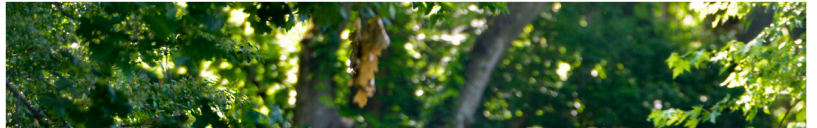
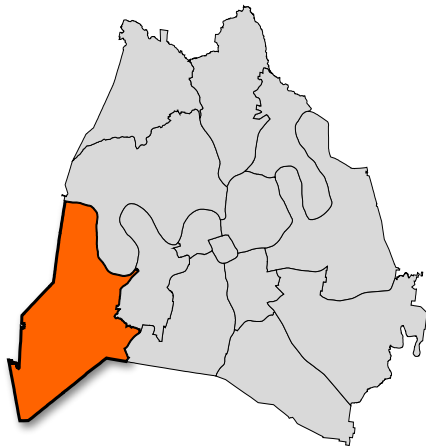


A General Plan for Nashville & Davidson County

Adopted June 22, 2015
Amended August 24, 2017

Volume III: Community Plans



Bellevue

**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

Resolution No. RS2015-256

"BE IT RESOLVED by The Metropolitan Planning Commission that NashvilleNext is approved in accordance with the staff report and recommendations in the staff report with the following amendments: 2; 3; 4; 5; 14; 15; 16; 18; 20; 22a; 22c; 23; 24; 25; 31; 32; and the deferral of 11 areas identified in the Whites Creek area until the August 13, 2015 Planning Commission meeting with the Public Hearing closed. (9-0)"

Resolution No. RS2015-256

WHEREAS, Section 13-4-203 of the Tennessee Code, Annotated, authorizes a General Plan "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development, and identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the planning commission has determined the services are necessary in order for development to occur;" and

WHEREAS, Chapter 5, section 11.504 (c) of the Metro Nashville Charter gives the Metro Planning Commission the power to "Make, amend and add to the master or general plan for the physical development of the entire metropolitan government area;" and

WHEREAS, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council "only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;" and

WHEREAS, the last General Plan, *Concept 2010, A General Plan for Nashville/Davidson County* was adopted in 1992; and

WHEREAS, Mayor Karl Dean, seeing fit to update the General Plan, announced on May 22, 2012 that the General Plan would be updated, assigning the task to the Metro Planning Department; and

WHEREAS, under the leadership of the *NashvilleNext* Steering Committee and the Community Engagement Committee, the staff of the Metropolitan Planning Commission worked with stakeholders in Nashville/Davidson County, holding over 420 public meetings and events and soliciting input through online forums, engaging over 18,500 participants in providing public input to update the General Plan;

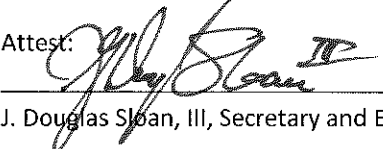
WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included diverse, widespread, and meaningful community participation and substantial research and analysis and therefore finds that replacing the *Concept 2010* General Plan with *the NashvilleNext* General Plan is warranted; and

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS *NashvilleNext, A General Plan for Nashville/Davidson County* in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville, and Davidson County as the basis for the Commission's development decisions in the county.


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

Each part of the plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. This section helps users of the plan understand how the parts fit together and support one another. No part of the plan is intended to stand alone; each can only be understood as working together with the rest of the plan.

I Vision, Trends, & Strategy

Volume I presents the role and powers of the plan, key trends and issues that the plan addresses, a summary of the plan's strategy and approach to the future, and implementation goals and policies.

II Elements

- Land Use, Transportation & Infrastructure
- Arts, Culture & Creativity
- Economic & Workforce Development
- Education & Youth
- Health, Livability & the Built Environment
- Housing
- Natural Resources & Hazard Adaptation

III Communities

Nashville's Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions.

Community Character Manual

The Community Character Manual provides detailed explanations of the character policies used in the Community Character Maps.

Community Plan Areas:

Antioch-Priest Lake	Joelton
Bellevue	Madison
Bordeaux-Whites Creek	North Nashville
Donelson-Hermitage-Old Hickory	Parkwood-Union Hill
Downtown	South Nashville
East Nashville	Southeast
Green Hills-Midtown	West Nashville

IV Actions

Specific tasks for Metro departments and partners to undertake, within a recommended timeframe.

V Access Nashville 2040

Volume V is the overarching vision of how transportation works under NashvilleNext.

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What is a Community Plan?

NashvilleNext, the long-range plan for growth, development, and preservation in Nashville/Davidson County through 2040, provides a high-level, countywide view of how Nashville manages growth and preservation to improve the quality of life for residents and to promote prosperity. The Growth & Preservation Concept Map illustrates the vision.

A Community Plan is the key planning policy guide for decision-making regarding a community's future built and natural environments. There are 14 Community Plans covering Nashville/Davidson County. Each plan is prepared by the Planning Department staff in cooperation with residents, business owners, property owners, institutional representatives, and development professionals. The Community Plans explain each community's role in NashvilleNext's vision and apply Community Character Policies to every property in Davidson County to implement that vision through land use decisions such as zone changes and subdivision requests.

Each Community Plan is adopted by the Planning Commission and describes the role the community plays in realizing the overall vision of the County. The Community Character Policies are guided by the Community Character Manual (CCM), a countywide document which provides direction, in alignment with NashvilleNext for zoning and development decisions.

For the most current information on the Community Character Manual and the Community Plans: www.nashville.gov/Planning-Department/Community-Planning-Design.aspx

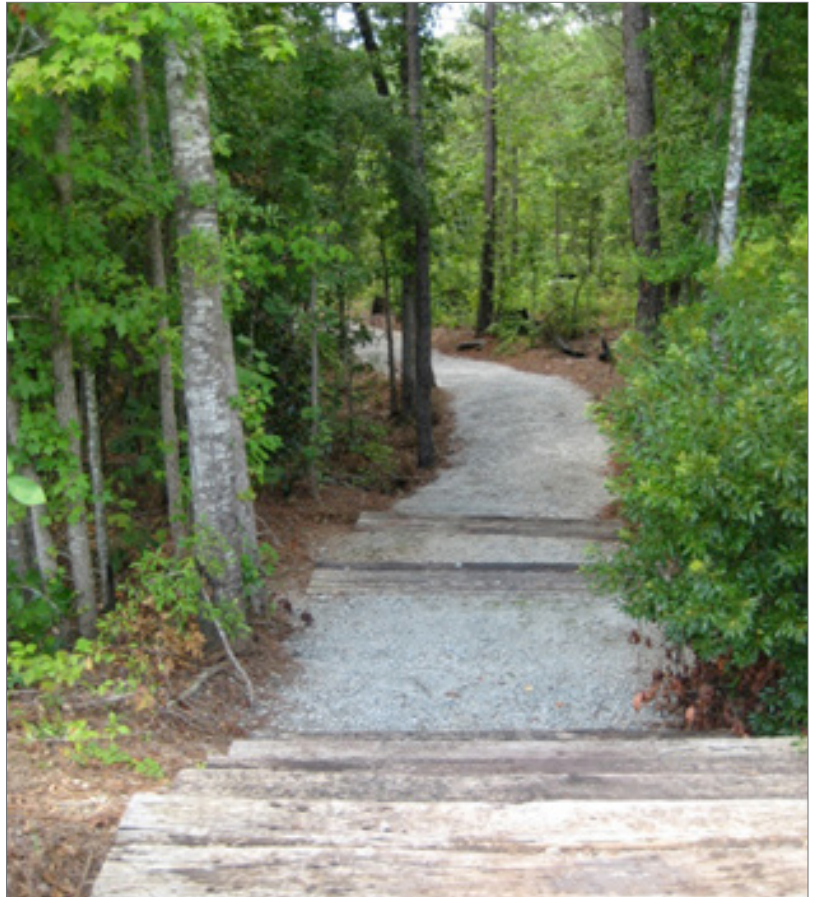
History of the Planning Process

In 1988, the Planning Department began creating “community plans” as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development, and preservation in fourteen communities. The Bellevue Community Plan was first adopted by the Planning Commission in 1990, after working with a Citizens Advisory Committee.

The Planning Commission adopted the Bellevue Plan’s first update was adopted in 1996 after several community workshops. Additional updates followed in 2003 and 2011. Another Plan update occurred in 2015 as part of NashvilleNext, reflecting the values and vision of numerous participants, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development, and preservation. In 2017, the 14 Community Plans were reformatted and streamlined to make them easier to comprehend and to interact with online. Some minor updates were also made.

Over the decades, Bellevue continues to grow and strives to balance growth with preserving the character of established residential areas, while providing needed services, retail, recreation, and employment opportunities in centers and along corridors, improving their appearance and walkability. In order to enhance the community, a coordinated and persistent effort in following the adopted plan is required by residents, property owners, business owners, public/private agencies, developers, investors, and elected officials.

For additional information regarding Community Plans, please refer to: www.nashville.gov/Planning-Department/Community-Planning-Design.aspx



BELLEVUE

Community Profile

Description/Location

The Bellevue community is bounded by the Cumberland River on the north; Cheatham County to the west; Williamson County to the south; and to the east is the community planning area known as West Nashville. One major interstate, I-40, traverses the Bellevue community. The Harpeth River and its many tributaries also cross the community. The Bellevue community contains approximately 74 square miles, about 13 percent of the land area in Nashville/Davidson County.

The natural and built environment of the Bellevue community is primarily suburban and rural residential (83 percent of the community's land use in 2015) with picturesque hills, large wooded areas, residential neighborhoods, and farmland. Its distance from downtown Nashville, its adjacency to rural counties, and its concentration of hilly terrain, floodplain, and farmland create the overall suburban/rural character of the Bellevue community.

The southern portion of the community (south of I-40) has experienced residential growth and commercial development over the past forty years, while the northern portion of the community (north of I-40) and the western and southwestern portions remain mostly rural due to steep topography. Commercial areas are located along Charlotte Pike, US 70, SR 100, and Old Hickory Boulevard and include One Bellevue Place (the former Bellevue Mall site), the Old Hickory Boulevard/Highway 70 center, and the Old Harding Pike/Highway 100 Center. The Bellevue community has many assets, including its attractive landscape, its proximity to Warner Parks, the scenic Harpeth River, the Bellevue YMCA, Red Caboose Park, the historic Loveless Café, the unique architecture of the Sri Ganesha Hindu Temple, numerous faith communities, and Newsom's Mill.

Major Neighborhoods/Communities

The Bellevue Community Plan area covers a large geographic area and is comprised of a collection of unique communities ranging from suburban to rural. It includes the Bellevue, Centenary, Linton, Newsom Station, Pasquo and White's Bend communities as well as numerous neighborhoods. For convenience, the entire area is referred to as "Bellevue" in the community plan.

Across the community, significant differences in rural and suburban character exist in these various communities. These differences are one of the strengths of the Bellevue community, and community members are clearly committed to preserving this diversity.



Farm near the Natchez Trace Parkway



Community gateway

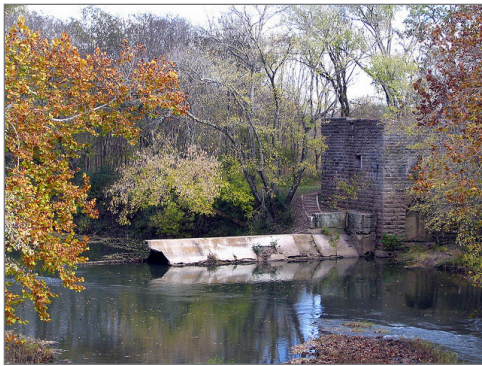


Middle Tennessee Veterans Cemetery

To see the Bellevue Community's demographic information, please visit: www.nashvillenext.net



Smith Farmhouse along Highway 100



Newsom's Mill

For the most current information on Nashville's designated historic properties, districts, and resources, contact the Metro Historical Commission: www.nashville.gov/Historical-Commission.aspx

To read more about the rich history of the Bellevue Community, please visit: www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx

History Highlights

The Bellevue area is rich in Nashville's history and contains several historic properties and features. Highlights include:

- Prior to the late 1700s, the Bellevue area, like other parts of what would become Nashville, was largely uninhabited and was a long favored hunting ground of the Creek, Chickasaw, Cherokee, and Shawnee groups.
- By 1795 John Davis, a surveyor, along with Revolutionary War veteran Abraham DeMoss, had built homes along the Harpeth River. Davis's Devon Farm was located on what is now the Ensworth High School site, and DeMoss's Belle Vue cabin was along Old Harding Road near the CSX Railroad tracks.
- Parts of the old Natchez Trace dirt road, used by Native Americans, wildlife, and early settlers, run through the area.
- In time, Bellevue was the name given to the railroad depot and the U.S. Post Office, and parts of the community came to be known by that name.
- Numerous early settlers are buried in a graveyard overlooking the Harpeth River that is now part of River Plantation.
- The Harpeth Valley Tea Room opened in 1951, near the terminus of the Natchez Trace State Park. Today, it is known as the Loveless Cafe and is still serving its famous biscuits.
- In the 1960s with the interstate system and public water and sewer infrastructure development, suburban growth accelerated, replacing rural farms in some areas.
- In 1967, Chaffin's Barn opened its doors as the "Barn Dinner Theater" with over 300 people attending the show. It remains in operation and is the second oldest dinner theater in the country.
- Bellevue Park, commonly called Red Caboose Park, serves as a prime gathering place in the community. In 1996, over 1,800 volunteers built the park's playground as part of Bellevue's Bicentennial Celebration.
- The original Belle Vue cabin was relocated to Red Caboose Park in the 2000s so that it could be restored and be a more visible part of the community.
- During the May 2010 flood, the community was one of the county's hardest hit areas with 2,347 properties damaged and has worked diligently to rebuild homes and businesses.



House along Bellevue Manor Drive



House in Whites Bend

Nashville Communities & the Region

The impacts of growth, development, and preservation in Nashville’s communities do not stop at Community Plan area borders. Each community has many unique resources whose growth, development, or preservation can impact surrounding communities within Nashville/Davidson County. In turn, each community benefits from the utilization of its resources by adjacent communities and the larger region. The health of each of these assets impacts each Community Plan area and contributes to Davidson County’s unique role in the larger Middle Tennessee region.



Houses in Bellwood

Role in the County and Region

Two of the Bellevue community’s greatest strengths, in the regional setting, are its convenient location and abundant natural features. The proximity of Bellevue to I-40, and other major corridors, which provide quick travel to Downtown and Midtown as well as the community’s attractive natural features — rivers, hills, trees — make, and will continue to make, Bellevue a desirable place to live.

Housing — Residential Development

The Bellevue community has neighborhoods that offer affordable and diverse housing. Housing types range from rural homes to large lot suburban homes, small lot suburban homes, townhomes, and stacked flats. This diversity allows Bellevue to accommodate the housing needs of individuals and families at many points in their lives, although there are currently fewer options for assisted living and retirement.

The community’s attractive residential location is evidenced by the 22,804 acres, or 54 percent of the total land acreage (in 2015), being used for residences in both suburban and rural settings. These are primarily single-family houses, with some multi-family structures with units for rent or sale. Another 29 percent of the total land acreage in the community is classified as “vacant residential.” Some of this vacant residential land is likely to remain vacant due to large lot residential patterns and the significant amount of land area in Bellevue that has sensitive environmental features (63 percent of the land) making it difficult to develop. Some of the vacant residential includes residential developments that have been approved, but have not yet begun construction.

Together, occupied and vacant residential land uses comprised 83 percent of the Bellevue community’s total land uses (in 2015). The predominance of housing points to one of the community’s roles in Davidson County — providing residential options. While other communities in Davidson County host major employment centers (such as Downtown, Midtown, or MetroCenter), Bellevue provides housing in a diversity of scenic settings, in close proximity to the employment centers. Community members understand that additional households may be necessary to support the additional retail, restaurants, and future transit desired by the community. Community members also want housing options to be provided for Bellevue residents of all ages from residents just out of school to those wanting to buy their first house, a different type of house, or downsizing for retirement.

Natural Features and Environmental Treasures

The Bellevue community has a large amount of environmentally sensitive features that add tremendously to the character and scenic beauty of Davidson County and the Middle Tennessee region. Natural features in the Bellevue community include numerous waterways, wetlands, steep slopes, rock formations, forests, and rivers. These environmentally sensitive features are part of a larger, regional open space network, including parks and wildlife corridors, and it is very important that proper preservation techniques be used to protect these features.

The Bellevue Community Plan area includes portions of the Cumberland River, Harpeth River, and South Harpeth River, along with numerous tributaries. Altogether, waterways, floodways, and floodplains cover a large portion of the area. The Harpeth River is 125 miles long with over 1,000 miles of tributaries. The Harpeth River watershed area — the land area that drains into a particular river — comprises 870 square miles that drains into the Harpeth River. Much of the area falls within the Harpeth River watershed area. The northern portion of the Bellevue Community Plan area contains smaller watersheds for Cub, Pond, Indian, and Overall Creeks.

Through the experience of the 2010 flood and other flooding events, Nashville has learned the value of preserving woodlands, steep slopes, floodways, floodplains, and natural wetland areas. Preservation of these areas aids absorption of excess water, protects and improves water quality, provides habitat for wildlife, and provides attractive natural areas. Nashville/Davidson County places restrictions on buildings in the floodway and floodplain, and has come to value the use of land adjacent to the community’s waterways for park land, including greenways, and natural habitat.

The Bellevue community has significant properties that have been identified by the State of Tennessee as containing archeological treasures. Many of these properties are located along the community’s waterways and thus, may be protected along with floodplain areas. There are also areas of endangered and rare flowering plants, including White Prairie Clover, Willow Aster, and Duck River Bladderpod. For the safety of these areas and species, information about these areas is maintained by the Tennessee Department of Environment and Conservation. Due to their sensitive nature, the locations of these areas are confidential.



Rock formations along Highway 70



Barn along Highway 100



Ridgetops in the western portion of the plan area

Diversity of Housing Types

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban, or urban) and character of the area. NashvilleNext calls for the addition of more diverse housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses, and low-rise stacked flats.

Aging in place means that a person can live in their neighborhood/community over their entire life. Housing diversity allows for aging in place — the idea that there is housing in a neighborhood or community for people at each point in their life — whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will be exiting school, entering the workforce, and forming families. Initial indicators suggest that Millennials are waiting longer to form families and have children. With Baby Boomers having no more children and Millennials waiting longer to have children, it is projected that by 2040, fewer than one in five households will have children. The fastest growing type of household will be the single-person household.

These demographic changes are leading to changes in the types of housing that people are looking for. More individuals and families want to be in neighborhoods with services and amenities — restaurants and retail — that are within walking distance and/or are served by transit. They are looking for homes with less maintenance, which may mean foregoing a yard for a townhouse or a unit in a stacked flat development.

These demographic changes are driving the development of stacked flats or mixed use developments with commercial on the first floor and residential above. The demolition of homes in neighborhoods — replaced by a duplex or two separate units or cottages — is also an indicator of these demographic changes and changing market preferences.

NashvilleNext also calls for diversity of housing in the Transition and Infill areas that flank High Capacity Transit Corridors. Again, the type of housing and the design of the site are unique to the setting. For example, the addition of low-rise stacked flats along a prominent corridor in an urban setting may be appropriate. Meanwhile, a single-family home could have a smaller detached accessory dwelling located in the backyard.

Recreation — Parks and Community Services

The Bellevue community contributes to the Middle Tennessee region’s quality of life by providing recreation, parks, and green space, capitalizing on the area’s many natural features. Bellevue hosts the Harpeth River Greenway system, part of the Warner Parks system, the northern terminus of the multi-state Natchez Trace Parkway, and several state and local parks. In addition, parks are provided via Metro school sites as well as the library and other civic sites. In 2015, the Bellevue community contributed approximately 2,817 acres of park land and community facilities to Davidson County. An additional 1,777 acres were common open space areas of residential developments. Parks, recreation, civic uses, and institutions comprised 11 percent of land uses, based on total acreage in the community.

Bellevue community members value existing parks and desire the dedication of additional parks, trails, and greenway connections, and enhanced community facilities in the future. Community members recognize the value of natural areas throughout the community as well as the benefits to the surrounding neighborhoods from parks and open spaces related to civic uses. While the current parks and open spaces in Bellevue are beloved by the community, they are also important components of a plan for open space preservation on a countywide and regional scale. Community and neighborhood parks also add to the open space system by providing open space and natural areas within a more developed, urban area where large expanses of open spaces are less common. During the 2010 flooding events, many of these areas along the river served as important floodwater storage, thus protecting some residential areas from additional flooding.

Local Work-Force Assets

According to the American Community Survey (2011-2015), the Bellevue community had 21,358 workers. These workers reported a mean travel time of 25 minutes to employment, suggesting that the majority of workers work outside the Bellevue area. In addition, 984 workers reported working from home, averaging 5 percent of the work force, compared with 4.5 percent in Davidson County. In Bellevue, there was a larger number of residents with advanced degrees as compared to Davidson County as a whole. The American Community Survey (2011-2015) reported that 8,395 people, or 31 percent, held bachelor’s degrees and 4,813 people, or 18 percent, held graduate or professional degrees. This compares to 24 percent holding bachelor’s degrees and 14 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the Bellevue community was also higher at \$41,404 as compared to Davidson County’s at \$29,589, suggesting a larger disposable income in the Bellevue community as compared to some other areas of Davidson County.



Loveless Cafe, formerly the Harpeth Valley Tea Room

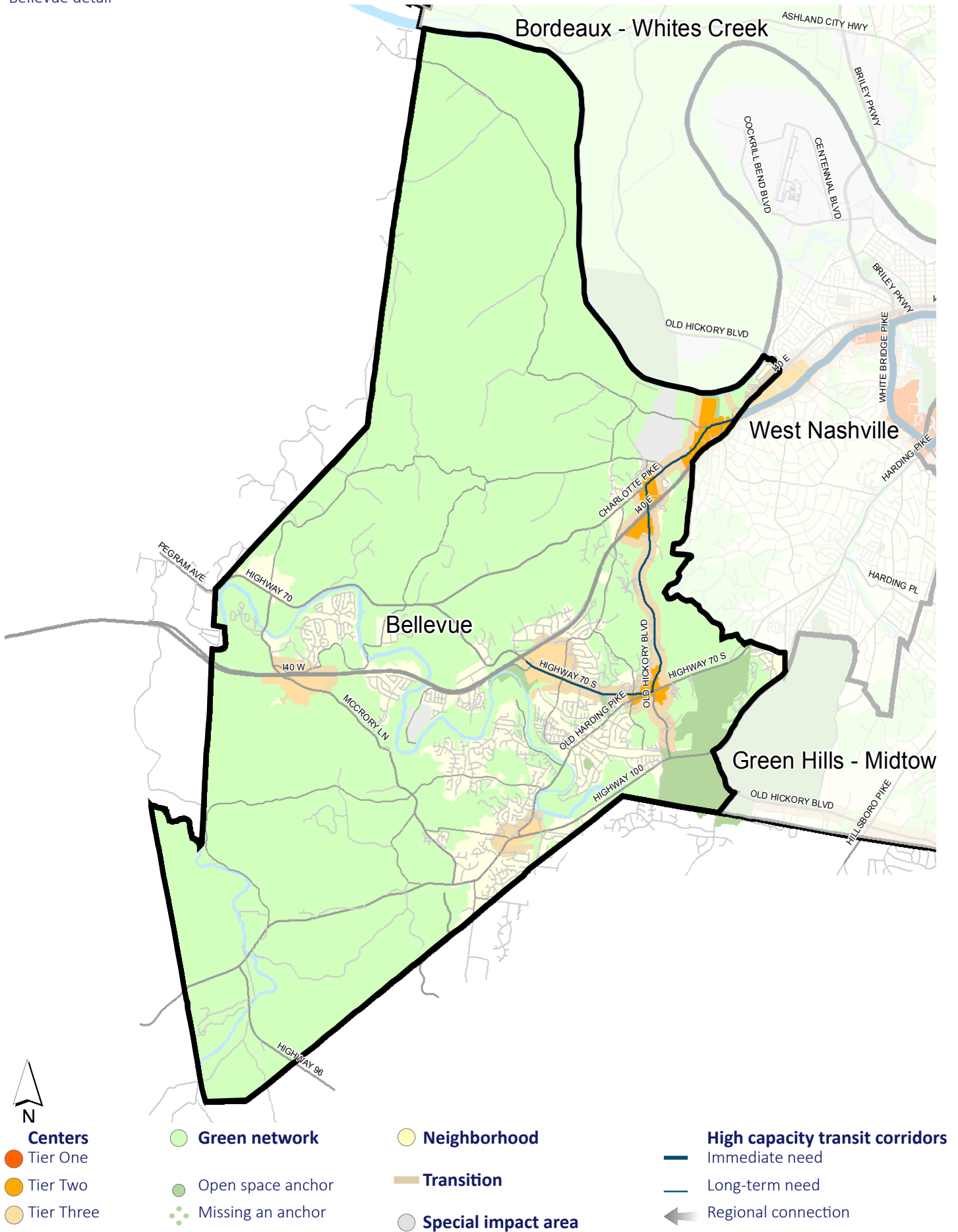


Riverwalk



Natchez Trace Parkway

Figure B-1: Growth & Preservation Concept Map
 Bellevue detail



Growth & Preservation Concept Map and the Community's Role

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/Davidson County community members' priorities guided the design of the Concept Map:

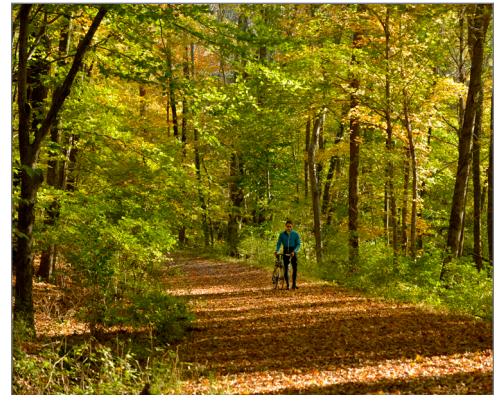
- Protect sensitive environmental features;
- Build a complete transit network;
- Maintain household affordability across income levels;
- Create “activity centers” — areas of employment, residences, services, civic uses, retail, and restaurants — throughout most parts of Davidson County;
- Protect and enhance the character of different parts of Davidson County; and
- Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Bellevue, shown in Figure B-1, illustrates the key concepts listed above: preserving environmentally sensitive features and green spaces; preserving established residential areas and character; strategically locating new residential development; enhancing commercial centers and corridors to provide more services and options as well as more of a “brand” for Bellevue; and adding more connectivity through bikeways, greenways, multi-use paths, and sidewalks.

The Concept Map represents the vision for the community. The starting point for the map was the Bellevue Community Plan update (2011) and its design scenarios, along with consideration of the growth that had occurred in the intervening years, i.e. understanding the trends in growth and preservation that the community has faced. The Concept Map also reflects the input received during NashvilleNext on how Bellevue should grow, what the vision for Nashville is in the future, and deliberation on what role this community should play in the future.



Harpeth River State Park

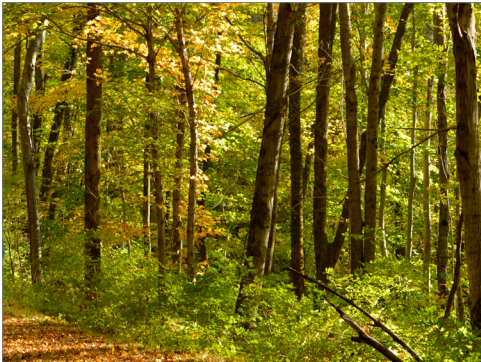


Warner Park Trail



House in plan area

To see the entire Growth & Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online: www.nashvillenext.net



Bellevue woodlands



Harpeth River



Farm along Poplar Creek Road

Green Network

The Green Network on the Concept Map reflects natural and rural areas that provide natural resources (such as water and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains). The community has numerous rivers and streams, and areas subject to periodic flooding are a significant natural feature. The community borders the Cumberland River and is bisected by the Harpeth River, Little Harpeth River, and their tributaries.

In the Bellevue community, most of the Green Network is floodways and floodplains along the rivers, woodlands, and steep slopes (20 percent slopes or greater or a rise of 20 feet or more for every 100 feet of horizontal distance), including areas of unstable soils. Many of the areas with steep slopes in Bellevue also have unstable soils that are stabilized by tree cover. Tree cover also aids in protecting headwater quality, absorbing water runoff, and providing wildlife habitat. Steep slopes that have been disturbed by development are more prone to landslides. This was evidenced by the numerous landslides that occurred in Davidson County as effects of the 2010 flood. All together, the community contained 28,534 acres (out of 45,530 acres), or 63 percent, of land containing sensitive environmental features (as of 2015). As the Bellevue area continues to grow, the challenge is to ensure that growth takes place in a way that minimizes negative impacts on the natural environment and Green Network.

Neighborhoods

Neighborhood areas on the Concept Map are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different contexts — rural, suburban, urban, or downtown — depending on their location. In the Bellevue community, Neighborhoods are suburban and rural in character.

While the Bellevue community currently has a range of housing options, the majority is single-family homes. The Bellevue Community Plan recommends strategic locations for additional residential density — generally in existing commercial centers or corridors to support businesses and eventual transit. This addresses several goals. Housing choices

can allow Bellevue residents to “age in place” by providing a variety of housing types to meet each stage of a person’s life, from starter homes to retirement communities. Creating housing choices at strategic locations creates housing that is attainable for residents with varying incomes. This ensures that Bellevue has housing for the diversity of workers needed in the community and Davidson County — from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for residents of all incomes keeps the community and its economy resilient. Finally, creating housing choices keeps the Bellevue community competitive in the region in the face of changing demographics and market preferences.

Transitions and Infill

Transition and Infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions — in building types as well as scale and form — between higher intensity uses or major thoroughfares and lower density residential neighborhoods. They provide housing and offices in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

On the Concept Map, the Transition and Infill areas are generalized. These Transition and Infill areas — and the housing choice and transition they are trying to achieve — are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design Transitions and Infill development. The Community Character Manual also includes a policy category called Transition that can be applied in Transition and Infill locations where small-scale offices or multi-family housing would be appropriate.

In the Bellevue community, Transition and Infill areas include areas around existing centers and along corridors, such as Old Hickory Boulevard, Highway 70 between centers, and Charlotte Pike. The Bellevue community also has a Transition policy area located east of One Bellevue Place (the former location of the Bellevue Mall), along Sawyer Brown Road.



Bellevue houses



Houses along Sawyer Brown Road

Because they are generalized on the Concept Map, the development of transition areas must be considered on a case-by-case basis, looking at factors including, but not limited to:

- Depth of properties in and abutting the corridor or center
- Existing features that can create a transition, such as alleys
- Overall infrastructure network
- Presence of historic zoning or other zoning tools to preserve character
- Other tools

Centers

The Centers included on the Concept Map build on existing commercial center areas to evolve into active, mixed use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities.

The Concept Map places Center areas into one of three tiers:

- **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- **Tier Three:** These areas are not designated to receive coordinated investments in the next ten-year period to shape demand. Rather, investments may be made to support their current functions, and Metro will work with the private sector to ensure new development and redevelopment support Nashvillians' vision for centers.

In the Bellevue community, Tier Two Centers are located along Charlotte Pike and at Old Hickory Boulevard/Highway 70. Tier Three Centers are located at I-40/Highway 70, Old Harding Pike/Highway 100, and I-40/McCrory Lane.

All Centers are anticipated to grow, develop, and/or redevelop. The designation of an area as a Tier One, Two, or Three Center merely indicates Metro's intent to coordinate public/private investments and regulations to support development and redevelopment as discussed in the sidebar. The Centers must be considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any supplemental policies, and the context of the area. While the Centers represent areas of greater growth and greater investment, Metro Government will still provide investments for safety, maintenance, and to improve quality of life across the county.



Highway 70 Shopping Center

High Capacity Transit Corridors

The High Capacity Transit Corridors shown on the Concept Map are envisioned to support high capacity transit — from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes or right-of-way, such as Bus Rapid Transit or light rail. High Capacity Transit Corridors are defined as “immediate need” or “long-term need.” “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes, or an immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer timeframe — more than ten years — because these corridors do not have the density of jobs and/or residents along the route to support significant transit improvements in the next ten years. Long-term need corridors may need to implement local service first before progressing to BRT Lite or another form of high capacity transit.

The High Capacity Transit Corridors were determined by reviewing adopted Community Plans, assessing existing bus route ridership, and through coordination with the Nashville Metropolitan Transit Authority (MTA) (along with their masterplan update, nMotion) and the Metropolitan Planning Organization (MPO — the regional transportation planning body). The Concept Map also identifies regional transit connections to Clarksville, Gallatin, Lebanon, Murfreesboro, and Franklin.

NashvilleNext identified the High Capacity Transit Corridors and discussed how transit can support the community’s growth, development, and preservation vision. For example, the Concept Map shows little transit provided to the northwest of the county because that area is intended to remain rural and sparsely developed. Meanwhile, to increase residences and jobs accessible by transit, each High Capacity Transit Corridor includes Tiered Centers as well as Transition and Infill areas. The Centers and High Capacity Transit Corridors are also envisioned to grow more walkable and bikeable over time to connect pedestrians and cyclists to transit more seamlessly.



New Bellevue Library grand opening

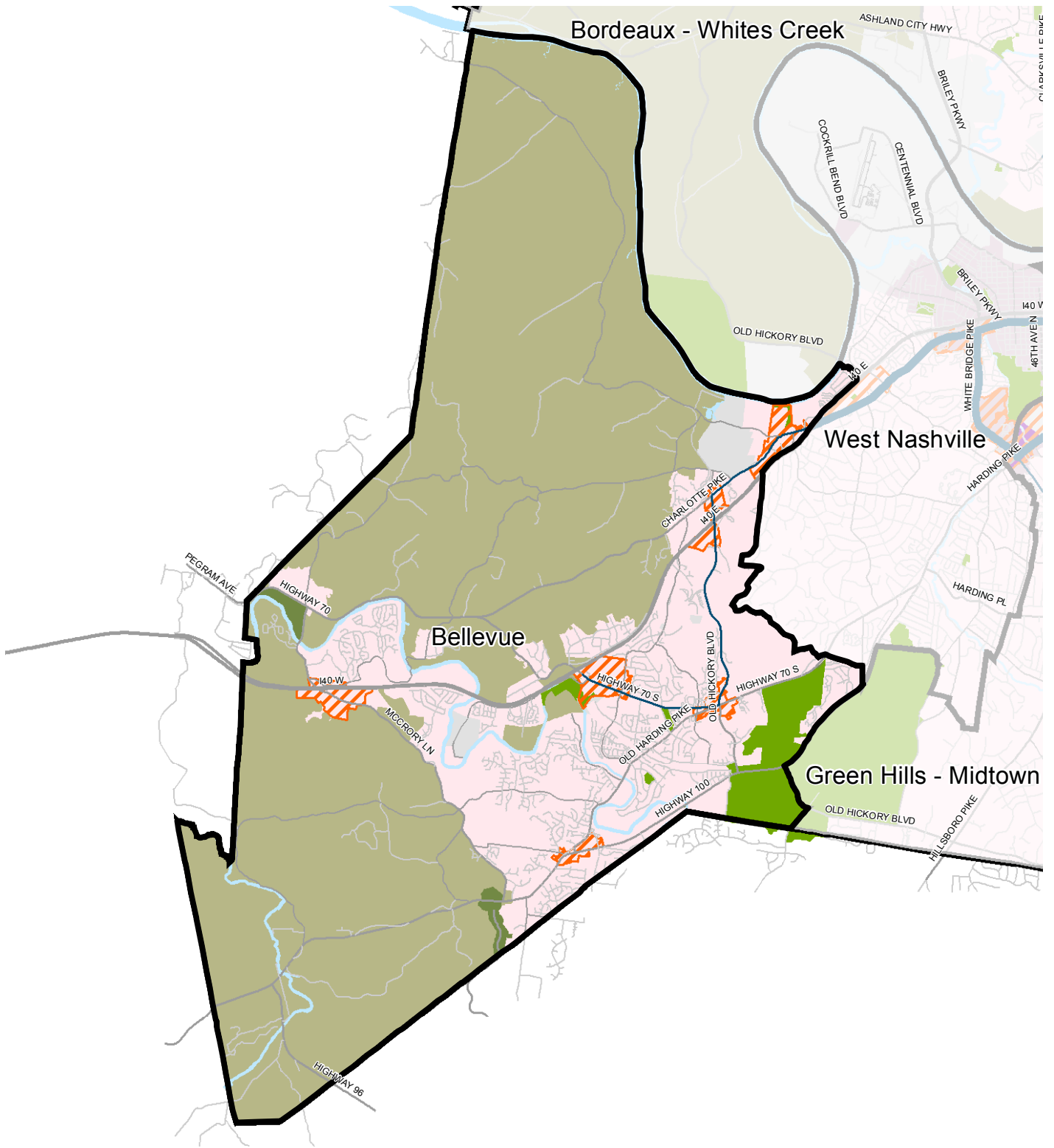


Highway 100 Shopping Center
















MTA transit stop

Figure B-2: Transect
Bellevue detail



Transects Legend

- | | | | |
|---|--|---|---|
|  Centers | Priority Corridors |  T1 Natural |  T5 Center |
|  Subarea Boundaries |  Immediate Need |  T2 Rural |  T6 Downtown |
|  Anchor Parks |  Long-Term Need |  T3 Suburban |  D District |
| | |  T4 Urban |  Water |



The Transect

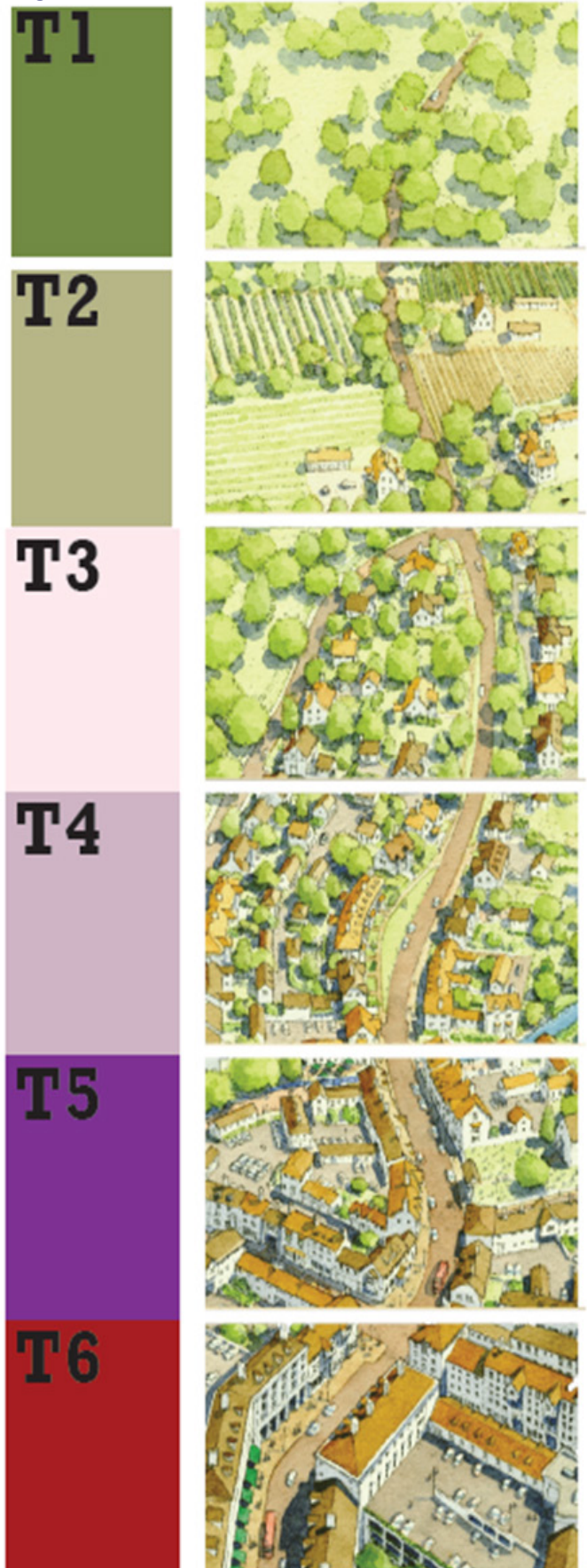
Planning in Nashville has, for many years, used the “transect,” which is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most rural to the most urban. The transect calls for all elements of the natural and built environment to be consistent with the character of the transect category within which they are located. Figure B-3 illustrates the range of categories in a general transect.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments. Each category is listed below with its presence in Bellevue.

- T1 Natural: Includes Edwin Warner Park and the Natchez Trace.
- T2 Rural: Includes much of the northern, western, and southern portions of the community where steep terrain and woodlands exist.
- T3 Suburban: Includes Bellevue proper and its numerous neighborhoods.
- T4 Urban: Not present.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: Includes areas with special uses, such as industrial areas, the quarry, and utilities.

The transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Bellevue community are suburban and other neighborhoods are rural in character and should be encouraged to remain that way. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained. Figure B-2 shows the transect in the Bellevue Community Plan area.

Figure B-3: The Transect



Credit: Center for Applied Transect Studies
<https://transect.org/>

Community Character Policy Map

The Bellevue Community Character Policy Map builds upon the Growth & Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the Bellevue community. See Figure B-4 for a map of the Community Character Policies in the Bellevue area.



Red Caboose Park



Harpeth River Greenway

For the most up-to-date
Community Character Policy Map,
visit our website:
[www.nashville.gov/Planning-
Department/Community-Planning-
Design/Our-Communities.aspx](http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx)

The Bellevue Community Plan applies Community Character Policies to every property in Bellevue. The policies are defined in the Community Character Manual (CCM). Those policies are designed so that the elements of development are coordinated to ensure the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

The Bellevue Community Plan uses Community Character Policies that are tailored to rural and suburban character and honor the diversity of character from the rural neighborhoods of Whites Bend, Centenary, and Pasquo to the suburban neighborhoods of Bellevue, Newsom's Station, Tolbert, and others. The Community Character Policies avoid one-size-fits-all development and reinforce and enhance the development pattern of existing neighborhoods. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed use centers, and preserve green spaces and environmentally sensitive features.

Bellevue's natural and open space areas include areas with environmentally sensitive features, such as floodplains, steep slopes, and unstable soils, as well as public parks. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features, particularly floodplains and floodways, through the use of Conservation policy. Conservation policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Harpeth and the Cumberland Rivers lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events. Where natural features have been damaged, the Conservation policy provides guidance on how to remediate this damage.

The Bellevue community's desire to maintain and enhance its rural and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy to several neighborhoods and areas in the community. To maintain long-term sustainability of the community and to enhance housing choices for residents at every point in their lives, an appropriate mixture of housing types must still be provided. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center, and Corridor policy areas. In rural areas, some opportunities for additional rural housing exist in certain areas. In suburban areas, providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of the surrounding neighborhoods, such as cafes, coffee shops, boutiques, and small shops. Currently, some businesses would argue it is not viable for them to locate in the community because there are not enough people living in the area to support their businesses. For all residential developments, the Community Plan and the Community Character Manual (CCM) provide guidance on building and site design to reflect the rural or suburban setting in which the residential development is located.

Another area of emphasis in the Concept Map is enhancing centers and corridors. Bellevue has several prominent corridors, including Highway 100, Highway 70, Old Harding Pike, Charlotte Pike, and McCrory Lane. Bellevue also has several commercial centers that range from small-scale neighborhood centers, such as the small center at Old Harding Pike and Bellevue Road, to larger community centers, such as the shopping centers on Highway 70 and Highway 100. Corridors and Centers should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options, such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through well-designed land use transitions sensitive to adjacent residential areas.

In past decades, several single-family and multi-family developments were approved for Bellevue, but have been only partially completed or not constructed at all. The Community Plan and the Community Character Manual (CCM) include guidance on how to address these developments if changes to the approved plans are requested.



Rural countryside near the Harpeth River



Devon Park

Please see "How to Use the Community Character Policies" section on page 27 for more guidance.



Bellevue Community Plan Update in 2011

Despite the well-educated workforce with higher-than-average incomes, Bellevue has few employment centers, and Bellevue residents feel underserved with regard to retail and restaurant options. During the 2011 Bellevue Community Plan update process, the community was clear that it wanted additional sit-down dining choices, shopping, services, and employment options, via reuse or redevelopment of existing commercial sites, rather than the geographic expansion of commercial areas. During the 2003 plan update, the concept of locating commercial development at prominent intersections (nodes) with residential uses inbetween was included in the land use policy. That development pattern has held, and the community wishes to retain this pattern in the future.



Bellevue multi-family housing

While Bellevue overall has some diversity of land uses, the land uses are generally separate from one another and lack good connections to other land uses or public parks. The suburban development pattern has created the need to mitigate traffic congestion, improve the mixture of land uses, add other transportation options, such as walking and biking, and find ways to preserve rural areas and environmentally sensitive features. Striking a balance between the pressures for development and conserving the natural beauty found throughout the area is one of the Bellevue community’s greatest challenges. The community’s future vitality depends on how it capitalizes on its assets to continue being a desirable residential area with densities and intensities to support desired commercial development and how it preserves and enhances its neighborhoods, open spaces, and environmentally sensitive features.



NashvilleNext meeting in Bellevue

Supplemental Policies

The Bellevue Community Plan does not contain any Supplemental Policies.



Woodlands



Red Caboose Park



Harpeth River

Community Character Policy Map: Bellevue

Community Character Policies

- Supplemental Policy Areas
- CO Conservation
- CI Civic
- OS Open Space
- TR Transition
- T1 OS Natural Open Space
- T2 RA Rural Agriculture
- T2 RCS Rural Countryside
- T2 RM Rural Maintenance
- T2 NM Rural Neighborhood Maintenance
- T2 NC Rural Neighborhood Center
- T3 NM Suburban Neighborhood Maintenance
- T3 NE Suburban Neighborhood Evolving
- T3 RC Suburban Residential Corridor
- T3 NC Suburban Neighborhood Center
- T3 CM Suburban Mixed Use Corridor
- T3 CC Suburban Community Center
- T4 NE Urban Neighborhood Maintenance
- T4 RC Urban Residential Corridor
- T4 NC Urban Neighborhood Center
- T4 CM Urban Mixed Use Corridor
- T4 MU Urban Mixed Use Neighborhood
- T4 CC Urban Community Center
- T5 MU Center Mixed Use Neighborhood
- T5 RG Regional Center
- T6 DN Downtown Neighborhood
- T6 CP Downtown Capitol
- T6 DC Downtown Core
- T6 SB Downtown Second and Broadway
- T6 DR District Destination Retail
- D EC District Employment Center
- D I District Impact
- D IN District Industrial
- D MI District Major Institutional
- D OC District Office Concentration
- Water

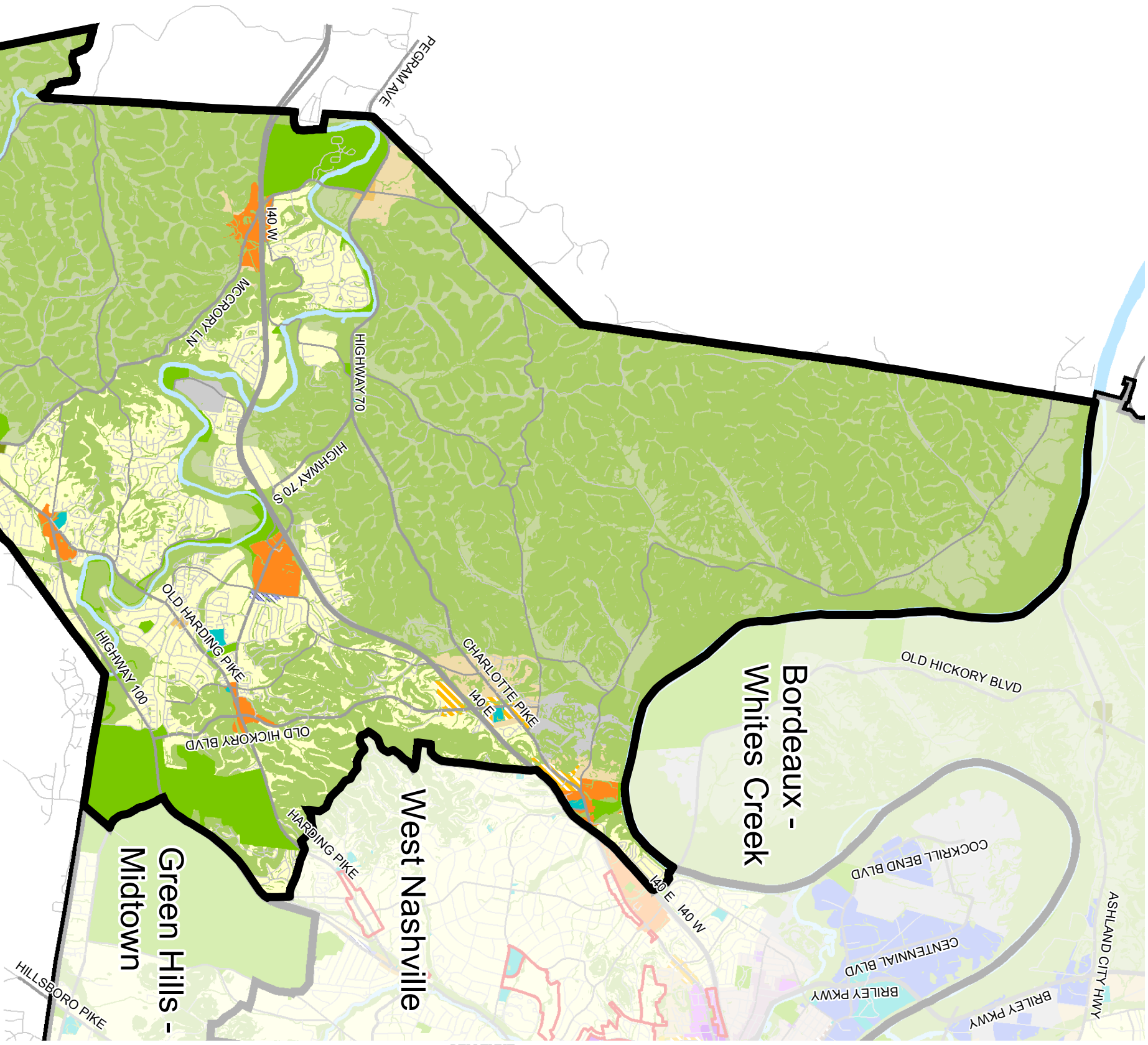
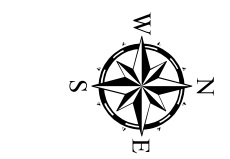


Figure B-4: Community Character Policy Map

How to use the Community Character Policies

The Community Character Manual (CCM) is the dictionary of Community Character Policies that are applied to every property in each community. The CCM has three main functions: to explain and institute the Community Character Policies; to provide direction for the creation of implementation tools such as zoning; and to shape the form and character of open space, neighborhoods, centers, corridors, and districts within communities.

The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given property.

First, look at the Community Character Policy Map to determine what the policy is for the property.

Note that while each Community Plan includes a Community Character Policy Map (Policy Map), it is a static map of policies when the Community Plan was adopted; it will not include any amendments made to the Community Character Policies after the initial adoption. For the most up-to-date Community Character Policy Map, use the online maps at <http://maps.nashville.gov/propertykiva/site/main.htm>

When using the Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of: the Community Character Policies and Supplemental Policies.

Second, read the Community Character Policy in the CCM.

After looking at the Policy Map and determining which Community Character Policy is applied to the property, turn to the Community Character Manual to read that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types. A brief description of the Community Character Policies is found on the following pages, but the reader is urged to review the entire policy within the CCM. The CCM is found at the beginning of Volume III of NashvilleNext.

Third, read the Community Plan to determine if there are any Supplemental Policies for the area.

Within some Community Character Policy areas there are unique features that were identified during the planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Supplemental Policy and is included in each Community

Plan. The Supplemental Policies may provide additional specificity or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Supplemental Policies that discuss unique conditions that may exist. When a Supplemental Policy is applied to an area, then the guidance of the Supplemental Policy supersedes the guidance given in the Community Character Policy.

The Supplemental Policies are shown on the Policy Map in the Community Character Plan with an outline and hatching. A description of each Supplemental Policy is included in the Community Plan. The Supplemental Policies can also be found on the online maps, by going to the area in question, and turning on "Supplemental Policy Areas" under "Plans and Policies."

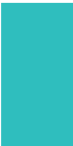
Finally, read the "General Principles" in the CCM for additional guidance on specific development and preservation topics.

In addition to the Community Character Policy and Supplemental Policies unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as creating sustainable communities, healthy and complete communities, and distinctive character are addressed.


Community Character Policy Summary

For a full definition of each Policy, see the Community Character Manual.


Policies that apply in multiple Transects




Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



Transition (TR) – Intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.




Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.




Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.


T2 Rural Transect




T2 Rural Agriculture (T2 RA) – Intended to maintain appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Countryside (T2 RCS) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Maintenance (T2 RM) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Neighborhood Center (T2 NC) – Intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM) –

Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to

adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.


T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect


T4 Urban Neighborhood Maintenance (T4 NM) – Intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or NE policy


substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.




T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.




T4 Urban Neighborhood Center (T4 NC) – Intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



T4 Urban Community Center (T4 CC) – Intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.




T4 Urban Residential Corridor (T4 RC) – Intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.




T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections

with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect




T5 Center Mixed Use Neighborhood (T5 MU) – Intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.




T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.


T6 Downtown Transect




T6 Downtown Capitol (T6 CP) – Intended to maintain and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.



T6 Downtown Neighborhood (T6 DN) – Intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.




T6 Downtown Core (T6 DC) – Intended to maintain and enhance the “core” of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.




T6 Second and Broadway (T6 SB) – Intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors’ ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.


D District Transect




D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.




D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.




D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



D Industrial (D IN) – Intended to maintain, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



D Major Institutional (D MI) – Intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.



D Office Concentration (D OC) – Intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

Enhancements to the Open Space Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Plan To Play: Countywide Park and Greenways Master Plan* (“Plan To Play”) for projects and enhancements. *Plan to Play* serves as a guide for future investments in and growth of our park system in the coming decades. The *Plan To Play* process occurred throughout 2016 and included an inventory of past and current plans, an analysis of programs and facility offerings, review of peer cities, and public participation. *Plan To Play*’s Guiding Principles are: open to all, relative and diverse, promoting healthy lifestyles, green, strategic and productive, safe, uniquely Nashville, transparent, and a good investment.



Edwin Warner Park



Soccer fields along Harpeth River



Warner Parks

Plan To Play also discusses greenways. Greenways serve an open space/recreational function and a transportation function, contributing to the transportation network. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage active and healthy lifestyles.

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway, or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, it follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on built on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

Plan To Play should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

Both the Open Space Plan and Plan To Play are online:
www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx

Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using *Access Nashville 2040* and the *Major and Collector Street Plan (MCSP)*, which implements *Access Nashville 2040*. Other plans under *Access Nashville 2040* include *WalknBike*, the strategic plan for sidewalks and bikeways, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the *Plan To Play*, described above; and the Metropolitan Transit Authority’s strategic master plan *nMotion*, which establishes guiding principles and policies for improving public transportation. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program. For information on the transportation network, please refer to *Access Nashville 2040* in Volume V of *NashvilleNext*.

Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive (meaning that the street is designed in a way to complement the character of the area, whether it is rural, suburban or urban) and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multimodal” network. Funding is limited and the need to improve the multimodal network far outweighs existing resources. Sidewalk, bikeways, and greenways projects compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant.

Community priority projects reflect a balance between community concerns, development pressures, and project feasibility. *Access Nashville 2040* outlines two types of transportation projects — those that represent a “Community Priority” and those that meet a “Countywide Critical Need.” The community’s priority transportation projects are described there. For more information, please refer to *Access Nashville 2040*.

Access Nashville 2040 is online: www.nashvillenext.net/

nMotion is online: www.nashvillenext.net/

WalknBike is online: www.nashvillenext.net/



Walking



Cycling



Transit