works on identifying funds and prioritizing sidewalk and bikeways projects that connect to points of interest in North Nashville and that may be built as a part of larger capital improvement projects. The Private Sector should provide sidewalks and bikeways that are described in the <i>North Nashville Community Plan</i> in conjunction with private development.</p>	<p>On-going Long On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame	
Transportation Provide true transportation choice, with options for pedestrians, cyclists, drivers and transit users, in North Nashville with access to open space, neighborhoods, institutions, and centers.	Policy—Programmatic	Enhance corridors to provide choices in transportation, including walking, biking, driving and riding, transit, and to create complete streets — streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users.	Metro Planning Department District Council Member(s) Private Sector	Adopt the <i>North Nashville Community Plan</i> and encourage roadway design that meet the intent of the Corridor Policies found in Chapter II. The Private Sector should provide new development proposals that meet the intent and guidance of the <i>North Nashville Community Plan</i> .	On-going On-going
	Capital Improvements	Enhance public transit opportunities by working with the Metropolitan Transit Authority (MTA) on additional bus routes.	Metro Planning Department District Council Member(s) Metro Transit Authority (MTA) Private Sector	Adopt the <i>North Nashville Community Plan</i> and provide guidance for transit oriented development through appropriate application of policy. District Council Member(s) and North Nashville Stakeholders should work with Metro Transit Authority to plan for and implement additional bus routes. District Council Member(s) and MTA may also work to secure funding for alternative methods of transit in North Nashville. The Private Sector should locate development in areas where transit is likely per the <i>North Nashville Community Plan</i> , providing well-coordinated transit facilities.	Short Medium On-going
		Enhance the sidewalk systems throughout the community, by creating and maintaining sidewalks to provide essential connections to retail areas, open space and parks, civic and educational institutions, and along all major north-south and east-west corridors to create a complete sidewalk network system.	District Council Member(s) North Nashville Stakeholders Metro Public Works Metropolitan Development & Housing Agency (MDHA) Private Sector	District Council Member(s) or North Nashville Stakeholders should work with MDHA and Public Works on identifying funds and prioritizing sidewalk and bikeways projects that connect to points of interest in North Nashville and that may be built as a part of larger capital improvement projects. The Private Sector should provide sidewalks that are described in the <i>North Nashville Community Plan</i> in conjunction with private development.	On-going On-going

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
Transportation Provide true transportation choice, with options for pedestrians, cyclists, drivers and transit users, in North Nashville with access to open space, neighborhoods, institutions, and centers.	Capital Improvements	Create and enhance bikeway and greenway systems along major corridors – such as Rosa L. Parks Boulevard and Buchanan Street – and to connect open space areas, institutions and employment centers.	District Council Member(s) or North Nashville Stakeholder Metro Public Works Metropolitan Development & Housing Agency (MDHHA) Private Sector	On-going On-going
	Create pedestrian friendly corridors by enhancing streetscapes along major corridors through improvements such as adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements.	Metropolitan Development & Housing Agency (MDHHA) District Council Member North Nashville Stakeholders Metro Public Works Tennessee Department of Transportation (TDOOT) Metro Transit Authority (MTA)	District Council Member(s) and/or North Nashville Stakeholders collectively or as individual property owners, should work with the appropriate Metro and State partners to plan and secure funding for street improvements.	On-going
	Preserve connectivity to major arterials and collectors, and provide additional connections where appropriate to increase connectivity throughout the community, making improvements in accordance with the Transportation portion of the Community Plan and the <i>Major and Collector Street Plan</i> .	Metro Planning Department District Council Member(s) Tennessee Department of Transportation (TDOOT) Metropolitan Planning Organization (MPO) Private Sector	Adopt the <i>North Nashville Community Plan</i> to provide guidance on road connections that would impact access and connectivity within North Nashville and to guide land use decisions as well as influence long range transportation plans with regard to new streets and connections within the North Nashville Community.	Short On-going
	Work with the Tennessee Department of Transportation (TDOOT) on enhancements to the Interstate system, including sound walls, buffering and landscaping, in the North Nashville Community.	District Council Member(s) North Nashville Stakeholders Tennessee Department of Transportation (TDOOT)	District Council Member(s) to work with TDOOT and North Nashville Stakeholders to identify areas that are in need of sound barriers (sound walls or other unique buffering techniques) and to secure funding to accomplish construction of sound barriers along the Interstate.	Medium—Long

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p>Districts</p> <p>Preserve and enhance existing institutional districts, and appropriately located industrial and impact districts in the North Nashville Community.</p>	<p>Preserve existing institutional areas, including colleges, universities and houses of worship, and enhance these areas by providing appropriate improvements such as landscaping, lighting, additional gateways, and signage to further highlight the historic and prominent role of institutions in North Nashville and provide smooth transitions between the institutions and surrounding residential and commercial uses.</p> <p>Preserve and enhance the MetroCenter business area by improving its accessibility for pedestrians, bicyclists, vehicles and transit and improving connections to the surrounding community.</p>	<p>Metro Planning Department North Nashville Stakeholders District Council Member(s) Metro Nashville Historic Commission Metro Public Works</p>	<p>Adopt the <i>North Nashville Community Plan</i> and encourage the preservation and enhancement of Major Institutional, Office/Business, and Industrial Districts.</p> <p>Major Institutions such as Fisk University, Meharry College, Tennessee State University, and St. Calixt Convent that have a historic designation should work with Metro Historic on strategies and improvements that may help preserve the historic character of the institutions.</p>	<p>Short</p> <p>Medium—Long</p>
	<p>Preserve prominent and/or historic industrial buildings such as, but not limited to, the Marathon Motors Building, the old Publishing House, the old American Ace Coffee Plant, and the Tennessee Manufacturing Company, and continue to adaptively reuse them to aid in building preservation.</p> <p>Enhance underutilized sites and industrial buildings by promoting such sites for green businesses and industry.</p>	<p>Metro Planning Department Metro Nashville Historic Commission Private Sector</p>	<p>Adopt the <i>North Nashville Community Plan</i> for guidance on historic features and properties.</p> <p>The Private sector should work with Metro Historic on strategies and improvements that may help preserve the historic character of prominent buildings.</p>	<p>Short</p> <p>On-going</p>
	<p>Create and/or enhance buffer areas to provide appropriate transitions between impact/industrial district areas and established residential neighborhoods.</p>	<p>Private Sector Nashville Chamber of Commerce Mayor's Office of Environment and Sustainability</p>	<p>Private Sector should work the Mayor's Office and the Nashville Chamber to locate and utilize industrial sites in North Nashville for green businesses/industry.</p>	<p>Long</p>
	<p>Preserve and enhance industrial and impact areas by improving vehicular and non-vehicular connectivity within the district and by improving landscaping, such as along the 3rd Avenue side of the Water Treatment Plant, and signage treatments, while limiting the expansion of industrial areas into adjacent areas.</p>	<p>District Council Member(s) North Nashville Stakeholders Private Sector</p>	<p>District Council Member(s) or Madison Stakeholders as individual property owners, should utilize regulatory tools such as <i>Specific Plan Zoning, Urban Design Overlay, and Planned Unit Developments</i>, to rezone individual properties or a large area to enforce the design principles within the <i>North Nashville Community Plan</i> or any subsequent detailed plans.</p>	<p>On-going</p>
<p>Capital Improvements</p>		<p>North Nashville Stakeholders Metro Public Works</p>	<p>North Nashville Stakeholders should work with Metro Public Works and the Metro Beautification Commission on landscaping along 3rd Avenue North to provide an appropriate buffer between the Metro Water Treatment Plant and adjacent residential homes.</p>	<p>Short</p>

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Chapter V - Implementation

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APPENDIX A - PLANNING PROCESS

The Metropolitan Planning Department staff created the original North Nashville Community Plan in 1992. At that time, it was called the “Subarea 8 Plan.” An update of the original plan was completed and adopted in 2002. The current update of the North Nashville Community Plan began in January 2010.

Pre-Planning and Background Research

Before beginning the plan update, the staff knew that there many stakeholder groups that would need to be engaged. Therefore the staff began to reach out to the many North Nashville stakeholders, holding meetings and interviews to get a better understanding of the history and current state of the North Nashville community. Pre-planning meetings and outreach included meeting with very specific special interest groups which included neighborhood leaders, developers, church leadership, university representatives, and business groups. These meetings help to identify important issues facing the community prior to beginning any analysis. The planning staff also met with Metro Nashville Planning Commissioners, Metro Council Members whose districts were included in the North Nashville Community, and fellow Metro Departments.

As part of every Community Plan update, Planning Department staff conducts analysis ranging from assessment of existing land use and zoning, to environmental constraints, to population projections, to market analysis for different economic sectors to research on existing community character and historic resources. The bulk of this assessment for North Nashville is found in the Appendix C of this document.

Community Education

During the pre-planning and background research portion, planning staff conducted a special training with North Nashville neighborhood leaders. Identified with the help of the Neighborhood Resource Center (NRC), the neighborhood leaders were those individuals who have been involved with their neighborhood’s association or have been involved in planning processes in the past. The training that planning staff organized for this group emphasized the new Community Character Policies, sustainable development, how to engage their neighborhoods, being advocates for the community plan, and the implementation of the plan.

Public Engagement Process

The community plan update process is open to all community stakeholders, including residents, business owners, property owners, institutional representatives, elected and appointed officials and developers. To engage a broad audience, Planning Department staff undertakes several notification actions that are common for every planning community in Davidson County. Staff sends a postcard to every property owner in the study area (in the case of the North Nashville Community, this was a 4,824-piece mailing). Staff also contacts any known neighborhood associations, neighborhood watch groups and chambers of commerce or merchants’ associations in the study area. Staff sends press releases to the area media to generate news stories about the community plan update process. Finally, staff uses the Metro Planning Department website (www.nashville.gov/mpc) to post regular updates on the update process.

With that said, in the background research portion of any plan update, the staff gains a better understanding of the demographics of a community and creates additional outreach methods that are unique to that community. For instance, in a community with a younger demographic, current technology such as email and webpage updates may be appropriate. Where as in a community with an older demographic who may not have access to internet, flyers and newspaper articles may reach more people; such was the case in North Nashville.

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To reach a majority elderly and low-moderate income population, the staff used public engagement methods that appealed to every type of stakeholder in the community. The staff reached out to local TV news stations to cover community meetings, visited a local radio station for interviews and updates throughout the process, used newsletters in a lay-person friendly format to publicize updates and information, and used the Metro Planning Website and email.

During the planning process for the North Nashville Community Plan, Planning Department staff held a number of public workshops and meetings to discern the community's vision, balance that vision with sound planning principles, and create a course of action to achieve the common vision. The process began with a large visioning workshop then the staff held five smaller individual neighborhood meetings so that stakeholders could provide input specific to their respective neighborhood. The process concluded with five larger more general community meetings. Meetings times were also adjusted for the community demographic; an early meeting from 3 pm to 5 pm was held and then repeated from 6 pm to 8 pm. This early time was design to accommodate the elderly population in North Nashville while the later time was designed for working individuals and families. Unbeknownst to the planning staff however, the 3 pm to 5 pm became the most popular meeting time boasting the largest attendance numbers throughout the process.

The following is a listing of primary community meetings held during the update process and as summary of what was covered at each.

Vision Workshop

Metro Planning staff held a Vision Workshop on January 26, 2010. Nearly 200 North Nashville stakeholders gathered and learned about Sustainable Communities, and shared their thoughts on growth, preservation and quality of life in North Nashville. Stakeholders were asked the question, "*In the year 2020, what would (transportation systems, housing, open space, retail/commercial) look like in North Nashville?*" and, "*How do you see yourself playing a part in that change?*" During these discussions, stakeholders outlined many issues and started to define the future vision for their community. Stakeholders then shared their top responses from each of the tables with the entire group. Stakeholders were also given a Community Issues Survey to help gather what residents like, dislike, and would like to see change in their community.

Neighborhood Meetings

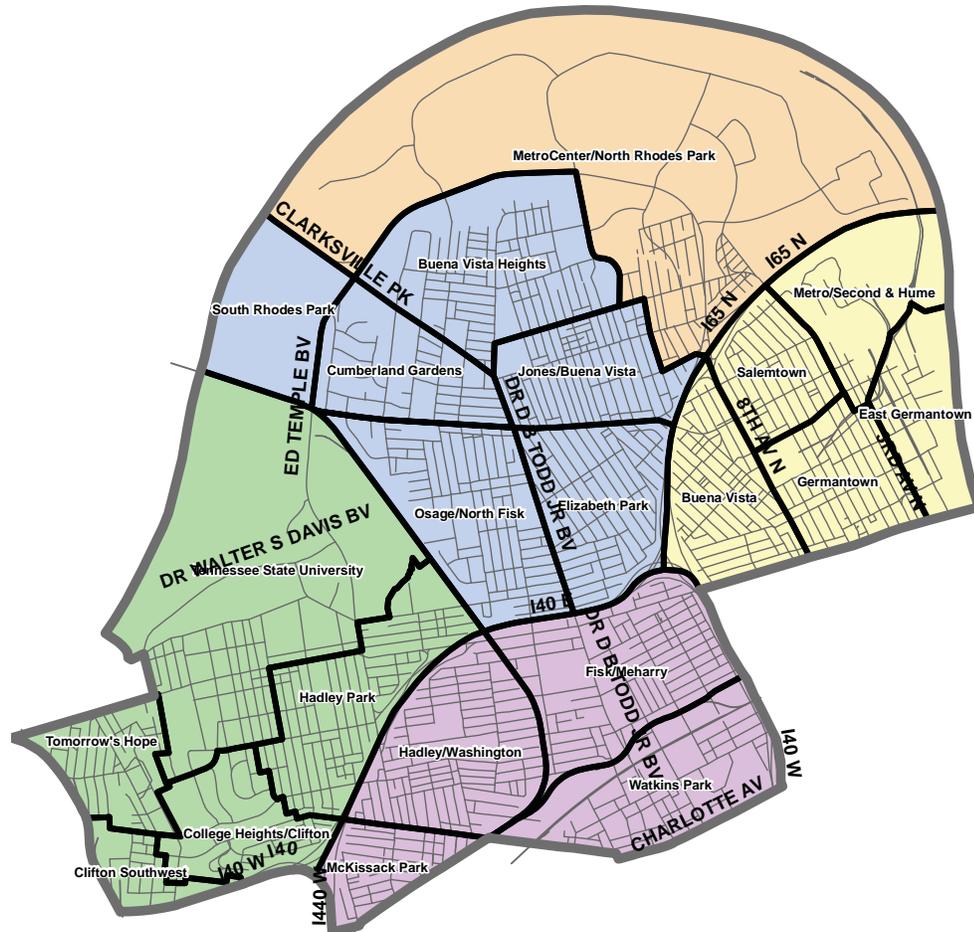
After the Vision Workshop, smaller neighborhood meetings were held. During the 2002 North Nashville Update, over 19 Detailed Design Plan Neighborhoods were identified. To keep the spirit of these individual neighborhoods, the staff held neighborhood meetings with the stakeholders between the months of February 2010 and March 2010. The 19 neighborhoods were grouped into five clusters under these broad names:

1. Hadley Park / Tomorrow's Hope / Tennessee State University
2. Fisk - Meharry / Watkins Park
3. Buena Vista Heights / Cumberland Gardens/Osage / Elizabeth Park
4. Historic Buena Vista / Germantown / Salemtown
5. MetroCenter / Rhodes Park

FIGURE A-1

NORTH NASHVILLE PLANING NEIGHBORHOOD AREAS

 North Nashville Community



Note: These Planning Neighborhoods were named in 2002 based on location. Since neighborhood association boundaries often overlap, this map is not meant to include the name of each individual organized neighborhood group, or specific boundary.



0 0.15 0.3 0.6 0.9 1.2 Miles

North Nashville Planning Neighborhood Areas

-  February 9 Neighborhood Meeting
-  February 23 Neighborhood Meeting
-  March 4 Neighborhood Meeting
-  March 18 Neighborhood Meeting
-  March 30 Neighborhood Meeting

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During the neighborhood meetings, North Nashville stakeholders participated in a detailed exercise to gather information concerning the community elements open space, neighborhoods, centers and corridors. This resulted in more than 27 pages of comments. These comments were used to develop the 2010 North Nashville Concept Plan and later the Community Character Policies.

The North Nashville Concept Plan – a graphical representation of what community members they said they would like to see preserved, created, or enhanced – was refined during the neighborhood meetings. The 2010 North Nashville Concept Plan served as a check point between what was discussed with the community in 2002 and what the staff was hearing during the neighborhood meetings in 2010. The Concept Plan was revised throughout the course of the neighborhood meetings to reflect changes to the community’s vision. This also helped define the vision, goals and objectives. A more detailed discussion on the Concept Plan and the Vision Statement and Goals and Objectives may be found in Chapter 2.

Community Character Policy Workshops

After defining a Vision Statement, defining Goals and Objectives, and preparing a Concept Plan, the Planning Department staff worked with residents at two separate Community Character Policy meetings to draft and review the Community Character Policies that will guide decisions on zone change and subdivision requests in the future. Residents met with staff during two separate meetings in June 2010 to discuss the Community Character Policies. The comments heard during the Community Character Policy Workshops Planning Department not only shaped the policies, but also help to refine Vision Statement, Goals, and Objectives. Recommendations for transportation (vehicular, bicycle and pedestrian) and open space (parks and greenways) were also presented for comment at these meetings.

Implementation Meeting

Interviews with stakeholders at the beginning of the process revealed that the implementation of the community plan was very important. The North Nashville stakeholders did not want a plan that would be a static document with ideas that were unattainable. Therefore the planning staff worked diligently to not only deliver realistic policies and expand the implementation portion of the process. The implementation portion would place emphasis on community led implementation and defining appropriate stakeholder roles.

The Implementation Meeting held on July 27th 2010 included a briefing on community led implementation efforts and public and private sector roles in implementation of the community plan. The meeting also included breakout sessions to discuss important issues that surfaced during the process – Economic Development and Reinvestment, Residential Development and Reinvestment, and Youth and Community Development. The participants held focused conversations and participated in an exercise to prioritize goals within each of these overarching topics. The result was a list of goals for the community to pursue in each of these areas. These goals will serve as a template enabling more focused community-led implementation efforts during this planning period.

The meeting was attended by North Nashville stakeholders as well as community leaders, non-profits, and representatives from other Metro Departments and the Mayor’s Office. The non-profits and Metro Department representatives that attended were there to discuss how their agency could serve as resources to the North Nashville stakeholders. A more detailed discussion on Implementation can be found in Chapter 5.

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Final Community Meetings

After the Implementation meeting planning staff spent several months writing the text of the Community Character Special Policy. At two meetings held on September 2nd and September 16th 2010, the Planning staff reviewed the draft document and told the meeting participants about major changes that were made based on comments from previous meetings. The updated plans for transportation and open space were also presented and discussed. Staff answered questions and took comments from the community members in attendance. Following the community meetings, the final draft plan was prepared for consideration and adoption by the Metropolitan Planning Commission. This document was posted – in a static form – to the Metro Planning Department website ahead of the Planning Commission meeting for community members to review and prepare for the Planning Commission hearing.

North Nashville Community Plan Update Collaboration

The update of the North Nashville Community Plan presented Metro Planning Department staff with the opportunity to work closely with other Metro Departments and non-profit community agencies. At the start of the community plan update, the planning staff solicited the help of the Neighborhood Resource Center (NRC). A staff representative from the NRC helped to arrange the neighborhood leaders training and also served as a facilitator at several community meetings. Other important groups who served as partners in disseminating information and serving as facilitators at meetings included representatives from Jefferson Street United Merchants Partnership (JUMP), New Level CDC, and the Nashville Chamber of Commerce – Chamber North Area Council.

Metro Planning staff was pleased to work with other Metro Departments and Metro Council members. Other Metro Departments including Codes Administration, Parks, Health, Schools, and Public Works met with planning staff on several occasions to discuss issues brought up by the community. These agencies also attended the Implementation meeting to share resources with stakeholders. The Metro Council Members were also very involved in helping spread the word to constituents about community meetings.

The Mayors Office of Economic Development and the Office of Neighborhoods were also involved in conversations with planning staff on issues concerning North Nashville. Various representatives from these offices also attended several community meetings.

Metro Planning Commission

The North Nashville Community Plan: 2010 Update was presented to the Metro Planning Commission in a public hearing on January 27, 2011.

APPENDIX B - ISSUES LIST

CREATING THE CONCEPT PLAN AND VISION STATEMENT

At the Vision Workshop, Metro Planning staff asked attendees what they liked, disliked and wanted to see changed about their community. The results to these questions were used to create the draft Vision Statement, Goals and Objectives for the North Nashville Community and the draft Concept Plan, which is a visual representation of the Vision statement. The answers to the questions are listed below.

What do you LIKE about your community?

Location/Access

- Location, location, location
- Easy access to everywhere; central location to all around Nashville and surrounding counties; geographically centrally located (time and distance)
- Close to Downtown; access to business district; convenient to Downtown
- Interstate access, convenient to interstates
- Access for shopping needs; close to stores; convenience of stores
- Core accessibility to community, church, local government, medical facilities
- Convenient to public transportation; bus service

Community Services/Amenities

- Educational institutions (TSU, Fisk and Meharry); universities as anchors; educational center
- Greenways; parks; recreation facilities; good-sized public park
- Church access; our church; other churches; engaged congregations; religious opportunities
- Hospitals; access to hospitals; convenience to hospitals;

medical opportunities

- Farmer's Market
- Library service; access to libraries
- Kroger; access to supermarket
- North Police Precinct; Police protection
- Variety of restaurants; more places to dine; upscale restaurant
- Unique retail/restaurants (although there are too few)
- Sidewalks; sidewalks on Jefferson Street; new sidewalks (3 responses)
- Bicentennial Mall State Park
- Access to magnet and public schools; more schools for local kids
- Community Center
- MetroCenter
- Can walk to many universities, hospitals and other areas
- Entertainment venues
- Trade schools for construction, masonry, plumbing and skills/apprenticeships

Neighbors/Housing

- Neighbors; friendly/caring/supportive neighbors; most of my neighbors; many of my neighbors; some of the neighbors
- Diversity (age, gender, ethnicity); mixture of people (7 responses)
- Closely knit group; close community relationships; social fellowship opportunities; connected to familiar folk
- Strong neighborhood associations; formation of neighborhood groups; community groups getting engaged; people coming together at our neighborhood group gatherings; active residents
- My neighbors with great beautiful yards and homes; homeowners keep their yards well groomed
- Single-family homes
- People's dogs; dogs are controlled
- Where I live
- Older retired neighbors watch out for each other
- Demographics
- Family members are close
- Council representative

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- Familiarity from youth till now
- Primarily residential
- Density
- A lot of property owners
- Relatively stable in Buena Vista Heights

Community Character

- It has a rich history, and is worthy of its place in history; rich heritage; historic buildings and houses; older housing stock
- Area is improving; revitalizing; restoration
- Clean; cleaner streets and alleys
- Wonderful neighborhoods; neighborhood mix
- Quiet; relative quietness; low noise level
- Affordable for those on fixed incomes; affordable housing
- It is a community people live in and care about the area
- Cultural/historical/educational area
- Area is beautiful
- Good place to live
- Lawns are kept well
- Mixed uses
- Kid and dog friendly
- Nature
- Lots of open land for gardening
- View of the city
- Quaint atmosphere of Jefferson area
- I have lived in the community for more than 30 years
- Improvement of Merry Street

- Our street has different needs from the others (25th Avenue north of Osage)

Potential

- Unlimited potential; new energy bubbling forth from engaged citizens; promise and hope of things to come; potential to be a thriving community; ability to do things with the community
- Opportunity; growing (business-wise and community-wise); good opportunities for property development
- Much land possibility for new housing, gardens, parks
- It has so many possibilities for improvement and helping people
- Potential for economic development along DB Todd and Clarksville Hwy
- So many anchor facilities that can be expanded and improved
- Improvements underway

What do you NOT like about your community?

Community Appearance

- Vacant property/lots; vacant/run-down/boarded up/substandard houses; blighted property that stays that way for years; abandoned buildings; clean up, repair or remove abandoned houses
- Poor codes enforcement; building codes not enforced; lack of property upkeep; dilapidated buildings; overgrown lots; careless upkeep; property owners don't show enough pride; unattractive neighborhoods; neighborhood neglect; look of store fronts; clutter
- Illegal dumping; litter; trash on street; trash in alleys; trash/debris left by people who 'hang-on streets'
- No landscaping; no landscaping around Pearl Cohn High School
- Drunk/homeless sleeping/hanging around on public benches, etc.; men (homeless?) standing around drinking
- So many people hanging out; too many people hanging on corners – loafing – especially on warm days
- Poorly built and maintained buildings and infrastructure
- Lack of street appeal
- Slum lords and absentee owners

- Last area to get picked up
- Cars everywhere
- Incomplete housing
- Outdated, old housing projects
- Unused or cluttered industrial sites
- No conformity of types of fences in front yards
- Buchanan Road needs to be cleaned up
- Don't like where they put mural or statue
- Old style architecture on Jefferson
- Kennels in the neighborhood
- Stray and vicious dogs, too many loose dogs running in the street, too many pets (cats and dogs) running loose
- People not taking care of their dogs

Public Infrastructure

- Lack of sidewalks; not enough sidewalks; no pedestrian friendly areas on main streets (10 responses)
- Not enough lighting/street lights; inadequate street lights; no "solar" street lights/dark streets
- Not enough public transportation; no convenient Metro bus service; no bus service after 6 PM; poor cross town public transportation; mass transit not multi-directional

- Unkempt streets and sidewalks; bad maintenance of streets; condition of roads; hard to drive up and down streets; we are the last street that is taken care of
- Traffic; traffic patterns are congested; high volume of traffic on my street; traffic congestion along Jefferson Street
- Lack of sound barrier walls along interstate
- Interrupted street grid; street access; traffic flow to West End is cut off
- Most streets are narrow
- Slow response by Public Works Dept.
- Too slow picking up trash/tree limbs in alleys
- No parks
- Telephone and electric lines mixed in growth
- Needs improved walkability (there has been some improvement)
- Lack of fire availability and fire hall upgrade, no fire lanes (2 responses)
- The water, sewer service, gas co., street maintenance do not coordinate with each other when streets are paved
- Midnight mail delivery
- No parking in front of house – like other rehabbed communities
- Congestion and cluster on

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- 40th and Clifton
- Rosa Parks Blvd. – lack of sidewalks, lighting issues, overpass structural issues

Crime/Perception of Crime

- Crime; lack of police presence; slow police response; public perception of crime; security concerns
- Too many drugs and illegal activities
- Guns; shoot-outs
- Police are too aggressive towards regular people
- Many stores closed because of theft
- Poverty, crime, usually break-ins predominately committed by youth
- Certain neighborhoods continue over and over to be soiled with some ongoing crime
- Police road traps

Lack of Economic Development/Services/ Jobs

- Lack of shopping centers; lack of retail/major retail establishments; lack of high quality shopping selections; no strip mall
- Lack of restaurants; not enough restaurants; no community fine eatery; no nutritious eateries (only fast foods)
- Lack of quality grocery stores; lack of prime groceries for better health; need more grocery stores

- Lack of services; not adequate services; no amenities
- Lack of economic diversity; too many of the same type of business; no variety in stores (i.e. Publix, restaurants, work out facilities, Wal-Mart, etc.)
- No major businesses in area, lack of critical business enterprises
- No community food markets; lack of affordable healthy foods
- Lack of music and successful business on Jefferson Street (although it's improving)
- Jefferson Street is just dead
- Lack of cultural venues
- Lack of local businesses and recreational facilities
- Too many businesses that are not connected to the community
- Left out of the development and growth of Nashville
- City does not invest in area
- Lack of local investment in economic development
- Lack of direct transportation to services (grocers, post office, etc.)
- Money is not being spent in this area for improvements the same as other areas of the city
- Not enough gift shops
- Lack of resources, auto repair, building supplies, service providers
- Limited parking for businesses

- Opportunistic developers
- 37208 zip code cannot have deliveries

Neighbors/Housing

- Decreasing numbers of families, lack of family owners
- Too many renters, not enough homeowners
- Too many apartments, too many are Section 8, no more Section 8 and habitat homes
- Lack of housing for seniors and handicapped housing
- No senior citizen outreach; no community center for seniors
- No swimming pool or recreation areas for youth; no community center for youth
- Lack of green space
- Need better schools to draw young families
- Lack of facilities for young people's development
- Low income housing
- Youth all over the streets

What would like to see change in your community?

Improve Community Appearance

- Clean up/maintain properties; better codes enforcement; aesthetics; vacant lots maintained and cleaned up; remove junk/trash; litter; cleanliness; clean up abandoned buildings; vacant lots occupied by residences/new business
- Demolish unsightly property/unsafe houses; abandoned houses torn down and/or sold
- Ending the image of crime, drugs, and depression; reputation
- Change in law or codes to prevent vacant boarded up buildings from staying that way for years
- Better Codes enforcement other than sending letter to address of violation
- Enhanced lighting and landscaping; landscaping and more common areas
- Pearl-Cohn High School cleaned up and landscaped
- Cars – parking on street in front of houses
- Modern look

Improve Economic Development/Services/Amenities

- Better choices of shopping; more shopping so that we don't have to go so far out to shop; better retail (Michael's, Publix, etc.); Hendersonville-

- Indian Lake like shopping centers-restaurants, shops and attractions; hardware store
- Economic development; more job growth and economic viability; more businesses and jobs; thriving new business; business friendly community; increased commercial development and remodeling; more economic diversity
- More grocery stores; updated grocery shops as seen in Green Hills area
- More sit down restaurants; better restaurants (upscale and family dining); more non-chain restaurants; coffee houses
- Jefferson Street to be an attractive viable retail/commercial area; more renewal/music/nightlife on Jefferson Street; more retail on Jefferson, Charlotte, 28th Avenue; range of retail along DB Todd and Clarksville Hwy
- Skilled training programs; tech center; vocational training; more programs to train people to work and thus enable them to own their homes; job training for youth
- Restrictions for used car lots; no more auto/car businesses; remove a lot of tire shops, mechanic shops, unsightly auto lots and repair shops
- Recreational, educational, cultural activities for youth/others; for all age groups; sportsplex; women's workout;

- movie theater
- Children having a place to go play ball and activities so that they won't have to play and gather in the streets; more things for youth to do; playground or community center for kids to have something to do other than hang on the corners
- New community center; remodel 18th Avenue Community Center
- More services/amenities for students/professionals/workers
- Mixed use buildings; buildings better integrated with residential spaces
- Cultural-centered amenities; concert hall
- Indoor swimming pool at North YMCA; swimming pools in area for youth and seniors outside of the swimming pool at Hadley Park to be open
- Walkable retail services
- Affordable healthy foods in corner/convenience stores
- Community gardens
- Development that will attract professionals
- More balanced development
- More developed areas
- New development including mid-range apartments with better lighting to invite people to spend money in the community
- More high rise housing for

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- seniors
- More development of riverbank
- More drug rehab facilities and homeless shelters
- Get State History Museum scheduled/started
- Re-open Fehr School as a school with historic overlay
- Easier money for new development (MDHA and THDA)

Improve Safety/Perception of Crime

- Street lighting; more lights; better lighting; I'd like the street lights to actually work
- Crime rate to go down; less crime; crime hinders opportunities; fewer thefts; decrease in crime (juveniles mostly)
- Safe area; safer streets; security upgrades; safer parks; safe green space
- More Police in the area; more Police protection; crackdown on drugs and crime; more Police presence other than speed traps
- Partnerships with Police Department and neighborhood watch programs; more neighborhood watches
- Clean up drug areas; no more guns, cursing and drugs
- I'd like to give my children the opportunity to play outside without worrying.
- I'd like to go at least 2 years without murders within a mile from my house.
- New Fire Department

Improve Public Infrastructure

- Sidewalk improvements; better connectivity; Metro investment in improved sidewalks; more brick sidewalks
- More public transportation; improved public transportation/transit; better scheduling/stops; cross patterned connecting transit system; links/transportation options to Downtown/MetroCenter
- Cleaner streets; smoother streets; Metro investment in improved streets
- More greenways; greenway connected to Watkins College
- Street access, widening, wider streets; widen streets especially Buchanan from 18th to 28th Avenue
- Major upgrade of infrastructure; infrastructure improvements – barrier
- More planning with streets so they do not have to be patched
- Erect sound barrier walls
- Remove “super” highway
- Traffic flow control
- More beautification projects
- Transportation/parking
- More bicycle lanes
- Transportation lines of communication (such as the 28th connector)
- We need trash cans on corners!
- Focus of current administration on community improvements
- Sidewalks common to 9th through 15th Avenue/Cephas/Cass

- Eliminate alley at 12th Avenue and Cass/Clay Streets

Improve Housing

- Restoration of single family homes; more single family homes; improved/rehab of promising housing stock
- More home owners; less rental, more home ownership; housing (ownership of neighborhood folk)
- Less apartments and multifamily homes; stop all the multifamily homes
- More houses built on vacant lots
- Improved housing with community balance
- More mixed housing
- More student housing
- Homes selling quicker
- More affordable housing
- Housing available in future for different economic levels
- Manage gentrification so people at low and moderate income levels can have housing choices
- Consider the homeowners that live on that street
- More homeowners associations
- Establish one home owners association/mandatory membership for landlords
- No high-rise apartments or condos like the Gulch. No cookie cutter houses.
- Updated housing along Jefferson or off (Heiman Street)

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APPENDIX C - IMPLEMENTATION WORKSHOP RESULTS

During the Implementation meeting held on July 27th, 2010, North Nashville Stakeholders discussed the following topics in individual workshops: Economic Development and Community Reinvestment, Residential Development and Reinvestment, and Youth and Community Development. During those workshops, North Nashville Stakeholders along with Metro Nashville Government Departments and Non-Profit Agencies held detail discussions and participated in an exercise to help prioritize the many ideas that were generated during the workshop.

A *Dot Exercise* activity was used to narrow down the lists of ideas and reach the community's top priorities for each topic. To participate in the dot exercise, each attendee was given three dots to place on the ideas that they thought were most important. Each individual could place all three dots on one idea, or place one dot on three *separate* ideas. The individual dots are then counted for each idea to find a total.

The ideas that the North Nashville Stakeholders thought were priorities for the North Nashville community received the most dots. Those priorities, generally the top four ideas, were discussed in Chapter V Implementation. The complete lists of ideas from each topic area are as follows:

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Implementation Meeting

Economic Development / Community Reinvestment Workshop Dot Exercise

- 14 dots - Grocery Store
- 9 dots - Tax incentives to spur economic development (for) specific types of businesses
- 8 dots – “Movement City” marking 50th Anniversary of Sit – ins (North Nashville marketing – fundraising – about the many civil rights activities that took place in city – so instead of Music City – Movement City)
- 7 dots – The three universities are the strongest asset, but the gateways need to be improved.
- 5 dots - Planting fruit trees throughout the area
- 5 dots - Green collar jobs task force – obtain funds/grants
- 5 dots - Demolition of boarded up buildings
- 4 dots - Urban Treks program instead of greenways – create networks in the neighborhoods
- 4 dots - Title XI watchdog independent of MDHA / Mayor’s Office
- 4 dots - Keep Jefferson Street historically unique, economical, and sustainable
- 4 dots - Internships / support for students
- 4 dots - Generational ownership of businesses
- 4 dots - Address rate of building vacancies – list of vacant properties and program to address that.
- 3 dots - Set timeline for grocery store rather than more studies
- 3 dots - Grocery store (on) old movie theater on Jefferson Street
- 3 dots - Change in attitude of business community toward North Nashville
- 2 dots - Target incentives to decrease abandoned buildings
- 2 dots - Programs and incentives (needed) for smaller businesses
- 2 dots - Extending circulator into Metro Center – there is currently transportation barrier
- 2 dots - Bring staff from universities back into the community
- 1 dot - Significant health disparities in North Nashville – Health Department needs to be at the table
- 1 dot - Market studies need to show reality rather than assumption
- 0 dots - Teach property owners how to invest in the community
- 0 dots - Sounds stadium in Sulphur Dell
- 0 dots - Sidewalks and bike lanes – fixing the number of people that use them
- 0 dots - Community needs to know where North Nashville is – market the community ; needs better image for investment

Implementation Meeting

Residential Development Workshop Dot Exercise

- 8 dots - **There is a correlation between crime and vacant properties and property value**
- 7 dots - **Crime in North Nashville emphasized on the news – not necessarily even in North Nashville**
- 6 dots - **Not just roof tops but discretionary income needed to attract services**
- 6 dots - **Need to promote North Nashville to attract private developers after public investments have been made**
- 6 dots - Need public help to jump start development
- 6 dots - Make recommendations to Council through the Community Plan for capital improvements
- 5 dots - Stimulate residential and commercial rehabilitation/restoration
- 5 dots - Need permanent residents – not just the more transitory student population
- 4 dots - Codes may condemn properties but Nashville does not have the resources to maintain/demolish houses and the procedure is lengthy
- 3 dots - What can we do as neighbors to get properties cleaned up?
- 3 dots - What can Codes do? Get to vacant property owners to do more maintenance?
- 3 dots - Dilapidated properties discourage new investment
- 3 dots - Churches could be the spark that is needed to lead redevelopment
- 2 dots - There has been investment on the edges of neighborhoods but not into the interiors of North Nashville neighborhoods
- 2 dots - Property owners do have rights but a blighted property needs to be dealt with
- 2 dots - North Nashville is not as densely populated as it appears due to the number of vacant properties
- 2 dots - Need transportation
- 2 dots - Need incentives for property owners who do not develop/maintain properties to sell them
- 2 dots - Gentrification – do not want to drive people out
- 2 dots - Elderly and poor – need public help – need empowerment
- 2 dots - As prosperity comes there is also need to find opportunities for affordable housing
- 2 dots - A neighborhood with vacant and dilapidated properties does not look like a neighborhood you would want to move to
- 1 dot - Vacant properties have been purchased by churches – these are maintained but left vacant
- 1 dot - There are houses where construction started but has been stopped and the house is boarded up and the yard overgrown for years
- 1 dot - People are walking away – banks accumulate so many that they cannot take care of them – often difficult to find the owner
- 1 dot - Need more people to support needed services - need to attract more people to live in North Nashville
- 1 dot - Need for Information of Available Resources
- 1 dot - Need access to information
- 1 dot - Gentrification is an issue
- 1 dot - Establishing a requirement to invest in properties may provide an incentive to build or sell a property
- 1 dot - Encourage non-profits/churches to get into the property rehabilitation business to help keep properties maintained
- 1 dot - Also there are properties where owners cannot be found
- 1 dot - Activity in the neighborhood – dog walking, people out – discourages potential crime

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- 0 dots - There are many vacant/abandoned properties
- 0 dots - Tennessee is a property rights state
- 0 dots - Street improvements and stormwater improvements have been made
- 0 dots - Some nice apartments have been built but the dilapidated houses around it discourage renters
- 0 dots - Role for the Assessor? Property taxes rising, have a role in moving tax stagnant areas?
- 0 dots - Neighborhood has a role – need to share information, talk to people who work on vacant properties to find out who employees them
- 0 dots - Need to make friends with the media
- 0 dots - Need programs do keep the properties maintained
- 0 dots - Need more public investment – new fire hall, new community center
- 0 dots - Difficult to compel people to maintain their property
- 0 dots - Codes finding people do not have the resources to maintain or rehabilitate investment properties
- 0 dots - Cannot voice needs
- 0 dots - A fully occupied neighborhood is a better neighborhood – criminals do not want to work where there are people

Added Comments

- 4 dots – Add fruit trees around the community, more gardens
- 3 dots – MDHA isn't maintaining their property
- 2 dots – MNPS needs more neighborhood / community involvement
- 2 dots – Clean up alleys and fix alley's / remove extra garbage cans.

Implementation Meeting

Youth / Community Development Workshop Dot Exercise

- **7 dots – School facilities should be utilized more than they are**
- **6 dots – Youth need transportation to / from activities**
- **5 dots – Service learning – involving all colleges / universities**
- **5 dots – Access to healthier food**
- 4 dots – Youth need more opportunities to build healthy relationships
- 3 dots – More safe places to ride bikes/walk near home
- 3 dots – Hire area youth for local companies and pay a stipend – internships
- 3 dots – Better use of vacant land – better quality goods and services
- 2 dots – Connecting entrepreneurs / businesses that have needs with youth resources
- 2 dots – Start backyard gardens
- 2 dots – Tutoring programs – especially reading
- 2 dot – Let the children take part in the planning process
- 1 dot – Incentive card for kids in school – “3.0 Card” – discounts for being a good student; partner with local businesses for this program
- 1 dot – Establish neighborhood watch groups
- 1 dot – Bike workshops for youth also allows them to teach others
- 1 dot – Youth need wider choice of activities
- 1 dot – Youth need more awareness of activities that are available
- 1 dot – Involve the parents
- 1 dot – Getting people engaged/ motivated to participate in community gardens
- 1 dot – Cooking / food prep classes for youth
- 1 dot – Partnerships with positive reinforcement for motivation
- 1 dot – Emphasize items other than sports
- 1 dot – Need more adult support
- 1 dot – Start talking with youth about the future early
- 0 dots – Have all the youth resources and activities centralized
- 0 dots – More eating/dining options and other destinations near home
- 0 dots – Consolidate information into one source

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APPENDIX D – INVENTORY OF EXISTING CONDITIONS

This appendix contains an assessment of existing conditions in the North Nashville Community.

COMMUNITY PROFILE

The North Nashville Community is bounded by the Cumberland River on the north, east and west. Charlotte Pike and portions of Jefferson Street border the community on the south. Major interstates I-40 and I-65 traverse the North Nashville community.

The North Nashville Community includes parts of Metro Council Districts 2, 19, and 21.

[Note: the boundaries of these districts may change as a result of redistricting following the 2010 U. S. Census.]

Community Character Summary

The North Nashville Community is a mostly urban community with a mixture of residential and commercial land uses. Commercial areas such as Jefferson Street and Buchanan Street are examples of urban commercial areas and corridors within the community. Historic Buena Vista and Germantown are examples of the urban residential areas that exist throughout the community.

The North Nashville Community also contains a diverse mix of universities, large employment centers, and industrial areas. These areas are considered to be Districts because they are similar land uses contained to a specific area. Tennessee State University, Watkins College, Fisk University and Meharry College are all considered to be major educational institutions in the North Nashville community and they also double as major employment centers. Other major employment centers include Metro Center. Industrial areas may be found in parts of the Germantown and Salemtown neighborhoods.

Community Demographics Summary

The North Nashville's Community's total population was recorded as 23,956 in 2000. The population in 2006 was estimated at 21,148 persons; that is a 12 percent decline in population.

In 2000, 93 percent of the North Nashville Community's population classified their race as African American compared to 21 percent for the remainder of the County. In the same year, White and other races made up a combined 7.0 percent of the North Nashville's population.

With regard to housing, there is a higher vacancy rate in North Nashville than the remainder of Davidson County at 12 percent and there is higher number of people in the community who are renters. There may be opportunities for additional owner occupied housing in the community.

With regard to employment the data shows that 14 percent of persons in the North Nashville community are unemployed and actively seeking employment – that's 9 percent higher than the remained of the County. This shows opportunity for additional employment and job resources in North Nashville. However there is a large number of persons not in the labor

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force at all, which could be a direct correlation of the lack of education or resources; persons in North Nashville fall behind in the number of persons with education beyond high school diplomacy with only 16 percent, compared to 35 percent for Davidson County.

Overall North Nashville provides many opportunities to fill housing, education, and employment gaps to become competitive within Davidson County. These and other demographic facts for the Community are summarized in the following tables.

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North Nashville Community - Census 2000		Davidson County		North Nashville	
	Quick Facts	#	%	#	%
Population	Total	569,891	n/a	23,956	4.2%
	Household Population	545,686	95.8%	19,875	83.0%
	Group Quarters Population	24,205	4.2%	4,081	16.9%
	Institutionalized Population	10,343	1.8%	145	1.4%
	Population, 1990	510,784	n/a	24,048	4.7%
	Population Change, 1990 - 2000	59,107	11.6%	-92	-0.4%
	Population Projection, 2010	619,771	n/a	22,566	3.6%
	Population Change, 2000 - 2010	49,880	8.8%	-1,390	-5.8%
	Population Density (persons/acre)	1.69	n/a	4.91	n/a
	Average Household Size	2.30	n/a	2.38	n/a
	Male	275,530	48.3%	10,364	43.3%
	Female	294,361	51.7%	13,592	56.7%
Families	Total	139,234	58.6%	4,771	n/a
	Married Couple Families with Children	41,006	29.5%	433	9.1%
	Single Parent Families with Children	23,874	17.1%	2,122	44.5%
	Female Householder with Children	19,985	14.4%	1,864	39.1%
Race	White	382,008	67.0%	1,198	5.0%
	Black or African American	147,862	27.1%	22,285	93.0%
	American Indian/ Alaska Native	1,978	0.3%	32	0.1%
	Asian	11,691	2.1%	126	0.5%
	Native Hawaiian or Pacific Islander	400	0.1%	38	0.2%
	Other Race	13,535	2.4%	46	0.2%
	Two or More Races	12,417	2.2%	231	1.0%
Ethnicity	Hispanic or Latino	25,597	4.5%	141	0.6%
	Age	Less than 18	126,409	22.2%	6,374
	18-64	379,939	66.7%	14,732	61.5%
	Greater than 64	63,543	11.2%	2,850	11.9%
Housing Units	Total	252,977	n/a	9,533	3.8%
	Owner Occupied	131,384	55.3%	2,521	26.4%
	Renter Occupied	106,021	44.7%	5,827	61.1%
	Occupied	237,405	93.8%	8,348	87.6%
	Vacant	15,572	6.2%	1,185	12.4%
Travel	Mean Travel Time to Work (min)	22.2	n/a	19.0	n/a
	Workers	285,980	n/a	7,383	n/a
	Drove Alone	225,060	78.7%	4,596	62.3%
	Carpooled	38,111	13.3%	1,294	17.5%
	Public Transportation	5,038	1.8%	585	7.9%
	Walked or Worked from Home	15,546	5.4%	843	11.4%
	Other	2,225	0.8%	65	0.9%
Income	Median Household Income	\$39,797	NA	n/a	n/a
	Per Capita Income	\$22,684	n/a	\$10,671	47.0%

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Table D-1 Continued					
North Nashville Community Demographic Quick Facts (Continued)					
North Nashville Community - Census 2000		Davidson County		North Nashville	
	Quick Facts	#	%	#	%
Education	Population 25 years and over	377,734	n/a	12,037	3.2%
	Less than 9th grade	20,486	5.4%	1,231	10.2%
	9th to 12th grade, No Diploma	48,152	12.7%	3,510	29.2%
	High School Graduate (includes equivalency)	94,268	25.0%	3,185	26.5%
	Some College, No Degree	81,327	21.5%	2,163	18.0%
	Associate Degree	18,356	4.9%	422	3.5%
	Bachelor's Degree	75,948	20.1%	930	7.7%
	Graduate or Professional Degree	39,197	10.4%	596	5.0%
	Employment	Population 16 Years and Over	456,655	n/a	18,183
In Labor Force		307,653	n/a	8,956	49.3%
Civilian Labor Force		307,250	99.9%	8,956	100.0%
Employed		291,283	94.7%	7,667	85.6%
Unemployed (actively seeking employment)		15,967	5.2%	1,289	14.4%
Armed Forces		403	0.1%	0	0.0%
Not in Labor Force		149,002	32.6%	9,227	50.7%

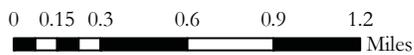
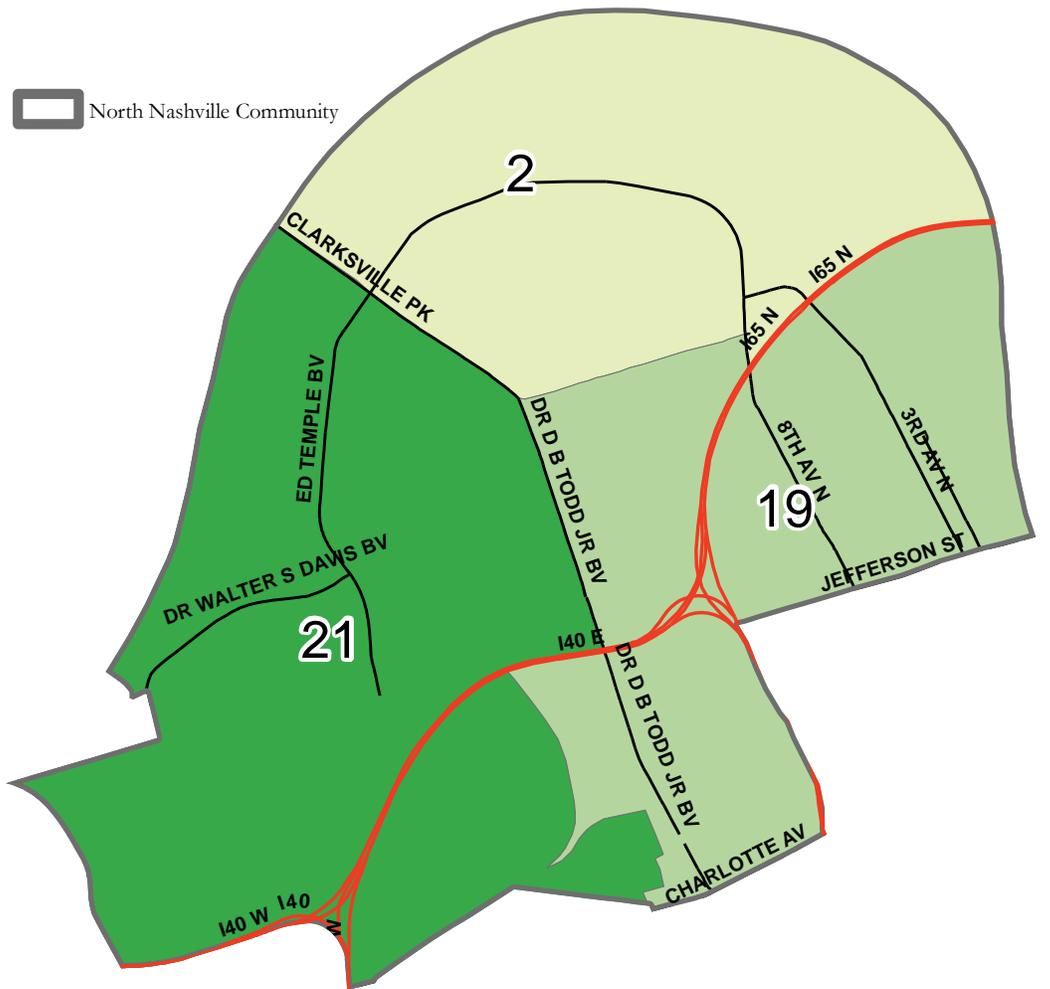
Data Source: 2000 Census of Population and Housing - SF3 Data (long form)

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FIGURE D-1
NORTH NASHVILLE COUNCIL DISTRICTS



North Nashville Council Districts

2001 Councilmatic Districts

- 2
- 19
- 21

Source: Metropolitan Nashville Planning Department

NORTH NASHVILLE COUNCIL DISTRICTS

There are three Metro Nashville Council Districts represented in the North Nashville Community. The council districts extend beyond the North Nashville planning area.

As of 2010, Council District 2 is represented by Councilman Frank Harrison. Council District 2 encompasses the areas north of Clay Street and I-65, east of Clarksville Highway, and south and west of the Cumberland River. The North Nashville Neighborhoods within Council District 2 includes Buena Vista Heights, and Jones / Buena Vista. This district also includes Metro Center, and Watkins School of Art and Design.

As of 2010, Council District 19 is represented by Council lady Erica Gilmore. Council District 19 encompasses the areas south of Clay Street, east of the CSX Railroad (with includes Dr. DB Todd and a major corridor and Fisk/Meharry), west of the Cumberland River, and areas north of Charlotte. The North Nashville Neighborhoods within Council District 19 includes Germantown, Salemtown, Buena Vista, Fisk/Meharry, and Watkins Park. This district also includes Fisk University and Meharry Medical College.

As of 2010, Council District 21 is represented by Council lady Edith Langster. Council District 21 encompasses the areas west of Clarksville Highway and Dr. D.B. Todd Boulevard. The North Nashville Neighborhoods within Council District 21 includes Tomorrow's Hope, College Heights/Clifton, Clifton Southwest, Hadley/Washington Park, Osage/North Fisk, and Cumberland Gardens. This district also includes Tennessee State University and South Rhodes Park.

FIGURE D-2

NORTH NASHVILLE EXISTING LAND USE



NORTH NASHVILLE EXISTING LAND USE

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

Altogether the North Nashville community planning area contains an estimate 4,876 acres comprised of the following:

- **Parceled Land** – About 77 percent (3,749) acres of the area consists of privately and publicly owned parcels of land, including the common area portion of condominium complexes.
- **Right-of-Way** – An estimated 19 percent (935 acres) is public street and railroad right-of-way.
- **Water** – Another estimated 200 acres of un-parceled water area is the Cumberland River (to the center of the River) that meanders along, forming the northern boundary of the community.

The portions of the North Nashville Community in parceled land, right-of-way and water have changed little since the plan was last updated in 2002 since the community is primarily developed.

For a discussion of the portions of the study area that are affected by potential flooding, see the discussion of environmentally sensitive features later in this report.

Land Use Acreage

The North Nashville Community’s existing generalized land use is presented in tables on the following pages. Meanwhile, the map shows land uses for each property in the North Nashville Community. Generalized land use summarizes numerous individual uses into broad groups such as residential, commercial or industrial. The individual land use codes are assigned to properties by the Metro Tax Assessor’s Office and are reflected in the countywide Land Information System (LIS) database.

Residential Uses

Residential net acreage increased from 2002, 1,077 acres to 1,114 acres. The change in the number of dwelling units is more notable, increasing from 9,531 to 10,768 dwelling units. Residential uses comprise almost 30 percent of the community, showing a slight increase from 2002. The changes are as follows:

- **Total Housing**– All household residential development (single-family, two-family and multi-family) averaged 9.67 units per acre in 2009, increasing slightly from 8.85 units per acre in 2002.
- **All Single-Family** – Single-family housing averaged 6.14 units per acre in 2009, increasing slightly from 5.42 units per acre in 2002. The acreage of single-family residential development decreased from 747 acres in 2002 to 691 acres in 2009. (Most likely the decrease in acreage is due to the increased number of residential condominiums in the area, which have a different land use code than single-family dwellings.) However, the number of homes on these lots increased from 4,052 in 2002 to 4,246 in 2009.

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- Multi-Family– Duplexes and townhomes averaged 11.85 units per acre in 2009, a slight decrease from 12.68 units per acre in 2002. Apartments averaged 16.36 units per acre in 2009, increasing from 12.68 units per acre in 2002.

Nonresidential Uses

This category of land uses includes offices, medical uses, commercial, industrial, parking and community services.

- Overall Mix – These uses comprise approximately 58.6 percent of the community, up from 53.1 percent in 2002.
- Office Uses – Office uses changed slightly, increasing to 5.2 percent in 2009 from 4.5 percent in 2002.
- Commercial and Industrial Uses – The percentage of commercial uses increased slightly from 4.6 percent in 2002 to 5 percent in 2009. Industrial uses also rose slightly from 11.2 percent in 2002 to 12.4 percent in 2009.
- Civic and Public Benefit Uses – These uses comprise the largest percentage, 34 percent, of non-residential land uses in the North Nashville Community, increasing from 30 percent in 2002. Most likely this is due to the Parks Department acquiring additional properties that were shown as vacant in 2002.
- Intensity of Development – The intensity of office, commercial, and industrial development measured in square footage of floorspace increased by 336,406 square feet. In 2002, the total floor space of this group was estimated to be 11,239,179 square feet, with an average ratio of floorspace to land area (FAR) of 0.30:1. In 2009, according to land use information records, the community contained 11,575,585 square feet of office, commercial and industrial floor space; however, the floor/area ratio remained almost the same – 0.31:1.
- Parking – Parcels for which parking is the primary use decreased from 108 acres in 2002 to 75 acres in 2009. One possible explanation (not based on research) may be that new development occurred on lots that were used only for parking in 2002.

Vacant Land

Land classified as vacant, which for the most part includes land without buildings on it, declined significantly from 676 acres (18 percent of all parceled land) in 2002 to 431 acres (11.5 percent of all parceled land) in 2009. This is mainly due to residential infill development, including residential condominium developments and the redevelopment of Preston Taylor homes and John Henry Hale homes, and changes in land use classification. The comparisons are as follows.

Group	2002		2009	
		%		%
All Residential	1,077	29.0%	1,114	29.7%
Office, Commercial, Industrial, and Parking	870	23.2%	920	24.6%
Civic and Public Benefit Uses	1,122	29.9%	1,278	34.1%
Vacant	676	18.0%	431	11.5%
TOTAL PARCEL ACRES	3,745	100%	3,743	100%

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RESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
Single Family Detached					
Subtotal	691.44	18.44	4,246	39.43	6.14
Conventional Urban/Suburban (<3 ac/du)	691.44	18.44	4,246	39.43	6.14
Townhomes and Multifamily					
Subtotal	409.13	10.91	5,923	55.01	14.48
Conventional Duplexes, Triplexes & Zero Lot-line Units	170.74	4.55	2,023	18.79	11.85
Conventional 4+ Unit Structures	238.39	6.36	3,900	36.22	16.36
Household Residential on Nonresidentially Coded Parcels					
Subtotal	0.00	0.00	463	4.30	n/a
HOUSEHOLD RESIDENTIAL TOTAL	1,100.57	29.36	10,632	98.74	9.66
NonHousehold Residential Total	13.40	0.36	136	1.26	10.15
RESIDENTIAL GRAND TOTAL	1,113.97	29.72	10,768	100.00	9.67
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ. FT.)	% OF SUBTOTAL	FLOOR/ AREA RATIO
Office, Commercial & Industrial					
Subtotal	845.62	22.56	11,575,585	100.00	0.31
Office: Non-Medical	176.75	4.71	2,716,440	23.47	0.35
Office: Medical	7.77	0.21	92,912	0.80	0.27
Clinic or Hospital	9.89	0.26	1,220,806	10.55	2.83
Commercial: Retail	128.76	3.43	1,091,853	9.43	0.19
Commercial: Hotels and Motels	14.20	0.38	239,810	2.07	0.39
Commercial: Attractions	30.65	0.82	78,789	0.68	0.06
Commercial: Other	14.78	0.39	177,496	1.53	0.28
Industrial	462.82	12.35	5,957,479	51.47	0.30
Auto Parking (principal use)	74.55	1.99	n/a	100.00	n/a
Civic & Public Benefit Uses					
Subtotal	1,277.79	34.09	n/a	100.00	n/a
Community Facilities	891.74	23.79	n/a	69.79	n/a
Parks, Golf Courses & Other Open Space	386.05	10.30	n/a	30.21	n/a
NONRESIDENTIAL USES TOTAL	2,197.96	58.63	11,575,585	100.00	n/a
VACANT					
Vacant Residential	220.34	5.88	n/a	n/a	n/a
Vacant Commercial	171.05	4.56	n/a	n/a	n/a
Vacant Industrial	39.95	1.07	n/a	n/a	n/a
VACANT LAND TOTAL	431.34	11.51	n/a	n/a	n/a

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Miscoded, uncoded or miscellaneous parcels	5.47	0.15	n/a	n/a	n/a
TOTAL PARCEL ACRES	3,749	100.00			
Estimated Right-of-Way Total	935		n/a	n/a	n/a
Estimated Water Area Total	200		n/a	n/a	n/a
COMMUNITY GRAND TOTAL AREA	4,884				

Source: Metropolitan Planning Commission, December 2009

¹All 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

² Includes condominium common area that is not parceled land

³ Includes uses such as dormitories, rooming units and other group quarters

⁴ Ratio of floor area divided by land area

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes, except as noted in footnotes 2 and 3.

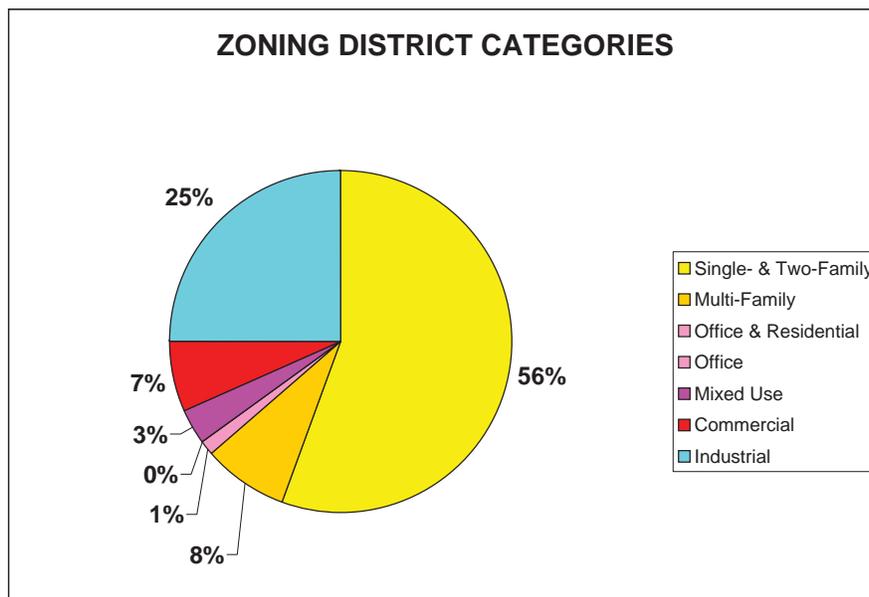
NORTH NASHVILLE EXISTING ZONING

Base Zoning Districts

There are approximately 3,750 acres of parceled land within the North Nashville Community. This land is separated into individual zoning districts. Zoning is the means by which governments regulate the physical development of land and the manner in which each individual property may be used. Within the North Nashville Community, there are 27 different zoning districts, which allow uses from single-family residential to industrial uses.

Base zoning districts can be grouped into seven broad categories: Single- and Two-Family Residential, Multi-Family Residential, Office/Residential, Office, Commercial, Mixed Use, and Industrial. The majority of existing zoning within the North Nashville Community – 56 percent – falls into the Single- and Two-Family Residential category, while Multi-Family Residential zoning is 8 percent. Industrial zoning comprises 25 percent of the total land in the community. Commercial zoning comprises 7 percent and Mixed Use zoning comprises 3 percent of the community. Meanwhile, the Office and Office/Residential zoning categories are the smallest categories. The breakdown of zoning district categories is shown on the figure below.

**FIGURE D-3
ZONING DISTRICT CATEGORIES
AS OF DECEMBER 2009**



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Planned Unit Developments

A Planned Unit Development overlay (PUD) is not base district zoning, but is an additional layer of zoning regulations which is used to address specific aspects of land use control or development design that goes beyond conventional base zoning district provisions. There are 18 PUDs within the North Nashville Community. A majority of the PUDs, 12 out of 18, are residential, while 6 are commercial. Several of the PUDs are located along or near the 8th Avenue North/Rosa L. Parks Blvd. corridor. Refer to the following maps for the location of PUDs in North Nashville.

Institutional Overlay

The purpose of the Institutional Overlay District is to provide a means by which colleges and universities may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated. The Institutional Overlay District is intended to delineate the geographic boundaries of an approved college or university master plan, as well as the general design concept and permitted land uses associated with that institution.

In North Nashville, an Institutional Overlay covers the Fisk University area (at the time of this plan update adoption).

Redevelopment Districts

Redevelopment Districts are administered by the Metropolitan Development and Housing Agency (MDHA). Nashville's Redevelopment Districts are established to ensure the use and long-term viability of the urban areas that they encompass. MDHA's administration of the districts aims to strategically reverse disinvestment and blight and promote redevelopment that is sustainable from economic, environmental, aesthetic, public safety, and historic preservationist perspectives. Although specific goals differ across districts, all districts include strategies for achieving vibrant mixes of land use, income levels, and modes of transportation.

One of the primary ways by which MDHA stabilizes property values in redevelopment districts and ensures a high standard of quality for new development is through design review. MDHA's Design Review Committees meet on the first and third Tuesdays of each month to review projects ranging from signage and home renovation to new high-rise construction. The committees ensure that any new development complements its context, employs durable building materials, preserves Nashville's history, and fosters a sense of urban community. MDHA reviews exterior building elevations and site plans but not interior work.

In North Nashville, there are two Redevelopment Districts: Phillips-Jackson and Jefferson Street (as of the adoption of this plan update). To view the design guidelines for these two districts, visit the MDHA web site at <http://www.nashville-mdha.org/development.php#redevelopment> or call 615.252.3750.

Historic Districts

A Historic Overlay is a planning tool to protect the architectural and historic character of Nashville's historic sites and neighborhoods by managing growth and change through public design review. Historic Districts are administered by the Metropolitan Historical Commission. There are two types of Historic Overlays that provide different levels of protection.

Historic Preservation Zoning Overlay Districts and Historic Landmark Districts

Historic Preservation Zoning Overlays provide the highest level of review and therefore provide the greatest level of protection for a site or neighborhood. Historic Landmark Districts have the same level of review as Historic Preservation Zoning; however, it is typically one property or a collection of related properties such as an educational campus or park.

The work reviewed by the Metro Historical Commission is:

- Demolition
- New Construction (primary buildings and out buildings, accessory structures, and garages)
- Additions to existing structures (new rooms, dormers, porches, or anything that increases habitable space or height of a building)
- Moving any structure in, around, or out of an area
- Exterior renovation, rehabilitation, restoration

In North Nashville, there are three Historic Overlays at the time of this plan's adoption: Germantown Historic Preservation District, Carnegie North Branch Library Historic Landmark District, and Martin Luther King Jr. Magnet School Historic Landmark District. Refer to Figure D-14 for the locations of these Historical Districts. For additional information about these districts please refer to the Metro Historical Commission's web site at: <http://www.nashville.gov/mhc/mhzc/districts.asp> or call them at 615.862.7970.

For more information on historic properties in North Nashville, please refer to that section later in Appendix D.

Urban Zoning Overlay

The Urban Zoning Overlay (UZO) applies to the old central portion of Nashville as it existed prior to the mid-1950s. The majority of the North Nashville Community is included within the UZO, with the exception being the MetroCenter business area. The primary intent of the UZO is to preserve and protect existing development patterns that predate the mid-1950s in portions of Metro and to ensure the compatibility of new developments in the older portions of the city. In addition, the UZO overlay is intended to promote reinvestment in these areas by modifying development standards that could add unnecessary expense without improving the safety or compatibility of resulting development. For the most part, the development standards that are modified are street setbacks for commercial, mixed use, and multi-family residential areas, and parking standards. The street setbacks enable development to be built close to the street, and the parking standards reduce the required parking for several uses. Refer to the following figures for the extent of the UZO in North Nashville.

FIGURE D-4
NORTH NASHVILLE EXISTING ZONING

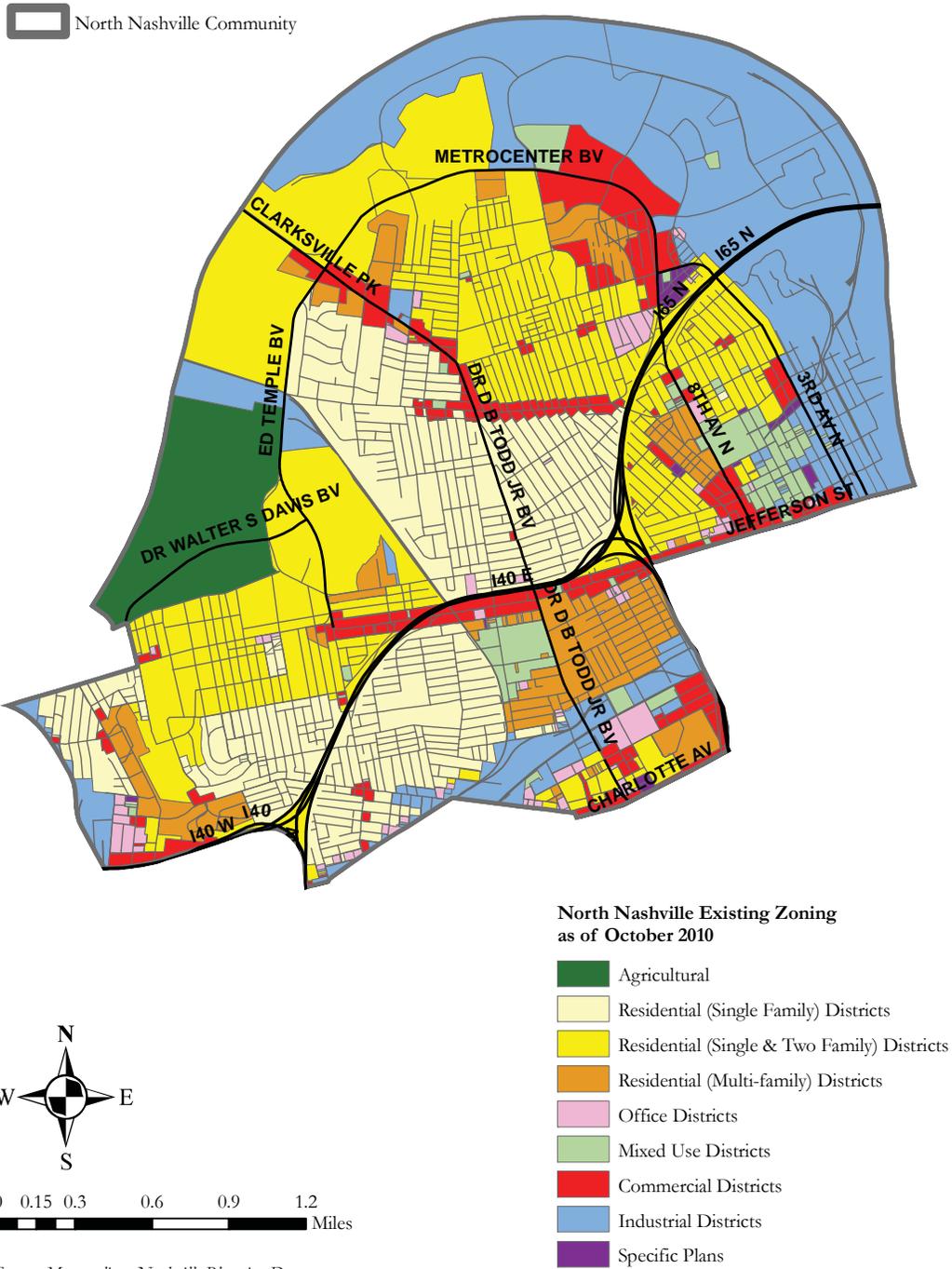
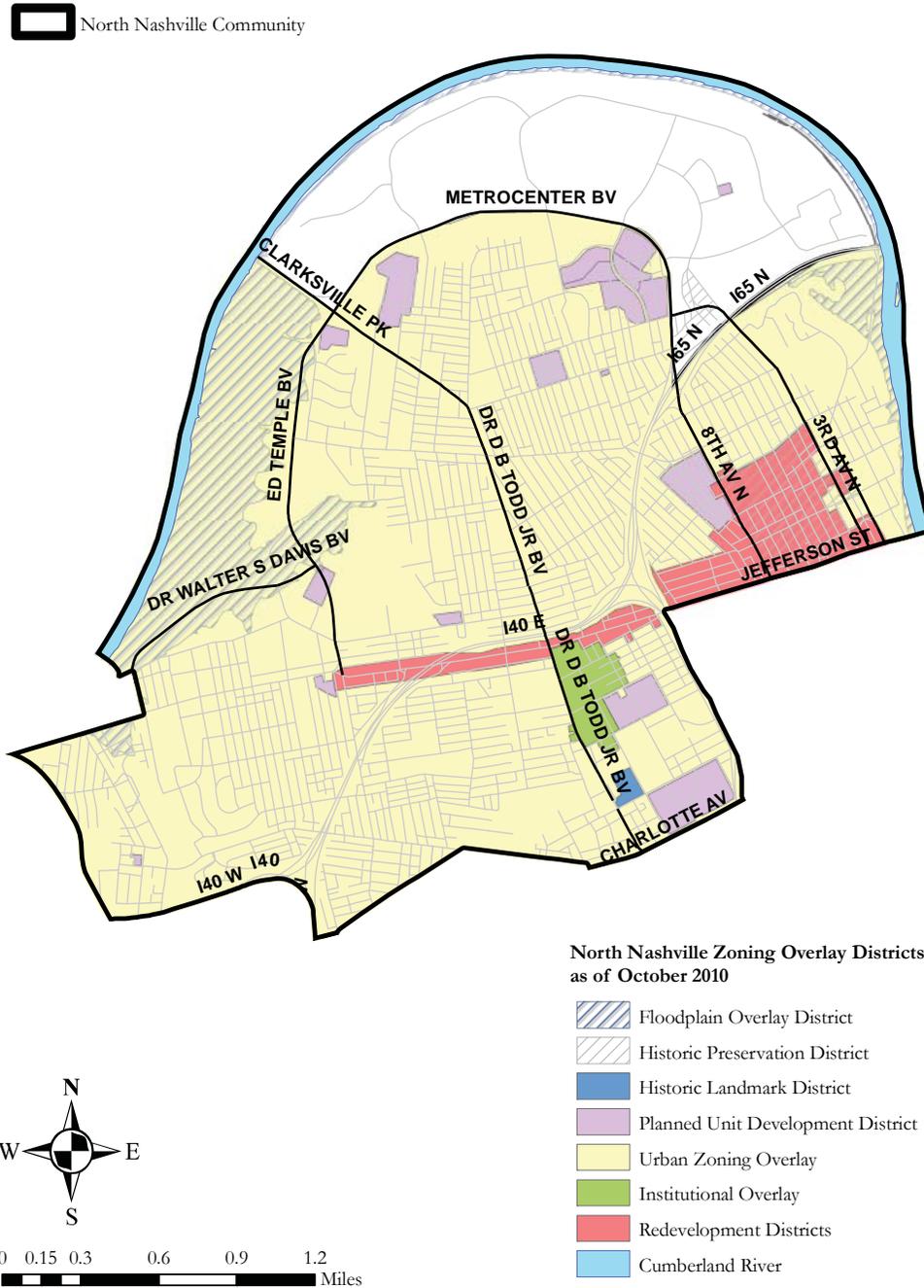


FIGURE D-5
NORTH NASHVILLE EXISTING ZONING OVERLAY DISTRICTS



Source: Metropolitan Nashville Planning Department

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Appendix D

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ENVIRONMENTALLY SENSITIVE FEATURES

Environmentally sensitive features discussed in this section include areas with steeply sloping terrain (20 percent slopes or greater); areas subject to flooding based on FEMA-defined 500-year floodplain and areas with soils that pose hazards to development when disturbed. These constraints are shown on the Figure D-6 entitled North Nashville Environmentally Sensitive Features. The North Nashville community contains a total of 4,876 acres of land. Out of the over four thousand acres of land, the community contains an estimated 1,792 acres of land with environmental constraints (mostly problem soils, floodplain, and steep slopes and wetlands). Those 1792 acres account for over 43 percent of the community’s total parcel acreage. The division of environmentally sensitive features is as follows.

TABLE D-4

Environmental Feature	Acreage	Percentage of Environmentally Constrained Area
<i>100 Year Floodplain</i>	<i>366.9 acres</i>	
<i>500 Year Floodplain</i>	<i>976.8 acres</i>	
Total Floodplain areas	1343.7 acres	75%
<i>Problem Soils associated with areas prone to flooding.</i>	<i>1264.2 acres</i>	<i>71%</i>
Problem Soils not associated with areas prone to flooding.	79.5 acres	4%
Steep Slopes	286.1 acres	16%
Wetlands	82.3 acres	5%
Environmentally Sensitive Features Combined	1791.6	100%

As the table shows, the two most prevalent categories of environmental constraints are: 1) problem soils only and 2) problem soils that are also in floodplain. There are very few problem soil areas outside of the flood plain.

Floodplain

The assessment of areas prone to flooding is based on the 500-year floodplain as currently defined by FEMA (Federal Emergency Management Agency). As seen in the table above, some floodplain areas are associated with steeply sloping terrain, problem soils, or both.

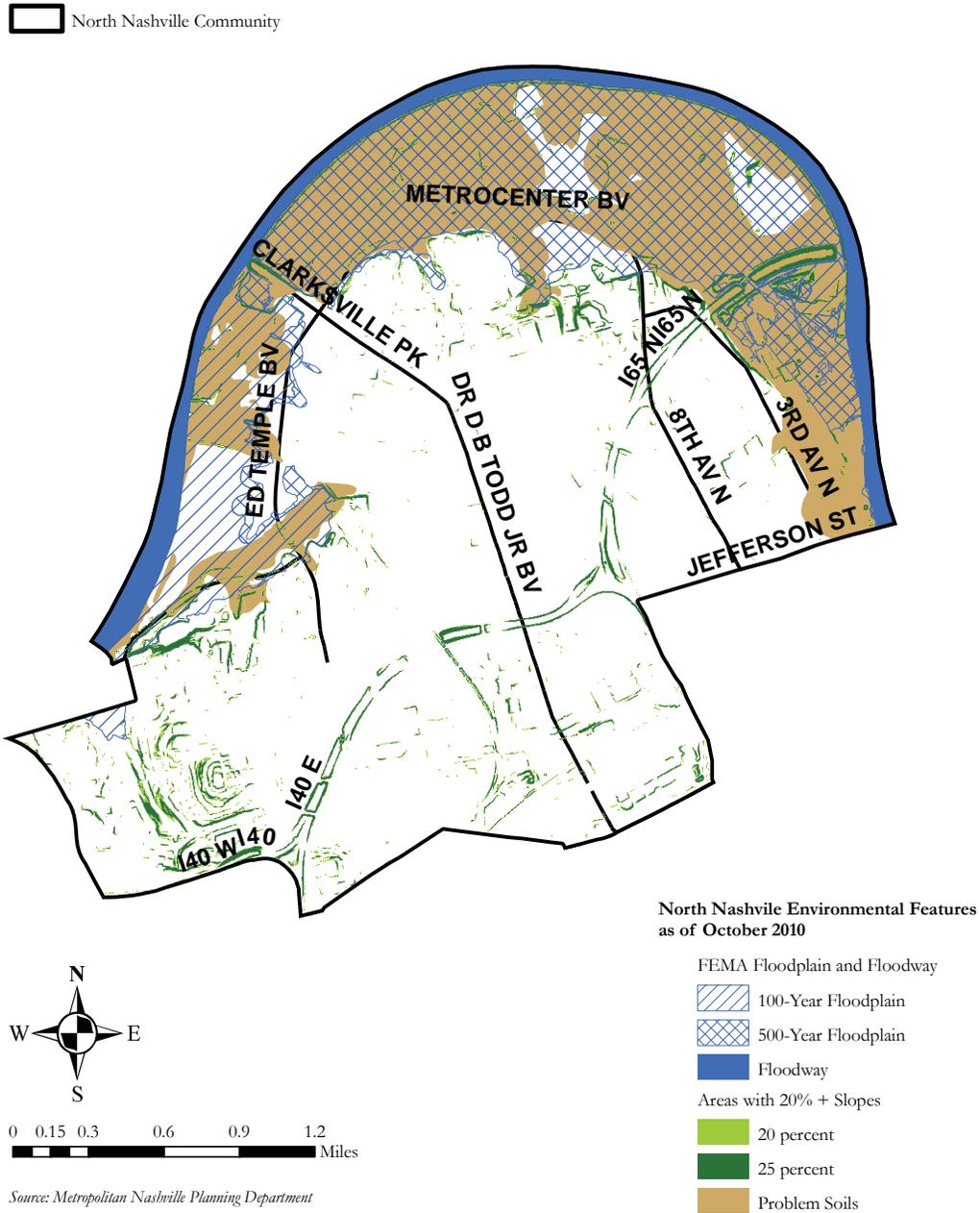
Steep Slopes

An estimated 286.1 acres (16 percent) of the community has steeply sloping terrain (20 percent slopes or greater).

Problem Soils

71 percent or 1264 acres of the North Nashville community contains soils that pose some constraint to development. These soils are mostly found in the floodplain areas. Only 4 percent of 79.5 acres of land in the North Nashville community are considered problem soils that are not associated with floodplain.

FIGURE D-6
NORTH NASHVILLE ENVIRONMENTALLY SENSITIVE FEATURES



VEHICLE TRANSPORTATION SYSTEMS

Streets and Highways – Existing Conditions

The North Nashville Community’s existing vehicular transportation system is the network of inter-connected facilities ranging from interstate highways to occasional alleys. That system is shown in Figure D7 titled “North Nashville Existing Vehicular Transportation Network.” Streets are broadly classified according to their function. The three broad classes are major streets, collector streets, and local streets.

The streets that function as majors and collectors are established in the adopted Major and Collector Street Plan (MCSP), which are the official Metro plans for these types of streets. The following is a list of streets and highways that are included in this plan and create the existing vehicular transportation network in the North Nashville Community:

TABLE D-5

Interstates	Major Streets (Blue)	Collector Streets (Red)
I-40	Dr. Walter S Davis Boulevard	40 th Avenue North
I-440	Ed Temple Boulevard	Clifton Avenue
I-65	Clarksville Highway	Herman Street
	Metro Center Boulevard	Heiman Street
	Rosa L. Parks Boulevard (Formerly 8 th Avenue North)	Buchanan Street
	3 rd Avenue North	Garfield Street
	2 nd Avenue North	
	Jefferson Street	
	Dr. D. B. Todd Jr. Boulevard	

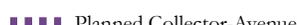
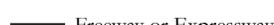
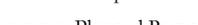
The North Nashville’s Community’s transportation system is largely established in terms of surface streets, highways and rail lines. Interstates 40, 440 and 65 serve controlled-access traffic. The major streets highlighted in blue in the following maps provide major surface street transportation throughout the community and connect the North Nashville community to other communities that are adjacent to it. The collector streets highlighted in red in the following maps serve as major connections internal to the North Nashville community linking neighborhoods to one another. These major and collector streets become even more important as the construction of major Interstate routes severed the connection of many local streets throughout the area.

Although the transportation network is largely in place, a number of widening projects are proposed for major streets by Metro’s Major Street Plan and the Nashville Area Metropolitan Planning Organization (MPO).

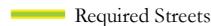
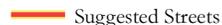
FIGURE D-7

NORTH NASHVILLE EXISTING VEHICULAR TRANSPORTATION NETWORK

Major and Collector Street Plan Recommendations

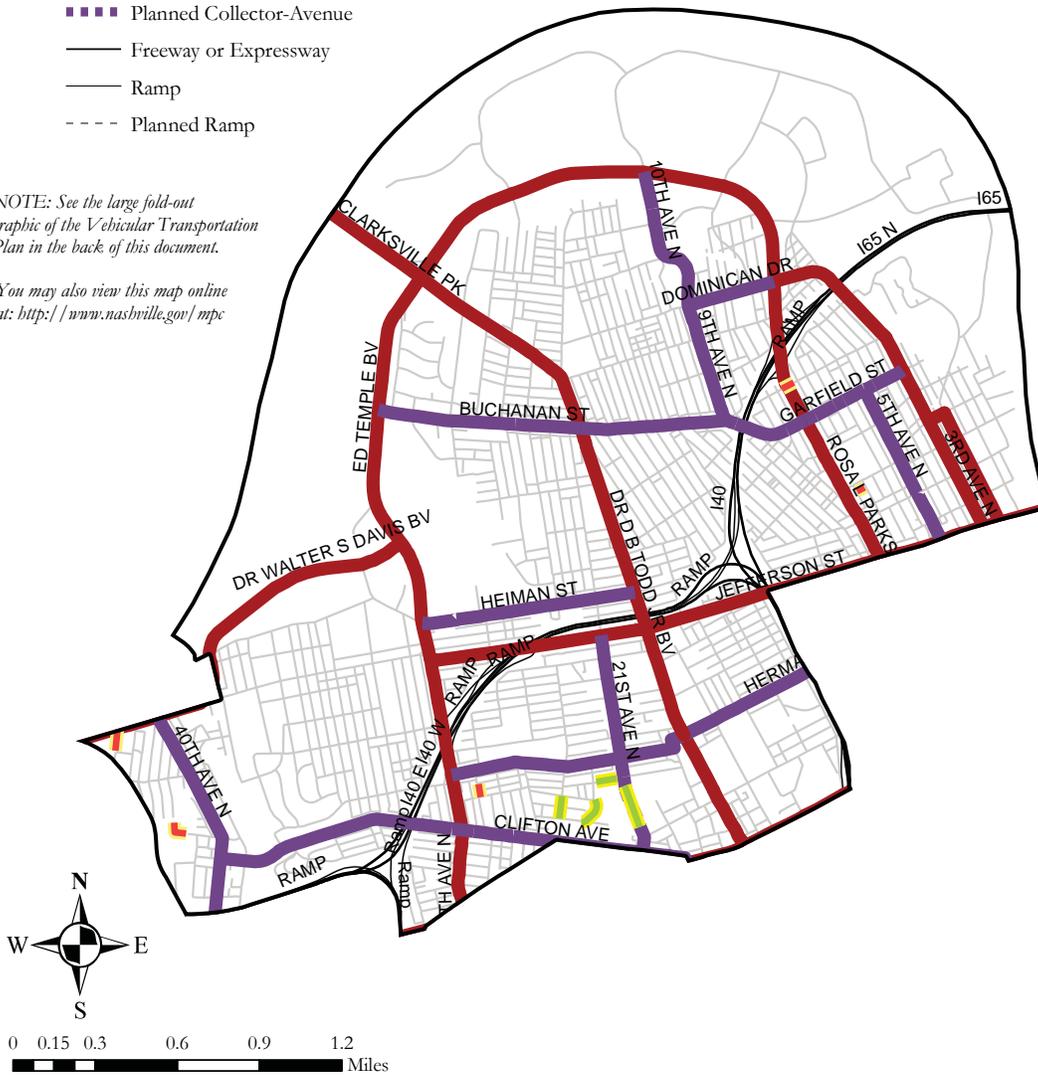
-  Arterial-Parkway Scenic
-  Planned Arterial-Parkway Scenic
-  Arterial-Boulevard Scenic
-  Arterial-Boulevard
-  Planned Arterial-Boulevard
-  Collector-Avenue
-  Planned Collector-Avenue
-  Freeway or Expressway
-  Ramp
-  Planned Ramp

Community Plan Recommended Street Connections

-  Required Streets
-  Suggested Streets

NOTE: See the large fold-out graphic of the Vehicular Transportation Plan in the back of this document.

You may also view this map online at: <http://www.nashville.gov/mpc>



Source: Metropolitan Nashville Planning Department

Major Street Plan and MPO Long Range Transportation Plan

The adopted Major and Collector Street Plan (MCSP) is the official Metro transportation plan for arterial and collector streets. Implementation of the MCSP occurs through the programming and funding of projects at both the regional and local levels and through private development opportunities. Projects that involve Federal and State funds are planned by the Nashville Area Metropolitan Planning Organization (MPO), the regional transportation planning agency. The MPO's Regional Transportation Plan (RTP) includes all of the projects that are planned long-term (25 years). Of the projects in the RTP, those that are implemented short-term are included in the MPO's four-year Transportation Improvement Program (TIP). Locally funded projects, including those with both Metro and non-Metro funds, are programmed and funded in Metro's six-year Capital Improvements Program and Budget (CIB). As of December 2009, Major Streets and highways in these plans include:

- 28th Avenue Connector that connects 31st Avenue North across the CSX railroad tracks to 28th Avenue North at the southern boundary of the study area
- Intersection improvements to Jefferson Street
- Metro Center Boulevard / I-65 Interchange improvements
- High Occupancy Vehicle (HOV) lane additions to I-40 and I-65

The RTP shows long range planning of adding lanes to some interstate routes in the area. However, in most cases traffic counts may not warrant or support the fiscal and social costs of widening major roads. Access management, managed lanes such as high occupancy vehicle or toll lanes, and enhanced transit and pedestrian service are more cost-effective, long-term sustainable solutions to transportation needs in the area and region. As such, the design of the network is critical in determining how easy or difficult travel will be within the community. Given the mostly developed nature of the area, surface street improvements involving identified street connection opportunities, enhanced mass transit service, and additional bicycle and pedestrian connections, in addition to limited highway changes, will influence the community's future transportation network.

Railroads

North Nashville has several rail road lines that traverse and bisect the community. These rail road lines mostly exist in areas where historically there have been industrial land uses with access to them. A main north – south line, The Nashville – Ashland City Rail Road, travels north out of the community, running parallel and south of Clarksville Highway; this line connects to CSX Rail Road.

The CSX Rail Road consumes the majority of the rail lines in North Nashville. Germantown/Salemtown, and areas just south of Meharry and Fisk Universities and neighborhoods are where CSX rail lines are concentrated. These rail lines provide freight service to the North Nashville Community in addition to carrying through rail traffic. Currently, these rail lines do not provide any commuter services.

NORTH NASHVILLE RIVER TRANSPORTATION

River Transportation

The Cumberland River, which forms a large portion of the boundary of the North Nashville Community, is a navigable waterway. Authority for the regulation of navigation on the river rests with the Army Corps of Engineers. The Cumberland River provides a considerable opportunity for water transportation service. Industrial uses have used the river for decades to ship materials and goods related to those industries. Until it dissolved in 1999, the Metro Port Authority administered a “free trade zone” and facilitated industrial development.

Currently, there are no public water-oriented services to or within the North Nashville Community. However, the Cumberland River is used for private recreational boating.

NORTH NASHVILLE TRANSIT SERVICE

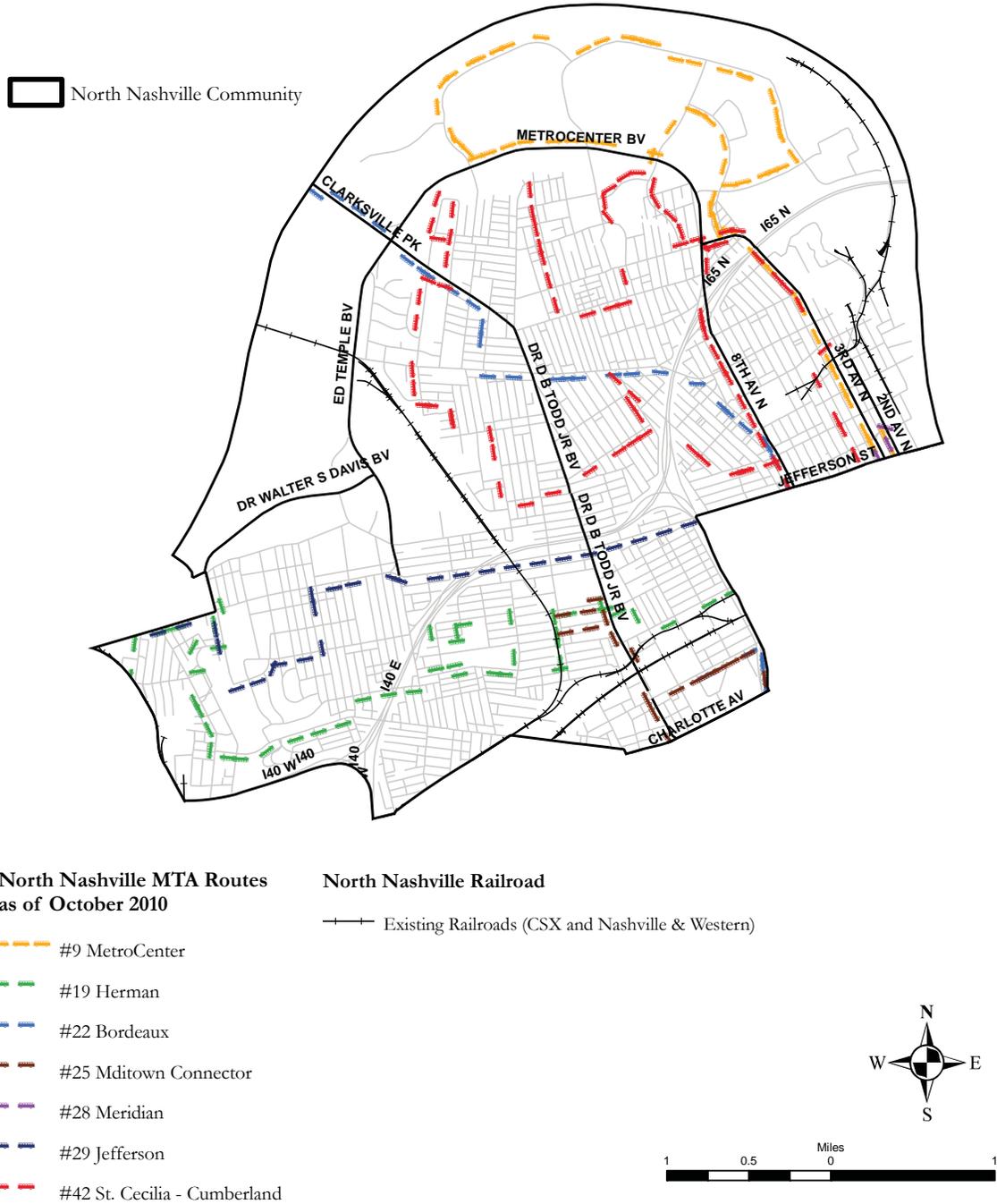
Transit Service

Bus Transit Service is provided by the Metropolitan Transit Authority (MTA). The North Nashville Community is currently well served by mass transit, which consists solely of bus service (as of the adoption of the plan update). Many areas of the community are within about a 5-minute walking distance of a transit line. MTA operates nine bus lines that run through or along the edges of the North Nashville Community. Existing lines serving the North Nashville Community include:

- Route 9, MetroCenter
- Route 10, Charlotte Pike
- Route 19, Herman
- Route 22, Bordeaux
- Route 28, Meridian
- Route 29, Jefferson Street
- Route 9, Metro Center
- Route 25, Midtown
- Route 42, St. Cecilia/Cumberland

Refer to the following maps for basic route locations in the North Nashville Community. For more detailed bus route information, visit the MTA’s web page at: <http://www.nashvillemta.org/setpage.asp?page=allroutes.html> or call 615.862.5950.

FIGURE D-8
NORTH NASHVILLE EXISTING MTA BUS ROUTES



Source: Metropolitan Planning Department

NORTH NASHVILLE OPEN SPACE, BIKEWAY AND SIDEWALK SYSTEMS

Open space features are amenities that fulfill a variety of needs. Some provide opportunities for active and passive recreational activities, organized neighborhood and community events, and leisure time for relaxation and socializing. Other features preserve natural beauty, provide visual relief to the harsher features of the built environment and add to the community's attractiveness and appeal. Still other open space features are major elements of the ecosystem that are important to the preservation of air and water quality.

Bicycle and pedestrian facilities (bike lanes, sidewalks and greenways) exist on a widespread, yet fragmented network. Most arterial streets have sidewalks on one or both sides of them, while sidewalks exist less frequently on collector and local streets. See the maps following this section for current sidewalks, bikeways and greenways.

Open Space – Parks

There are currently 11 existing parks within the North Nashville Community that cover approximately 386 acres.

- Boyd Taylor Park – 14.0 acres
- Buena Vista Park – 50.0 acres
- Clinton B. Fisk Park – 7.3 acres
- Elizabeth Park – 1.6 acres
- Hadley Park – 34.0 acres
- McKissack Park – 1.5 acres
- Monroe Street Playground – 0.6 acres
- Morgan Park – 6.7 acres
- Ted Rhodes Golf Course – 263.0 acres
- Watkins Park – 8.2 acres
- William Edmondson Park – 1.4 acres

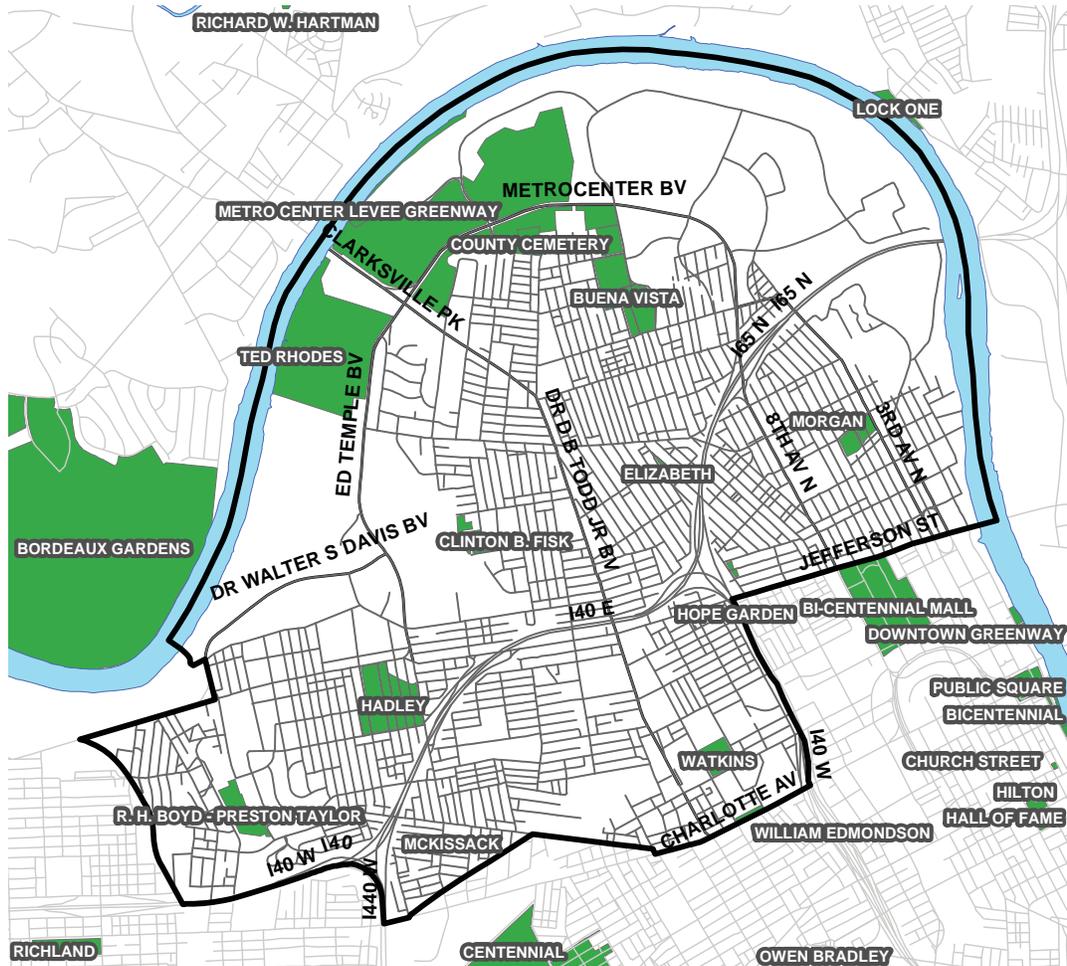
Open Space – Greenways

Constructed greenways in North Nashville include the MetroCenter Levee Greenway, which runs for approximately 3 miles along the Cumberland River and the Downtown Greenway which connects Downtown to the Bicentennial Mall, the East Bank, Morgan Park and MetroCenter. A greenway is also planned to continue along the Cumberland River.

Several additional greenways have been recommended by the community and the Metro Planning Department, including a trail along the lake in MetroCenter by the Titans facility and a greenway along the Cheatham County Railroad if the opportunity arises.

FIGURE D-9
NORTH NASHVILLE EXISTING PARKS

 North Nashville Boundary



0 0.15 0.3 0.6 0.9 1.2
Miles

North Nashville Existing Parks

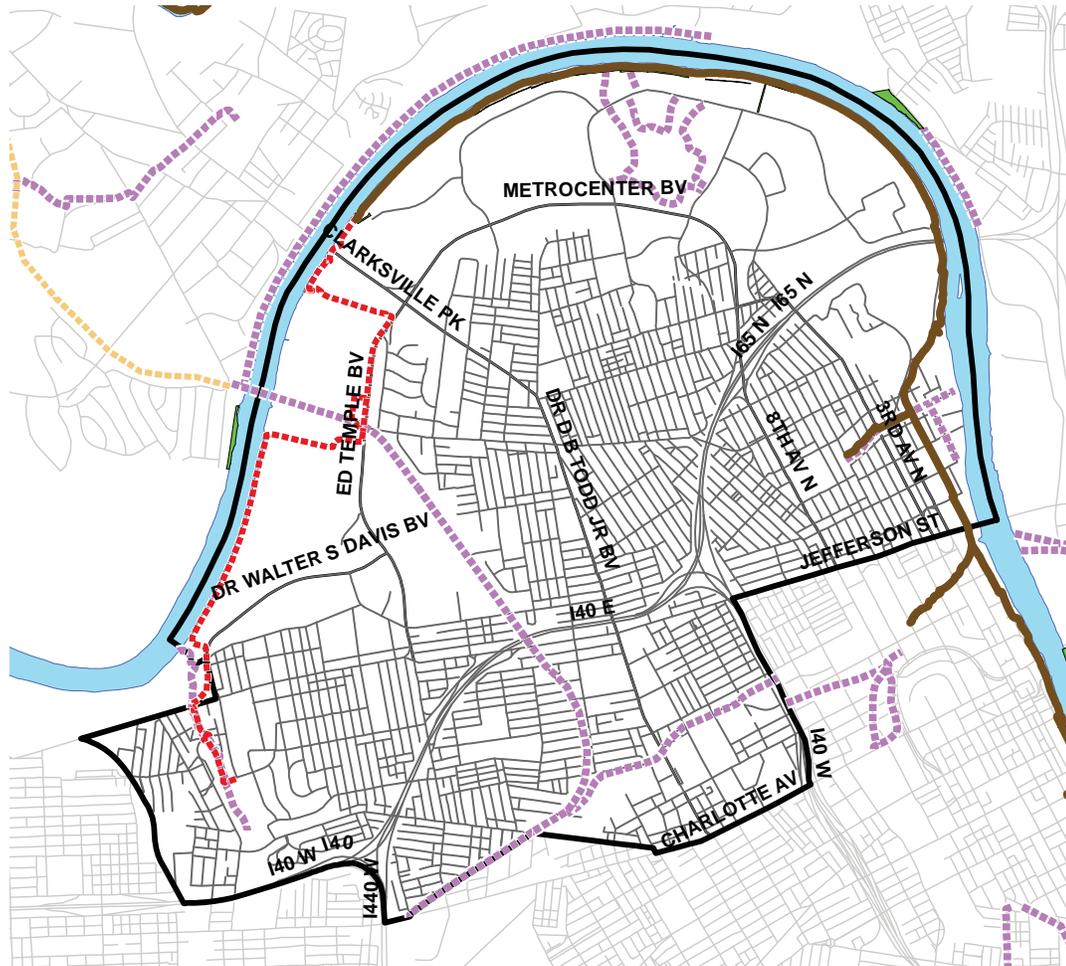
-  Parks
-  Cumberland River
-  North Nashville Street Center Lines

Source: Metropolitan Nashville Planning Department

FIGURE D-10

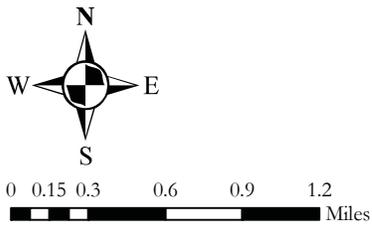
NORTH NASHVILLE EXISTING GREENWAYS AND TRAILS

 North Nashville Community



North Nashville Greenways and Trail System as of October 2010

-  Existing Trails
-  Trail Under Development
-  Rail with Trail Under Development
-  Identified Greenway Easement
-  Community Plans Greenway
-  Cumberland River
-  North Nashville Street Center Lines



Source: Metropolitan Nashville Planning Department

Bikeways

Bike lanes are sections of a roadway that have been designated by striping, signing and pavement marking for the exclusive use of bicycles. In North Nashville, there is an existing bike lane along D.B. Todd Blvd. and a bike lane segment connecting the MetroCenter Levee Greenway with Vantage Way. In addition, bike lanes are planned along Charlotte Avenue, Clarksville Highway, Rosa L. Parks Blvd. and around the TSU area.

A bike route is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of roadway is mostly a “shared use” road with wide curb lanes or paved shoulders. Bike routes currently exist along Ed Temple Blvd., Jefferson Street, 8th Avenue North and around the MetroCenter area. Additional bike routes are planned along Herman Street and through the Germantown and Salemtown Neighborhoods continuing along Dominican/Cass Street to connect with the existing bike lane along D.B. Todd Blvd.

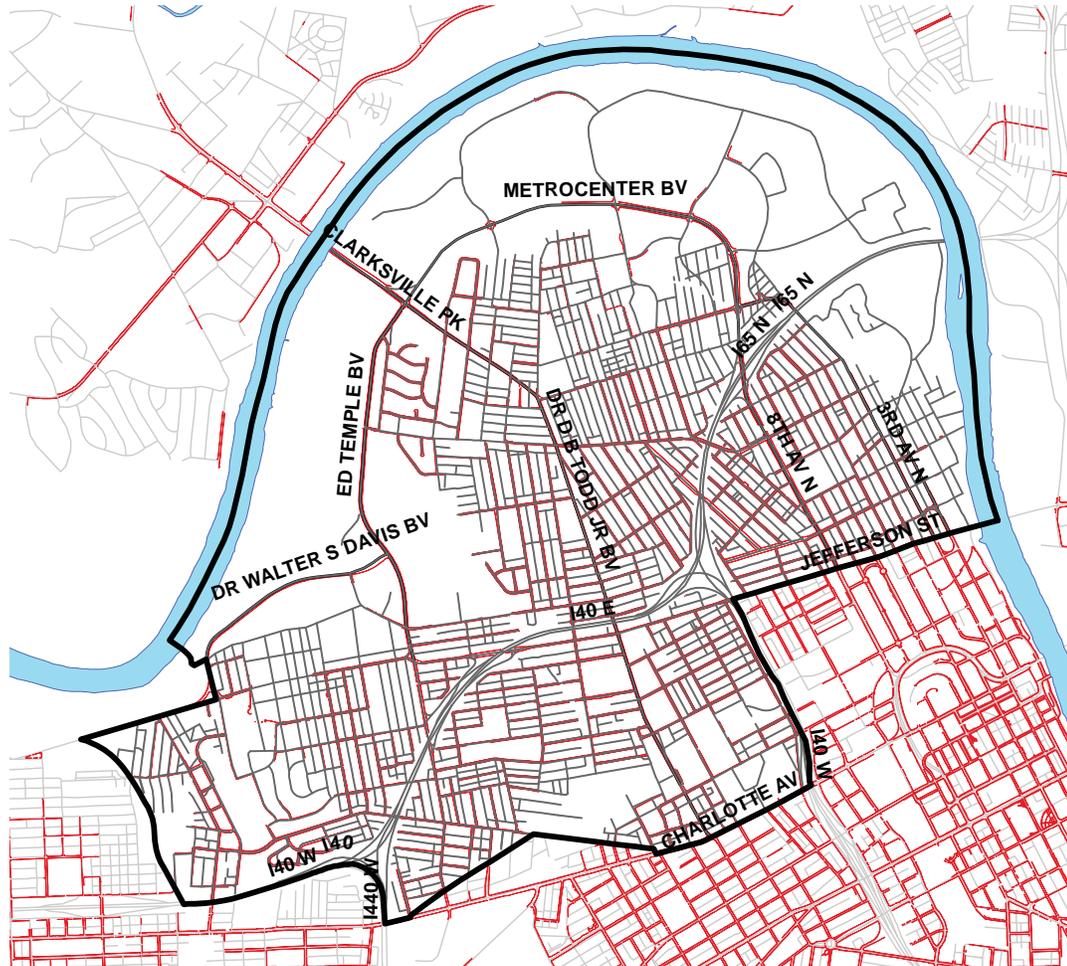
Sidewalks

Since North Nashville is a developed older urban area, there are existing sidewalks throughout the community. However, there are some areas lacking sidewalk connectivity or that have sidewalks in need of repair. In several areas, sidewalks are only present on one side of the street. Refer to the following maps for the existing sidewalk system in the North Nashville Community.

FIGURE D-11

NORTH NASHVILLE EXISTING SIDEWALKS

 North Nashville Community



0 0.15 0.3 0.6 0.9 1.2
Miles

North Nashville Existing Sidewalks

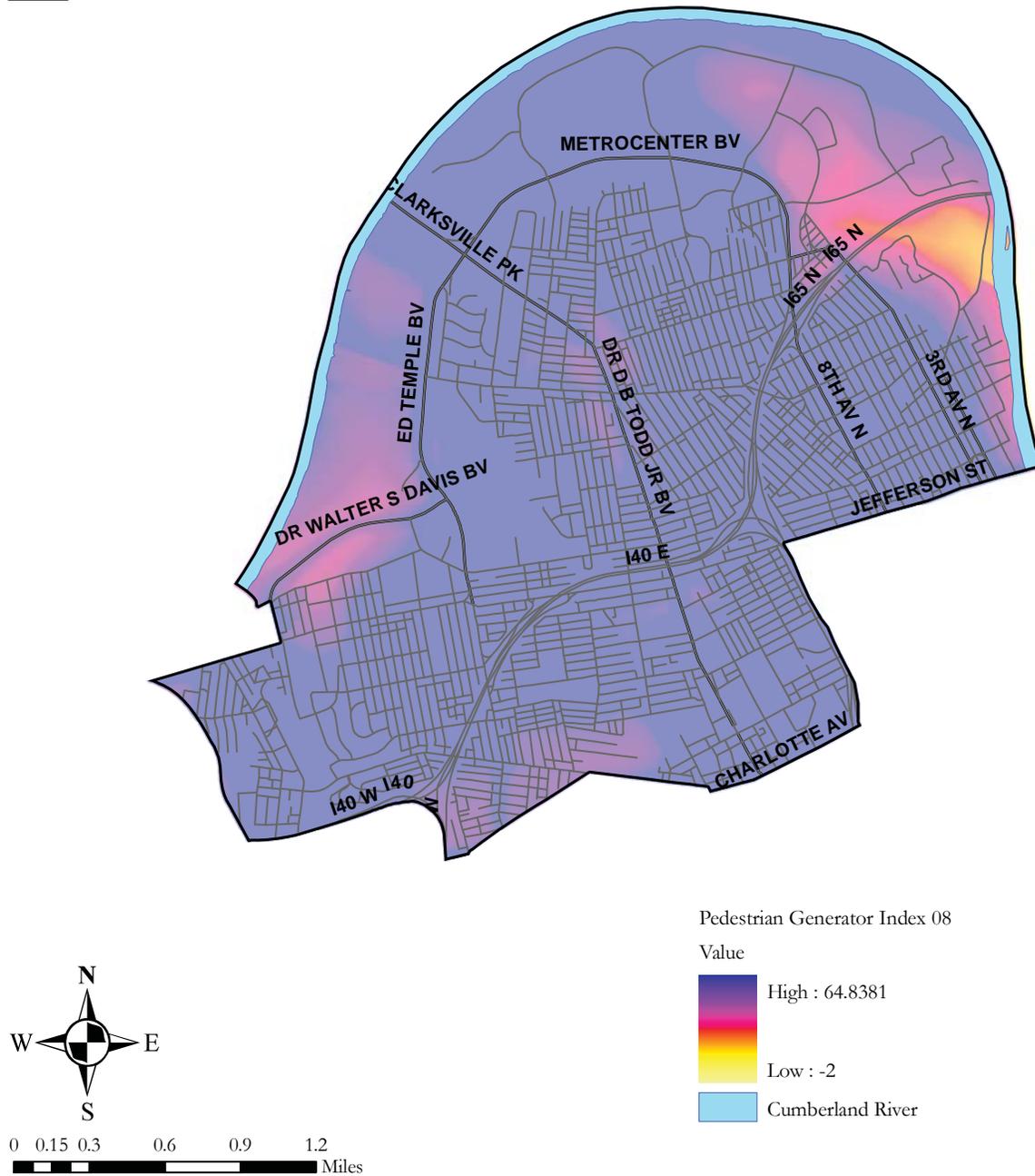
-  Sidewalks
-  Cumberland River

Source: Metropolitan Nashville Planning Department

FIGURE D-12

NORTH NASHVILLE PEDESTRIAN GENERATOR INDEX (PGI)

 North Nashville Community

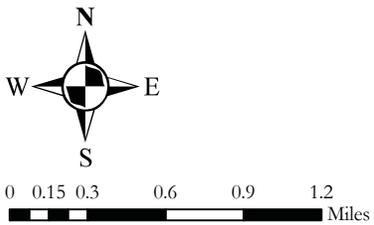
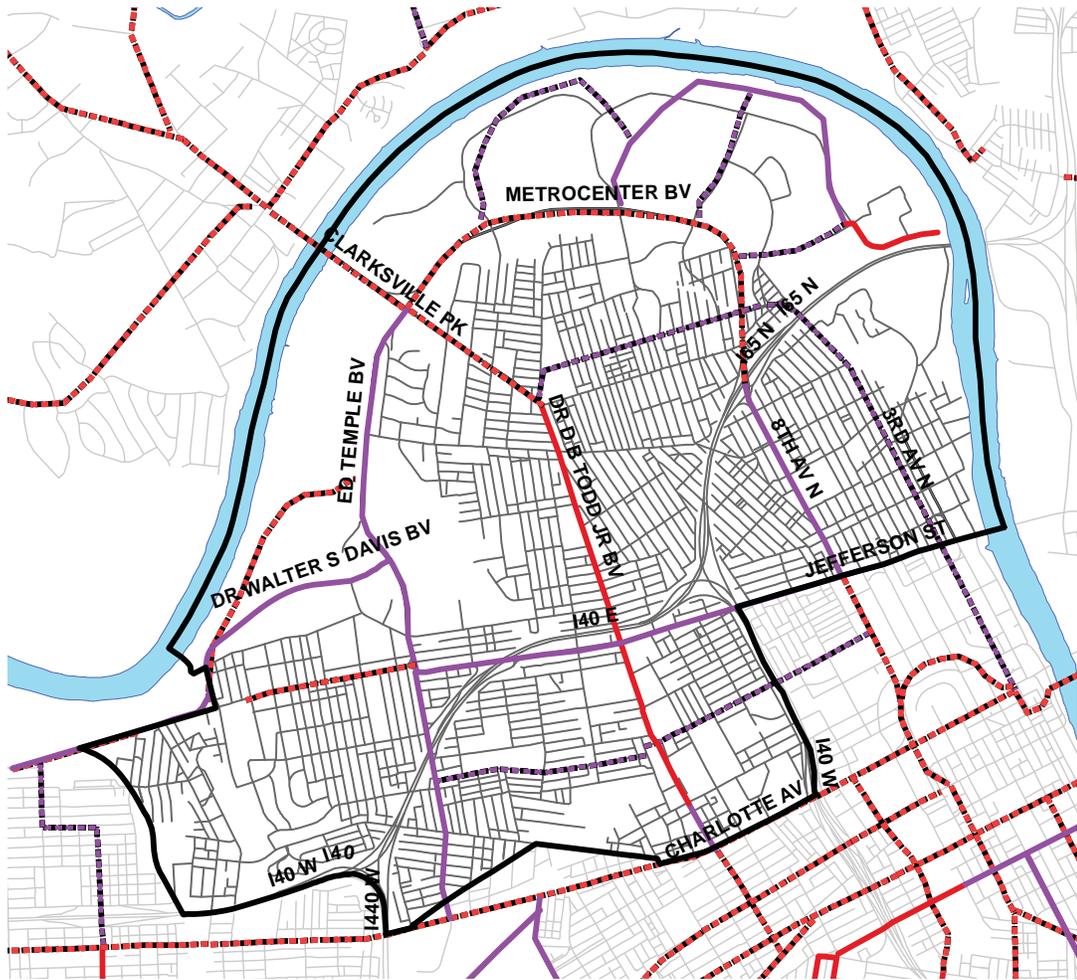


Source: Metropolitan Nashville Planning Department

FIGURE D-13

NORTH NASHVILLE EXISTING BIKEWAYS

 North Nashville Community



North Nashville Bikeways

-  Bike Lane Existing
-  Bike Lane Planned
-  Bike Route Existing
-  Bike Route Planned
-  Bikeway Proposed
-  Wide Outside Lane
-  Cumberland River

Source: Metropolitan Nashville Planning Department

NORTH NASHVILLE HISTORIC PROPERTIES

The recently updated list of historically significant features identifies historically significant sites within the North Nashville Community. In North Nashville there are several neighborhoods that are considered historic districts because they include multiple historic features. These districts and individual historic features are illustrated on the graphic entitled “Historically Significant Features, and a listing of historical properties follows the map in Table D-6.

The follow features are currently classified as follows:

- 1 feature (The Fisk Jubilee Hall) has the **National Historic Landmark** designation.
- 243 features are listed on the **National Register of Historic Places**. Those properties are mostly located on Fisk University campus, Tennessee State University campus, and within the historic Buena Vista and Germantown neighborhoods.
- 7 features are designated as **National Register Eligible**.
- 318 features are designated **Worthy of Conservation**.

The Metropolitan Nashville Historical Commission

The Historical Commission works with the Planning Department in the review of development applications in regards to impacts on historic resources. The Historical Commission also works with individual property owners and communities in the pursuit of appropriate historic protections and designations. The following defines the various designations used by the Metropolitan Nashville Historical Commission.

National Historic Landmark Designation

The Historic Landmark District is most often also listed in the National Register of Historic Places either individually or as part of a district. Designation as a Historic Landmark District also honors a Nashville landmark’s historical significance, but with that recognition, historic zoning protects the building or site’s unique character by requiring review of exterior work on buildings. Historic landmark districts are locally designated and administered by the Metropolitan Historic Zoning Commission (MHZC), an agency of the Metropolitan Government of Nashville and Davidson County.

Source: “Historic Landmark District Design Guidelines”, Metropolitan Historic Zoning Commission.

National Register of Historic Places Designation

This designation describes districts, structures, places viewed as historic resources that are highly significant **at the** national scale. The National Register is a federal program administered by the Department of the Interior. Unless federal funds are used for a project, listing in the National Register has no impact on what one does to one’s property. Listing in the National Register is honorary -- a way to recognize the district as an intact and important part of Nashville’s, and thus America’s, history

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The National Register of Historic Places is a designation of status, and does little to protect against local zoning regulations. The Designation DOES NOT protect against individual property owners and rights (i.e. demolition, alterations of historic properties). The Designation DOES protect against actions of the federal government, more specifically federally funded projects. The Designation initiates the review and mitigation of any adverse impacts of a federally funded project on a historic resource. The Historical Commission executes a review under the National Historic Preservation Act, when a project involving federal funding or licensing is due to affect a historic resource.

Source: "Historic Landmark District Design Guidelines", Metropolitan Historic Zoning Commission.

Eligible for National Register Designation

This designation describes properties that are eligible for the National Register of Historic Places, but a formal nomination has not yet been pursued. Individual property owners and volunteers may work the Nashville Historical Commission to pursue nomination.

The Eligible for National Register designation has the same protections as a fully recognized historic landmark; it is with the understanding that not every historic landmark has the opportunity be nominated as this is a voluntary action, thus the lack of interest does not diminish its historic significance, and the same protections are applied.

Worthy of Conservation Designation

This designation is a local designation for properties that are of a historical significance to a neighborhood or community. It's eligibility for national recognition is more likely as the historic resource gets older. Private property owners may pursue protections for these properties under local zoning designations; Historic Zoning District, and Neighborhood Conservation Districts are two possible areas where such historic resources may be protected. These zoning districts however warrant additional criteria. As these are zoning districts that are applied to neighborhoods and not individual resources, contiguous areas where the overall planning, landscaping, and built environment are linked to a significant historic time period, age (usually 50 years or older), designer, developer, or architectural style, are also reviewed in the designation of a historic district. However, where there are individual properties where the Worthy of Conservation designation exists, a Specific Plan zoning district or a Neighborhood Landmark District overlay zoning designation, may be utilized for individual development applications, to encourage the protection of local historic resources on individual properties.

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Table D – 6 North Nashville Historic Properties as of January 2011

Property Name	Map / Parcel Number	Category
HISTORIC OVERLAY ZONING DISTRICTS (Red and blue dashed lines on the small inset map.)		
Germantown	Various	Historic Preservation District
Carnegie North Branch Library	8116020300	Historic Preservation Landmark
Martin Luther King, Jr. Magnet School	9208001600	Historic Preservation Landmark
NATIONAL HISTORIC REGISTER DISTRICTS (Pink and black hatched lines on the large map.)		
Germantown	Various	National Historic Register District
Fisk	Various	National Historic Register District
Buena Vista	Various	National Historic Register District
NATIONAL HISTORIC LANDMARK PROPERTY		
Fisk Jubilee Hall	9203041600	NHL
NATIONAL HISTORIC REGISTER (INDIVIDUAL) PROPERTY		
Church of the Assumption	8209025500	NR
Engine Company #1	8209021300	NR
Fisk Academic Building	9203040100	NR
Hulda Mrgaret Lyttle Hall	9203030000	NR
Marathon Motors	9204033500	NR
Marathon Village	9204033500	NR
Nashville Christian Institute Gym	9207039200	NR
Pearl HS/M.L.King	9208001600	NR
St. Cecilia Motherhouse	8104001900	NR
St. Cecilia Motherhouse	8104002000	NR
Temple Cemetery	8107003400	NR
Tennessee Manufacturing Company	8112046200	NR
Tennessee State University	9201001600	NR
Tennessee State University	9201001900	NR
Third Baptist Church	8116018200	NR
Werthan Bag Company	8205011900	NR
PROPERTIES ELIGIBLE FOR THE NATIONAL HISTORIC REGISTER		
Andrew Jackson Court	9204013300	NRE
Andrew Jackson Court	9204013400	NRE
Andrew Jackson Court	9204013500	NRE
Andrew Jackson Court	9204013800	NRE
Buena Vista Historic District	8112031600	NRE
Buena Vista Historic District	8112031700	NRE
Buena Vista Historic District	8112041300	NRE
Cheatam Place	8112031500	NRE
Cutter's Machine Shop	9207040700	NRE
El Dorado Hotel	8100002300	NRE
Fehr School	8205006000	NRE
Morgan Park	8205011900	NRE
Morgan Park	8209007900	NRE

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Table D - 6 Continued

NAACP Nashville Office	8116035000	NRE
Spruce Street Baptist Church	9211005200	NRE
St Vincent De Paul Church	8115035000	NRE
St. Paul's Church	8112032100	NRE
PROPERTIES WORTHY OF CONSERVATION		
Abyssinia M.E. Church	8107035800	WOC
Battle Realty	8116045400	WOC
Buena Vista	8107049400	WOC
Buena Vista	8107049600	WOC
Buena Vista	8107049700	WOC
Buena Vista	8107049800	WOC
Buena Vista	8107049900	WOC
Buena Vista	8107050000	WOC
Buena Vista	8107050100	WOC
Buena Vista	8107050200	WOC
Buena Vista	8107050300	WOC
Buena Vista	8107050400	WOC
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Buena Vista Area	8107046900	WOC
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Buena Vista Area	8107047700	WOC
Buena Vista Area	8107047900	WOC
Buena Vista Area	8107048000	WOC
Buena Vista Area	8107048100	WOC
Buena Vista Area	8107048200	WOC
Buena Vista Area	8107048300	WOC
Buena Vista Area	8107048700	WOC
Buena Vista Area	8107048800	WOC
Buena Vista Area	8107048900	WOC
Buena Vista Area	8107049000	WOC
Buena Vista Area	8107049100	WOC
Buena Vista Area	8107049200	WOC
Buena Vista Area	8107052500	WOC
Buena Vista Area	8107052600	WOC
Buena Vista Area	8107052700	WOC
Buena Vista Area	8107052800	WOC
Buena Vista Area	8107052900	WOC
Buena Vista Area	8107053000	WOC
Buena Vista Area	8107053100	WOC

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Table D - 6 Continued

Buena Vista Area	8107053200	WOC
Buena Vista Area	8107053300	WOC
Buena Vista Area	8107053400	WOC
Buena Vista Area	8107053600	WOC
Buena Vista Area	8107053700	WOC
Buena Vista Area	8107053800	WOC
Buena Vista Area	8107053900	WOC
Buena Vista Area	8107054100	WOC
Buena Vista Area	8107054200	WOC
Buena Vista Area	8107054400	WOC
Buena Vista Area	8107054500	WOC
Buena Vista Area	8107054600	WOC
Buena Vista Area	8107054700	WOC
Buena Vista Area	8107054800	WOC
Buena Vista Area	8107054900	WOC
Buena Vista Area	8107055000	WOC
Buena Vista Area	8107055100	WOC
Buena Vista Area	8107055200	WOC
Buena Vista Area	8107055400	WOC
Buena Vista Area	8108000800	WOC
Buena Vista Area	8108000900	WOC
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Buena Vista Area	8108001200	WOC
Buena Vista Area	8108001400	WOC
Buena Vista Area	8108001500	WOC
Buena Vista Area	8108001600	WOC
Buena Vista Area	8108001700	WOC
Buena Vista Area	8108001800	WOC
Buena Vista Area	8108001900	WOC
Buena Vista Area	8108002000	WOC
Buena Vista Area	8108002100	WOC
Buena Vista Area	8108002300	WOC
Buena Vista Area	8108002800	WOC
Buena Vista Area	8108002900	WOC
Buena Vista Area	8108003200	WOC
Buena Vista Area	8108003300	WOC
Buena Vista Area	8108003400	WOC
Buena Vista Area	8108003500	WOC
Buena Vista Area	8108003600	WOC
Buena Vista Area	8108003700	WOC
Buena Vista Area	8108003800	WOC
Buena Vista Area	8108003900	WOC
Buena Vista Area	8108004000	WOC
Buena Vista Area	8108004200	WOC

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Table D - 6 Continued

Buena Vista Area	8108004300	WOC
Buena Vista Area	8108004400	WOC
Buena Vista Area	8108009900	WOC
Buena Vista Area	8108010000	WOC
Buena Vista Area	8108010400	WOC
Buena Vista Area	8108010900	WOC
Clark Memorial UMC	9204009000	WOC
Clark Memorial UMC	9204037600	WOC
Clifton Avenue Historic District	9211003300	WOC
Clifton Avenue Historic District	9211003400	WOC
Clifton Avenue Historic District	9211003600	WOC
Clifton Avenue Historic District	9211003800	WOC
Clifton Avenue Historic District	9211003900	WOC
Clifton Avenue Historic District	9211004000	WOC
Clifton Avenue Historic District	9211004100	WOC
Clifton Avenue Historic District	9211004200	WOC
Clifton Avenue Historic District	9211004300	WOC
Clifton Avenue Historic District	9211004400	WOC
Clifton Avenue Historic District	9211004600	WOC
Clifton Avenue Historic District	9211004700	WOC
Clifton Avenue Historic District	9211004800	WOC
Cutter's Exchange Buildin	9207033400	WOC
Dixon Memorial Methodist	8111045200	WOC
Duck Head/O' Bryan Bros.	9208015800	WOC
Elizabeth Park	8111050300	WOC
First United Breth. Church	8112003500	WOC
First United Breth. Church	8112003600	WOC
Fisk Heat Plant	9208000100	WOC
Foundry / Hemphill Press	9208003700	WOC
Foundry/Hemphill Press Bl	9208005800	WOC
Friendship Baptist Church	9208014000	WOC
Gillem Hall	8111048100	WOC
Gordon Memorial UMC	9207010300	WOC
Gunter and Sons Funeral Home	9208010700	WOC
Hadley Park	9201008300	WOC
Hadley Park	9201008500	WOC
Hadley Park	9201008700	WOC
Hadley Park	9201008800	WOC
Hadley Park	9201008900	WOC
Hadley Park	9201009000	WOC
Hadley Park	9201009200	WOC
Hadley Park	9201009300	WOC
Hadley Park	9201009500	WOC
Hadley Park	9201009800	WOC
Hadley Park	9201009900	WOC

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Hadley Park	9201010100	WOC
Hadley Park	9201011500	WOC
Hadley Park	9201011600	WOC
Hadley Park	9201011700	WOC
Hadley Park	9201011800	WOC
Hadley Park	9201011900	WOC
Hadley Park	9201012000	WOC
Hadley Park	9201012100	WOC
Hadley Park	9202001500	WOC
Hadley Park	9205002100	WOC
Hadley Park	9205015100	WOC
Hadley Park	9205015300	WOC
Hadley Park	9205016700	WOC
Hadley Park	9205016900	WOC
Hadley Park	9206000100	WOC
Hadley Park	9206000200	WOC
Hadley Park	9206000300	WOC
Hadley Park	9206000400	WOC
Hadley Park	9206002000	WOC
Harambie House	9204001400	WOC
Hillcrest 7th Day Adventist	8106033500	WOC
Hopewell Baptist Church	9204017200	WOC
John Early School	8106023500	WOC
McGavock & Martin Bros. F	8107031000	WOC
McGavock&Martin Brothers	8111031000	WOC
Meharry / Alameda	9202012800	WOC
Meharry / Alameda	9202013100	WOC
Meharry / Alameda	9202013200	WOC
Meharry / Alameda	9202013300	WOC
Meharry / Alameda	9202013500	WOC
Meharry / Alameda	9202013600	WOC
Meharry / Alameda	9202013900	WOC
Meharry / Alameda	9202014000	WOC
Meharry / Alameda	9202014100	WOC
Meharry / Alameda	9202014200	WOC
Meharry / Alameda	9202015700	WOC
Meharry / Alameda	9202016000	WOC
Meharry / Alameda	9202016100	WOC
Meharry / Alameda	9202016200	WOC
Meharry / Alameda	9202016400	WOC
Meharry / Alameda	9202016600	WOC
Meharry / Alameda	9202016700	WOC
Meharry / Alameda	9202016800	WOC
Meharry / Alameda	9202017000	WOC
Meharry / Alameda	9202017100	WOC

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Table D - 6 Continued

Meharry/Hubbard Medical Clinic	9203026800	WOC
Meharry/Hubbard Medical Clinic	9203040500	WOC
No Name	8103029400	WOC
No Name	8106031500	WOC
No Name	8107012400	WOC
No Name	8107014700	WOC
No Name	8111041500	WOC
No Name	8111048800	WOC
No Name	8115048200	WOC
No Name	8116033300	WOC
No Name	8116033400	WOC
No Name	8116033500	WOC
No Name	8116033600	WOC
No Name	8205010500	WOC
No Name	8205012600	WOC
No Name	8209000100	WOC
No Name	8209013200	WOC
No Name	8209032500	WOC
No Name	8209041300	WOC
No Name	9202004700	WOC
No Name	9202004800	WOC
No Name	9202005900	WOC
No Name	9202006200	WOC
No Name	9203024900	WOC
No Name	9205022800	WOC
No Name	9205023200	WOC
No Name	9206000500	WOC
North End Filling Station	8111044700	WOC
Pearl Street	9207037600	WOC
Pearl Street	9207038300	WOC
Pearl Street	9208007300	WOC
Pearl Street	9208007400	WOC
Pearl Street	9208007500	WOC
Pearl Street	9208007600	WOC
Pearl Street	9208007700	WOC
Pearl Street	9208007800	WOC
Pearl Street	9208007900	WOC
Pearl Street	9208008000	WOC
Pearl Street	9208008100	WOC
Pearl Street	9208008200	WOC
Pearl Street	9208008300	WOC
Pearl Street	9208008400	WOC
Pearl Street	9208008500	WOC
Pearl Street	9208008600	WOC

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Pearl Street	9208008800	WOC
Pearl Street	9208009500	WOC
Pearl Street	9212000200	WOC
Pearl Street	9212000300	WOC
Pearl Street	9212000400	WOC
Pearl Street	9212000500	WOC
Pearl Street	9212000600	WOC
People's Community Baptist Church	9208005200	WOC
People's Community Baptist Church	9208005300	WOC
Pleasant Green Miss. Bapt	8116034400	WOC
Residence	8115048300	WOC
Salemtown	8104012600	WOC
Salemtown	8104012700	WOC
Salemtown	8104012800	WOC
Salemtown	8104012900	WOC
Salemtown	8104013000	WOC
Salemtown	8104013100	WOC
Salemtown	8104013200	WOC
Salemtown	8104014400	WOC
Salemtown	8104014500	WOC
Salemtown	8104014600	WOC
Salemtown	8104014700	WOC
Salemtown	8104014800	WOC
Salemtown	8104014900	WOC
Salemtown	8104015500	WOC
Salemtown	8104015600	WOC
Salemtown	8104015700	WOC
Salemtown	8104015800	WOC
Salemtown	8104015900	WOC
Salemtown	8104016000	WOC
Salemtown	8104016100	WOC
Salemtown	8104016200	WOC
Salemtown	8104016300	WOC
Salemtown	8104016500	WOC
Salemtown	8104017300	WOC
Salemtown	8104017400	WOC
Salemtown	8104017500	WOC
Salemtown	8104017600	WOC
Salemtown	8104018000	WOC
Salemtown	8104018002	WOC
Salemtown	8104018003	WOC
Salemtown	8104018500	WOC
Salemtown	8104018700	WOC
Salemtown	8104018900	WOC
Salemtown	8104019000	WOC

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Salemtown	8104019100	WOC
Salemtown	8104019200	WOC
Salemtown	8104019300	WOC
Salemtown	8104019400	WOC
Salemtown	8104019500	WOC
Salemtown	8104019600	WOC
Salemtown	8104021600	WOC
Salemtown	8104021700	WOC
Salemtown	8104026000	WOC
Salemtown	8108007900	WOC
Salemtown	8108009000	WOC
Salemtown	8108009600	WOC
Salemtown	8108009700	WOC
Salemtown	8108009800	WOC
Salemtown	8108018100	WOC
Salemtown	8108018200	WOC
Salemtown	8108018300	WOC
Salemtown	8108018400	WOC
Salemtown	8108018500	WOC
Salemtown	8108018600	WOC
Salemtown	8108018700	WOC
Salemtown	8108018800	WOC
Salemtown	8108018900	WOC
Salemtown	8108019000	WOC
Salemtown	8108019100	WOC
Salemtown	8108019200	WOC
Salemtown	8108019300	WOC
Salemtown	8108019400	WOC
Salemtown	8108019500	WOC
Salemtown	8108019800	WOC
Salemtown	8108019900	WOC
Salemtown	8108020700	WOC
Salemtown	8108020800	WOC
Salemtown	8108020900	WOC
Salemtown	8108021000	WOC
Salemtown	8108021100	WOC
Salemtown	8108021300	WOC
Salemtown	8108021400	WOC
Salemtown	8108021500	WOC
Salemtown	8108021600	WOC
Salemtown	8108021800	WOC
Salemtown	8108021900	WOC
Salemtown	8108022000	WOC
Salemtown	8108022100	WOC
Salemtown	8108022200	WOC

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Salemtown	8108022300	WOC
Salemtown	8108022400	WOC
Salemtown	8108022500	WOC
Salemtown	8108022600	WOC
Salemtown	8108022700	WOC
Salemtown	8108022800	WOC
Salemtown	8108022900	WOC
Salemtown	8108023100	WOC
Salemtown	8108023200	WOC
Salemtown	8108023600	WOC
Salemtown	8108023800	WOC
Salemtown	8108023900	WOC
Salemtown	8108024000	WOC
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Salemtown	8108024900	WOC
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Salemtown	8108025400	WOC
Salemtown	8108025500	WOC
Salemtown	8108025600	WOC
Salemtown	8108025700	WOC
Salemtown	8108025800	WOC
Salemtown	8108025900	WOC
Salemtown	8108026000	WOC
Salemtown	8108026100	WOC
Salemtown	8108026200	WOC
Salemtown	8108026300	WOC
Salemtown	8108026400	WOC
Salemtown	8108026500	WOC
Salemtown	8108026600	WOC
Salemtown	8108026700	WOC
Salemtown	8108026900	WOC
Salemtown	8108027000	WOC
Salemtown	8108027100	WOC
Salemtown	8108027200	WOC
Salemtown	8108027300	WOC
Salemtown	8108027400	WOC
Salemtown	8108027500	WOC
Salemtown	8108027600	WOC
Salemtown	8108027700	WOC
Salemtown	8108027800	WOC

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Table D - 6 Continued

Salemtown	8108027900	WOC
Salemtown	8108028000	WOC
Salemtown	8108028100	WOC
Salemtown	8108028200	WOC
Salemtown	8108028300	WOC
Salemtown	8108028400	WOC
Salemtown	8108028500	WOC
Salemtown	8108028600	WOC
Salemtown	8108028700	WOC
Salemtown	8108028900	WOC
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Salemtown	8108029100	WOC
Salemtown	8108029200	WOC
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Salemtown	8108029500	WOC
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Salemtown	8108030900	WOC
Salemtown	8108031000	WOC
Salemtown	8108036600	WOC
Salemtown	8108036900	WOC
Salemtown	8108037600	WOC
Salemtown	8108037800	WOC
Salemtown	8108037900	WOC
Salemtown	8108038000	WOC
Salemtown	8108038100	WOC
Salemtown	8108038200	WOC
Salemtown	8108038300	WOC
Salemtown	8108038400	WOC
Salemtown	8108038500	WOC
Salemtown	8108038600	WOC
Salemtown	8108038700	WOC
Salemtown	8108039000	WOC
Salemtown	8108039200	WOC
Salemtown	8108039300	WOC
Salemtown	8108039400	WOC

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Table D - 6 Continued

Salemtown	8108039500	WOC
Salemtown	8108039600	WOC
Salemtown	8108039700	WOC
Salemtown	8108039800	WOC
Salemtown	8108039900	WOC
Salemtown	8108040000	WOC
Salemtown	8108040100	WOC
Salemtown	8108040200	WOC
Salemtown	8108040300	WOC
Salemtown	8108040400	WOC
Salemtown	8108040500	WOC
Salemtown	8108040600	WOC
Salemtown	8108040700	WOC
Salemtown	8108040800	WOC
Salemtown	8108040900	WOC
Salemtown	8108041000	WOC
Salemtown	8108041100	WOC
Salemtown	8108041200	WOC
Salemtown	8108041300	WOC
Salemtown	8108041400	WOC
Salemtown	8108041500	WOC
Salemtown	8108042000	WOC
Salemtown	8108042200	WOC
Salemtown	8108042400	WOC
Salemtown	8108042500	WOC
Salemtown	8108042600	WOC
Salemtown	8108042700	WOC
Salemtown	8108042800	WOC
Salemtown	8108043100	WOC
Salemtown	8108043200	WOC
Salemtown	8108043300	WOC
Salemtown	8108043400	WOC
Salemtown	8108043700	WOC
Salemtown	8108043800	WOC
Salemtown	8108043900	WOC
Salemtown	8108044000	WOC
Salemtown	8108044100	WOC
Salemtown	8108044200	WOC
Salemtown	8108044300	WOC
Salemtown	8108044500	WOC
Salemtown	8108044600	WOC
Salemtown	8108044800	WOC
Salemtown	8108045000	WOC
Salemtown	8108045100	WOC
Salemtown	8108045200	WOC
Salemtown	8108045300	WOC
Salemtown	8108045400	WOC

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Salemtown	8108045500	WOC
Salemtown	8108045700	WOC
Salemtown	8108045800	WOC
Salemtown	8108046000	WOC
Salemtown	8108046100	WOC
Salemtown	8108046200	WOC
Salemtown	8108046300	WOC
Salemtown	8108046400	WOC
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Salemtown	8108046700	WOC
Salemtown	8108046800	WOC
Salemtown	8108046900	WOC
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Salemtown	8108048300	WOC
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Salemtown	8108048500	WOC
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Salemtown	8108049400	WOC
Salemtown	8108049500	WOC
Salemtown	8108049600	WOC
Salemtown	8108049700	WOC
Salemtown	8108050000	WOC
Salemtown	8108050100	WOC
Salemtown	8108050200	WOC
Salemtown	8108050300	WOC
Salemtown	8108050400	WOC
Salemtown	8108050500	WOC
Salemtown	8108050900	WOC
Salemtown	8108051000	WOC
Salemtown	8108051400	WOC
Salemtown	8108051500	WOC

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Salemtown	8108051600	WOC
Salemtown	8108051800	WOC
Salemtown	8108051900	WOC
Salemtown	8108052000	WOC
Salemtown	8112032200	WOC
Salemtown	8112032300	WOC
Salemtown	8112032400	WOC
Salemtown	8112032500	WOC
Salemtown	8112032600	WOC
Salemtown	8112032800	WOC
Salemtown	8112032900	WOC
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Salemtown	8112033800	WOC
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Salemtown	8112034100	WOC
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Salemtown	8112034300	WOC
Salemtown	8112034500	WOC
Salemtown	8112034600	WOC
Salemtown	8112034800	WOC
Salemtown	8112034900	WOC
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Salemtown	8112035600	WOC
Salemtown	8112035800	WOC
Salemtown	8112035900	WOC
Salemtown	8112036000	WOC
Salemtown	8112036600	WOC
Salemtown	8112036700	WOC
Salemtown	8205000100	WOC
Salemtown	8205000200	WOC
Salemtown	8205000300	WOC
Salemtown	8205000400	WOC
Salemtown	8205000500	WOC
Salemtown	8205000700	WOC
Salemtown	8205000800	WOC
Salemtown	8205001000	WOC
Salemtown	8205001100	WOC
Salemtown	8205001200	WOC
Salemtown	8205001300	WOC
Salemtown	8205001400	WOC
Salemtown	8205001500	WOC
Salemtown	8205001600	WOC
Salemtown	8205001700	WOC
Salemtown	8205001800	WOC
Salemtown	8205001900	WOC
Salemtown	8205002000	WOC
Salemtown	8205002100	WOC

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Salemtown	8205002300	WOC
Salemtown	8205002500	WOC
Salemtown	8205002600	WOC
Salemtown	8205002700	WOC
Salemtown	8205002800	WOC
Salemtown	8205002900	WOC
Salemtown	8205003000	WOC
Salemtown	8205003100	WOC
Salemtown	8205003200	WOC
Salemtown	8205003300	WOC
Salemtown	8205003400	WOC
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Salemtown	8205003600	WOC
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Salemtown	8205004200	WOC
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Salemtown	8205004400	WOC
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Salemtown	8205004700	WOC
Salemtown	8205004800	WOC
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Salemtown	8205007100	WOC
Salemtown	8205007200	WOC
Salemtown	8205007300	WOC
Salemtown	8205007400	WOC
Salemtown	8205007500	WOC
Salemtown	8205007600	WOC
Salemtown	8205007700	WOC
Salemtown	8205007800	WOC
Salemtown	8205007900	WOC
Salemtown	8205008000	WOC
Salemtown	8205008100	WOC
Salemtown	8205008200	WOC
Salemtown	8205008300	WOC

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Salemtown	8205008400	WOC
Salemtown	8205008500	WOC
Salemtown	8205008600	WOC
Salemtown	8205008800	WOC
Salemtown	8205008900	WOC
Salemtown	8205009000	WOC
Salemtown	8205009100	WOC
Salemtown	8205009200	WOC
Salemtown	8205009300	WOC
Salemtown	8205009400	WOC
Salemtown	8205009500	WOC
Salemtown	8205009700	WOC
Salemtown	8205009800	WOC
Salemtown	8205009900	WOC
Salemtown	8205010000	WOC
Salemtown	8205010100	WOC
Salemtown	8205010200	WOC
Salemtown	8205010400	WOC
Salemtown	8205010600	WOC
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Salemtown	8205010800	WOC
Salemtown	8205011800	WOC
Salemtown	8205016000	WOC
Salemtown	8205016200	WOC
Salemtown	8205016300	WOC
Salemtown	8205016600	WOC
Salemtown	8205016700	WOC
Salemtown	8205016800	WOC
Salemtown	8209000200	WOC
Salemtown	8209000400	WOC
Salemtown	8209000500	WOC
Salemtown	081080A00100CO	WOC
Salemtown	081080A00200CO	WOC
Salemtown	081080A00300CO	WOC
Salemtown	081080B00100CO	WOC
Salemtown	081080B00200CO	WOC
Salemtown	081080B00300CO	WOC
Salemtown	081080C00100CO	WOC
Salemtown	081080C00200CO	WOC
Salemtown	081080C00300CO	WOC
Salemtown	081080D00100CO	WOC
Salemtown	081080D00200CO	WOC
Salemtown	081080D90000CO	WOC
Salemtown	081080E00100CO	WOC
Salemtown	081080E00200CO	WOC
Salemtown	081080E00300CO	WOC
Salemtown	081080F00100CO	WOC
Salemtown	081080F00200CO	WOC

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Salemtown	081080F00300CO	WOC
Salemtown	081080G00100CO	WOC
Salemtown	081080G00200CO	WOC
Salemtown	081080G00300CO	WOC
Salemtown	081080H00100CO	WOC
Salemtown	081080H00200CO	WOC
Salemtown	081080H00300CO	WOC
Salemtown	081080J00100CO	WOC
Salemtown	081080J00200CO	WOC
Salemtown	081080J00300CO	WOC
Salemtown	081080J00400CO	WOC
Salemtown	081080J00500CO	WOC
Salemtown	081080J00600CO	WOC
Salemtown	081080K00100CO	WOC
Salemtown	081080K00200CO	WOC
Salemtown	081080K00300CO	WOC
Salemtown	081080L00100CO	WOC
Salemtown	081080L00200CO	WOC
Salemtown	081080L00300CO	WOC
Salemtown	081080M00100CO	WOC
Salemtown	081080M00200CO	WOC
Salemtown	081080M00300CO	WOC
Salemtown	081080N00100CO	WOC
Salemtown	081080N00200CO	WOC
Salemtown	081080N00300CO	WOC
Salemtown	081080P00100CO	WOC
Salemtown	081080P00200CO	WOC
Salemtown	081080P00300CO	WOC
Salemtown	081080Q00100CO	WOC
Salemtown	081080Q00200CO	WOC
Salemtown	081080Q90000CO	WOC
Salemtown	081080R00100CO	WOC
Salemtown	081080R00200CO	WOC
Salemtown	081080R00300CO	WOC
Salemtown	081080R00400CO	WOC
Salemtown	081080R00500CO	WOC
Salemtown	081080R00700CO	WOC
Salemtown	081080R00800CO	WOC
Salemtown	081080R00900CO	WOC
Salemtown	081080R01000CO	WOC
Salemtown	081080R01100CO	WOC
Salemtown	081080R01200CO	WOC
Salemtown	081080R01300CO	WOC
Salemtown	081080R01400CO	WOC
Salemtown	081080R01500CO	WOC
Salemtown	081080R01600CO	WOC
Salemtown	081080R01700CO	WOC
Salemtown	081080R90000CO	WOC

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Table D - 6 Continued

Salemtown	081080S00100CO	WOC
Salemtown	081080S00200CO	WOC
Salemtown	081080S00300CO	WOC
Salemtown	081080S90000CO	WOC
Salemtown	081120C00100CO	WOC
Salemtown	081120C00200CO	WOC
Salemtown	081120C00300CO	WOC
Salemtown	081120H00100CO	WOC
Salemtown	081120H00200CO	WOC
Salemtown	081120H00300CO	WOC
Salemtown	081120J00100CO	WOC
Salemtown	081120J00200CO	WOC
Salemtown	081120J00300CO	WOC
Salemtown	081120L00100CO	WOC
Salemtown	081120L00200CO	WOC
Salemtown	081120L00300CO	WOC
Salemtown	081120L90000CO	WOC
Salemtown	081120M00100CO	WOC
Salemtown	081120M00200CO	WOC
Salemtown	081120M90000CO	WOC
Salemtown	081120P00100CO	WOC
Salemtown	081120P00200CO	WOC
Salemtown	081120P90000CO	WOC
Salemtown	082050A00100CO	WOC
Salemtown	082050A00200CO	WOC
Salemtown	082050A00300CO	WOC
Salemtown	082050B00100CO	WOC
Salemtown	082050B00200CO	WOC
Salemtown	082050B00300CO	WOC
Salemtown	082050C00100CO	WOC
Salemtown	082050C00200CO	WOC
Salemtown	082050C00300CO	WOC
Salemtown	082050C00400CO	WOC
Salemtown	082050C00500CO	WOC
Salemtown	082050C00600CO	WOC
Salemtown	082050D00100CO	WOC
Salemtown	082050D00200CO	WOC
Salemtown	082050D00300CO	WOC
Salemtown	082050E00100CO	WOC
Salemtown	082050E00200CO	WOC
Salemtown	082050E00300CO	WOC
Salemtown	082050F00100CO	WOC
Salemtown	082050F00200CO	WOC
Salemtown	082050F00300CO	WOC
Salemtown	082090N00100CO	WOC
Salemtown	082090N00200CO	WOC
Salemtown	082090N00300CO	WOC
Salemtown	082090N00400CO	WOC

North Nashville Community Plan: 2010 Update

Appendix D

Table D - 6 Continued

Salemtown	082090N00500CO	WOC
Salemtown	082090N00600CO	WOC
Salemtown	082090N00700CO	WOC
Schwab House	8116040600	WOC
Scovel Street	8114005000	WOC
Scovel Street	8114005100	WOC
Scovel Street	8114005300	WOC
Scovel Street	8114005400	WOC
Scovel Street	8114005500	WOC
Scovel Street	8114005600	WOC
Scovel Street	8114005700	WOC
Scovel Street	8114005800	WOC
Scovel Street	8114005900	WOC
Scovel Street	9202004300	WOC
Scovel Street	9202004500	WOC
Scovel Street	9202004600	WOC
Scovel Street	9202004900	WOC
Scovel Street	9202005000	WOC
Scovel Street	9202005200	WOC
Scovel Street	9202005300	WOC
Scovel Street	9202006000	WOC
Scovel Street	9202006100	WOC
Scovel Street	9202006300	WOC
Scovel Street	9202027300	WOC
Scovel Street	9202027600	WOC
Scovel Street	9202027800	WOC
Seventh Day Adventist Pub	8102012100	WOC
Tate Manor	8114017300	WOC
Tennessee Tribune Building	8116041700	WOC
TN State University	8100002900	WOC
TN State University	9201000700	WOC
Watkins Park	9208001700	WOC
West End Sherith Israel Cemetery	8103009200	WOC
West End Sherith Israel Cemetery	8103009300	WOC
West End Sherith Israel Cemetery	8107003500	WOC
West End Sherith Israel Cemetery	8107003600	WOC

NORTH NASHVILLE COMMUNITY SERVICES AND FACILITIES

The community services addressed in this section include public schools, libraries, and police service. They include facilities within the North Nashville Community. All of the community facilities located in the Madison Community are shown on the maps following this section.

Schools

Located within the North Nashville Community are four elementary schools, four middle schools, and two high schools, and one private school. The schools and their assigned clusters are shown in the following table.

TABLE D-7 Public and Private Schools Located in North Nashville		
SCHOOL	GRADES SERVED	ASSIGNED CLUSTER
MCGRUDER FAMILY RESOURCE CENTER	Administration	HILLWOOD HS
WHARTON	Elementary	HILLWOOD HS
JONES PAIDEIA	Elementary	HILLWOOD HS
HULL-JACKSON	Elementary	HILLWOOD HS
BUENA VISTA	Elementary	HILLWOOD HS
MCKISSACK MS	Middle School	PEARL-COHN HS
HEAD MS	Middle School	PEARL-COHN HS
JOHN EARLY MS	Middle School	HILLWOOD HS
LEAD ACADEMY	Middle School	HILLWOOD HS
PEARL-COHN HS	High School	PEARL-COHN HS
MARTIN LUTHER KING, JR HS	High School	PEARL-COHN HS
WALLACE	Private	HILLSBORO HS

The 2008/2009 to 2014/2015 Metro Capital Improvements Program and Budget (CIB) included projects to renovate Hull Jackson Elementary, Wharton Elementary, McKissick Middle, MLK Magnet High School, and Pearl-Cohn High School exist. The MLK Magnet High School renovation has monies allocated in the 2014 budget year. All other projects have yet to have monies allocated, but are on the CIB list.

Libraries

The North Nashville Community is currently served by four libraries – Hadley Park, Z. Alexander Looby, North Branch, and Watkins Park. The libraries located in the North Nashville Community are shown on Figure D-16. The 2008 -2009 CIB included a project to renovate Watkins Park to include a space for a Library Homework Center in the existing facility.

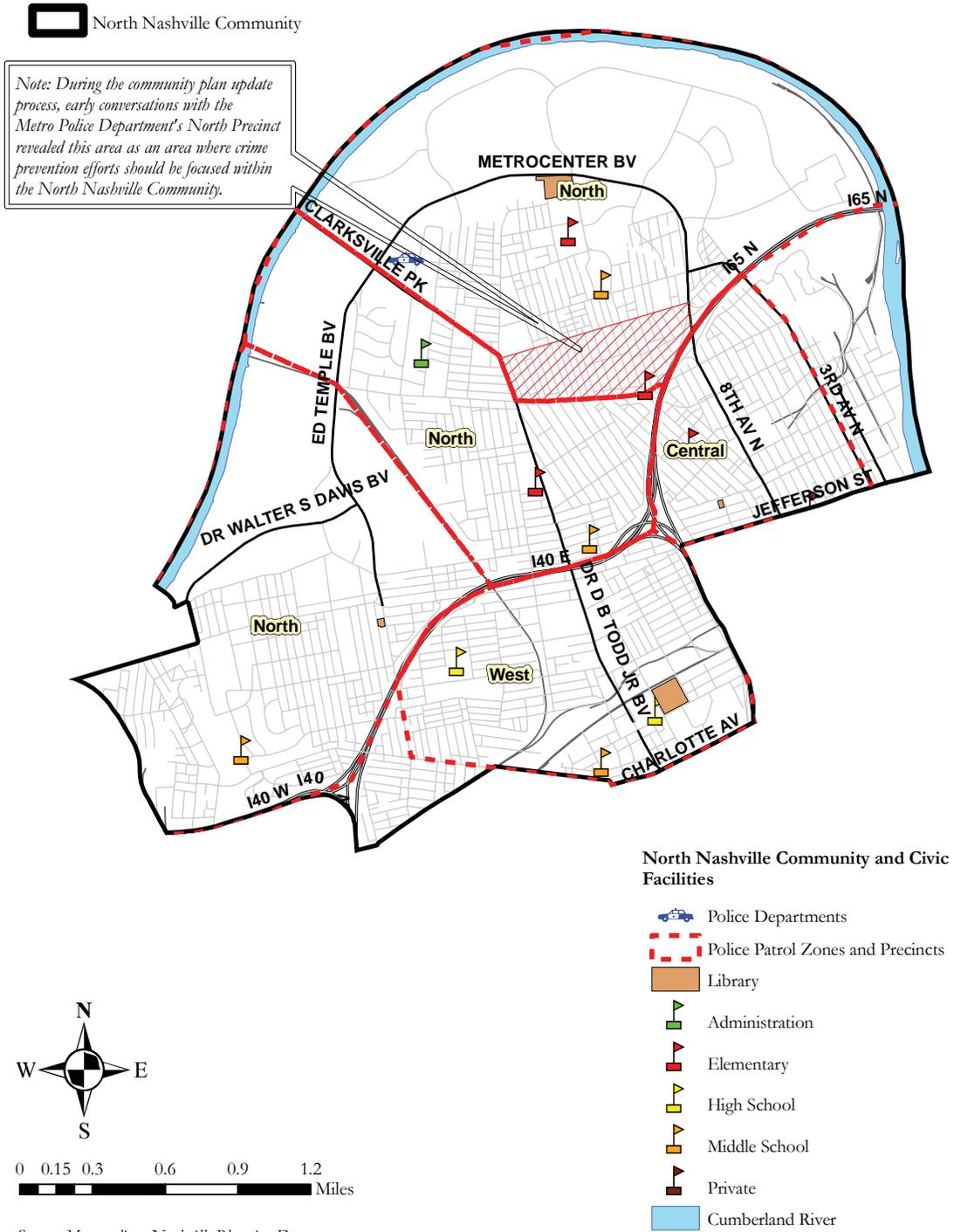
Police Service

The North Nashville Community is served by the North Precinct Station of the Metro Police Department the North. The 2002 North Nashville Plan Update included a recommendation for a new police station in North Nashville. As a result the North Precinct was completed in March 2004. As can be see on Figure D-15 there are three patrol zones covered by North Precinct. The remaining two patrols zones are covered by the West and Central police precincts.

Upon interviewing Metro Police Department representatives from the North Precinct it was determined that the area near 10th Avenue North and Buchannan Street was the only area where consistent issues with crime overwhelmingly burden the North Precinct.

FIGURE D-15

NORTH NASHVILLE COMMUNITY FACILITIES



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NORTH NASHVILLE CIB PROJECTS

The 2011 - 2016 Capital Improvement Budget and Program includes numerous projects that may directly impact the North Nashville Community. The table listed here includes all CIB projects in North Nashville. The CIB Table found in Chapter 3 on lists transportation related CIB projects.

TABLE D-8

North Nashville Capital Improvements Budget Projects FY 2011-2016			
Project	CIB ID	Description	Funding
9 th Avenue North & Jefferson Street	03PW0040	Intersection improvements	FY 11 - \$250,000
14 th Avenue North & Jefferson Street	06PW0041	Intersection improvements	FY 11 - \$250,000
16 th Avenue North & Jefferson Street	07PW0021	Intersection improvements	FY 11 - \$250,000
21 st Avenue North & Albion Street	08PW0009 04PW0036	Improve overpass and sidewalks	FY 11 - \$400,000 FY 12 - \$400,000
Jefferson Street Gateway to Heritage	07HA0005	Streetscape improvements along Jefferson Street at Interstate 40	FY 11 - \$300,000
D.B. Todd Boulevard & Jefferson Street	04PW0031	Intersection improvements	FY 11 - \$250,000
28 th Avenue Connector	06PW0003	New roadway and bridge over CSX railroad including right-of-way and construction (Note: This project ends at the railroad crossing near Felicia Street just outside of the study area.)	FY 11 - \$20,000,000
28 th Avenue Connector	10PW0010	Planning for 28 th Avenue Connector (Note: This project ends at the railroad crossing near Felicia Street just outside of the study area.)	FY 11 - \$500,000
10 th Avenue North & Jefferson Street	06PW0042	Intersection improvements	FY 11- \$350,000
Fisk Jubilee Bridge	06PW0038	Bridge improvements	FY 11 - \$50,000
Rosa Parks Boulevard from Jefferson Street to I-65	07PW0022	Intersection, median, sidewalks, and curb rehabilitation	FY 11 - \$500,000
General Hospital MRI Replacement	04GH0003	Project to replace current MRI which is 10 years old	FY 11 - \$750,000
General Hospital CT Scanner	11GH0001	Replace current CT Scanner	FY 11 - \$700,000
General Hospital Renovations	09GH0002	Replace tile, renovate five public bathrooms, and replace ambulance plaza deck	FY 11 - \$500,000
General Hospital Special Procedure Room	11GH0002	Replace current cardiac cath lab	FY 11- \$950,000
Buchanan Street Commercial District Revitalization	00HA002	Commercial district improvements	FY 11 - \$500,000
Booker Street Neighborhood Strategy Area	04HA0002	Strategy area improvements	FY 11 - \$600,000

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TABLE D-8 Continued

Salemtown Neighborhood Strategy Area	06HA0001	Strategy area improvements	FY 11 - \$600,000
Cass Street Neighborhood Strategy Area	06HA0003	Strategy area improvements	FY 11 - \$600,000
21 st Avenue North & Meharry Boulevard	08PW0008 04PW0038	Improve overpass and sidewalks	FY 11 - \$400,000 FY 12 - \$400,000
Quiet Zones at Railroad Crossings	11PW0008	A study of 138 railroad crossing Metro-wide	FY 11 - \$500,000
Intersection Improvements on Jefferson Street	06PW0006	Intersection improvements at six intersections on Jefferson Street – 8 th , 10 th , 12 th , 21 st , & 28 th Avenues North	FY 11 - \$2,100,000
Golf Course Improvements	06PR0004	Improvements to Ted Rhodes, Harpeth Hills, McCabe, Shelby, Two Rivers, Vinny Links, and Warner Golf Courses.	FY 11- \$1,000,000
Jefferson Street Gateway Project	07HA0005	Improve gateway to Jefferson Street	FY 11 - \$300,000
Jefferson Street Redevelopment Area Mixed Use Activities	10HA0001	Jefferson Street from 12 th Avenue North to 28 th Avenue North – redevelopment area improvements	FY 11 - \$4,000,000 FY 12 - \$4,000,000
Phillips-Jackson Street Redevelopment Area	97HA013	Redevelopment area improvements	FY 11 - \$4,000,000 FY 12 - \$4,000,000
28 th Avenue North	99PW006	Widening and streetscape improvements from Charlotte Avenue to Jefferson Street including engineering, right-of-way acquisition, and construction (Phase 1)	FY 11 - \$4,500,000 FY 12 - \$12,000,000 FY 13 - \$12,000,000
Rosa L. Parks Boulevard North	08PW0010	Streetscape and median improvements at intersections of Harrison, Jefferson, Monroe, and Taylor Streets	FY 11 - \$1,000,000 FY 12 - \$5,000,000 FY 13 - \$6,000,000
North Nashville Access Study – Intersection Improvements	04PW0007	Intersection capacity improvements per the North Nashville Access Study to include engineering, right-of-way, construction, and signalization	FY 11 - \$1,000,000 FY 12 - \$3,000,000 FY 13 - \$3,000,000
Watkins Park Home Work Center	01PL001	Renovate a 2,000 sq. ft. space for a library homework center within an existing facility within one to two miles of Watkins Park Center.	FY 12 - \$490,600
21 st Avenue North & Alameda Street	04PW0037	Improve overpass and sidewalks	FY 12 - \$400,000
21 st Avenue North & Jefferson Street	04PW0039	Improve overpass and sidewalks	FY 12 - \$400,000
Jefferson Street Streetscape	04PW0035	Streetscape improvements from 8 th Avenue North to Ed Temple Boulevard	FY 13 - \$10,000,000

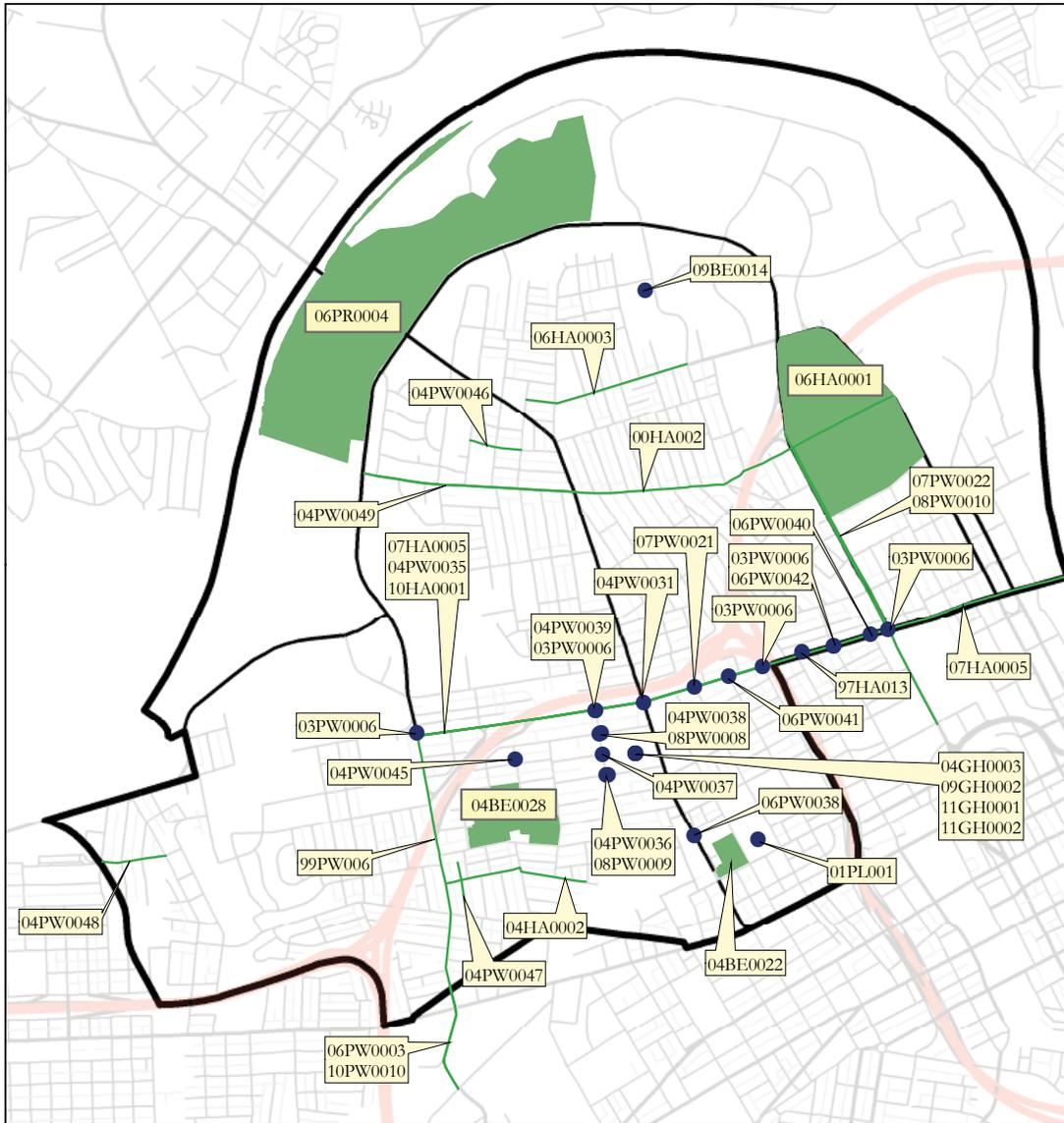
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TABLE D-8 Continued

25 th Avenue North	04PW0045	Sidewalks from Buchanan Street to Clarksville Pike	FY 16 - \$205,000
Seifried Street	04PW0046	Sidewalks from 23 rd Avenue North to 25 th Avenue North	FY 16 - \$135,000
Albion Street	04PW0048	Sidewalks from 40 th Avenue North to 44 th Avenue North	FY 16 - \$720,000
Buchanan Street	04PW0049	Sidewalks from 18 th Avenue North to 28 th Avenue North	FY 16 - \$720,000
Lena Street	04PW0047	Sidewalks from Clifton Avenue to Batavia Street	FY 16 - \$205,000
M.L. King Magnet Renovation	04BE0022	Renovate facility	FY 16 - \$7,780,000
Pearl-Cohn High Renovation	04BE0028	Renovate facility	Currently no funds
Hull-Jackson Elementary Montessori Renovation	09BE0014	Renovate facility	Currently no funds

FIGURE D-16
NORTH NASHVILLE CIB PROJECTS



- Site Specific Projects
- Linear Projects
- Area Projects
- ▭ North Nashville Boundary

Project Not Shown On Map:
11PW008 - Quiet Zones at Railroad Crossings

Source: Metropolitan Nashville Capital Improvements Budget FY 2011-2016

FOOD ACCESS AND FOOD DESERTS

During the North Nashville Community Plan Update, having access to healthy food was a priority for many North Nashville stakeholders. Access to healthy food considers whether food is accessible by transit or other means of transportation, the availability of healthy food in relation to fast food and convenience stores, and food's affordability and quality. Areas where healthy food is not accessible by these measures are considered Food Deserts.

The program Re Storing Nashville, a program component of the Community Food Advocates, defines Food Deserts as areas with little access to the types of nutritious foods needed to maintain a healthy diet. Re Storing Nashville characterizes these areas as having a surplus of convenience stores and fast food restaurants that offer a plethora of unhealthy foods. Re Storing Nashville believes that many inner-city neighborhoods in Nashville are considered food deserts because they have no full-service grocery stores, which forces low income residents who lack adequate transportation to rely on fast food restaurants and convenience stores for food. Four food deserts have been identified by Re Storing Nashville. They include large portions of the North Nashville community, the Edgehill neighborhood, and the Cayce Homes neighborhood in East Nashville, and the Napier Homes neighborhood in South Nashville.

Figure D-17 on the next page identifies the four food deserts in Nashville, including the North Nashville food desert. This map was created through a partnership with the Community Food Advocates, the Metro Health Department's *Communities Putting Prevention to Work* grant program, Vanderbilt University, and the Metro Nashville's GIS and Mapping Division.

FIGURE D-17

COMMUNITIES PUTTING PREVENTION TO WORK - FOOD DESERTS



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North Nashville Community Plan: 2010 Update

Credits

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Additional Credits

The North Nashville Community Plan Update Team would like to thank the North Nashville Stakeholders for their input and participation. The team would also like to thank fellow Metro Departments and various Community Agencies for their collaboration during this process. A special thanks to the Millennium Maxwell House Hotel for hosting numerous community meetings.

Historic photos courtesy of Nashville Public Library Special Collections

The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

The Planning Department helps Nashville and Davidson County evolve into a more sustainable community, guided by a commitment to efficient use of infrastructure, distinctive and diverse community character, open and vibrant civic life, and choices in housing and transportation focused on improving the quality of 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

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