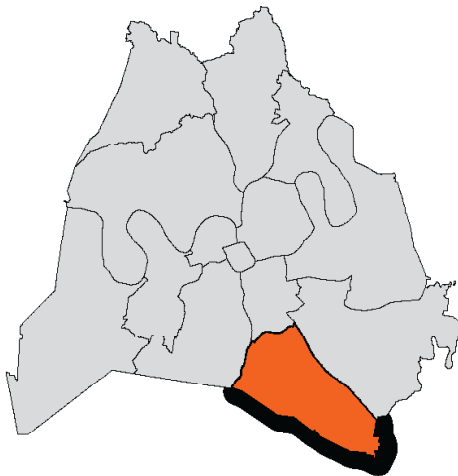




A General Plan for Nashville & Davidson County

Adopted June 22, 2015
Amended August 24, 2017

Volume III: Community Plans



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

Resolution No. RS2015-256

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

Resolution No. RS2015-256

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

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

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

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

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

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

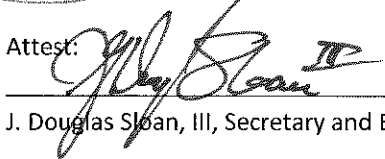
WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included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

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


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

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

I Vision, Trends, & Strategy

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

II Elements

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

III Communities

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

Community Character Manual

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

Community Plan Areas:

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

IV Actions

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

V Access Nashville 2040

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

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What is a Community Plan?

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

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

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

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

History of the Planning Process

In 1988, the Planning Department began creating “community plans” as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development, and preservation in fourteen communities. The Southeast Community Plan was first adopted by the Planning Commission in 1991, after working with a Citizens Advisory Committee.

The Planning Commission adopted the Southeast Plan’s first update in 1997; the second update was adopted in 2004 after several community workshops. In 2013, policies were translated to their closest equivalents in the Community Character Manual that was adopted 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 comprehend and to interact with 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

Community Profile

Description/Location

The Southeast Community is bounded by I-65 to the west, I-24 to the east, the CSX railroad to the north, and Williamson County to the south. The Southeast Community is roughly 43 square miles, representing about eight percent of the land area in Nashville/Davidson County. The community has developed into a suburban community with large areas of vacant or rural land that are planned to develop in a suburban residential pattern. Growth in the community has proceeded from north to south and has emanated from the interstates and primary corridors — Old Hickory Boulevard, Harding Place, Edmondson Pike and Nolensville Pike.

Major Neighborhoods/Communities

Established neighborhoods in the northern portion of the community are solidly suburban and include Crieve Hall, Tusculum, Paragon Mills, the Harding Place corridor and the Nolensville Pike corridor north of Old Hickory Boulevard. Newer, yet established suburban neighborhoods in the Cloverland Drive area in the southwest portion of the community west of Nolensville Pike and south of Old Hickory Boulevard and Nippers Corner area developed after 1990. This includes Lenox Village, a mixed use neighborhood developed in the early 2000s off Nolensville Pike. Meanwhile, the rural Cane Ridge area in extreme southeast Davidson County remains mostly rural, though suburbanization has occurred nearby.

While the Southeast is bounded by two interstates, the Community itself has limited connectivity and the existing corridors must carry significant traffic. These primary corridors are Old Hickory Boulevard and Harding Place, which run east and west, and Nolensville Pike and Edmondson Pike, which run north and south. Each of these corridors has substantial and varied development from strip and big box commercial, to stacked flats residential, to Tri-Star Southern Hills Medical Center, to parks and numerous subdivisions. Southeast residents see the proximity of their neighborhoods to employment and shopping as a benefit, but are increasingly frustrated by traffic congestion and the lack of sidewalks and other pedestrian infrastructure throughout the community.

Ellington Agricultural Center and Nashville Zoo at Grassmere are Southeast community anchor institutions, attracting visitors from throughout the county and region. Additionally, the community's parks system provides active public spaces for the residents.



Cane Ridge Community Center



Sevenmile Creek Greenway



Lenox Village residential street

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

History Highlights

The Southeast community boasts a collection of historic properties that illustrate the history of rural Davidson County from its settlement and reveal its significant history prior to and following the Civil War. In more recent decades, many of the historic sites in the community have been repurposed to new uses suited to the area's growth.

Additional history highlights include:

- Nashville's oldest residence, Travellers' Rest, is located in the community and was the former home of Judge John Overton, a friend of Sam Houston and Andrew Jackson. It dates from 1799 and the site was restored in 1954.
- Around 1810, Col. Michael Dunn constructed one of the earliest homes built of brick in Middle Tennessee on his 309 acre estate, later christened "Grassmere" in 1859.
- Cane Ridge Cumberland Presbyterian Church was first built in 1826 during the "Great Revival" that galvanized religious sentiment in Tennessee. The standing structure dates from 1859 when the church was rebuilt following a fire.
- Mt. Pisgah United Methodist Church formed in 1866 and became the center of Mt. Pisgah (known as Watson Town until 1871). Mt. Pisgah became a post-Civil War African-American community on the east side of Edmondson Pike near the Williamson County line. A second church and school were built on the site in 1869.
- Lake Providence Missionary Baptist Church formed in 1868. It became the center of Providence, a post-Civil War, African-American community along Nolensville Pike just south of the Edmondson Pike/Wallace Road intersection. The church is now much larger and is sited on a 36-acre property about two miles south of the original location.
- Mary Lee Academy was built in 1898 in the Oglesby community (now known as Nippers Corner) and has now houses the Oglesby Community Club.
- Tennessee's Department of Agriculture at the Ellington Agricultural Center on the former estate of Rodgers Caldwell was established by the state in 1961, preserving and creatively reusing Brentwood Hall, a historic home constructed in 1920.
- Following World War II, the community grew rapidly as a suburban lifestyle became desirable and was made possible by the consolidation of Metro government. Consolidation allowed for the extension of sewers into the previously rural community and led to the development of neighborhoods like Crieve Hall.
- Nashville Zoo at Grassmere opened in 1996
- In 2002, Lenox Village, the first development built with principles of New Urbanism, was developed along Nolensville Pike.
- Expansion of water and sewer services to allow for increased development occurred in the 1970s. This led to developments such as Bradford – on Nolensville Pike south of Old Hickory Boulevard – that added 1,000 homes in the mid-1980s during a wave of growth.
- The 2010 flood of Mill Creek led to severe property damage to hundreds of homes and businesses and two deaths.

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 Southeast Community, please visit:
www.nashville.gov/mpc

Role in the County and Region

This section considers the Southeast community in the context of the region. Southeast's primary regional roles are providing housing within proximity to major regional employment centers, and its environmental features such as the Mill Creek watershed. Southeast's collection of unique resources described in the following pages demonstrates the interconnectedness of the Middle Tennessee region.

Housing — Residential Development

Residential development in Southeast has, by design, evolved over time from rural to suburban. Long planned to accommodate significant residential development, development has generally spread from the northern neighborhoods to the south. Significant undeveloped and rural land remains in the southern half of the community.

Southeast shares a boundary with rapidly-growing Williamson and Rutherford counties that are linked to Davidson County by I-24 and I-65. The community offers convenient housing for residents working in regional employment centers within reasonable commuting distance including Seven Springs, downtown and Midtown, Cool Springs, and Murfreesboro.

Residential growth in the community has also caused concern because of the lack of street network and pedestrian infrastructure. When all the traffic is pushed to just a few main roads, these roads become congested, calling into question the original attractiveness of the community — its easy access to employment, goods and services and harming quality of life.

While the community currently has a range of housing options, additional housing types should be provided in strategic locations. The Community Plan recommends strategic locations for additional residential density — generally in existing commercial centers or along corridors to support businesses and eventual transit. For all residential developments, the Community Plan and the Community Character Manual 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 community residents to “age in place” as described above. Creating housing choices at strategic locations creates housing that is attainable for residents with varying incomes. This ensures that the community has housing for the diversity of workers needed for Southeast and Davidson County — from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for

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.

residents of all incomes keeps the community and its economy resilient. Creating housing choices in strategic locations — such as along corridors and near mixed use centers — allows some residents to walk, bike or take transit to work and to meet their daily needs, which can help mitigate traffic issues. Finally, creating housing choices keeps the Southeast Community competitive in the region in the face of changing demographics and market preferences.



Cane Ridge Park

Community Services and Open Space

The Southeast community contributes community services and open space that have regional draw and benefits. This includes the Sevenmile Creek and Mill Creek greenways, larger parks such as Grassmere – including Nashville Zoo at Grassmere, Paragon Mills and Cane Ridge and the Ellington Agricultural Campus. In addition, open space is provided via Metro school sites as well as libraries and other civic uses, linking open space and community facilities. Southeast stakeholders value existing open space and encourage the addition of open space and enhanced community facilities. While the current parks and open spaces in Southeast are beloved by the community, they also are important components of a plan for open space preservation on a countywide and even regional scale.

Natural Features

The Southeast community's environmentally sensitive features contribute to community character and warrant preservation. Natural features include Mill Creek, Sevenmile Creek, their floodplains and tributaries; steep slopes; and tree canopy. 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. Much of the community's remaining, undeveloped land that is envisioned to develop as suburban residential lies within the Mill Creek watershed.

The community's most significant environmental feature is its floodplains. These floodplains are primarily found along Mill Creek and Sevenmile Creek. Mill Creek is located in the southeastern portion of the community and Sevenmile Creek extends from the northernmost point of the community at I-24 southward along Edmondson Pike to Old Hickory Boulevard.

Steep slopes in the Southeast Community are almost entirely limited to a concentrated area west of Nolensville Pike and south of Old Hickory Boulevard. Areas with steep slopes are covered by unstable soils and fragile geological formations, and these environmentally sensitive sites are not suitable for development. Terrain that is significantly, but not steeply sloping (between 12 and 20 degrees) is also unstable and unsuited for development; these slopes are primarily located in the central part of the community between Nolensville Pike and Bell Road (bounded by Mill's Creek) and along creeks running into Cane Ridge.

Other sensitive environmental features include sinkholes, wetlands, and endangered species. Sinkholes are present in the areas north and south of Harding Place and around Mill Creek. Wetlands are located throughout the community, but are generally associated with the areas within the floodplains of Mill Creek and Sevenmile Creek.

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.

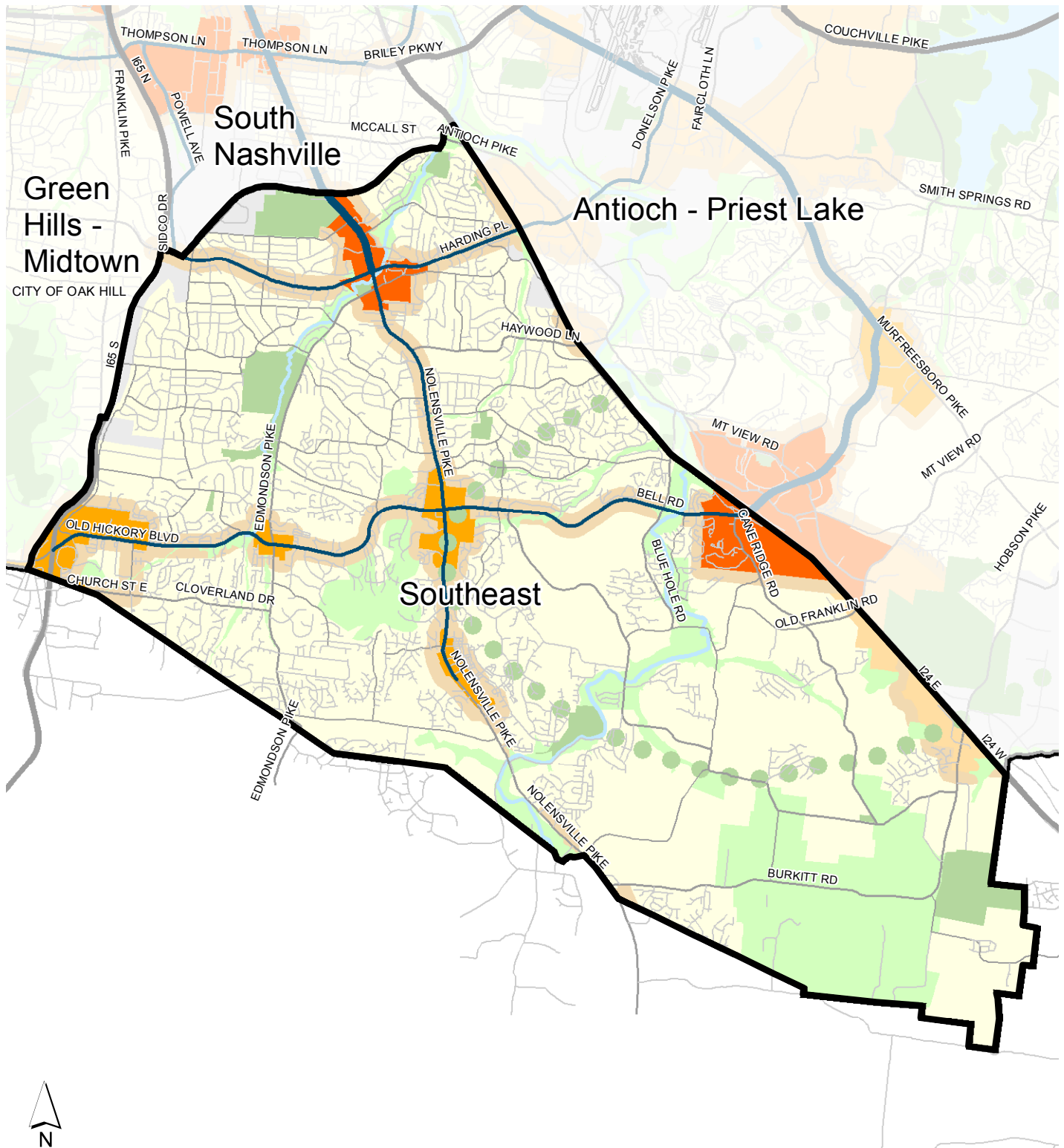
Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will 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.

Southeast detail



Centers

- Tier One

● Tier Three

 Green network

- Open space anchor

Missing an anchor

 Neighborhood

Transition

○ **Special impact area**

High capacity transit corridors

Immediate need

Long-term need

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 the Southeast community, shown in Figure SE-1, illustrates the key concepts listed above: strategically locating new residential development; enhancing commercial centers and corridors to provide more desired retail and services; 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 Southeast Plan update (2009) 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 the Southeast community should grow, what the vision for Nashville is in the future and deliberation on what role the Southeast community should play in the future.

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

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

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). Southeast's green network includes the rural Cane Ridge area, large public open spaces such as Cane Ridge Park, Ellington Agricultural Center, and the Nashville Zoo at Grassmere, floodways and floodplains and associated greenways, and scattered concentrations of steep slopes.

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. Southeast neighborhoods exhibit suburban character with the exception of Lenox Village on the east side of Nolensville Pike between Williamson County and Old Hickory Boulevard.

Southeast has diversity of housing types; however, with the exception of Lenox Village, housing types are grouped into pods rather than thoughtfully mixed throughout neighborhoods. This reality creates a challenge for those who want to “age in place” — that is, find housing types in their neighborhood that meet their needs at each stage of life. This includes a first apartment after graduation, a starter home, a move-up home, a townhouse for an empty-nester, or a retirement community or assisted living.

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 these areas. The Community Character Manual also includes a policy called Transition that can be applied where small-scale offices or multifamily housing would be appropriate. Southeast contains Transition and Infill areas along the Harding Place, Old Hickory Boulevard, and Nolensville Pike corridors in addition to a areas surrounding the proposed centers (see list below under “Centers”).

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.

In Southeast, Tier One centers are located along Nolensville Pike between the CSX railroad and Tri-Star Southern Hills Medical Center south of Harding Place and at the Bell Road/I-24 interchange. Tier Two Centers are located at the I-65/Old Hickory Boulevard interchange, Edmondson Pike and Old Hickory Boulevard, Nolensville Pike and Old Hickory Boulevard, and along Nolensville Pike in the Lenox Village area.

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.

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 supports 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 year time period — because these corridors do not currently 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.

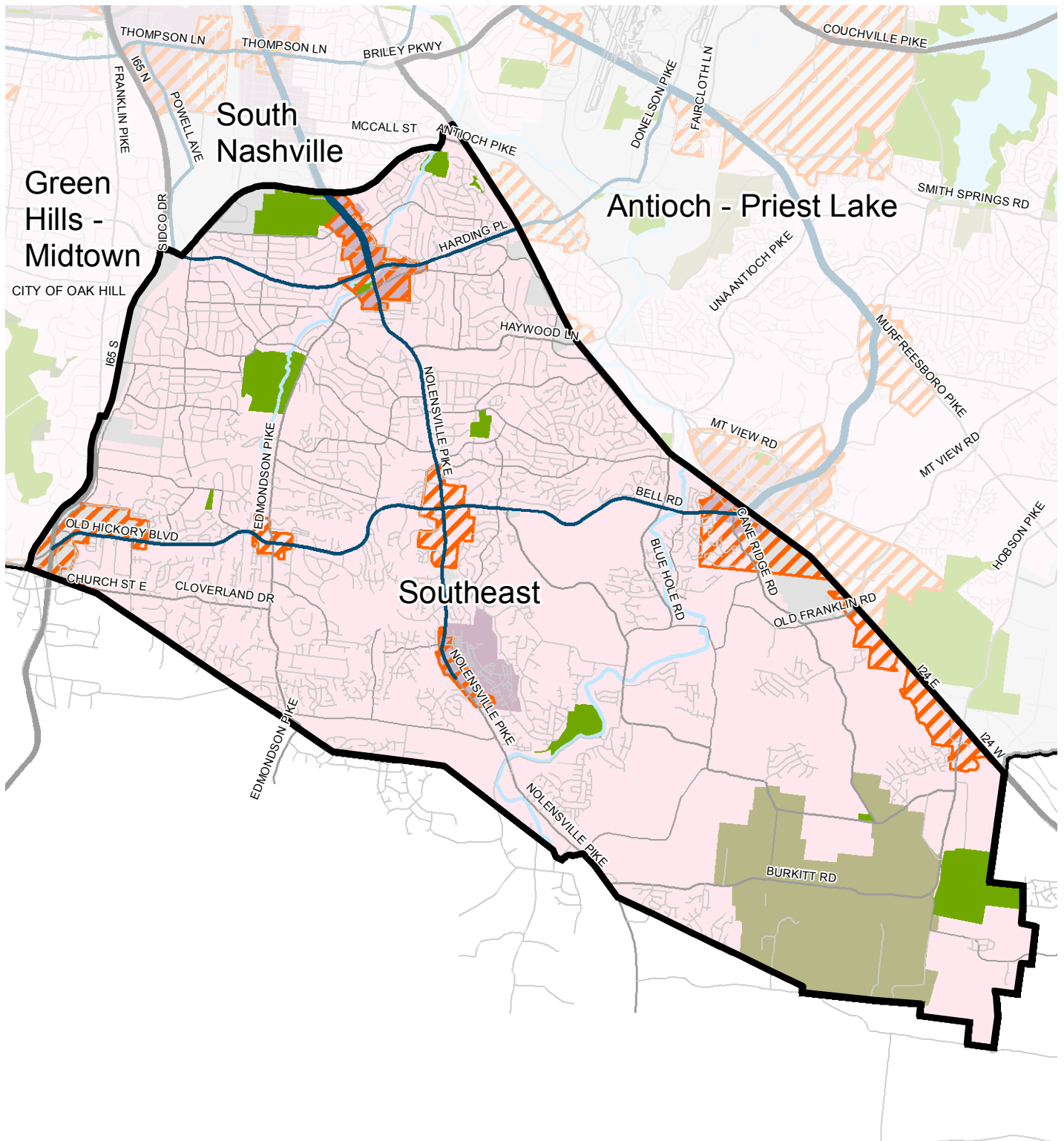
The High Capacity Transit Corridors were determined by reviewing adopted Community Plans, assessing existing bus route ridership, and through coordination with the Nashville Metropolitan Transit Authority (MTA) and the Metropolitan Planning Organization (MPO — the regional transportation planning body).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

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.
















MTA bus stop

Figure SE-2: The Transect
Southeast 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

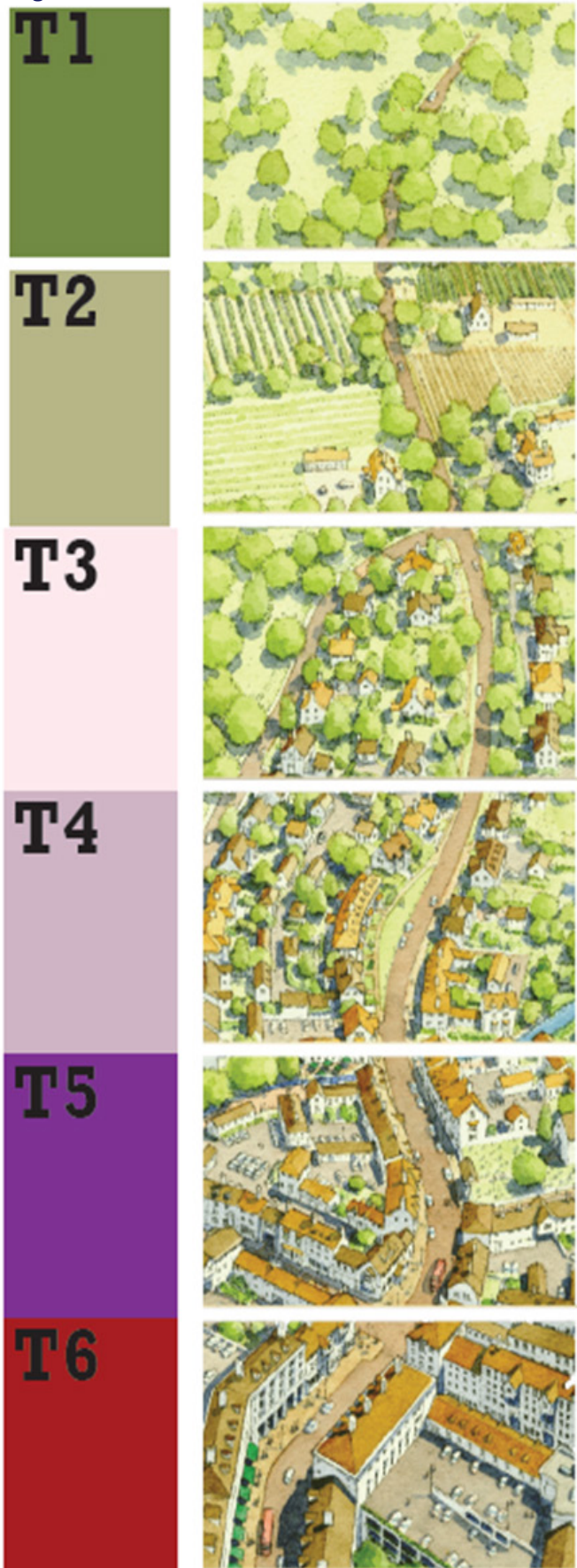
Planning in Nashville has, for many years, used the “Transect,” which is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent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

- T1 Natural: Not present.
- T2 Rural: Includes the rural area at the southernmost portion of the community, centered around Burkitt Road in Cane Ridge.
- T3 Suburban: Represents the vast majority of the community.
- T4 Urban: Includes the mixed use area at Harding Place, Nolensville Pike and Edmondson Pike as well as the mixed use area at I-24/Bell Road.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: Includes areas such as Seven Springs.

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Southeast 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 SE-2 shows the transect in the Southeast Community Plan area.

Figure SE-3: The Transect



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

Community Character Policy Map

The Southeast 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 Southeast community. See Figure SE-4 for a map of the Community Character Policies.

Please see “How to Use the Community Character Policies” section on page 23 for more guidance.

The Southeast Community Plan applies Community Character Policies to every property in the community. The policies are defined in the Community Character Manual (CCM). Those policies 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.

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 Southeast Community Plan uses Community Character Policies that are tailored to urban, suburban and rural character and honor the diversity of character from the area’s urban neighborhoods near I-24/Bell Road to the area’s suburban neighborhoods of Crieve Hall and to the rural neighborhoods of Cane Ridge. 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.

Natural and open space areas of Southeast include floodplains, steep slopes, and public parks. The plan’s application of Conservation (CO) policy to environmentally sensitive features encourages their preservation and/or reclamation. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in steep slopes. Preservation of steep slopes can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

The plan applies Suburban Neighborhood Maintenance (T3-NM) policy to residential areas of Southeast in locations where residents expressed a desire to maintain and enhance their established neighborhoods. The plan applies Suburban Neighborhood Evolving (T3-NE) policy and Suburban corridor and center policies to appropriate locations for additional residential development in order to encourage an appropriate mixture

of housing types in the future that is necessary to maintain long-term sustainability and to enhance housing choices for residents at every point in their lives. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change.

The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of the surrounding neighborhoods, such as cafes, coffee shops, services, and small shops. Currently, some businesses would argue it is not viable for them to locate in the community because there are not enough people living in the area to support their businesses.

Another area of emphasis on the Concept Map is enhancing centers and corridors. Southeast has several prominent corridors, such as Nolensville Pike, Harding Place, and Old Hickory Boulevard / Bell Road. Southeast also has several commercial centers such as Nippers Corner and Nolensville Pike at Concord Road. Corridors and centers should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through well-designed transitions that are sensitive to adjacent residential areas.

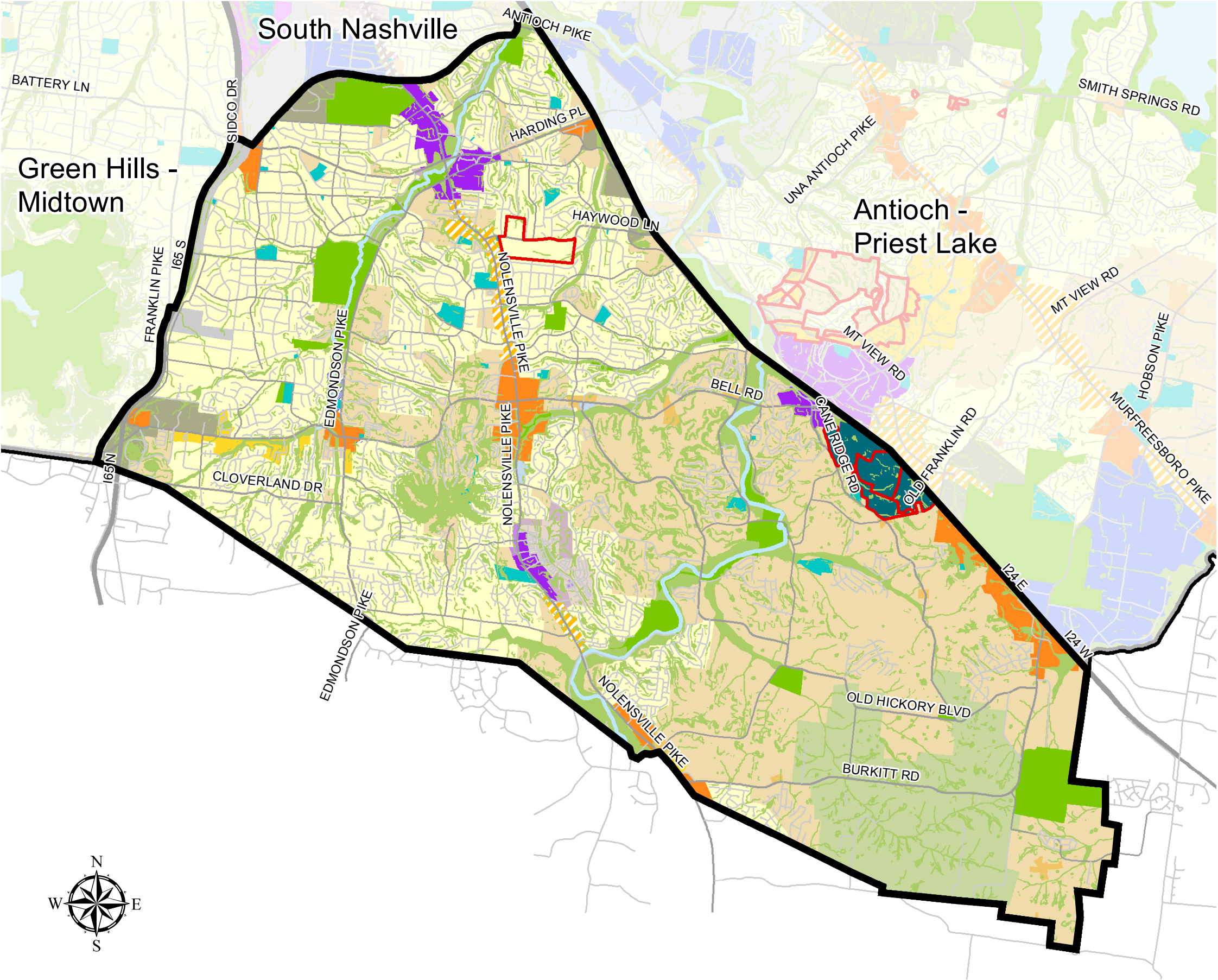
Appropriate uses within mixed use centers are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses in close proximity 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.

District policies are applied to existing major employment concentrations such as those near I-24 and I-65 in order to maintain employment options that provide a balance of employment and residential areas in the community.

Figure SE-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
- T4 MU Urban Mixed Use Neighborhood
- T4 CC Urban Community Center
- T5 MU Center Mixed Use Neighborhood
- T5 RG Regional Center
- T6 DN Downtown Neighborhood
- T6 CP Downtown Capitol
- T6 DC Downtown Core
- T6 SB Downtown Second and Broadway
- 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



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.

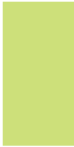


Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect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

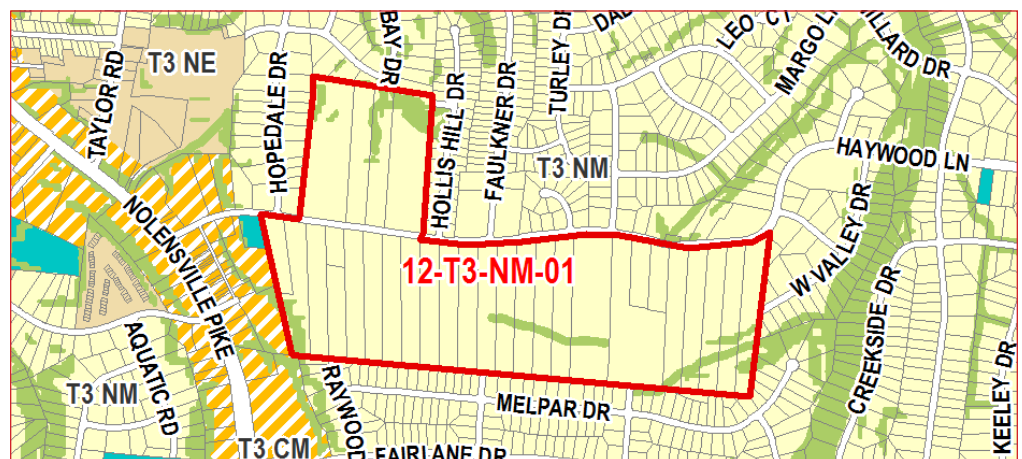
The Southeast Community Plan provides guidance through the policies found in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the Southeast community. The policies are intended to coordinate the elements of 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 Southeast are described in the following pages.

SPA 12-T3-NM-01 — Haywood Lane

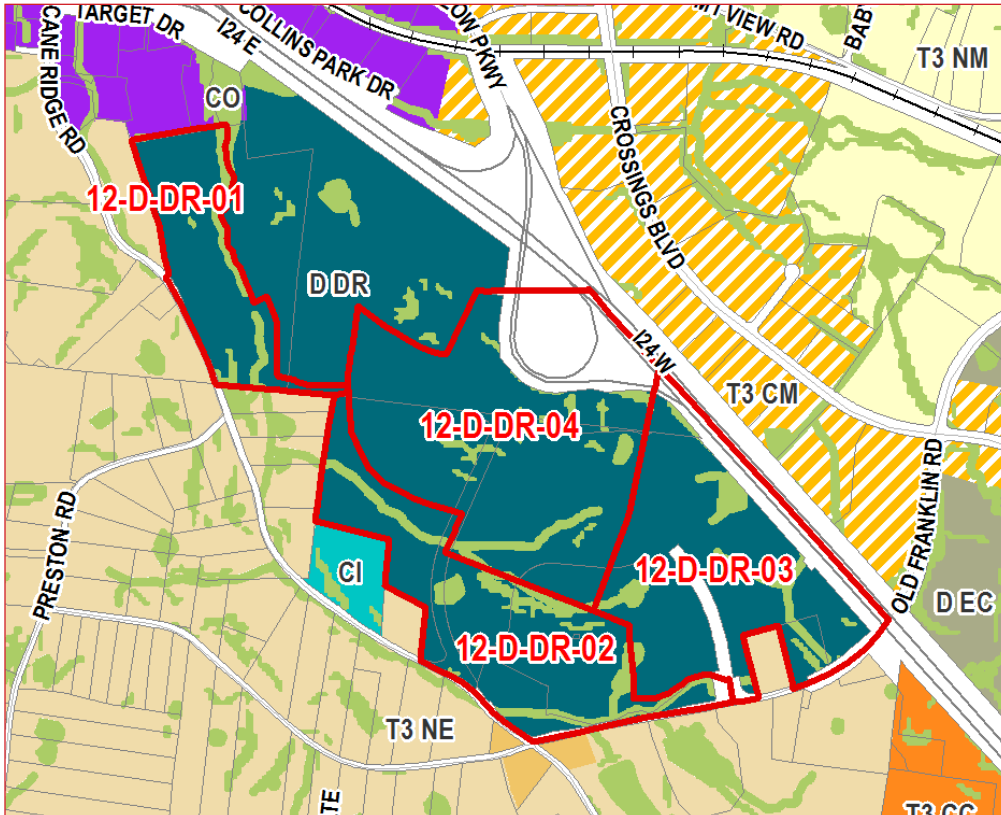
Southeast’s Suburban Neighborhood Maintenance Area 1 is referenced as 12-T3-NM-01 on the accompanying map. It consists of an area along both sides of Haywood Lane – from Nolensville Pike to I-24 – that features large residential properties with moderate to deep street setbacks and unusually large back yards, lending it an almost rural character along a busy arterial boulevard. It is the intent of this SPA to maintain this development pattern. In addition to T3-NM policy, Conservation (CO) policy is also applied to a portion of this SPA containing sensitive environmental features. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NM and CO policies applies.

Zoning

- RS40
- Design-based zoning



SPA 12-T3-NM-01 boundary



SPAs 12-D-DR-01 through 12-D-DR-04 boundaries

SPA 12-D-DR-01 through 12-D-DR-04 — Beaman-Turner

Southeast's Destination Retail Areas 1 – 4 are referenced as 12-D-DR-01, 12-D-DR-02, 12-D-DR-03, and 12-D-DR-04 on the accompanying map. They consist of areas along the west side of I-24 south of Bell Road adjacent to the planned I-24/Hickory Hollow Parkway interchange extension. The intent of this SPA is to allow for a mixture of land uses that are designed to function as a walkable, mixed use traditional neighborhood development. In addition to D-DR policy, Conservation (CO) policy is also applied to a portion of this SPA containing sensitive environmental features. In this SPA, the following policies apply. Where the SPA is silent, the guidance of D-DR and CO policies applies.

Building Form and Site Design (areas 1-4)

- Building form, location, façade articulation, landscaping, and signage should be designed to create a pedestrian friendly environment throughout.
- Supportive uses should be designed to function as a traditional neighborhood development.

Connectivity — Pedestrian/Bicycle and Vehicular (areas 1-4)

- Pedestrian, bike, greenway, and vehicular connectivity are necessities within and between the sub-districts.

SPA 12-D-DR-01 — Residential

- Provide a transition from the residential land uses on Cane Ridge Road to more intense land uses within the D-DR policy area.
- Provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- Building height, not to exceed five stories, along with location and topography should be considered to avoid buildings looming over other buildings at lower elevations.
- Where topography prevents providing street connectivity, pedestrian, bike, and greenway connections should still be provided. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

SPA 12-D-DR-02 — Neighborhood Transition

- Provide a transition from residential land uses on Cane Ridge Road to more intense land uses within the D-DR policy area.
- Mixed use buildings should front onto public streets or visible-to-the-public internal drives.
- Provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- Building height, not to exceed five stories, along with location and topography, should be considered to avoid buildings looming over other buildings at lower elevations.
- Where topography prevents providing street connectivity, pedestrian, bike, and greenway connections should still be provided. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

SPA 12-D-DR-03 — Office Concentration

- Predominately office space, with supportive, residential, retail and services uses for employees and visitors.
- Buildings are oriented to the street.
- Buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians.
- Buildings on major thoroughfares should be oriented to the streets with setbacks that are moderate to deep to match the surrounding area.

SPA 12-D-DR-04 — Mixed Use

- Designed to function as a town center with a compact development pattern.
- Vertical mixed use buildings represent the predominant building types.
- Internal streets are designed to privilege the pedestrian and not the automobile.
- Mixed use buildings share street frontage to the highest extent possible to create pedestrian-friendly streets.
- Parking is located behind or to the side of buildings when mixed use buildings share street frontage
- Mixed use buildings may share street frontage with a big-box building form in limited instances, in which case, two rows of parking in front of the mixed use building may be appropriate when accompanied by ample landscaping and buffering along the frontages.

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.



Mill Creek Greenway



Training for the Mayor’s 5k run



Mill Creek Greenway trailhead

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