

ALABAMA AVE

CHARLOTTE AVENUE CORRIDOR STUDY

Planning Commission Draft

CHARLOTTE AVE

Planning Department
Metropolitan Government of Nashville and Davidson County

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CHARLOTTE AVENUE CORRIDOR STUDY

What is a Small Area Plan?

The Charlotte Avenue Corridor Study is a small area plan produced by the Metropolitan (Metro) Planning Department. Small Area Plans illustrate the vision for designated land in neighborhoods and along corridors within Nashville's 14 Community Plan areas. On a parcel-by-parcel basis, these plans steer the appropriate land use, development character, and design intent guided by goals established by community stakeholders. Like small area plans, corridor studies are developed through a participatory process that involves Planning Department staff working with stakeholders to establish a clear vision and provide detailed information and solutions to guide the future physical and regulatory characteristics for particular corridors of the city.

Small area plans are commonly used by the community, staff, the Planning Commission, and Metro Council members as a starting point for discussing public and private investment in a designated area, including proposed zone changes, subdivisions, and public infrastructure

investments. Once adopted, the small area plan serves as the primary guide for the neighborhood's future development.

The plan product most important to neighbors and business owners interested in redevelopment is the Character Area and Subdistrict guidance that serves as a Supplemental Policy within the overall Community Plan for the area. Tailored to meet the needs of each individual area studied, the Character Areas and Subdistricts provide detailed guidance on the vision for zoning and design.

Design Scenarios are also included and illustrate how development consistent with the Supplemental Policy on the corridor might occur. This helps the surrounding neighborhoods consider how the land uses should be distributed along the corridor and what development should look like.

For the most current information on the Community Character Manual and the Community Plans:

www.nashville.gov/Planning-Department/Community-Planning-Design.aspx

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Participant small group discussions during charrette kickoff

CHARLOTTE AVENUE CORRIDOR STUDY

PART 1: SET UP

The Charlotte Avenue Corridor Study is a supplement to and a part of the West Nashville Community Plan. It addresses land use, transportation, and community design at the neighborhood scale.

Beginning in June 2018, at the request of the district council member, the Planning Department staff engaged residents, property owners, business owners, and other stakeholders along the Charlotte Avenue corridor to develop a small area plan designed to guide the area's future growth.

Study Area

With its eastern boundary located less than two miles west of downtown Nashville, the Charlotte Avenue Corridor study area includes properties abutting the corridor from the I-440 underpass west to White Bridge Road and property from Charlotte Avenue north to I-40.

Process Summary

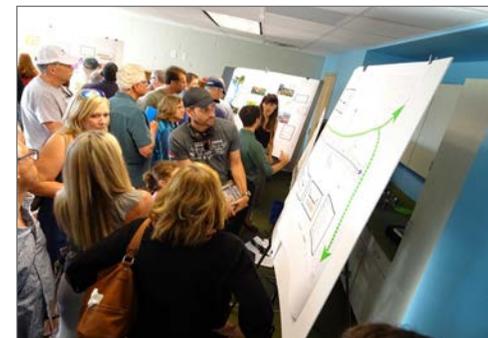
Every successful plan requires robust community engagement and coordination with stakeholders. The process initiated with selection of a steering committee to drive community engagement and provide advisement during development of the corridor study.

The public process kicked off with a week-long charrette in July 2018. Charrette week included 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 that closed out the week. All information presented at the work-in-progress was available on the project website for review.

Staff continued working with the steering committee in the weeks following charrette week. The committee reviewed multiple iterations of the draft document prior to staff presenting the draft plan at a community meeting. Following the community meeting, staff made another round of edits before presenting a recommended draft plan to the Planning Commission. In addition, staff coordinated with multiple Metro departments and agencies throughout the process to ensure alignment with other Metro plans and studies.



Small group discussion at charrette kickoff



Participants view draft plans at Work-in-Progress meeting

Fig. 1: Results of visioning session exercise: change/maintain.

The top image shows the initial compilation of results prepared for the steering committee during charrette week.

The bottom image was presented at the work-in-progress meeting at the end of charrette week.



Community Input Summary

The public input process for this project was centered on a four-day charrette. A charrette is a collaborative planning and design approach to building consensus and identifying common goals.

The Charlotte Avenue Corridor Study charrette week activities began with a visioning session, during which participants completed a series of exercises that informed the planning team’s work throughout the week.

In the first exercise, participants were asked to identify areas on the map that should be maintained and those that should change.

The results of this exercise tell us what the community values the most along this stretch of Charlotte Avenue and what they would like to see improved in terms of both function and aesthetics. Fig. 1 illustrates the consolidated results of exercise one.

In the second exercise, participants were asked to identify distinct “character areas” along Charlotte Avenue. Character areas are portions of Charlotte Avenue that have achieved or will achieve a unique, recognizable character that is different from neighboring areas. The results of this exercise gave us insight into which subdistricts exist along Charlotte Avenue and what makes them distinct in terms of look and function.

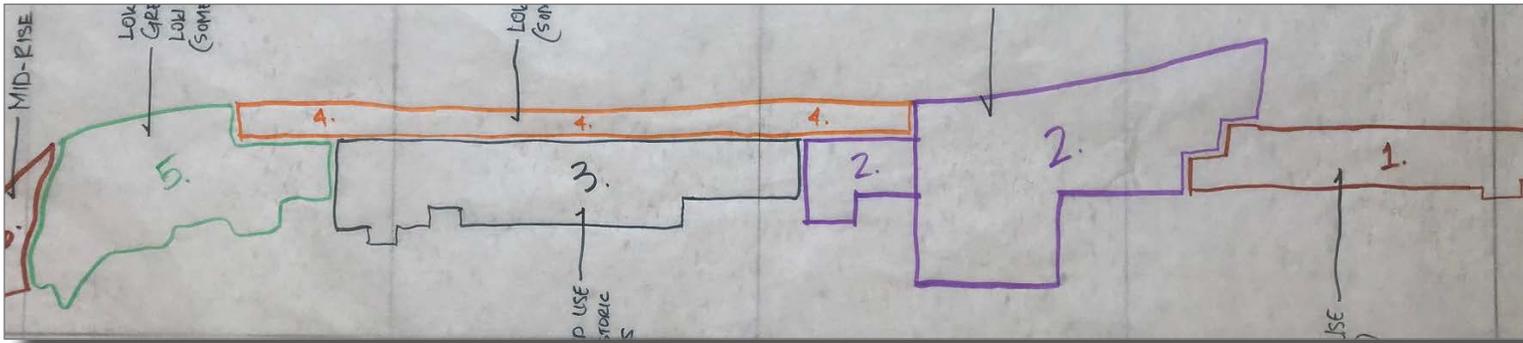
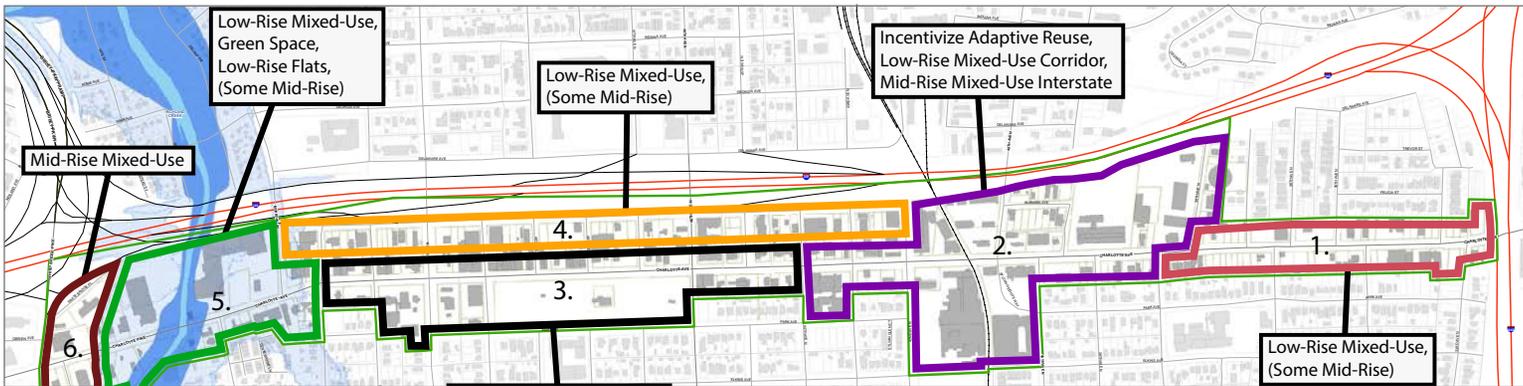


Fig. 2: Results of visioning session exercises two and three.

The top image shows the initial compilation of results prepared for the steering committee during charrette week.

The bottom image was presented at the work-in-progress meeting at the end of charrette week.



In the third exercise, participants were asked to identify the appropriate land uses and building height within each character area. The results of this exercise provide more detail on the form and function of each character area. Fig. 2 illustrates the consolidated results of exercises two and three.

The consolidated results of these exercises set the baseline for the planning team’s recommendations for community character policies, supplemental policies, transportation priorities, and open space priorities.

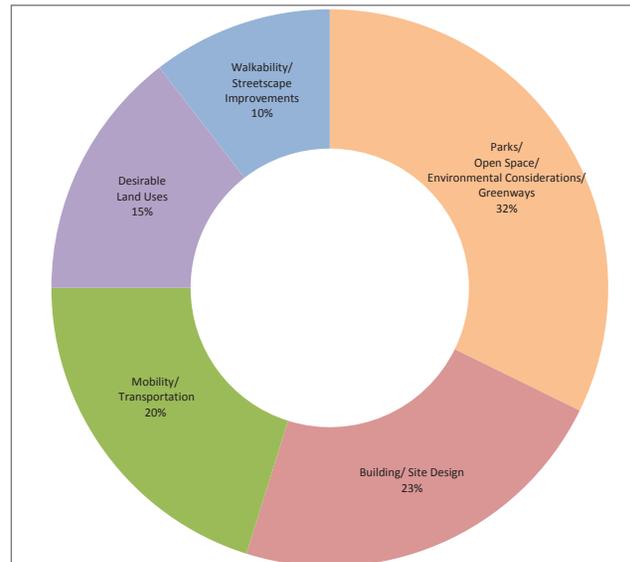


Fig. 3: Input themes provided by participants during a visioning session exercise.

Fig. 4: The Illustrative Master Plan, shown to the right, represents one scenario, depicting the physical build out of the study area according to the recommendations outlined in this plan. This plan is intended to serve as a guide for future zoning. The arrangement of elements (buildings, parking, streets, etc.) on future development sites will be determined by individual property owners and regulations in place at the time of approval.

Existing buildings to be retained are shaded black. New buildings are shaded brown.



PART 2: THE PLAN

Vision Statement

The study vision statement was developed during the charrette with direction from the steering committee and input from the community. It is intended to represent the community’s common goals and expectations for the future.

Charlotte Avenue is the common thread that binds the neighborhoods of West Nashville together and connects them to Downtown. We are committed to retaining the unique character, sense of community, and history while welcoming new neighbors, businesses, innovation, and diversity.

Goals & Objectives

Build future character of corridor on existing and unique assets.

- Incentivize adaptive reuse of existing buildings by providing additional entitlements in exchange for rehabilitation of buildings that contribute to unique character of area.
- Adopt standards for compatible infill in areas containing buildings that contribute to the unique character of area.
- Create standards for new development that produce a predictable pattern of development.

- Adopt clear standards for streetscape requirements that achieve consistent character for each identified character area.

Redevelop corridor to connect neighborhoods to resources and services.

- Encourage neighborhood-scaled daily goods and services through land use, zoning, and design incentives.
- Enhance north-south pedestrian connections to surrounding neighborhoods by achieving safe and accessible sidewalk and bicycle improvements.
- Implement character planning goals through land use, zoning, design, and development standards.



- Plan for Richland Creek greenway spur and extension of greenway south of Charlotte Avenue via greenway dedications and conservations easements with new development.
- Encourage large, suburban developments to re-establish urban street grid and create walkable centers through redevelopment.
- Adopt zoning, design, and development standards that result in a clear process and predictable outcomes.

Balance mobility needs for all corridor users.

- Prioritize capital improvement projects investing in protected bikeways throughout.

- Coordinate with Tennessee Department of Transportation (TDOT) to incorporate bike lanes into existing Charlotte Avenue cross section during restriping and resurfacing projects.
- Study potential for consistent center turn lane.
- Coordinate with TDOT, WeGo Public Transit, and private property owners to improve accommodation of buses and enhance bus service through redevelopment.

Enhance existing open space and provide additional open space and parks that complement intended character.

- Maintain integrity of historic Richland Park through appropriate development, redevelopment, or preservation of historic buildings on adjacent private property.
- Reclaim Richland Creek's floodway through development incentives for increased density and intensity of applicable properties and preserve it in a natural state via a conservation easement.
- Achieve a network of meaningful public open and green spaces along Charlotte Avenue through development incentives.
- Address stormwater needs through use of permeable surfaces and other innovative techniques.

Character Areas

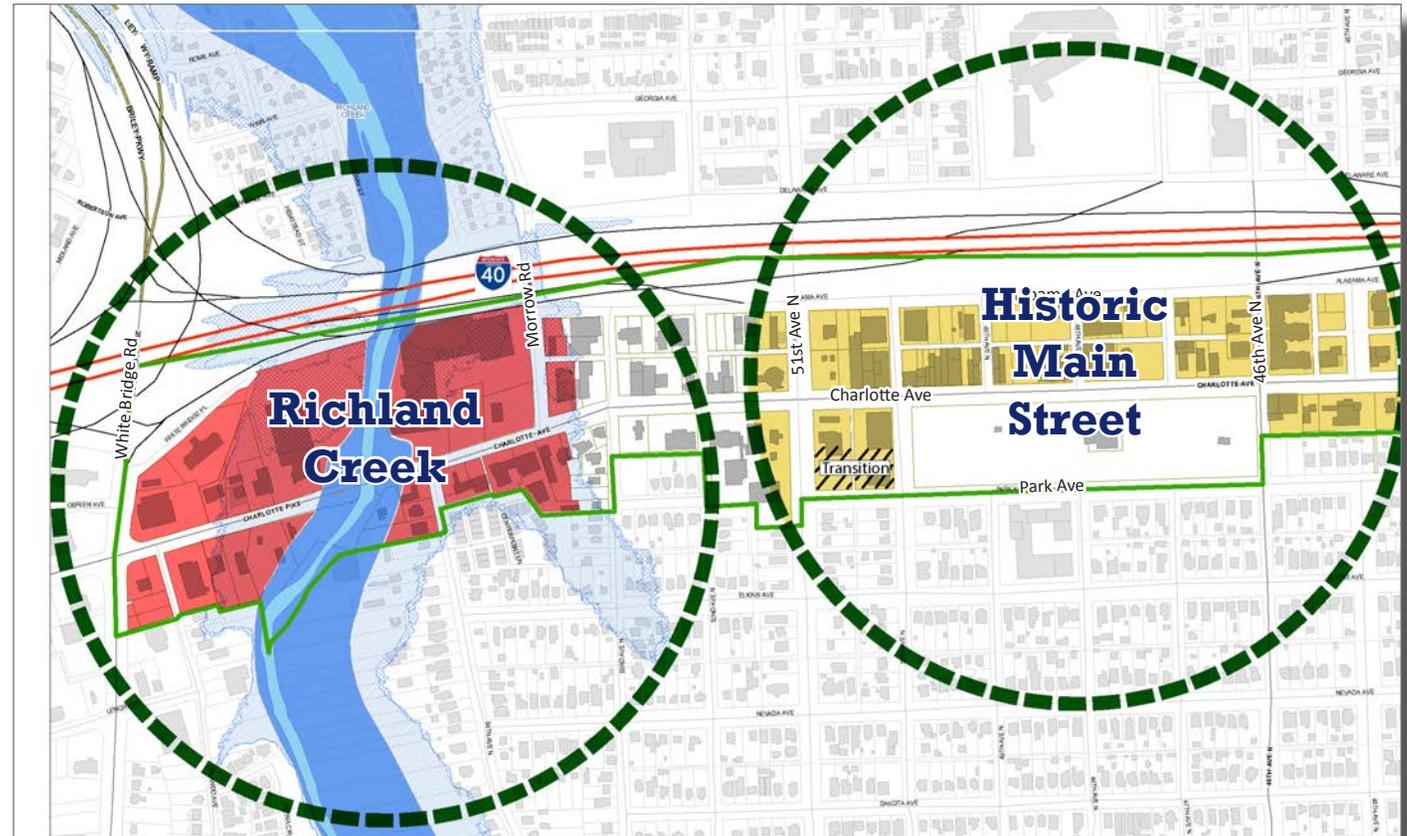


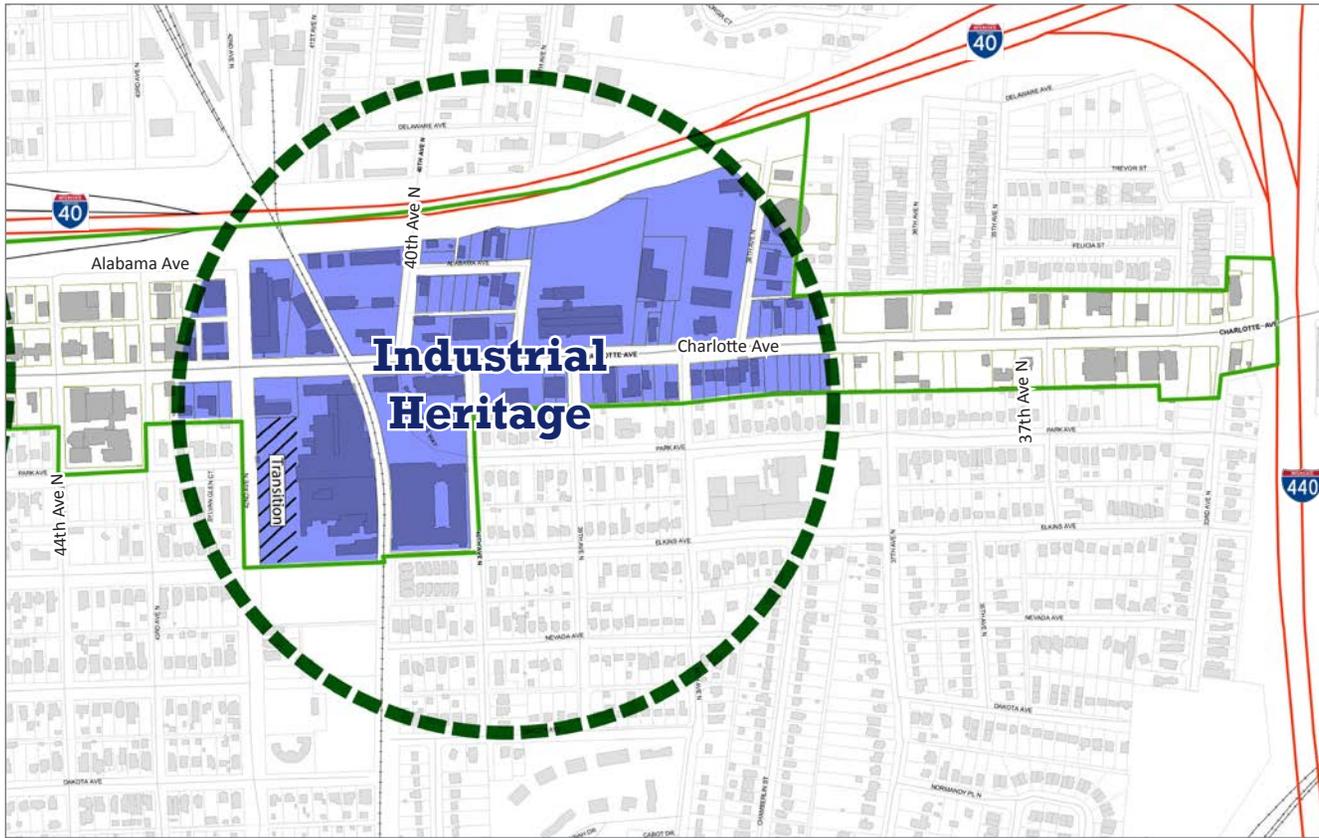
Fig. 5: Character Areas Map (right)

Character Areas

Character areas for Charlotte Avenue were developed based on community-driven visioning and priorities, existing conditions, and potential capacity of each block for development. The character area descriptions and illustrative map represent a vision for the future development of Charlotte Avenue. Each character area (Fig. 5) includes subdistricts that describe the land use mix, building form, and scale found in or desired for each area. These three variables – use, form, and scale – comprise the context of each subdistrict and express the vision for development in each area.

These subdistricts strive to provide enough detail for one to envision the future built environment and mixes of activity or land use. They also set the stage for appropriate zoning revisions. They are not proposed new zoning districts; instead, the overarching intent of each subdistrict is to narrate the community's vision by describing the unique characteristics of each.

The descriptions that follow represent the overall vision for each character area and the typical characteristics desired for each subdistrict.



Richland Creek

The majority of the Richland Creek Character Area is impacted by the floodway and floodplain of Richland Creek, a tributary of the Cumberland River. Properties along this creek have flooded on a number of occasions, most recently and significantly during the record-breaking 2010 flood. The character area (Fig. 6) includes Richland Creek Shopping Center, a conventional auto-centric suburban strip center, the West Police Precinct, and a number of smaller commercial uses, with deep setbacks and large parking lots.

This character area is intended to:

- Establish an inviting gateway to the corridor that anchors the large Charlotte Avenue/White Bridge Road intersection;
- Provide additional greenway connections;
- Establish a more urban street network and building form;
- Transition those areas in the floodway and floodway buffer over time from developed to passive open spaces; and

- Be redeveloped in a manner that makes Richland Creek a focal point that functions as an inherently public asset.

The significant amount of floodway and floodplain impacting private property in this character area warrants additional guidance on future development and the encouragement of sustainable development practices. This approach can preserve and enhance these amenities, create a unique character for the community, and provide flood protection/mitigation.

Historic Main Street

Envisioned in the 1887 “New Town” planned development as the primary greenspace for an independent satellite city of Nashville, Richland Park is a 10-acre Metro Park. It is one of Nashville’s oldest neighborhood parks and home to the branch library which opened in 1961 and expanded in 1979.

This historic, neighborhood-scale center surrounding Richland Park forms the commercial spine of the study area while also serving as a major thoroughfare for through traffic. The development of this area was spurred on by the arrival of the electric streetcar and the growth of the surrounding neighborhoods (Nations and Sylvan Park) in the early 1900s. Its concentration of historic architecture is arranged in a walkable fashion. Buildings are attached, built up to the sidewalk, and feature large storefront windows to entice shoppers. Creative, yet compatible and complementary, new uses for land and buildings are encouraged while



Fig. 6: (A) Existing Richland Creek Greenway (B) Existing Richland Creek Shopping Center. (C) Design scenario illustrating reclamation of Richland Creek's floodway and floodway buffer with provisions for open space.



Fig. 7: (A) Existing character along Charlotte Ave. (B) Design scenario illustrating compatible infill and new development that complements existing "Main Street" character across from Richland Park.

preserving the character of those blocks that retain some level of their original character – setbacks, massing, etc. (Fig. 7). This will ensure that new development enhances, rather than detracts, from the urban environment, protecting the character that defines this historic “Main Street” center. The emphasis is on preserving and enhancing the overall character – the historic look and feel – of Charlotte Avenue, rather than preserving every building.

Industrial Heritage

This area is evolving from a former area of heavy industry located near a major road and rail corridor to a mixture of uses. With the evolution of industrial technologies, these remaining buildings are typically no longer appropriate for heavy industrial use, but may accommodate light industry or warehousing. In a number of instances there is potential for conversion to retail, services, and residential uses. Adaptive reuse is encouraged. When adaptive reuse is not possible, new construction should reflect and respond to the unique quality of the industrial buildings.

There are a number of large parcels in the western portion of this character area that should redevelop to provide a mix of uses and open space (Fig. 8). The existing street network should be expanded here to establish an urban, walkable grid and break up larger parcels. The eastern portion of this character area is constrained by smaller parcel sizes.



Fig. 8: (A) Existing L & L building planned for adaptive reuse (B) Mixed-use infill at Hill Center Sylvan Heights (C) Design scenario illustrating reuse of existing contributing structures with provisions for open space to promote a creative, mixed-use, walkable district.

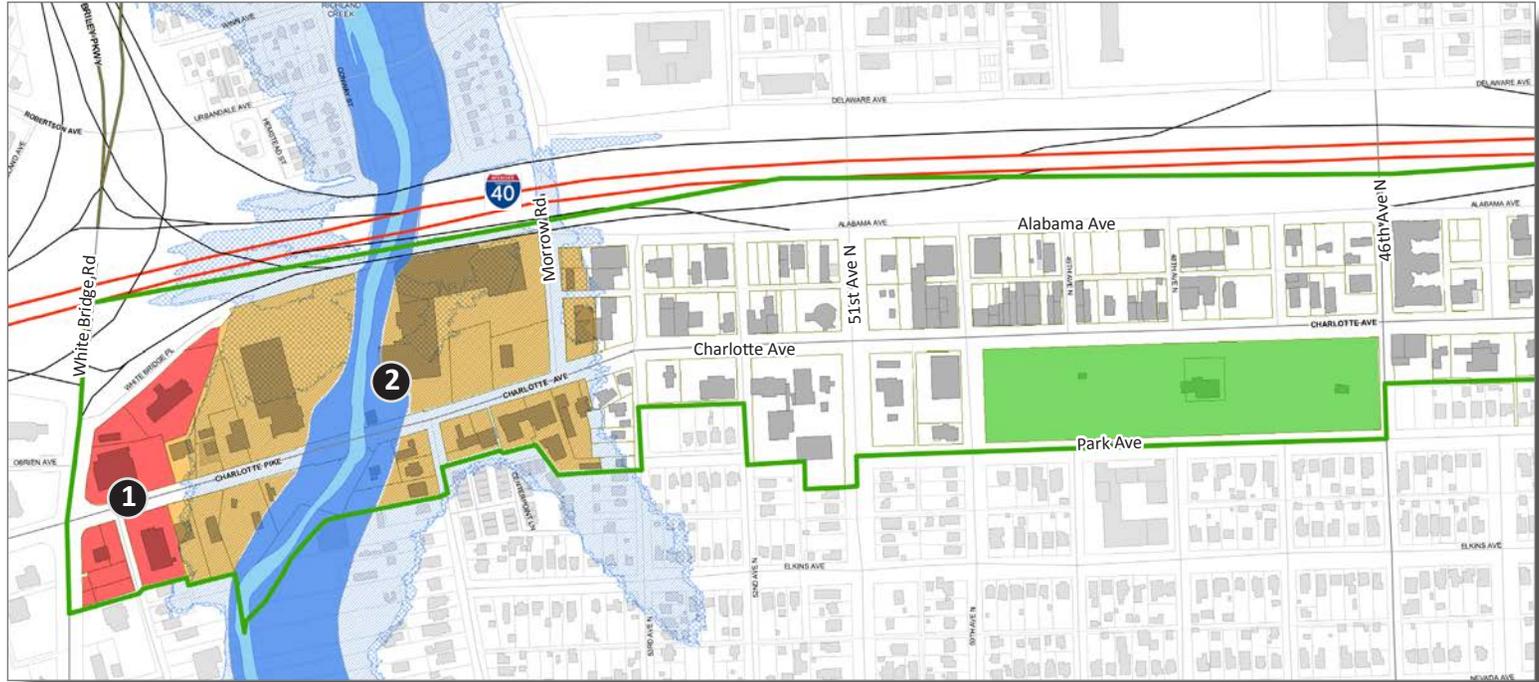


Fig. 9: Richland Creek Character Area Subdistricts (right)

Richland Creek Character Area

■ **Subdistrict 1 – White Bridge Gateway**

Currently this is a large, underutilized intersection, adjacent to an interstate interchange and within a NashvilleNext identified Tier One Center (Fig. 9). The expectation is that this subdistrict will totally transform over time into the western gateway to the corridor, with mid-rise (four to six stories), mixed-use development that anchors the Charlotte Avenue/White Bridge Road intersection and creates an inviting entrance to the corridor. The provision of a connection to the greenway, the redevelopment of property to a more urban form, and the consolidation of access will enhance the walkability of this area.

Character + Design

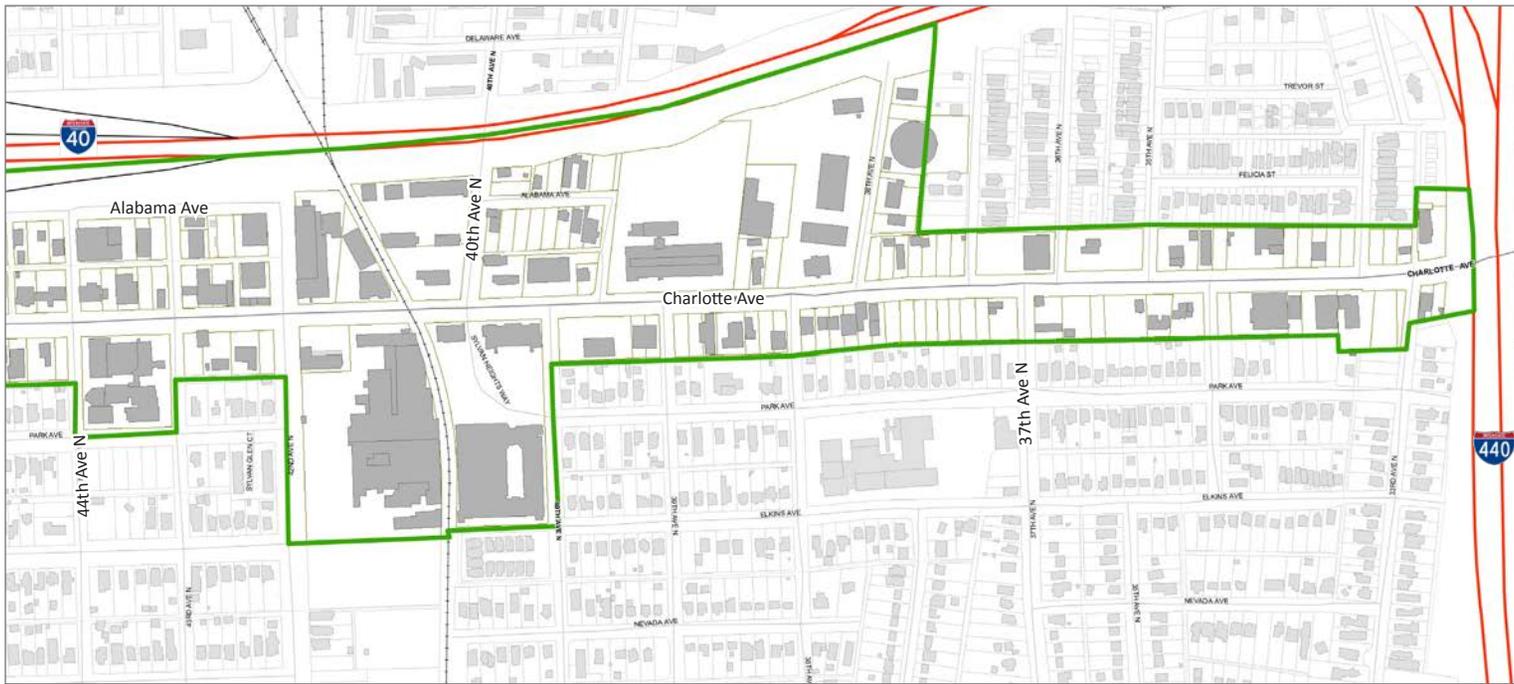
- Up to six stories;
- Mixed-use buildings with residential or office on upper floors and commercial uses on the ground floor;
- Structured parking in rear;
- Urban form – buildings are built to the back edge of the sidewalk with minimal spacing between buildings;
- New development should anchor the intersection with an architectural feature to create an entrance; and
- New development should front on White Bridge Place where possible.

Mobility

- Connect the area to the greenway through a Richland Creek greenway spur;
- Provide service lane access that links to White Bridge Place and consolidates curb cuts on Charlotte Avenue;
- Provide safe crossing through enhanced crosswalks at White Bridge Road/Charlotte Avenue intersection; and
- Potential transit oriented development associated with proposed neighborhood transit center at White Bridge Road/I-40.

■ **Subdistrict 2 – Richland Creek**

This mixed-use subdistrict focuses on reclaiming the floodplain through development that provides open space in exchange for greater intensity (Fig. 9).



The enhancements of the creek through floodway and floodplain reclamation; construction of the greenway south of Charlotte Avenue and through the Richland Creek Shopping Center to Morrow Road; and development of property to front on to the creek will enhance the use of the creek as a community amenity and asset. Redevelopment of Richland Creek Shopping Center should create a walkable center.

Character + Design

- Four stories; up to six stories with provision of publicly accessible open space;
- Mixed-use buildings with residential or office on upper floors and commercial uses on the ground floor;
- Low Impact Development practices should be utilized to manage stormwater runoff;

- New development should reference the building setback on Alabama Avenue as their setback;
- New development should front on Morrow Road where appropriate;
- New buildings should use Richland Creek and the future greenway as an amenity by orienting toward this natural feature and activating the space along the creek with interactive ground floor uses;
- New buildings do not locate “back of house” functions along the creek; and
- Incentives are provided for development of up to six stories with floodway/floodplain reclamation.

Mobility

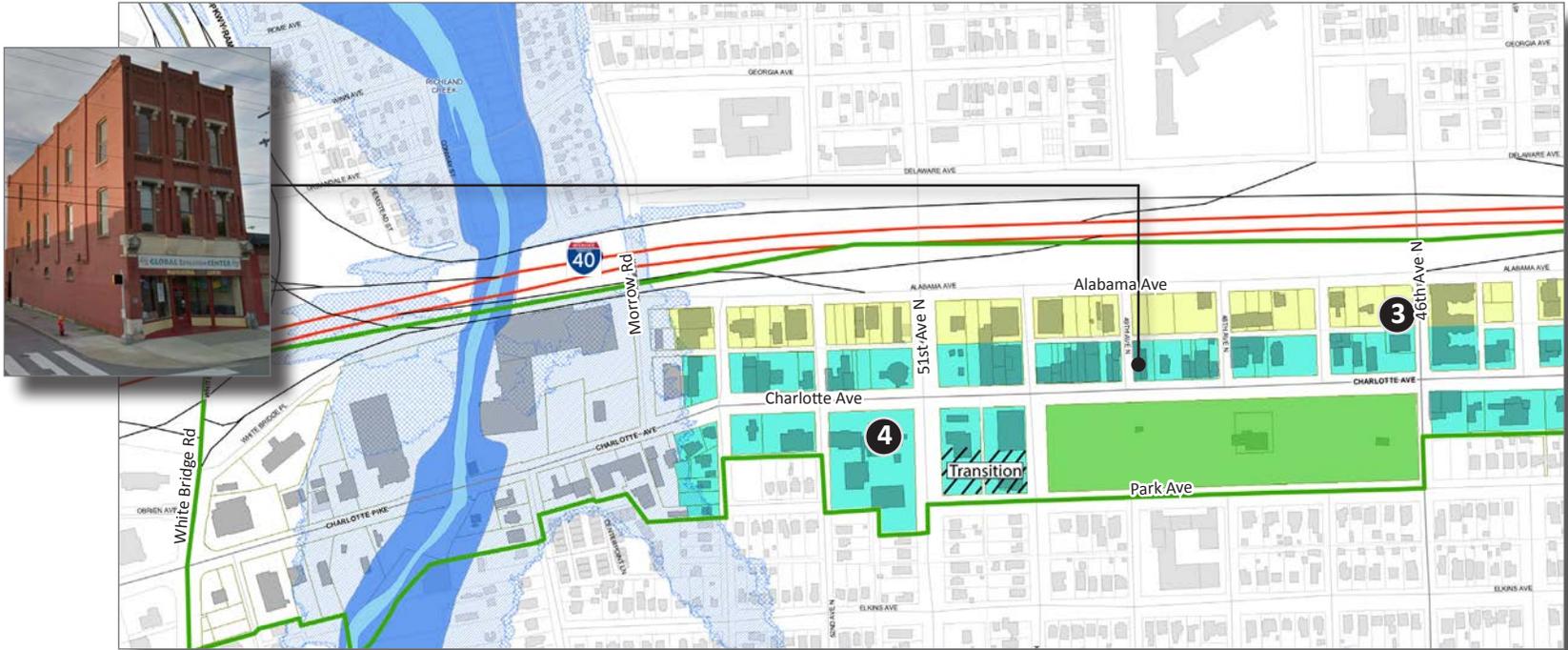
- Construct Richland Creek Greenway south of Charlotte Avenue;

- Improve bridge crossing creek on Charlotte Avenue to enhance bicycle and pedestrian safety and support future transit infrastructure;
- Connect greenway to Morrow Road through Richland Creek Shopping Center;
- Enhance parking lots with stormwater management infrastructure to filter stormwater onsite; and

Open Space

- Incorporate passive and active open space into the greenway; and
- Provide direct pedestrian connections from buildings to the greenway and open spaces.

Fig. 10: Building on northeast corner of Charlotte Ave. and 49th Ave. N. that served as a benchmark for determining appropriate height (right).



Historic Main Street Character Area

Subdistrict 3 – Alabama Frontage

This is a linear, mixed-use subdistrict along the majority of Alabama Avenue that is the face of the area from I-40 and complements the historic character along Charlotte Avenue with supportive uses (Fig. 11). Connections to the Nations are prioritized.

Character + Design

- Up to four stories;
- Mix of commercial and residential uses appropriate for an urban frontage road that complements both the interstate and the adjacent Historic Main Street character area;

- Redevelopment along the gateways to the Nations neighborhood to the north on 46th Avenue and 51st Avenue and Morrow Road should incorporate the “Main Street” character, through site and building design, to create a safe, comfortable, and convenient pedestrian and bicycle connection between the Nations and Charlotte Avenue;
- Along Alabama Avenue a wider range of development is anticipated than on Charlotte Avenue that may range from “Main Street” in character to buildings with deeper setbacks and some vehicle parking in front; and
- Lined structured or below-grade parking should be considered in order to achieve the maximum height of four stories.

Mobility

- Prioritize sidewalk improvements linking to the Nations via Morrow Road, 51st Avenue, and 46th Avenue;
- Incorporate protected bike lane/cycle track project planned for Alabama Avenue and Park Avenue, which serves as a parallel bicycle route to Charlotte Avenue;
- Study pedestrian crossings for I-40 ramps at 46th Avenue and 51st Avenue, including striping and traffic signals; and
- Encourage removal of mid-block vehicular access; consider service lanes to access Charlotte Avenue businesses via north-south streets.

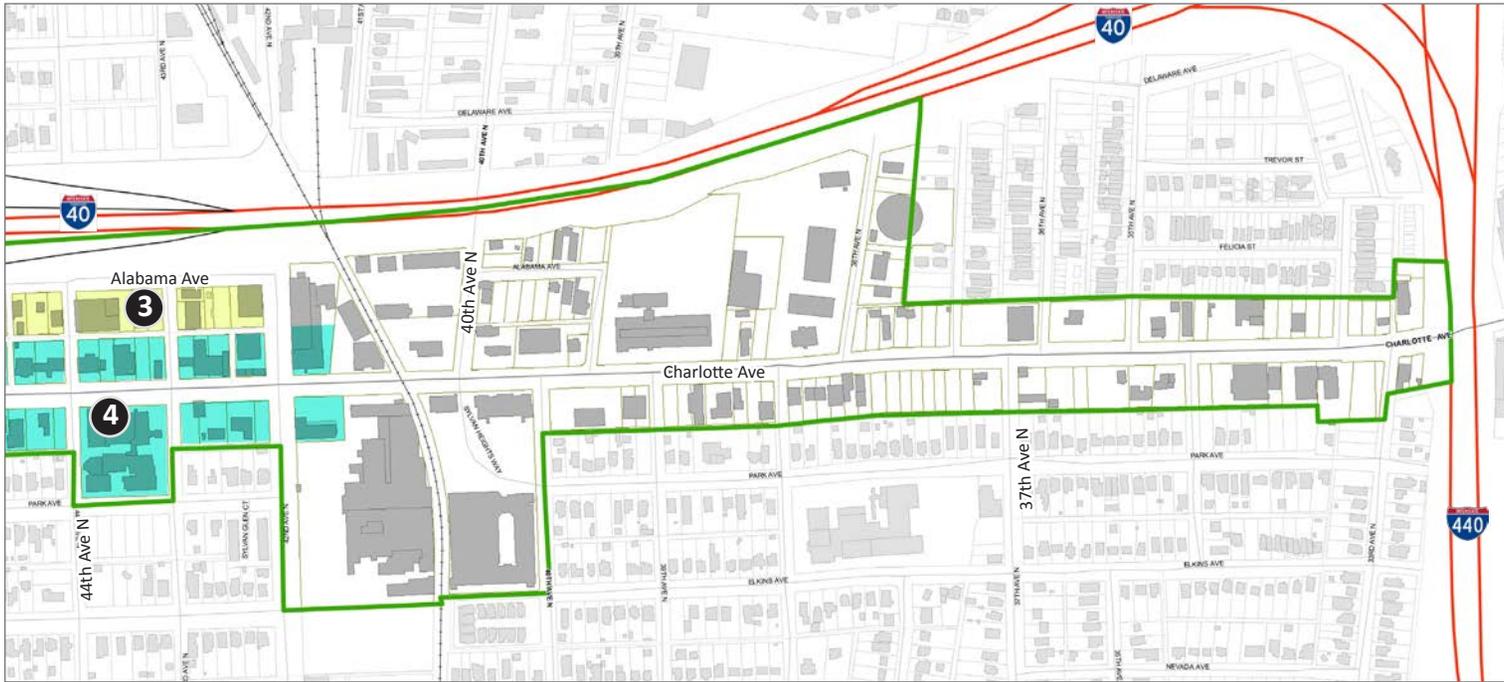


Fig. 11: Historic Main Street Character Area Subdistricts (left)

Subdistrict 4 – Historic Main Street

This subdistrict is the historic commercial heart of Charlotte Avenue (Fig. 11). Its intent is to preserve and enhance the “Main Street” character through historic preservation, adaptive reuse, and compatible infill and redevelopment.

Character + Design

- Up to three stories with a maximum height of 45 feet (see Fig. 10 for height benchmark);
- Neighborhood center uses including small-scale walkable retail, restaurants, and coffee shops;
- Emphasis of development should be on preserving and enhancing the “Main Street” character through adaptive reuse of historic buildings;

- Compatible infill and redevelopment is required to ensure that gaps between historic buildings are filled with sensitively designed buildings with appropriate scale and massing and proper orientation to the street, and when appropriate, to Richland Park; and
- Locate buildings close to the street in order to frame the street and create a safe, comfortable, and interesting pedestrian environment.
- Relocate unsightly utility poles to alleys.

Mobility

- Provide pedestrian-scale lighting; and
- Locate parking behind buildings to avoid pedestrian and auto conflicts.

Open Space

- Implement the Richland Park Master Plan.

Transitions

- The area called out by the hatching along the boundary with Sylvan Park should be for appropriate-scaled, residential-only development. Special attention should be paid to massing, height, lighting, parking, and landscaping to ensure preservation of the existing residential character of the neighborhood. The higher intensity should be on the corridor side of the transition.

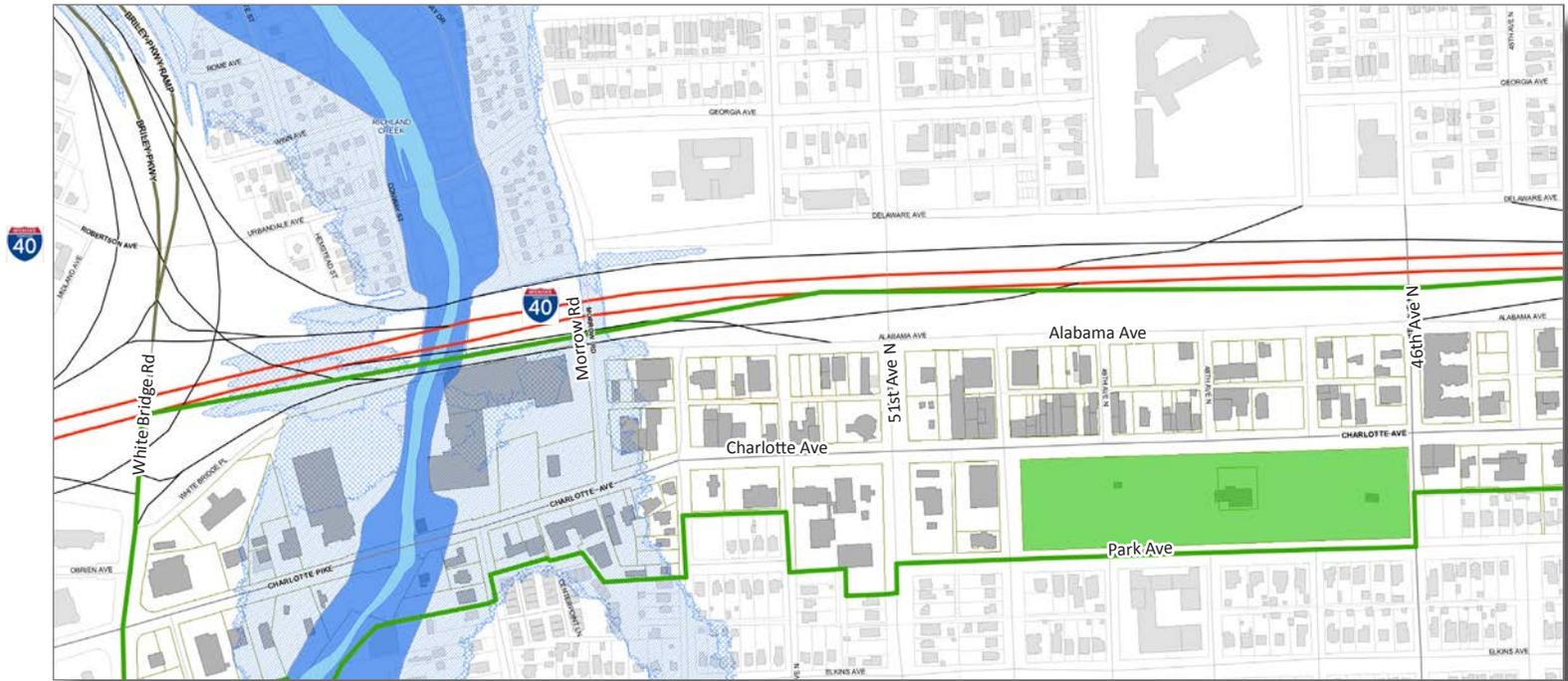


Fig. 12: Industrial Heritage Character Area Subdistricts (right)

Industrial Heritage Character Area

Subdistrict 5 – Industrial Heritage

This mixed-use, walkable center pays homage to its industrial roots through adaptive reuse of quality historic buildings and redevelopment of a similar character (Fig. 12).

Character + Design

- Up to six stories beyond 150 feet north of Charlotte Avenue with provision of publicly accessible open space or adaptive reuse; otherwise, up to four stories);

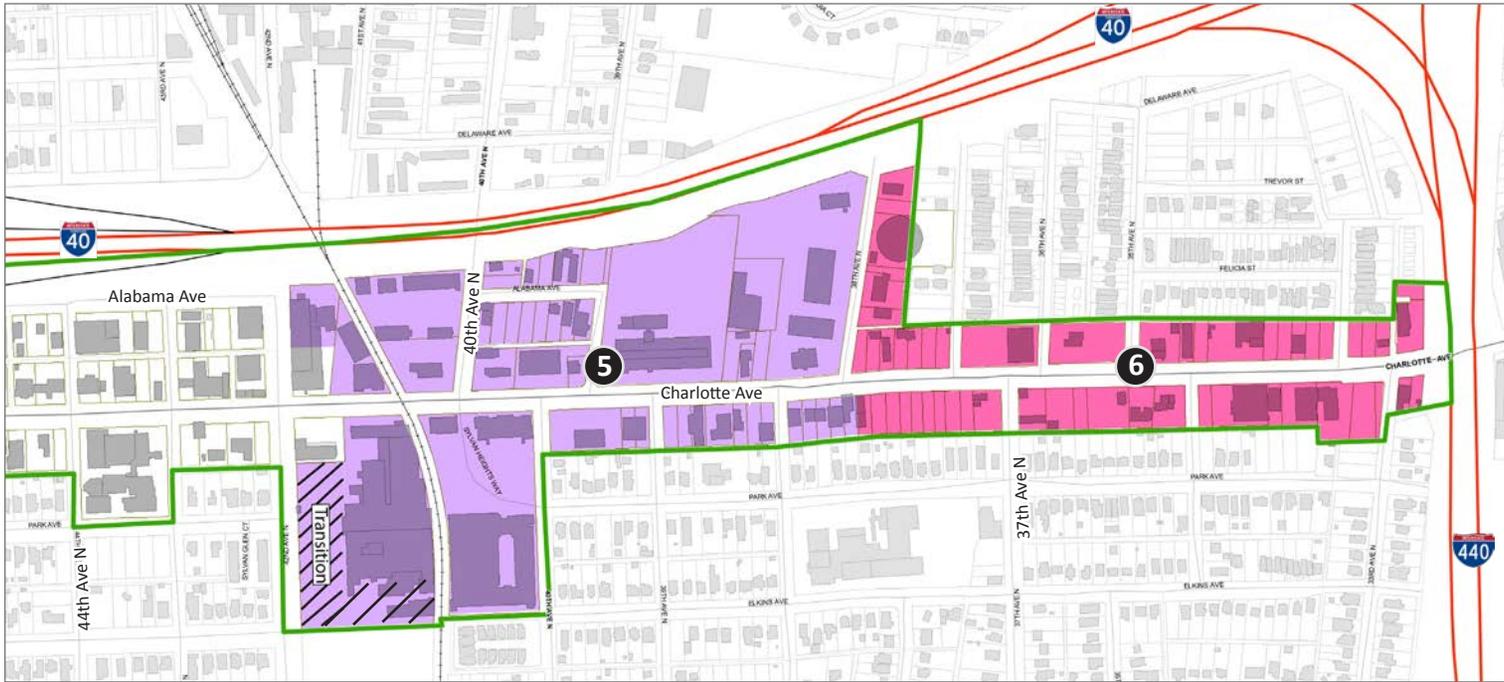
- Mixed-use buildings with residential or office on upper floors and commercial uses on ground floor;
- Emphasis of development should be on preserving and enhancing the industrial heritage character through adaptive reuse of historic buildings;
- Compatible infill and redevelopment are required to ensure that buildings are sensitively designed with appropriate scale, massing, and proper orientation to street;
- Additional height permitted along interstate provides a buffer between I-40 and lower intensity on Charlotte Avenue; and
- Topography gap between the east and west sides of 38th Avenue should be addressed.

Mobility

- Align access to Madison Mill property with Park Avenue;
- Study options for bicycle/pedestrian railroad crossing;
- Extend Alabama Avenue east and create urban street network;
- Align new street with 38th Avenue from south side of Charlotte Avenue; and
- Provide pedestrian access to reservoir.

Open Space

- Provide publicly accessible open space; and
- Provide open space closer to Charlotte Avenue



Transitions

- Special attention should be paid to the transition at the southwest edge of the Madison Mill property on 42nd Avenue to ensure there is not an abrupt shift to the single-family neighborhood across 42nd Avenue. If the surface parking is replaced, low-intensity residential, complementary in form and character, to the surrounding residential development should be built.

Subdistrict 6 – I-440 Gateway

This mixed-use subdistrict forms the eastern gateway to the corridor with development that creates an entrance to the corridor (Fig. 12). As the narrowest character area with small-lot configurations, development is anticipated to be

small in scale and should transition appropriately to the adjacent residential neighborhoods. An urban, walkable form is anticipated with sidewalks, crosswalks, and consolidated access points.

Character + Design

- Up to three stories;
- Mixed-use, small-scale, walkable restaurants and retail services;
- Urban form – buildings are built to the back edge of the sidewalk with minimal spacing between buildings;
- Gateway architectural feature should anchor corridor near I-440 overpass;

- Properties on south side of Charlotte Avenue should take advantage of grade change to provide tuck-under parking; and
- Development on Charlotte Avenue should be sensitive to the abutting residential neighborhoods by transitioning in scale and intensity.

Mobility

- Provide safe pedestrian crossing at Charlotte Avenue and 37th Avenue; and
- Locate parking behind buildings to avoid pedestrian and auto conflicts.

Mobility Priorities

- Sidewalks to meet Major and Collector Street Plan standards
- Bus stop enhancements.
- Cross access/inter-parcel connectivity, access management and reduction of curb cuts on Charlotte Ave.
- Study signal timing enhancements.
- Study turn lane, deceleration lane, acceleration lane needs along Charlotte Ave.
- Safe pedestrian and bicycle crossings along Charlotte Ave.
- Establish and enhance alleys.

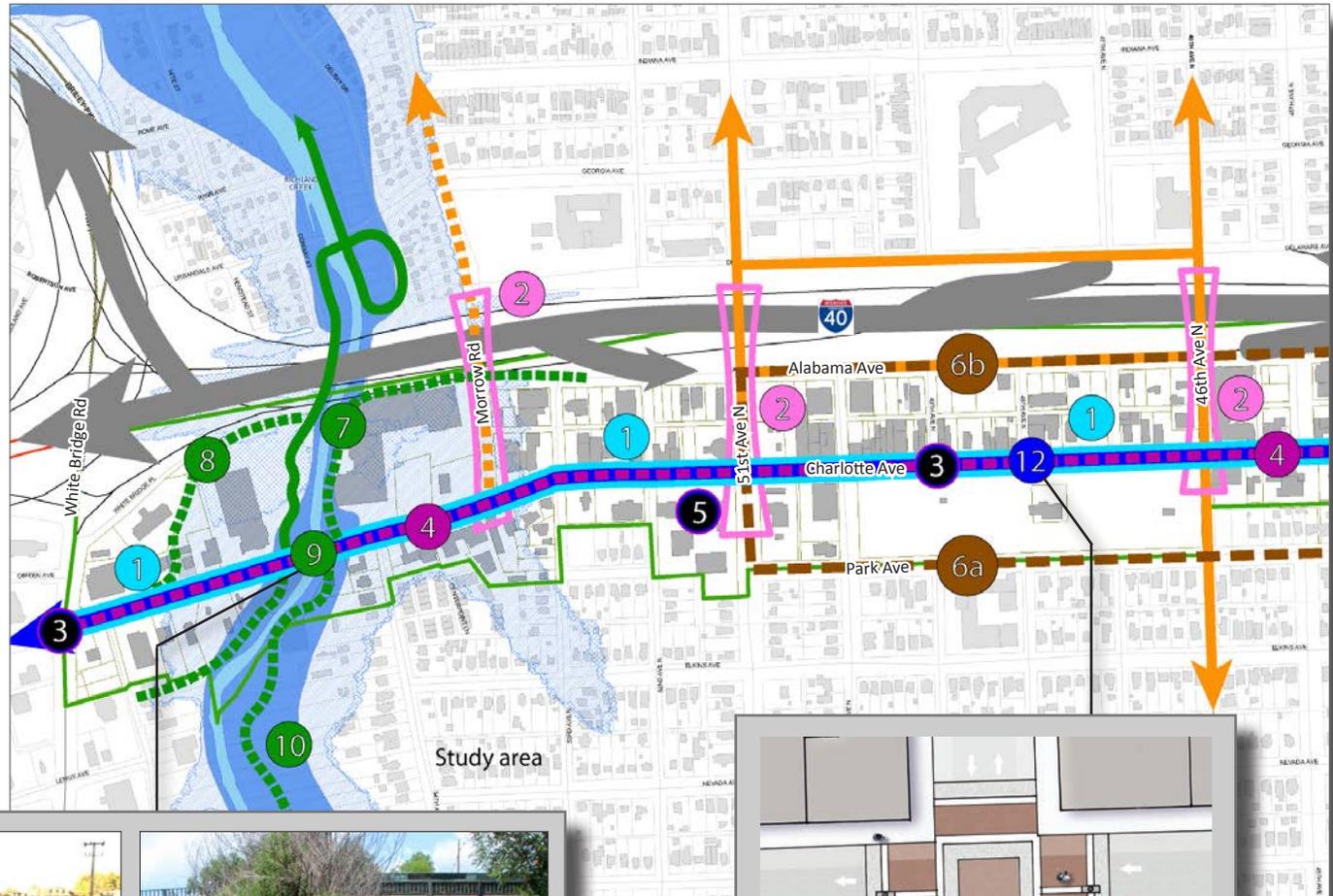


Fig. 13: Mobility Plan (right)



Fig. 14: Examples of two greenways crossings that could be considered for the Richland Creek Greenway's crossing of Charlotte Ave. and the creek. 9

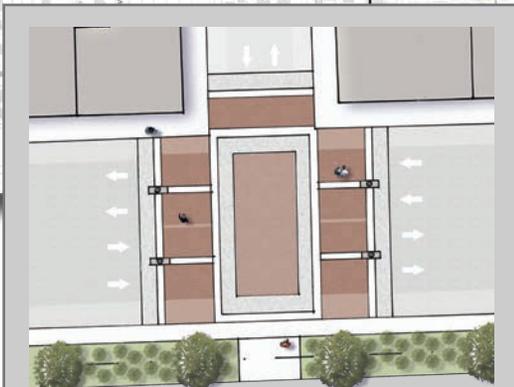
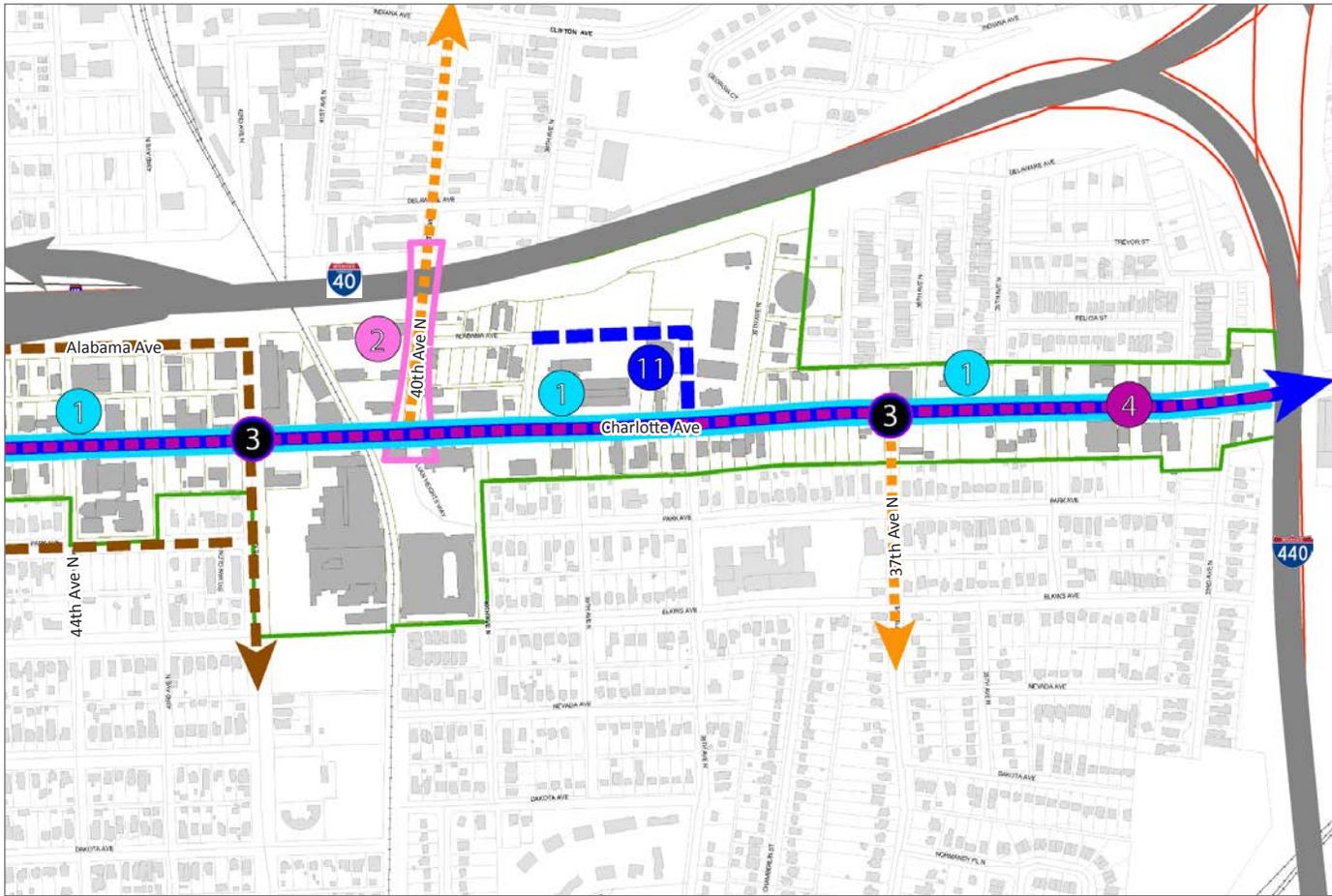


Fig. 15: Enhanced plan view of pedestrian safety design for Charlotte Ave. and 48th Ave. N. 12



- KEY**
- 1 Charlotte Avenue corridor streetscape enhancements / access management
 - 2 North-South corridor streetscape enhancements
 - 3 nMotion - High Capacity Transit (HCT) general station location
 - 4 nMotion - Charlotte Ave/Pike HCT corridor
 - 5 nMotion - Alternative (to 49th Ave) station location
 - 6 Protected bicycle facility (Murphy Rd to Park Ave)
6a - 51st Ave to 42nd Ave Alt A - Park Ave
6b - 51st Ave to 42nd Ave Alt B - Alabama Ave
 - 7 Richland Creek Greenway Spur - Charlotte Ave to Alabama Ave
 - 8 Richland Creek Greenway Spur - White Bridge gateway
 - 9 Richland Creek Greenway / Charlotte Ave crossing
 - 10 Richland Creek - future planned greenway
 - 11 Street connection - Alabama Ave to Charlotte Ave
 - 12 Pedestrian crossing safety improvements
 - Study area
 - MCSP arterial or collector (existing)
 - Other important connection (existing)
 - Street connection (proposed)
 - Protected bicycle facility (planned)
 - Streetscape enhancements / access management (proposed)
 - North / South streetscape enhancement (proposed)
 - Greenway (existing)
 - Greenway (proposed)
 - HCT corridor (planned)
 - HCT station (planned)

Mobility Plan

The Mobility Plan (Fig. 13) serves several purposes. In addition to identifying priorities (shown left), identifying existing important connections, and improvements included in adopted plans such as NashvilleNext, nMotion, and Walk-n-Bike (e.g. high capacity transit corridors and general station locations), it addresses the following:

- Identifies infrastructure improvement projects for further study and analysis;

- Identifies cross sections applicable to specific areas along the corridor; and
- Addresses the relationship between residential density and traffic generation.

Infrastructure Improvements

Infrastructure improvements described on the Mobility Map have been vetted at the planning level. These improvements address needs identified during preparation of this study, including input from transportation agency stakeholders (e.g. Public Works, TDOT, and

MTA) and the community. The future project development process employed by agencies responsible for implementation would more specifically define the scope of improvements following a detailed analysis. Improvements presented on the map include future new public street connections, pedestrian and transit safety improvements (Figs. 14 and 15), and traffic and access management improvement (e.g. access management and traffic signal upgrades). Implementation of these measures will occur via a combination of private-sector development and public capital infrastructure projects.

Fig. 16: Historic Main Street Character Area Cross Section (right): existing right-of-way is most limited in this area, making the focus on making space for transit lanes without sacrificing pedestrian and cyclist safety; avoiding impacts on existing buildings on the north side of Charlotte Ave.; and mitigating minor impacts to the south side. Bicycles currently share the road along the section of the corridor adjacent to Richland Park. While the cross section removes on-street parking, it relocates the sidewalk into the park where it will serve as a wider, multi-use path that accommodates both pedestrians and cyclists.

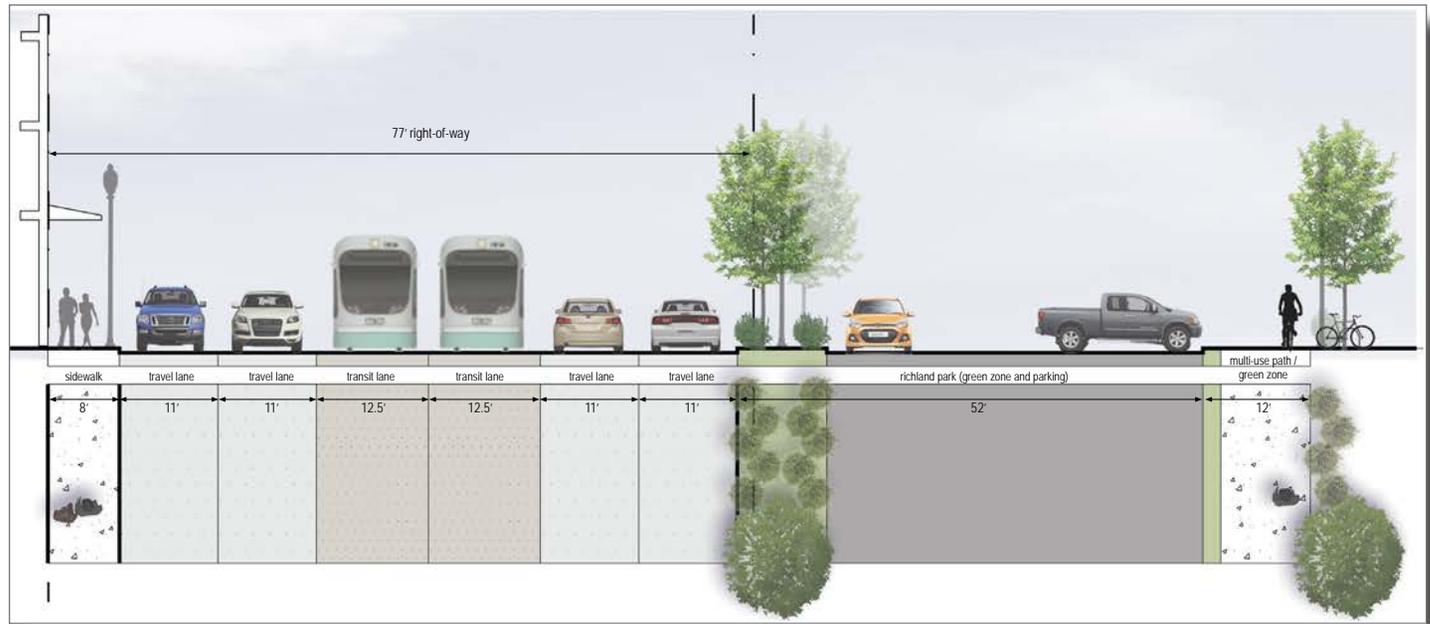
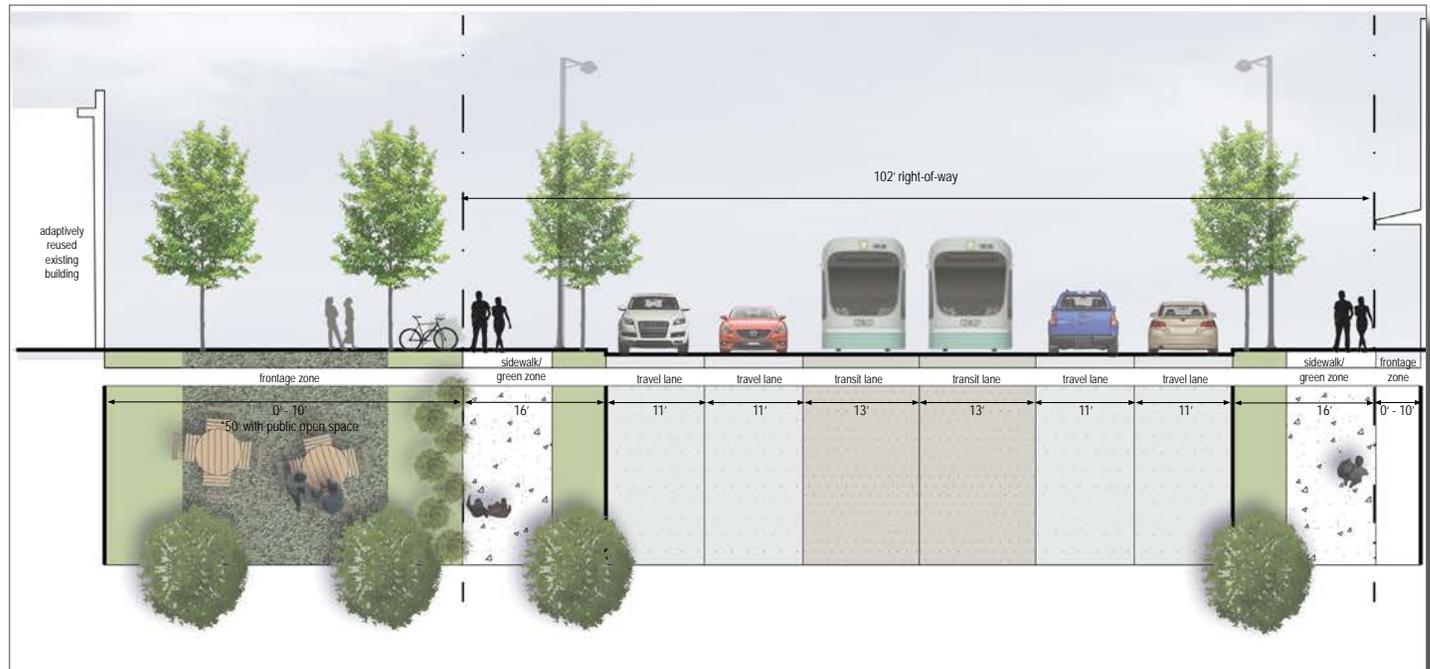


Fig. 17: Industrial Heritage Character Area Cross Section (right): The cross section encourages deeper setbacks within the frontage zone when private development includes publicly accessible open space.



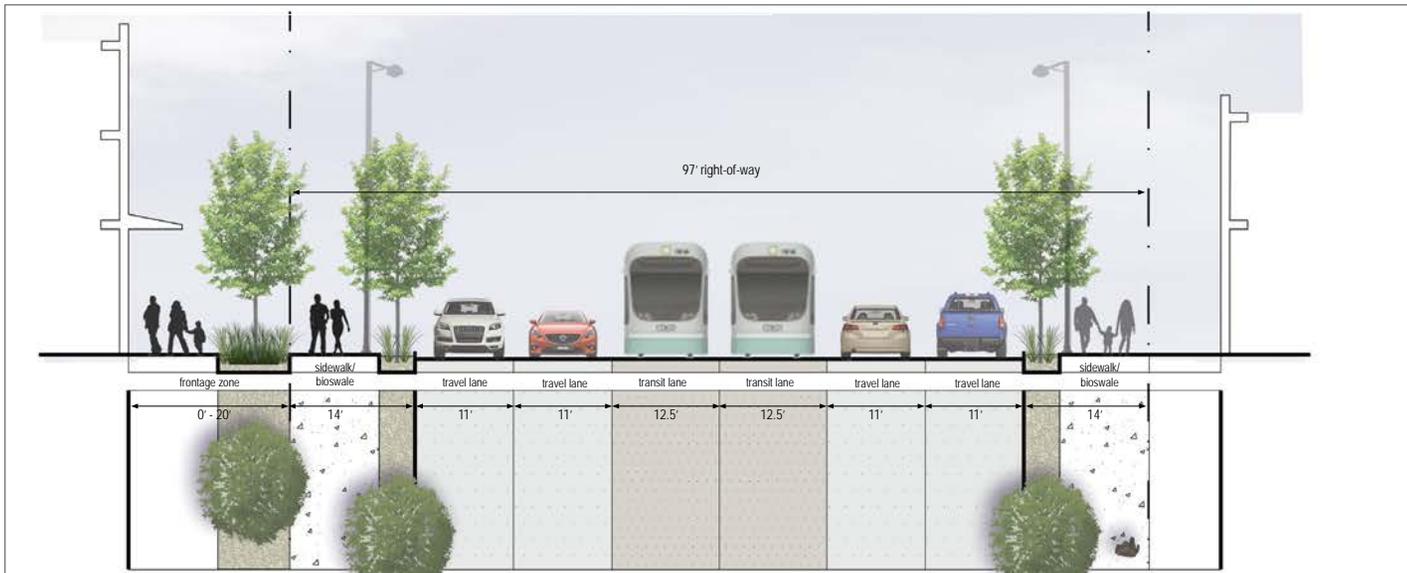


Fig. 18: Richland Creek Character Area Cross Section (left): Focus is on improving the water quality of runoff into Richland Creek. It uses bioswales rather than the typical raised sidewalk buffer planting areas. Bioswales help filter runoff from the corridor before it reaches Richland Creek, and ultimately the Cumberland River. On-site application of stormwater mitigation is also encouraged.

Cross Sections

The Charlotte Avenue right-of-way needs range from 77 feet to 102 feet. Figs. 16 through 18 present cross sections for each character area. Each of these multimodal character area-based cross sections reflects long range right-of way needs that respond to the unique design needs for each area. All cross sections accommodate pedestrian safety improvements consistent with the Major and Collector Street Plan. They establish the sidewalk, sidewalk planting strip buffer, travel lanes, and transit lanes within the right-of-way. Outside of the right-of-way, the cross sections identify frontage zones that can accommodate open space and outdoor dining that add activity to the street life along the corridor.

All cross sections accommodate light rail transit because MPC-adopted plans, including NashvilleNext and nMotion, include light-rail transit along the Charlotte Pike corridor. The May

2018 transit referendum offered one mechanism to fund a portion of the system described in adopted plans. The referendum’s failure did not change the vision and recommendations described by MPC-adopted plans.

Residential Density and Traffic

Increasing residential population along Charlotte Avenue, along with mixed-use centers serves multiple purposes. While traffic counts along Charlotte Avenue indicate an overall reduction in the amount of traffic moving through the corridor during a 24-hour period, changing traffic patterns impacted by the influx of jobs and residents in Nashville have placed stress at signalized intersections during peak travel periods. The perception is that the amount of traffic has gotten worse because of heavy left and right turn movements, but in reality, the street network is congested at peak times with more people driving at the same time. The addition

of residential intensity along the corridor does not necessarily lead to higher traffic volumes, a concern many in the community have expressed. In fact, when residences are located near daily services, it brings new customers which add life to existing businesses and draws new business investment. It also changes the market from serving a more regional customer base to a more localized walkable customer base which reduces the length of vehicular trips. Vertically mixed-use development at higher intensities that includes residential make it possible to reduce the number of vehicular trips, the length of vehicular trips, prompt some people to walk or bike instead of drive, and encourage taking transit. Siting stores and other destinations within walking distance of where people live, as well as siting residential uses within walking distance of existing centers and corridors, is one of the most powerful ways to gain more efficient mobility on our streets and access to more destinations.

PART 3: ACTION PLAN

The action plan lists actions to be taken with adoption of the plan by the Planning Commission. The action plan also documents follow-up activities necessary to make the recommendations of Part 2 a reality, while also implementing the plan's vision statement and goals established during the public engagement process.

West Nashville Community Plan

With the adoption of this study, the recommendations for the Community Character Policy are adopted into the West Nashville Community Plan. This also replaces the existing Supplemental Policies guiding building height within the study area. Specifically, the adoption incorporates the following into the West Nashville Community Plan:

- Community Character Policy Map amendments:
 - **3800 Charlotte Avenue** from Civic (CI) policy to T4 Mixed Use Corridor (T4 CM) policy;
 - **4001 Charlotte Avenue** from T4 Neighborhood Maintenance (T4 NM) policy to T4 CM policy;
 - **4101 Charlotte Avenue** from T4 NM policy to T4 CM policy; and
 - **331, 333, 335 53rd Avenue** from T4 NM policy to Transition (TR) policy.
- Charlotte Avenue Supplemental Policy, including the following:
 - Character areas
 - Character area subdistricts
 - Mobility Plan

Capital Improvements Budget

The capital improvements budget (CIB) is a planning tool 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 Planning Commission's role is most closely tied to infrastructure, which must be closely coordinated with land use regulations.

The Planning Department is continually working to ensure that the CIB aligns with NashvilleNext, is more accessible and transparent, and is data-driven. Prioritizing the recommended infrastructure improvements in the CIB will work to achieve a wide range of goals identified during the Charrette.

