



# **MUSIC ROW DETAILED DESIGN PLAN**

**DRAFT DOCUMENT**

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# CHAPTER 1: INTRODUCTION AND INTENT

## What is a Detailed Design Plan?

The Music Row Detailed Design Plan (DDP) is part of the Green Hills-Midtown Community Plan, which was adopted by the Metro Planning Commission on June 22, 2015. This document provides planning guidance at a more detailed level than a community plan. The DDP addresses land use, transportation, and community character at the neighborhood level. This DDP is adopted as an amendment to the Green Hills-Midtown Community Plan and therefore as a component of the countywide NashvilleNext General Plan.

A DDP illustrates a particular neighborhood's vision for future growth, development, and preservation. DDPs guide, on a parcel-by-parcel basis, the appropriate land use, development character, and urban design intent of future development based on the neighborhood's goals and sound planning principles. Like community plans, DDPs are developed through a participatory process that involves Planning Department Staff working with the residents, property owners, business owners, developers, institutional representatives and elected and appointed officials.

The Music Row DDP boundaries are shown on Figure 1. DDPs are created to supplement existing Community Plans for the larger communities of which they are a part. In this case, the Music Row community is part of the larger Green Hills-Midtown Community (see Figure 2). The Music Row DDP outlines a comprehensive and integrated planning strategy to achieve the Music Row community vision for future growth, development, and preservation. It has been adopted as an amendment to the Green Hills-Midtown Community Plan and therefore as part of the countywide NashvilleNext General Plan.

DDPs are used in the same way as the Community Plans they amend. The community, private developers, the Planning Department, the Planning Commission, and Metro Council, as well as other Metro departments, use the plan as a starting point to discuss public and private investment in the area, including proposed zone changes,

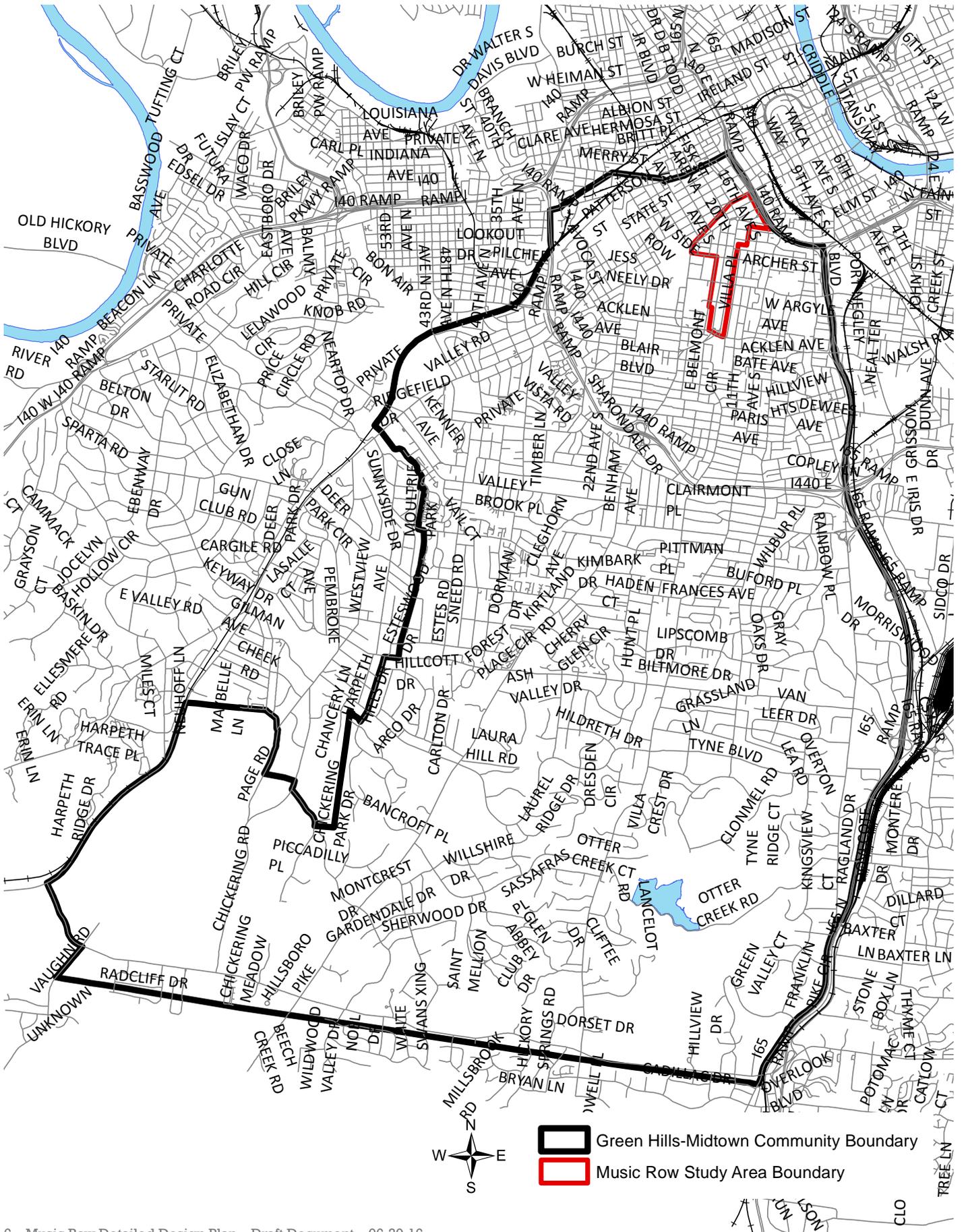
subdivisions and public investment (including roads). Once adopted as an amendment to the community plan, the DDP serves as the primary guide for the neighborhood's development.

DDPs are created through a planning process that involves Metro Planning Department staff and other government agencies, as well as a wide range of stakeholders, including business and property owners, residents, and institutions. These community conversations establish the direction of the plan, described through the Guiding Principles for the Music Row Community, which are listed in Chapter 2 of this document. To create a plan that considers all the elements of the neighborhood, the DDP addresses not only different types of residential, mixed use, and open space development, but also elements that make up the framework for this development – circulation for vehicles, transit, pedestrians, and bicyclists, as well as landscaping and signs.

## Guiding Principles

Achieving a future of the Music Row community that is consistent with the Guiding Principles of this plan requires coordinating many elements. These include the development pattern, public infrastructure and other services, transportation options, and the creation and programming of open space. Great places are established where those elements are balanced and supportive of each other. The scale, character and massing of buildings supports the activities that take place in and around them. The way that buildings are placed and oriented in relation to streets, sidewalks and open spaces creates a sense of place and affects how people use these public spaces. The transportation systems provide circulation within the area, support and enhance the various activities, and provide connections to other areas. Public services and facilities, and open spaces meet community needs.

**Figure 1-2: Music Row Study Area in the Green Hills/Midtown Community Plan Area**



## Special Policies

One of the most important components in this DDP is its Special Policies. These Special Policies are used to supplement the Community Character Policies mapped in the Green Hills-Midtown Community Plan. A small version of the Community Character Policy Map, including the Special Policy Areas, for the Music Row Community is shown on Figure 3 in Chapter 2. The Community Character Policies are contained in the Community Character Manual (CCM), which contains all of the standard policy categories that are used to guide decisions about growth and preservation throughout Metro Nashville and Davidson County. The Community Character Policies in the CCM detail which land uses and built form are supported in which parts of the Nashville community. The Community Character Policies and any applicable Special Policies describe the appropriate building type and form in each policy area through analysis of actual and proposed buildings and lot patterns. Taken together, these tools provide detailed guidance on zoning and urban design (the relation of the building to the street, other buildings, and open space) to achieve the vision of the community.

## Policy and Zoning – What’s the Difference?

The CCM and Music Row DDP are policy documents. Unlike zoning, they are not regulatory. The CCM and DDP do not alter the existing zoning on properties, nor

do they initiate the taking of property. Rather, the CCM and Music Row DDP are 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 consult the CCM and DDP to make a recommendation on whether the Planning Commission and Council should support or reject the zone change request. Zone change proposals are encouraged to follow the guidance of the CCM and Music Row DDP. The DDP also guides decisions on Metro’s Capital Improvements Budget and Program and also on decisions regarding surplus properties. The DDP guides subdivision decisions to a lesser degree.

Rezoning requests in the Music Row community will usually need use either a site-plan-based zoning district, such as the Specific Plan (SP) District – or another of the districts listed for the DDP. This is to help ensure that the community vision is met.

Both the CCM and Special Policies are intended to implement the Guiding Principles of this plan. All development is also encouraged, however, to offer additional or alternative innovative ways to achieve the Guiding Principles.

# Community Character Manual, Community Character Policies, and Special Policies – How they work together

## Community Character Manual

The Community Character policies are contained in the Community Character Manual (CCM). The CCM is part of the NashvilleNext General Plan. The Community Character Policies are used to develop and implement the fourteen community plans in Nashville. The CCM was adopted by the Planning Commission in 2008 and last updated in 2015 as part of the adoption of NashvilleNext. 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 CCM organizes the policies first by Transect Category then by Community Element as discussed above.

The Transect is a planning tool used for categorizing, understanding and guiding various development patterns in the region, from the most natural and rural to the most urban. The Transect calls for all elements of the natural and built environments to be consistent with the character of the Transect Category that they are within. The Special Policies in the Music Row DDP are also organized by Transect category. Most of the Music Row community is either in the T5 Center Transect or the D District Transect.

The Community Character Policies for the Music Row Community can be found in the Civic, Open Space, T5 Center, and D District chapters of the CCM. The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given area in the Music Row Community.

For additional information about the planning process and historic preservation goals, please see chapter 2.

## NashvilleNext

NashvilleNext is a long-range plan for Nashville's future, intended to guide growth, development and preservation in the city for the next 25 years. The plan was adopted by the Metro Planning Commission on June 22, 2015.

The plan is built on the community's goals and vision: ensuring opportunity for all, expanding accessibility, creating economic prosperity, fostering strong neighborhoods, improving education, championing the environment, and being Nashville – building on our unique strength as a city and as Nashvillians.

For more information, please visit:

[www.nashvillenext.net](http://www.nashvillenext.net)

## Green Hills-Midtown Community Plan

In 1988, the Metro Planning Department began creating “community plans” as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development and preservation in fourteen communities. The Green Hills–Midtown Community Plan was first adopted by the Planning Commission in December 1994 after working with a Citizens' Advisory Committee. The Green Hills–Midtown Plan was the thirteenth of the fourteen community plans created.

The first update to the Green Hills–Midtown Plan was adopted in July 2005, after substantial community participation in workshops. In spring 2013, the Green Hills–Midtown Community Plan had its policies translated into their closest equivalents in the Community Character Manual (CCM) because it was one of nine community plans that had not been updated since the adoption of the CCM in 2008. Over the decades, the community continues to grow and strives to balance conservation of its existing suburban and urban character while accommodating growth and changing market preferences.

## Music Row's Role in Green Hills/Midtown

The Music Row Area abuts Midtown, and has contributed immeasurably to Nashville and Tennessee's history, culture, heritage, and economy. With the neighborhood's proximity to rapidly redeveloping Midtown, Downtown, and the Gulch, Music Row is experiencing increasing development pressure – primarily from stacked flats residential buildings or mixed use buildings. In 2015, the Metro Planning Commission decided to recommend disapproval or deferral for rezoning requests in Music Row for a period of time to allow a more detailed study of what to preserve, and where to allow growth. While development can continue under current zoning (and the council may still elect to rezone property without the support of the Planning Commission) the Commission agreed that this study would allow the community to discuss development and preservation of Music Row in its totality.

## Background of the Music Row Detailed Design Plan Process

### List of Previous Planning Interventions

The following planning interventions have shaped this area since the mid-1950s:

- » University Center Redevelopment Plan
- » Edgehill Urban Renewal Plan
- » Music Row N.D. P. Plan
- » Music Row Planning and Design Study
- » MDHA Arts Center Redevelopment Plan
- » Music Row Design Guidelines/UDO
- » South Music Row Neighborhood Conservation Zoning Overlay

### Recent Development in the area

Since 2008, XX developments have occurred in the area in and around Music Row. The following pages illustrate some of those developments, as well as the zoning for each.

## How we got here: Demolition and Planning Intervention

### *Studio A and the National Trust for Historic Preservation*

On January 12, 2015, the National Trust for Historic Preservation announced Music Row as a National Treasure. A National Treasure is a place of national historical and cultural significance that faces a threatened or uncertain future where the National Trust can play a specific role in saving the resource and ensuring its future.

One month prior to the decision by the Metro Planning Commission, the National Trust for Historic Preservation named Music Row as a National Treasure, initiating further study of Music Row's historical assets. The website [www.musicrowstories.com](http://www.musicrowstories.com) was launched, outlining the goals of the National Trust's role in documenting important sites in the area for possible listing in the National Register of Historic Places.

In April 2015, the National Trust staff and consultants began working on property documentation, drafting the historic narrative, and collecting oral histories on Music Row. The final report will be submitted to the Tennessee Historical Commission by the end of 2015, then to the Tennessee State Review Board in June 2016.

In October 2015, Planning Staff began working with Music Row community stakeholders to create a plan to guide the future of the Music Row neighborhood. These stakeholders have included participants from the Music Row Neighborhood Association (MRNA); the Music Row Coalition (MIC); Edgehill Neighbors, in particular the Organized Neighbors of Edgehill and Edgehill Village Neighborhood Association; Vanderbilt University; Belmont University; and many other people who live, work, and play in the neighborhood. Planning Staff has hosted four community meetings to date and has conducted a number of stakeholder meetings. The National Trust for Historic Preservation has also hosted meetings, to learn about and document the history of the area and prepare a document that will enable individual property owners to list their property on the National

Register of Historic Places, if the property is deemed eligible and if they desire. The Planning Department and the National Trust for Historic Preservation are working together to develop an action plan to guide future development on Music Row.

### *Multiple Property Documentation Form*

The National Register of Historic Places Multiple Property Documentation Form (MPDF) evaluates and provides an over-arching context for groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts and property types. The Multiple Property Documentation Form is a cover document and not a nomination in its own right. The form streamlines the method of organizing information collected in research and facilitates the evaluation of individual properties. It may be used as a foundation to nominate thematically-related properties simultaneously or to establish the registration requirements for properties that may be nominated in the future.

### **Metro Planning**

In February 2015, the Metropolitan Nashville Planning Commission voted unanimously to defer or disapprove any rezoning requests on Music Row, to provide time for Planning Staff to study the area and develop a detailed plan in partnership with the community. Like other inner ring neighborhoods in Nashville, the Music Row Neighborhood is facing redevelopment pressures that can dramatically change the appearance and function of the area. Many Nashvillians feel that the character of Music Row as a unique business district has long been an integral part of the history, identity and branding of Nashville as Music City. The Planning Commission recommended that the planning process begin after the completion of NashvilleNext (June 2015), to be finished within 12-18 months.

### *Community Meeting Process*

Metro Planning Staff hosted four community meetings with Music Row Stakeholders – people who work, live, or visit the Music Row Area – in late October 2015 through early January 2016. Notices of the meetings were mailed to over 2600 residents and property owners in the neighborhood and surrounding area. Planning Staff also used social media, email newsletters and postings on the Metro Planning Department’s webpage to promote the meeting schedule, as well as opportunities for participation outside of the meeting schedule in the form of online surveys. All meetings were held at the Midtown Hills Police Precinct.

### **Meeting Schedule and Topics of Discussion**

#### **Meeting #1: Kickoff – Monday October 26, 2015**

Overview of the planning process and visioning session. Participants shared their thoughts on the future character of Music Row with Planning staff and provided an understanding of how interactions within the neighborhood.

#### **Meeting #2: Finding Focus – Tuesday November 10, 2015**

Participants were invited to prioritize ideas related to the preservation of buildings and uses, impacts of tourism on the neighborhood, important issues related to transportation to and around the neighborhood, and opportunities for government support and incentives.

#### **Meeting #3: Refining Ideas – Wednesday December 2, 2015 Survey Results and Ideas for preservation, building form, and community partnerships.**

#### **Meeting #4: Preliminary Recommendations – Monday January 11, 2016**

Planning Staff presented preliminary recommendations for a design plan for the neighborhood and a timeline for refining the recommendations.

## Draft recommendations

### Music Row Cultural Industry District

In May 2016, the National Trust for Historic Preservation released a second report recommending that Music Row be designated as a “cultural industry district” to give local property owners more options to protect the area’s heritage. Managed by a non-profit entity, the district could accomplish the goals of promoting the music industry and related businesses on Music Row.

Other recommendations include:

- » Creating a Music Row Investment Trust
- » Developing a Metro or State government loan guarantee program to assist smaller music businesses
- » Establish a Music Row Historic and Cultural Preservation Fund; and
- » Create a Cultural Legacy Music Row Business Fund.

For more information, please visit [savingplaces.org](http://savingplaces.org).



**National Trust *for*  
Historic Preservation™**

***A New Vision for Music Row:  
Recommendations and Strategies  
to create a  
Music Row Cultural Industry District  
Nashville, Tennessee***



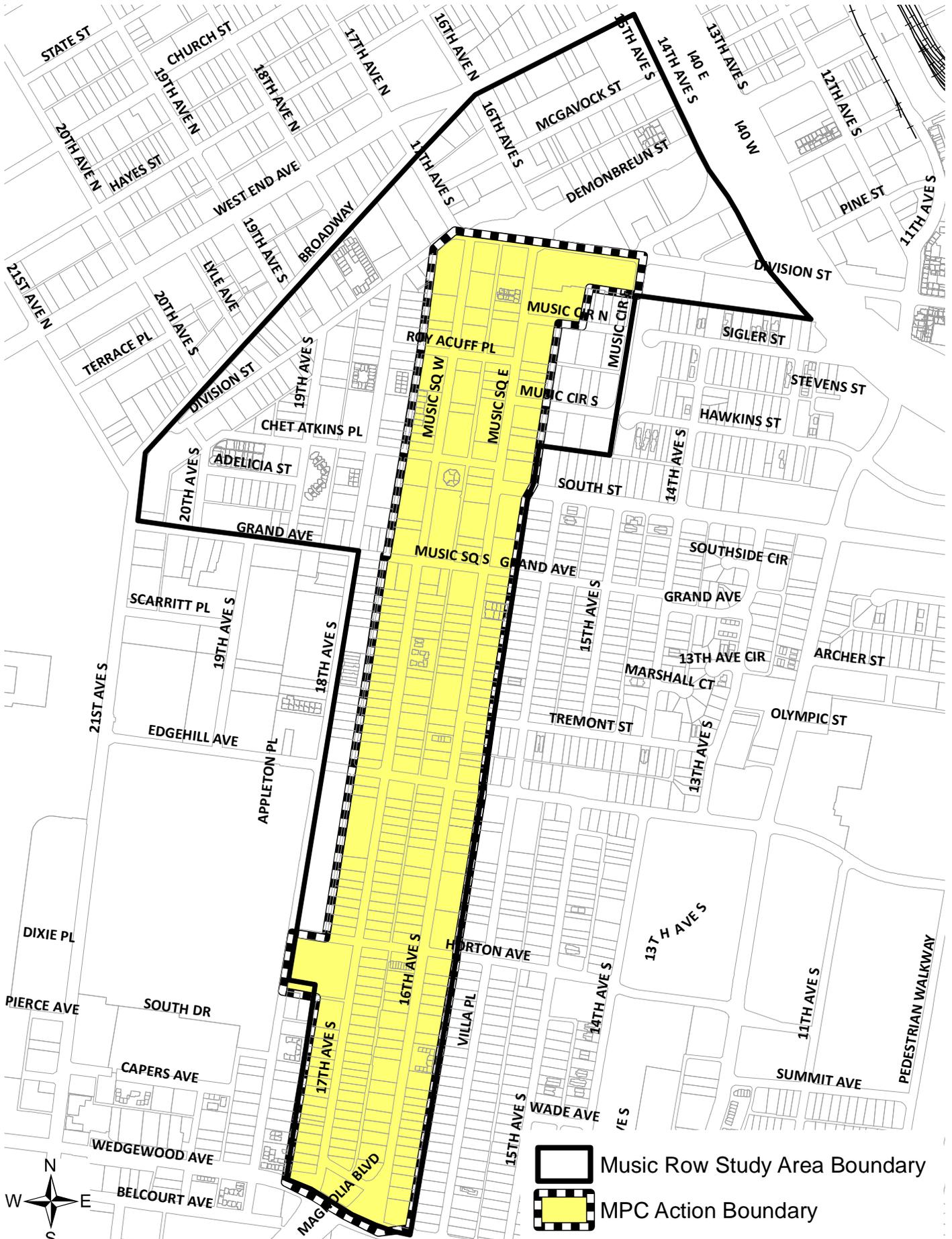


**National Trust *for*  
Historic Preservation**  
*Save the past. Enrich the future.*

**April 2016**

<p><small>Prepared by:</small> Carolyn Brackett Senior Field Officer National Trust for Historic Preservation Nashville, TN 37206 615-226-0078 <a href="mailto:cbrackett@savingplaces.org">cbrackett@savingplaces.org</a></p>	<p>Randall Gross Principal Randall Gross Development Economics Nashville, Tennessee 202-427-3027 <a href="mailto:Rgros@aol.com">Rgros@aol.com</a></p>
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Figure 1-3: Music Row Study Area and



# CHAPTER 2: ENVISIONED MUSIC ROW COMMUNITY CHARACTER

## Guiding Principles

Planning Staff compiled results from the surveys and stakeholder meetings. Overall, the findings are that stakeholders wish to balance new development with preserving the character of the Music Row neighborhood. This desire is reflected in the following goals that staff drafted, based on community feedback and the analysis of current conditions and future trends:

1. **Preserve Music Row's character.** Music Row is a district where the business of music production & publication occurs, and there's nothing like it anywhere else in the country.
2. **Reuse of existing buildings** should support the Music Row community while maintaining neighborhood character. New development will play a major part in helping that happen
3. **Manage tourism.** Music Row should be an entertaining and educational place for tourists to visit, but tourist traffic can't be allowed to interfere with the work that goes on there. A visitors' center, signage, historical markers, and mobile applications

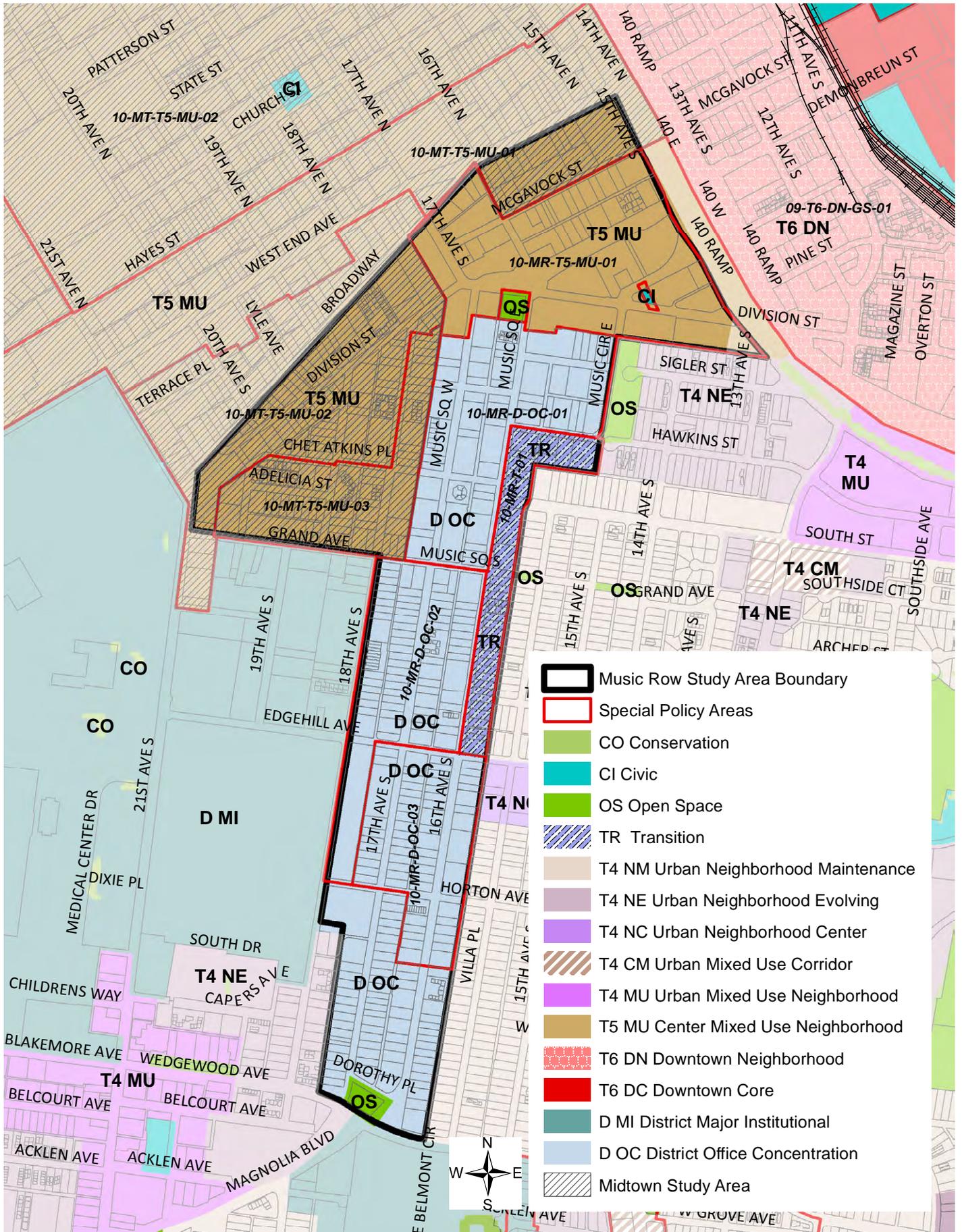
are some possible ways for tourists to learn about the history and culture of Music Row without disrupting business and creative activities.

4. **Encourage creativity and collaboration** within the music community by providing incentives for affordable and unique creative and performance spaces along Music Row.
5. **Preserve and enhance the streetscape.** Music Row's compact and walkable nature have been an essential part of the business and creative process – new development should respect that and continue to provide a pleasant, pedestrian-oriented environment.

For additional information about the Music Row community meeting process, please see chapter 1.



Figure 1-4: Community Character Policies



## **Community Character Policy Map**

The DDP sets the stage for individual property owners or groups of owners to change their zoning to fully realize the future vision. The DDP is the first step toward rezoning a site or larger area to new zoning district. It applies specific policy guidance to guide decisions on future zone change and subdivision requests. Zone changes are the primary tool that is used to implement the DDP, since they actually regulate development on sites.

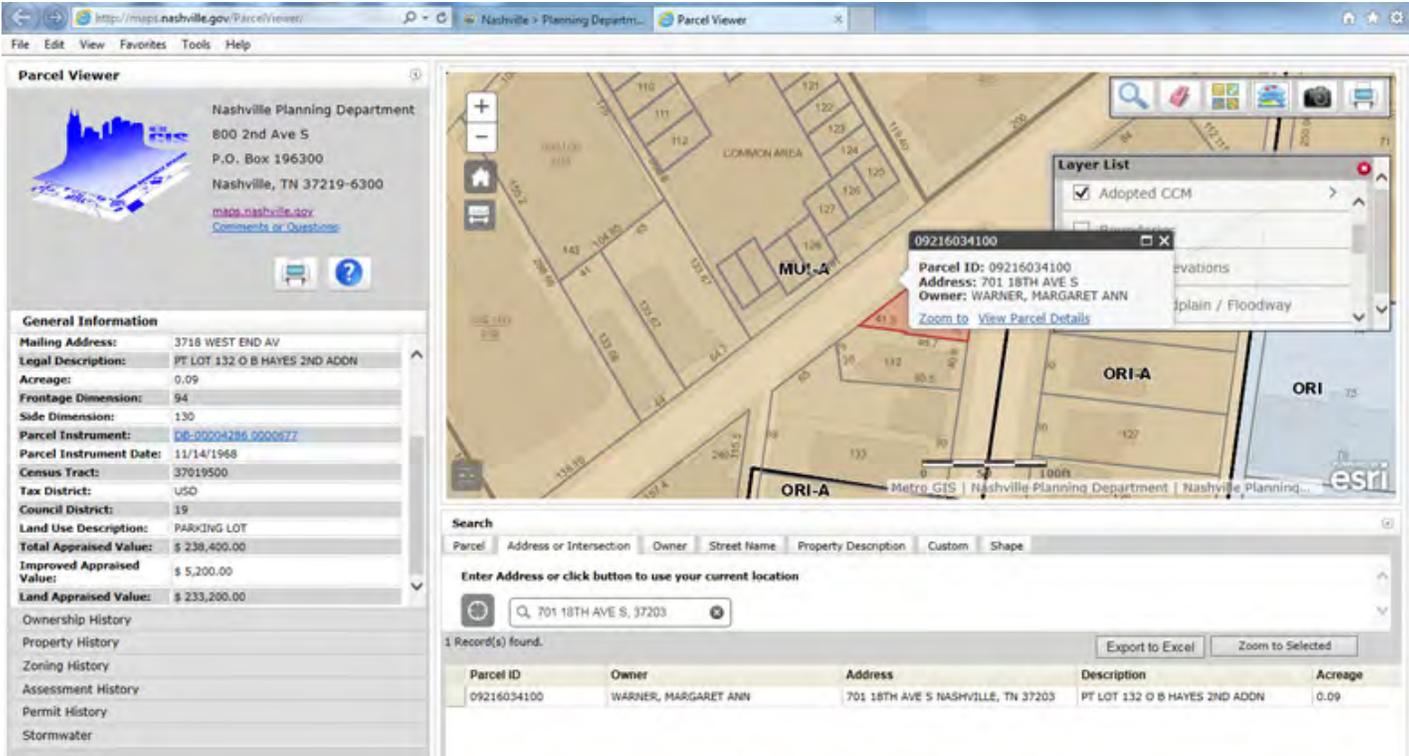
The small version of the *Community Character Policy Map* found on Figure X is followed by brief summaries of each of the Community Character Policies mapped in the Music Row community. The full Community Character Policies are online at: <http://www.nashville.gov/Planning-Department/Community-Planning-Design/CCM.aspx>. The brief CCM policy descriptions in this chapter are followed by the Special Policies for each Special Policy Area in the Music Row Community.

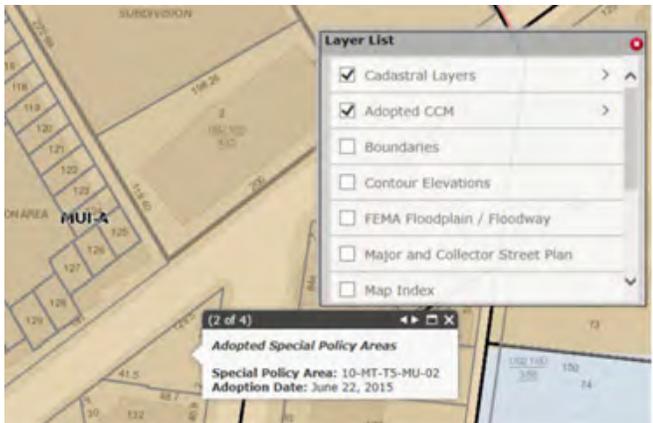
The section below describes how to use the policy maps and text to determine what guidance applies to a particular site of interest.

### How to Use the Maps in the Music Row Detailed Design Plan

The Music Row DDP includes a series of maps, some of which are best accessed online at <http://www.nashville.gov/Planning-Department.aspx> under the Mapping and GIS menu. Open up the Mapping and GIS Menu and choose Interactive Maps. Then open up the New Parcel Viewer and accept the Disclaimers.

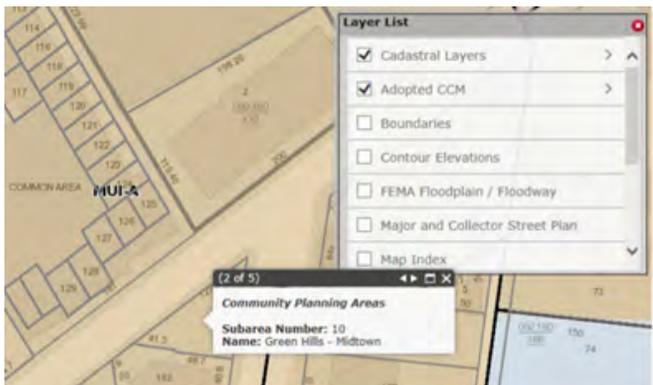
The Parcel Viewer map on the Planning Department website contains several layers of information, including the Community Character Policies and any Special Policies within the area. Follow the steps below to determine the policy guidance that applies to a given site of interest:



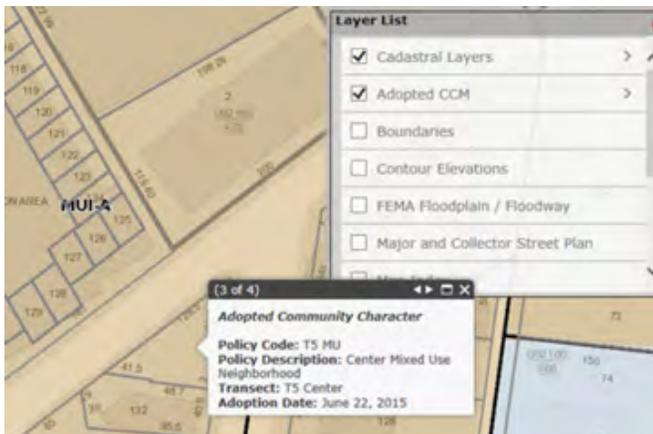


**Step 1** – Search for the property you are interested in by using the Search tool (magnifying glass icon). Once you have located the property, you will be able to find basic information about the property, such as acreage, ownership, and zoning.

The Search feature will zoom in to the property. To find out the Community Character Policy, use the Layer List tool to turn on the Community Character Policy and Special Policies to determine what the policies are for the property. Zoom out a little and select the Layers icon as shown below.

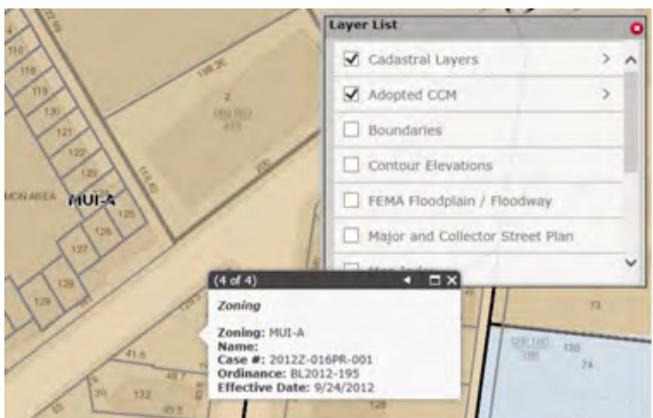


Click on the parcel to highlight it and you will see a white arrow appear at the upper right of the parcel information box. You will now be able to advance through the records to find out the Community Character Policy and any Special Policies that apply to the property. The records will also display the property's current zoning. The zoning regulates what can be built on the property today, as opposed to the Community Character Policy and any Special Policies, which guide Planning's recommendations when someone applies to change their property's zoning.



**Step 2** – Read the Community Character Policy in the CCM.

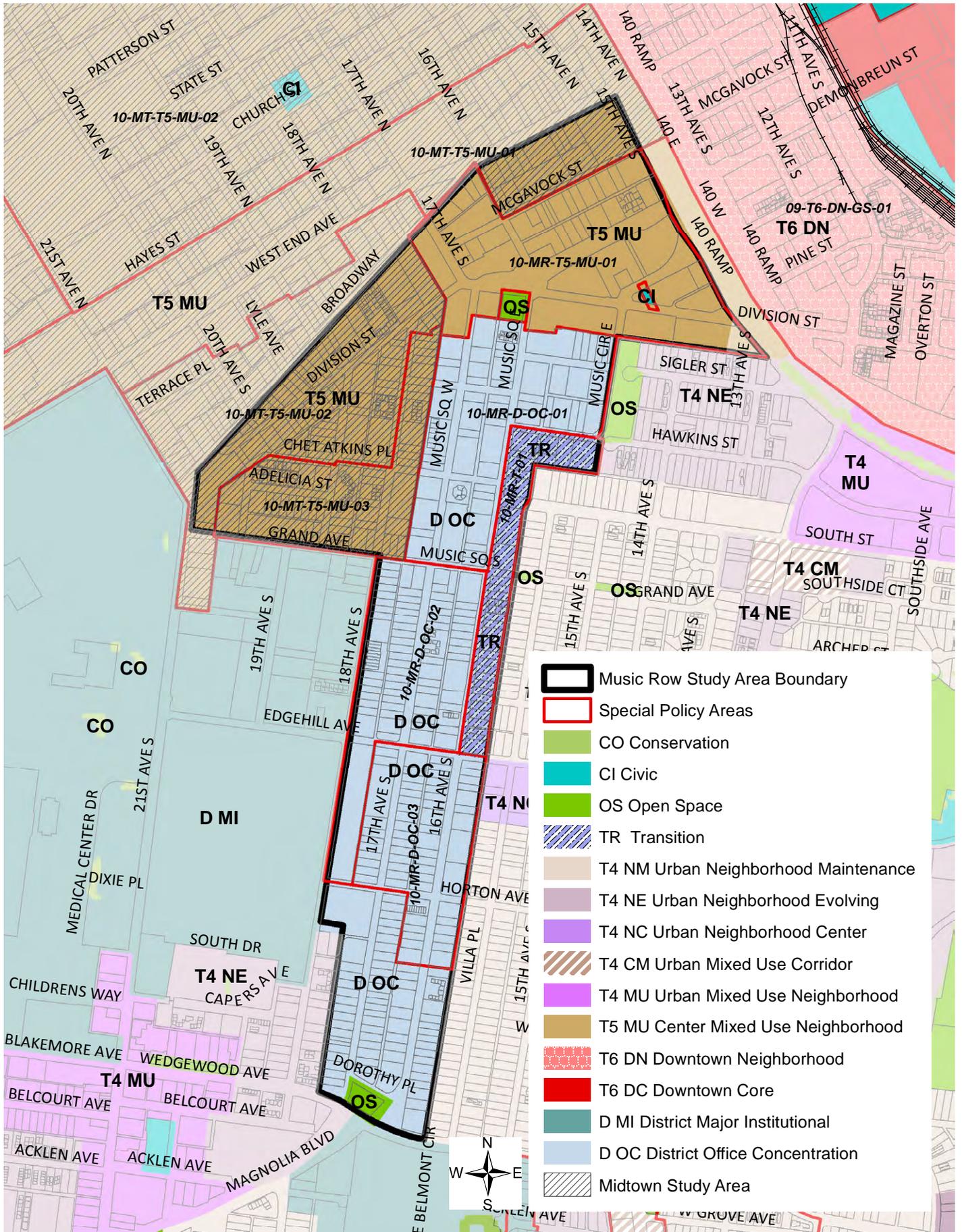
The CCM is online at: <http://www.nashville.gov/Planning-Department/Community-Planning-Design/CCM.aspx>. It provides guidance on a variety of design principles, appropriate zoning districts, and building types for each Community Character Policy Category.



**Step 3** – Read any applicable Special Policies mapped for the property of interest in the Music Row DDP. Because it is a detailed study, most of the Music Row Study DDP is covered by Special Policies. The Special Policy Areas (SPAs) are identified by red outlines on the map that are coded with letters and numbers. The Special Policy Area numbers correspond with the Special Policies in the text of this document.

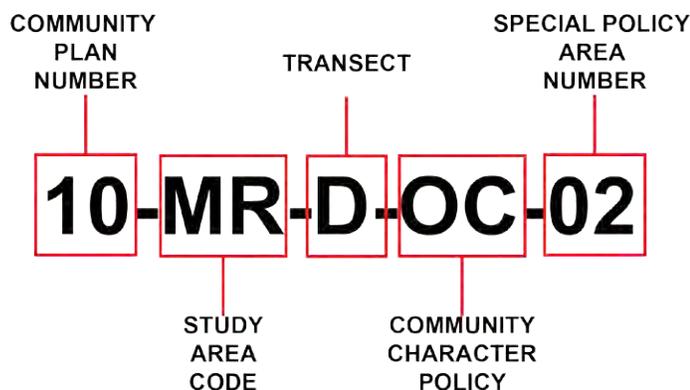
The SPAs have policy boundaries that are identified by the development patterns (lot sizes, spacing of buildings,

Figure 1-5: Community Character Policies



in some instances density and intensity, and zoning), and unique features in the area. Each of these areas has been assigned a Special Policy Area number. An example of a Special Policy Area number is 10-MR-D-OC-02. The 10 identifies the community planning area. The Music Row Community is part of the larger Green Hills-Music Row Community, coded with the number 10. The MR identifies that the area is within a Special Study Area within the larger Green Hills-Music Row Community Plan (MR = Music Row). The D identifies the Transect Category. In this case the Transect Category is D District. The OC identifies the Community Character Policy. In this case the Community Character Policy is Office Concentration. Finally, the 02 identifies the Special Policy Area. In this case, it is Area 2. See Figure X. Note that there may be areas with the same Community Character Policies applied in different neighborhoods or areas that are noncontiguous, but because the character is the same, their Special Policy Area Numbers are the same.

**Figure 1-6: Example of a Special Policy Area Code**



## Community Character Policies

### T5 Center Mixed Use Neighborhood

T5 Center Mixed Use Neighborhood (T5 MU) policy is intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

The T5 MU policy in the Music Row Study Area is divided into two areas. The first is the part of the Music Row Study Area that overlaps part of the Midtown Study Area. The Midtown Study was adopted by the Planning Commission on March 22, 2012 following an extensive community participation process. The Midtown Study divides the Midtown area into several Special Policy Areas (outlined in red) that provide detailed urban design guidance about matters such as building heights, sidewalks, streetscaping, and appropriate placement of surface and structured parking. The Midtown Study Special Policy Areas that overlap the Music Row Study Area are numbered 10-MT-T5-MU-01, 10-MT-T5-MU-02, and 10-MT-T5-MU-03. Each of these Special Policy Areas supports a different maximum building height. Soon after the Midtown Study was adopted, the Planning Department worked with Midtown property owners and the area’s District Councilmembers to rezone most of Midtown to better implement the Special Policies.

The T5 MU area in the Music Row DDP that is *not* part of the Midtown Study Area is labeled 10-MR-T5-MU-01 on the Music Row Community Character Policy map, Figure 3 on page X.

## **District Office Concentration**

D Office Concentration (D OC) is intended to preserve, enhance, and create Districts where office use is 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. D OC policy is currently applied within the study area to properties south of Division Street, from Sigler Street to Wedgewood Avenue, and east of Music Square West, from Music Square West to the alley between Villa Place and 16th Avenue South.

## **Civic**

Civic (CI) policy is intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and increase in cost. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

## **Open Space**

Open Space (OS) policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

## **Transition**

Transition (TR) policy is intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.

The part of the existing D OC policy area that is recommended to change to Transition Policy is south of Music Circle South, to Edgehill Avenue and properties with frontage on 16th Avenue North.

Music Row Stakeholders should utilize existing preservation tools provided by the National Trust for Historic Preservation and the Metro Historical Commission to encourage preservation of historically significant structures along Music Row. The study underway by the National Trust for Preservation and Randall Gross/Development Economics may reveal additional tools to encourage preservation of historically significant structures, in addition to financial incentives to encourage the preservation and the cultivation of music related businesses and spaces along Music Row.

## **Special Policy Areas**

### **General Use**

To address the goals of balancing growth and preservation along Music Row, additional density and intensity is appropriate in strategic locations, in order to preserve what is considered the heart of Music Row. The proposed draft Special Policy Areas acknowledge the diversity of development along Music Row, but also identify areas appropriate for additional density and intensity. The identification of the need for Special Policy

Areas is based on the three key factors:

- » The existing development pattern;
- » The existing building types;
- » And/or the future potential.

Design standards are established for the study area as a whole as well as for each area in the following sections.

## Guidance for all areas

### *Building Heights and Step Backs*

Supported building heights are calibrated to create appropriate intensity and density, and transitions between the Special Policy Areas of the Music Row Detailed Design Plan. Taller buildings are more appropriate near the Demonbreun roundabout, the interstate the Gulch, and Midtown (Areas 1 and 2a). In these areas, building step backs are recommended to help maintain a pedestrian friendly streetscape and minimize a tunneling affect along the street.

Mid-rise buildings (of typically eight stories) form a transition from the more intense areas to the lesser intense ‘heart’ of Music Row (10-MR-D-OC-02 and 10-MR-D-OC-03). Buildings that are along the edge of Music Row, adjacent to the primarily single family pattern of the Edgehill neighborhood to the east, are in the Transition Community Character Policy; and should decrease in height and scale along the edge between Music Row and the neighborhood of Edgehill (10-MR-T-01).

- » 10-MR-T5-MU-01 – Up to 20 stories with step backs\*
- » 10-MR-D-OC-01 – Up to 8 stories with step backs
- » 10-MR-D-OC-02 – Up to 5 stories
- » 10-MR-D-OC-03 – Up to 3 stories
- » 10-MR-T-01 – Up to 5 stories with design guidance for transition to Edgehill Neighborhood

\*Staff is studying existing conditions on Music Row to determine appropriate step backs in each area. Step backs within each area will be context-sensitive.

### *Building Frontage and Streetscape*

Building frontage and streetscape standards help to ensure a more pedestrian friendly public realm by specifying how the building face addresses the street. They create transitions and interactions between the private and public realms. Streetscape standards typically guide appropriate sidewalk widths, standards for frontage zones (e.g. outdoor dining and patio spaces), planting strips, on-street parking, and street trees.

**Build-to zones** ensure the appropriate placement of buildings façades and elements including porches, stoops, balconies, stairs and awnings. In an urban setting such as Music Row, buildings are placed closer to the street within shallow setbacks, and active ground floor uses along primary, secondary, local streets and open space produce a more engaging experience for pedestrians. An active ground floor use should be a habitable space occupied by retail, office, residential, institutional or recreational uses, specifically excluding parking and mechanical uses. This space should have a depth that could reasonably accommodate a small office or commercial space. Buildings should be placed so that at least one primary pedestrian entrance is oriented to the street or open space. If the building is located on a corner, the entrance should be at the corner or on the primary street. Buildings located at the intersection of two streets should address both streets with architectural and massing elements. These elements could include porches, windows, and other façade projections or features. In order to encourage and maintain engagement with the public realm, raised foundations should be at a pedestrian scale.

**Building façades** should be designed and articulated in such a manner as to avoid long, blank facades facing a public street. Glazing should also be sufficiently transparent in order to provide views into the interior of the building. This could include windows, doors or other treatments. Building materials and finishes should be constructed of durable materials that do not imitate other materials.

### *Parking and Access*

Vehicular parking needs should be fulfilled in a manner that is visually appealing and sensitive to the pedestrian environment. Above ground parking garages may be inevitable due to the size and depth of lots along Music Row. Therefore, the Special Policies will require garages to be lined with active retail, residential, or office uses to screen parking structures from the street. Habitable liner spaces are encouraged on all street frontages. Upper level façade treatments/cladding is required on all street frontages and should integrate or complement the architectural characteristics of the habitable portion of the building and the surrounding built context.

Valet and “drop-off” areas should be located within the right-of-way when space allows. If not provided within the right-of-way, valet and drop-off areas should be located internal to the development. Access to development and parking areas should be from alleys or less prominent streets to minimize pedestrian and vehicular conflict points. Where driveways to parking facilities or drop-off areas cross the sidewalk corridor/pedestrian realm, priority should be given to the pedestrian realm through the use of bollards or other protective devices and by distinguishing between the vehicular lane and pedestrian areas.

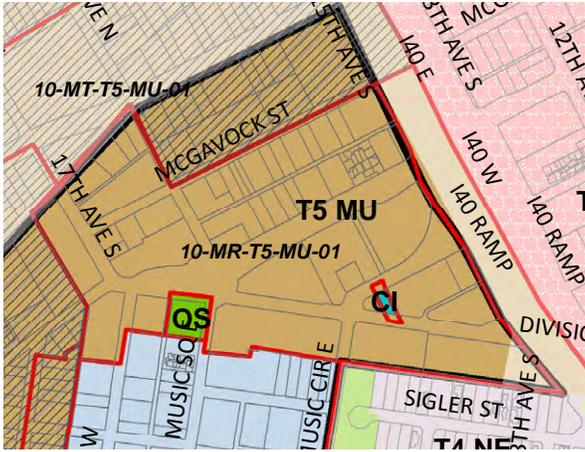
### *Lighting and Landscaping*

Lighting and landscaping standards should soften the visual impact of development and provide a greater level of comfort to pedestrians. Unified pedestrian scaled lighting standards are appropriate for Music Row as a business district. Landscaping should also be characteristic of an urban area with elements such as street trees and Low Impact Development (LID). LID strategies for urban areas include pervious pavers, green roofs, cisterns, and rain gardens. These strategies should be integrated into developments and complement the built-to-zone relative to the sub-district.

### *Proximity to National Register or National Register Eligible Property*

New development adjacent to National Register or National Register Eligible properties should effectively provide a transition in scale, massing, and design to the NR or NRE designated property. A successful transition may address such elements as adequate separation, establishment of a thoughtful back-to-back or side-to-side relationship between developments, a reduction of height and massing towards lower scale buildings, and using a building type complimentary to the adjacent structure’s form.

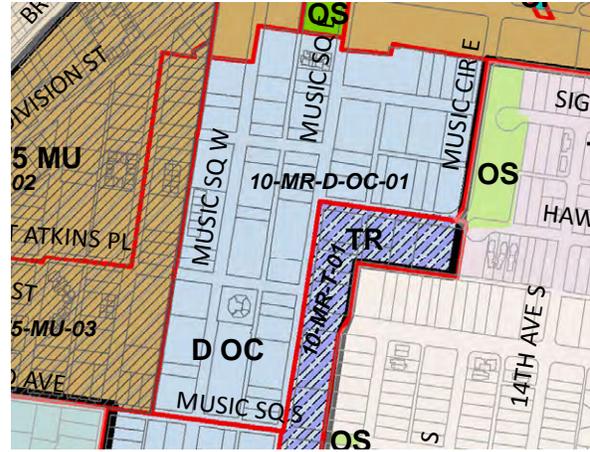
## Music Row Special Policy Areas



### 10-MR-T5-MU-01

This area around the roundabout has seen lots of recent development in the form of tall residential buildings and hotels. Once the home of tourist attractions on Music Row, it is now the link between the Gulch and Midtown. It is bounded by the interstate to the east and includes properties fronting the south side of Division Street, the west side of 17th Ave South, the south side of Broadway, the west side of 16th Avenue South, and the south side of McGavock Street.

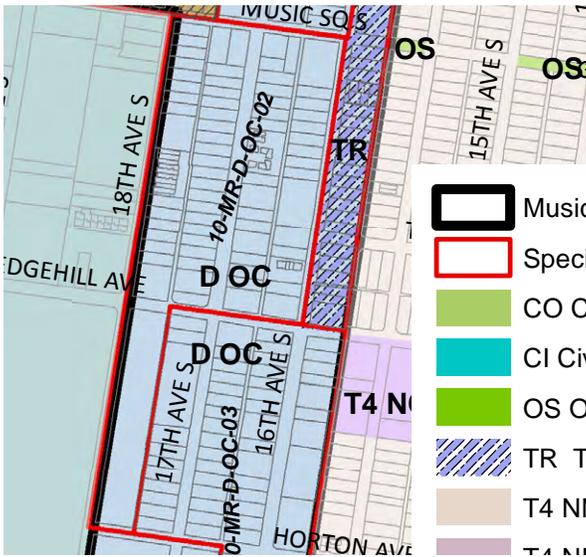
- » 20 Stories Maximum height
- » Front Build-to Zone: 0-15 ft.
- » Rear Setback: 5 ft. MIN
- » Stepback:
  - » Along Broadway, Demonbreun or Division St (from I-40 to Roundabout): 5 stories at setback, 15 ft. stepback
  - » Along McGavock: 5 stories at setback, 20 ft. stepback



### 10-MR-D-OC-01

This area is considered the Gateway to Music Row; it includes the portions of 16th and 17th Avenues South that were renamed Music Square East and Music Square West in the 1970s as part of the Music Square rebranding. There are larger parcels in the area, which was home to the larger record companies for a time. Recent residential development in the area includes Music Square Flats. The area includes properties south of Division Street (except those fronting the south side of Division Street) and properties fronting: the west side of Music Circle East, the north side of Music Circle South, the west side of Music Square east, the north side of Music Square South, and the west side of Music Square West. Within this area, Spence Manor Condominium is historically significant and should be protected.

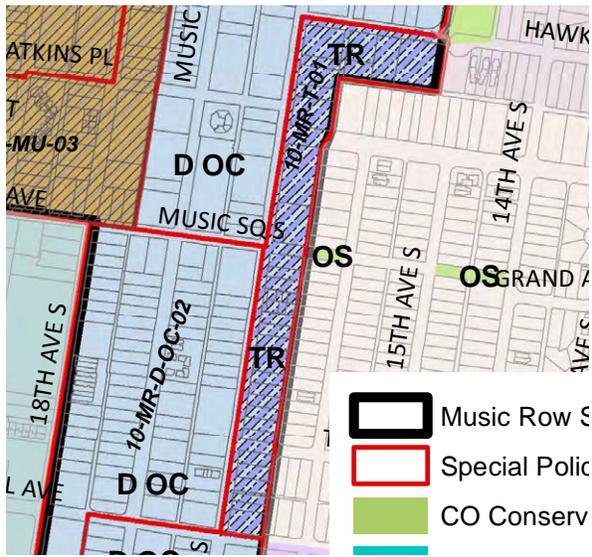
- » Maximum height: 8 Stories
- » Front Build-to Zone: 15-20 ft.
- » Rear Setback: 5 ft. MIN
- » Stepback:
  - » Along 16<sup>th</sup> Avenue S./Music Square East & 17<sup>th</sup> Ave S./Music Square West: 3 stories at setback, 15 ft. stepback



### 10-MR-D-OC-02

This area is bounded to the north by Music Square South, to the east by 16th Avenue South, to the south by Edgehill Avenue, and to the west by 18th Ave South; it includes the properties fronting the east side of 18th Avenue South between Edgehill and Horton Avenues.

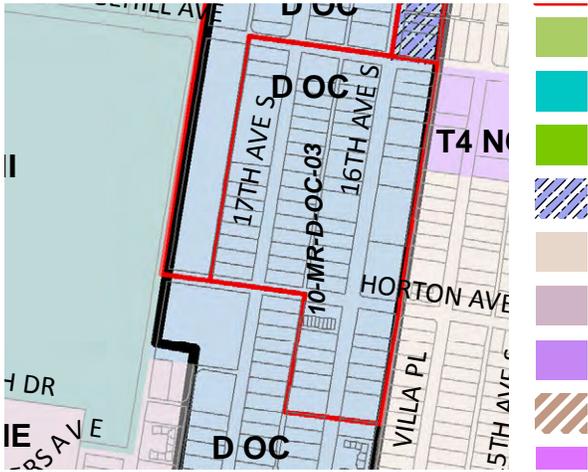
- » Maximum Height: 5 stories
- » Front Build-to Zone: 15-20 ft.
- » Rear Setback: 5 ft. MIN
- » Stepback:
  - » Along 16th & 17<sup>th</sup> Ave S (Music Sq. E.): 3 stories at setback, 15 ft. stepback



### 10-MR-T-01

This area is located between Music Circle South and Edgehill Avenue. It is a buffer and transition between Music Row to the west and the Edgehill neighborhood to the east. It includes properties fronting on the south side of Music Circle South and the east side of 16th Avenue South.

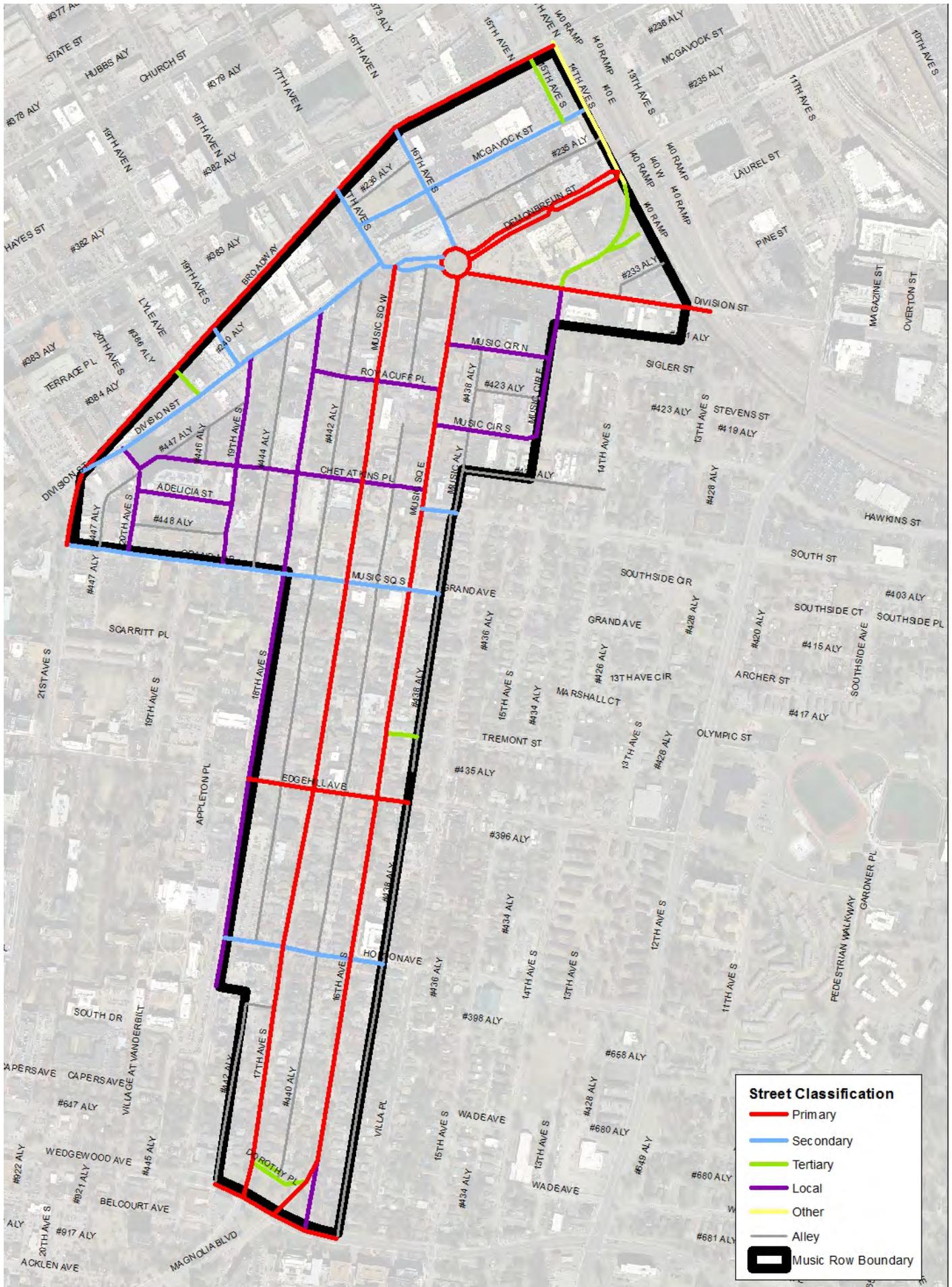
- » 5 Stories Maximum Height; with extra transition
- » Front Build-to Zone: 15-20 ft.
- » Rear Setback: 5 ft. MIN
- » Stepback:
  - » Along 16th & 17<sup>th</sup> Ave S (Music Sq. E.): 3 stories at setback, 15 ft. stepback



### 10-MR-D-OC-03

This area is located between Edgehill Avenue and the South Music Row Neighborhood Conservation Overlay District, including properties fronting the west side of 17th Avenue South between Edgehill and Horton Avenues. Note that the South Music Row Neighborhood Conservation Overlay District has separate standards for the properties within its boundaries.

- » 3 Stories maximum height
- » Front Build-to Zone: 30-40 ft.
- » Rear Setback: 5 ft. MIN



## Street Character Type

### Primary

Primary Streets provide more intense, urban development including shallow build-to zones accommodate high levels of pedestrian, vehicular, and transit activity. Pedestrian comfort on these streets is of the highest importance. Active uses – residential, retail, restaurant, or office – on the ground floor of buildings enhance pedestrian safety and interaction. Primary Streets in mixed use areas also have the highest level of urban activity such as outdoor dining, retail displays, and community activities like markets, parades, and festivals. Vehicular access to parking lots and parking structures, and “back of house” functions are strongly discouraged.

Primary Streets in mixed use areas have a continuous street wall and sidewalks that are generally 16 feet wide. The sidewalk should provide room for features such as street trees, benches, trash and recycling receptacles, and bicycling parking as well as clear travel path for pedestrians. Street trees protect people and infrastructure from the sun and rain, reduce stormwater runoff and air pollution, and provide aesthetic value to the city. On Primary Streets in mixed use areas the use of tree wells and grates is typically more appropriate than landscape planters.

On Primary Streets in residential areas, the street wall is more intermittent allowing more space between buildings and sidewalks may be narrower than in mixed use areas. Buildings may be set back farther from the street than in mixed use areas, allowing for small front yards and transitions into buildings. Tree wells, landscape planters, and grass strips are appropriate on these streets.

### Secondary

Secondary Streets have moderate levels of pedestrian, vehicular, and transit activity. Secondary Streets may be mixed-use, commercial, or residential in character. The build-to zone is generally shallow and building heights are limited. Vehicular access to parking lots and parking structures is allowed. When “back of house” functions are located on Secondary Streets, significant efforts should be made to reduce the impact on adjacent properties and the sidewalk. In mixed-use areas, a continuous street wall should be maintained and sidewalks are generally 14 feet wide. Tree wells and landscape planters are appropriate on mixed use Secondary Streets.

On Secondary Streets in residential areas, the street wall is more intermittent allowing more space between buildings and sidewalks may be narrower than in mixed use areas. Buildings may be set back farther from the street than in mixed use areas, allowing for small front yards and transitions into buildings. Tree wells, landscape planters, and grass strips are appropriate on these streets.

### Tertiary

Tertiary Streets are less important than Primary and Secondary Streets. Tertiary Streets are the appropriate location for “back of house” functions. Sidewalks are typically five feet with a four-foot planting area against the curb, or nine feet with street trees in tree wells. Care should be taken to make these streets as pedestrian-friendly as possible while accommodating loading and access needs.

### Local

Local Streets are the smallest streets in neighborhoods. They may be residential, commercial, or mixed-use in

character. The build-to zone is appropriate for the associated land uses and the scale of the neighborhood. Vehicular access is less formal. Sidewalks are typically five feet with a four-foot planting area against the curb or nine feet with street trees in tree wells. An additional four-foot frontage zone between the sidewalk and the building may also be necessary for items such as ground floor commercial, stoops and stairs, or landscaping.

## **Alleys**

Alleys are service roads that provide shared access to properties. Alleys are used by vehicles and bicyclists as parallel routes to arterials and collectors. Design speeds should not exceed 15 mph because of access points, loading zones, etc. Where alleys exist and are in working condition, or where new alleys can be created, alleys are the preferred area for “back of house” functions and vehicular access. Public utilities and access to mechanical equipment, trash and recycling should be located on alleys whenever possible. Dilapidated or insufficient alleys are improved to current standards in association with new development. Alleys should be brought up to the latest Metro standards with 18’ pavement width and 20’ right-of-way. This may require additional right-of-way as properties are redeveloped.

The alley system in Music Row functions as a secondary local street system in some aspects. While alleys are the back of house to many Music Row businesses they also have often been how celebrities arrive to go unnoticed and serve as a gathering place. Alley design should take into consideration ways to make them more functional and pedestrian friendly, such as green infrastructure and living alleys concepts. Living alley concepts include shade trees, native plants and rain gardens, porous pavement, way-finding and shared-use signage, joint compost and recycling stations, appropriate lighting and locating alley housing or in-home businesses on the alley. A living alley serves all the functions of a regular alley, but incorporates these concepts to make it a safe and inviting place for pedestrians.

# CHAPTER 3: IMPLEMENTATION

The Music Row Detailed Plan will be implemented through the efforts of numerous stakeholders. While Metro Planning Department staff will use the Music Row Detailed Plan to provide guidance on future zone change and subdivision decisions, community stakeholders can also use the document to champion development projects that meet the vision and goals of the Music Row Detailed Plan and to seek funding for community-led implementation projects.

The Music Row Plan is primarily implemented as private property owners make the decision to rezone and/or subdivide their property. As they decide to develop or redevelop land, the Community Character Policies in this plan provide guidance on how that development or redevelopment should take shape. As a result, much of the change proposed in the Music Row Detailed Plan is market-driven – when individual property owners decide that the time and market are right for development or redevelopment, they take action, which is guided by the Community Plan.

There are, however, many recommendations in the Music Row Detailed Plan that can be implemented outside of private development with the initiative of community stakeholders – residents, business owners, property owners, institutional representatives, and elected and appointed officials. The stakeholders can use the guidance in the Music Row Detailed Plan and the National Trust for Historic Preservation’s report, “A New Vision for Music Row: Recommendations and Strategies to Create a Music Row Cultural Industry District,” as a starting point in pursuing grants for a variety of projects, such as streetscape improvements. Stakeholders can also use the information in these documents to “pitch” their community to new businesses and potential developers highlighting Music Row’s many assets which may also lead to successful implementation of the community’s vision.

## Zoning

Community Plans are primarily implemented as private property owners make the decision to rezone, subdivide, seek an exception to zoning rules or develop their property. Metro Planning will use the Music Row Detailed Plan whenever a zone change or subdivision request is made within the study area. When these applications are made by the private property owners, they are reviewed by the Metro Planning Department and several other Metro Departments involved in the development process.

Metro Planning Staff reviews the proposed zone change or subdivision request to determine how well it conforms to the guidance of the Community Character Manual, the Green Hills/Midtown Community Plan and the Music Row Detailed Plan, the latter describing any special policies that are applied in addition to language in the community plan. Metro Planning Staff provides a recommendation to the Metro Planning Commission – a ten-member board of volunteers appointed by the Mayor and confirmed by Metro Council – on subdivision requests, and the Commission makes the final decision on subdivisions. Metro Planning Staff provides a recommendation to the Metropolitan Planning Commission on zone change requests and the Commission makes a recommendation to the Metropolitan Council, which makes the final decision on zone changes.

To ensure that the design objectives associated with the Community Character Policies are realized through new development, rezoning is needed to actually achieve these objectives. Zoning determines “bulk standards” of new development by setting standards for setbacks, height, height control plane, and density (units per acre) or intensity (square footage based on property size). These standards vary from zoning district to zoning district, and occasionally from street type to street type.

## **Specific Plan (SP) Zoning**

Planning Staff recommends the use of Specific Plan Zoning to obtain the objectives of the Music Row Detailed Design Plan. In October 2005, the Metropolitan Council adopted a resolution establishing “Specific Plan District,” generally known as “SP,” zoning. SP zoning is a base zoning district, not an overlay, which is not subject to traditional zoning districts’ development standards. Under an SP zoning, design standards are established for that specific development and are written into the zone change ordinance. Developers who use SP zoning must still follow historic and redevelopment guidelines, subdivision and storm water regulations, and the goals and objectives of the General Plan. With the adoption of the Music Row Detailed Design Plan, the developers must also follow the guidelines established therein.

A number of participants in the Music Row planning process expressed concerns about SP zoning being used to “bend the rules” for developers. Analysis of the area determined that the number of SP zonings in and around the study area numbered 12 since 2008, out of 30 projects by developers seeking a rezoning in the area.

## **Current/base zoning**

The majority of the Music Row Study area is zoned ORI (Office and Residential Intensive), which is intended for high intensity office and/or residential multi-family uses, with limited retail, or OR20, which is Office and Residential intended for office and/or residential multifamily uses up to 20 dwelling units per acre.

## Music Row Code – a potential tool for implementing the Music Row Detailed Design Plan

On the following pages is a draft concept for implementing the Music Row Detailed Design Plan. Should the decision to follow this recommendation be made, additional community engagement and development of the MRC would be required.

The Music Row Code (MRC) review process could assist in the preservation of NR/NRE structures and provide more public oversight should NR/NRE properties be redeveloped. All properties within the MRC District would be required to follow the review process for new construction, additions, rehabs, and/or demolition. If the demolition of an NR/NRE property occurs illegally prior to detailed concept plan approval, then Planning Staff would recommend that the applicant be required to wait one year before beginning the review process.

In this scenario, an applicant should contact the Planning Department to determine if the property is NR/NRE and to be directed on which process to follow, prior to submitting drawings or an application.

### NR/NRE Properties

**Step 1:** It would be strongly encouraged that applicants meet with the Planning Department prior to submitting any drawings. This could help an applicant avoid unexpected problems and expenses by discussing the project while it is still in the design phase.

**Step 2:** Prior to applying for a demo or building permit, applicants would be required to submit drawings to the Planning Department for a Detailed Concept Plan Review. These drawings could include a site plan, all exterior building elevations, and a landscape plan, for example. The Planning Department would review the detailed concept plan drawings for compliance with the MRC and make a recommendation of approval or disapproval to the Music Row Code Design Review Committee (MRC DRC).

**Step 3:** The MRC DRC would review the detailed concept plan drawings for consistency with the MRC and to determine the appropriateness of the development project based on context and historical significance. The MRC DRC would then make a determination of approval or disapproval. Any determination made by the MRC DRC regarding the standards of the MRC may be appealed to the Planning Commission by the applicant or Planning Department.

**Step 4:** If the project is for an addition or rehab and does not require demolition, then the applicant would proceed to Step 5. Upon detailed concept plan approval from the MRC DRC, the applicant may submit a demo permit application with the Codes Department.

**Step 5:** Upon detailed concept plan approval from the MRC DRC and prior to applying for a building permit, applicants would submit a Final Site Plan application with the Planning Department. The Planning Department would review the final site plan for consistency with the approved detailed concept plan. The final site plan would be reviewed and approved by all departments prior to the issuance of a building permit.

**Step 6:** Upon final site plan approval from all departments, the applicant may submit a building permit application with the Codes Department.

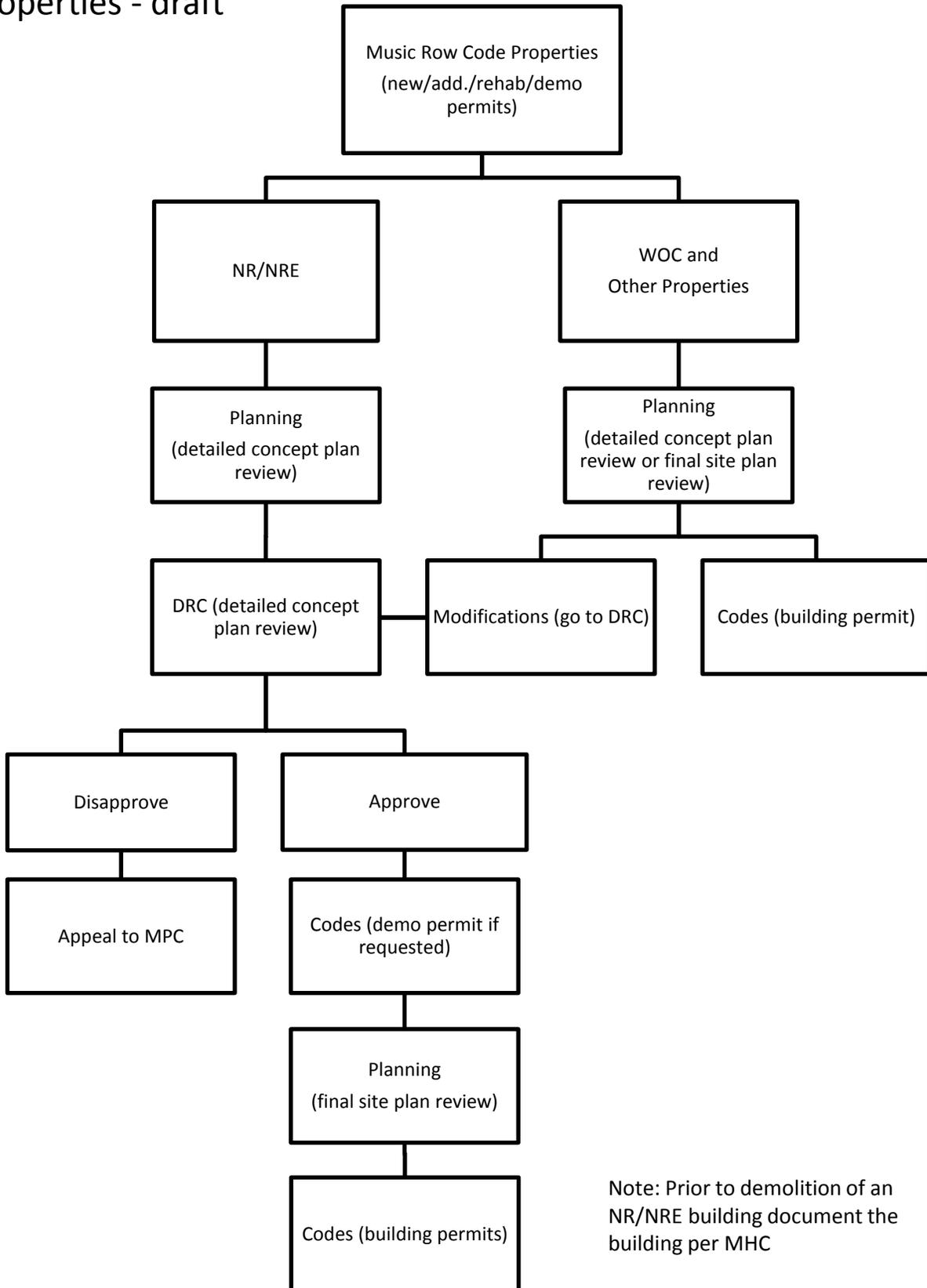
### WOC and Other Properties

**Step 1:** It would be strongly encouraged that applicants meet with the Planning Department prior to submitting any drawings. This would help an applicant avoid unexpected problems and expenses by discussing the project while it is still in the design phase.

**Step 2:** Prior to applying for a building permit, applicants would have the opportunity submit drawings

# Review Process for Music Row Code Properties - draft

\* If demolition of an NR/NRE property occurs prior to concept plan approval the applicant must **wait one year from the demo date** before beginning the review process.



Note: Prior to demolition of an NR/NRE building document the building per MHC

to the Planning Department for a Detailed Concept Plan Review. These drawings could include a site plan, all exterior building elevations, and a landscape plan, for example. At this time, the applicant may instead choose to submit a Final Site Plan application rather than going through Detailed Concept Plan Review. The Detailed Concept Plan Review would help to ensure that issues are addressed prior to submitting an application for Final Site Plan Review. The Planning Department would be assigned the task of reviewing drawings for compliance with the MRC. The final site plan would be reviewed and approved by all departments prior to the issuance of a building permit. If the applicant chooses to seek a modification to the standards, they would need to proceed to Step 3. If the applicant does not need a modification, they could proceed to Step 4.

**Step 3:** Based on site-specific issues, an applicant could seek modifications to the standards of the MRC. Any standard within the MRC could be modified, as long as the intent of the standard is being met, the modification results in better urban design for the neighborhood as a whole, and the modification does not impede or burden existing or future development of the adjacent properties. The Planning Department would make a recommendation of approval or disapproval for the modification request to the MRC DRC. The MRC DRC would then make a determination of approval or disapproval. Any determination made by the MRC DRC regarding the standards of the MRC could be appealed to the Planning Commission by the applicant or Planning Department.

**Step 4:** Upon final site plan approval from all departments (and modification request approval from the MRC DRC if applicable), the applicant may submit a building permit application with the Codes Department.

## Music Row Code Design Review Committee (MRC DRC)

If a Music Row Code is created, a Design Review Committee would need to be created to review detailed concept plans and modifications for consistency with the Music Row Code and to determine the appropriateness of a development project based on context and historical significance. The MRC DRC would recognize that interpretation of the intent of design standards of the MRC from time to time requires the exercise of judgment, and that feedback from community representatives may provide valuable insight in the exercise of that judgment. MRC DRC members could include representatives from the following organizations:

- » Metropolitan Historical Commission
- » Neighborhood Association
- » Historic Nashville Inc.
- » Metropolitan Development and Housing Agency (MDHA)
- » A music industry representative
- » A Vanderbilt University representative
- » A Belmont University representative
- » Music City Music Council
- » Edgehill Neighborhood representative
- » A property owner in the South Music Row Neighborhood Conservation Overlay District
- » A Council representative
- » A design professional
- » Other organizations or agencies as identified by the process of creating the MRC

## Historic Preservation

There are several local tools available that can be used to preserve historic resources and sites. These tools include historic overlay districts (historic preservation, neighborhood conservation and, historic landmark), honorary designations and financial incentives. The Metropolitan Historical Commission staff is available to assist the Music Row Community and its individual property owners if there is a desire to use these tools.

The Metropolitan Nashville Historic Zoning and Historical Commissions work with the Planning Department in the review of development applications and their potential 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 define the various designations used by the Metropolitan Nashville Historical Commission:

### *National Historic Landmark Designation*

National Historic Landmarks (NHLs) are nationally significant historic places designated by the Secretary of the Interior because they possess exceptional value or quality in illustrating or interpreting the heritage of the United States. The listing is honorary and does not change property rights.

### *National Register of Historic Places Designation and Eligible National Register Designation*

National Register of Historic Places (NR) designation is also an honorary listing noting a property as locally, regionally or nationally significant. The National Register is a federal program administered by the Department of the Interior. Eligible (NRE) properties are those that meet all the standards of the National Register but have not been officially listed with the National Park

Service. National Register designation does not prohibit demolition or alteration of historic properties.

If a building is listed in the National Register of Historic Places and its use is income producing, it may be eligible for a 20% tax credit for rehab and/or a Façade Easement with Historic Nashville, Inc., which provides a one-time tax deduction in exchange for specific development rights.

### *Worthy of Conservation Designation*

The Worthy of Conservation (WOC) designation is a local designation for properties that are historic but are not significant enough to be listed or eligible for listing in the National Register of Historic Places. WOC could also mean that the property may be eligible for listing in the National Register of Historic places; however, thorough research has not yet been conducted to determine the actual status of the property. WOC designation affords no additional protection to the property. Rather, it notes the property's age and value to the community and that additional research may need to be conducted. Private property owners may pursue additional protections under local zoning designations.

## Historic Zoning

Historic zoning is a tool to protect the architectural character of Nashville's historic neighborhoods and sites by managing growth and change. A zoning overlay is in addition to the base or land-use zoning of an area. More than two thousand cities in the United States use historic overlays as a tool to protect the unique architectural character of their neighborhoods.

There are quantifiable reasons for historic zoning: neighborhoods have greater control over development; it stabilizes property values, decreasing the risks of

investing in one's own house; promotes heritage tourism; protects viable urban housing and commercial stock; preserves natural resources by conserving building materials. Less quantifiable, but equally important, reasons for historic zoning: it protects our past for future generations, nurtures a sense of community, and provides a sense of place.

Most property owners desire a historic zoning overlay because it maintains property value and protects investment. There are three specific types of Historic Zoning in Nashville. Historic Landmark Zoning Overlays, Historic Preservation Zoning Overlays and the Neighborhood Conservation Zoning Overlays – that provide protection for historic structures. All three are generally referred to as Historic Zoning Overlays.

#### *Historic Landmark Zoning Overlay (HLZO)*

A Historic Landmark Zoning Overlay is an individual property or campus of related properties of special significance and is the most restrictive of the historic zoning overlays. Many landmark properties are owned by the city.

#### *Historic Preservation & Neighborhood Conservation Zoning Overlays (HPZO & NCZO)*

These two types of Historic Zoning Overlays are groups of structures, typically neighborhoods or commercial areas that include a large number of historic resources. They differ in the level of design review required. A HPZO is similar to a HLZO in that all exterior alterations are reviewed. A NCZO is the least restrictive type and only guides change for new construction, additions, demolitions and the moving of structures. A NCZO is no less historic or important than a HPZO but simply reflects the level of review desired by the community.

For additional information on the historic zoning designations visit: <http://www.nashville.gov/Historical-Commission.aspx>.

## Transportation and Infrastructure

### Complete Streets Initiative

In May 2016, Metro Government reaffirmed and expanded its complete streets strategy to strengthen the inclusion of green-street infrastructure elements to help ensure Nashville's infrastructure policy, design, and practice will enhance environmental quality by reducing pollutants, temperature, and runoff impacts to local bodies of water. This policy also expands Nashville's commitment to encouraging a safe, reliable, efficient, connected and aesthetically pleasing system of streets that balances the accommodation of all users of the transportation system.

### Planned Pedestrian Facilities – The Strategic Plan for Sidewalks and Bikeways WalknBike Plan

Metro Public Works is currently working on an update to Nashville/Davidson County's sidewalk and bikeways plan, which was last updated in 2008. The WalknBike plan will improve walking and biking in Nashville, connecting people to opportunity on a network of high-quality, comfortable, and safe sidewalks and bikeways.

The project includes a robust public engagement process, evaluation of peer and aspirational cities, updated inventory of Davidson County's sidewalk and bikeways, modernized project prioritization, a comprehensive funding strategy, and new tools to provide easier access to information about implementation and program progress. Currently in Phase II of III, the project team is asking for input to understand how to prioritize sidewalk and bikeway improvements.



### Access Nashville 2040

Access Nashville 2040 is a comprehensive framework for the city's multi-modal transportation network to support Nashville's quality of life and manage growth, development, and preservation through the year 2040 and beyond.

Access Nashville 2040 is one of the functional plans of NashvilleNext, the county's General Plan, and guides planning for the future transportation network in Metro Nashville/Davidson County. It outlines broad principles and strategies for improving transportation, and its component parts (plans for transit, sidewalks and bikeways, and streets) give specific guidance on how to improve individual Streets.



Access Nashville 2040 as well as the Green Hills/Midtown Community Plan include transportation projects that are categorized as either a "Community Priority" or a "Countywide Critical Need." Those projects that are within the Music Row Detailed Design Plan Study Area are listed:

### *Access Nashville Biking Project #20*

Green Hills to Downtown Bike Boulevard/Protected Bikeway – Implement a Bike Boulevard connecting Green Hills to protected bikeways on Belmont, Music Row, and Demonbreun Street through Midtown to the Riverfront.

This project is listed as a Countywide Critical Need.

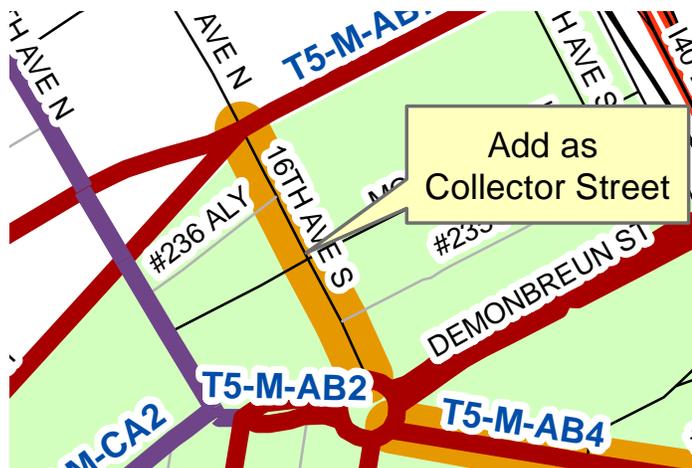
### *Access Nashville Biking Project #21*

Edgehill Avenue Protected Bikeway – Implement a protected bikeway on Edgehill Avenue from 21<sup>st</sup> Avenue South to Chestnut Street.

This project is listed as a Countywide Critical Need.

## Major and Collector Street Plan

The Major and Collector Street Plan (MCSP) is a comprehensive plan and implementation tool for guiding public and private investment in major streets that make up the backbone of the city's transportation network. There is one proposed amendment to the MCSP: the addition of 16th Avenue South, just north of the Roundabout as a Collector Street.

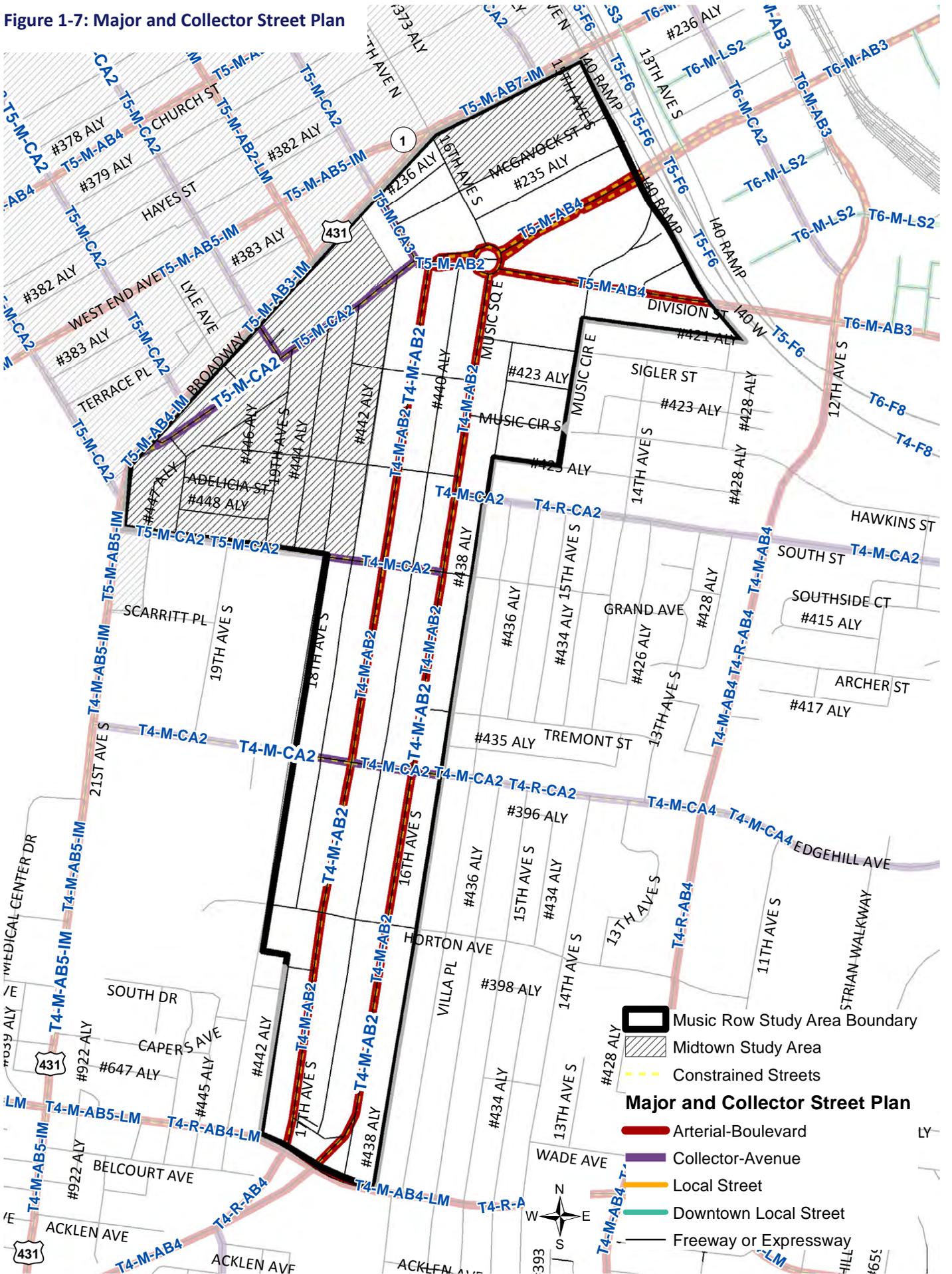


## Open Space

Those that participated in the community planning process expressed a need for more open space within the study area. With the new developments, a number of gathering spaces were lost. Staff recommends that the parcel in the southern end of the study area, bounded by Dorothy Place, Wedgewood Avenue, 17<sup>th</sup> Avenue South, and Magnolia Boulevard, as an opportunity to provide open space and public art for the neighborhood. Public art could serve as a landmark/sense of identity for the southern end of Music Row, similar to Musica in the roundabout at the northern end.



Figure 1-7: Major and Collector Street Plan



## Public/Private Partnerships

During the community engagement process, a number of issues were listed by the community that cannot be addressed directly through land use and planning. Staff began a list of Suggested Partners – organizations, Metro agencies, businesses, etc. – so that lead agencies planning Music Row’s future can use it as a resource. This list is not exhaustive; it serves as an example of organizations that could be involved in the community under these topics.

### Preservation

- » Business owners
- » Country Music Foundation
- » Historic Nashville, Inc.
- » Mayor's Office of Neighborhoods
- » Metro Codes
- » Metro Historic Commission
- » Metro Historic Zoning Commission
- » Metro Planning Department
- » Middle Tennessee State University Center for Historic Preservation
- » Music City Music Council
- » Music Industry Coalition
- » Music Row Neighborhood Association
- » Nashville Convention and Visitors Corporation
- » National Trust for Historic Preservation
- » National Trust Loan Fund
- » Property owners
- » Tennessee Historical Commission
- » Tennessee Preservation Trust
- » Tennessee Records Advisory Board
- » Tennessee State Library and Archives

### Growth

- » Belmont University
- » Business Owners
- » Historic Nashville, Inc.
- » Mayor's Office
- » Mayor's Office of Economic and Community Development
- » Metro Arts Commission
- » Metro Codes
- » Metro Council

- » Metro Historic Commission
- » Metro Historic Zoning Commission
- » Metro Nashville Public Works
- » Metro Parks
- » Metro Planning Commission
- » Metro Planning Department
- » Middle Tennessee State University
- » Music City Music Council
- » Music Industry Council
- » Music Row Neighborhood Association
- » Nashville Area Chamber of Commerce
- » Nashville Civic Design Center
- » Nashville Convention and Visitors Corporation
- » Property Owners
- » Tennessee Housing Development Agency
- » Urban Land Institute
- » US Department of Housing and Urban Development
- » Vanderbilt University

### Tourism

- » Business Owners
- » Country Music Foundation
- » Gaylord Group
- » Historic Nashville, Inc.
- » Mayor's Office of Economic and Community Development
- » Metro Arts Commission
- » Metro Historic Commission
- » Metro Historic Zoning Commission
- » Metro Transit Authority
- » Middle Tennessee State University Center for Historic Preservation
- » Music Industry
- » Music Row Neighborhood Association

- » Nashville Area Chamber of Commerce
- » Nashville Convention and Visitors Corporation
- » Ride Share Companies (Uber, Lyft)
- » Shuttle Companies

### **Neighborhood Needs**

- » Barnes Housing Fund
- » Belmont University
- » Business owners
- » Business Owners
- » Habitat for Humanity
- » Mayor's Office
- » Mayor's Office of Economic and Community Development
- » Mayor's Office of Neighborhoods
- » Metro Arts Commission
- » Metro Codes
- » Metro Historic Commission
- » Metro Historic Zoning Commission
- » Metro Parks
- » Metro Planning Commission
- » Metro Planning Department
- » Metro Planning Department
- » Music Row Neighborhood Association
- » Nashville Civic Design Center
- » Neighborhoods Resource Center
- » Property Owners
- » The Housing Fund
- » Urban Land Institute

### **Transportation**

- » Belmont University
- » Business owners
- » Mayor's Office of Neighborhoods
- » Metro Arts Commission
- » Metro Codes
- » Metro Council
- » Metro Planning Commission
- » Metro Planning Department
- » Metro Public Works
- » Metro Transit Authority
- » Music Row Neighborhoods Association
- » Property owners
- » Regional Transit Authority
- » Ride Share Companies
- » Tennessee Department of Transportation
- » Vanderbilt University
- » Walk Bike Nashville

## **Capital Improvements Budget and Capital Spending Plan**

Metro Planning Department Staff uses the Music Row Detailed Plan, in conjunction with other planning documents that guide public sector-led development projects such as building of streets, greenways, sidewalks, bikeways, parks, and schools. For example, when Metro Planning Staff is called on to give recommendations for the Capital Improvements Budget (CIB), Planning Staff looks to the Green Hills/Midtown Community Plan and the other 13 Community Plans in Nashville/Davidson County for suggested projects.

The CIB is Metro Nashville/Davidson County Government's listing of proposed publically funded infrastructure projects. CIB projects range from street improvements (i.e. new streets, widenings, etc.), to the creation of sidewalks and bikeways, to parks and schools. While the CIB lists all proposed projects, the Capital Spending Plan (CSP) is the final list of projects that are planned and funded for the next 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 Nashville/Davidson County, 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, who proposes a CIB and CSP, which is considered and acted upon by the Metro Council. The CIB and CSP are prepared annually, and review of the Music Row Detailed Plan along with the other planning documents by Metro Planning Staff for prioritizing and proposing capital projects is an important recurring implementation task.

### **Music Row Recommendations for inclusion in the CIB:**

- » Alley improvements
- » Public Art
- » Park creation/improvements



# **APPENDIX**

## **Inventory of existing conditions (in no particular order)**

Music Row Council Districts

Inventory and Analysis of Existing Land Use

Inventory of National Register Buildings

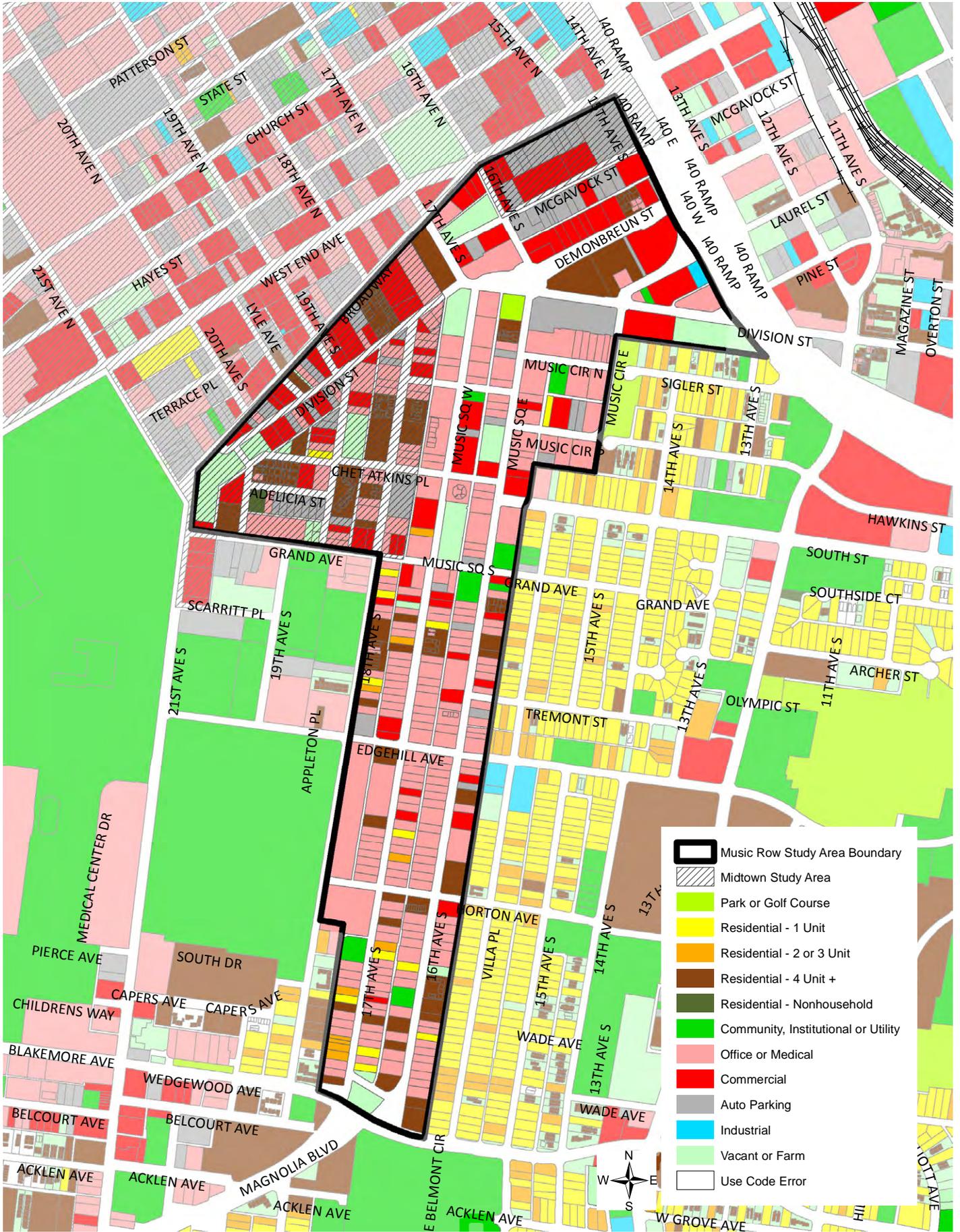
Inventory and Analysis of Existing Zoning

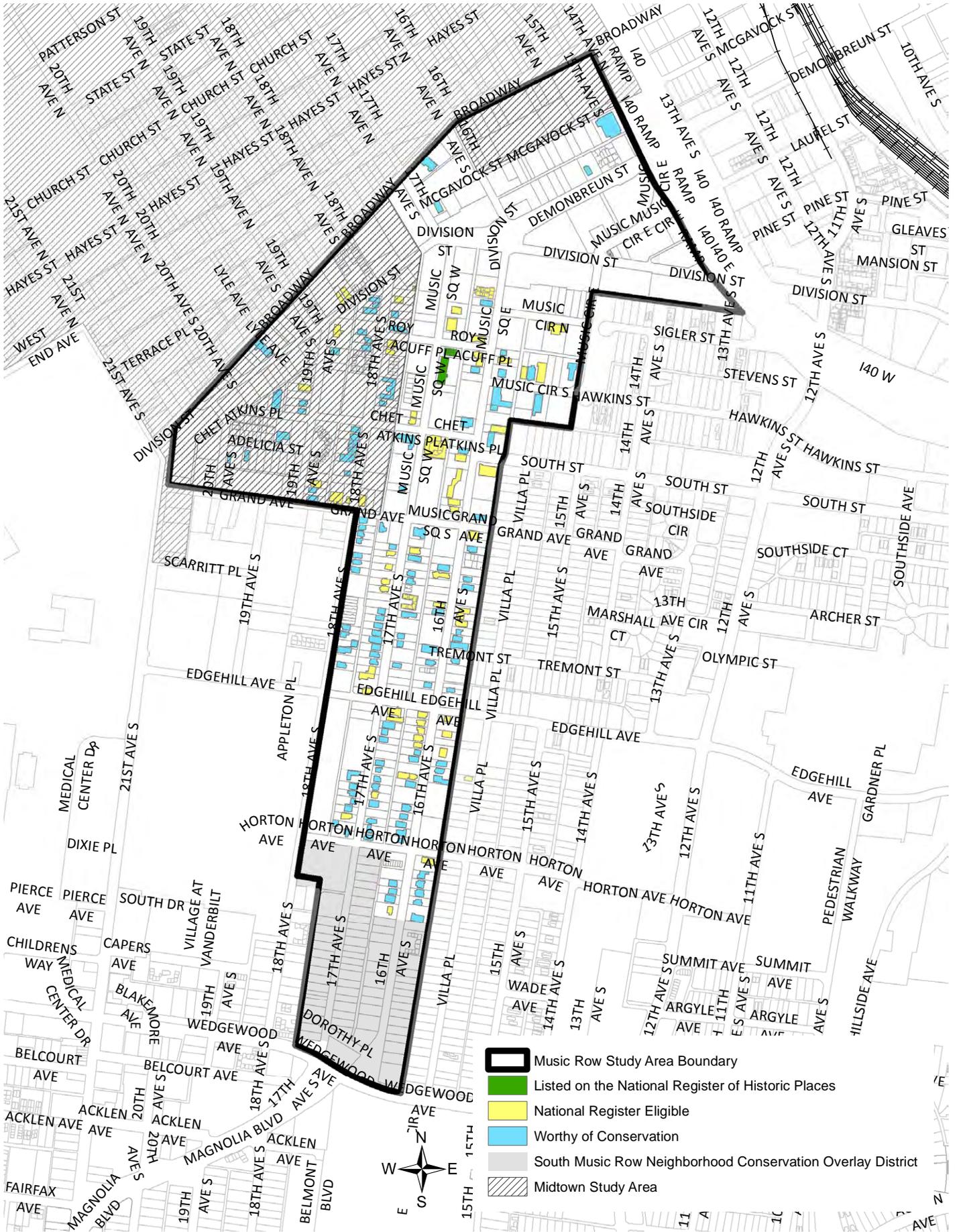
Inventory and Analysis of Existing Urban Design Overlays

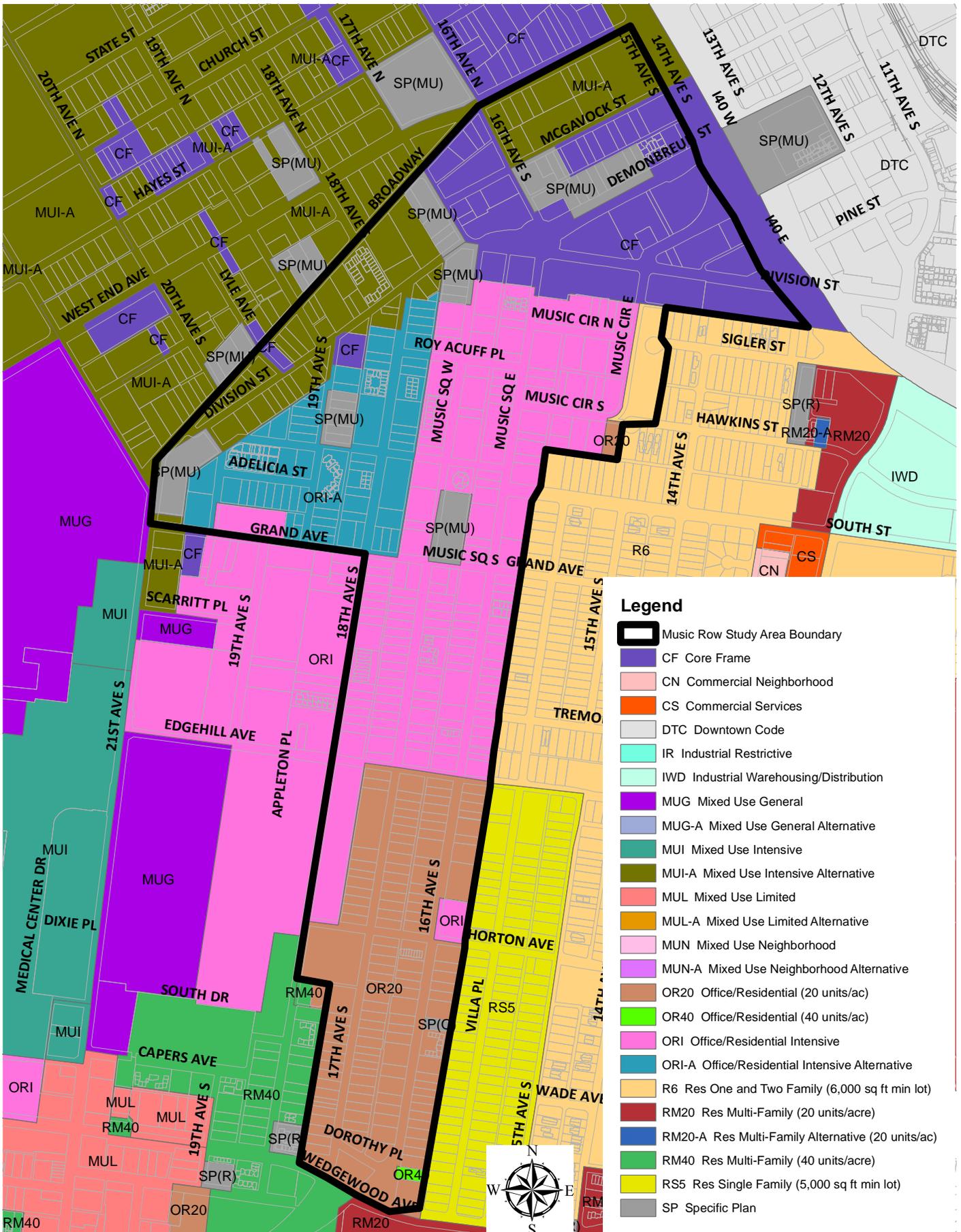
Inventory and Analysis of MDHA's Arts Center Redevelopment District

Inventory and Analysis of Existing and Proposed Bikeways



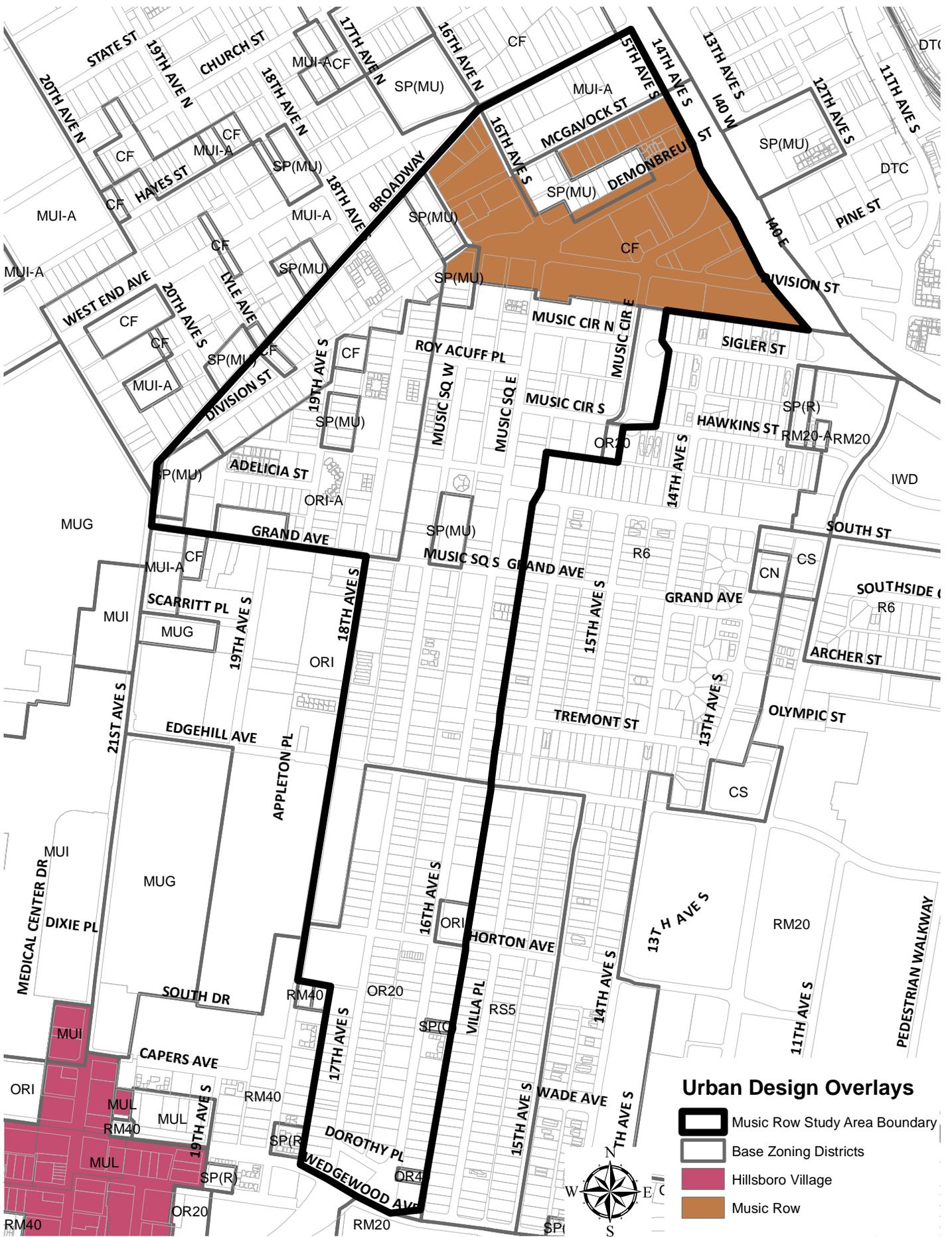






**Legend**

-  Music Row Study Area Boundary
-  CF Core Frame
-  CN Commercial Neighborhood
-  CS Commercial Services
-  DTC Downtown Code
-  IR Industrial Restrictive
-  IWD Industrial Warehousing/Distribution
-  MUG Mixed Use General
-  MUG-A Mixed Use General Alternative
-  MUI Mixed Use Intensive
-  MUI-A Mixed Use Intensive Alternative
-  MUL Mixed Use Limited
-  MUL-A Mixed Use Limited Alternative
-  MUN Mixed Use Neighborhood
-  MUN-A Mixed Use Neighborhood Alternative
-  OR20 Office/Residential (20 units/ac)
-  OR40 Office/Residential (40 units/ac)
-  ORI Office/Residential Intensive
-  ORI-A Office/Residential Intensive Alternative
-  R6 Res One and Two Family (6,000 sq ft min lot)
-  RM20 Res Multi-Family (20 units/acre)
-  RM20-A Res Multi-Family Alternative (20 units/ac)
-  RM40 Res Multi-Family (40 units/acre)
-  RS5 Res Single Family (5,000 sq ft min lot)
-  SP Specific Plan



- ### Urban Design Overlays
-  Music Row Study Area Boundary
  -  Base Zoning Districts
  -  Hillsboro Village
  -  Music Row

# Metropolitan Development and Housing Agency Arts Center Redevelopment District

