NOLENSVILLE PIKE CORRIDOR
DETAILED NEIGHBORHOOD DESIGN PLAN

DRAFT VISION STATEMENT, GOALS, & OBJECTIVES
July 10, 2007

Please email suggestions, additions, and/or changes to Anita McCaig: anita.mccaig@nashville.gov (please do so by Tuesday, July 24th)

Draft Vision Statement

The Nolensville Pike Corridor will be more than a thoroughfare, serving as a vital, attractive, and walkable community, with a mix of shopping, eating, entertainment, and employment choices with defined centers and multiple housing options.

Guiding Principles

The Nolensville Pike Corridor Detailed Neighborhood Design Plan is an integrated systems approach to planning which provides strategies for land uses proposed along the Corridor and the systems that support them, such as open space and transportation. Each land use policy (open space, residential, mixed use, industrial, etc.) should be appropriately matched with its supportive system (bicycle and pedestrian system, vehicular transportation system, signage system, etc.) in order to create the proper character for areas along Nolensville Pike. This plan considers not just the physical right-of-way of Nolensville Pike, but also the properties along the roadway. By looking beyond the public right-of-way, it is possible to understand the historic, scenic, and natural features of the area, evaluate the existing land use and supportive systems, and provide broad recommendations regarding future development along Nolensville Pike and the surrounding neighborhoods. The overriding goal of the plan is to develop "walkable centers" along Nolensville Pike with uses that cater to the surrounding neighborhoods. These goals and objectives were created by the neighborhood and are a plan for neighborhood-led action.

Goals and Objectives: Land Use Goals and Objectives

Parks and Open Space

Goal 1: To increase community use of the parks.

Objectives:

1.1 Provide parks of varying sizes and functions that meet the needs of area residents.
1.2 Improve pedestrian connections to the parks, including additional sidewalks and crosswalks.
1.3 Make Radnor Reservoir into a neighborhood park. Include a pedestrian connection at the end of Meade that ties this park to the park behind New Song Church.
1.4 Improve the park at Burbank and Oriel.
1.5 Provide a diversity of facilities to meet the needs of neighborhood residents.
1.6 Include a dog park as a component of Coleman Park if appropriate.

Civic Uses

Goal 1: To create and maintain a civic identity and focus within walkable centers, and create new opportunities for civic spaces away from walkable center cores.

Objectives:

1.1 Build upon and enhance existing civic buildings within walkable centers, such as Coleman Park and the Library, to make them focal points for the community.
1.2 Orient existing and proposed public buildings toward public rights-of-way and activity centers.
1.3 Create additional opportunities for civic buildings and gathering places at the edges of walkable centers. Civic buildings may include elementary schools or facilities associated with open spaces, and gathering places may include pavilions, amphitheaters, or picnic areas associated with public parks.

Residential Areas

A variety of housing is encouraged within the walkable centers. Housing types should include live/work units, townhomes, stacked flats or courtyard flats. By providing a variety of housing types, the needs of varied age and income groups are more easily accommodated within the walkable centers, and a greater diversity of residents is achieved.

The most intense residential uses should occur within mixed-use buildings at the core of the walkable centers. This will provide more people in close proximity to places to shop and work. Also, this will ensure activity at the core and increase the chances for retail success, which will benefit the entire community.

Residential uses should become less intense as they move away from the core of walkable centers. Townhouses, stacked flats, and courtyard flats should be prominent just outside of walkable center cores. Along the edges of walkable centers, as the center transitions into the surrounding residential neighborhoods, detached single-family houses should dominate.

Goal 1: To protect existing, stable residential areas from more intense non-residential uses.

Objectives:

1.1 Decrease the intensity of uses on properties as they become farther from the core of the walkable, mixed-use centers.
1.2 At the transition between higher-intensity centers and residential neighborhoods, special attention should be paid to massing, height, lighting, and buffering to ensure preservation of the existing residential character of the neighborhood.

Mixed-Use Areas

Appropriate commercial uses within mixed-use areas are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities.

Mixed-use buildings with upper-floor office and residential uses above commercial uses increase the vitality and round-the-clock nature of walkable center cores. Providing retail uses in close proximity to residential uses will permit residents and workers to walk or bicycle to receive basic goods and services.

Residential uses also allow 24-hour surveillance of streets, buildings, and public gathering spaces located at the core of walkable centers to enhance safety in these areas.

Goal 1: To establish walkable centers that act as hubs of daily activity for people who live on the Corridor or in surrounding neighborhoods and/or work along the Corridor.

Objectives:

1.1 Discourage auto-oriented uses near neighborhoods. Create buildings that are more pedestrian-friendly with uses that cater to the neighborhoods.
1.2 Locate buildings close to the street in order to create a comfortable and interesting pedestrian environment. Provide uses that are located and arranged in a manner that maximizes pedestrian activity by having primary entrances on the street, wide sidewalks, and parking behind or beside the building to avoid pedestrian and auto conflicts.
1.3 Encourage redevelopment of strip malls into mixed-use centers with retail or office on the lower floor and residential uses on the upper floors.
1.4 Create a unique sense of place by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.
1.5 Construct buildings of durable materials that reflect permanence and a traditional "Main Street" character.
1.6 Rehab older buildings when appropriate to contribute to the streetscape and maintain the historical character of the area.
1.7 Provide public gathering spaces, such as lawns or plazas, within the cores of walkable centers.

Goals and Objectives: Systems Goals and Objectives

Pedestrian and Bicycle Circulation

Comfortable, safe, convenient pedestrian movement is vital to the success of walkable centers. A continuous sidewalk system is necessary in order to provide comfortable and direct access to the retail areas at the core of walkable centers. Safe pedestrian crossings should be incorporated at major intersections along Nolensville Pike and Thompson Lane in order to ease pedestrian movement across the arterials. A complete pedestrian circulation system paired with the creation of walkable centers will help to reduce short auto trips and encourage the use of transit.

Bicycling can also be an alternative to driving when planned in coordination with walkable centers. A complete system of bikeways, greenways, and multi-use paths should be planned in order to link people to work, retail centers, parks and open spaces, and schools and community activity centers. A hierarchy of bikeways consisting of designated on-street bikelanes, separated bike paths, and marked bicycle routes is encouraged.

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

Objectives:

1.1 Construct new sidewalks where gaps exist in the current sidewalk system.
1.2 Install crosswalks at major intersections, similar to those that have been constructed as part of the Woodbine streetscape improvements, to improve pedestrian safety in crossing Nolensville Pike and Thompson Lane.
1.3 Improve and/or maintain existing sidewalks and crosswalks.

1.4 Create a clear separation between pedestrians and automobiles along Nolensville Pike and Thompson Lane by providing street trees, planting strips or other buffers, as appropriate.
1.5 Install appropriately wide sidewalks, with street trees, benches, seat walls, trash receptacles, and other pedestrian amenities within mixed-use centers to create a comfortable place for pedestrians. "Street furniture" and other amenities should be commonly themed to create a sense of place and character in the walkable centers.
1.6 Provide roadway medians as appropriate to allow for a "safe haven" for pedestrians crossing Nolensville Pike.
1.7 Locate buildings at the back of the sidewalk to frame the street and create a pedestrian-friendly environment at mixed-use centers.
1.8 As properties redevelop, locate overhead utilities in alleys or underground within mixed use centers.
1.9 Develop a lighting plan that builds upon existing lighting in the area and is appropriate in function and scale for both the pedestrian and the vehicle. When non-residential development is adjacent to residential development, the lighting on the non-residential development should be scaled and directed so as to not intrude on non-residential development.
1.10 Select lighting that creates a "sense of place" by complementing the existing architecture of the area. Use street lighting to define the street space, and design street lighting poles to accommodate vehicular, and pedestrian signalization, signage, and banners.

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

Objectives:

2.1 Implement the Bike and Pedestrian Plan by providing bike lanes on Nolensville Pike.
2.2 Update the Bike and Pedestrian Plan by designating Foster Avenue as a bikeway.
2.3 Provide adequate bicycle parking at mixed-use centers as they redevelop.

Vehicular Circulation

A network of connector streets designed to accommodate bicycle and pedestrian traffic is essential in order to provide linkages into walkable centers without requiring the use of Nolensville Pike or limiting visitors to the center to use an auto. These streets should be inter-connected, thus offering alternative routes through neighborhoods and into retail, civic, and recreational destinations.

Streets within the mixed-use areas of walkable centers should be designed to move slower, yet steady traffic and create pedestrian-oriented "Main Streets." Main Streets are designed to allow pedestrians to walk comfortably on sidewalks that are sheltered by street trees, building entries, and parallel parking. Pedestrian, bicycle, parking, and automobile circulation systems that already exist on properties along Nolensville Pike should be redesigned as they redevelop in order to encourage pedestrian and bicycle access between uses, public spaces, and adjacent neighborhoods. It is important that Nolensville Pike should efficiently convey traffic, but a balance should be sought between the vehicle and the pedestrian at the core of the appropriate walkable centers.

Goal 1: To be able to easily, comfortably and safely drive along the Corridor and within, between, and through the Woodbine, Glencliff, and Radnor Neighborhoods.

Objectives:

1.1 Clean up and maintain existing streets and alleys in the area. Work with Public Work's Alley Maintenance Program to regularly maintain the alleys.
1.2 Increase internal circulation within existing and future developments.
1.3 Limit private curb cuts and driveways, and encourage the use of local streets and alleyways for short trips.

1.4 Enforce the Zoning Code's minimum spacing standards for curb cuts for properties along the Corridor.
1.5 Restrict the width of access points to enhance driver and pedestrian safety.
1.6 Require shared access drives for adjacent parcels or groups of parcels.
1.7 Reduce neighborhood speeding problems by implementing appropriate traffic control and traffic calming devices within neighborhoods.
1.8 Enhance existing roadway lighting in the area by developing standards for lighting that are appropriately-scaled for individual streets and create a "sense of place" for neighborhoods.
1.9 Design streets through neighborhood centers (not located along Nolensville Pike or Thompson Lane) with traffic calming elements such as pedestrian bulb-outs, on-street parking, and textured crosswalks, much like what has been done in the 12South Neighborhood.
1.10 Explore better connections around Coleman Park as illustrated on the Concept Plan, such as possibly constructing a new street north of Coleman Park linking to Foster Avenue and possibly extending Burbank south to connect to this new street.

Transit

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

Objectives:

1.1 Implement Metro Transit Authority's "5 Year Service Improvement Plan" to make transit safe, efficient, and convenient.
1.2 Maintain existing bus routes.
1.3 Ensure adequate spacing between bus stop locations (1,000 to 1,500 feet apart) along Nolensville Pike and Thompson Lane as properties redevelop into mixed-use destinations.
1.4 Provide appropriate lighting, comfortable seating, shelter from inclement weather, and public art at bus stops within mixed-use and neighborhood centers as they develop.
1.5 Make bus stops focal points within centers of activity that are visible and accessible.

Parking and Access

Free and abundant parking is key to the success of conventional "strip" commercial development. Unfortunately, parking lots along arterial streets with commercial strip buildings commonly dominate the landscape and tend to reduce pedestrian activity. Every development along the arterial typically provides for all of its parking needs on its own site, and the needs are satisfied in the form of large lots located between buildings and the roadway.

The establishment of walkable centers along Nolensville Pike will create an opportunity to restructure the retail strip center and locate parking lots behind buildings or in the interior of the block whenever possible. Shared and priced, on-street parking facilities should be encouraged in order to meet the demands of a mixture of uses with differing peak use times.

Side-street parking on streets that surround Nolensville Pike keeps the focus of a community on the street, helps to create street activity, and "civilizes" the street for pedestrians by creating a buffer between automobile traffic and pedestrian traffic on the sidewalk. On-street parking also calms traffic by slowing the flow of through-traffic, which in turn lends to the creation of a safe, comfortable pedestrian environment.

Access management guidelines help to make areas like the Nolensville Pike Corridor safer, more convenient, and more attractive to pedestrians and bicyclists. Access management guidelines should be

developed for Nolensville Pike that would allow access to properties, while preserving the function of the roadway. Safety, capacity, and speed of traffic on Nolensville Pike could be maintained by implementing access management controls.

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

Objectives:

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

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

Objectives:

2.1 Locate parking to the rear or sides of buildings as appropriate.
2.2 Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings.
2.3 Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed along the Corridor.
2.4 Separate parking areas from buildings to avoid parking areas directly abutting buildings.
2.5 Provide cross-access between parking areas to minimize street curb cuts and adjacent driveways.
2.6 Lay out and screen parking that is located in front of arterial-oriented buildings in order to minimize direct views from Nolensville Pike and Thompson Lane.
2.7 Integrate retail uses on the ground floors of parking structures serving buildings along Nolensville Pike and Thompson Lane as they are developed to minimize the visual impact of the structures and to add life to the street. If retail is not appropriate, locate parking structures below or behind buildings and landscape them to lessen their visual impact.
2.8 Design parking structures serving buildings along Nolensville Pike and Thompson Lane to look similar to buildings with other uses.

Landscaping and Buffering

Landscaping is one of the most important components of the streetscape. Landscaping serves many roles in creating a pleasant place to walk, bike, and drive. A system of landscaping should be implemented along Nolensville Pike in order to soften the hard edges of buildings and paving and to provide continuity throughout the area. Street trees should be planted along all public streets in order to provide shade and a sense of protection to pedestrians. Landscaping should also be added as needed in order to improve air quality, lessen the impact of stormwater, and buffer incompatible land uses.

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

Objectives:

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

1.2 Plant street trees at neighborhood centers and along Nolensville Pike and Thompson Lane as properties redevelop. Street trees will provide shade for residents and visitors, diminish noise, screen unwanted views, reduce glare, lessen air and water pollution, and create a "sense of place." Tree-lined streets provide orientation and contribute to the area's character.
1.3 Plant trees, shrubs, and groundcovers in order to break up large expanses of paving, to divide masses of parked cars, and to provide shade for pedestrians, bicyclists, and automobiles.
1.4 Include long-term maintenance provisions in landscaping and tree planting projects.
1.5 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
1.6 Screen surface parking lots that face a public right-of-way to minimize the visual impact of parked vehicles.

Signage

A system of signage along Nolensville Pike should serve a dual purpose. Signs are not only vital in providing information and direction for motorists and pedestrians, but they also create and maintain an image for a place. A good signage system provides a sense of place and local pride by incorporating details that are characteristic of a given place.

A system of signage should be developed for walkable centers that is appropriate for both pedestrians and motorists. Signage should be at a human scale in order to create a pleasant, attractive and comfortable environment for pedestrians. Signage that is intended for motorists should be simple and legible. All signage should be well designed and consistent throughout walkable centers.

Commercial signage is also an important component of having an attractive commercial corridor. These same principles apply to signage for businesses as well.

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

Objectives:

1.1 Develop a signage program that creates guidelines for signage to be used in the public right-of-way, including limiting the number and size of signs. This serves to establish an identity for the area while reducing "sign clutter" along the Corridor.
1.2 Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.
1.3 Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings in the area.
1.4 Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment.

Lighting

Lighting not only promotes a safe and comfortable environment, but it can also contribute to a street's identity and help create a unique sense of place. A lighting plan should be developed for the Nolensville Pike Corridor that focuses on pedestrian-scale lighting. Lighting can be designed for safe vehicular movement, without compromising the pedestrian environment. Lighting should enhance the overall appearance of the Nolensville Pike Corridor and should be coordinated with buildings, signage, landscaping, and pedestrian amenities.

Goal 1: To support safe, 24-hour bicycle, pedestrian, and vehicular movement throughout the Corridor area.

Objectives:

1.1 Develop a lighting program for Nolensville Pike that integrates lighting for pedestrians and bicyclists as well as for motorists.
1.2 Select light fixtures for walkable centers that are coordinated with the architecture, signage, landscaping, and pedestrian amenities.

Pedestrian Amenities

Pedestrian amenities are essential for creating lively public spaces. Pedestrian amenities such as benches, trash receptacles, and bicycle racks should be strategically located within walkable centers. Pedestrian amenities are necessary in order to encourage walking and the use of bicycles as alternative modes of transportation to access work, shopping, and recreation.

Goal 1: To make walking and bicycling as comfortable and convenient as driving an automobile.

Objectives:

1.1 Provide pedestrian amenities such as seating, trash receptacles, and bicycle racks within areas of activity along Nolensville Pike.
1.2 Coordinate amenities with their surroundings to contribute to the character of the streetscape.

Gateways

The Nolensville Pike Corridor community should have an identifiable entrance along Nolensville Pike. The entrance should be designed and developed in such a way that it creates a good first impression on visitors, guests, and neighbors as they enter the area. Visitors should be rewarded with a sense of arrival, as well as with a positive, welcoming introduction to the community.

Goal 1: To provide visitors with a sense of arrival along Nolensville Pike.

Objectives:

1.1 Utilize public art, landscaping, attractive lighting, and monument signage in order to create a good first impression and develop a sense of pride for residents.

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