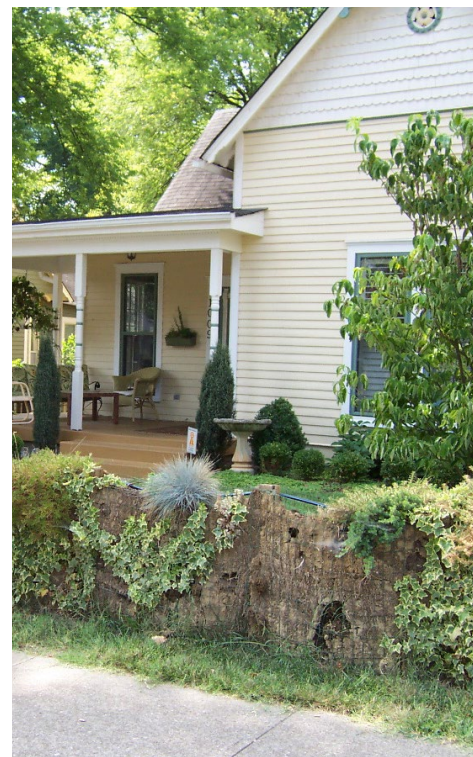





# 12th Avenue South Corridor

## Detailed Neighborhood Design Plan



Metropolitan Nashville Planning Department  
 Adopted July 24, 2008; Amended March 26, 2015  
 Readopted as part of the NashvilleNext General Plan on June 22, 2015

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The staff of the Metropolitan Planning Department thanks the many stakeholders who participated in the 12<sup>th</sup> Avenue South Corridor Detailed Neighborhood Design Plan. Their thoughtful engagement on the vision for this area has been invaluable.

Special thanks are due to the following persons and entities:  
Hope Center Church and Southside Community Church for graciously hosting our community meetings.  
Councilmembers Keith Durbin and Sandra Moore for their facilitation and participation.

And to the numerous community stakeholders who spent their time working on this plan for a bright future for the 12<sup>th</sup> Avenue South Corridor.

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## Introduction and Intent of Plan

The 12<sup>th</sup> Avenue South Corridor Detailed Neighborhood Design Plan is a part of the Green Hills-Midtown Community Plan that was adopted by Metro Planning Commission in 2004. The DDP provides planning guidance at a more detailed level than a community plan. The DNDP addresses land use, transportation, and community character at the neighborhood level.

A DNDP illustrates a particular neighborhood's vision for future growth, development, and preservation. DNDPs guide, on a parcel-by-parcel basis, the appropriate land use, development character, and urban design intent of future development based upon the neighborhood's goals and sound planning principles. Like community plans, DNDPs are developed through a participatory process that involves Planning Department staff working with the residents, property owners, business owners, developers and institutional representatives.

The Green Hills – Midtown Community Plan was completed in 2005, however Planning staff has worked since that time completing four DNDPs for the following neighborhoods: 8<sup>th</sup> Avenue South Corridor, Edgehill, Elliston Place and Centennial/ West End Park. In 2007, Metro Planning Staff began working with 12<sup>th</sup> Avenue South community members to develop a plan to guide future growth, development, and preservation along the Corridor.



*Community members and Metro Planning staff meet at Hope Center on 12th Avenue South to discuss the results of the Visioning Workshop.*



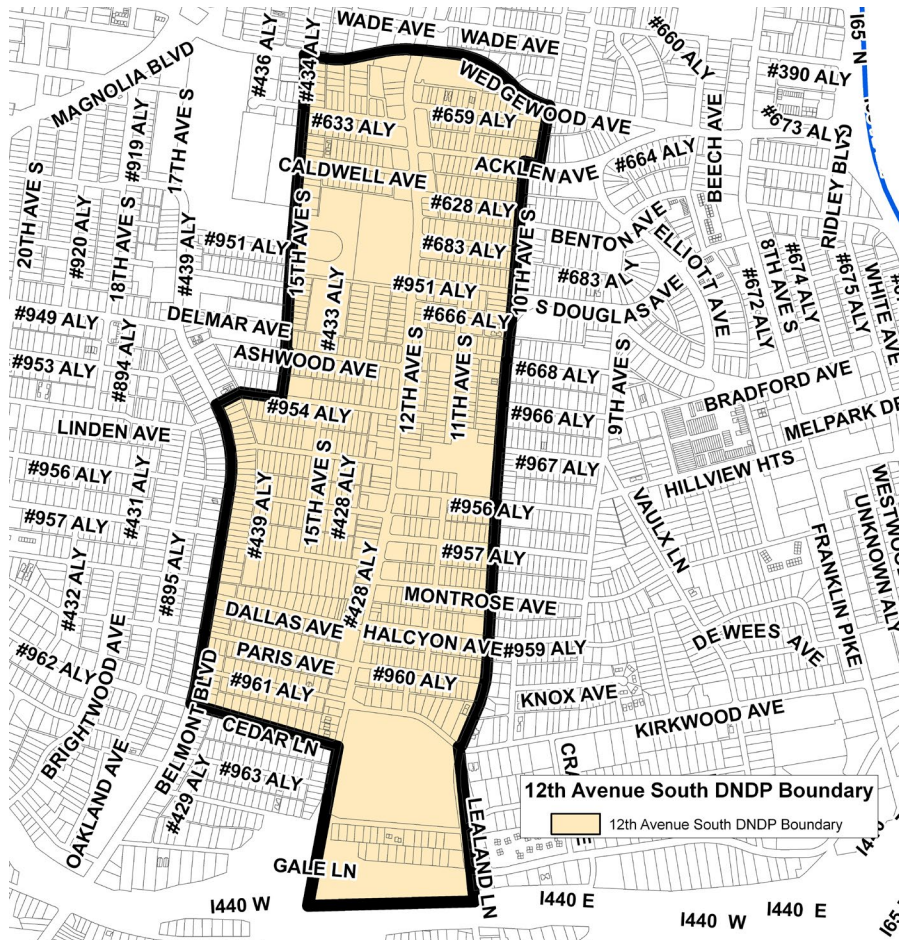


Figure 1: Boundary map of the 12th Avenue South Detailed Neighborhood Design Plan study area

## Site Description

For the purposes of this DNDP, the 12<sup>th</sup> Avenue South Corridor neighborhood is bounded by Wedgewood Avenue to the north, 10<sup>th</sup> Avenue South to the east, I-1440 at Sevier Park and Cedar Lane to the south, and Belmont Boulevard to the west. Prominent locations within the study area include portions of Belmont University, Sevier Park, the former Belmont – Waverly Scholl, the Metro Historical Commission at Sunnyside, areas west of 12<sup>th</sup> Avenue and the worthy-of-conservation commercial buildings, homes and churches throughout the plan area. The area has a historic character as demonstrated by the adoption of a Historic Overlay District for areas west of 12<sup>th</sup> Avenue South. The 12<sup>th</sup> Avenue South corridor is also home to a unique and growing blend of locally owned businesses.

In recent years, the 12<sup>th</sup> Avenue South Corridor has undergone dramatic change in the character. Streetscape improvements along the 12<sup>th</sup> Avenue South Corridor have given the Corridor an aesthetic face lift. The Corridor’s proximity to the downtown employment center and the fact that it is a more “complete” neighborhood with residential, commercial and civic uses within walking distance, has attracted new residents and has created new neighborhood amenities. The housing market along with the attractiveness of the area has created a unique challenge for Planning staff and area stakeholders: how to accommodate growth and change while honoring the Corridor and the surrounding neighborhood’s history and maintaining the area as a livable and sustainable community.

## History of the 12<sup>th</sup> Avenue South Corridor

Creating the Detailed Neighborhood Design Plan (DNDDP) for the 12<sup>th</sup> Avenue South Corridor requires understanding its historical background and evolution. Although now commonly known as the destination neighborhood “12South”, the 12<sup>th</sup> Avenue South Corridor encompasses several historical neighborhoods, and possesses its own rich history as a center with businesses, services and cultural facilities serving surrounding neighborhoods.

The history of the 12<sup>th</sup> Avenue South Corridor and surrounding area begins with three interdependent initiatives at the turn of the 19<sup>th</sup> Century: the subdividing of land on both sides of 12<sup>th</sup> Avenue South for middle class homes; the building of a 12<sup>th</sup> Avenue streetcar line to transport new residents to and from the subdivisions; and the development of business and services along the Avenue to support the new population.

Three distinct, but overlapping residential communities emerged: Belmont – Hillsboro, Waverly – Belmont, and Sunnyside. A more recent neighborhood association, 12South Neighborhood Association, also exists and encompasses the 12<sup>th</sup> Avenue South proper and properties immediately surrounding the corridor. There exists significant overlap among the neighborhoods.

### Historical Business, Service and Cultural Amenities – 12<sup>th</sup> Avenue South

The early presence of a diversified business, service and cultural center on 12<sup>th</sup> Avenue South is suggested by original and early structures including the 1900 “Linden” commercial building; the 1906 former Baptist church; the 1910 “Paris” commercial building; the 1913 Clemons School, as well as new homes.

Enterprises during the middle decades of the 20<sup>th</sup> Century included groceries, pharmacies, service stations, restaurants, a tavern, icehouse, hardware store, real estate, churches, variety stores, barber/beauty shops



*Historic Belmont University*

and a school (the former Belmont-Waverly School on 10<sup>th</sup> Avenue South), as well as original homes.

### Historical Neighborhoods

Belmont – Hillsboro

The Belmont – Hillsboro neighborhood is bounded by 12<sup>th</sup> Avenue South to the east, 21<sup>st</sup> Avenue South to the west, Magnolia Boulevard to the north, and Interstate 440 to the south. During the 19<sup>th</sup> century, the Belmont – Hillsboro neighborhood was mostly farmland containing the Belmont estate of Colonel and Mrs. Joseph Acklen. It wasn't until the late 1800's and early 1900's that the neighborhood was subdivided by the Belmont Land Company. The Belmont Land Company secured land to own and operate a street railway line along Belmont Boulevard. Land was purchased immediately adjacent to the Belmont Estate to establish

1. Reminiscences, Mr. CH Howell Jr., 2005 as provided by Ken Winters



Belmont Junior College, while remaining lands were used for residential development.

The street car line spurred additional residential development in the Belmont – Hillsboro neighborhood. The subdivision of lots by the Belmont Land Company extended east along the newly formed Belmont Boulevard to Granny White Pike (12<sup>th</sup> Avenue South).

By 1913, there was streetcar service every six minutes along Belmont Boulevard, moving commuters to and from Downtown. A “street car” suburb, the neighborhood developed around the street car line. The current built environment reflects the streetcar transportation system. Lot sizes are smaller and narrower and the homes in the area sit compactly. Historic homes line the streets that were once main thoroughfares for the streetcar lines. Streetcar routes such as Belmont Boulevard and Hillsboro Pike run north and south and are larger in width, reflecting the presence of the street cars during that period of growth.

The Belmont Junior College also responded to growth prompted by the street car lines. Belmont Junior College and Ward Seminary combined in 1912 to become Ward – Belmont Junior College and Preparatory School. As it began to grow, the school began its own on-campus residential development. In 1913, the residential building on the quadrangle was constructed. A barn used to stable the students’ horses was also built around this time. To accommodate growth over the years, in 1951 Ward – Belmont’s preparatory school became Harpeth Hall Academy, and the college was combined with Cumberland University in Lebanon to become Belmont College. The historic mansion was restored by the Historic Belmont Association in 1971.

Over time, Belmont – Hillsboro has become an esteemed historic neighborhood, featuring homes of varying architectural styles, and historical significance with a portion of the neighborhood listed in the National Register of Historic Places. The Belmont – Hillsboro Neighbors organization, chartered in 1971, has taken the lead in



*Waverly Belmont School property*

maintaining ethnic and economic diversity in the neighborhood while preserving the stock of historic housing.

#### Waverly – Belmont

The Waverly - Belmont neighborhood is bounded by Belmont Boulevard to the west, 9th Avenue to the east, Gale Lane to the south, and, Bradford Avenue to the north. The boundaries of this neighborhood have also been cited going as far as Interstate 65, and may overlap the Sunnyside Neighborhood boundaries as well.

The neighborhood is associated with the Belmont – Hillsboro neighborhood as Waverly – Belmont was a part of the expansion of Nashville Territories in 1905. The newly created Ward Twenty-Two, which lay between 8<sup>th</sup> and 21<sup>st</sup> Avenues South, included Waverly Place and Belmont Heights.



Property within the Waverly – Belmont neighborhood that now contains the historic subdivisions of Woodland – in Waverly and Waverly Place, was purchased by Albigeance Waldo Putnam in 1838. The name Waverly was derived from the early 1800’s novel *Waverly*, written by a Sir Walter Scott. The subdivision Waverly Place was designed by James Jowett, a Nashville city engineer from 1886 to 1898. The area boasts gently curving streets that were designed to follow the natural topography of the land. It was one of Nashville’s first examples of the romantic suburban design that broke from the grid pattern common in urban neighborhoods.

The neighborhood’s name - Waverly – Belmont - is synonymous with historic structures in the area. The Waverly-Belmont school is a three-story brick structure built in 1935 and whose name was derived from the adjoining Waverly and Belmont sections of the neighborhoods in which it served. The Waverly – Belmont was, for some time, a junior high school, becoming an elementary school in 1970-71. After serving as a location for various academic services, at the end of the 1973-74 school year, the Waverly – Belmont was phased out of active use as a school. It is currently used by Metro Schools as a center for Information Technology Services.

### Sunnyside

The Sunnyside Neighborhood, whose approximate boundaries are between 9<sup>th</sup> Avenue South and Belmont Boulevard, from Acklen Avenue on the north to Gale Lane on the south, is a neighborhood whose built environment and character varies widely. The Sunnyside Neighborhood was named after the historic home Sunnyside, located at Sevier Park, which was once the home of Mrs. Mary Benton. Benton named the home Sunnyside because of its bright, open hillside location.

Benton married Frank Douglass after completing the construction of the house, and they owned the home through the period of the Civil War. The property changed hands over the years coming to belong to Dr. L.G. Noel who added modern conveniences such as plumbing and telephones, before finally coming to Granville Sevier. Sevier was the son of Frank and Mary Douglas Sevier. Granville Sevier renovated the



*12<sup>th</sup> Avenue South corridor*



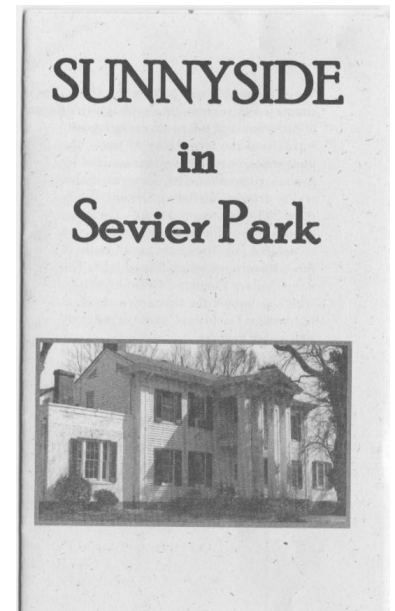
*Housing in neighborhoods adjacent to the 12<sup>th</sup> Avenue South corridor*





home adding an office and enlarging the basement before his death in 1945. Sevier's heirs sold the property to the city of Nashville in 1948 and it was opened to the public under the name Sevier Park.

Today the Sunnyside Neighborhood is a diverse area in population and historic character. It contains more than 800 homes with historic and architectural significance. In the late 1970's neighbors organized the Sunnyside Community Citizens group to help regain neighborhood pride, promote the preservation of historic properties, and classic urban neighborhood living. The Sunnyside Community Citizens group was also involved during the late 1970's with the Neighborhood Housing Services (NHS). The NHS was a non-profit corporation formed through a coalition of city government, local banks, savings and loan associations, other businesses, and local citizens. The corporation helped to preserve and restore the neighborhood and housing by working with the city on funding that helped to renovate and restore historic homes in the area.



*Brochure featuring Sunny Side House in Sevier Park*

### **12South Neighborhood Association**

The 12South Neighborhood association was formed in response to the evolving character of the unique commercial corridor that is 12<sup>th</sup> Avenue South. According to the association's website, their mission is to "promote the common welfare of all residents of the area ...by promoting community friendship, beautification, public safety, environmental conservation, historic preservation, appropriate development, zoning and codes compliance and cooperation with business, charitable, religious, and governmental institutions." The 12South Neighborhood Association boundaries generally cover areas adjacent to 12<sup>th</sup> Avenue South between Wedgewood Avenue and Gale Lane.



*Mixed use development on 12th Avenue South*

## Inventory and Analysis of Existing Land Use

This section presents an inventory of existing land use. This inventory assesses the current mix of residential, office, commercial, and civic or public benefit uses to help determine the variety of residential and commercial choices and other uses envisioned by the community.

The Existing Land Use graphics (Figures 1 and 2) show the existing land uses on properties within the 12<sup>th</sup> Avenue South Corridor and surrounding neighborhood. The Generalized Existing Land Use Table that follows summarizes these land uses. Overall, the study area contains an estimated 326 acres, of which approximately 236 acres are parcels of property and approximately 90 acres are streets and alleys. Overall, the information summarized in this section paints a portrait of a highly developed, predominantly urban residential community with diverse housing stock supported by park and civic uses and a limited amount of consumer-oriented commercial goods and services located along its corridors. There is very little vacant land and most new development takes place through redevelopment and intensification.

### Residential Uses

The 12<sup>th</sup> Avenue South Corridor study area is primarily residential. In total, residential land uses make up 76 percent of the land uses in the study area. Housing type is diverse within the study area, supporting community goals, although some of the diversity is due to the presence of Belmont University and its student housing needs. Without the Belmont University student housing, the percentage of the housing in the neighborhood that is multi-family (three units or more in a single structure) is 16.41 percent.

Most multi-family structures are located near Wedgewood Avenue and Belmont University, although there is a scattering of small multi-family structures throughout the study area. Several multi-family structures

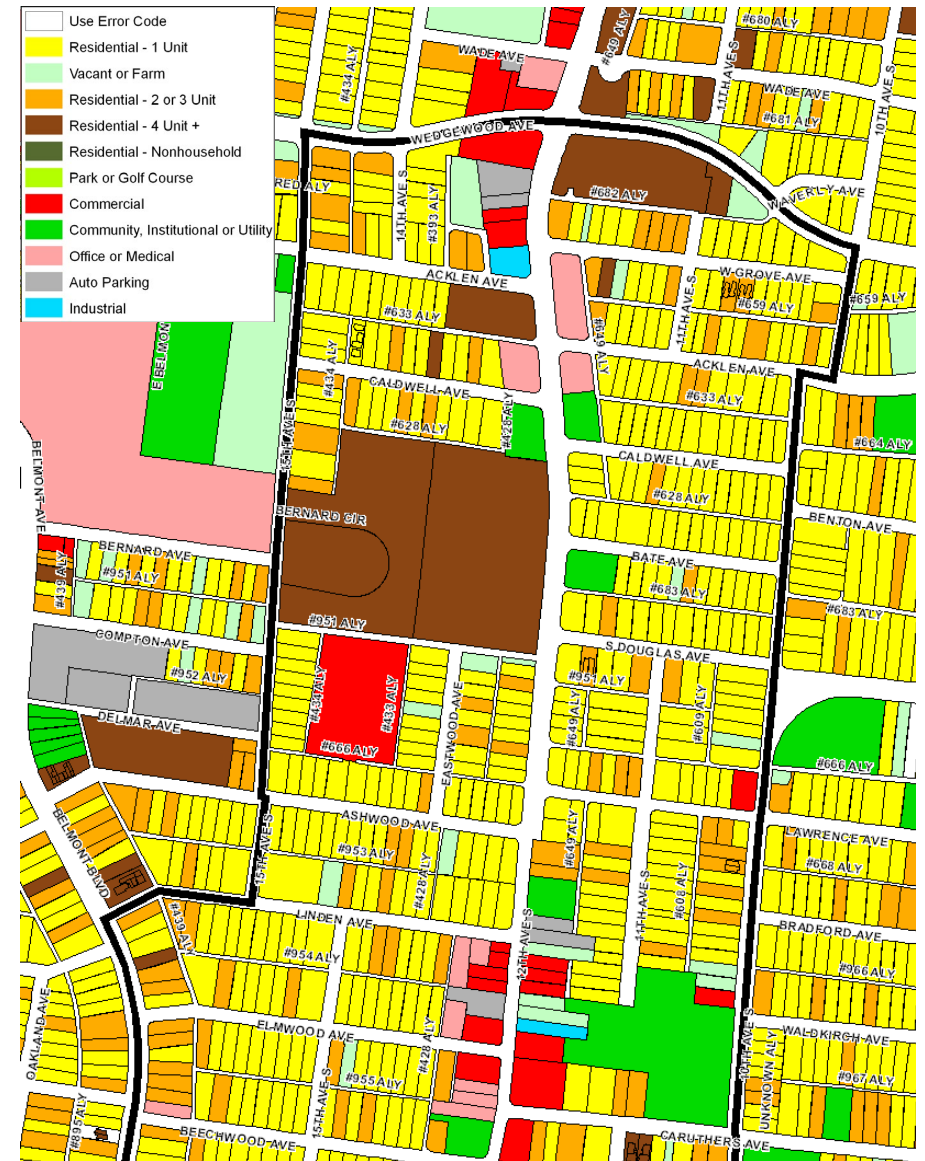


Figure 2: Existing Land Use, Northern Section, 12th Avenue South





Figure 3: Existing Land Use, Southern Section, 12th Avenue South

are found along Belmont Boulevard, which has an exemplary mix of housing that is appropriate for a boulevard with a major neighborhood center, proximity to a university, and transit service. Multi-family housing is in relatively short supply along 12th Avenue South where the location's street and transit warrant it.

Two-family structures, or duplexes, are found throughout the study area and make up 21.7 percent of the housing units in the study area.

The major portion of housing in the study area, 41.8 percent, is single-family detached. The Metro Historical Commission documents that there are four architectural types – Victorian, Bungalow, Transitional Victorian and Tudor Revival – that are predominant in the area. These architectural styles remain, but recent infill of single- and two-family housing has not, generally, modeled these housing types. While the 12<sup>th</sup> Avenue South Detailed Neighborhood Design Plan does not address architectural standards, it does address urban design standards of height, setbacks, spacing between structures, location of pedestrian entrances, vehicular access and parking. The purpose of including these urban design standards is to have infill development – whether single-family, two-family, or multi-family – complement the scale, placement and orientation of the existing built environment. The challenge with ensuring that infill development complements existing development is that the existing zoning district is permissive in height and setbacks permitted, allowing infill development that is not complementary in scale.

### Office/Medical and Industrial Uses

Together, these two groups of land uses make up the smallest percentage of the land uses in the study area at only 2.3 percent. These land uses are generally located along 12<sup>th</sup> Avenue South, such as at the Acklen Avenue and 12<sup>th</sup> Avenue South intersection. There are only two properties with industrial land use in the study area – one property is located at Acklen Avenue and 12<sup>th</sup> Avenue South and other just north of Elmwood Avenue on 12<sup>th</sup> Avenue South (the latter is currently not in business). The low percentage of these uses in the neighborhood's land

use mix is not surprising given the neighborhood’s residential character and close access to more intense employment centers.

### Commercial

Commercial land uses account for 5.5 percent of the study area’s land uses and are found in concentrations along the southern portion of the 12<sup>th</sup> Avenue South Corridor and the northern portion of the Corridor near Wedgewood Avenue. There are over 50 businesses in the 12<sup>th</sup> Avenue South central business district. Most of these businesses are small and locally owned which reflects community goals expressed in this document. Nine businesses average 42 years in existence and represent eight sectors (books/media, music equipment, real estate, jewelry, automobile sales, roofing, and funerals). An additional eight businesses average over 11 years in business and include a florist, counseling, catering, furnishings, dentistry, clothing, school tours and salons<sup>1</sup>.

The commercial uses in the study area are relatively diverse with restaurants, boutiques, coffee shops, and general service establishments existing along the Corridor. Most of the recent businesses, however, tend to cater to disposable income, versus meeting daily needs.

One business category requested during the DNDP process that is not found is the small grocery store or market, although there are some located nearby just outside the study area.

The primary 12<sup>th</sup> Avenue South commercial area (between Linden Avenue and Kirkwood Avenue) has three common building types from various eras – two-story commercial structures, service stations, and Bungalow homes converted to commercial/office use. While the 12<sup>th</sup> Avenue South Detailed Neighborhood Design Plan does not provide specific architectural guidance, it does address urban design standards of height, setbacks, spacing between structures, location of pedestrian entrances, and vehicular access and parking. These urban design standards are provided with the goal of having infill development

1 Existing businesses compiled by survey in 2007, provided by Ken Winters,

RESIDENTIAL USES <sup>1</sup>	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
Single Family Detached Subtotal	121.74	51.65	588	41.76	4.83
Duplexes and Multifamily Subtotal	57.98	24.60	810	57.52	13.97
Duplexes	32.14	13.64	306	21.73	9.52
Multi-Family	25.84	10.96	504	35.80	19.50
Household Residential on Nonresidentially Coded Parcels <sup>2</sup> Subtotal	--	--	10	0.71	--
<b>HOUSEHOLD RESIDENTIAL TOTAL</b>	<b>179.72</b>	<b>76.25</b>	<b>1,408</b>		<b>--</b>
<b>NONHOUSEHOLD RESIDENTIAL<sup>4</sup> TOTAL</b>	<b>0.00</b>	<b>--</b>	<b>0</b>	<b>100.00</b>	<b>--</b>
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOOR-SPACE (SQ FT)	% OF SUBTOTAL	FLOOR/AREA RATIO <sup>3</sup>
<i>Office, Commercial &amp; Industrial Subtotal</i>	<b>18.18</b>	<b>7.71</b>	<b>226,520</b>	<b>100.00</b>	0.29
Office, Non-medical	3.23	1.37	43,614	19.25	0.31
Office, Medical	1.24	0.53	13,373	5.90	0.25
Clinic or Hospital	0.00	0.00	0	0.00	--
Commercial: Retail	9.95	4.22	119,435	52.73	0.28
Commercial: Other	2.91	1.23	40,547	17.90	0.32
Industrial	0.85	0.36	9,551	4.22	0.26
<i>Auto Parking (principal use) Subtotal</i>	<b>0.00</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>
<i>Civic &amp; Public Benefit Uses Subtotal</i>	<b>31.58</b>	<b>13.40</b>	<b>--</b>	<b>100.00</b>	<b>--</b>
Community Facilities	11.58	4.91	--	36.67	--
Parks, Golf Courses & Other Open Space	20.00	8.49	--	63.33	--
<b>NONRESIDENTIAL USES TOTAL</b>	<b>49.76</b>	<b>21.11</b>	<b>--</b>	<b>--</b>	<b>--</b>
VACANT & FARMLAND					
Vacant/Farm Residential Codes	3.85	1.63	--	--	--
Vacant Commercial Code	2.36	1.00	--	--	--
Vacant Industrial Code	0.00	0.00	--	--	--
<b>VACANT LAND TOTAL</b>	<b>6.21</b>	<b>2.63</b>	<b>--</b>	<b>--</b>	<b>--</b>
<i>Miscoded or non-coded parcels</i>	<b>0.00</b>	<b>0.00</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>TOTAL PARCEL ACRES</b>	<b>235.69</b>	<b>100.00</b>			
<i>Estimated Right-of-Way- Total (Streets and Alleys)</i>	<b>90.00</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>LAND AREA TOTAL</b>	<b>325.69</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>

Table 1: Generalized Existing Land Use

<sup>1</sup> All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; <sup>2</sup> Unit Structures<sup>2</sup> includes parcels with residential units in two or more residential use codes

<sup>2</sup> Includes 273 units of Belmont University student housing on 15.61 acres (17.49 units / acre). Without this housing included, there are 231 units of multifamily housing in the neighborhood on 10.23 acres at 22.58 units/acre, or 16.41% of the housing units in the neighborhood.

<sup>3</sup> Ratio of floor area divided by land area

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes, except as noted.

Source: Metropolitan Planning Commission, October 2007

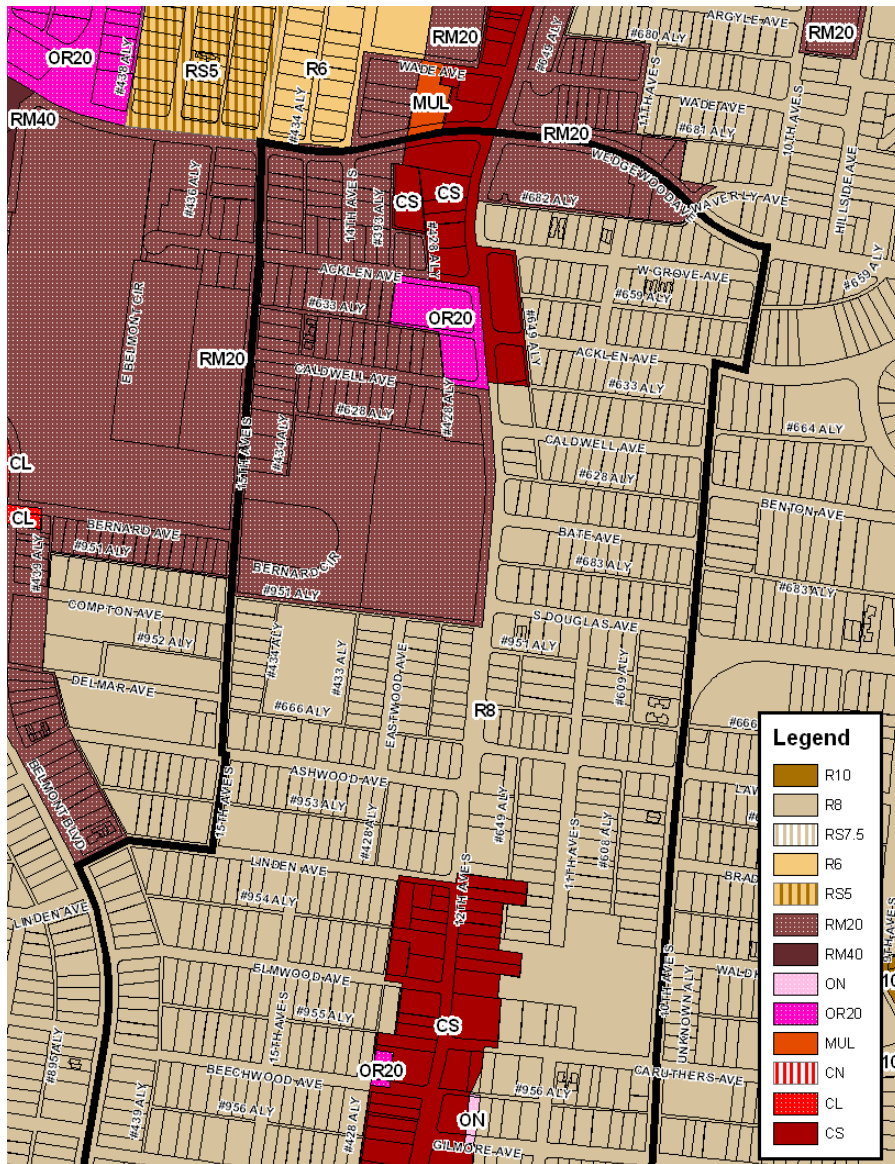


Figure 4: Existing Base Zoning: northern half of plan area

complement the scale, placement and orientation of the existing built environment.

### Civic and Public Benefit Uses

This land use category generally includes public and private community-oriented services such as schools, libraries, fire and police stations, places of worship, day care centers, parks, social services, cultural centers and fraternal organizations. In the 12<sup>th</sup> Avenue South area, the Civic and Public Benefit Uses include:

The former Waverly-Belmont School (now used by Metro Nashville Public Schools to house its ITS services) and accompanying open space, Sevier Park and the Community Center, the fire hall on 12<sup>th</sup> Avenue South, the Metro Historical Commission housed in historic Sunnyside at Sevier Park, several houses of worship, and Belmont University. Together this group comprises 13.4 percent of the land use in the study area. These land uses are mostly located along 12<sup>th</sup> Avenue South at prominent locations.

### Vacant Land

There is very little vacant land in the study area. There are only 3.9 acres or 1.6 percent of land in the study area that is vacant residential property and 2.4 acres or 1.0 percent study area land is vacant commercial property. The vacant residential parcels are located throughout the study area and are not concentrated in any particular location. Vacant commercial properties are concentrated in areas along 12<sup>th</sup> Avenue South. These parcels are located at the corner of Beechwood Avenue and 12<sup>th</sup> Avenue South, and the west side of 12<sup>th</sup> Avenue South, between Caruthers Avenue and Linden Avenue.



## Inventory and Analysis of Existing Zoning

Both the current base zoning districts and overlay district zoning are addressed in this section. Each type of zoning is also shown graphically and is summarized for the Corridor in the accompanying table.

An understanding of the existing zoning is crucial, because the DNDP is *primarily implemented through zone changes*. The guidance of the DNDP does not apply to properties that develop within their existing zoning. Rather, when a property owner requests a zone change, subdivision request, variance, or other change in their development opportunities, *then* the proposal is judged for its conformance with the DNDP. If the current zoning is very permissive toward development, there will be little need or incentive to rezone and follow the DNDP. Therefore, during creation of the DNDP, the Planning staff and the community discussed tradeoffs in development rights, to provide incentives to property owners to seek rezoning and be subject to the guidance of the DNDP.

### Base Zone Districts

Category	Acres	% of Total
Residential Districts Total	214.18	90.2%
Residential Single and Two-Family (R) Districts	180.50	76.0%
Residential Multi-Family (RM) Districts	33.68	14.2%
Mixed Use and Nonresidential Districts Total	23.21	9.8%
Office/Residential Districts	2.51	1.1%
Office Districts	0.16	0
Mixed Use Districts	1.25	0.5%
Commercial Districts	19.29	8.1%
TOTAL	237.39	

Table 2: Base Zone Districts

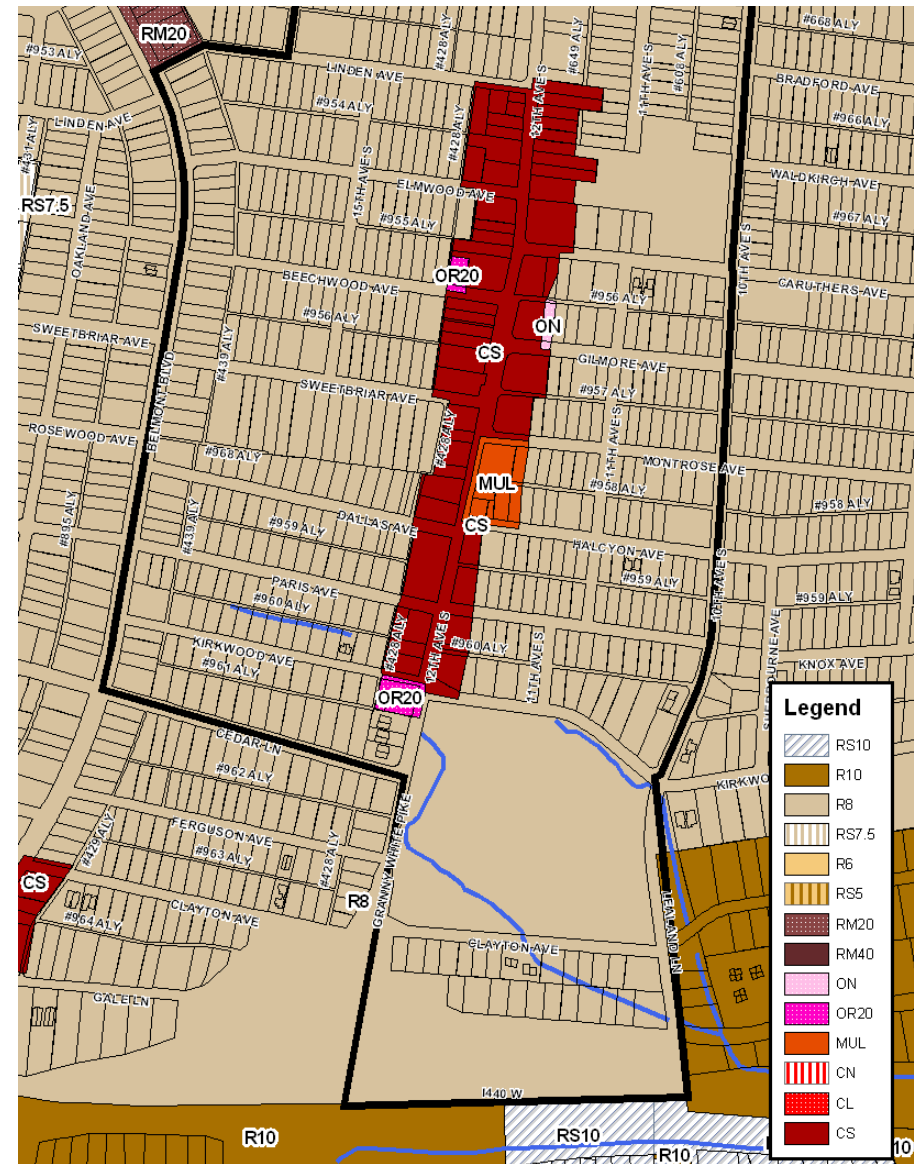


Figure 5: Existing Base Zoning, Southern Section, 12th Avenue South

The 12<sup>th</sup> Avenue South Corridor study area contains two residential zoning classifications, two office zoning classifications, one mixed use, and one commercial zoning classification. The residential zoning classifications apply to 195 acres in the study area, which is 89 percent of the zoned land in the study area. Meanwhile, 20.1 acres or 9 percent of the zoned land in the study area is commercially zoned property. Only 2.8 acres or 1 percent is office, and 1.3 acres or 0.6 percent is mixed use.

The residentially zoned properties have either R8 or RM20 zoning. The R8 zoning district allows one- and two-family structures on a minimum lot size of 8,000 square foot. The RM20 zoning district allows multi-family housing structures at up to 20 units per acre. Land uses allowed in these zoning districts tend to be medium density development in R8 zoning districts and moderately higher density development within RM20 zoning districts. R8 zoning districts are mostly located in areas east and west of the 12<sup>th</sup> Avenue South Corridor. RM20 zoning districts are located near Wedgewood Avenue and encompass much of the Belmont University property.

The RM20 zoning district near Wedgewood Avenue and Belmont University represents the issue of providing incentives to rezone described above. If the zoning currently allows moderately high density housing, what incentive exists for the property owner to rezone his or her land and be subject to the urban design standards proposed in the DNDP? During the DNDP process, community members and Metro Planning staff discussed allowing a slight increase in density for these areas, to encourage property owners to rezone – capturing the increased density, but also subjecting them to the urban design standards provided in the DNDP.

Commercial Service (CS) zoning is the zoning district of the commercially-zoned property along the 12<sup>th</sup> Avenue South Corridor study area. CS zoning is a very permissive zoning district, allowing standards that create automobile oriented retail trade and consumer services which include fast food, sit down, and full service restaurants, bars and nightclubs, and additional retail and office land uses. There

is a concentration of CS zoning along 12<sup>th</sup> Avenue South from Linden Avenue to Kirkwood Avenue. Other CS zoned areas are located near Wedgewood Avenue terminating at Caldwell Avenue.

CS zoning that is located within the Urban Zoning Overlay District (UZO – see the section *Overlay Districts* for description), which covers all of the study area, also allows residential development as a Permitted with Conditions use along arterials and collectors. This is referred to as the “Adaptive Residential Development” provision and it is intended to facilitate the gradual redevelopment of older strip commercial development along major streets into a more sustainable mixed-use form by encouraging residential development. Through this provision, properties that have the majority of their frontage on an arterial street or collector street as shown on the adopted Major Street Plan may develop residential uses if a minimum of forty percent of the building’s gross floor area is devoted to residential uses. Certain conditions apply, but the residential square footage is exempted from the required floor area ratio (the ratio of square footage of a building to lot area), which provides both an incentive and permits larger buildings.

Perhaps equally important to the land uses that CS zoning permits is the form of development, or urban design, of the development. CS zoning allows a maximum height of 30 feet at the “setback” line (generally from the back of the sidewalk). More height can be added, but it must be stepped back, with 15 feet of height added for every 10 feet that the building steps back. The result is a structure that is tiered like a wedding cake. Equally important, CS zoning allows land uses that are often designed to be accommodating to the automobile; parking is located to be easily accessible by being placed in the front of building, instead of behind, beside, or beneath. This has the potential to create automobile and pedestrian conflicts as cars move in and out of parking areas crossing sidewalks designed for pedestrians. In the 12<sup>th</sup> Avenue South study area however, much of the CS zoning is also located in the Urban Zoning District (UZO), an overlay district which is discussed momentarily. The UZO encourages the site to be designed in such a way that preserves historic building setbacks, using contextual setbacks

that may force the building to the front of the site then forcing the parking to be behind, beside, or beneath.

Two office zoning districts are present on the 12<sup>th</sup> Avenue South Corridor study area – Office Neighborhood (ON) and Office/Residential (OR20). The ON zoning district allows office land uses that are low intensity and that may act as a transition or buffer between a more intense land use and residential. The OR20 zoning district allows for more intense office land use, but also allows residential development at moderately-high densities of 20 dwellings units per acre. The properties within the ON zoning district are found near Beechwood Avenue and near Kirkwood Avenue. In both cases, the land uses currently act as transitional buffers because they are situated between the CS zoning district and R8 zoning district. The OR20 zoning district encompasses the portion of Belmont University property that fronts onto 12<sup>th</sup> Avenue South.

Mixed-Use Limited or MUL is a zoning district encompassing a small area containing 9 parcels totaling only 1.3 acres in the 12<sup>th</sup> Avenue South Corridor study area. This zoning district is located along the east side of 12<sup>th</sup> Avenue South between Halcyon Avenue and Montrose Avenue. The MUL zoning district allows a mixture of uses in one building.

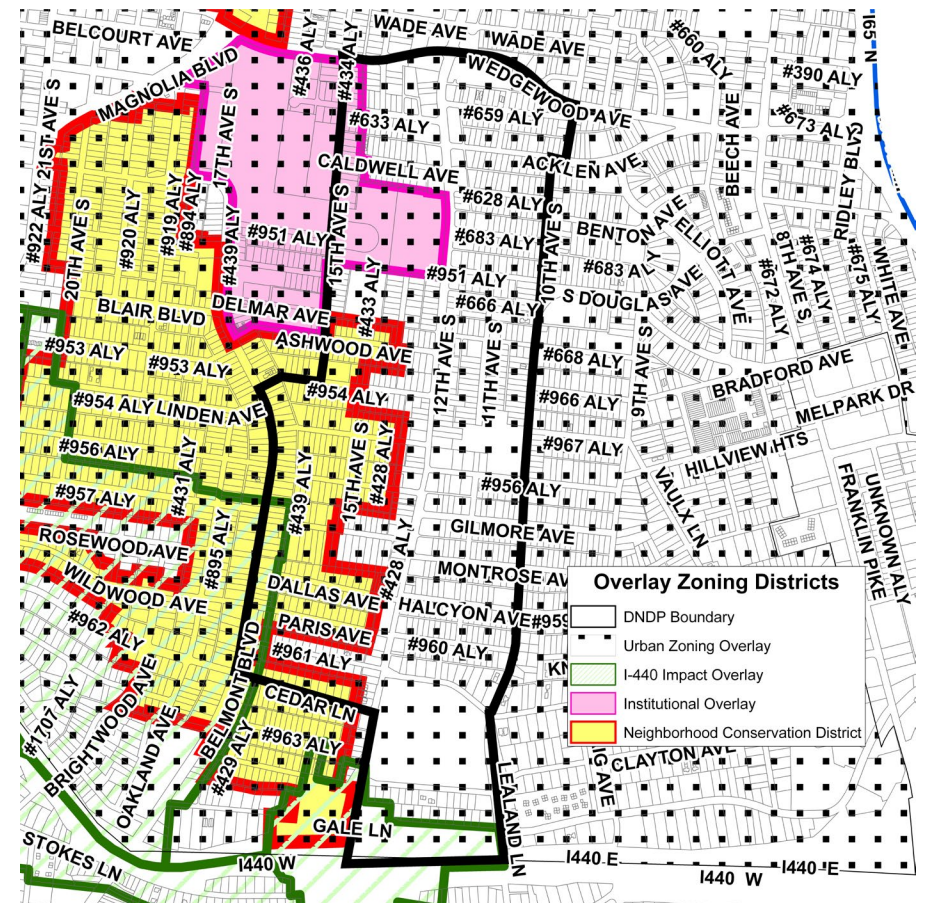


Figure 6: Overlay Zoning Districts, 12th Avenue South

Table 3: Overlay Zoning Districts

Category	Acres	% of Total
Institutional Overlay District	20.24	8.52%
Neighborhood Conservation District	50.05	21.08%
Urban Zoning Overlay District	23.21	9.78%
I-440 Impact Overlay District	5.13*	2.16%
No Overlay	138.76	58.45%
TOTAL	237.39	

\*There are also about 20 acres of the I-440 right-of-way (location of community garden) that are within the I-440 Impact Overlay District



## Overlay Districts

Overlay districts are zoning districts that add additional regulatory protections, but do not restrict the use of the land allowed under the base zoning. There are four different overlay districts that affect the study area. The acreage in each overlay district is outlined in Table 3.

Much of the western portion of 12<sup>th</sup> Avenue South Corridor is under a Historic Overlay called a Neighborhood Conservation Zoning District that is shaded yellow in Figure 4. Meanwhile, Belmont University is under an Institutional Overlay District, which is shaded pink in Figure 4. A small portion of the I-440 Impact Overlay covers the right-of-way of I-440 where the community garden is located. The entire study area is within the Urban Zoning Overlay (UZO) that covers the old central city area of Nashville.

The Belmont – Hillsboro neighborhood comprises the majority of the Neighborhood Conservation Zoning District that was adopted on April 8, 2005. The Neighborhood Conservation Zoning District is zoning that is applied in addition to the base zoning in the study area. The conservation zoning district does not impact the use within a structure. Instead, the Neighborhood Conservation Zoning District provides regulations protecting the architectural character of structures by requiring the review of plans before the demolition, new construction, additions and relocations in a conservation zoning district. The 12<sup>th</sup> Avenue South Corridor DNDP is designed to complement the Neighborhood Conservation Zoning District and the historic nature of the neighborhood.

The Belmont College Institutional Overlay was adopted on August 15, 2005. The purpose of an institutional overlay district is to provide a means by which colleges and universities situated wholly or partially within residential neighborhoods can function and grow in a sensitive and planned manner that preserves the integrity and long term viability of the surrounding neighborhoods.

The I-440 Impact Overlay was adopted in the 1970s after the construction of I-440 to protect against potential adverse land use

changes that might arise because of the presence of a new freeway facility and its attendant interchanges, some of which are located on land that was residential at the time of the freeway's construction. The portion of the study area that is within the I-440 Impact Overlay is in Subarea 1-L of the overlay. Subarea 1-L of the I-440 Impact Overlay discourages residential base district zoning changes to higher density zones. Small residential overlay districts may be considered and should be limited to one-family and two-family type housing structures. No rezoning to nonresidential base or overlay zone districts should be permitted, per the I-440 Impact Overlay.

The Urban Zoning Overlay (UZO) applies to the old central city of Nashville as it existed prior to the mid-1950s. All of the study area is included within the UZO. The primary intent of the UZO is to preserve and protect existing development patterns that predate the mid-1950's in portions of Metro Nashville that were developed before

that time and to ensure the compatibility of new development in those older portions of the city. In addition, the UZO district is intended to promote reinvestment in these areas by modifying development standards that could add unnecessary expense without improving the safety or compatibility of resulting development. For the most part, the development standards that are modified are street setbacks for commercial, mixed use, and multi-family residential areas, and parking standards. The street setbacks enable development to be built close to the street and the parking standards reduce the required parking for several uses.

## Inventory and Analysis of Existing Systems

### Natural Features

Due to the urban setting of the 12<sup>th</sup> Avenue South study area, there are few remaining sensitive environmental or undisturbed natural features. Environmentally sensitive and natural features generally include flood plains, steep slopes, view sheds, hillsides, and streams. There are few areas within the study neighborhood that have steep slopes. Where steep slopes are present, the land is primarily developed. Steep slopes - any slope greater than 20 percent - are located on the Belmont University property near Douglas Ave. Other small pockets of steep slopes exist near Interstate 440. There are no flood plain regions in the study area, however, two small unnamed streams that run through Sevier Park.



Figure 7: Natural Features, 12th Avenue South

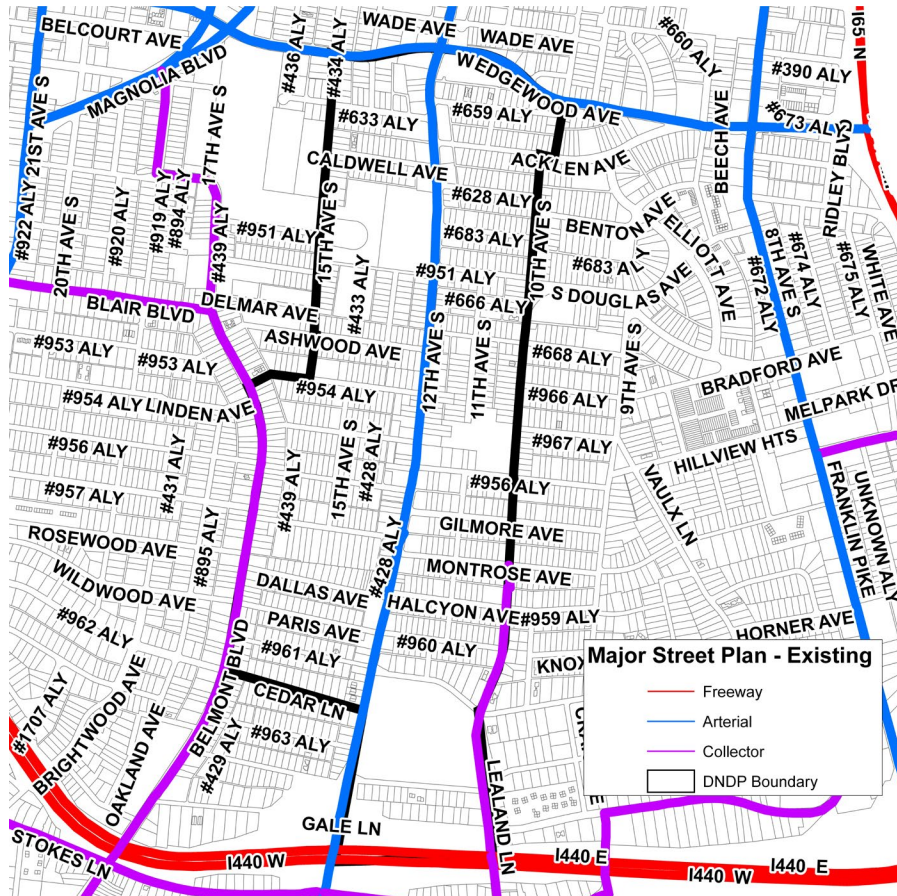


Figure 8: Local, collector, arterial, freeway streets; 12th Avenue South

### Street Network

The 12<sup>th</sup> Avenue South study area has a street system that is fully developed and highly connected. Within the neighborhoods the local streets are highly connected and provide multiple routes in which to move throughout the neighborhoods. On the outer edges of the study area there are arterials and collectors providing access to the neighborhoods. 12<sup>th</sup> Avenue South and Wedgewood Avenue are both classified as Urban Arterials on the Major Street Plan. Belmont Boulevard and 10<sup>th</sup> Avenue South are both classified as collector streets on the Major Street Plan.



## Transit System

The 12<sup>th</sup> Avenue South study area also has consistent mass transit bus routes. Metropolitan Transportation Authority (MTA) routes are located along Belmont Boulevard, 12<sup>th</sup> Avenue South, 10<sup>th</sup> Avenue South, and Acklen Avenue with multiple bus stops along these corridors. The bus stop at the intersection of Wedgewood Avenue and 12<sup>th</sup> Avenue South is the only stop on the 12<sup>th</sup> Avenue South route equipped with a covered bus shelter. Bus routes change periodically and the reader is recommended to visit the MTA web site [www.nashvillemta.org](http://www.nashvillemta.org) for the most up to date information.

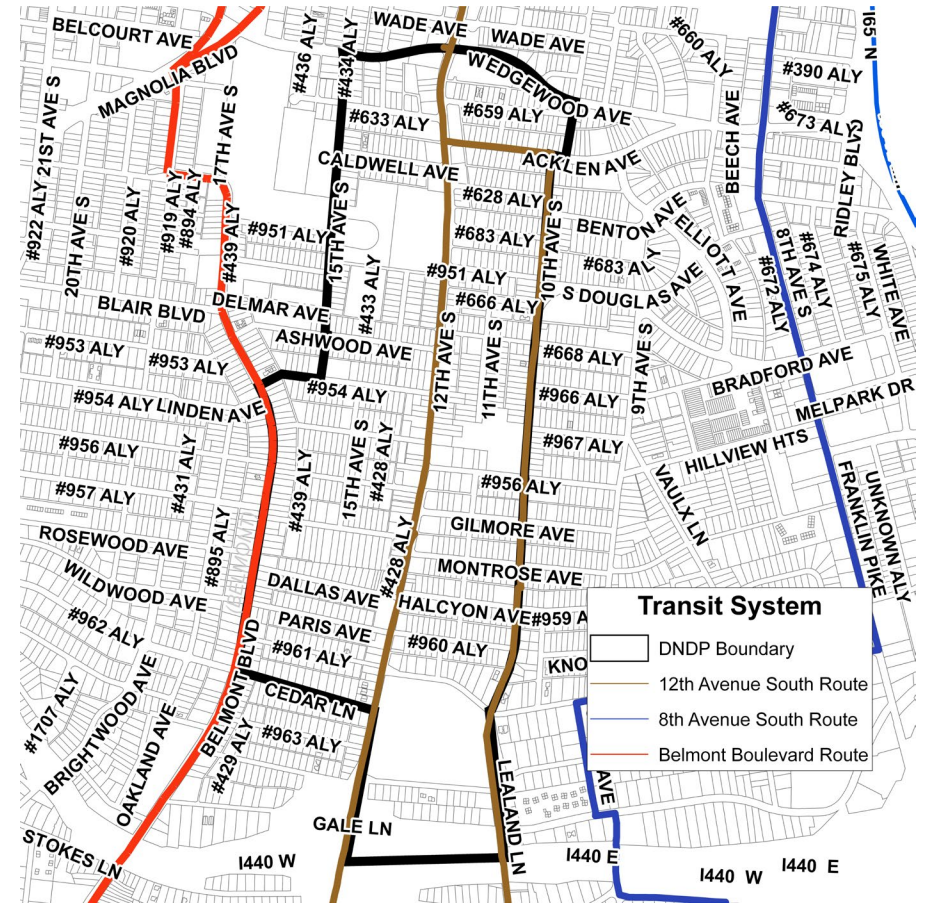


Figure 9: Transit System, 12th Avenue South

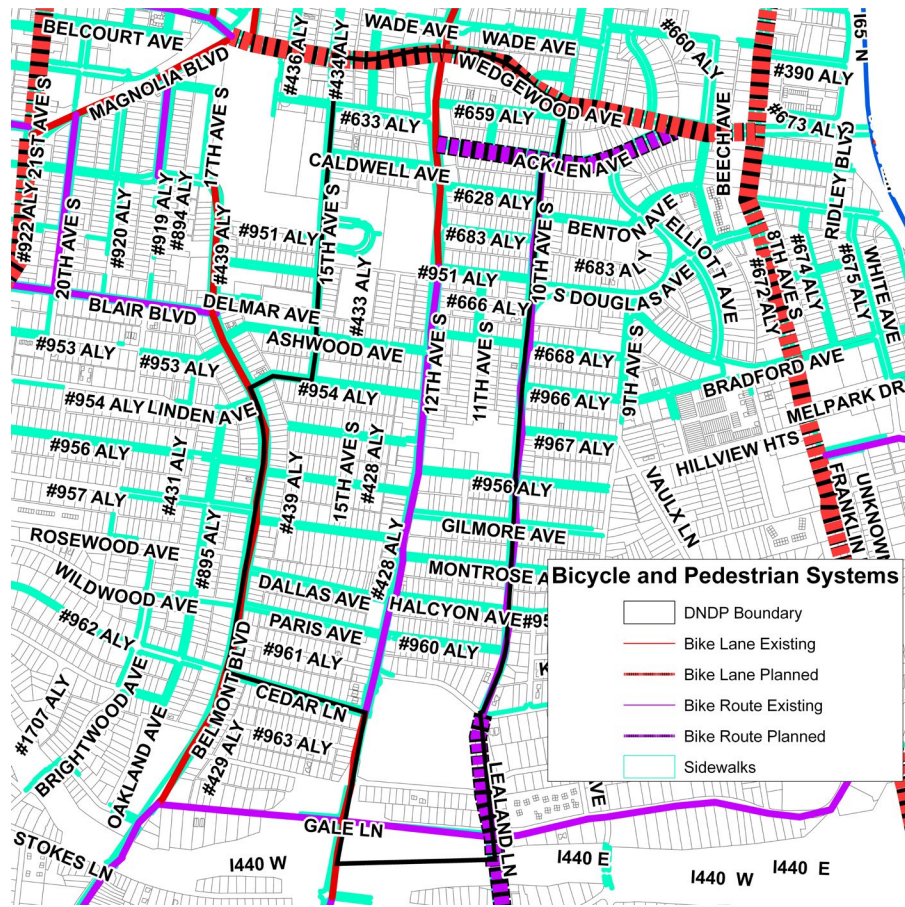


Figure 10: Bicycle and Pedestrian Systems, 12th Avenue South

## Bicycle and Pedestrian Systems

The 12<sup>th</sup> Avenue South study area has a strong pedestrian and bicycle network. There are sidewalks along the 12<sup>th</sup> Avenue South Corridor and throughout surrounding neighborhoods that provide pedestrian connections to major points of interest within the neighborhoods and along the corridor. While there are some areas where sidewalks may be in need of repair, or where sidewalks connections are missing, the majority of the local streets within the neighborhoods have sidewalk facilities.

Bike lanes currently are located along 12<sup>th</sup> Avenue South and Belmont Boulevard. There is an existing bike route on 10<sup>th</sup> Avenue South from Acklen Avenue to Sevier Park, with a bike route planned on Lealand Lane heading south towards Interstate 440. Recommendations for enhanced bicycle and pedestrian facilities are provided later in this document.



## Historically Significant Features

Much of the 12<sup>th</sup> Avenue South study area is under the Neighborhood Conservation Overlay District. Meanwhile, homes that front onto Belmont Avenue between Linden Avenue and Cedar Lane within the study area boundaries, along with the Sunnyside House at Sevier Park, are listed on the National Register of Historic Properties. Many properties in the study area are under a local Worthy of Conservation designation. Those properties include businesses, church, and several homes located on 12<sup>th</sup> Avenue South Proper, as well as properties within the interior of the neighborhood.

The Worthy of Conservation (WOC) designation is a local designation for properties that are of a historical significance to a neighborhood or community. As these properties get older, their eligibility for national recognition under the National Register of Historic Properties is more likely.

Many WOC properties to the west of 12<sup>th</sup> Avenue South are under the Neighborhood Conservation Zoning District that was adopted on April 8, 2005. Other properties considered to be worthy of conservation under the WOC designation determined by the Metropolitan Historical Commission, may pursue protections for these properties under local zoning designations such as the Neighborhood Conservation Districts or a Historic Zoning District.

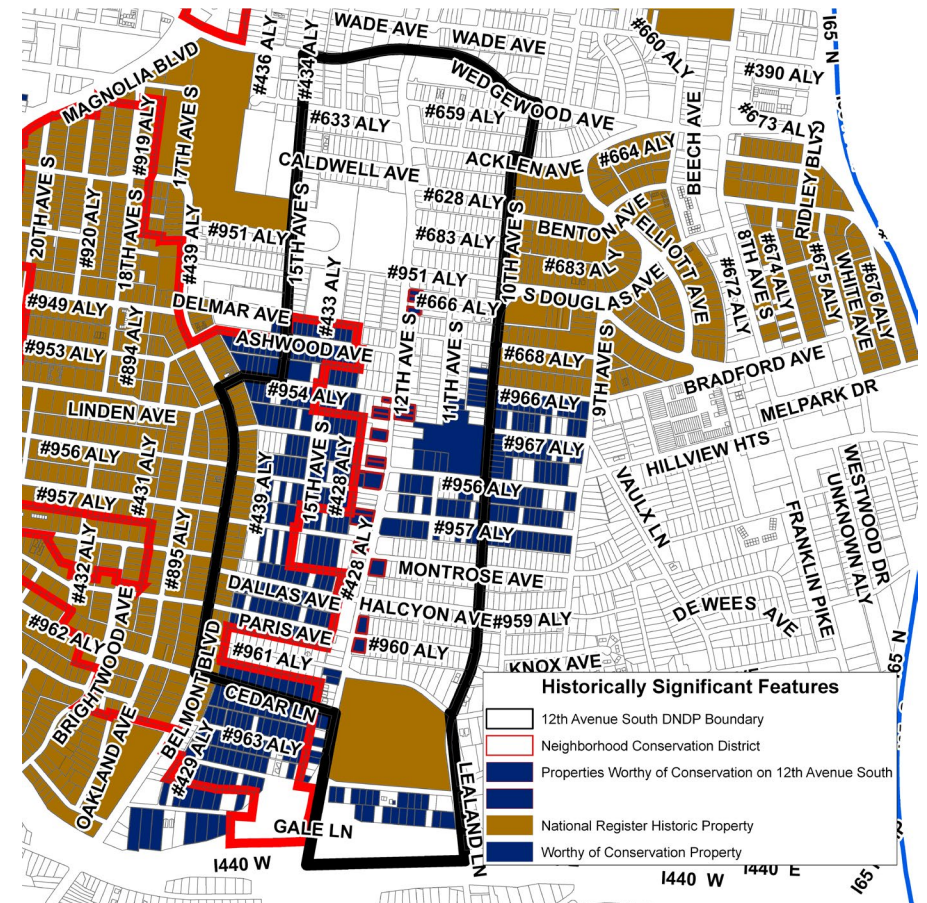


Figure 11: Historically Significant Areas, 12th Avenue South

Properties Worthy of Conservation on 12 <sup>th</sup> Avenue South	Property Description
Property Address - 12 <sup>th</sup> Avenue South:	
2114, 2110, 2108	Single Family homes
2301	Early – mid 20 <sup>th</sup> Century commercial 2 –story
2302, 2304, 2306	Bungalows
2307, 2309	Cottages
2315	Early 20 <sup>th</sup> Century commercial block
2403	Bungalow
2405	Four Square
2411	Church
2507	Tudor
2511	Bungalow
2600	Commercial
2601	1930's Gas Station
2814	Early 20 <sup>th</sup> Century commercial 2-story
2900	1950's Gas Station

Table 4:  
Properties Worthy of Conservation on 12th Avenue South





12th Ave S DNDP		Davidson County		12th Ave S	
QuickFacts		#	%	#	%
<b>Population</b>	Total	569,891	n/a	2,848	n/a
	Household Population	545,686	95.8%	2,848	100.0%
	Group Quarters Population	24,205	4.2%	0	0.0%
	Institutionalized Population	10,343	1.8%	0	0.0%
	Population Projection, 2010	619,771	n/a	2,649	n/a
	Population Change, 2000 - 2010	49,880	8.8%	-199	-7.0%
	Average Household Size	2.30	n/a	2.27	n/a
	Male	275,530	48.3%	1,305	45.8%
	Female	294,361	51.7%	1,543	54.2%
<b>Families</b>	Total	139,234	58.6%	516	n/a
	Married Couple Families with Children	41,006	29.5%	109	21.1%
	Single Parent Families with Children	23,874	17.1%	70	13.6%
	Female Householder with Children	19,985	14.4%	53	10.3%
<b>Race</b>	White	382,008	67.0%	1,658	58.2%
	Black or African American	147,862	27.1%	1,118	39.3%
	American Indian/ Alaska Native	1,978	0.3%	0	0.0%
	Asian	11,691	2.1%	36	1.3%
	Native Hawaiian or Pacific Islander	400	0.1%	0	0.0%
	Other Race	13,535	2.4%	27	0.9%
	Two or More Races	12,417	2.2%	9	0.3%
<b>Ethnicity</b>	Hispanic or Latino	25,597	4.5%	56	2.0%
<b>Age</b>	Less than 18	126,409	22.2%	403	14.2%
	18-64	379,939	66.7%	2,179	76.5%
	Greater than 64	63,543	11.2%	266	9.3%
<b>Housing Units</b>	Total	252,977	n/a	1,314	n/a
	Owner Occupied	131,384	55.3%	546	41.6%
	Renter Occupied	106,021	44.7%	706	53.7%
	Occupied	237,405	93.8%	1,252	95.3%
	Vacant	15,572	6.2%	62	4.7%
<b>Travel</b>	Mean Travel Time to Work (min)	22.2	n/a	16.7	n/a
	Workers	285,980	n/a	1,573	n/a
	Drove Alone	225,060	78.7%	1,157	73.6%
	Carpooled	38,111	13.3%	144	9.2%
	Public Transportation	5,038	1.8%	75	4.8%
	Walked or Worked from Home	15,546	5.4%	178	11.3%
	Other	2,225	0.8%	19	1.2%
<b>Income</b>	Median Household Income	\$39,797	n/a	n/a	n/a
	Per Capita Income	\$22,684	n/a	\$20,133	n/a
<b>Education</b>	Population 25 years and over	377,734	n/a	1,710	n/a
	Less than 9th grade	20,486	5.4%	81	4.7%
	9th to 12th grade, No Diploma	48,152	12.7%	198	11.6%
	High School Graduate (includes equivalency)	94,268	25.0%	381	22.3%
	Some College, No Degree	81,327	21.5%	402	23.5%
	Associate Degree	18,356	4.9%	47	2.7%
	Bachelor's Degree	75,948	20.1%	465	27.2%
	Graduate or Professional Degree	39,197	10.4%	136	8.0%
<b>Employment</b>	Population 16 Years and Over	456,655	n/a	2,510	n/a
	In Labor Force	307,653	n/a	1,710	68.1%
	Civilian Labor Force	307,250	99.9%	1,710	100.0%
	Employed	291,283	94.7%	1,619	94.7%
	Unemployed (actively seeking employment)	15,967	5.2%	91	5.3%
	Armed Forces	403	0.1%	0	0.0%
	Not in Labor Force	149,002	32.6%	800	31.9%

Table 5: Demographic Quick Facts

## Chapter II: Exploring Alternatives

After researching the history and existing built environment along the 12<sup>th</sup> Avenue South Corridor, community stakeholders envisioned the possibilities for future growth and development at a Visioning session. A Conceptual Land Use Plan was created from the initial visioning session, which balanced community stakeholders' visions for residential, commercial, office and open space development while preserving the unique character of 12<sup>th</sup> Avenue South. The stages of translating this conceptual plan into land use policy and a building regulating plan to guide the form of development are described below, guiding the reader in how to use and understand this plan.

### How to Use This Detailed Neighborhood Design Plan

The purpose of this DNDP is to outline a comprehensive and integrated planning strategy intended to achieve the community's vision for future growth, development, and preservation. A community requires the interaction of many elements including land use, the built form and character, public services and facilities, infrastructure, and presence of civic activity. Great places are established where those elements are balanced and supportive of each other. In other words, the land use pattern is supported by the scale, character and massing of the buildings; the placement and orientation of buildings in relation to streets, sidewalks and open spaces creates sense of place; the transportation systems support and enhance the land uses; and public services and facilities, as well as civic activities and open spaces meet community needs.

DNDPs are used in the same way as the Community Plan. The community, private developers, the Planning Department, the Planning Commission, and Metro Council use the plan as a starting point to discuss public and private investment in the area, including proposed zone changes, subdivisions and public investment (including roads). Once adopted, the DNDP serves as the primary guide for the neighborhood's development. In the section below, any topic that is



*Commercial development at Belmont Boulevard and Dallas Avenue*

**bolded** is a section of the DNDP that the reader can refer to for more information.

In creating the DNDP, initial conversations with the community establish the direction of the plan, described through a **Vision Statement, Concept Plan, and Guiding Principles** for the neighborhood. To create a plan that considers all the elements of the neighborhood, goals and objectives are outlined in two broad categories: **Land Use Goals and Objectives** and **Systems Goals and Objectives**. Land Use Goals and Objectives set objectives for development of different types of residential development, mixed use development, and civic / open spaces. Systems Goals and Objectives focus on elements that make up the framework for development – circulation for vehicles, transit, pedestrians, and bicyclists as well as landscaping and signs.

The final products of the DNDP are the **Detailed Land Use Plan** and the **Building Regulating Plan**. These plans must be used together. The Detailed Land Use Plan summarizes which land uses are allowed in which parts of the neighborhood. The Building Regulating Plan

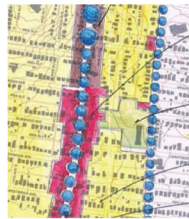


describes the appropriate building type and form in each subdistrict through analysis of actual buildings and lot patterns. Taken together, these plans provide detailed guidance on zoning and urban design (the relation of the building to the street, other buildings, and open space) to achieve the vision of the community.

Once officially adopted by Metro Planning Commission, rezoning requests within the DNDP should be accompanied by a site plan - by using a plan-based zoning district such as a Planned Unit Development (PUD), Urban Design Overlay (UDO), or a Specific Plan (SP) - to ensure that the community vision is met. Rezoning requests will be judged by Metro Planning staff on their conformance with the Detailed Land Use Plan and the Building Regulating Plan.

The policies, goals and objectives in this plan will be the basis for Metro Planning Commission staff recommendations relative to rezoning requests, subdivision requests, variances and special exceptions.

The policies, goals and objectives are intended to implement the guiding principles of this plan; they provide specific steps to create development that transforms the guiding principles into practices. All development is also encouraged, however, to offer additional or alternative innovative ways to achieve the guiding principles.



### Plan Intent

The Detailed Neighborhood Plan is a supplement to the Green Hills/Midtown Community Plan. Developers interested in working in this neighborhood are encouraged to follow this plan in determining the appropriate location and form of all future development. When development proposals are submitted for property within the Detailed Neighborhood Plan, the proposals will be evaluated for conformance with the provisions and the overall intent of the Detailed Neighborhood Plan. Development proposals that do not meet the exact provisions of the Detailed Neighborhood Plan may be permitted if the development demonstrates consistency with the overall intent of the Detailed Neighborhood Plan.

### Interpreting the Maps

The 12<sup>th</sup> Avenue South Corridor DNDP features a number of maps, including the Structure Plan, Concept Plan, Detailed Land Use Plan and Building Regulating Plan maps. An example of the progression from general to specific maps accompanies this text. This demonstrates the steps involved in refining the land use policy for each neighborhood to achieve the vision and guiding principles of the 12<sup>th</sup> Avenue South Corridor DNDP.

The **Structure Plan** map, which was developed during the Green Hills/Midtown Community Plan Update process, displays the broad level land use policies. The Structure Plan map is used to start the conversation about the vision of the community and the more refined detailed land use policies that can be used to fully realize that vision.

The **Concept Plan** map provides the grand vision for the Corridor. This map contains the vision for how current land uses should

From Concept Plan...



To Structure Plan....



To Detailed Land Use Plan...



To Building Regulating Plan.



*Community meeting - Hope Center - 12th Avenue South*

transition, over time, into the land uses envisioned by the community. Following the Concept Plan map is the **Detailed Land Use Policy** map. It further refines the land use policies in the Structure Plan map to more specific land uses, types and intensities of development and specific patterns of development. This map describes *what* can be developed.

The **Building Regulating Plan** map describes *how* the various properties should be developed. The Building Regulating Plan map describes how, on a parcel-by-parcel basis, the guiding principles for the 12<sup>th</sup> Avenue South Corridor are to be implemented on the ground through guidance on building type and form.

## Community Input

The success of neighborhood planning depends upon community involvement from residents, property owners, merchants, and institutional representatives, and elected officials. The participation of longtime and new residents as well as business owners, property owners, institutional representatives and elected officials created a vision that

accepts change, while guiding it to preserve the existing character of the neighborhood.

Community stakeholders participated in an intense visioning session where they shared their thoughts on six issues:

1. What they liked about the corridor and surrounding neighborhoods;
2. What they disliked;
3. What they wanted to see change in terms of businesses, services, public facilities and residential opportunities;
4. What areas did they believe were ripe for new development;
5. What real-world models reflect their ideal of development for the 12<sup>th</sup> Avenue South area; and
6. What the qualities of new development should be.

The former three questions helped community members distill a common vision (and helped planning staff to propose a Concept Plan) for the area. The latter three questions helped community members by considering 12<sup>th</sup> Avenue South through the lens of real locations, linked to locations in the study area, and to consider tangible qualities of development. Results from the former three questions are discussion below, and the results of the visioning are found in their entirety in Appendix A.

Chief among the strengths of the 12<sup>th</sup> Avenue South area was the area's racial and socio-economic diversity and the sense of community it creates. Strengths also included features of the built environment – historical residential and commercial structures; the transportation choices provided so that residents and guests could walk, bike, drive or take transit; and the open space present in Sevier Park along with “green” infrastructure in the form of street trees.

Among the challenges recognized by community members, many stakeholders disliked commercial intrusion into the neighborhood including the impact of traffic and parking associated with commercial businesses. Community members also voiced concern about the changing built environment *in* the surrounding neighborhoods – the



loss of historic homes that were generally smaller and single-family, which were being replaced by larger single-family and two-family homes. A related item – increasing property values and resulting “unaffordability” of the community – was also noted. Community members noted that portions of the 12<sup>th</sup> Avenue South area are also not pedestrian friendly with poor sidewalks, unsafe intersections, a lack of crosswalks, lighting and signals, as well as the street trees and other amenities that make walking more comfortable. Some community members noted disappointment that the area did not have more open space and that it did not have more consistent/frequent transit. Finally, some community members voiced concern about crime in the area, which was linked to challenges with Codes enforcement and unkempt alleys.

Answer the question of “what would you like to see change?”, the top request was for a grocery, followed by additional restaurants, a gym or community center, use of the open space at the former Waverly/ Belmont School as community open space, adequate parking, and small, locally owned businesses. Community members also addressed housing choice by noting that preservation of the existing housing stock was important to them, that infill should be appropriately-scaled to complement existing housing, and that housing choice was valuable, but needed to be appropriately located and scaled to complement the neighborhood.

In reviewing the answers that community members gave to these questions, the overarching sentiment emerged that community members value the current quality of life in the 12<sup>th</sup> Avenue South area, but have clear ideas on improving the quality of life.

Drawing from the conversations held at the visioning session, a vision emerges for creating what could be termed a “complete” community. This complete community would have a mixture of housing types (including affordable housing) that are appropriately located and scaled to complement the existing built environment. The complete community would have supportive community services from commercial establishments (again appropriately located to not



12th Avenue South DNDP Concept Plan





*12th Avenue South existing conditions*



*Mixed housing development scenario demonstrates that different housing can coexist when the emphasis is on form of development*

intrude into the neighborhoods and appropriately designed and scaled to have minimal impact on the neighborhoods) to parks and cultural/social facilities such as a community center. The complete community would have true transportation choices where walking, bicycling, driving or taking transit are all safe, comfortable, convenient options. In the visioning session, community members expressed interest in creating a community where current residents have the ability to remain in affordable housing, family friendly businesses cater to the daily convenience needs of residents, and efficient mobility systems include sidewalks, mass transit, bicycle facilities and parking on site for future development.

After the planned series of community meetings, Metro Planning staff met individually with neighborhood associations at the request of these associations and the Council members to further educate residents about the 12<sup>th</sup> Avenue South DNDP and the community planning process. Meetings with the 12<sup>th</sup> Avenue South, Sunnyside, and Belmont-Hillsboro Neighborhood Associations, provided the neighbors with a more clear understanding of the 12<sup>th</sup> Avenue South DNDP, while allowing planners to better explain to the neighborhoods the neighborhoods' very important role in the community planning process, and the impact of their input. Planning staff also heard very specific concerns from neighbors that were then re-addressed in the 12<sup>th</sup> Avenue South DNDP.

### **Concept Plan and Community Vision**

The Concept Plan is a broad sketch of the vision for land uses and mobility options. It is a graphical representation of the community's vision balanced with sound planning principles.

The accompanying Vision Statement creates a definition for growth and development in the community over a 10-15 year time period.

## VISION STATEMENT

The 12th Avenue South Corridor Neighborhood is a livable community that values its socioeconomic diversity, its, history, and cultural heritage. As it grows and develops in the future, the 12<sup>th</sup> Avenue South Corridor will remain a livable and sustainable community by providing a well- balanced mix of housing, including affordable housing, neighborhood-scaled businesses, real transportation options, active, easily accessible open space, employment and social services, and civic and cultural opportunity.

### Corridor Plan Summary

The 12<sup>th</sup> Avenue South Corridor is a vibrant, mixed use shopping, dining and residential district that serves and connects the Belmont – Hillsboro, Waverly – Belmont, Sunnyside, and 12South neighborhoods.

The 12<sup>th</sup> Avenue South Corridor’s proximity to Downtown Nashville, specifically to the Gulch, to Belmont University, and to Vanderbilt University, with adequate transportation options to all these locations, makes the 12<sup>th</sup> Avenue South Corridor and surrounding neighborhoods a desirable place to live, work, and play. Recent streetscape improvements, which included sidewalk widening and street lighting, along with traffic calming measures, have also improved the Corridor’s attractiveness. This has drawn businesses and amenities to the Corridor giving 12<sup>th</sup> Avenue South a new sense of place and drawing patrons from surrounding neighborhoods and throughout the County.

While new businesses have been largely welcomed by the surrounding neighborhoods, issues such as parking and noise have impacted the surrounding neighborhoods and raised concerns. This plan seeks to balance the Corridor’s growth and community-wide draw, with development that complements the character of the surrounding, largely single family neighborhoods that the Corridor also serves.

The resulting Concept Plan reflects the community’s desire to create mixed use development opportunities along the Corridor, without

expanding into the neighborhoods to protect the integrity of the surrounding residential neighborhoods. The Corridor currently could develop as a major commercial corridor with a conventional strip commercial development pattern because of its existing Commercial Services (CS) zoning. CS zoning not only permits a wide variety of land uses, but creates the possibility of development that may not be at a scale and intensity appropriate for the Corridor. While additional commercial development is desirable, a mixture of uses and more appropriate form compatible with the surrounding residential development is necessary.

Outside of the 12<sup>th</sup> Avenue South Corridor, the Concept Plan recognizes a handful of small, existing commercial centers on Belmont Boulevard and on 10<sup>th</sup> Avenue South. The Plan calls for these areas to be preserved, but without significant geographic expansion, and encourages them to become mixed use in character.

12<sup>th</sup> Avenue South also has areas zoned for residential land uses. Planning staff and community members discussed keeping these areas



*Housing on Belmont Boulevard*



residential, but with a mixture of housing types and at a higher level of density – an option that is attractive for several reasons.

First, by providing moderately higher density, more residents will move to 12<sup>th</sup> Avenue South, creating the kind of critical mass necessary for some land uses requested by residents such as a grocery.

Second, by providing a mixture of housing types, including townhomes (multi-family structures that are vertical in orientation) and stacked flats (multi-family structures that are horizontal in orientation), a wider range of residents can live along 12<sup>th</sup> Avenue South, preserving the diversity treasured by the community. The residents of the neighborhoods surrounding the Corridor may have the option of staying within their community, having the ability to purchase a starter home, upgrade to a larger family home, and then downsize back to smaller housing as empty nesters.

Third, the housing types proposed – townhomes and stacked flats – can also be built at a slightly larger scale that will better frame the wider, northern portion of 12<sup>th</sup> Avenue South, creating a sense of place and visually narrowing the street.

Finally, by placing different housing types along 12<sup>th</sup> Avenue South, the community provides housing choice for the residents, while preserving the single family housing stock within the interior of the neighborhood.

Within the neighborhoods that surround the 12<sup>th</sup> Avenue South Corridor, the Concept Plan calls for the preservation of the existing built environment – the primarily single-family nature of the neighborhoods with some two-family and multi-family structures - as well as the scale of the residences, and the historic homes themselves.

The Concept Plan also notes that Belmont Boulevard has a unique mix of housing types ranging from single family to multi family with several two family structures. This Plan recognizes the current mix as a benefit for the community that provides housing choice. The Plan acknowledges, however, that some members of the community would

prefer to see the corridor become solely single-family.

The Concept Plan reflects the community’s vision to preserve the community’s open spaces and proposes improvements to them in the form of connections to the open space surrounding the former Belmont – Waverly school and additional sidewalks to and through Sevier Park.



*Infill development provides housing choice and complements the character of the neighborhood.*

### **Guiding Principles**

The 12th Avenue South Corridor DNDP was created using a concept of a *livable community* – defined here as a community with housing choice at appropriate locations, neighborhood-scaled businesses, supportive community features and services, real transportation options, and active, easily accessible open space.

A second guiding principle for the 12<sup>th</sup> Avenue South Corridor DNDP is the use of an *integrated systems approach* to planning which provides strategies for land uses proposed in the study area *and* the systems that support them, such as transportation, signage, lighting, and landscaping. Guidance on creating supportive systems helps create the desired character for land uses in the 12<sup>th</sup> Avenue South Corridor.



Third, the policies, goals, objectives and guidance in the Corridor Plan are based on the principle of creating *sustainable development*. Sustainable development is defined as having four elements:

1. A commitment to balancing economic growth with the social/cultural identity of community and with protection of the environmental assets;
2. A commitment to creating development that is beneficial to the community today and in the future;
3. A commitment to engaging all stakeholders in planning for growth and development in Nashville/Davidson County; and
4. A commitment to thinking regionally in planning for the growth, development and preservation of Nashville/Davidson County.

Finally, in addition to the guiding principles mentioned above, the 12<sup>th</sup> Avenue South Corridor and the residents have also expressed the importance of having *housing choice* in the neighborhood and appropriate *infill development*.

Providing a mixture of housing types or “housing choice” in neighborhoods ensures that there is room in a neighborhood for all community members, regardless of their stage in life and their housing needs at that moment. Providing housing choice also helps ensure that residents of Davidson County have a choice of housing in multiple communities where housing is near commercial and employment centers, multiple transportation options, and civic and public benefit services.

Infill development in the 12<sup>th</sup> Avenue South area should be located and designed in a way that provides housing choice and additional development opportunities, but complements the character of the area. The character of infill development in the interior of the neighborhoods should be compatible – with regard to scale, massing, height and orientation – with the character of the surrounding area.

Infill along the 12<sup>th</sup> Avenue South Corridor provides an opportunity to develop higher-density development that can support surrounding

commercial development, utilize transit that is present along the Corridor and provide additional housing choice to complement the single-family and two-family homes traditionally found in the interior of the surrounding neighborhoods.

These guiding principles, along with the goals and objectives contained in the DNDP, work together to strengthen the existing land uses and help realize the proposed land uses, creating a livable and sustainable 12<sup>th</sup> Avenue South Corridor.

### **Transitions Between Land Uses**

Providing transitions between higher and lower intensity land uses is imperative. The preferred tool for the 12<sup>th</sup> Avenue South DNDP study area is site design – thoughtful use of massing, scale, orientation, location of parking, pedestrian and vehicular access – to transition between development of differing intensities and character. Other tools include the use of natural features and landscaping. Landscaping, however, is less desirable if it is used to buffer or screen adjacent land uses rather than using site design to create an appropriate transition between land uses.

### **Goals and Objectives**

After hearing the concerns of the 12<sup>th</sup> Avenue south residents, and creating a community vision during three community meetings, goals and objectives were developed for land use elements (Parks and Open Space, Civic Uses, Residential Land Uses, Mixed Use) and for the many systems that exist in the built environment (vehicular, pedestrian and bicycle circulation as well as parking and access, landscaping/buffering, signage and lighting). These goals and objectives should be used to help guide and realize the vision of the 12<sup>th</sup> Avenue South Corridor DNDP.

## Land Use Goals and Objectives

Goals and objectives for land uses are described briefly in the following sections – Open Space, Civic Uses, Mixed Use Areas and Residential Areas. Additional details about building types and building form are provided within the different detailed land use policy categories in the Building Regulating Plan section in the next chapter.

### Parks and Open Space

A major goal of the Metro Parks *Master Plan* is to provide green space and recreational opportunities to better serve neighborhoods. The *Master Plan* states that a majority of the population should be within one-half mile of a park and that all residents should be within two miles of a greenway. This DNDP strives to implement the Parks *Master Plan* by proposing to protect and enhance natural features and valuable open spaces within the 12<sup>th</sup> Avenue South Corridor.

At community meetings, the community stakeholders voiced interest in preserving and enhancing their primary park – Sevier Park. Community members also noted that they would like to make better use of the open space on the former Belmont – Waverly school property, and improve



Sevier Park

landscaping along the Corridor itself to create “green space” on the Corridor.

### Goal 1. Identify opportunities for open space.

#### Objectives:

- 1.1 Partner with Metropolitan Nashville Public Schools to creatively and actively use the open space on the Waverly - Belmont School property.
- 1.2 Maintain the land between I-440 and Gale Lane east of 12<sup>th</sup> Avenue South as passive open space, considering the possibility of a community garden.
- 1.3 Make improvements to Sevier Park and the Sevier Park Community Center in accordance with the *Metro Nashville Parks and Recreation Master Plan*.
- 1.5 Improve pedestrian connections to the parks and to other open spaces, particularly the former Waverly-Belmont School property, including additional sidewalks and crosswalks.

### Civic Uses

Civic uses such as libraries, post offices, daycares, police and fire stations, community centers, and houses of worship are necessary to create a vibrant community. The 12<sup>th</sup> Avenue South Corridor and surrounding neighborhoods, have some civic uses such as the Metro Historical Commission and the Sevier Park Community Center (both within Sevier Park), the former Belmont – Waverly School site (now used by Metro Schools to house its ITS operations serving the entire county), and the fire station north on 12<sup>th</sup> Avenue South. The visioning workshop and subsequent conversations with the community revealed interest in additional civic uses such as a library, post office and neighborhood elementary school. These types of uses are predicated on service area (and density of housing within the service area) as well as budget constraints, are at best long-term goals. While no new civic structures are anticipated for the 12<sup>th</sup> Avenue South Corridor, conversation with community members did indicate that the community

would like improved connections to some of these civic structures, especially those associated with Sevier Park and the former Belmont - Waverly School. These proposals became the bulk of the objectives for Civic Uses. Additional sidewalk connections are proposed to Sevier Park while access to the Waverly-Belmont School property should be incorporated into any proposed design efforts of properties abutting the Waverly-Belmont School property and that front onto 12<sup>th</sup> Avenue south.

**Goal 1. Create and enhance the access to points of interest, especially civic structures, within the community.**

**Objectives:**

- 1.1 Preserve and enhance existing civic buildings, such as the Waverly – Belmont School, preserving them as focal points for the community, and enhancing them to be more engaging to the residents.
- 1.2 Construct sidewalks along 10<sup>th</sup> Ave to create additional pedestrian connectivity to Sevier Park.
- 1.3 Create public access to the Waverly – Belmont School property from 12<sup>th</sup> Avenue south and from 10<sup>th</sup> Avenue south.
- 1.4 Create additional opportunities for gathering places and open space associated with civic buildings. Civic buildings may include elementary schools, post offices, fire stations, or police stations.
- 1.5 If new civic buildings are built, they may be designed differently within the streetscape, with regards to setbacks and heights, in an effort to distinguish them from other buildings. However, entrances should face the street to create a lively streetscape.



*Hope Center Church*



*Waverly-Belmont School*





*Single-family attached housing - Townhouse building type*

### **Residential Areas**

In the 12<sup>th</sup> Avenue South Corridor neighborhood, a variety of housing is encouraged to sustain the area as a community welcoming to a socio-economically and age-diverse population. Housing types within the various policy areas include live / work units, townhouses, townhouse courts, cottages, cottage courts, stacked flats, courtyard flats, and houses.

By providing a variety of housing types, the needs of varied age and income groups are more easily accommodated within the neighborhood, and a greater diversity of residents is achieved. The most intense residential uses should occur within mixed-use buildings, and within the designated mixed housings areas in 12<sup>th</sup> Avenue South DNDP Study area (12<sup>th</sup> Avenue South proper, Kirkwood Avenue, the Acklen-Caldwell area, Wedgewood Avenue, and Belmont Boulevard)

Promoting mixed housing in designated areas will help add to the vitality of the 12<sup>th</sup> Avenue South Corridor increasing the chances for retail success.



*Mixed-housing - Courtyard Flat building type*

Residential types and densities should become less intense as they move away from designated mixed-housing areas. Townhouses, stacked flats, and courtyard flats should be prominent along the 12<sup>th</sup> Avenue South Corridor. When transitioning into the surrounding residential neighborhoods, detached single-family houses should dominate.



**Goal 1. Encourage a mixture of housing that allows for the creation of affordable housing options through housing choice.**

**Objectives:**

1.1 Locate a higher density mixture of housing types along 12<sup>th</sup> Avenue South from Linden Avenue to Caldwell Avenue, in areas near Belmont University, or Kirkwood Avenue, and around the 12<sup>th</sup> Avenue South and Wedgewood Avenue intersection.

1.2 Limit the height of structures to 3 stories along 12<sup>th</sup> Avenue South.

1.3 Concentrate single family residential in the interior of the neighborhoods, away from the 12<sup>th</sup> Avenue South Corridor.

1.4 Where mixed-use and mixed housing areas are adjacent to single family housing, special attention should be paid to massing, height, lighting, and buffering to ensure preservation of the existing residential character of the neighborhood.

**Mixed-Use Areas**

During the Visioning session, community members made clear that they were interested in commercial uses that satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, groceries, offices, service oriented businesses, and entertainment facilities.

Mixed-use buildings with upper-floor office and residential uses above commercial uses increase the vitality and safety of a livable and sustainable community. Providing retail uses in close proximity to residential uses will permit residents and workers to walk or bicycle for basic goods and services. Residential uses also allow 24-hour surveillance of streets, buildings, and public gathering spaces located at the core of walkable centers to enhance safety in these areas.



*Single-family detached housing - Single-family house building type*



*Two-family dwelling building type*





*Commercial building, 12th Avenue South*



*Commercial building, Belmont Blvd.*

**Goal 1. Create neighborhood scaled commercial and mixed use development that does not compromise the character of existing single family residential areas interior to the neighborhood.**

### **Objectives**

- 1.1 Concentrate mixed use areas along the 12<sup>th</sup> Avenue South Corridor.
- 1.2 Identify areas currently serving as commercial and mixed use land uses in the interior of the neighborhoods, limiting intensity to their current property boundaries, while enhancing their development with high standards of urban design.
- 1.3 Encourage mixed use development and mixed housing to occur along 12<sup>th</sup> Avenue South with building heights of 2-3 stories.
- 1.4 Adaptively reuse historic buildings when possible to contribute to the streetscape and maintain the historical character of the Corridor.
- 1.5 Discourage auto-oriented development and land uses near neighborhoods. Rather, encourage development and land uses that cater to the neighborhood, create a lively streetscape, and are located in buildings that are massed, scaled and oriented to create a pedestrian-friendly environment.

### **Systems Goals and Objectives**

Land uses are supported by systems – vehicular, pedestrian and bicycle circulation as well as parking and access, landscaping/buffering, signage and lighting. Land use may also be thwarted by these systems; excessive parking, extreme landscaping and buffering, the lack of pedestrian, vehicular and bicycle connectivity, are all missteps that diminish the quality of development. The goals and objectives for these systems seek to correct and prevent these errors from occurring within 12<sup>th</sup> Avenue South Corridor and surrounding neighborhoods.



## Pedestrian and Bicycle Circulation

Comfortable, safe, convenient pedestrian movement is vital to the success of livable, urban neighborhoods. A continuous sidewalk system is necessary to provide comfortable and direct access throughout the residential neighborhoods and to the commercial and civic areas on the Corridor. Highly visible crosswalks should be incorporated at major intersections along 12<sup>th</sup> Avenue South, and Belmont Boulevard in order to ease pedestrian movement across these streets. In addition to providing a place for interacting with neighbors and visitors, a complete pedestrian circulation system can help reduce short auto trips by encouraging walking and encourage the use of transit, which both improve air quality and congestion.

Bicycling can also be an alternative to driving when planned in coordination with land use. A complete system of bikeways should be planned in order to link people to work, retail centers, parks, schools and community activity centers. A hierarchy of bikeways consisting of designated on-street bike lanes and marked, shared-use bicycle routes is encouraged.

**Goal 1: Encourage walking as a comfortable, convenient, safe mode of transportation by building additional sidewalks/ crosswalks and properly maintaining existing ones.**

### Objectives

1.1 Implement the *Strategic Plan for Bikeways and Sidewalks* by constructing new sidewalks where gaps exist in the current sidewalk system. Sidewalks are specifically needed along Lealand Lane near Sevier Park, along Kirkwood Avenue from 10<sup>th</sup> Avenue South to Belmont Boulevard, and along 11<sup>th</sup> Avenue South from Caruthers Avenue to Paris Avenue.

1.2 Install highly visible crosswalks at all major intersections including the adjacent side streets. Crosswalk improvements or needs have been identified for intersections along Acklen Avenue and at the intersection of 10<sup>th</sup> Avenue and South Douglas Avenue.



*Highly visible crosswalks on 12th Avenue South*



*Bike lane on 12th Avenue South*



*Parking beside or behind the buildings help to reduce pedestrian and vehicular conflicts and creates a pedestrian friendly streetscape*

- 1.3 Improve and/or maintain existing sidewalks and crosswalks.
- 1.4 At intersections with high pedestrian volumes, utilize pedestrian countdown signals to more safely guide pedestrians in crossing situations, coupled with enforcement of existing right-of-way laws privileging pedestrians over automobiles.
- 1.5 Create a clear separation between pedestrians and automobiles along 12<sup>th</sup> Avenue South, Wedgewood Avenue and Belmont Boulevard by providing street trees, planting strips or other buffers as appropriate.
- 1.6 Install appropriately wide sidewalks, with street trees, benches, seat walls, trash receptacles, and other pedestrian amenities along the 12<sup>th</sup> Avenue South Corridor, at neighborhood-scaled mixed use centers, and along Kirkwood Avenue between Belmont Boulevard and 12<sup>th</sup> Avenue South as it redevelops, to create a comfortable place for pedestrians. “Street furniture” and other amenities should be commonly themed to create a sense of place and character in the walkable areas.

- 1.7 Provide roadway median islands as appropriate to allow for a “safe haven” for pedestrians crossing Wedgewood Avenue and 12<sup>th</sup> Avenue South.
- 1.8 Locate buildings at the back of the sidewalk to frame the street and create a pedestrian-friendly environment at mixed-use centers.
- 1.9 As properties redevelop, locate overhead utilities in alleys or underground along the 12<sup>th</sup> Avenue South Corridor and at other neighborhood-scaled mixed use centers.

**Goal 2: Make bicycling a comfortable, safe alternative to the automobile for traveling within and through the 12th Avenue South Corridor neighborhood.**

**Objectives**

- 2.1 Continue to maintain the new bikeway along 12<sup>th</sup> Avenue South. “Share the Road” signs should be added to the area within the district that is currently a bike route to remind drivers and cyclist of this law.
- 2.2 Implement the *Strategic Plan for Bikeways and Sidewalks* by striping a bike lane on Wedgewood Avenue and creating a bike route along Acklen Avenue.
- 2.3 Change the bike route along 10<sup>th</sup> Avenue South to a bike lane in the update of the *Strategic Plan*. This road is wide enough to accommodate the existing on street parking with the addition of bike lanes. Bike lanes will slow traffic on 10<sup>th</sup> Avenue South, providing a traffic calming feature while supplementing the bike route along 12<sup>th</sup> Avenue South.
- 2.4 Provide adequate bicycle parking, preferably covered or incorporated into building design, at public and civic buildings. Bicycle parking should also be provided with mixed-use development.



## Vehicular Circulation

A network of well-connected streets designed to accommodate a mixture of traffic – vehicles, transit, and bicycles and pedestrians – is essential to provide linkages to the 12<sup>th</sup> Avenue South Corridor and to other neighborhood-scaled mixed use centers. By providing a network of streets, residents and visitors are not limited to solely using 12<sup>th</sup> Avenue South, nor are they solely limited to driving. Streets should be inter-connected, offering alternative routes through neighborhoods and to retail, civic, and recreational destinations.

The 12<sup>th</sup> Avenue South Corridor - both the street and the buildings that surround it - should be designed for moving traffic at a moderate, steady pace, creating a “Main Street” feel that is comfortable for drivers, cyclists and pedestrians. Main Streets are designed to allow pedestrians to walk comfortably on sidewalks that are sheltered by street trees, building entries, and on-street parking.



*Vehicular circulation at 12th Avenue South and Wedgewood Avenue*

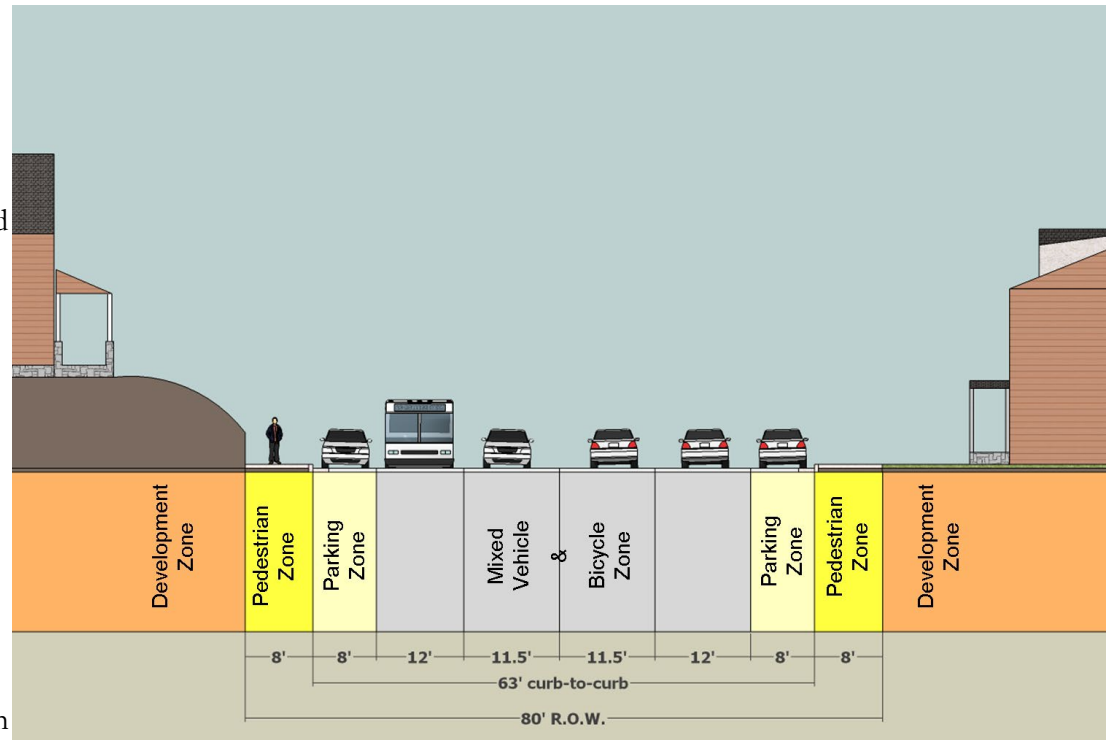
As properties redevelop along 12<sup>th</sup> Avenue South, the existing access, parking, sidewalks and bikeways should be redesigned to encourage pedestrian and bicycle access between uses, public spaces, and adjacent neighborhoods.

It is important that 12<sup>th</sup> Avenue South, Belmont Boulevard and Wedgewood Avenue efficiently move traffic, but a balance should be sought between the vehicle and the pedestrian at the core of mixed-use areas.

**Goal 1: To create a street and sidewalk network that allows pedestrians, bicycles, and vehicles to easily, comfortably and safely move along the 12<sup>th</sup> Avenue South Corridor and within and between, adjacent neighborhoods.**

## Objectives

1.1 Clean and maintain existing streets and alleys in the area. Work with Public Work’s Alley Maintenance Program to maintain the alleys.



*Street section illustrating the existing conditions on the northern portion of 12th Avenue*



1.2 Increase internal circulation within and between existing and future developments.

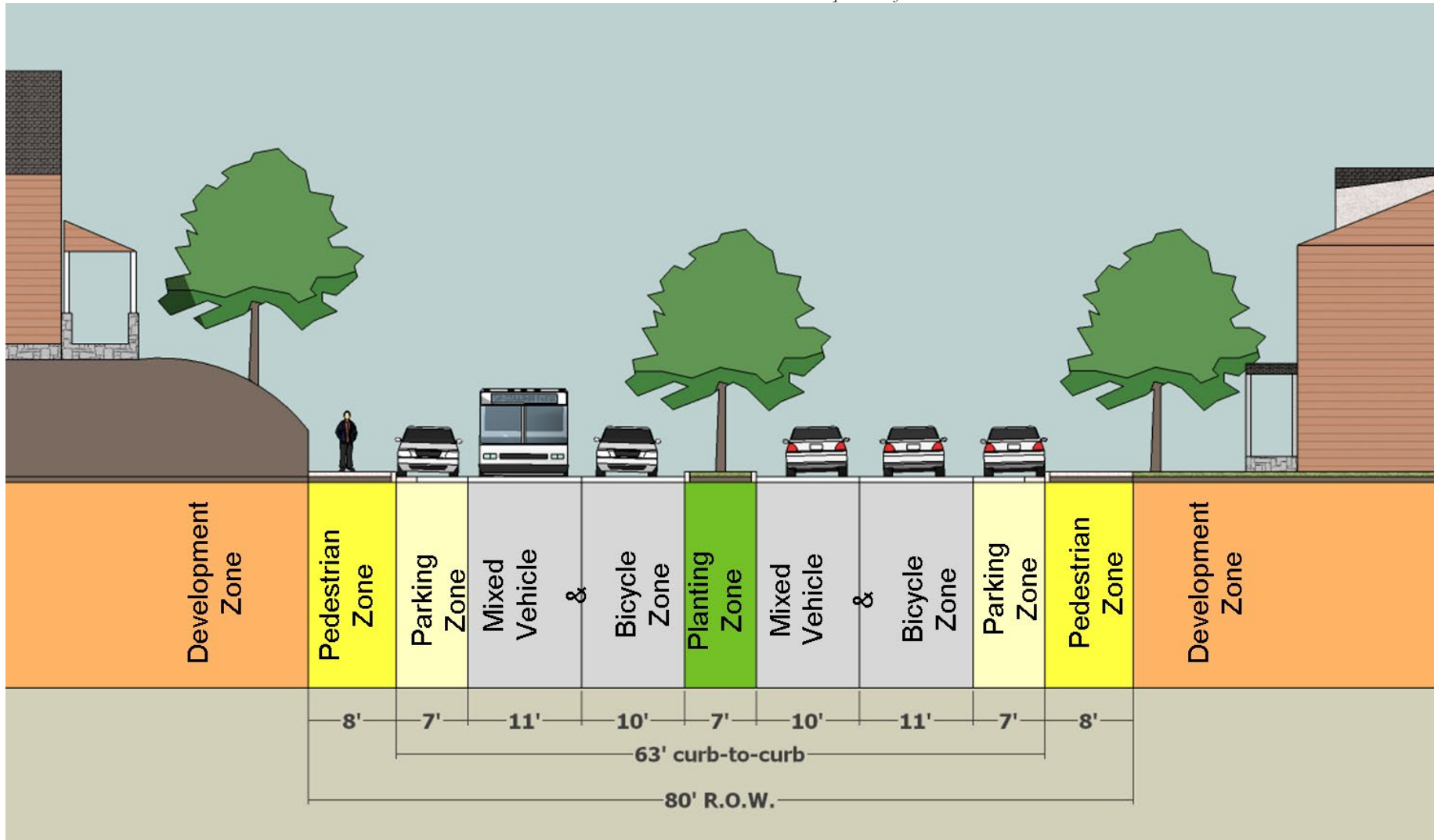
1.3 Reduce neighborhood speeding problems by implementing appropriate traffic management techniques within neighborhoods.

1.4 Limit private curb cuts and driveways, and encourage the use of local streets and alleyways for short trips.

1.5 Restrict the width of access points to enhance driver and pedestrian safety.

1.6 Redesign the northern section of 12<sup>th</sup> Avenue South between Wedgewood Avenue and Lawrence Avenue as a boulevard that provides on-street parking and intermittent landscaped islands.

*Street section illustrating a boulevard scenario that provides on-street parking and landscaped islands on the northern portion of 12th Avenue*



## Transit

As properties along the 12<sup>th</sup> Avenue South Corridor continue to redevelop, transit has the potential to support higher intensity development (residential, office, commercial) while reducing air and water pollution. Transit can increase mobility options, create more reliable travel times and reduce transportation costs. Convenient, accessible transit stops should be located along the 12<sup>th</sup> Avenue South Corridor and Belmont Boulevard to serve neighborhood centers.

Cross-town routes on Wedgewood Ave. and possibly Woodmont Blvd. could better serve the Midtown/Green Hills area in the future, yet Route 11, Woodmont Boulevard., was cancelled in 2006 due to lack of ridership. Future travel demand may warrant a variation of this route.

In addition to economic and environmental benefits, transit provides a vital link for transit dependent riders and offers a mobility choice to all citizens. Citizens with disabilities, senior citizens, and youth are able to remain actively involved in the community because of transit.

### Goal 1: Provide mobility options for the 12<sup>th</sup> Avenue South community.

#### Objectives

1.1 Implement Metro Transit Authority's "5 Year Service Improvement Plan" to make transit safe, efficient, and convenient.

1.2 Maintain and enhance existing bus routes.

1.3 Ensure adequate spacing between bus stop locations (1,000 to 1,500 feet apart) along 12<sup>th</sup> Avenue South, Wedgewood Avenue and Belmont Boulevard. Bus stop spacing is important for balancing passenger accessibility with maintaining reliable travel times for the larger transit network.

1.4 Provide appropriate lighting, comfortable seating, shelter from inclement weather, and public art at bus stops along the 12<sup>th</sup> Avenue South Corridor and at other neighborhood-scaled mixed use centers



*Pedestrian, bicycle, and vehicular travel options on Belmont Boulevard*



*Mass transit options along 12th Avenue South*



as redevelopment occurs. Capital improvements (shelters, benches) should be provided as a condition of development approval and then accepted/maintained by Metro.

### Access and Parking

Access management guidelines (determining where vehicles enter and exit development) provide safety, comfort and convenience for pedestrians and bicyclists, by reducing auto/pedestrian conflict points. As the 12<sup>th</sup> Avenue South Corridor redevelops, access to properties should be provided, while preserving the function of the roadway (to move traffic safely and moderately), and protect pedestrians and bicyclists.

### Goal 1: Use access management to create a safe, convenient and attractive roadway system for pedestrians, bicyclists and motorists.

#### Objectives

1.1 Limit curb cuts and driveways along 12<sup>th</sup> Avenue South, Wedgewood Avenue and Belmont Boulevard, and encourage the use of local streets and alleys for short trips.



*Commercial parking provided on-site*

1.3 Enforce the Zoning Code's minimum spacing standards for curb cuts for properties along arterial (12<sup>th</sup> Avenue South, Wedgewood Avenue) and collector (Belmont Boulevard, 10<sup>th</sup> Avenue South/Lealand Lane) streets.

1.4 Restrict the width of access points to enhance driver and pedestrian safety.

1.5 Require shared access drives for adjacent parcels or groups of parcels.

#### Commercial Parking

Free and abundant parking is key to the success of conventional linear strip commercial development. Unfortunately, parking lots located along arterial streets between the street and the building, commonly dominate the landscape and tend to reduce pedestrian activity as pedestrians are hesitant to walk in and out of cars. In the linear strip commercial model, every development along the arterial typically provides for all of its parking needs on its own site, and the needs are satisfied in the form of large lots located between buildings and the roadway. In a situation such as 12<sup>th</sup> Avenue South, where properties may be smaller and parking cannot be provided on site, the parking may spill onto surrounding neighborhood streets.

Restructuring the retail strip commercial model by locating parking lots behind or beside buildings, with access from side streets or alleys, will enhance the walkable environment along 12<sup>th</sup> Avenue South. On-street parking facilities should be encouraged in order to meet the demands of a mixture of uses with differing peak use times.

Parking on side streets that surround 12<sup>th</sup> Avenue South does provide some benefits by keeping the focus of a community on the street, creating street activity, and creating a buffer between automobile traffic and pedestrian traffic on the sidewalk. On-street parking also calms traffic by slowing the flow of through-traffic, which in turn leads to the creation of a safer, comfortable pedestrian environment. Parking on side streets can also be a source of frustration to neighbors however

when driveways are blocked or private property is compromised. The 12<sup>th</sup> Avenue South DNDP calls for on-site and shared parking to reduce parking on side streets.

### *Residential Parking*

One issue cited by the community as detracting from the current character of the neighborhoods is the placement of driveways and parking pads on front yards – a design that is more commonly found in suburban areas with larger lots and yards. This practice is inappropriate for the character of the area and is discouraged. Negative impacts of this parking method include increased stormwater runoff, due to increased impervious surfaces, and increased heat/glare because concrete and asphalt retain heat.

Instead, the existing character and conditions of the street should be observed. If the homes on the street are primarily accessed by alley, then access to new homes should be provided via the alley. If homes on the street are primarily accessed by driveway, then a driveway may be appropriate. Front loaded access provided by driveways should be in keeping with the character of the neighborhoods. A pervious driveway (for example, pea gravel), provides for a more aesthetic and pervious option over concrete or asphalt.

### **Goal 1: Provide parking that does not diminish the pedestrian environment.**

#### **Objectives**

1.1 Locate parking, preferably behind, or at the very least beside structures.

1.2 Create well-defined sidewalks and cross access that permit pedestrians to park once and move safely and comfortably from their vehicles into buildings.

1.3 Develop shared parking plans for developers with different peak parking demands and operating hours to minimize the total amount of parking spaces needed along the Corridor.

1.4 Provide cross-access between buildings and development to minimize street curb cuts.

1.5 Screen parking with landscaping or a combination of landscaping and decorative fencing.

1.6 Design parking structures to look similar to buildings with other uses.

### **Goal 2. Strengthen parking and access required for the sustainability of existing businesses and for the creation of mixed use businesses.**

#### **Objectives**

2.1 Locate mixed use commercial buildings and mixed housing along the 12<sup>th</sup> Avenue South Corridor close to the street to create areas in the rear of the site for onsite parking versus parking in front which causes pedestrian-auto conflicts.

2.2 Create an alley system parallel to 12<sup>th</sup> Avenue south along the east side to promote access to rear parking for commercial businesses. Where an alley system is not feasible, use cross access among businesses.

2.3 Identify and create opportunities for shared public parking with the consolidation of commercial lots

2.4 The most convenient parking spaces should be managed and priced to favor priority users, such as people with disabilities, delivery vehicles, business customers and clients.

2.5 Parking should be considered a high-quality service. Signs, maps and brochures should be used to provide accurate information to users.



## Landscaping and Buffering

Landscaping is one of the most important components of the streetscape, creating a pleasant place to walk, bike, and drive. New development is encouraged to provide landscaping in along 12<sup>th</sup> Avenue South and Wedgewood Avenue in order to soften the hard edges of buildings and paving and to provide continuity throughout the area.

Street trees should be planted along all public streets in order to provide shade and a buffer for pedestrians on sidewalks. Landscaping should also be added as needed in order to improve air quality, lessen the impact of stormwater, and buffer incompatible land uses.

**Goal 1: Use landscaping to add value to the community, soften the visual impact of new development, and provide a greater level of comfort for pedestrians.**



*Landscaping minimizes the impact of development and provides interesting streetscape.*

## Objectives

- 1.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development and utility maintenance.
- 1.2 Plant street trees at neighborhood centers and along 12<sup>th</sup> Avenue South and Wedgewood Avenue as properties redevelop.
- 1.3 Plant trees, shrubs, and groundcover in order to break up large expanses of paving, to divide masses of parked cars, and to provide shade for pedestrians, bicyclists, and automobiles.
- 1.4 Include long-term maintenance provisions in landscaping and tree planting projects. Consideration should be given to the use of native plants and natural rainwater collection to minimize maintenance costs.
- 1.5 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way.
- 1.6 Screen surface parking lots that face a public right-of-way to minimize the visual impact of parked vehicles.

## Signage

Signage along 12<sup>th</sup> Avenue South and Wedgewood Avenue should serve a dual purpose. Signs are not only vital in providing information and direction for motorists and pedestrians, but they also create and maintain an image for a place. A good signage system provides a sense of place and local pride by incorporating details that are characteristic of the community.

A system of public signage should be developed for the 12<sup>th</sup> Avenue South Corridor that is appropriate for both pedestrians and motorists. Signage should be at a human scale in order to create a pleasant, attractive and comfortable environment for pedestrians. Signage that is intended for motorists should be simple and legible. All signage should be well designed and consistent throughout walkable centers.

Private commercial signage is also an important component of having an attractive commercial corridor. These same principles apply to signage for private businesses as well.

**Goal 1: Assist motorists, pedestrians, and bicyclists to know their location and find their destinations.**

**Objectives**

1.1 Develop a signage program for public and private entities that creates guidelines for signage including limiting the number and size of signs and consolidating signs to the maximum extent possible. This serves to establish an identity for the area while reducing “sign clutter” along the Corridor.

1.2 Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

1.3 Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings in the area.

1.4 Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment.

1.5 Signage may be located on the building façade, attached to the façade overhanging the sidewalk, may be part of an awning above ground floor windows or may be monument signs. Pole-mounted signs are discouraged. Backlit and internally lit signs are discouraged.

**Lighting**

Lighting not only promotes a safe and comfortable environment, but it can also contribute to a street’s identity and help create a unique sense of place.

Lighting should be appropriate in function and scale for both the pedestrian and the vehicle. When non-residential development is adjacent to residential development, the lighting on the non-residential development should be scaled and directed so as to not intrude on non-residential development.

**Goal 1: Provide lighting that creates a safe, comfortable space for pedestrians, cyclists and vehicles.**

**Objectives**

1.1 Develop a lighting program for 12<sup>th</sup> Avenue South and Wedgewood Avenue that integrates lighting for pedestrians and bicyclists as well as for motorists.

1.2 Select streetlights for walkable centers that are coordinated with the architecture, signage, landscaping, and pedestrian amenities.

1.3 Where mixed use or other non-residential development is adjacent to residential development, the lighting on the mixed use or other non-residential development should be scaled and directed so as not to intrude on residential development.



*Lighting along 12th Avenue South that is coordinated with the architecture, signage, landscaping, and pedestrian amenities*



## Gateways

The 12<sup>th</sup> Avenue South Corridor community currently has a gateway at 12<sup>th</sup> Avenue South and Lawrence Avenue, with signage and grounds maintained by the 12 South Neighborhood Association. The gateway announces a visitor's entrance into a distinctively different place and location. Additional gateways at 12<sup>th</sup> Avenue South and Cedar Lane would be appropriate as this is a defined entry point into the corridor from the south. A gateway at this location should be designed and developed in such a way that it creates a good first impression on visitors, as they enter the area from the south. Visitors should be rewarded with a sense of arrival and a positive, welcoming introduction to the community.

**Goal 1: Provide visitors with a sense of arrival at the southern entrance near Cedar Lane and Sevier Park on 12<sup>th</sup> Avenue South.**

### Objective

1.1 Utilize public art, landscaping, attractive lighting, and monument signage near Cedar Lane and Sevier Park on 12<sup>th</sup> Avenue South to create a gateway for visitors and residents entering the 12<sup>th</sup> Avenue South Corridor from the south.



*Gateway signage entering into the 12th Avenue South Corridor and Neighborhood from the North*

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## Chapter III: Designing A Solution

### Detailed Land Use Plan

This section presents the Detailed Land Use Plan for the neighborhood as well as Special Policy areas. The Detailed Land Use Plan provides land use definition to the Concept Plan, basically explaining *where* certain land uses are encouraged. It illustrates the land use policies for individual parcels. The Detailed Land Use Plan acts as a guide for the Planning Department staff in providing recommendations to the Planning Commission for future development proposals. When a zone change or subdivision request is made, the proposed use is judged for its conformance with the Detailed Land Use Plan. The Detailed Land Use Plan is accompanied by development scenarios and illustrative perspective drawings showing how development *could* occur. The Detailed Land Use Plan is intended to be used in conjunction with the Building Regulating Plan discussed in the next chapter. Developers interested in working in this area are encouraged to use the following plans, drawings, and photographs in working with the Planning Department and the community to determine the appropriate location and character of all future development.

### Detailed Land Use Policies

Below are descriptions of each of the Detailed Land Use Policies used in the 12<sup>th</sup> Avenue South DNDP.

#### **Parks, Reserves and Other Open Space**

This detailed land use policy, similar to the “Open Space” land use policy used in the Green Hills – Midtown Community Plan, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space, such as community centers in parks.

#### **Civic or Public Benefit**

This policy includes various public facilities such as schools, libraries, and public service uses.

#### **Single Family Detached**

This policy includes single family housing that varies based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single family house).

#### **Mixed Housing**

This policy includes single family and multifamily housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are encouraged to be thoughtfully located and oriented to complement and enhance the existing built environment. Generally, the character (mass, orientation, placement, height) should be compatible to the existing character of the majority of the street.

#### **Institutional**

This policy includes major institutions such as colleges, universities, and hospital complexes.

#### **Transition or Buffer**

This policy includes uses that provide a transition from intense commercial activity to residential uses. The scale and character of structures should mimic residential development, to provide a convincing transition, but may have a limited commercial or mixed-use component. In the absence of a directly applicable zoning district, these areas should be zoned OR20, or less intensive, to provide for limited commercial components.

#### **Mixed Use**

This policy allows residential, commercial and office uses and includes buildings that are mixed horizontally (multiple uses on a block) and vertically (multiple uses in one building). The latter is preferable in creating a more pedestrian-oriented streetscape. Vertically mixed-use buildings are encouraged to have retail at street level and/or residential or office above.

## Northern Section

This graphic shows the detailed land use policies in the northern part of the 12<sup>th</sup> Avenue South Corridor from Wedgewood Avenue to Linden Avenue.

### Parks, Reserves and Other Open Space

The small light green area just west of 12<sup>th</sup> Avenue South is designated Parks, Reserves and Other Open Space to reflect its continuing use as a Metro-owned facility that is primarily open space in character.

### Civic or Public Benefit

The small green patterned area on the northeast corner of 12<sup>th</sup> Avenue South and Caldwell Avenue is designated Civic or Public Benefit to reflect its continuing use as a fire station.

### Single Family Detached

The areas to the east and west of the 12<sup>th</sup> Avenue South corridor that are shown in light yellow on the graphic are predominantly single-family with a healthy proportion of two-family structures. The intent for these areas is for the single-family dwellings to continue to predominate, supplemented by two-family structures that provide a healthy mix of housing options.

### Mixed Housing

The graphic shows three areas of Mixed Housing. One is between the Belmont University campus and the mixed use area along 12<sup>th</sup> Avenue South near Wedgewood, primarily along Acklen and Caldwell Avenues. This area is predominantly single- and two-family housing at present, but is currently zoned to allow up to 20 units per acre.

The second of these mixed housing areas is the existing high-rise development at the southeast corner of Wedgewood Avenue and 12<sup>th</sup> Avenue South.

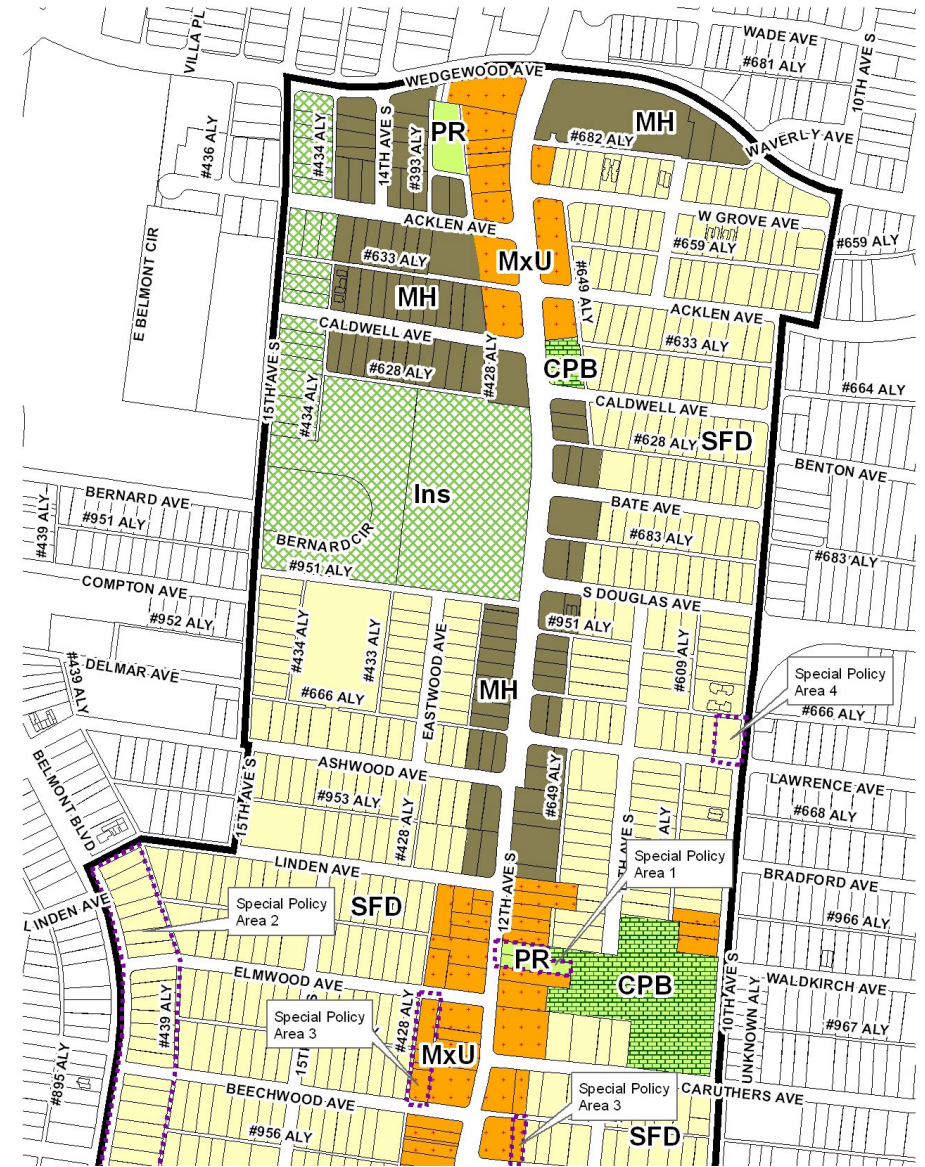


Figure 13: Northern Section of Detailed Land Use Plan, 12<sup>th</sup> Avenue South



The third mixed housing area in this section is along both sides of 12<sup>th</sup> Avenue South (excluding the area occupied by Belmont University) between Caldwell Avenue on the north and Linden Avenue on the south.

### **Mixed Use**

One Mixed Use area is shown in orange in this section. It is along both sides of 12<sup>th</sup> Avenue South between Wedgewood Avenue and Caldwell Avenue.

### **Institutional**

The graphic shows a green cross-hatched area which represents the Belmont University Institutional Overlay. Institutional policy applies to this area.

## **Southern Section**

This graphic shows the detailed land use policies in the southern part of the neighborhood which stretches from Linden Avenue south to I-440.

### **Parks, Reserves and Other Open Space**

The light green areas on the graphic represent mainly existing public open space areas that are intended to be preserved and enhanced for continued public use. At the bottom of the graphic are Sevier Park and the Tennessee Department of Transportation (TDOT) right-of-way for I-440 that is used as a community garden.

### **Civic or Public Benefit**

The green patterned area between 12<sup>th</sup> Avenue South and 10<sup>th</sup> Avenue South is designated Civic or Public Benefit to reflect the use of the former Waverly-Belmont Schools as a Metro Schools administrative facility. The property is currently used by the local community for recreational and open space use.

### **Single Family Detached**

The areas to the east and west of the 12<sup>th</sup> Avenue South corridor that

are shown in light yellow on the graphic are predominantly single-family with a healthy proportion of two-family structures. The intent for these areas is for the single-family dwellings to continue to predominate, supplemented by two-family structures that provide a healthy mix of housing options.

### **Mixed Housing**

The graphic shows Mixed Housing along Kirkwood Avenue. The intent is to allow for a variety of housing types at slightly higher intensity. This busy street currently contains a large number of two-family structures and would benefit from redevelopment to a higher density housing mix and require that redevelopment support the addition of sidewalks and other needed infrastructure improvements.

### **Mixed Use**

Mixed Use policy, shown in orange, applies to the mixed use corridor that extends from Linden Avenue on the north to Sevier Park on the south. This area is intended to be the mixed use spine of the neighborhood to accommodate first floor retail and upper floor office or residential and/or free standing residential buildings.

A small area of Mixed Use policy also applies to the store and adjacent properties at the northwest corner of 10<sup>th</sup> Avenue South and Waldkirch Avenue. The application of this policy reflects a slight expansion of mixed use potential, since currently only the store is a mixed use building and the adjacent properties are vacant. None of the properties are currently zoned for commercial or mixed use.

Mixed Use policy also applies to a small collection of stores at the southeast corner of Belmont Boulevard and Dallas Avenue.

## Special Policies

Special Policies are used to clarify the type of development intended and provide additional guidance for new development in unique situations. There are several special policies that apply to specific locations within the 12<sup>th</sup> Avenue South Corridor DNDP study area. Special policies with regard to open space, single family detached, and mixed use detailed land use policies are described below.

### Special Policy 1

This special policy applies to a small proposed open space area shown between the Metro Schools facility that fronts on 10<sup>th</sup> Avenue South and 12<sup>th</sup> Avenue South. This potential open space represents a possible site for a future passageway between the school facility and 12<sup>th</sup> Avenue South that could be established through the redevelopment of the properties.

The intent of this Special Policy is to assign an underlying policy of Mixed Use should the site, which is privately owned, *not* be secured as open space.

### Special Policy 2

This special policy applies to the Single Family Detached properties that front Belmont Boulevard between Linden Avenue and Kirkwood Avenue.

The intent of this special policy is to recognize the existence of two family and multifamily structures within this predominantly single family area without calling for any increase in the quantity or changes in the locations of such structures. These two family and multifamily structures provide needed housing options within the Special Policy Area and may be retained in their current locations. However, given the provision of other mixed housing opportunities elsewhere in the study area, there is no need to disturb the existing housing mix of this historically significant area.

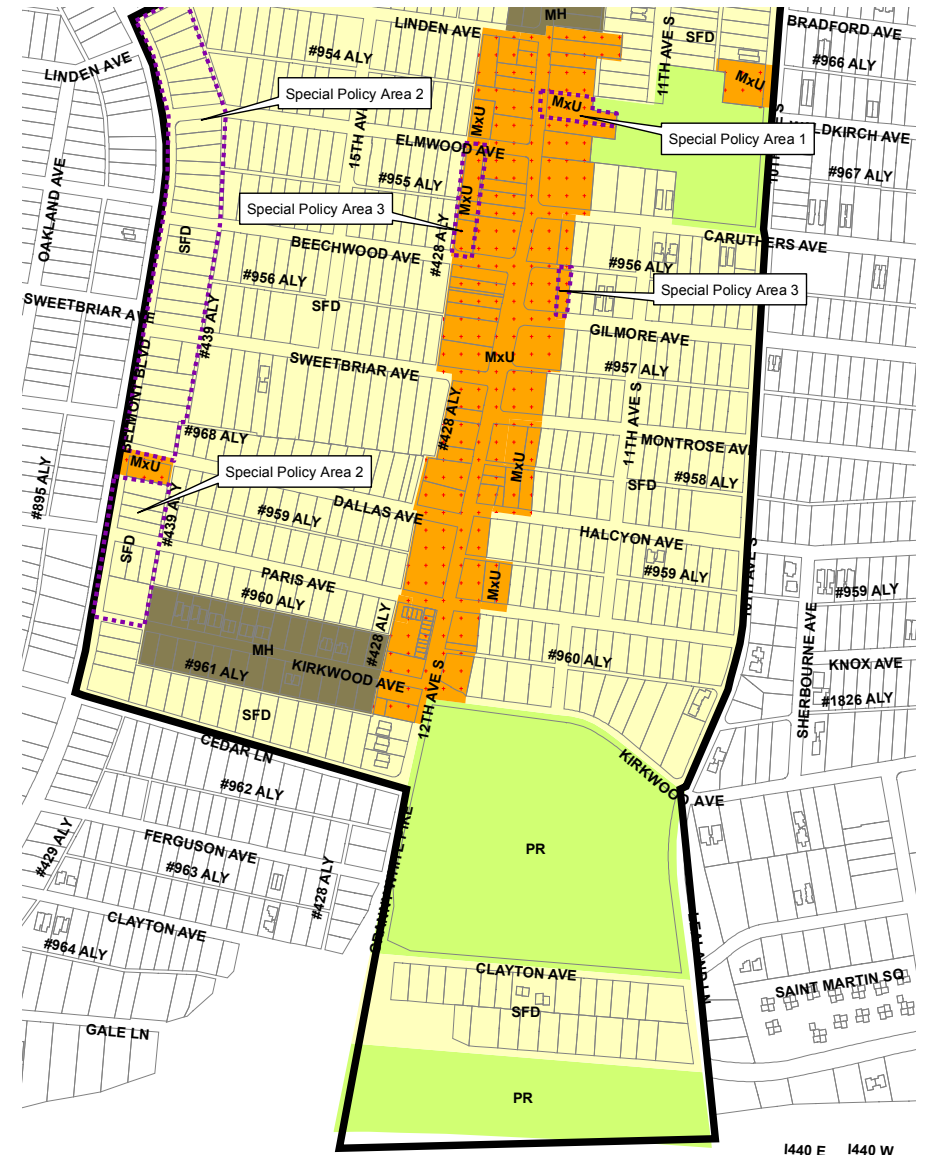


Figure 14: Southern Section of Detailed Land Use Plan, 12th Avenue South



### Special Policy 3

This special policy applies to three parcels that are at the west and east edges of the Mixed Use policy area along 12<sup>th</sup> Avenue South (Parcel1s - 0513012500, 11801000300, and 11801011000).

These properties are currently zoned for office use and are generally oriented towards the side streets. It is the intent of this plan to allow for mixed use development of these properties subject to their being consolidated with properties that have frontage on 12<sup>th</sup> Avenue South and the resulting combined parcels being oriented to 12<sup>th</sup> Avenue South. Should these remain as separate parcels, they should fall under Transition or Buffer policy and should be zoned according to the intent of that policy.

### Special Policy 4

This special policy applies to the property that fronts along 10th Avenue South between Linden Avenue and Kirkwood Avenue.

A “non-conforming” land use is land that is used in a way that does not conform with zoning. A “non-consistent” land use is land that is used in a way that is not consistent with land use policy. In the 12<sup>th</sup> Avenue South Detailed Neighborhood Design Plan, there are land uses that are both non-conforming with regard to zoning and non-consistent with regard to land use policy.

Specifically, there is existing, commercial development that is zoned and with land use policy that supports only residential development. One such site is property at 10<sup>th</sup> Avenue South and Lawrence Avenue.

The Detailed Design Plan process for the area did not reveal support for the expansion of this non-conforming, non-consistent use at this site. Rather, as a mid-block commercial use amidst established residential development, this site is not an appropriate location for commercial uses. Therefore, the Detailed Neighborhood Design Plan reinforces the existing land use policy, calling for residential uses only. Expansion of the commercial use at this site through a change in zoning is not recommended.

Given that a legally non-conforming use exists on the site, there are several options for this site, which are described below.

1. The site may - and is encouraged to - redevelop in accordance with the zoning and applicable land use policy or detailed land use policy if and when the non-conforming uses cease.
2. If the owner wishes to retain the existing non-conforming, non-consistent use, it is recommended that the use remain in its current state with no expansion.
3. If the owner wishes to expand the use, approval must be sought at the Board of Zoning Appeals. Any such expansion should be done in accordance with any applicable state and local laws.
4. If a proposal for adaptive reuse of the site or building is offered, such adaptive reuses should be considered on their merits provided that:
  - a. they would generate minimal non-local traffic and the traffic can be adequately served by existing infrastructure;
  - b. the proposed use can be adequately served by existing infrastructure;
  - c. they would not increase the degree of non-conformity; and appropriate zoning can be applied, which, in the course of accommodating the acceptable use, does not expose the adjoining area to the potential for incompatible land uses.
4. If the proposed adaptive reuse for the site is non-residential, then an amendment to the Community Plan’s land use policy should be pursued with the zone change request.

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## Chapter IV: Realizing the Vision

### Building Regulating Plan

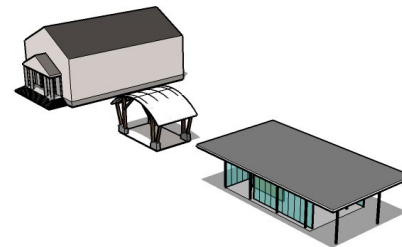
The Building Regulating Plan specifies the types and intensity of development that are appropriate throughout a particular Detailed Land Use Policy. While the Detailed Land Use Policy explains *what* should be developed, the Building Regulating Plan describes *how* the property should be developed. The Building Regulating Plan establishes subdistricts intended to create areas with specific “urban design” characteristics in order to achieve the overall vision of the community. Note that “urban design” guides the relationship of the building to the street and open space. Urban design includes standards such as height, setbacks, spacing between buildings, orientation of buildings, location of primary pedestrian entrances, location of vehicular access, location of parking, etc. Guiding these development standards can result in development that complements – in height, setbacks and orientation – the existing development pattern. Urban design *does not*, however, address architectural standards. Architectural design can be addressed through rezoning – either through a historic zoning district or a Specific Plan (SP) district designed to guide architectural standards.

The subdistricts outlined for the 12<sup>th</sup> Avenue South Corridor distinguish areas that may have the same type of land use, but call for different sizes or types of buildings. For example, several subdistricts call for residential development, but the subdistrict proposes different heights and building types.

The Building Regulating Plan acts as a guide for the Planning Department staff in providing recommendations to the Planning Commission for future development proposals. When a zone change or subdivision request is made, the proposed use and design are judged for conformance with the Building Regulating Plan. The 12<sup>th</sup> Avenue South Corridor Plan promotes incremental growth that results in coordinated and compatible design features throughout the subdistricts. The Building Regulating Plan also includes, for each subdistrict, a list of appropriate zoning districts, should property owners choose to rezone.

### Building Typology

This section describes and illustrates the building types that are appropriate in each of the 12<sup>th</sup> Avenue South Corridor subdistricts. Note that these building types are intended to be very broad and are not intended to reference specific architectural types. The 12<sup>th</sup> Avenue South Detailed Neighborhood Design Plan addresses urban design, but not architectural design.

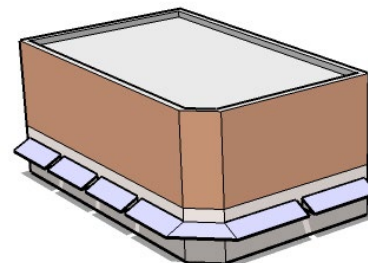


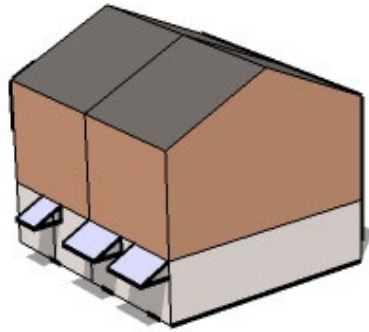
#### Civic

Civic buildings are building types designed and constructed for community use or benefit by governmental, cultural, educational, public welfare, religious, or transportation organizations. Civic buildings are inherently unique structures that present opportunities for unusual and iconic design within the urban fabric. Civic buildings should be designed to be prominent and monumental.

#### Mixed Use

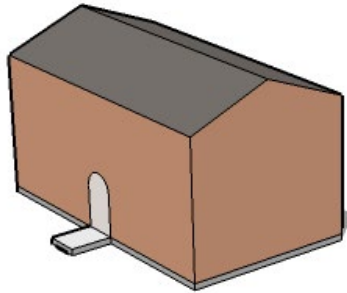
A mixed use building has a vertical mix of commercial, office, and/or residential uses. The building occupies the full frontage of its lot except for instances of public pedestrian passages from the rear of the lot. Vehicular access is via a side street or alley. A primary pedestrian entrance is located along the primary street frontage of the building.





**Live-work**

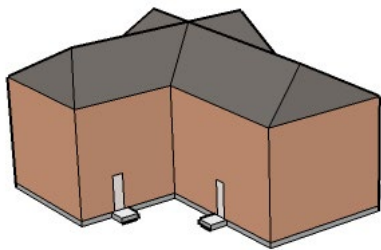
A live-work building is a mixed use, single family residential building type with the non-residential use on the first floor and residential use above. The live-work building occupies the full frontage of its lot except for instances of pedestrian passages from the rear of the lot. Vehicular access is via a side street or alley. A primary pedestrian entrance is located along the primary street frontage of the building.



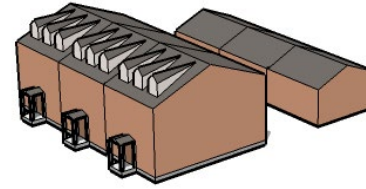
*Stacked flats*

**Stacked Flats and Courtyard Stacked Flats**

A “flat” is a living unit that takes up all or part of an entire floor of a multistory building. The orientation of the living units is horizontal. Often, there is a common stairway in the front and sometimes in the back of the building. A stacked flat is a building type with flats inside it. Courtyard stacked flats are U- or L-shaped buildings that frame common open space. A primary pedestrian entrance is located along the primary street frontage of the building or along an open space in the case of a courtyard stacked flat.

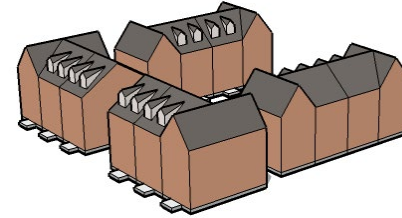


*Courtyard stacked flats*



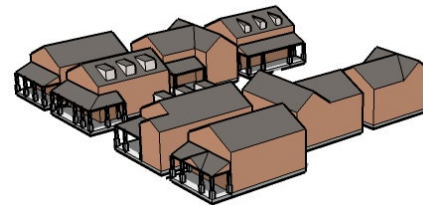
**Townhouse**

A townhouse is a row of houses that share side walls. The orientation of the living units is vertical. The first unit and last unit of a townhouse are called an end terrace. Stacked townhouses have multiple units vertically, typically two, normally each with its own private entrance. In all cases, a primary pedestrian entrance is located along the primary street frontage of the building.



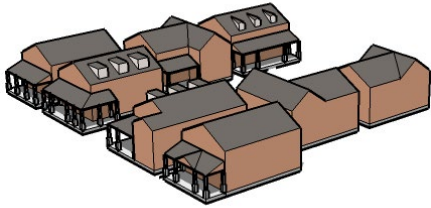
**Townhouse Courts**

A cluster of townhouses sited closely together to form a courtyard space. A primary pedestrian entrance is located along the primary street frontage of the building or along an open space.



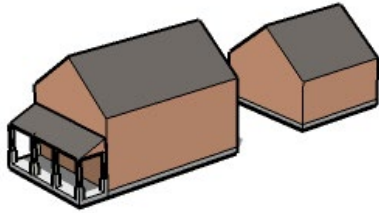
**Cottage**

A cottage is a relatively small one, one-and-a-half story or two-story single family detached house on a small lot, usually with alley loaded parking. Primary pedestrian entrances are located along the primary street frontage of the building.



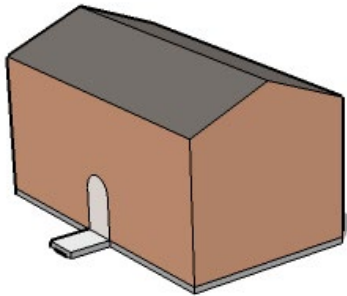
### **Cottage Courts**

A cluster of small single-family dwellings sited closely together to form a courtyard space. Primary pedestrian entrances are located along the primary street frontage of the building or along an open space.



### **House**

A house is a detached structure suitable for residence by an individual or family. Vehicular access is from the street, side street or alley and a primary pedestrian entrance is located along the street frontage of the building.



### **Manor House**

A manor house is a multi-family structure that looks like a large single-family house, with access to the individual living units provided inside the structure so that, from the outside, the structure resembles a single-family home. Vehicular access is from a side street or alley and a primary pedestrian entrance is located along the primary street frontage of the building.

## **Subdistrict Summary**

### **Subdistrict 1 – Single-Family Detached**

Desired Uses: Residential

Potential Zoning: Current R8 or RS7.5, alone or with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives, or SP based on the uses of those districts that implements subdistrict goals and objectives; also maintain Belmont-Hillsboro Neighborhood Conservation Overlay

Appropriate Building Types: Houses and Cottages

Appropriate Height: Maximum 3 stories, with heights that reflect the prevailing heights of existing homes and as specified in the Belmont-Hillsboro Neighborhood Conservation Overlay where it is applicable

### **Subdistrict 2 – Belmont Boulevard Residential**

Desired Uses: Residential

Potential Zoning: Current R8 or RS7.5, alone or with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives, or SP based on the uses of those districts that implements subdistrict goals and objectives; also maintain Belmont-Hillsboro Neighborhood Conservation Overlay

Appropriate Building Types: Houses and Manor Houses

Appropriate Height: Maximum 3 stories with height as specified in the Belmont Hillsboro Neighborhood Conservation Overlay

### **Subdistrict 3 –Kirkwood Avenue Mixed Housing**

Desired Uses: Residential

Potential Zoning: SP based on the uses and density of RM15 or RM15 with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Cottages, Cottage Courts, Flats, Courtyard Flats, Houses, Manor Houses, Townhouses, and Townhouse Courts

Appropriate Height: Maximum 3 stories to 35 feet with additional height allowed for raised foundation when necessary for privacy



#### **Subdistrict 4 – 12<sup>th</sup> Avenue South Mixed Housing**

Desired Uses: Residential

Potential Zoning: SP based on the uses and density of RM15 or RM15 with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Flats, Manor Houses, and Townhouses

Appropriate Height: Maximum 3 stories to 35 feet with additional height allowed for raised foundation when necessary for privacy

#### **Subdistrict 5 – Acklen Caldwell Mixed Housing**

Desired Uses: Residential

Potential Zoning: Maintain the density and uses of RM20 with an accompanying UDO to regulate setbacks, parking, building height and orientation, and building materials.

Appropriate Building Types: Cottages, Cottage Courts, Flats, Courtyard Flats, Houses, Manor Houses, Townhouses, and Townhouse Courts

Appropriate Height: Maximum 3 stories to 35 feet with additional height allowed for raised foundation when necessary for privacy

#### **Subdistrict 6 – Wedgewood Mixed Housing**

Desired Uses: Residential

Potential Zoning: SP based on the uses of RM20 with an allowable density of up to 35 units/acre

Appropriate Building Types: Flats, Courtyard Flats, Manor Houses, Townhouses, and Townhouse Courts

Appropriate Height: Maximum four stories to 52 feet

#### **Subdistrict 7 – Transition Areas When Special Policy is Effective (Otherwise Reference Subdistrict 9)**

Desired Uses: Office and Residential

Potential Zoning: SP based on the uses and density of OR20 or OR20 with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Flats, Courtyard Flats, Mixed Use, and Live / Work

Appropriate Height: Maximum 3 stories to 35 feet with additional height allowed for raised foundation for residential privacy

#### **Subdistrict 8A – 10<sup>th</sup> Avenue South and Waldkirch Avenue Mixed Use Area**

Desired Uses: Mixed Use

Potential Zoning: SP based on the uses of MUN or MUN with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Flats, Courtyard Flats, Live/Work, and Mixed Use

Appropriate Height: Maximum 3 stories to 35 feet

#### **Subdistrict 8B – Belmont Boulevard and Dallas Avenue Mixed Use Area**

Desired Uses: Mixed Use

Potential Zoning: SP based on the uses of MUN or MUN with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Mixed Use

Appropriate Height: Maximum 1 story to 20 feet

#### **Subdistrict 9A – 12<sup>th</sup> Avenue South Mixed Use Areas**

Desired Uses: Mixed Use

Potential Zoning: SP based on the uses of MUN or MUN with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Flats, Live-Work, and Mixed Use.

Appropriate Height: Maximum of two stories at 30 feet with a 0-5 foot maximum street setback subject to the provision of adequate on-site or shared parking; Maximum of three stories at 45 feet with a 5 foot maximum street setback subject to the provision of adequate on-site or shared parking

#### **Subdistrict 9B – Side Streets Mixed Use Areas**

Desired Uses: Mixed Use

Potential Zoning: SP based on the uses of MUN or MUN with Planned Unit Development or Urban Design Overlay that implements subdistrict goals and objectives

Appropriate Building Types: Houses and Townhouses only if parcels

remain unconsolidated and oriented to side streets, Flats, Live-Work, and Mixed Use.

Appropriate Height: Maximum of two stories at 30 feet with a 0-5 maximum foot street setback subject to the provision of adequate on-site or shared parking unless consolidated with abutting properties that face onto 12<sup>th</sup> Avenue South and developed so that buildings face onto 12<sup>th</sup> Avenue South, then standards of Subdistrict 9A apply.

### **Subdistrict 10 – Belmont University Institutional**

Desired Uses: Institutional

Potential Zoning: Institutional Overlay.

Appropriate Building Types: Defined within Institutional Overlay

Appropriate Height: Defined within Institutional Overlay

### **Subdistrict 11 – Open Space and Civic Areas**

Desired Uses: Parks, Open Space, and Civic

Potential Zoning: SP or UDO based on the building standards of MUL

Appropriate Building Types: Civic

Appropriate Height: Maximum of three stories at 35 feet

## Subdistricts

### Subdistrict 1 – Single-Family Detached

Goal – Preserve the existing predominant single-family character within the core of the neighborhood.

#### Objectives

- 1.1 Maintain the Belmont Hillsboro Neighborhood Conservation Overlay, where applicable.
- 1.2 Encourage zoning that preserves the predominant single family character of this subdistrict, while preserving the existing two-family structures to provide a healthy mix of housing options.
- 1.3 Preserve historic homes within Subdistrict 1 to the greatest extent possible. Homes in this area should be rehabilitated in a way that does not compromise their historic integrity.
- 1.4 Work with appropriate Metro agencies, developers, and property owners to eliminate housing code violations and rehabilitate the greatest number of single-family houses possible.
- 1.5 Promote the redevelopment of vacant lots for single-family housing with infill consistent in scale and massing with the intensity of surrounding areas.
- 1.6 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 1.7 Access buildings from alleys.
- 1.8 Provide parking behind, beneath, or beside buildings.
- 1.9 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.

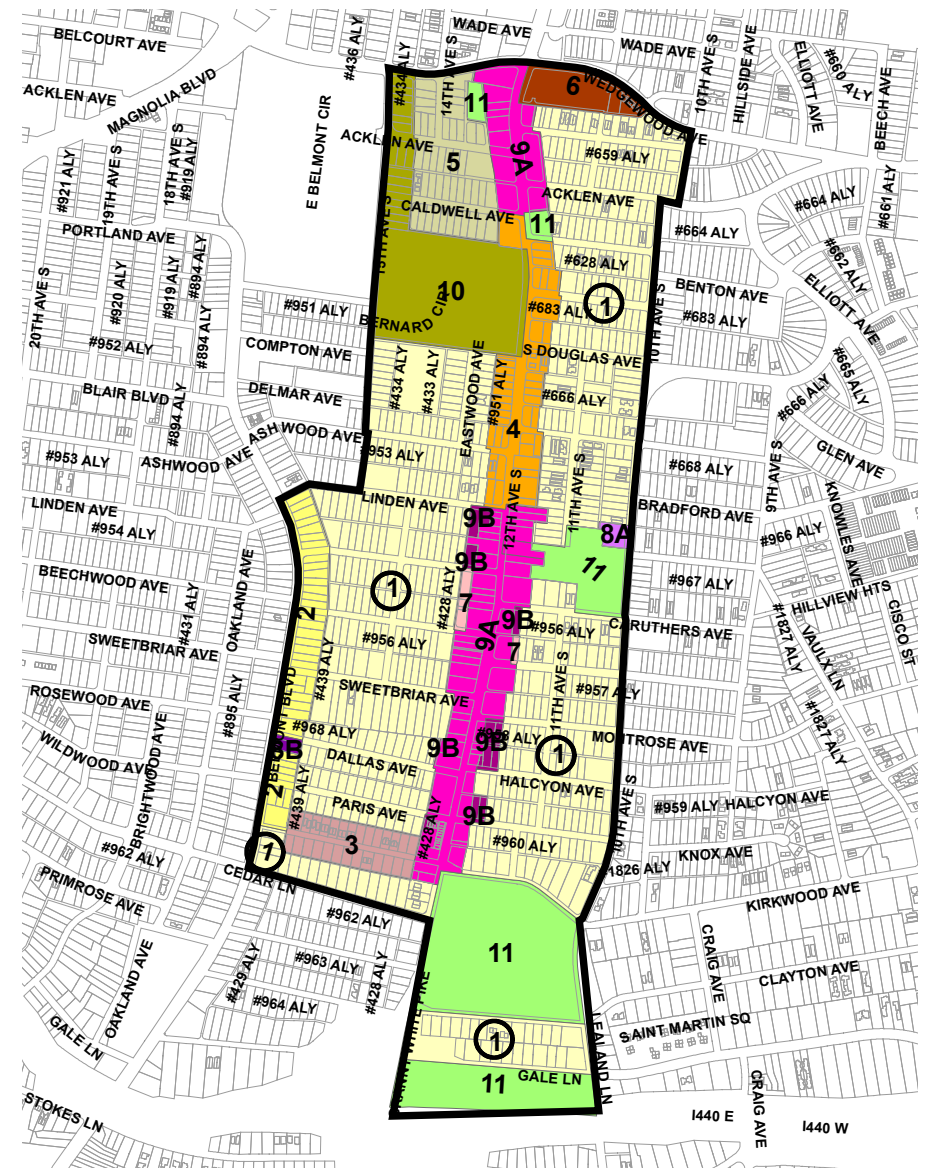


Figure 15: Subdistrict 1



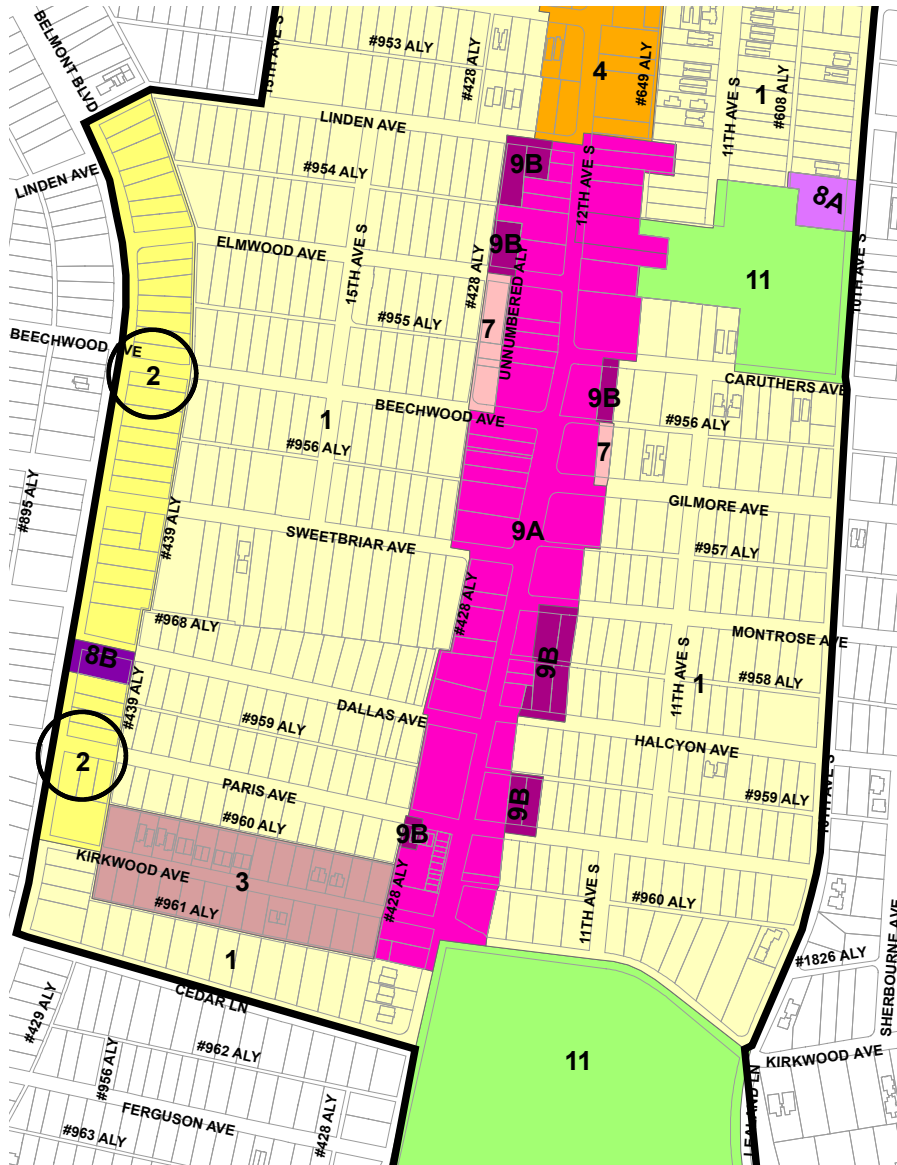


Figure 16: Subdistrict 2

**Subdistrict 2 – Belmont Boulevard Residential**  
**Goal – Maintain the current developed condition of this historic corridor.**

**Objectives:**

- 2.1 Maintain the Belmont Hillsboro Neighborhood Conservation Overlay.
- 2.2 Preserve historic homes within Subdistrict 2 to the greatest extent possible. Homes in this area should be rehabilitated in a way that does not compromise their historic integrity.
- 2.3 Rezone properties within this subdistrict to SP or other appropriate base zone combined with a Planned Unit Development or Urban Design Overlay based on the current developed condition as they redevelop.
- 2.4 Maintain the current predominant pattern of built setbacks, spacing, and massing.
- 2.5 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 2.6 Access buildings from alleys.
- 2.7 Provide parking behind buildings.
- 2.8 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.

**Subdistrict 3 – Kirkwood Avenue Mixed Housing**  
**Goal – To enhance the current developed condition of this subdistrict and provide a mixture of housing types to meet the diverse needs of the neighborhood and ensure its continued high degree of diversity.**

- 3.1 Rezone properties within this subdistrict to SP with the uses and density of RM15 or to RM15 with a Planned Unit development or Urban Design Overlay that implements subdistrict goals and objectives as they redevelop.
- 3.2 Establish throughout the subdistrict a consistent pattern of 20 foot street setbacks, measured from the property line, to appropriately frame this narrow yet active street.
- 3.3 Limit heights in this subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation for privacy subject to the provision of adequate on-site parking.
- 3.4 Redevelop properties within Subdistrict 3 with Cottages, Cottage Courts, Flats, Courtyard Flats, Houses, Manor Houses, Townhouses, and Townhouse Courts.
- 3.5 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 3.6 Access buildings from alleys.
- 3.7 Provide parking behind, beneath, or beside buildings.
- 3.8 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 3.9 Provide sidewalks, alleys, curb, gutter, pavement and other infrastructure improvements as required by Metro Public Works, in conjunction with the increase in development rights. Bonding for all required improvements shall take place prior to the issuance of building permits and shall be phased in accordance with a Phasing Plan.

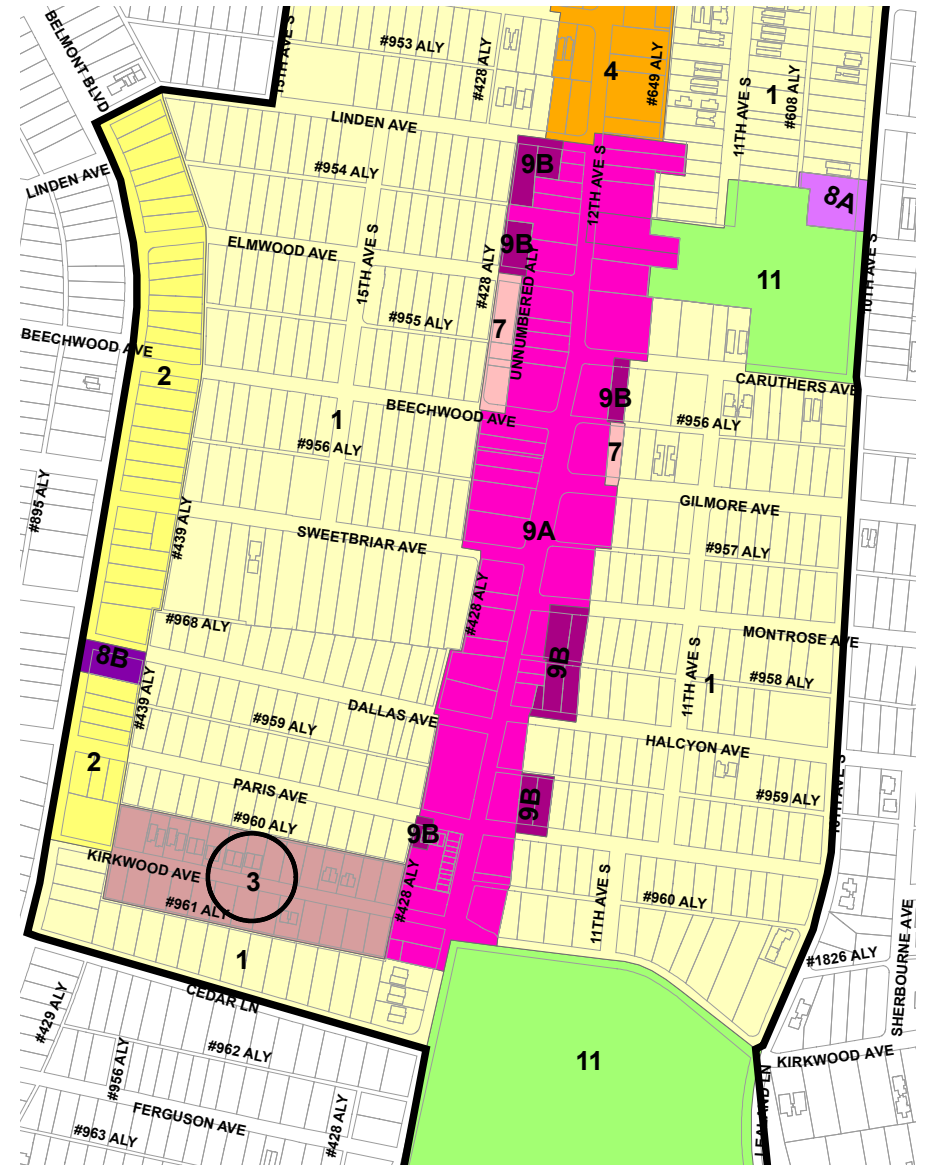
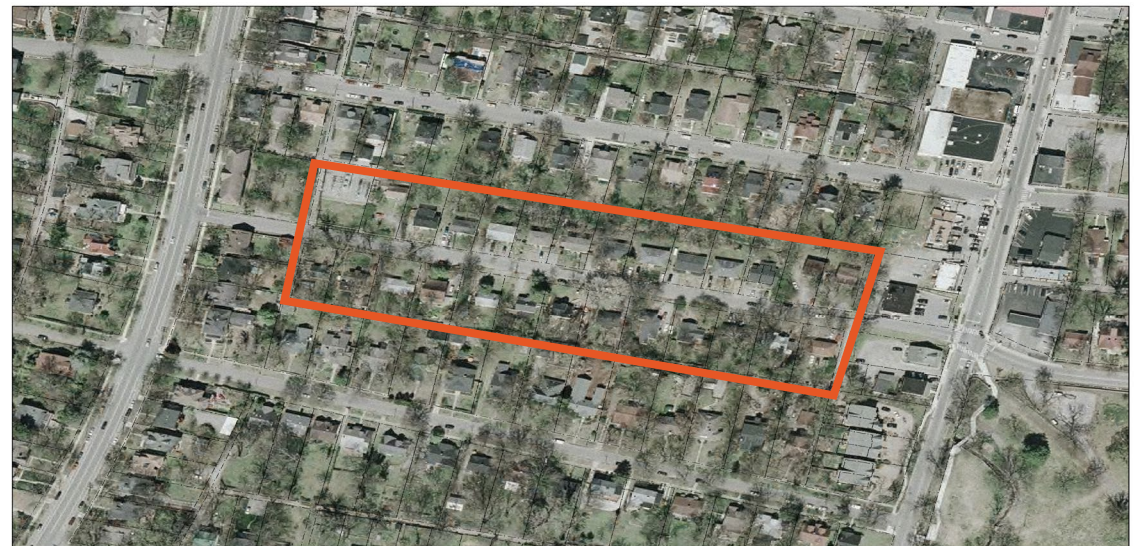


Figure 17: Subdistrict 3





*Development scenario for Kirkwood Ave. under policy for Subdistrict 3*



*Kirkwood Avenue existing conditions*



**Subdistrict 4 – 12<sup>th</sup> Avenue South Mixed Housing**  
**Goal – Enhance the current developed condition of this central corridor and provide a mixture of housing types to meet the diverse needs of the neighborhood.**

**Objectives**

- 4.1 Preserve historic homes within Subdistrict 4 to the greatest extent possible. Homes in this area should be rehabilitated in a way that does not compromise their historic integrity. Consideration may be given to conversion of existing historic structures from single to two family or multi family uses subject to preservation of their structural and architectural integrity.
- 4.2 Rezone properties within this subdistrict to SP with the density of RM15 or to RM15 with a Planned Unit development or Urban Design Overlay that implements subdistrict goals and objectives as they redevelop.
- 4.3 Maintain and continue throughout the subdistrict the current pattern of built setbacks and spacing that is found in the portion of this subdistrict located on the west side of 12<sup>th</sup> Avenue South between #951 Alley (opposite South Douglas Avenue) and #666 Alley (alley north of Ashwood Avenue).
- 4.4 Limit heights in this subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation when necessary for privacy subject to the provision of adequate on-site parking.
- 4.5 Redevelop non-historic properties within Subdistrict 4 with Flats, Manor Houses, and Townhouses.
- 4.6 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 4.7 Access buildings from alleys.
- 4.8 Provide parking behind, beneath, or beside buildings.
- 4.9 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.

- 4.10 For buildings on corners, utilize urban design techniques that ensure that the corner is addressed in a manner that recognizes its role as a focal point, such as the placement of pedestrian entrances, architectural detailing, and building design that is responsive to the distinctive role of the corner and the streetscape.

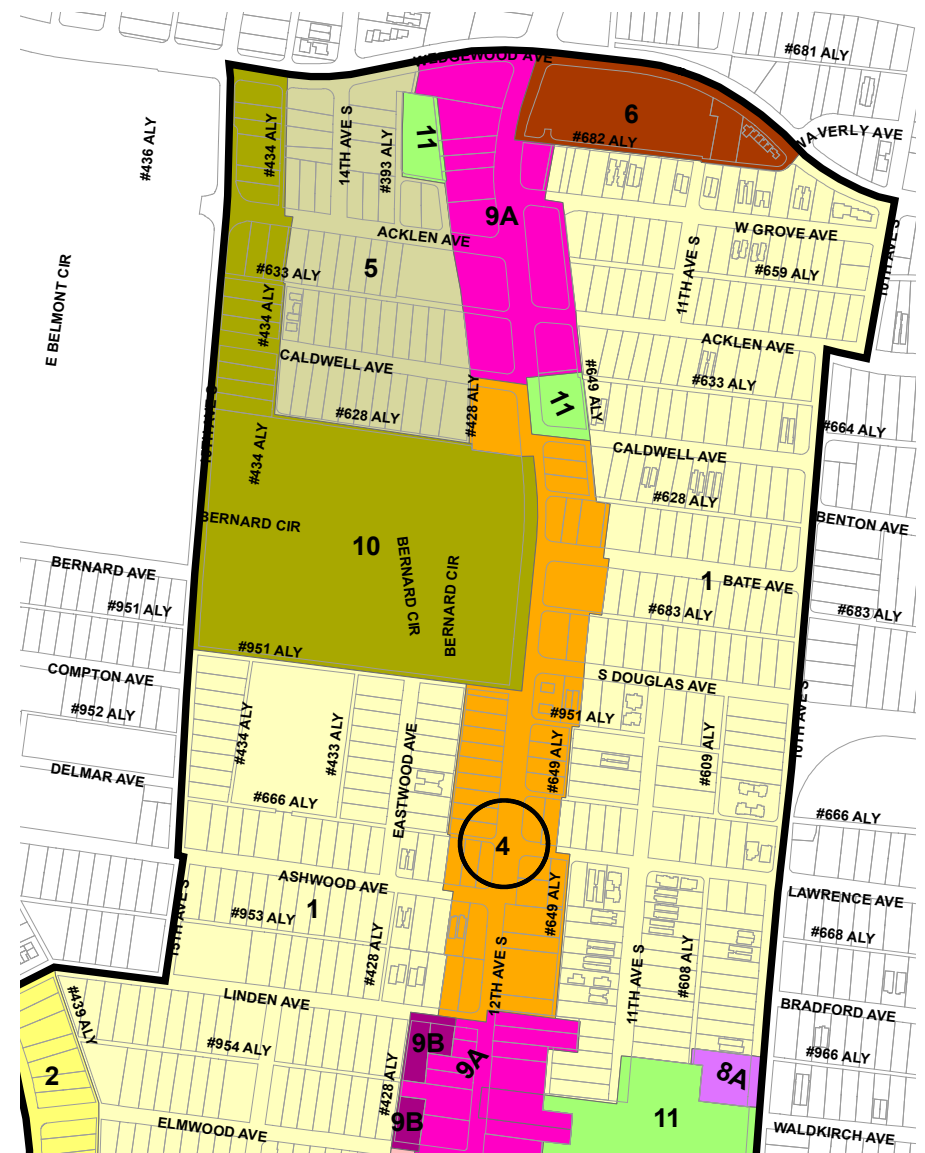


Figure 18: Subdistrict 4

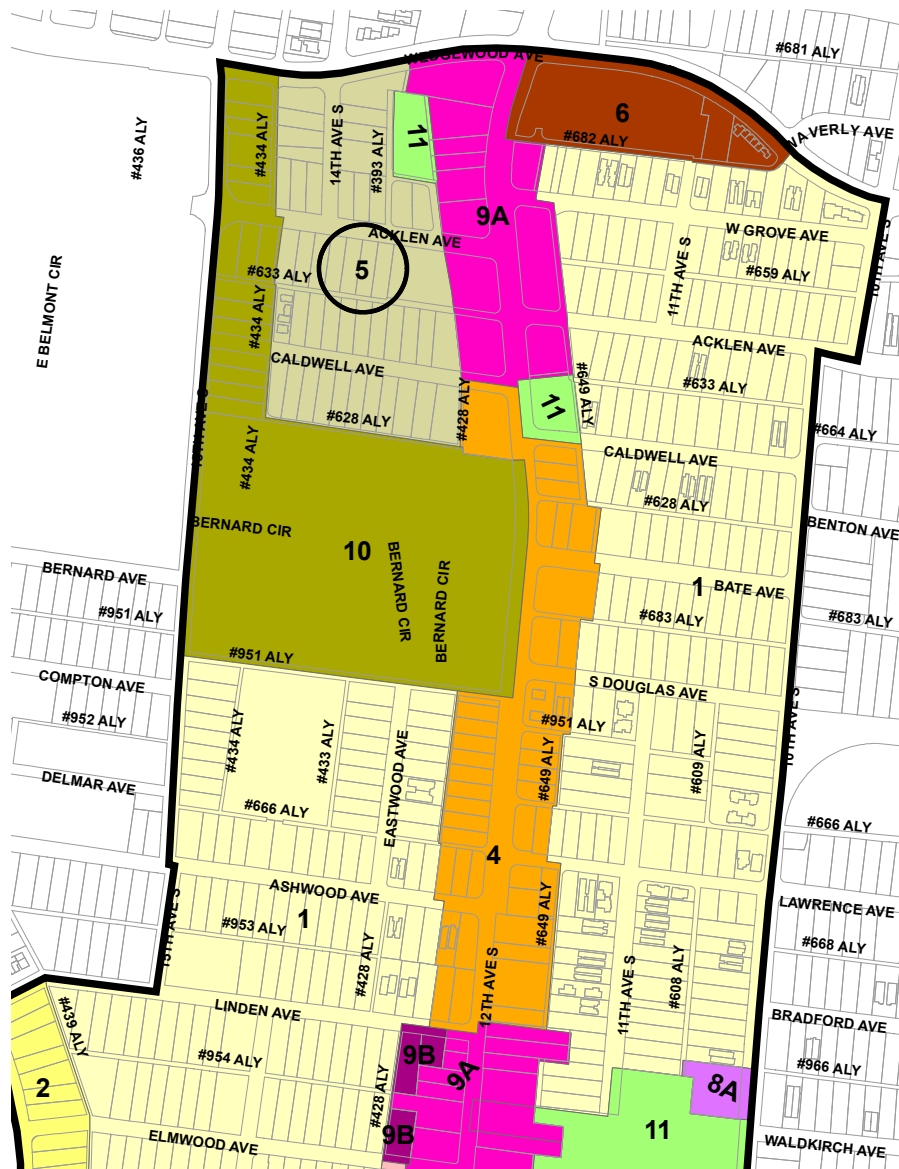


Figure 19: Subdistrict 5

**Subdistrict 5 – Acklen -Caldwell Mixed Housing**  
**Goal – To recognize the existing development entitlements and facilitate the redevelopment of this subdistrict as a mixed housing area with high standards of urban design to meet the diverse housing needs of the neighborhood.**

**Objectives:**

- 5.1 Maintain the density and uses of RM20 with an accompanying UDO to regulate setbacks, parking, building height and orientation, and building materials.
- 5.2 Establish throughout the subdistrict a consistent pattern of 20 foot street setbacks, measured from the property line, to appropriately frame the street.
- 5.3 Limit heights in this subdistrict to a maximum of three stories at 35 feet subject with additional height allowed for raised foundation for privacy to the provision of adequate on-site parking.
- 5.4 Redevelop properties within Subdistrict 5 with Cottages, Cottage Courts, Flats, Courtyard Flats, Houses, Manor Houses, Townhouses, and Townhouse Courts.
- 5.5 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 5.6 Access buildings from alleys.
- 5.7 Provide parking behind, beneath, or beside buildings.
- 5.8 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 5.9 Provide alleys and other infrastructure improvements as required by Metro Public Works, in conjunction with redevelopment. Bonding for all required improvements shall take place prior to the issuance of building permits and shall be phased in accordance with a Phasing Plan.





Acklen-Caldwell - existing conditions



Development scenario for Acklen-Caldwell under policy for Subdistrict 5



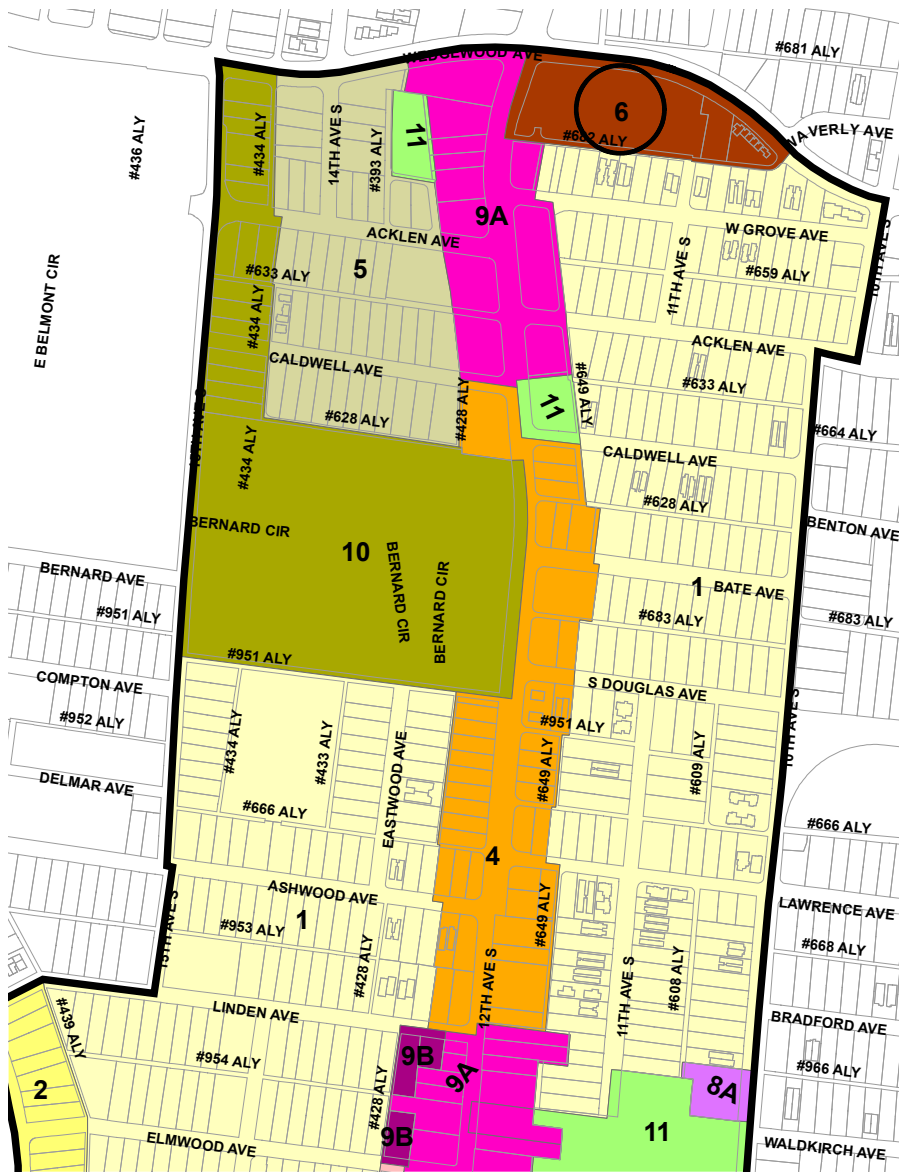


Figure 20: Subdistrict 6

**Subdistrict 6 – Wedgewood Mixed Housing**  
**Goal – Recognize the existing developed condition and development entitlements of this subdistrict and to guide any future redevelopment of the site as a moderately intense mixed housing area with high standards of urban design to meet the diverse housing needs of the neighborhood.**

**Objectives**

- 6.1 Rezone properties within this subdistrict to SP based on the uses of RM20 with an allowable density of up to 35 units/acre.
- 6.2 Establish a 5-20 foot street setback, measured from the property line, for any redevelopment of the site.
- 6.3 Limit heights in this subdistrict to a maximum of four stories at 52 feet subject to the provision of adequate on-site parking.
- 6.4 Redevelop properties within Subdistrict 6 with Flats, Courtyard Flats, Manor Houses, Townhouses, and Townhouse Courts.
- 6.5 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 6.6 Access buildings from alleys.
- 6.7 Provide parking behind, beneath, or beside buildings.
- 6.8 Provide a gateway landscaping treatment at Wedgewood Avenue and 12<sup>th</sup> Avenue South in association with any redevelopment of the corner property of this subdistrict.
- 6.9 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 6.10 For buildings that turn corners, utilize urban design techniques that ensure that the corner is addressed in a manner that recognizes its role as a focal point, such as the placement of pedestrian entrances, architectural detailing, and building design that is responsive to the distinctive role of the corner and the streetscape.
- 6.11 If redevelopment occurs, consideration should be given to the steep topography on the site to re-grade and design the site in such a way that brings the building(s) to street level in order to create a pedestrian friendly environment at the intersection of Wedgewood Avenue and 12<sup>th</sup> Avenue South.



*Development scenario for Wedgewood Ave. under policy for Subdistrict 6*



*Southeast corner of Wedgewood Avenue and 12th Avenue - existing conditions*



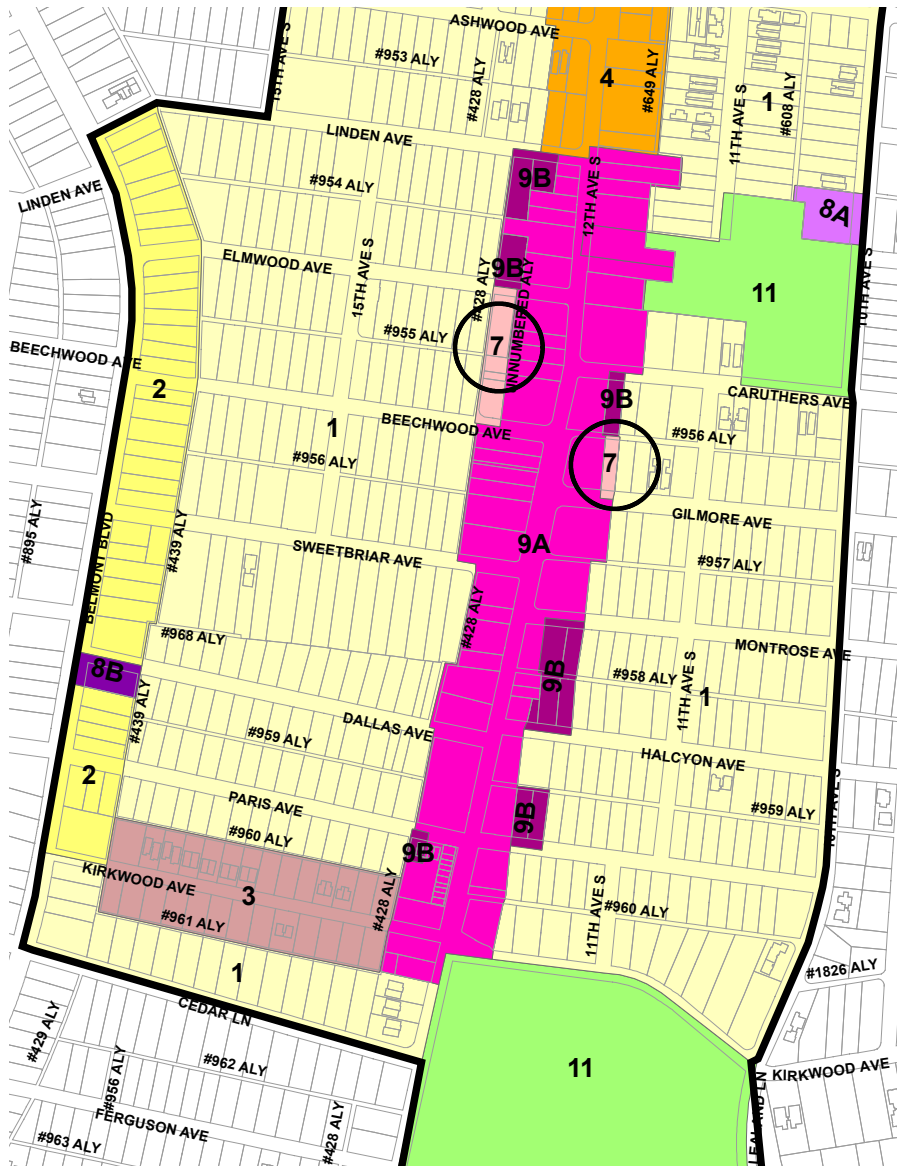


Figure 21: Subdistrict 7

**Subdistrict 7 – Transition Areas Conditional Subdistrict Goal – Recognize the existing developed condition and development entitlements of this subdistrict, to guide any future redevelopment within it as an office and residential area with high standards of urban design, and to create a land use transition between lower and higher intensity areas.**

### Objectives

- 7.1 Rezone properties within this subdistrict to SP with the uses of OR20 or to OR20 with a Planned Unit development or Urban Design Overlay that implements subdistrict goals and objectives as they redevelop.
- 7.2 Establish a 5-15 foot maximum street setback, measured from the property line, for any redevelopment within the subdistrict.
- 7.3 Limit heights in this subdistrict to a maximum of three stories at 35 feet with additional height allowed for raised foundation for residential privacy subject to the provision of adequate parking.
- 7.4 Redevelop properties within Subdistrict 7 with Flats, Courtyard Flats, Mixed Use / Commercial, and Live / Work.
- 7.5 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 7.6 Access buildings from alleys.
- 7.7 Provide parking behind, beneath, or beside buildings. Shared parking, as described in Metro Zoning Code 17.20.100, may be considered. It is the intent of shared parking to reduce expanses of impervious surfaces by allowing land uses that have different peak parking demands or hours to share parking if shared parking will not result in significantly higher on-street parking in surrounding areas or unauthorized use of other parking facilities.
- 7.8 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 7.9 Provide adequate landscape buffering between nonresidential and mixed use properties and residential properties in order to ensure the livability and sustainability of adjacent residential neighborhoods.



## Subdistrict 8A – 10th Avenue South and Waldkirch Avenue Mixed Use Area

## Subdistrict 8B – Belmont Boulevard and Dallas Avenue Mixed Use Area

**Goal – Recognize the existing developed condition, provision of neighborhood needs, and development entitlements of this subdistrict that contains lawfully nonconforming uses and guide any future redevelopment within it as a mixed use area with high standards of urban design.**

### Objectives

- 8.1 Rezone properties, which are currently zoned for residential use and are lawfully nonconforming uses, within this subdistrict to SP with the use characteristics of MUN or to MUN with a Planned Unit development or Urban Design Overlay that implements subdistrict goals and objectives as they redevelop.
- 8.2 Establish a 0-5 foot maximum street setback, measured from the property line, for any redevelopment within the subdistrict.
- 8.3 Limit heights in Subdistrict 8A to a maximum of three stories at 35 feet subject to the provision of adequate parking and in Subdistrict 8B to a maximum of one story at 20 feet subject to the provision of adequate on-site or shared parking.
- 8.4 Redevelop properties within Subdistrict 8A with Flats, Courtyard Flats, Live/Work, and Mixed Use / Commercial buildings.
- 8.5 Redevelop properties within Subdistrict 8B with Mixed Use / Commercial buildings.
- 8.6 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 8.7 Access buildings from alleys.

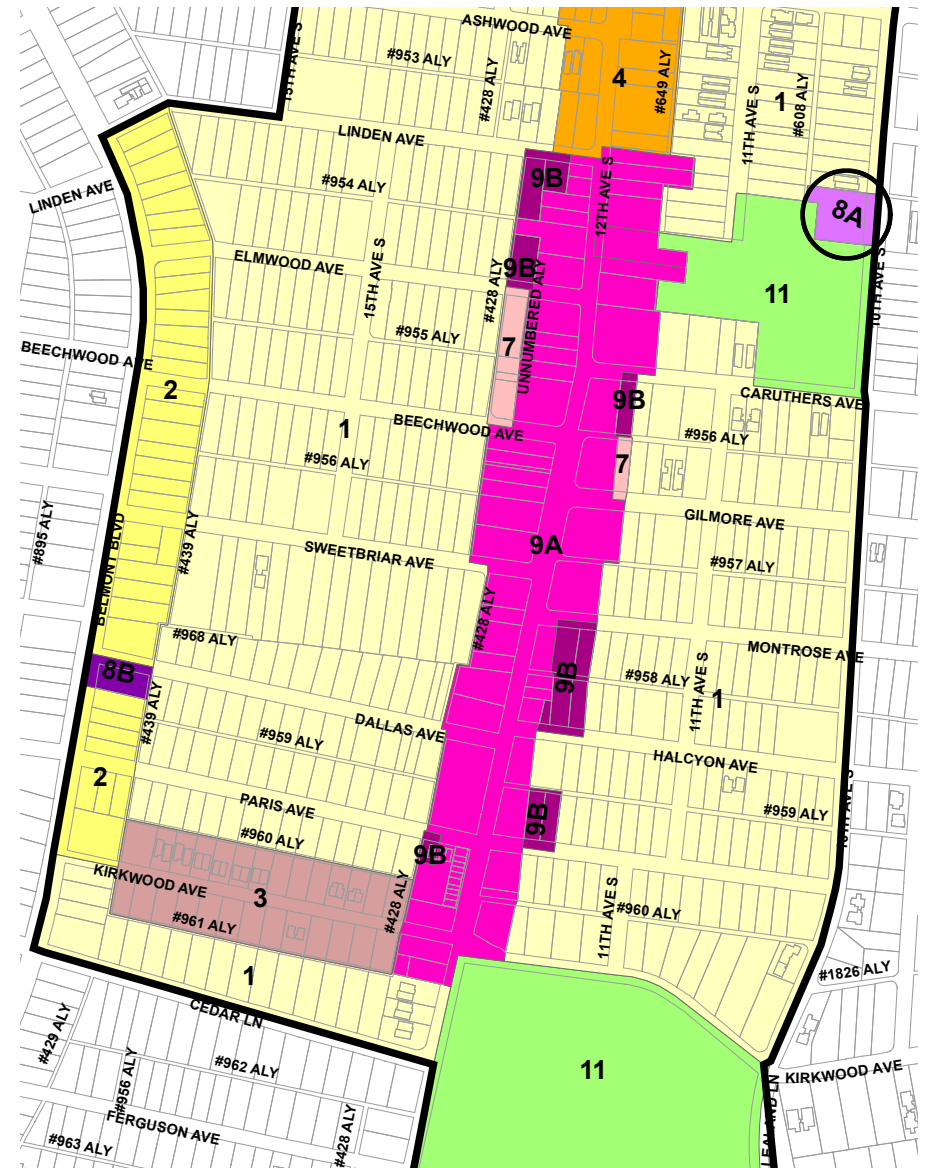


Figure 22a: Subdistrict 8a

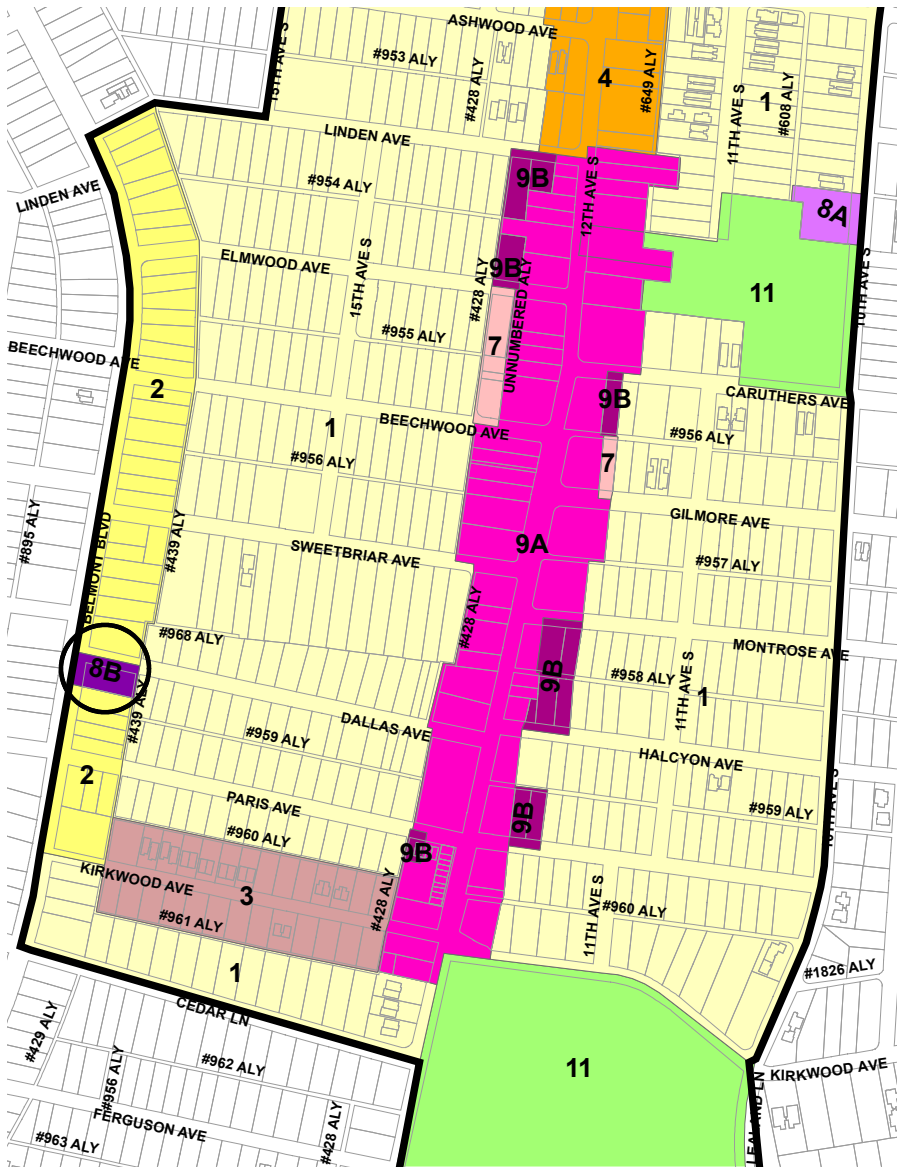


Figure 22b: Subdistrict 8b

- 8.8 Provide parking behind, beneath, or beside buildings. Shared parking, as described in Metro Zoning Code 17.20.100, may be considered. It is the intent of shared parking to reduce expanses of impervious surfaces by allowing land uses that have different peak parking demands or hours to share parking if shared parking will not result in significantly higher on-street parking in surrounding areas or unauthorized use of other parking facilities.
- 8.9 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 8.10 Provide adequate landscape buffering between nonresidential and mixed use properties and residential properties in order to ensure the livability and sustainability of adjacent residential neighborhoods.
- 8.11 For buildings on corners, utilize urban design techniques that ensure that the corner is addressed in a manner that recognizes its role as a focal point, such as the placement of pedestrian entrances, architectural detailing, and building design that is responsive to the distinctive role of the corner and the streetscape.
- 8.12 Establish operational performance standards for such elements of development and business operation as light, odor, noise, and hours of operation in order to ensure the livability and sustainability of adjacent residential neighborhoods.

## Subdistrict 9A – 12<sup>th</sup> Avenue South Mixed Use Area

## Subdistrict 9B – Side Streets Mixed Use Area

**Goal – Recognize the existing developed condition, provision of neighborhood needs, and development entitlements of this subdistrict and to guide any future redevelopment within it as a vibrant mixed use area with high standards of urban design that provides opportunities to live, work and play.**

### Objectives

- 9.1 Rezone properties within this subdistrict to SP with the use characteristics of MUN or to MUN with a Planned Unit development or Urban Design Overlay that implements subdistrict goals and objectives as they redevelop.
- 9.2 Buildings in Subdistrict 9A may be a maximum of two stories at 30 feet with a 0-5 foot maximum street setback, measured from the property line, subject to the provision of adequate parking.
- 9.3 Buildings in Subdistrict 9A may be a maximum of three stories at 45 feet with a 5 foot maximum street setback subject to the provision of adequate on-site or shared parking.
- 9.4 Redevelop properties within Subdistrict 9A with Flats, Live-Work, and Mixed Use buildings.
- 9.5 Buildings in Subdistrict 9B may be a maximum of two stories at 30 feet with a 0-5 foot maximum street setback subject to the provision of adequate on-site or shared parking unless consolidated with abutting properties that face onto 12<sup>th</sup> Avenue South and developed so that buildings face onto 12<sup>th</sup> Avenue South, and then standards of Subdistrict 9A apply.
- 9.6 Redevelop properties within Subdistrict 9B with Houses and Townhouses only if parcels remain unconsolidated and oriented to side streets.
- 9.7 Place buildings so that the primary pedestrian entrance is oriented to the street.
- 9.8 Access buildings from alleys or side streets. Where alleys in the rear of properties are not present, construct rear service lane access.

- 9.9 Provide parking behind, beneath, or beside buildings. Shared parking, as described in Metro Zoning Code 17.20.100, may be considered. It is the intent of shared parking to reduce expanses of impervious surfaces by allowing land uses that have different peak parking demands or hours to share parking if shared parking will not result in significantly higher on-street parking in surrounding areas or unauthorized use of other parking facilities.
- 9.10 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- 9.11 Provide adequate landscape buffering between nonresidential and mixed use properties and residential properties in order to ensure the livability and sustainability of adjacent residential neighborhoods.
- 9.12 For buildings on corners, utilize urban design techniques that ensure that the corner is addressed in a manner that recognizes its role as a focal point, such as the placement of pedestrian entrances, architectural detailing, and building design that is responsive to the distinctive role of the corner and the streetscape.

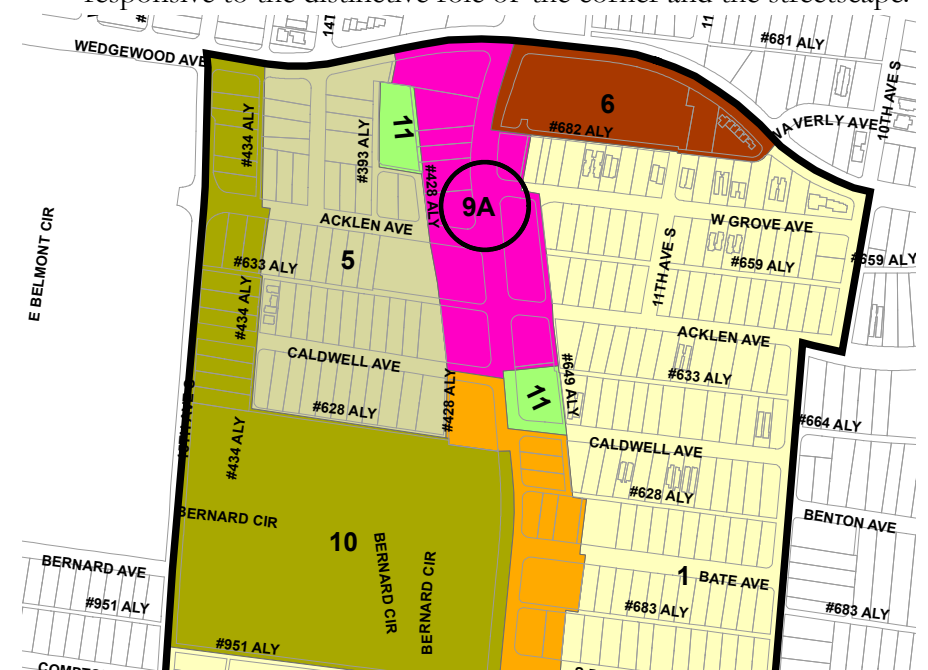


Figure 23a: Subdistrict 9a



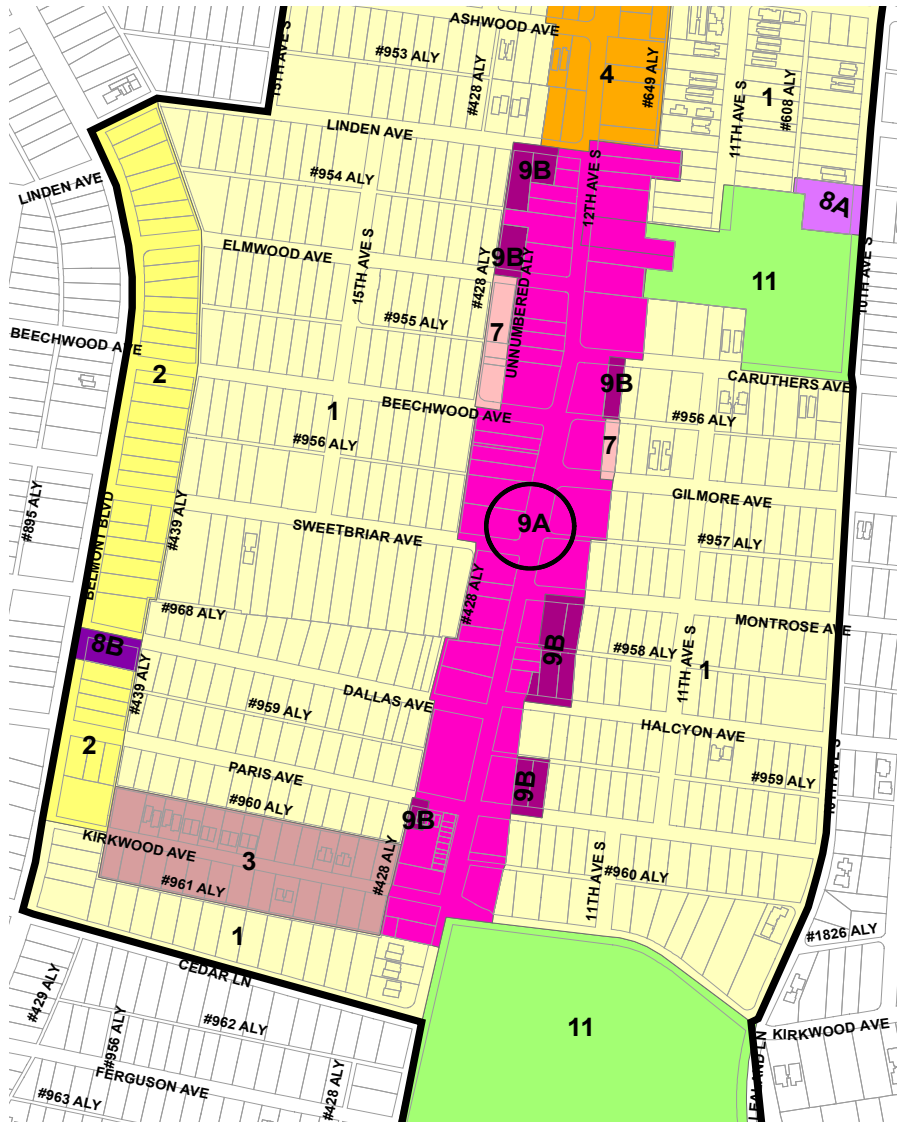


Figure 23b: Subdistrict 9a

9.13 Establish operational performance standards for such elements of development and business operation as light, odor, noise, and hours of operation in order to ensure the livability and sustainability of adjacent residential neighborhoods.

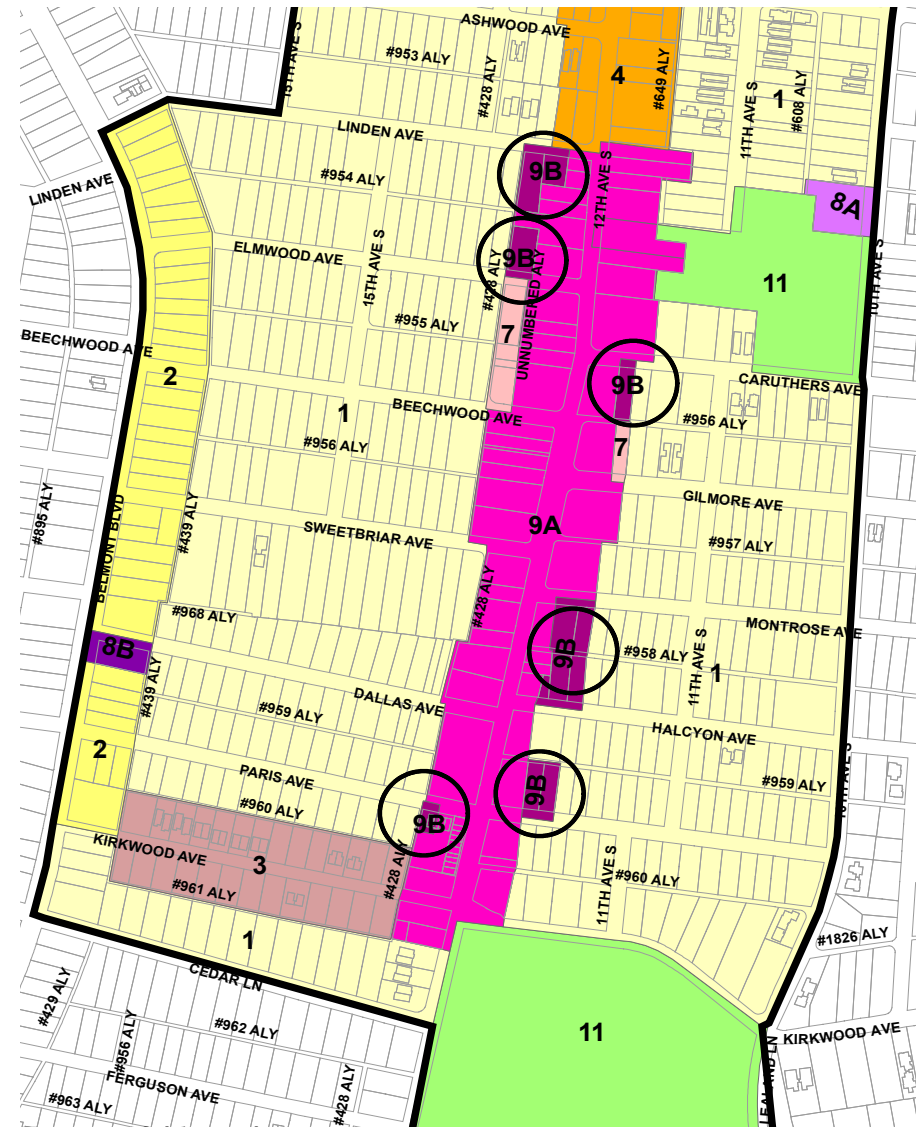


Figure 23c: Subdistrict 9b

**Subdistrict 10 – Belmont University Institutional Overlay**  
**Goal – Recognize development entitlements of this subdistrict and guide any future redevelopment within it according to the adopted Belmont University Institutional Overlay District.**

**Objectives**

- 10.1 Maintain the adopted Belmont University Institutional Overlay District.

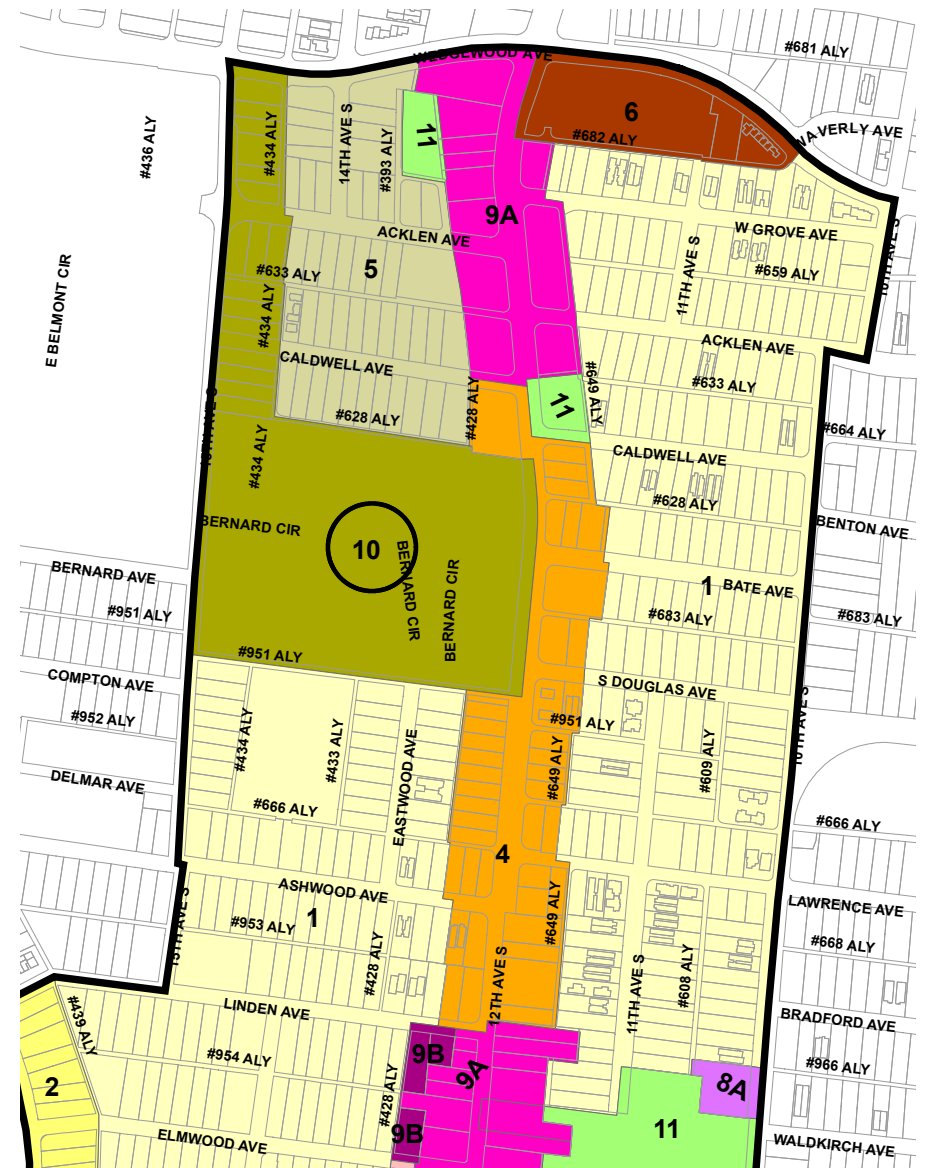


Figure 24: Subdistrict 10

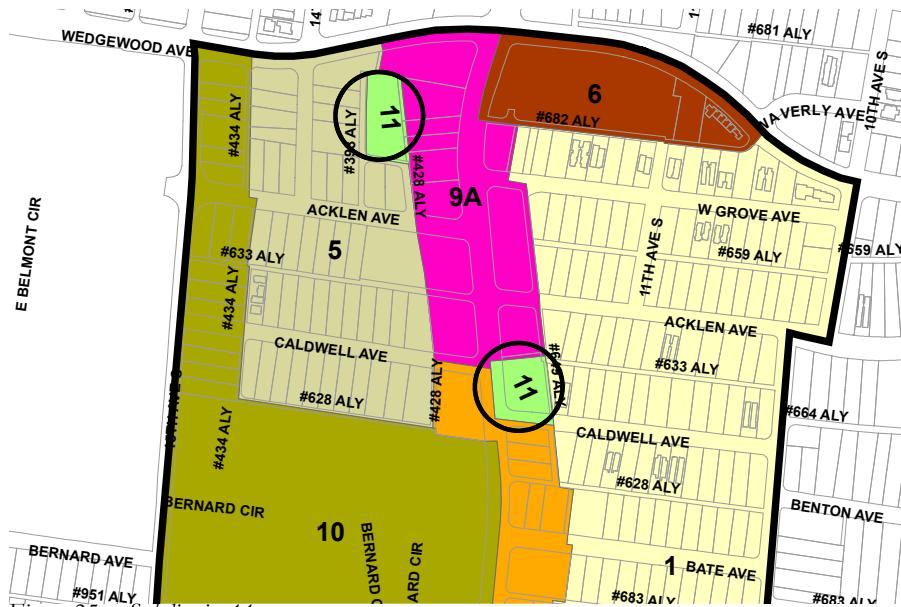


Figure 25a: Subdistrict 11

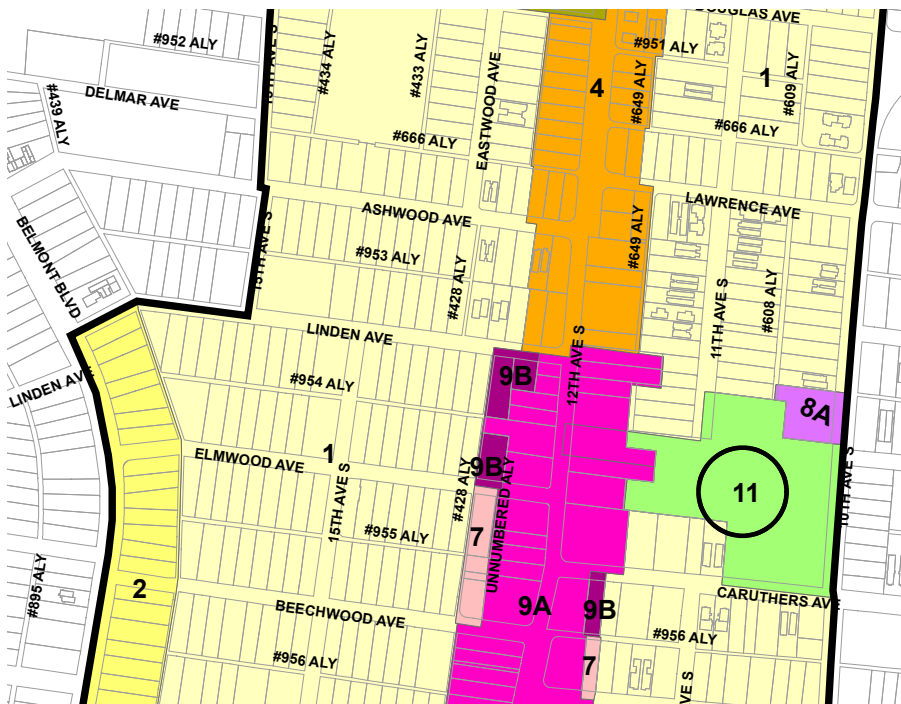


Figure 25b: Subdistrict 11

**Subdistrict 11 – Open Space and Civic Areas**  
**Goal – Provide parks and civic activities of varying sizes and functions that meet the needs of area residents.**

**Objectives**

- 11.1 Parks Master Plan. The Parks and Greenways Master Plan provides guidance on the character, design and use of parks and open spaces. Improvements outlined in the Parks and Greenways Master Plan should be made to Sevier Park.
- 11.2 Provide parks of varying sizes and functions that meet the needs of area residents.
- 11.3 Improve pedestrian connections to the parks, including additional sidewalks and crosswalks.
- 11.4 Utilize the Metro Schools administrative facility property on 10<sup>th</sup> Avenue South for shared Schools’ and neighborhood open space. Provide a pedestrian and bicycle connection from the site to 12<sup>th</sup> Avenue South.
- 11.5 Make the programmed improvements to Sevier Park.
- 11.6 Consider a dog park as a component of the I-440 right-of-way.

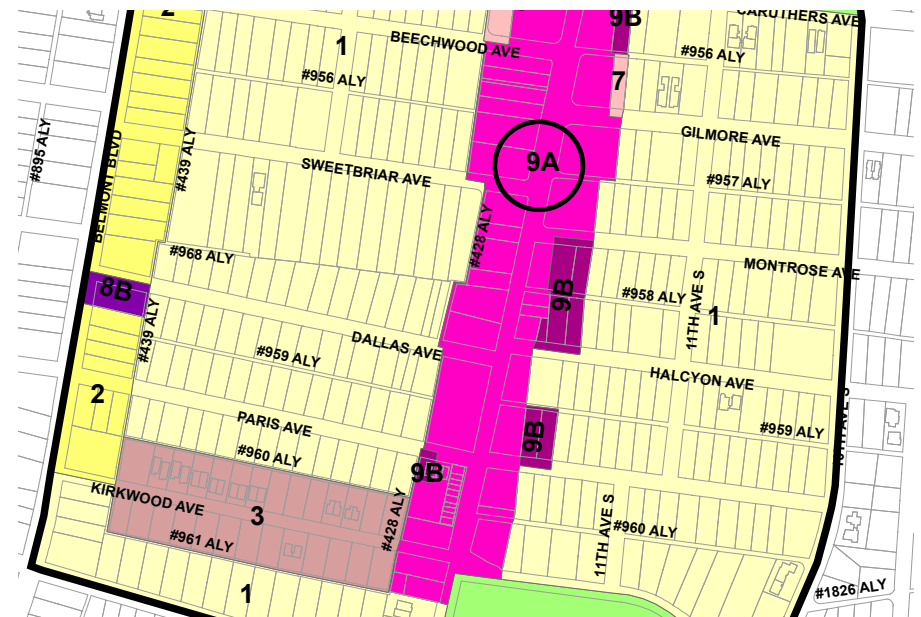


Figure 25c: Subdistrict 11



## Implementing the Plan

With this plan, the community has created a vision for the future for the 12<sup>th</sup> Avenue South corridor and adjacent neighborhoods. Making this vision a reality is possible through the efforts and cooperation of public and private stakeholders. Implementing the community vision will take residents, businesses, property owners, institutions, private developers and the public sector working together to measure future private and public investments and development by the Detailed Neighborhood Design Plan (DNDP). Many of the changes in the community will occur over time as the result of individual zone changes and development projects. The community can, however, be proactive in implementing the plan by working with private property owners, developers, Council members and Metro Government, to ensure that all investments in the 12<sup>th</sup> Avenue South neighborhood implement the Plan.

### **First: Continue to Work Together**

The community along this portion of 12<sup>th</sup> Avenue South includes property owners, business owners, residents, institutional representatives, Council members and three active neighborhood groups – Belmont/Hillsboro Neighborhood Association, 12South Neighborhood Association and the Sunnyside Neighborhood Association.

Each neighborhood association has a vision and goals for its neighborhood, but as the 12<sup>th</sup> Avenue South corridor continues to grow, serving all three adjacent neighborhoods, the associations are encouraged to share the common vision, goals and objectives within this DNDP. These groups came together collectively to create this DNDP and are encouraged to continue to work together to be stewards of the Plan, and the 12<sup>th</sup> Avenue South area, in the future. By working together with partners in the private and public sector, these neighborhood associations can ensure that the 12<sup>th</sup> Avenue South area remains “home” to current residents and businesses and welcoming to future residents and businesses.

### **Second: Work with government agencies to begin implementation of the goals and objectives.**

The stakeholders mentioned above can work with their Council members and the public sector to seek funding and support for implementing portions of the DNDP. This may take a variety of forms. For instance, the DNDP includes recommendations for bikeway, sidewalk and greenway improvements. Working with the Metro Public Works and Parks Departments and Council members to get various improvements funded is an option. The same could be said for partnership with Metro Schools to ensure that the former Waverly-Belmont School site remains a neighborhood-friendly open space in the future.

Third: Work with the district Council members and Metro Planning staff to implement the plan through design-based zoning.

The DNDP will largely come to fruition if and when properties redevelop. Redevelopment often involves rezoning. As rezonings are requested by property owners, they will be measured for consistency with the 12<sup>th</sup> Avenue South DNDP.

Alternately, community members and their Council members may decide to implement the DNDP through rezoning of the area to fit the DNDP. If the community decides to proceed with a rezoning, Metro Planning staff can assist the Council members in leading a separate series of community meetings on the rezoning. Rezoning properties along the corridor could add additional design guidelines, such as sign regulations, and land use restrictions. Rezoning properties is a separate, public process that will involve more discussions and community stakeholder involvement.

## Appendix A - Visioning Workshop

12<sup>th</sup> Avenue South

Detailed Neighborhood Design Plan

Visioning Workshop

August 13, 2007

Hope Center Church

**Table 1: 12 South Visioning Findings**

1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- Diversity
- Mixed social-economic conditions
- Local businesses (a.k.a. small businesses), ex. Taco stand at corner of 12<sup>th</sup> Ave. S. & Wedgewood Ave.
- Central location
- Mature trees
- “It’s a not a gated community, it’s a real neighborhood.”
- Progressive (from resident since 1966)

What are the things you like LEAST about the study area?

- Smaller/historic homes being replaced by larger/out-of-character homes
- Concern with infrastructure needs (streets and traffic generation, water, etc.) as area becomes more dense
- Cited Hillview Heights. as a street with lots of cut-through traffic
- Cited auto-pedestrian conflicts/crashes along 12<sup>th</sup> Ave. S., particularly the wider section north of Ashwood Ave.
- Lack of street trees along 12<sup>th</sup> Ave. S. (Why weren’t these done as part of original streetscape project?)
- Above-ground utilities
- MTA’s lack of cross-town routes, and otherwise long travel times
- Lack of sidewalks, pedestrian safety at 9<sup>th</sup> & Vaultx
- Cited ugly duplexes at 10<sup>th</sup> & Kirkwood Ave.
- Cited need for AM/PM commuters on 12<sup>th</sup> Ave. S. and Belmont

Blvd. to obey law regarding keeping intersections clear, especially for traffic moving on east-west local streets

- Cited need for better-staggered stop lines at intersection of 12<sup>th</sup> Ave. S. & Wedgewood Ave. to prevent crashes, etc.
- Concern with Belmont University buying up homes between Wedgewood, Caldwell Ave., 12<sup>th</sup> Ave. S. and 15<sup>th</sup> Ave. S., took issue with BU-owned properties sitting vacant, with no people around to be “eyes on street”
- Cited 14<sup>th</sup> Ave. and Acklen Ave. between Wedgewood Ave. and 12<sup>th</sup> Ave. S. as a route for cut-through traffic, had more of an issue with speed than volume, asked about traffic calming devices, etc.

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Specialty stores, clothing boutiques, a gym
- Neighborhood-scale grocery store
- Neighborhood-scale elementary school
- Cafes and restaurants

2. Determine the location and character of new development

What is the best real-world example that reflects the type of place you want this area to be?

- Savannah, GA, with its squares that calm traffic and provide green space for the homes around them
- Belmont Blvd.
- Demonbreun St. (the Music Row portion with its restaurants, etc.)
- Chicago’s neighborhoods, which have neighborhood “main streets” with mixed use buildings, allowing residential above and commercial on ground-floor

What is the most important area where new development should be encouraged?

- 12<sup>th</sup> Ave. S.
- 8<sup>th</sup> Ave. (this is outside the study area)
- Along the corridors, staying out of purely residential neighborhoods
- What qualities are important to you for future development within

- the neighborhood?
- Landscaping
- Attention to aesthetics
- Crosswalks
- Long-term safety measures/efforts for traffic management (gave example of rumble strips as a way to alert drivers they're entering 12 South)
- Quicker public transportation, providing shorter travel times between destinations
- Would like to see the wider section of 12<sup>th</sup> Ave. S. re-done as a boulevard with crosswalks and landscaping

How do your comments change or affect your initial vision?

There was agreement from the table that input from actual residents are extremely effective.

## Table 2: 12<sup>th</sup> South Visioning Findings

### 1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- Historical area – historic homes and commercial buildings
- Pedestrian friendly – “able to get around by walking”
- Mix of uses – “we have great housing, churches, and schools... would like a complete neighborhood.”
- Street trees
- Social diversity
- Diversity of architecture and styles (noted that modern architecture could be ok too)

What are the things you like LEAST about the study area?

- Alleys are in need of repair/cleaning (they do like the alleys, however)
- Traffic on 12<sup>th</sup> Avenue South; 12<sup>th</sup> is too congested
- Parking for buildings on 12<sup>th</sup> Avenue South is inadequate
- Parking on Caruthers for Mafioso's
- Mafioso is open until 3 a.m. – too late; Mafioso's needs better

- parking
- Difficult to cross 12<sup>th</sup> Avenue South
- People don't use the crosswalks
- There's a blind spot on Linden and 12<sup>th</sup> – Need a three-way stop at 12<sup>th</sup> and Linden
- There are a lot of wrecks on 12<sup>th</sup> Avenue South
- Speeding on Belmont
- Crime – there are gangs in the neighborhoods
- Lack of Codes enforcement
- Intersection of Kirkwood and 10<sup>th</sup> is dangerous

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Small grocery store; small five and dime
- Small restaurant for lunch or breakfast that is not tied to a bar
- Locally owned businesses
- Put the power lines in the alley as redevelopment occurs
- Green space behind the school on 10<sup>th</sup> Avenue
- Keep the open space that is there and associated with the school, but make it more park like (with park amenities)
- Sidewalk needed on the north side of Kirkwood, from 12<sup>th</sup> to 10<sup>th</sup>, facing Sevier Park
- Sidewalk needed on 11<sup>th</sup> Avenue South from Caruthers to Paris
- Sidewalk needed on Lealand from Kirkwood south to Gale Lane (this is outside the study area)
- Sidewalk needed or sidewalk maintenance needed on 10<sup>th</sup> Avenue South from Halcyon to Kirkwood
- Need crosswalks to be better marked or signed along 12<sup>th</sup> Avenue South
- Blair at Belmont would be a good place to build multi-family housing (this is outside the study area)
- Want some housing choice – no direction on where; did speak specifically about housing for seniors.
- Preserve the old homes – “The neighborhood loses character when it loses historic homes.” And they added when it loses housing diversity.
- Note that the neighborhood is fairly complete, but needs more



employment.

- Interest in using the alleys in new ways – for walking, cycling and gardens. This participant noted that PW has stated that uses of the alley can't compete with trash/recycle pick up and NES.

## 2. Determine the location and character of new development.

- Height of businesses – maximum of three stories, but height should be determined by what can be parked “on-site”
- No setbacks on the street
- Alternately, allow setbacks if they are used to keep a converted single-family home and re-use it with a new use.
- Commercial and residential mix on 12<sup>th</sup> Avenue South
- Need more buffer between commercial and residential.
- Signage
- Need flexibility with signs – currently the re-use of old single-family homes on 12<sup>th</sup> Avenue is inadvertently discouraged, because they can't put their signs far enough forward on the lot, so they can't get visibility, especially if they are next to a building that has its setback to the sidewalk.
- No signs on utility poles (signs advertising bands, etc.)
- Signs attached to facades are fine.
- Limit total number of signs and how large they are
- Do not have signs protrude over the sidewalk.
- Billboards are not good and would like to see them removed

What real world examples reflect the type of place you want this area to be?

- Hillsboro Village, but not as intense
- Meanwhile, other table members noted concern that 12South *would* become like Hillsboro Village, which they see as too intense
- Preserve the architecture of the area (including re-used single family homes like the Art House)

What is the most important area where new development should be encouraged?

No responses

What qualities are important to you for future development within the neighborhood?

- Strict zoning and codes enforcement.
- Crime control
- Pedestrian and bike friendliness
- Buffering between residential and commercial development – fencing, landscaping and/or buffering by building type transition are fine
- Buildings pulled to the street with parking behind, an accessed by alleys, not on the street

### Table 3: 12<sup>th</sup> South Visioning Findings

#### 1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- Like the “old-style” homes
- Easy access to the Interstate
- Walkable commercial area
- Single-family homes
- Easy access to parks, hospitals, Green Hills, churches schools, libraries, Fire Dept.

What are the things you like LEAST about the study area?

- Belmont University buying up properties
- Traffic and parking on 12<sup>th</sup> Avenue S. (changing development)
- Lack of grocery stores
- Current zoning that allows duplexes and townhomes
- Lack of landscaping and street trees (shade trees) on 12 Ave. S.
- Not enough off the street parking
- The street lights are not bright enough at night
- Need better pedestrian signs for crossing the street. Too much crossing where there is not a crosswalk
- 12<sup>th</sup> S. landscape median needs better lighting. It is dangerous.

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Need a grocery store
- Need a community athletic center/gym
- Affordable restaurants
- Sidewalks on side streets
- Mixed-use development (3 stories with max. height of 35 feet) on 12<sup>th</sup> S. only.
- Need another professional dry cleaner
- Need a fruit and vegetable stand/ Farmer's Market outpost
- Need a hardware store

2. Determine the location and character of new development

What is the best real-world example that reflects the type of place you want this area to be?

- Belmont/Dallas neighborhood center is the type of development that is appropriate—small scale commercial up to three stories.
- 50 ft wide lots in neighborhoods.—Don't want to see infill development with small lots squeezed in

What is the most important area where new development should be encouraged?

- Need to maintain the single-family homes in the neighborhoods and not allow duplexes
- New development should be limited to 12<sup>th</sup> Ave. S.

What qualities are important to you for future development within the neighborhood?

- Sidewalks along side streets
- Mixed use where presently zoned commercial with no further expansion of commercial beyond what it is today.
- No strip commercial shopping centers
- Mixed use development along 12<sup>th</sup> Ave S. with 3-4 stories max (45 ft max)
- Green roofs for new development

- Energy efficient buildings
- Sustainable architecture
- Landscape buffer around emergency tower
- Wide sidewalks with shade trees

### Table 3: 12<sup>th</sup> South DNDP Visioning

1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- Convenient to all parts of city (most major roads)
- Sidewalks
- Small locally owned businesses
- Cafes
- Diverse community
- Diverse businesses
- Mix of housing
- Traffic not so bad
- Alleys

What are the things you like LEAST about the study area?

- Not enough crosswalks
- Some areas not pedestrian friendly
- No pedestrian signals
- Drains not bicycle safe
- Alleys in bad shape (keep clean, better maintenance by MPW)
- Alley # 967 and 917 area normally have a lot of illegal dumping.
- Recycling more than once a month
- Not enough trees on 12th
- Need more trash cans
- No connection to a Greenway
- Buses to rare
- Buses not convenient and not well marked
- Duplexes like houses/mansions are awful

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Beautiful multifamily/discreet duplex/residential –more dense (aka Belmont). There are issues of scale with some residential development ex: Caldwell too large!
- Limit size of single family homes
- New homes must be compatible with existing
- Remove duple attachment zoning regulations. On 1 lot” if possible
- Need post office
- Small locally owned grocery (aka: Osbournes on Belmont/Produce Place on Murphy Rd).
- Trolley service connection downtown –The Gulch- 12<sup>th</sup> south

## 2. Determine the location and character of new development.

- Scale: No Chains, no strip malls – sensitive to existing historical character/”neighborhood charm”
- Kirkwood (not in historic overlay)– potential for new/ redevelopment (more dense residential apartments
- Historic feel (Bricks/old lampposts etc).

Parking for new businesses should be at side or alley access  
Sidewalk along Lealand lane for Sevier Park

What real world examples reflect the type of place you want this area to be?

- San Diego – Gas lamp Quarter
- Little 5-points-atlanta
- Wish for Hillsboro, but too crowded
- Tomato fest – East Nashville
- Denver – Open/outdoor mall – pedestrian only
- As is! We like it.

What is the most important area where new development should be encouraged?

- Wedgwood and 12<sup>th</sup> intersection
- Southern Market – empty closed, strange spots where nothing is happening
- Corner Beechwood and 12<sup>th</sup> gravel lots
- 11<sup>th</sup> Avenue south near Caruthers – old school empty lot

What qualities are important to you for future development within the neighborhood?

- Appropriate scale – height limits (2 story commercial/3 story residential)
- Mixed use
- Balance of housing (single family/duplex)
- Keep affordable if possible
- Sustainability of area
- Greenness (also recycling)
- Partnership between local non-profit individual associations – working together
- Connectivity (Trolley!!)
- Keeping business ownership local
- Limit the density (create a balance)

## Table 5: 12<sup>th</sup> South DNDP Visioning

### 1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- Diversity of people/housing in study area
- Locally-owned businesses,
- Historic homes
- Many long-term residents
- Streetscape improvements

What are the things you like LEAST about the study area?

- Lack of caution lights and stop lights along 12 Ave.
- Commercial businesses on residential streets
- Some restaurant businesses open too late
- Not enough shade trees along sidewalks
- Not enough crosswalks (possibly not enough importance placed on crosswalks)
- Traffic on 12<sup>th</sup> Ave. (amount) speed of traffic is a concern to the north of the study area
- Parking was an issue for two reasons:
- Surface parking is ugly when not used



- Not enough parking on popular restaurant nights
- Worry about big-box stores going to 12 South
- Traffic “cutting through” on local streets
- One or two members stated that all commercial development was disliked
- Not enough sidewalks
- Residents and business owners wish to be notified of all future rezones in area.

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Small businesses
- Small grocery store
- Walkable businesses
- No large-scale businesses
- Landscaping of lower 12 South or similar form should continue north to Wedgewood and beyond to improve pedestrian access and calm traffic.
- Little or no changes to residential areas
- Stay away from consolidation of properties into larger businesses

## 2. Determine the location and character of new development

Largely single-family in nature, possibly larger along Belmont Blvd.

- Max. two stories along 12<sup>th</sup> for commercial or mixed-use buildings
- Mix of feelings about placement of buildings along 12<sup>th</sup>. Some wanted buildings set back, some wanted buildings closer to street. General consensus that parking should be located behind buildings.

What is the best real-world example that reflects the type of place you want this area to be?

- Hillsboro Village
- Parking located behind buildings,
- Good pedestrian lighting and landscaping/screening.
- Traffic on Hillsboro should not be re-created.
- Germantown:
- Architecture
- Relation of buildings to street,

- Compatibility of new development to older development,
- Two-story height,
- Appropriate mix of residential and commercial development

What is the most important area where new development should be encouraged? (The group picked out several specific sites along 12<sup>th</sup> Ave. that they would like to see redeveloped):

- car wash
- car lots
- Middle Village
- Southern Market
- Opportunity for neighborhood open space north of Caruthers between 10<sup>th</sup> and 12<sup>th</sup> Sts.

## Table 6: 12<sup>th</sup> South Visioning Findings

### 1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- The heart of 12South – the vibe, hipness
- Density and the single family houses
- Tress / greenspace / back yards
- New contextual development is good if sized appropriately

What are the things you like LEAST about the study area?

- Disconnect between developed area of 12South and the north portion – street is too wide
- Need cohesion of green spaces
- The “new” duplexes and oversized houses
- People getting priced out of the neighborhood
- Intersection at 12South and Wedgewood
- Absentee landlords
- Crime/drugs
- Neighborhood is adjacent to high crime areas on 12South

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Better public library – one in our neighborhood
- Link the Waverly-Belmont school property to 12South for a park or civic area
- Have Belmont connect to 12thSouth – not just an iron fence along the street – more like on Belmont Blvd
- More restaurants, bars, retail
- Public swimming pool (there used to be one in Sevier Park)
- Community center – either Waverly-Belmont school building or in Sevier Park
- Place for softball leagues
- Activate some of the pockets of vacant retail on 10<sup>th</sup> – no more than what is already there
- More parking - appropriately sized parking garages or underground
- Underground public parking at the Waverly-Belmont school site with civic / park above
- Dog park

## 2. Determine the location and character of new development

- 12<sup>th</sup> Between Ashwood and Wedgewood – mixed-use development
- Keep in character with existing neighborhood – scale, architectural features, trees and greenspace

What is the best real-world example that reflects the type of place you want this area to be?

- 5 Points
- Enfield Park – Austin, TX
- Tremont – Cleveland, OH
- Clarendon - Arlington, VA

What is the most important area where new development should be encouraged?

- Old school at 10<sup>th</sup> & Caruthers – but not new construction
- Ashwood to Wedgewood on 12<sup>th</sup>
- 12<sup>th</sup> & Wedgewood as a Gateway to 12South and other neighborhoods

What qualities are important to you for future development within the

neighborhood?

- Safety – traffic, crime, pedestrian
- “Mass to green space” plan – with privacy considerations for new development
- Traffic calming – cameras?
- Sustainability
- Neighborhood recycling center
- Quality schools
- Library
- Tree removal standards, even on single family developments
- Massing guidelines for single family homes
- Bury utility lines
- Everyone loves the “heart of the community” idea – reusing Waverly-Belmont school with connection to 12South as a civic / gathering space

## Table 7: 12 South Visioning Findings

### 1. Decide the strengths, weaknesses, and needs of the area

What are the things you like MOST about the study area?

- Good Transportation options – bus routes all along 12<sup>th</sup> Ave
- Sidewalks- would like more options beside 12<sup>th</sup> Ave of good sidewalks especially to get to the park
- Sevier Park

What are the things you like LEAST about the study area?

- Too close to development downtown
- Traffic from downtown development worries neighbors
- I-440 cut neighborhood off.
- Too much density w/ in the neighborhood, would like to see it concentrated along 12<sup>th</sup> Ave.
- Width and depth of commercial properties too restrictive; cannot fit all the required parking per zoning and thus feel restricted on what type of commercial can be there.
- Some clients of businesses in the area don't feel safe.

What types of businesses, services, public facilities, and residential opportunities would you like to see in the area?

- Grocery Store
- Need more parking facilities and off street parking options for businesses,
- Neighbors would like a variety of businesses as long as the accommodations for parking are made.
- Family oriented businesses; businesses that are not 24 hour or late night;
- Neighbors do not want another Hillsboro village atmosphere.

2. Determine the location and character of new development.

- Development type and style should be similar
- The neighbors did talk about, however, the neighborhood being family friendly and w/ many senior citizens and that the type of development should recognize that.

What real world examples reflect the type of place you want this area to be?

- Hillsboro Village, but not as intense (Same at this table as well.)
- Meanwhile, other table members noted concern that 12South *would* become like Hillsboro Village, which they see as too intense (Same at this table as well.)
- Development in Ann Arbor Michigan near University.

What is the most important area where new development should be encouraged?

- Along the 12 south corridor is the most appropriate place for commercial and mixed use.
- When facilitator asked if there were any places along the corridor that would be appropriate for just commercial or mixed use the response was that: All areas along the corridor should be mixed use to allow residential and commercial and live-work units.
- Fill in the gap of commercial between Ashwood Ave and Wedgewood – this area can be more residential but definitely encourage commercial.
- The properties on the west side of 12<sup>th</sup> from Wedgewood

to Ashwood front onto 12<sup>th</sup> to create a boundary for where commercial can be placed and would be good

- From Ashwood Ave and Wedgewood place this back at 2 lanes to slow traffic. Add bike lanes and sidewalks.

What qualities are important to you for future development within the neighborhood?

- That development keep w/ the character
- They like the eclectic mix of business but keep it family friendly.



## Glossary

**Access** – the design principle that describes the place, means, and/or way by which pedestrians, bicyclists, and /or vehicles have safe, adequate, and usable ingress and egress to reach desired destinations, services and activities.

**Affordable housing** – housing that is affordable to households earning eighty percent or less than the average median income for Davidson County as established by the U.S. Department of Housing and Urban Development.

**Alley** – a public or private right-of-way or easement primarily designed to serve as vehicular service access to the side or rear of properties.

**Building Regulating Plan (BRP)** – provides guidance as to appropriate building types and intensity of development for each subdistrict in the 12<sup>th</sup> Avenue South Detailed Neighborhood Design Plan (DNDP) study area. It is to be used in conjunction with the Detailed Land Use Plan.

**Community Plan** – a future planning document, created by Metro Planning Department staff in conjunction with community stakeholders, designed to guide growth, preservation and development decisions for seven to ten years. The Community Plan contains guiding principles, community character policies and infrastructure recommendations for a community. Community Plans are created for each of 14 communities across Davidson County, as dictated by the Nashville/Davidson County General Plan.

**Complete Community** – a complete community features a mixture of housing convenient to commercial and recreational land uses with multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit. The form and character of the community will vary by Transect Category.

**Concept Plan** – a visual representation of the community’s broad vision for the community balanced with sound planning principles.

**Corridor** – an element of a community, a street or roadway acting as a principal link or gateway within the community.

**Detailed Design Plan** – a future planning document, created by Metro Planning staff in conjunction with community stakeholders, designed to guide growth and development decisions a neighborhood, center or corridor for the next 10 to 15 years. The Detailed Design Plan provides more specific guidance and recommendations than the broader Community Plan.

**Detailed Land Use Plan (DLUP)** – the core product of the Detailed Neighborhood Design Plan (DNDP). It provides specific land use categories that are appropriate within the broader Land Use plan in the Community Plan areas. It is to be used in conjunction with the Building Regulating Plan.

**Historic Preservation and Neighborhood Conservation Districts** – geographical areas which possess a significant concentration, linkage or continuity of sites, buildings, structures, or objects which are united by past events or aesthetically by plan or physical development meeting one of more of the criteria described in Metro Zoning Code 17. 36.120.

**Housing Choice** – the provision of a mixture of housing types (single-family, two-family, townhouses, flats), to meet the needs of a variety of household incomes and to meet the changing housing needs during the lifecycle including rental, first time ownership housing, “move up” ownership housing, housing for people who wish to downsize and assisted-type housing for the elderly and people with disabilities.

**Infill Development** – the development of vacant or partially developed parcels which are surrounded by or in close proximity to areas that are substantially or fully developed.

**Institutional Overlay District (IO)** – as defined by the Metro Zoning Code. “The purpose of the institutional overlay district is to provide a means by which colleges and universities situated wholly or partially within areas of the community designated as residential by the general plan may continue to function and grow in a sensitive and planned manner that preserves the integrity and long-term viability of those neighborhoods in which they are situated.”(17.36.330).

**Integrated Systems Approach** – a guiding principle that describes the development of a comprehensive strategy for the development of design guidance for land uses and the systems that support them, such as transportation, signage, lighting, and landscaping.

**Mixed use** - multiple uses on one property; multiple used within one block; multiple uses within one neighborhood.

**Nonconforming structure** – a structure that was originally legally constructed but which now does not meet on or more of the standards or requirements (other than use) of the zoning district in which it is located.

**Nonconforming use** – a use originally legally established, but which now does not currently conform to the applicable use regulations of the zoning district in which it is located.

**Special Policy** - Special Policies are used to clarify the type of development intended and provide additional guidance for new development in unique situations. There are several special policies that apply to specific locations within the 12<sup>th</sup> Avenue South Corridor DNNDP study area and may be found on pages 49 and 50 in Chapter III *Designing a Solution*.

**Specific Plan (SP)** – as defined by the Metro Zoning Code “The SP District is intended to implement the context sensitive development and land use compatibility provisions of the general plan for all land use policies. The district shall be used to promote site specific development in the location, integration, and arrangement of land uses, buildings, structures, utilities, access, transit, parking and streets. A site specific plan shall establish specific limitation and requirements including any not addressed by this title, so as to respect the unique character and / or char or abutting neighborhoods and larger community in which the property is located.” (17.08.020 C).

**Subdistricts** – areas designated in the Building Regulating Plan of the Detailed Neighborhood Design Plan. These plans designate subdistricts and apply goals and objectives for subdistrict’s future growth and development.

**Sustainable Communities** – a process of creating communities where four standards are met:

- a. All stakeholders - residents, business and property owners, institutional representatives, developers and elected officials - are engaged to plan for future growth and preservation;
- b. Plans for future growth and preservation seek to balance the economic, environmental, and social needs of the community;
- c. Plans for future growth and preservation encourage development that is beneficial to the community today and to future generations; and
- d. Plans for future growth and preservation think regionally about the neighborhood’s, the community’s and the county’s role in the larger Middle Tennessee region.

**Sustainable Development** – development that demonstrates the standards of sustainable communities through site location, site design and building design.

**Urban Design Overlay District (UDO)** – as defined by the Metro Zoning Code “The purpose of the urban design overlay district is to allow for the application and implementation of special design standards with the intent of achieving a sense of place by fostering a scale and form of development that emphasizes sensitivity to the pedestrian environment, minimizes intrusion of the automobile into the urban setting, and provides for the sensitive placement of open spaces in relationship to building masses, street furniture and landscaping features in a manner otherwise not insured by the application of the conventional bulk, landscaping and parking standards or this title. Application of this special overlay district shall be limited to areas requiring specialized design standards either to maintain or reinforce an established form or character of development or to achieve a specific design objective for new development. Any application for an urban design overlay district shall include design goals and objectives that embody this purpose and intent.” (17.36.270).

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The mission of the Planning Department is to help Nashville and Davidson County evolve into a more sustainable community, guided by efficient use of infrastructure, distinctive and diverse community character, open and vibrant civic life, and choices in housing and transportation focused on improving the quality of life.

*The Metropolitan Nashville Planning Department is committed to a public planning process that builds on the desires, goals, and history of our diverse city. The Planning Department works with residents, business owners, property owners, institutional representatives, government agencies, and elected officials to shape our community by*

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