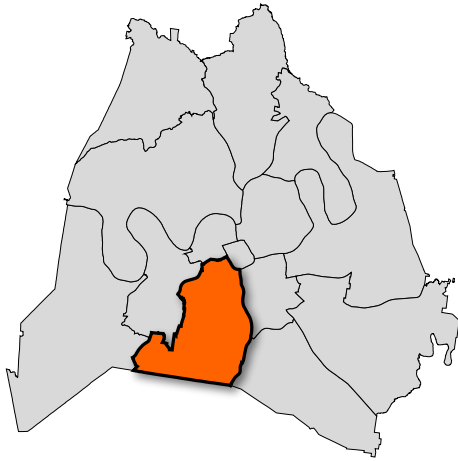


A General Plan for Nashville & Davidson County

Adopted June 22, 2015
Amended August 24, 2017

Volume III: Community Plans



Green Hills – Midtown

**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;

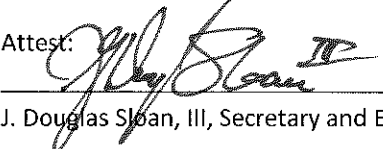
WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included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

GREEN HILLS – MIDTOWN

Contents

Community Profile	7
History Highlights	9
Role in the County and Region	10
Growth & Preservation Concept Map and the Community's Role	15
The Transect	21
Community Character Policy Map	22
How to use the Community Character Policies	25
Community Character Policy Summary	26
Supplemental Policies	30
Enhancements to the Open Space Network	34
Enhancements to the Transportation Network	35

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 Green Hills–Midtown Community Plan was first adopted by the Planning Commission in 1994, after working with a Citizens Advisory Committee.

The Planning Commission adopted the Green Hills–Midtown Plan’s first update in 2005 after several community workshops. In 2013, its policies were translated to their closest equivalents in the Community Character Manual because it was one of nine community plans that had not been updated since the adoption of the CCM in 2008. 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 read, while providing links to additional materials online. Some minor updates were also made.

Over the decades, the community continues to grow and strives to balance growth with preserving the character of established residential areas while providing needed services, retail, recreations, and employment opportunities and improving the appearance of corridors, as well as their 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



Hillsboro Village



Vanderbilt University Medical Center

GREEN HILLS – MIDTOWN

Community Profile

Description/Location

The Green Hills–Midtown Community is bounded by the City of Belle Meade and CSX railroad to the west, I-40/I-65 to the north, I-65 to the east, and Williamson County to the south. Green Hills–Midtown contains approximately 40 square miles, representing about seven percent of the land area in Nashville/Davidson County.

The natural and built environment of Green Hills–Midtown is strikingly diverse. It is home to significant employment centers in Midtown that include businesses and facilities related to Nashville’s thriving health care industry, the Green Hills commercial area, Burton Hills, and a concentration of commercial and office near the intersection of Harding Pike and White Bridge Pike. Green Hills-Midtown is home to the famed Music Row – known for its unique contribution to Nashville’s arts, culture, economy and heritage – in addition to Vanderbilt, Belmont, and Lipscomb universities and Aquinas College. Green Hills-Midtown is served by several prominent, rapidly redeveloping corridors, including 8th Avenue South, 12th Avenue South, 21st Avenue South/Hillsboro Road, West End Avenue and Charlotte Avenue.

Major Neighborhoods/Communities

The Green Hills–Midtown Community is notable for its variety of neighborhoods and housing options. Midtown and the Green Hills commercial area are experiencing significant development of mid-rise “stacked flats” buildings (with units for rent and for sale) in the range of 10–25 stories. Low-rise stacked flats buildings between three and five stories are becoming common on the commercial corridors described above in West End Park, near Vanderbilt and, more recently, on Music Row.

Historic inner-ring neighborhoods such as Edgehill, Hillsboro-West End, Belmont-Hillsboro, 12th Avenue South, Sunnyside, Richland-West End, and Historic Woodland-in-Waverly contain a residential mix that consists of single-family, two-family and some smaller triplexes, quads and small, stacked flats. Many suburban neighborhoods with large residential lots are located in Green Hills, including the Lipscomb University area.

Green Hills–Midtown boasts some of Nashville-Davidson County’s most beloved parks and open spaces. Radnor Lake State Park and Percy Warner Park are also in Green Hills-Midtown. These public parks showcase natural



Centennial Park



Bedford Avenue



West End Avenue



The Adelia in Midtown

To see the Green Hills-Midtown Community's demographic information, please visit: www.nashvillenext.net

features — steep slopes, wooded areas, streams and creeks — that exist throughout the southern third of Green Hills–Midtown and add to its natural, semi-rural beauty. Centennial Park in bustling Midtown features the iconic Parthenon, while numerous neighborhood and community parks also serve nearby residents, employees and visitors.

Nearly half of the land in Green Hills–Midtown is within the jurisdictional limits of the incorporated Cities of Berry Hill, Forest Hills, and Oak Hills. Most of Berry Hill is located in South Nashville, but Forest Hills and Oak Hill are completely within Green Hills–Midtown. These three “satellite cities” are within the boundary of Davidson County, but retained their charters when the Metropolitan Government of Nashville and Davidson County was established. These cities have their own planning and zoning and are not governed by this community plan. They do coordinate with Metro Planning for harmonious development, have service agreements with Metro Government, and are represented in Metro Council.



One of the Edgehill Polar Bears

History Highlights

The Green Hills-Midtown area has a diverse collection of historic resources spanning Nashville's history. Much of the area, remained rural until the late 1800s when the surrounding neighborhoods began to develop thanks to the electric streetcar that spurred development and operated until 1941. The streetcar and presence of two major historic turnpikes — Charlotte Pike, West End Avenue/Harding Pike and 21st Avenue South/Hillsboro Pike — brought vehicular traffic and commercial development to the area. Additional history highlights include:

- Battle of Nashville was fought at sites within the community in 1864.
- Vanderbilt University was established in 1873.
- Belmont University was established in 1890 as Belmont Seminary for Women.
- Lipscomb University was established in 1891 as Nashville Bible School.
- Development of Belmont-Hillsboro began in the 1890.
- Centennial Park opened and hosted the Tennessee Centennial Exposition in 1897. The city acquired the park in 1902.
- Consolidation of an electric street car system in 1902 made the development of Belmont-Hillsboro, Hillsboro-West End, and Richland-West End attractive and accessible.
- Automobile dealerships and commercial establishments clustered on Broadway in the 1920s.
- Percy Warner Park was established in 1927
- Cities of Berry Hill, Oak Hill and Forest Hills were incorporated during the 1950s.
- Country music recording studios and offices located on Music Row in the 1960 in former residential homes and established a significant local industry.
- Mall at Green Hills opened in 1955 as an open-air mall. Department stores joined in the late 1960s. Renovations in the 1980s and 1990s enclosed the mall.
- Edgehill Urban Renewal initiated in the mid-1960s dislocated many black-owned businesses and long-time residents.
- Aquinas College was established 1961.
- Construction of I-440 was completed in 1987.



Woodmont Estates gateway sign

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 Green Hills-Midtown Community, please visit:
www.nashville.gov/mpc

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.



Mixed use on Elliston Place in Midtown



Owen Bradley Park on Music Row

Role in the County and Region

This section considers the Green Hills–Midtown community in the context of the region. Green Hills–Midtown’s collection of unique resources described in the following pages – robust employment and commercial centers, diversity of housing in proximity to employment, regional parks and open spaces and thriving universities – demonstrates the interconnectedness of the Middle Tennessee region.

Employment and Commercial Centers

The diverse and thriving employment and commercial centers in Green Hills–Midtown play a prominent role in the success of the regional economy.

Green Hills

The commercial area surrounding the Mall at Green Hills and Hill Center remains a premiere regional shopping destination and employment center. The area offers unique stores and services unavailable elsewhere in region. Burton Hills office complex offers Class A office space. Like other centers, Green Hills is evolving and experiencing growing pressure for residential and mixed use infill development. As a result, the area is experiencing the impact on infrastructure of increased traffic congestion. As redevelopment occurs, it is required to improve the transportation network through the addition of sidewalks, crosswalks and, where necessary, turn lanes. In 2014, the Metro Planning Commission adopted the Green Hills Area Transportation Plan to provide recommendations on pedestrian, bicyclist, vehicular and transit improvements to be made in the area.

Midtown

Midtown has transformed from a nine-to-five employment center into a 24-hour economic and cultural powerhouse. Centennial, Vanderbilt and St. Thomas Midtown hospitals solidify the area as a regional health care and medical hub. Ancillary businesses in the hub include small medical offices, labs, medical supply stores, health-related non-profits, hotels and restaurants. Since the early 2000s, significant job density has been matched with an ever-increasing residential presence.

Music Row

Music Row has contributed immeasurably to Nashville and Tennessee’s history, culture, heritage and economy. Its proximity to rapidly redeveloping Midtown, Downtown, and the Gulch, has created pressure for more intense infill redevelopment. In response, the Metro Planning Commission adopted the Music Row Detailed Plan in 2016 that established along-range development vision for the area.

Harding Town Center

The intersection of Harding Pike/West End Avenue and White Bridge Pike/Woodmont Boulevard anchors the Harding Town Center commercial and employment hub. This growing mixed use center includes St. Thomas West Hospital and Ingram Barge Company's office tower. Significant redevelopment of under-utilized strip commercial properties has expanded restaurant, retail, services and residential options. As the area redevelops, growing resident, employee and visitor populations are seeking expanded options to get around, including walking, biking and transit. While Harding Town Center is served by the Richland Creek Greenway and transit on White Bridge Pike and West End/Harding, providing safe, comfortable sidewalks and crosswalks remains a priority.

Corridor Redevelopment

Redevelopment along 8th Avenue South and 12th Avenue South represents the latest iteration of commercial and employment growth. Multiple redevelopment projects have feautreed the resue of existing structures along with the addition of low-rise stacked flats and mixed use buildings. As a result, these corridors have evolved into destinations with an emerging sense of place providing services and amenities for surrounding neighborhoods. Side effects of success has included concerns about the use of neighborhood streets for off-site parking, the threat of gentrification to both existing businesses and residents, and the threat of losing character when larger-scale new development is introduced. The concerns rise with the realization of benefits to sustainability. Providing housing close to employment, restaurants, retail, services and transit give new residents the opportunity to walk, bike or take transit to meet their daily needs.

Universities

Institutions of higher learning scattered throughout Green Hills–Midtown have a tremendous regional economic and social impact. Vanderbilt, Belmont, Lipscomb universities and Aquinas College draw students from around the world with an approximate shared student population of 24,000. The institutions are also large employers. Vanderbilt, including the university and medical center, employs more than 25,000 staff and faculty. These institutions spur significant economic development and draw resources to the city and the region.



Burton Hills



Hill Center Green Hills

Sitaphocus



Mixed use building on 12th Avenue South

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.

Housing — Residential Development

Green Hills–Midtown’s diverse housing stock includes a variety of housing types. Much of the community’s more recent development features for-rent stacked flats and owner-occupied condos. Stacked flats development occurs as solely residential buildings as well as in buildings that vertically mix residential with office, retail or restaurant uses (i.e. mixed use).

Neighborhoods within I-440 generally exhibit greater housing type diversity relative to areas outside I-440. The wider mix offered by neighborhoods inside the interstate loop include a mix of single- and two-family homes, accessory dwelling units, townhouses, low-rise stacked flats and courtyard flats, and cottage developments. While the neighborhoods south of the interstate also offer a variety of housing types, they tend to do so with a development pattern that separates housing types into pods, with stacked flats generally on the corridors or on the edge of the commercial center.

Regardless of their housing type mix, Green Hills–Midtown neighborhoods face a common challenge: pressure to redevelopment at higher intensities. The pace of infill development accelerated after 2005 to include infill within neighborhoods and redevelopment of corridors with low- and mid-rise stacked flats buildings.

Community Services and Open Space

Green Hills–Midtown’s parks and open spaces contribute to the regional network and include Percy Warner Park, Radnor Lake State Park, Centennial Park and numerous other parks and open spaces provided through Metro Parks, Metro school sites, at libraries and other civic sites. Universities and private schools also provide open space that is often open to the public and provides health and environmental benefits. As Green Hills–Midtown grows denser with new housing and new employment, the efficient use of existing parks and open spaces — and the strategic creation of new parks — is critical to serve the population.

Natural Features

Although Green Hills–Midtown is primarily developed, the community still has environmentally sensitive features that contribute to community character and warrant preservation. Natural features include numerous creeks, steep slopes, areas of unstable soils, and trees. These environmentally sensitive features are part of a larger, regional open space network including parks and environmentally sensitive areas such as floodplains and wooded slopes that clean our air and water, give our region distinctive beauty, and, as was learned in the flood of 2010, can protect communities from flood damage and loss of life.

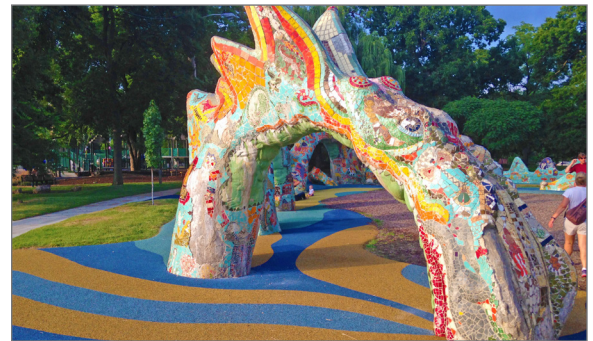
The floodplains surrounding major waterways — Richland Creek, Sugartree Creek, Browns Creek (middle and west forks), Otter Creek, and Bosely Spring; and Radnor Lake — are the community’s primary environmentally sensitive features. The community also contains areas of steep slopes, mainly south of Harding Place/Battery Lane. Many of these areas are also comprised of unstable soils that are stabilized by tree cover. In addition to stabilizing steep slopes, forest cover also aids in absorbing water run-off and provides crucial wildlife habitat and wildlife corridors.



David Lipscomb University

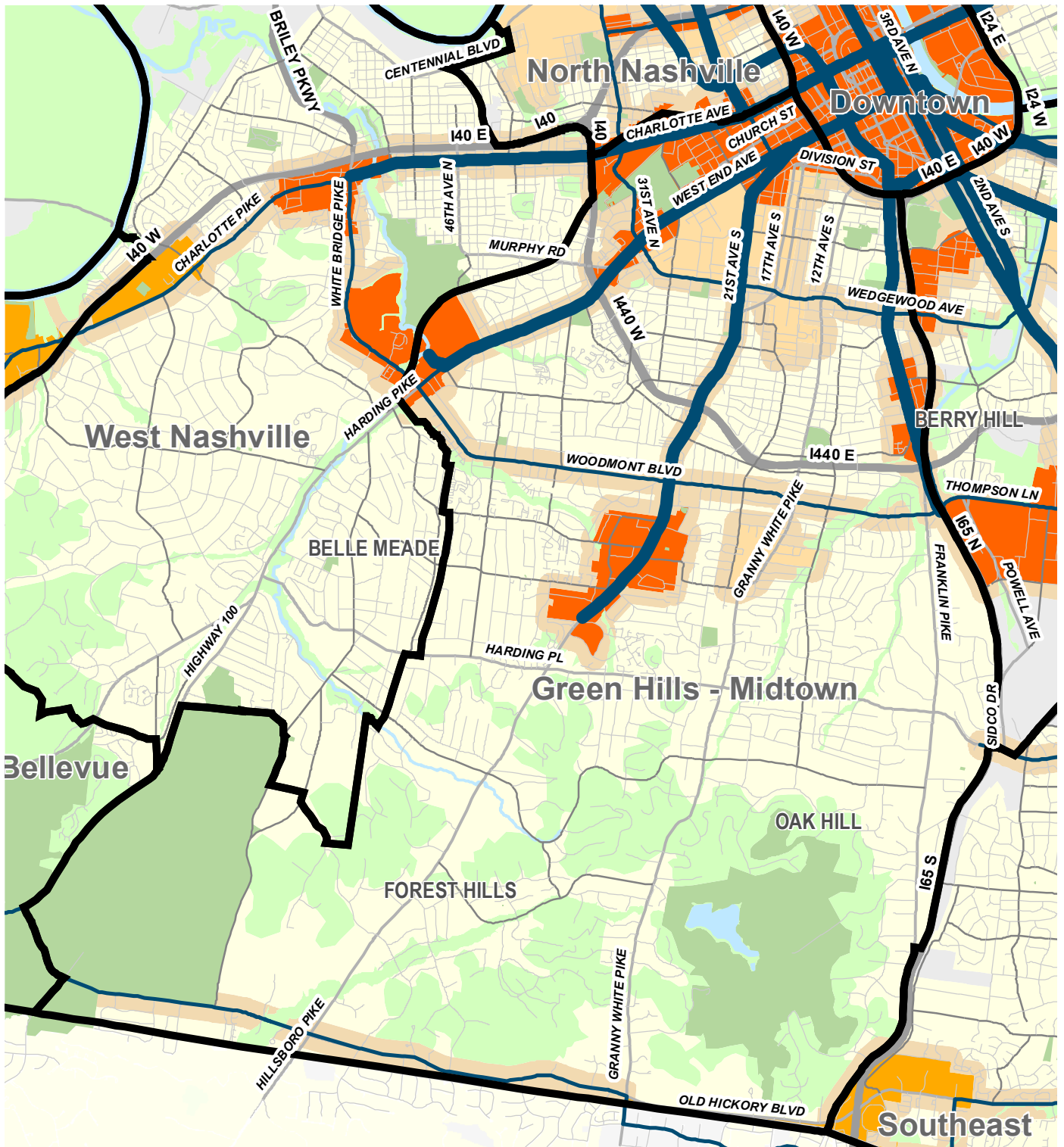


House in the Sunnyside neighborhood



Fannie Mae Dees (Dragon) Park

Figure GHM-1: Growth & Preservation Concept Map
 Green Hills-Midtown detail



- | | | | |
|----------------|----------------------|-----------------------|--|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● Tier One | ● Open space anchor | ● Transition | — Immediate need |
| ● Tier Two | ● Missing an anchor | ● Special impact area | — Long-term need |
| ● Tier Three | | | ← Regional connection |

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 aligns 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 Green Hills–Midtown, shown in Figure GHM-1, illustrates the key concepts listed above: strategically locating new residential development; building a complete transit network and allowing for strategic infill to support it; creating activity centers and allowing for strategic infill to support it; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways, multi-use paths and transit.

The Concept Map represents the vision for the community. The starting point for the Concept Map was the most recent Green Hills–Midtown Plan update (2005) and its amendments and Detailed Design Plans. In addition, there was also 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 Green Hills-Midtown should grow, what the vision for Nashville is in the future and deliberation on what role Green Hills-Midtown should play in the future.



Edgehill Village

Sitophocus



Residences on Wedgewood Avenue

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



Green Hills Park



Wedgewood Park at Wedgewood Avenue and 8th Avenue South

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

Green Network

The Green Network on the Concept Map reflects natural 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).

Green Hills–Midtown’s green network is mainly in the form of large open space areas including Centennial Park, Percy Warner Park and Radnor Lake State Park. Large areas of steeply sloping terrain are found in Forest Hills and Oak Hill. The main floodways and floodplains are along Richland and Sugartree Creeks.

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 Green Hills–Midtown, neighborhoods are urban and suburban in character.

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 adjacent lower density residential neighborhoods. They provide housing and offices near 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 areas — and the housing choice and transition they are trying to achieve — are explained in greater detail through Community Character Policies.

Residential and mixed use Community Character Policies guide the design of transitions and infill development. The Community Character Manual also includes a policy called Transition that can be applied where small-scale offices or multifamily housing would be appropriate. Green Hills–Midtown transition and infill areas are found around existing centers and along prominent corridors.

Centers

The centers included on the Concept Map build on existing commercial centers 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.

Tier One centers include Midtown and the Green Hills commercial area, the Harding Town Center around the intersection of Woodmont Boulevard and Harding Road, and the center along Franklin Pike in Berry Hill. A portion of the Tier Two Center around the Old Hickory Boulevard/I-65 interchange (Maryland Farms area) is located in Green Hills–Midtown, with the remainder in the Southeast community and Brentwood. Tier Three centers include Belmont, Lipscomb, and Vanderbilt universities.

All centers are anticipated to grow, develop, and/or redevelop. The designation of an area as a Tier One, Two or Three Center indicates Metro’s intent to coordinate 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.



Belmont Boulevard shops

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.

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 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 than ten years time period — because these corridors do not have the density of jobs 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.



Centennial Park and Midtown

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) 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.



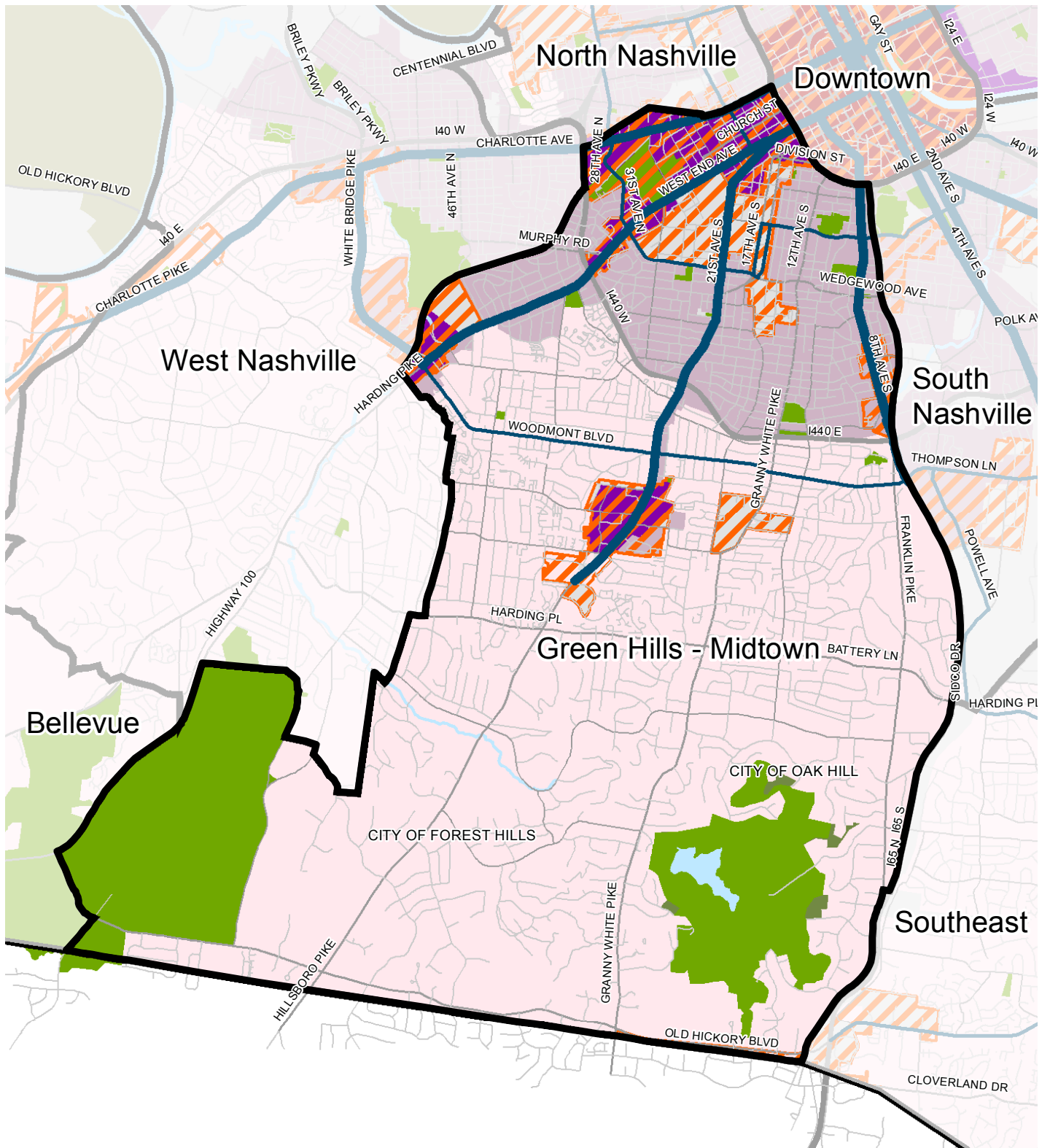
Belmont University

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.
















Percy Warner Park

Figure GHM-2: Transect Map
Green Hills-Midtown 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 GHM-3 illustrates the range of categories in a general Transect.

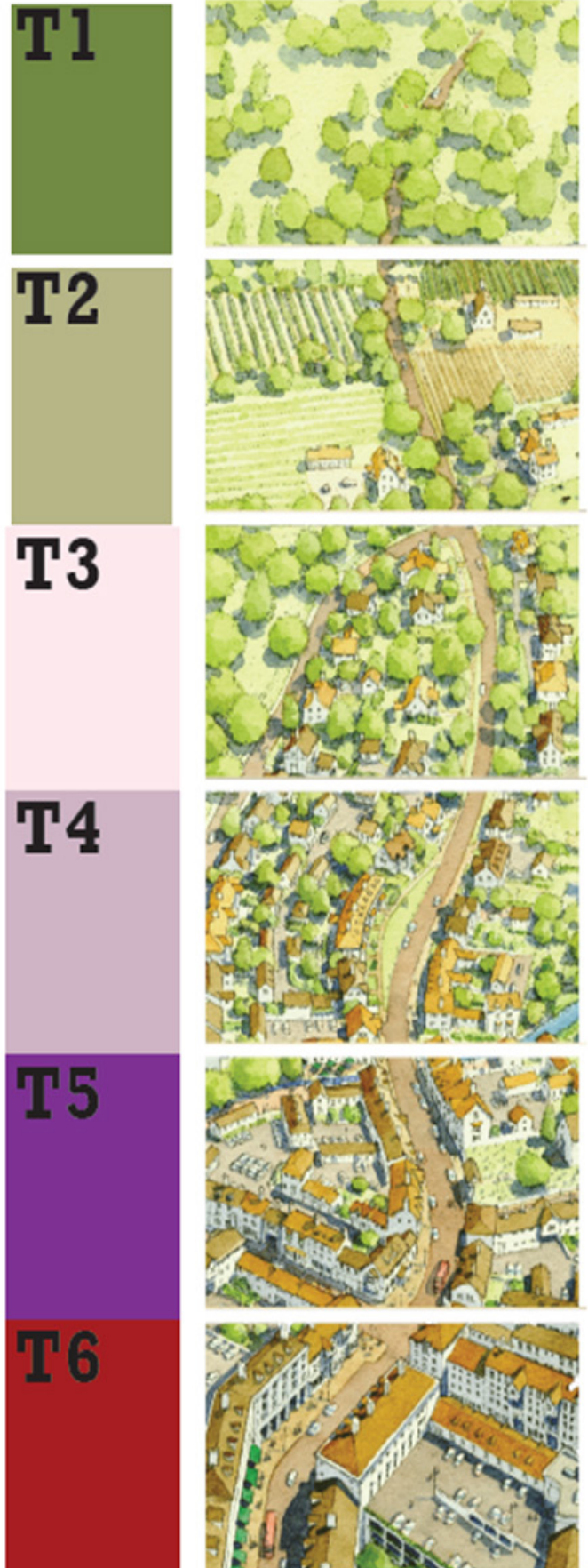
The Nashville/Davidson County Transect consists of seven categories of natural and built environments. Each category is listed below with its presence in Green Hills-Midtown:

- T1 Natural: Includes Percy Warner Park and Radnor Lake State Natural Area.
- T2 Rural: Not present.
- T3 Suburban: Includes many of the neighborhoods in Green Hills.
- T4 Urban: Includes neighborhoods such as Edgehill, Hillsboro-West End, Sunnyside and Woodland-in-Waverly.
- T5 Centers: Includes the Green Hills Commercial Area and much of Midtown.
- T6 Downtown: Not present.
- D District: Includes Burton Hills and the colleges and universities.

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of Green Hills-Midtown 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 GHM-2 shows the transect in Green Hills-Midtown.

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

Figure GHM-3: The Transect



Community Character Policy Map

The Green Hills–Midtown 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 Green Hills–Midtown Community. See Figure GHM-4 for a map of the Community Character Policies.

Please see “How to Use the Community Character Policies” section on page 25 for more guidance.

The Green Hills–Midtown Community Plan applies Community Character Policies to every property in Green Hills–Midtown. The policies are designed in the Community Character Manual (CCM). Those policies are intended 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.

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 community plan uses Community Character Policies that are tailored to urban and suburban character and honor the diversity of character from the area’s urban neighborhoods near Charlotte Pike to the area’s southwestern suburban neighborhoods. 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 corridors, and preserve green spaces and environmentally sensitive features.

Application of Conservation Policy encourages preservation of environmentally sensitive features, particularly floodplains, as well as public parks. Conservation (CO) Policy encourages preservation and/or reclamation of these features, which also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes.

As a result of other communities’ experiences in the May 2010 flood, the plan applies CO policy to preserve environmentally sensitive features, particularly floodplains and floodways. CO policy encourages the preservation and/or reclamation of these features. Research has shown that the headwaters of many streams and tributaries to the Cumberland

River 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.

Another area of emphasis on the Concept Map is enhancing centers and corridors. Prominent corridors include Charlotte Avenue, Broadway/West End Avenue/Harding Pike, 21st Avenue South/Hillsboro Pike, and 8th Avenue South/Franklin Pike. Commercial centers range from small-scale neighborhood centers such as 12South, to larger community centers such as Franklin Pike between Bradford Avenue and I-440. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional or enhanced public transit. The transition between these higher-intensity areas and adjacent neighborhoods should be addressed through well-designed land use transitions sensitive to adjacent residential areas.

Appropriate uses within mixed use centers satisfy the daily needs of the surrounding neighborhoods and may include restaurants, retail, offices, service-oriented businesses, and entertainment facilities. Providing retail near residents allows residents and workers the option to walk or bicycle to goods and services.

Existing industrial and commercial areas are placed in District and Center Policies, respectively, to maintain employment options that contribute to a balance of jobs and housing.

Application of Neighborhood Maintenance Policy to established urban and suburban residential neighborhoods demonstrates the community's desire to maintain and enhance these areas. However, 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 in Green Hills–Midtown. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor Policy. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The most intense residential uses should occur within mixed use buildings in center areas. Residential uses should become less intense as they move away from the center areas.

Community Character Policy Map: Green Hills - Midtown

- 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
 - 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 Capital
 - T6 DC Downtown Core
 - T6 SB Downtown Second and Broadway
 - D 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

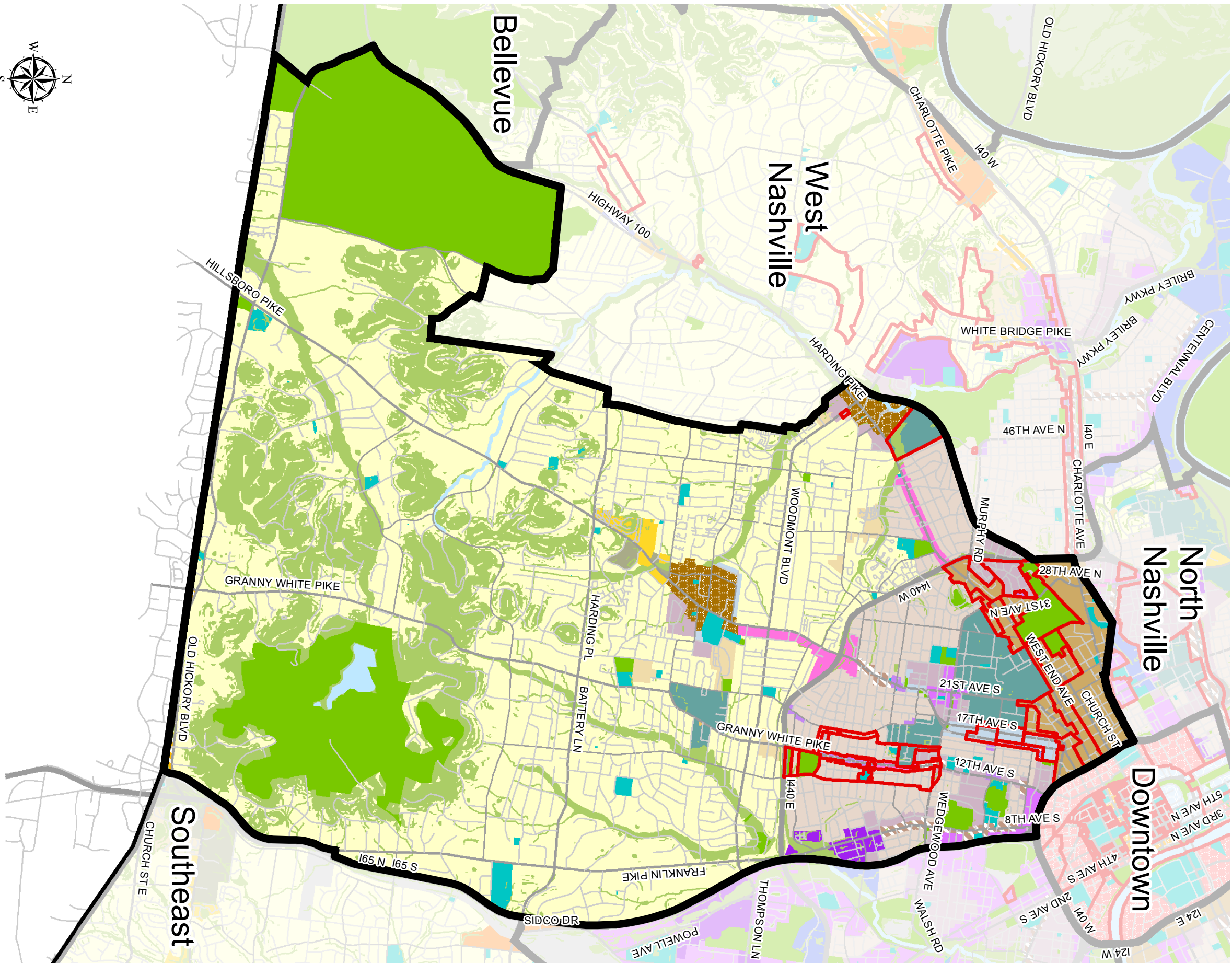


Figure GHM-4: Community Character Policy Map

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.



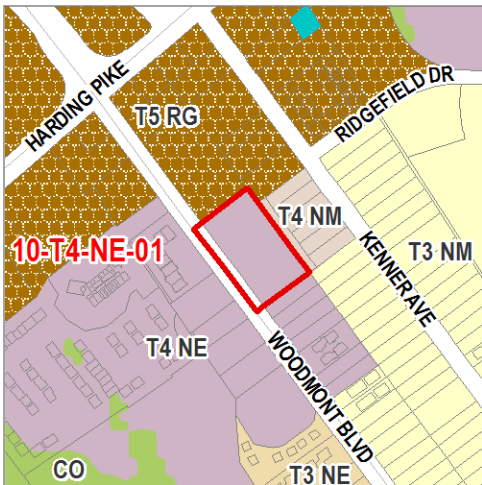
D Major Institutional (D MI) – Intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical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

Supplemental Policies

The Green Hills–Midtown Community Plan provides guidance through the policies found in the Community Character Manual (CCM — found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the Green Hills–Midtown 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 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 to address the characteristics of the area. In these cases, there are “supplemental policies” that are applied. The supplemental policy areas (SPA) for Green Hills–Midtown are described in the following pages.



SPA 10-T4-NE-01 boundary

SPA 10-T4-NE-01— Woodmont Boulevard

Green Hills–Midtown’s Urban Neighborhood Evolving (T4-NE) Area 1 is referenced as 10-T4-NE-01 on the accompanying map. It is located along the northeast side of Woodmont Boulevard near Harding Pike and Kenner Avenue. The intent of this supplemental policy is to provide for a transition in the intensity of development for this side of Woodmont Boulevard between the adjoining T5 Regional Center (T5-RG) policy to the northwest and the established T3 Neighborhood Maintenance (T3-NM) and T4 Neighborhood Maintenance (T4-NM) policy areas to the east/southeast. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T4-NE policy applies.

Building Form and Site Design – Density

- Southeastern edge is the intended limit of residential development above medium densities (9 housing units/acre) along this side of Woodmont Boulevard.
- Development not exceeding 21 housing units/acre is intended.

Building Form and Site Design – Height

- Building height should range from three to ten stories, with the tallest building heights located in northwestern section of the SPA and shortest building heights located in the southeastern section. This forms a transition from the adjacent T5 RG policy area to the established neighborhoods.

Building Form and Site Design – Landscaping

- Generous landscaping or other design features should be provided along the southeast edge of the site to provide an attractive buffer and reinforce this boundary.
- Generous landscaping should also be provided along the edge of this SPA that abuts the residential development along Kenner Avenue to buffer the impact of development on those homes.

Zoning

- Design based zoning

SPA 10-D-MI-01 — Dominican Campus

Green Hills–Midtown’s Major Institutional District (D-MI) Area 1 is referenced as 10-D-MI-01 on the accompanying map. It consists of the Dominican Campus on the corner of Harding Pike and Cherokee Road, which includes Aquinas College, the Overbrook School, and St. Cecelia Academy. In this SPA, the following policies apply. In addition to D-MI policy, Conservation (CO) policy is also applied to a portion of this SPA containing sensitive environmental features. Where the SPA is silent, the guidance of the D-MI and CO policies applies.

Appropriate Land Uses

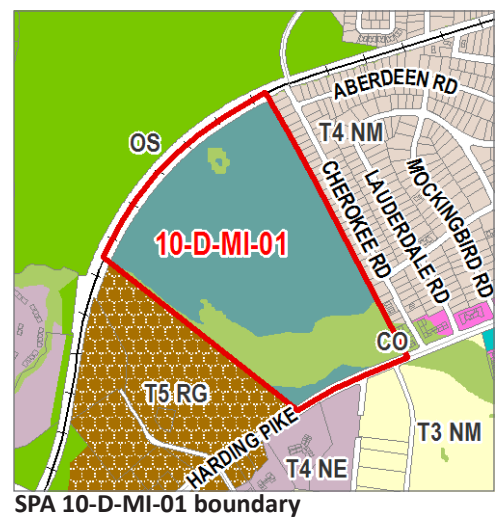
- Limited to the existing institutional uses.
- Health care and neighborhood convenience services are not intended.
- Other than the existing development, the only appropriate use without a change in policy is one- and two-family residential.

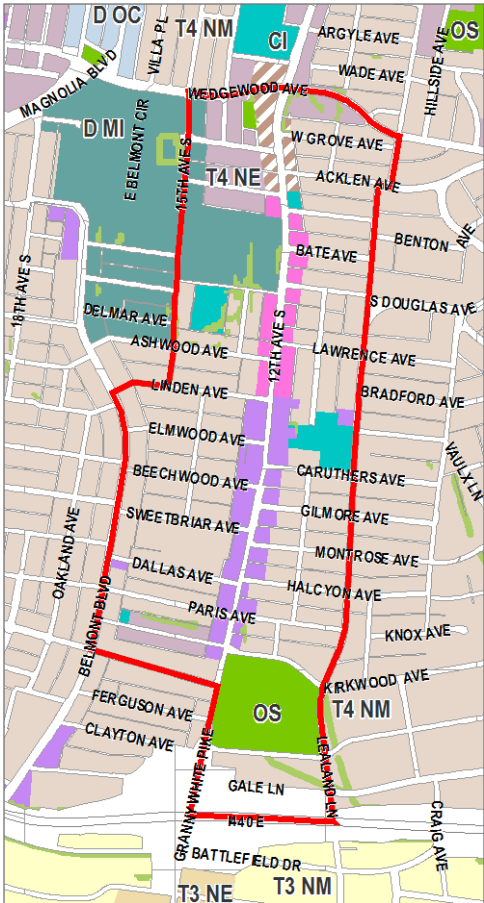
Building Form and Site Design

- Additional development is appropriate only when it is determined that it will not adversely impact the adjoining Cherokee Park neighborhood.
- A generous amount of green space should be preserved along and near West End Avenue and Cherokee Avenue in conjunction with the development of the area between those streets and the existing facilities.

Zoning

- Future development of the college campus portion of this area should be governed by Institutional Overlay zoning.
- Nonresidential base zoning is not recommended.





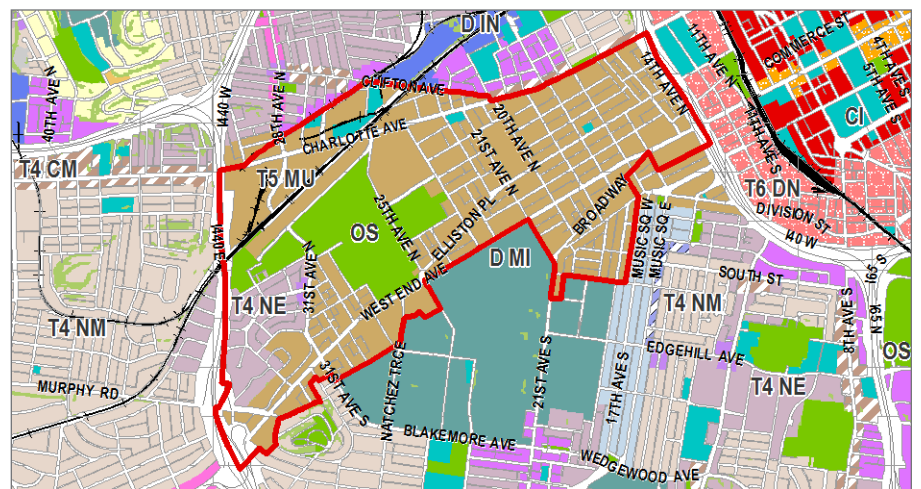
12 Avenue South Detailed Neighborhood Design Plan Boundary

12th Avenue South Detailed Corridor Neighborhood Design Plan

The 12th Avenue South Detailed Corridor Neighborhood Design Plan (DNDP) was adopted as an amendment to the Green Hills–Midtown Community Plan on July 24, 2008 following an extensive community planning process. The DNDP provides more detailed guidance than the policies in the Community Character Manual for the 12th Avenue South study area. The DNDP boundary is shown on the accompanying map. The DNDP has been carried forward in its entirety with this updated Green Hills–Midtown Community Plan and should be consulted for policy guidance for the area covered by the DNDP. Please refer to Appendix A.

The Midtown Study, a Community Character Plan

The Midtown Study, a Community Character Plan (Midtown Study) was adopted as an amendment to the Green Hills–Midtown Community Plan on March 22, 2012, following an extensive community planning process. The study area boundaries are shown on the accompanying map. The Midtown Study provides more detailed guidance than the policies in the Community Character Manual for the Midtown study area. The Midtown Study has been carried forward in its entirety with this updated Green Hills–Midtown Community Plan and should be consulted for policy guidance for the area covered by the Midtown Study. Please refer to Appendix B.



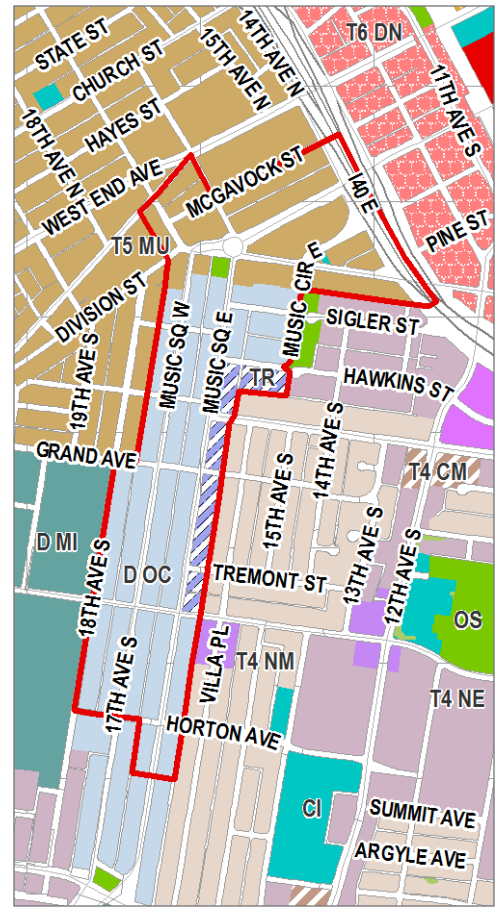
Midtown Study Boundary

Green Hills Area Transportation Plan

The Green Hills Area Transportation Plan was adopted as an amendment to the Green Hills–Midtown Community Plan on March 13, 2014. The Green Hills Area Transportation Plan provides detailed guidance about recommended transportation priorities in and around the Green Hills Commercial Area Tier One Center. The Green Hills Area Transportation Plan has been carried forward in its entirety with this updated Green Hills–Midtown Community Plan and Access Nashville 2040. It should be consulted in conjunction with other policy guidance for the area it covers. Please refer to Appendix C.

Music Row Detailed Design Plan

The Music Row Detailed Design Plan (DDP) was adopted as an amendment to the Green Hills–Midtown Community Plan on December 8, 2016 following an extensive community planning process. The DDP provides more detailed guidance than the policies in the Community Character Manual for the Music Row study area. The DDP boundary is shown on the accompanying map. The DDP has been carried forward in its entirety with this updated Green Hills–Midtown Community Plan and should be consulted for policy guidance for the area covered by the DDP. Please refer to Appendix D.



Music Row Detailed Design Plan Boundary

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.



Richland Creek Greenway



Training for the Mayor’s 5k run



Elmington Park

Plan To Play also discusses greenways. Greenways serve an open space/recreational function and a transportation, so they also 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 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 is online:
<http://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. Please refer to *Access Nashville 2040* for more information.

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

nMotion is online: www.nashvillenext.net/

WalknBike is online: www.nashvillenext.net/



Walking



Cycling



Transit