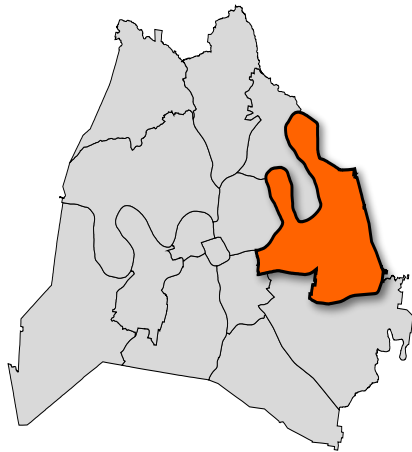


A General Plan for Nashville & Davidson County

Adopted June 22, 2015
Amended August 24, 2017



**Volume III:
Community
Plans**



**Donelson –
Hermitage –
Old Hickory**

**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;

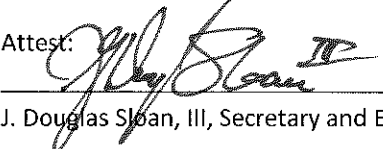
WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included 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.

DONELSON – HERMITAGE – OLD HICKORY

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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 Donelson–Hermitage–Old Hickory Community Plan was first adopted by the Planning Commission in 1990, after working with a Citizens Advisory Committee.

The Planning Commission adopted the Donelson–Hermitage–Old Hickory Plan’s first update in 1995 after several community workshops. The community’s second Plan update followed in 2004 and included detailed design planning for Downtown Donelson, Hermitage along Dodson Chapel Road, and the Old Hickory area. In 2009, an Urban Design Overlay (UDO), a zoning tool that requires specific design standards for development in a designated area, was created and approved for Downtown Donelson as part of a community process. Another Community 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 streamlined to make them easier to comprehend and to interact with online. Some minor updates were also made.

Over the decades, Donelson–Hermitage–Old Hickory 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 visit: www.nashville.gov/Planning-Department/Community-Planning-Design.aspx



DONELSON – HERMITAGE – OLD HICKORY

Community Profile

Description/Location

The Donelson–Hermitage–Old Hickory community is located in eastern Davidson County, generally bounded by Spence Lane on the west; the Cumberland River to the north; the Wilson County line on the east; and Percy Priest Lake, Couchville Pike, and I-40 to the south. The planning area contains approximately 55 square miles, or 35,000 acres. It contains about 11 percent of the land area in Davidson County, making it one of the largest geographically of the community plan areas.

This area has a diverse range of land uses and development patterns, including older suburban residential development, large employment and retail centers, newer residential development, and older, pre-World War II communities. Large parks, green space areas, and numerous waterways are located throughout the communities. Major employment centers include the Opryland/Music Valley area, Century City, Donelson Corporate Center, and Summit Hospital which are valuable assets to the community. Substantial acreage is devoted to open space and special uses, such as the Hermitage, Army Corps of Engineers’ property, the Nashville International Airport, Nashville Shores, and Two Rivers.

The Donelson–Hermitage–Old Hickory community, important in the early history of Davidson County, continues to experience growth and change. Older commercial portions of Lebanon Pike, Donelson Pike, and Old Hickory Boulevard are showing signs of age. Redevelopment, and, in some cases, mixed use development is needed to provide more unique destinations and residential options for the community to meet current market preferences.



Community gateways



Farmers Market in Donelson

Major Neighborhoods/Communities

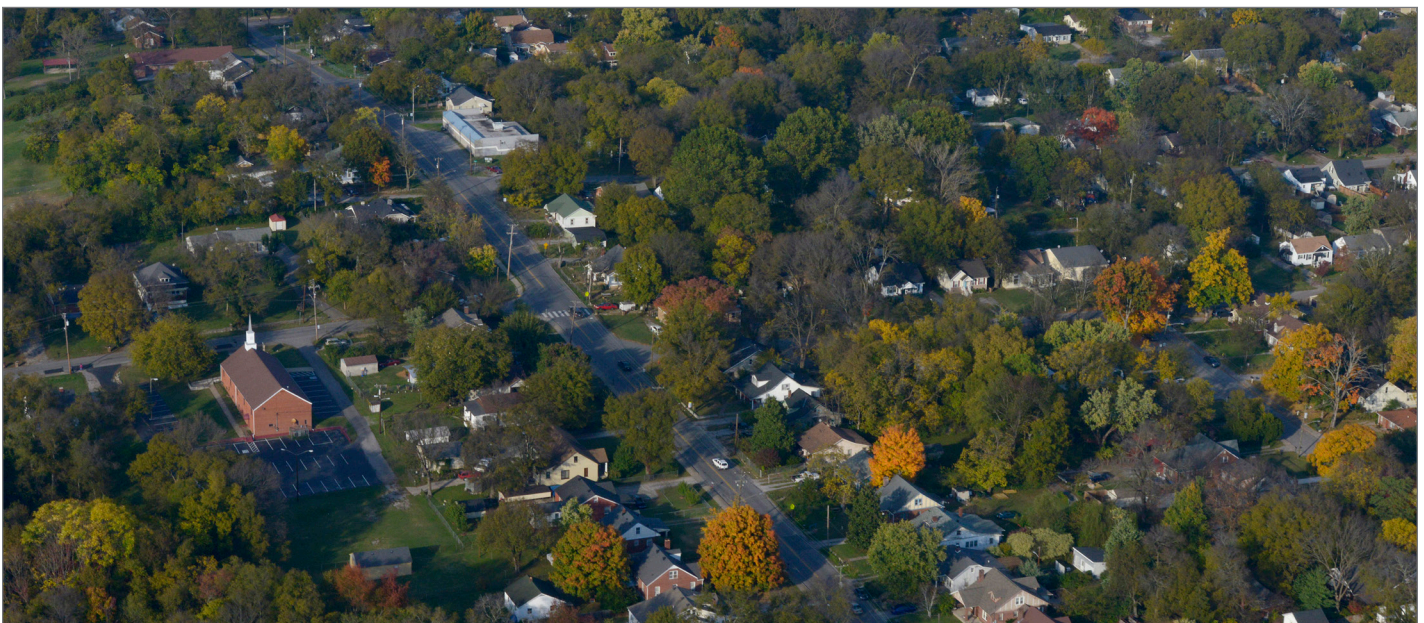
Three distinct communities exist in this eastern part of Davidson County. Donelson, a stable, older postwar suburban area takes pride in its established residential areas and faces the challenge of an older commercial arterial at its center. Hermitage, generally a newer suburban community, steeped in the history of President Andrew Jackson who made his home there, continues to face growth pressures. Old Hickory, with its founding as a company town for a factory, displays a more traditional character, but also is concerned with growth and redevelopment.



House in Old Hickory Village

The plan area also includes the communities of Pennington Bend, Hadley's Bend, Rayon City, Music Valley, and parts of Percy Priest. Across the three broad communities mentioned above, there are numerous neighborhoods comprised of both older and newer residential development. For convenience, the entire area is referred to as "Donelson-Hermitage-Old Hickory" in the community plan.

To see the Donelson-Hermitage-Old Hickory Community's demographic information, please visit: www.nashvillenext.net

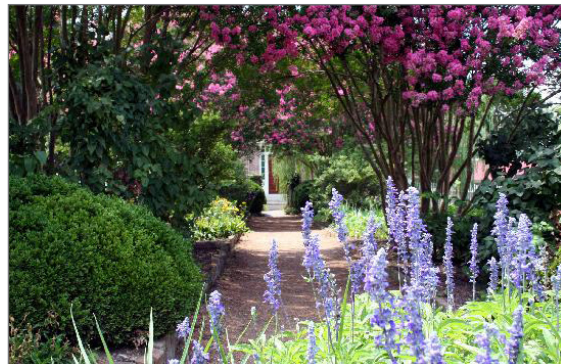


Aerial of plan area

History Highlights

The Donelson–Hermitage–Old Hickory area is rich in Nashville’s history and contains numerous historic properties and features, including some of Davidson County’s best known and most impressive antebellum historic buildings. Highlights include:

- The Stones River basin area was a long favored hunting ground of the Creek, Chickasaw, Cherokee, and Shawnee groups.
- Settlement of the area by Western European descendants began in 1780 when Colonel John Donelson (who later became father-in-law to Andrew Jackson) established a station on the site now known as Clover Bottom.
- Other families followed and built large houses and farms, including the Hardings, McGavocks, and Jacksons, in addition to the Donelsons.
- Several large houses still remain from this period and are recognized with historical designations, including the Hermitage, Tulip Grove, Two Rivers, Cleveland Hall, and Clover Bottom.
- In 1918 during World War I, a gunpowder plant was built on 5,600 acres in the area now known as Old Hickory Village and Rayon City. The plant contained 3,800 buildings with housing for 35,000 people. Land that had been rural suddenly became a small city with a post office, theaters, churches, banks, schools, a fire department, and a sewer system.
- In 1923, the DuPont Company began manufacturing rayon on the former gunpowder plant site and contined the “company town.”
- Suburban growth in the area began in the 1930s and early 1940s with the development of neighborhoods like Bluefields in Donelson.
- The Old Hickory Dam was completed in 1954. The J. Percy Priest Dam followed in 1968.
- Music Valley was once home to a large herd of buffalo that roamed freely on Rudy’s Farm during the 1960s. In the early 1970s, the Opryland USA complex began construction in Donelson. OpryLand theme park opened in 1972. Additional businesses opened in the Music Valley area.



Rachel’s Garden at the Hermitage



Two Rivers Mansion in Donelson

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 Donelson-Hermitage-Old Hickory Community, please visit:

www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx

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.



Old Hickory Lake

Role in the County and Region

With its geographic location at the eastern edge of Davidson County and its bisection by I-40 and Briley Parkway, the Donelson–Hermitage–Old Hickory community has regional relationships and is influenced by development in other parts of the region. With its wide array of older and newer residential areas, various employment opportunities, a wide range of open spaces and community services, and nationally-known cultural, recreational, and entertainment attractions, the community is diverse and its resources are abundant. The Donelson–Hermitage–Old Hickory community plays several key roles in the regional setting.

Natural Features and Recreation — Parks and Community Services

One of the Donelson–Hermitage–Old Hickory community's primary contributions to the Middle Tennessee region is in providing recreation, parks, and green space through its natural and man-made features. The community hosts the Stones River Greenway system, two large lakes, a range of parks, and large historic sites. In 2015, the Donelson–Hermitage–Old Hickory community contributed approximately 8,368 acres (26 percent of the community's land uses) of open space, park land, golf courses, civic uses, and institutional uses to Davidson County.

Perhaps the most recognized historic site in the area is the Hermitage, the home of President Andrew Jackson, the seventh president of the United States. The Federal style, two-story brick house was completed in 1821. The story of the Hermitage describes how its 1,000 acres changed from frontier forest to Andrew Jackson's prosperous farm, deteriorated into post-Civil War dilapidation, and finally was rescued and renovated to its current state as a public museum and National Historic Landmark. Thanks to the efforts of the Ladies Hermitage Association, which worked to regain ownership of the entire 1,050-acre plantation, the Hermitage welcomes guests to explore the property, including the mansion, the original home, gardens, memorials, and a museum filled with historical information and artifacts.

Another well-known historic home is Two Rivers Mansion, nestled between the Stones and Cumberland Rivers. Listed on the National Register of Historic Places, the 1859 antebellum mansion and the adjacent 1802 Federal-style brick home were once part of a 1,100-acre plantation and the centerpiece of the Donelson community. The mansion was inhabited by the McGavock family until 1965, when the last heir died

and the property was purchased by the Metropolitan Government of Nashville/Davidson County. Over the years, the city added more acreage to the 14-acre historic site. Today, in addition to the restored mansion, the 447 acres includes two schools, a golf course, park greenway, water park (Wave Country), skate park, frisbee golf course, picnic areas, and many recreational activities for families to enjoy.

The Old Hickory Lock and Dam are located on the Cumberland River in Sumner and Davidson Counties. The city of Hendersonville is situated on the northern shoreline of the lake, and the city of Old Hickory is located on the southern side of the lake, just upstream of the lock and dam. The lake extends 97 miles upstream to Cordell Hull Lock and Dam near Carthage. Construction on the Old Hickory Lock and Dam was completed in June 1954. The lock, dam, powerhouse, and lake are operated and supervised by the U.S. Army Corps of Engineers. Old Hickory Lake contains 22,500 surface acres and serves as a water storage facility. Public facilities include eight marinas, two Corps operated campgrounds, and 41 boat access sites.

The construction of Percy Priest Lake and Dam, a 42-mile long, 14,000-acre lake, was completed in 1968 and was the first Army Corps of Engineers project in the nation created with recreation as one of its authorized purposes. Its other functions include flood control and hydropower production. The lake, located along the Stones River, a tributary of the Cumberland River, encompasses portions of Davidson, Rutherford, and Wilson Counties. Percy Priest Lake also provides refuge for specific animal and plant species and protects other lands that are environmentally sensitive. Sensitive areas and unique species include areas of cedar glades, exotic and native plant areas, and caves. The vast majority of land at Percy Priest Lake is designated for wildlife management, enhancement, and education. Visitors have numerous activities to participate in, including fishing, hunting, hiking, camping, picnicking, boating, canoeing, kayaking, and horseback riding.

The dam has contributed significantly in reducing the frequency and severity of flooding in the Cumberland Valley. Percy Priest Lake was also an integral part of flood control during the May 2010 flood events. A technical report, released by the Army Corps of Engineers after the May 2010 flood, reported that the actions taken at Percy Priest Dam during the flood event reduced more severe flooding in Nashville and further downstream of the Cumberland River, preventing millions of dollars in property damage. In addition to its far-reaching effects of flood control, the project contributes to the area's available electric supply.



Paddlers on the Stones River



The Hermitage



Stone Hall — Metro Parks

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.

The Metro Parks and Recreation Department oversees the Stones River Greenway, part of Nashville’s system of greenways throughout the city that link neighborhoods, schools, shopping areas, the downtown area, offices, recreation areas, open spaces, and other points of interest. The Stones River Greenway is a multi-use trail that runs from the Cumberland River to the Percy Priest Reservoir at Nashville Shores. Much of the trail runs parallel to Stones River and provides access to a number of communities and parks along the way, including the skate park at Two Rivers Park. The Stones River Greenway also connects to the Shelby Bottoms Greenway via a pedestrian bridge at the Cumberland River by the dam.

In 2012, Metro acquired an additional 600 acres of farmland on the Stones River and along the Stones River Greenway. The Stones River Farm property was first identified in the 1990s as a green space priority for a regional park. The land features almost four miles of river frontage, including a highly scenic bend in the Stones River at its confluence with the Cumberland River. Now the area forms a 1,500-acre park. It is also across the Cumberland River from the 648-acre Peeler Park and Taylor Farm.

The Donelson–Hermitage–Old Hickory community has a large amount of environmentally sensitive features that add tremendously to the character of Davidson County and the Middle Tennessee region and that should be preserved. These features are tied to and complement the open space and recreational network. Natural features in the community include numerous waterways, wooded areas, farmlands, and segments of the Cumberland River and its tributaries, including the Stones River. The area provides a wealth of possibilities for recreation,

relaxation, and exploration of the natural world. These environmentally sensitive features are part of a larger, regional open space network, including parks, and provide abundant plant and wildlife habitat.

Housing — Residential Development

The predominance of residential land uses in the community points to one of the community’s main roles in Davidson County — providing housing opportunities in a variety of settings, in proximity to downtown and other employment centers. Established residential areas are found throughout the community with neighborhoods that offer affordable and diverse housing, ranging from large lot suburban homes to smaller lot suburban homes, townhomes, and multi-family structures. The community’s attractive residential location is evidenced by 15,265 acres, or 47 percent of the total land acreage in Donelson–Hermitage–Old Hickory, being used for residences in both rural and suburban settings (in 2015). Another 7 percent (2,105 acres) of the total land acreage in the community was classified as “vacant residential.” Some of this vacant residential land is likely to remain vacant due to large lot residential patterns and areas that have environmentally sensitive features. 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 totaled 54 percent of the community’s total land uses (in 2015).

Regional, National, and International Connectivity

The Donelson–Hermitage–Old Hickory community has a uniquely rich collection of transportation options, linking it to the region, the nation, and the world. The community contains some of the most heavily traveled interstate and highway corridors in Nashville/Davidson County and the region. I-40 carries long-distance, through trips and the bulk of commuter trips originating in eastern Davidson County and western Wilson County. I-40 also provides access to the Nashville International Airport, Percy Priest Lake and the Opryland/Music Valley area via Briley Parkway. Briley Parkway, a major circumferential route, serves the Opryland/Music Valley area, Pennington Bend, and the Airport. In addition, Briley Parkway is a major connector linking radial streets and highways in much of Davidson County. Lebanon Pike, Elm Hill Pike, and Old Hickory Boulevard carry commuter trips and also provide access to abutting residential, commercial, office, and industrial uses. Both I-40 and Lebanon Pike provide access to the central city area. With the community’s numerous corridors, there are opportunities to enhance them to include mobility options for pedestrians, cyclists, and transit riders, in addition to automobile drivers, and create more complete streets that serve everyone.



Houses in Donelson



Houses in Hermitage



Houses in Old Hickory



Nashville International Airport

The Nashville International Airport is located along the southern boundary of the Donelson area on approximately 4,500 acres that stretches southward into the adjacent Antioch-Priest Lake community.

About 40 percent of the community's boundary is the Cumberland River between the Old Hickory Dam and the CSX railroad crossing to East Nashville next to Shelby Park. The river is a navigable waterway that provides the opportunity for both cargo and passenger services. Parts of the community have good rail service provided by the Nashville and Eastern rail system that traverses the area from west to east through Donelson and Hermitage, with a spur line into Hadley's Bend (Old Hickory/Rayon City).



Music City Star — Donelson Station

The area also contains the Music City Star, the commuter rail system that runs from Lebanon to Downtown. The service began operation in September 2006, using some existing track of the Nashville and Eastern Railroad. Currently, the operation covers 32 miles on the line with six stops for passengers. The Star is considered a starter project to demonstrate the effectiveness of commuter rail service to the larger Nashville area.

Employment and Tourism

Access in, around, and through the community has also contributed to employment and tourism opportunities. The Donelson–Hermitage–Old Hickory community hosts several major employment centers, including the Opryland Hotel/Opry Mills Mall/Music Valley area, the Nashville International Airport, Summit Hospital, and various businesses in the Donelson area. In addition, the Grand Ole Opry, Nashville Shores, Two Rivers, Percy Priest Lake, golf courses, and the Hermitage attract both locals and out-of-town tourists.



Opryland Hotel in Donelson

A major mixed use office park was approved in 2008 along Elm Hill Pike at McCrory Creek Road, near I-40. As of 2017, construction has not yet begun. The 180-acre development is anticipated to be an office campus to accommodate approximately 2.7 million square feet of office/flex space, including supporting retail, commercial, and mixed use. The development plan also includes preservation of the creek, a greenway, and open space. Discussions are ongoing regarding the needed infrastructure for access to I-40 to begin the development's construction.

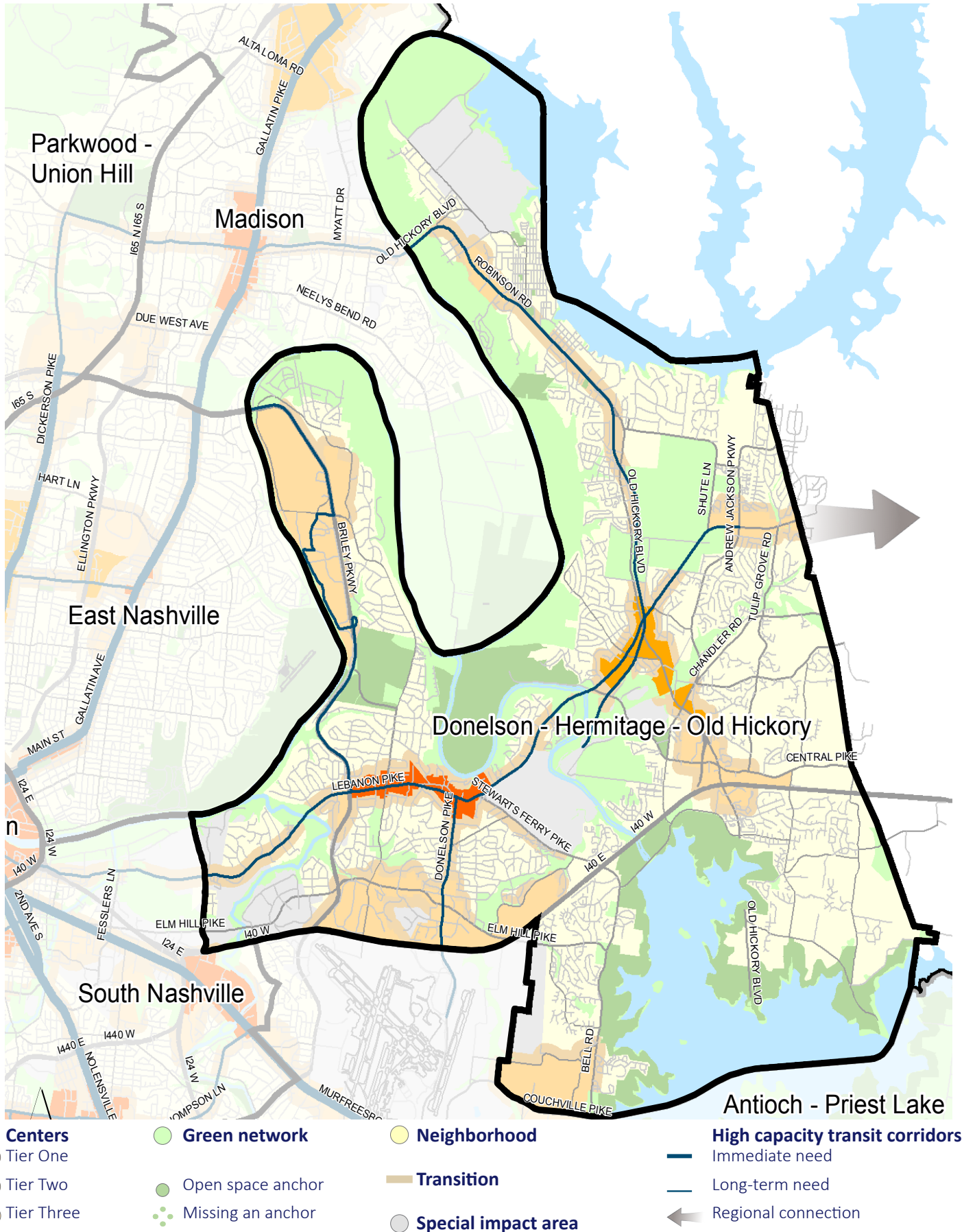


Greenway bridge crossing Cumberland River



Outbuilding at the Hermitage

Figure DHOH-1: Growth & Preservation Concept Map
 Donelson–Hermitage–Old Hickory 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 Donelson–Hermitage–Old Hickory, shown in Figure DHOH–1, illustrates the key concepts listed above: preserving environmentally sensitive features and open space; preserving established residential areas and character; strategically locating new residential development; enhancing commercial centers and corridors to provide more services and options, especially along Lebanon Pike, Old Hickory Boulevard, Donelson Pike, and Elm Hill Pike corridors; 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 previous Donelson–Hermitage–Old Hickory Community Plan update and its amendments and detailed design plans, 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, including input on how Donelson–Hermitage–Old Hickory should grow, but also input on what the vision for Nashville is in the future and deliberation on what role this community should play in the future.



River bluffs in Donelson



House in Donelson



House in Hermitage

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

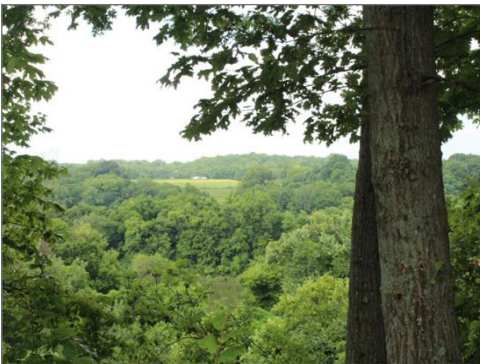


Nashville Shores in Hermitage

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).

In the Donelson–Hermitage–Old Hickory community, much of the Green Network is floodways and floodplains along the rivers, parkland in the river bends, land around the lakes, parks, and cultural areas, such as Two Rivers and the Hermitage.



River bluffs in Donelson

Since the 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 open space network. 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 Stones River. Parts of Mill Creek, Stoner Creek, and McCrory Creek also flow through the area. While the Cumberland River is controlled by the dams that created the Old Hickory and Percy Priest Lakes, there are still substantial floodplains and wetlands within the plan area. In 2014, there were over 6,100 acres of land within the 100-year floodplain (a probability of 1 in 100 that flooding to the extent shown will occur in any given year), over 17 percent of the land area. The area also has natural springs and areas of steep terrain (defined as slopes of 20 percent or greater, or a rise of 20 feet or more for every 100 feet of horizontal distance), unstable soils, and some sinkholes.



Percy Priest Lake and Dam

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 a different context — rural, suburban, urban, or downtown — depending on their location.

In the Donelson–Hermitage–Old Hickory community, Neighborhoods are predominantly suburban in character along with a few urban neighborhoods in or near Downtown Donelson. While the community

currently has a range of housing options, a majority of housing is single-family homes. The Concept Map and the Community Plan recommend strategic locations for additional residential density — generally in existing commercial centers or corridors — to support businesses and eventual transit. For all residential developments, the Community Plan and the Community Character Manual (CCM) provide guidance on building and site design to reflect the rural, suburban, or urban setting in which the residential development is located.

Providing additional housing options in strategic locations, such as within centers or on prominent corridors, addresses several goals. Housing choices can allow Donelson–Hermitage–Old Hickory 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 Donelson–Hermitage–Old Hickory 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 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



Old Hickory Bridge



House in Old Hickory

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

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.



Shopping center in Hermitage

Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual (CCM) 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 Donelson–Hermitage–Old Hickory community, Transition and Infill areas include areas around existing centers and along corridors, such as Lebanon Pike, Donelson Pike, Old Hickory Boulevard, and Elm Hill Pike.

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.

In the Donelson–Hermitage–Old Hickory community, a Tier One Center is located in Downtown Donelson along Lebanon Pike. A Tier Two Center is located around the Lebanon Pike/Old Hickory Boulevard intersection in Hermitage.

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.

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 area 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.



Apartments in Hermitage

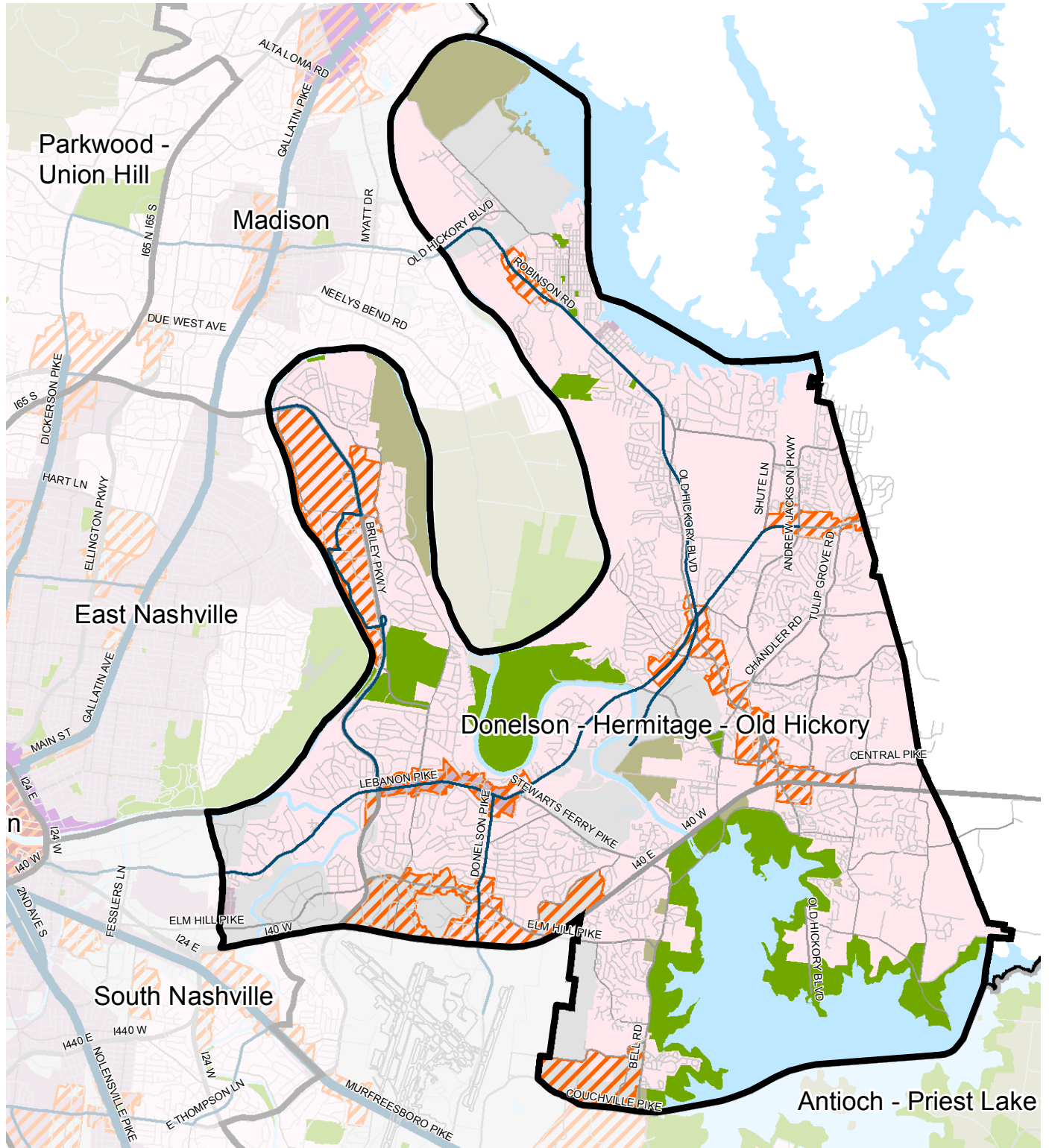


NashvilleNext meeting in 2014

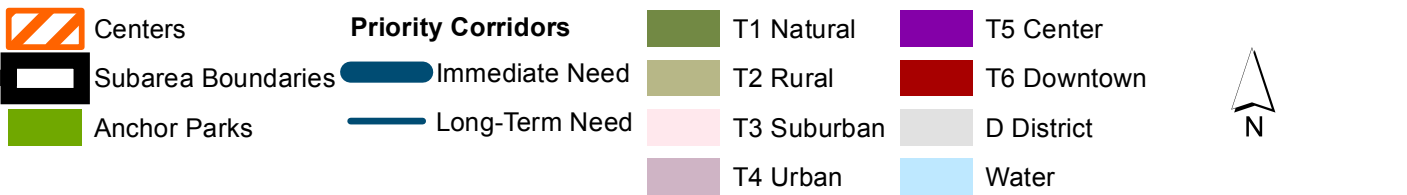


MTA transit stop

Figure DHOH-2: Transect
 Donelson-Hermitage-Old Hickory detail



Transects Legend



The Transect

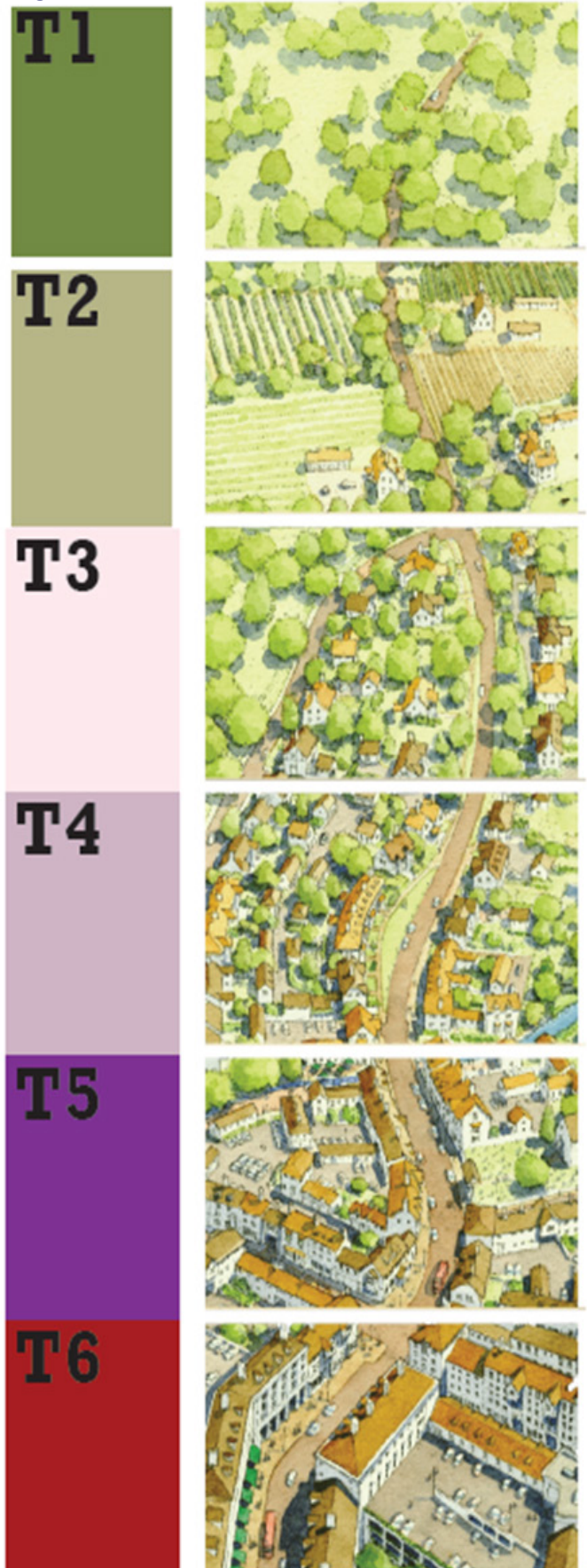
Planning in Nashville has, for many years, used the “transect,” which is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most rural to the most urban. The transect calls for all elements of the natural and built environment to be consistent with the character of the transect category within which they are located. Figure DHOH-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 along with its presence in Donelson–Hermitage–Old Hickory.

- T1 Natural: Not present.
- T2 Rural: Includes parkland in the bends of Stones River and land around Percy Priest Lake.
- T3 Suburban: Includes most of the community.
- T4 Urban: Includes Downtown Donelson and an area on the western edge of the community along Spence Lane.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: Includes areas with special uses, such as industrial areas, the quarry, areas of concentrated employment, and the airport.

The transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Donelson–Hermitage–Old Hickory community are urban and other neighborhoods are suburban 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 DHOH-2 shows the transect in the Donelson–Hermitage–Old Hickory Community Plan area.

Figure DHOH-3: The Transect



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

Community Character Policy Map

The Donelson–Hermitage–Old Hickory 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 Donelson–Hermitage–Old Hickory community. Refer to Figure DHOH–3 for a map of the Community Character Policies.



Rural house in Hermitage



Suburban houses in Donelson

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

The Donelson–Hermitage–Old Hickory Community Plan applies Community Character Policies to every property in Donelson–Hermitage–Old Hickory. The policies are defined in the Community Character Manual (CCM) and are designed to coordinate the elements of development to ensure that 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.

Donelson–Hermitage–Old Hickory’s natural and open spaces include areas with environmentally sensitive features, such as floodplains, steep slopes, and unstable soils, as well as public parks and cultural areas. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features through the use of Conservation policy. The 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 Cumberland River and its tributaries 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.

The Donelson–Hermitage–Old Hickory community’s desire to maintain and enhance its suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance policy. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided. Appropriate locations for additional suburban residential development are indicated by applying Neighborhood Evolving, Center, and Corridor policy areas.

Another area of emphasis on the Concept Map is enhancing centers and corridors. Donelson–Hermitage–Old Hickory has the prominent corridors of Lebanon Pike, Donelson Pike, Elm Hill Pike, and Old Hickory Boulevard. Donelson has several commercial centers that serve the community, including centers along Lebanon Pike and Donelson Pike. Hermitage also

has commercial centers along Lebanon Pike and Old Hickory Boulevard. Old Hickory has centers along Old Hickory Boulevard. These centers range in scale from large, community-serving center areas, like those mentioned above, to small neighborhood center areas, such as at the Central Pike and Dodson Chapel Road intersection in Hermitage.

Corridors and centers should be enhanced by adding a mix of land uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options, including transit. Appropriate uses within mixed use centers are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses in close proximity to residential uses permits residents and workers to walk or bicycle to receive basic goods and services. Residential uses also allow 24-hour surveillance of streets, buildings, and public gathering spaces located at the core of walkable centers to enhance safety in these areas. 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.

As previously mentioned in the section discussing the community's contribution to the region, the Donelson–Hermitage–Old Hickory community has significant assets to provide to the Middle Tennessee region in terms of enjoyable recreational offerings and environmental treasures, historic sites, housing, employment, tourism venues, and transportation infrastructure that serves as a gateway to Nashville/ Davidson County and Middle Tennessee. The community's future vitality depends on how it capitalizes on these assets to continue being a desirable recreational, residential, and employment area and how it preserves and enhances its neighborhoods, commercial areas, and open spaces.

While Donelson–Hermitage–Old Hickory overall has a diversity of land uses, the land uses are generally separate from one another and lack good connections to other land uses and to some areas of the city. The suburban development pattern has created the need to mitigate traffic congestion, improve the mixture of land uses, 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 community's greatest challenges.



Century City in Donelson

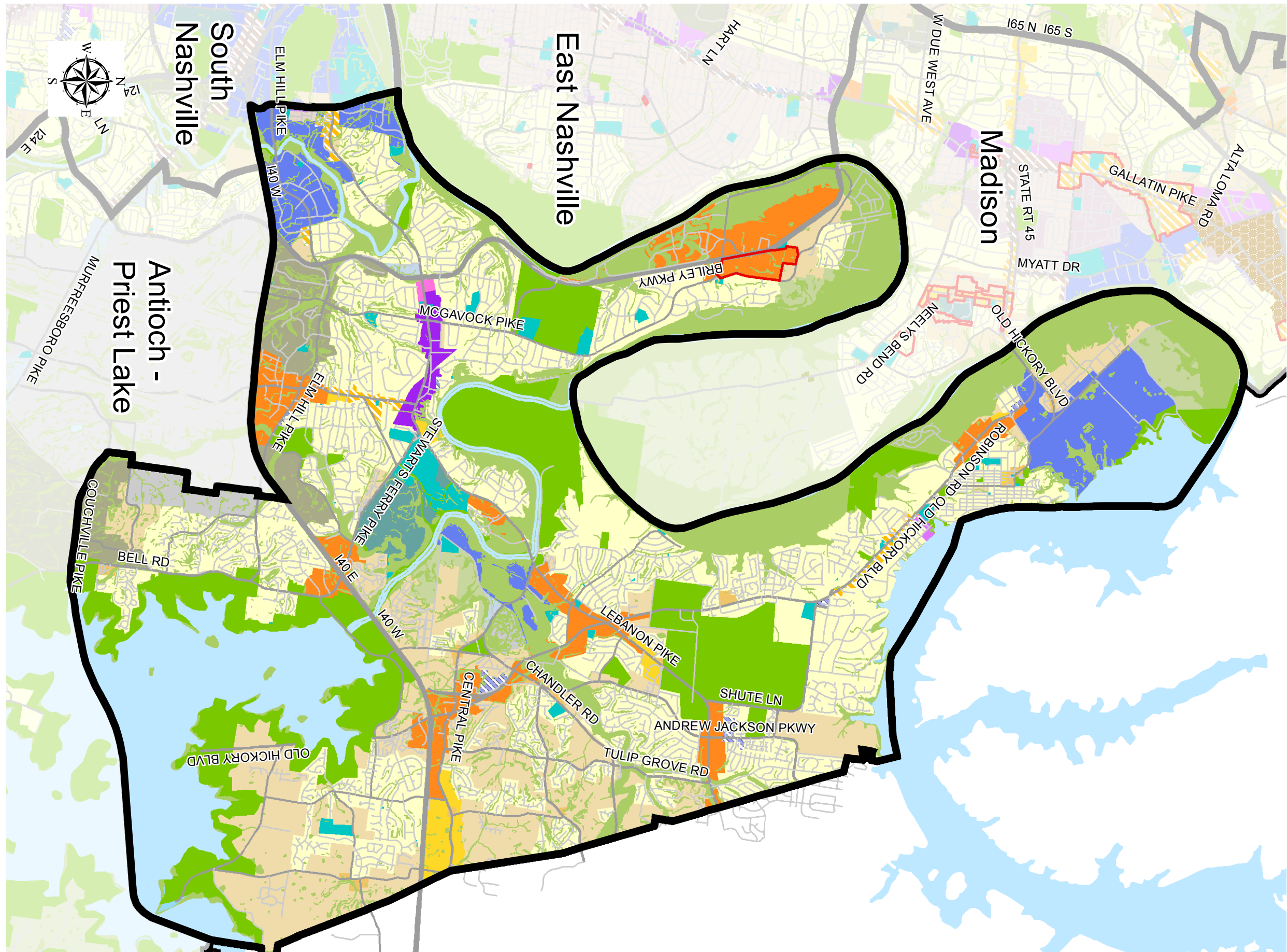


Grand Ole Opry in Donelson



Houses in Hermitage

Figure DHOH-4: Community Character Policy Map



- 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 NM Urban Neighborhood Maintenance
 - T4 NE Urban Neighborhood Evolving
 - T4 RC Urban Residential Corridor
 - T4 NC Urban Neighborhood Center
 - T4 CM Urban Mixed Use Corridor
 - D IN District Industrial
 - D MI District Major Institu-
 - D OC District Office Conc
 - Water

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.

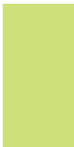


Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect 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.

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

Supplemental Policies

The Donelson–Hermitage–Old Hickory Community Plan provides guidance through the policies found in the Community Character Manual (CCM — found at the beginning of NashvilleNext Volume III). The policies are applied to all properties within the Donelson–Hermitage–Old Hickory community. The policies are intended to coordinate the elements of development to ensure that the intended character of an area is achieved.

The policies provide guidance on appropriate building types/designs, appropriate location of buildings and parking on property, and other elements, including sidewalks, landscaping, bikeways, and street connections. In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted or refined to address the characteristics of the area. In these cases, there are “supplemental policies” that are applied. The Supplemental Policy Areas (SPAs) for Donelson–Hermitage–Old Hickory are described below.

SPA 14-T3-CC-01 — McGavock Pike/Briley Parkway Area

Donelson’s Suburban Community Center Area 14-T3-CC-01 applies to the property at the northeast quadrant of the Briley Parkway/McGavock Pike interchange, property currently owned by Ryman. This Center policy area is not intended to expand to the east side of Pennington Bend Road. In this area, the following supplemental policies apply. Where the supplemental policy is silent, the guidance of the Community Character Manual’s Suburban Community Center Policy applies.

Building Form and Site Design — Lighting

- Lighting and lit signage are to be located, scaled, and directed so as not to shine on adjacent residential areas.

Connectivity — Access

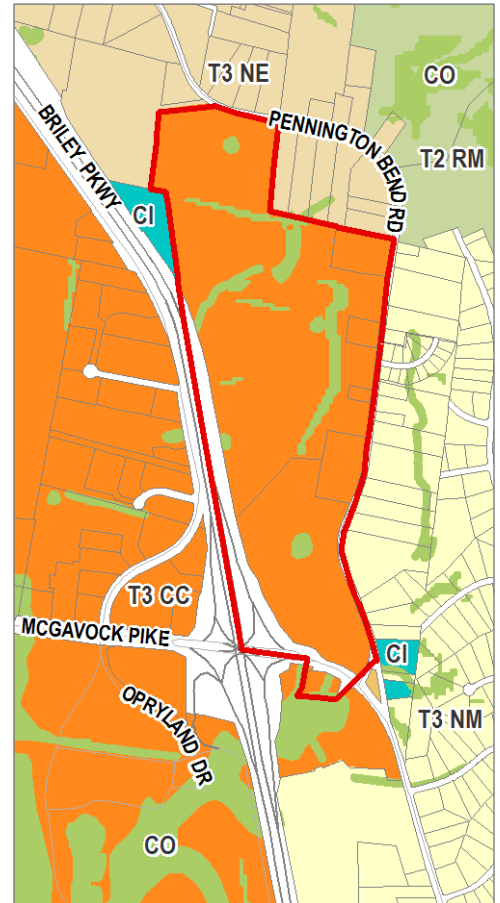
- Vehicular access is not allowed from the property to Pennington Bend Road, except emergency and construction vehicles.
- A variety of techniques should be utilized to minimize traffic accessing the site from McGavock Pike South.

Transitioning

- Because of this site’s location in close proximity to a residential area with only a residential arterial street as a boundary, measures should be taken to minimize the negative impacts of development of the property on surrounding residential uses.
- Develop a quality view and visual transition for the homes on the east side of Pennington Bend Road, closest to the development (e.g. not a paved parking lot).
- Include a landscape buffer between surrounding residential beyond that required in the zoning code for the Commercial Attraction Zoning District abutting residential districts. Such buffering is needed to preserve and enhance adjacent residential uses along Pennington Bend Road, and to begin to buffer impacts of development, such as noise.

Zoning

- Restrict certain allowed land uses in the Commercial Attraction Zoning District, further described in the Specific Plan Zoning District, with the intent of ensuring maximum compatibility with adjacent neighborhoods.



SPA 14-T3-CC-01 boundary

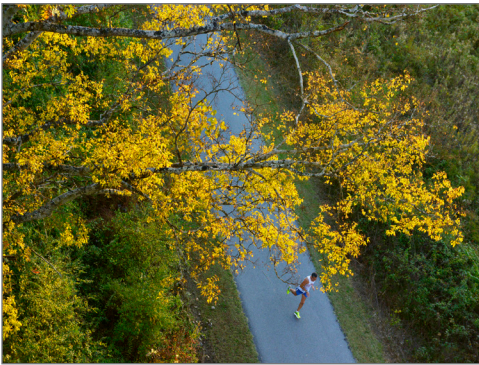
Please see “How to Use the Community Character Policies” section on page 27 for more guidance.

Enhancements to the Open Space Network

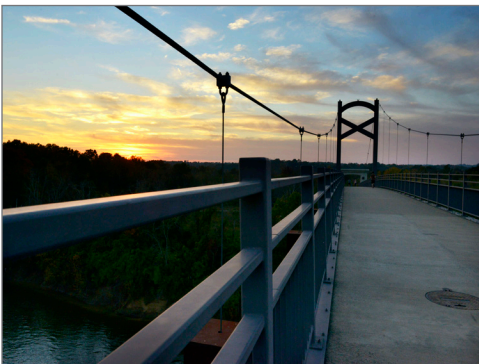
Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Plan To Play: Countywide Park and Greenways Master Plan* (“Plan To Play”) for projects and enhancements. *Plan to Play* serves as a guide for future investments in and growth of our park system in the coming decades. 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.



Stones River Greeway



Runner along greenway



Greenway bridge across the Cumberland River

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 in Donelson–Hermitage–Old Hickory 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.” Donelson–Hermitage–Old Hickory’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



Music City Star — Downtown Station