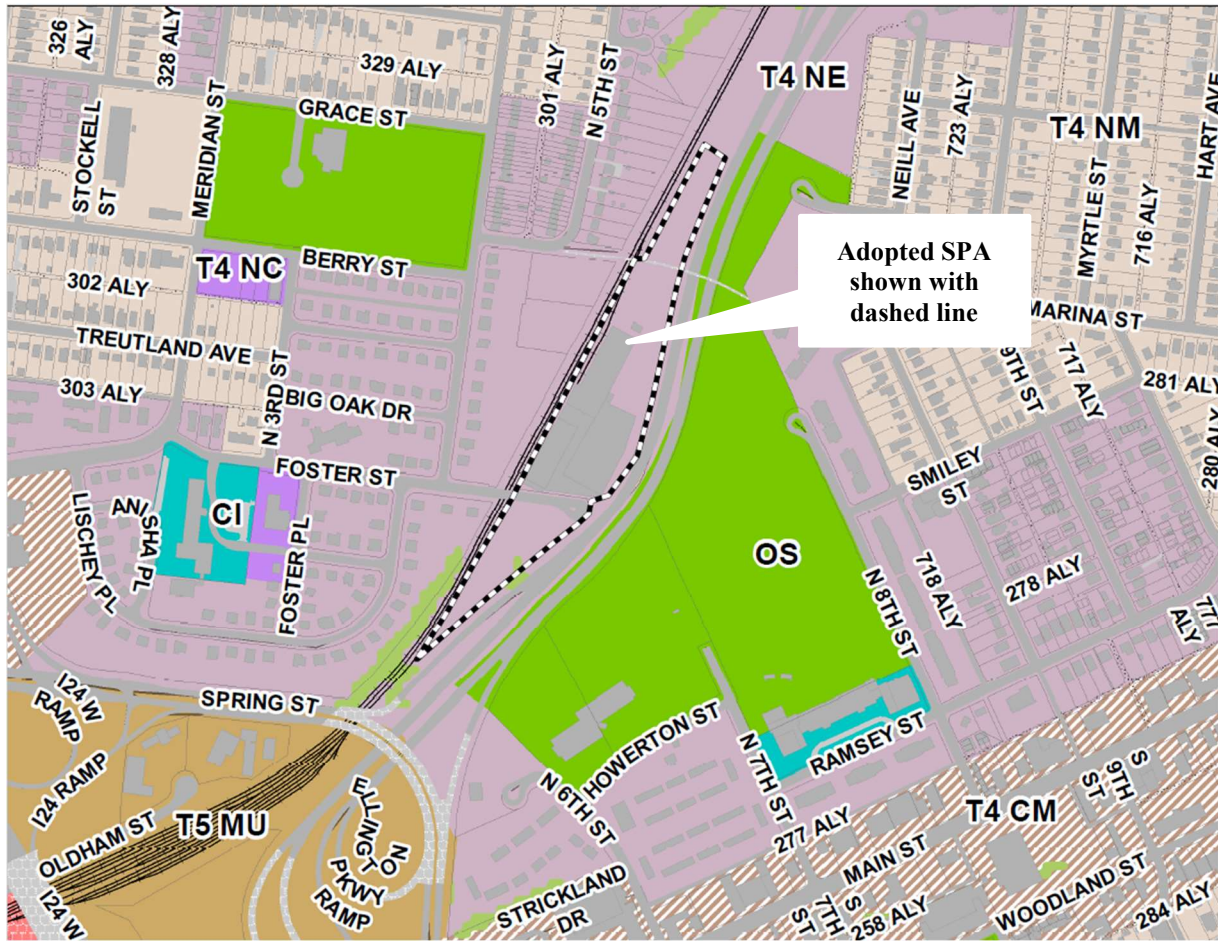


East Nashville Community Plan SPA 05-T4-CC-01- Nashville Pottery & Pipe Works



2020CP-005-001

EAST NASHVILLE COMMUNITY PLAN AMENDMENT

Map 082-11, Parcel(s) 083, 085

05, East Nashville

05 (Sean Parker)

The East Nashville Community Plan was amended by the Metro Planning Commission on July 23, 2020 to add a Supplemental Policy for the Nashville Pottery & Pipe Works property.

Supplemental Policy

SPA 05-T4-CC-01 — Nashville Pottery and Pipe Works Property

East Nashville's T4 Urban Community Center (T4 CC) Supplemental Policy Area (SPA) 05-T4-CC-01 applies to properties bounded by Ellington Parkway and the CSX railroad in East Nashville. These properties were once home to Nashville Pottery and Pipe Works. In this Supplemental Policy Area - SPA (shown in Figure 1), the following policies apply. Where the Supplemental Policy is silent, the guidance of the T4 CC policy applies.



Figure 1 Supplemental Policy Boundary

Within this SPA, additional height may be allowed at certain locations, subject to:

- the development's ability to retain and incorporate any historically or architecturally interesting buildings that may be present,
- improvements to connections to the site through the McFerrin Park neighborhood and across the railroad, including neighborhood traffic calming, and
- improvements to the experience for pedestrians crossing Ellington Parkway between McFerrin Park and Frederick Douglass Park (subject to funding approval and work to be performed by TDOT).

To accomplish these objectives and the overall design objective of creating a vibrant, mixed use area, additional heights, beyond heights normally found in T4 CC policy, may be permitted.

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A diversity of uses and mixture of building heights may be provided within this area in line with T4 CC policy. In a limited area, additional height may be appropriate up to 12 stories. The overall intensity of the site should be consistent with T4 CC policy.

In this SPA, increased height is allowable based on:

- adaptive reuse of architecturally or historically interesting industrial buildings,
- proximity to the Downtown and Main Street Tier One Centers,
- proximity to two Immediate Need segments of High Capacity Transit Corridors along Dickerson Pike and Main Street, and
- adjacency to a future urban greenway (the future Ellington Connector).

Additionally, the following Design Principles should guide site design:

Design Principles – Building Form and Site Design

Development should utilize high quality urban design, including building design, with a focus on the pedestrian realm and the views of the site from the primary vantage points of the McFerrin Park neighborhood and Ellington Parkway.

Careful attention should be paid to the design details and massing of taller buildings, such as setbacks, placement of doors and windows, stoops and porches, screening of parking garages, and the location of parking garage entrances to manage increased traffic and demand for parking. This includes providing appropriate transitions from the McFerrin Park residential neighborhood and its built environment, to avoid the effects of taller buildings overshadowing the neighborhood. Transitions may include the use of setbacks from the residential neighborhood, the location of greatest height closest to Ellington Parkway, and the use of the existing grade to lower the impact of the height on McFerrin Park.

To create an interactive, walkable environment, development should provide safe and comfortable open spaces, landscaped areas, sidewalks, plazas, courtyards, and biking facilities. To further enhance the pedestrian realm, buildings located along the pedestrian bridge, along the future Ellington Connector Greenway, and facing the neighborhood should be articulated. These important elements should be incorporated into the development, to generate vibrancy and to provide bike and pedestrian access to the site. The use of blank walls or imposing buildings, which negatively affect both the pedestrian environment and the views of the site from the McFerrin Park neighborhood and Ellington Parkway, should be avoided.

Due to the visibility of prominent buildings from both the McFerrin Park neighborhood and Ellington Parkway, buildings should address both views. This should include four-sided architecture and the screening of parking garages.

Buildings of additional height within the development must not negatively impact the pedestrian experience. Elements such as sidewalks and the streetscape should be in scale with the massing of buildings exceeding the usual five stories (i.e. wider sidewalks for taller buildings) found in T4 CC areas.

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Design Principle – Connectivity

Due to the accessibility constraints of this site and the potential impacts of additional traffic through the McFerrin Park neighborhood, special attention should be paid to connectivity and enhancements to accessibility. This may include:

- addition of an above grade railroad crossing at Marina Street,
- improvements to the existing Foster Street at-grade railroad crossing including signage, striping, and sidewalks,
- addition of a trailhead at the base of the pedestrian bridge for the future Ellington Connector Urban Greenway,
- exploration of opportunities for improving connections across Ellington Parkway, for example, through improvements to the pedestrian bridge (subject to funding approval and work to be performed by TDOT), and
- provision of offsite improvements to be agreed with Metro Public Works – which may include neighborhood traffic calming, addition of sidewalks, crosswalks, and bus stop improvements.

Zoning

Rezoning requests within this SPA should utilize the Specific Plan (SP) zoning district with an overall intensity of Mixed Use General – Alternative (MUG-A) zoning. For example, utilizing the FAR and ISR of MUG-A zoning.