

INTRODUCTION TO CHARACTER AREAS AND SUBDISTRICTS

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The Character Area descriptions and illustrative map represent a vision for the future development of Charlotte Avenue. Each Character Area includes subdistricts that describe the mixture of land uses, building forms, and scale found in or desired for each area. These three variables – use, form, and scale – make up the context and feeling of each subdistrict and express the vision for development in each area. These subdistricts are intended to provide enough detail for one to envision the future built environment and mixes of activity or land use and to set the stage for appropriate zoning revisions. They are not proposed new zoning districts; instead, the described characteristics of each subdistrict are meant to be illustrative and not regulatory.

The Character Areas and subdistricts were developed based on community-driven visioning and priorities, existing conditions, and potential capacity of each block for development. The following descriptions represent the overall vision for each Character Area and the typical characteristics desired for each subdistrict.

Richland Creek Character Area

The majority of the Richland Creek Character Area is in the floodway and floodplain of Richland Creek, a tributary of the Cumberland River. Properties along the Creek have flooded on a number of occasions, most recently and significantly in the Flood of 2010. The area around the creek is home to the Richland Creek Shopping Center, a typical auto-centric suburban strip center, the West Police Precinct, and a number of smaller commercial uses, with deep setbacks and large parking lots.

The intent for this Character Area is to i) establish an inviting gateway to the corridor that anchors the large Charlotte Ave/White Bridge Rd intersection; ii) provide additional greenway connections; iii) establish a more urban street network and building form; and iv) transition those areas in the floodway and floodway buffer over time from developed to passive open spaces. The significant amount of floodway and floodplain impacting private property in this Character Area warrants additional guidance on future development and the encouragement of sustainable development practices. This approach can preserve and enhance these amenities for the area, create a unique character for the community, and provide flood protection/mitigation.

SUBDISTRICT 1 – WHITE BRIDGE GATEWAY

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

Character + Design

- Mid-rise (4-6 stories);
- Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor;

- Structured parking in rear;
- Urban form – buildings are built to the back edge of the sidewalk with minimal spacing between buildings;
- New development should anchor the intersection with an architectural feature to create an entrance; and
- New development should front on White Bridge Pl where possible.

Mobility

- Connect the area to the greenway through a Richland Creek greenway spur;
- Provide service lane access that links to White Bridge Pl and consolidates curb cuts on Charlotte into one service drive;
- Provide safe crossing at White Bridge Rd/Charlotte intersection; and
- Potential TOD associated with proposed Neighborhood Transit Center at White Bridge Rd/I-40/Briley.

SUBDISTRICT 2 – RICHLAND CREEK

This is a mid-rise*, mixed-use subdistrict that focuses on reclaiming the floodplain through development that provides open space in exchange for greater intensity of development. The enhancements of Richland Creek through floodway and floodplain reclamation; construction of the greenway south of Charlotte and through the Richland Creek Shopping Center to Morrow Road; and development of property to front on to the creek will enhance the use of Richland Creek as an amenity and asset to the community. Redevelopment of Richland Creek Shopping Center should establish an urban street grid and create a walkable center. **(Maximum of six stories with dedication of publicly accessible open space; otherwise, four stories)*

Character + Design

- Mid-rise (4 stories; up to 6 with dedication of publicly accessible open space);
- Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor;
- Low Impact Development (LID) practices should be utilized to manage stormwater runoff;
- New development should use the building setback on Alabama Ave as their setback;
- New development should front on Morrow Road where appropriate;
- New buildings should utilize Richland Creek and the future greenway as an amenity by orienting toward this natural feature and activating the space along the creek with interactive ground floor uses;
- New buildings do not locate “back of house” functions along the creek; and
- Incentives are provided for development of up to 6 stories with floodway/floodplain reclamation.

Mobility

- Construct Richland Creek Greenway south of Charlotte;
- Improve bridge crossing creek on Charlotte;
- Connect greenway to Morrow through Richland Creek Shopping Center;
- Enhance parking lots with stormwater management infrastructure to filter stormwater onsite; and
- establish street grid with redevelopment of Richland Creek Shopping Center.

Open space

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

Historic Main Street Character Area

This historic, neighborhood-scale center forms the commercial spine of the area while also serving as a major thoroughfare for through traffic. Its development was spurred on by the arrival of the electric streetcar and the growth of the surrounding neighborhoods (the Nations and Sylvan Park) in the early 1900s. Its concentration of historic architecture, is arranged in a walkable fashion. Buildings are attached, built up to the sidewalk, and feature large storefront windows to entice shoppers. Creative new uses for land and buildings is encouraged in this Character Area while preserving the character of those blocks that retain some level of their original character – setbacks, massing, etc. This will ensure that new development enhances and does not detract from the urban environment, protecting the character that defines this historic “Main Street” center. While the emphasis is on preserving and enhancing the overall character – the historic look and feel – of Charlotte Avenue, rather than preserving every building.

Envisioned in the 1887 “New Town” planned development as the primary greenspace for an independent satellite city of Nashville, Richland Park is a 10-acre Metro Park. It is one of Nashville’s oldest neighborhood parks and home to the branch library which opened in 1961 and was expanded in 1979. The libraries Facilities Master Plan recommends the replacement of this facility with a 25,000-square foot space. The Richland Park Master Plan completed in 2008 illustrates a system of walking trails, new entry and interior plazas, a band shell, new play space, a reduction of parking, change in access points, and improvements to the Charlotte Ave streetscape. With these enhancements the park can become a defining and distinguishing feature of the corridor and a centerpiece for this portion of the corridor.

SUBDISTRICT 3 – ALABAMA FRONTAGE

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

Character + Design

- Mid-rise (up to 4 stories);
- Mixed use – a mix of commercial and residential uses appropriate for an urban frontage road that complements both the interstate and the adjacent Historic Main Street character area;
- Redevelopment along the gateways to the Nations neighborhood to the north on 46th and 51st Ave N and Morrow Rd should incorporate the “Main Street” character, through site design and building design, to create a safe, comfortable, and convenient pedestrian and bicycle connection between the Nations and Charlotte Ave;
- Along Alabama Ave a wider range of development is anticipated than on Charlotte Ave that may range from “Main Street” in character to buildings with deeper setbacks and some vehicle parking in front; and
- Lined structured parking should be considered in order to achieve the max height of four stories.

Mobility

- Prioritize sidewalk improvements on Morrow Rd, 51st and 46th Ave to link to the Nations;
- Incorporate protected bike lane/cycle track project planned for Alabama Ave and Park Ave, which serves as a parallel bicycle route to Charlotte;
- Study pedestrian crossings for I-40E on ramp at 46th and 51st Aves to included both striping and signals;

- Encourage removal of mid-block access; consider service lanes to access Charlotte businesses via north-south streets; and
- Service alley needed for 42nd Ave.

SUBDISTRICT 4 – HISTORIC MAIN STREET

This is the low-rise*, historic commercial heart of Charlotte Avenue with the intent of preserving and enhancing the “Main Street” character through historic preservation, adaptive reuse, and compatible infill and redevelopment.

**(Maximum of three stories)*

Character + Design

- Low-rise (3 stories and less);
- Neighborhood center uses including small-scale walkable retail, restaurants, and coffee shops;
- The emphasis of development should be on preserving and enhancing the historic “Main Street” character through adaptive reuse of historic buildings;
- Compatible infill and redevelopment is required to ensure that gaps between historic buildings are filled with sensitively designed buildings with appropriate scale and massing and proper orientation to the street, and when appropriate, to Richland Park; and
- Locate buildings close to the street in order to frame the street and create a safe, comfortable and interesting pedestrian environment.

Mobility

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

Open space

- Implement the Richland Park MasterPlan

Transitions

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

Industrial Heritage Character Area

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

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

SUBDISTRICT 5 – INDUSTRIAL HERITAGE

This is a mid-rise*, mixed-use, walkable center paying homage to its industrial roots through adaptive reuse of quality historic buildings and redevelopment of a similar character. **(Maximum of six stories 150' from Charlotte Ave with publicly dedicated open space or adaptive reuse; otherwise, three stories)*

Character + Design

- Mid-rise (up to 6 stories 150' from Charlotte Ave with publicly dedicated open space or adaptive reuse; otherwise, up to 3 stories);
- Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor;
- The emphasis of development should be on preserving and enhancing the industrial heritage character through adaptive reuse of historic buildings;
- Compatible infill and redevelopment is required to ensure that buildings are sensitively designed with appropriate scale, massing and proper orientation to the street;
- Additional height permitted along the interstate provides a buffer between I-40 and the lower intensity on Charlotte Ave;
- Topography gap between the east and west sides of 38th Ave should be addressed; and
- Incentives are provided for development of up to 6 stories 150' from Charlotte Ave with publicly dedicated open space or adaptive reuse.

Mobility

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

Open space

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

Transitions

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

SUBDISTRICT 6 – I-440 GATEWAY

This is a low rise*, mixed-use subdistrict forming the eastern gateway to the corridor with development that creates an entrance to the corridor. As the narrowest Character Area with small-lot configurations, development is anticipated to be small-scale and transition appropriately to the adjacent residential neighborhoods. An urban, walkable form is anticipated with sidewalks, crosswalks and consolidated access points. **(Maximum of three stories)*

Character + Design

- Low-rise (3 stories max);
- Mixed use small-scale walkable restaurants and retail services;
- Urban form – buildings are built to the back edge of the sidewalk with minimal spacing between buildings;
- A gateway architectural feature should anchor the corridor near the I-440 overpass to create an entrance to the area;
- Properties on the south side of Charlotte should take advantage of the change in grade for tuck-under parking; and
- Development on Charlotte Ave should be sensitive to the abutting residential neighborhoods.

Mobility

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