

Wedgewood Houston



Chestnut Hill

Community snapshot

May 2018

01

Introduction

Wedgewood-Houston / Chestnut Hill

Purpose

The purpose of this report is to provide a common resource for planners and community members to understand the current state of Wedgewood-Houston and Chestnut Hill.

Background

South Nashville includes booming urban neighborhoods just south of Nashville's downtown. The planning area's boundaries (from the north, going clockwise) are I-40, Lafayette and Murfreesboro Pike, Browns Creek, Walsh Road, I-65, Chestnut Street, and the City Cemetery. The area includes mostly older, affordable housing stock, newer homes, industrial and industrially-zoned land, public housing, improved transit service, and an emerging identity as an arts district. This project would seek to ensure the sustainability of these neighborhoods' existing communities in the midst of an aggressively appreciating housing market while also allowing new artisan and small-scale manufacturing and studio, gallery, and performance spaces.

The planning area is at the forefront of two critical issues:

- 1.** In-town neighborhoods in Nashville are increasingly attractive to wealthier households and those seeking smaller, more urban homes. Recent development is displacing low and moderate income households throughout Nashville's urban core, including in the planning area.
- 2.** Less discussed, redevelopment is also converting industrial uses and industrially zoned land to residential and mixed use, reducing the supply of centrally located land for industrial uses and jobs.

Artists and makers suffer from both trends, with difficulty finding affordable workspace and homes.

The project area is within one of 17 Tier One activity centers identified by Nashville's General Plan as immediate priorities to become mixed income, walkable, and culturally vibrant. Nashville's General Plan and the area's Community Plan assign Community Character Policies, which guide re-zoning and other land development decisions. Portions of the project area have a Mixed Use Neighborhood Community Character Policy to allow dense residential development

to mix with commercial, artisan manufacturing, and some light industrial uses.

Both light industrial and maker/artisan manufacturing provide a job base within the community. However, they employ substantially different workers. Further, both light industrial spaces and maker spaces compete with Nashville's booming residential infill. Understanding the market needs (such as cost per square foot, space needs, compatibility with residential and other uses) will inform how regulations and capital improvements can sustain both sets of uses. Doing so will support retaining two different communities.

The neighborhoods

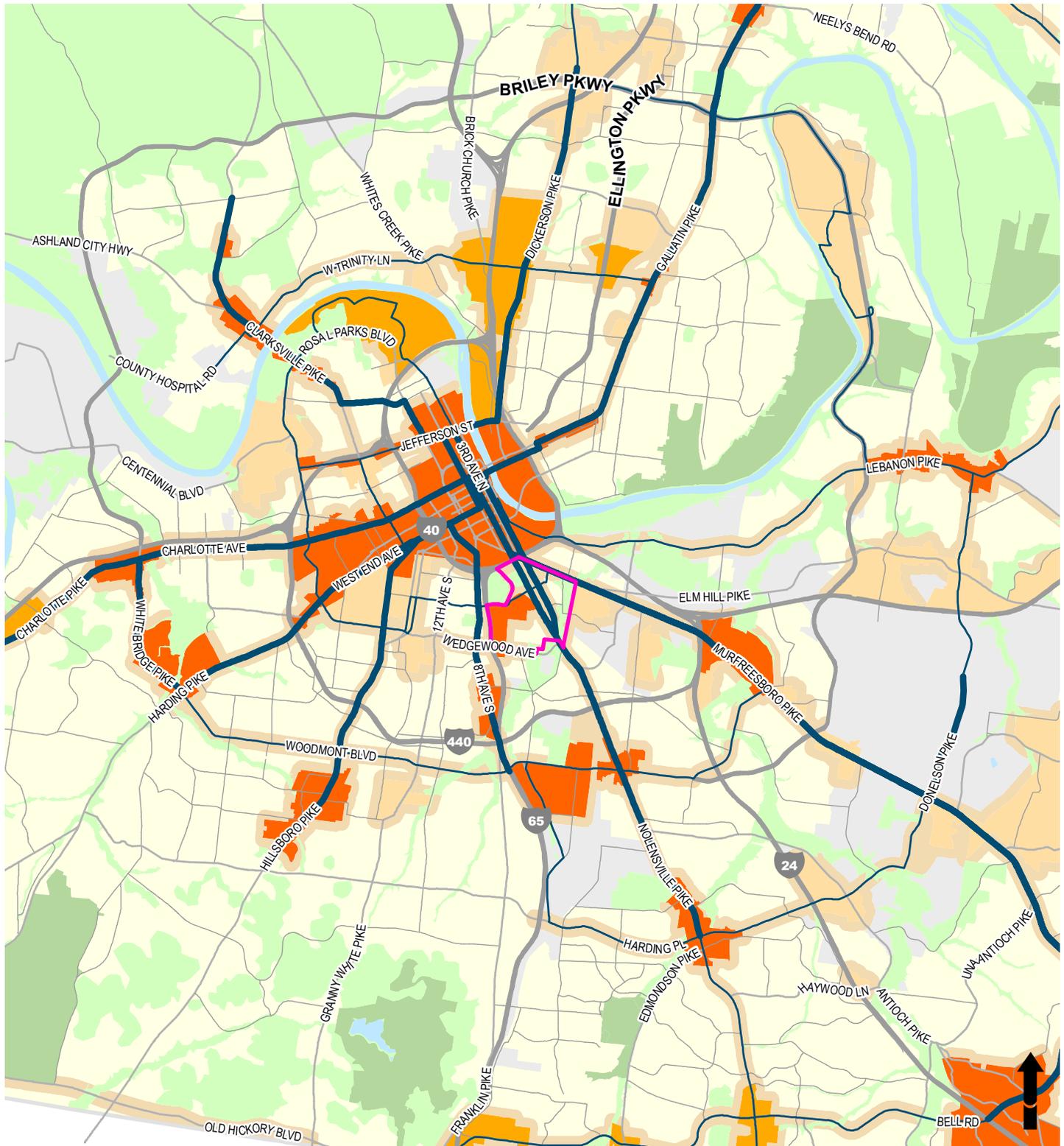
The planning area is composed of two neighborhoods, Wedgewood-Houston and Chestnut Hill. Two neighborhood associations represent each neighborhood: South Nashville Action People for Wedgewood-Houston and Trimble Action Group for Chestnut Hill. SNAP is active and meets routinely. In recent years, TAG is less active and well-organized.

The neighborhoods are divided by the 2nd and 4th Avenue couplet, as well as a railroad line. This dividing line, along with their outer and northern boundaries are the primary commercial and industrial areas.

The neighborhoods are bordered by high-profile sites and institutions. These include, starting due north and going around the planning area clockwise:

- Downtown, directly north of the planning area, separated by I-40. SoBro is undergoing rapid development and reinvestment, including a planned southern transit terminal. Developers are beginning to look immediately south of I-40 for tall, dense development.
- The Sudekum and Napier public housing complexes are northeast of Chestnut Hill, across Lafayette Avenue.
- Lafayette Avenue/Murfreesboro Pike is already a major bus rapid transit lite corridor. Work will begin shortly to create Nashville's first transit signal prioritization bus route.
- Nazarene Trevecca University is due east of Chestnut Hill, across Browns Creek.
- The Fairgrounds forms the south boundary of Wedgewood-Houston.
- Greer Stadium and Fort Negley lie across the northwest boundary of Wedgewood-Houston.

01.01 ■ Planning area (broad context)



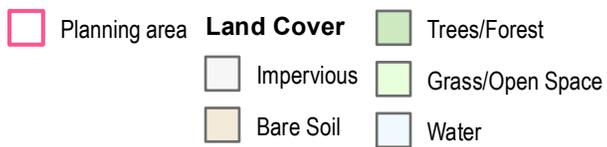
□ Planning area	Corridors	Centers	Green Network	Feature
	— Immediate need	■ Center - Second Tier	■ Anchor Park	■ Neighborhood
	— Long-term need	■ Center - Third Tier	■ Green network	■ Special Uses
		■ Center - First Tier		■ Transition or Infill

01.02 ■ Planning area (built environment)

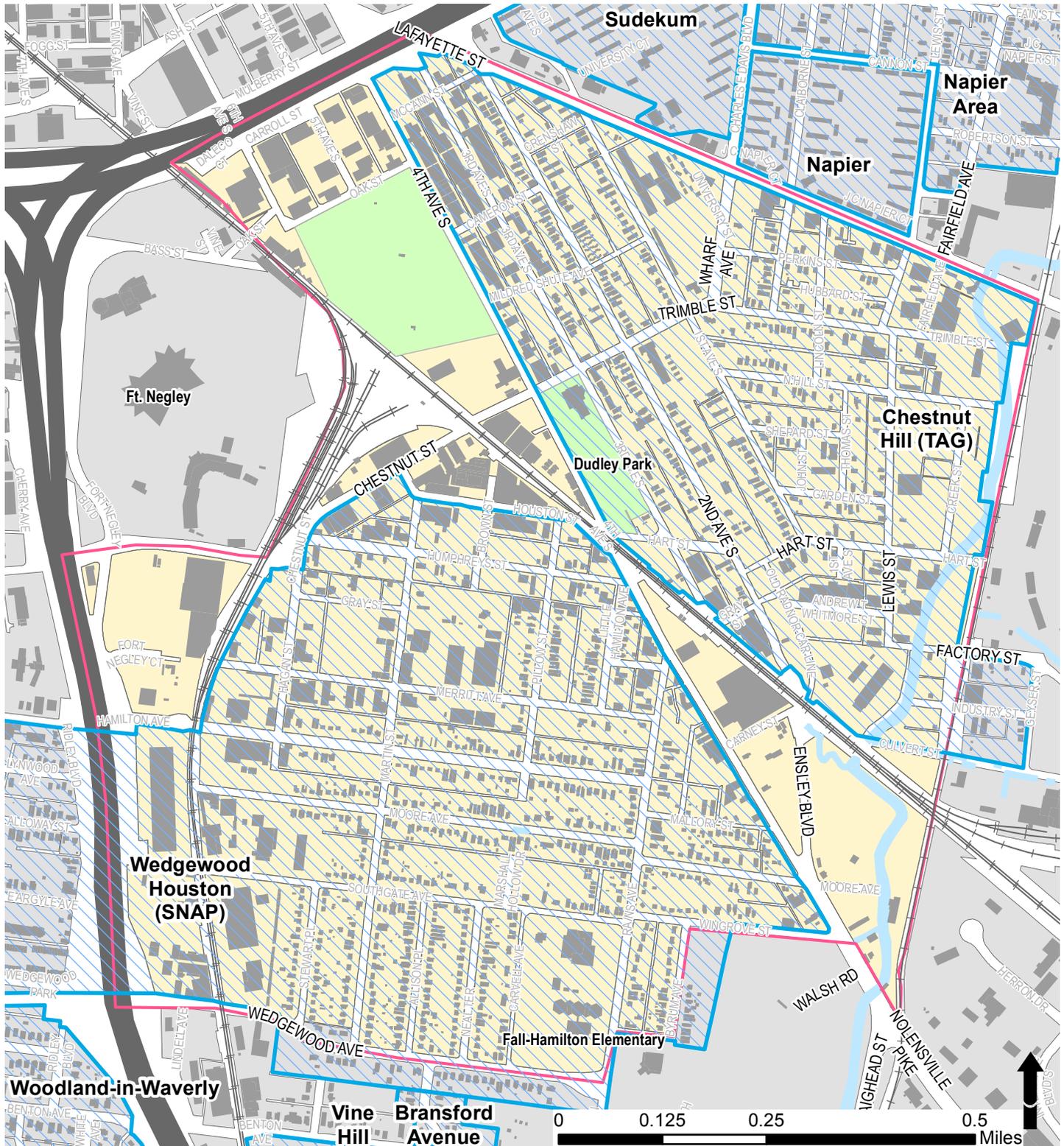


- Planning area
- Parks
- Buildings

01.03 ■ Planning area (natural environment)



01.04 ■ Neighborhood boundaries



02

Community

Demographics and demographic change



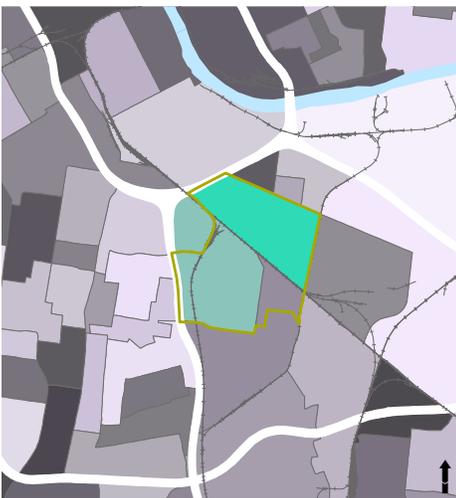
Census blocks

This section includes an overview of population in the planning area, as well as commuting patterns, access to jobs, and housing-transportation affordability.

Population

The U.S. Census provides a population count every ten years, with limited information. To supplement the decennial Census, the Census Bureau also conducts an annual survey (the American Community Survey) to provide more information on a regular basis. Because it is a survey and not a count, American Community Survey estimates include a margin of error. At small geographies, the survey only provides estimates in a five-year window. For example, the most recent data available represents 2011-2015, rather than a single year.

The maps on the left show three standard Census geographies around the planning area:



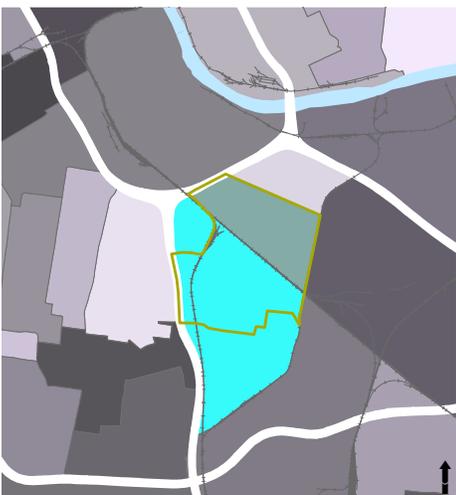
Census block groups

- Blocks,
- Block groups, and
- Tracts.

For very small geographies, including Census blocks and blockgroups, these survey's margins of error can be large compared to their estimates. This means these estimates should be used carefully.

This section includes a demographic snapshot of the community. However, the camera that we have for taking the community's picture does not provide all of the information that would be good to have. The pictures it produces are either blurry or a little out of date.

For some questions, big details are visible. For the example, the neighborhood is mostly households without children. It is about two-thirds black and one-third white. However, smaller details are more difficult, such as how many people have completed college or get to work without driving their own car.



Census tracts

When possible, demographic figures for the neighborhood are compared with Davidson County overall or with the neighborhood from five years ago (2006-2010).

02.01 ■ Demographics (2012-2016 compared with 2006-2010)

Topic	Demographic	2012 - 2016			2006 - 2010			Statistically different?
		Estimate	Reliability	MOE	Estimate	Reliability	MOE	
Population	Total	2,928	●	303	2,666	●	501	
	Male	46.8%	●	4.4%	52.4%	●	10.0%	
	Female	53.2%	●	3.4%	47.6%	●	3.8%	yes
Families	Total	626	●	115	573	●	145	
	All households with children under 18	21.8%	●	5.8%	18.8%	●	7.3%	
Race	White	38.0%	●	4.5%	34.4%	●	8.2%	
	Black	60.4%	●	8.0%	63.8%	●	9.2%	
	Non White, Non Black	1.6%	●	1.8%	1.8%	●	17.3%	
Ethnicity	Hispanic or Latino	1.9%	●	1.5%	9.2%	●	9.5%	
Age	Less than 18	18.6%	●	4.3%	20.3%	●	16.2%	
	18 - 64	74.0%	●	3.6%	66.2%	●	23.5%	
	Greater than 64	7.2%	●	2.3%	14.2%	●	21.6%	
Housing units	Total	1,537	●	113	1,511	●	148	
	Owner occupied	28.9%	●	4.3%	30.1%	●	7.6%	
	Renter occupied	71.1%	●	5.6%	69.9%	●	8.7%	
	Occupied	89.5%	●	3.0%	84.0%	●	5.6%	
	Vacant	10.5%	●	4.0%	16.0%	●	7.0%	
Travel	Workers	1,557	●	222	1,120	●	261	yes
	Drove alone	76.6%	●	7.3%	74.7%	●	9.6%	
	Non-Single Occupant Vehicle	23.4%	●	5.7%	25.3%	●	47.2%	
Income	Per capita income	\$22,705	●	\$6,163	\$13,505	●	\$4,116	yes
Education	Population 25 years and over	2,089	●	236	Not available for 2006 - 2010			
	High school equiv or less	51.3%	●	15.8%				
	Some college or associates	17.9%	●	4.7%				
	Bachelors or more	22.7%	●	5.7%				
Employment	Population 16 years and over	2,470	●	252	Not available for 2006 - 2010			
	In Labor Force	71.3%	●	5.6%				
	Employed	90.2%	●	5.0%				
	Unemployed (seeking employment)	8.8%	●	4.7%				
	Not in labor force	28.7%	●	4.8%				

Source: American Community Survey, 5-year estimate, tract 160, block group 1; tract 161, block groups 1 and 2.

Reliability, based on each measure's coefficient of variation.

- High reliability
- Medium reliability: use with caution
- Low reliability: use with extreme caution

02.02 ■ Demographics compared with Davidson County

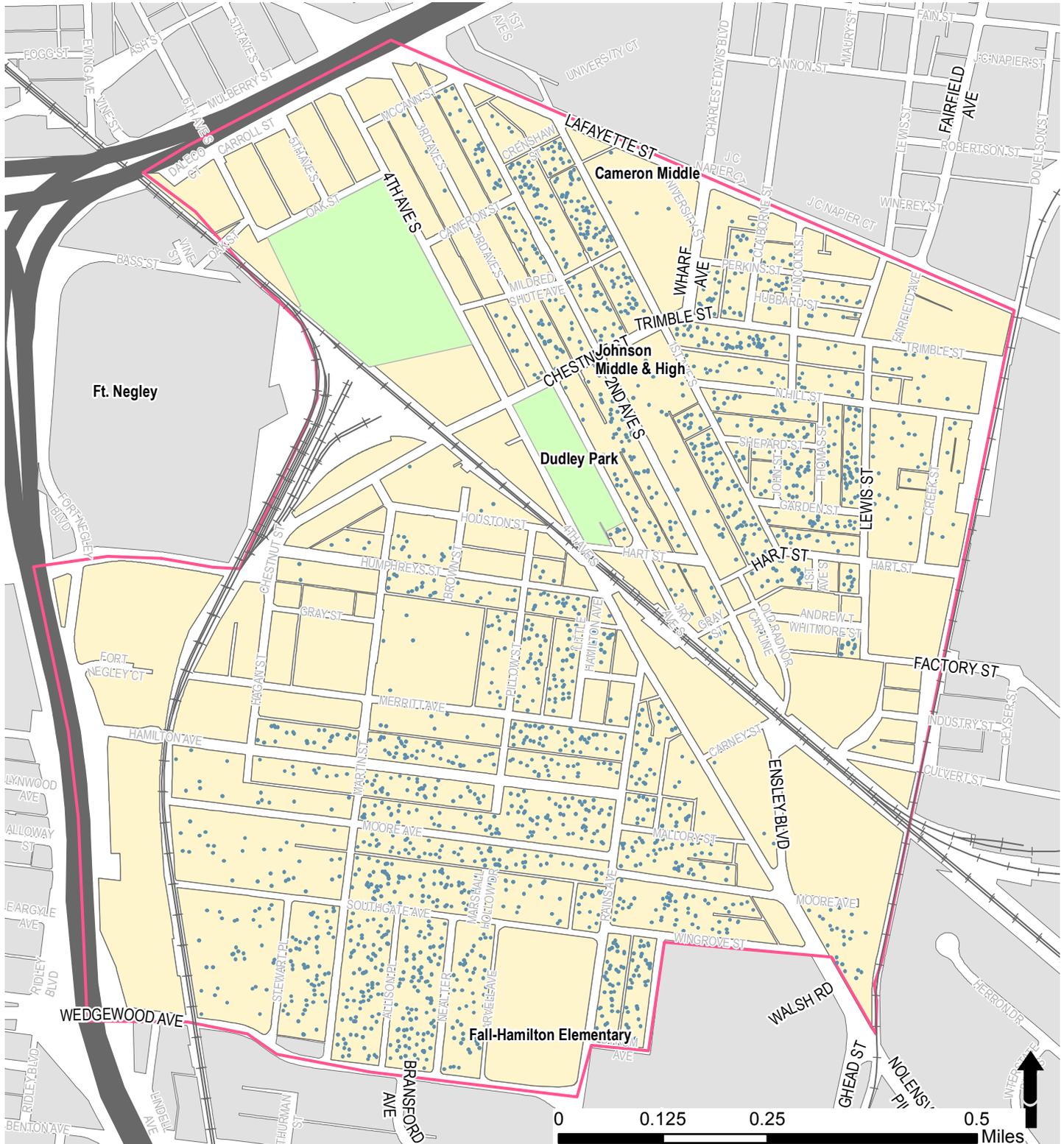
Topic	Demographic	Wedgewood Houston/Chestnut Hill			Davidson County			Statistically different?
		Estimate	Reliability	MOE	Estimate	Reliability	MOE	
Population	Total	2,928	●	303	667,885	●	7,758	
	Male	46.8%	●	4.4%	48.2%	●	0.4%	
	Female	53.2%	●	3.4%	51.8%	●	0.4%	
Families	Total	626	●	115	0	●	2,332	
	All households with children under 18	21.8%	●	5.8%	27.8%	●	0.6%	
Race	White	38.0%	●	4.5%	63.0%	●	0.6%	yes
	Black	60.4%	●	8.0%	27.6%	●	0.7%	yes
	Non White, Non Black	1.6%	●	1.8%	9.4%	●	0.5%	yes
Ethnicity	Hispanic or Latino	1.9%	●	1.5%	10.0%	●	0.5%	yes
Age	Less than 18	18.6%	●	4.3%	21.6%	●	0.4%	
	18 - 64	74.0%	●	3.6%	67.4%	●	0.2%	yes
	Greater than 64	7.2%	●	2.3%	10.4%	●	0.2%	yes
Housing units	Total	1,537	●	113	294,794	●	2,371	
	Owner occupied	28.9%	●	4.3%	54.0%	●	0.5%	yes
	Renter occupied	71.1%	●	5.6%	46.0%	●	0.7%	yes
	Occupied	89.5%	●	3.0%	91.3%	●	0.3%	
	Vacant	10.5%	●	4.0%	8.7%	●	0.4%	
Travel	Workers	1,557	●	222	344,577	●	4,538	
	Drove alone	76.6%	●	7.3%	79.5%	●	0.5%	
	Non-Single Occupant Vehicle	23.4%	●	5.7%	20.5%	●	0.6%	
Income	Per capita income	\$22,705	●	\$6,163	\$30,595	●	\$662	yes
Education	Population 25 years and over	2,089	●	236	454,177	●	4,919	
	High school equiv or less	51.3%	●	15.8%	35.8%	●	1.2%	
	Some college or associates	17.9%	●	4.7%	19.6%	●	0.5%	
	Bachelors or more	22.7%	●	5.7%	38.2%	●	0.5%	yes
Employment	Population 16 years and over	2,470	●	252	536,964	●	5,737	
	In Labor Force	71.3%	●	5.6%	70.0%	●	0.5%	
	Employed	90.2%	●	5.0%	93.7%	●	0.2%	
	Unemployed (seeking employment)	8.8%	●	4.7%	6.2%	●	0.3%	
	Not in labor force	28.7%	●	4.8%	30.0%	●	0.4%	

Source: American Community Survey, 5-year estimate (2012 - 2016), tract 160, block group 1; tract 161, block groups 1 and 2.

Reliability, based on each measure's coefficient of variation.

- High reliability
- Medium reliability: use with caution
- Low reliability: use with extreme caution

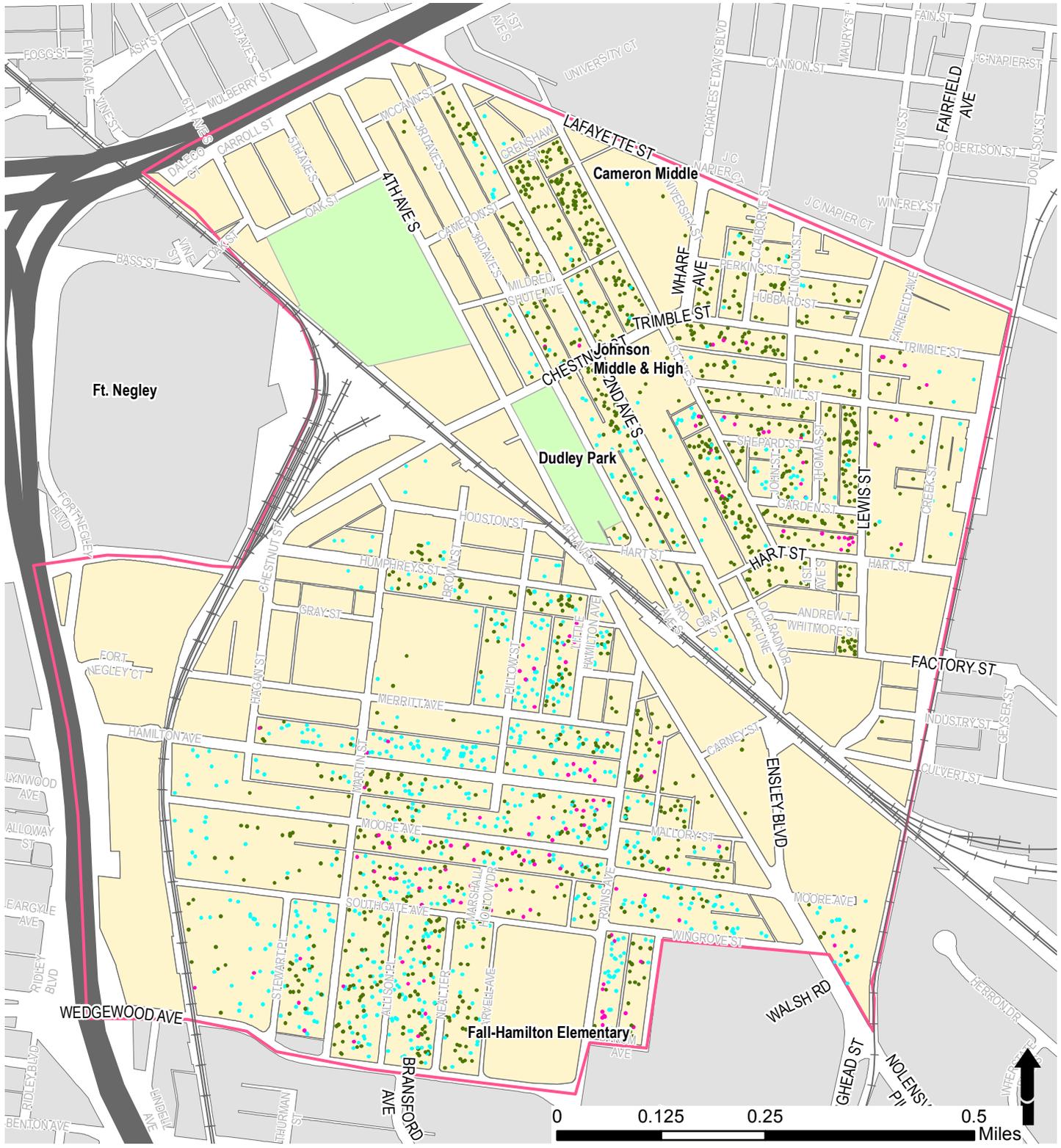
02.03 ■ Residential distribution



- Planning area **Total Population (2010)**
- Parks
- 1 Dot = 1
- Population

Dots are randomly located within a each Census block, after removing streets and parks.

02.04 ■ White, Black, and Hispanic residents



Planning area **Population by race/ethnicity**

- 1 Dot = 1
- White, not Hispanic
- Black, not Hispanic
- Hispanic, any race

Dots are randomly located within each Census block, after removing streets and parks.

Commuting patterns

Maps 2.06 (a) and (b) show the flow of commuters out of the planning area (above) and into the planning area (below). Note that the number of people commuting into the planning area is nearly four times as large as the number of residents commuting out.

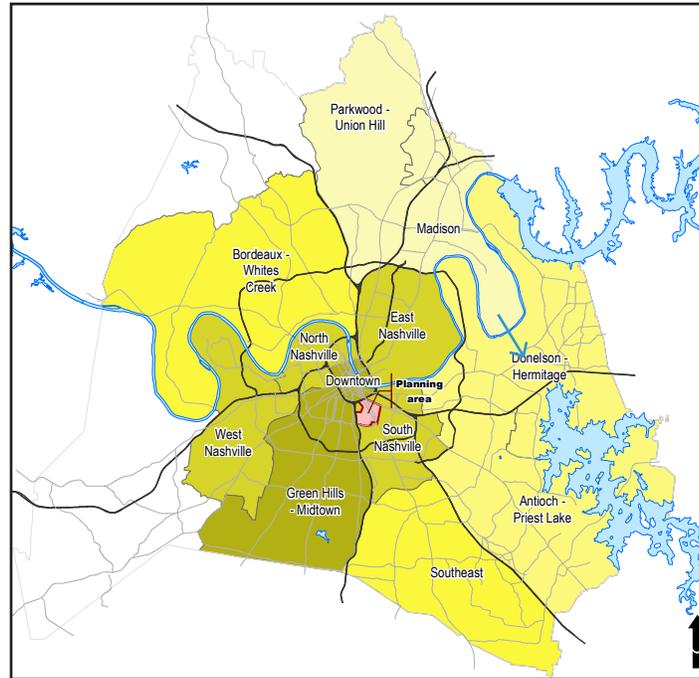
02.05 ■ Commute to work snapshot

a. Workers living in the planning area

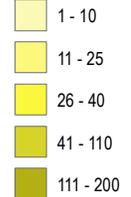
1,095

... work in these areas:

Planning area	60
Worked at home	79
Joelton	
Parkwood Union Hill	4
Bordeaux Whites Creek	40
Madison	10
East Nashville	75
Bellevue	
West Nashville	110
North Nashville	90
Downtown	200
Green Hills Midtown	143
South Nashville	80
Southeast	35
Antioch Priest Lake	25
Donelson Hermitage Old Hickory	25
Beyond Davidson County	198



Number of residents

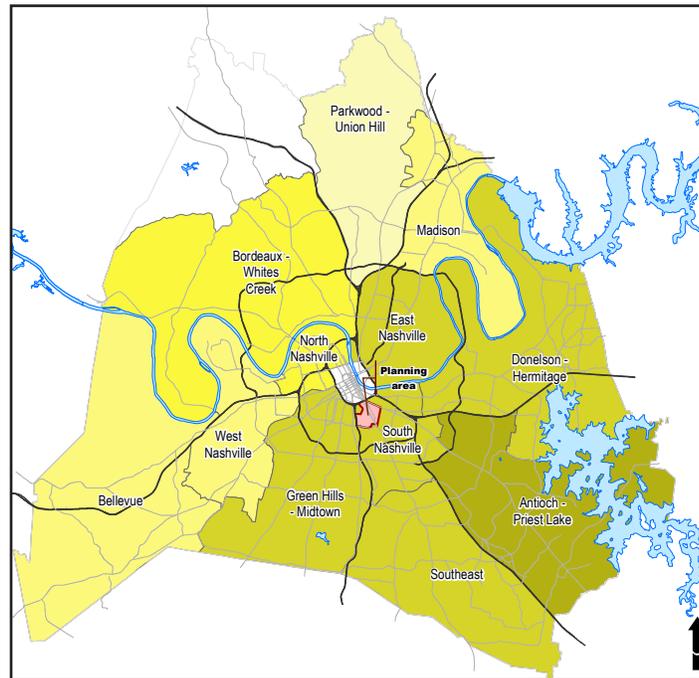


b. Employees coming into the planning area

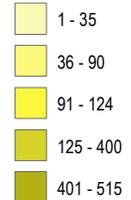
4,031

... live in these areas:

Planning area	60
Joelton	
Parkwood Union Hill	35
Bordeaux Whites Creek	105
Madison	90
East Nashville	339
Bellevue	80
West Nashville	64
North Nashville	124
Downtown	
Green Hills Midtown	330
South Nashville	257
Southeast	400
Antioch Priest Lake	515
Donelson Hermitage Old Hickory	337
Beyond Davidson County	1,295



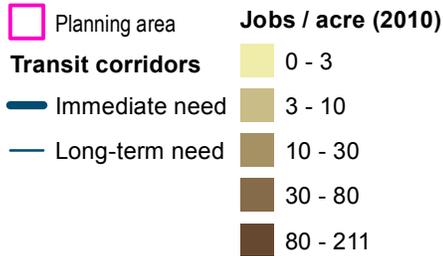
Number of workers



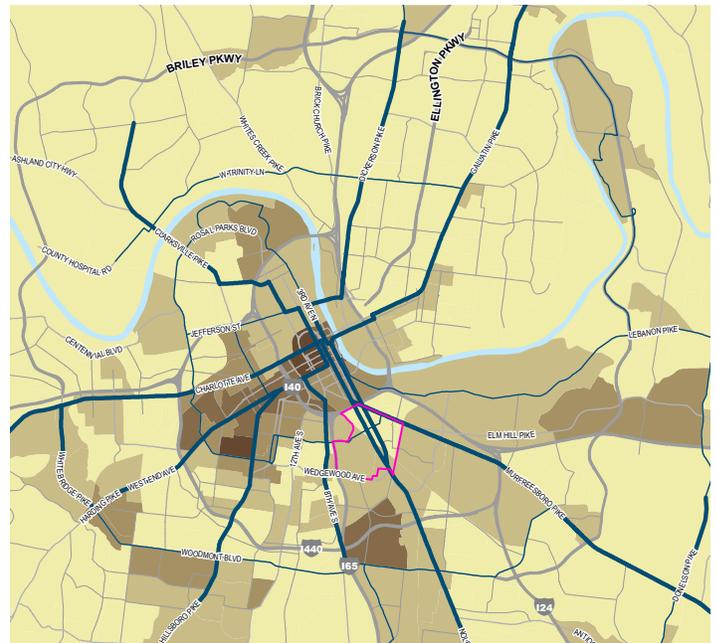
Source: Census, American Community Survey (2009 - 2013)
Commuter flows.

02.06 ■ Access to work

This page shows the neighborhood's proximity to jobs. At right, map (a) shows the density of jobs in Nashville's urban core by Census blockgroup. Below, maps (b) and (c) show the number of jobs available by a 30-minute commuter by transit and walking, respectively.



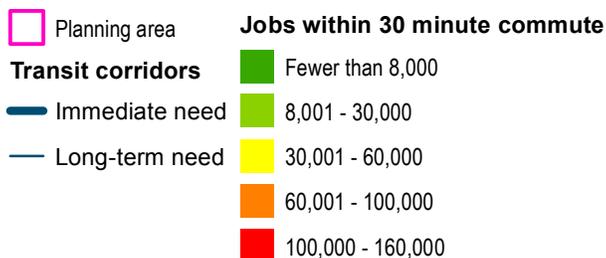
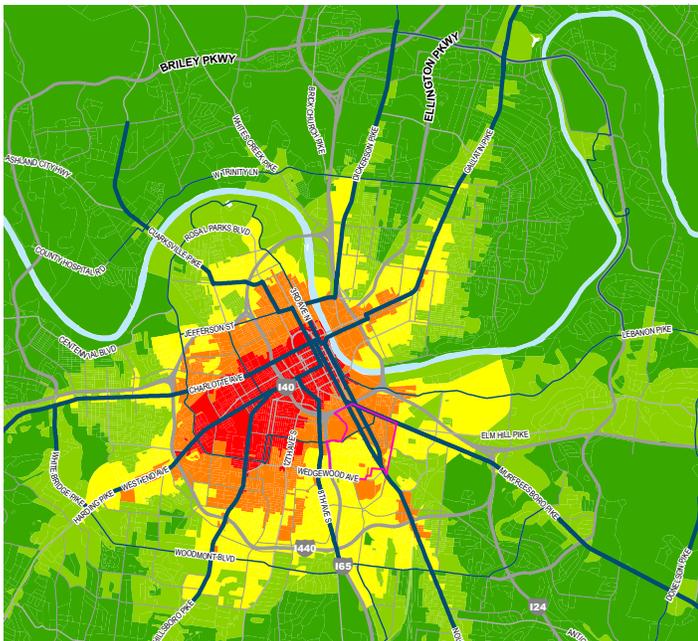
a. Density of jobs per acre



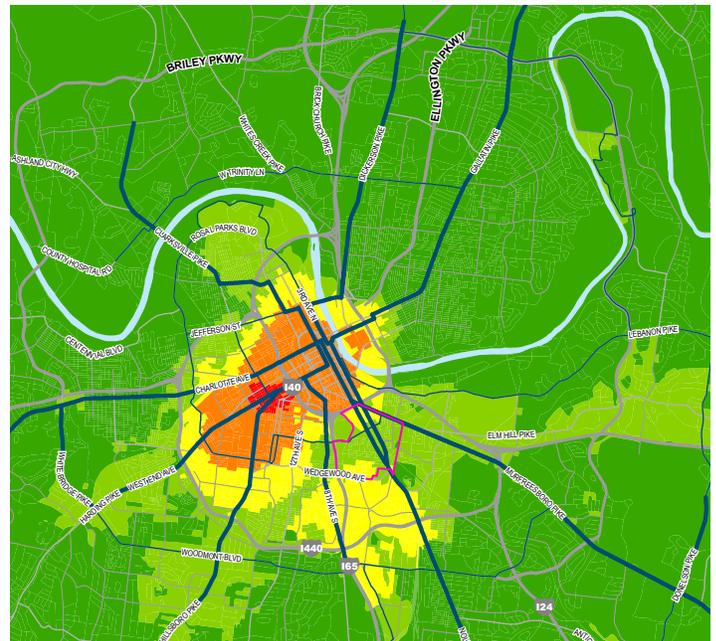
Source: Census 2010.

Jobs accessible within a 30-minute commute by....

b. Transit



c. Walking

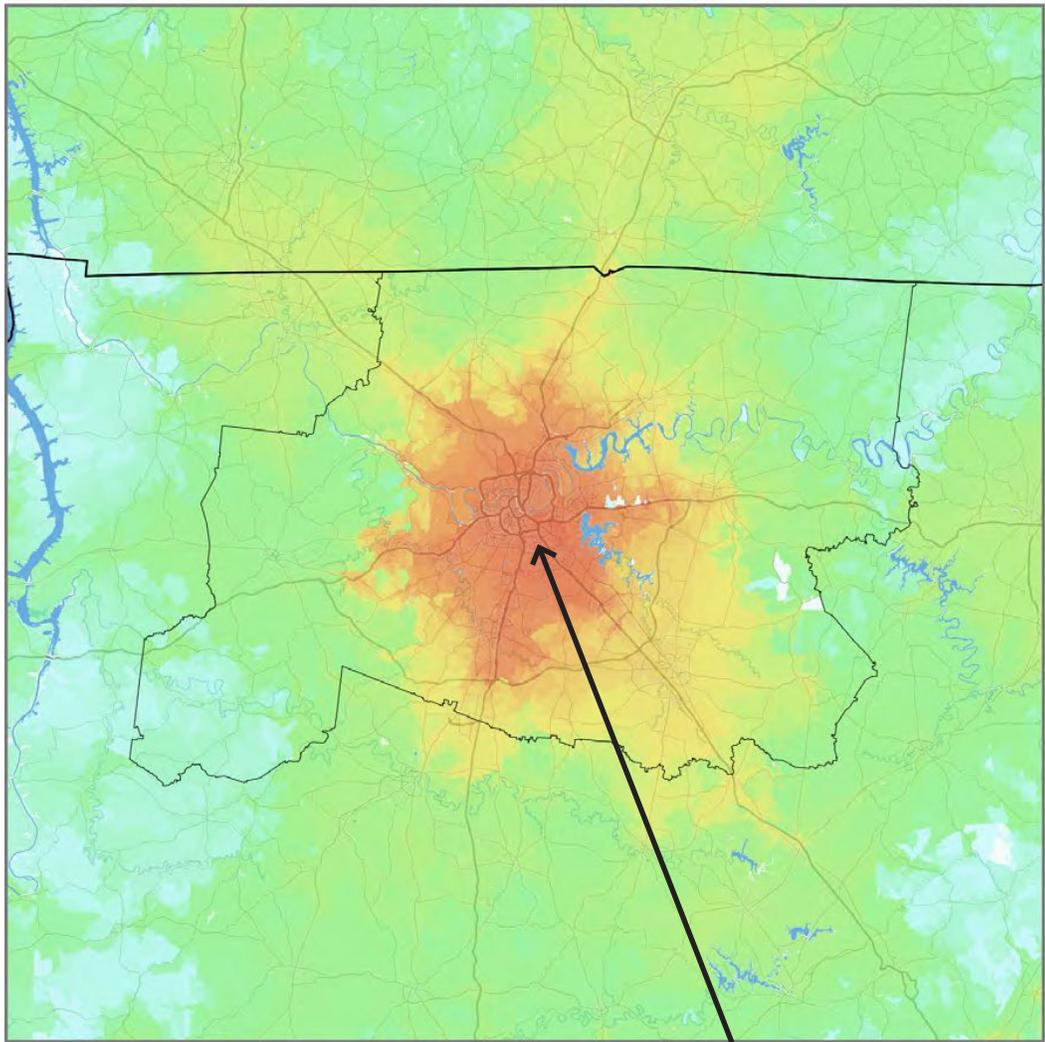


Source: "Access Across America: Transit 2015" and "Access Across America: Walking 2015." University of Minnesota, Accessibility Observatory.

d. Driving (screenshot from report)

Nashville

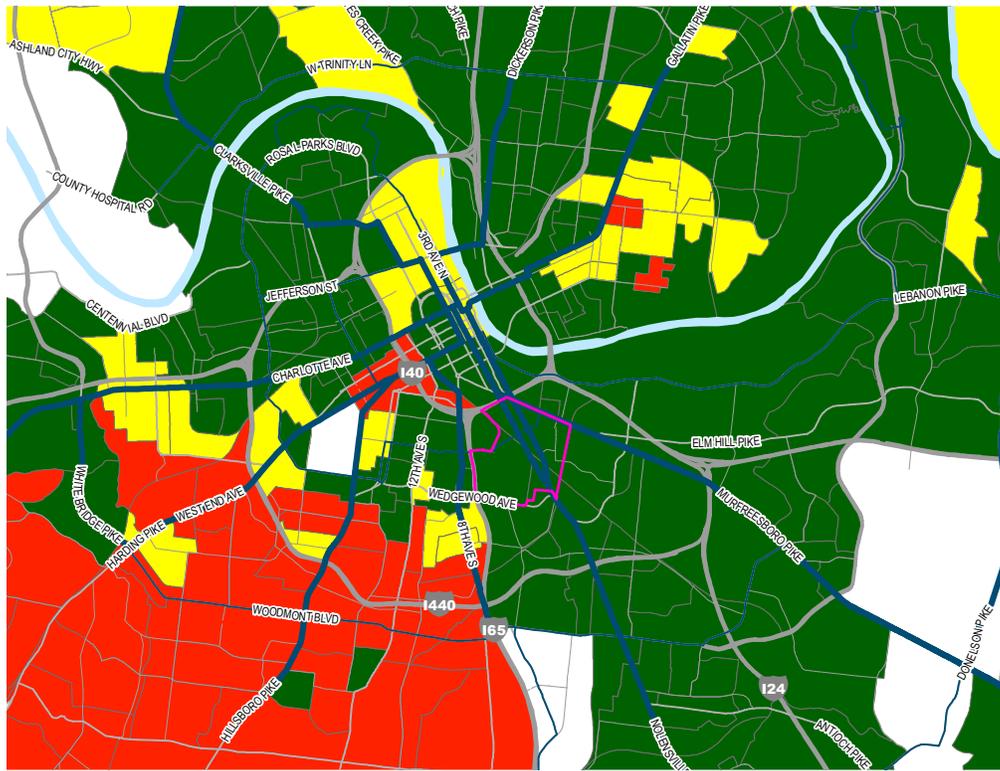
Nashville-Davidson--Murfreesboro--Franklin, TN



Planning area:
Access to 750,000 - 1,000,000 jobs within a
30-minute commute by car

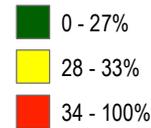
02.07 ■ Housing and transportation affordability

a. Housing affordability at regional median income

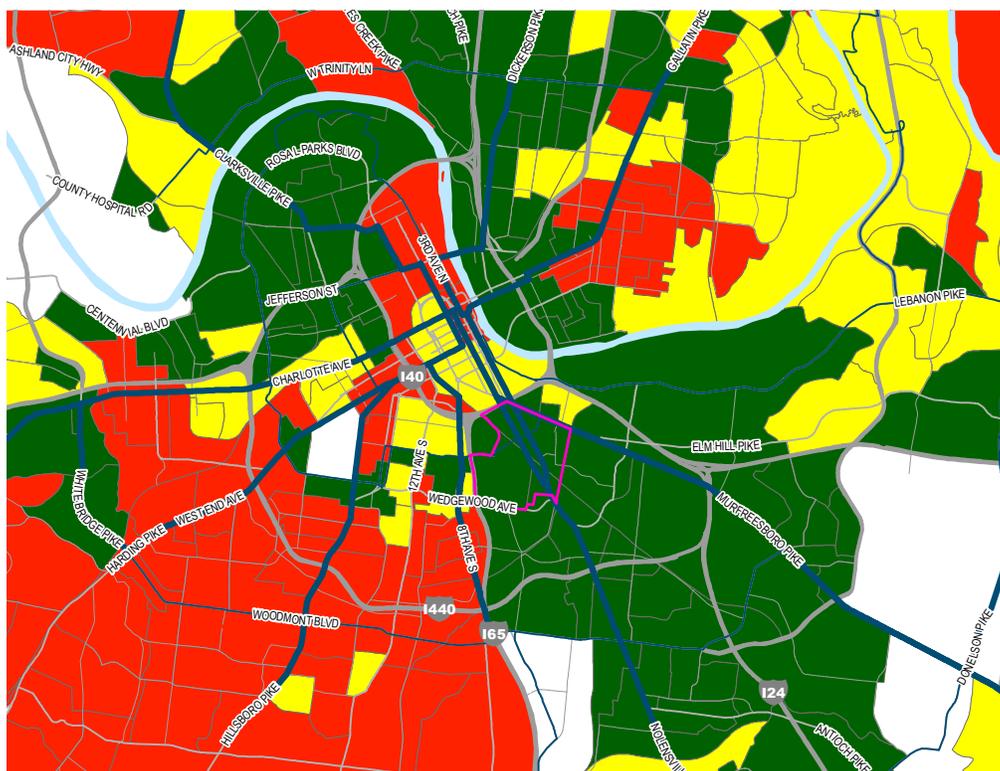


Housing cost as a percentage of the median household income in Middle Tennessee

(Less than 30% is typically considered affordable).

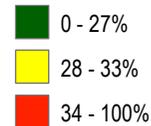


b. Housing affordability at regional moderate income (80% regional median income)



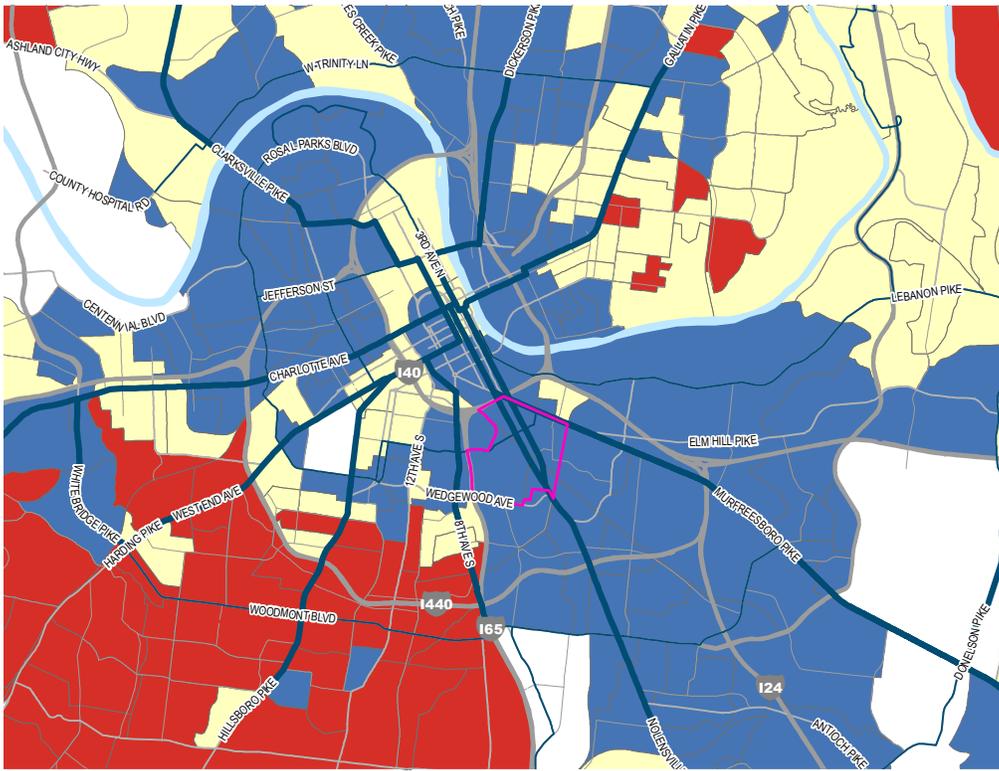
Housing cost as a percentage of 80% of the median household income in Middle Tennessee

(Less than 30% is typically considered affordable).



Source: Center for Neighborhood Technology, Housing & Transportation Affordability Index, 2017. The Center for Neighborhood Technology bears no responsibility for the analyses or interpretations of the data presented here.

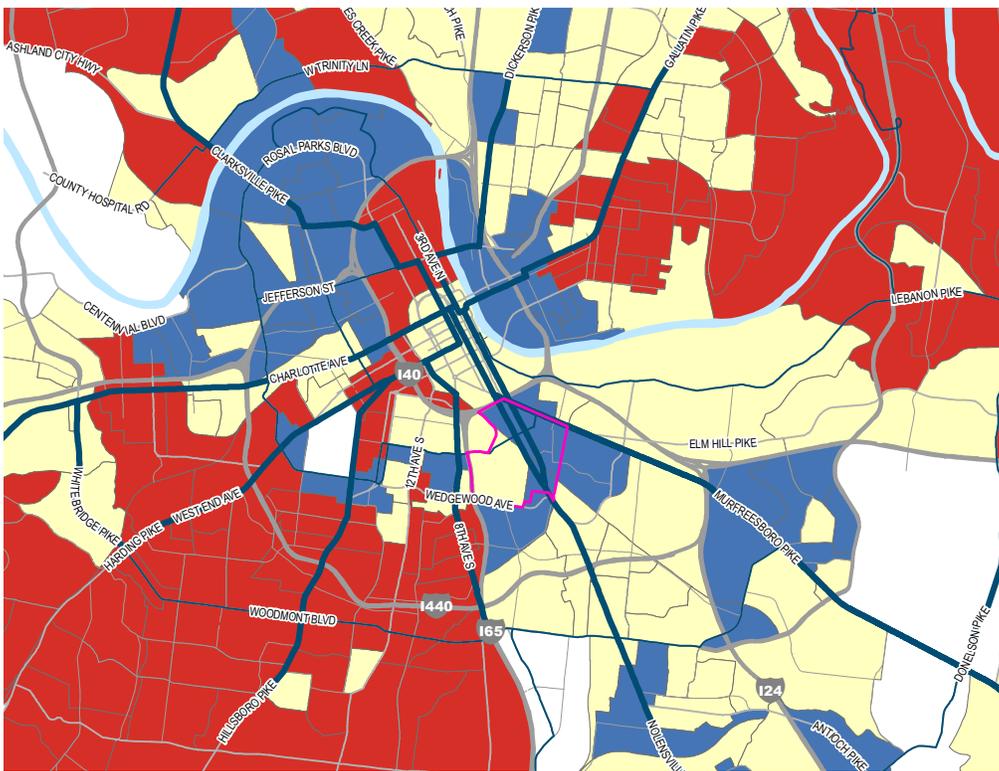
c. Combined housing and transportation affordability at regional median income



Housing and transportation costs as a percentage of the median household income in Middle Tennessee
 (Less than 50% is typically considered affordable).

- 0 - 45%
- 46 - 55%
- 56 - 100%

d. Combined housing and transportation affordability at regional moderate income (80% regional median income)



Housing and transportation costs as a percentage of 80% of the median household income in Middle Tennessee
 (Less than 50% is typically considered affordable).

- 0 - 45%
- 46 - 55%
- 56 - 100%

Source: Center for Neighborhood Technology, Housing & Transportation Affordability Index, 2017. The Center for Neighborhood Technology bears no responsibility for the analyses or interpretations of the data presented here.

03 Recent plans

Neighborhood plans

Neighborhood studies (Civic Design Center)

The Chestnut Hill Neighborhood Study (2005) and Wedgewood-Houston Neighborhood Study (2008) were community studies requested by each area's respective neighborhood organizations to develop community visions and recommendations to achieve those visions. The Civic Design Center hosted community meetings to develop recommendations. Both studies include neighborhood histories, character studies, and design and policy recommendations.

The Chestnut Hill study focused on halting commercial intrusion into the neighborhood and preserving the remaining residential area for single family homes, with support for home-ownership. The study also suggested a neighborhood retail and services core along Chestnut Street.

The Wedgewood-Houston study focused on identifying public space in the neighborhood, affordability, safety (from crime and traffic), and encouraging mixed-use development along Chestnut Street.

Place Making through Infill and Corridor Redevelopment (Urban Land Institute)

The ULI's Rose Center developed recommendations for the area bounded by I-40 to the north and I-440 to the south, 8th Avenue to the west and 4th Avenue to the east to improve the transportation options and add services and housing options. It reviewed an assessment of market trends, existing conditions, and recommendations. Key recommendations include:

- Connecting Wedgewood Avenue and Walsh Road to Murfreesboro Pike,
- Complete streets on 8th Avenue, 4th Avenue, 2nd Avenue, and Chestnut,
- 4th Avenue/Nolensville Pike beautification,
- Fairgrounds gateway park,
- Browns Creek greenway, and
- Identifying opportunities to redevelop industrial land into retail, commercial, and mixed uses.

SNAP Affordability Strategy

The Neighborhood Council on Affordable Living met three times in 2014 to develop recommendations for Wedgewood-Houston in three areas:

- Housing: The Committee developed recommendations for levels of affordability, inclusionary housing, maintaining the availability of rentals, accessory dwelling units, and live-work units.
- Neighborhood economy: The Committee discussed neighborhood needs related to food access, amenities, and services.
- Sustainable living: Transportation, environment, and sustainable design.

South Nashville Community Plan (1993, 2007, 2015)

Metro Nashville-Davidson County's fourteen Community Plans are future planning documents adopted by the Metropolitan Planning Commission that describe the role each community plays in realizing the overall vision of the County - what residential, commercial, office and open space each community will house for the County.

Each community's Plan receives an overall update every 5-10 years. All fourteen have been recently updated as part of NashvilleNext, the long-range plan for growth, development and preservation in Nashville and Davidson County through 2040. Community Plans can also be amended as necessary, with input from community members, private investors, local institutions and other Metro agencies. The process for updating community plans is open to the public and includes significant community participation.

Each plan is guided by the Community Character Manual ("CCM"), a countywide document which provides direction, in alignment with NashvilleNext, for zoning and development decisions.

Cameron-Trimble Neighborhood Plan (Planning Commission)

The Cameron-Trimble Neighborhood Plan was a small area plan to provide more detailed guidance, following the adoption of the first South Nashville Community Plan in 1993. It focused on neighborhood appearance, public safety, housing, public infrastructure, and community facilities. It included many recommendations for residential stability, safety, and organization, as well as land use policies, infrastructure, and community facilities.

County plans

NashvilleNext (2015)

NashvilleNext provides a county-wide view of how Nashville should manage growth and change into the future, summarized in seven Guiding Principles. The plan provides guidance across seven plan elements, including land use and transportation. A key element of NashvilleNext is the Growth and Preservation Concept Map, which guides how Nashville should accommodate future growth and what areas should be preserved (shown on page 29).

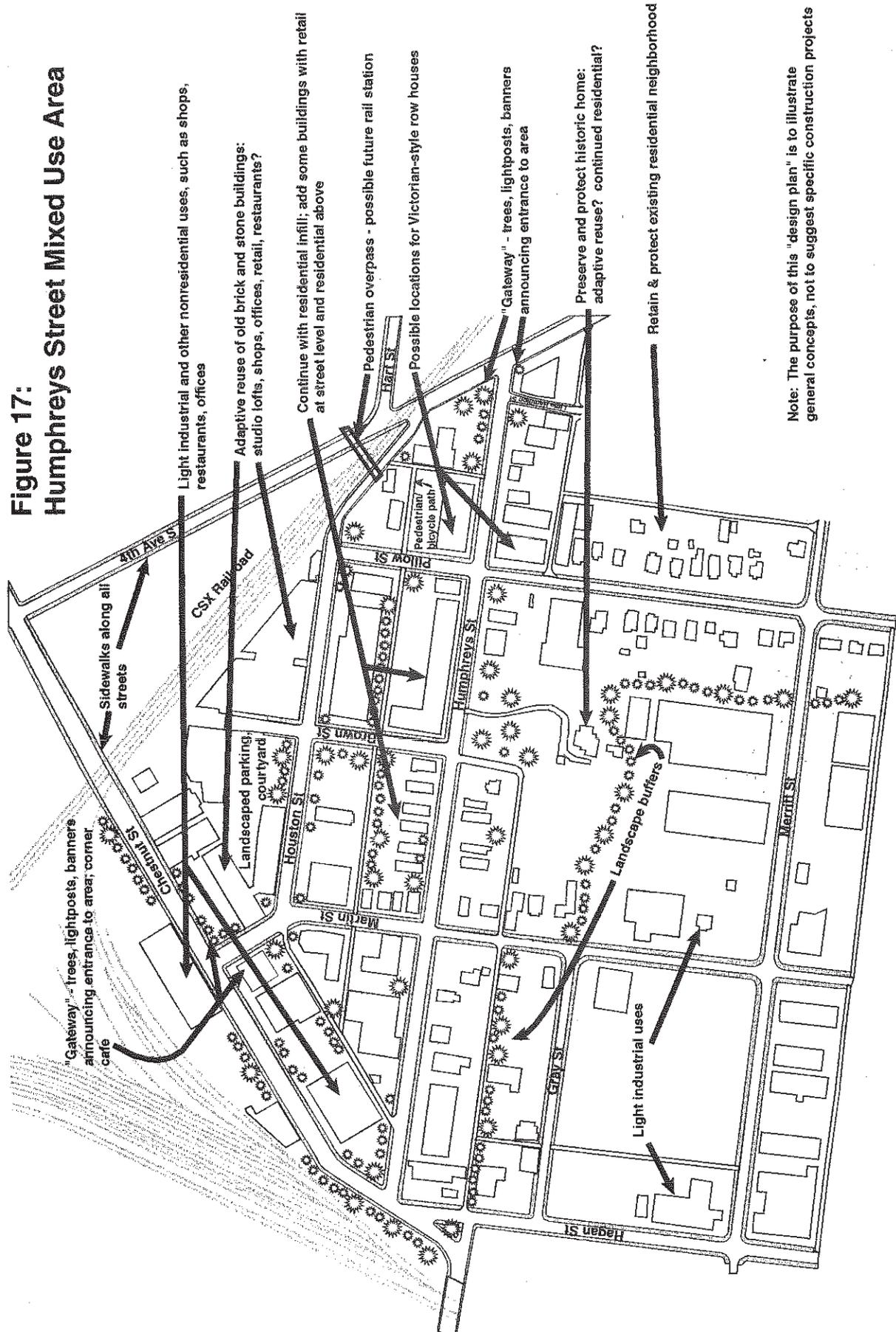
nMotion, Plan to Play, and Walk n Bike (2016 - 2017)

Following the adoption of NashvilleNext, multiple departments updated master plans to provide more detailed guidance on how their systems should grow in the future. nMotion is the county and region's transit master plan. Building on the Growth & Preservation Concept Map in NashvilleNext, it identifies a transit vision for Nashville's future. Plan to Play provides a vision of parks and recreation services for Nashville. Walk n Bike lays out sidewalk, pedestrian, and bicycling priorities throughout the county.

03.01 ■ Neighborhood design recommendations

a. Humphrey Street Mixed Use Area (1993)

**Figure 17:
Humphreys Street Mixed Use Area**



Note: The purpose of this "design plan" is to illustrate general concepts, not to suggest specific construction projects

b. Chestnut Hill (2005)

- Proposed Residential & Commercial Development
- Proposed Civic Institutional Development
- Proposed Park & Greenway
- City Cemetery
- Proposed Residential & Civic Institutional Development
- Proposed Ft. Negley Residential Development
- Proposed Park & Greenway

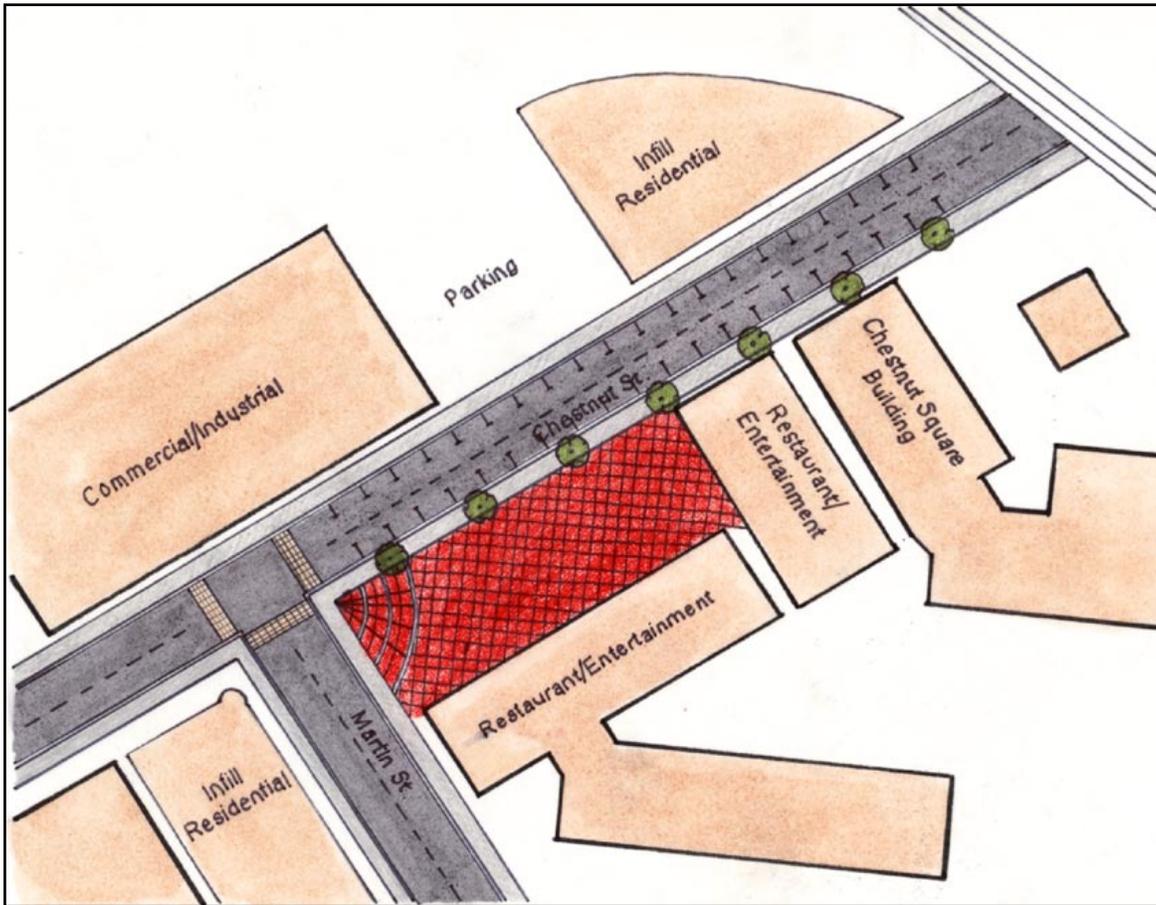


c. Chestnut Street traffic calming (2005)

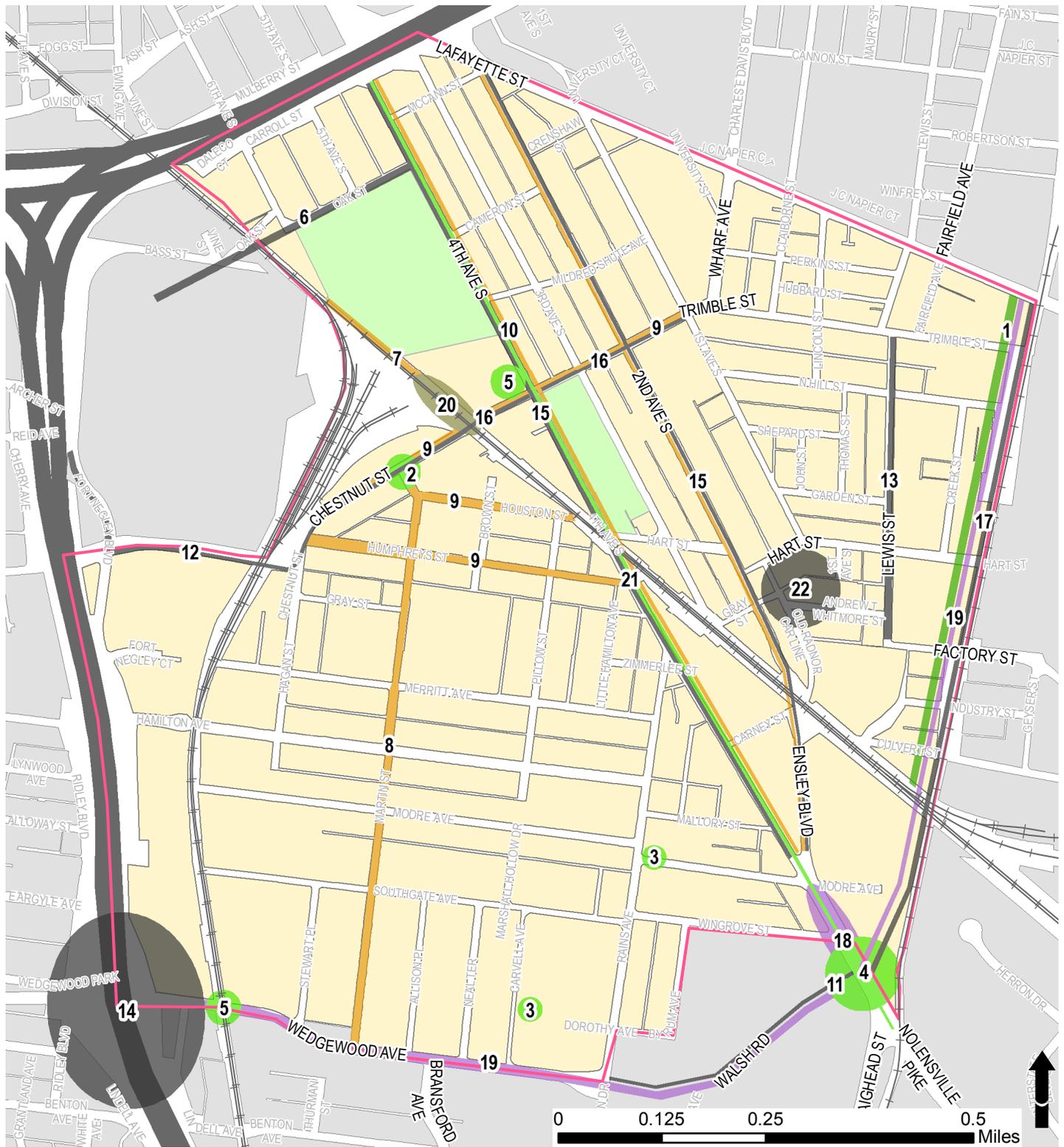


The addition of streetscaping with crosswalks and on-street parking along Chestnut Street between 1st and 4th Avenues will enhance the physical appearance of the street, while reinforcing the importance of Chestnut as a connector through the neighborhood. The street improvements will also serve to calm the traffic that currently speeds through the area on 2nd and 4th Avenues.

d. Chestnut Square Vision Plan (2008)



03.02 ■ Major projects from prior plans



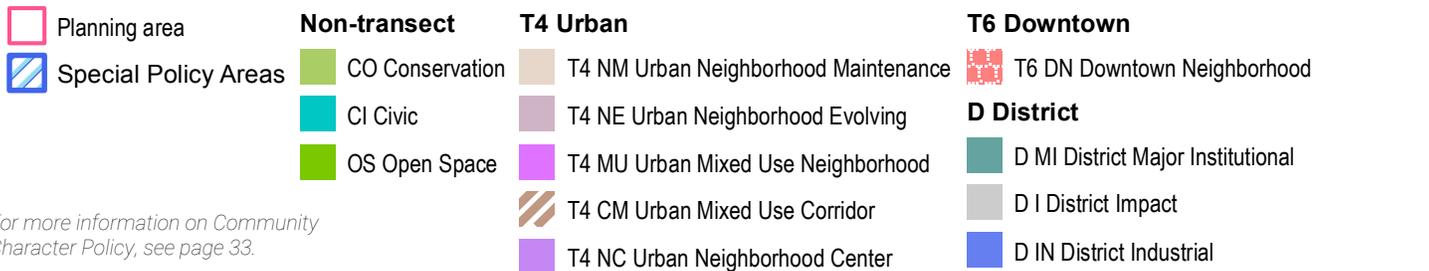
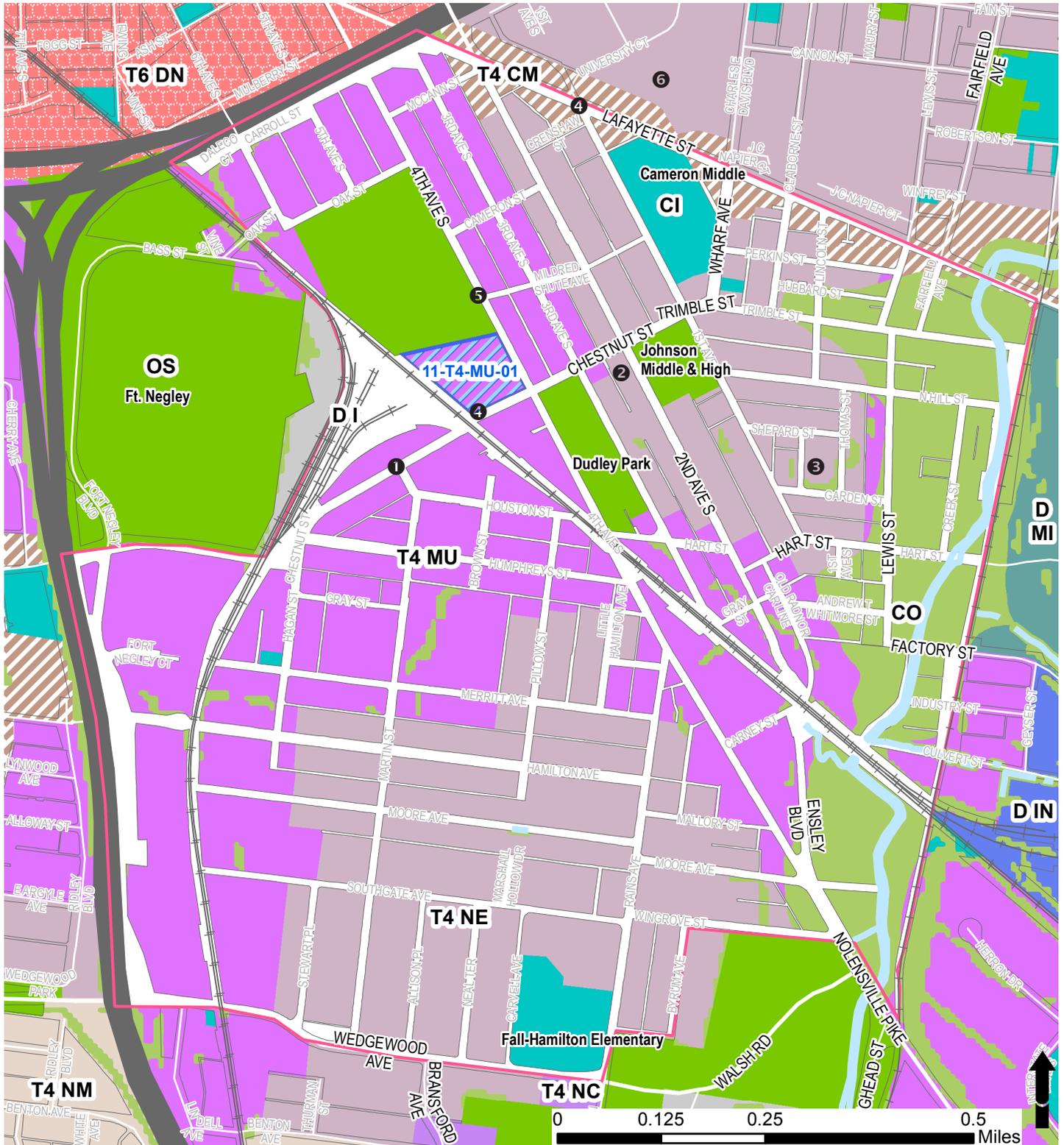
- | | | |
|---------------|--|--------------------------------------|
| Planning area | Recommendations from previous plans | Sidewalk/ Bikeway Improvement |
| Parks | Greenway | Street Network/ Realignment/ Calming |
| | Open Space/ Parks/ Beautification | Transit |
| | Public Facility | Tree Canopy |

Status of Major Recommendations from Prior Plans (mapped)

#	Plan Summaries	Recommendation	Status	Source
1	Greenway	Create Brown's Creek Greenway	Planned	<ul style="list-style-type: none"> Place Making through Infill and Corridor Redevelopment (p27) Chestnut Hill Neighborhood Study (p21) Cameron-Trimble Neighborhood Plan (p50)
2	Open Space/ Parks/ Beautification	Chestnut Square Vision Plan: Create a plaza incorporating public art, outdoor dining, and open space. Improve the streetscape by installing trees along one side of Chestnut, designating outside travel lanes on both sides as on-street parking, and adding crosswalks for safer pedestrian access to the plaza.	Proposed	Wedgewood Houston Neighborhood Study (p22)
3	Open Space/ Parks/ Beautification	Explore opportunities to use the Fall-Hamilton school grounds for community use.	Fall-Hamilton playground available for public use	Wedgewood Houston Neighborhood Study (p7)
4	Open Space/ Parks/ Beautification	Fairgrounds Gateway Park or Improvement: 5 acres at Walsh/4th	Part of this area is included in Fair Park.	Place Making through Infill and Corridor Redevelopment (p27)
5	Open Space/ Parks/ Beautification	Paint the water tower in the northeast corner and the CSX railroad bridge in the southwest corner of the neighborhood as the history representative, similar to the Shelby Street Pedestrian Bridge (located Downtown). Install low intensity up lighting on both landmarks to enhance them at night as Public Art.	Proposed	Wedgewood Houston Neighborhood Study (p6)
7	Street Network/ Realignment/ Calming	Build route connecting 4th Avenue South and Cumberland Science Museum in Wedgewood-Houston	Proposed	<ul style="list-style-type: none"> 1993 South Nashville Community Plan (p121) 1999 South Nashville Community Plan (p111)
8	Sidewalk/ Bikeway Improvement	Encourage connections to link Chestnut Street to the Old City Cemetery as a park-like historic site that is part of the neighborhood.	Not recommended by Cemetery Master Plan. MP does suggest repair to pedestrian gates.	Wedgewood Houston Neighborhood Study (p8)
9	Sidewalk/ Bikeway Improvement	Sidewalks improvements along the length of Martin Street	Partially completed	<ul style="list-style-type: none"> 1993 South Nashville Community Plan (Humphrey Street Mixed Use Area) (p121) 2007 South Nashville Community Plan (Transportation Plan)
10	Sidewalk/ Bikeway Improvement	Construct sidewalks to be as wide as possible to allow for landscaping, street furniture, and public art on Houston St, Humphreys St, and Chestnut St	Proposed	<ul style="list-style-type: none"> 1993 South Nashville Community Plan (Humphrey Street Mixed Use Area) (p121)
12	Sidewalk/ Bikeway Improvement	Bike lanes development on 2nd and 4th Avenue South	Recommended by Walk n Bike. Likely to be addressed during corridor redesign.	2007 South Nashville Community Plan (Transportation Plan)
14	Street Network/ Realignment/ Calming	Connect Wedgewood to Murfreesboro Pike along Browns Creek or via Walsh Ave and Polk Ave, to include 3 travel lanes, transit, sidewalks, bikeways, and streetscaping.	Sidewalks and bikeways recommended in Walk n Bike	<ul style="list-style-type: none"> NashvilleNext Volume 4 (Access Nashville) (p123) Place Making through Infill and Corridor Redevelopment- ULI Study (p27)
15	Street Network/ Realignment/ Calming	Construct a multi-use path to connect downtown with the Wedgewood-Houston Neighborhood. This connection could occur along the northern edge of Fort Negley and then connect through Humphreys and Martin Streets.	Proposed	2007 South Nashville Community Plan (p64)

#	Plan Summaries	Recommendation	Status	Source
16	Street Network/ Realignment/ Calming	Lewis Street (south of Trimble Street) / Fairfield Avenue - Align and upgrade to collector street status	MCSPP identifies the route as a collector but does not include the realignment.	<ul style="list-style-type: none"> 1993 South Nashville Community Plan (p119) Cameron Trimble Neighborhood Plan (p72)
17	Street Network/ Realignment/ Calming	Investigate improvements to the Interstate 65 interchange that could create a parallel road network to Hamilton/Chestnut to alleviate through traffic along Fourth Avenue South.	Proposed	Place Making through Infill and Corridor Redevelopment- ULI Study (p27)
18	Street Network/ Realignment/ Calming	Revert 2nd and 4th Avenues to 2-way design, calming the traffic and creating a more accessible neighborhood.	Proposed	Chestnut Hill Neighborhood Study (p21)
19	Street Network/ Realignment/ Calming	Creating a more pedestrian-friendly neighborhood by reducing the 4-lane Chestnut Street to two lanes with onstreet parking	Under consideration as a candidate for a road diet.	Chestnut Hill Neighborhood Study (p21, 23)
	Street Network/ Realignment/ Calming	Install cross walks along Chestnut Street between 1st and 4th Avenues.	Four crosswalks added at 4th and 2nd; two crosswalks added at 1st.	Chestnut Hill Neighborhood Study (p23)
20	Street Network/ Realignment/ Calming	Convert rail corridor along Brown's Creek to extend parkway to Trevecca Nazarene College & other pikes.	Proposed	Place Making through Infill and Corridor Redevelopment- ULI Study (p27)
22	Transit	More frequent service, enhanced bus infrastructure, Wedgewood line, direct service to 100 Oaks.	Proposed	Place Making through Infill and Corridor Redevelopment- ULI Study (p27)
24	Transit	University Row Connector on Walsh Avenue to Murfreesboro Pike	Proposed	<ul style="list-style-type: none"> NashvilleNext Volume 4 (Access Nashville) (p123) Neighborhood Council on Affordable Living (p15)
25	Tree Canopy	Provide a visual buffer of trees to screen the railroad tracks and yard north of Chestnut Street.	Proposed	Wedgewood Houston Neighborhood Study (p8)
26	Open Space/ Parks/ Beautification	Undertake a streetscape beautification program for Fourth Avenue South/Nolensville Pike	Proposed	Place Making through Infill and Corridor Redevelopment- ULI Study (p27)
	Open Space/ Parks/ Beautification	4th/Nolensville streetscape beautification with banners, lighting, signage, and landscaping.	Proposed	Place Making through Infill and Corridor Redevelopment- ULI Study (p27)
27	Street Network/ Realignment/ Calming	Realign Hart, Old Radnor Car Line, Andrew T. Whitmore, and Factory Streets to provide a more direct east-west connection between 4th Ave South and Fesslers Lane.	Proposed	<ul style="list-style-type: none"> 1993 South Nashville Community Plan (p92) Cameron Trimble Neighborhood Plan (p72)

03.03 ■ Community character



For more information on Community Character Policy, see page 33.

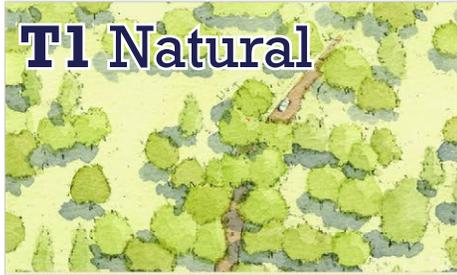
Status of Major Recommendations for Community Character from Prior Plans

#	Recommendation	Community Character Policy	Source
1	Review zoning codes around Chestnut Square to allow for more mixed-use development and adaptive reuse of industrial sites.	Policy supports mixed use development. Adaptive residential zoning supports on some sites (see page 37)	Wedgewood Houston Neighborhood Study (p8)
	Adapt Chestnut Square's existing buildings to accommodate art gallery space, restaurants, and entertainment venues.	Policy and zoning supports.	Wedgewood Houston Neighborhood Study (p22)
	Create design guidelines for building types and placement in the area bounded by Nolensville Pike, Chestnut Street, and Humphreys Street to promote a more vibrant Arts and Commercial District.	Current policy supports, but no specific design guidelines are adopted.	Wedgewood Houston Neighborhood Study (p8)
2	Limit the expansion of industrial areas into the neighborhood. As industrial uses relocate, redevelop property according to the community vision.	No additional areas have been identified for industrial. Generally, industrial land has been rezoned to allow for mixed use or residential development.	Wedgewood Houston Neighborhood Study (p8)
3	Infill vacant lots throughout the neighborhood with single and multi-family housing, as well as mixed-use buildings.	Policy supports residential redevelopment. Zoning primarily limits new development to single or two-family houses.	Chestnut Hill Neighborhood Study (p21)
4	Focus mixed uses along the commercial area and increase the density of commercial corridors, such as Lafayette and Chestnut	Current policy supports mixed use, more intense development along Lafayette. Current policy does not support additional areas on Chestnut for mixed use or commercial development.	Chestnut Hill Neighborhood Study (p21)
5	Limit the heavy commercial growth along 4th Avenue South.	Mixed use and residential policy align with industrial and residential uses and zoning.	Chestnut Hill Neighborhood Study (p21)
6	Removing mega-block public housing developments and replacing with the historic street grid and smaller buildings that look and function more like single family homes.	Envision Sudekum-Napier is underway. Initial recommendations reflect this.	Chestnut Hill Neighborhood Study

Status of Major Recommendations from Prior Plans (unmapped)

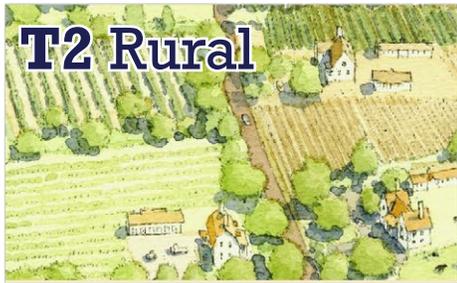
Recommendation	Status	Source
Housing		
Encourage the construction of affordable housing for artists and others, within the neighborhood.		Wedgewood Houston Neighborhood (p8)
Exploring zoning options that promote affordability. Options include bonus density zoning, inclusionary housing, and affordability overlays that reward long-time residents.	In 2016, Metro Nashville established an Inclusionary Housing program to require affordable units when zoning entitlements increase. In 2018, the State removed Metro's ability to enforce that program.	Neighborhood Council on Affordable Living (p13)
Encourage developers to include accessory dwelling units in new construction in order to increase access for renters.	Map 04.04 on page 37 shows where detached accessory dwelling units are allowed throughout the planning area.	Neighborhood Council on Affordable Living (p14)
Transportation		
Analyze available and obsolete rail lines	None identified in the MPO's Regional Freight and Goods Movement Study. All reflect continued use through 2040.	Place Making through Infill and Corridor Redevelopment- ULI Study
Work with MTA to provide covered bus stops to help encourage more participation with public transit.		Wedgewood Houston Neighborhood Study (p6)
Allow reductions in parking requirements in exchange for B-Cycle stations and dedicated spaces for car-sharing.	In 2017, Planning created a transportation demand management program to establish incentives such as this.	Neighborhood Council on Affordable Living (p15)
Ensure streetscapes increase walkability and support the neighborhood tree canopy.		Neighborhood Council on Affordable Living (p16)
Alternative routing of trucks through the neighborhood to avoid residential streets. "Truck free" streets		Wedgewood Houston Neighborhood Study (p8)

04 Community character

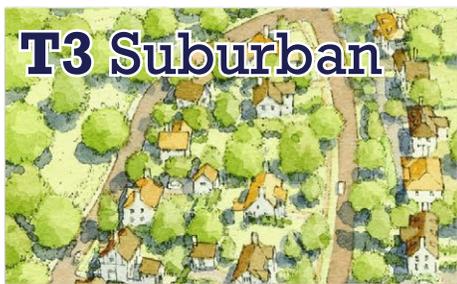


Nashville’s General Plan, NashvilleNext, provides broad, county-wide guidance on how Nashville should grow and change into the future and what it should preserve.

The **Growth & Preservation Concept Map** provides a long-term vision for how growth and preservation are managed throughout the county. Environmentally sensitive areas, parks, and rural areas are part of the Green Network. Growth is encouraged in a series of mixed use activity centers and along key transit corridors, which transition to surrounding neighborhoods and special use areas.

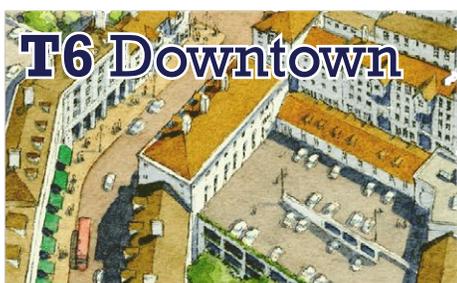


Fourteen community plans translate the general guidance from the Growth & Preservation Concept Map into more specific **Community Character Policies**. Community Character Policies provide guidance on building form and character, transportation access, and uses that inform decisions at the Metro Planning Commission, such as zone changes and subdivisions. Community Character Policies are structured around the transect (visualized at left), a way of describing the character areas in Davidson County. The policies link the transect to community elements, such as neighborhoods, open space, centers, and corridors.

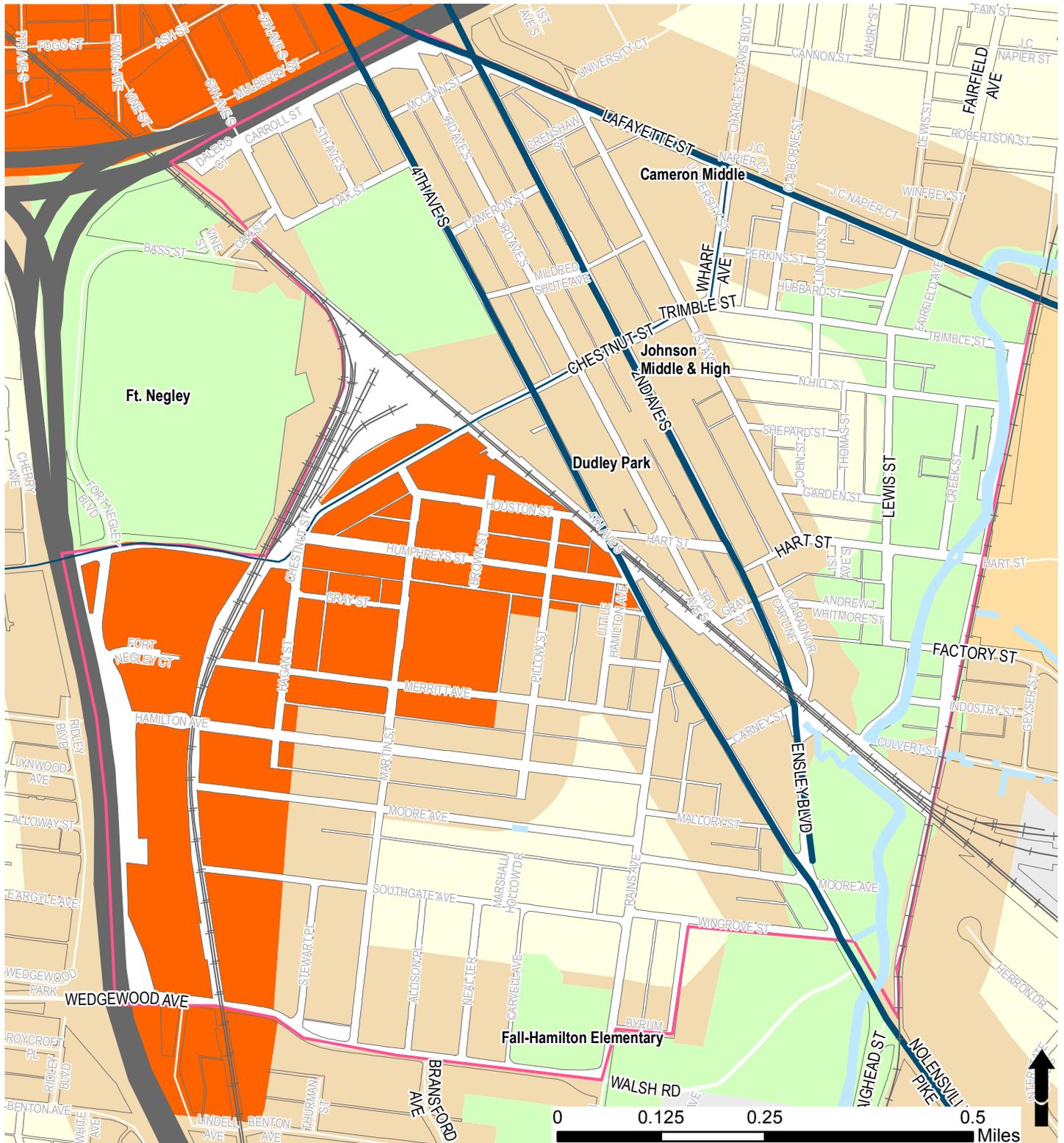


Zoning districts are one tool to implement Community Character Policies, through zone changes. Zoning districts regulate how land is used (what uses are allowed, at what density, and in what form).

This section also includes recent development activity, historic resources, current land uses, zoning and policy guidance for light industrial/artisan manufacturing and for housing, and examples of the character of the built environment in the planning area .

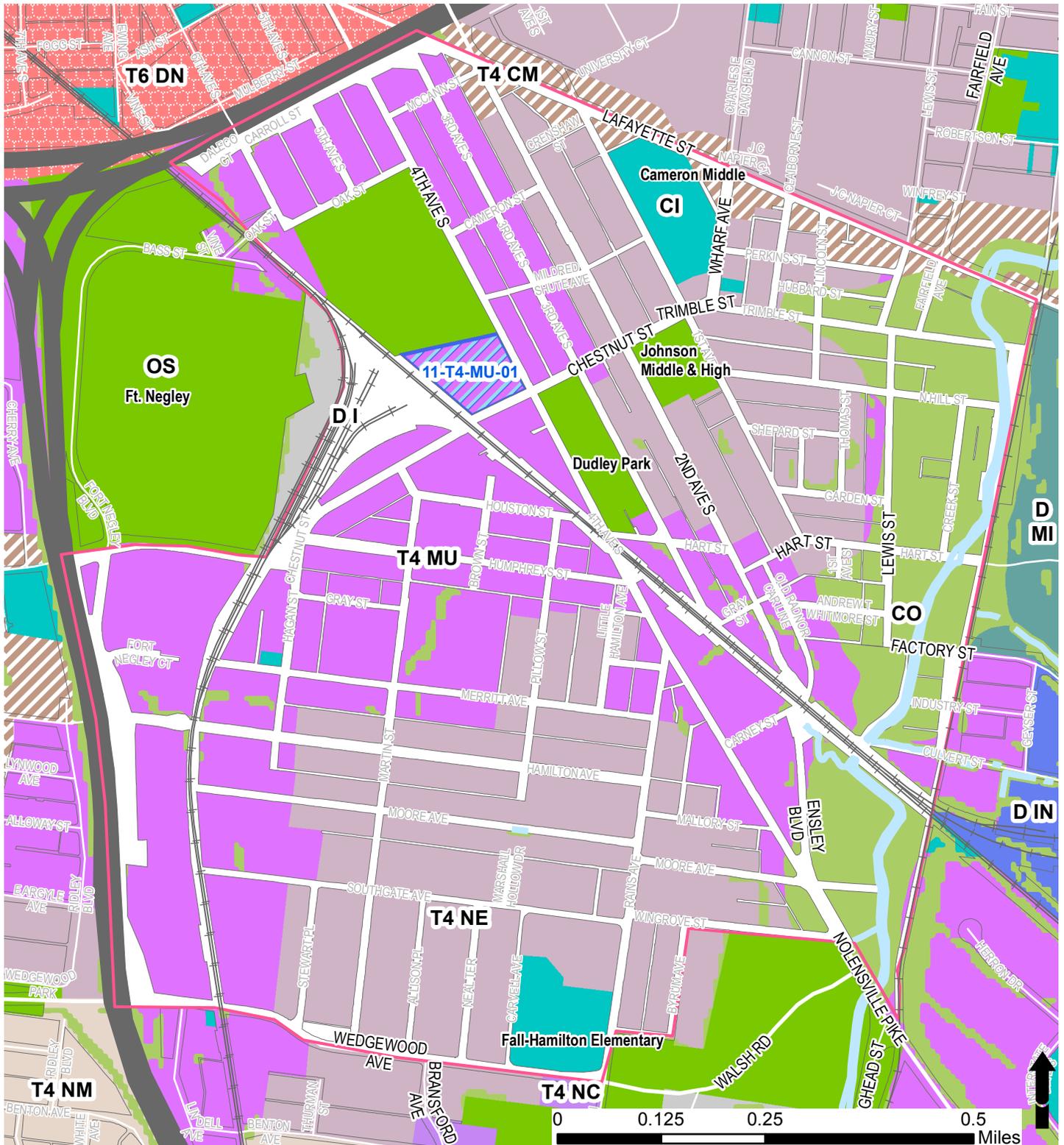


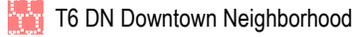
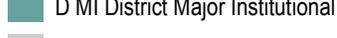
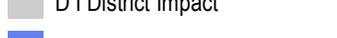
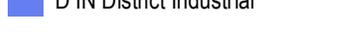
04.01 ■ Growth & Preservation Concept Map



 Planning area	Centers	Green Network	Current conditions	Transit corridors
	 Center - Second Tier	 Anchor Park	 Neighborhood	 Immediate need
	 Center - Third Tier	 Green network	 Special Uses	 Long-term need
	 Center - First Tier		 Transition or Infill	

04.02 ■ Community Character Policies



 Planning area	Non-transect	T4 Urban	T6 Downtown
 Special Policy Areas	 CO Conservation	 T4 NM Urban Neighborhood Maintenance	 T6 DN Downtown Neighborhood
	 CI Civic	 T4 NE Urban Neighborhood Evolving	D District
	 OS Open Space	 T4 MU Urban Mixed Use Neighborhood	 D MI District Major Institutional
		 T4 CM Urban Mixed Use Corridor	 D I District Impact
		 T4 NC Urban Neighborhood Center	 D IN District Industrial

Community character policy definitions

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

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

Conservation (CO) is intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

D Impact (D I) is intended to enhance and create areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.

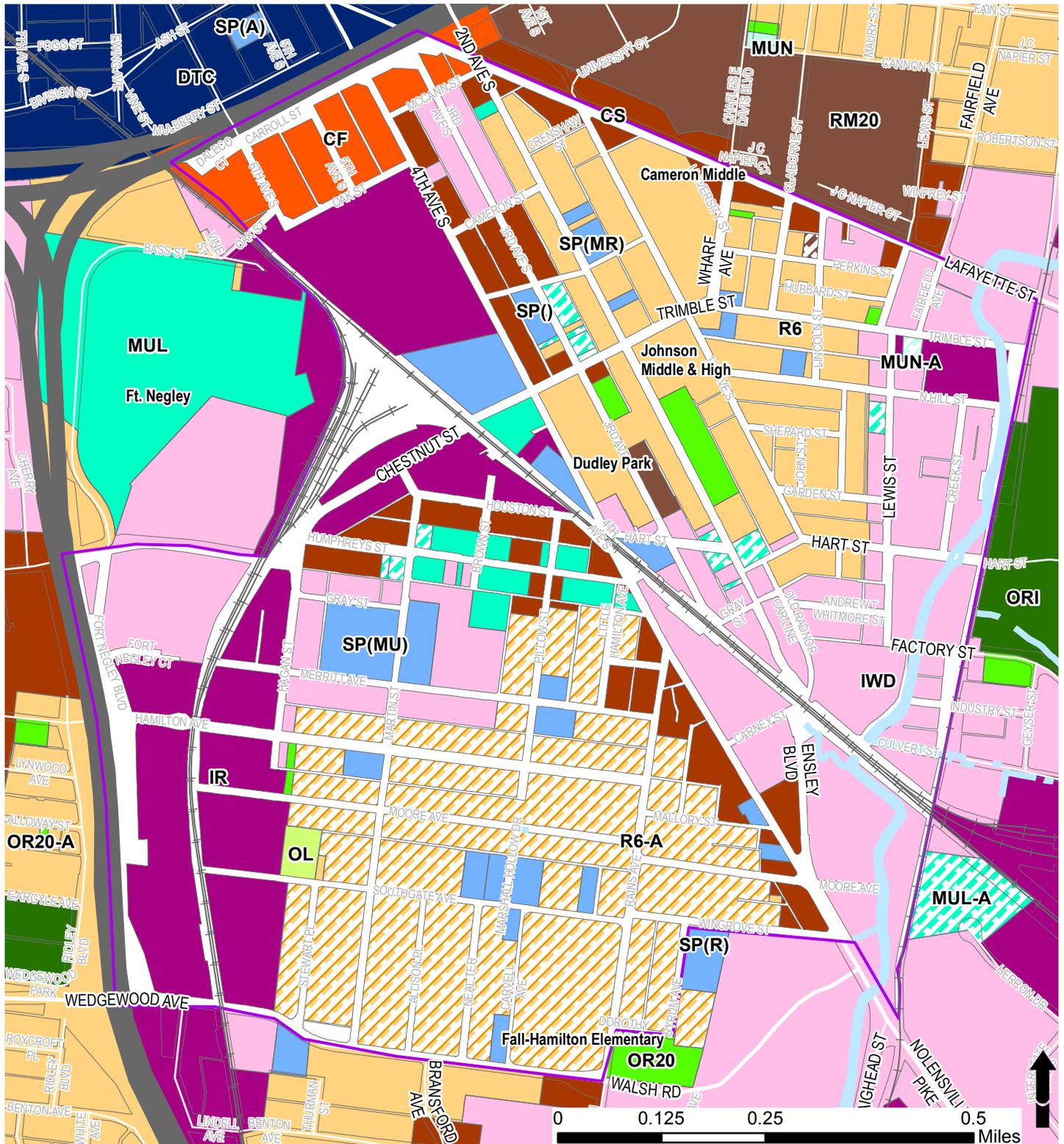
T4 Urban Neighborhood Evolving (T4 NE) is intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

T4 Urban Mixed Use Neighborhood (T4 MU) is intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.

T4 Urban Mixed Use Corridor (T4 CM) is intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

Supplemental Policy Area (11-T4-MU-01) applies to properties bounded by the Nashville City Cemetery to the north, Chestnut Street to the south, Fourth Avenue South the east, and the CSX rail lines to the west. Buildings of heights above the five or six stories described in the policy may be permitted under specific guidance.

04.03 ■ Zoning



Planning area	Specific	Mixed use	Residential	Office and Office/Residential	Industrial
	SP	MUN	R6	OL	IR
DTC	Downtown	MUN-A	R6-A	OR20	IWD
	MUL	RM20	OR20-A	Commercial	CF
	MUL-A	RM20-A	ORI	CS	

Zoning district descriptions

Commercial Districts	
CF	Core Frame is intended for a wide range of parking and commercial service support uses for the central business District.
CS	Commercial Service is intended for retail, consumer service, financial, restaurant, office, self-storage, light manufacturing and small warehouse uses.
Industrial Districts	
IR	Industrial Restrictive is intended for a wide range of light manufacturing uses at moderate intensities within enclosed structures.
IWD	Industrial Warehousing/Distribution is intended for a wide range of warehousing, wholesaling, and bulk distribution uses.
Mixed Use Districts	
MUL	Mixed Use Limited is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses.
MUL-A	Mixed Use Limited-Alternative is intended for a moderate intensity mixture of residential, retail, restaurant, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.
MUN-A	Mixed Use Neighborhood-Alternative is intended for a low intensity mixture of residential, retail, and office uses and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.
Office districts	
OL	Office Limited is intended for moderate intensity office uses.
OR20	Office/Residential is intended for office and/or multi-family residential units at up to 20 dwelling units per acre.

One and Two-Family Residential Districts	
R6 & R6-A	R6 requires a minimum 6,000 square foot lot and is intended for single-family dwellings and duplexes at an overall density of 7.71 dwelling units per acre including 25 percent duplex lots.
Multi-Family Residential Districts	
RM20	RM20 is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre.
RM20-A	RM20-Alternative is intended for single-family, duplex, and multi-family dwellings at a density of 20 dwelling units per acre and is designed to create walkable neighborhoods through the use of appropriate building placement and bulk standards.
Specific Plan Districts	
SP-R	Specific Plan-Residential provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes only one residential building type.
SP-MR	Specific Plan-Mixed Residential provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes a mixture of housing types.
SP-MU	Specific Plan-Mixed Use provides for additional flexibility of design, including the relationship of streets to buildings, to provide the ability to implement the specific details of the General Plan. This Specific Plan includes residential uses in addition to office and/or commercial uses.

Housing

Several prior planning efforts highlight the need to maintain or expand access to affordable housing in the planning area. Earlier plans emphasized neighborhood stability and code enforcement. Later plans recommended diversifying housing types. Most recently, Wedgewood-Houston's Neighborhood Council on Affordable Living included recommendations on preserving rentals in the neighborhood and adding new housing types (with a special emphasis on accessory dwelling units). It also discussed potential regulatory tools such as inclusionary housing.

The map at right shows how these housing policies are currently supported by zoning districts in the planning area.

Mix of housing types

The map shows zoning districts that support housing, by the type of housing allowed, in four tiers. Some zones in Nashville allow only single-family homes. None of these zoning districts are in use in the planning area. However, most land zoned for residential development in the planning area does limit to one- and two-family homes. Some land is zoned for multifamily residential (generally through SP zones that establish site plans with the zoning district); the remainder of residential land is allowed in mixed use districts.

In addition to these standard zoning uses, the zoning code also includes two additional sources of housing. First, some parcels zoned for single-family homes and duplexes allow an additional **detached accessory dwelling unit** (often known as a DADU), based on two conditions:

1. Properties with alley access or
2. Properties in a local historic district. (There are no local historic districts in the planning area.)

Second, **adaptive residential** developments are permitted on parcels that meet the following conditions:

1. Within the urban services district
2. Have a majority of their frontage along a street included in the Major and Collector Street Plan
3. Are in a non-residential zoning district that allows residential uses to be permitted within conditions.

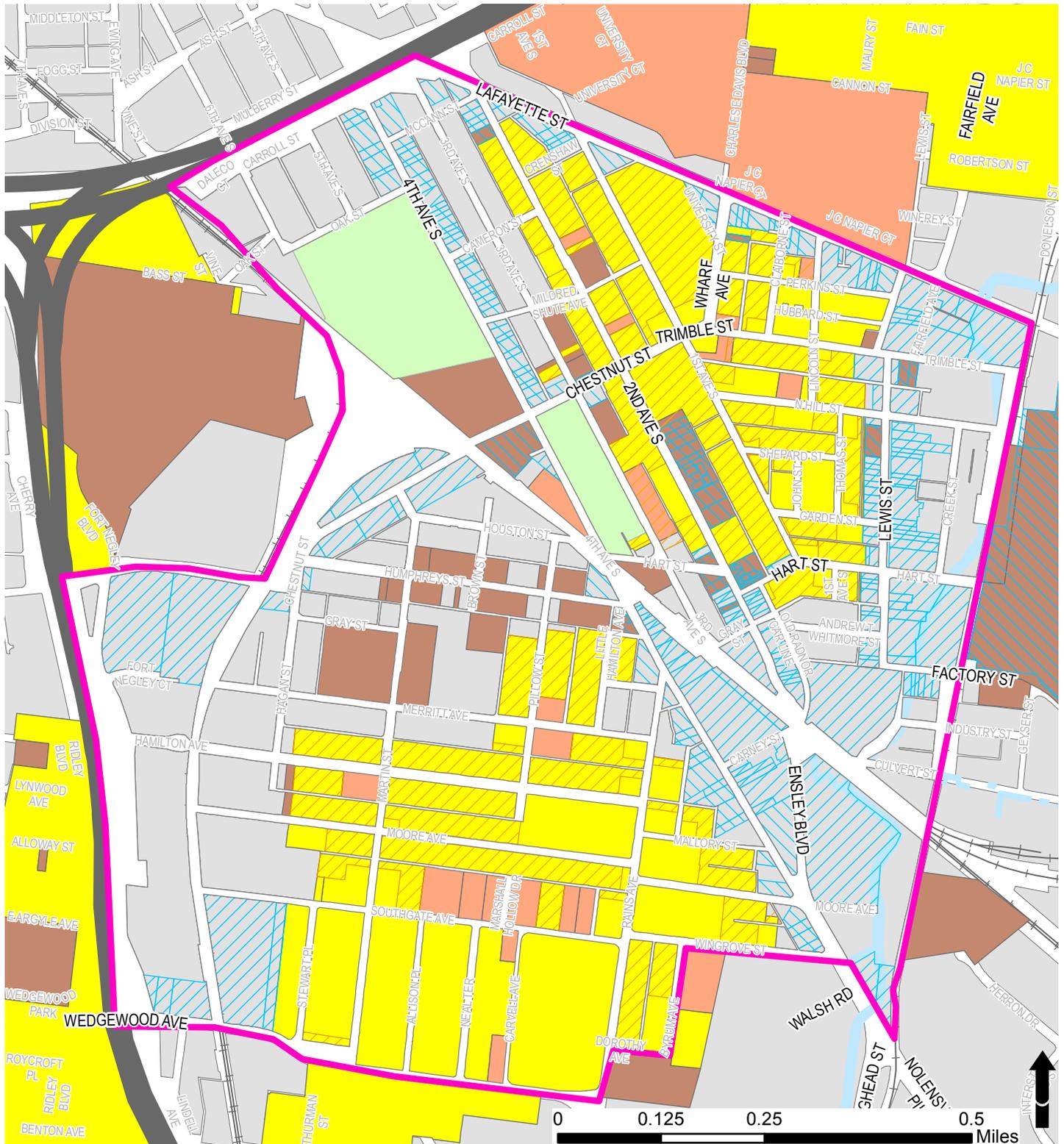
Properties meeting these conditions (plus additional conditions for properties zoned IR or IWD) can construct new buildings that exceed their floor-area ratios so long as the new building is at least 40% residential by area.

Inclusionary housing

In 2016, Metro Nashville established an inclusionary housing program. It applies when (1) a building permit is issued for more than five units of rental housing on (2) a property that was rezoned to increase entitlements after the inclusionary housing ordinance went into effect, and (3) funding is still available from an annual Metro grant program to pay for the revenue lost from the affordable units.

State legislation later prohibited Tennessee cities from requiring affordable units in exchange for increased entitlements. However, one approved SP on Southgate Avenue included a voluntary commitment for affordable housing.

04.04 ■ Housing regulations



- | | | |
|---------------|------------------------------|---|
| Planning area | Zoning (primary uses) | Zoning (other housing) |
| Parks | Mixed use multifamily | Adaptive residential (industrial districts) |
| | Residential multifamily | Adaptive residential (non-industrial) |
| | Single family and duplex | Detached accessory dwelling units allowed |
| | Single family only | |

Guidance for maker/light industrial activity

Artisan Manufacturing means the shared or individual use of hand-tools, mechanical tools and electronic tools for the manufacture of finished products or parts including design, processing, fabrication, assembly, treatment, and packaging of products; as well as the incidental storage, sales and distribution of such products. Typical artisan manufacturing uses include, but are not limited to: electronic goods; food and bakery products; non-alcoholic beverages; printmaking; household appliances; leather products; jewelry and clothing/apparel; metal work; furniture; glass or ceramic production; paper manufacturing.

Light Manufacturing means the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment and packaging of such products, and incidental storage, sales and distribution of such products, but excluding basic industrial processing and custom manufacturing. Typical light manufacturing uses include but are not limited to: electronic goods; food and bakery products; non-alcoholic beverages; paper imprinting; household appliances; leather products; jewelry and clothing/apparel.

Zoning Districts that permit artisan manufacturing

- IWD – Industrial Warehousing/Distribution - Permitted with conditions
- IR – Industrial Restrictive - Permitted with conditions
- IG – Industrial General - Permitted with conditions
- SP Industrial zoning districts
- MUL, MUL-A – permitted with conditions
- MUG, MUG-A – permitted with conditions
- MUI, MUI-A – permitted with conditions
- CS, CS-A – permitted with conditions
- CF – permitted with conditions

CCM Policy Categories that permit some industrial uses

- D Impact: for heavy and/or hazardous industrial
- D Industrial: for light to medium industrial
- D Employment Center

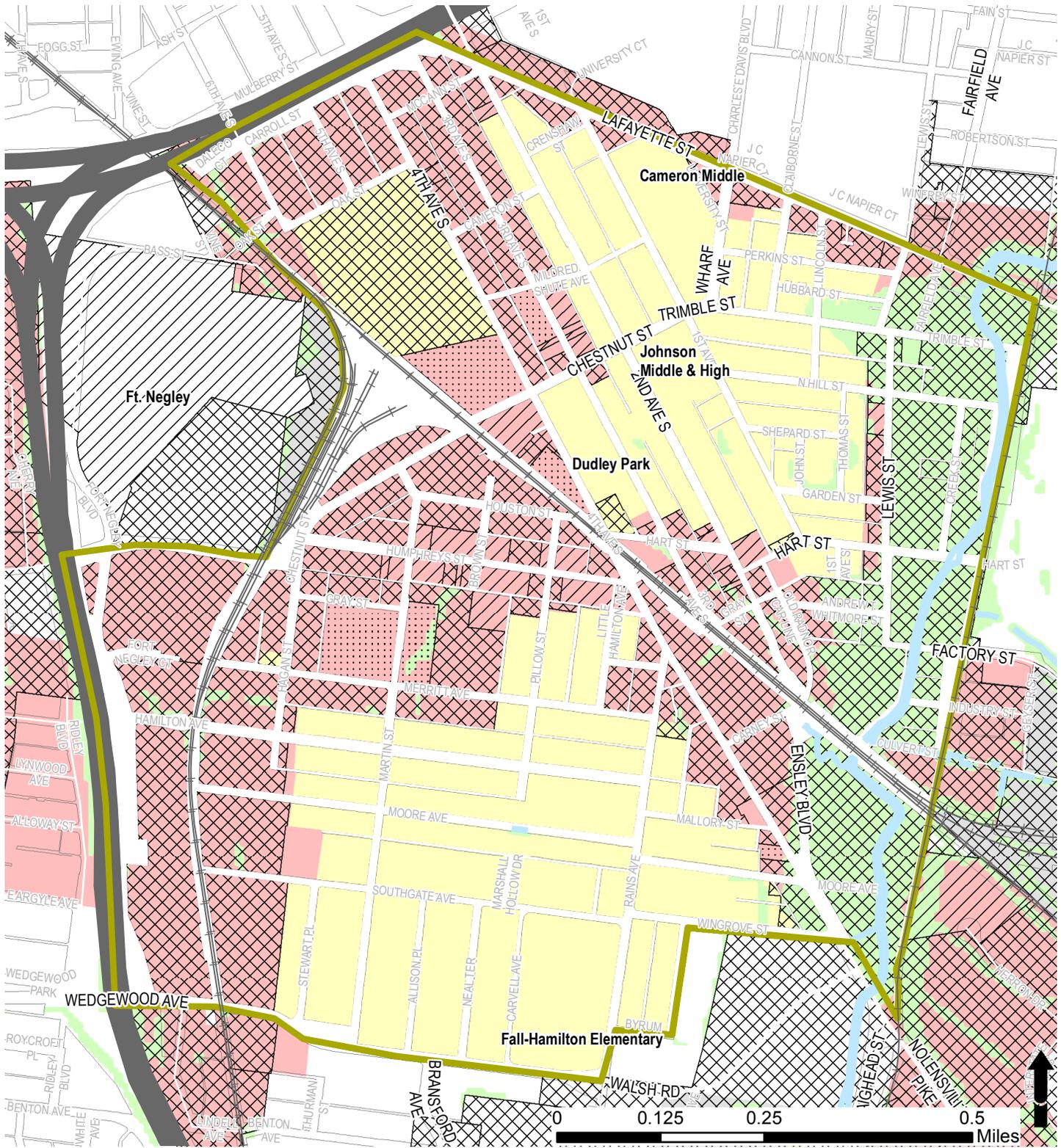
Zoning Districts that permit light industrial uses

- IWD – Industrial Warehousing/Distribution - Permitted
- IR – Industrial Restrictive - Permitted
- IG – Industrial General - Permitted
- SP Industrial zoning districts
- CS, CS-A – Permitted with conditions
- CF – Permitted

CCM Policy Categories that permit light industrial including non-nuisance crafts and other “cottage” industrial, warehousing/distribution

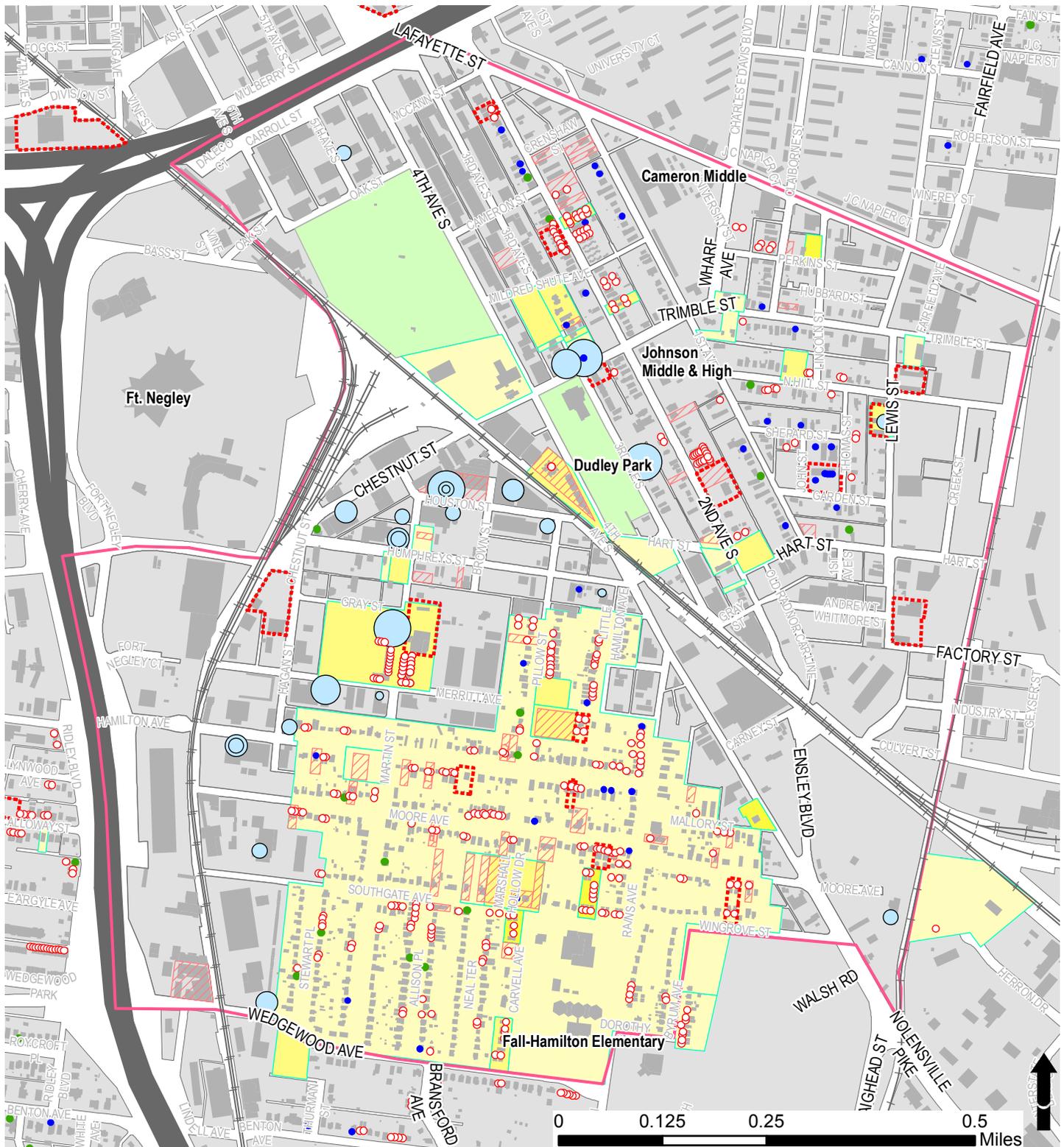
- T5 MU – Center Mixed Use Neighborhood
- T4 MU – Urban Mixed Use Neighborhood
- T4 CC – Urban Community Center
- T4 CM – Urban Mixed Use Corridor
- T3 CC – Suburban Community Center
- T3 CM – Suburban Mixed Use Corridor

04.05 ■ Zoning and policy guidance for artisan and light manufacturing



- | | |
|---|---|
| <p>Policies that do not support light industrial</p> <ul style="list-style-type: none"> Residential, commercial, and other CO Conservation <p>Policies that support some light industrial</p> <ul style="list-style-type: none"> District policies T4 Urban policies | <p>Light Industrial permitted by right</p> <ul style="list-style-type: none"> IG; IR; IWD; CS; CF; CS-A <p>Artisan Manufacturing permitted with conditions</p> <ul style="list-style-type: none"> IG; IR; IWD; CS; CF; CS-A; MUG; MUG-A; MUI; MUI-A; MUL; MUL-A SP: Base zoning supports artisan manufacturing with conditions |
|---|---|

04.06 ■ Development activity since 2012



Planning area	Recent zone changes	Residential permits	Commercial permits over \$100,000
Buildings	2012 - 2013	New	\$104,000 - \$150,000
Parks	2014 - 2015	Additions	\$150,001 - \$320,000
	2016 - 2017	Rehabs	\$320,001 - \$550,000
	Recent subdivisions	Demolition permit (2005 to present)	\$550,001 - \$1,000,000
			\$1,000,001 - \$1,710,000

Major recent projects

COMPLETED (Commercial and mixed use)

Houston Station – 438 Houston St. 10,000 sq ft facility with events, art and music businesses including:

- Houston Station venue – 400 guest event space
- Hemingway's Bar & Hideaway – restaurant and bar
- Impact HUB Nashville – co-working space
- Nashville Pilates Company – pilates studio
- CG2 Gallery – art gallery

Fort Houston – 2020 Lindell Ave. Coworking creative space with maker work stations, woodworking facilities, printmaking studio, darkroom and digital printing.

516 Hagan St

- David Lusk Gallery
- Zeitgeist art gallery
- Dozen bakery

Track One – 1201 4th Ave S., businesses, galleries, and event space including:

- Clawson's Pub & Deli - sandwiches and craft beer.
- Seed Space – contemporary art
- Hip Hues – screen printing
- The Nashville Photographer – photographer studio

Corsair Distillery & Headquarters – 601 Merritt Ave.

Bastion – 434 Houston Street. Bar and restaurant.

COMPLETED (Residential)

Southview on 2nd – 1066 2nd Ave S. 11 two-story cottage court style residential units.

Woodstock at Chestnut Hill – 1225 4th Ave S. 42 unit three-story townhomes and apartments.

The Modern Cottages at Southview – 1056 2nd Ave S. 10 three-story lofts and townhomes.

515 Southgate Ave – 5 condos three-story residential

SoHo Commons – 502 Southgate Ave 9 courtyard two-three story

UNDER CONSTRUCTION

May Hosiery – 427-431 Chestnut St. redevelopment of seven-building campus to include office, retail and restaurants.

The Finery:

- Six10 Merritt – 610 Merritt Ave. 12 residential flats and 14 townhomes (some "live-make") three-story; part of 7.3-acre site permitted for up to 490 residential units and 80,000 sq ft of commercial space.
- 1260 Martin St – 47 five-story condos; part of 7.3-acre site permitted for up to 490 residential units and 80,000 sq ft of commercial space.

Wedgewood and Carvell – 1712 Carvell Ave & 524 Wedgewood Ave. two-story 8 unit

Pillow Street Cottages – 1318 & 1322 Pillow St. 14 three-story cottage and row homes

PROPOSED

Outpost Nashville - 1131 4th Ave S. 364 residential units and 226,000 sq ft of commercial space, 9 stories on 5.2 acres.

BentoBox – 1267 Third Ave S. five-story apartment building with 82 micro units.

1103 3rd Ave. S. - 3RD Avenue & Mildred Shute. Three-story mixed use building 64 residential units and 1900 sq ft retail. 10 possible live/work units.

1114 & 1116 2nd Ave three-story 4 unit residential

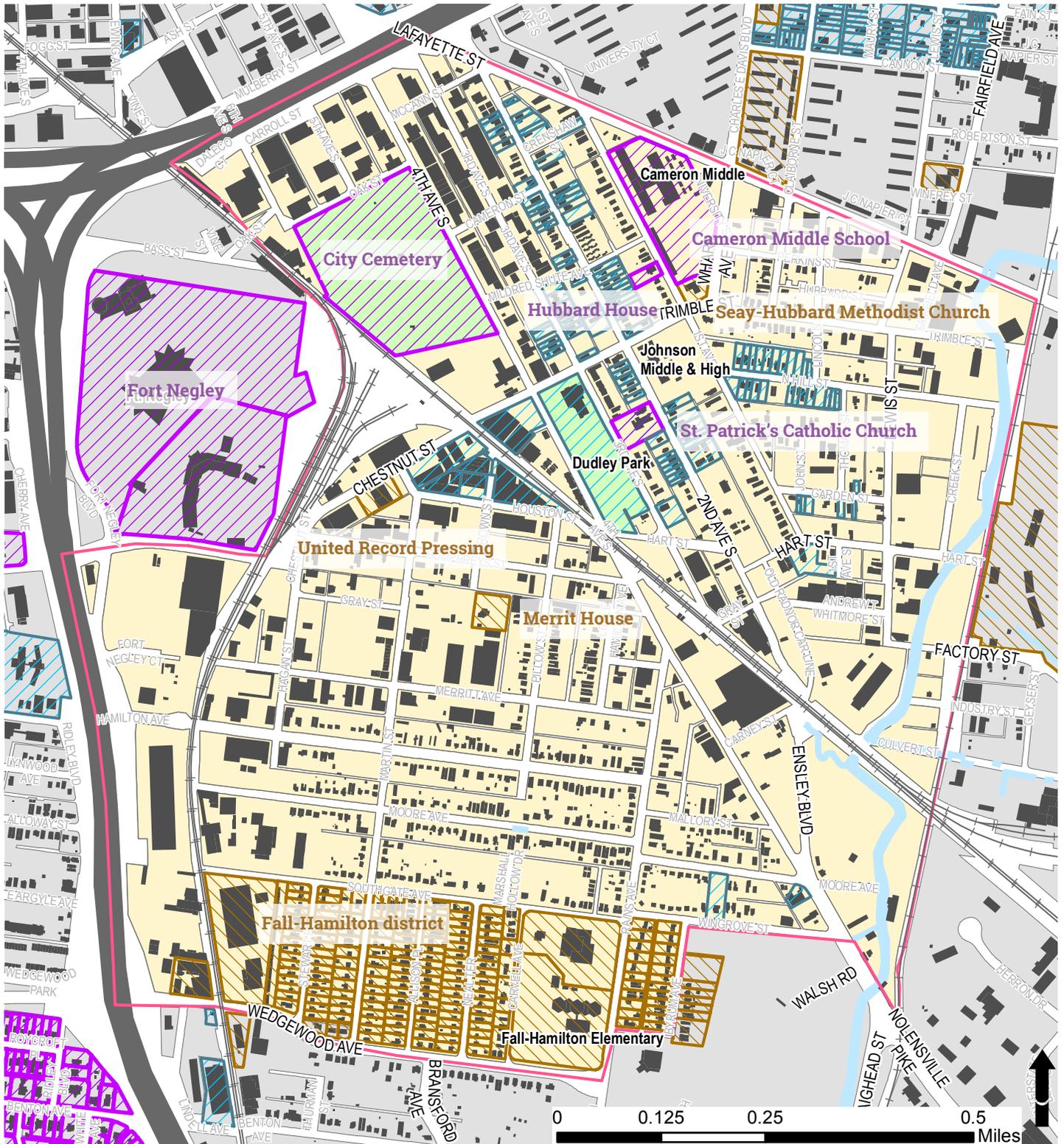
Harvest Hills Homes – 20, 22 & 24 N Hill St. Three-story 10 unit courtyard residential

Southgate Station – 512, 514, 518, 520, 522 & 524 Southgate Ave & Pillow St. 69 three-story residential. 34 flats, 19 townhomes and 16 single-family homes.

Pillow Street Residential – 1400 Pillow St & 411 & 413 Merritt Ave. 34 three and a half story flats and townhomes

Hamilton and Martin Residential – 607 & 609 Hamilton Ave. 27 three and a half story flats and townhomes

04.07 ■ Historic resources



- | | |
|--|---|
| Planning area | Historic Properties |
| Parks | National Register Historic Property |
| Buildings | Eligible to be listed in National Register |
| | Worthy of Conservation |

Historic designations

National Historic Landmark Designation

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

National Register of Historic Places Designation and Eligible National Register Designation

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

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

Worthy of Conservation Designation

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

Current land uses summary

Industrial/maker analysis

Existing light industrial and maker uses are predominantly located along the railroad and in the north eastern portion of the study area along Nolensville Pike and I40. A significant amount is also located next to Browns Creek along the eastern boundary of the study area. The larger industrial sites dominate the railroad areas with smaller industrial lots along Nolensville Pike.

Light industrial uses remain most appropriate in their locations along the railroad and I40.

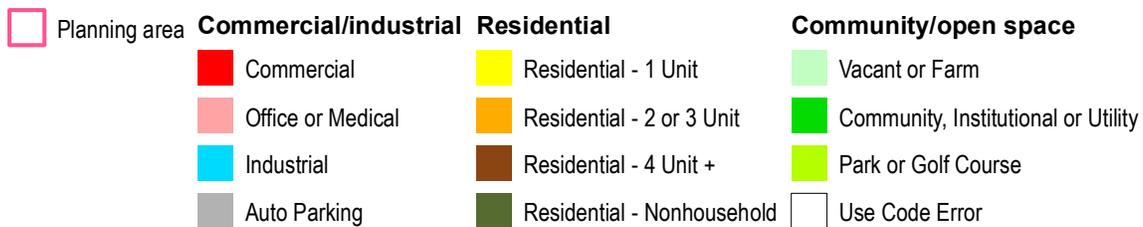
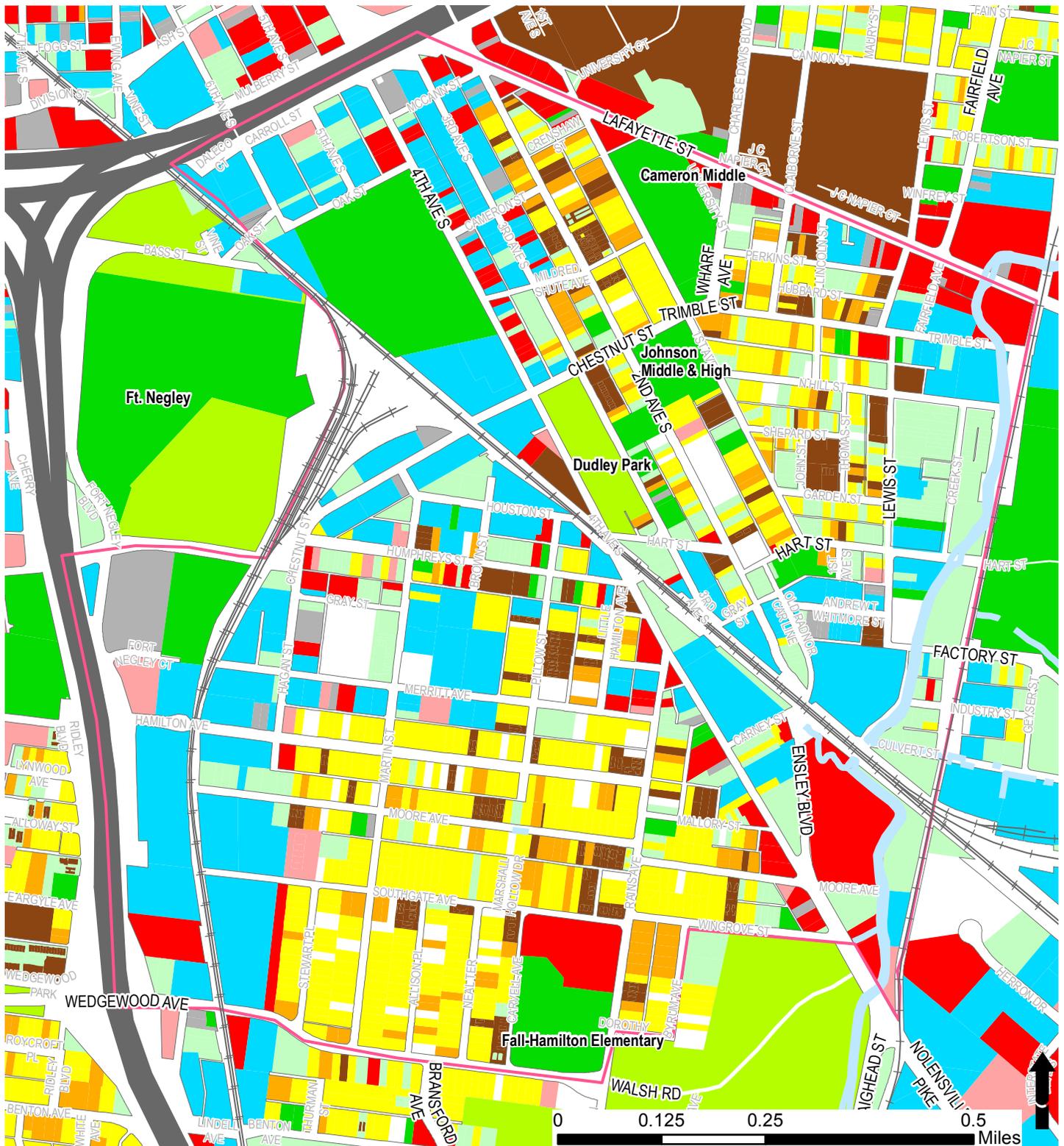
Vacant land analysis

There is a large amount of vacant land along Browns Creek. Much of this land has been used for industrial use, but is within the floodplain. Currently there is discussion on whether this area may become a greenway or an arterial street.

Residential analysis

The greatest concentration of residential development is in the southern portion of the study area between Wedgewood and Hamilton Avenues and Nolensville Pike and Hagan Street. There is a range of housing types in this area from single family detached homes to duplexes, townhomes and apartments. North of Hamilton Avenue contains a mix of uses including single family homes and light industrial/maker uses.

04.08 ■ Current land uses

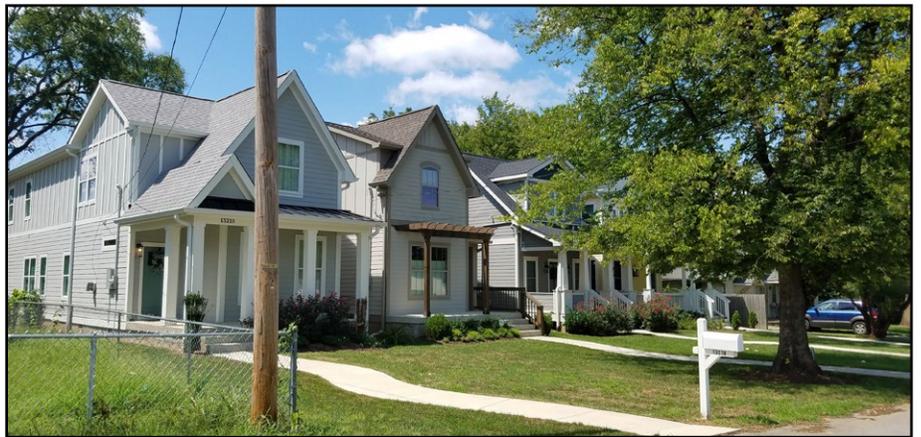
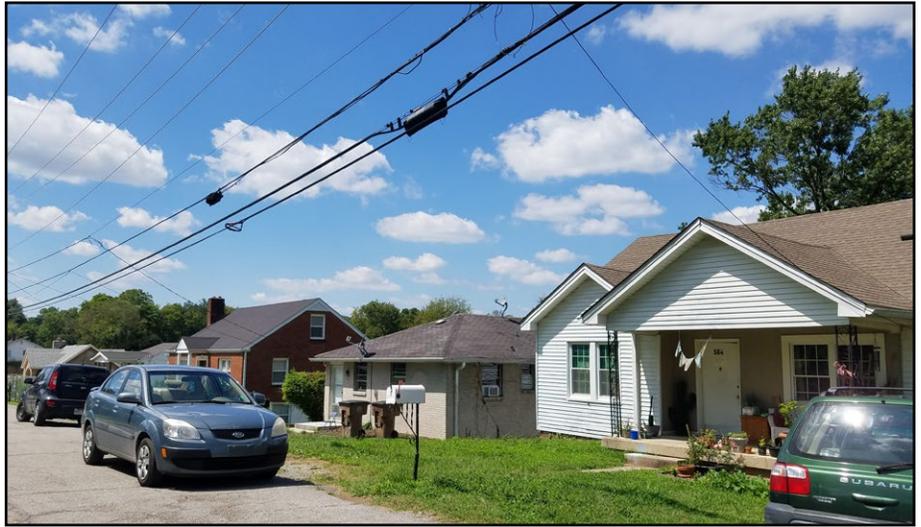


Character examples

The land uses within the Our Town boundary have different design characteristics depending on the area within the boundary. In order to capture these different characteristics the design profile has first been categorized by area (Wedgewood Houston, Chestnut Hill and 2nd / 4th Ave S north of Chestnut St.) and then by use. The matrix below provides quick snapshot that is further described in the following pages.

	Wedgewood Houston	Chestnut Hill	2 nd / 4 th Ave S
Single-Family and Two-Family Residential			
Multi-Family Residential			
Commercial			
Industrial			

04.09 ■ Wedgewood-Houston
Single-Family and Two-Family
Residential



04.10 ■ Wedgewood-Houston
Multi-Family Residential



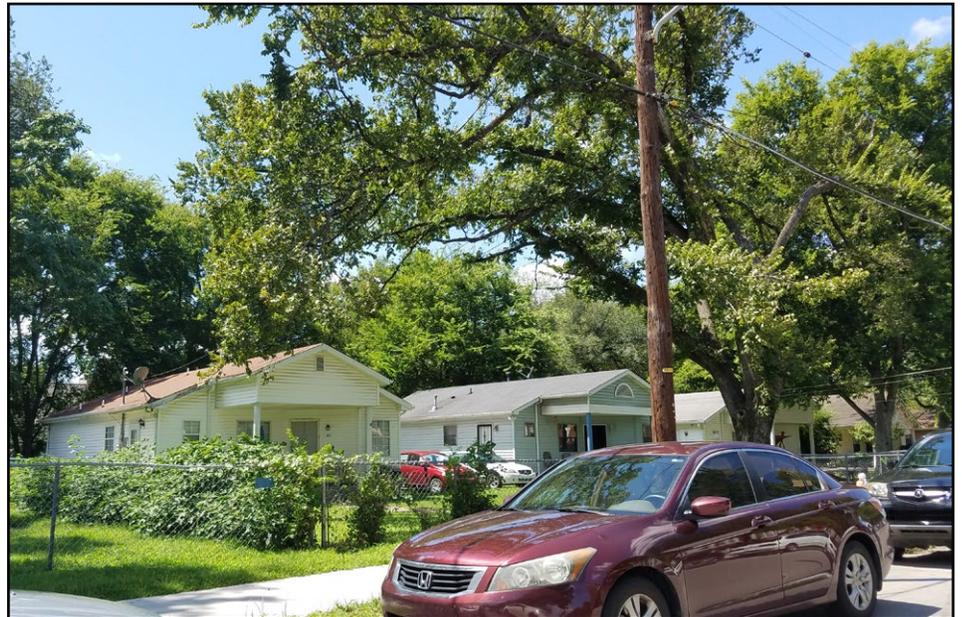
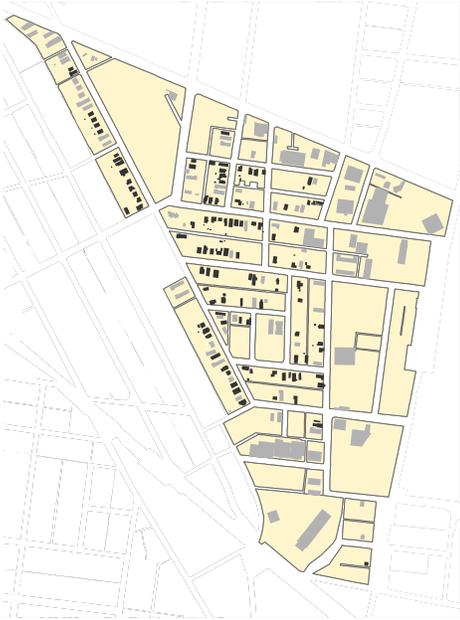
04.11 ■ Wedgewood-Houston
Commercial



04.12 ■ Wedgewood-Houston Industrial



04.13 ■ Chestnut Hill
Single-Family and Two-Family
Residential



04.14 ■ Chestnut Hill
Multi-Family Residential



04.15 ■ Chestnut Hill
Commercial



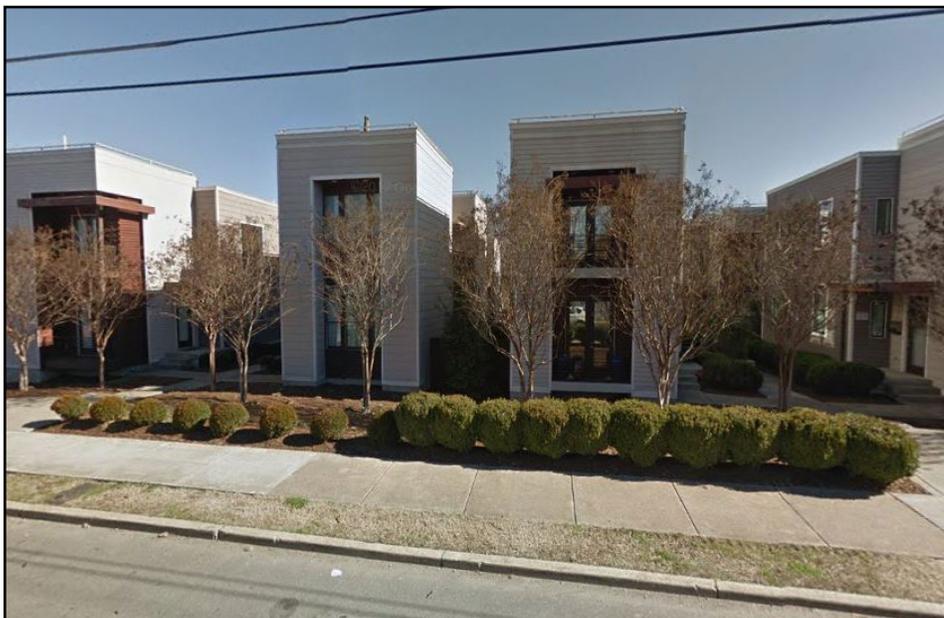
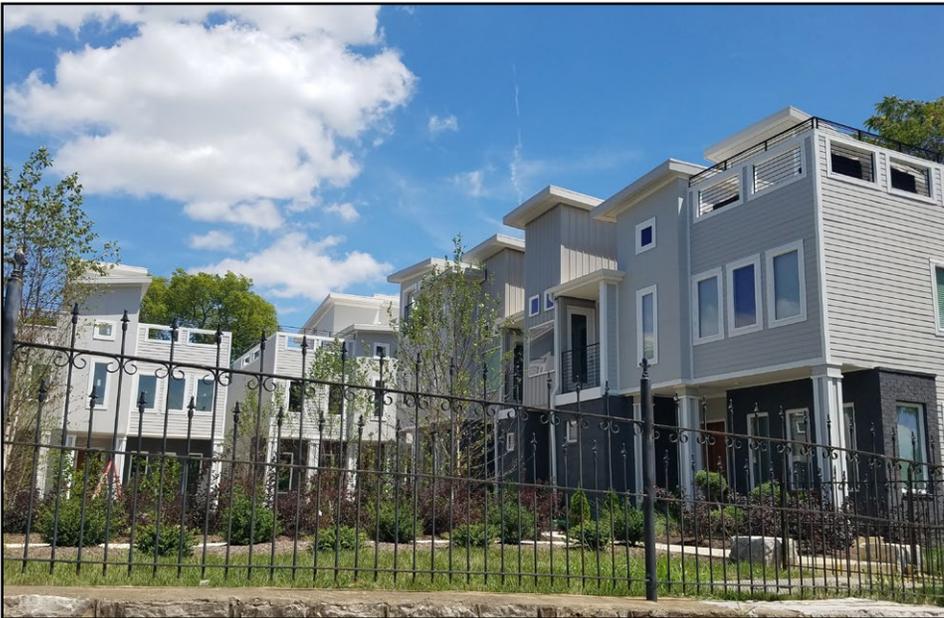
04.16 ■ Chestnut Hill Industrial



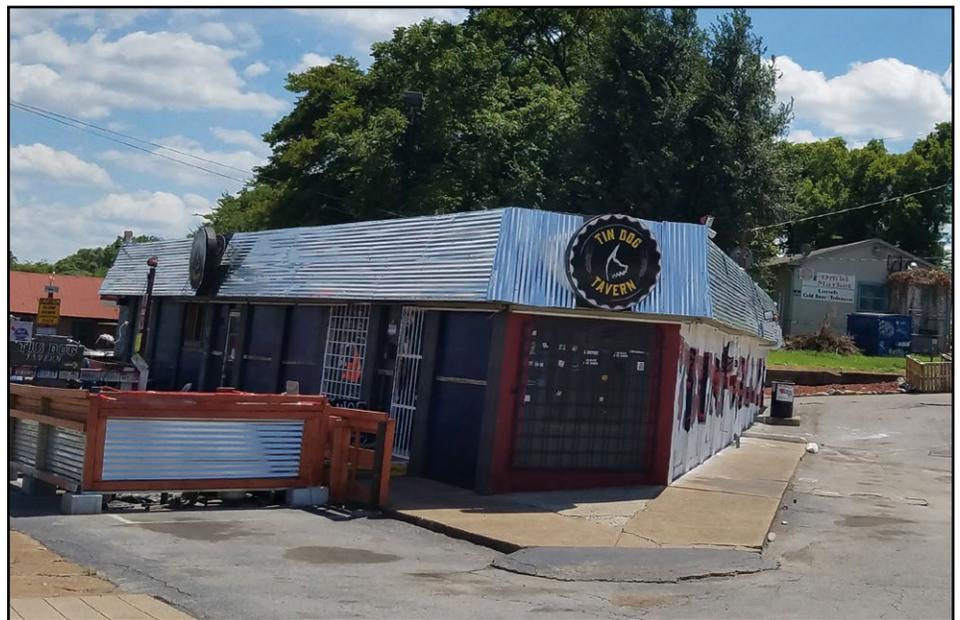
04.17 ■ 2nd / 4th Ave S
Single-Family and Two-Family
Residential



04.18 ■ 2nd / 4th Ave S
Multi-Family Residential



04.19 ■ 2nd / 4th Ave S
Commercial



04.20 ■ 2nd / 4th Ave S
Industrial



06

Community infrastructure

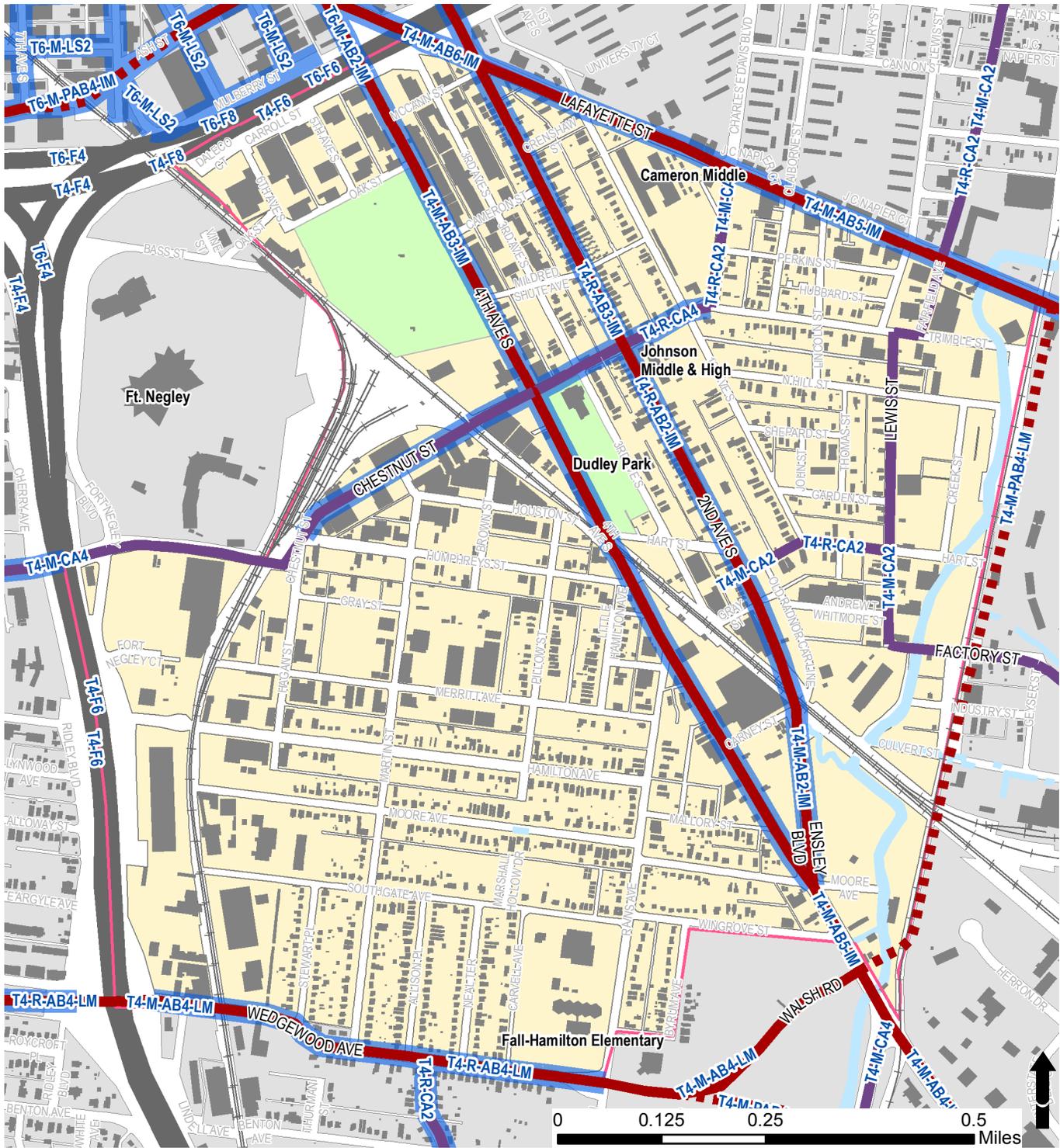
This section includes current conditions and extent of key aspects of infrastructure that shape the community. Infrastructure includes things like utilities, the transportation network, and public facilities. Public infrastructure provides daily services, like water and electricity, on which modern life relies. It also shapes our opportunities and experiences everyday, making some ways of life easier and some ways of life more difficult.

Infrastructure is also closely linked with the character of an area's built environment. This can happen because some infrastructure allows certain kinds of development that would be less feasible otherwise. For example, in rural areas, providing sewer access and a road network allows the density of suburban development to occur. In urban areas, transit plays a similar role, allowing more dense and more affordable development than could occur in a completely auto-centric setting.

Last, public infrastructure is closely linked to Metro's financial health in two ways. First, recent master plans show that Nashville needs substantial investment in infrastructure and facilities over the next ten to twenty-five years, throughout the county. Second, current infrastructure and any new facilities added will add to Metro's operating costs. In the near term, many facilities have direct operating costs, such as staff or utilities at libraries or recreation centers. Longer term, all infrastructure and facilities need ongoing maintenance and eventual renewal or refurbishment.

This section shows a snapshot of infrastructure and facilities in the planning area, including planned or requested improvements for the future.

06.01 ■ Streets



- | | |
|--|--|
| Planning area | Major and collector streets |
| Parks | Arterial-Boulevard |
| Buildings | Planned Arterial Boulevard |
| | Collector-Avenue |
| | Constrained Streets |

NOTE: The Planned Arterial Boulevard connecting Walsh Rd to Lafayette along Browns Creek is one of two alternatives. The other alternative connects Wedgewood Avenue across the Faigrunds to Nolensville Pike to become Polk Ave.

Streets

Street	Segment	Volume (Annual average daily traffic)	MCSP standard	Travel lanes to MCSP standard?	Constrained?
ARTERIALS					
2 nd	I-40 to Chestnut		T4-R-AB2-IM	Yes (2 lanes / 1 lane parking)	Yes
	Chestnut to railroad		T4-R-AB2-IM	Yes (2 lanes / 2 lanes parking)	Yes
	Railroad to Nolensville	On Ensley: 6,497	T4-M-AB2-IM	Yes (2 lanes)	Yes
4 th	I-40 to Nolensville	At Rains: 7,350	T4-M-AB3-IM	Yes	Yes
Nolensville	2 nd /4 th to Walsh	At split: 14,870	T4-M-AB5-IM	Yes	No
Wedgewood	I-65 to railroad		T4-M-AB4-LM	Yes*	Yes
	Railroad to Walsh	At Allison: 11,793	T4-R-AB4-LM	Yes	Yes
Walsh	Wedgewood to Nolensville		T4-M-AB4-LM	No (2 lanes)	No
Lafayette	I-40 to Wharf		T4-M-AB6-IM	No (5 lanes)	Yes
	Trimble to Browns Creek	At Browns Creek: 17,503	T4-M-AB5-IM	Yes	Yes
PROPOSED ARTERIAL					
Walsh	Fairgrounds to Lafayette		T4-M-PAB4-LM		
COLLECTORS					
Chestnut	I-65 to Humphrey		T4-M-CA4	No (mostly two lanes)	No
	Humphrey to Trimble		T4-M-CA4	Mostly	Yes
Trimble	Chestnut to Wharf		T4-R-CA4	Yes	Yes
Wharf	Trimble to Perkins		T4-R-CA2	Yes	No
	Perkins to Lafayette		T4-M-CA2	Yes	No
Hart	2 nd to 1 st		T4-M-CA2	Yes	No
	1 st to Lewis		T4-R-CA2	Yes	No
Lewis	Factory to Trimble		T4-M-CA2	Yes	No
Trimble	Lewis to Fairfield		T4-M-CA2	Yes	No
Fairfield	Trimble to Lafayette		T4-M-CA2	Yes	No
Factory	Lewis to Browns Creek		T4-M-CA2	Yes	No

Current transit routes

The neighborhoods are served by multiple bus lines, including two of Nashville's high-frequency BRT Lite lines. Nashville's BRT Lite routes have:

- the city's most frequent service, with headways (the time between buses) below 15 minutes for most of the day,
- the longest span of daily service (continuous service between the start of service in the morning and the end of service in the evening),
- the highest ridership.

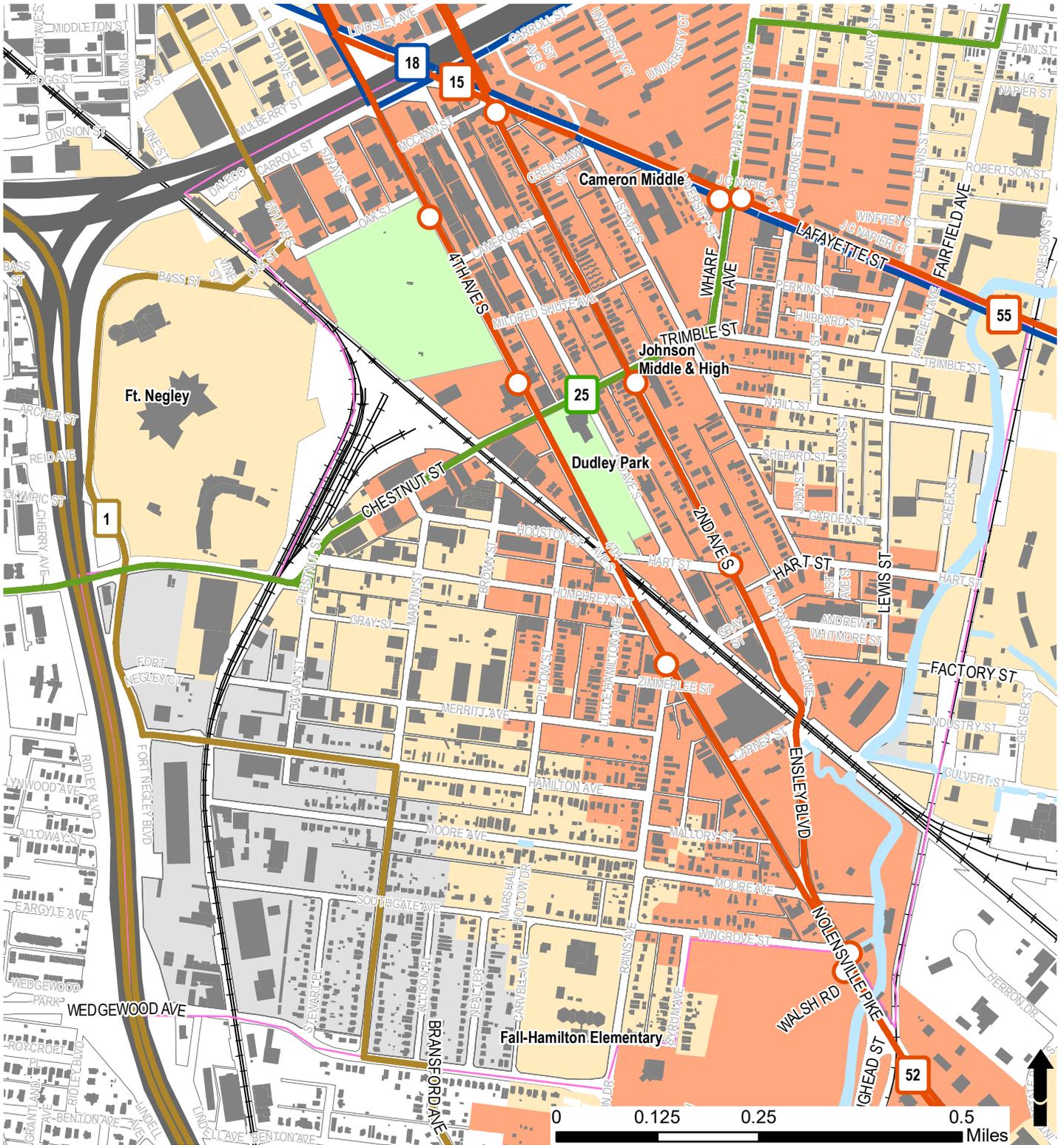
At peak, the Nolensville Pike BRT Lite line (route 52) runs with 10 minute headways. The Murfreesboro Pike BRT Lite line (route 55) has 15-minute headways during peak service; including the local service (route 15) reduces peak headways to below ten minutes, though the headways are also more inconsistent.

The neighborhood is also served by route 1, which provides hourly commuter service to 100 Oaks during morning and afternoon commute times. Route 18 offers daytime (non-peak) service between the airport and downtown. The Midtown Connector (route 25) offers day-long service across Chestnut to Midtown.

Route	Name	In services	Average headway (h:mm)	Weekday span (hh:mm)	Annual ridership (12/15 – 11/16)
1	100 Oaks	Weekday commutes ¹	0:59	2:58	24,071
18	Airport – Downtown hotels	Daily ²	0:51	5:09	103,238
25	Midtown	Daily	0:44	13:24	137,706
52	Nolensville Pike BRT Lite	Daily	0:13	17:48	650,099
15/55	Murfreesboro Pike (local) Murfreesboro Pike BRT Lite	Daily	0:13	17:55	995,482

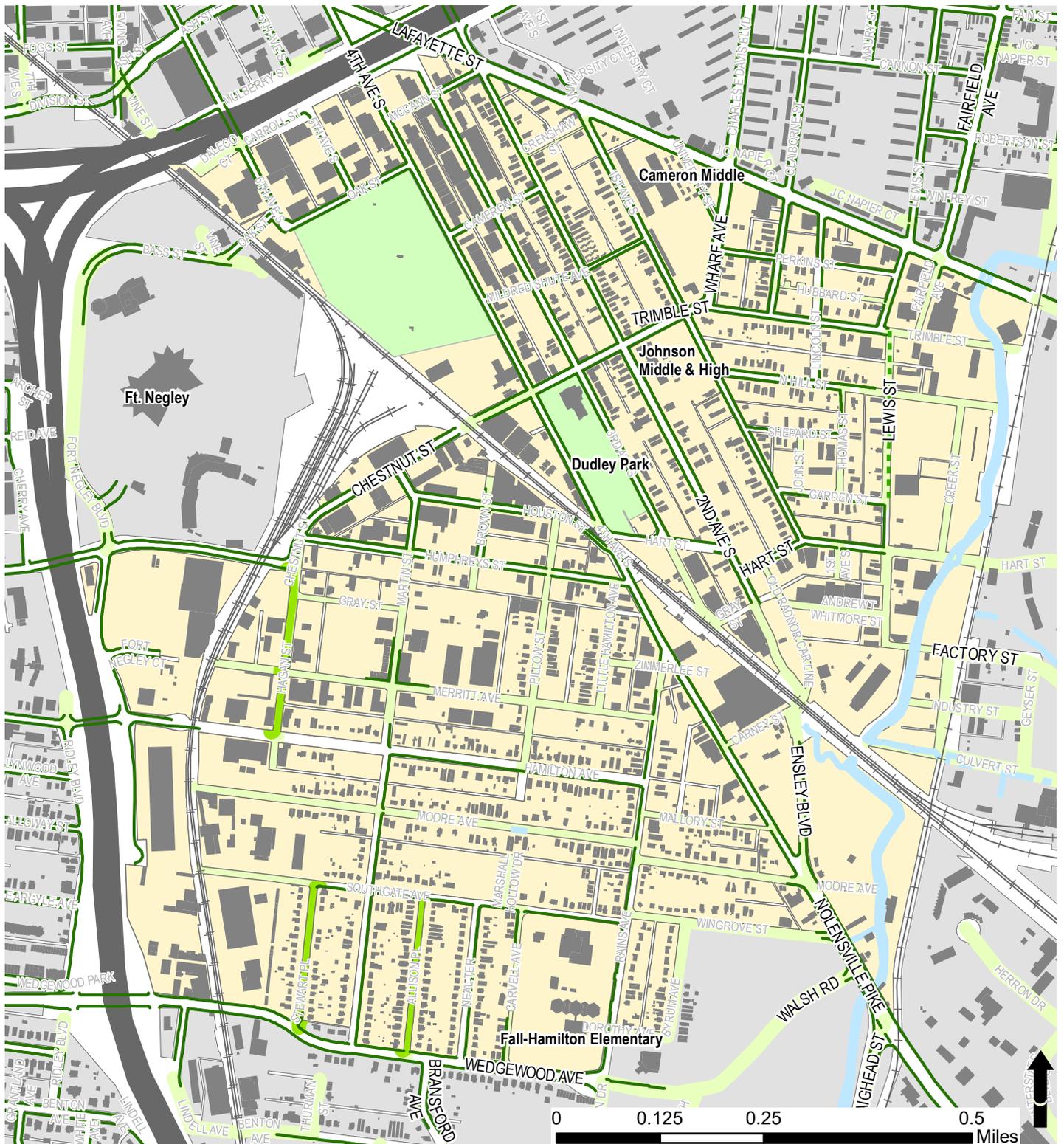
1. Service calculations only shown for AM one-way service; PM one-way service is similar.
2. No service in neighborhood during peak hours express service. One morning route is excluded from service calculations.

06.02 ■ Transit



- | | | | |
|---|---------------|---|---|
|  | Planning area | Bus routes | BRT Lite stops |
|  | Parks |  1 (100 Oaks) |  Stops |
|  | Buildings |  18 (Airport) | Walkable access to BRT Lite stops |
| | |  25 (Midtown) |  Quarter-mile access |
| | |  52 (Nolensville Pk) |  Half-mile access |
| | |  15 / 55 (Murfreesboro Pk) | |

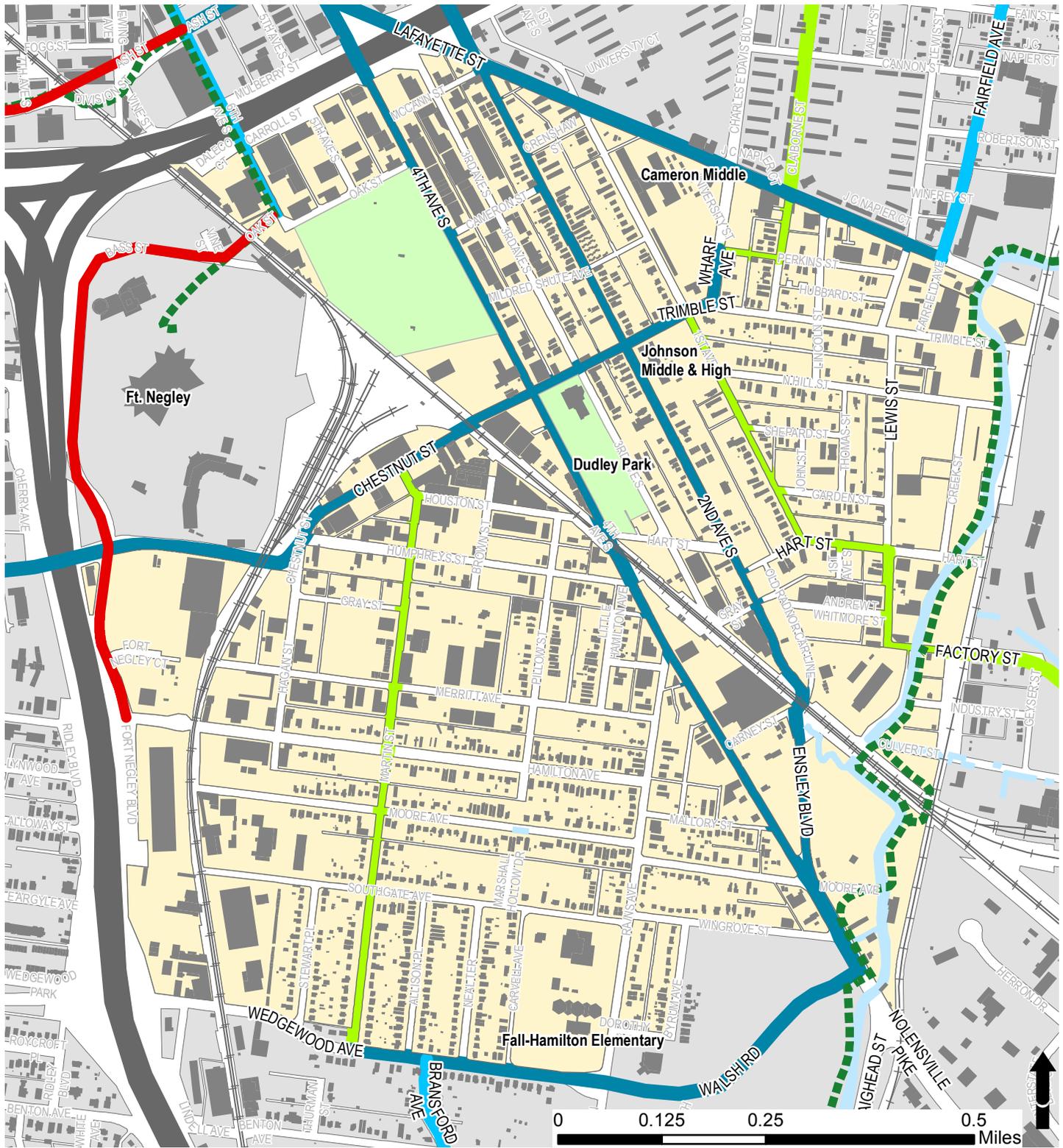
06.03 ■ Sidewalks



- Buildings
- Parks
- Planning area
- Existing Sidewalks
- In Progress
- Sidewalk requests in FY18 Capital Improvements Budget
- Long-term Sidewalk Needs

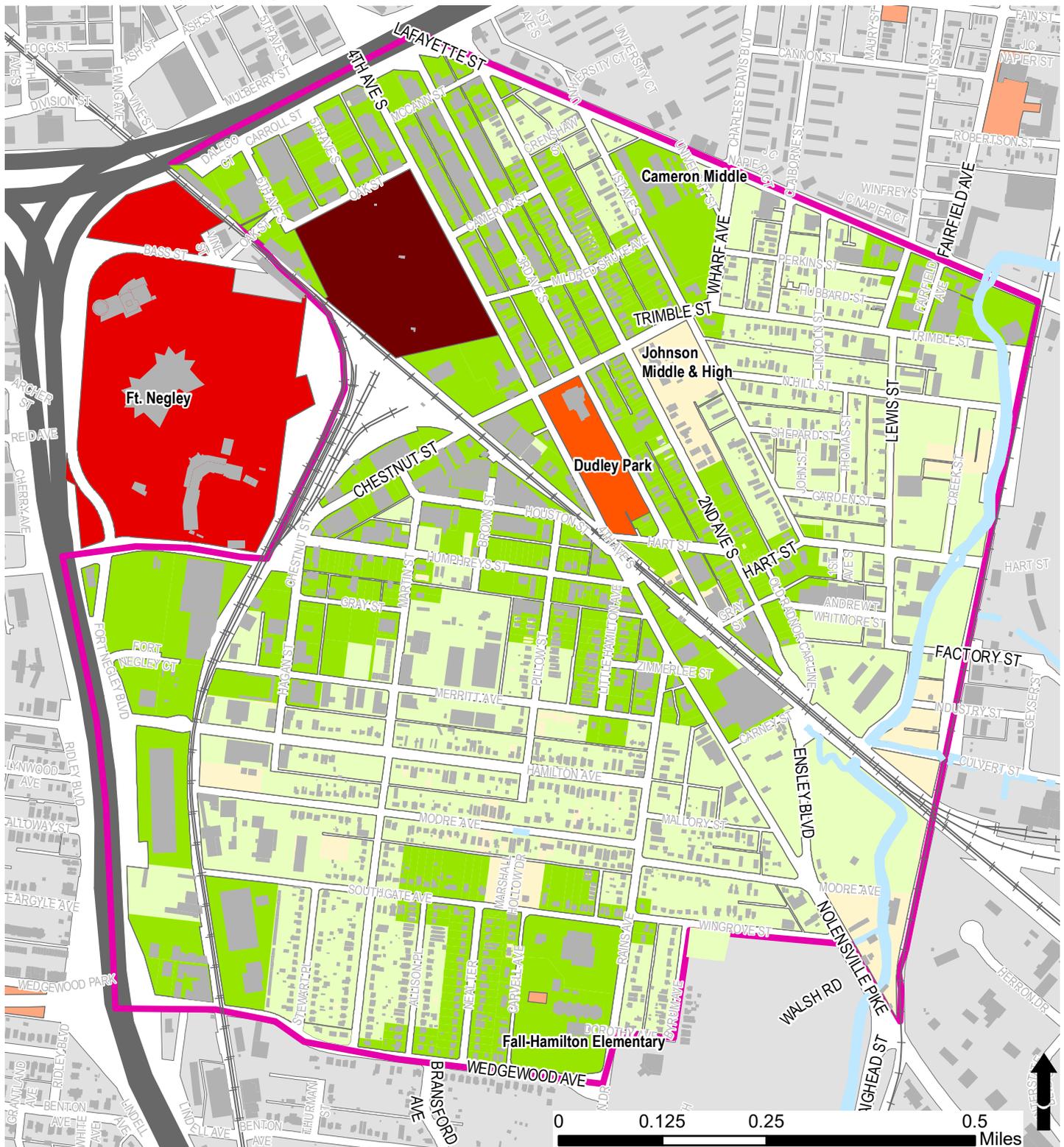
Estimated cost to build sidewalk requests in the Capital Improvements Budget: \$16,720,000

06.04 ■ Bikeways

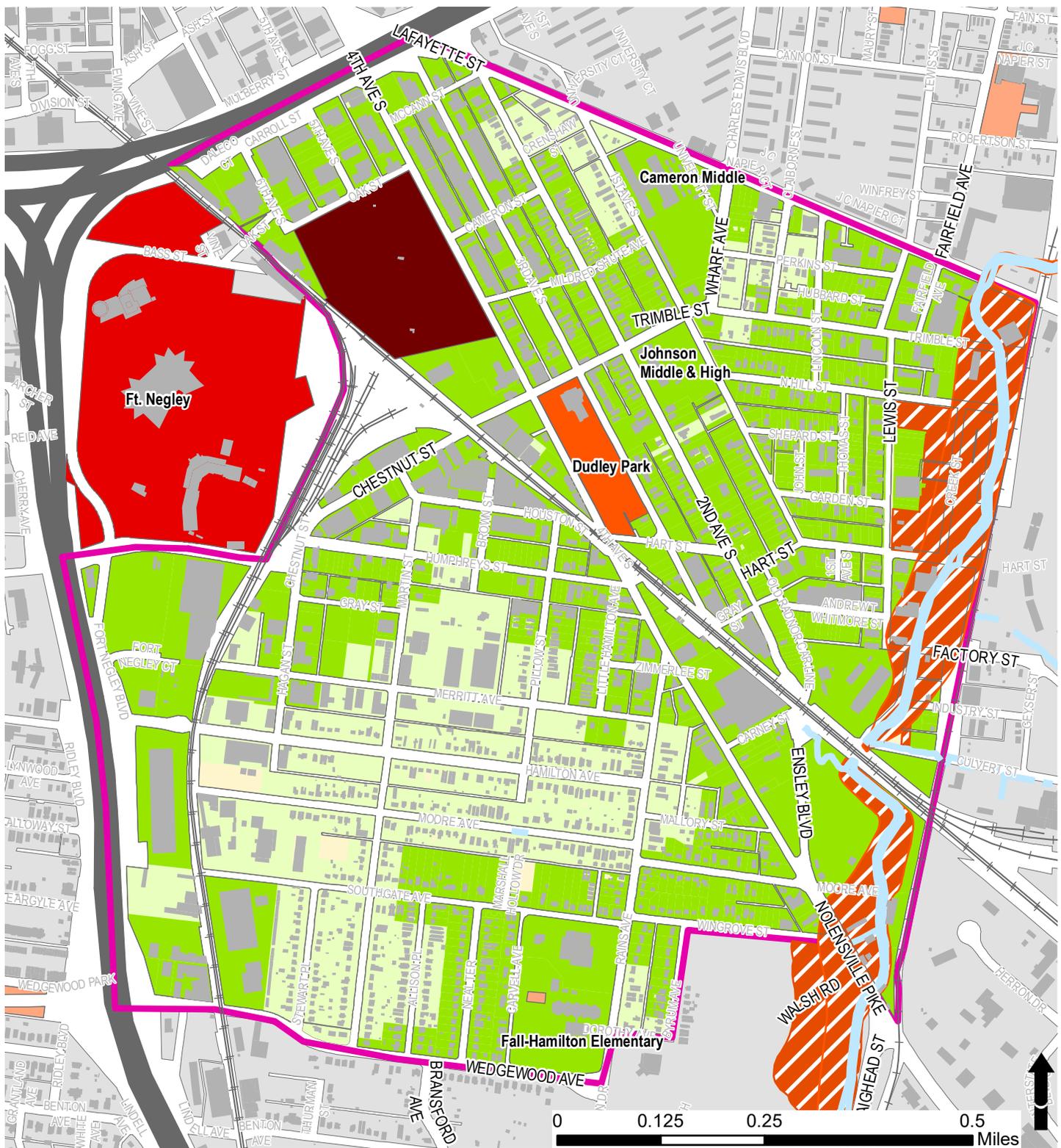


- | | | |
|---------------|----------------------------------|----------------------------------|
| Planning area | Existing Low Stress Bikeway | Recommended Bike Network |
| Buildings | Priority Greenway (Plan to Play) | Major Separated Bikeway |
| Parks | | Minor Separated Bikeway |
| | | Bike Boulevard |
| | | Bikeway for Experienced Cyclists |

06.05 ■ Parks (current)

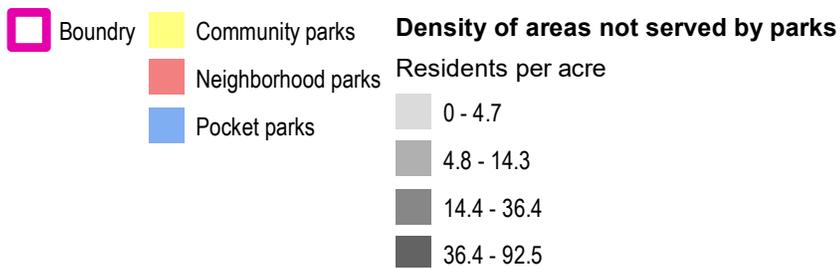
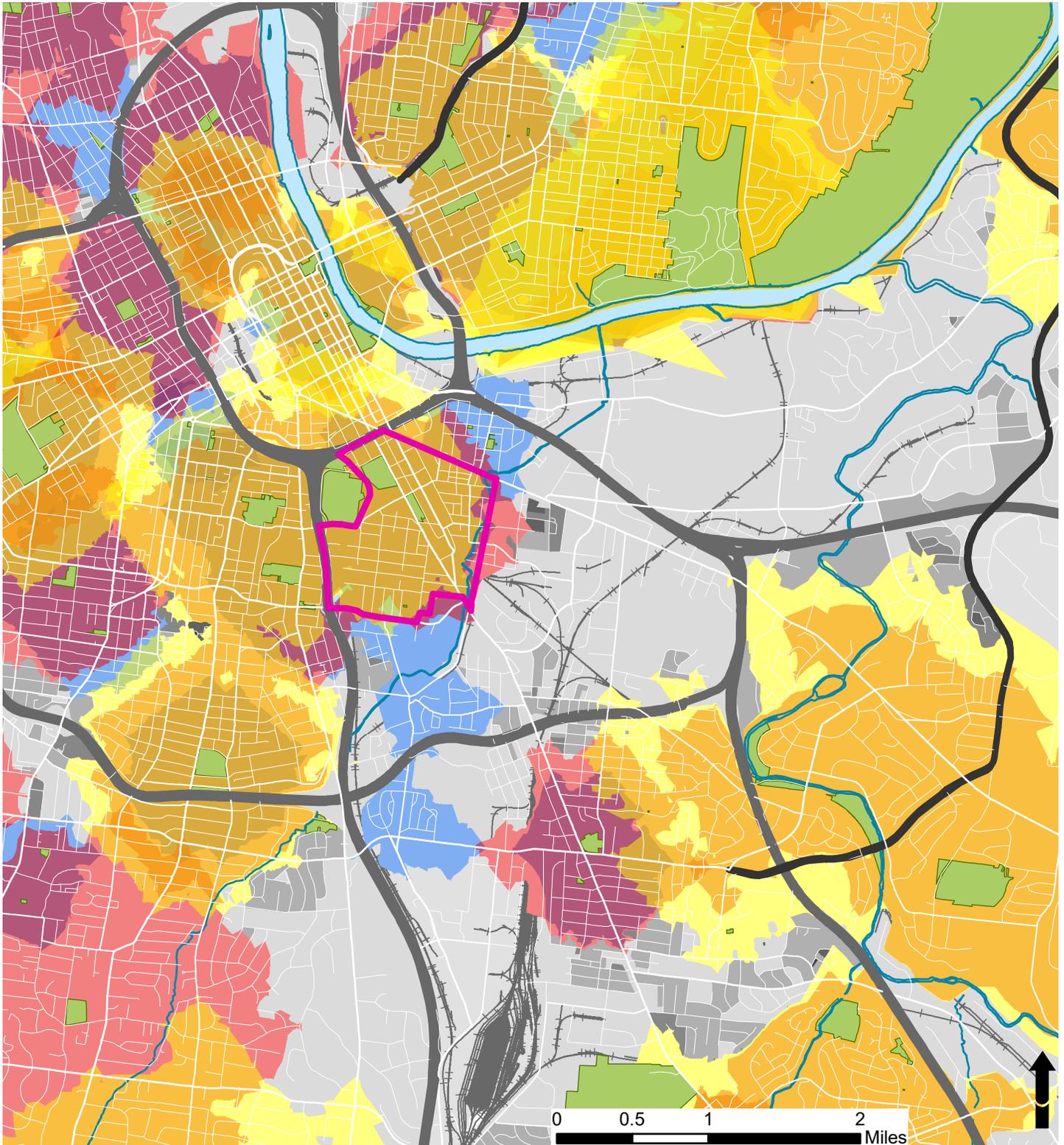


06.06 ■ Parks (future)



- | | | |
|---|---|--|
|  Planning area | Park Type |  Within 1/4 mile of current and future parkland |
|  Buildings |  Pocket |  Within 1/2 mile of current and future parkland |
| |  Neighborhood |  Not within 1/2 mile of current parkland |
| |  Community | |
| |  Specialty | |
| |  Browns Creek floodplain (as greenway) | |

06.07 ■ Park Service Area



06.08 ■ Creeks and trees



- | | | |
|--------------------|-----------|-------------------------------------|
| Planning area | Buildings | FEMA Floodplain and Floodway |
| Parks | Pavement | 100-Year Floodplain |
| Tree canopy (2008) | | 500-Year Floodplain |
| | | Floodway |

06.09 ■ Potential planting areas



□ Planning area

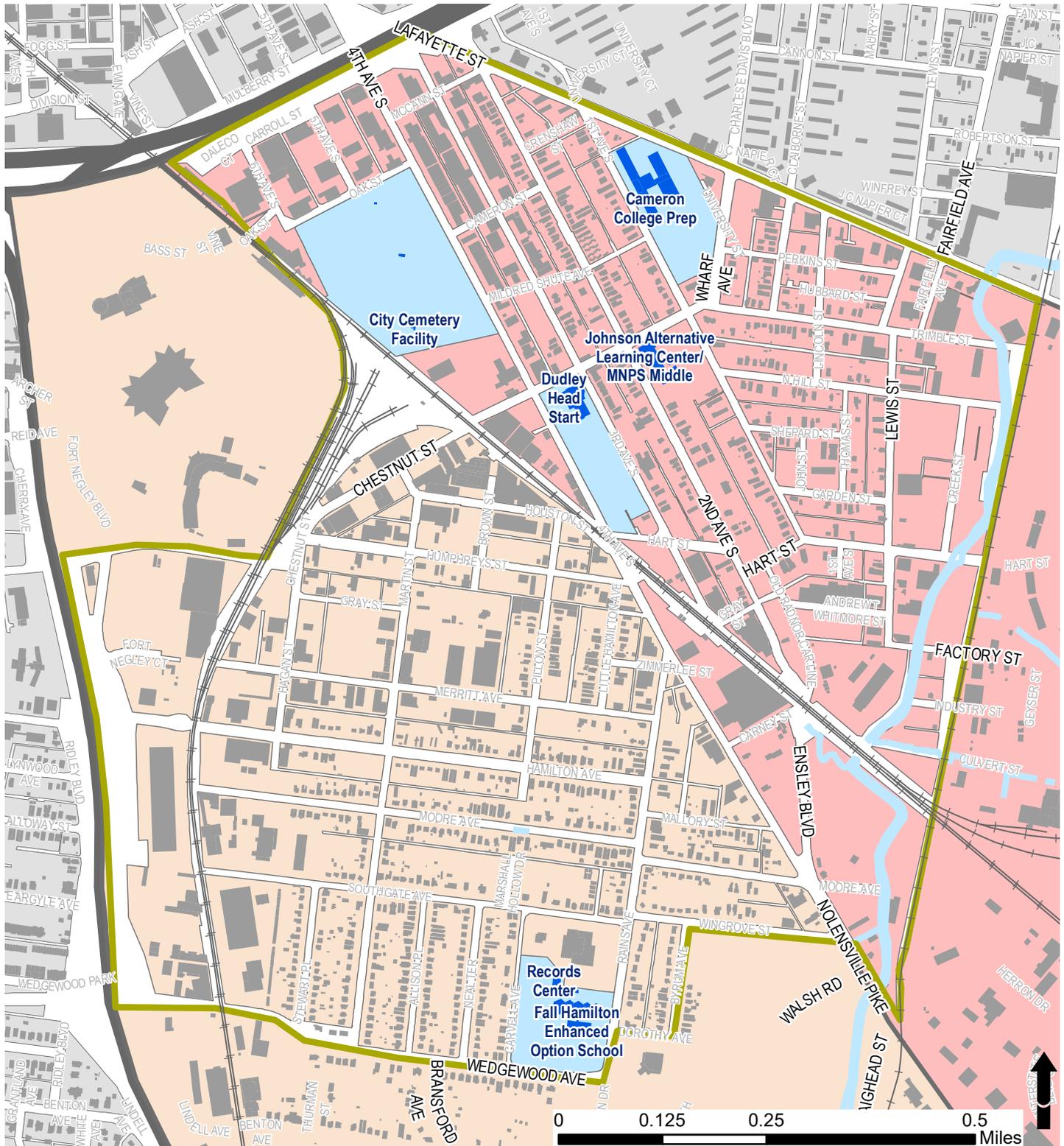
■ Impervious

■ Pervious

Potential planting areas identified by:

- Buffering buildings (6 feet), roads and sidewalks (3 feet), and existing tree canopy (10 feet).
- Removing City Cemetery and Dudley Park
- Removing any patches smaller than 180 square feet
- Determining current land cover (pervious or impervious)

06.10 ■ Public facilities



	Planning area	Metro Facilities	Attendance zones
	Parks		Buildings
	Buildings		Property
			Whitsitt ES -> Cameron College Prep -> Glenclyff HS
			Fall Hamilton ES -> Cameron College Prep -> Glenclyff HS

Facility	Comments	CIB request
Dudley Head Start	In 2016, Dudley was rated as being in good condition, relative to its age (it was constructed in 1966). It needs minor roof repairs and IT upgrades.	Landscaping, cameras, and maintenance.
Fall-Hamilton ES	Current capacity: 83% Five-year capacity: 93% Condition score: 68.7	\$9,460,000 requested for FY19
Johnson ALC	Current capacity: 125% Five-year capacity: 100% Condition score: 68.6	\$10,820,000 requested for FY20
Cameron College Prep	Current capacity: 103% Five-year capacity: 91% Condition score: 61.5	\$22,000,000 requested for FY24
City Cemetery	Master plan identifies needed improvements, such as fencing and wall repair, walkway improvements, drainage issues, and tablet and marker repairs..	\$305,000 split across FY18 and FY19

07 Industrial and maker uses

Industrial land and commercial space in the planning area includes many different uses and intensities. This chapter characterizes non-residential land in the planning area, with special attention to light industrial and maker uses.

Light industrial land is divided into three major categories: production, distribution, and repair. These three categories are the traditional users of industrial space in this neighborhood. Production is further divided into three subcategories to understand maker uses: bags, bots, and bites.

Production (Bags, Bots, and Bites)/Repair/Distribution (3BRD) activities include a wide range of businesses with various strengths and very diverse requirements. In this report, their compatibility with other land uses as a main criterion is also examined.

Typology of Maker

Business categories are defined based on industry type of personal property, as recorded by the Davidson County Assessor using NAICS code. NAICS codes were categorized into light industrial type:

- Production/Makers
 - Bags: Durable craft goods
 - Bots: Technology- or computer-based manufacturing
 - Bites: Food and beverage production
- Repair: Vehicle and equipment repair, on- or off-site
- Distribution: Wholesale, trucking, and warehousing
- Other Production

Production/Repair/Distribution (3BRD) businesses have linkage to other sectors all around Nashville. Printing firms need paper, auto repair shops need a ready supply of parts, and metal fabricators/designers need sheet metal and other supplies. All of 3BRD businesses generate traffic to and out of area more than a local daily traffic.

Major categories of businesses on industrial land in the planning area include:

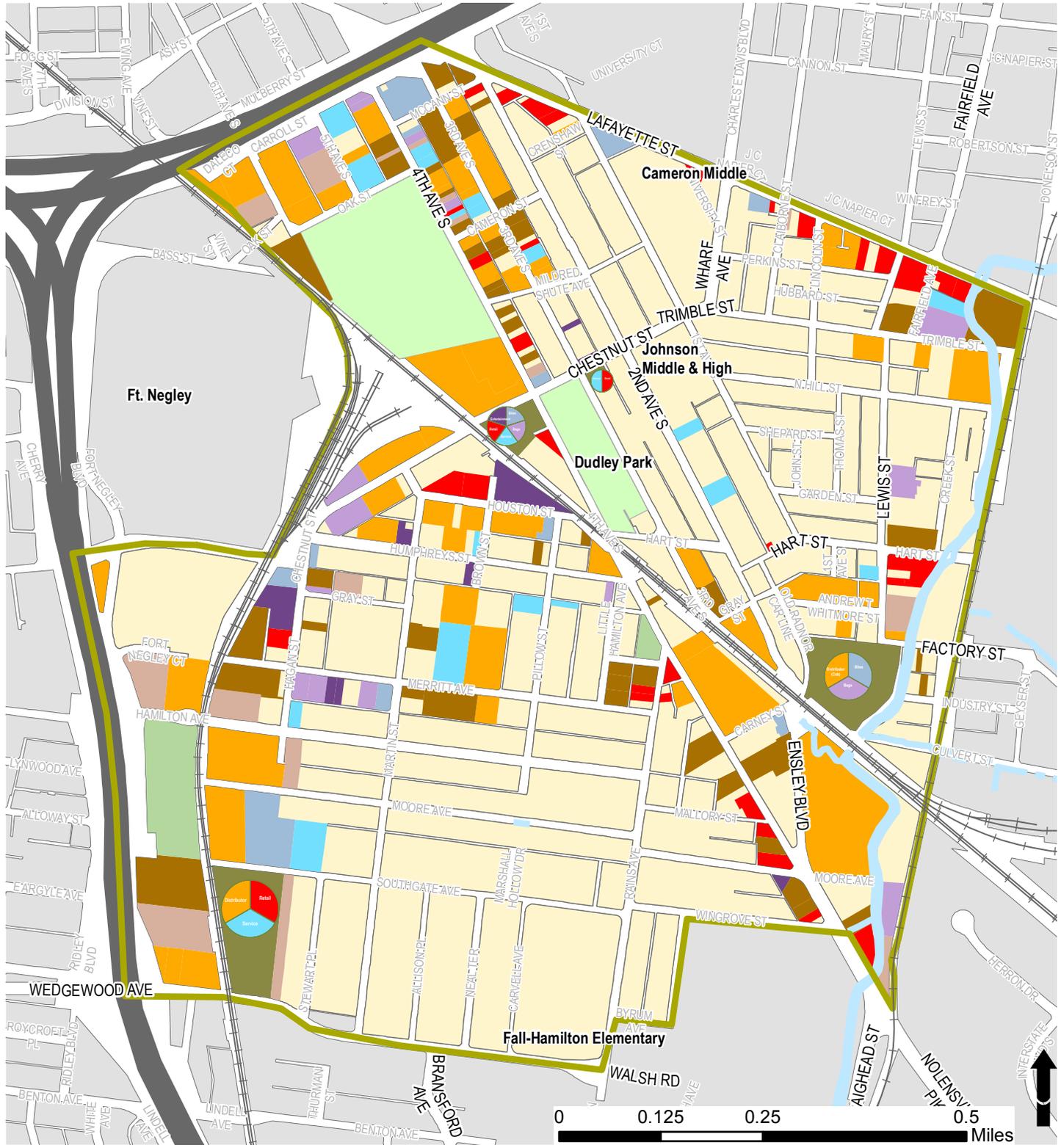
- Delivery services (taxi, limousines)
- Construction contractors and building material suppliers
- Wholesale and retail of equipment, appliances, and furniture manufacture.
- Printers, designers, photographers, and sound-recording studio (categorized as Service)
- Repair shops for cars, trucks, equipment, appliances and whole
- Event production and catering
- Food and beverage wholesale and distribution

Non-Industrial uses in Wedgewood-Houston are categorized as retail, service, entertainment, and residential.

Map 6.01 shows where these uses are found throughout the planning area.

There are a few businesses shown as "other production," related to heavy construction, engineering services, electrical contractors, landscaping services, or self-storage.

07.01 ■ Business inventory



Planning area	Production	Other industrial	Other
 Planning area	 Bots	 Repair	 Retail
	 Bags	 Distributor	 Mix
	 Bites		 Service
	 Other Production		 Entertainment

Industrial/maker form

The build environment for 3BRD activities takes many different forms. Some (typically older) 3BRD structures are multistory buildings; most are single-story. Some structures cover their entire lots, while others have a smaller footprint with a large amount of actively used, but unbuilt land. This land is often used for parking, loading, or storage of equipment or materials.

3BRD buildings often have extremely high ceilings, large loading docks, and ground floor access not available in office buildings. Most warehouses and distribution operators operate out of single-story buildings with loading docks, either inside the property or outside at the edge of the street.

Many distribution and repair uses generate noise, odors, and early morning or late night activity from trucking and delivery operations, where as trucks play an important role in their operations. The street features that these land uses need are generally different from the ones desirable in residential areas, such as wide streets without sidewalks, access to freeways and open storage areas. As such, they are typically separate from residences.

Nevertheless some light industrial businesses, such as graphic designers (either bags or distribution industry) and electricity production, are more compatible with residential development because of scale, hours of operation, and pollution levels.

Common compatibility issues

There are compatibility issues between residential and light industrial uses due to common nuisances that are associated with light industrial. These nuisances could include noise, smoke, odor, dust/dirt, fumes, glare/heat, fire hazard, waste, traffic, aesthetics, and vibration. The different types of light industrial uses will have different nuisances associated with that use depending on a number of factors including particular business type, scale and site characteristics. See below for the light industrial category descriptions followed by the common nuisance table.

Nuisances

The table below provides a summary of common nuisances that may be associated with each light industrial category. Additional analysis would be required of the specific use and site in order to determine the specific nuisances and compatibility issues.

Light Industrial Category	Noise	Smoke	Odor	Dust/dirt	Fumes	Glare / heat	Fire hazard	Waste	Traffic	Aesthetics	Vibration
Repair	x	x	x	x	x		x	x	x	x	x
Distribution	x			x	x		x		x		x
Bags	x		x	x	x		x	x			
Bites	x		x		x		x	x	x		
Bots											

Light Industrial Categories

Repair

Repair uses within the Our Town boundary include, but are not limited to automotive, carpentry contractors, and fabricated metal manufacturing. This category of uses has a high number of compatibility issues.

Distribution

The nuisances associated with distribution uses may depend more on the scale and particulars of the site than the type of distribution. For example larger scale distribution will have more issues with noise, fumes, traffic and vibration. Characteristics of the site such as whether or not it is paved, could affect the amount of dust / dirt.

Production

Bags

Bag category uses within the Our Town boundary include printing and wood manufacturing. This category of uses has a medium number of compatibility issues.

Bites

Bite category uses within the Our Town boundary include food manufacturing, small restaurants, drinking establishments, breweries / distilleries, and caterers. This category of uses has a medium number of compatibility issues.

Bots

Bot category uses within the Our Town boundary include internet publishing, broadcasting and web search portals. There is a low probability of having major nuisances associated with this use.