

retrofitting suburbia



Foreword

The Greater Nashville Association of Realtors (GNAR) was thrilled and honored to partner with the Metro Nashville Planning Department and work with the Georgia Institute of Technology and the University of Tennessee on “retrofitting suburbia.” As the voice for real estate in Middle Tennessee being involved in this project allowed GNAR to be a community partner and leader, forge new relationships and build on current relationships with other stakeholders. More importantly, GNAR was able to learn more about smart growth for Nashville and Middle Tennessee.

GNAR and its members are concerned for and engrossed in the future of housing in Nashville. We want Nashville to continue to be the place people want to call home. According to the NashvilleNext draft plan Nashville will need a total of 352,000 homes by 2040; this would require building an additional 113,000 new homes (combination of single-family, mixed-use, etc.)! One of the ways to address this need is “retrofitting suburbia.” In this report you will find unique solutions to address concerns about suburban growth and in turn fulfill the demand of housing supply.

- The Greater Nashville Association of Realtors

Metro Nashville/Davidson County is projected to add approximately 200,000 new residents and 300,000 new jobs over the next 25 years. Nashville must be responsive and proactive in how we plan for this influx of growth in order to build upon the successes of our city and county, while maintaining their unique character. While we expect a fair amount of redevelopment in the urban core, as well as greenfield development in the region’s outer reaches, it’s the places in-between that have the most potential. NashvilleNext, the general plan for Nashville’s future, calls for the city’s pikes and the centers located at their crossroads, to be the prime areas that will accommodate new residents and workers as we grow. Therefore retrofitting these suburban areas and re-imagining them as mixed-use, vibrant places is imperative to the success of Nashville’s future. With the creative work of Professor Ellen Dunham’s Jones (Spring 2014) Graduate Urban Design Studio at the Georgia Institute of Technology, and of Professor T.K. Davis’s (Spring 2014) Graduate & Undergraduate Architecture Studio at the University of Tennessee, the following projects reinvent what suburban Nashville can become.

- Metro Nashville Planning Department

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Introduction

During Spring Semester 2014, a University of Tennessee School of Architecture Urban Design Studio, led by Associate Professor T. K. Davis, partnered with the Georgia Institute of Technology College of Architecture Master of Science in Urban Design Program, led by Professor Ellen-Dunham Jones; Nashville's Metro Planning Department, led by Executive Director Rick Bernhardt; the Greater Nashville Association of Realtors, led by Jarron Springer; and the School's longtime lead partner, the Nashville Civic Design Center (NCDC), with faculty member and Design Director Gary Gaston. The studio was sponsored by a grant from the National Association of Realtors.

Since 2008, the School of Architecture has each semester focused on urban design issues and opportunities confronting Greater Nashville, consistent with the university's historic land grant mission of outreach and engagement to benefit communities in our state. This form of "service-learning" also provides an outstanding teaching and learning vehicle for our faculty and students, which has received national recognition.

Greater Nashville is now populated by 1.6 million, with demographers in agreement that by 2035, the projected population of the region will be 2.6 million. To prepare for such change in economic growth, transit, and the need for affordable housing, Mayor Karl Dean charged the Planning Department with leading a two and a half year NashvilleNext comprehensive planning study emphasizing public participation, consensus building, and quality growth.

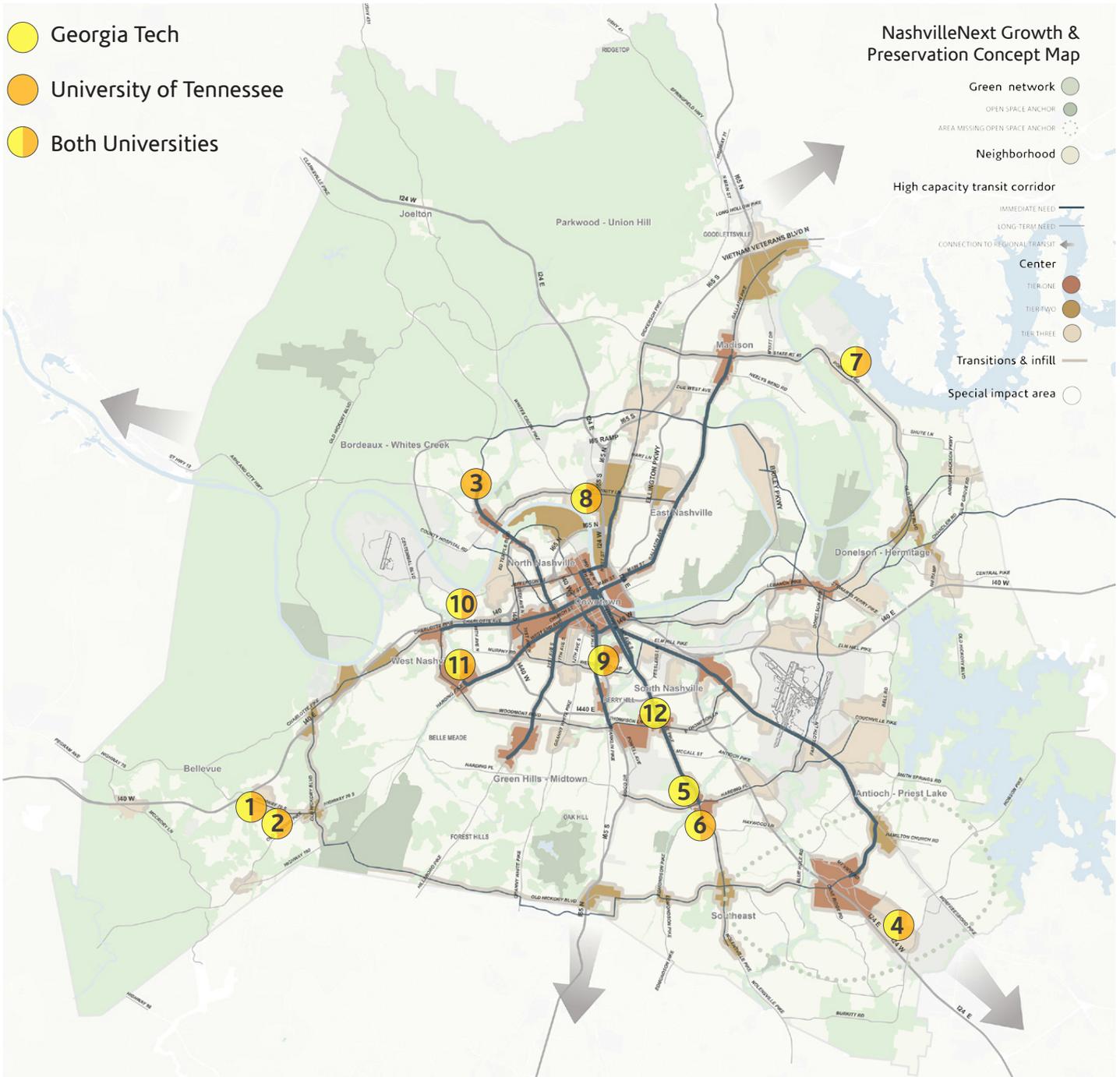
As part of the NashvilleNext initiative, the Metro Planning Department asked our urban design studio at the University of Tennessee, and an urban design studio at Georgia Tech, to address the topics of "retrofitting suburbia" and "walkable urbanism" as parallel, complementary investigations. The focus was on long-range proposals for twelve different sites in Metro Nashville, selected for their infill urbanization potential as prototypes—locally, regionally and nationally. A sub-topic of the studio that emerged in some projects was the need for "Missing Middle Housing." In other words, housing types larger than the single family home detached on a lot, and smaller than mid-rise high-density elevator buildings. These types include duplexes, triplexes and fourplexes, bungalow courts, townhouses, live work, and walkup courtyard apartments.

The outset of the semester involved reading and discussion of two texts: *Retrofitting Suburbia*, by Ellen Dunham-Jones and June Williamson, and *The Option of Urbanism* by Christopher Leinberger of the Brookings Institute.

In addition to design studio reviews in Knoxville, the studio's preliminary, penultimate, and final review events were held at the Nashville Civic Design Center, with approximately 40 distinguished members of the city's design and development community invited, as well as civic leadership participating.

- Associate Professor Thomas K. Davis FAIA
The University of Tennessee School of Architecture

the twelve study areas

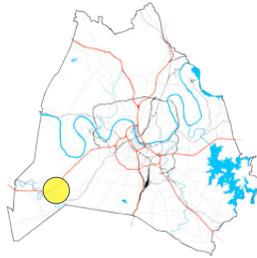


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|---------------------------------|---|----------------------------|
| 1 Bellevue Commercial | 5 South Nashville - Intersection Quadrant | 9 I-65 Creative Corridor |
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1 | Bellevue Commercial

Making a There, There

Georgia Tech
Amy Bledsoe
Erin Sherman



Site

The site is located south of Highway 70, a high-capacity arterial, and across from the mostly vacant Bellevue Mall. It is bordered by residential areas to the southeast, park space to the southwest, and Interstate 40 to the northwest.

The site contains a very deep retail parcel that has been subdivided and layered with fronts facing backs, no sense of place, reduced visibility, and impervious surfaces resulting in stormwater run-off into the adjacent Flat Creek and Harpeth River.

Vision

This proposal makes a “there, there” by installing an urban framework that enables parcels to be redeveloped with a sense of place, and helps to restore the social capital lost from the dead mall.



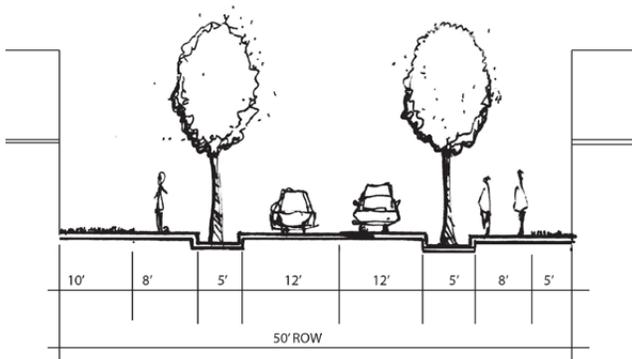
Aerial Location



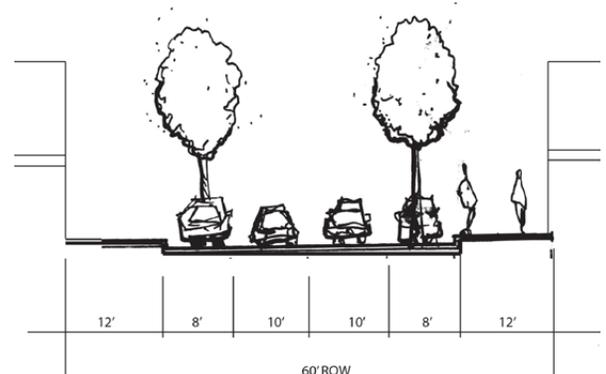
Illustrative Plan



Programmatic Concept Plan



Typical Avenue Cross-Section A

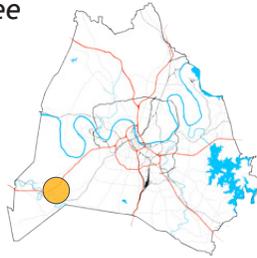


Typical Boulevard Cross-Section B

1 | Bellevue Commercial

Making a There, There

University of Tennessee
Laura Flores



Site

The site is located south of Highway 70, a high-capacity arterial, and across from the mostly vacant Bellevue Mall. It is bordered by residential areas to the southeast, park space to the southwest, and Interstate 40 to the northwest.

The site contains a very deep retail parcel that has been subdivided and layered with fronts facing backs, no sense of place, reduced visibility, and run-off from impervious surfaces. It also disconnected from surrounding neighborhoods and doesn't address the nearby Harpeth River and Flat Creek.

Vision

This proposal for a new Bellevue commercial district envisions creating a Town Center focused on a mix of retail and residential development. A boulevard is proposed, which runs from north to south to unify both sides of Highway 70. A civic building is located at the north end of the boulevard. The south end contains a pergola with a stair amphitheater, which connects to a proposed greenway system.



Aerial Location



Illustrative Plan



Residential Neighborhoods



Typical Street Section



Boulevard Street Section



Greenway and Civic Space

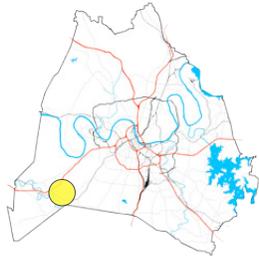


Site Section

2 | Bellevue Civic

Link, Unify, Re-Orient

Georgia Tech
Jim Boyer
Jiawen Wang



Site

The 45 acre suburban site is 13 miles southwest of downtown Nashville and is served by the local bus system. It is bounded to the north by the Memphis-Bristol Highway which connects a vacant mall (Bellevue Center) to the east and a typical suburban style strip shopping center (Bellevue Plaza) to the west. The site is bisected by Colice Jeanne Road which also connects Memphis-Bristol Highway and Old Harding Pike. Outdoor activities are located nearby with Percy Warner Park (hiking, biking, Natchez Trail access) and the Bellevue Sports Association only a short drive away. The site contains a middle school, recreation center, library, and church. Despite all the community functions, the site lacks a 'sense of place' because none of the buildings or activities are located in a way that creates a civic space.

Vision

This proposal seeks to unify the site and re-imagine the front-back relationships between the buildings and outdoor activities in order to create a revitalized civic space. In addition, the integration of local surface roads create smaller walkable blocks that foster the development of fine grained retail spaces, and more compact multi-family residential developments.



Aerial Location



Illustrative Plan



Proposed Rendering - View from the South



Link



Unify

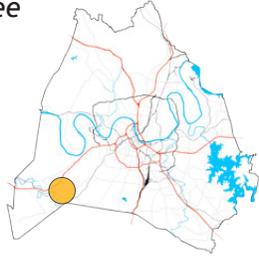


Re-orient

2 | Bellevue Civic

Make a There, There

University of Tennessee
Melissa Dooley



Site

The 45 acre suburban site is located 13 miles southwest of downtown Nashville. The site contains a middle school, recreation center, library, and church. Although adjacent to one another, these public facilities do not relate to each other spatially. Overall, the site lacks a sense of place due to the following conditions: lack of shared parking facilities; the school has no relationship with the landscape or a defined outdoor space; and Red Caboose Park has no significant presence from the highway.



Aerial Location

Vision

This proposal focuses on creating a civic center that is greater than the sum of its parts. Amenities are shared between the community and public facilities. A series of plazas and open green spaces throughout the site connect to a greenway system. There are improved connections to the surrounding neighborhoods, streetscaping throughout the site, and improved access from Highway 70.



Illustrative Plan

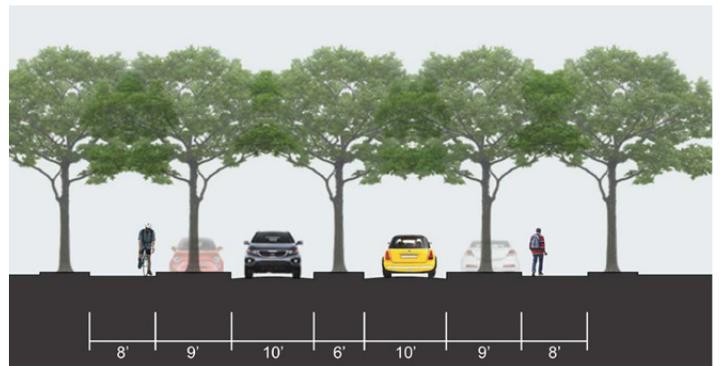


Looking East from Plaza toward a New Bellevue High School



Site Program

- Green Space
- Plaza Space
- Recreation
- Parking

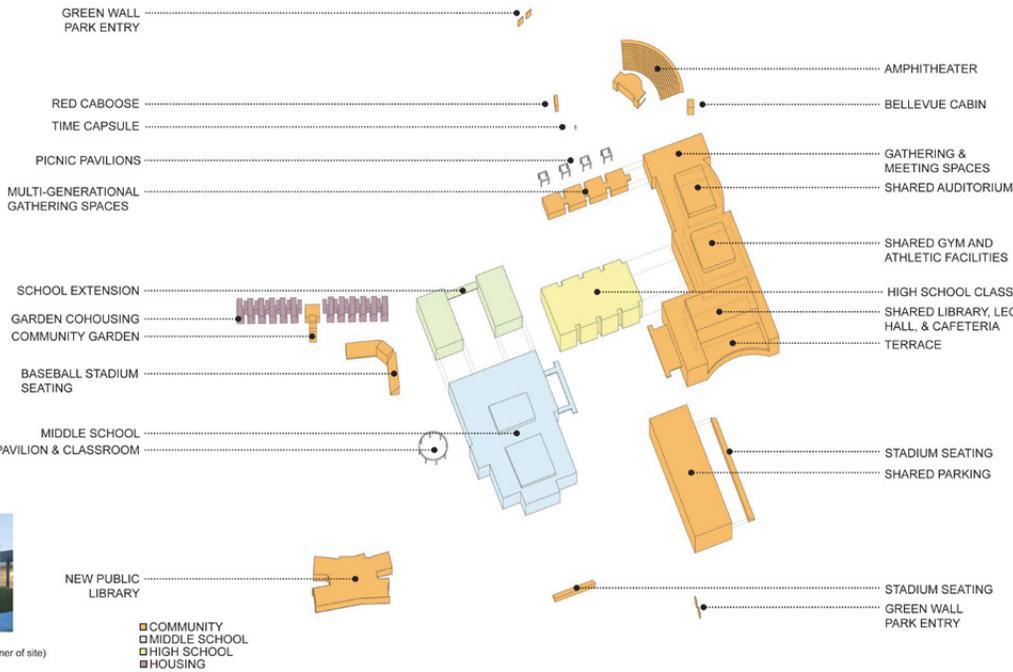


Typical Street Section

2 | Bellevue Civic



New Bellevue Public Library
(Currently under construction on southwest corner of site)
Source: Hastings Architecture



Looking South toward Parking Garage and Stadium Seating



Street Perspective



Plaza Street Section

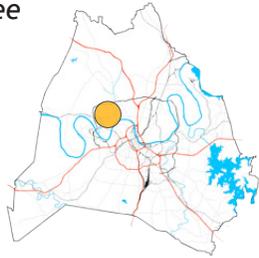


Site Section

3 | Bordeaux - Clarksville Pike

Driving Change on Corridors

University of Tennessee
Kyle Nichols



Site

The site is located within the Bordeaux community of Nashville along Clarksville Pike. The area is currently experiencing declining retail and an aging neighborhood population. A Kroger operates on the east side of Clarksville Pike, but features under utilized parking lots. In addition the site lacks a sense of place for the community. The location offers the opportunity for a neighborhood center, missing middle housing types, such as attached townhouses, and bolstered retail opportunities for the residents.



Aerial Location

Vision

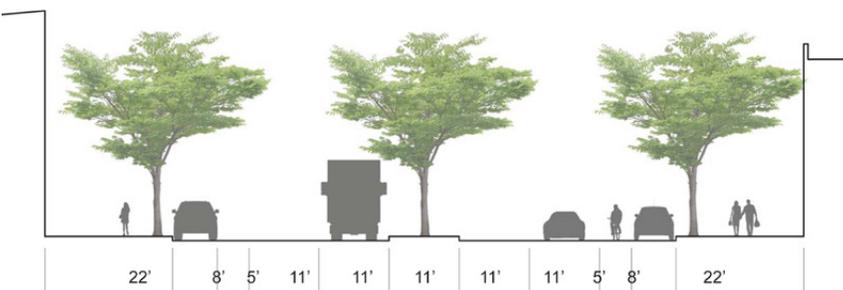
A new parallel street adjacent to Clarksville Pike serves as the major urban design move in this plan. Smaller blocks allow for more intense development with mixed uses. A community garden is the focal point of a new neighborhood center that features civic uses, open spaces, and services for nearby residents. Connectivity and walkability are improved, while vehicular congestion is reduced through the creation of a medianed boulevard on Clarksville Pike. General parking spaces are then offset to the parallel street.



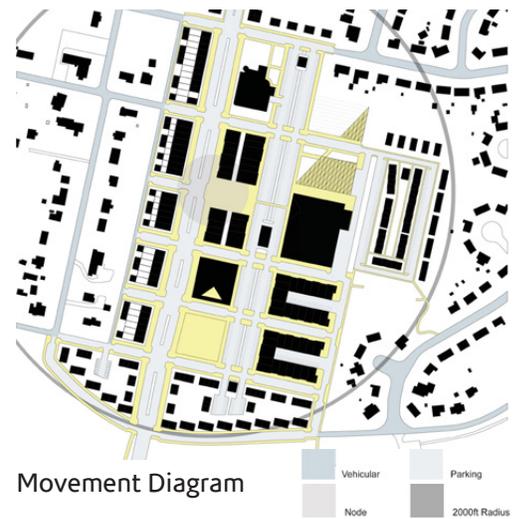
Illustrative Plan and Proposed Land Uses



Community Garden to Anchor the Neighborhood



Clarksville Pike Street Section



Movement Diagram

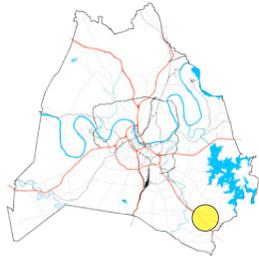


Site Cross-Section

4 | Antioch Greenfield

Infill into Nature & Industry

Georgia Tech
Josh Tooil
Justin Wallace
Yigong Zhang



Site

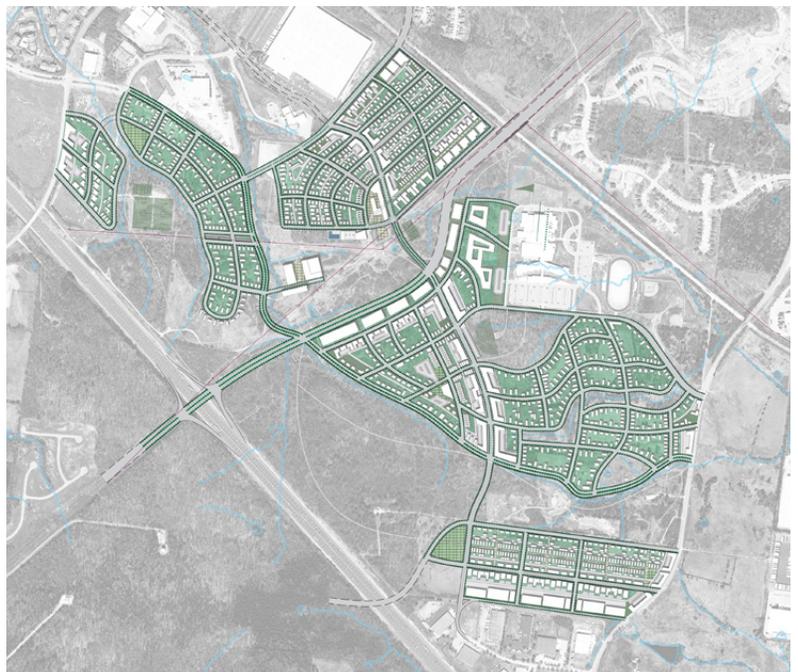
The project site is currently isolated from the surrounding neighborhood with only a few connecting streets. It is also bordered by light industrial, Interstate 24, and an active railway line. The site is identified by Community Plan policies as an employment center, with the need for future transit improvements as a priority corridor of the larger Growth and Preservation Concept plan of NashvilleNext. Just north of the site on both sides of I-24 are planned developments, including greenfield sites and mall retrofits. The transmission lines, streams, and steep slopes on the site will have a significant impact on any future development.

Vision

The project supports the vision of a robust employment center by establishing dense urban centers that incorporate employment opportunities with residential choices. The network of streets and paths create links to the new neighborhoods as well as the existing site. The project connects the existing light industrial on the site through a commercial corridor that includes a variety of work typologies. Form-based standards coupled with varying lot sizes, set the framework for a safe, affordable, multi-generational and diverse neighborhood.



Aerial Location



Illustrative Plan



Proposed Rendering - View from the Northeast



Neighborhood Plan



Boulevards



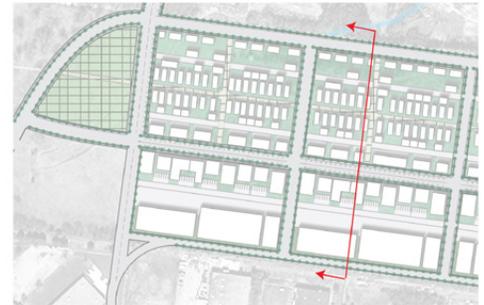
Commercial Streets

4 | Antioch Greenfield

Neighborhood Sections



MULTI- GENERATIONAL NEIGHBORHOOD

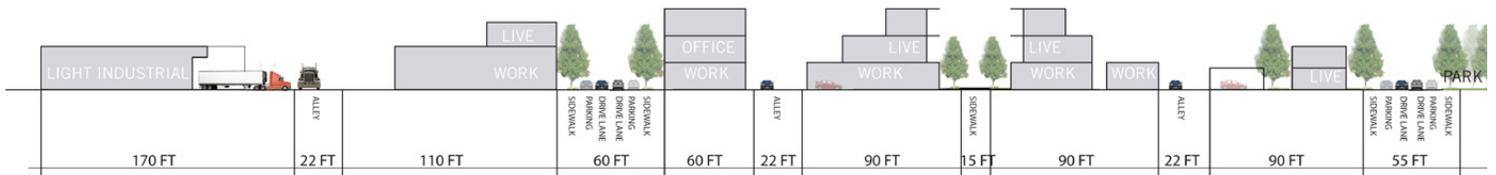


MAKER CULTURE NEIGHBORHOOD



MULTI- GENERATIONAL NEIGHBORHOOD

50 feet



MAKER CULTURE NEIGHBORHOOD

50 feet

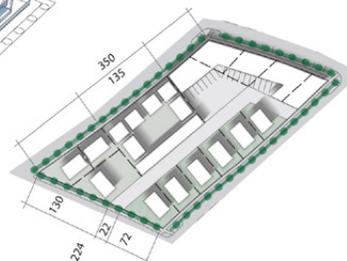
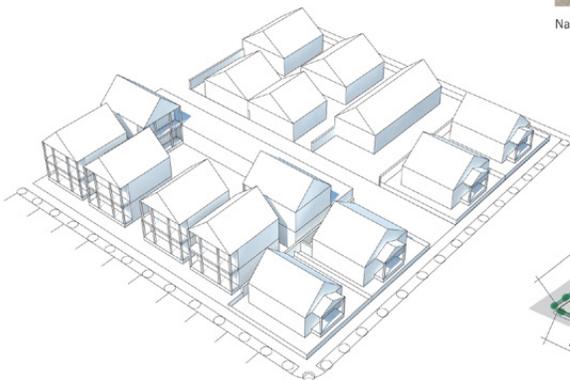
Housing Types

COURTYARD HOUSING

Offers a second front to a private courtyard, fostering a sense of community in a duplex/townhouse environment. Allows for the development of housing adjacent to light industrial developments.



Nashville, TN



NATURAL SURVEILLANCE

- 1 Public rooms typically toward the street at the first floor
- 2 2nd floor windows overlook rear yard
- 3 Second front overlook the courtyard, alley, parking spaces
- 4 Low planting at the front of the house in the alley

NATURAL ACCESS CONTROL

- 1 Entry doors visible from the street
- 2 Limited access to courtyard

TERRITORIAL REINFORCEMENT

- 1 Porch as semi-public entry
- 2 Communal space with great visibility
- 3 Motion sensors in the alley

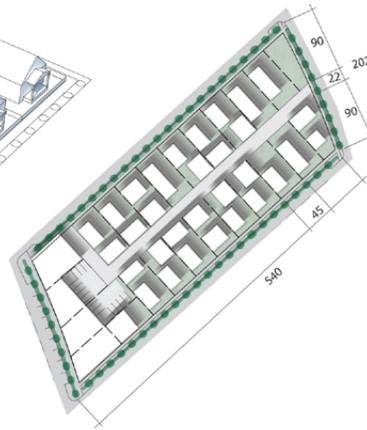
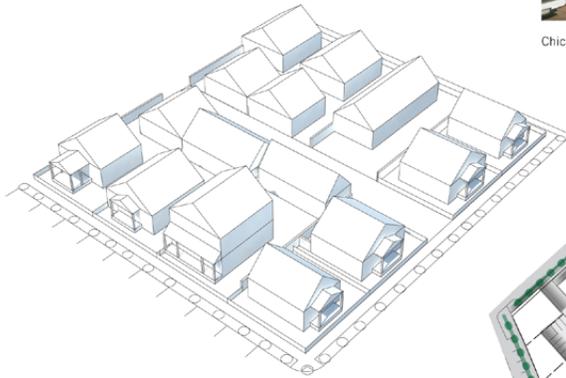
Housing Types

MULTI-GENERATIONAL HOUSING

The flexibility of the multi-generational development fosters a diverse, dense and walkable community. The varying lot sizes and ability to subdivide the small lots helps to maintain affordability



Chicano Park, San Diego, CA



NATURAL SURVEILLANCE

- 1 Public rooms typically toward the street at the first floor
- 2 2nd floor windows overlook rear yard
- 3 Carriage house windows overlook the alley and parking spaces
- 4 Low planting at the front of the house in the alley

NATURAL ACCESS CONTROL

- 1 Entry doors visible from the street
- 2 Zero lot line on side, fence in front and rear

TERRITORIAL REINFORCEMENT

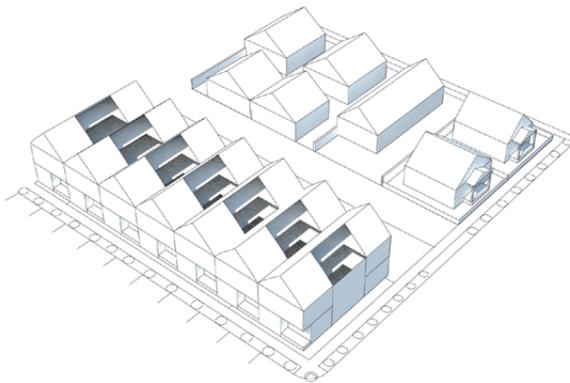
- 1 Porch as semi-public entry
- 2 Fencing and landscape
- 3 Motion sensors in the alley

ROW HOUSING

The central courtyard in the typical row house model, allows for density and a continuous street wall along the town center while affording each house a private common space.



Serenbe, Palmetto, GA



NATURAL SURVEILLANCE

- 1 Public rooms typically toward the street at the first floor
- 2 2nd floor windows overlook rear yard
- 3 Small setback in front

NATURAL ACCESS CONTROL

- 1 Entry doors visible from the street
- 2 Shared wall eliminates small side yards

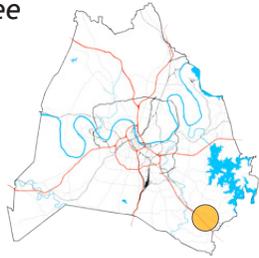
TERRITORIAL REINFORCEMENT

- 1 Porch as semi-public entry
- 2 Reduced points of entry
- 3 Motion sensors in the alley

4 | Antioch Greenfield

Establishing a New Center

University of Tennessee
Adam Heilbronn



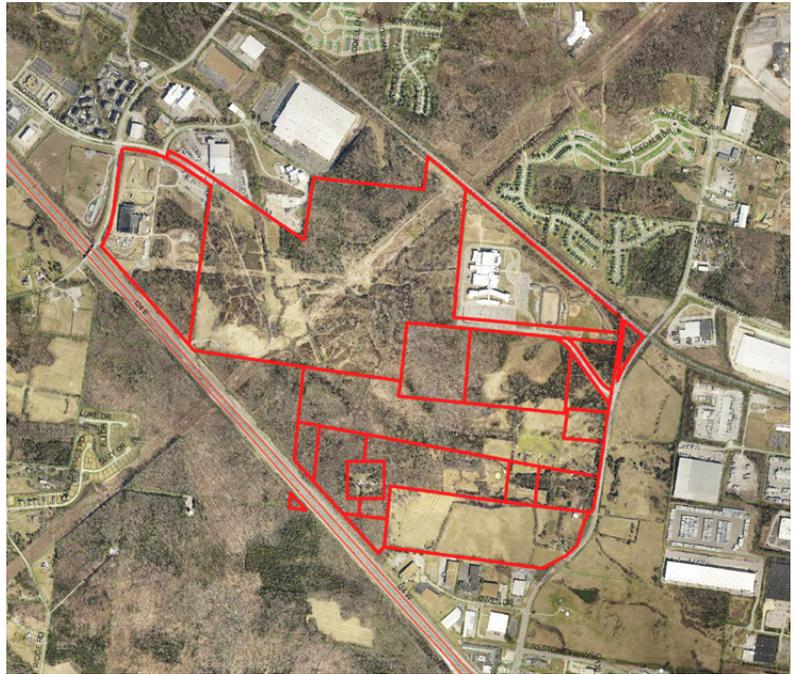
Site

The site is located in South Nashville between Old Franklin Road and Old Hickory Boulevard, just north of Interstate 24. The proposed development is located just south of Cane Ridge High School.

Vision

This proposal aims to establish a network connecting Old Franklin Road to Old Hickory Boulevard, to accommodate the projected increase in the area's population. The design builds upon the strengths of the community in order to provide a place welcoming to residents and visitors alike. The network provides access to services within the development, and also supports the development of a greenway and bus systems.

The neighborhood design offers a unique approach to residential development which strengthens the sense of community and appreciation for natural green spaces through its collection of large open public parks, smaller semi-private "nature gardens", and connections to the larger greenway trail. Commercial uses within the development are in anticipation of population growth, and will provide job opportunities for residents in the proposed development and surrounding areas as well.

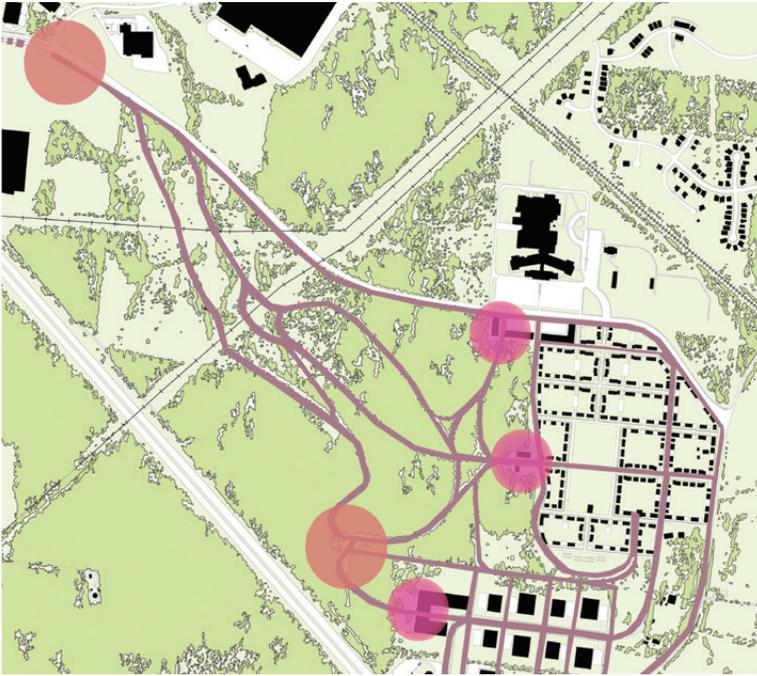


Aerial Location

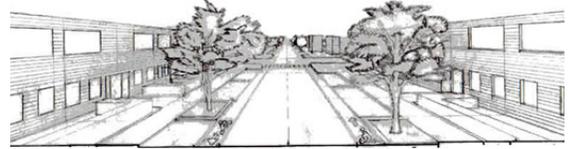


Axonometric Plan

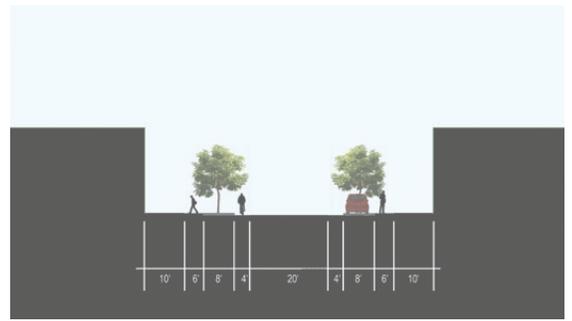
retrofitting suburbia



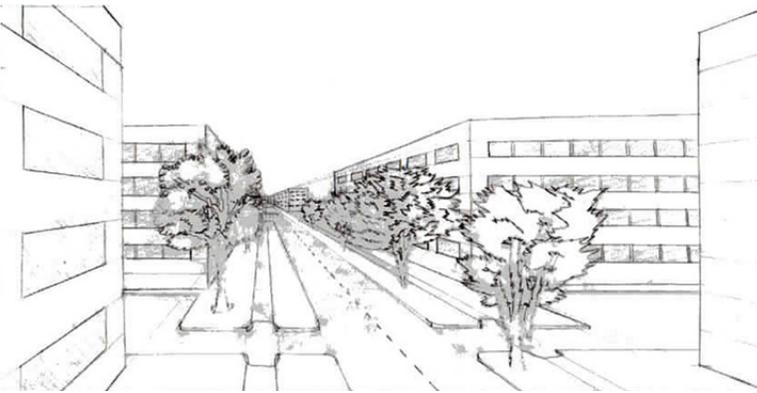
Proposed Greenway
■ Entry Node
■ Pathway



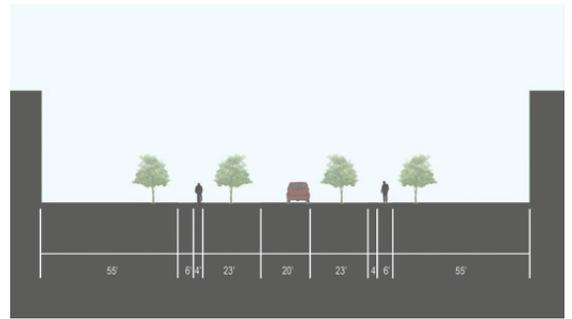
Residential Street



Residential Street Section



Commercial Street



Commercial Street Section

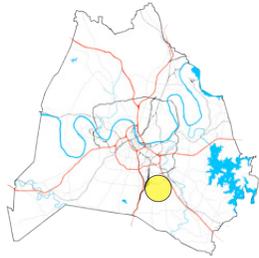


Site Section

5 | South Nashville Intersection Quadrant

Driving Change on Corridors

Georgia Tech
Kevin Adams
James VanHorn Jr.



Site

Nolensville Pike is a major arterial running south from Downtown Nashville. Subsequent decades of development along this Pike has occurred in a sprawling pattern with strip malls and big box development along the corridor. Over time many of these businesses have closed, with newer waves of development occurring farther afield.

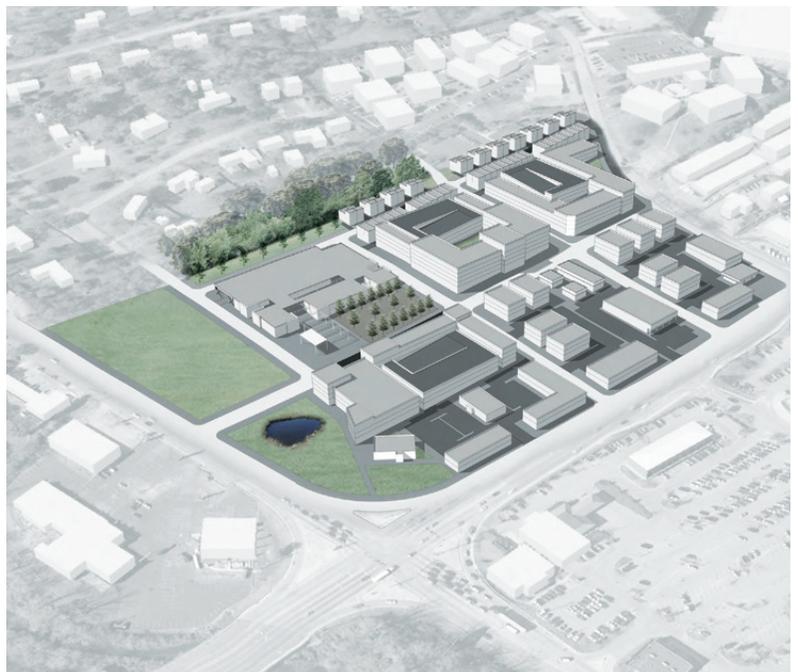
The former Kmart lies in the northwest quadrant at the intersection of Nolensville Pike and Harding Place. Going clockwise, the remaining quadrants are occupied by a Walmart Super Center, TriStar Southern Hills Medical Center, and a small strip shopping center. The sprawling intersection is clogged with cars, smothered in asphalt and filled with danger as pedestrians tread their way between traffic and on footpaths into ditches along the Pike. The intersection is further complicated by Seven Mile Creek, South Nashville's largest tributary, which runs diagonally across the NE, SE and SW quadrants.

Vision

This proposal establishes a gridded framework by creating a parallel road in the site's interior to serve as a central street. Smaller blocks and streetscaping improve walkability. Stormwater infrastructure and open space systems are integrated with the street system, and affordable small business buildings and tenant spaces along the Pike are retained to maintain its character.

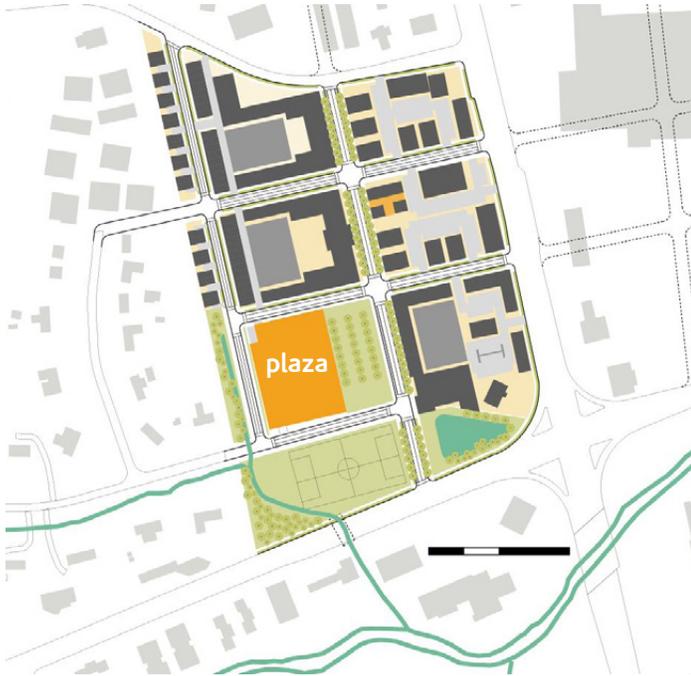


Aerial Location



Proposed Rendering - View from the Southeast

retrofitting suburbia



Illustrative Plan



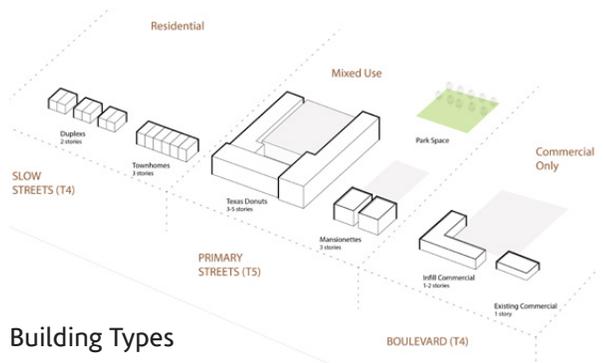
Plaza During Concert



Stormwater Treatment



Street Types



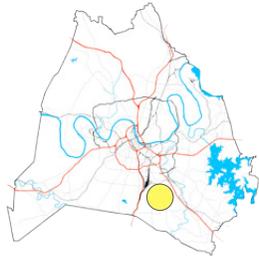
Building Types



6 | South Nashville Dead Big Box

Driving Change on Corridors

Georgia Tech
Kevin Adams
James VanHorn Jr.



Site

Nolensville Pike is a major arterial running south from Downtown Nashville. Subsequent decades of development along this Pike has occurred in a sprawling pattern with strip malls and big box development along the corridor. Over time many of these businesses have closed, with newer waves of development occurring farther afield.

The former Lowe's site on Cotton Lane lacks visibility from Nolensville Pike due to topography, as well as a curve in the Pike. The site is bordered by strip commercial along Nolensville Pike, both to the northeast and southeast. Residential areas to the west and south form the remaining boundary, with Cotton Lane as their primary connection to the Pike.

Vision

This proposal aims to increase neighborhood connectivity by converting Cotton Lane into a neighborhood center and providing intimate public spaces. Cotton Lane becomes a retail seam where third places (i.e. *not* work or home, but rather restaurants and shops) can thrive. Open space elements are proposed throughout the site, and include a linear park, pocket parks and plazas. Diversity in land uses is increased by retaining the commercial frontage along Nolensville Pike while providing a variety of housing types in the site's interior.



Aerial Location



Proposed Rendering - View from the Northeast

retrofitting suburbia

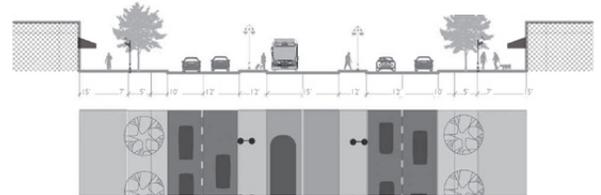


Illustrative Plan

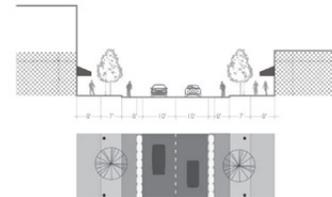


Street Types

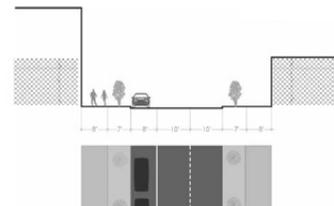
Boulevard
pavement width 75-85'



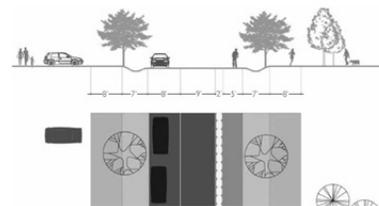
Primary Street
parallel and perpendicular
pavement width 36'



Slow Street
pavement widths 24-30'



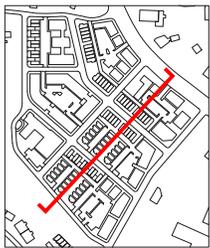
Green Street
pavement widths 24-36'



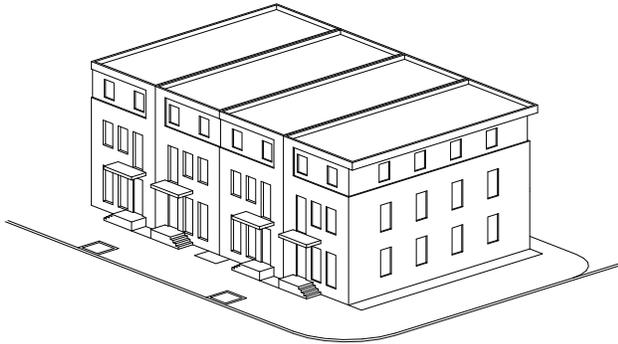
6 | South Nashville Dead Big Box



Proposed Rendering - Primary Street with Mansionettes

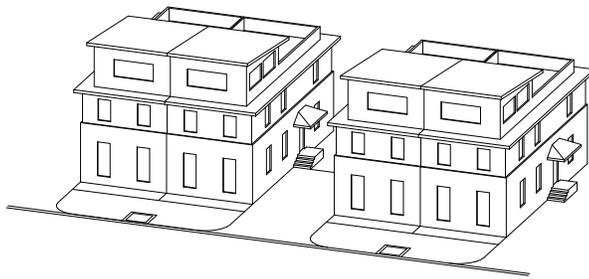


Proposed Site Section



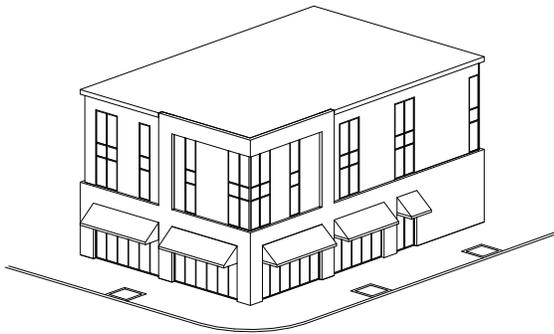
TYPICAL TOWNHOUSE FRONTAGE

- Stoops
- Balcony Overhangs
- Small Planting Beds
- Carport Access from Rear Alley



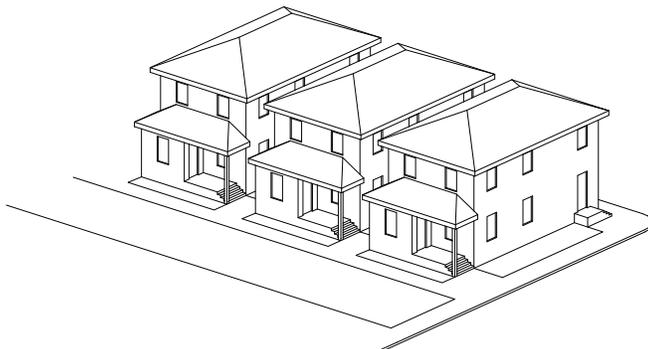
TYPICAL DUPLEX FRONTAGE

- Side Stoops
- Shared Off-Street Driveway
- Shared Garden
- Planting Strip Along Sidewalk



TYPICAL MANSIONETTE FRONTAGE

- Direct Storefront Access from Sidewalk
- Awnings
- Side Residential Lobby Access
- Shared Surface Parking in Rear
- Pedestrian Side Alleys



TYPICAL COTTAGE COURT FRONTAGE

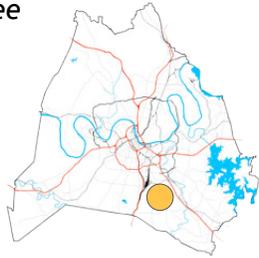
- Porches Fronting Walking Path and Common Green Space
- Narrow Planting / Bike Storage Between Houses
- Rear Stoop from Shared Surface Parking

Housing Types

6 | South Nashville Dead Big Box

Driving Change on Corridors

University of Tennessee
Cody Rau



Site

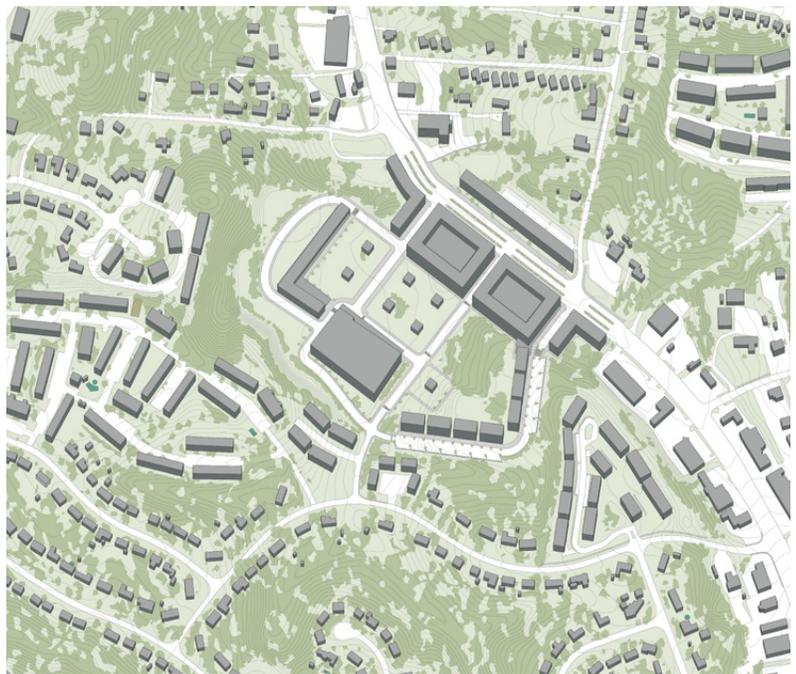
This proposal is located in South Nashville along Nolensville Pike, which is a busy but underdeveloped retail and commercial corridor. Nolensville Pike is a main connector linking the area to downtown Nashville. Known problems along the corridor include: lack of pedestrian access, depth of site, lack of visibility, and declining small businesses. The surrounding residential area has many ethnically diverse young families with children. There is an elementary school to the south, a nearby head start center, and a local hospital to the north.



Aerial Location

Vision

This proposal extends the site boundary across Nolensville Pike to include the Head Start center, and retail areas along the north side of the pike. The goal is to create a clearly defined town center. Existing structures are replaced with newer buildings that increase density, except for the abandoned Lowe's big box which is repurposed as a community center that includes a preschool center, library, classrooms, athletic facilities, and meeting rooms. Other uses on the site include a farmer's market and central green space surrounded by pavilions. Also proposed are two mixed use buildings with integrated parking fronting Nolensville Pike, town houses, and new retail and restaurants.



Axonometric Plan



Designated Pedestrian Green Space



Proposed Transit Stop



Site Section A



Site Section B

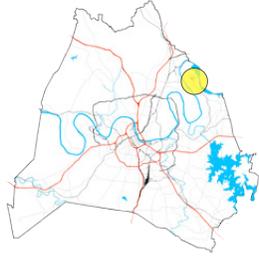
7 | Old Hickory Village

Establishing a New Center

Georgia Tech

Kevin Illoa

Migyung 'Sky' Ko



Site

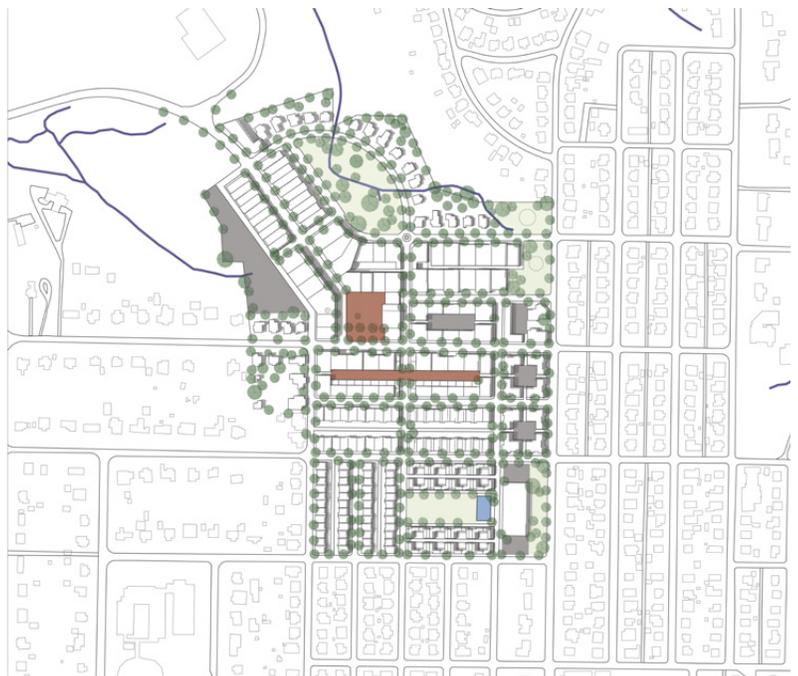
As the “Great War” raged in Europe, the U.S. contracted DuPont to manufacture gun powder in a plant constructed northeast of downtown Nashville. The plant, being the largest of its kind, formed a neighborhood of single family housing for the workers, creating Old Hickory Village. The present day Old Hickory has yet to significantly grow its town center since its creation in 1918, and struggles to entice retailers to the community. Its under performance is due to its relative isolation from Nashville. Physical barriers and minimal access to Old Hickory continue to suppress it’s growth, while gentrification in the village could become a problem if successful redevelopment occurs.

Vision

To solve these problems, Old Hickory must become a destination, while increasing density and diversifying its population. Building upon the existing road network and re-connecting streets will improve walkability and allow for the creation of more lots in a gridded pattern. Bolstering the community facilities, such as improving the community center and town square, will encourage social interaction by the neighbors. The introduction of town homes, live / work, and manor houses will increase housing choices and provide the density to support the retail being proposed. This will lead to increased economic diversity and prosperity.



Aerial Location



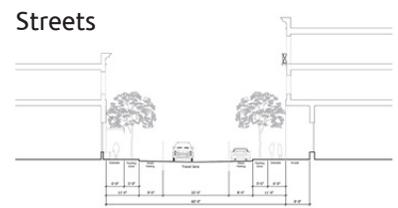
Illustrative Plan



Proposed Rendering - View from the Northwest



Active Retail Storefronts

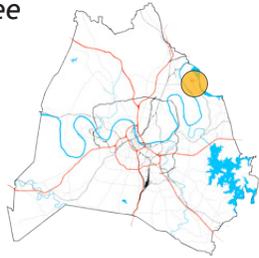


Proposed Cross-Section

7 | Old Hickory Village

Establishing a New Center

University of Tennessee
Sean Miller



Site

Old Hickory Village is located in the northeast portion of Davidson County along its namesake Old Hickory Lake. The village is an historic company town of Dupont and a large manufacturing facility still operates on the northern boundary of the community. The village's circuitous commute to Nashville, and limited job opportunities has contributed to the steady decline of the community. However, a tremendous opportunity exists as the village has many traits of "old is new again" urbanist developments. The village features a gridded street pattern, central parcels available for redevelopment, historic homes with character, and access to recreational activities on the lake.

Vision

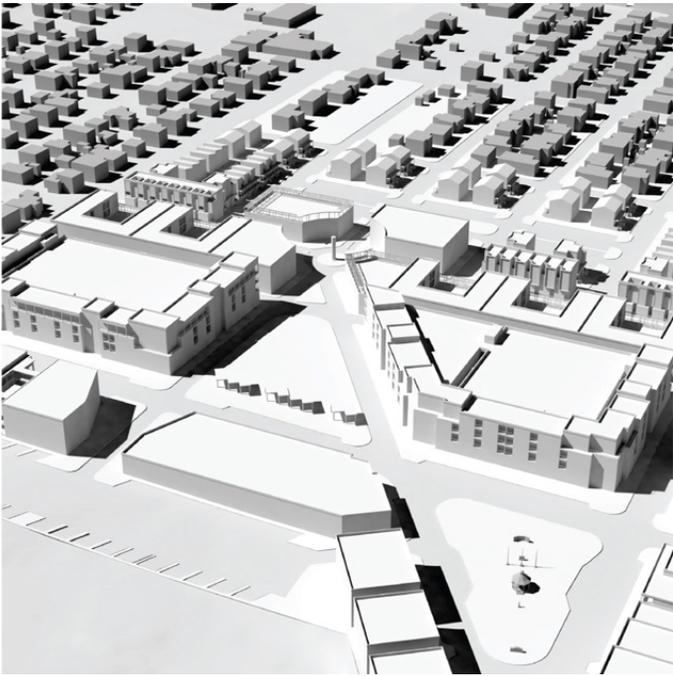
The proposal seek to create a new village center and identity for Old Hickory Village through the creation of a new public green. The new green compliments the existing public spaces to form the village center. This area is enhanced with two to five story retail and mixed-use buildings. The street network is expanded to allow for more connection of the village residents to the new town square. Missing Middle housing types, such as stacked flats, courtyard apartments, and townhomes, help to transition the larger mixed-use blocks to single family homes.



Aerial Location



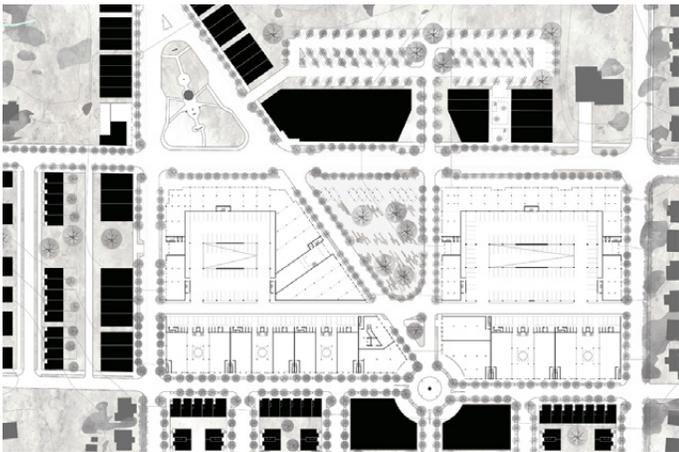
Figure Ground Plan



Four Story Mixed Use Option



Courtyard Apartments



Plan Detail



Axonometric - Uses

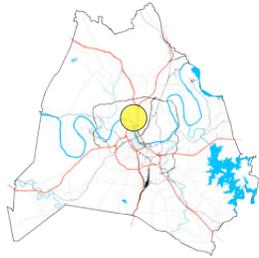


Site Section

8 | Talbot's Corner

Highway Adjacency

Georgia Tech
Yigong Zhang
Josh Tooill
Justin Wallace



Site

Talbot's Corner is located north of downtown Nashville at the intersection of West Trinity Lane and Interstate 65. The area was once a popular stop for families seeking lodging, food and fuel on their way to the Opryland USA theme park before it closed nearly two decades ago. Pages Branch creek runs through the site's southern edge, and serves as a drainage between the bluffs of Katie Hill and Heaton's Station out to the adjacent Cumberland River. This southern edge includes floodplain that often floods when the river level rises.

Vision

This proposal addresses the following problems of the site: highway adjacency, flood risk, and affordability. The highway is buffered by a green corridor, and West Trinity Lane is converted into a boulevard with a planted median. Expanding the Nashville greenway plan, flood prone areas become a natural area which extends into a linear park through the daylighting of a stream up to West Trinity Lane. Finally, the site's proximity to downtown make it a good site for affordable investments. Smaller block sizes easily accommodate multi-family housing and also provides affordable office space along West Trinity Lane. The result is a healthy, walkable, and mixed-use community with a true identity.



Aerial Location



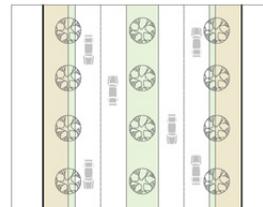
Illustrative Plan



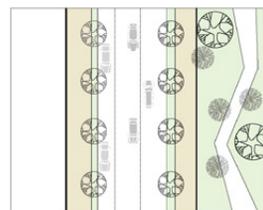
Proposed Rendering - View from the North



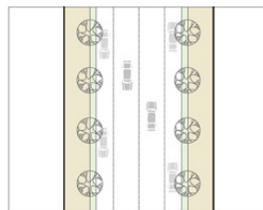
Central Gathering Space



Street Type - 4 Lanes with Median

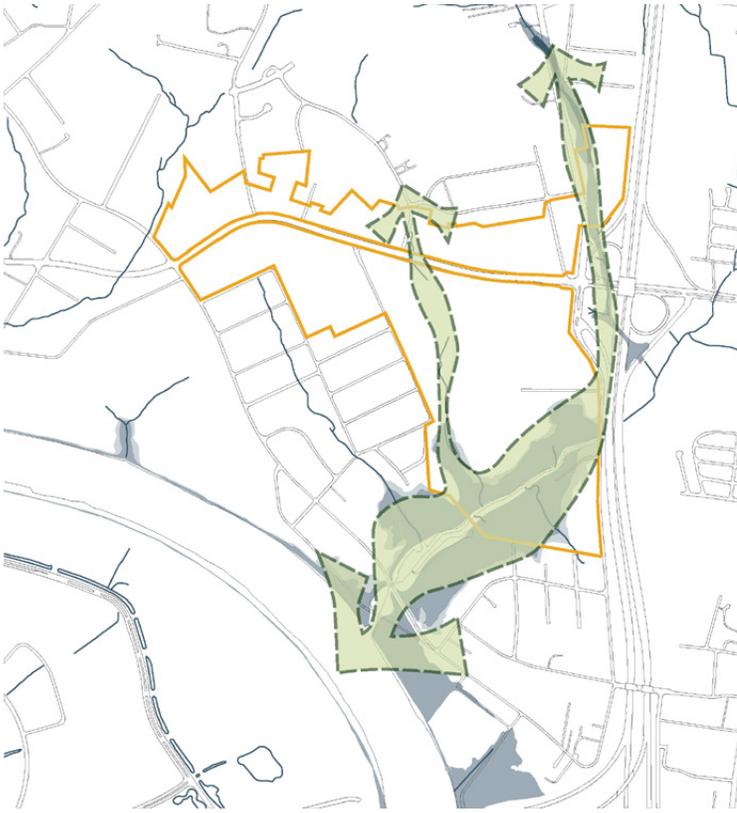


Street Type - 2 Lanes with Parking and Bio-swale

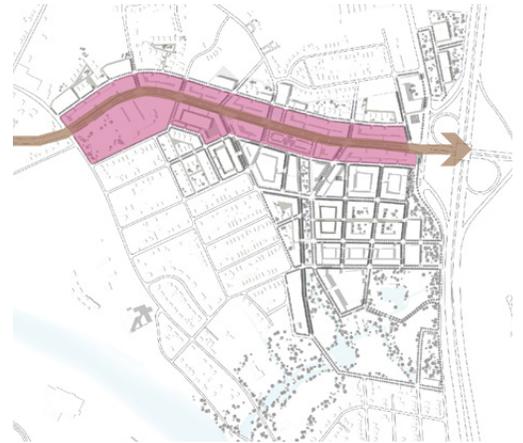


Street Type - 2 Lanes with Double Parking

8 | Talbot's Corner



Dual Green Space and Stormwater Integration



Phase I - Trinity Lane



Phase II - Expansion and Green Spaces



Public Park with Bio-retention Water Features



Phase III - Neighborhood Buildout



Perspective of Central Gathering Space



Civic Spaces

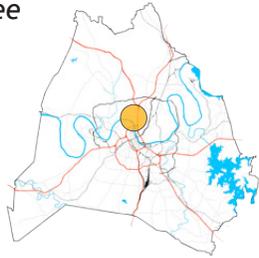


Green Spaces

8 | Talbot's Corner

Highway Adjacency

University of Tennessee
Kyle Jenkins



Site

Talbot's Corner is located north of downtown Nashville at the intersection of West Trinity Lane and Interstate 65. The site contains an abandoned hotel and other tourist uses which originally served the Opryland USA theme park and venue. The adjacent commercial and industrial businesses are in need of rehabilitation. The odd shaped lots of the site have no relationship to one another nor to the adjacent neighborhoods.



Aerial Location

Vision

This proposal develops a community center for the adjacent neighborhoods, with the intent to create connectivity and an identity for the residents. The design is organized around a large central green that functions as a recreational commons, surrounded by stacked flats and mixed-use development. The central green also functions as a stormwater infiltration area to offset run-off from the impervious cover of the development. The areas of major development avoid the lower reaches of Pages Branch. In addition, the proposal provides venues for existing businesses and new facilities to attract additional business into the area. A highlight of the project are the incredible views directly into the downtown area, along with the immediate interstate access for commuters of the surrounding neighborhoods.



Illustrative Plan



Market View Plaza



Plan Detail



Streetscape with Mixed-use

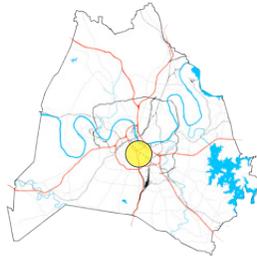


Site Cross-Section

9 | I-65 Creative Corridor

Creative Industrial Zone

Georgia Tech
Justin Wallace
Yigong Zhang
Josh Tooill



Site

Located south of downtown Nashville, the site consists of isolated parcels constrained by Interstate 65 to the west and a regional rail-line to the east. This wedged condition limits the site's accessibility to overpasses at specific points. The elongated site can be broken into two areas. The southern end is zoned as light industrial and contains existing warehouses and old industrial buildings that could be assets during redevelopment. The northern end of the site is designated as civic / cultural / recreation and contains a historic civil war monument, the Adventure Science Center, and ample open space adjacent to a cemetery.

Vision

The development proposes a creative industrial zone that aims to attract Nashville's "maker" community. Large block sizes are reduced to smaller, yet developable, blocks. Streets closely follow existing parcel lines. Density is concentrated around Chestnut Street, while the southern end of the site serves as a separate destination due to its isolation. Existing transit networks (bike and streets) are expanded north and south. Light Industrial and Institutional land uses are converted into mixed-use and live-work areas. Affordable and adaptable building types and existing warehouses attract and are utilized by the creative / industrial / maker population.



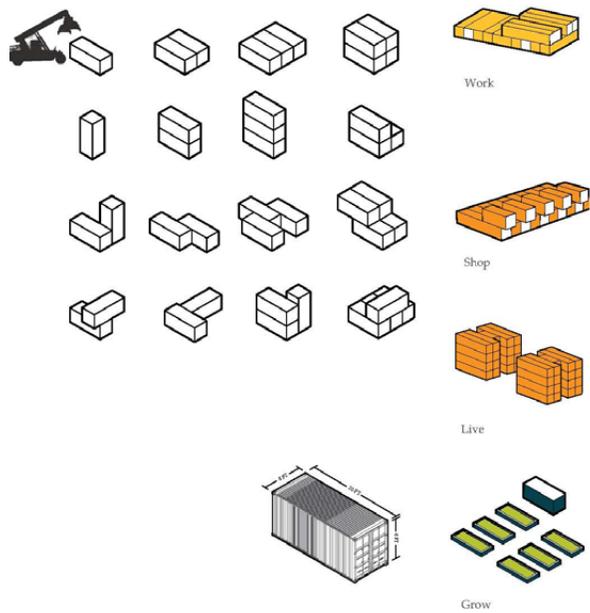
Aerial Location



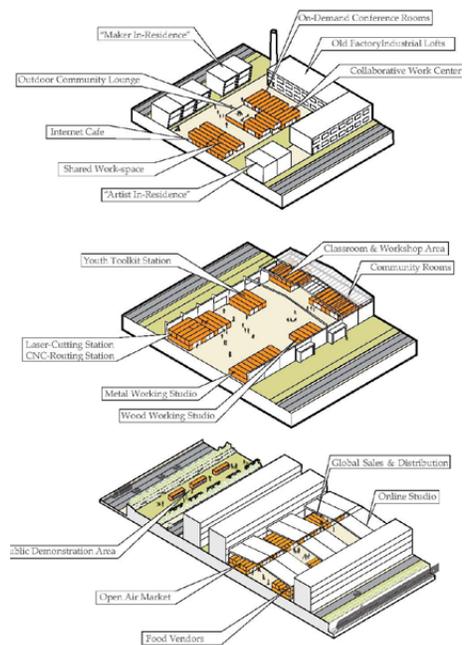
Illustrative Plan



Perspective of Central Gathering Space



Affordable Container Construction



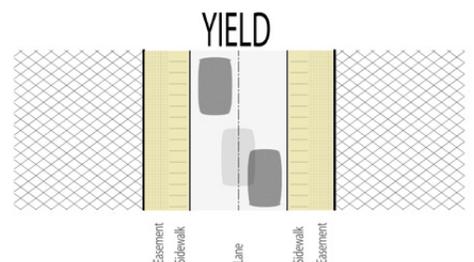
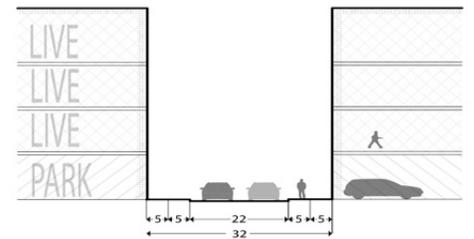
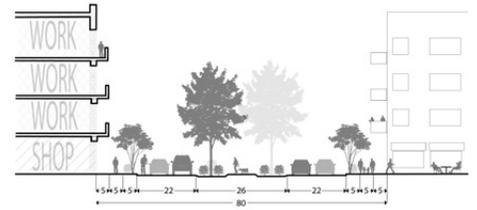
Civic Space Diagrams

9 | I-65 Creative Corridor

Dual Green Space and Stormwater Integration



Illustrative with Plan Detail



Streetscapes



Proposed Rendering - Central Civic Space



Buildings Adaptable for Reuse

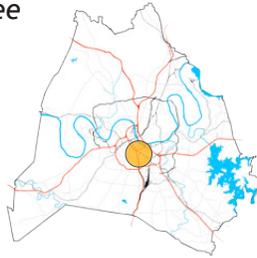


Access to Transit and Open Space

9 | I-65 Creative Corridor

Highway Adjacency

University of Tennessee
Dylan Buc



Site

The site is located south of downtown Nashville, bordered by Interstate 65 to the west and a significant rail corridor to the east. Because of this, the site is constrained with poor access, and is primarily used for warehousing and logistics along its narrow portions. The northern half of the site includes Historic Fort Negley, the Adventure Science Center, and the old Nashville Sounds baseball park. Given the close access to downtown Nashville and the Berry Hill areas, opportunities exist for retrofitting the warehouse spaces into maker communities, office use, and also densification with multi-family residential.

Vision

This proposal aims to establish a “maker community” and office headquarters on the site. Land uses will be expanded to include mixed-use and live / work, as well intensifying the office concentration and overall density. The existing infrastructure will be improved with new internal streets and facilities. Finally, transitions and connections from the highways to the neighborhoods will be improved while providing additional services for residents.



Aerial Location



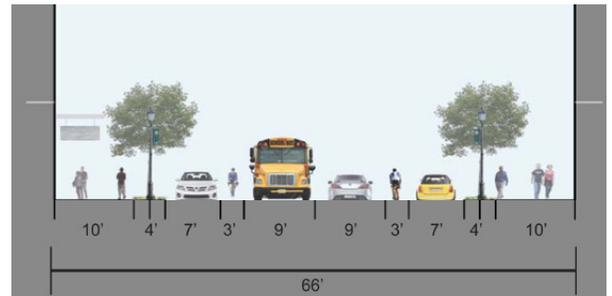
Figure Ground Plan



Detail Plan



Ground Floor Plan



Street Section

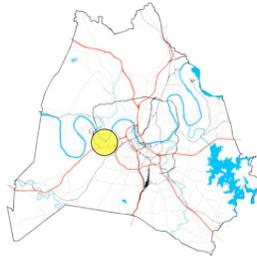


Site Section

10 | Centennial Boulevard

Border Vacuum

Georgia Tech
Amy Bledsoe
Erin Sherman



Site

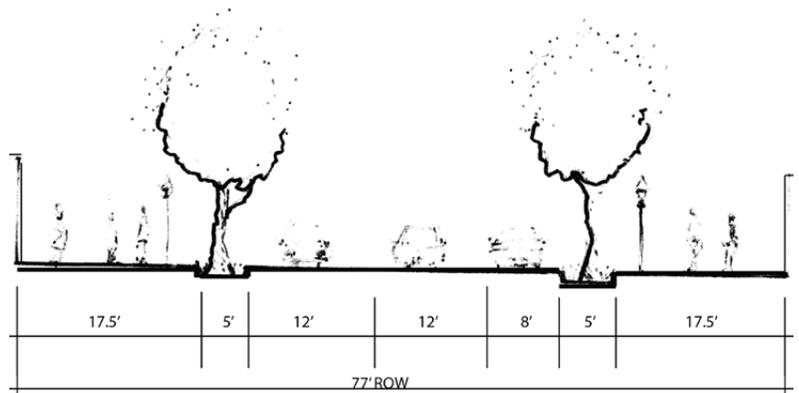
The site is located in West Nashville in the Nations neighborhood, a community experiencing redevelopment and tensions between new and old residents. It is bordered to the north by railway lines and industrial areas, and to the south by Centennial Boulevard and residential areas beyond. The site contains many industrial and warehouse buildings.



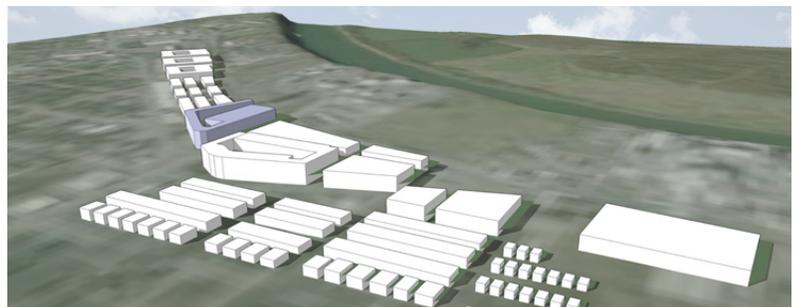
Aerial Location

Vision

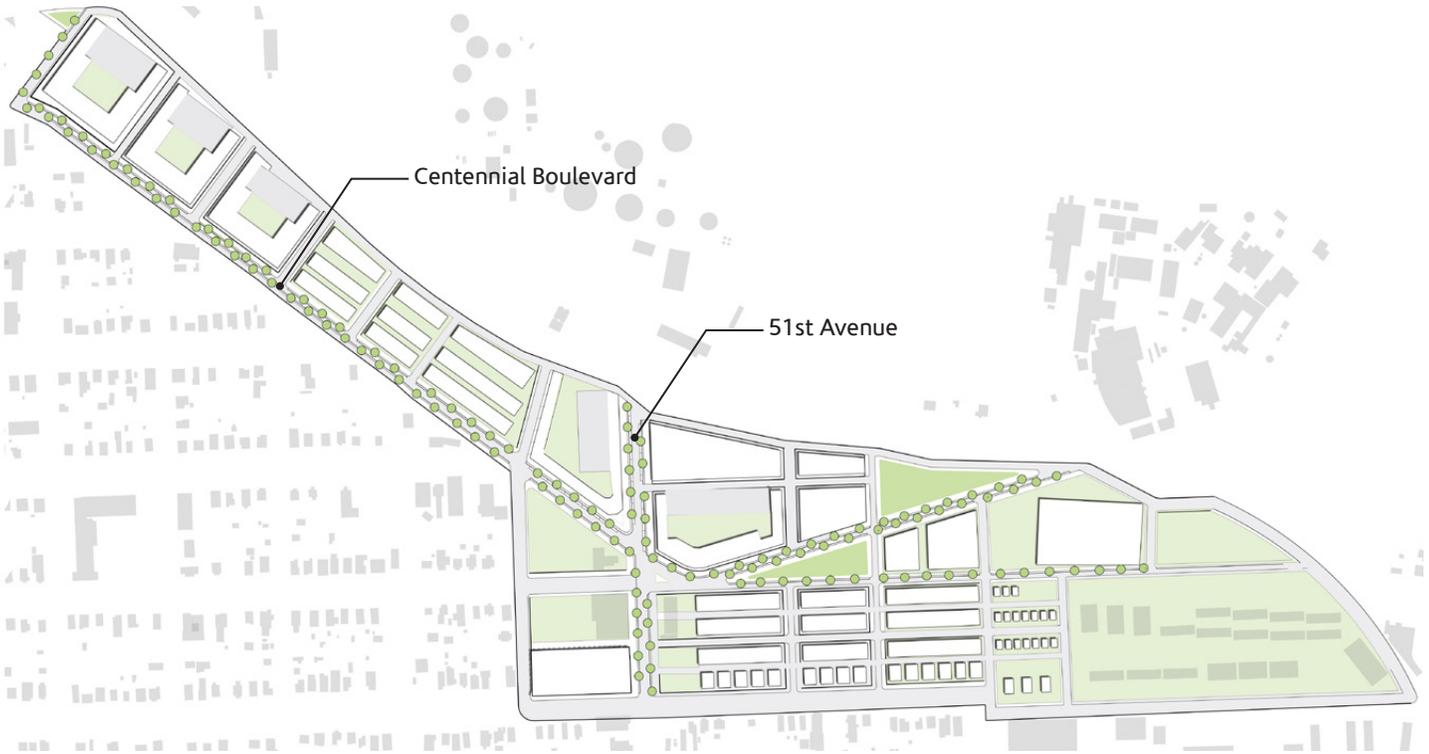
A catalyst for the re-inhabitation of the site is the accommodation of more people, activities, and places to gather. The streets that currently create barriers will be transformed to include on-street parking in specific areas, street trees, widened sidewalks, and opportunities to connect to public green spaces from a variety of angles. Under utilized properties and buildings are converted to make spaces with mixed uses and live / work opportunities. Existing shops that are important to the neighborhood will remain in place and a variety of housing options will become available. Overall, the neighborhood will be redeveloped with a community focus and designated community spaces that are easily accessible.



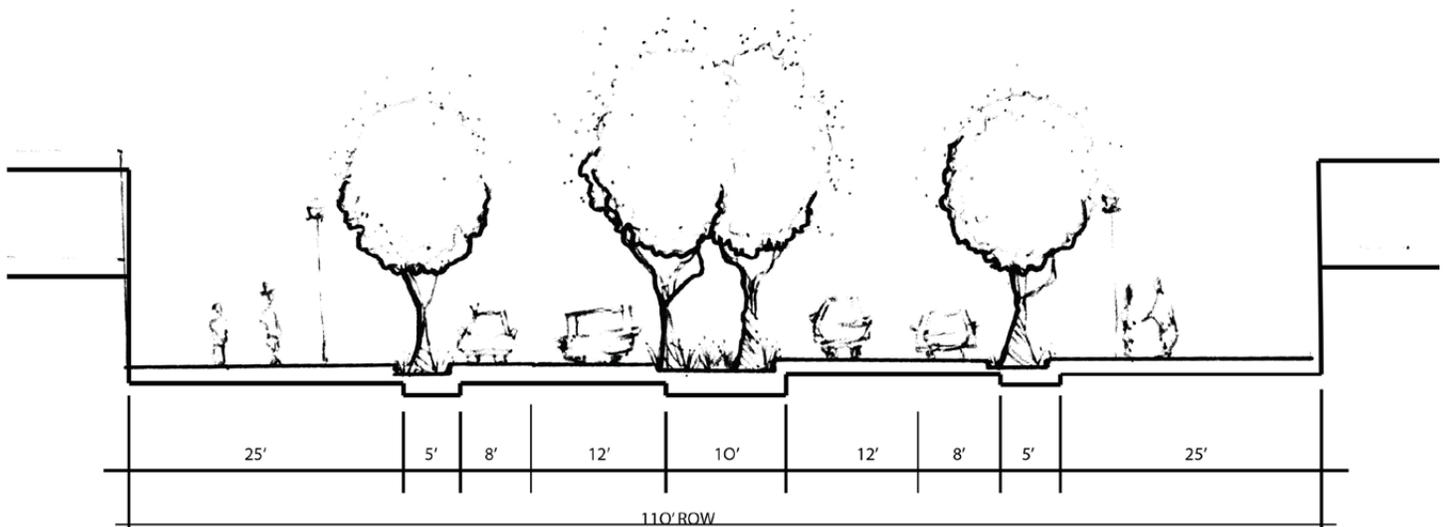
Centennial Boulevard Street Section



Proposed Rendering



Illustrative Plan

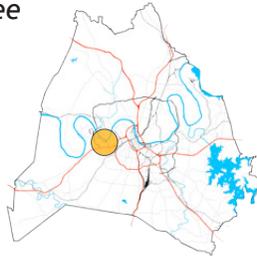


51st Avenue Street Section

10 | Centennial Boulevard

Border Vacuum

University of Tennessee
John Battle



Site

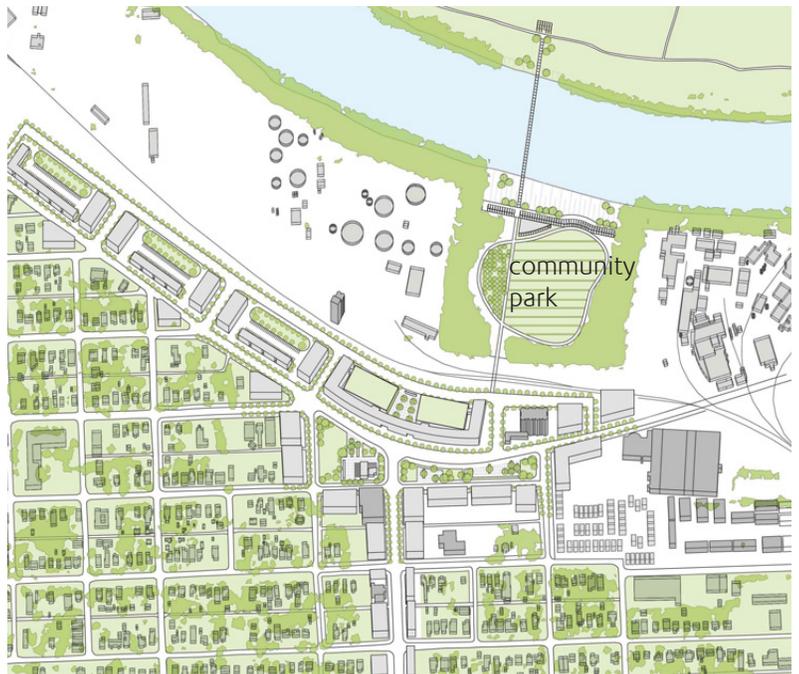
The site is located along Centennial Boulevard in the Nations neighborhood. The site has many challenges: the vacant and outdated industrial buildings that create a “border vacuum” and blight the adjacent residential neighborhood; new residential development which is not the same character as the existing homes; limited connections and views to the nearby Cumberland River; and a lack of pedestrian facilities.



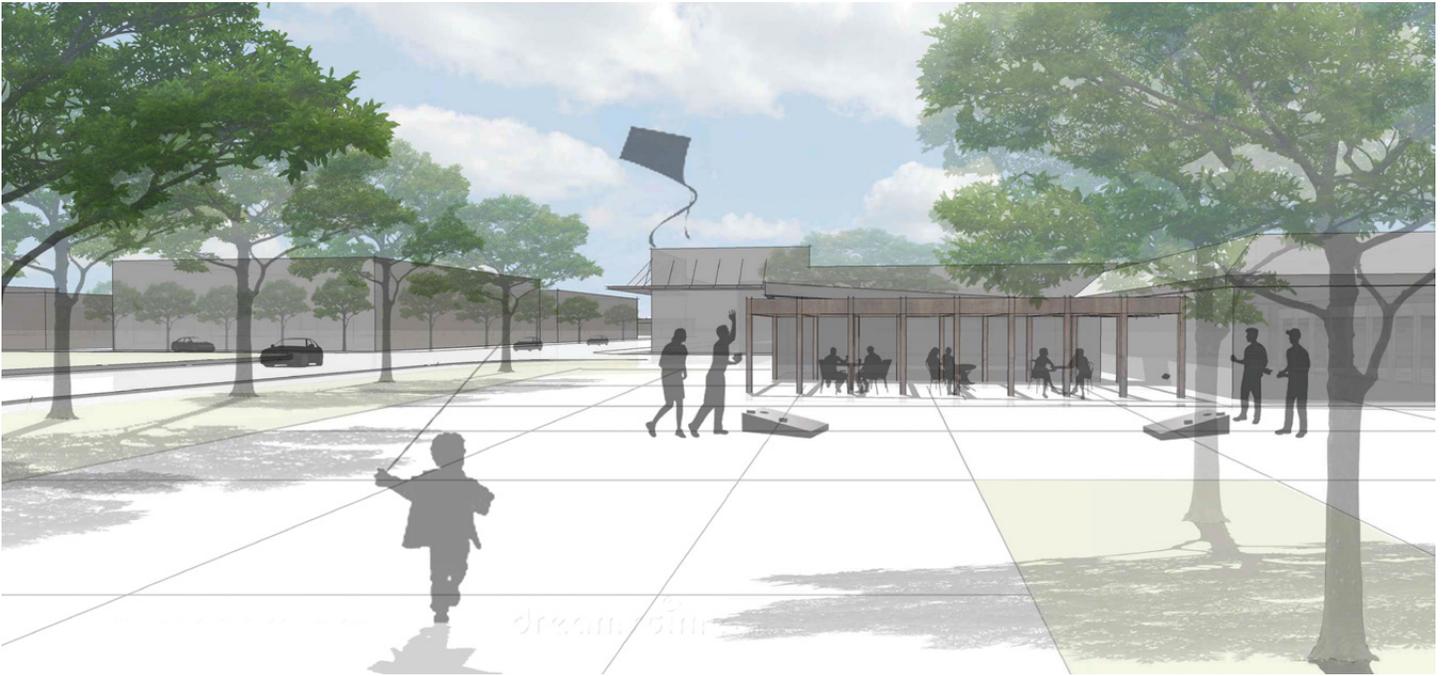
Aerial Location

Vision

This proposal addresses the curve of Centennial Boulevard at the 51st Street intersection to slow down traffic, open up the neighborhood, and create a destination center with a mixed-use retail and residential character. Other uses in and around the center include: live-work spaces, community beer garden with pergolas, an urban park and plaza, diverse housing options, and a community park along the riverfront that embraces a future greenway and includes an orchard, communal gardening, bocce courts, visitors pavilion, and a new pedestrian bridge extending to the opposite bank. Additional bus routes, bike lanes, and sidewalk improvements are undertaken in the development.



Illustrative Plan



View of the Plaza Civic Space



Land Use Plan



View towards Plaza



Cross-Sections of Site

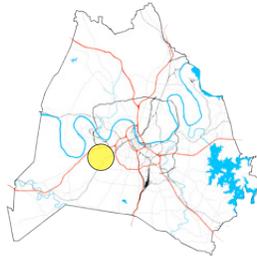
11 | Nashville State

A Green Slate

Georgia Tech

Jim Boyer

Jiawen Wang



Site

The 150 acre site in West Nashville is currently the home of Nashville State Community College. It lies along a suburban shopping corridor and in close proximity to the St. Thomas West Hospital. It is also directly connected to a Target and a suburban shopping center to the south via parking lots and small surface drives. In addition, the affluent area of Belle Meade is only a short distance away. Directly to the west of the site is the Richland Greenway and the McCabe public golf course. The site is under utilized and adjacent to one of the more congested intersections in Nashville. The intersection of White Bridge Pike and Harding Pike experiences heavy delays during rush hour.

Vision

This solution looks at the possibility of adding a new parallel road along White Bridge Pike that could relieve congestion at existing intersections, as well as direct traffic to the center of a newer, denser and more urban development. The development of a large main park would help draw people to the area, as well as provide a large multi-use recreation area for the west side of Nashville. A combination of housing types appeals to diverse incomes and also provides a height and density transition from the urban shopping district to the adjacent single family neighborhoods.



Aerial Location



Illustrative Plan



Proposed Rendering - View from the West



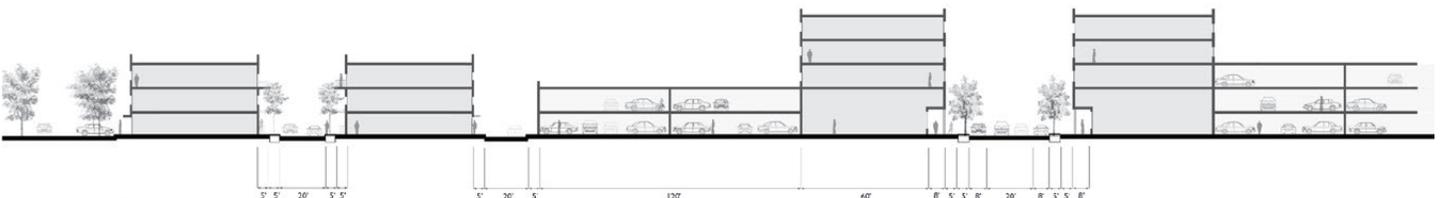
Multi-Modal Streets with Active Storefronts



Concept: Connect



Concept: Relieve

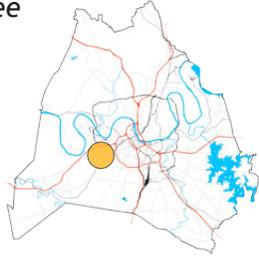


Proposed Site Section

11 | Nashville State

Make a There, There

*University of Tennessee
Zane Espinosa*



Site

The site is located in West Nashville on White Bridge Pike near its intersection with Harding Pike. The north, south, and western boundaries of the site are residential neighborhoods, while the eastern boundary is McCabe Park. The vast and poorly utilized site is currently occupied by Nashville State Community College. It is surrounded by a variety of programmed spaces, including strip malls and shopping centers, used by a diverse demographic.

Vision

This proposal maximizes the use of the site with a dense and diverse mixed-use development based on the synthesis of pre-existing adjacencies. These adjacencies include multi-family residential development, single family residential neighborhoods, McCabe Park and greenway, active retail centers, and the Nashville State campus.

The proposal centralizes the campus and adds an elementary school. The proposed development is gridded and filled with a variety of missing middle housing, such as townhomes, stacked flats apartments, and mixed-use with residential above. The site layout is frequently articulated by green spaces, including roof gardens, with key axials terminating to a view of the preserved fire tower.

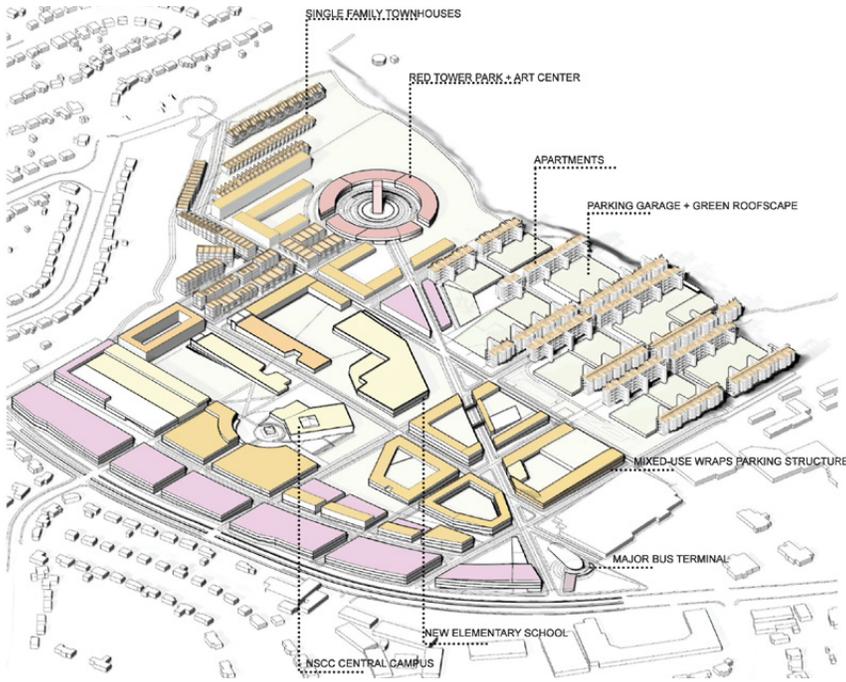


Aerial Location

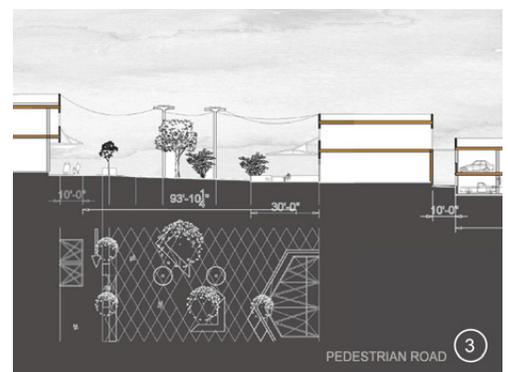
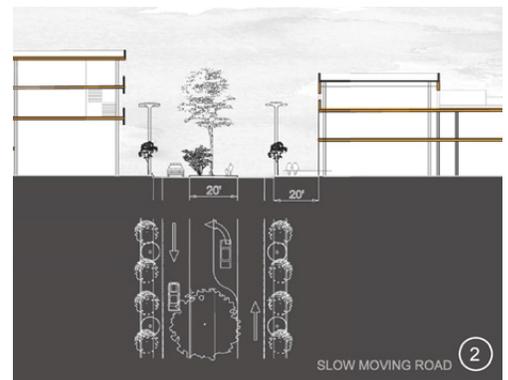
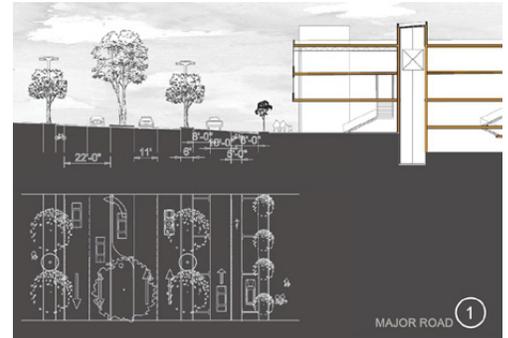


Illustrative Plan

retrofitting suburbia

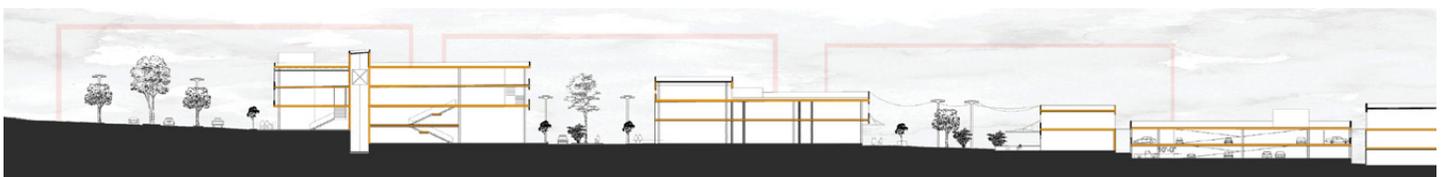


Proposed Axonometric



Provides for Increased Housing

Streets



Site Section

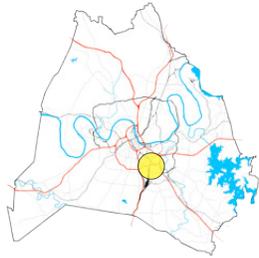
12 | Woodbine Main Street

Driving Change on Corridors

Georgia Tech

Kevin Illoa

Migyung 'Sky' Ko



Site

The Woodbine community has become a cultural center for Nashville. Nolensville Pike is a major arterial running through the community, connecting the suburbs with Interstate 440 and downtown Nashville. Heavy traffic occurring on the road creates a barrier through the three-quarter mile long strip of retail, which in the past has served as the main street for adjacent neighborhoods. Walkability is very low due to vehicular traffic and the existing large blocks. There are “missing teeth” creating a lack of presence along Nolensville Pike, and lost curb appeal for the businesses and customers. The death of curb appeal is reinforced with the vast areas of land being used for parking lots.

Vision

A seam is created on Nolensville Pike to reconnect the adjacent neighborhoods to the main street. The Pike is converted into a boulevard through a “road diet”, and additional side streets are proposed. This results in a functional street network that disperses traffic with route options, reduces the sizes of blocks, and increases walkability. With more street connectivity, the number of lots can also be increased along with overall density. This will attract more retail to fill the “missing teeth”. Meanwhile, increasing the density and diversity of housing types serves to stitch the neighborhoods even more tightly to the main street of Woodbine.



Aerial Location



Illustrative Plan

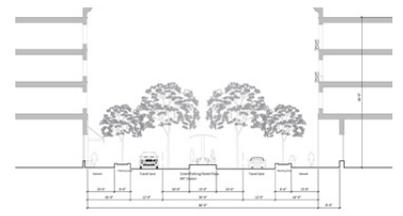


New Main Street for Woodbine Neighborhood

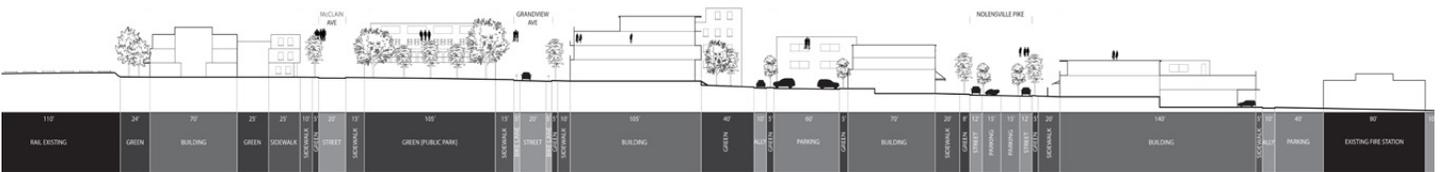
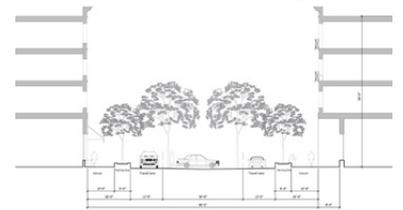


Proposed Rendering - View from the Southeast

Nolensville Pike - BRT



Nolensville Pike - Parking



Proposed Cross-Section