

# **21<sup>ST</sup> AVENUE SOUTH**

## **APPENDIX E**

### **COMMUNITY ASSESSMENT**

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# 21<sup>ST</sup> AVENUE SOUTH

## APPENDIX E

### COMMUNITY ASSESSMENT

#### Introduction

During the Fall of 2018, the Metropolitan Planning Department staff and Councilmember Burkley Allen initiated discussion regarding the future of 21st Avenue South between I-440 and Hillsboro Village. Staff prepared a planning process to engage residents, property owners, business owners, and other stakeholders along the corridor and within adjacent neighborhoods to develop a small area plan to guide future growth and to consider implementing zoning options.

#### Study Boundary

The boundary of the study, mapped in **Fig. E1**, area was established by the planning team and finalized by the Steering Committee. The study area primarily includes property with 21st Avenue South frontage between I-440 and Magnolia Boulevard – all of which is within the Green Hills-Midtown Community Plan area. Green Hills-Midtown is one of 14 planning areas employed by the Planning Department to conduct community planning. The adjacent residential neighborhoods Hillsboro-West End and Belmont-Hillsboro are not included within the study area.

#### Purpose and Format

The Community Assessment Report describes the research and set-up in advance of Charrette Week – observation and issue definition, agency stakeholder coordination, etc. in advance of public meetings. The following pages describe existing conditions and summarize adopted plans that include the study area. Maps referenced throughout this section are found in the Map Gallery section of the Community Assessment Report. Map 5 (Aerial Map) shows a photo aerial of the study area.

#### Outreach

Every successful plan requires robust community engagement and coordination with stakeholders. The public process will kickoff with a week-long Charrette October 29 through November 1, 2018. Charrette Week



**Fig. E1: 21st Ave. S. Corridor Study Boundary**

will include multiple opportunities for public input, including facilitated small group discussions during the Visioning Session, presentation of work underway during two Open Design Studio sessions, and a presentation of preliminary recommendations during a Work-in-Progress session. All information presented at the Work-in-Progress session will be available on the project website for review following Charrette Week.

### *Steering Committee*

The process initiated with selection of a Steering Committee to guide community engagement and development of a plan. Staff will continue working with the Steering Committee in the weeks following Charrette Week. The committee will have the opportunity to review multiple iterations of the draft document prior to staff presenting the plan to the Planning Commission.

### *Stakeholders*

Staff coordinated with multiple Metro departments and agencies prior to Charrette Week to ensure alignment with other Metro plans and studies. Staff will continue to follow up with these stakeholders during and after Charrette Week. Stakeholders groups included:

- Mobility
- Parks and Open Space
- Stormwater
- Property and Business Owners

### *Charrette Week*

#### **Schedule**

Schedule for the public includes the following:

- **Oct. 29 – Community Visioning Workshop:** participants will share thoughts through discussion and interactive activities.
- **Oct 30 and Oct 31 – Open Design Studio:** provides opportunity for the public to check in on the progress being made by the planning team
- **Nov. 1 – Work-in-Progress presentation:** participants will view a presentation highlighting the work completed during charrette week. This includes a presentation followed by an open house.

### **Notification Summary**

As part of the standard policy amendment process, public notice of the

21st Avenue South charrette schedule, including community meetings, was mailed to approximately 2700 property owners within and near the study area. Additional outreach occurred via a website dedicated to the study and. The District Councilmember and leaders of adjacent neighborhood association have also encouraged participation through distribution of information about the study and Charrette Week.

## Socioeconomic Profile

Census information obtained from the American Community Survey (ACS) of data collected for the 2016 ACS five-year estimates at the block group level, which is necessary to understand small areas. The data presented in **Table E1** for the study area includes seven block groups, as defined by the U.S. Census, compared to Davidson County as a whole. Since the block group boundaries and the study area are not aligned, the data represents an area larger than the study area, which is standard practice for small area plans at the corridor level, as shown in **Fig. E2**.

### Key Findings

- Corridor demographic profile is clearly influenced by its proximity to Vanderbilt and Belmont universities.
- Over 10% of the persons residing in the area live in Group Quarters (dorms), compared to only 3.3% countywide.
- Contains very few single parents, which likely is the result of a large university student population and the high cost of housing; countywide, 28.7% of all families are led by single parents while in the 21st Avenue South area the value is only 3.9%.
- Racially the area is primarily White (76.8%) and Asian (11.5%). In particular the portion of the population which is Asian is almost 4 times the county average. There are relatively few African-Americans.
- Ethnically the area is only 3.7% Hispanic or Latino vs. 10% countywide.
- Very few children in the area – only 3.7% of the population is under age 18 vs. 10% for Davidson County as a whole.
- Rental units are much more common in the area than they are in Davidson County in its entirety. Rental units make up 64.2% of the housing stock vs. 46% countywide.



**Fig. E2: Block Groups included in socioeconomic analysis**

**Table E1: Socioeconomic analysis**

Socioeconomic Characteristics		Davidson County		21st Avenue South Area	
		Number	% of Total	Number	% of Total
<b>Population</b>	<b>Total</b>	<b>667,885</b>	<b>n/a</b>	<b>8,720</b>	<b>n/a</b>
	Household Population	645,960	96.7%	7,706	88.4%
	Group Quarters Population	21,925	3.3%	1,014	11.6%
	Average Household Size	2.40	n/a	2.03	84.4%
	Male	322,044	48.2%	4,197	48.1%
	Female	345,841	51.8%	4,523	51.9%
<b>Families</b>	<b>Total</b>	<b>150,156</b>	<b>n/a</b>	<b>1,559</b>	<b>n/a</b>
	Married Couple Families with Children	39,984	26.6%	503	32.3%
	Single Parent Families with Children	43,032	28.7%	61	3.9%
	Female Householder with Children	38,223	25.5%	32	2.1%
<b>Race</b>	<b>White</b>	<b>420,689</b>	<b>63.0%</b>	<b>6,698</b>	<b>76.8%</b>
	Black or African American	184,318	27.6%	841	9.6%
	American Indian/ Alaska Native	1,957	0.3%	0	0.0%
	Asian	22,901	3.4%	1,003	11.5%
	Native Hawaiian or Pacific Islander	403	0.1%	0	0.0%
	Other Race	21,955	3.3%	27	0.3%
	Two or More Races	15,662	2.3%	151	1.7%
<b>Ethnicity</b>	<b>Hispanic or Latino</b>	<b>66,461</b>	<b>10.0%</b>	<b>319</b>	<b>3.7%</b>
<b>Age</b>	<b>Less than 18</b>	<b>143,937</b>	<b>21.6%</b>	<b>1,006</b>	<b>11.5%</b>
	18-64	450,180	67.4%	6,923	79.4%
	Greater than 64	73,768	11.0%	791	9.1%
<b>Housing Units</b>	<b>Total</b>	<b>294,794</b>	<b>n/a</b>	<b>4,090</b>	<b>n/a</b>
	Owner Occupied	145,206	54.0%	1,363	35.8%
	Renter Occupied	123,872	46.0%	2,440	64.2%
	Occupied	269,078	91.3%	3,803	93.0%
	Vacant	25,716	8.7%	287	7.0%
<b>Travel</b>	<b>Mean Travel Time to Work (min)</b>	<b>23.4</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Workers	344,577	n/a	5,112	n/a
	Drove Alone	<b>274,059</b>	<b>79.5%</b>	<b>3,488</b>	<b>68.2%</b>
	Carpooled	34,348	10.0%	327	6.4%
	Public Transportation	7,508	2.2%	84	1.6%
	Walked	6,945	2.0%	650	12.7%
	Bike	752	0.2%	162	3.2%
	Taxicab, motorcycle or other means	3,523	1.0%	19	0.4%
	Worked from Home	17,442	5.1%	382	7.5%
<b>Income</b>	<b>Median Household Income</b>	<b>\$50,484</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
	Per Capita Income	\$30,595	n/a	\$45,512	148.8%

Socioeconomic Characteristics	Davidson County		21st Avenue South Area	
	Number	% of Total	Number	% of Total
Income below Poverty level	114,238	17.7%	804	9.2%
<b>Education</b>				
Population 25 years and over	454,177	n/a	5,970	n/a
Less than 9th grade	22,287	4.9%	40	0.7%
9th to 12th grade, No Diploma	34,503	7.6%	95	1.6%
High School Graduate (includes equivalency)	105,806	23.3%	459	7.7%
Some College, No Degree	89,465	19.7%	645	10.8%
Associate Degree	28,607	6.3%	199	3.3%
Bachelor's Degree	108,196	23.8%	2,219	37.2%
Graduate or Professional Degree	65,313	14.4%	2,313	38.7%
<b>Employment</b>				
Population 16 Years and Over	536,964	n/a	7,774	n/a
In Labor Force	375,959	70.0%	5,531	71.1%
Civilian Labor Force	375,525	69.9%	5,531	71.1%
Employed	352,174	93.7%	5,224	94.4%
Unemployed (actively seeking employment)	23,351	6.2%	307	5.6%
Armed Forces	434	0.1%	0	0.0%
Not in Labor Force	161,005	30.0%	2,243	28.9%

U.S. Census Bureau 2016 American Community Survey 5-year estimates

- Because the area features relatively high housing density, a well-established grid of streets and sidewalks, and is located near two major universities, biking and walking make a significantly larger portion of commuters. The modes combined make up almost 16% of trips to/from work vs. only 2.2% for Davidson County as a whole.
- Area is very affluent. Per Capita income is \$45,512 annually, a value that is nearly 150% of the Davidson County value (\$30,595).
- Corridor's residents are also very well educated. Over 75% of persons age 25 and up have a bachelors or graduate/professional degree. That value is almost double (37 percentage points higher) the Davidson County value.

Discover status of active requests to the Planning Commission using Development Tracker online at: <https://maps.nashville.gov/DevelopmentTracker/>

Discover more about NashvilleNext online at: <http://www.nashville.gov/Government/NashvilleNext.aspx>

## Development Activity 2013 to Present

### *Zoning Changes*

No rezoning requests have been adopted by Metro Council within the study area between 2013 and 2018, as shown in **Map E1** (see in Map Gallery). One rezoning request for property adjacent to the study area was approved:

- Specific Plan (SP) at 2017 Bernard Avenue.

### *Permit Activity*

An analysis of permit activity generated as the Codes Department issues construction, demolition, or grading permits, revealed limited investment into the study area from 2013 to October 2018.

- One residential renovation permit (construction value of \$35,000).
- No commercial permits that exceeded \$1,000,000
- One demolition permit for 2401 21st Avenue South (at the West Linden Avenue intersection).
- No grading permits

## NashvilleNext General Plan

NashvilleNext is a plan created by Nashvillians to guide how and where our community grows through 2040. The Planning Commission has final approval authority to adopt NashvilleNext and its supporting plans and holds public hearings on individual policy changes. In 2015, the Planning Commission unanimously adopted NashvilleNext following a three-year community engagement effort that reached over 18,500 participants. The Planning Commission adopted an update to NashvilleNext in 2017.

### *Growth and Preservation Concept Map*

NashvilleNext's Growth & Preservation Concept Map presents a county-wide vision and serves as tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment align with community values. **Map E2** (see in Map Gallery) shows how this vision is reflected within the study area. The concept for the study area illustrates four key components:

- **Neighborhood:** represents the bulk of the study area (shown in light yellow) which is primarily an urban residential area offering a mix of housing types and character.

- **Transition or Infill:** represents a two small areas within the study area near the I-440 interchange in addition to the adjacent residential neighborhoods just outside the study area and is intended to allow for strategic infill of higher density housing that supports transit lines and activity centers.
- **High Capacity Transit Corridor:** represents a framework of more intense housing and commercial areas along major roadways with more frequent transit service. Routes that currently support frequent transit service are identified as priority routes. The thick blue line along 21st Avenue South highlights the street as an Immediate Need Priority Corridor for high capacity transit slated for near-term improvements to transit service.

### *Community Character Policy*

The Community Character Policy, shown in **Map E3** (see in Map Gallery), shows how different Community Character policies link the countywide vision from NashvilleNext to zoning and development decisions for every property in the county. The overarching concept behind each policy is its location within the Transect, a system for categorizing, understanding, and guiding the various development patterns of a region, from the most natural and rural to the most urban. The policies provide guidance for four community elements within each transect category – Open Space, Neighborhoods, Centers, and Corridors.

Eight policy areas, predominantly in the T4 Urban Transect, area applied to the study area, are summarized below:

- **District Office Concentration (D OC)** exists generally along the corridor between Bernard Avenue and Magnolia Boulevard and is intended to maintain, 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.
- The residential neighborhoods on the edge of and adjacent to the study area is designated as **T4 Urban Neighborhood Maintenance (T4 NM)**, and **T4 Urban Neighborhood Evolving (T4 NE)**. T4 NM policy is intended to maintain the character of the urban neighborhood. T4 NE policy is intended to create and enhance the urban neighborhood to include greater housing choice and improved connectivity.



nashvillenext

**NashvilleNext's Growth and Preservation Concept Map provides an organizing framework for countywide growth**

The Concept Map places Center areas into one of three tiers:

- **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- **Tier Three:** These areas are not designated to receive coordinated investments in the next ten-year period to shape demand. Rather, investments may be made to support their current functions, and Metro will work with the private sector to ensure new development and redevelopment support Nashvillians' vision for centers.

Discover detailed guidance for each policy area in the Community Character Manual, online at: <http://www.nashville.gov/Planning-Department/Community-Planning-Design/CCM.aspx>

- **T4 Urban Neighborhood Center (T4 NC)** exists on the four corners of the Blair Boulevard intersection. T4 NC policy is intended to maintain, create and enhance urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods.
- The southernmost portion of the study area adjacent to the I-440 interchange is in **T4 Urban Residential Corridor (T4 RC)** policy. T4 RC is intended to maintain, create, and enhance urban residential corridors that support predominantly residential land uses and are compatible with the general character of urban neighborhoods.
- The section of the study area between Woodlawn Drive and Ashwood Avenue is within **T4 Urban Mixed Use Corridor (T4 CM)** policy. T4 CM is intended to enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development.
- **Civic (CI)** policy is applied to 21st Avenue South Fire Hall on the northwest corner of the Ashwood Avenue intersection as well as a small 0.06 acre lot just off the corridor, but within the study area, fronting Blair Boulevard. Civic policy is intended to preserve and enhance publicly-owned properties that are used for civic purposes.
- **Conservation (CO)** policy has a small presence in the study area. CO policy denotes environmentally sensitive land features, primarily stream buffers and a pond. It consists primarily of man-made steep slopes created with construction of the I-440 interchange.
- **Open Space (OS)** policy is applied to St. Bernard Park on the northwest corner of the Bernard Avenue intersection and a vacant Metro-owned lot on the southeast corner at the Magnolia Boulevard intersection. Open Space policy is intended to preserve and enhance open space areas.

### *Access Nashville*

Access Nashville is a comprehensive framework for the city's multimodal transportation network to support Nashville's quality of life and manage growth, development, and preservation through the year 2040 and beyond. Access Nashville provides a coordinated roadmap for the development of the entire transportation network over the next 25 years.

### **Major and Collector Street Plan**

A part of Access Nashville, the **Major & Collector Street Plan** (MCSP), shown in **Map E4** (Mobility), is a comprehensive plan and implementation tool for guiding public and private investment in the major streets that make up the backbone of the city's transportation system. Emphasis is placed on designing streets that serve all people and reflect the character of

the neighborhoods and centers through which users pass. Therefore, each street segment is categorized under the defining elements of Environment, Street Context, and Functional Design Type and identified with a specific label string comprised of the elements appropriate for that street segment.

Streets within the study area identified by the MCSP are described below:

- **21st Avenue South:**
  - **I-440 to Woodlawn Drive** – T4-R-AB4-IM, which is an Urban-Residential-4-lane Arterial Boulevard-Immediate Need Multimodal Corridor.
  - **Woodlawn Drive to Magnolia Boulevard** – T4-M-AB4-IM – which is an Urban-Mixed Use-4-lane Arterial Boulevard-Immediate Need Multimodal Corridor.
- Intersecting Collector Streets:
  - **Blair Boulevard** and **Woodlawn Drive** are classified as T4-M-CA2, which is an Urban-Residential-2-lane Collector Avenue. The remaining intersecting roads are classified as local streets.

Cross sections identified in the MCSP for 21st Avenue South are presented in **Figs. E3 and E4**, found in the Appendix.

### Walking, Bicycling, and Street Priorities

In addition to MCSP, Access Nashville also identifies walking, bicycling, and street priorities. Among those identified for the Midtown-Green Hills Community, the following are within the study area and shown in **Map E5** (see in Map Gallery):

#### Walking and Street Priorities:

- No walking or street priorities are identified for the study area.

#### Bicycling Priorities

- **Green Hills to Downtown Bike Boulevard/Protected Bikeway**
  - Though not within the study area, this project would implement a Bike Boulevard that’s parallel to the 21st Avenue South connecting the Mall at Green Hills to protected bikeways on Belmont, Music Row, and Demonbreun Street through Midtown to the Riverfront.
- **I-440 Multi-Use Path** – Develop a multi-use path generally parallel to I-440 connecting North Nashville to Woodbine.

### Major and Collector Street Plan Symbology

The symbol for each street shown on the Major and Collector Street Plan consists of six characters that are cross-references to sections of text in the Major and Collector Street Plan. Note that one street can have multiple Context Sensitive Solutions (CSS) street types along it. The six characters in each symbol represent the following:

Transect Category  
Character Type (Residential)  
CSS Street Type (Avenue)  
Functional Classification  
(Collector 2-Lane)

**T4-R-A-C2**

Discover more about Access Nashville, online at:

Access Nashville (including MCSP) <http://www.nashville.gov/Government/NashvilleNext/The-NashvilleNext-Plan.aspx> (search for Vol. V)

MCSP classification of streets: <https://maps.nashville.gov/MCSP/>

Discover more about countywide park and transportation plans online for each of the following:

nMotion: <https://nmotion.info/the-plan-document/nmotion-transit-plan/>

WalknBike <http://www.nashville.gov/Public-Works/WalknBike.aspx>

Plan To Play: <http://www.nashville.gov/Parks-and-Recreation/Plan-To-Play.aspx>

## Walk-n-Bike

Walk-n-Bike is Nashville’s strategic plan for bicycle and pedestrian infrastructure, bicycle, and pedestrian master plan. Recommendations within the study area, shown in **Map E5** (see in Map Gallery), include:

- 20th Avenue, Blair Boulevard, Woodlawn Drive, and Fairfax Avenue are identified as an existing bikeway for experienced cyclists
- 21st Avenue South is identified as an existing low stress bikeway
- A north-south route consisting of portions of Hazelwood Drive, Altural Place, Linden Avenue, and 20th Avenue is identified as a bike boulevard. Only a small portion of the route consisting of 20th Avenue is included within the study area.
- Long-term sidewalk needs are identified for several local streets lacking sidewalks within and adjacent to the study area.

## Plan to Play

Plan to Play is Nashville’s strategic plan for parks and greenways. Recommendations related to greenways within the study area, shown in **Map E5** (see in Map Gallery), include:

- Priority Greenway: **I-440 Greenway**

## nMotion

Adopted in 2016 nMotion is the regional strategic plan developed under the leadership of the Metropolitan Transit Authority. Recommendations related to transit within the study area, shown in **Map E5** (see in Map Gallery), include

- nMotion proposes Arterial Rapid Transit along 21st Avenue South, a limited stop bus service that would share existing travel lanes with automobiles.

## Entitlements

### Zoning

Zoning is the set of rules that govern how land may be used and the development standards for all property within Nashville-Davidson County. Zoning regulations detail how land may be used and developed including: the density, building placement and lot coverage, required parking, and permitted signage. The Planning Commission makes recommendations to the Metropolitan Council on all zone changes, and the Council has final approval. Community members have opportunities for input on

the underlying land use policies as those policies are being set during the community planning process; both the Planning Commission and the Metropolitan Council hold public hearings on individual zone changes. A static zoning map (with zoning changes adopted up until October 1, 2018) is shown in **Map E6** (see in Map Gallery). Zoning entitlements include base zoning, Specific Plan districts, overlay districts, and landmarks.

## Base Zoning

Majority of the corridor is zoned Office Residential (OR20) that allows for office and multifamily residential uses at 20 units per acre. This includes 21st Avenue South frontage from Woodlawn Drive to just south of Blair Avenue and Bernard Avenue to Magnolia Boulevard

Commercial and mixed use center at the Blair Boulevard intersection includes Commercial Limited (CL) on the northwest, northeast, and southeast corners; Mixed Use Limited (MUL) on the southwest corner where Kroger is located;

Apartment complexes on both sides of the corridor between I-440 and Woodlawn Drive are zoned Residential Multifamily (RM20) at 20 units per acre. A portion small portion of the study area with frontage on Portland Avenue, and adjacent properties to the west and north, are zoned Residential Multifamily (RM40) at 40 units per acre.

Adjacent neighborhoods are zoned for medium density residential uses, albeit at different intensities, including Residential Single- and Two-Family (R6 and R8) with minimum lot sizes of 6,000 and 8,000 square feet, respectively, and Residential Single Family (RS7.5) with a minimum lot size of lot size of 7,500 square feet.

## Specific Plan

A Specific Plan District, generally known as SP zoning, refers to a type of base zoning district, not an overlay, which is not subject to traditional zoning districts' development standards. SP zoning was created as developers and neighborhood leaders throughout Nashville-Davidson County sought additional flexibility to create developments that meet market demands, address neighborhood concerns and are suitable to the surroundings. SP zoning is considered a "design-based zoning" district by the Building Regulating Plan and Supplemental Policy Area guidance, as well as the Community Character Manual.

Discover more about Zoning Ordinance online at:  
<http://www.nashville.gov/Planning-Department/Rezoning-Subdivision.aspx>

Under SP zoning, design standards established for that specific development are written into the zone change ordinance. Developers who use SP zoning must still follow historic and redevelopment guidelines, subdivision and stormwater regulations, and the goals and objectives of NashvilleNext. SP zoning could serve as an implementation tool within the study area in two significant ways.

A summary of SP's, shown in **Map E6** (see in Map Gallery), in the vicinity of the study area is provided below:

- One Specific Plan (SP) zoning is located adjacent to and west of the corridor at **2107 Bernard Avenue**. This SP permits an existing building to be used for general office, medical office and/or residential.

### *Overlay Districts*

Overlay districts are a means of addressing specific aspects of land use control or development design that transcend conventional zoning district provisions. A summary of overlay districts in the vicinity of the study area is provided below and shown in shown in **Map E18** (see in Map Gallery).

### **Planned Unit Development**

The planned unit development (PUD) district is an alternative zoning process that allows for the development of land in a well-planned and coordinated manner, providing opportunities for more efficient utilization of land than would otherwise be permitted by the conventional zoning provisions of this title. The PUD district may permit a greater mixing of land uses not easily accomplished by the application of conventional zoning district boundaries, or a framework for coordinating the development of land with the provision of an adequate roadway system or essential utilities and services. In return, the PUD district provisions require a high standard for the protection and preservation of environmentally sensitive lands, well-planned living, working and shopping environments, and an assurance of adequate and timely provision of essential utilities and streets.

- Several underlying zoning districts along the corridor also include a Planned Unit Development Overlay that more specifically describes entitlements for these properties. These PUDs are located generally between Ashwood Avenue and Portland Avenue, with all but one fronting the west side of 21st Avenue South.

## Urban Design Overlay

An Urban Design Overlay, or UDO, is a zoning tool that requires specific design standards for development in a designated area. A UDO is used to either protect the pre-existing character of the area or to create a character that would not otherwise be ensured by the development standards in the base zoning district. UDOs overlay the current base zoning and allow for development standards above and beyond those in the base zoning. One UDO is adjacent to the study area, **Map E18** (see in Map Gallery):

- **Hillsboro Village UDO**, while not included in the study area, includes property immediately north of the study area.

## Urban Zoning Overlay

The study area is within the Urban Zoning Overlay (UZO), a district adopted by Metro Council in 2000 and applied to a large portion of the urban core, based loosely on the 1956 boundary of the City of Nashville. As shown in **Map E18** (see in Map Gallery), the study area is fully within the UZO, which has a southern boundary at I-440.

The intent is to preserve and enhance existing development patterns of areas developed prior to the mid-1950s to ensure the compatibility of new development in those older portions of the city. The UZO also implements provisions of adopted plans that call for particular areas to evolve to a development pattern characterized predominantly by lot sizes, street patterns, and alley systems commonly used before the mid-1950s.

UZO standards vary by zoning district, but generally address the placement and size of buildings, amount and location of parking, and landscaping. The UZO is also among the criteria considered when determining sidewalk requirements for new development on streets designated as local by the Major and Collector Street Plan, which is explored further in the Mobility section of this report.

## Neighborhood Conservation Overlay

Neighborhood Conservation Overlays (NCO) are one option provided for qualifying historic neighborhoods. The Metropolitan Historic Commission reviews the following within this overlay for compliance with guidelines established for each NCO area: demolition, new construction, additions to existing structures, moving a structure. A summary of NCOs in the vicinity of the study area, **Map E13** (see in Map Gallery), is provided below:

View Urban Zoning Overlay District Map:

<http://maps.nashville.gov/webimages/MapGallery/PDFMaps/Urban%20Zoning%20District.pdf>

- **Hillsboro-West End NCO** district includes the neighborhood immediately west of the study area.
- **Belmont-Hillsboro NCO** district includes the neighborhood immediately east of the study area.

### Historic Landmark Overlay

Historic Landmark Districts typically consist of one property or a collection of related properties such as an educational campus or park. The Metropolitan Historic Commission reviews the following within this overlay for compliance with guidelines established for each landmark: demolition, new construction, additions to existing structures, moving a structure, and exterior renovation, rehabilitation or restoration. There is one Historic Landmark Overlay within the study area, **Map E13** (see in Map Gallery):

- **21st Avenue South Fire Station** located on the northwest corner of the Ashwood Avenue intersection.

### Existing Character

#### *Inventory of Existing Land Use*

The Inventory of Existing Land Use provides a generalized view of how land is currently used in the study area, as shown in **Map E7** (see in Map Gallery) and summarized in **Table E2**. Classifications displayed are determined based on information collected by the Property Assessor’s Office. A summary of existing land use is presented below:

- **Community, Institutional or Utility** (shown in dark green) make up 0.6% of the land area, consisting primarily of the fire station. St. Bernard Academy, located adjacent to the study area, also shares this classification.
- **Park** (shown in a medium shade of green) consists of 3.2% and includes Bernard Park.
- **Residential – Single Family** (shown in yellow), while not present within the study area, is the predominate classification of land use in the neighborhoods adjacent to the study area.
- **Residential – Duplex or Triplex** land use (shown in orange) consists of only one lot within the study area, totaling 0.4%, located on the block between Bernard Avenue and Portland Avenue. This use is also scattered throughout the neighborhoods adjacent to the study area.

**Table E2: Existing Land Use**

Land Use Category	Acers	% of Total
Community, Institutional or Utility	0.3	0.6%
Park	1.7	3.2%
Single Family	0.0	0.0%
Duplex or Triplex	0.2	0.4%
Multifamily	22.8	43.0%
Auto Parking	1.8	3.3%
Office Medical	18.8	35.4%
Commercial	7.1	13.3%
Industrial	0.0	0.0%
Vacant	0.4	0.7%
Total	53.1	

Source: Property Assessor

- **Residential – Multifamily** land use (shown in brown) makes up 43.0% of the study area and consists of for-rent and for-sale flats, with the largest percentage located near I-440.
- **Auto Parking** land use (shown in grey) make up 3.3% of the study area and consists of properties between Ashwood Avenue and Bernard Avenue.
- **Office or Medical** (shown in a pale shade of pink) is the predominant land use classification, consisting of 35.4% of the study area.
- Commercial land uses (shown in red) make up 13.3% of the study area and consists of properties between Ashwood Avenue and Bernard Avenue.
- 0.7% of the land area is **vacant** (shown in light green).

### Lot Size Ownership

Lot size and ownership patterns were analyzed as part of the charrette preparation process. This information is presented in **Map E8** (see in Map Gallery). Ownership within the study area is spread out and not concentrated among a small group of owners.

### Building Height

Another component of the built environment is structure height, as measured by building stories. A windshield survey was conducted of the study area. Surveyors identified the tallest building on each parcel. The study area contains 54 parcels with buildings. A summary of tallest building height per parcel within the study area is presented in **Table E3** and mapped in **Map E9** (see in Map Gallery) presents the information in map form. Key highlights of the data include:

- One story accounts for 30% of all structures
- Two story accounts for 41% of all structures.
- Three-story accounts for 20% of all structures.
- Four-story accounts for 4% of all structures.
- Five-story accounts for 6% of all structures.

### Figure Ground

Figure-ground is shown in **Map E11** (see in Map Gallery).

**Table E3: Height**

Number of Stories	Building	% of Total
1 story	16	30%
2 stories	22	41%
3 stories	11	20%
4 stories	2	4%
5 stories	3	6%
Total	54	100%

*Source: Planning Department Windshield Survey*

## Environmental Assets

Environmental features for the study area were identified through analysis of 10-foot contours, and the location of steep slopes, and streams in the study area is shown in **Map E12** (see in Map Gallery). The following provides a summary of development constraints identified in the study area:

- Primary area of **steep slopes**, identified as slopes between 15%-20%, are man-made and created to build the I-440 on and off ramps.
- One **stream** is identified to the west of the study area between Westwood Avenue and West Linden Avenue.

## Historic Resources

Historic Resources in the study area, shown in **Map E13** (see in Map Gallery), identify properties that are within a **National Register District**, are eligible to be listed in the National Register of Historic Places, or **National Register Eligible (NRE)**, and those that are **Worthy of Conservation (WOC)**. NRE properties are those that meet all the standards of the National Register but have not been officially listed with the National Park Service. WOC is a local designation for properties that are historic, but not significant enough to be listed or not eligible for listing in the National Register. The following summarizes historic properties in the study area:

- Small portions of the study area are included in the two National Register Historic Districts shown below:
  - Hillsboro-West End National Register District and
  - Belmont Hills National Register District.
- Five properties are National Register Eligible within the study area.
  - Former Catholic Dioceses of Nashville located at 2400 21st Avenue South
  - Linden Apartments at 2014 Linden Avenue
  - Office building at 2104 Sunset Place.
  - Three contiguous properties at 2008, 2010, and 2012 21st Avenue South
- Twelve properties are currently identified as Worthy of Conservation.

## Existing Mobility Conditions

### Roads

Roads in the study area are shown on **Map E4** (see in Map Gallery). The 21st Avenue South corridor is the study area’s lone state route (SR 106); it is also designated as a U.S. route (US 431). The remaining streets are maintained by Metro. The majority of the 21st Avenue South/SR 106/US 431 route within the study area operates as a four-lane urban roadway without a center turn lane. Center turn lanes are provided approaching the following intersections:

- Woodlawn Drive/I-440 and
- Blair Boulevard (northern portion stretches to Bernard Avenue).

The speed limit posted for 21st Avenue South throughout the study area is 30 miles per hour.

### Traffic Counts

The Woodlawn Drive intersection is the only location where TDOT maintains traffic counts, which are presented as annual average daily traffic (AADT). **Table E4** and **Fig. E3** show that the traffic counts at the intersection have varied over the last 10 years. AADT is lower in 2018 than it was in 2008.

**Fig. E4** shows how traffic counts for 21st Avenue South compare to the following similarly situated orridors in Davidson County in relation to nearby interstate interchange location:

- Gallatin and 6th Street (I-40, Ellington)
- Charlotte and 54th Avenue (White Bridge/I-40/Briley)
- West End and Murphy Road (I-440)
- Rosa Parks and Hume (I-65)

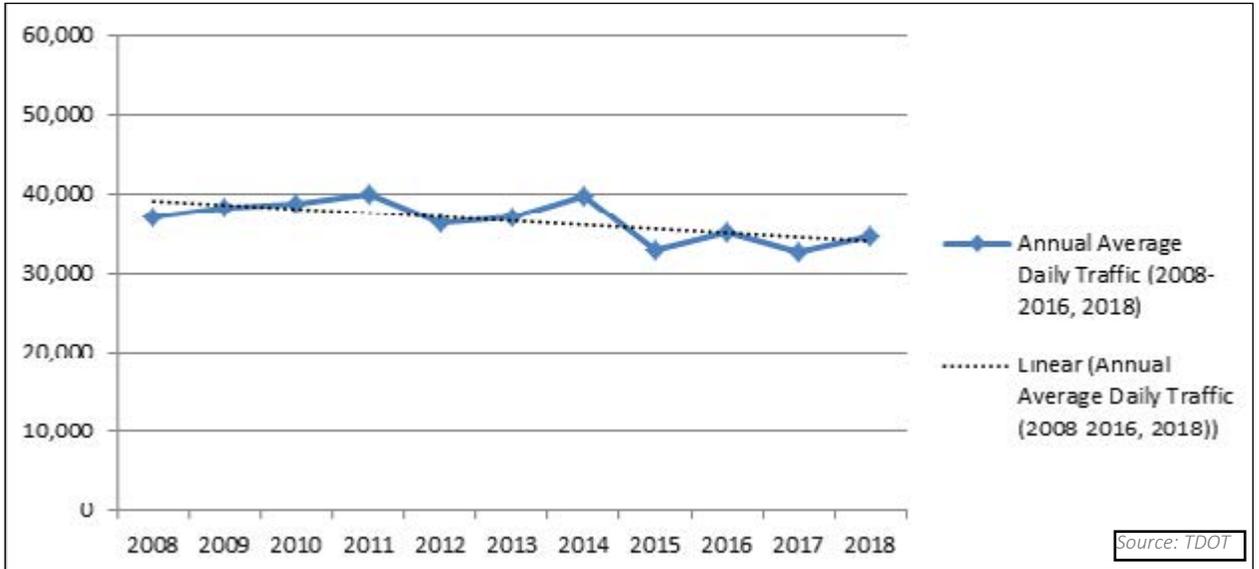
### Level of Service

The Greater Nashville Regional Council measures roadways conditions for automobile, pedestrian, and bicycle infrastructure throughout its 13 county region within the Nashville area. Level of service (LOS) is a measure that relates the volume of a roadway to its designed capacity on a scale

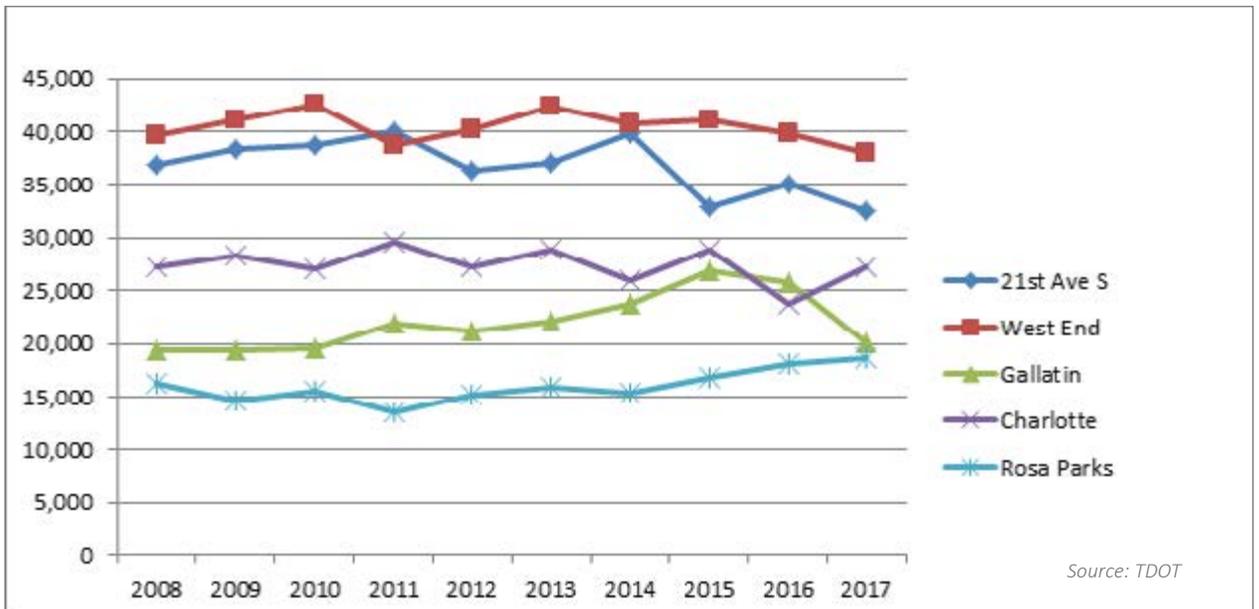
**Table E4: Annual Average Daily Traffic: 21st Ave. S. at Woodlawn Dr. 2008-2018**

Year	Average Annual Daily Traffic
2008	36,917
2009	38,349
2010	38,760
2011	39,923
2012	36,268
2013	37,016
2014	39,780
2015	32,800
2016	35,011
2017	32,521
2018	34,612

Source: TDOT



**Fig. E3: Annual Average Daily Traffic: 21st Ave. S. at Woodlawyn Dr. 2008-2018**



**Fig. E4: Annual Average Daily Traffic: 21st Ave. S. at Woodlawyn Dr. compared to similarly situated corridors**

of “A” (little congestion) to “E/F” (severe congestion). For automobile traffic, each measure corresponds to associated flow of travel and can be summarized as follows:

- **LOS A:** Represents free flow traffic that meets or exceeds the posted speed limit
- **LOS B:** Minimum delay, stable traffic flow
- **LOS C:** Stable condition, movements somewhat restricted due to higher volumes
- **LOS D:** Movements are more restricted and travel speeds begin to decline
- **LOS E:** Traffic fills the designed capacity of the roadway, vehicles are closely spaced
- **LOS F:** Demand exceeds capacity, traffic is stop-and-go

Within the study area, data for several street segments was last recorded in 2015:

- 21st Avenue South: The majority of the corridor from Magnolia Boulevard to the I-440 interchange has a LOS of C. A portion of flow meets a LOS of D at the northbound approach to the Woodlawn intersection.
- Blair Boulevard: From 24th Avenue South to 20th Avenue South has a LOS of C.
- Linden Avenue: From 25th Avenue South to 20th Avenue South has a LOS of C.
- Sweetbriar Avenue: From 21st Avenue South to Hazelwood Drive has a LOS of C.
- Woodlawn Drive: From 26th Avenue South to 21st Avenue South has a LOS of C.

Data for Bernard Avenue, Ashwood Avenue, Sunset Place, Beechwood Avenue, and Westwood Avenue are not available.

## Signalization

There are three existing traffic signals within the study area, as shown in **Map E4** (see in Map Gallery), each of which includes signalized pedestrian crossings. These occur at the following intersections:

**Table E5: Study Area Sidewalk Presence**

**Present on both sides of street**

21st Ave S  
Sweetbriar Ave  
Beechwood Ave  
Linden Ave  
W Linden Ave  
Sunset Pl  
Ashwood Ave (east of 21st to 20th)  
Blair Blvd  
Bernard Ave (east of 21st)  
Portland Ave  
Fairfax Ave

**Present only on one side of street**

Woodlawn Dr (north side)  
Ashwood Ave (north side)  
Bernard Ave (west of 21st)(south side)  
20th Ave S (Ashwood to Blair) (west side)  
20th Ave S (Blair to Bernard) (east side)  
Magnolia Blvd (south side)

**Not present on either side of street**

Westwood Ave

*Source: Planning Department*

- I-440 Woodlawn Drive
- Blair Avenue
- Magnolia Boulevard

## Parking

### Publicly Accessible Parking

No publicly owned parking lots are shown on **Map E14** (see in Map Gallery) within the study area. Publicly accessible privately owned surface parking lots serving multifamily residential, commercial, and office uses along the corridor are plentiful. Limited cross access is provided between lots requiring individual curb cuts off 21st Avenue South for access. Staff is not aware of there being shared parking agreements among the corridor property owners. One publicly accessible parking structure is located within the study area at the southeast corner of the Blair Boulevard intersection.

### Pedestrian

Pedestrian infrastructure within the study area, including 21st Avenue South and intersecting side streets, is classified by presence of sidewalks in **Table E5**. Also shown in **Map E4** (see in Map Gallery).

### Bikeways

The study area and adjacent neighborhoods have limited bicycle facilities, as documented during production of Walk-n-Bike, are summarized below and shown on **Map E4** (see in Map Gallery).

- 21st Avenue South was previously identified as a candidate for new bicycle lanes per the 2008 Strategic Plan for Sidewalks and Bikeways. However, bicycle facilities were not recommended within the new 2016 plan, WalknBike, given the physical constraints of the corridor and the high volume/actual speeds of automobile traffic.
- Magnolia Boulevard is identified as an existing low stress bikeway.
- 20th Avenue, Blair Boulevard, Woodlawn Drive, and Fairfax Avenue are identified as existing bikeways for experienced cyclists
- A north-south route consisting of portions of Hazelwood Drive, Altural Place, Linden Avenue, and 20th Avenue are identified as bike boulevards. Only a small portion of the route consisting of 20th Avenue is included within the study area.

- Long-term sidewalk needs are identified for several local streets lacking sidewalks within and adjacent to the study area.

## Public Transit

WeGo Public Transit, as shown in **Map E4** (see in Map Gallery), provides bus service that links the study area to downtown Nashville and south to Green Hills. While two routes use the 21st Avenue South corridor, only one makes stops for boarding and alighting within the study area. Routes that cross the study area include:

- **7 Hillsboro** is a local service route operating with eight to 20-minute frequencies on weekdays and 40-minute frequencies on weekends, links Hillsboro High School and the Mall at Green Hills to Music City Central station in Downtown on a route that includes the 21st Avenue South Corridor study area. Stops within the study area occur at locations shown in **Table E6**. Ridership information represents average daily weekday boardings/alightings based on 2017 data. Data for 2018 was not available prior to charrette week. Key findings include:
  - Generally, ridership is highest for northbound (NB) boarding and southbound (SB) alighting.
  - NB boardings are highest for Woodlawn Drive followed by Blair Avenue and Portland Avenue.
  - SB alightings are highest for Ashwood Avenue followed by Woodlawn Drive
- **91X Franklin Express** is a limited-stop, express service route operating with approximately 20-minute frequencies during weekday morning and afternoon peaks. No service is provided on weekends. Route 91X the Williamson County Ag Expo in Franklin to Music City Central station. While the route travels through the study area, all stops occur outside the study area.

**Table E6: WeGo Route 7 ridership by stop location**

Stop locations along 21st Ave S within study area	Average Daily Ridership	
	Boarding	Alighting
Ashwood Ave NB	2.7	0.7
Ashwood Ave SB	3.1	36.1
Bernard Ave NB	2.2	0.7
Blair Blvd NB	18.4	4.5
Linden Ave NB	7.2	2.0
Portland Ave NB	10.4	2.1
Portland Ave SB	1.7	7.4
Sunset Pl SB	1.9	2.8
Sweetbriar Ave NB	5.4	0.4
Westwood Ave SB	0.3	1.5
W Linden Ave SB	0.7	1.8
Woodlawn Dr NB	34.2	1.7
Woodlawn Dr SB	1.7	25.3

Source: WeGo Public Transit

**Table E7: Crash Analysis for 21st Ave S Study Area 2013-2017**

Year	Driver		Pedestrian		Bicyclist		Total	
	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities
2013	8	0	2	0	1	0	11	0
2014	21	0	0	0	2	0	23	0
2015	21	0	0	0	0	0	21	0
2016	40	0	2	0	1	0	43	0
2017	28	0	2	0	0	0	30	0
<b>Total</b>	<b>118</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>128</b>	<b>0</b>

*Source: TDOT*

### *Safety*

#### **Crash Analysis (2013-2017)**

The Metropolitan Nashville Police Department records traffic crashes on a recurring basis. Consolidated data for the five year period from January 2013 to December 2017 have been accumulated for this study and shown in **Table E7** and summarized below.

- Number of incidents involving injuries: 97
- Number of incidents involving pedestrian injuries: 6
  - Two crashes occurred at Woodlawn Drive-21st Avenue South intersection
  - Two crashes occurred at Blair Boulevard-21st Avenue South intersection
  - One crash occurred at midblock between Sunset and Ashwood
  - One crash occurred at midblock between Bernard and Portland Avenue
- Number of incidents involving bicyclist injuries: 4
  - Two crashes occurred at Blair Boulevard-21st Avenue South intersection
  - One crash occurred at Magnolia Boulevard-21st Avenue South intersection
  - One crash occurred at West Linden Avenue-21st Avenue South intersection

## Existing Community Facilities

Two existing community facilities are located along the 21st Avenue South corridor: Barnard Park and the 21st Avenue South Fire Station. These are presented on all of the maps in the Map Gallery.

- **Barnard Park** is a Metro park located at the intersection with Barnard Avenue. Nashville’s strategic plan for parks and greenways – Plan to Play – classifies Barnard Park as a Neighborhood Park. This small park includes a grassy field with a paved walking trail.
- **21st Avenue South Fire Station** is located on the northwest corner of the Ashwood Avenue intersection.

## Planned Improvements

### *Capital Improvements Budget*

The capital improvements budget (CIB) is a planning tool used to prioritize and coordinate investments in long-term, durable improvements.

Capital improvements include Metro facilities and equipment, as well as infrastructure (capital investments that shape private activities, such as deciding where to live, start a business, or invest. The Metro Charter-mandated CIB provides an annual plan of proposed expenditures for capital projects and the means of financing them. It outlines potential projects over a six-year horizon allowing decision makers to determine a funding schedule which is fiscally and administratively practical. The capital budget does not appropriate funds, but instead identifies projects that are eligible for consideration of funding in the Capital Spending Plan. The Planning Commission’s role is most closely tied to infrastructure, which must be closely coordinated with land use regulations.

As shown on **Map E15** (see in Map Gallery), the following CIB projects within the study area include:

- **Browns Creek Watershed Stormwater System Improvements** includes installing stormwater infrastructure and addressing service requests within the Combined Sewer and Browns Creek Watershed.
- **Linden Avenue Replacement** project is included within the Leak Detection, Pressure MGT, and Water Main Replacement program of projects administered by Water and Sewer. The Linden Avenue project involves replacement of aging water infrastructure and maintenance.

### *Capital Spending Plan*

The Capital Spending Plan contains the Mayor's recommendations of capital project requests from the capital improvements budget that the Administration would like to see approved and financed. The spending plan highlights projects that line up with the Mayor's priorities and the needs of community. The vast majority of projects are funded with general obligation bonds, but there are 13 other methods of financing that can be utilized. There is no mandate in the Metro Charter for an annual capital spending plan, so it can be submitted at the Mayor's discretion. The plan must be approved by the Metro Council by Resolution. The following Capital Spending Plan projects within the study area include:

- No Capital Spending Plan projects have been identified within the study area.

### *Tennessee Department of Transportation*

- Paving project planned for 21st Avenue South in 2020
- I-440 interchange improvements planned with reconstruction project along I-440. They include:
  - New lane to 440 westbound off ramp
  - Off ramp traffic to be signalized heading northbound onto 21st Ave
  - Replacement of barrier rail at 440 westbound on ramp with a concrete island

### *Public Works, Parks, and MPO Projects*

- Construction of the 440 Greenway, an urban pedestrian and bicycle trail planned to connect Centennial Park, Elmington Park, Sevier Park, the Nashville Fairgrounds, and neighborhoods in between on a paved route parallel to I-440 is currently underway as part of a multi-phase project. The 440 Greenway is identified to cross northwards of the I-440 and 21st Avenue South interchange at Sweetbriar/Woodlawn

## **Map Gallery**

Figures and maps presented in this section are referenced in this report.

Figure E3: MCSP cross section for 21st Ave S from Magnolia Blvd to Ashwood Blvd

Figure E4: MCSP cross section for 21st Ave S from Ashwood Blvd to I-440

Map E1 – Development Activity

Map E2 – Growth and Preservation Concept Map

Map E3 – Community Character Policy

Map E4 – Mobility

Map E5 – Mobility Plans

Map E6 – Zoning

Map E7 – Existing Land Use

Map E8 – Ownership and Lot Size

Map E9 – Building Height

Map E10 – Year Built

Map E11 – Figure Ground

Map E12 – Environmental Assets

Map E13 – Historic Properties and Historic Zoning

Map E14 – Parking

Map 15 – Planned Improvements

Map E16 – Aerial 1963

Map E17 – Aerial 2018

Map E18 – Zoning Overlays

Map E19 – Two-foot Contours

Figure E3



**Major and Collector Street Plan of Metropolitan Nashville  
Implementing Complete Streets  
A Component of NashvilleNext and Access Nashville 2040  
Adopted June 22, 2015**

**Right-of-Way Departmental Modification**

**Street:** 21<sup>st</sup> Avenue South

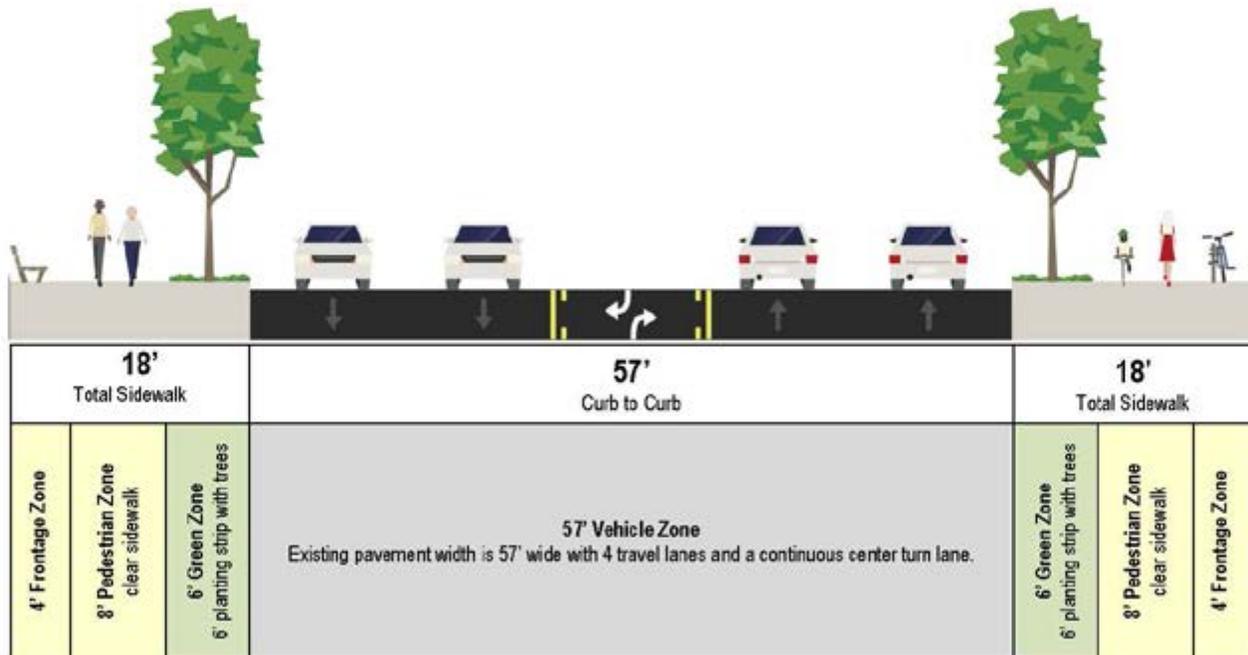
**Segment:** 2

**Termini:** Magnolia Boulevard to Ashwood Boulevard

**Direction:** South

**Classification:** T4-M-AB5-IM (102' Standard)

**Constrained ROW: 93'**



See page 25 of the Major and Collector Street Plan:

*"In most cases the ultimate right-of-way that most fully implements the MCSP will be established as the "Standard" right-of-way for a given facility. In some instances a particular street or street segment may be deemed "Constrained" by the Planning Department and Public Works Department Directors following a study by Planning and Public Works staff. The rights-of-way along Constrained Facilities are established as the particular street segment is studied."*

*The Vehicle Zone can fluctuate between termini because of turn lanes and bulb-outs to accommodate on-street parking. In most instances, the Green Zone, Pedestrian Zone, and Frontage Zone are intended to remain constant between termini with varying pavement conditions. Therefore with final building placement, the total ROW can be more than indicated above at specific sites.*



**Major and Collector Street Plan of Metropolitan Nashville  
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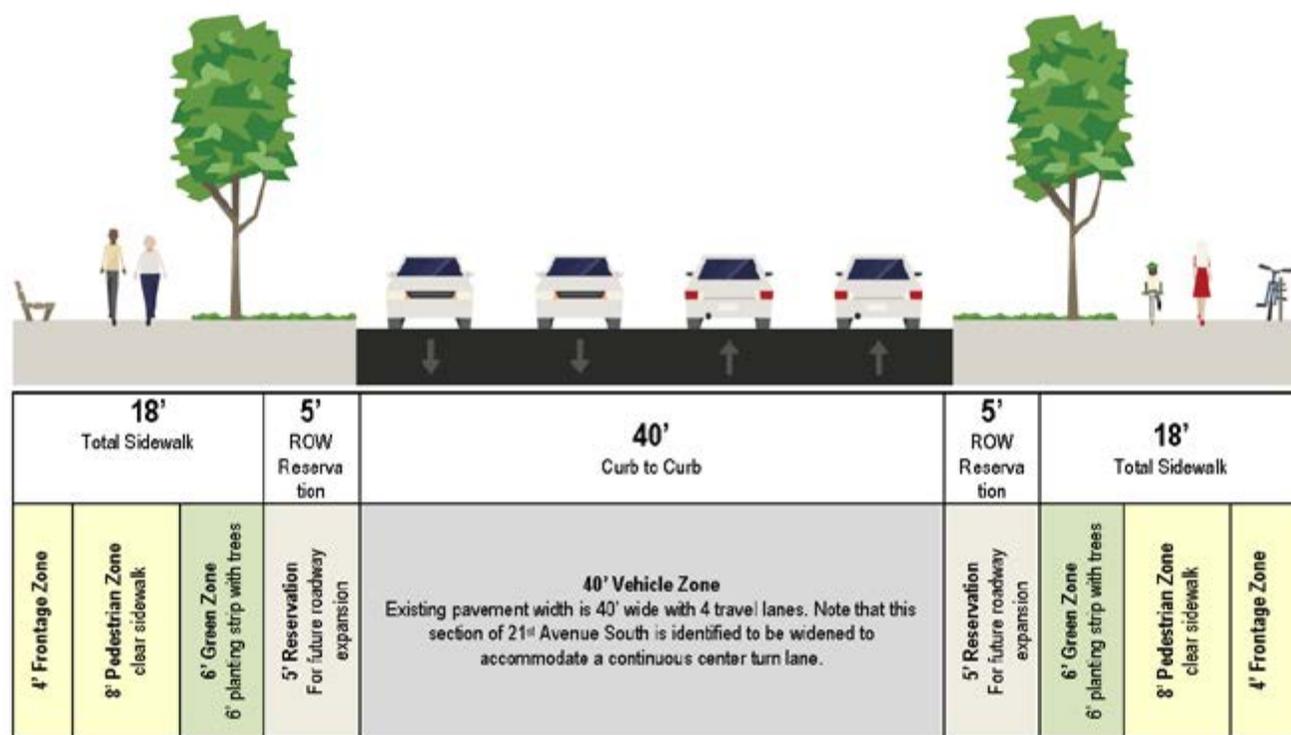
Segment: 3

Termini: Ashwood Boulevard to Interstate 440

Direction: South

Classification: T4-M-AB4-IM (91' Standard)

**Constrained ROW: 86'**



See page 25 of the Major and Collector Street Plan:

*"In most cases the ultimate right-of-way that most fully implements the MCSP will be established as the "Standard" right-of-way for a given facility. In some instances a particular street or street segment may be deemed "Constrained" by the Planning Department and Public Works Department Directors following a study by Planning and Public Works staff. The rights-of-way along Constrained Facilities are established as the particular street segment is studied."*

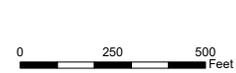
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Map E1 21st Avenue Corridor Study

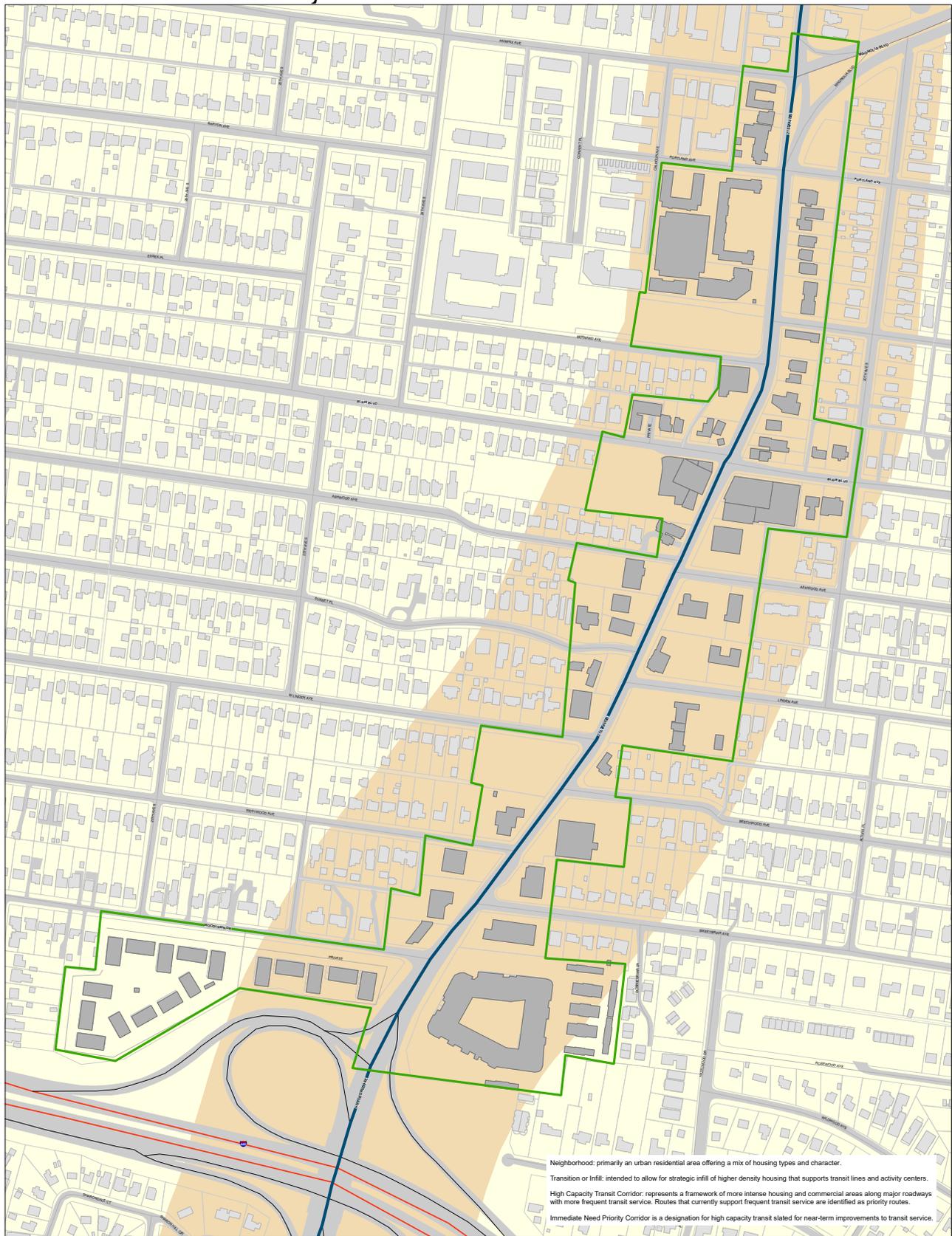


Development Activity 2013-Present

- Zoning (Polygons)
- Rezoning
- 21st Avenue Study Area
- Commercial Permit - Value Over \$1 Million
- Demolition Permit
- Residential Permit - New
- Residential Permit - Addition
- Residential Permit - Rehab



September, 2018



Growth & Preservation Concept Map

**Nashville Next - Corridors & Priority Corridors**

- Immediate need
- Long-term need
- 21st Avenue Study Area

**Nashville Next Concept Map**

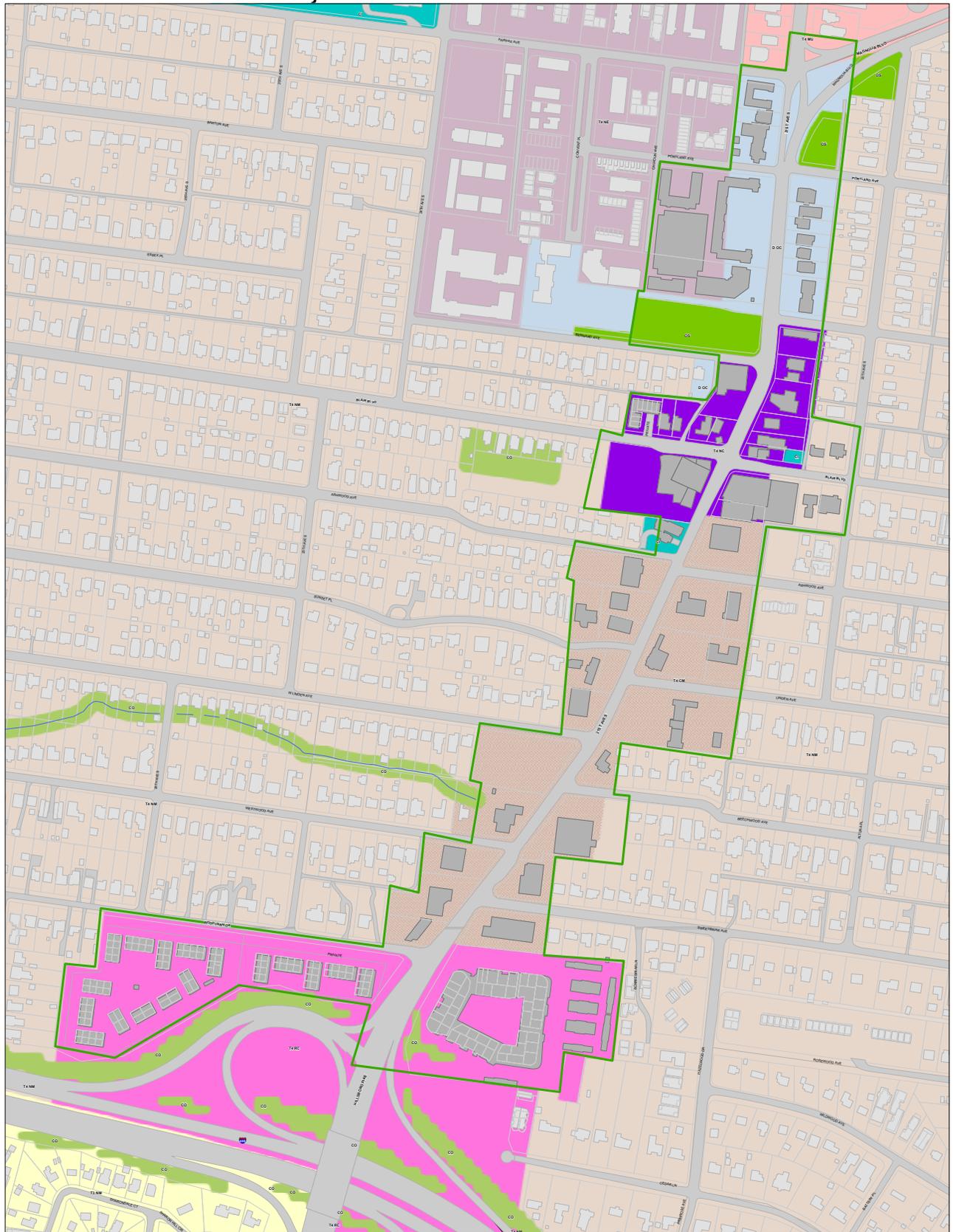
- Neighborhood
- Transition or Infill

0 250 500 Feet

N

September, 2018

# Map E3 21st Avenue Corridor Study



CO Conservation	T4 NM Urban Neighborhood Maintenance	T4 CM Urban Mixed Use Corridor
CI Civic	T4 NE Urban Neighborhood Evolving	T4 MU Urban Mixed Use Neighborhood
OS Open Space	T4 RC Urban Residential Corridor	D OC District Office Concentration
T3 NM Suburban Neighborhood Maintenance	T4 NC Urban Neighborhood Center	21st Avenue Study Area
		Streams and Rivers

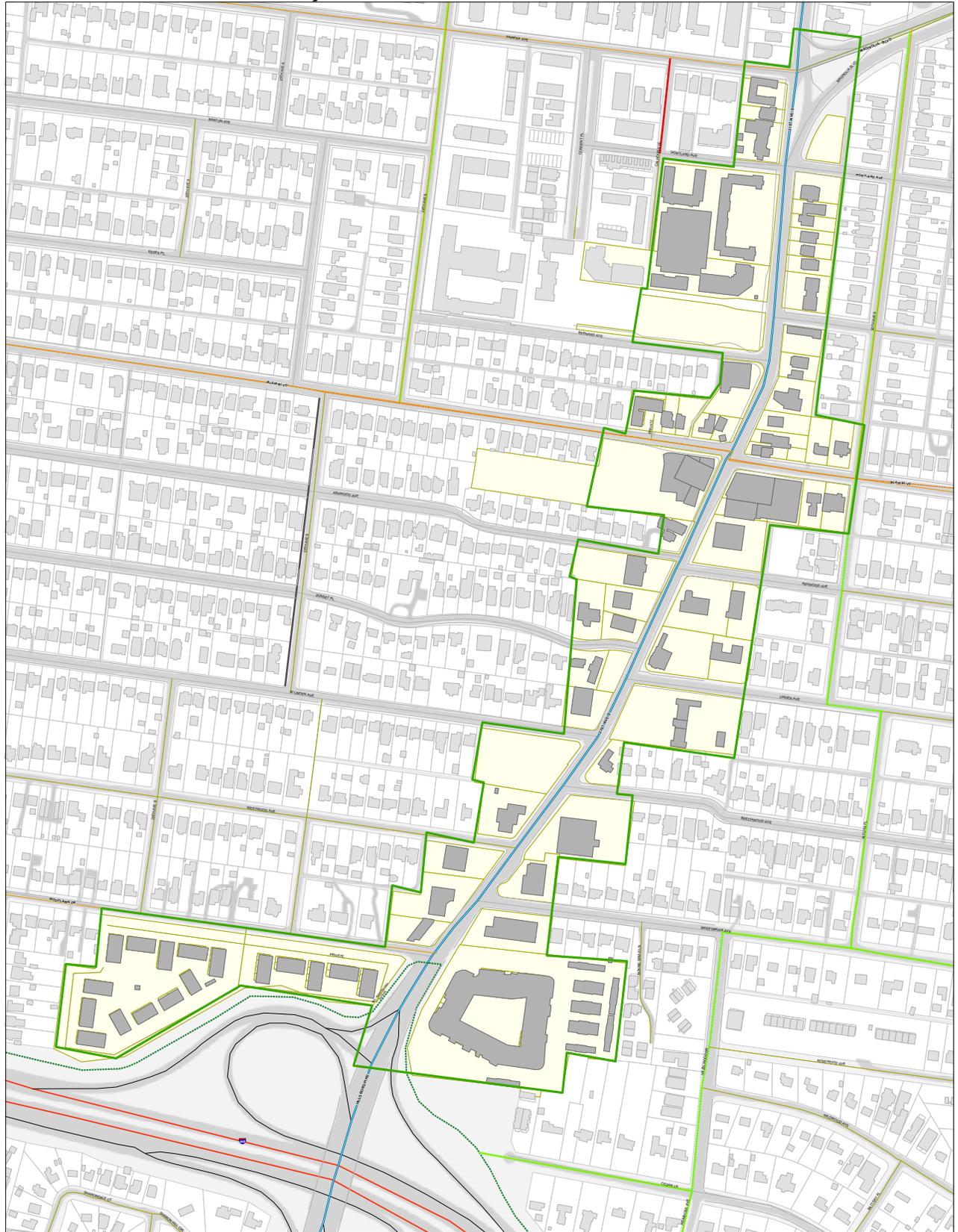
Policy

0 250 500 Feet

September, 2016



Map E5 21st Avenue Corridor Study

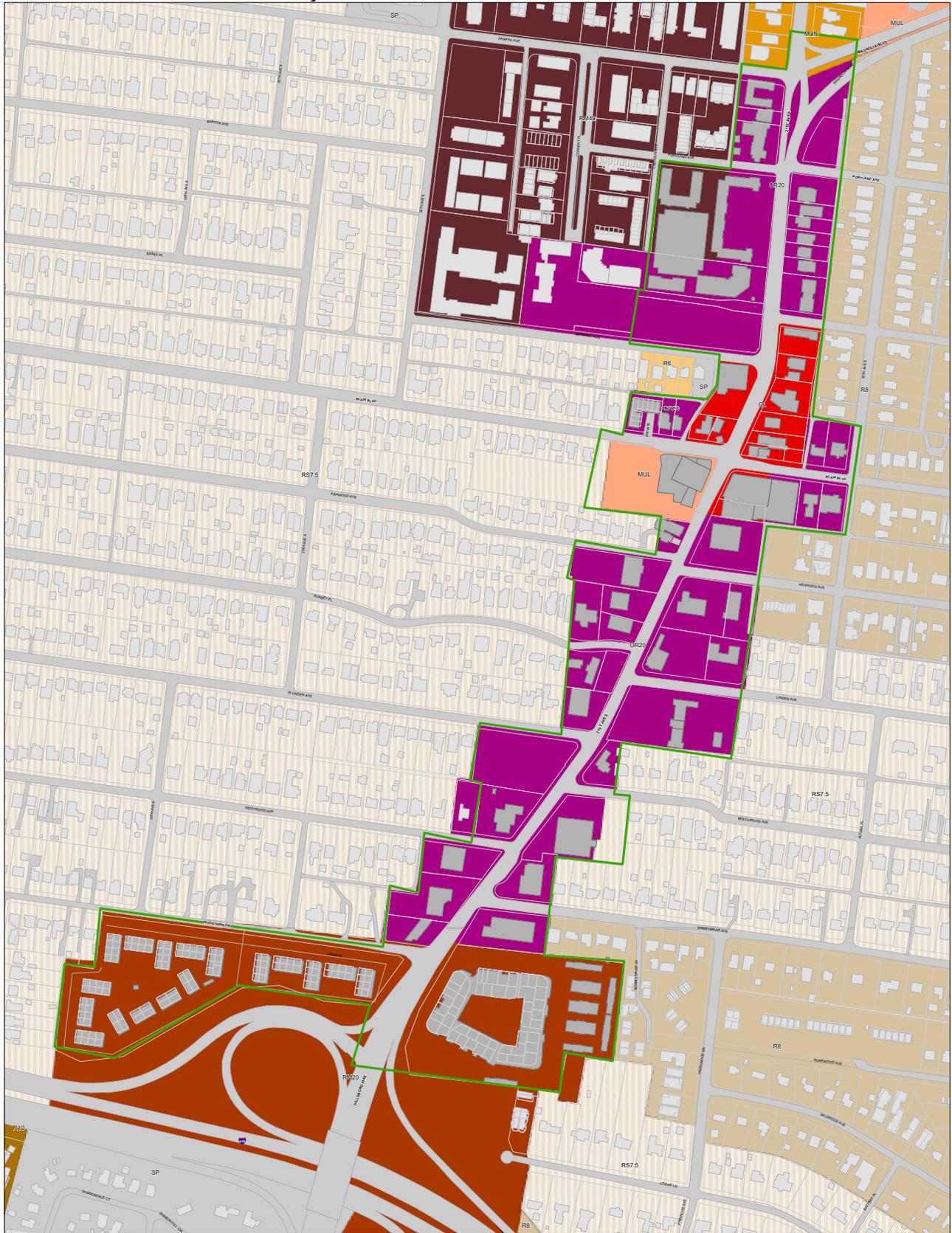


**Transportation Plans**

<ul style="list-style-type: none"> <li> Existing Bikeway for Experienced Cyclists</li> <li> Existing LowStress Bikeways</li> <li> Existing Low Stress Bikeway</li> <li> Bike Boulevard</li> <li> Bikeway for Experienced Cyclists</li> </ul>	<ul style="list-style-type: none"> <li> Priority Sidewalk Network</li> <li> Sidewalk Gap Projects</li> <li> Existing Sidewalks</li> <li> Priority Greenway (Plan to Play)</li> <li> Long-term Sidewalk Needs</li> <li> Programmed Sidewalk Projects</li> </ul>	<ul style="list-style-type: none"> <li> Arterial BRT</li> <li> mMotion Routes</li> <li> Let's Move Corridors</li> <li> 21st Avenue Study Area</li> </ul>
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0 250 500 1,000 Feet

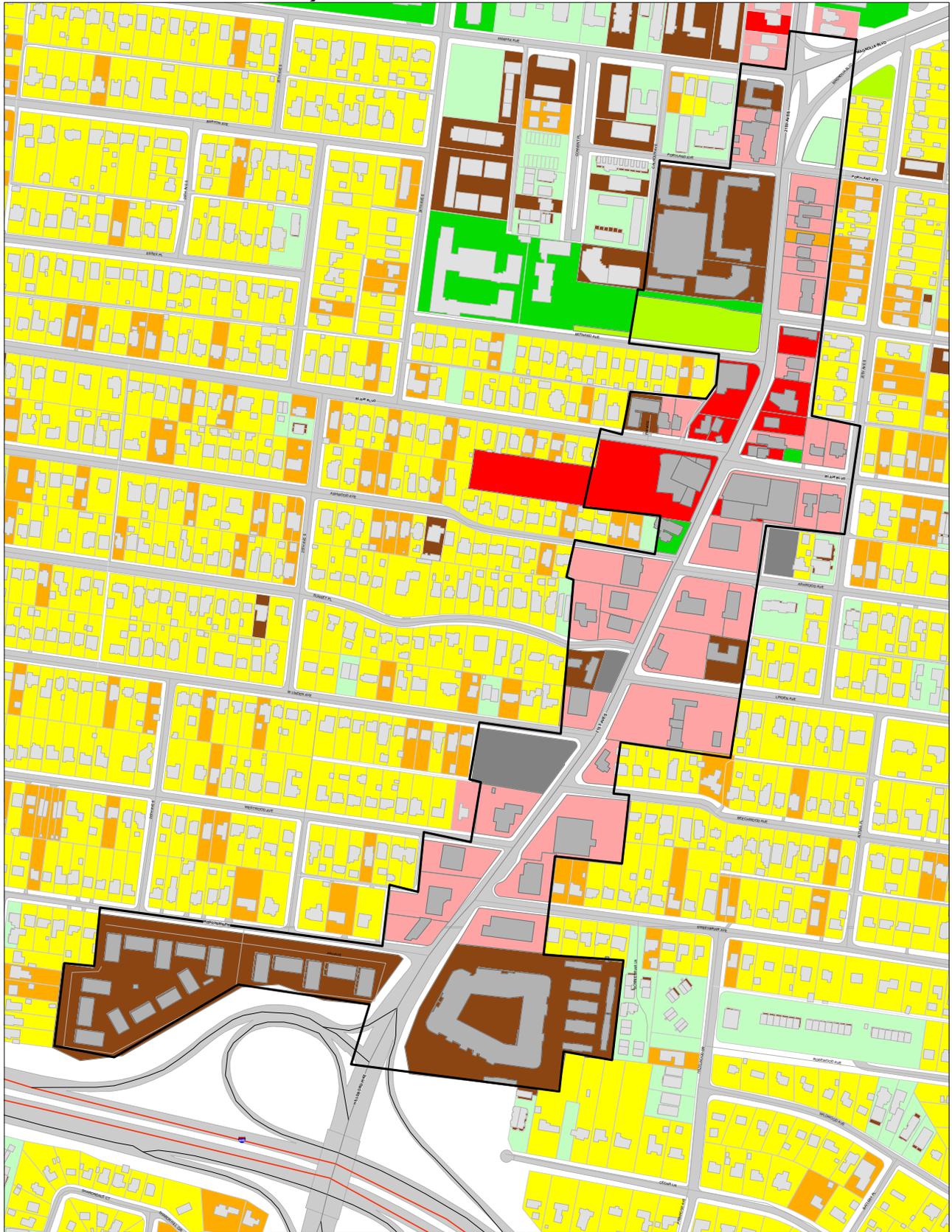
September 2018



Zoning Map



Map E7 21st Avenue Corridor Study



Land Use

- 21st Avenue Study Area
- Park or Golf Course
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit +
- Community, Institutional or Utility
- Office or Medical
- Commercial
- Auto Parking
- Vacant or Farm

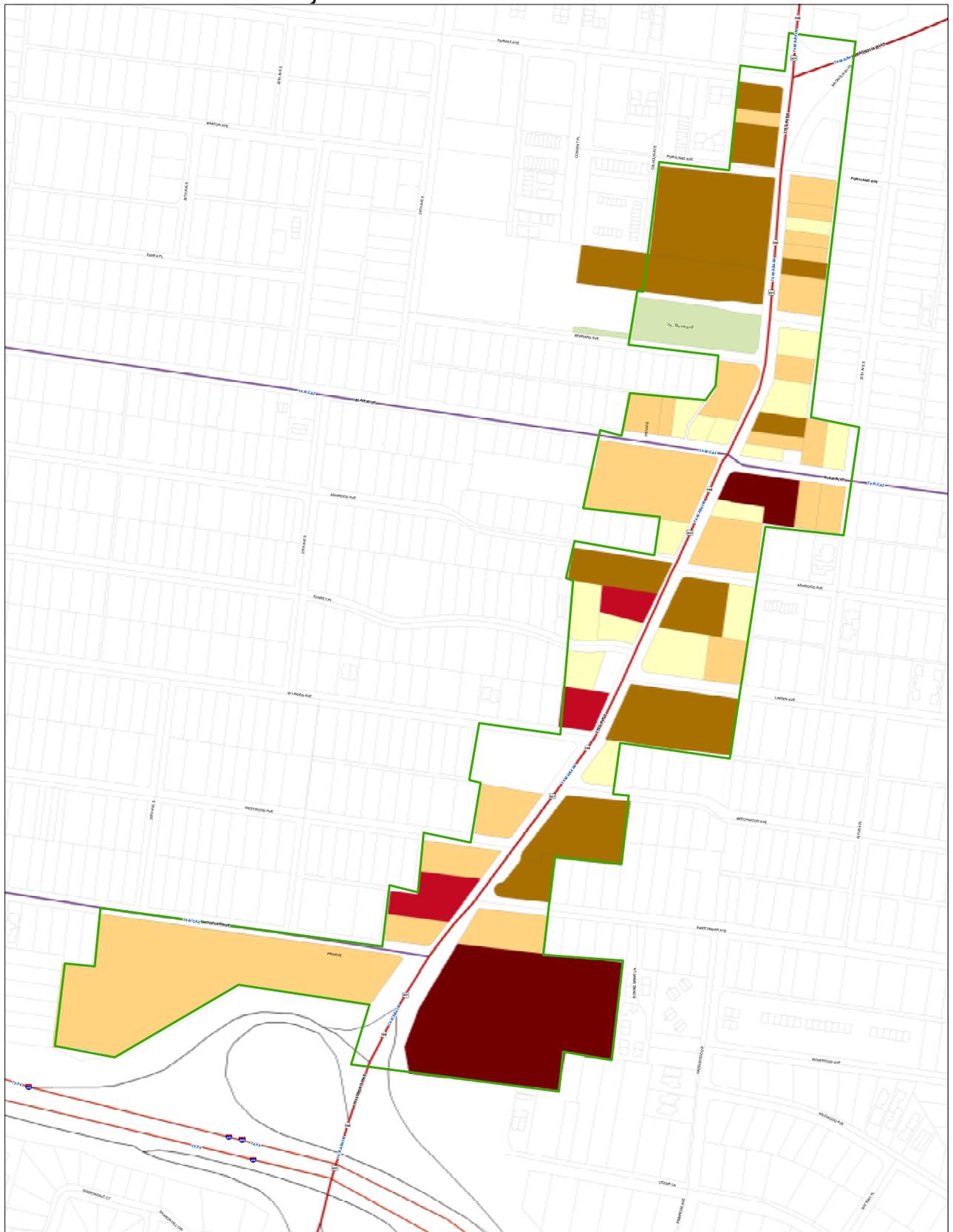




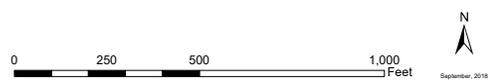
Ownership and Lot Size Map

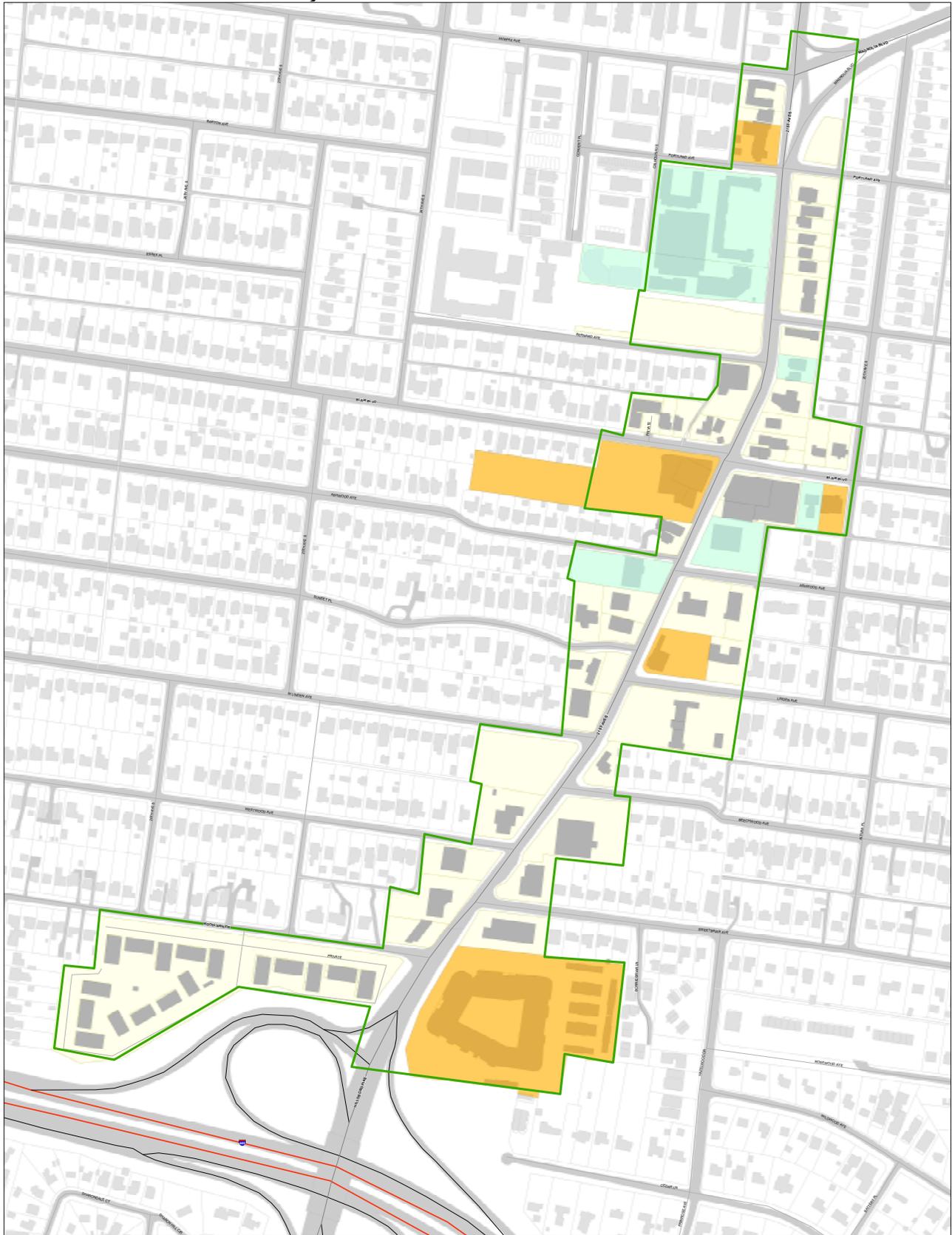


Map E9 21st Avenue Corridor Study



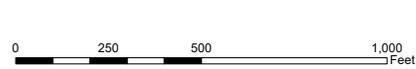
Building Heights





Buildings by Year Built

Year Built  
1991 - 2000  
2001 - 2010  
21st Avenue Study Area



Map E11 21st Avenue Corridor Study



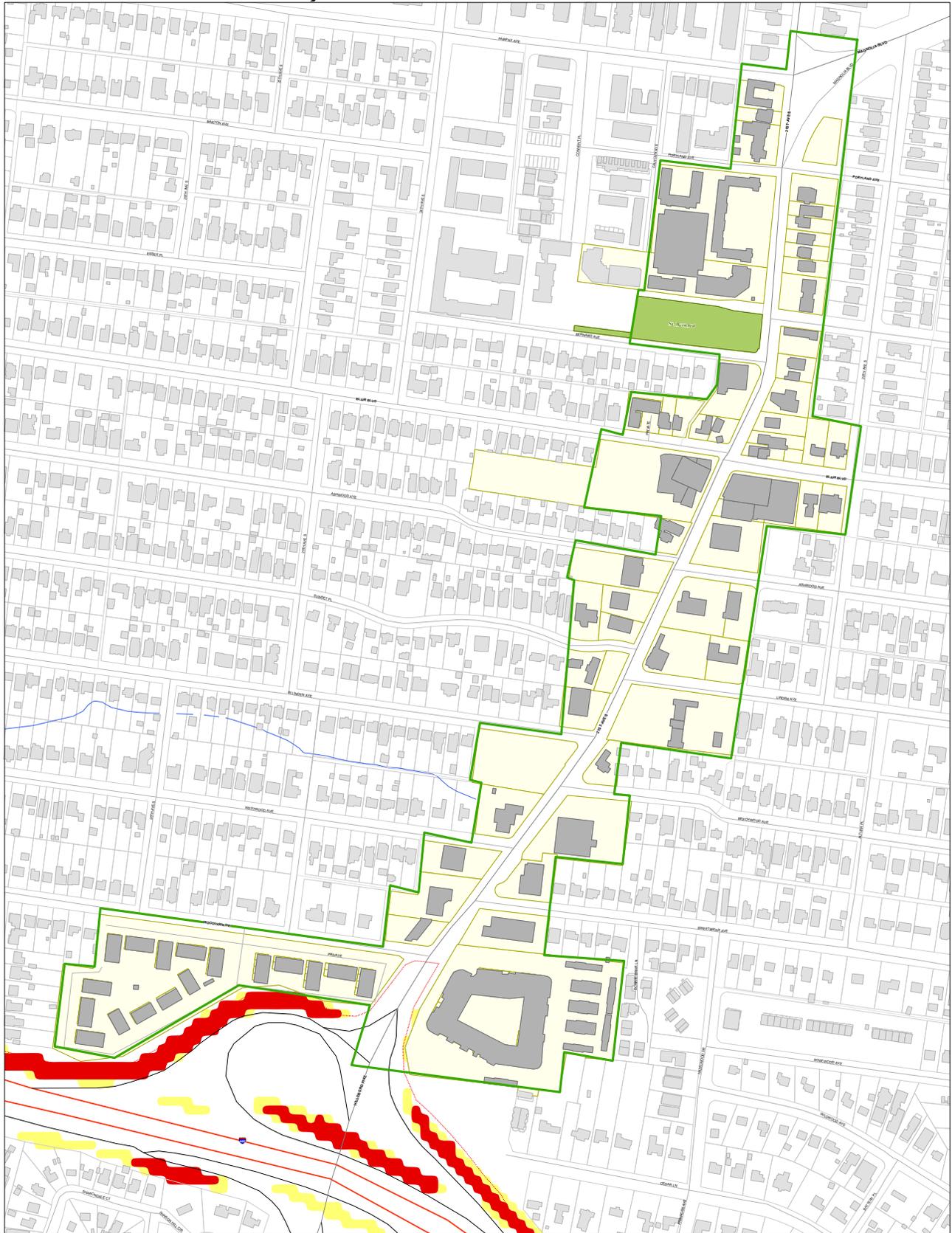
Current Figure Ground Map

Right-Of-Way  
Building Footprints  
21st Avenue Study Area



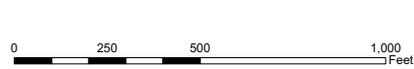
September 2018



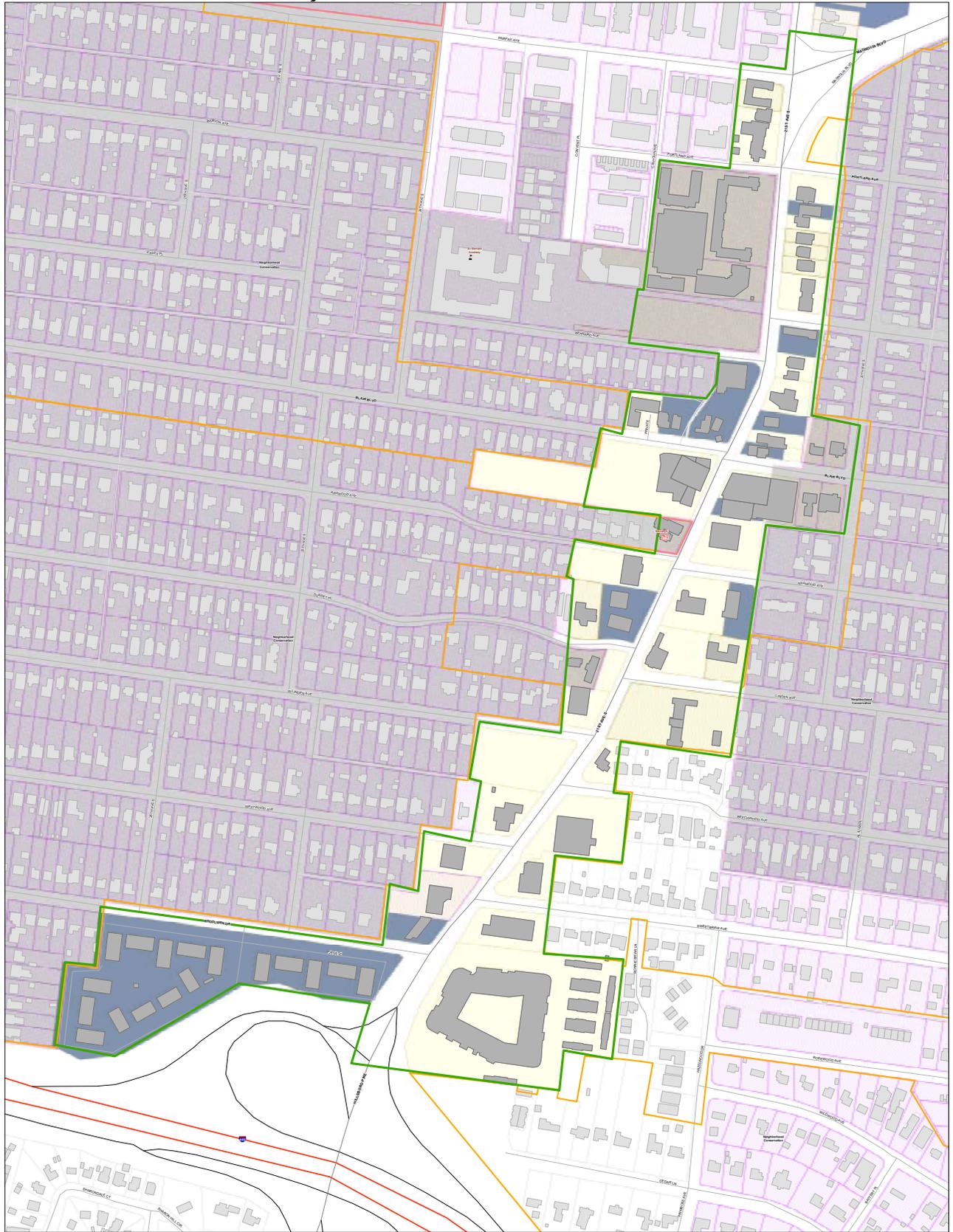


Environmental Assets

- Greenway Trails - Future
  - Priority
  - Streams and Rivers
  - Parks
- Slope Polygons - Greater than 20% (2011)
  - 20-25
  - Over 25
- 21st Avenue Study Area



Map E13 21st Avenue Corridor Study



Historic Properties & Zoning

Fire Stations	National Register Historic Property	Neighborhood Conservation District
Private School	Eligible to be listed in National Register	Historic Preservation District
Historic National Register Districts	Worthy of Conservation	Historic Landmark District
21st Avenue Study Area		

N  
 0 250 500 Feet  
 September, 2018

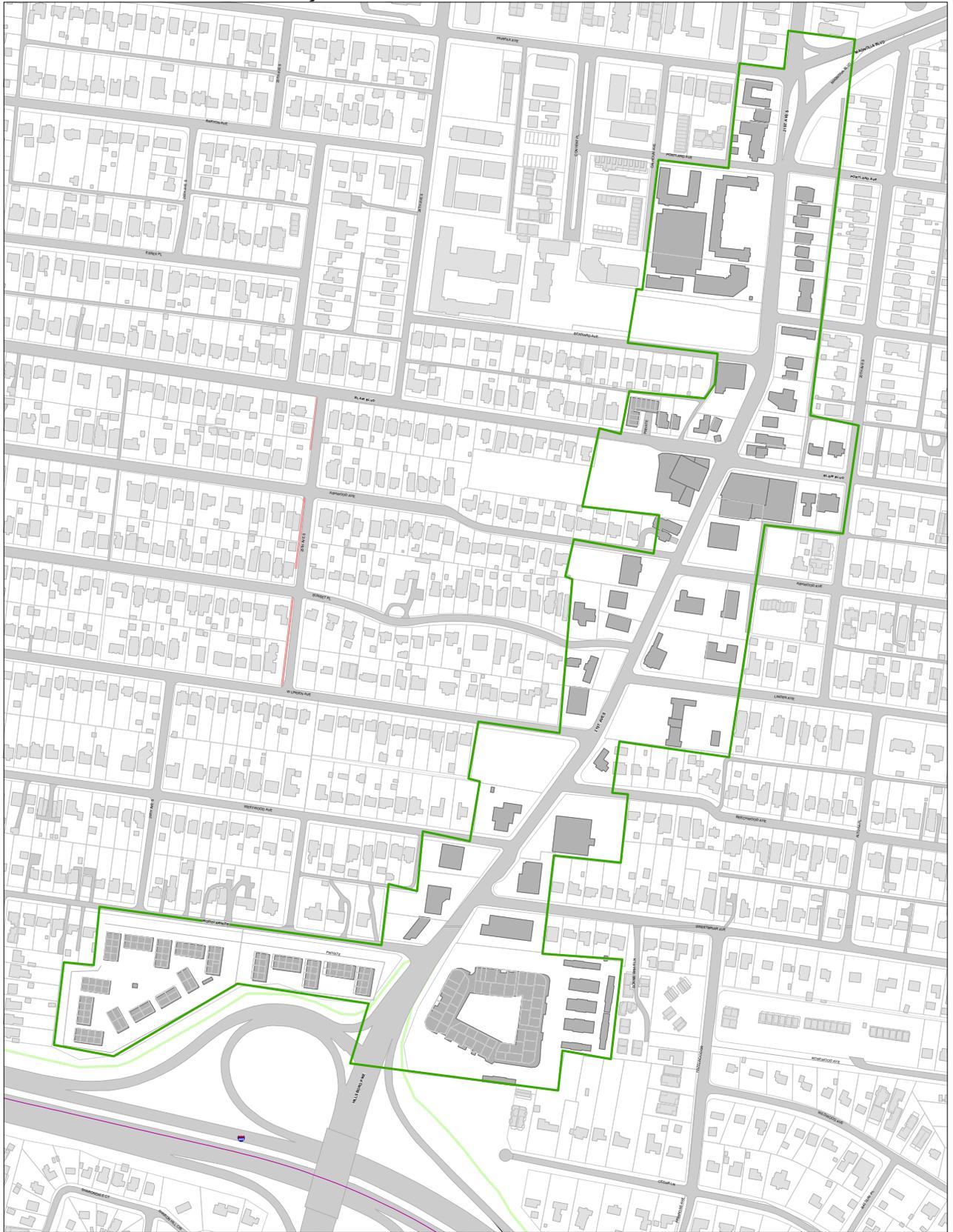


Parking Map

- Parking Lots (Detailed)
- Gravel Parking
- Paved Parking
- Building Footprints
- Pavement
- 21st Avenue Study Area



# Map E15 21st Avenue Corridor Study



## Planned Improvements

- Capital Improvements Budget - Approved
- Sidewalks
- Parks
- Capital Improvements Budget Approved Water Projects cover the extent of the map area.
- 2017-2020 Transportation Improvement Projects (I-440)
- 21st Avenue Study Area



September, 2018

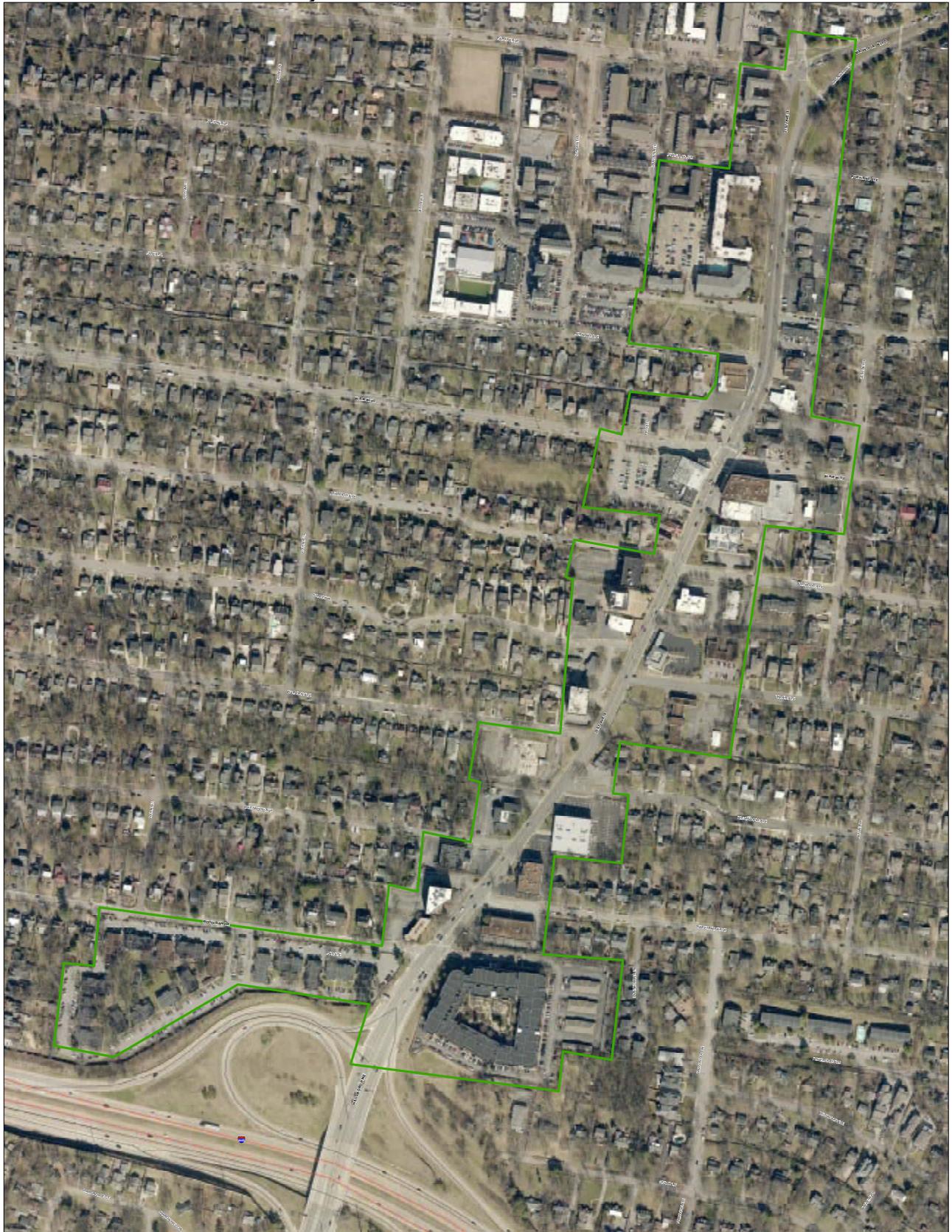


Historic Aerial - 1963

21st Avenue Study Area



# Map E17 21st Avenue Corridor Study



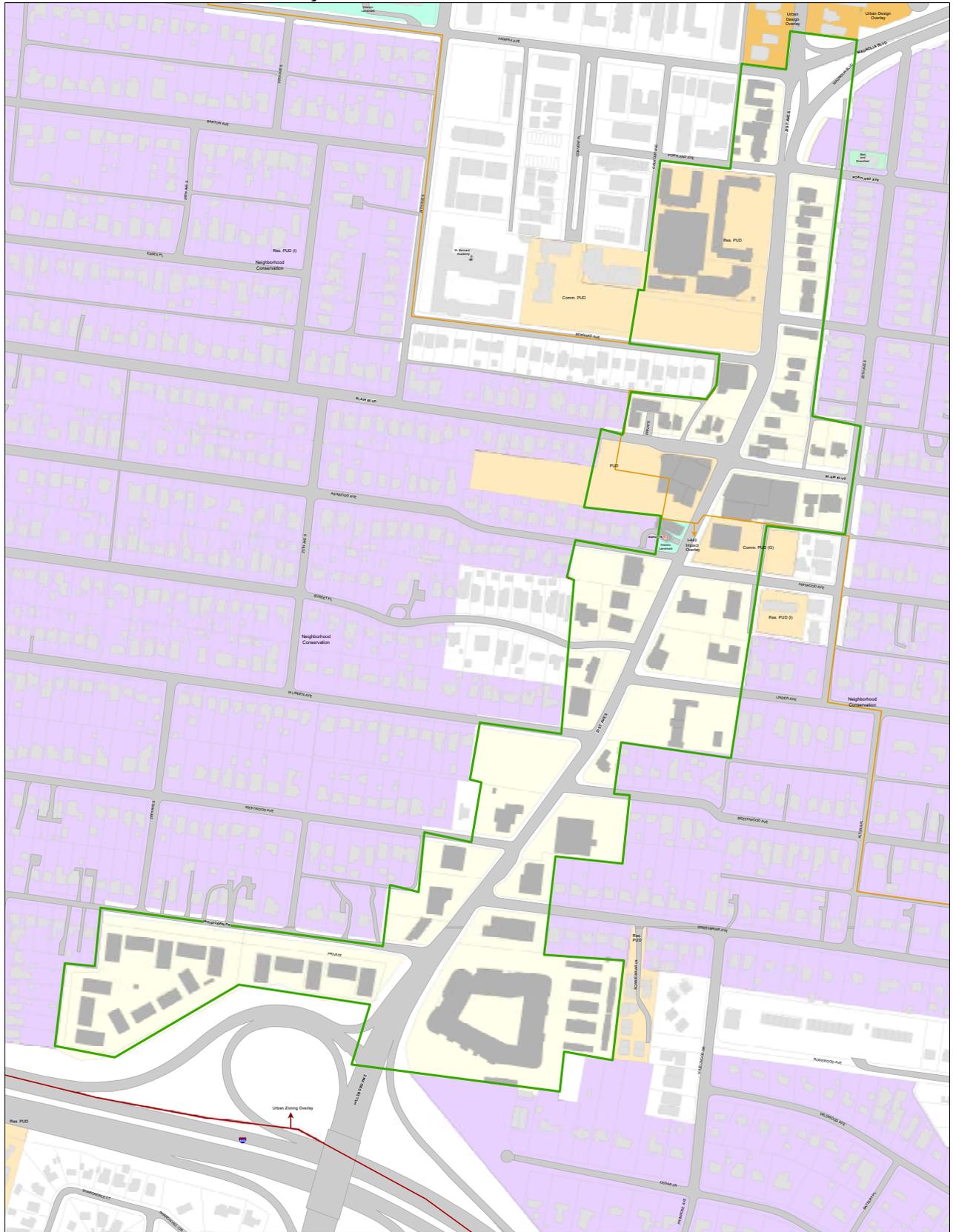
Aerial - 2018

 21st Avenue Study Area



September 2018





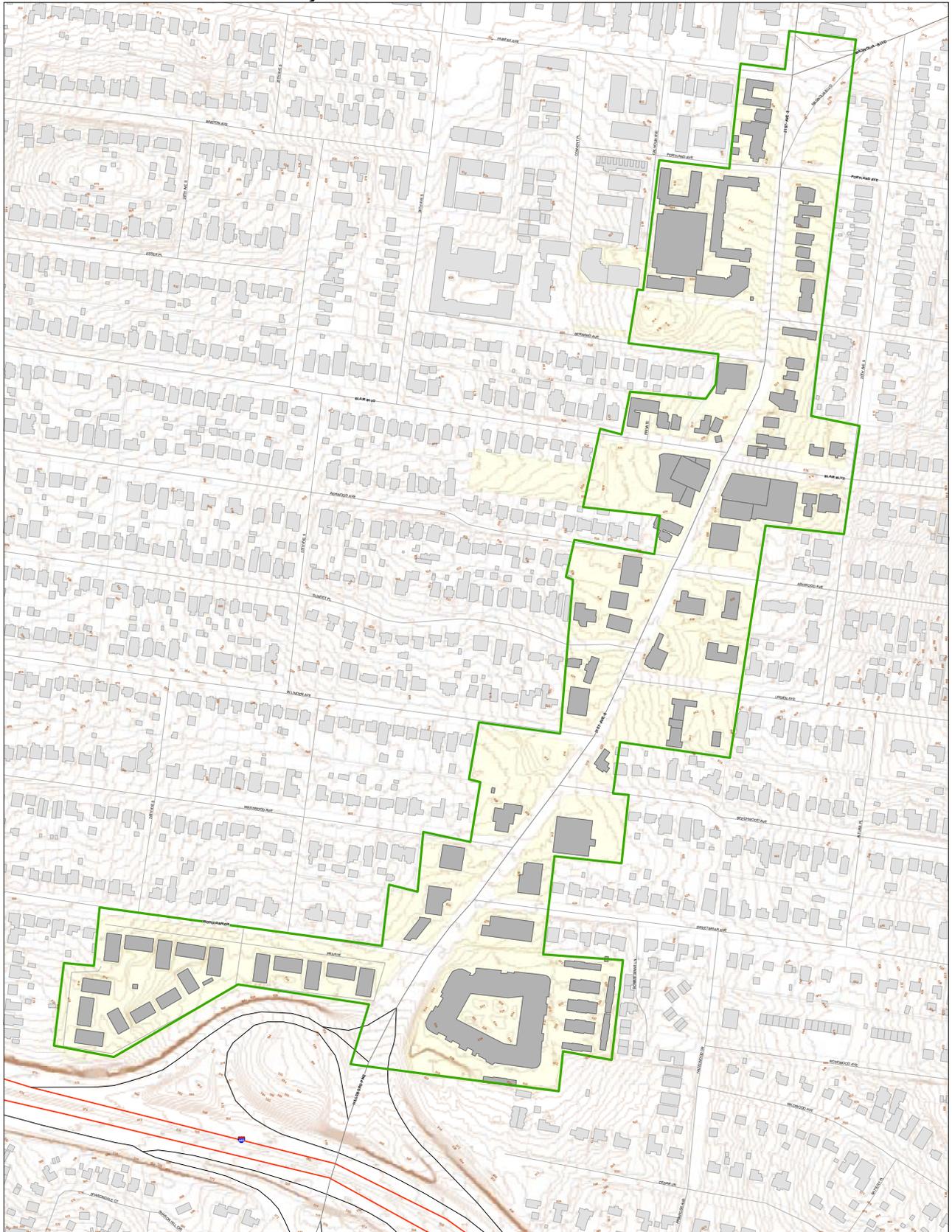
**Zoning Overlays**

- Fire Stations
- Urban Zoning Overlay
- Planned Unit Development District
- School Locations (Private)
- Historic Landmark District
- Urban Design Overlay
- 21st Avenue Study Area
- Historic Bed and Breakfast Homestay District
- I-440 Impact Overlay
- Neighborhood Conservation District

0 250 500 1,000 Feet

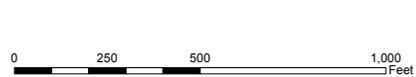
N  
September, 2018

# Map E19 21st Avenue Corridor Study



Contours (2 ft.)

Contour Elevation Lines  
21st Avenue Study Area



September 2018