



East Bank Redevelopment Plan Design Guidelines

Metropolitan Development and Housing Agency
Nashville, Tennessee
September, 2000

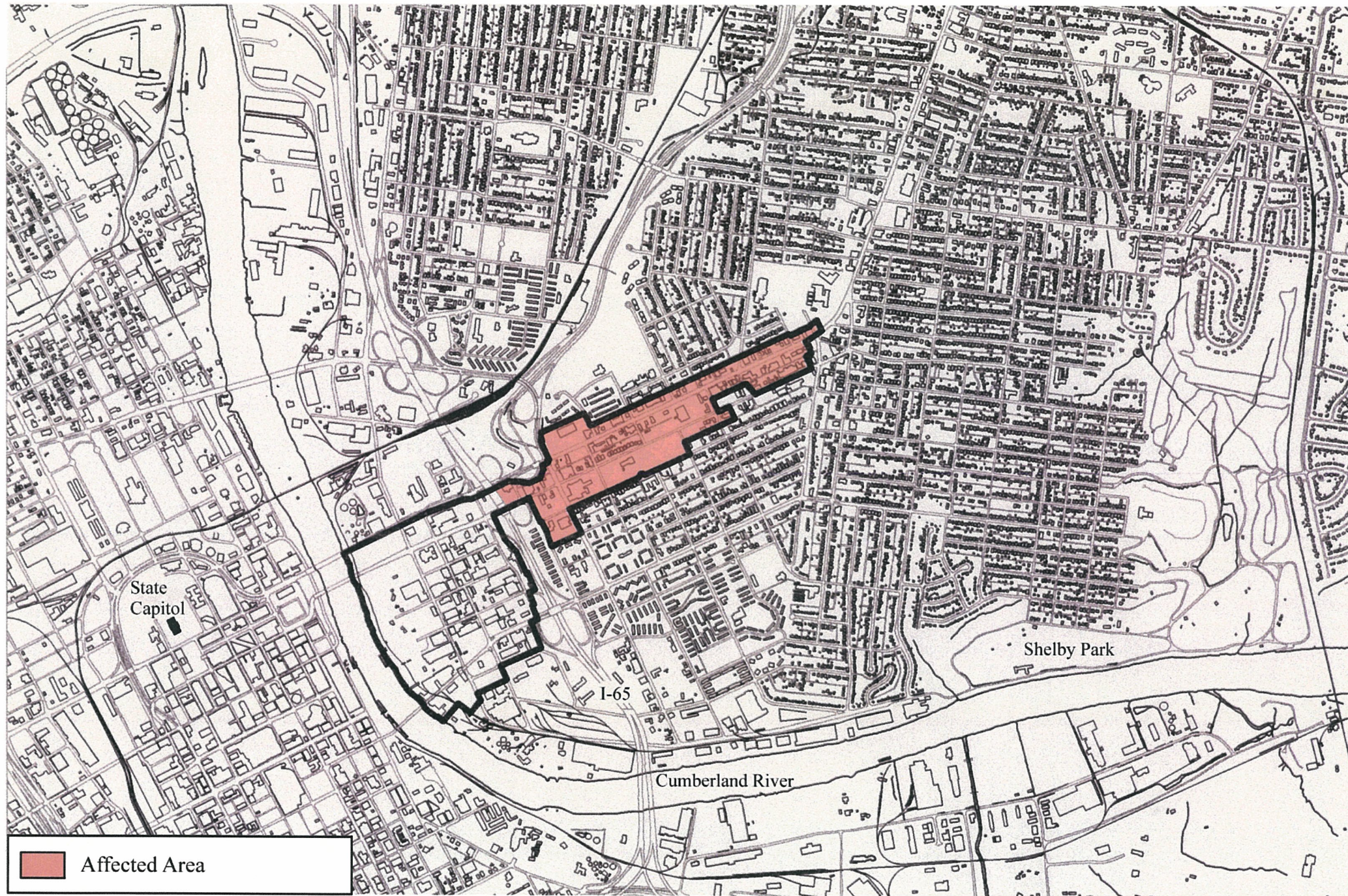
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Looney Ricks Kiss Architects

**Ogden Environmental and
Energy Services**

East Bank Redevelopment District Location Map



Statement of Intent

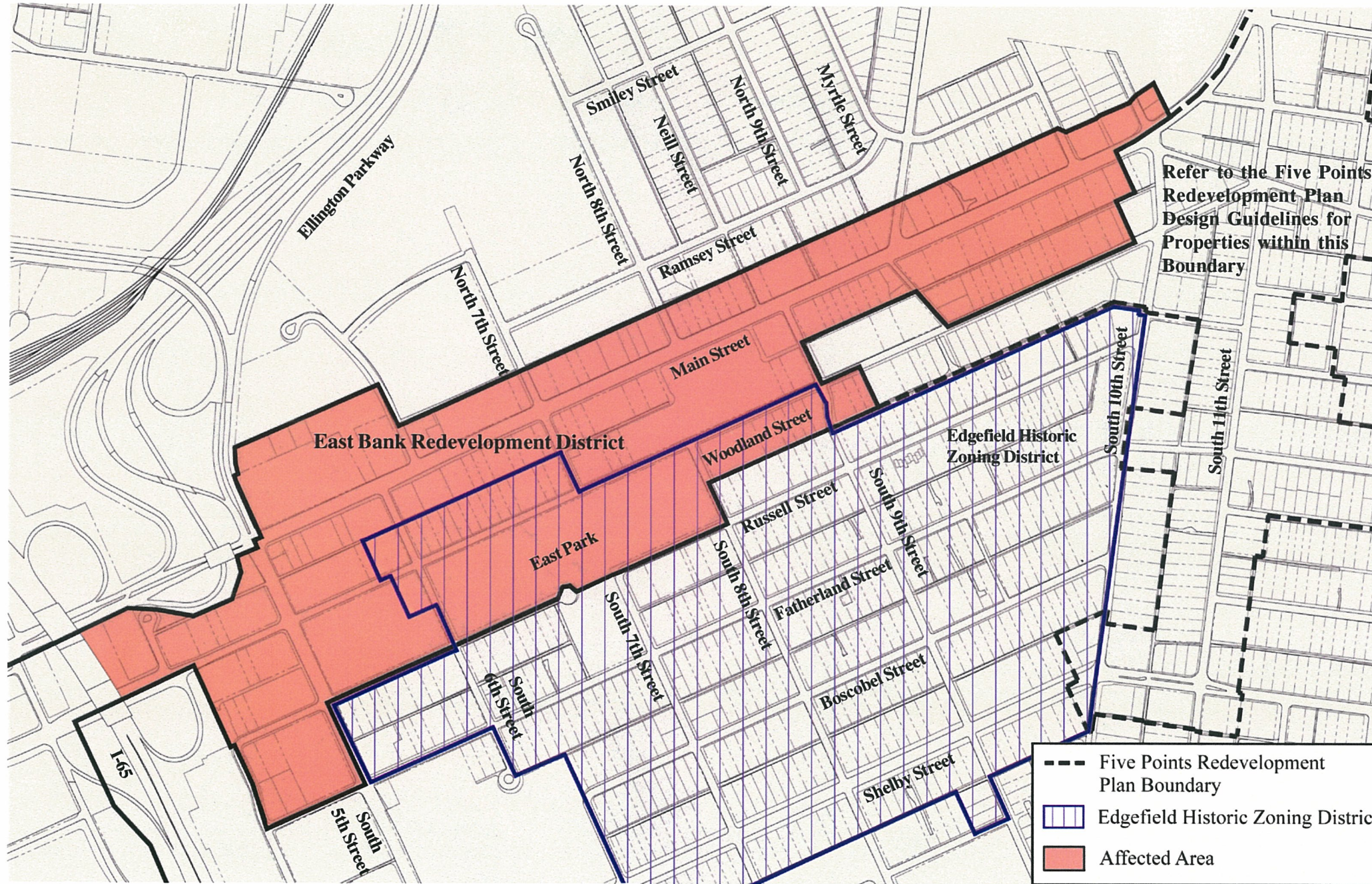
This document is intended to serve as a guide to assist property owners, developers, architects, builders, business owners, public officials, and other interested citizens when considering rehabilitation, redevelopment or new construction in the East Bank Redevelopment District. As stated in the East Bank Redevelopment Plan, “The Board of Commissioners of MDHA may supplement the [East Bank Redevelopment] Plan with rules and standards to assist the design review committee in interpreting this Plan as it relates to appropriate uses, design, color, setbacks, landscaping, parking, ingress and egress and other restrictions in accordance with this section.”

East Nashville has seen its share of change over the latter part of the 20th century. Residential investment increased as houses were renovated and the traditional urban splendor was beginning to be restored. The Adelphia Coliseum cleared the blighted areas on the east side of the river and helped bring attention to the potential for commercial development to catch up in East Nashville. While the tornadoes of 1998 devastated many of the neighborhoods, the results brought about a desire to make East Nashville better than it was before the storms. A year after the tornadoes, a team of city planning experts were brought in from around the country by the American Institute of Architects and the East Nashville community to form a Regional / Urban Design Assistance Team and to complete a comprehensive long range plan for the affected areas. The R/UDAT Plan (*REdisCOVERY: A Plan for East Nashville*) outlines economic, physical and organizational strategies intended to enhance and reposition East Nashville. A key recommendation of the R/UDAT Plan is the application of design guidelines for the commercial sections of the area. The design guidelines in this document will serve as the basis for the Metropolitan Development and Housing Agency’s Design Review Committee.

The design guidelines are intended to ensure new development and redevelopment in the study area that:

- Knits the East Nashville neighborhoods together by providing economic vitality through commercial redevelopment that serves the area’s diverse population and encourages positive urban reinvestment;
- Reinforces a scale and form of urban development that emphasizes sensitivity to the pedestrian environment while accommodating the area’s parking needs;
- Encourages mixed use development with ground floor uses, such as restaurants, shops and services, to animate the street;
- Includes the adaptive use and sensitive rehabilitation of existing older buildings;
- Protects and enhances the economic viability of the area, as well as a diversity of uses and activities;
- Eliminates and prevents the recurrence of blight;
- Assures adequate light, air, open space, off street parking, and future stability of the entire area.

East Bank Redevelopment Plan Guidelines Affected Area



Refer to the Five Points Redevelopment Plan Design Guidelines for Properties within this Boundary

How to Use the Guidelines

These guidelines shall be supplemental to the Restrictive Covenants running with the land of the Metropolitan Development and Housing Agency in the East Bank Redevelopment Area and shall apply to only those parcels within the redevelopment district and east of Interstate 65. Any property located in the Edgefield Historic Zoning District or the Lockeland Springs-East End Conservation Zoning District shall also be subject to the guidelines set forth by the Metropolitan Historical Commission. Any property considered National Register eligible or designated to the National Register of Historic Places, or in a National Register District and considered a “contributing” property shall also be subject to the Secretary of the Interior’s Standards for Treatment of Historic Properties. Properties considered National Register eligible in the East Bank Redevelopment District on the date these guidelines were adopted include 601 Main Street and 931 Main Street.

- Where two sets of guidelines exist, the stricter shall be followed. This will be handled in the following way:
- Where a property is within both a historic preservation zoning district and a redevelopment district, design review shall be the primary responsibility of the Metropolitan Historic Zoning Commission using the design guidelines adopted by that commission for that district.
 - When a property is within both a neighborhood conservation zoning district and a redevelopment district, design review for new construction, demolition, and additions shall be conducted by the MHZC using the design guidelines adopted by that commission for that district; additional design review of signage, landscaping, screening, alterations not reviewed by MHZC, etc., shall be conducted by MDHA.

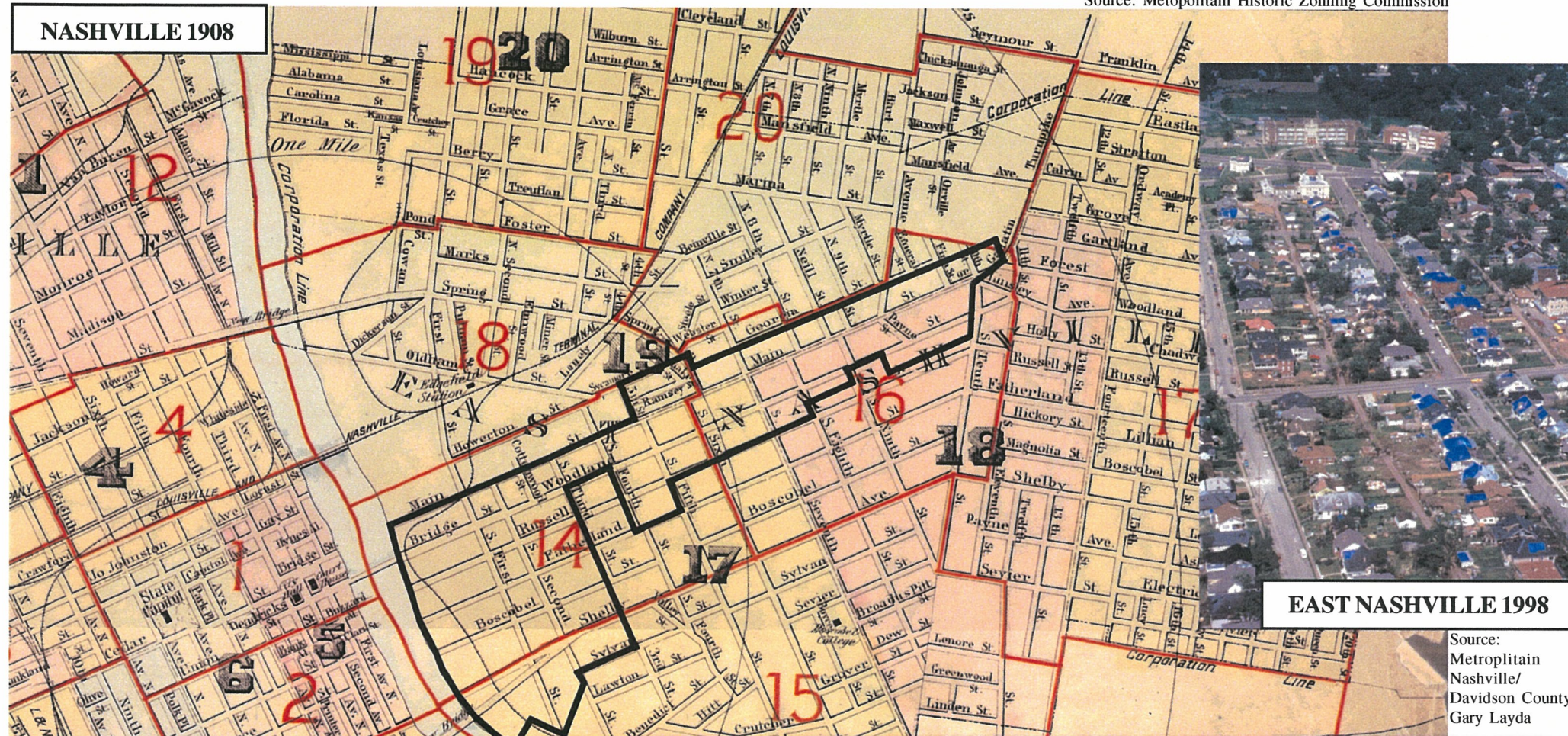
These guidelines should be used by property owners, developers, architects, builders, business owners, public officials, and interested citizens when considering rehabilitation, renovation, redevelopment or new construction in the East Bank Redevelopment District. These guidelines should also be consulted by Metro government with respect to proposed infrastructure and streetscape improvement projects. While the underlying “base” zoning continues to govern land use, these guidelines are customized for the district, and where these guidelines are more restrictive, will supersede the base zoning. The guidelines will provide more specific bulk, landscaping, parking, facade, and signage standards. Compliance with these guidelines does not exempt any property from applicable local, state, and federal laws, codes, or guidelines.

To ensure consistency with these guidelines, the MDHA’s Design Review Committee will review all projects in the district which require building permits. The words “shall” or “shall not” indicates those design standards that are mandated, while terms such as “should,” “encouraged,” and “discouraged” indicate design principles which are more flexible and advisory in nature. Additions and modifications to existing structures shall bring property as close to compliance with these standards as deemed reasonably feasible by the Design Review Committee. Where “primary” or “secondary” streets are referred to, the Design Review Committee shall determine which street is the primary street based on the amount of traffic, parcel orientation, alley location, and the existing context (adjacent parcel and building orientations). “Height” shall be the vertical dimension of the building wall, measured from the sidewalk level of the primary street abutting the property, not including sloped roofs. The term “adjacent” refers to parcels that are either directly abutting, or directly across a street or alley from the affected property. **The Design Review Committee may allow for deviations from the guidelines for exceptional design concepts or unusual physical constraints.**

While MDHA’s East Bank Redevelopment District and Five Points Redevelopment District are contiguous, these guidelines apply only to those parcels located within the East Bank Redevelopment District boundaries, as shaded in the map on this sheet. A portion of the Five Points Redevelopment District is dashed in for reference, but shall not be considered as precise boundaries. Likewise, these guidelines shall not apply to parcels shown within the Five Points Redevelopment District. Refer to the current Five Points Redevelopment District map and guidelines for parcels located in that district.

Creation of the Guidelines

These guidelines were developed through a collaborative process which encouraged the input of those having a stake in the future of the East Bank Redevelopment District. A number of general design principles were suggested in the *R/UDAT* plan completed for the East Nashville community in 1999. These design principles were further tested and developed for specific areas in the Redevelopment District through a steering committee formed by MDHA, consisting of residents, property owners, business people, public officials, and other stakeholders. Furthermore, a public *Vision Survey* was conducted to gain additional public input (See Sheet 4). After the initial design concepts and draft guidelines were developed for the district, another public meeting was held to present these ideas and obtain feedback. A final draft of the guidelines was prepared, presented for further steering committee input, and refined until this document accurately reflected the committee’s consensus and the goals of the Metropolitan Development and Housing Agency.



NASHVILLE 1908

EAST NASHVILLE 1998

Source:
Metropolitan
Nashville/
Davidson County,
Gary Layda

History

David Shelby, Themy Purnell and Daniel Williams are considered some of the original pioneers of East Nashville, receiving large tracts of land granted to them shortly after the Revolutionary War. As Nashville grew, the affluent grew tired of the pollution and slums that infected downtown and, with the help of the ferry across the Cumberland River, were able to escape from the city. Throughout the 19th Century, large tracts were divided into estates that were eventually subdivided into small lots, forming Nashville's most exclusive suburb. Commercial development followed residential growth, and access to the area was improved, as street car lines were extended and the Shelby Street Bridge was constructed. The "East Side" quickly became an attractive neighborhood for Nashville's upper classes. As growth continued, Edgefield incorporated in 1868 and soon became a self sufficient community.

By the early 1900s, East Nashville was completely subdivided into small residential lots, neighborhood corner commercial stores and a street grid that remains today. The great "East Nashville Fire" of 1916 destroyed over 600 buildings, including many of the earliest homes built in Edgefield. Five Points emerged as the major commercial center, and the homes lining Main Street were converted to commercial properties that served the surrounding neighborhoods and the emerging suburbs farther east. Surviving the 1926 flood and a tornado that ripped through East Nashville in 1933, the area began a period of decline as new development focused to the west of downtown. Following World War II, East Nashville suffered from the flight to the suburbs and urban renewal projects, including highways and large public housing developments.

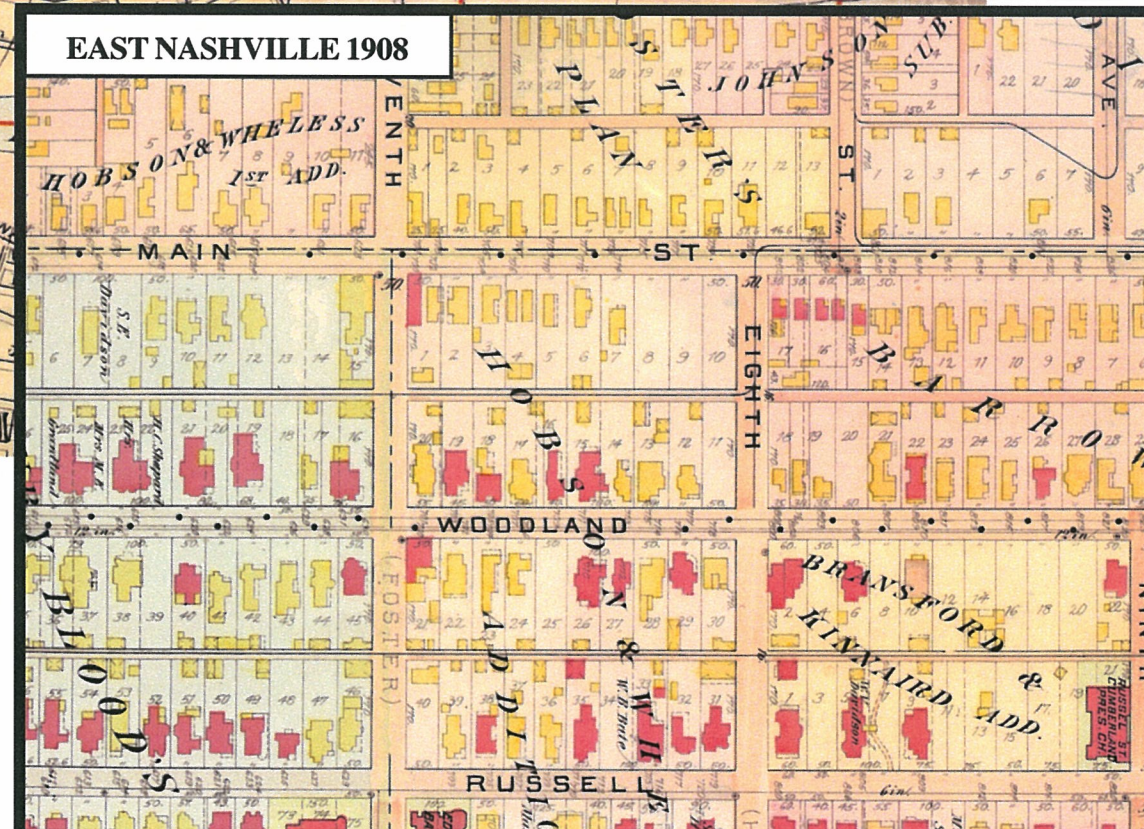
While many historic structures were lost during the second half of the 20th Century, a resurgence of "urban pioneers" envisioned a renaissance of the East Nashville of yesteryear. Since the 1970s, an increasing number of homes have been restored, bringing middle and upper income residents back to the inner-city. On April 16, 1998, several tornadoes passed through downtown and caused major destruction in East Nashville. While the storms devastated the area, they brought major attention to the neighborhoods of East Nashville and unified those who live and work there. As an outcome of the tornadoes, a major planning effort took place known as R/UDAT. From the R/UDAT, *Rediscover East* was formed as an inclusive community council charged with implementing the R/UDAT Plan.

East Nashville is currently home to a diversity of cultures, races and incomes. In order to maintain the diversity cherished by the East Nashville community, additional commercial development is needed to serve all its residents. The future of these great neighborhoods is contingent upon pro-active efforts by the community and the Metropolitan Government to ensure that the character of the traditional urban fabric and the spirit that defines East Nashville is preserved and enhanced.



EAST NASHVILLE 1916

Source: Images of America, East Nashville by E. Michael Fleenor



EAST NASHVILLE 1908

Source: Metropolitan Historic Zoning Commission

Inappropriate

NO



Front parking lots prevent any building enclosure along this streetscape. Highway-scaled lighting, numerous curb cuts, and poorly maintained sidewalks also characterize this streetscape, which received a rating of 92% inappropriate for Main Street. Comments included "barren" and "sidewalks awful."



A total of 77% of survey respondents rated this streetscape image inappropriate for the Woodland Street/Five Points area. Comments included "needs to be rear parking" and "landscaping needed."



This signage image was found inappropriate for the commercial corners by 88% of survey respondents. Comments included "poor placement" and "bad materials."



This building received a rating of 78% inappropriate. Survey respondents noted that the "materials are bad" and "too much clutter in front."

Appropriate

YES



A total of 88% of survey respondents found this image appropriate for Main Street. Key elements of a successful streetscape are illustrated, including: buildings that frame the street, on-street parking, a landscaped median, brick cross-walks, and ample street trees.



This rear parking lot, which features landscaping and trees between the buildings and the sidewalk, was found appropriate for Woodland Street / Five Points by 92% of survey respondents.



This building with a creative and well-crafted awning was considered appropriate by 73% of respondents. Comments included "funky-good" and "good signage."



Receiving a score of 97% appropriate for residential areas, this streetscape was characterized by survey respondents as "intimate" and having "good trees."



Comments regarding this building included "awning an advantage," "good setback," and "no front parking," as 95% of survey respondents rated this building appropriate for Main Street.



Wide sidewalks, landscaping, outdoor dining, and storefronts contributed to a rating of 97% appropriate for Woodland Street / Five Points.



92% of survey respondents rated these buildings appropriate for neighborhood Commercial Corners. Comments included "nice awnings" and "good residential feel."



Despite the excessively wide street, these older residential buildings were found appropriate by 73% of survey respondents.

Public Input Results

The *Rediscovery - RUDAT Plan* for East Nashville, completed in 1999, outlines some general design principles for different areas of East Nashville. In order to test the appropriateness of those design principles and to gain additional public input, a *Vision Survey* was conducted as part of an interactive public meeting held on May 30, 2000. The purpose of the survey was to solicit visually-based preferences regarding development and design issues in the Five Points and East Bank Redevelopment districts. The participants were shown slide images pertaining to each of the following areas---Main Street, Woodland Street/Five Points, Neighborhood Commercial Corners, and Residential---that were organized into the following four design issues:

- Streetscapes
- Buildings
- Parking
- Signage

Respondents were asked to rate the appropriateness of each image for the particular area. A sampling of images and their ratings are shown on this sheet. Among the key findings of the survey were the following:

Main Street

- Automobile-oriented streetscapes having multiple driving lanes, numerous curb cuts, and lacking adequate sidewalks, landscaping, and crosswalks received the lowest scores.
- Streetscapes characterized by on-street parking, street trees, wide sidewalks, pedestrian-scaled lighting, and buildings sited along the street received the highest scores.
- Buildings as high as ten stories were considered appropriate for portions of Main Street.

Woodland Street/Five Points

- One, two, and three-story structures built to the sidewalk and having inviting storefronts rated highly.
- Rear parking and on-street parking were considered appropriate, while front parking was considered highly inappropriate.
- Multi-family residential buildings with stoops were also viewed favorably by survey respondents.

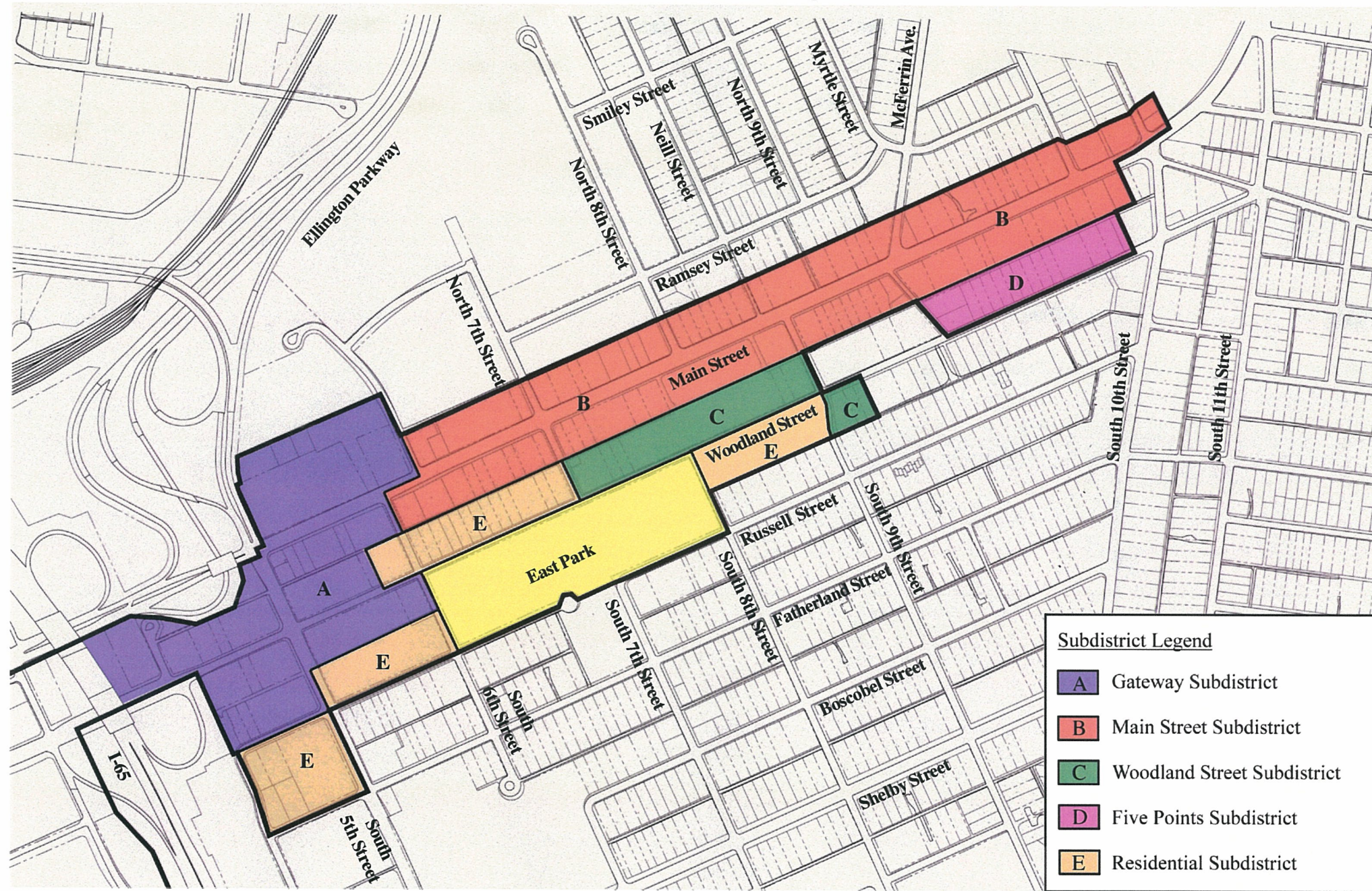
Neighborhood Commercial Corners

- Buildings placed at the sidewalk with storefronts rated highly.
- Parking located to the rear of buildings with limited view to the street was viewed favorably by survey respondents.

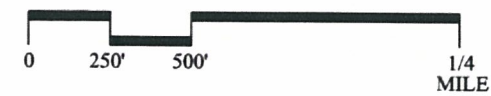
Residential

- Alterations that were insensitive to the historic context were considered highly inappropriate.
- Streetscapes with sidewalks, street trees, and parallel parking received the highest scores.

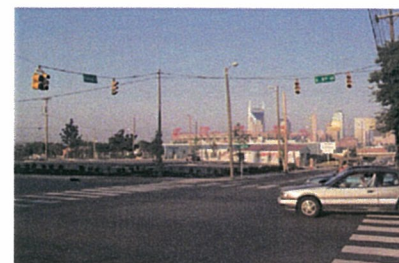
Subdistrict Map



Subdistrict Legend	
A	Gateway Subdistrict
B	Main Street Subdistrict
C	Woodland Street Subdistrict
D	Five Points Subdistrict
E	Residential Subdistrict



Existing Conditions



Gateway Subdistrict



Main Street Subdistrict



Woodland Street Subdistrict



Five Points Subdistrict



Residential Subdistrict

Subdistricts

Due to the diverse character in the East Bank Redevelopment District, five subdistricts have been identified. The identification of each subdistrict is based upon the following key factors:

- Community vision
- Existing development pattern
- Existing building types
- Future development potential
- Real estate market

The Gateway Subdistrict is located near I-65 and includes properties near 5th Street, Main Street and Woodland Street. It lies between downtown and the residential neighborhoods forming a gateway and a transition to East Nashville. Its proximity to the interstate and downtown makes it suitable for a diversity of uses. The character prescribed by the guidelines is distinctly urban, but allows for a wide range of design possibilities. Office buildings, hotels, restaurants, retail and institutional uses can all be accommodated here. Structured parking could be shared by religious institutions and commercial buildings and could serve as additional convenient parking for stadium events.

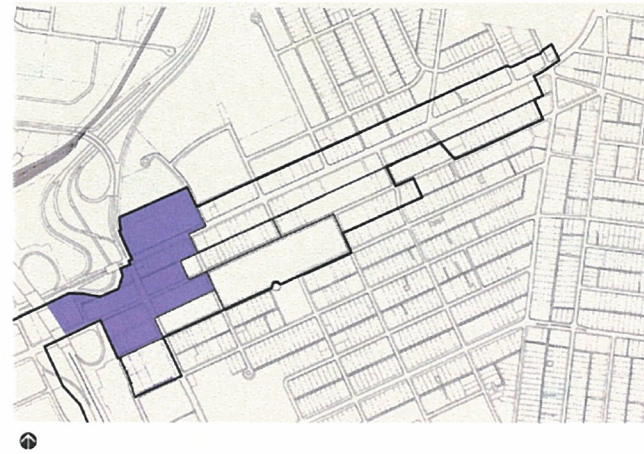
The Main Street Subdistrict includes properties fronting Main Street from 6th Street to 10th Street. Main Street serves as a public transit route that carries many riders into town, while also serving as the major thoroughfare through East Nashville to areas further east. Due to its wide cross section and automobile-friendly design, Main Street currently divides the East Nashville community. Through these guidelines, Main Street is envisioned as a “zipper” that can serve the adjacent urban neighborhoods with a mix of uses, while still taking advantage of the many riders that will continue to traverse it.

The Woodland Street Subdistrict lies between South 7th Street and McFerrin Avenue and is characterized by a mix of building types, vacant lots and several tracts that front East Park. Woodland Street currently functions as a neighborhood corridor providing a direct link to downtown. Since it is directly adjacent to the Historic Edgefield Neighborhood, future development along Woodland Street should be sensitive to its residential scale and character. Residential and mixed-use development along Woodland will activate the street, providing safer and more cohesive connections to Five Points and Main Street.

The Five Points Subdistrict is located around Historic Five Points where Woodland Street, North 11th Street and Clearview converge to form a focal point unique to Nashville. Historically East Nashville’s commercial center, Five Points still exhibits remnants of early twentieth century neighborhood shops. Envisioned in the Five Points Plan of 1991 and the R/UDAT Plan of 1998 as a vibrant center serving all East Nashvillians, Five Points could potentially become a destination for other Nashville residents as well. Storefront-lined streets with outdoor café tables and upper level residential units are envisioned to create a viable urban center that connects several neighborhoods and acts as the centerpiece for the East Nashville community.

The Residential Subdistrict consists of many existing single-family residences and historic homes that have been converted to commercial uses. The preservation of existing historic structures is highly encouraged in this subdistrict. As historic homes are modified to accommodate commercial uses, the exterior architecture shall be reasonably retained and preserved. New development in this subdistrict shall exhibit characteristics of the historic homes in the area.

Location Map



Gateway Subdistrict

General

- As stated in the East Bank Redevelopment Plan: "New development should not be allowed which obscures or detracts from the view of the State Capitol Building from Main Street."
- For any 1 or 2 family dwellings in this subdistrict, the residential subdistrict guidelines shall apply.

Buildings

Build-to line

- On mid-block parcels, a minimum of 1/3 of the building wall fronting a public street shall be built to within 4-8 ft. from the front property line.
- On corner parcels, 100% of the building wall fronting Main Street, Woodland Street, and 5th Street shall be built to within 4-8 ft. from the property line and to the corner (exceptions for entrances). Along secondary streets, a minimum of 50% of the building wall should be built to the property line.

Height

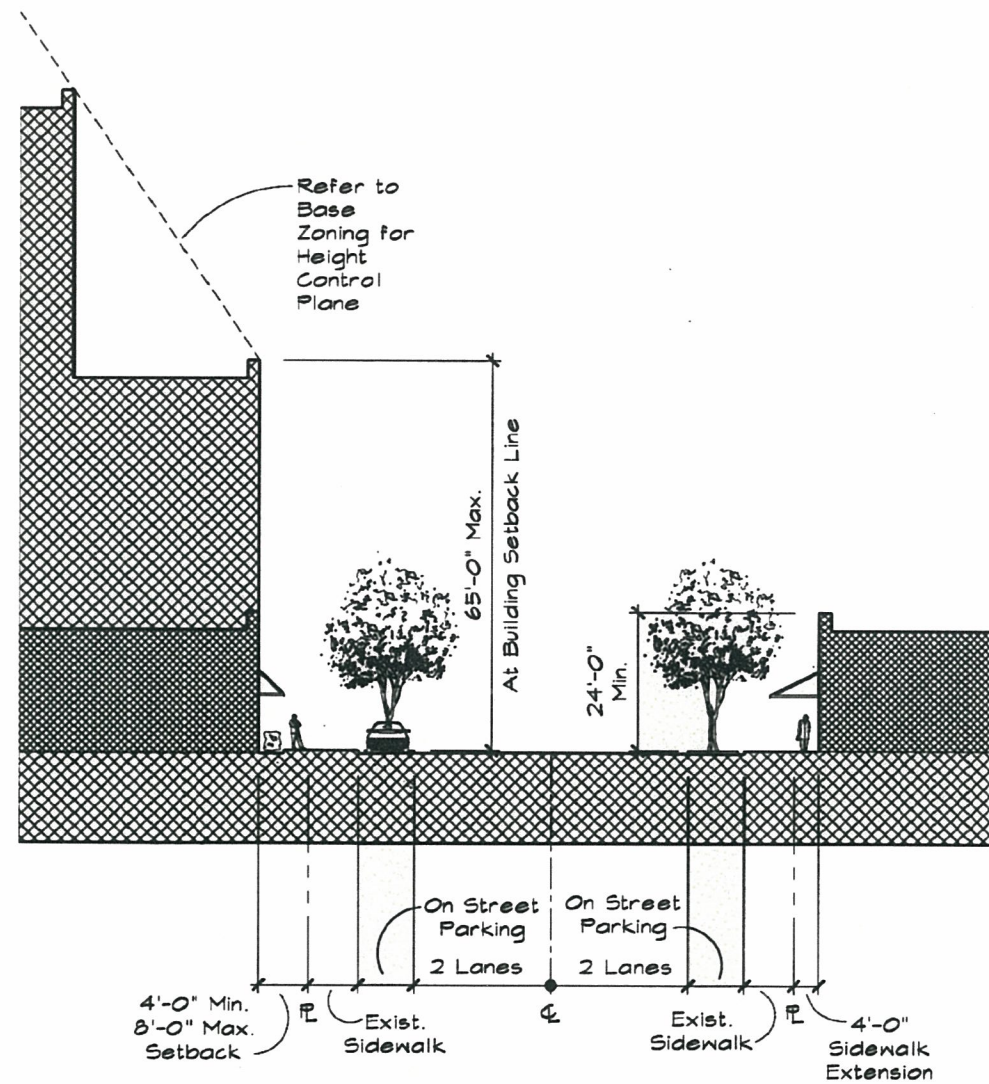
- On parcels fronting Main Street, buildings shall not exceed 65 ft. in height at the build-to line (approximately 4 stories). Additional height shall not exceed the base zoning height control plane.
- On parcels not fronting Main Street, buildings shall not exceed 65 ft. in height (approximately 4 stories).
- All front and side building walls shall be a minimum of 24 ft. in height.
- For multiple story buildings, the minimum first floor height shall be 16 ft. from finished floor to finished floor. (Exception: buildings with first floor residential use, minimum first floor height shall be 12 ft.)

Massing

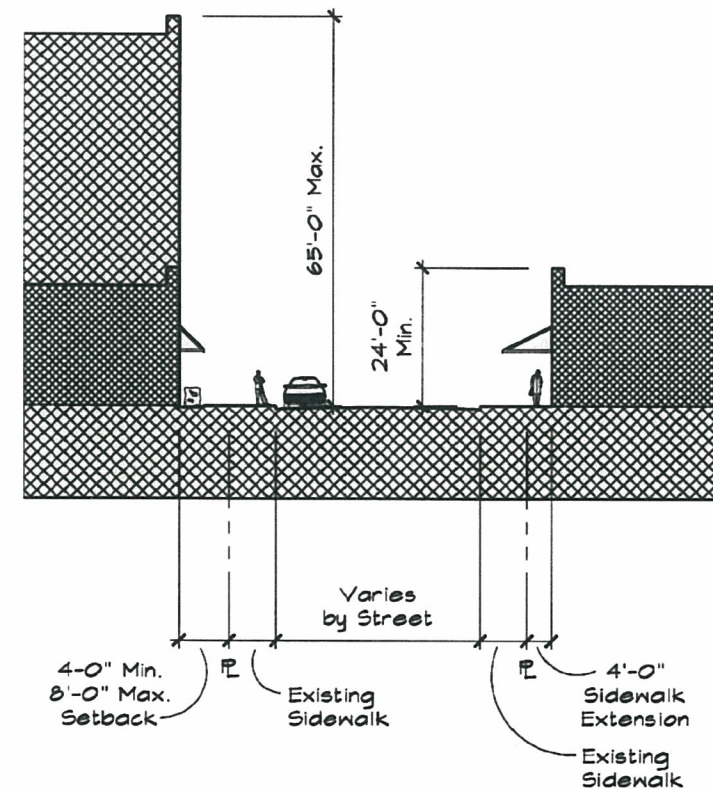
- For multiple story buildings, the width of any unbroken facade plane shall not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color as opposed to painting) shall be used to achieve this massing standard.

Facades

- Building facades at the street level shall be broken into distinct bays of no more than 25 ft. in width. Pilasters and recesses/projections may be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- For buildings with ground floor commercial use, a minimum of 40% of the first floor facade area facing Main Street, Woodland Street, and 5th Street shall be storefront windows. For one-story buildings, this shall be calculated including area from the first floor level to 16'-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("kickplate") shall be 3 ft. above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the facade area (including parapet) of upper floors shall be windows.
- For buildings with ground floor commercial use on corner parcels, glazing shall turn the corner facing the secondary street a min. of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall be located on the portion of the building complying to the build-to line facing the primary street and shall have direct uninterrupted access from the public sidewalk. All doors which front any public street should be fully glazed.
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.



Gateway Subdistrict
Main Street



Gateway Subdistrict
Other Street



Inappropriate

NO



This generic strip commercial development is dominated by signage and parking. Designed specially for automobiles, it is inappropriate for the Gateway Subdistrict.

Inappropriate

NO



False Mansard Roofs are inappropriate for the Gateway Subdistrict.

Inappropriate

NO



This overhanging "fascia" type roof is inappropriate for the Gateway Subdistrict.

Appropriate

YES



This streetscape is characterized by textured crosswalks, abundant landscape, pedestrian scale lighting, parallel parking and storefronts along the sidewalk. This design balances a pedestrian safe environment with plenty of capacity for automobile traffic.

Appropriate

YES



This gas station is built to the corner and provides plenty of landscaping to help screen its parking lot and pumps.

Appropriate

YES



This building's five story scale is appropriate in the Gateway Subdistrict, where a wide variety of land uses are encouraged. Larger buildings can also provide a transition from the interstate to buildings along Main Street.

Appropriate

YES



The architectural quality of this parking structure, combined with its ground floor retail, would be appropriate for the Gateway Subdistrict.

Appropriate

YES



Low walls, when used in combination with plantings, are an effective screening element.

Appropriate

YES



This building's architectural character, ground floor storefronts, and corner turret provides this intersection with a landmark structure.

Gateway Subdistrict (continued)

Roofs

- False mansard roofs and overhang "fascia" type roofs shall be prohibited.
- "Pre-engineered" building ("Butler Buildings") roofs shall not overhang the building wall and shall be concealed by a parapet wall on all sides.

Materials

- Vinyl Siding is prohibited.
- Metal siding and E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides (exception: accessory buildings not visible from the public right of way).
- Materials, colors, and textures should be compatible with historic buildings in the adjacent historic neighborhoods.

Awnings & Canopies

- First floor canopies/awnings are appropriate above building entrances and storefronts. Canopies and awnings shall not be of plastic material and shall not be translucent.

Access & Parking

Location of Access & Parking

- A maximum of 2 vehicular access points per parcel shall be permitted on the primary street and each shall not exceed 24 ft. in width.
- On corner parcels, one vehicular access point shall be permitted on the primary street and one on the secondary street, neither exceeding 24 ft. in width.
- Where truck access is required, access points shall not exceed 35 ft. in width.

Design of Parking

- For parking structures having street frontage, 75% of the ground floor frontage shall be devoted to retail/service/office uses, exclusive of access drives; or a minimum of 10 ft. landscape strip between the property line and the garage is required where shade trees shall be planted at a maximum spacing of one per 30 ft. of street frontage.
- Exterior walls of parking garages visible from public streets shall have an architectural cladding and flat floor plates facing the primary street.
- Parking structures with street frontage shall comply to all other "Building" standards.
- Parking lots shall be screened along all public streets by a 2-1/2 to 3 ft. high year-round, visually impervious screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged. Shared parking is encouraged.

Exterior Walls and Fences

- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed/razor wire are highly discouraged. Where either are used, it shall be dark green or black and shall have a minimum 10 ft. wide landscape screen between the public street right of way and the fence. This continuous landscape screen shall be visually impervious with shade trees planted at a maximum of 30 ft. spacing.

Streetscapes

- A minimum 4 ft. wide sidewalk should be built parallel to and along 100% of the Main Street property line and shall be contiguous with the existing public sidewalk.
- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft. (Exceptions for buildings with residential use only).
- Abandoned curb cuts shall be replaced with curbs, gutters, and sidewalks.
- See the Main Street concept plan and other general streetscape guidelines, pages 16, 17, and 18.

Main Street Subdistrict

General

- As stated in the East Bank Redevelopment Plan: "New development should not be allowed which obscures or detracts from the view of the State Capitol Building from Main Street."
- For any 1 or 2 family dwellings in this subdistrict, the residential subdistrict guidelines shall apply.
- Ground floor retail/service uses are highly encouraged.

Buildings

Build-to Line

- On mid-block parcels, a minimum of 1/3 of the building wall fronting Main Street shall be built to within 4-8 ft. from the front property line.
- On corner parcels, 100% of the building wall fronting Main Street shall be built to within 4-8 ft. from the property line and to the corner (exceptions for entrances). Along secondary streets, a minimum of 50% of the building wall should be built to the property line and to the corner.

Height

- Buildings shall not exceed 65 ft. in height (approximately 4 stories). An additional story may be added to a building that is not adjacent to a Residential Subdistrict or any single-family residence provided the height does not exceed the base zoning height control plane.
- All front and side building walls shall be a minimum of 24 ft. in height.
- For multiple story buildings, the minimum first floor height shall be 16 ft. from finished floor to finished floor. (Exception: buildings with first floor residential use, the minimum first floor height shall be 12 ft.)

Massing

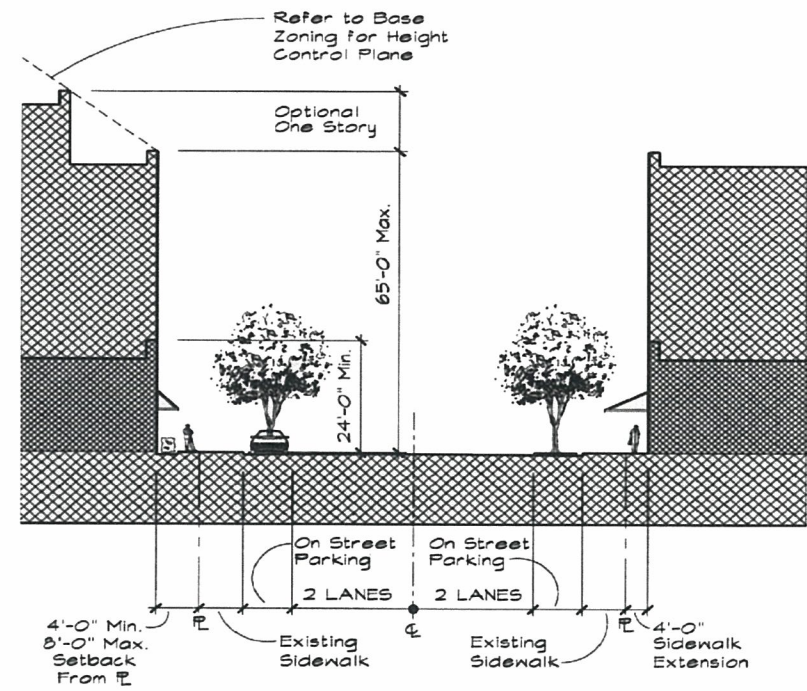
- For multiple story buildings, the width of any unbroken facade plane shall not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color, as opposed to painting) shall be used to achieve this massing standard.

Facades

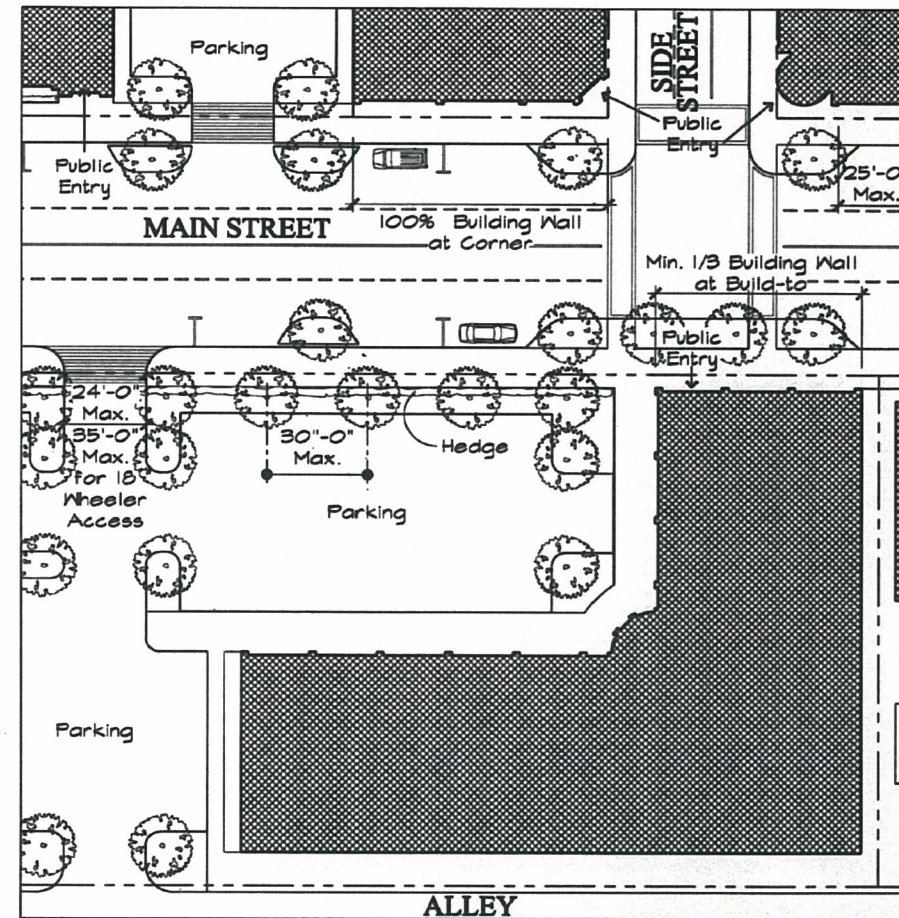
- Building facades at the street level shall be broken into distinct bays of no more than 25 ft. in width. Pilasters and recesses/projections may be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- For buildings with ground floor commercial use, a minimum of 40% of the first floor facade area facing Main Street shall be storefront windows. For one story buildings, this shall be calculated including area from the first floor level to 16'-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("kickplate") shall be 3 ft. above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the facade area (including parapet) of upper floors shall be windows.
- For buildings with ground floor commercial use, on corner parcels, glazing shall turn the corner facing the secondary street a minimum of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall be located on the portion of the building complying to the build-to line facing Main Street and shall have direct uninterrupted access from the public sidewalk. All doors which front any public street should be fully glazed.
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.

Roofs

- False mansard roofs and overhanging "fascia" type roofs shall be prohibited.
- "Pre-engineered" building ("Butler Buildings") roofs shall not overhang the building wall and shall be concealed by a parapet wall on all sides.



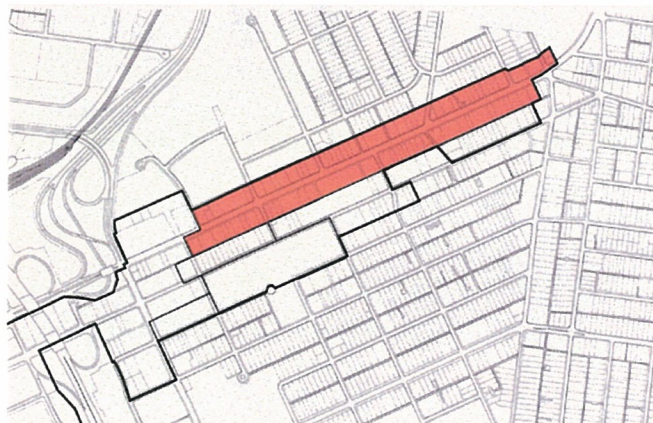
Main Street Subdistrict



Main Street Subdistrict



Location Map



Appropriate

YES



A number of techniques can be used to vary a building's massing. Brick piers are used to contrast the glass and create a projection in the building wall in the image on the left. Simple projections and recesses are used to vary the massing along the ground level of the building on the right.

Inappropriate

NO



Vinyl siding is an inappropriate building material for use anywhere in the Main Street Subdistrict. "Butler Buildings" shall not have overhanging roofs.

Inappropriate

NO



Lacking any peripheral screening, this parking lot is unattractive and detracts from the streetscape.

Inappropriate

NO



This overhanging "fascia" type roof is inappropriate for the Main Street Subdistrict.

Appropriate

YES



A minimum 4'-0" setback could be used as a planting strip or additional sidewalk surface.

Appropriate

YES



Brick pavers, street trees, landscaped medians, and well designed building facades all combine for a look and feel that would be appropriate for Main Street.

Appropriate

YES



For surface lots with frontage on a public street, trees spaced a minimum of 30 ft. apart and low hedges can be used to successfully screen parking.

Appropriate

YES



A portion of this building is built near the sidewalk with parking to the side, making it appropriate for the Main Street Subdistrict.

Appropriate

YES



Ground floor storefronts, breaks in massing, flat floor plates, and architectural cladding all make this parking garage appropriate for the Main Street Subdistrict.

Main Street Subdistrict (continued)

Materials

- Vinyl Siding is prohibited.
- Metal siding and E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides (exception: accessory buildings not visible from the public right of way).
- Materials, colors, and textures should be compatible with historic buildings in the adjacent historic neighborhoods.

Awnings & Canopies

- First floor canopies/awnings are appropriate above building entrances and above storefronts. Canopies and awnings shall not be of plastic material, and shall not be translucent.

Access & Parking

Location of Access & Parking

- A maximum of 2 vehicular access points per parcel shall be permitted on Main Street and each shall not exceed 24 ft. in width.
- On corner parcels, one vehicular access point shall be permitted on Main Street and one on the secondary street, neither exceeding 24 ft. in width. Where truck access is required, access points shall not exceed 35 ft. in width.

Design of Parking

- For parking structures having frontage on Main Street, 75% of the ground floor frontage shall be devoted to retail/service uses, exclusive of access drives; or a minimum of 10 ft. landscape strip between the property line and the garage is required where shade trees shall be planted at a maximum spacing of one per 30 ft. of street frontage.
- Exterior walls of parking garages visible from public streets shall have an architectural cladding and flat floor plates facing Main Street.
- Parking structures fronting Main Street shall comply to all other "Building" standards unless otherwise noted in this section.
- Parking lots shall be screened along all public streets by a 2-1/2 to 3 ft. high year-round, visually impervious screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged. Shared parking is encouraged.

Exterior Walls and Fences

- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed/razor wire are highly discouraged. Where either are used, it shall be dark green or black and shall have a minimum 10 ft. wide landscape screen between the public street right of way and the fence. This continuous landscape screen shall be visually impervious with shade trees planted at a maximum of 30 ft. spacing.

Streetscapes

- A minimum 4 ft. wide sidewalk should be built parallel to and along storefronts.
- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft. (Exceptions for buildings with residential use only).
- Abandoned curb cuts shall be replaced with curbs, gutters, and sidewalks.
- See the Main Street concept plan and other general streetscape guidelines, pages 16, 17, and 18.

Woodland Street Subdistrict

General

- For any 1 or 2 family dwellings in this subdistrict, the residential subdistrict guidelines shall apply.
- Multi-family and attached single-family residential uses are highly encouraged.

Buildings

Build-to Line

- Buildings shall be built to within 15 to 20 ft. of the property line at all public streets; stoops and landscaping are encouraged.
- On corner parcels, buildings with ground floor commercial use may have a maximum of 100 ft. of building wall built to within 4 ft. of the property line along both public streets provided it is built to the corner.
- Building frontage along Woodland Street shall be maximized. When less than 50% of the property frontage on the primary street is built out, the building should be oriented with the long dimension toward the primary street.

Height

- Buildings shall not exceed 3 stories and 45 ft. in height. An additional story and 15 ft. may be added provided that it is stepped back a minimum of 10 ft. from any front or side building facade facing a public street, a residential subdistrict, or a house (regardless of the use).
- All front and side building walls shall be a minimum of 20 ft. in height.
- For multiple story buildings, the minimum first floor height shall be 14 ft. from finished floor to finished floor. (Exception: buildings with first floor residential use, the minimum first floor height shall be 12 ft.)

Massing

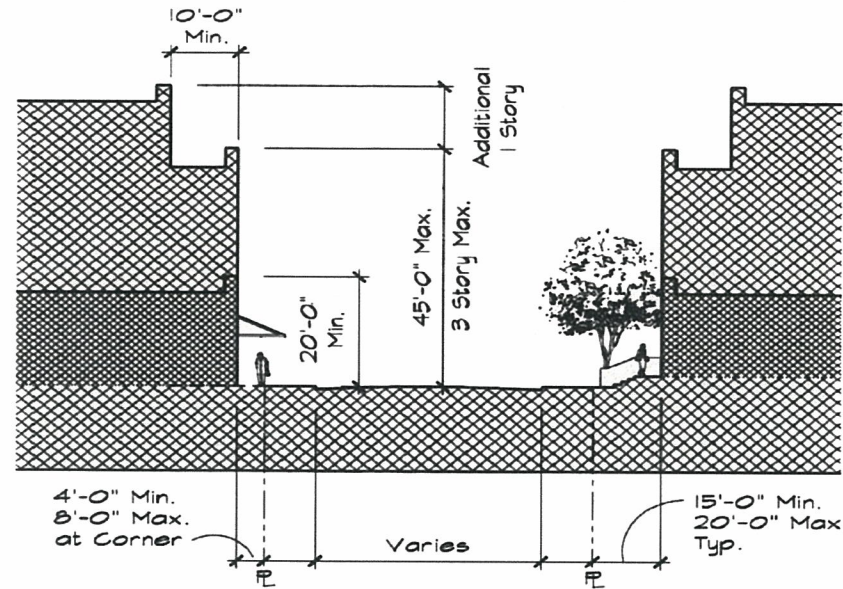
- For multiple story buildings, the width of any unbroken facade plane shall not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color as opposed to painting) shall be used to achieve this massing standard.

Facades

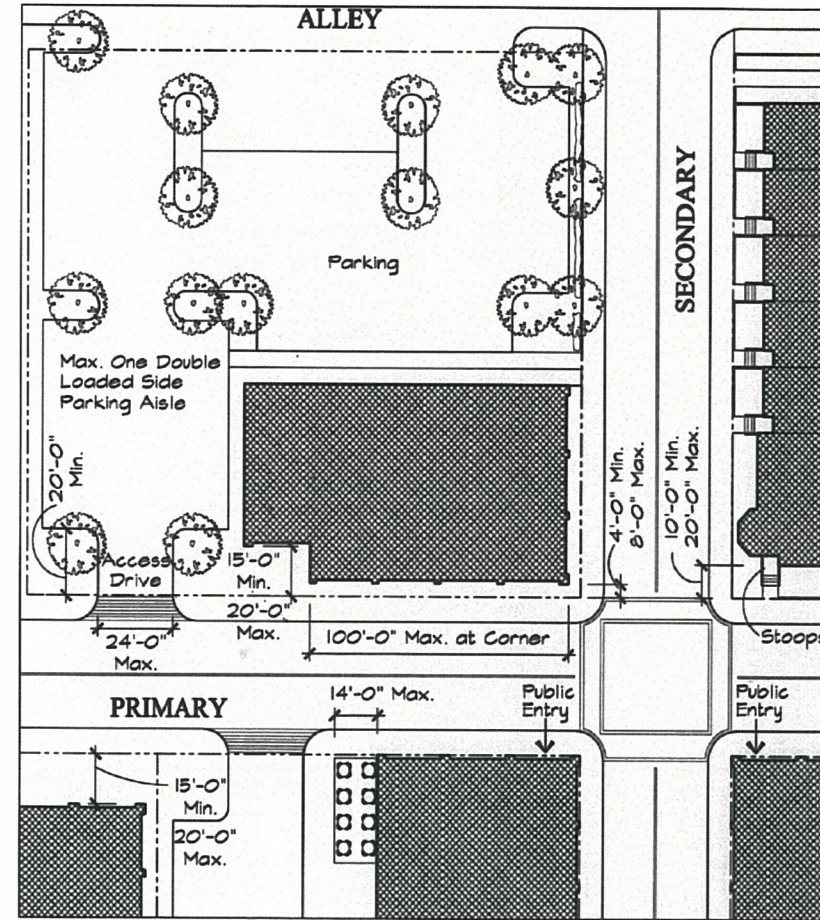
- Building facades at the street level shall be broken into distinct bays of no more than 25 ft. in width. Pilasters and recesses/projections may be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- For buildings with ground floor commercial use, a minimum of 40% of the first floor facade area facing Woodland Street shall be transparent. For one story buildings, this shall be calculated including area from the first floor level to 16'-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("kickplate") shall be 3 ft. above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the facade area (including parapet) of upper floors shall be windows.
- For buildings with ground floor commercial use on corner parcels, glazing shall turn the corner facing the secondary street a minimum of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall face Woodland Street and shall have direct uninterrupted access from the public sidewalk. All doors which front public streets should be fully glazed (exception: residential unit doors).
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.

Roofs

- False mansard roofs and overhanging "fascia" type roofs shall be prohibited.
- "Pre-engineered" building ("Butler Buildings") roofs shall not overhang the building wall and shall be concealed by a parapet wall on all sides.



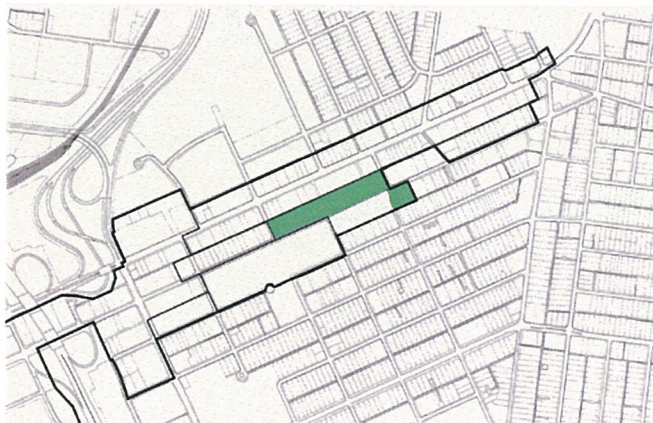
Woodland Street Subdistrict



Woodland Street Subdistrict



Location Map



Appropriate

YES



Outdoor dining areas, stoops, storefronts and entrances can help activate the street.

Inappropriate NO



Parking in front of buildings is inappropriate in the Woodland Street Subdistrict.

Inappropriate NO



This building's bare facade does not promote pedestrian activity. With no windows, entries, or canopies on the street, this building is inappropriate for Woodland Street.



This overhanging "fascia" type roof is inappropriate for the Woodland Street Subdistrict.

Appropriate YES



This landscape buffer is appropriate to screen parking structures where ground floor retail/service uses are not provided.

Appropriate YES



Buildings that engage the street, encourage pedestrian interaction, and supply sufficient canopy cover are ideal for the Woodland Street Subdistrict.



This restaurant building would be appropriate on corners in Woodland Street because of its scale, orientation to the street, awnings and other design features.

Appropriate YES



Woodland Street Subdistrict (continued)

Materials

- Vinyl Siding is prohibited.
- Metal siding and E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides (exception: accessory buildings not visible from the public right of way).
- Materials, colors, and textures should be compatible with historic buildings in the adjacent historic neighborhoods.

Awnings & Canopies

- First floor canopies/awnings are appropriate above building entrances and above storefronts. Canopies and awnings shall not be of plastic material and shall not be translucent.

Access & Parking

Location of Access & Parking

- On corner parcels, vehicular access may occur from either a secondary street (not exceeding 24 ft. in width) or alley. For mid-block parcels, vehicular access may be provided from Woodland Street through one access drive at a maximum of 24 ft. wide.
- Access drives should provide uninterrupted vehicular access to the alley. Joint access drives, public access drives, and shared parking are highly encouraged.
- Parking shall not be permitted in front of a building. Side yard parking shall be limited to one double loaded parking aisle perpendicular to the street. Side yard parking shall be set back 20 ft. from the street right of way.
- Where truck access is required, access points shall not exceed 35 ft. in width.

Design of Parking

- For parking structures having frontage on Woodland Street, 75% of the ground floor frontage shall be devoted to retail/service uses, exclusive of access drives; or a minimum of 10 ft. landscape strip between the property line and the garage is required where shade trees shall be planted at a maximum spacing of one per 30 ft. of street frontage.
- Exterior walls of parking garages visible from public streets shall have an architectural cladding and flat floor plates facing Woodland Street.
- Parking structures fronting Woodland Street shall comply to all other "Building" standards unless otherwise noted in this section.
- Parking lots shall be screened along all public streets by a 2-1/2 to 3 ft. high year-round, visually impervious screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged. Shared parking is encouraged.

Exterior Walls and Fences

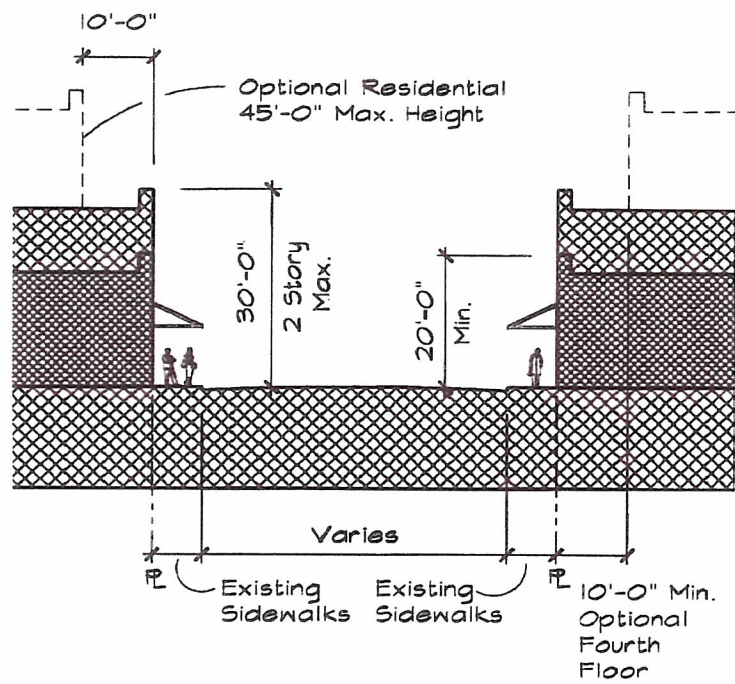
- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed/razor wire are highly discouraged. Where either are used, it shall be dark green or black and shall have a minimum 10 ft. wide landscape screen between the public street right of way and the fence. This continuous landscape screen shall be visually impervious with shade trees planted at a maximum of 30 ft. spacing.

Streetscapes

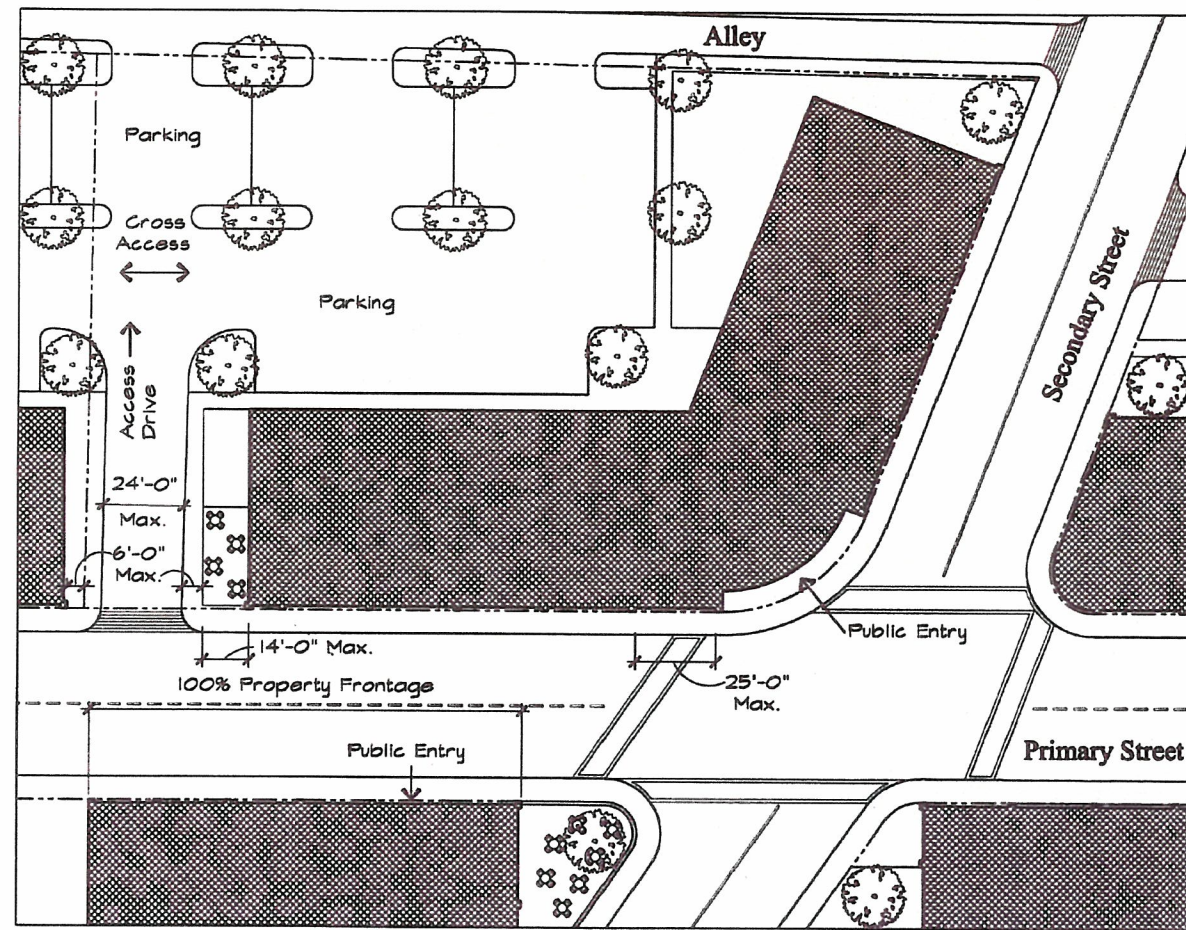
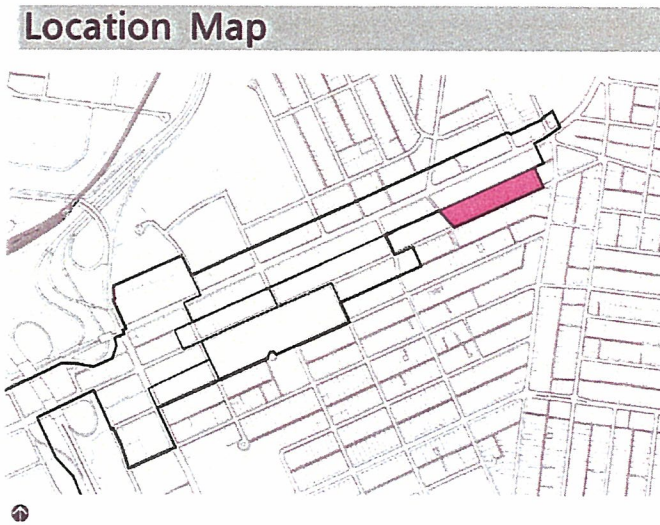
- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft. (Exceptions for buildings with residential use only).
- Abandoned curb cuts shall be replaced with curbs, gutters, and sidewalks to match the existing adjacent condition.
- Parallel parking should be considered for at least one side of Woodland Street.
- See Streetscape Guidelines, pages 16, 17, and 18.



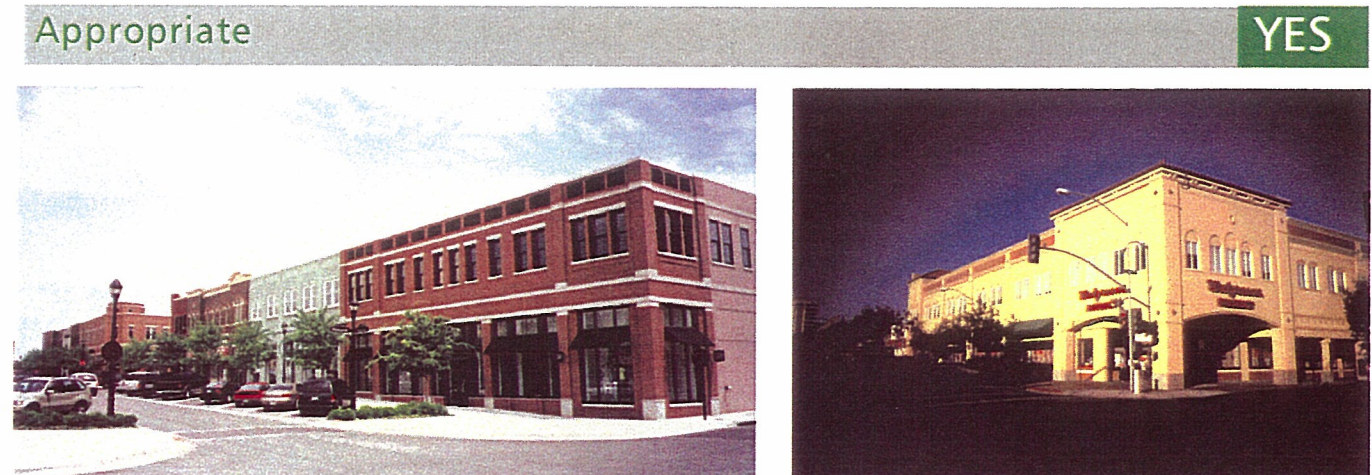
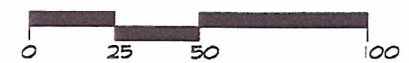
This image illustrates many features that are appropriate for Woodland Street, including storefronts, awnings, upper floor residential units, a well-designed streetscape and outdoor seating.



Five Points Subdistrict



Five Points Subdistrict



Buildings that frame the street and have well designed storefronts will contribute to Five Points pedestrian appeal and economic vitality.

Five Points Subdistrict

General

- For any 1 or 2 family dwellings in this subdistrict, the residential subdistrict guidelines shall apply.
- Ground floor retail/service uses are highly encouraged.
- Upper floor residential and office uses are highly encouraged.

Buildings

Build-to Line

- Buildings with ground floor commercial use shall be built to within 4 ft. of the property line along all public streets (exceptions: entrances).
- Buildings with ground floor residential use shall be built to within 15 ft. of the property line at all public streets; stoops and landscaping are encouraged.
- 100% of the primary street property frontage shall be building wall and shall comply to the build-to requirements with exceptions for a maximum 6 ft. side setback, for side outdoor dining areas (maximum 14 ft. wide), and for vehicular access drives with an additional 6 ft. for sidewalks. (See Access and Parking on page 13)

Height

- Buildings shall not exceed 2 stories and 30 ft. in height. A third story and 15 ft. may be added provided that it is for residential use only and is compatible with existing adjacent historic structures. The third story must be stepped back at least 10 ft. from facade planes facing a residential subdistrict, an existing house (regardless of use), and public streets.
- All front and side building walls shall be a minimum of 20 ft. in height.
- For multiple story buildings, the minimum first floor height shall be 14 ft. from finished floor to finished floor. (exception: buildings with first floor residential use, minimum first floor height shall be 12 ft.)

Massing

- For multiple story buildings, the width of any unbroken facade plane shall not exceed the building height. Pilasters, building wall recesses or projections, and/or variations in materials and color (e.g. natural changes in brick or stone color as opposed to painting) shall be used to achieve this massing standard.

Facades

- Building facades at the street level shall be broken into distinct bays of no more than 25 ft. in width. Pilasters and recesses/projections may be used to achieve this standard. Canopies and awnings are encouraged to supplement these massing standards.
- Window systems shall not be more than 25 ft. in width without being interrupted by another building material.
- For buildings with ground floor commercial use, a minimum of 40% of the first floor facade area facing the primary street shall be transparent. For one story buildings, this shall be calculated including area from the first floor level to 16'-0" above the first floor only. For multiple story buildings, this shall be calculated from the first floor level to the second floor level. Maximum sill height ("kickplate") shall be 3 ft. above the sidewalk level. Minimum window head height shall be 10 ft. Reflective glass and overly tinted glass are discouraged.
- A minimum of 25% of the facade area (including parapet) of upper floors shall be windows.
- For buildings with ground floor commercial use, on corner parcels, glazing shall turn the corner facing the secondary street a minimum of 20 ft. in length along the property frontage.
- A minimum of one public entrance shall face the primary street and shall have direct uninterrupted access from the public sidewalk. All doors which front public streets should be fully glazed.
- Service entrances, loading docks, and outdoor storage of equipment, materials, or goods shall not face primary public streets and shall be screened from view by a fence, wall, hedge, or plantings.

Inappropriate

NO



Front parking, minimal ground floor glazing and the overhanging "facia type roof make this building inappropriate for the Five Points Subdistrict.

Inappropriate

NO



This intersection's excessive use of asphalt could be remedied with streetscape features such as "pedestrian bulbs," landscaping, and paved crosswalks without reducing parking or the capacity to accommodate vehicular traffic.

Appropriate

YES



This building's design characteristics are compatible with Five Points' historic buildings, and the corner turret and awning are effective means for emphasizing the main entrance.



To fit into the Five Points Subdistrict, buildings do not need a traditional design so long as they adhere to general design principles, such as the scale, setback, massing, materials, and ground floor glazing.

Appropriate

YES



Storefronts are critical to animating a street and creating interest for pedestrians.



Well located awnings and signage take advantage of spaces in the facade that do not obscure the architectural features.



Paved crosswalks send a message to drivers to slow down.

Five Points Subdistrict (continued)

Roofs

- All sloped roofs shall be concealed from view with a parapet wall.
- False mansard roofs and overhanging "fascia" typr roofs shall be prohibited.
- "Pre-engineered" building ("Butler Buildings") roofs shall not overhang the building wall and shall be concealed by a parapet wall on all sides.

Materials

- Vinyl Siding is prohibited.
- Metal siding and E.I.F.S (Exterior Insulation Finish System) is prohibited on the ground floor of buildings on all sides (exception: accessory buildings not visible from the public right of way).
- Materials, colors, and textures should be compatible with historic buildings in the adjacent historic neighborhoods.

Awnings & Canopies

- First floor canopies/awnings are appropriate above building entrances and above storefronts. Canopies and awnings shall not be of plastic material and shall not be translucent.

Access & Parking

Location of Access & Parking

- On corner parcels, vehicular access may occur from either a secondary street (not exceeding 24 ft. in width) or alley. For mid-block parcels, vehicular access may be provided from the primary street through one access drive at a maximum of 24 ft. wide.
- Access drives should provide uninterrupted vehicular access to the alley. Joint access drives, public access drives, and shared parking are highly encouraged.
- Parking shall not be permitted in front of a building or in a sideyard.
- Where truck access is required, access points shall not exceed 35 ft. in width.

Design of Parking

- For parking structures having street frontage, 75% of the ground floor frontage shall be devoted to retail/service uses, exclusive of access drives.
- Exterior walls of parking garages visible from public streets shall have an architectural cladding and flat floor plates facing the primary street.
- Parking structures with street frontage shall comply to all other "Building" standards, unless otherwise noted in this section.
- Parking lots shall be screened along all public streets by a 2-1/2 to 3 ft. high year round, visually impervious screen and shade trees planted at a maximum of 30 ft. spacing.
- Screening shall include evergreen hedges, walls, and/or fences.
- Cross-access between rear parking lots is encouraged especially where alley access is not available.

Exterior Walls and Fences

- Exterior walls should be compatible with the style, materials, and colors of the principal building on the same lot.
- Chain link fencing and barbed/razor wire are highly discouraged. Where either are used, it shall be dark green or black and shall have a minimum 10 ft. wide landscape screen between the public street right of way and the fence. This continuous landscape screen shall be visually impervious with shade trees planted at a maximum of 30 ft. spacing.

Streetscapes

- Opaque walls and landscaping along public sidewalks shall not be higher than 3 ft. (Exceptions for buildings with residential use only).
- Abandoned curb cuts shall be replaced with curbs, gutters, and sidewalks to match the existing adjacent condition.
- Parallel parking should be provided on both sides of all streets where possible.
- See Streetscape Guidelines, pages 16, 17, and 18.

Inappropriate **NO**



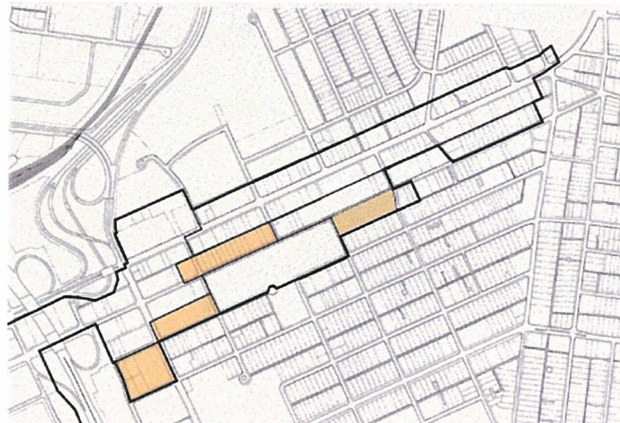
Front parking detracts from the streetscape and interrupts the sidewalk.

Inappropriate **NO**



The applied false stone on the exterior and the cluttered appearance of the yard make this building inappropriate for the Residential Subdistrict.

Location Map



Appropriate **YES**



By placing parking to the rear and following the architectural vocabulary of its neighboring homes, this commercial building is compatible with the neighborhood.



A well-designed streetscape is one way to visually tie together residential and commercial uses.

Appropriate **YES**



Rooflines, projecting bays, recesses, and porches can be combined to break up the massing of multi-family buildings



This property's sign is the only clue that it is not used as a dwelling.

Appropriate **YES**



Residential Subdistrict

Buildings

Setback & Orientation

- New construction and additions shall be compatible with the existing front and side yard setbacks established by adjacent (or nearby) historic residential buildings.
- The front facade of buildings shall be oriented towards the primary street and be compatible with surrounding historic buildings.

Height, Scale & Massing

- Building heights shall be compatible with the existing historic structures and shall not exceed 3 stories.
- The height of the foundation wall, porch roof(s) and main roof(s) shall be compatible with those of surrounding historic buildings.
- Building masses shall be compatible with those of surrounding historic buildings.
- Front porches with a minimum depth of 6 ft., and which are compatible with nearby historic homes, are required.
- Buildings shall avoid long, uninterrupted walls or roof planes. Building wall offsets, including projections and recesses, can be used to achieve this standard. Similarly, roof line offsets, cross gables, and dormers may help vary the massing of a building and vary the effect of a single long roof.
- Where larger buildings are built, the massing shall be broken to resemble the rhythm of surrounding historic residential buildings.

Roofs, Facades, & Materials

- The roof of a new building shall be visually compatible with the roof shape, orientation and pitch of surrounding historic buildings.
- Windows shall be vertically proportioned. The location of windows on the upper floors of buildings shall generally be vertically aligned with the location of windows and doors on the ground level.
- When windows include shutters, they shall be operable and sized appropriately to fit the window.
- Doors and windows shall be wood. All doors facing public streets shall be a minimum of half glazed.
- The materials, texture, detail, and material color of a new building shall be visually compatible with surrounding historic buildings. Vinyl and aluminum sidings shall not be permitted. Preferred materials include, but are not limited to wood, brick, and stone.

Access & Parking

- Parking areas, including garages, shall not be located between the front building facade and the primary street or to the sides of buildings. All parking areas, including garages, shall be located to the rear of buildings and shall not be visible from the primary street.
- Where commercial or multi-family parking lots abut single-family homes, the lots shall be screened with landscaping, a low wall, and/or fencing.
- No more than one vehicular access point per property shall be provided from any street, and it shall be no more than 12 ft. in width.

Inappropriate **NO**

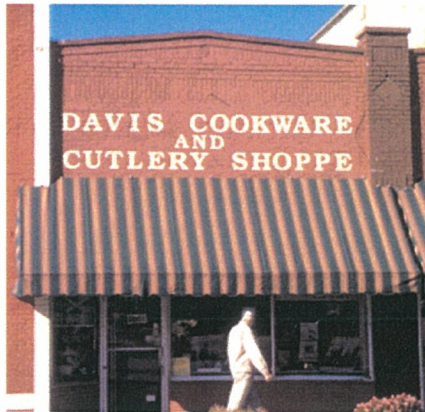


The random placement and incoherent design character of these signs is inappropriate.

Appropriate **YES**



These facade-mounted signs compliment their buildings architecture, while clearly identifying the business.



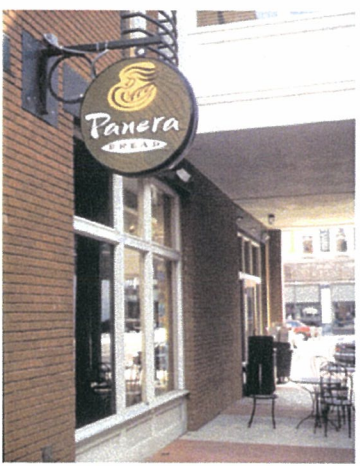
Well crafted hand-painted and applied letter signs are appropriate on building facades and storefronts.

Inappropriate **NO**



Large free-standing signs placed in front parking lots are inappropriate.

Appropriate **YES**



Signs with a creative or "funky" character are encouraged provided they do not overpower a building's architecture.



These awning signs are sized appropriately so to not dominate the awning.

Inappropriate **NO**



Free-standing signs that dwarf their associated buildings are prohibited.

Appropriate **YES**



Maximum permitted heights avoid free-standing signs that overpower buildings. The sign above serves multiple businesses.

Signage

Design Standards for Signs

- Signs shall be quality design and craftsmanship.
- Wood and painted metal are the preferred materials. Signs using wood should use only high-quality exterior grade wood with suitable grade finishes.
- Plastic and similar synthetic materials are discouraged.
- Sign colors should be compatible with the colors of the building facade.
- A dull or matte finish is encouraged to reduce glare and enhance legibility.
- Signs shall not obscure key architectural features.
- Awning signage is appropriate. However, the size of the letters/graphics should not dominate the awning.
- Signs shall be limited to on-premise signs related to the use or business conducted on the same site.
- Marquee type signs for announcements of activities taking place at the location are prohibited (exceptions: churches, schools, and institutional uses).
- No billboards or general advertising signs shall be permitted.
- Well designed hand painted signs are permitted.
- Well designed permanent window painted signs are permitted.
- Multiple uses on a single property may share signs, but collectively shall not exceed the sizes below.
- Abandoned signs and sign posts shall be removed.
- Temporary signs shall not exceed 9 sq. ft.
- Signs for multiple businesses shall be of similar material and design.

Sign Illumination

- Signs shall be either spotlighted, externally lit, or back lit with a diffused light source.
- Spotighting should completely shield all light sources; light should be contained primarily within the sign frame.
- Back-lighting should illuminate only the letters, characters or graphics on the sign, but not its background.
- Neon signs are permitted.

Canopies

Canopies are appropriate at ground-floor level and on upper levels, provided they complement a building's architectural style and do not conceal significant architectural features. Canvas is the preferred material for awnings. Plastic, metal, and aluminum awnings are strongly discouraged. Wood and metal may be used for other types of canopies.

Freestanding Signs

- Freestanding signs shall be limited to one per property for each street frontage and shall not exceed the following sizes:
- Gateway Subdistrict: 64 sq. ft. area; 20 ft. height
 - Main Street Subdistrict: 64 sq. ft. area; 20 ft. height
 - Woodland Street Subdistrict: 25 sq. ft. area; 4.5 ft. height
 - Five Points Subdistrict: not permitted
 - Residential Subdistrict: monument signs only, 18 sq. ft. area; 4.5 ft. height

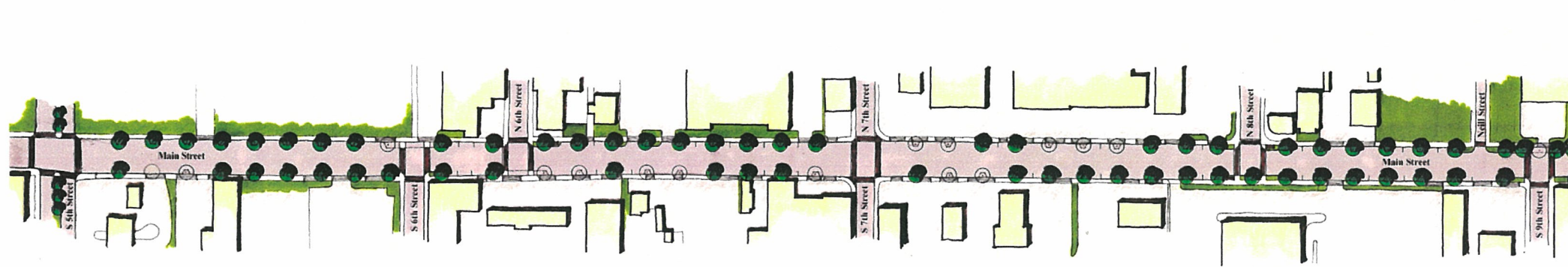
Projection Signs

- Projection signs shall be limited to one per property for each street frontage and shall not exceed the following sizes:
- Gateway Subdistrict: 64 sq. ft. area
 - Main Street Subdistrict: 64 sq. ft. area
 - Woodland Street Subdistrict: 25 sq. ft. area
 - Five Points Subdistrict: 25 sq. ft. area
 - Residential Subdistrict: not permitted

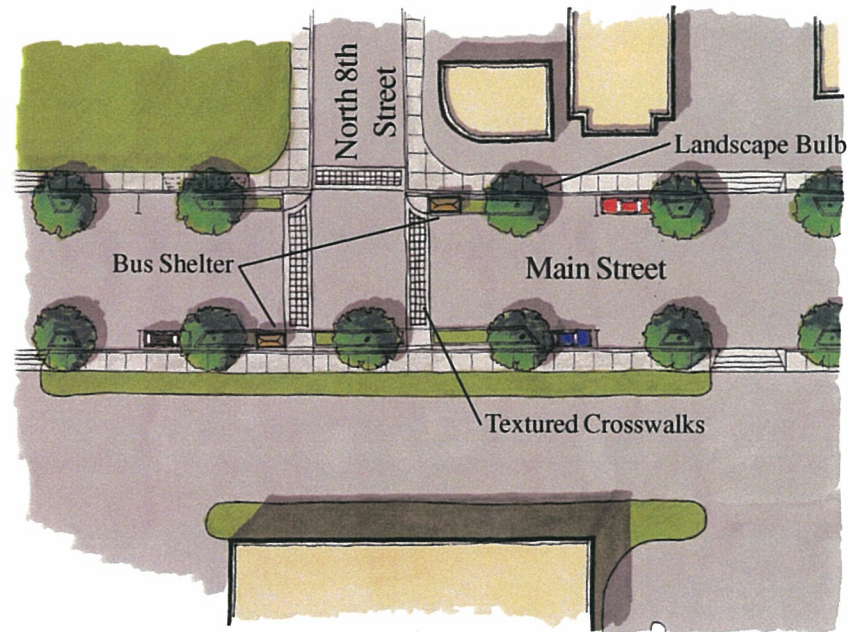
Wall Mounted Signs

- Any wall mounted signs or multiple wall mounted signs collectively shall be a maximum of 10% of the building facade area on which they are mounted.
- One wall mounted sign per facade shall be allowed per business occupant.

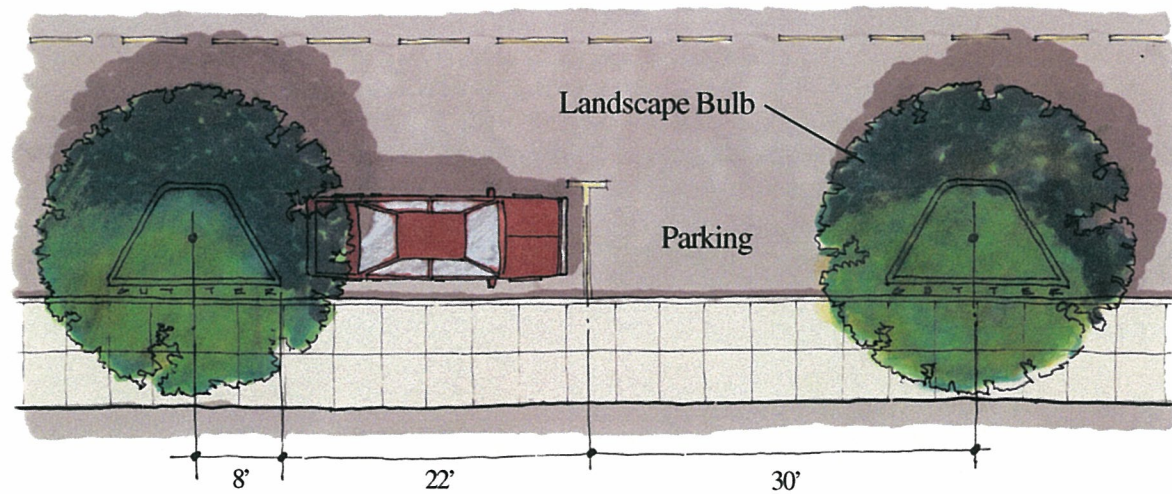
Note: Existing businesses may replace any type of existing signs for that business where they are otherwise prohibited provided they do not exceed the height or area of the existing sign.



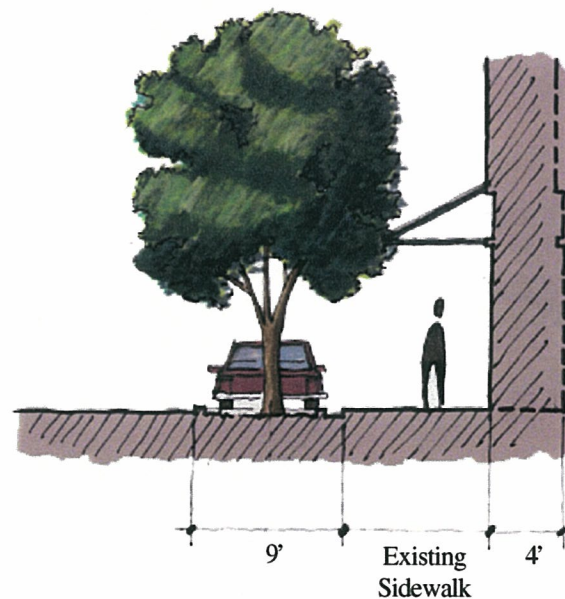
Main Street Streetscape Concept Plan: 5th Street to 9th Street



Main St. / North 8th St. Intersection



Main Street Parallel Parking / Street Trees Plan



Main Street Parallel Parking / Street Trees Section

Main Street Streetscape Design

“Main Street through East Nashville from I-65 to Gallatin Road is a problem in urgent need of a solution. The transformation of this street is essential if East Nashville is to establish a new, positive image and presence in the greater Nashville area.”

From Rediscovery / R/UDAT - A Plan for East Nashville

Main Street Streetscape Concept Plan

The R/UDAT Plan calls for a streetscape plan for Main Street that unifies the street, reduces curb cuts and provides more pedestrian friendly edges from 5th Street to the Civic Square envisioned near the Carnegie Library. The following outlines the recommendations for streetscape improvements along this corridor which were developed by the Metropolitan Development and Housing Agency’s consultant and a steering committee made up of property owners, business owners, residents and other East Nashville representatives. This is a concept plan to be considered as general recommendations that should be further studied and tested as detailed construction documents are created to realize this project.

Street Width

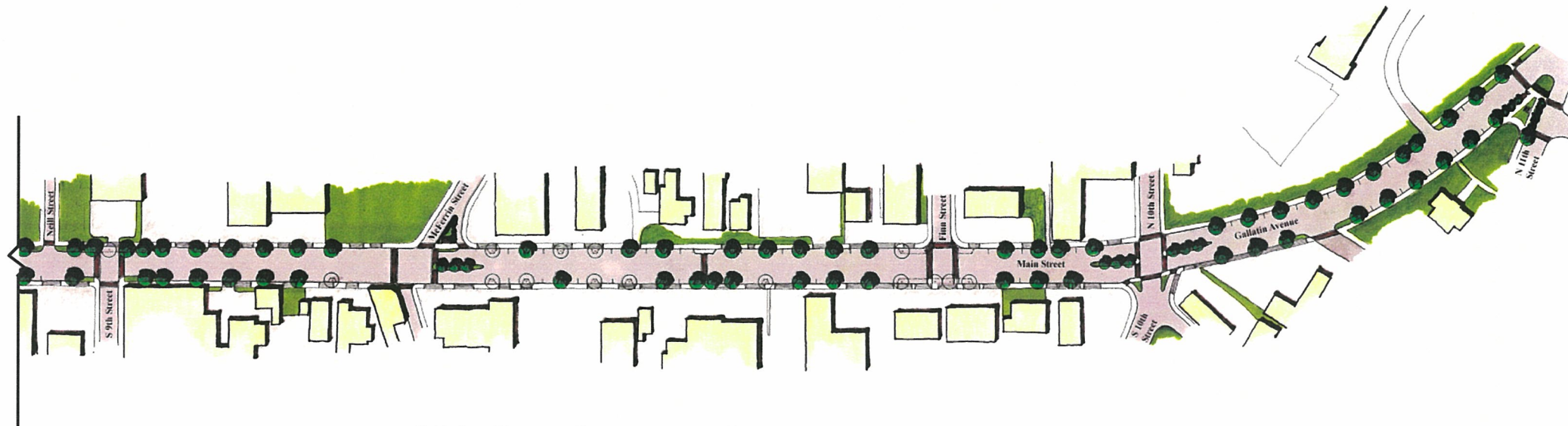
The existing public right of way along Main Street currently accommodates four travel lanes and approximately 8’-0” of sidewalk on both sides. In places, parallel, on-street parking exists, but it is not currently striped or marked with signs. Due to this condition along with the numerous curb cuts, the wide travel lanes and the existing parking lots in front of buildings, the existing on-street parking is inconvenient, perceived as unsafe and rarely used. The existing pavement width of Main Street is approximately 62’-0” between 5th Street and 11th Street. This is a sufficient pavement width to safely accommodate four (4) 11’-0” travel lanes and 9’-0” parallel parking lanes on both sides of the street. Thus, the curb-to-curb width of the street shall remain as it exists.

Landscape Bulbs

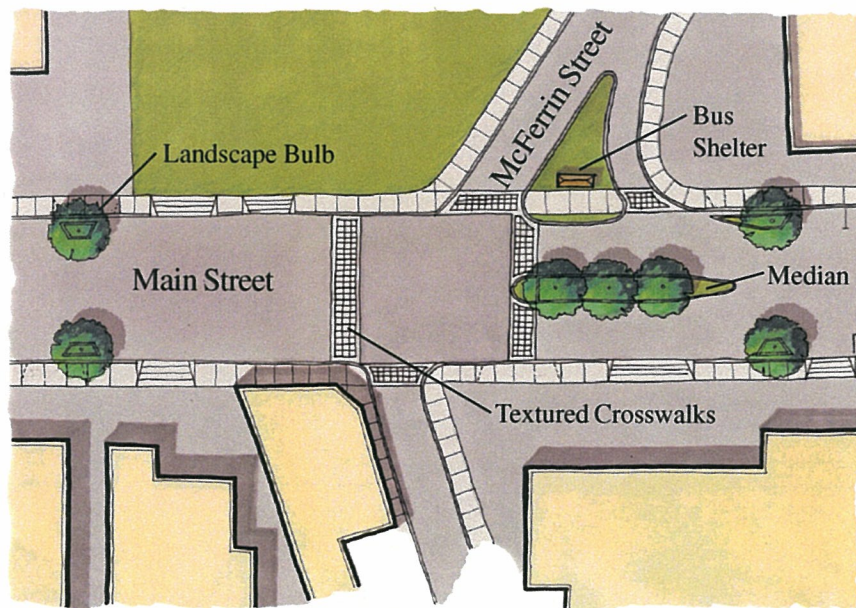
The Main Street Streetscape Concept Plan calls for the construction of landscape bulbs approximately every 60’-0” to achieve the following:

- Clearly delineate on-street parking spaces
- Provide shade
- Enhance the aesthetic quality of the street
- Provide “traffic calming” by narrowing the perceived width of lanes.

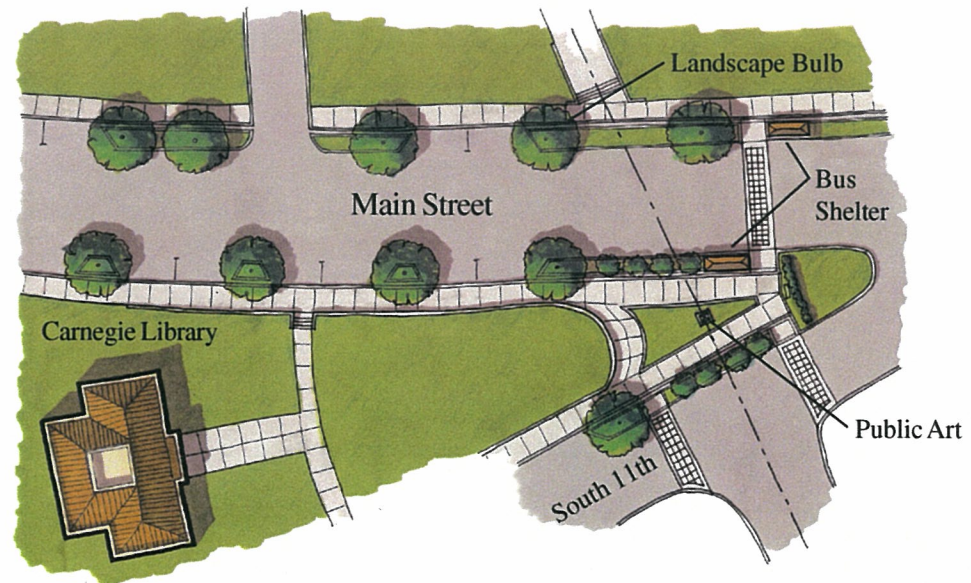
This design allows for two parking spaces between each bulb. The exact spacing of these curbs shall be further tested to minimize conflicts, but shall be designed to eventually provide a continuous regular rhythm of shade trees along Main Street. It is believed that many of these landscape bulbs could be initially constructed without conflict with curb cuts, utilities or other obstructions. Where obstructions do occur, the locations shall be reserved to occupy the planned bulbs when future development happens. Where properties have excessively wide curb cuts or an excessive number of them, they should be reduced in width or abandoned to allow for bulbs to be built during the initial streetscape construction. Where this occurs, new curbs and sidewalks should be built to replace the abandoned portion of the curb cut. As development occurs after the initial streetscape construction, the private developers should be responsible for the construction of those bulbs planned directly in front of their properties along with associated sidewalk replacement.



Main Street Streetscape Concept Plan: 9th Street to 11th Street



Main St. / McFerrin St. Intersection



Main St. / South 11th St. Intersection

Main Street Streetscape Design (continued)

Landscape Bulbs (continued)

The landscape bulbs shall be constructed so to not impede the flow of storm water along the outside edge of the street. This can be accomplished by providing a gutter between the sidewalk and the bulb. Shade trees shall be planted in each of these bulbs. It is critical that an irrigation system is provided and that the landscape and irrigation is regularly maintained by Metro Government. At intersections, bulbs shall be constructed to shorten the distance for pedestrians crossing Main Street and a textured plate shall be provided to cover the entire gutter, providing a safe path for pedestrians. At "T-intersections," longer landscape bulbs should be located directly across from the intersection, where parallel parking is not desirable. At these locations, shade trees could be supplemented with additional landscaping, such as smaller ornamental trees to provide a colorful terminus to the view from the adjacent neighborhoods.

Crosswalks

Textured crosswalks shall be provided on all sides of each intersection along Main Street. These may be constructed of brick or concrete pavers. These pavers shall be sufficiently textured to avoid slippery surfaces and to help calm traffic along Main Street. At excessively long blocks, mid-block crosswalks shall be provided that are consistent with those at intersections. Where traffic signals do not exist, crosswalks shall be clearly marked with signs, painted pavement signs, electric signals and other appropriate warning mechanisms to warn automobiles and to ensure the safety of the pedestrian.

5th Street and Main Street

At the 5th Street and Main Street intersection, the R/UDAT Plan calls for a landscaped gateway to East Nashville. The Concept Plan recommends the existing concrete median on North 5th Street to be landscaped with grass and shade trees and a similar median be constructed on South 5th Street at this intersection. On the south side, this could be accomplished by replacing one north-bound lane with this median. Traffic counts should be taken prior to this to determine if one lane can be removed. A landscaped medians, street trees, signage, and other landscaping should also be considered west of 5th street.

Medians

At the intersections of McFerrin Avenue and Main and 10th Street and Main, there currently exists striped areas that are not utilized. The Concept Plan recommends a 14'-0" wide landscaped median to replace the striped areas at those locations. Likewise, both of these intersections exhibit wide pavement widths on the side streets created by large turning radii. Small landscaped islands shall be constructed on both McFerrin Avenue and South 10th Street to shorten the pedestrian crossings.

Carnegie Library

Special treatment should be given to the streetscape along Main Street at the Carnegie Library, site of the future Civic Square proposed by the R/UDAT Plan. Currently, at the intersection of Main and South 11th Street there exists a triangular shaped area of asphalt that is defined by an extruded concrete curb. This should be replaced with new curbs, sidewalks and a small landscaped public space consisting of benches, garbage receptacles, trees, other plantings and a significant piece of public art or monument on axis with Gartland Street and the historic East High School. Sidewalks, benches, trees, plantings and other landscape features should be consistent with those planned for the future Civic Square. Textured crosswalks should be across Main Street and South 11th Street.

Main Street Streetscape Design (continued)

Bus stops and Shelters

The bus route that follows Main Street and continues north on Gallatin Road currently carries more riders than any other routes in Nashville. The concept plan recommends four shelters to be constructed on the north side of Main Street at the intersections of North 6th Street, North 8th Street, McFerrin Avenue and South 11th Street. Two shelters are recommended for the south side of Main Street at the intersections of North 8th Street and South 11th Street. The shelters could be located in the landscape bulb areas. These bus shelters could be designed by local artists and/or students to help create a distinct consistent image along Main Street. Benches, lighting and bus route information panels should be included in the design. The number and locations of these shelters should be tested and confirmed by the Metro Transit Authority to provide cover at the most frequently used bus stops.

General Landscaping

Landscaping shall consist of grass, trees, shrubs and other plantings considered low-maintenance. Shade trees along Main Street shall be of a species that is hardy and creates a large canopy, but that has a vertical limb pattern to minimize possible obstructions at the street level. Trees shall be pruned to avoid obstructions in the travel lanes. Use of shrubs and other low plantings should be limited to avoid collecting trash, hiding places, and high maintenance requirements. Safety, cleanliness and maintenance should be of high priorities in the selection of plant material. It is critical that an irrigation system is provided and that the landscape and irrigation is regularly maintained by Metro Government.

Street Furniture

Trash receptacles and benches should be provided at all major intersections, at mid-block bus stops and at the small public space in front of the Carnegie Library. These could be designed by local artists and/or students to help create a distinct consistent image along Main Street.

Sidewalks

Regular sidewalk maintenance should be an ongoing priority of Metro Government. Abandoned curb cuts should be replaced with new curbs and gutters, and deteriorating side walks should be replaced with new ones. The existing right of way width is approximately 80 ft. Where parking areas have been paved over public right of way adjacent to the existing sidewalk, private property owners should be required to remove the paving in the public right of way and replace it with a grass strip. Generally, the condition of the existing sidewalks is good. However, eventual replacement will be necessary and new concrete sidewalks should be built from the street curb to the outside of the right of way.

Lighting

The existing “cobra” style light poles are large and seemingly provide sufficient lighting for automobiles. However, the scale and quality of light is obtrusive and not appropriate for the many pedestrians that use public transportation and other services along Main Street at night. As future development occurs, more pedestrians will frequent Main Street both day and night. The existing light poles will eventually need replacing and pedestrian scale poles should be provided. New poles should be spaced regularly in a rhythm that works with the planned tree spacing and that provides sufficient lighting for sidewalks. Street lighting should be pedestrian scale, low glare, low wattage with an indirect or diffused light source.

Main Street Streetscape Design (continued)

Utilities

Fortunately, electrical power and telephone service along Main Street are provided typically from the alley or side streets. This standard should be maintained along all of Main Street. Several locations exhibit power lines that cross Main Street perpendicularly. Eventually these crossings should be relocated underground, or service should be rerouted so that no overhead lines are visible on Main Street. Specifically, near the intersections of 10th Street and 11th Street, many lines cross in multiple directions, adding to the haphazard existing streetscape at a major gateway along Main. When the Civic Square is designed, relocation and/or realignment of these lines should be considered to straighten up one of the most significant nodes in East Nashville. Implementing the landscape bulbs may require additional storm and sewer inlets. This should be engineered during the construction document phase.

Prioritization

The following is a recommended list of priorities for implementing the Main Street Streetscape Concept Plan. Recognizing that the initial construction phase may not include all of the recommendations on the entire street, the steering committee prioritized the recommendations and locations to implement them. These priorities are based on need, impact, cost, and should be further examined as they are implemented. These priorities are listed from highest to lowest priorities.

Priority of Recommendations

- Pedestrian bulbs at intersections
- Paint stripe parallel parking
- Landscape bulbs and street trees
- Crosswalks
- Landscaped medians
- Bus Shelters
- Trash receptacles and benches
- Pedestrian scaled lighting
- New sidewalks
- Overhead utilities

Priority of Locations

- Gateway Intersections: 5th and Main, 11th and Main (triangle), and Gateway Blocks (500 Block and 1000 Block)
- Major Intersections: 7th and Main, and McFerrin and Main

General Streetscapes

Because streetscape elements are within the public right-of-way and, therefore, subject to the policies of the Metropolitan Government, the following guidelines are only advisory in nature.

Sidewalks

Sidewalks should be well maintained and provided where not already present. The material used, whether brick or concrete, is not critical as long as the sidewalk is well maintained. The following standards apply to all sidewalks:

- Sidewalks should be raised above the street level and curbed, but should have depressed curbs at intersections to promote accessibility for the disabled.
- Pedestrian street crossings should be clearly delineated. Recommended delineation includes the use of different pavement color, materials, and/or texture.

Landscaping

The following standards should be considered for landscaping:

- In the Gateway, Woodland Street, and Five Points Subdistricts, where a generous sidewalk width is crucial, grates with street trees and/or planters should be used.
- In the Residential Subdistrict, streetscapes should include a planting strip located between the curb and the sidewalk where shade trees can be planted.

Street Furniture

- Street furniture, such as benches, trash receptacles, and kiosks are appropriate. Sufficient spacing should be provided between benches and trash receptacles.
- Newspaper boxes also contribute to the convenience and urban feel of an area, but should be grouped in excessive numbers in order to avoid visual clutter.

Lighting

Street lighting should be pedestrian scale, low glare, low wattage with an indirect or diffused light source.

On-Street Parking

On-street parking should be maintained where it currently exists, and should be allowed in areas with sufficient street width.