

Neighborhoods and Supplemental Policies

The Downtown Community Plan provides guidance through the policies found in the Community Character Manual (CCM — found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within Downtown. The policies are intended to coordinate the elements of development to ensure the intended character is achieved. The policies provide guidance on appropriate building types/designs, appropriate location of buildings and parking on property, and other elements, including sidewalks, landscaping, bikeways, and street connections.

In Downtown, each of the 15 neighborhoods has goals that were discussed with community stakeholders during the 2007 Downtown Community Plan update and are included in this update to the plan. Also, additional guidance is needed beyond what is provided in the CCM, and there are supplemental policies for all areas of Downtown. The Supplemental Policies, including associated Goals, for Downtown are described in the following pages.

For all supplemental policy areas within the Nashville Downtown Code zoning, the recommended Supplemental Policy and CCM building height may be exceeded in exchange for public benefits. Appropriate means for achieving additional height is through the Downtown Code modifications, and overall height modification processes, and possibly Specific Plan zoning.

Downtown's physical setting and the relationships between elements of its built environment establish its quality as a place. Streets, sidewalks, buildings, and open spaces are the primary components that shape Downtown's urban design character. The image of the city is also influenced by a myriad of smaller features — streetlights, signage, plantings, and pavement — that overlay and enhance its basic structure.

To create a successful Downtown, the form, appearance, and arrangement of the diverse elements that comprise an urban environment must be orchestrated to create a sense of overall organization, a pleasing visual image, a sense of vitality, and a convenient setting for human activity. With the goal of successful urban design, Downtown can become a more successful location for businesses, a welcoming home for residents, and an attractive location for investments in developments and renovations.

Each of the following subsections discusses one of the neighborhoods in Downtown and the goals and supplemental policies for that neighborhood. A goal carries the same weight as a supplemental policy. Because Downtown welcomes employees and visitors daily, additional guidance is provided on Gateways into Downtown. This section is found after the discussion of neighborhoods, goals, and supplemental policies.

Please see “How to Use the Community Character Policies” section on page 27 for more guidance.

Downtown Code may be viewed at:

www.nashville.gov/Portals/0/SiteContent/Planning/docs/dtc/DTC_150819.pdf

For the most up to date Community Character Policy Map:

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

James Robertson Neighborhood — 09-T6-DN-JR-01

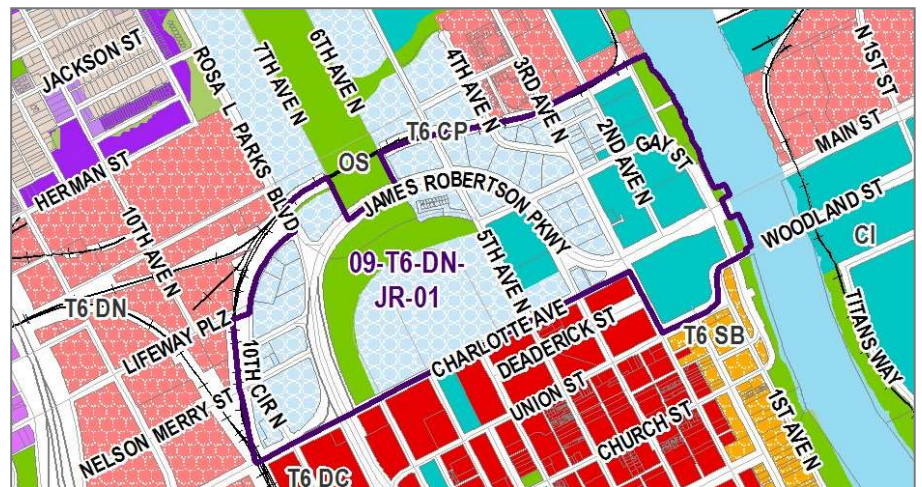
The James Robertson neighborhood is located generally between the CSX rail line and James Robertson Parkway to the north; the Cumberland River to the east; Charlotte Avenue and Union Street to the south; and the CSX rail line to the west. See the accompanying map of the neighborhood below.

The State Capitol Building and its grand lawn and the Metro Courthouse with its Public Square are the most prominent features of this neighborhood. The neighborhood also contains several other State and Metro buildings that are notable for their stature and architecture. The James Robertson neighborhood is home to a substantial amount of underutilized land along with some residential and office development. The neighborhood is expected to retain much of its current character in the coming years; however, plans are underway to move the Sheriff's Office and Police Headquarters from their current locations which will open up land for redevelopment. This move could have significant impact on the neighborhood, and could open up opportunities for new uses, such as more residential development in the heart of Downtown.

The Community Character Policies for the neighborhood, Downtown Capitol (T6 CP), Civic (CI), and Open Space (OS) place an emphasis on preserving the neighborhood's treasured civic and open space resources, while encouraging redevelopment to offer a mixture of uses. Refer to the policies (found in the CCM) that are applied to the neighborhood for guidance beyond the goals and supplemental policies below.

Goals and Supplemental Policies — James Robertson

- Preserve and enhance the Capitol Lawn. New construction is discouraged on the Capitol Lawn. Efforts should be made to secure the use of the land at the northeast foot of the Capitol lawn to make it public open space and re-establish the grand entrance to the Capitol.
- Preserve and enhance the State Capitol and State and Metro government buildings.
- To ensure the preservation of views of Capitol Hill, building heights should be a minimum of 25 feet at the street, but should not exceed mid-rise building heights with an overall elevation height of 560 feet (the base of the capitol building).



SPA 09-T6-DN-JR-01 boundary

Core Neighborhood — 09-T6-DN-CORE-01

The Core is the heart of the Downtown business district, the economic engine of the Middle Tennessee region, and a significant economic force in the Southeast. It is the densest neighborhood in Downtown and is intended to accommodate a mix of uses with an emphasis on office in high-rise buildings. The Core has long been characterized by low-rise, mid-rise, and high-rise office buildings, parking structures, surface parking, and services to support the commercial businesses. See the accompanying map of the neighborhood below.

Recently, construction of residential towers as well as rehabilitation of historic buildings for residential uses have significantly increased the number of people living in the Core. While additional retail and services are still needed for Downtown residents and employees, Downtown has welcomed numerous new retail ventures, including restaurants, galleries, shops, and grocery store options. As surface parking lots and other under-utilized land are redeveloped, the activity level of Downtown increases. The overall effect is the transformation of the Downtown from a “9 to 5” business center to a “24/7” Downtown.

Within the Core, and primarily within the Historic Core, there are a number of historic structures that figure prominently into Nashville’s history and are unique building types in the country. The Arcade was built in 1902, modeled after an arcade in Italy. It is one of the few remaining examples of its building type in the United States. The Core is also home to several historic structures that housed some of the earliest banks and commercial institutions in Nashville.

Within the Core neighborhood, Civic (CI) policy is applied to the Downtown Library and the planned Federal Courthouse property. It is expected that the Federal Courthouse will contribute to an active pedestrian environment on 8th Avenue and Church Street, including front doors on Church Street. The Church Street Park across from the library is placed in Open Space (OS) policy. For guidance on other property not located in one of these policies, please refer to Downtown Core (T6 DC) policy (found in the CCM), in addition to any of the applicable goals and supplemental policies listed below.



SPA 09-T6-DN-CORE-01 boundary

Goals and Supplemental Policies — Core

- With the exception of the historic areas, building heights should be a minimum of 25 feet at the street with no maximum height.
- There is an area with an especially high concentration of historic structures and a National Register Landmark District, including the Arcade and Printer’s Alley. It is the intent to preserve these historic structures to the greatest extent possible, to support their adaptive reuse, and to ensure that new development within the area complements the context of the historic structures.
- A Historic Preservation Overlay District is recommended for the Historic Core.
- Tools to facilitate the Transfer of Development Rights from the historic properties to elsewhere in Downtown should be utilized.
- In the Historic Core, the building heights should be a minimum of 25 feet at the street up to low-rise heights at mid-block and the low end of the mid-rise range at corners.
- When renovating a façade in the area, refer to the Design Guidelines adopted by Metropolitan Historical Commission for Historic Properties that are Listed or Eligible for the National Register of Historic Places.
- When renovating a structure, including adding a rear or roof addition in the historic area refer to the Secretary of the Interior’s Standards for Rehabilitation, as directed by the *Capital Mall Redevelopment Plan* adopted by Metropolitan Council.

The most current information on Nashville’s designated historic properties, districts, and resources, may be found at the Metro Historical Commission: www.nashville.gov/Historical-Commission.aspx

Upper Broadway Neighborhood — 09-T6-DN-UB-01

The Upper Broadway neighborhood is generally bounded by the rear lot lines of properties along the north side of Broadway to the north; 5th Avenue to the east; the rear lot lines of properties along the south side of Broadway to the south; and the railroad tracks to the west. See the accompanying map of the neighborhood below.



SPA 09-T6-DN-UB-01 boundary

This neighborhood contains several historically significant civic and cultural buildings, including the Frist Center for the Visual Arts, Union Station, Hume Fogg High School, and the Customs House. It also includes the frontage of the old Convention Center that will be redeveloped into an intense activity generator, tying it to the entertainment-oriented 2nd and Broadway neighborhood to the east.

Refer to the Downtown 2nd and Broadway (T6 SB) policy and Civic (CI) policy (found in CCM) that are applied to the neighborhood for guidance beyond the goals and supplemental policies listed below.

Goals and Supplemental Policies — Upper Broadway

- New development should complement the existing historically-significant, mid-rise cultural and civic character, while accommodating a mix of uses.
- Historic Landmark status should be applied to specific historic structures in this neighborhood, including, but not limited to, the Frist Center (919 Broadway), Christ Church Cathedral (900 Broadway), Southern Methodist Publishing House (810 Broadway), and the Masonic Lodge (100 7th Avenue North).
- Building heights should be a minimum of 25 feet at the street and should not exceed a total height of 100 feet within 30 feet of the Broadway right-of-way. Beyond 30 feet of the Broadway right-of-way additional height may be appropriate based on the project and context.

Second & Broadway Neighborhood — 09-T6-DN-SECBR-01

The Second & Broadway neighborhood is generally located between Union Street to the north; the Cumberland River to the east; the rear lot lines of properties along the north side of Symphony Place to the south; and 5th Avenue, the rear lot lines of properties on the west side of 3rd Avenue, and the rear lot lines of properties fronting onto 2nd Avenue North to the west. See the accompanying map of the neighborhood.

The Second & Broadway neighborhood is the historic and cultural heart of Nashville. It is a destination for residents and visitors, offering a variety of entertainment and dining options as well as a historic district that captures some of Nashville’s history as a river town. It is home to many famous entertainment venues, including the Ryman Auditorium and the famous honky-tonks of Lower Broad. It also contains a portion of Riverfront Park and the Cumberland River Greenway, offering residents, employees, and visitors to Downtown the option of enjoying the river.



SPA 09-T6-DN-SECBR-01 boundary

The intent of the Community Plan is to maintain the low-scale, pedestrian-friendly historic character of the neighborhood while accommodating a mix of uses that is predominantly entertainment venues with some residential, retail, and office. Refer to the Downtown Second & Broadway (T6-SB) policy (found in the CCM) that is applied to the neighborhood for guidance beyond the goals and supplemental policies listed below.

Goals and Supplemental Policies — Second & Broadway

- Historic structures should be preserved, their adaptive reuse should be supported, and new development should respect the historic structures and the overall character of the corridor by maintaining the existing scale, massing, and building storefront rhythm.
- Utilize the tools of the Downtown Code to facilitate the transfer of development rights from properties in the Second & Broadway neighborhood to eligible locations within the Downtown Code.
- Maintain the two historic zoning overlays found in this neighborhood: The 2nd Avenue Historic Zoning Overlay and The Broadway Historic Zoning Overlay. Extend the Broadway Historic Zoning Overlay to encompass the properties along Broadway between 2nd and 3rd Avenues.
- Efforts should be made by Metropolitan Government to secure the use of the vacant land at 313–315 Broadway, as shown on the Potential Open Space map (Figure DT–8) to create a pedestrian connection between Broadway and the Schermerhorn Symphony Center.

SoBro Neighborhood — 09-T6-DN-SOBRO-01

The SoBro neighborhood is generally located between the rear lot lines of properties along the south side of Broadway; a portion of the south side of Broadway and Symphony Place to the north; the Cumberland River to the east; Peabody Street and Lea Avenue to the south; and the CSX rail lines to the west. See the accompanying map of the neighborhood below.

The SoBro neighborhood contains an impressive number of institutions: the Country Music Hall of Fame, Bridgestone Arena, the Schermerhorn Symphony Center, and the Music City Center. It is also home to office, hotel, and residential buildings, including the Pinnacle, Encore, Omni, and Hyatt Place. It will soon include a substantial addition of office space in the Bridgestone Americas' corporate headquarters as well as other new buildings.

SoBro shares a boundary with the historically and culturally significant Second & Broadway neighborhood. Additionally, SoBro houses cherished historic structures, such as Cummins Station, the First Lutheran Church (109 8th Avenue South), the Methodist Publishing House, and the John Siegenthaler Pedestrian Bridge. By recognizing and

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maintaining the link between the portion of 1st and 2nd Avenues north of Broadway to the portion south of Broadway, development can create an extension of a key tourist and local entertainment and tourism corridor. A pedestrian- scaled, mixed use character, where residents and visitors are able to easily and comfortably walk, is key to maintaining the extension of 2nd Avenue south from Broadway.

SoBro has experienced significant change over the last few years. The Music City Center, which opened in 2013, is drawing visitors from around the world and spurring significant related development of hotels and restaurants. Ongoing construction confirms that SoBro is becoming both a destination for visitors and a home to Downtown residents who enjoy entertainment and urban living.

SoBro is intended to be a high-intensity, mixed use neighborhood emphasizing cultural, entertainment, and residential uses, while accommodating some office uses. SoBro should develop as a distinctive, architecturally eclectic neighborhood with tall buildings with some sheer walls along certain streets, as well as some “stepped back” buildings. This should create a variety of viewsheds and allow for light and air circulation throughout the neighborhood. Overall, development in SoBro should emphasize a comfortable and lively pedestrian environment. Refer to the Downtown Core (T6 C), Downtown Neighborhood (T6-DN), Civic (CI), and Open Space (OS) policies (found in CCM) that are applied for guidance beyond the goals and supplemental policies listed below.

Goals and Supplemental Policies — SoBro

- Maintain, along both sides of 1st and 2nd Avenues, a building height at the street compatible with the portion of 1st and 2nd Avenues north of the Sigenthaler Pedestrian Bridge. The building heights should be a minimum of 25 feet at the street.
- Special care should be taken to ensure that development and redevelopment surrounding the John Sigenthaler Pedestrian Street Bridge complements, in scale and massing, the bridge so as not to detract from its landmark status.



SPA 09-T6-DN-SOBRO-01 boundary

- SoBro was the Downtown neighborhood that was impacted the most by the 2010 flood. In response, the city proposes to construct a flood wall as part of the West Riverfront Park. In addition to public-sector flood mitigation improvements, new development will need to include flood mitigation measures and also be sensitive in design to the location in the floodplain, while still creating an active public realm.
- The Cumberland River Greenway is planned along the eastern boundary of the SoBro neighborhood. Connections between the neighborhood and the greenway will be important to provide residents and visitors with access to open space.
- Korean Veterans Boulevard (KVB) runs through the southern portion of SoBro, connecting with 8th Avenue and the Music City Center. The Gateway Urban Design Overlay guides the development along this important east-west corridor with additional guidance in the Downtown Code.
- Continue the theme of 5th Avenue of the Arts as a “celebrated corridor” from the north side of KVB. Improvements to public rights-of-way and public and private investment in streetscaping features on 5th Avenue should take into consideration the arts theme.
- Properties along Peabody Street: If properties south of KVB (on Peabody Street or numbered streets such as 1st through 6th Streets) are consolidated and developed with frontage on KVB, then the properties will be considered part of SoBro and the goals and objectives of SoBro and the T6 Downtown Core policy will apply. If properties are developed without frontage on KVB, then they will be required to transition in height down from the T6 Core to T6 Downtown Neighborhood policy. The actual height will take into consideration the context of the individual property and achievable heights in adjacent policy areas, but it is expected these heights will range between 8 and 20 stories, with higher heights seen closer to KVB and lower heights transitioning into the adjacent neighborhoods. Refer to the graphic below.

Plan To Play is online:
[www.nashville.gov/
 Parks-and-Recreation/
 Planning-and-
 Development.aspx](http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx)

For more information on the Gateway Urban Design Overlay, see:
[www.nashville.gov/
 Planning-Department/
 Rezoning-Subdivision/
 Urban-Design-Overlay/
 Existing-Urban-Design-
 Overlays.aspx](http://www.nashville.gov/Planning-Department/Rezoning-Subdivision/Urban-Design-Overlay/Existing-Urban-Design-Overlays.aspx)



Properties along Peabody Street

Lafayette Neighborhood — 09-T6-DN-LF-01

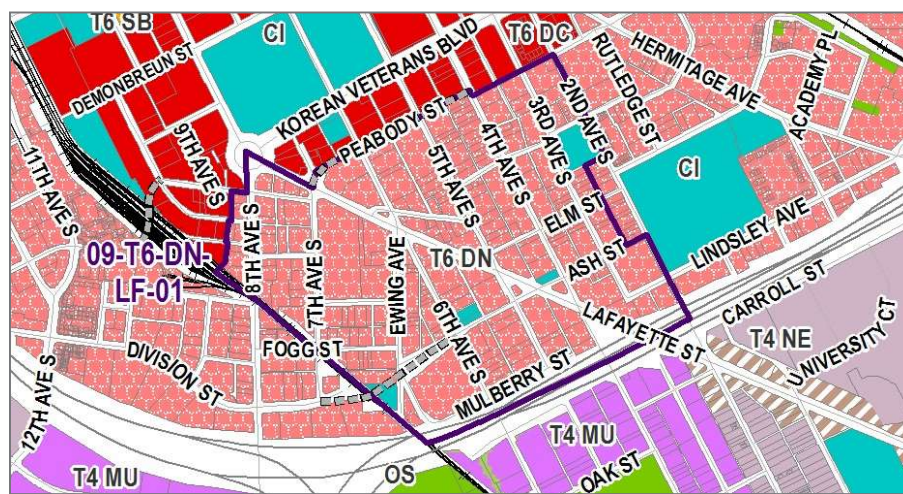
The Lafayette neighborhood is generally bounded by Lea Avenue and Peabody Street to the north; 2nd Avenue South and the rear lots lines of properties on the west side of 2nd Avenue South to the east; the interstate to the south; and the railroad tracks and the rear lots lines of properties fronting on the west side of 8th Avenue South to the west. See the accompanying map of the neighborhood below.

In the past, the Lafayette neighborhood has been primarily an industrial and business services environment with transportation connections to the adjacent Gulch, SoBro, and Rutledge Hill neighborhoods and the Green Hills-Midtown and South Nashville communities to the south. The diagonal orientation of Lafayette Street and the railroad tracks creates interesting street and block patterns, but also presents unique development challenges and can prove difficult to navigate.

The Lafayette neighborhood is poised for change and more intense mixed use development is anticipated. The Division Street Extension connects The Gulch through to Lafayette Street. This greatly improves connectivity in Downtown and opens up new opportunities for more intense mixed use, including residential development in the neighborhood. Establishments, such as The City Winery and Greyhound, along with longer tenure residents, such as Holy Trinity Episcopal Church, Rocketown, and Third Man Records, combine to create an eclectic, unique community. As with other Downtown neighborhoods, there is a need for more publicly accessible open space as the residential and employment bases grow.

Refer to the Downtown Neighborhood (T6-DN) policy and Civic (CI) policy (found in CCM) that is applied to the neighborhood for guidance beyond the goals and supplemental policies listed below.

More information about 5th Avenue of the Arts is online: www.nashvilledowntown.com/go/5th-avenue-of-the-arts



SPA 09-T6-DN-LF-01 boundary

Goals and Supplemental Policies — Lafayette

- Building heights generally should not exceed mid-rise heights.
- 5th Avenue of the Arts is identified as a “celebrated corridor.” Improvements to public rights-of-way and public and private investment in streetscaping features on 5th Avenue should take into consideration the arts theme.
- The identified gateway entrances into Downtown at 4th Avenue South, Eight Avenue South, and Lafayette Street should redevelop into grand entrances in accordance with the recommendations set forth in the Gateways/Entrances section (Figure DT-6 on page 62).
- The planned new streets shown on the Downtown Future Street Connections map (Figure DT-9 on page 69) should be constructed as part of new development of properties in those areas.
- Properties along Peabody Street: If properties south of Korean Veterans Boulevard (KVB) (on Peabody Street or numbered streets such as 1st through 6th Streets) are consolidated and developed with frontage on KVB, then the properties will be considered part of SoBro and the goals and objectives of SoBro and the T6 Downtown Core policy will apply. If properties south of KVB are developed without frontage on KVB, then they will be required to transition in height down from the T6 Core to T6 Downtown Neighborhood policy. The actual height will take into consideration the context of the individual property and achievable heights in adjacent policy areas, but it is expected these heights will range between 8 and 20 stories, with higher heights seen closer to KVB and lower heights transitioning into the adjacent neighborhoods. Refer to the graphic that follows.



Properties along Peabody Street

- Properties along the Division Street Extension may be considered for high-rise building height (20 stories and taller) in exchange for public benefits provided by the development, including, but not limited to, affordable and workforce housing, the Downtown Code’s Bonus Height Program, modification processes, or rezoning to a Specific Plan. Building design should also result in a unique architecture that seeks to improve the public realm and city skyline. Refer to the graphic that follows.



Properties along Division Street

More information about 5th Avenue of the Arts is online: www.nashvilledowntown.com/go/5th-avenue-of-the-arts

Rutledge Hill Neighborhood — 09-T6-DN-RH-01

The Rutledge Hill neighborhood is generally bounded by Peabody Street to the north; Hermitage Avenue to the east; the interstate to the south; and 2nd Avenue South and the rear lot lines of properties fronting on the west side of 2nd Avenue South to the west. See the accompanying map of the neighborhood below.

Government and business services are currently the predominant uses in Rutledge Hill. The neighborhood has strong transportation connections to the adjacent SoBro, Lafayette, and Rolling Mill neighborhoods and the South Nashville community south of the interstate.

Rutledge Hill currently has some consistency in the built environment. It was one of Nashville’s earliest residential areas and still contains several notable historic buildings as well as the Richard Fulton Government Office Complex and the Nashville Children’s Theater. A more recent addition to



SPA 09-T6-DN-RH-01 boundary

the neighborhood is The Cordelle, an event space in an adaptive reuse of a Victorian structure built in the late 1800s, located on Lindsley Avenue. The introduction of The Cordelle spurred a reimagining of what the Academy Place pedestrian bridge could look like in creating a gateway to neighborhoods to the south.

Rutledge Hill is intended to develop as a vibrant, mixed use neighborhood with a heavy residential emphasis in primarily low- to mid-rise buildings. As with other primarily residential neighborhoods, there is a need for more publicly accessible open space as the population increases. Downtown Neighborhood (T6-DN) policy is applied to the majority of the areas, and Civic (CI) policy is applied to the Metropolitan Government's Fulton Campus. See those policies (found in CCM) for guidance in addition to the goals and supplemental policies below.

Goals and Supplemental Policies — Rutledge Hill

- Buildings should be a maximum of low-rise height.
- The identified gateway entrances into Downtown at Hermitage Avenue and at 2nd Avenue South and Lafayette Street should redevelop into grand entrances in accordance with the recommendations set forth in the Gateways/Entrances section on page 62 (Figure DT-6).
- Properties along Peabody: If properties south of Korean Veterans Boulevard (KVB) (on Peabody Street or numbered streets such as 1st through 6th Streets) are consolidated and developed with frontage on KVB, then the properties will be considered part of SoBro and the goals and objectives of SoBro and the T6 Downtown Core policy will apply. If properties south of KVB are developed without frontage on KVB, then they will be required to transition in height down from the T6 Core to T6 Downtown Neighborhood policy. The actual height will take into consideration the context of the individual property and achievable heights in adjacent policy areas, but it is expected these heights will range between 8 and 20 stories, with higher heights seen closer to KVB and lower heights transitioning into the adjacent neighborhoods. Refer to the graphic that follows.



Properties along Peabody Street

- The planned new streets shown on the Downtown Future Street Connections map (Figure DT-9 on page 69) should be constructed as part of new development of properties in those areas.

Rolling Mill Hill & Rutledge River Neighborhoods — 09-T6-DN-RMHRR-01

The Rolling Mill Hill & Rutledge River neighborhoods are generally located between the Cumberland River to the north; I-40 to the east; Hermitage Avenue to the south; and Gateway Boulevard to the west. See the accompanying map of the neighborhoods below. These two neighborhoods share the same goals and special policies so in this plan they are combined.

The neighborhood is located on a bluff overlooking the Cumberland River, less than a half-mile southeast of the Core and adjacent to Rutledge Hill and SoBro neighborhoods. In 2003, the Metropolitan Development and Housing Agency (MDHA) adopted a *Master Plan and Development Guidelines for Rolling Mill Hill* and amended it in 2007. The neighborhood is intended to redevelop as a mixed use infill development with employment, shopping, and housing options and is nearing completion of that vision. The area has emerged as one of Nashville’s most successful redevelopment areas that includes a vibrant mix of office and residential uses. The renovated “Trolley Barns” has served as a magnet for creative class and non-profit businesses, such as the Entrepreneur Center, as well as having a unique social gathering place, Pinewood Social.

The area has a heavy residential emphasis and provides a range of housing options by size and cost to support a diverse and sustainable neighborhood. Nance Place Apartments is a Tax Credit Workforce Housing development with a mix of studios, one, two, and three bedroom units restricted to renters within a certain income limit. Ryman Lofts is another affordable option with a preference for tenants pursuing a career in the arts and within certain income limits. Other options, such as City View Apartments, offer abundant amenities and conveniences with market rate rents.



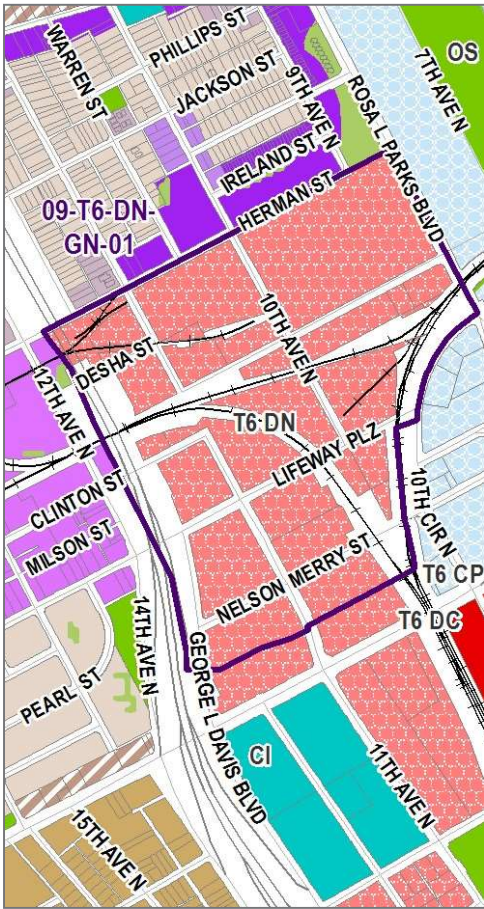
SPA 09-T6-DN-RMHRR-01 boundary

The neighborhood also contains a planned greenway on publicly owned land and the Vocational Rehabilitation Regional Office for the State of Tennessee’s Department of Human Services. The portion of the neighborhood not included in the MDHA plan is envisioned to complement the mixed use development goals for the abutting Rutledge Hill neighborhood.

Refer to the Downtown Neighborhood (T6-DN) policy and Civic (CI) policy (found in CCM) that are applied to the neighborhood for guidance beyond the goals and supplemental policies listed below.

Goals and Supplemental Policies — Rolling Mill Hill & Rutledge River

- Properties within the MDHA *Rolling Mill Hill Redevelopment Plan* should implement the plan. Properties outside of the MDHA Redevelopment Plan should develop in accordance with the guidance of the T6 Downtown Neighborhood policy.
- Buildings that are mixed use or non-residential should be a minimum of 25 feet at the street and a maximum of low-rise.
- The identified gateway entrance into Downtown at Hermitage Avenue should redevelop into a grand entrance in accordance with the recommendations set forth in the Gateways/Entrances section on page 62 (Figure DT-6).



SPA 09-T6-DN-GN-01 boundary

Gulch North Neighborhood — 09-T6-DN-GN-01

The Gulch North neighborhood is generally located between Herman Street to the north; Rosa L. Parks Boulevard and the railroad tracks to the east; the rear property lines of properties fronting on the north side of Charlotte Avenue to the south; and the interstate to the west. See the accompanying map of the neighborhood.

Much like The Gulch neighborhood to the south, the area is intended to accommodate a mix of residential, office, and commercial uses in mainly mid-rise buildings. The area is located below Capitol Hill, and new development is expected to maintain views of the Capitol. The neighborhood will provide opportunities for living, working, dining, and shopping at a scale that is welcoming to pedestrians. Its evolution from an industrial environment has begun with the construction of the first piece of Capitol View, located at the corner of Charlotte Avenue and 17th Avenue North. The neighborhood is also intended to include a greenway from the planned park in the southern part of The Gulch neighborhood to the Bicentennial Mall State Park and the Farmers Market.

The neighborhood has Downtown Neighborhood (T6-DN) policy applied to its entirety. See that policy (found in the CCM) for guidance, in addition to the goals and supplemental policies listed below.

Goals and Supplemental Policies — Gulch North

- To ensure the preservation of views of Capitol Hill, building heights should not exceed an overall elevation height of 560 feet (the base of the Capitol building).
- All buildings on Herman Street should provide a transition, in scale and massing, into the residential scale of the Hope Gardens neighborhood. To aid in providing a transition to the north, building heights for properties abutting Herman Street should be limited to four stories.
- Building heights should be a minimum of 25 feet at the street.
- The planned new streets shown on the Downtown Future Street Connections map (Figure DT-9 on page 69) should be constructed as part of new development of properties in those areas.

Gulch South Neighborhood — 09-T6-DN-GS-01

The Gulch South neighborhood (The Gulch) is generally bounded to the north by the northern property line of lots fronting on the north side of Charlotte Avenue; I-40 to the west and south; and the CSX rail line to the east. See the accompanying map of the neighborhood.

Perhaps the Downtown neighborhood that has experienced the most significant change over the past decade is The Gulch. For decades, the area consisted of a system of dilapidated rail lines that, at one time, comprised an active rail center in conjunction with the old Union Station (now repurposed as a hotel). The rail lines were flanked to the west by industrial buildings. Over the years, the area saw a decline in activity as it suffered from large areas of flat, vacant, and underutilized properties. Its low topography formed a barrier between Downtown and the residential area to the west. In the 2000s, The Gulch was transformed into a vibrant, mixed use neighborhood with significant residential and office development as well as some of the city's most popular restaurant and entertainment venues. The realignment of streets in the south Gulch and related streetscape improvements created a framework and helped to trigger residential, commercial, and retail development. The Gulch has emerged as the largest mixed use neighborhood in Downtown covering 60 acres. The Gulch is less dense than the Core and is intended to accommodate a mix of uses in chiefly mid-rise buildings. There is an emphasis on residential development and on blending renovated historic buildings with new construction.

In The Gulch, the street pattern is interrupted by the rail line to the northeast and the interstate to the south and west. The area along 11th and 12th Avenues from Broadway to Division Street is characterized by small city blocks of 300 to 400 feet bisected by

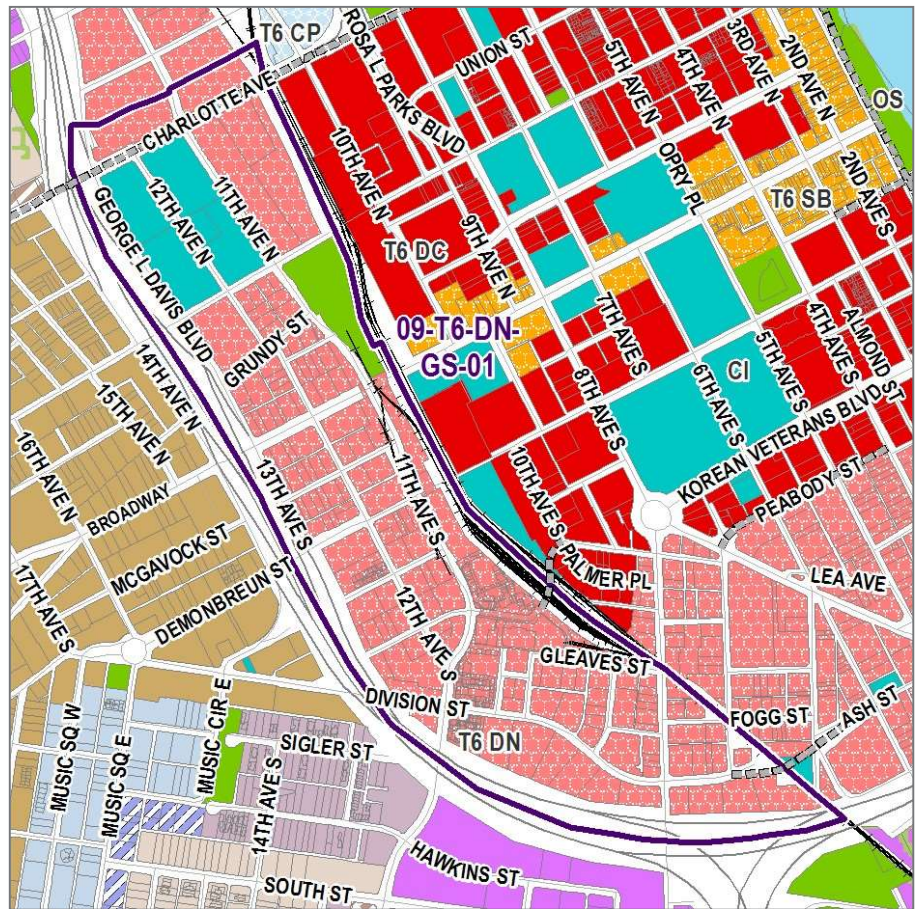
More information about MDHA and their documents is online: www.nashville-mdha.org/

alleys. The area north of Division Street to the rail line is characterized by a small and somewhat irregular street grid with disjointed alleys. Currently, the Metro Public Works Department is working on the connection of Division Street through the Gulch South neighborhood into the Lafayette neighborhood. This will provide connections to the east for pedestrians, bicycles, transit, and automobiles.

The Downtown Neighborhood (T6-DN) policy is applied to the entire neighborhood. See this policy in the CCM for guidance beyond the goals and supplemental policies listed below.

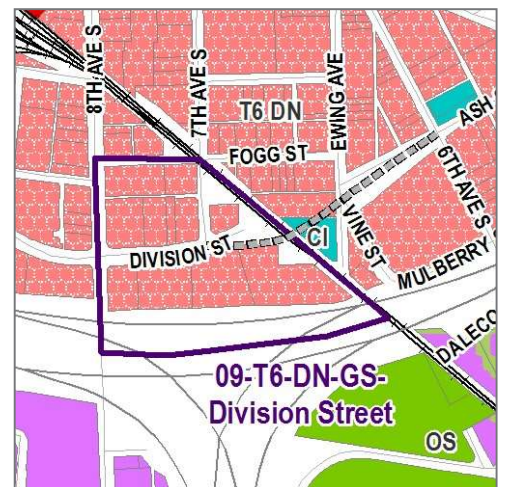
Goals and Supplemental Policies — Gulch South

- Building heights should be a minimum of 25 feet at the street.
- In most locations, building heights are limited to mid-rise, with some additional height permitted on Church Street, Broadway, Demonbreun Street, and Division Street.
- Consideration may be given to additional height at the intersections of Demonbreun Street/12th Avenue South, Division Street/12th Avenue South, and Division Street/8th Avenue South, provided that buildings are sensitively designed to enhance the pedestrian experience and the urban fabric by marking important locations.

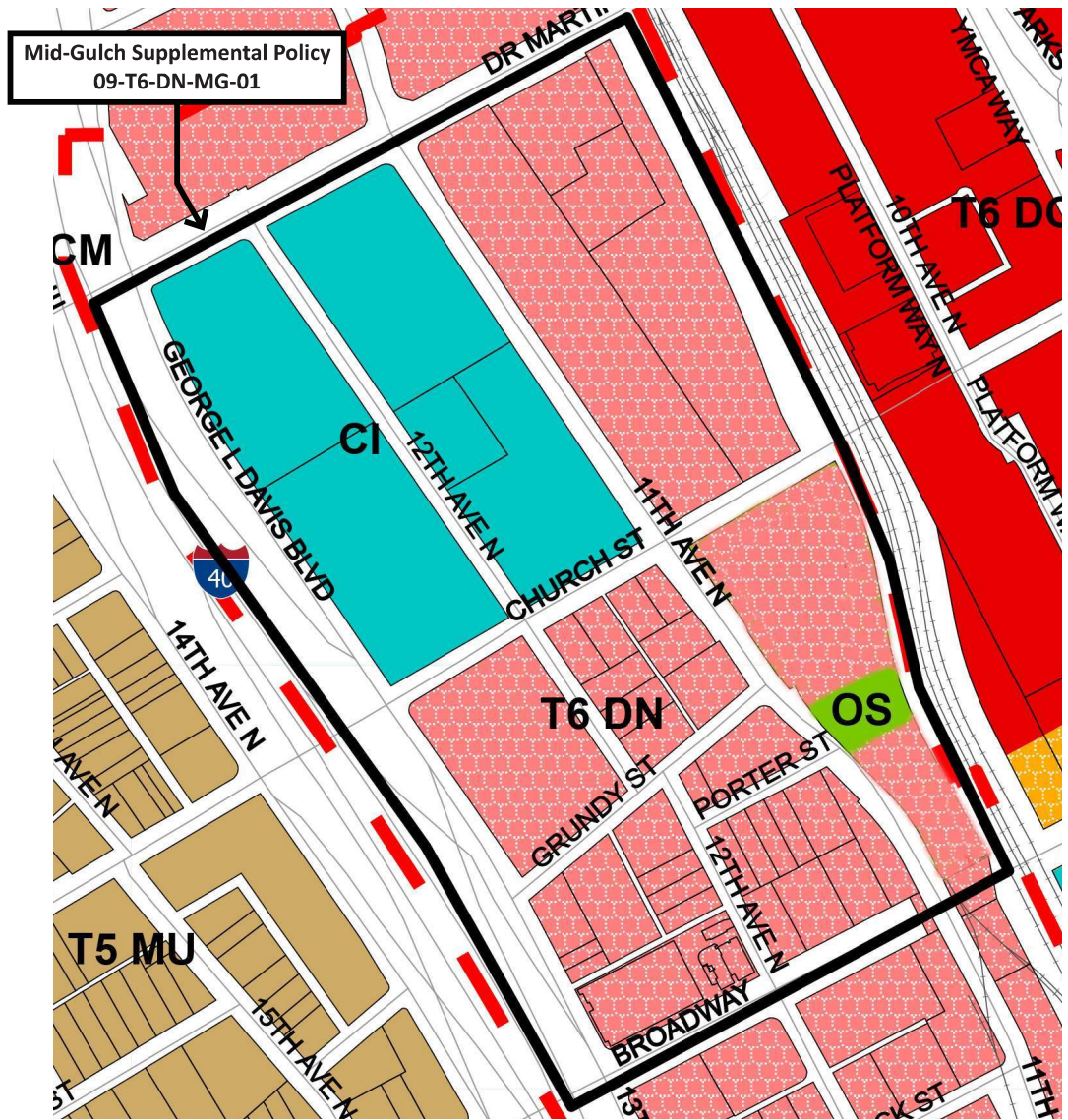


SPA 09-T6-DN-GS-01 boundary

- The dramatic topography and irregular street pattern in The Gulch create important focal points that provide opportunities to mark the termination of vistas with noteworthy architectural features. These features may be, but are not limited to, grand entrances, detailed façade articulation, tower/spire forms, public art, plazas, or fountains.
- Given the unique street pattern and topography, three prominent intersections have been identified where distinctive development is appropriate to mark important entry points into The Gulch and include: Demonbreun Street and 12th Avenue South; Division Street and 12th Avenue South; and Division Street and 8th Avenue South. At these intersections, additional building height at the street may be appropriate. Taller buildings at these intersections may be considered in order to enhance the urban fabric by marking important locations, provided that a positive pedestrian environment is maintained.
- As the neighborhood grows, the need for a neighborhood park to provide recreation and leisure opportunities for residents and patrons in this area remains. Additionally, efforts to implement The Gulch Greenway paralleling the railroad tracks and 11th Avenue South and Industrial Boulevard should be supported.
- Efforts should be made to secure a historic or cultural designation for the Station Inn, at the intersection of 11th and 12th Avenues South, to protect this cultural treasure.
- The identified gateway entrances into Downtown at Broadway, Charlotte Avenue, Demonbreun Street, 8th Avenue South, and Division Street at 12th Avenue South should redevelop into grand entrances in accordance with the recommendations set forth in the Gateways/Entrances section on page 62 (Figure DT-6).
- Buildings abutting the Broadway, Church Street, Demonbreun Street, and the Division Street Extension viaducts, if tall enough, should have a pedestrian entrance on their respective abutting viaducts. Pedestrian entrances should also be provided on 11th Avenue North and 12th Avenue North to improve the pedestrian environment at the street.
- Properties along the Division Street Extension may be considered for high-rise building height (20 stories and taller) in exchange for public benefits provided by the development, including, but not limited to, affordable and workforce housing, the Downtown Code’s Bonus Height Program, modification processes, or rezoning to a Specific Plan. Building design should also result in a unique architecture that seeks to improve the public realm and city skyline. Refer to the accompanying map.
- The planned new streets shown on the Downtown Future Street Connections map (Figure DT-9 on page 69) should be constructed as part of new development of properties in those areas.



Properties along Division Street Extension



09-T6-DN-MG-01 boundary

Mid-Gulch Neighborhood — 09-T6-DN-MG-01

The Mid-Gulch neighborhood is bounded by Dr. Martin Luther King Jr. Boulevard to the north, George L. Davis Boulevard to the west, Broadway to the south, and the CSX rail lines to the east. See the accompanying map of the neighborhood on the front page of this report.

Like the rest of the Gulch neighborhood, the Mid-Gulch is intended to accommodate a mix of residential, office, and commercial uses in primarily mid-rise buildings. Three critical East/West corridors pass through the Mid-Gulch area - Broadway, Church Street and Dr. Martin Luther King Jr. Boulevard. They offer direct vehicular routes from the interstate and George L. Davis Boulevard to the Downtown Core and provide important pedestrian connections between Midtown, the Gulch, and the Downtown Core.

While the South Gulch and Capitol View have been quicker to develop than the Mid-Gulch, the latter will continue to grow and densify in the following years. The following supplemental policies guide the Mid-Gulch, and its unique characteristics, into a lively mixed-use neighborhood in Downtown Nashville.

Goals and Supplemental Policies — Mid-Gulch

- 11th Avenue serves as an uninterrupted, direct connection through the Gulch neighborhood for all modes of transportation and mobility. Within the Mid-Gulch, all efforts should be made to make 11th Avenue a pedestrian-focused “main street.” Ground floor active-uses, enhanced streetscape design, access to open spaces, and iconic pedestrian entrances are strongly encouraged.
- Direct vehicular access points into parking garages or back of house areas on Broadway, Church Street, Dr. Martin Luther King Jr. Boulevard, 11th Avenue, and George L. Davis Boulevard are not ideal. Vehicular access points could be considered at these locations when alleys, internal service lanes, or minor side streets are not available and when the access points are consolidated, and provide an opportunity for vehicles to load, unload, and turn around on-site. Newly proposed vehicular access points onto private property should align with existing or currently proposed vehicular access points on properties opposite them, whenever possible.
- Proposed developments adjacent to the Broadway or Church Street viaducts should provide a publicly accessible way for pedestrians to traverse between the lower and upper street levels. Clear and concise wayfinding signage should be included.
- Proposed developments adjacent to the Broadway or Church Street viaducts should be designed with both the upper and lower levels in mind. For the Broadway and Church Street viaducts, north of 11th Avenue, active ground floor uses are encouraged. For the Church Street viaduct in between 11th Avenue North and 12th Avenue North, the lower level design should include lighting, and take into account any other safety and maintenance considerations.
- Proposed developments adjacent to Broadway or Church Street may be considered for frontage build-to dimensions greater than the current maximum of 10’ when that dimension facilitates providing a wider, pedestrian-oriented streetscape.
- Providing publicly accessible neighborhood parks in the Mid-Gulch area remains a priority. Efforts to connect open park spaces to the Gulch Greenway, by both locational and visual adjacencies, are strongly encouraged.
- Within the Mid-Gulch Supplemental Policy area, the Open Space Bonus Height Program may be adjusted so that the number of square feet of bonus height may be up to ten times that of the number of square feet in open space provided. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Open Space Bonus Height Program may be unlimited.
- Proposed developments on parcels that include current or future greenway connections should work with Metro Planning and Metro Parks to integrate the greenway into the development in a cohesive manner.
- Within the Mid-Gulch Supplemental Policy area, the Open Space Bonus Height Program can be earned for any development that provides a

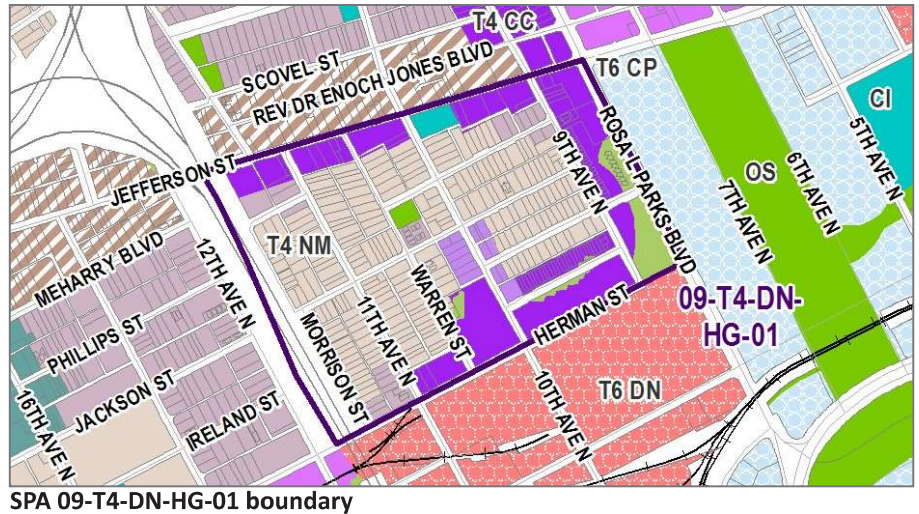
multimodal vertical connection via a ramping system built to ADA requirements. The number of square feet of bonus height may be up to ten times that of the number of square feet of the footprint of the accessible ramp provided, as calculated in plan view. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Open Space Bonus Height Program may be unlimited.

- Additionally, the Open Space Bonus Height Program can be earned for any development that provides active uses located along a greenway, so as long as they are a minimum of 20' in depth. The number of square feet of bonus height may be up to twice that of the number of square feet of active uses provided along the greenway. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Open Space Bonus Height Program may be unlimited.
- Pending the redevelopment of any property adjacent to the former right-of-way area known as Hynes Street, the land use policy should be amended to T6 DN (if not already), and the Hynes Street right-of-way should be rededicated to Metro and reopened for public use. Alleys should be built in accordance with the Downtown Community Plan. Final streetscape design should be the result of collaborative efforts between property owners, the Metro Nashville Department of Transportation, Metro Planning, and Metro Parks and Greenways (for portions of Hynes Street adjacent to the Gulch Greenway).
- Property owners and Metro departments should work together to secure a historic designation for any eligible properties in the Mid-Gulch area.
- Within the Mid-Gulch Supplemental Policy area, the Historic Preservation Bonus Height Program may be adjusted so that the number of square feet of bonus height earned by preserving an eligible Mid-Gulch property may be up to ten times that of the number of square feet preserved. Non-historic buildings that contribute to the industrial character of the Mid-Gulch area may also be eligible to be preserved through the Historic Preservation Bonus Height Program at this same rate. Within the Mid-Gulch Supplemental Policy area, the number of stories to be earned using the Historic Preservation Bonus Height Program may be unlimited.
- Buildings with facades that front George L. Davis Boulevard are highly visible and act as visual gateways into Downtown. TDOT is exploring modifications to the western side of the inner loop that could lend even more prominent visibility to these facades in the future. Any new development or redevelopment, along George L. Davis Boulevard, between Broadway and Dr. Martin Luther King Jr. Boulevard, should be designed with active use pedestrian entrances at the ground level. Above ground structured parking should be screened from view or include active use liner units.
- Mid-Gulch properties should aim to implement Metro Nashville Public Works (now Nashville Department of Transportation) 11th Avenue Corridor Study (November 2019), including, but not limited to, the following recommendations:
 - Section 4.3 – Any redevelopment of the property adjacent to the intersection of 11th Avenue North and Dr. Martin Luther King Jr. Boulevard should dedicate enough space for identified intersection reconfigurations to be made.

- Section 6.3 – New office and residential developments should work with Nashville Connector to provide their residents with ample information on safe, reliable, and efficient alternative modes of commuting, and other Transportation Demand Management (TDM) strategies.
- Section 6.4 – A shared mobility hub should be considered for the Gulch to enhance the travel experience of individuals who choose an active form of transportation. The hub should be open to the public and located on the ground-level of a future development.

Recommendations included in the 11th Avenue Corridor Study that reference specific projects or locations within the Mid-Gulch Supplemental Policy area are supported by this supplemental policy.

- The Mid-Gulch should be considered for a Business Improvement District designation, either by creating a new one specific to this neighborhood or by extending the existing Gulch Business Improvement District or the existing Central Business District.
- The intersection of 11th Avenue North and Dr. Martin Luther King Jr. Boulevard is one where distinctive development is appropriate to mark an important entry point into several downtown neighborhoods, including The Gulch, Capitol View, and the Downtown Core. This intersection is included in the Dr. Martin Luther King Jr. Boulevard/Charlotte Avenue Innovation Corridor that was identified in the 2020 Metro Nashville Transportation Plan. Properties fronting Dr. Martin Luther King Jr. Boulevard within the Mid-Gulch area should contribute to and be supportive of the innovation corridor.
- Consideration of additional height may be given to properties at the intersections of 11th Avenue/Broadway, 11th Avenue North/Church Street, and 11th Avenue North/Dr. Martin Luther King Jr. Boulevard, if buildings are sensitively designed in accordance with the goals presented in the Mid-Gulch Supplemental Policy.



Hope Gardens Neighborhood — 09-T4-DN-HG-01

The Hope Gardens neighborhood is generally located between Jefferson Street to the north; Rosa L. Parks Boulevard to the east; Herman Street to the south; and the interstate to the west. See the accompanying map of the neighborhood below.

The intent for Hope Gardens is to preserve its historic character while accommodating a mix of new housing and new mixed use development at appropriate locations as specified in the plan. Hope Gardens contains five different policies: Urban Community Center (T4-CC) along the edges of Jefferson Street and Rosa L. Parks Boulevard; Urban Neighborhood Center (T4-NC) on the small commercial center located around 10th Avenue North, Locklayer Street, and Jackson Street; Urban Neighborhood Evolving (T4-NE) on four areas expected to or already developed at higher intensity or form than the majority of the neighborhood; Urban Neighborhood Maintenance (T4-NM) on the majority of the neighborhood to recognize its existing block, lot pattern, and historic housing stock; and Open Space (OS) on the neighborhood park located at the corner of Philips Street and Warren Street. See those policies in the CCM for guidance, in addition to the goals and supplemental policies for the neighborhood listed below.

Goals and Supplemental Policies — Hope Gardens

- The identified gateway entrance into Downtown at Jefferson Street and Rosa L. Parks Boulevard should redevelop into a grand entrance in accordance with the recommendations set forth in the Gateway/Entrances section (Figure DT-6 on page 62).

Sulphur Dell Neighborhood — 09-T6-DN-SD-01

The Sulphur Dell neighborhood is generally located between Jefferson Street to the north; the Cumberland River to the east; the rail line to the south; and 4th Avenue North to the west. See the accompanying map of the neighborhood.

Sulphur Dell was home to Nashville’s stockyards and the first gas works. In the past, it was primarily industrial but is experiencing a large amount of residential development prior to, and now building on, the development of the First Tennessee Park. First Tennessee Park is the new minor league ballpark for The Nashville Sounds, Nashville’s AAA baseball team. The ballpark straddles the Sulphur Dell and adjacent Bicentennial Mall neighborhoods. A portion of the ballpark is located on the land on which the former Sulphur Dell ballpark sat from 1870 to 1969.

Sulphur Dell is covered by the State’s *Bicentennial Mall Master Plan*, which is reflected in the goals of this plan. The area is intended to accommodate a mix of residential, office, and commercial uses in chiefly mid-rise buildings. Part of the intent for this area is to develop in a manner that protects views of the State Capitol.

The Downtown Neighborhood (T6-DN) policy is applied to the entire neighborhood. See this policy in the CCM for guidance beyond the goals and supplemental policies listed below.

Goals and Supplemental Policies — Sulphur Dell

- To ensure the preservation of views of Capitol Hill, building heights should be a minimum of 25 feet at the street, but should not exceed low-rise building heights with an overall elevation height of 560 feet (the base of the capitol building).
- The French Lick Greenway should be extended across Jefferson Street to the north.
- Two new east-west streets are planned for the southern part of the Sulphur Dell neighborhood to improve connectivity and should be constructed as part of new development of properties in those areas. The planned new streets are shown on the Downtown Future Street Connections map (Figure DT-9 on page 69).



SPA 09-T6-DN-SD-01 boundary



SPA 09-T6-DN-BM-01 boundary

More information about the State of Tennessee's Bicentennial Mall Master Plan is online: http://tennessee.gov/assets/entities/generalservices/stream/attachments/Bicentennial_Mall_Urban_Master_Plan.pdf

Bicentennial Mall Neighborhood — 09-T6-DN-BM-01

The Bicentennial Mall neighborhood is generally located between Jefferson Street to the north; 4th Avenue North to the east; the CSX rail overpass and James Robertson Parkway to the south; and Rosa L. Parks Boulevard to the west. See the accompanying map of the neighborhood.

This neighborhood is dominated by the Bicentennial Mall State Park and the Farmers Market. It also contains some state office buildings, surface parking, and part of the French Lick Greenway. It is covered by the State's *Bicentennial Mall Urban Master Plan*, which is reflected in the goals of this plan. The Bicentennial Mall neighborhood is also the site of the relocated Tennessee State Museum and State Archives.

The intention of this plan is for the Bicentennial Mall neighborhood to develop into a mixed use neighborhood that focuses on State and Metro facilities, including offices and cultural venues, but that also includes residential and retail development at a scale that is welcoming to the many pedestrians expected to visit the area.

Open Space (OS) policy is applied to the Bicentennial Mall State Park, and Civic (CI) policy is applied the rest of the Neighborhood. Refer to those policies in the CCM for guidance beyond the goals and supplemental policies listed below.

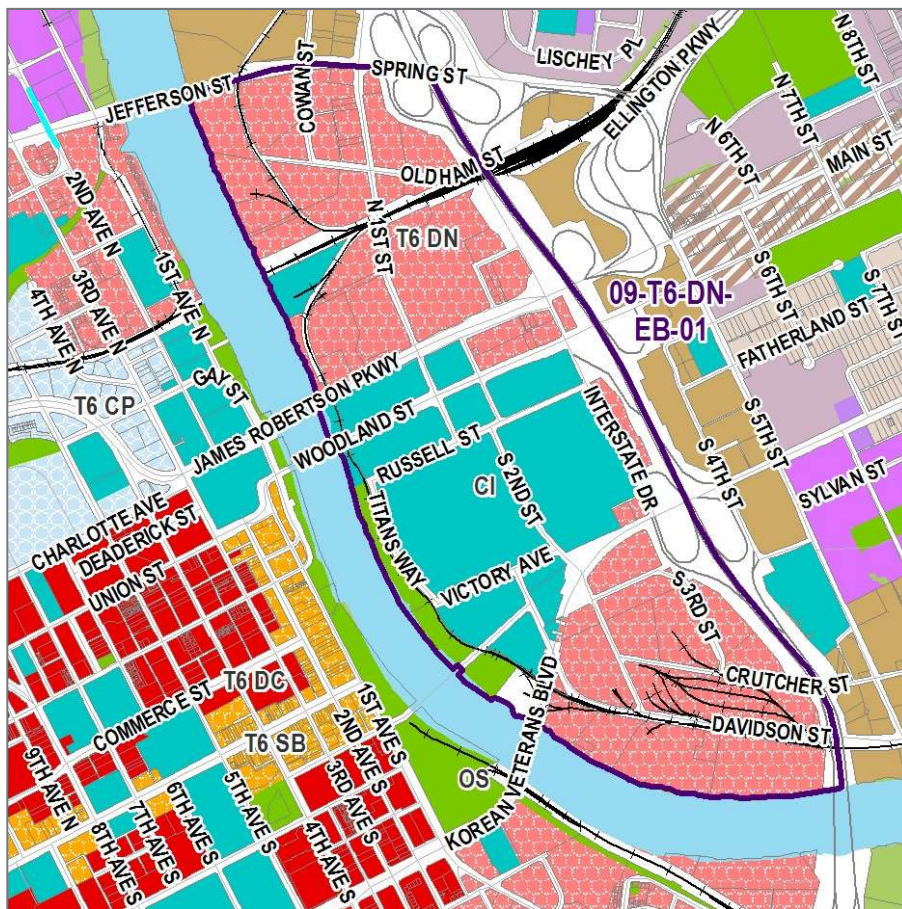
Goals and Supplemental Policies — Bicentennial Mall

- To ensure the preservation of views of Capitol Hill, building heights should be a minimum of 25 feet at the street, but should not exceed low-rise building heights with an overall elevation height of 560 feet (the base of the capitol building).
- The identified gateway entrances into Downtown at 5th Avenue North/Jefferson Street and at Rosa L. Parks Boulevard/Jefferson Street should redevelop into grand entrances in accordance with the recommendations set forth in the Gateways/Entrances section on page 62 (Figure DT-6).
- 5th Avenue of the Arts is identified as a “celebrated corridor.” Improvements to the public rights-of-way and public and private investment in streetscaping features on 5th Avenue should take into consideration the arts theme.

East Bank Neighborhoods — 09-T6-DN-EB-01

The East Bank is generally bounded by Jefferson Street to the north; I-24 and I-65 to the east; and the Cumberland River to the south and west. See the accompanying map of the neighborhood.

In early 2021, the Metro Nashville Planning Department kicked-off a study to re-envision nearly 350 acres of underutilized land in the heart of Nashville along the banks of the Cumberland River. In partnership with consultants, Perkins Eastman, the Mayor's Office, Nashville Department of Transportation, Metropolitan Development and Housing Agency, and others, the *Imagine East Bank* Study provides Nashville with the opportunity to dream of new neighborhoods that could emerge in this area – instead of responding to private development – that are accessible to all and reposition this area of the city for generations to come.



SPA 09-T6-DN-EB-01 boundary

Historically, the East Bank supported industrial uses for a budding new city and the area has remained largely industrial to this day. Urban renewal projects in the mid-twentieth century severed the East Bank from its neighbors effectively making it an island characterized by disjointed streets, industrial development, surface parking lots, and other large-scale infrastructure.

More recently, a renewed interest in the waterfront and urban core brought new uses to the East Bank. Over time, the construction of an NFL Stadium, the John Seigenthaler Pedestrian Bridge, and Cumberland Park created important destinations. The area is ripe with additional possibility and, with the development of the community vision reflected in *Imagine East Bank*, a new future can be realized.

The East Bank's Community Character Policies are Downtown Neighborhood (T6-DN) which is intended to foster mixed use development, Open Space (OS), and Civic (CI) which is applied to the Nissan Stadium properties and parking areas. Refer to those policies in the CCM for guidance beyond the goals and supplemental policies listed in *Imagine East Bank*.

Goals and Supplemental Policies — *Imagine East Bank* vision plan

- With the adoption of the *Imagine East Bank* vision plan on October 6, 2022, the Downtown Community Plan’s goals and supplemental policies for the East Bank were updated. *Imagine East Bank* is the culmination of almost two years of community engagement that led to the creation of four vision concepts — Equitable and Affordable East Bank, Safe and Simple Multimodal Connections, Respect for the River, and Neighborhoods for Nashvillians. These vision concepts set the foundation for realizing Nashville’s next great neighborhoods on the East Bank. **Review the full vision plan for complete policy guidance.**



Equitable & Affordable East Bank

Advance equity, resiliency, and high quality of life for all Nashvillians through the creation of accessible and affordable places to live, work, and play.



Safe & Simple Multimodal Connections

Provide a robust, multimodal transportation system enabling easy and equal access to and through the East Bank.



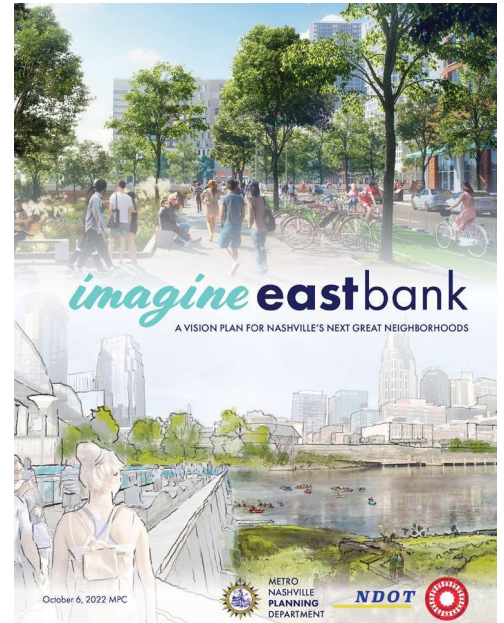
Respect for the River

Re-center the river as a vital community amenity and bolster resiliency through enhanced floodplain and stormwater management.



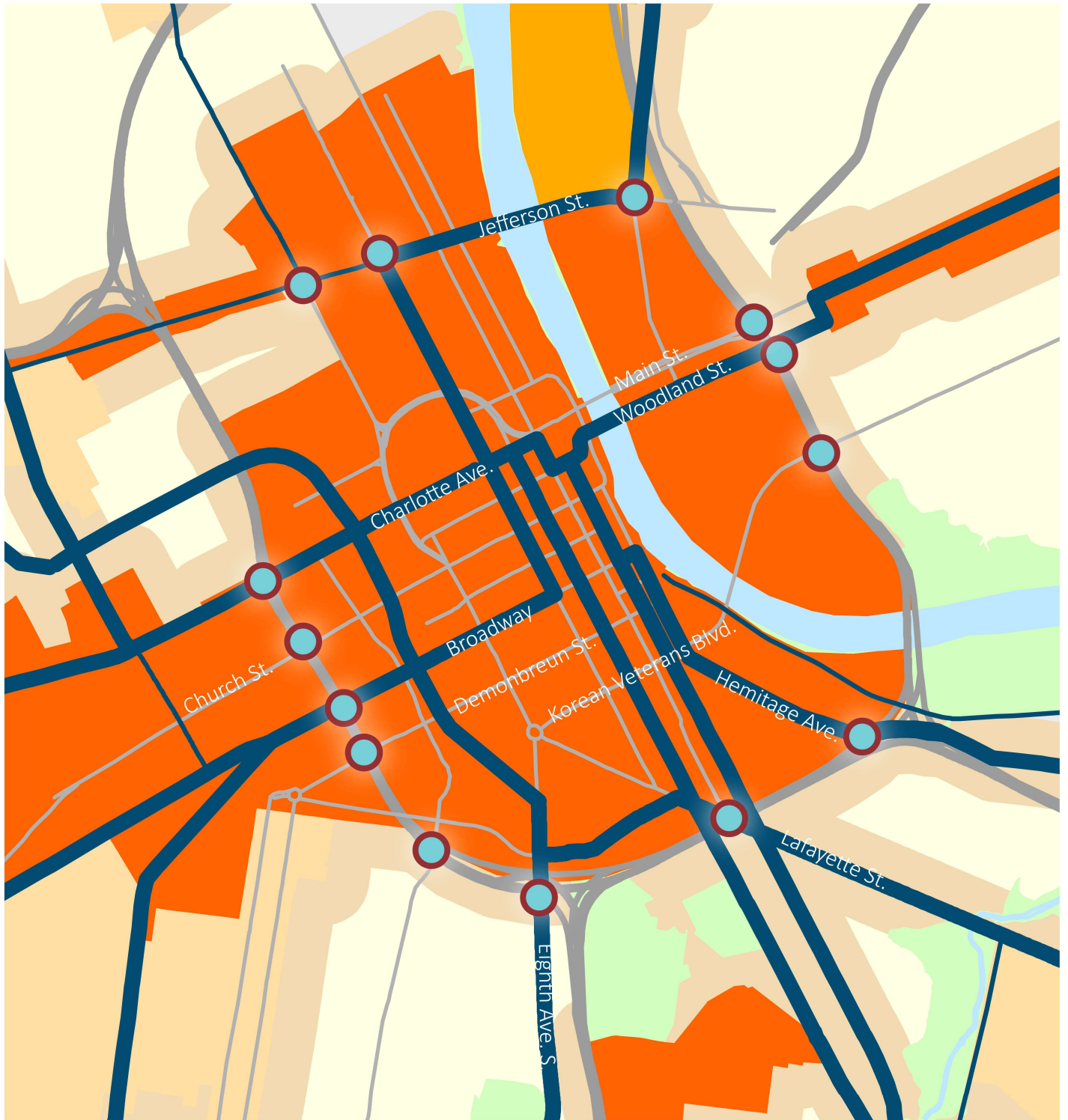
Neighborhoods for Nashvillians

Create vibrant, livable, and authentic neighborhoods that prioritize the everyday needs of Nashvillians.



More information about the *Imagine East Bank* vision plan may be found at:
www.eastbankstudy.nashville.gov

Figure DT-6: Gateways/Entrances to Downtown



Legend for Gateways and Entrances

Gateway

Priority Corridors

Immediate need

Long-term need

Centers

- First Tier
- Second Tier
- Third Tier

Green network

Green network

Feature

- Neighborhood
- Special Uses
- Transition/infill

Gateways/Entrances to Downtown

Downtown offers a unique setting and atmosphere to play, work, and live and draws residents, employees, and millions of visitors each year. Given its special role in Davidson County and Middle Tennessee, Downtown deserves grand entrances that alert visitors that they have arrived in the center of the city. A number of gateways into Downtown have been identified on the Gateways/Entrances map (Figure DT-6 on page 62) as locations for prominent entrances. These entrances require special treatment to provide a distinctive transition into Downtown.

While these entrances currently offer some exceptional views into Downtown, there is much room for improvement to make each entrance welcoming, especially as the view is often cluttered by advertising signs and overhead wires. Recommendations in this section should be considered by the various Metro Departments and other public agencies with interests in the public right-of-way when undertaking projects in and around these entrances to Downtown and by private property owners with property at or around these entrances.

All entrances, except those from the north, pass either under or over the interstate system. The ample green space associated with the interstate ramps provides an opportunity for a consistently themed landscaping plan and ideal locations for entrance signs. However, at a number of the key entrances, the green space is enclosed by unsightly chain link fences that should be removed. In addition to open space in the right-of-way, a number of entrances include publicly owned open spaces in front of government buildings. These are ideal locations to enhance the landscaping and place public art and signage.

Many of the properties flanking the entrances are privately owned. A large number are small-scale, service businesses that have not invested in the visual aesthetics of the property. A program that assists with landscaping, painting, and other beautification projects can encourage private investment to enhance the visual impact these properties have as the entrance to Downtown. Where the businesses present a blank wall to the entrance street, assistance with efforts to animate the building to contribute to a lively pedestrian environment would be appropriate. At a few locations, the existing businesses are not compatible with an entrance and particular efforts need to be made either to enhance their visual appeal or to screen these businesses from the street.

The *Downtown Streetscape Elements Design Guidelines* notes that well-designed and implemented urban streetscape corridors are among the most commonly experienced civic spaces and that the streetscape environment must enhance, complement, and strengthen the identity of an urban district. The Guidelines distinguish various contextual sub-districts within Downtown through use of different types of streetscape elements. These guidelines can be used to determine the appropriate streetscape elements for the entrances.

More information about the Downtown Streetscape Elements Design Guidelines may be found at:
www.nashville.gov/portals/0/SiteContent/pw/docs/drawings/downtown_streetscape_guidelines.pdf

More information about Nashville's trees and tree planting may be found at
www.nashville.gov/Public-Works/Community-Beautification/Tree-Information.aspx

Gateway/Entrances Recommendations

As previously noted, these recommendations are primarily for Metro Departments and other public agencies with interests in the public right-of-way. However, as development occurs near the entrances, these recommendations can also be used as a guide for private investment.

- Preserve and enhance the views of Downtown at the entrances.
- Install signs welcoming visitors to Downtown.
- Use public open space, including open space within the right-of-way, for attractive landscaping, signs, and public art. Whenever possible, remove unsightly fences.
- Create a program to assist private property owners with landscaping, painting, and other beautification projects. A program of unified streetscape elements would provide consistency to the entrances and assist in creating a sense of transition into Downtown.
- Add banners and other streetscape elements using the *Downtown Streetscape Elements Design Guidelines*.
- Place the utilities underground as public or private development occurs to assist in removing visual clutter. Where this is not feasible, locate the utilities within the alley network.
- Work with business owners and appropriate Metro Departments to design signage that complements and enhances, rather than detracts from, the entrances. Refer to the Downtown Sign Code when properties are redeveloped and new signage is requested.
- Add and maintain street trees where possible per the Tree Canopy Assessment and Urban Tree Inventory to frame the street, green the urban environment, and provide a unifying element to the entrances and streetscape.



Figure DT-7: SoBro Area as visualized in the SoBro Master Plan, 2013. Street view above; bird's-eye view below

Source: Urban Design Associates



Enhancements to the Open Space Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Plan To Play: Countywide Park and Greenways Master Plan* (Plan To Play) for projects and enhancements. Plan To Play serves as a guide for future investments in and growth of our park system in the coming decades. The *Plan To Play* process occurred throughout 2016 and included an inventory of past and current plans, an analysis of programs and facility offerings, review of peer cities, and public participation. *Plan To Play's* Guiding Principles are: open to all, relative and diverse, promoting healthy lifestyles, green, strategic and productive, safe, uniquely Nashville, transparent, and a good investment.

Plan To Play also discusses greenways. Greenways serve an open space/recreational function and a transportation function, so they also contribute to the transportation network. Adding greenways or other trails can improve the area's quality of life as development brings more residents, workers, and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options.

Urban open space is broadly defined to include all publicly accessible open space that is dedicated to the public realm. This includes formal parks and greenways as well as hardscaped open spaces like plazas. Downtown currently has a variety of open space types; however, more open spaces are needed to balance the recreational and social needs of the growing number of Downtown residents, employees, and visitors.

The accompanying Downtown Open Space Plan shows potential park locations to serve the growing number of residents and employees in Downtown. Many of these potential park locations have been studied and discussed in previous planning documents, including the Downtown Community Plan (2007) and the *South of Broadway Strategic Master Plan* (2013). While considered desirable locations for future Downtown park land, these sites are not owned by Metro Government. The sites are in private ownership and, as such, Metro would work with the private property owners to determine if an arrangement could be made to purchase or use the land for future parks. These properties still have Community Character Policies applied to them, which guide future growth and development decisions, and the private property owners may explore those options as they see fit.

Plan To Play should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.



Picnic in the Park event

Photo credit: Downtown Partnership



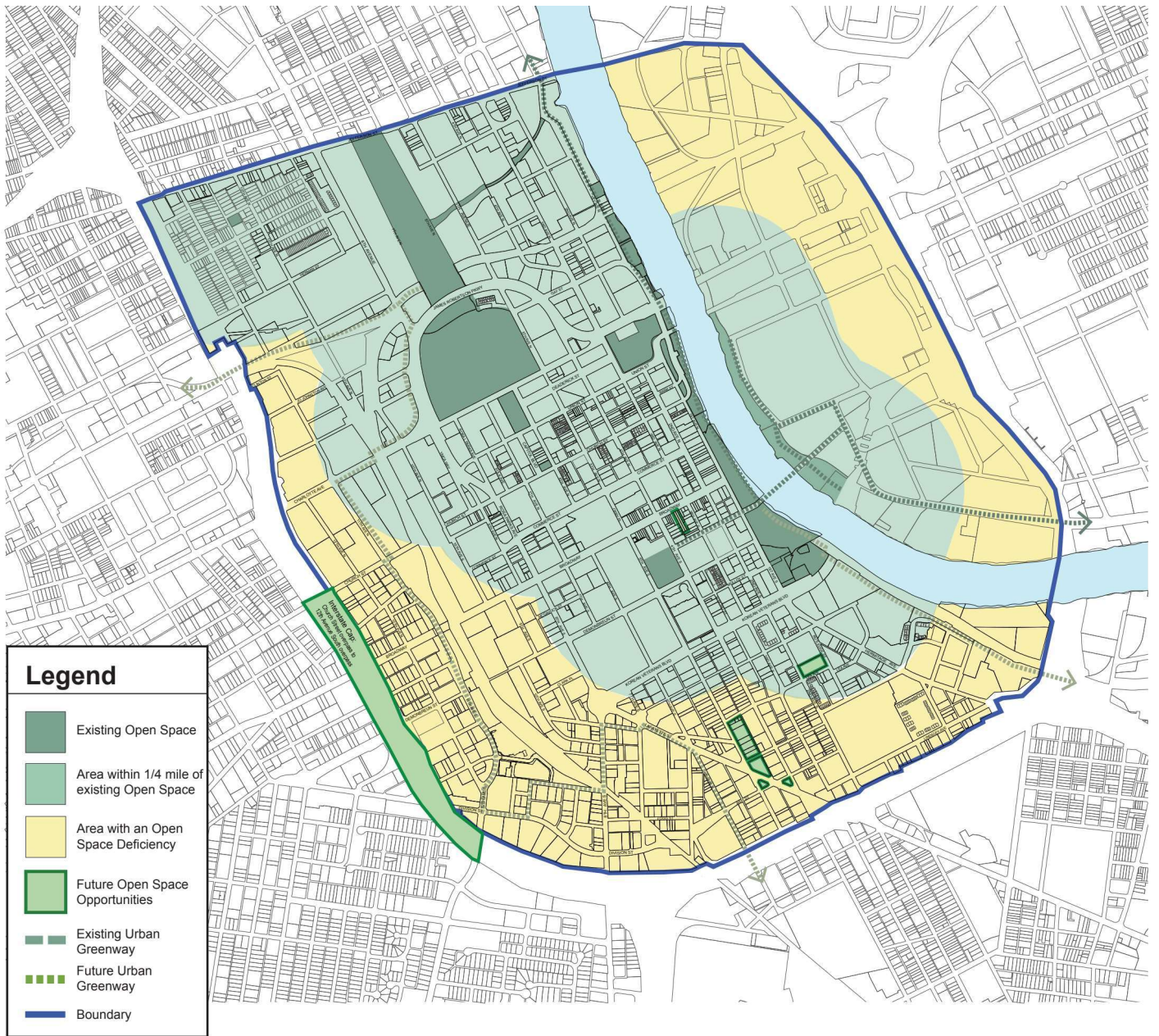
Cumberland Park



Ascend Amphitheater in Riverfront Park

Both the Open Space Plan and Plan To Play are online: www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx

Figure DT-8: Downtown Potential Open Space Plan





Walking



Cycling



Music City Central transit center

Enhancements to the Transportation Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Plan To Play: Countywide Park and Greenways Master Plan* (“Plan To Play”) for projects and enhancements. *Plan to Play* serves as a guide for future investments in and growth of our park system in the coming decades. The *Plan To Play* process occurred throughout 2016 and included an inventory of past and current plans, an analysis of programs and facility offerings, review of peer cities, and public participation. *Plan To Play*’s Guiding Principles are: open to all, relative and diverse, promoting healthy lifestyles, green, strategic and productive, safe, uniquely Nashville, transparent, and a good investment.

Plan To Play also discusses greenways. Greenways serve an open space/ recreational function and a transportation function, contributing to the transportation network. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage active and healthy lifestyles.

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway, or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, it follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on built on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

Plan To Play should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

Access Nashville 2040 is online: www.nashvillenext.net/

nMotion is online: www.nashvillenext.net/

WalknBike is online: www.nashvillenext.net

Downtown Future Street Connections

While Downtown boasts the city’s strongest street connectivity, there are a few street connections and re-alignments that could be made to assist in overall connectivity. The benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled, improved access for emergency vehicles, and efficient subdivision of land. Street connectivity is especially important in Downtown given the number of pedestrians—it is easier to walk to destinations when there is a dense street network of multiple routes.

Figure DT-9 shows street connections studied and proposed in the Downtown Community Plan: 2007 Update and included in this update of the Downtown Community Plan. When development is proposed, these street connections should be provided.

The Imagine East Bank vision plan includes a more detailed future street connections map for the East Bank. It can be found at: www.eastbankstudy.nashville.gov

Figure DT-9: Downtown Future Street Connections

