



**NASHVILLE  
AUTO-DIESEL  
COLLEGE**

**Master  
Development  
Plan**

**September 21,  
2005  
Revised  
October 24,  
2005  
Revised  
November 21,  
2005**



**PRESENTED BY  
rm plan group  
Nashville**

**In association with  
RPM Transportation Consultants**

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Nashville Auto-Diesel College (NADC) has had a physical presence in East Nashville for over 73 years. The College has grown steadily amid the emergence and decline of one of the community's more popular residential areas. East Nashville's reemergence, coupled with NADC's vision for a new campus, is poised for a vitality unseen in the Gallatin Avenue corridor in approximately 35 years. Interests and expectations are raised, tempered with an understanding that the transformation will take several years as implementation occurs incrementally-parcel by parcel and building by building. Efforts are being joined in addressing the challenge- from the College's aspirations in creating a vibrant campus window on Gallatin Avenue to the RENRAW association's tenacious efforts in converting its cultural and economic diversity into thriving neighborhoods.

**NADC Master Development Plan Elements.** This master plan consists of several elements that provide the development parameters and implementation steps for the future campus. These elements are summarized in the following.

- *Guiding principles* identify the intent and objectives for the College's future development in conjunction with 1) area revitalization, 2) neighborhood compatibility, 3) target growth capacity, 4) campus appearance, 5) facilities modernization, 6) vehicular improvement, 7) pedestrian improvement, 8) safety enhancement and 9) zoning unification
- *Boundaries Delineation* identifies the College's future expansion area and boundaries for inclusion in the Institutional Overlay zoning
- *Site Development Plan* identifies the type, location and extent of future campus improvements in conjunction with 1) land use/activities, 2) building sites, 3) vehicular, 4) pedestrian, 5) landscaping/buffering and 6) lighting
- *Design Guidelines* identifies the general architectural and site improvement characteristics associated with unification of appearance and neighborhood compatibility of future development
- *Phasing* identifies the timing sequence for future development; timing is based on enrollment growth and availability of land instead of a specific year

**Plan Assumptions and Flexibility.** This master plan is predicated on NADC's ability to acquire designated expansion properties in a timely manner. The only basis for acquisition is the free market/private sector. In instances where properties may not be available for acquisition in time for NADC's development, the College must have flexibility with respect to developing/redeveloping properties already owned. This master plan identifies areas for "Mixed Use" which provide alternative locations. As long as the development of these alternative locations is consistent with the master plan's use, design and compatibility provisions, they may substitute for a proposed site/use.

**Expansion Property Owners' Property Rights Retention.** This master plan affirms the right of every expansion property to retain, transfer, sell to NADC or any party ownership of property designated for NADC's acquisition. Also affirmed is the continuation of current zoning, and the right of owners to apply for any change in zoning, of property designated for NADC's acquisition. Only at the time of NADC's acquisition of any designated expansion property does

the property change to Institutional Overlay (I-O) and become eligible for use as designated in the master plan.

**Expansion Property Owners' Current Value Retention.** Based on the past 24-month real estate transactions for properties associated with Metro's Institutional Overlay, expansion properties retain their value. Where owners are concerned about current value retention, they have the following options:

- Offering to sell to NADC at an early date
- Offering to sell to NADC at a later date and with a current agreement on price or methodology for later calculating price.

**Plan Based on Neighborhood Involvement.** This master development plan is based on the issues and ideas identified by residents and other property owners near NADC's campus. Advisory Committee members, RENRAW neighborhood association representatives, area residents/owner and Metro Councilmember have participated in several meetings at all stages of the plan's preparation. All expansion property owners have been contacted by mail early in the process informing them of NADC's plans and their property rights. It has been NADC's intent that the master development plan be a citizen-based effort. It is the College's belief that, with respect to area residents/owners, there is general consensus for the plan.

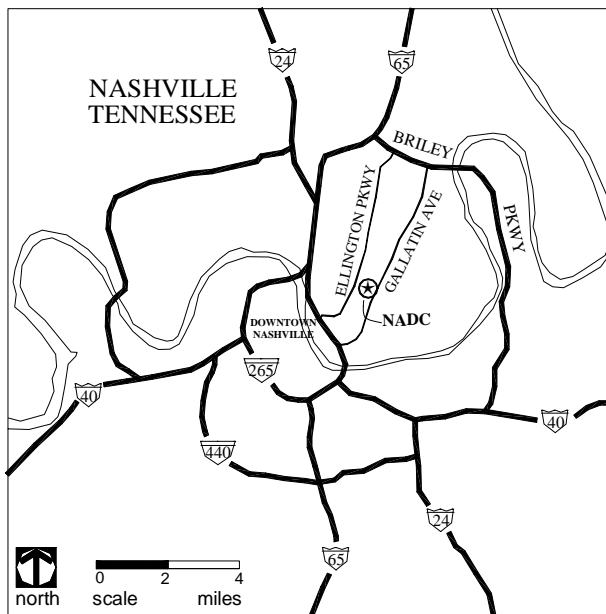
NADC and the authors of this master development plan express their appreciation to the many people who have participated in this process. Special acknowledgement is due to John Wendt, president of the RENRAW neighborhood association, and Pam Murray, Erik Cole and Mike Jameson, Metro Councilmembers, for their leadership.

**Historical Overview.** With more than 80 years of experience, Nashville Auto-Diesel College is one of the nation's leading training providers for the auto-diesel, auto body and high performance industries. From its modest beginnings in downtown Nashville, the school has grown from less than a dozen students to its current enrollment of more than 1,900 students annually, representing every state in the country.



Begun by H.O. Balls in 1919, NADC was originally housed in a shop building on 11<sup>th</sup> Avenue North, with the office located on the third floor of the nearby YMCA. In 1932, the college moved from downtown to its current campus in East Nashville. The current campus is situated on a historically significant site that includes an ornate former residence now used as the Administrative Building. This former residence was originally constructed in 1855 by Zachariah Stull and later occupied by the Percy Warner family. The estate was home to Trevecca College from 1912 until 1932, when NADC purchased the property. With its expanse of lawn and mature specimen trees, the estate presents a marked contrast to the commercialization that has pervaded the area in more recent years.

**Campus Location.** Nashville Auto-Diesel College is located along Gallatin Avenue approximately three miles from downtown Nashville. The location of the campus along Gallatin Avenue provides convenient regional access to NADC. Douglas Avenue, which intersects Gallatin Avenue near the southeast corner of the campus, links the major arterial of Ellington Parkway, located just west of campus, with Interstate 65 and Briley Parkway. Briley Parkway further links with Interstates 40 and 65.



The campus is bounded mainly by single-family residential to the west, north and south and by thoroughfare commercial associated with Gallatin Avenue on the east. Most of NADC's more intensive uses are located adjacent to Gallatin Avenue.

**Campus Site.** There are approximately 19 acres associated with Nashville Auto-Diesel College. The campus is bounded by Gallatin Avenue on the east, McClurkan Avenue on the north, Emmett Avenue on the west and Strouse Avenue on the south. Several

# EXISTING CAMPUS CONTEXT

additional NADC buildings are located in the blocks east and west of Trevecca Avenue between Strouse and Douglas Avenues. The campus border along Gallatin Avenue is less defined due to the presence of non-related commercial uses.

NADC provides state-of-the-art technical training facilities and offers student housing in two on-campus dormitories and available off-campus apartments. A full-service all-you-can-eat cafeteria and other student support services contribute to the quality of life on campus.

The Administrative and Student Services buildings are situated on the campus' highest area of elevation. This is the site of the original residence and the focal point of the expansive lawn, which slopes downward toward Trevecca Avenue. Drivers traveling south on Gallatin Avenue have a limited view of the Administrative Building.

Most of the campus is drained by a small drainageway located between Strouse and Douglas Avenues. The downward slope continues toward the southeast corner of the planning area.

**Campus Access and Directional Information.** Access to the campus is provided by Gallatin Avenue or by Douglas Avenue via Ellington Parkway. From Gallatin Avenue, access to the campus is provided at McClurkan Avenue. From Douglas Avenue, access is provided at Trevecca Avenue. Access is also provided at the intersection of Strouse and Gallatin Avenues. Traffic signals are provided on Gallatin Avenue at McClurkan and Douglas Avenues. Gallatin Avenue includes a left-turning lane to serve the campus.

A pole-mounted sign currently designates access at Gallatin and McClurkan Avenues. Additional signage is located at the intersections of McClurkan and Trevecca Avenues, Strouse and Trevecca Avenues and Douglas and Trevecca Avenues.

Visitors to the campus are directed from Gallatin and McClurkan Avenues. Entrance to the Administrative Building located in the interior of the campus is gained via a driveway off McClurkan Avenue. Visitors may park on Trevecca Avenue and use the walkway across the front lawn to reach the Administrative Building or park directly at the building.



# EXISTING CAMPUS CONTEXT



**Enrollment Trends.** Student enrollment has increased steadily over the past five years.

	2000	2001	2002	2003	2004
Enrollment (or # of actual “starts”)	1,290	1,408	1,556	1,765	1,955

On-campus residence halls accommodate 699 students. Each year, the residences are filled to approximately 90 percent capacity, meaning that around 630 students have traditionally elected to live on campus. The remaining students commute to the college.

Students enter the program approximately 11 times each year. The largest number of students enter the program in August and September. Programs offered at NADC require 48 weeks to complete.

**Existing Facilities.** NADC’s campus currently includes 17 main buildings for academic, training, residential and administrative use. The following offers descriptions and, in most cases photos, of these facilities.

The **Maintenance and Welding Shop** (*right*) is located in the northwest portion of campus adjacent to the **Maintenance Hardware Shop**.



The **Main Office & Administration Building** (*below*) is situated on a hill in the central portion of the original campus. The ornate building was constructed in 1855 by Zachariah Stull and later occupied by the Percy Warner family.



The **Financial Aid & Business Office** (*below*) is an extension of the Main Administration Building. In addition to its administrative uses, the building also houses the student center, the library, classrooms and shops for various phases of student training.



The **Thermal King** facility (*left*), also situated in the northwest area of the

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# EXISTING CAMPUS CONTEXT



campus, is utilized for Phase 24 of student training: the classrooms and workshops support training with Transport Refrigeration Systems.



An **Instructors' Lounge** is centrally located on the campus, as is the main **Collision Repair & Body Shop** (*top left*). The Body Shop facility includes classrooms and shops dedicated to Collision Repair and High Performance Fabrication training.

The **Shoney's Building** (*bottom left*) is located on Gallatin Road. This facility houses classroom and shop space dedicated to Phase 4 – Brake Systems.



The **Garage/Diesel and Automotive Shop** (*below*) is situated on the corner of Strouse Avenue and Gallatin Road next to the Shoney's Building. This facility houses multiple classrooms and shops dedicated to various Auto-Diesel training phases.

The **Ford Classroom and High Performance** facility (*below*) is dedicated to training in Auto-Diesel Computer Principles and Operation.



In addition to serving as the campus' **Purchasing** facility, Building Eleven on Gallatin Road (*below*) houses **Research and Development Classrooms** for Heavy Truck Preventative Maintenance and Inspection; Welding; Suspension Alignment and Brakes; and High Performance Engines.



The **NADC Tech Center** (*below, left*) is a large facility located on the corner opposite Building Nine on Gallatin Road. Its classrooms



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# EXISTING CAMPUS CONTEXT

and shops are used for multiple phases of the Auto-Diesel program, including Electrical and Computer training, as well as Engine R&R and Component Testing; Heavy Duty Breaks, Steering and Suspensions; Hydraulics and Diesel Engine Principles and Construction.

The **College Place Dormitory** and **Security/Guard Shack** (*below, left*) are located behind the Tech Center, at the corner of Strouse and Trevecca Avenues.

A **Dining Hall** is conveniently located near the student dormitories in the southwest block of NADC's campus.

The **Douglas Dormitories** (*below, right*) are located in the southwest portion of the campus, on the north side of Douglas Avenue.



**Serve as an Economic & Visually Attractive Force in the East Nashville Revitalization.**

East Nashville is undergoing a revitalization that began in historic Edgefield and Five Points. Economic and residential reinvestment is now expanding northward along both sides of Gallatin Avenue. New commercial development is already present near NADC's campus, with Walgreens Drugs to the north and Wal-Mart Neighborhood Center to the south. Residential improvements are evident in the vicinity of Cahal Avenue and other nearby streets.

The timing of NADC's plans for future development is fortuitous. The envisioned building, streetscaping and entry improvements have the potential for reshaping both sides of Gallatin Avenue for a two-block area. NADC's actions can provide a stimulus for economic and visual enhancement while reinstating the vitality of Gallatin Avenue. The College can also initiate the redevelopment of Douglas Avenue and its strategic link to Ellington Parkway.

Neighborhood Economic Stimulus. It is NADC's intent to focus its growth and expansion mostly toward the Gallatin Avenue commercial corridor. Directing development eastward has the potential for reducing the future campus' impact on existing residential neighborhoods and promoting higher land values through stability.

It is also the intent to promote a greater mix of uses around the campus that provide more retail, food, personal and business services and entertainment in conjunction with the envisioned enrollment growth and related student spending. The greater mix of uses also has the potential of serving nearby residents.

Visual Attractiveness Stimulus. It is NADC's intent to promote a greater visual attractiveness along Gallatin and Douglas Avenues through its own architectural and streetscape improvements. The unifying improvements have the potential for a higher design response in conjunction with redevelopment of nearby properties.

**Promote Neighborhood & Campus Compatibility.** NADC seeks to enhance compatibility between the campus and adjoining neighborhoods, including existing residential and commercial. The enhancement involves boundary transition, use and access orientation and complementary scale and appearance.

Boundary Transition. It is the College's intent to establish uniform boundaries for the future campus and to provide them so that they make a complementary transition with existing development. Boundaries involve streets and alleys on the north, south and west sides, and land use changes on the east side. It is also the intent to provide development in a contiguous pattern.

Use and Access Orientation. It is the College's intent to locate future use and access so that they are oriented as follows:

- More intensive uses are positioned nearest major thoroughfares and commercial areas, while less intensive uses are positioned nearest local streets and residential areas.
- Primary campus access is connected directly to arterial and collector streets.

Where existing local streets already provide access to the campus, it is the intent to facilitate college-related traffic using only the portion of the street that is associated with the campus.

Complementary Scale and Appearance. It is the College's intent that future buildings and structures that are opposite existing residential neighborhoods have complementary setback, height and massing. It is also the intent to establish architectural compatibility guidelines for facade articulation, entry and material.

**Strive for Smart Growth.** NADC's growth is essential to its vision for a new campus. The increase in enrollment and resulting additional revenues provide the need and the resources for new buildings, vehicular and pedestrian improvements and additional landscaping.

NADC's master development plan is rooted in the College's need to prepare for a projected future enrollment of 3,500 students. Future needs will include facilities to accommodate this student population, including residential capacity for approximately 1,225 students. The projections are an increase of 1,545 from enrollment and 526 from residential beds in 2004.

It is NADC's intent to expand the campus area from 19 to 35 acres with a phased expansion process designed to minimize impact on the surrounding neighborhoods. It is the further intent to intensify through redevelopment, higher floor area ratio and parking structure construction and to maintain continuity throughout the campus.

**Enhance Campus Appearance.** In conjunction with our effort to promote compatibility with the revitalized East Nashville area, NADC will strive to enhance the appearance of the campus. The master development plan includes additional provisions for greenspace, landscape buffers and entries and marginal structures elimination.

Greenspace. It is the intent to maintain and enhance greenspace throughout the campus, particularly the main lawn area adjacent to the main administration building. It is also the intent to provide a new park and open space where the future campus joins existing residential areas.

The maintenance and future provisions of these greenspace areas create a more desirable living and learning space for NADC students while also promoting compatibility between the campus and the residential areas.

Landscape Buffers. It is NADC's intent to provide landscape buffers where the future campus adjoins residential neighborhoods in order to provide year-round screening between the two. It is also the intent that landscape buffers may be incorporated/modified for proposed open space and park areas when the screening effect is considered equal.

Landscape Entries. It is NADC's intent to identify the location and enhance the appearance of the primary vehicular and pedestrian access for the future campus. It is the further intent to create a sense of arrival at access points through signage, plant materials and lighting and to continue a similar connection with the future campus' administrative center.

Marginal Structures Elimination. It is NADC's intent to eliminate marginal residential structures pending their proposed redevelopment when multiple parcels are assembled. It is the further intent to use the parcels associated with structure elimination on an interim basis for vehicular parking.

**Modernize Facilities.** The construction of current facilities spans 150 years. It includes conversions from the original residential estate, the interim religious-affiliated college's class/dormitory expansion and the latest technical college expansion. While the earliest buildings continue to provide an attractive historical context for the campus, several of the technical buildings need replacing with space suitable for new technologies. There is also a need to expand academic, administrative and residential facilities for envisioned enrollment growth.

NADC seeks to modernize and expand its facilities, including conserving and renovating historically significant buildings, replacing older technical and residential buildings and adding academic, administrative and residential buildings to accommodate future enrollment.

Historically Significant Buildings Conservation and Renovation. It is NADC's intent to retain its historically significant buildings and renovate them for continued use consistent with their historical character. It is the further intent to conserve the campus lawn associated with the historically significant buildings.

Older Technical and Residential Buildings Replacement. In conjunction with its intensification objectives, it is NADC's intent to replace older technical and residential buildings, including dormitory and single-family units. It is the further intent to replace them with more intensive facilities that may include a larger footprint and additional stories.

New Academic, Administrative and Residential Buildings Addition. In conjunction with enrollment growth objectives, it is NADC's intent to add new academic, administrative and residential buildings. It is the further intent to provide mixed uses where designated in the plan.

**Improve Vehicular Provisions.** The current campus is shaped by the public street system which mixes campus and neighborhood traffic within and around the College. Public streets also provide access to the College's perpendicular parking within one-block areas along Trevecca and Strouse Avenues.

In conjunction with enrollment growth, NADC seeks to have more direct and expeditious future vehicular access to Gallatin and Douglas Avenues. Consequently, the College desires to limit College traffic within the interior of the campus and the adjoining residential neighborhoods.

NADC also seeks additional parking provisions in conjunction with more intensive uses. Alternative structured parking is also sought.

The envisioned expansion of the College along Douglas Avenue provides an opportunity for additional campus access with the collector street and its connection to Ellington Parkway. A

future connection has the potential of directing campus and neighborhood traffic expeditiously to Douglas.

The envisioned expansion along Gallatin and Douglas Avenues also provides an opportunity for additional parking in the eastern and western portions of the future campus.

Current Access, Circulation and Connectivity Retention. It is NADC's intent to retain all of the current public street access for the campus. No privatization or closing is intended. It is the further intent to retain all of the current public street circulation and connectivity with the adjoining residential neighborhoods. One alley is recommended for privatization.

New Access Provisions. It is NADC's intent to create additional access for the future campus in the following locations:

- Douglas Avenue and potential extension of Emmett Avenue
- East side of Gallatin Avenue from Chester, Straightway and Douglas Avenues

In conjunction with Gallatin Avenue access improvements, it is the intent to reduce the number of current curb-cuts but not totally eliminate.

New Parking Provisions. It is NADC's intent to provide additional parking for the future campus in both the western portion and the portion east of Gallatin Avenue. Parking located east of Gallatin is to allow commuter students to remain parked in the one location throughout the class shift.

It is also the intent to provide alternative locations for structured parking. Locations are to be associated with expedient connections to Gallatin and Douglas Avenues.

Alternative Transit and Bicycle Provisions. It is NADC's intent to ensure connections of the future campus with available alternative transit services. It is also the intent to identify alternative bicycle connections and storage provisions.

**Improve Pedestrian Provisions.** The close proximity of existing class, residential and food service facilities enables NADC to function as a pedestrian campus. Most facilities are currently connected by public streets with no sidewalk provisions, except along Gallatin and Douglas Avenues.

The envisioned expansion of the campus eastward will create future pedestrian connections across Gallatin Avenue. In addition, intensification of the western portions of the campus will increase and extend existing pedestrian circulation.

NADC seeks the creation of a pedestrian-friendly campus. Enhancements include defined access and routes, safer pedestrian/vehicular sharing of public streets and additional activity and seating areas.

Defined Access and Routes. It is NADC's intent to locate pedestrian access points and identify them with signage and landscaping. It is the intent to locate pedestrian routes connecting major academic/training, residential and pedestrian activity areas. Where pedestrian connections are

associated with public streets, it is the further intent to seek, through the appropriate parties, the provision of crosswalks and activation signals with timers that create vehicle free zones for the major corridors.

Pedestrian/Vehicular Sharing of Public Streets. It is NADC's intent to maintain pedestrian circulation along public streets in providing campus and neighborhood connectivity. It is the further intent to seek, through the appropriate parties, the provision of curbs and sidewalks along public streets in order to safely separate pedestrians and motorists.

Pedestrian Activity and Seating Areas. It is NADC's intent to provide landscaped and lighted pedestrian activity and seating areas. It is the further intent that lighting associated with these areas be of moderate intensity and directed toward the campus.

**Enhance Safety.** Safety is an objective that is of mutual importance to the campus and neighborhood. Making one safer is beneficial to the other. The College seeks to enhance the safety of the future campus and the neighborhoods through the following:

- Traffic direction and speed controls
- Pedestrian and vehicular separation and controls
- Lighting placement and measurement
- Security operations and enforcement

Traffic Direction and Speed Controls. It is NADC's intent to direct future campus traffic in a more direct and expeditious manner in conjunction with access improvements for Gallatin and Douglas Avenues. In addition, any access improvements on McClurkan Avenue and future connection of Douglas and Emmett Avenues are to incorporate design features that control speed.

Pedestrian and Vehicular Separation and Controls. It is NADC's intent to seek, through the appropriate parties, the provision of curbs and sidewalks throughout the area. It is also the intent to identify locations for pedestrian cross-walks and seek, through the appropriate parties, the installation of signals and activation controls.

Lighting Placement and Measurement. It is NADC's intent to provide additional security lighting for the future campus. It is also the intent to locate, size and direct the lighting so as to not intrude on the neighborhood.

Security Operations and Enforcement. It is NADC's intent to increase security operations in conjunction with future enrollment and boundaries. It is also the intent to enforce campus regulations in regard to traffic, behavior and noise.

**Unify Campus Zoning.** NADC's current zoning is a compilation of five zoning districts, plus the Urban Zoning Overlay (UZO). The campus consists of districts ranging from medium density residential to commercial services to intensive office-residential. Each district has separate use, bulk and site development requirements that limit the ability to function and appear as one campus.

It is NADC's intent to unify the future campus through the application of one set of use and design criteria. The Institutional Overlay (I-O) is an appropriate zoning category that applies to NADC's current facilities and encompasses properties identified for acquisition and future development. Public approval of the I-O requires the inclusion of this master development plan and companion traffic impact study.

The master development plan identifies use, design criteria and timing for remaining NADC facilities and for future facilities associated with proposed property acquisition. The College's ability to implement the plan is dependent, in part, on the availability of properties identified for acquisition. Should properties not become available within the timeframe for development of a specific use, it is NADC's intent to utilize alternative locations designated in the master development plan as "mixed use."

It is also the intent to meet certain development standards on a campus-wide basis rather than individual site. Included are the following: setback, height, floor area ratio, impervious surface ratio, parking and loading.

# CURRENT PROPERTY & EXPANSION AREA



**Intent.** It is NADC's intent with regard to accommodating the college's land requirements associated with modernization and growth as follows:

- Expand the current campus and land ownership from 19 acres to 35.73, an increase of 16.73 acres
- As owners choose to sell, acquire properties that are contiguous with NADC's current ownership and provide more uniform boundaries

**Current Property.** As of September, 2005, NADC owns approximately 19 acres. The currently owned parcels are identified as follows:

07213019900	07213023000	07213022900	07213022800
07213043900	07213024600	07213023700	07213020100
07213019800	07213008300	07213036900	07213037200
07213037600	07213019600	07213019500	07213018700
07213018800	07213018900	07213019000	07213023200
07213023600			

Of the 19 acres currently owned, over 96 percent are associated with NADC-related uses.

**Proposed Expansion Area.** The proposed expansion area includes an additional 16.73 acres approximately. Most of the properties are located along the perimeter of the campus. Their locations are identified as follows:

07213006900	07213009500	07213023500	07213023400	07213023300
07213045700	07213023101	07213022700	07213022600	07213045800
07213022300	07213039700	07213022200	07213025000	07213025100
07213025200	07213025300	07213025400	07213025500	07213025600
07213025700	07213022500	07213009400	07213038900	07213039000
07213039100	07213039300	07213039600	07213039400	07213040700
07213040800	07213040400	07213040500	07213041200	07213041100
07213040900	07213036800	07213037700	07213038000	07213036700
07213036600	07213007000	07213007100	07213007200	07213007300
07213007400	07213007500	07213007600	07213007700	07213007800
07213007900	07213008000	07213008100	07213008200	07213008400
07213008500	07213009600	07213038800	07213038700	07213038600
07213038100	07213040300	07213040600	07214007700	07213038200

Within the combined current campus and expansion area, NADC owns approximately 56 percent of the land area.

The following Property Expansion Map identifies the proposed campus boundaries. NADC ownership is identified as of September 2005.



# MASTER DEVELOPMENT PLAN

## Proposed Expansion Area and Current Ownership

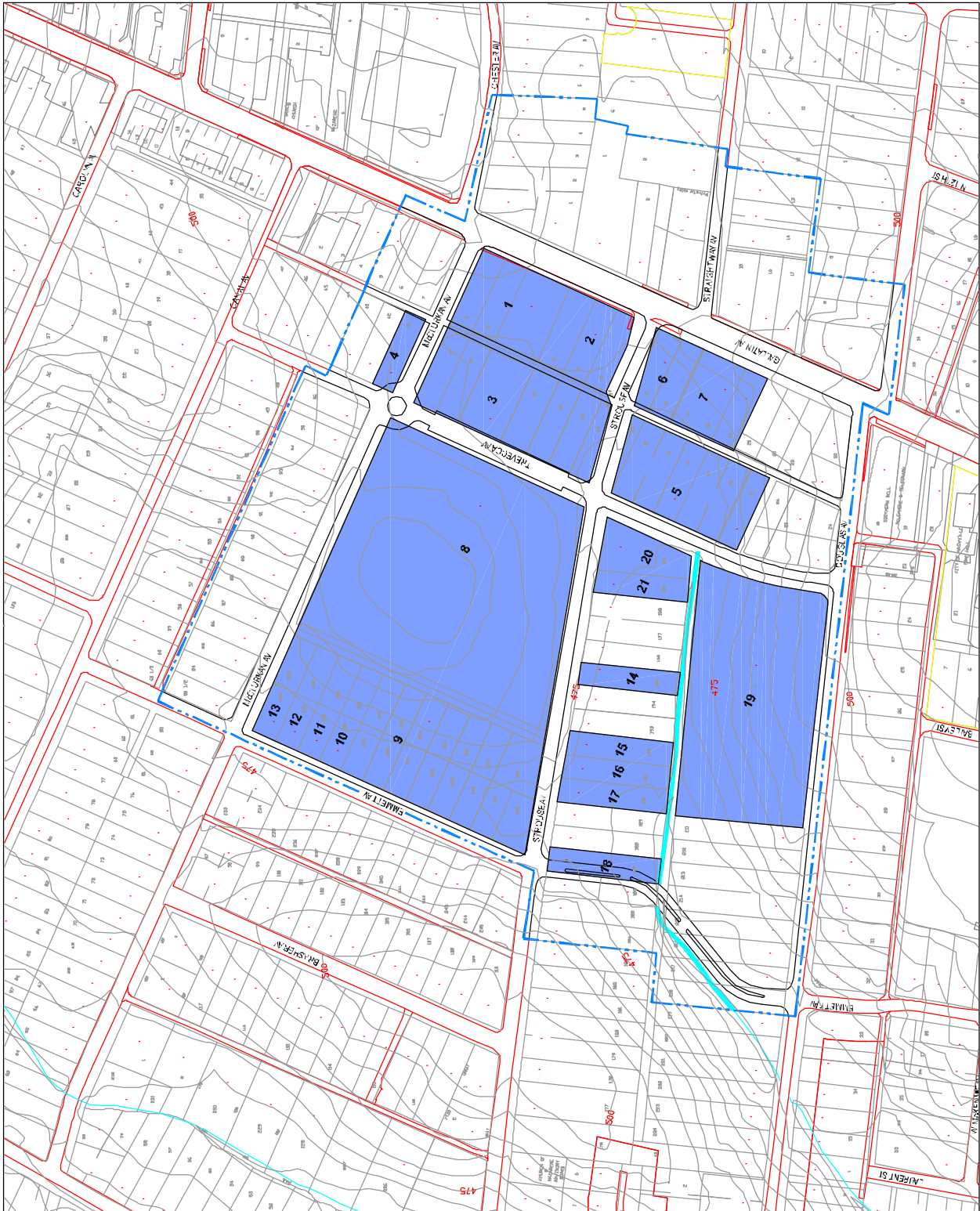
September 21, 2005

### CAMPUS OWNED PROPERTIES

Ref. # Parcel #

1. 07213019900
2. 07213020100
3. 07213019800
4. 07213008300
5. 07213036900
6. 07213037200
7. 07213037600
8. 07213019600
9. 07213019500
10. 07213018700
11. 07213018800
12. 07213018900
13. 07213019000
14. 07213023200
15. 07213023000
16. 07213022900
17. 07213022800
18. 07213043900
19. 07213024600
20. 07213023700
21. 07213023600

--- Campus Expansion Area



# DEMOLITION AND INTERIM USE



**Intent.** It is the intent that existing buildings that are not suited to NADC's long term use be demolished in conjunction with proposed improvements. It is the further intent that, upon their acquisition, properties identified for demolition may be used for College purposes on an interim basis subject to use and maintenance criteria.

**Proposed Demolition of Buildings.** The following buildings are proposed for demolition.

## NADC-Owned (as of September 2005)

Shoney's Building  
Purchasing/Research and Development Building  
Ford Classroom and High Performance Building  
College Place Dormitory  
Security Booth  
Parcel No. 07213008300  
Parcel No. 07213023200  
Parcel No. 07213023000  
Parcel No. 07213022900  
Parcel No. 07213022800  
Parcel No. 07213023700  
Parcel No. 07213023600

## Non-NADC-Owned (Parcel No.)

07213006900	07213022200	07213038000
07213007000	07213022300	07213038100
07213007100	07213022500	07213038200
07213007200	07213022600	07213038600
07213007300	07213022700	07213038700
07213007400	07213023101	07213038800
07213007500	07213023300	07213038900
07213007600	07213023400	07213039000
07213007700	07213023500	07213039100
07213007800	07213025000	07213039300
07213007900	07213025100	07213039400
07213008000	07213025200	07213039600
07213008100	07213025300	07213039700
07213008200	07213025400	07213040900
07213008400	07213025500	07213041100
07213008500	07213025600	07213041200
07213009400	07213025700	07213045700
07213009500	07213036800	07213045800
07213009600	07213037700	07214007700

**Proposed Interim Use.** Based on the current zoning/use, NADC may use properties acquired in the expansion area of an interim basis. Proposed interim uses are identified in the following.

Residential Zoning. NADC may use acquisition properties that have residential zoning for one of the following interim uses:

- Single-family residential with a maximum of four unrelated occupants
- Multi-family residential with a continuation of the current number of occupants permitted by the zoning
- Administrative and instructional office with a maximum of four occupants
- Maintenance office with a maximum of four occupants, provided there is no outside operation or storage
- Temporary construction office
- Surface parking associated with temporary parking for construction, provided that the property is contiguous with NADC-owned property
- Surface parking for general use for a maximum of ten years, provided that the property is contiguous with NADC-owned property or, if not contiguous, separated by a minimum of one college-owned parcel, developed or undeveloped and not used for parking

Commercial Zoning. NADC may use acquisition properties that have commercial zoning for one of the following interim uses:

- Class space
- Administrative and instructional office
- Maintenance office/shop
- Temporary construction office
- Surface parking for a maximum of ten years, provided that any adjoining residential is separated by one of the following: a) landscape-buffers as established by this plan, or b) a minimum of one college-owned parcel, developed or undeveloped and not used for parking

**Maintenance of Interim Use.** During interim use and any vacant period, NADC is to be maintain the property so that it remains similar in appearance to nearby occupied properties. Standards for maintenance include the following:

- No boarding-up of vacant buildings other than within 60 days of demolition
- Exterior maintenance based on Metro minimum property standards
- Regular cutting of lawns and maintenance of landscaping

**Intent.** It is the intent that all existing facilities continue their current land use, related activity and design subject to one of the following provisions:

1. Facilities identified as “to remain” may continue indefinitely; buildings that remain unchanged are not subject to the use, activity and design criteria identified for future facilities; existing facilities modification and enlargement may occur when complementary with current use, activity and design.
2. Facilities identified as “to be replaced” may continue their current use, activity and design until their removal.
3. Facilities that are expanded and/or have their façade modified by 25 percent or more shall comply with design criteria.

It is the further intent that all future facilities (replacement and new free-standing) comply with the identified proposed land use, activity and design criteria.

**Proposed Land Use Categories.** Five proposed land use categories are included:

- Academic
- Mixed Use
- Residential
- Optional Parking Structure
- Open Space and Park

Proposed land use categories and their related activities are characterized in the following.

Academic. Academic use is generally defined as instructional, office and student support other than residential. The following specific activities may be included:

- Class-Low Intensity: a) desk and computer instruction only; b) access associated with pedestrian only; c) no mechanical noise emission
- Class-High Intensity: a) desk, computer, lab, workstation and demonstration instruction; b) access associated with vehicular and pedestrian; c) mechanical noise emission permitted within structure
- Shop: a) light fabrication, repair and diagnostic related to instruction; b) access associated with vehicular and pedestrian; c) mechanical noise emission permitted within structure
- Instructional Materials: a) preparation, instruction and storage associated with publication, video, audio and computer materials; b) individual study
- Food Services: a) cafeteria, kitchen and related storage of any size; b) student and staff service only; c) outside service permitted for a maximum 60 seats and for celebratory periods lasting one day typically
- Office: a) administrative, instructional, testing and advising; b) printing; c) security, d) office materials storage
- Assembly
- Plant Operations: a) heating, cooling and energy production; b) maintenance within a building; c) general storage within a building; d) outside storage of maintenance vehicles

and construction materials and refuse containers when screened in accordance with screening section

- Health, Fitness and Indoor Recreation: a) medical exam and infirmary limited to 5 patients; b) exercise and weights; c) student oriented recreation within a building
- Limited Commercial: a) bookstore and student related supplies; b) logo sales
- Ancillary: a) access drive; b) short-term parking at buildings located to side and rear of building adjacent to a public street; c) landscape/art feature; d) pedestrian feature; e) transit loading; f) loading dock located to side and rear of building; g) information/security booth; h) roof-mounted communication tower/dish; i) temporary buildings related to construction; j) temporary buildings as approved by the Planning Commission; k) ground signage

Mixed Use. Mixed use is generally defined as limited instructional, office, limited student support and limited residential. Mixed use may occur both on site as a group and within a building (horizontally and vertically). The following specific activities may be included:

- Class-Low Intensity: a) desk and computer instruction only; b) access associated with pedestrian only; c) no mechanical noise emission
- Instructional Materials: a) preparation, instruction, and storage associated with publication, video, audio and computer materials; b) individual study
- Office: a) administrative, instructional; testing and advising; b) printing; c) security; d) office materials storage
- Health, Fitness and Indoor Recreation: a) medical exam and infirmary limited to 5 patients; b) exercise and weights; c) student oriented recreation within a building
- Multi-Family Residential Not Adjacent to Residential Neighborhood: a) dormitory, suite and apartment style with no bed limit; b) student related lounge, food dispensing and recreation for up to 30 people
- Multi-Family Residential Adjacent to Residential Neighborhood: a) Suite and apartment style with each building limited to 36 beds
- Ancillary: a) access drive; b) short-term and resident parking at building located to side and rear of building adjacent to a public street; c) landscape/art feature; d) pedestrian feature; e) transit loading; f) loading docks located to side and rear of buildings; g) information/security booth; h) roof-mounted communication tower/dish; i) temporary buildings related to construction; j) temporary buildings as approved by the Planning Commission; k) ground signage

Residential. Residential use is generally defined as multi-family residential and limited student support. The following specific activities may be included:

- Multi-Family Residential: a) dormitory, suite and apartments style with no bed limit; b) student related lounge, food dispensing and recreation for up to 30 people
- Food Services: a) cafeteria, kitchen and related storage of any size; b) student and staff service only; c) outside service permitted for a maximum of 60 seats and for celebratory periods lasting one day typically

- Assembly: a) auditorium and meeting space for up to 500 seats; b) auditorium and meeting space for over 500 seats with public approved parking study
- Health, Fitness and Indoor Recreation: a) medical exam and infirmary limited to 5 patients; b) exercise and weights; c) student oriented recreation within a building
- Ancillary: a) access drive; b) short-term and resident parking at building located to side and rear of building adjacent to public street; c) landscape/art feature; d) pedestrian feature; e) transit loading; f) loading docks located to side and rear of building; g) information/security booth; h) roof-mounted communication tower/dish; i) temporary buildings related to construction; j) temporary buildings as approved by the Planning Commission; k) ground signage

Optional Parking Structure. Optional Parking Structure use is generally defined as a parking structure alternative to surface parking. At its option, the College may construct a parking structure in lieu of other development where indicated in the Plan. The following activities may be included:

- Parking Structure: a) free-standing, attached and included structure
- Surface Parking Alternative: a) existing to remain; b) proposed involving comparable site as optional parking structure
- Ancillary: a) access drive; b) landscape/art feature; c) transit loading; d) information/security booth; e) roof-mounted communication towers/dish; f) temporary buildings related to construction; g) ground signage









Open Space and Park. Open Space and Park use is generally defined as lawn/buffer area that is retained in its natural state and outdoor area that is equipped for more active recreation. The following specific activities may be included:

- Limited Recreation: a) activity field, playground and paved court with only security lighting; b) walking trail
- Seating and Landscape Area
- Ancillary: a) landscape/art feature; b) ground signage

# MASTER DEVELOPMENT PLAN

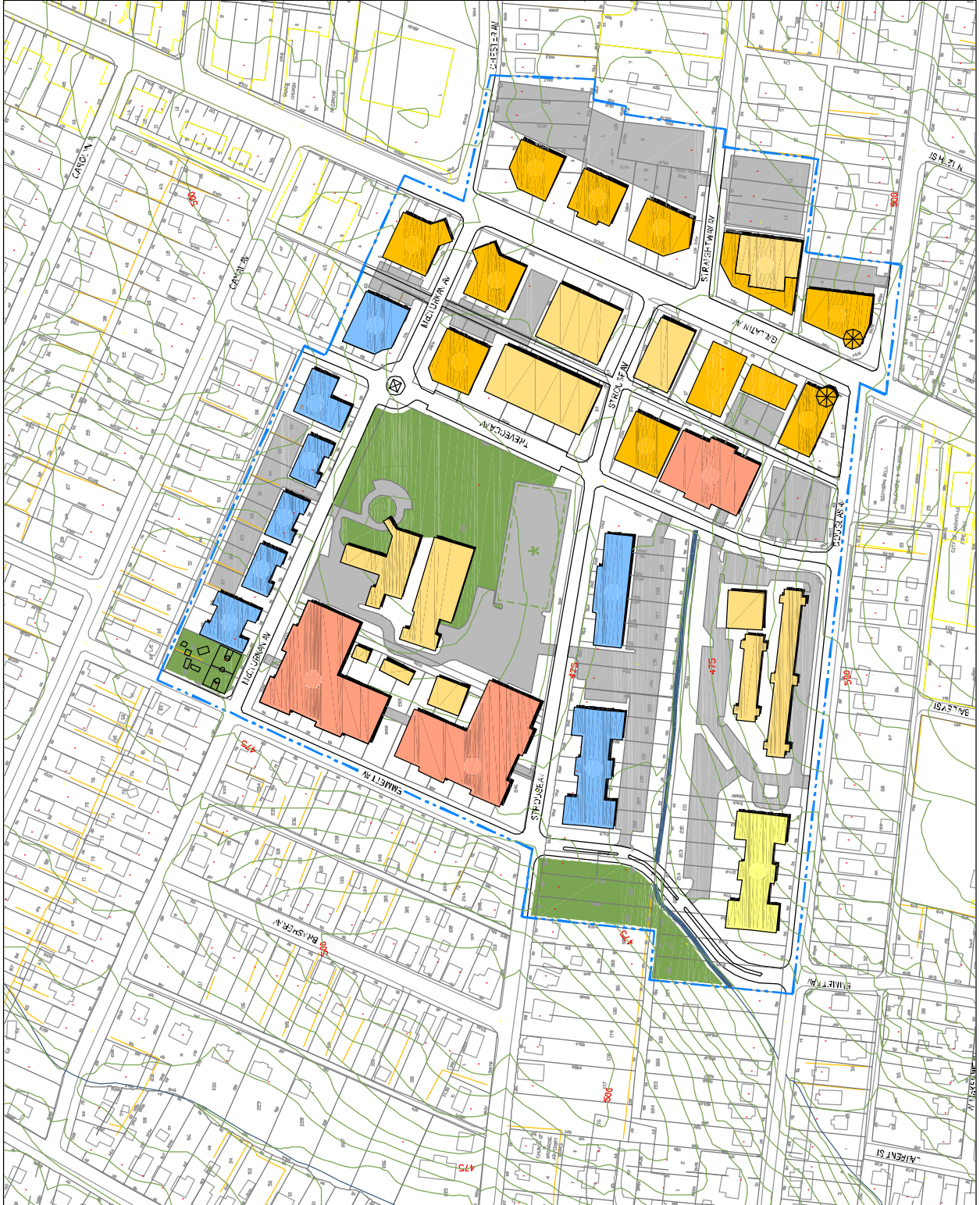
## Land Use

### LEGEND

-  Existing Building To Remain
-  Academic
-  Mixed-Use
-  Residential
-  Optional Parking Structure
-  Open Space Park
-  Potential Open Space Park
-  Campus Expansion Area



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**Intent.** The Site Development Plan’s graphic form identifies the envisioned relationship of land uses (building and site improvements) and campus expansion boundaries. Improvements include existing improvements that are intended to remain through one or more phases of this Plan and proposed improvements. Proposed improvements are identified based on their land use category and on a conceptual approximation of their location, extent, configuration and orientation. The conceptual approximation of location, extent, configuration and orientation is intended to serve as a guide for actual development at the time of implementation. In conjunction with final site plan approvals, minor modification may occur in the conceptual approximation of location, extent, configuration and orientation. Modifications are to be consistent with the Plan’s guiding principals and use and design guidelines.

The Site Development Plan’s criterion form identifies the envisioned relationship of height, setback, scale and neighborhood residential compatibility guidelines. The criterion is applicable based on the following.

**Height Applicability.**

1. Height is identified as stories that are located fully above ground and counted from the adjoining street.
2. The maximum height for buildings that are totally internal to the campus is four stories.
3. The maximum height for buildings that are adjacent to a street is based on the following locations:

<u>Street of Primary Orientation</u>	<u>Height (Stories)</u>
Gallatin between Douglas & McClurkan	4
Douglas between Gallatin & Boundary	4
North side of McClurkan between Trevecca & Public Alley	4
North side of McClurkan between Trevecca & Emmett	3
Emmett between McClurkan & Strouse	3
Strouse between Trevecca & Emmett	4
Trevecca between Douglas and south side of McClurkan	4

**Setback Applicability.**

1. Setback is measured from right-of-way/property line
2. Setback is stated as a minimum and maximum
3. The setback for buildings that are adjacent to a street is based on the following locations:

<u>Street of Primary Orientation</u>	<u>Setback (Feet)</u>
Gallatin between Douglas & McClurkan	12-16
Douglas between Gallatin & Boundary	30-40
North side of McClurkan between Trevecca & Public Alley	20-30
North side of McClurkan between Trevecca & Emmett	20-30
Emmett between McClurkan & Strouse	30-40
Strouse between Trevecca & Emmett	20-30
Trevecca between Douglas & south side of McClurkan	20-30
Side at perimeter	5
Rear at perimeter	20
Alley & rear not at perimeter	5



Setback Point of Measurement and Variations. The point of measurement for setback is the principal face of the structure. Variations may occur in conjunction with open entries, steps, stairs, landings and ramps where such provisions extend twelve feet or less into the setback. Variations may also occur in conjunction with ornamentation of structures where such provisions extend three feet or less into the setback.

**Neighborhood Residential Compatibility.** Proposed development that is adjacent to an existing residential neighborhood is to have siting, architectural, lighting, noise and screening guidelines for compatibility with the neighborhood character. Compatibility guidelines and their applicable location are identified in the following.

Proposed Mixed Use on North Side of McClurkan Avenue between Northeast corner of Trevecca and Emmett Avenues. The siting of proposed buildings is to be oriented with principal entry to McClurkan Avenue. Siting is to be close to the street while maximizing rear yards as a buffer. Rear yards are to be used for parking and open space.

In orienting buildings to McClurkan Avenue, horizontal spacing and/or facing is to include an articulation of walls and overall appearance. The articulation is to simulate the horizontal spacing and facing of nearby existing single-family residences.

External lighting is to be a medium intensity type suitable for safety and security. Lighting is to be oriented toward the campus and so that it does not cause an increase in illumination within residential neighborhoods beyond levels permitted by Metro Codes.

Noise emitting activities are to be oriented toward McClurkan Avenue. Noise emitting areas such as porches, patios and balconies are to be oriented toward McClurkan Avenue.

Screening is to be provided through a landscape buffer of the type and width designated in the Open Space, Buffering and Screening section of the Plan. The landscape buffer is to be located adjacent to the public alley and extend between Trevecca and Emmett Avenues.

Proposed Optional Parking Structure Located along Emmett between McClurkan and Strouse Avenues. The siting of the proposed optional parking structure is to be oriented with access to McClurkan and Strouse Avenues.

The parking structures' facing toward a street is to provide a compatible appearance with nearby existing single-family residences. The design is to include complementary materials and color. In addition, the design should limit the visibility of stored vehicles from the street. Examples of screening include, but are not limited to, the following:

- Masonry faces and complementary concrete
- Architectural metal screens
- Landscaping in front of openings

Exterior lighting is to be a medium intensity type suitable for safety and security. Lighting is to be oriented toward the campus and so that it does not cause an increase in illumination within residential neighborhoods beyond levels permitted by Metro Codes.

Street trees are to be provided to enhance appearance and reduce noise. The trees are to be located along Emmett between McClurkan and Strouse Avenues.

Proposed Academic on East Side of Gallatin Avenue between Douglas and Chester Avenues. The siting of proposed buildings is to be oriented with pedestrian entry to Gallatin Avenue. Siting is to be close to the street while maximizing rear yards as buffers. Rear yards are to be used for access, parking, limited pedestrian activity space and open space.

External lighting is to be a medium intensity type suitable for safety and security. Lighting is to be oriented toward the campus and so that it does not cause an increase in illumination within residential neighborhoods beyond levels permitted by Metro Codes.

Noise emitting activities are to be contained within buildings. Noise emitting areas such as pedestrian activity space are to be located adjacent to buildings.

Screening is to be provided through a landscape buffer of the type and width designated in the Open Space, Buffering and Screening section of the Plan. The landscape buffer is to be located along the eastern campus perimeter between Douglas, Straightway and Chester Avenues.

**Timing of Proposed Development Relative to NADC Property Ownership.** NADC may proceed with proposed development within areas where College ownership constitutes 50 percent of the parcels associated with a block face. Parcels are to be contiguous in order to meet the 50 percent qualification.

On an interim basis, buildings purchased by the College may be used as class, office and residential space. Interim use is subject to the intensity limitations associated with the future land use for the campus.

Vacant lots may be used on an interim basis for parking where the lots are contiguous with NADC uses/properties or, if not contiguous, separated by a minimum of one college-owned parcel, developed or undeveloped and not used for parking.

**Proposed Building Sites.** A total of 22 proposed building sites are included. The conceptual approximation of their location, extent, configuration and orientation is identified in the following graphic titled “Proposed Building Sites”. Proposed building sites with common boundaries can be combined or redivided at the time of implementation based on the needs of the specific development. The status of acquisition and a known space program could affect the configuration and extent of the actual building.

# SITE DEVELOPMENT PLAN



Building Separation. Where two proposed building sites are adjacent, the maximum separation of principal buildings is to be one double-sided aisle of parking, plus any sidewalk for the parking, properly screened from the street.

Building Orientation of Proposed Building Site No. 4. Any proposed building at Proposed Building Site No. 4 is to have the following special orientation in addition to any orientation provisions included in the Architectural Guidelines associated with this plan: Openings are to be provided within the exterior wall that is adjacent to the proposed park located at the corner of McClurkan and Emmett Avenues. The intent of the openings is to provide security for the park through visual contact by occupants of the proposed building.

**MASTER  
DEVELOPMENT  
PLAN**

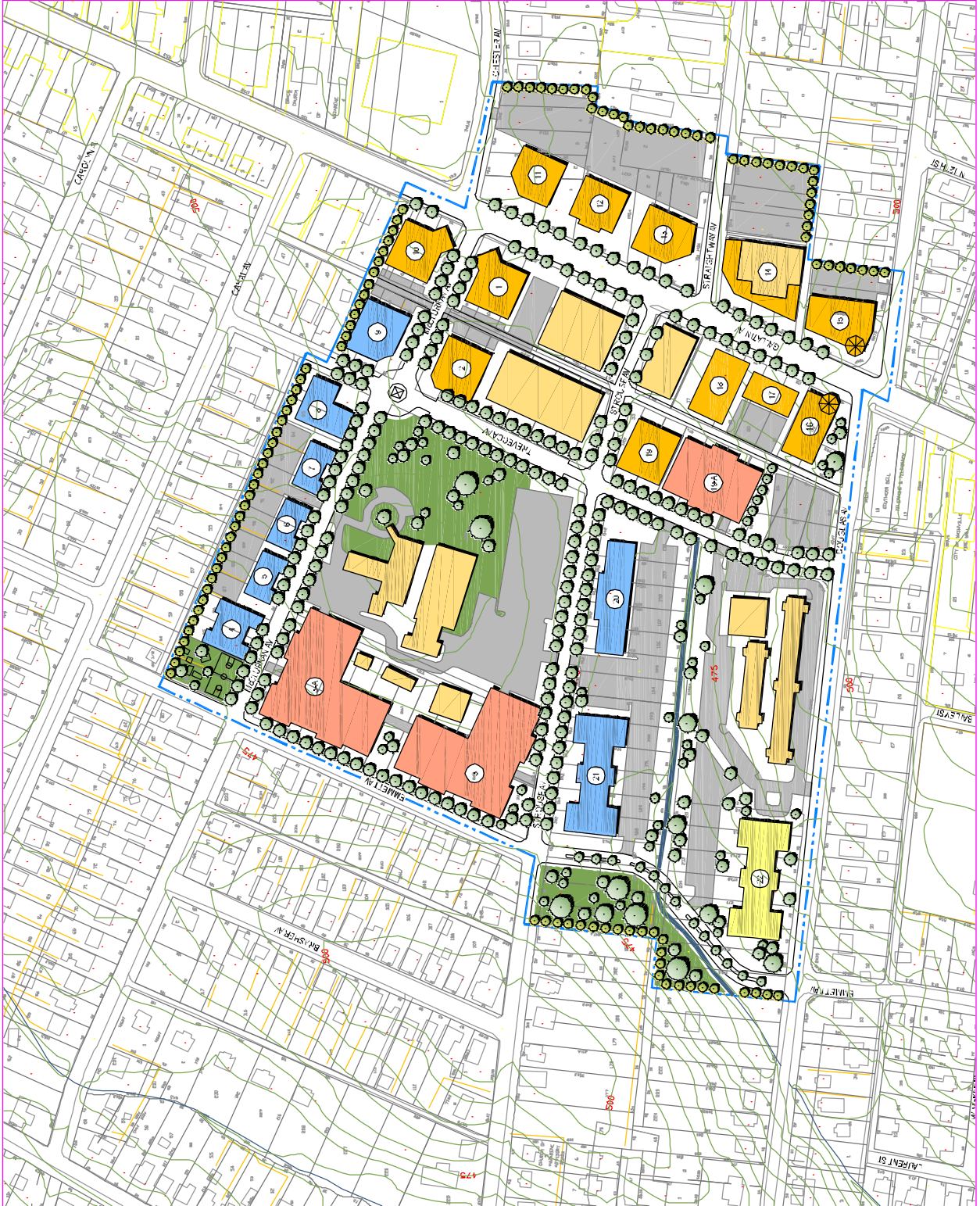
**Proposed  
Building  
Sites**

**LEGEND**

- Existing Building
- Academic
- Mixed-Use
- Residential
- Optional Parking Structure
- Open Space Park
- Campus Expansion Area



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**Intent.** It is NADC's intent to create a unifying appearance for the campus through complimentary architecture. Variations may occur between areas of the campus such as the Gallatin corridor, historic administrative center and mixed use/residential locations. It is the further intent to address architectural guidelines as follows:

- Maintain the current architecture until any redevelopment and/or expansion/modification of exterior that is 25 percent or more, at which time architectural guidelines shall apply
- Provide architectural guidelines in addition to other guidelines for neighborhood residential compatibility

**Proposed Architectural Guidelines.** Proposed architectural guidelines and applicable locations are identified in the following.

Academic. Proposed academic buildings shall be guided by the following architectural considerations:

- Principal face oriented toward any adjoining street
- Definable base and cap; cornice lines of different buildings aligned along street frontage except as prohibited by topography
- At least one pedestrian entry located on the principal façade
- Windows vertically or square proportioned and regularly spaced with similar fenestration among different buildings along street frontage
- Blank walls facing street avoided; Building facades broken into distinct bays of a maximum 30-foot width
- Similar and durable materials with similar color and texture for new and expanded buildings along same street frontage in providing a unified appearance; New and expanded buildings incorporate the appearance of conventional construction for their primary materials
- Architectural consideration for neighborhood residential compatibility as identified in the Site Development Plan chapter

Mixed Use. Proposed mixed use buildings shall be guided by the following architectural considerations:

- Principal face oriented toward any adjoining street
- Definable base and cap; cornice lines of different buildings aligned along street frontage except as prohibited by topography
- At least one pedestrian entry located on the principal façade
- Windows vertically or square proportioned and regularly spaced with similar fenestration among different buildings along street frontage
- Blank walls facing street avoided; Building facades broken into distinct bays of a maximum 30-foot width
- Similar and durable materials with similar color and texture for new and expanded buildings along same street frontage in providing a unified appearance; New and expanded buildings incorporate the appearance of conventional construction for their primary materials

- Architectural consideration for neighborhood residential compatibility as identified in the Site Development Plan chapter
- Residential units accessed through enclosed corridors located within building
- Third level of building set behind principal façade by 5 feet minimum
- Buildings may be alternately configured around a central courtyard that opens to adjoining street; Minimum width of courtyard equal to maximum height of building

Residential. Proposed residential buildings shall be guided by the following architectural considerations:

- Principal face oriented toward any adjoining street
- Definable base and cap; cornice lines of different buildings aligned along street frontage except as prohibited by topography
- At least one pedestrian entry located on the principal façade
- Windows vertically or square proportioned and regularly spaced with similar fenestration among different buildings along street frontage
- Blank walls facing street avoided; Building facades broken into distinct bays of a maximum 30-foot width
- Similar and durable materials with similar color and texture for new and expanded buildings along same street frontage in providing a unified appearance; New and expanded buildings incorporate the appearance of conventional construction for their primary materials
- Architectural consideration for neighborhood residential compatibility as identified in the Site Development Plan chapter
- Architectural considerations for neighborhood residential compatibility as identified in the Site Development Plan chapter.
- Residential units accessed through enclosed corridors located within building
- Third level of building set behind principal façade by 5 feet minimum
- Buildings may be alternately configured around a central courtyard that opens to adjoining street; Minimum width of courtyard equal to maximum height of building
- Dining and recreation areas may be attached to exterior of residential building and have a lesser height and separate entry

Optional Parking Structure. Proposed optional parking structures shall be guided by the following architectural considerations:

- Exterior design that includes architectural cladding and other façade treatments that are similar in appearance to buildings of different types and uses
- Enclosed corners
- Exterior opening rhythm that simulates window appearance
- Exterior openings may include grilles and other types of panels except for glass
- Landscaping along the base of facades that face a public street; height of landscaping is to be 3.5 feet at maturity
- Street trees along the perimeter of faces that face a public street; height of trees is to screen 50 percent of the parking structure at installation and 80 percent at maturity

- Architectural considerations for neighborhood residential compatibility as identified in the Site Development Plan chapter

McClurkan Avenue Entry. In conjunction with the proposed formal entry at McClurkan and Gallatin Avenues as identified in the Vehicular Access and Circulation chapter, additional consideration is intended in shaping the street corners. Proposed academic buildings at the corners shall be guided by the following architectural considerations:

- Primary face/entry of building oriented toward the intersection; Orientation should create a sense of arrival for the campus from Gallatin Avenue and direct visitor traffic toward McClurkan Avenue and the administrative center
- Unifying appearance of the entry through similar architectural characteristics of proposed buildings and complementary plaza and streetscape improvements

Administration Building Conservation. The historic Administration Building is to be conserved. Any modifications to the building are to conserve the current architectural character.

**Intent.**

- Provide a proposed campus development capacity based on a maximum of 3,500 students associated with two approximately equal shifts
- Provide a proposed campus of 35.73 acres exclusive of any public and private streets and alleys within the campus
- Provide a maximum of 1,100,000 gross square feet of building floor area overall; however, no site development shall exceed a FAR of 1.25
- Provide a maximum impervious surface ration (ISR) of 0.875 average; however, no site development shall exceed 0.90
- Meet current stormwater drainage provisions for proposed improvements

**Proposed Land Area.** The proposed land area associated with campus expansion is approximately 35.73 acres. The acreage does not include public and private streets and alleys within the campus that are accessible for public use.

**Proposed Floor Area.** The proposed campus is to include a maximum of 1,100,000 gross square feet of buildings. The change in floor area is provided as an estimate in the following table.

**PROPOSED FLOOR AREA**

<b>CURRENT OWNERSHIP</b>	<b>EXISTING (square feet)</b>	<b>DEMOLITION (square feet)</b>	<b>PROPOSED (square feet)</b>	<b>NET TOTAL (square feet)</b>
College	293,000	93,000	890,000	1,090,000
Non-College	180,000	180,000	10,000	10,000
<b>Total</b>	<b>473,000</b>	<b>273,000</b>	<b>900,000</b>	<b>1,100,000</b>

**Proposed Impervious Surface Ratio.** The proposed Impervious Surface Ratio (ISR) is 0.875 maximum. Items included as impervious are paved areas associated with drives, parking, sidewalks, plazas and courts.

**Proposed Storm Drainage.** Most of the development of the current campus and proposed expansion area occurred prior to 1980. Stormwater drainage associated with older development flows directly to Metro’s public system. Remaining development will continue to function under the provisions at the time of its approval.

Proposed improvements involve three means of mitigating future stormwater drainage impact.

- Approximately 273,000 square feet of buildings will be demolished in conjunction with the proposed development of 900,000 square feet of buildings
- Intensification will occur vertically in minimizing change in lot coverage
- Open space provisions will minimize change in impervious surface



# DEVELOPMENT CAPACITY



Proposed stormwater drainage improvements are to be determined on a project basis. As a general guide, proposed improvements near Gallatin Avenue are to utilize the public stormwater system. Proposed improvements near Douglas Avenue may utilize on-site stormwater improvements as an option.

**Proposed Water and Sewer Services.** Based on a maximum of 1,100,000 gross square feet of building floor area, an increase in use of 104,815 gallons per day is estimated.

## ESTIMATED INCREASE IN WATER & SEWER USE BASED ON MASTER DEVELOPMENT PLAN

	Demolition	Proposed	Net Increase	Est. Gallons Increase
Residential				
Square Feet	61,152	170,000	108,848	
Beds	370	900	530	53,000*
Class/Office/Other				
Square Feet	211,848	730,000	518,152	51,815**
<b>Total</b>	<b>273,000</b>	<b>900,000</b>	<b>627,000</b>	<b>104,815</b>

\*Based on 100 gallons per bed

\*\* Based on 0.1 gallons per square feet

## **Intent.**

- Retain all public streets within the campus in maintaining street connectivity
- Privatize the public alley between Gallatin/Trevecca and Douglas/McClurkan Avenues
- Modify the existing McClurkan Avenue access at Gallatin and Trevecca Avenues in creating a more formal visitor entry
- Reduce curb cuts along Gallatin Avenue in creating a safer and more uniform corridor
- Provide new public street access connecting Emmett and Douglas Avenues in creating a commuter student entry and alternative access for the residential neighborhood
- Provide parking areas with access close to campus entries in reducing traffic through the campus and residential neighborhoods
- Use a target enrollment of 3,500 students in two approximately equal shifts for determining traffic impact and improvements
- Update the traffic impact study when enrollment exceeds 3,500 or every five years, whichever occurs first
- Maintain a level of service “C” for traffic on local streets
- Provide a way-finding system to direct traffic to and within the campus
- Provide opportunities for alternative bicycle and public transit services

## **Current and Proposed Vehicular Access and Circulation.**

Public Streets. All public streets serving the campus currently are to remain open.

Proposed public street changes include the following:

1. Emmett Avenue Connector. A public street connecting Emmett and Douglas Avenues is proposed. The approximate location begins at the Emmett/Strouse intersection and connects with Douglas at the current Emmett intersection on the west side of Douglas. The design includes the following left turn provisions with a minimum 50 feet of storage; a) Northbound of Emmett at Stroud; b) Southbound of Emmett at Douglas; c) separate eastbound and westbound of Douglas at Emmett connector (east bound to have minimum 125 feet of storage)

NADC proposes to construct the Emmett connector to public street standards. The College further proposes to dedicate the street to Metro.

2. McClurkan Avenue Entry. In creating a more formal visitor entry, modifications to McClurkan Avenue are proposed. Subject to design decisions at a later date, the modifications may include the following.
  - a) Enhancement of curbs, lanes, sidewalks and streetscaping at McClurkan’s intersection with Gallatin Avenue
  - b) Realignment of the McClurkan/Trevecca Avenues intersection including an optional traffic circle
  - c) Enhancement of curbs, lanes, sidewalks and streetscaping between Gallatin Avenue and the campus drive serving the College’s administration center, and continuing with less emphasis to Emmett Avenue

3. Gallatin and Douglas Avenues intersection widening. NADC is to dedicate additional right-of-way and provide a southbound right turn lane, with a minimum 100 feet of storage, on the northwest corner of Gallatin and Douglas Avenue.

Public Alleys. All but one of the public alleys serving the campus currently are to remain open. All existing alleys within the campus are improved currently.

Proposed public alley changes include the following:

1. Privatization of alley between Gallatin and Trevecca Avenues. Privatization and closure of the alley between Gallatin and Trevecca Avenues is proposed. The location begins at Douglas Avenue and extends to McClurkan Avenue.

Campus Drives. All campus drives that currently serve the campus are to remain open.

Proposed campus drive changes include the following:

1. Administration Center Campus Drive. In order to allow direct access between the McClurkan Avenue Entry and the administration center, expansion and redirection of the current drive is proposed.
2. Dormitory Area Campus Drive. A campus drive linking the existing and proposed dormitories is proposed. The location connects with Trevecca Avenue and the proposed Emmett Avenue Connector.
3. Southern Mixed Use Area Campus Drive. A campus drive in the proximity of and paralleling the southern side of Strouse Avenue is proposed. The location connects with Trevecca Avenue and the proposed Emmett Avenue Connector.

Curb Cuts. Current curb cuts are to remain until existing facilities redevelopment occurs and/or proposed property acquisition and development occurs. While it is NADC's object to generally collect and control curb cuts, the ability to manage curb cuts is contingent on the college acquiring multiple adjoining properties.

Existing buildings that are to remain and are dependent upon vehicular access to the public street in maintaining their current activity may retain their curb cut access. Existing buildings that are to remain but have their parking access to the public street removed may retain their curb cut access until the street improvements are complete and an alternative parking location is available.

As proposed buildings are constructed, the related site's existing curb cuts are to be relocated and collected unless such action would sever the site from public street access. Proposed buildings involving acquisition sites require simultaneous access to a public street by way of a connecting drive, adjoining NADC parking area or public alley. When the alternative access is not available, the college shall maintain/provide curb cut access with the adjoining public street. When further property acquisition enables alternative access, the College shall relocate and collect the interim access.

The following areas are designated for curb cut management:

1. Gallatin Avenue between Douglas and McClurkan/Chester Avenues (east side mostly)
2. Douglas Avenue between Gallatin and Emmett Avenues
3. McClurkan Avenue between Gallatin and Trevecca Avenues
4. Strouse Avenue between Gallatin and Trevecca Avenues

Parking Structure Entrance and Exit. Proposed optional parking structures are to be sited so that entrances and exits are internal to the campus. Should a parking structure be located adjacent to a residential neighborhood, and providing that architectural design permits, an exist lane control shall direct traffic so as to discourage involvement of the residential neighborhood.

Bicycle Provisions. Alternative bicycle use is encouraged within the campus. Proposed provisions include the following:

1. Bicycle routes designated within the campus
2. Bicycle storage racks at dormitories, class buildings and food services

Public Transit Provisions. Alternative public transit use is to be encouraged in connecting the campus with service routes. Proposed provisions include:

1. Bus shelter on Gallatin Avenue
2. Survey of student and staff interest and potential incentives and evaluation with MTA

Way-Finding Provisions. A way-finding system is to be provided that facilitates traffic access between the community and campus and within the campus. All signs are to be designed based on the zoning code. Proposed way-finding improvements include the following:

1. Signs denoting entries to the campus
2. Signs denoting routes to parking structures and visitor and delivery parking
3. Signs and optional information kiosks/booths denoting layout of campus by building name/function
4. Signs on buildings denoting name/function
5. Signs denoting pedestrian and bicycle routes

Campus entry signage is to be ground type. Location and design is to be incorporated with the proposed McClurkan Avenue entry. In addition, campus entry signage is to be located at the proposed Emmett Connector intersection with Douglas Avenue. The Emmett connector signage is to be ground type.

Campus route signage is to be pole type. The design of the information panel is to be small flat type mounted at the top of the pole.

Campus layout signage is to be ground or kiosk type. The location and size is to be suitable for viewing from an automobile. The design of the information panel is to be flat and limited to map size.

Building identification signage is to be building mounted. The design of the information panel is to be flat and limited to name size.

Pedestrian route signage is to be pole type. The design of the information panel is to be small flat type mounted at the top of the pole.

Traffic Impact Study. The campus master plan is accompanied by a Traffic Impact Study (TIS). The Traffic Impact Study assesses the level of service associated with the current and proposed campus, and it identifies traffic improvements. The TIS is based on the following criteria:






1. Maintaining a level of service “C” for traffic on local street segments (Level “C” is assumed to be compatible with a residential street).
2. Using a proposed enrollment of 3,500 students in approximately two equal shifts.

The Traffic Impact Study shall be updated when enrollment exceeds 3,500 or every five years, whichever occurs first. The five years is to be counted from the date of the TIS’s approval.

# MASTER DEVELOPMENT PLAN

## Vehicular Access & Circulation

### Legend

-  Proposed Access Improvements
-  Existing Circulation
-  Campus Expansion Area
-  Campus Buildings
-  Optional Parking Structure Access



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**Intent.**

- Continue the use and modification of current parking except for and until the initiation of areas proposed for redevelopment and new development
- Use a target enrollment of 3,500 in two approximately equal shifts for determining the amount of parking improvements; Calculate proposed parking using a ratio of one space per 0.675 students
- Allow deviations of 100 spaces from calculated total during interim periods
- Calculate parking requirements at the time of submission for proposed development requiring site plan approval
- Provide the amount of parking on a campus-wide basis rather than by parcel or building
- Provide a combination of surface parking and optional structures
- Limit future parking in front of buildings along Gallatin Avenue
- Provide buffers between parking and adjoining residential neighborhoods

**Current and Proposed Parking Capacity.** As of July 2005, there are 1,091 parking spaces available on-campus. They are all surface type as identified in the following:

<u>No. of Spaces</u>	<u>User</u>
732	commuter students
228	resident students
119	staff
<u>12</u>	reserved & visitor
1,091	Total

There are currently two shifts of students. As of July 2005, enrollment in the shift beginning in the morning is approximately 900 and beginning in the afternoon is approximately 766.

Current Parking Utilization. As of July 2005, utilization of parking is within the current parking capacity. Utilization by shift is identified in the following:

<u>Shift Starting</u>	<u>No. of Spaces</u>	<u>No. of Vehicles</u>	<u>Percent</u>
AM	1,091	976	90
PM	1,091	759	70

While current utilization is within current capacity overall, there are deficits within two zones. The zones are identified as follows:

- Between Gallatin/Trevecca Avenues and McClurkan/Strouse Avenues
- Between Gallatin/Trevecca Avenues and Douglas/Strouse Avenues

A maximum of 20 vehicles are parked improperly within these zones. These zones are associated with most of the class space.

Proposed Parking Capacity. Based on a target enrollment of 3,500 students in two approximately equal shifts, a parking capacity of 2,363 spaces is proposed based on the Traffic Impact Study. The proposed capacity is an increase of 1,272 spaces.

Interim capacity, between the current 1,091 and proposed 2,363, is to be calculated using a ratio of 0.675 students per parking space. The ratio may be reduced by the equivalent of the number of students using off-campus shuttle/walk-in and public transit.

Current and proposed capacity is to be calculated on a campus-wide basis rather than parcel or building, with one exception. The exception is proposed assembly space of more than 500 seats. Assembly space of over 500 seats is to have parking provisions determined by a parking study to be approved by Metro.

During construction periods, the provision of parking may deviate from the enrollment calculated total parking by up to 100 spaces. Construction is to be staggered so as to minimize the on-campus parking impact.

Parking is to be calculated at the time of one of the following, whichever occurs first:

1. Submission of a proposed development requiring site plan approval
2. Each time total enrollment increases by 250 students beginning with enrollment as of date of Traffic Impact Study approval

**Current and Proposed Parking.** All parking, on-campus and on-street, that currently serves the campus is to remain open or until it is changed by proposed redevelopment or development.

Proposed parking changes include the following:

1. Gallatin Avenue Parking Removal. In conjunction with enhancement of the corridor and at the time of redevelopment, current parking that is located in front of NADC's buildings is to be relocated. Proposed parking is to be located behind buildings.
2. Strouse Avenue Parking Removal. At the time of redevelopment of Strouse Avenue, between Gallatin and Trevecca Avenues, current parking that is located adjacent to buildings is to be relocated.
3. Potential Lawn Parking Removal. Provided that the three-level parking structures located on Emmett Avenue are built as shown on the Proposed Building Site plan, the section of the existing parking designated on the plan is to be removed and restored as open space.
4. Trevecca Avenue Parking Reconfiguration. At the time of overall redevelopment of Trevecca Avenue, between McClurkan and Strouse Avenues, current parking that is located within/adjacent to the public right-of-way is to be reconfigured. The reconfiguration is to be all parallel parking.
5. Proposed Dormitory Parking. A parking area serving residents of a future dormitory is proposed. Parking is to be located behind the building.
6. Southern Mixed Use Area Parking. Two parking areas serving future mixed use buildings are proposed. Parking is to be located behind and between the buildings.
7. Northern Mixed Use Area Parking. One or more parking areas serving future mixed use buildings are proposed. Parking is to be located behind buildings.
8. Emmett Avenue Optional Parking Structures. At NADC's option, the current surface parking may be replaced by up to two parking structures. Each parking structure may be configured one of two ways:



- a) Two levels using the topographic change for separate access at each level and no internal ramp.
  - b) Three levels with collective access and an internal ramp
9. Trevecca Avenue Optional Parking Structure. At NADC's option, the proposed development may be a parking structure. The parking structure may be configured with up to four levels. If the redevelopment does not include a parking structure, NADC may include surface parking as long as it is screened from a public way.
  10. Individual Building Parking. NADC may provide small parking areas in conjunction with current and proposed buildings. The parking may provide for short-term and handicapped. Proposed parking is to be located to the side and rear of buildings.
  11. Internal Parking Areas Connection. Current and proposed parking areas that are located internal to the campus are to have connecting access. The internal connections are to reduce the need for vehicles to return to the public street while searching for parking.

Proposed parking locations and estimated number of spaces are identified in the following graphic titled "Parking".






Proposed parking lot design is to incorporate the following design guidelines:

- Minimum 5 foot wide landscape strip along perimeter with public street
- Connection of adjoining parking lots to allow internal circulation
- Identified lanes for parking circulation with collected access at public street
- Landscaped islands located at the end of stall groups
- Interim landscape strip constituting at least 8 percent of the total parking area; one canopy tree every 15 stalls.

# MASTER DEVELOPMENT PLAN

## Parking

### Legend

-  Campus Expansion Area
-  Existing Building
-  Existing Surface Parking
-  Proposed Surface Parking
-  Proposed Optional Parking Structure



## **Intent.**

- Continue the use of current on-campus pedestrian access and circulation except for and until the initiation of areas proposed for redevelopment and new development
- Provide additional pedestrian circulation between current and proposed activity centers
- In conjunction with Metro, provide sidewalks for public streets adjacent to and within the campus
- Provide connection between on-campus access and circulation and public sidewalks
- Provide upgrade of current sidewalks at the perimeter of the campus in conjunction with proposed redevelopment and new development

**Current and Proposed Pedestrian Access and Circulation.** All current pedestrian access and circulation is to continue except for and until the initiation of areas associated with proposed improvements. Portions of Trevecca and Strouse Avenues provide the principal circulation between class and residential locations. Two defined on-campus routes provide the principal circulation between the two class locations at opposite ends of the campus and further connecting with the Administration Center. The on-campus locations are identified as follows:

- Entering at the corner of Trevecca and Strouse Avenues and connecting westerly with the principal parking area and the class areas located west of the Administration Center
- Entering mid-block on Trevecca between McClurkan and Strouse Avenues and connecting westerly with the Administration Center

Proposed pedestrian access and circulation improvements are identified in the following.

Existing Trevecca/Strouse/Class Area Pedestrianway Improvements. A more identifiable extension of the pedestrianway connecting with the class area in the western part of the campus is proposed. Improvement of seating and landscaping in the existing pedestrian activity center near the Financial Aid and Business Office is also proposed.

Existing Trevecca/Administration Center Pedestrianway Improvements. A more identifiable extension of the pedestrianway further linking Trevecca Avenue and the Administration Center to the class area in the western part of the campus is proposed. A pedestrian activity center is proposed at the class area in the western part of the campus.

Residential Pedestrianway. In conjunction with the existing and proposed dormitories, a pedestrianway is proposed connecting the residential areas and Administration Center and nearby classes. The pedestrianway is to be located mid-block between Trevecca and Emmett Avenues. A pedestrian activity center is proposed at the confluence of dormitory connections.

McClurkan Avenue Pedestrian Access. A formal pedestrian access at the intersection of Gallatin and McClurkan Avenues is proposed. The access is to also connect with a proposed pedestrianway linking the portion of the campus located east of Gallatin Avenue and the Administration Center. A controlled pedestrian cross-walk at Gallatin Avenue is also proposed.

Strouse Avenue Pedestrian Access. A formal pedestrian access at the intersection of Gallatin and Strouse Avenues is proposed. The access is to also connect with a proposed pedestrianway

# PEDESTRIAN ACCESS AND CIRCULATION



linking the portion of the campus located east of Gallatin Avenue and the center of the western side of the campus. A controlled pedestrian cross-walk at Gallatin Avenue is also proposed.

East Side of Gallatin Road Pedestrianway. A pedestrian way serving the class areas east of Gallatin Avenue is proposed. The route is the rear of the proposed buildings. In addition, two pedestrian activity centers are proposed.

Sidewalks. A system of public sidewalks in conjunction with the public streets within the campus is proposed. The extent of the proposed sidewalks is subject to Metro approval and funding.

Due to the provision of sidewalks adjacent to proposed development, sidewalks are not proposed in the following locations:

1. South side of McClurkan Avenue between Trevecca and Emmett Avenues
2. North side of Strouse Avenue between Trevecca and Emmett Avenues
3. West side of proposed Emmett Connector between Douglas and Strouse Avenues

In addition, no sidewalk is proposed for Emmett Avenue between McClurkan and Strouse Avenues. No NADC related pedestrian circulation is included in this location.

Pedestrian Activity Center. Modification of existing and additional pedestrian activity centers are proposed where pedestrianways generally cross within the campus. The centers provide an outside location for informal student gathering during breaks, meals and moving between classes and residences. They may also be used for social gatherings and events outside of the class schedule. Provisions for pedestrian activity centers may include a plaza, seating, tables, bike racks, trash receptacles, kiosk, shade trees/landscaping and low intensity lighting.

Pedestrianways, access, crossings, pedestrian activity centers and bicycle routes are located on the following graphic titled "Pedestrian and Bicycle Circulation".

**Pedestrian Improvements Timing.** Proposed sidewalk improvements are to be completed in conjunction with proposed buildings that are adjacent to the sidewalk area per the zoning code Section 17-20-120.






Proposed pedestrian activity center improvements are to be completed in conjunction with proposed buildings that are adjacent to the center.

Proposed pedestrian crosswalk improvements are to be completed in conjunction with proposed building improvements on the east side of Gallatin Avenue.

# MASTER DEVELOPMENT PLAN

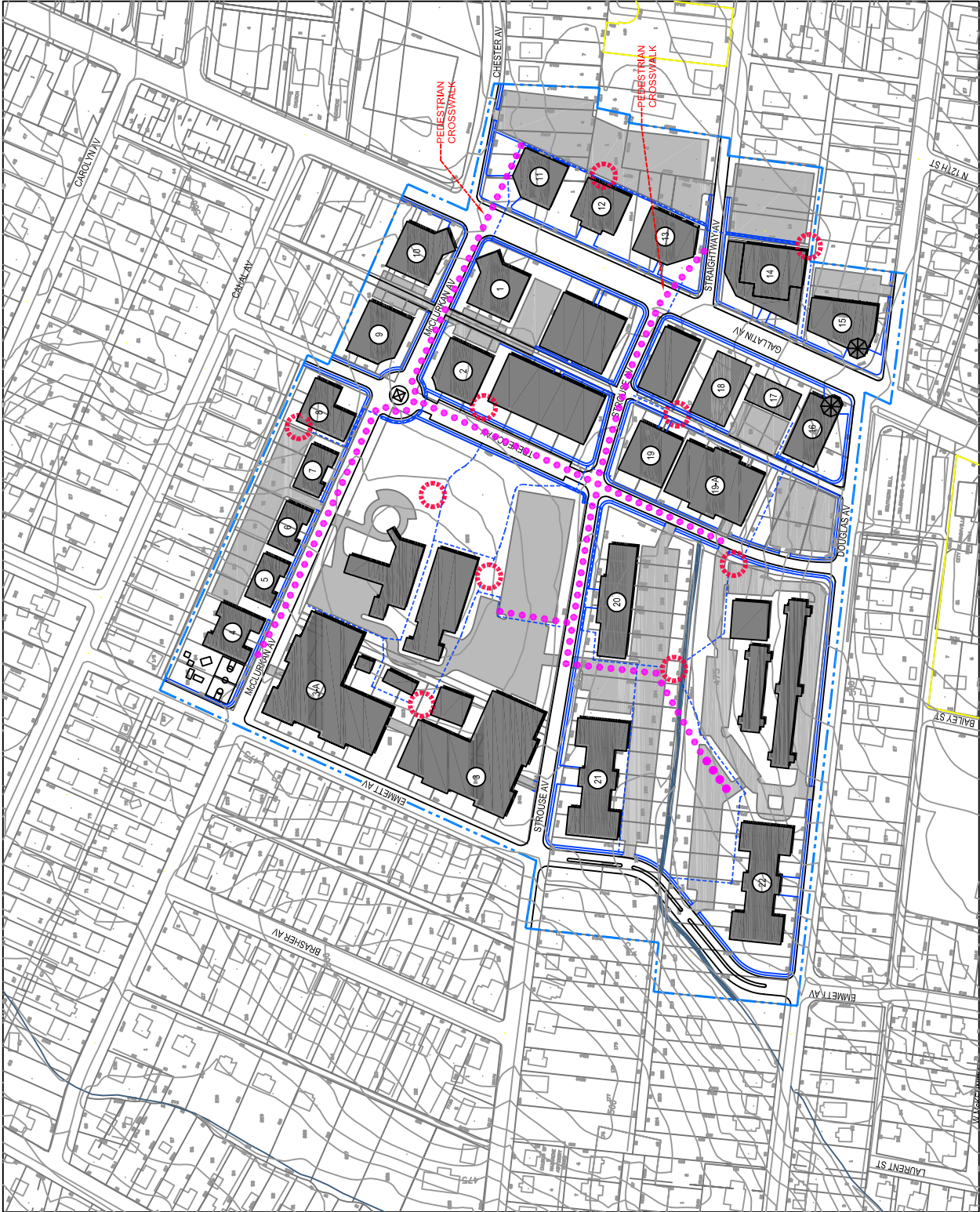
## Pedestrian & Bicycle Circulation

### LEGEND

-  Campus Expansion Area
-  Pedestrian Way
-  Pedestrian Activity Center
-  Sidewalk
-  Bicycle Route



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# OPEN SPACE, LANDSCAPING, BUFFERING, SCREENING & TREE REPLACEMENT



## **Intent.**

- Continue the use of current open space, landscaping, buffering, screening and trees except for and until the initiation of areas proposed for redevelopment and new development
- Provide open space, buffering and screening between proposed development and existing residential neighborhoods using buffer type “C”
- Provide a park for neighborhood use
- Provide landscaped entries, streets, and park/outdoor recreation areas
- Protect existing trees in conjunction with construction and replace when lost
- Provide the ratio of trees to land area on a parcel or building basis; Current development to remain is exempt from the tree ratio provisions

**Current and Proposed Open Space.** There is one area associated with open space currently. The large open space between Trevecca Avenue and the Administration Center served as the lawn for the original residence. The lawn is to remain with only minor change to the access drive for the Center.

Proposed open space and park improvements are identified in the following.

Open Space between Emmett Connector and Western Boundary. The area between the proposed Emmett Connector and the proposed western expansion boundary is to be open space. The location provides an attractive entry for the campus and serves as a buffer between the campus and the existing residential neighborhood. The open space may also be used for passive recreation and exercise by the neighborhood.

Pocket Park at McClurkan and Emmett Avenues. A pocket park at the northeast corner of the McClurkan and Emmett Avenues intersection is proposed. Intended as a recreational facility for neighborhood use, the park is to include a small paved court and/or limited playground, seating and landscape area. Lighting is limited to security.

Potential Open Space at Lawn. Provide that the three-level parking structures located on Emmett Avenue are built as shown on the Proposed Building Site plan, the section of the existing parking designated on the Plan is to be removed and restored as open space.

**Current and Proposed Buffering and Screening.** Current buffering and screening is to remain except for and until the initiation of proposed improvements. Current improvements are not subject to buffering and screening provisions unless and until there is an expansion of more than 25 percent.

Proposed buffering and screening is to be provided in conjunction with the following proposed improvements:

- A college-related use, other than single-family residential, is adjacent to the side and/or rear of a non-college residential use

# OPEN SPACE, LANDSCAPING, BUFFERING, SCREENING & TREE REPLACEMENT

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- College-related parking of more than three spaces that is opposite/visible from a non-college use sharing a public street

In addition, more opaque screening is to be provided in conjunction with the following proposed improvements:

- Ground mounted air handling and electrical transmission equipment
- Ground mounted communication dishes that are more than five feet in diameter
- Trash collection bins
- Outside storage areas
- Loading areas
- Fueling areas

Buffering and Screening Type. Buffer yards are to be consistent in width and planning material design along all public and potential private street. Appearance is to be uniform throughout the campus. All buffer yards are to comply with the Metro Zoning Codes type “C”.

Screening is to be provided as a year-round type involving a height of 3.5 feet. Planting beds are to be a minimum width of six feet.

**Current and Proposed Tree Ratio.** Current improvements are not subject to Tree Ratio provisions. In conjunction with proposed improvements, the proposed Tree Ratio shall be a minimum of 14 units per acre. Street trees may count, up to 50 percent, toward any required trees for a specific site’s development.





**Intent.**

- Continue current exterior lighting provisions, except those associated with proposed improvements, based on the standards under which they were installed
- Provide integrated function and appearance within Gallatin Avenue corridor
- Provide integrated function and appearance within the campus
- Provide lighting internally directed in minimizing impact on adjoining residential areas

**Exterior Lighting Standards.** Exterior lighting standards are defined as follows:

Type	Mounting	Direction Toward	Maximum Height	Intensity*
Street	pole	Metro	Metro	Metro
Drive & Parking	pole	ground	30 feet	medium
Special Activity	pole	ground	30 feet	high
Pedestrian	pole	ground	15 feet	medium
Security	pole	ground	15 feet	low
Building Up	ground	bldg.up	bldg. ht.	high
Building Face	building	bldg./ground	bldg. ht.	medium
Signage	ground	sign/internal	3 feet	low

\*Low intensity: 1,000 – 2,000 maximum lumens per fixture

Medium intensity: 4,000 – 5,000 maximum lumens per fixture

High Intensity: 10,000 – 15,000 maximum lumens per fixture

**Current and Proposed Lighting.** All current lighting, on-street and on-campus, is to remain unless and until it is changed by proposed improvements.

Proposed lighting is identified by location, type and intensity as follows.

Academic Areas. Academic areas and their associated parking are to include medium to high intensity lighting.

The medium intensity lighting is to be located among the existing and proposed academic buildings. All lighting improvements are to be oriented as follows:

- Medium height standards in parking areas with light directed toward the parking surface; standards are to be located other than adjacent to residential neighborhoods
- Building face directional that illuminates the building surface and adjacent ground
- Pedestrian directional that is mounted on poles in conjunction with pathways
- Signage directional that illuminates campus and building access/information

The high intensity lighting is to be located along Gallatin Avenue in providing a uniformly lighted corridor that consists of public street standards and building face directional lighting. The formal/visitor campus entry at Gallatin and McClurkan Avenues also includes lighting for ground signage and landscape feature.

# EXTERIOR LIGHTING



Mixed Use Areas. Mixed use areas and their associated parking are to include medium intensity lighting. All lighting improvements are to be oriented as follows:

- Medium height standards in parking areas with light directed toward the parking surface; standards are to be located other than adjacent to residential neighborhoods
- Building face directional that illuminates the building surface and adjacent ground
- Pedestrian directional that is mounted on poles in conjunction with pathways and pedestrian activity areas
- Signage directional that illuminates campus and building access/information

Residential Areas. Residential areas and their associated parking and outdoor activity areas are to include medium intensity lighting. All lighting improvements are to be oriented as follows:

- Medium height standards in parking areas with light directed toward the parking surface; standards are to be located other than adjacent to residential neighborhoods
- Building face directional that illuminates the building surface and adjacent ground
- Pedestrian directional that is mounted on poles in conjunction with pathways and pedestrian activity areas
- Signage directional that illuminates campus and building access/information

In the residential areas adjoining the proposed Emmett Avenue Connector, it is the preference to have medium light standards for the street that complement the residential areas' lighting. The lighting standards may need to meet different Metro requirements since it is NADC's intent to dedicate the Connector to Metro.

Optional Parking Structure Areas. Optional Parking Structure areas are to include medium intensity lighting. All lighting improvements are to be oriented as follows:

- Medium height standards in parking areas with lighting directed toward the parking surface; standards are to be located other than adjacent to residential neighborhoods
- Building face directional that illuminates the building surface and adjacent ground
- Signage directional that illuminates campus and building access/information

Open Space and Park Areas. Open Space and Park areas are to include low intensity lighting. All lighting improvements are to be oriented as follows:

- Pedestrian directional that is mounted on poles in conjunction with pathways and pedestrian/recreation activity areas

Existing Administration Center and Lawn. The existing Administration Center and Lawn is to include additional medium intensity lighting. Additional lighting improvements are to be oriented as follows:

- Medium height standards in parking areas with the light directed toward the parking surface
- Building up-lighting located on the ground and directed/limited to the face of the building
- Building face directional that illuminates the building surface and adjacent ground
- Pedestrian directional that is mounted on poles in conjunction with pathways and pedestrian activity areas

# EXTERIOR LIGHTING

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- Signage directional that illuminates campus and building access/information
- Special activity lighting that is temporary/limited in period in conjunction with a special purpose such as ceremony, entertainment and recreation

**Intent.** It is the intent to implement proposed improvements utilizing two phases. The phasing is to provide a contiguous development pattern in making the campus cohesive in function and appearance. The phasing is to also ensure the viability of existing areas during long term acquisition by NADC.

Phasing Variation. Phasing can not be totally governed by the College due to the possibility of owners in the expansion area wanting to sell at times other than those proposed by NADC. Variation in phasing may occur when it is consistent with the intent to provide a cohesive campus and maintain the viability of an existing area.

**Proposed Phases.** Two phases are proposed for campus improvements. The phases and their associated proposed development sites are identified in the list below.

The Alternative Phase I and Alternative Phase II represents phasing based on current ownership and long-term agreements. If NADC is unable to acquire most of the properties for expansion, the alternative phasing would apply. The optional parking structures on development sites 3 and 3-A would have to be reassessed by Public Works due to the absence of the proposed Emmett Avenue connector and acquisition of the land associated with the connector.

Phase I Development Sites	Alternate Phase I Development Sites	Phase II Development Sites	Alternate Phase II Development Sites
1	1	4	9
2	2	5	
3	3	6	
3-A	3-A	7	
8	14	11	
9	17	12	
10	18	13	
14	19	15	
17	19-A	16	
18	20	21	
19			
19-A			
20			
22			

The location of development sites associated with each phase is shown in the following graphic titled “Proposed Phasing”. (Alternate phasing is not shown.)

# MASTER DEVELOPMENT PLAN

**Proposed Phasing**  
(May Vary Due to  
Acquisition)

**LEGEND**

- Existing Building
- Phase 1
- Phase 2
- Campus Expansion Area



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