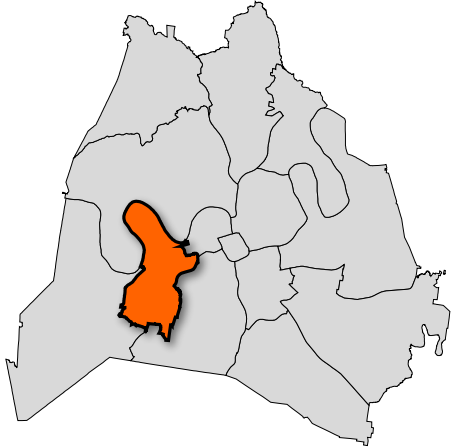


A General Plan for Nashville & Davidson County

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;

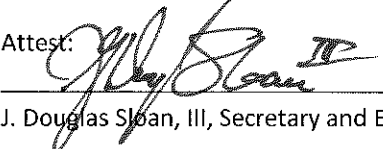
WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included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

WEST NASHVILLE

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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 West Nashville Community Plan was first adopted by the Planning Commission in 1994, after working with a Citizens’ Advisory Committee.

The Planning Commission adopted the West Nashville Plan’s first update in 2000 after several community workshops; the second plan update was adopted in 2009 after widespread community participation in workshops. 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, West Nashville 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



Roundabout located at 51st Avenue South and Murphy Road in Sylvan Park



John C. Tune Airport

WEST NASHVILLE

Community Profile

Description/Location

The West Nashville Community is bounded by the Cumberland River to the north; I-440, CSX Railroad and the City of Belle Meade to the east; Percy Warner Park to the south; the ridgeline atop Nine Mile Hill to the southwest; and I-40 and the Cumberland River to the west. The West Nashville Community contains approximately 16,250 acres, excluding Belle Meade's 1,984 acres, representing five percent of all land in Nashville/ Davidson County.

Major Neighborhoods/Communities

West Nashville's east side includes Sylvan Heights, Sylvan Park, the Nations, Robertson and Urbandale. These urban neighborhoods have experienced dramatic infill redevelopment and continue to face development pressure. The community's south end includes the suburban neighborhoods of Charlotte Park, Hillwood, West Meade, Belle Meade Links, Warner Park Valley and Belle Meade Highlands.

Charlotte Pike and White Bridge Road/Briley Parkway traverse the community, flanked by a mixture of retail, restaurants, services, offices, institutions such as Nashville State Community College, and stacked flat residential development. Cockrill Bend, which is on the north end and bounded on three sides by the Cumberland River, includes John C. Tune Airport, multiple prisons, and Lois M. DeBerry Special Needs Facility. An industrial and warehousing area extends east from Cockrill Bend to just north of Centennial Boulevard, capitalizing on proximity and access to the Cumberland River, rail lines, and Briley Parkway and I-40.

West Nashville also includes the incorporated city of Belle Meade. This "satellite city" is within the boundary of Davidson County, but retained its charter when the Metropolitan Government of Nashville and Davidson County was established. Belle Meade has its own planning and zoning and is not governed by this community plan. Belle Meade has service agreements with Metro Government and is represented in Metro Council.

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



Restaurant in Sylvan Park



New residences in Sylvan Heights



House in Hillwood



Historic Tennessee State Penitentiary



Belle Meade Links Triangle 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 West Nashville Community, please visit: www.nashville.gov/mpc

History Highlights

West Nashville has a diverse collection of historic resources spanning Nashville's history. Much of the area, including Charlotte Avenue, 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 the presence of two major historic turnpikes — Charlotte Pike and Harding Pike — brought vehicular traffic and commercial development to the area. Additional history highlights include:

- James Robertson and Chickasaw tribal leaders met in 1783 at the Treaty Oak, which once stood at the corner of 61st and Louisiana Avenues to sign a pact guaranteeing the rights of the Chickasaw Nations in exchange for their help in protecting the Nashville settlement.
- Natural spring, rich soil, and abundant game made this area valuable to Native Americans, pioneers, and plantation owners.
- Construction of Belle Meade Mansion was completed in 1820, part of a 5,400-acre working plantation and thoroughbred farm.
- Congregation Ohabai Sholom can be traced to 1851.
- Tennessee State Prison opened in 1898 and operated until 1992.
- Sylvan Park Neighborhood was officially established in 1903.
- Sylvan Park Street Railway was established in 1905.
- McConnell Airfield, now McCabe Park, was built in 1927 and briefly served as Nashville's airport until 1939
- Belle Meade Links subdivision is among few surviving Nashville examples of the City Beautiful movement subdivision planning.
- Construction of Cheekwood Mansion was completed in 1929. The estate was given to the Tennessee Botanical Gardens and Fine Arts Center in 1960.
- Hillwood/West Meade was established in the 1950s.
- Nashville State Community College opened its campus on White Bridge Pike in 1970 as Nashville State Technical Institute.
- John C. Tune airport opened in 1986.

Role in the County and Region

This section considers the West Nashville community in the context of the region. West Nashville’s collection of unique resources described in the following pages demonstrates the interconnectedness of the Middle Tennessee region.

Industrial and Impact Uses

Cockrill Bend is home to several land uses that provide regionally scaled services and employment, including industry, prisons and airports. The state prison system occupies almost 2,000 acres while John C. Tune Airport occupies about 400 acres. Direct freeway access via Briley Parkway to I-40, the access to the railroad, and access to the Cumberland River make Cockrill Bend ideal for accommodating industrial and impact uses. These uses provide stable employment for residents throughout the region.

While the industrial and impact uses of Cockrill Bend remain insulated from nearby neighborhoods, redevelopment to its south is resetting expectations. Industrial uses extend east from Cockrill Bend along the Cumberland River, Centennial Boulevard and railroad lines. Heavy trucks and tractor trailers routinely use 51st Avenue North to reach industrial and impact destinations on the northern end of the community. This corridor travels through the heart of the Nations, a rapidly redeveloping neighborhood. Residential growth is driving 51st Avenue’s evolution into a mixed use, walkable corridor. Continued growth will place additional redevelopment pressure on the corridor’s remaining industrial uses. In the meantime, industrial and impact uses continue to co-exist with the redeveloping residential areas.

Maintaining space for industrial uses that accommodate the emerging “maker” economy is critical. The maker economy is based on small businesses that design, build, manufacture, market and sell products that can range from artisan to high-tech. Maker businesses often concentrate to form communities of multiple makers wanting a neighborhood with a mix of residential, retail and restaurants. The maker economy plays to some of Nashville’s strengths – particularly its creative and entrepreneurial spirit.

Nashville and the Middle Tennessee region still has need, however, for larger, more impactful industrial land uses. Preservation of sites planned for these uses (e.g. prisons, landfills, airports, etc.) remains critical for the health of the local and regional economy.



Cockrill Bend

Nashville Communities & the Region

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

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

The Nations is not the only neighborhood in West Nashville experiencing significant infill development and redevelopment. Numerous desirable neighborhoods in the community are home to an increasing number of new neighbors.

Dramatic population growth for several years in Sylvan Park and Sylvan Heights have included infill with new homes, cottage developments and teardowns replaced by one or two new homes. The Nations is now in the midst of major redevelopment. Meanwhile, Robertson and Urbandale are also attractive to developers seeking to build in-town housing.

While there have been few opportunities in Sylvan Heights or Sylvan Park for large scale redevelopments, the Nations has seen the conversion of industrial sites that were interior to the neighborhood to town house, stacked flats and cottage developments. Infill and redevelopment pressures also exist in the more suburban neighborhoods, but infill to this point has more often taken the form of subdivision of large lots into smaller lots for new single- family homes.

The rate of change in urban neighborhoods due to infill and redevelopment has led to concerns about infrastructure, especially streets and sidewalks. Its reasied concerns about the quickly diminishing affordability, especially in the Nations and Charlotte Park. This has also led to concerns about the loss of community character resulting from new development with smaller lot sizes, larger homes, and impacts to the tree canopy and other natural features.

Few options exist in the suburban neighborhoods for residents wanting housing other than single-family detached housing on larger lots. Residential development on Charlotte Pike east of White Bridge Road, such as between I-440 and 46th Avenue North, has increased the community’s housing diversity and potentially affordability. Encouraging residential development on these primary corridors is a key component of the NashvilleNext Growth & Preservation Concept Map.

Parks and Community Services

West Nashville contributes community services and open space that have regional draw and benefits. Community stakeholders value existing open space and encourage the addition of open space and enhanced community facilities. This includes the Richland Creek Greenway, larger parks such as McCabe Park and Golf Course and the Cockrill Bend natural area, Charlotte, West, Richland, and Parmer parks. In addition, Metro school sites also provide open space as well as libraries and other civic uses.

Natural Features

West Nashville’s environmentally sensitive features contribute to community character and warrant preservation. These include numerous creeks, steep slopes, tree canopy and the Cumberland River. These environmentally sensitive features are part of a larger, regional open space network including parks and environmentally sensitive areas. Among them are floodplains and wooded slopes that clean the air and water, give the region distinctive beauty. They can also protect communities from flood damage and loss of life, as was learned in the flood of 2010.

The floodplains surrounding major waterways are the community’s primary environmentally sensitive features. The Cumberland River, Richland Creek, and their tributaries are flanked by floodplains. West Nashville also contains areas of steep slopes, including the hills that define the character of West Meade and Hillwood. Many of these areas are also comprised of unstable soils that are stabilized by tree cover. The community’s tree cover also aids in absorbing water runoff and provides crucial wildlife habitat and wildlife corridors.



New duplexes in Sylvan Heights

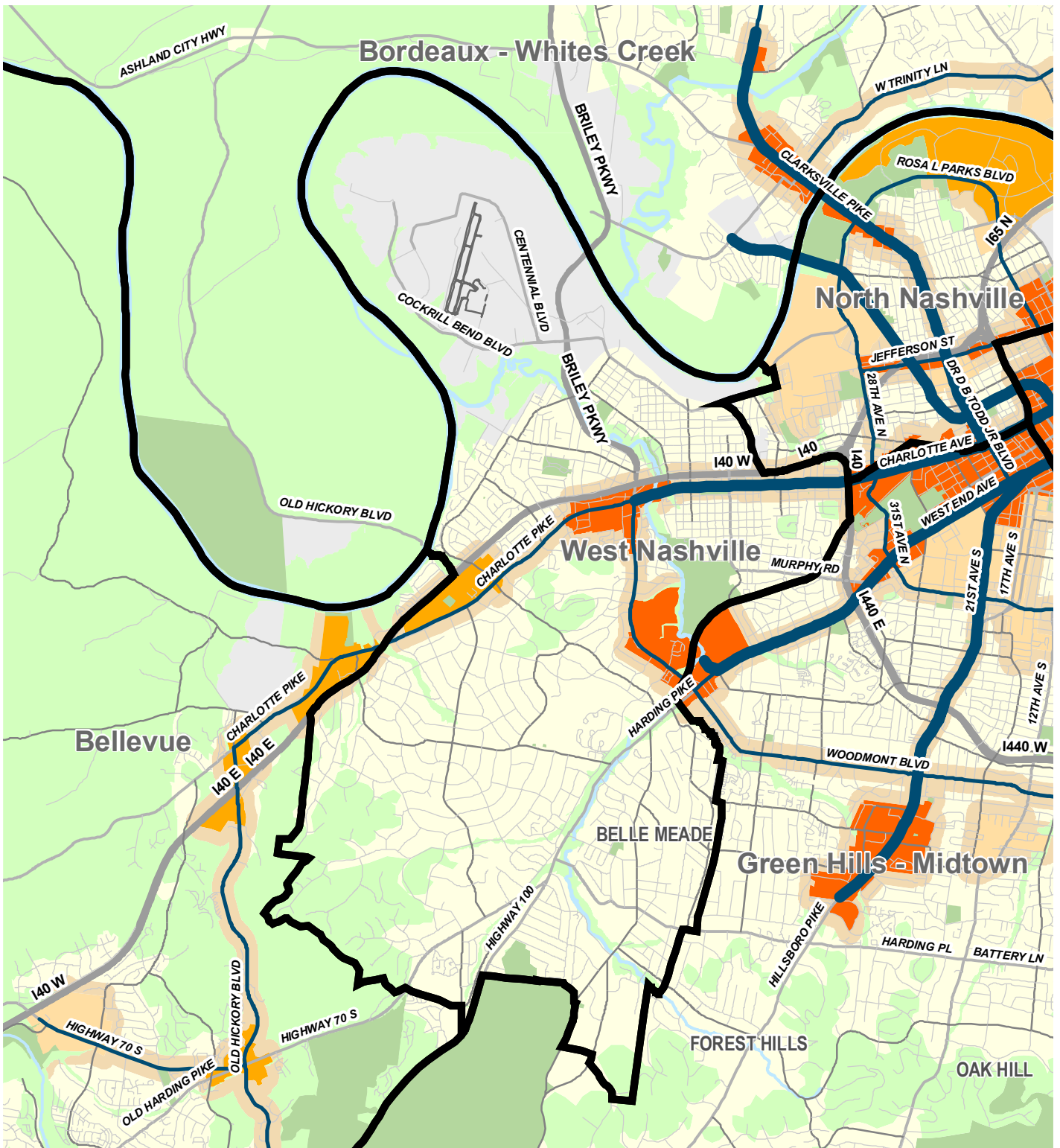


Parmer Park



Cheekwood Estate and Gardens

Figure WN-1: Growth & Preservation Concept Map
 West Nashville 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 align with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/ Davidson County community members' priorities guided the design of the Concept Map:

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

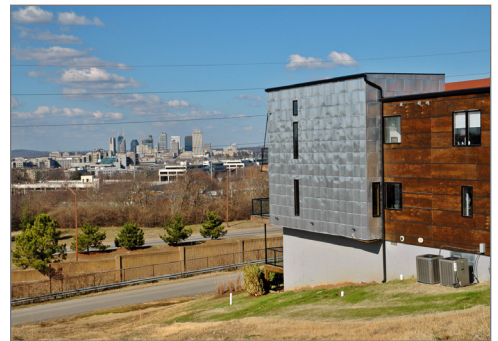
The Concept Map for West Nashville, shown in Figure WN-1, illustrates the key concepts listed above: strategically locating new residential development; enhancing commercial centers and corridors to provide more desired retail and services; preserving established residential areas; protecting floodway/floodplain 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 map was the most recent West Nashville Community Plan update (2009) and its amendments and Detailed Design Plans. 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 West Nashville has faced. The Concept Map also reflects the input received during NashvilleNext on how West Nashville should grow, what the vision for Nashville is in the future and deliberation on what role West Nashville should play in the future.



West End Station cottage development in Sylvan Park

Sitophocus



Downtown Nashville skyline view from new modern home in Sylvan Heights

Sitophocus

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

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



West Meade

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). West Nashville's green network is mainly in the form of large areas of steep slopes as well as the floodways and floodplains along the Cumberland River and Richland Creek and its tributaries. McCabe Golf Course and Park is the community's largest public open space and includes a portion of the Richland Creek Greenway. Since the West Nashville Community is predominantly developed, very little of the area remains in an undisturbed natural state.

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. In West Nashville, 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 transition and infill 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 the Transition policy category that can be applied in transition and infill locations where small-scale offices or multifamily housing would be appropriate. The West Nashville Community contains one Transition area, which is located along SR 100 just west of the intersection with U.S. 70S.

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 West Nashville, Tier One centers are located around the intersection of Charlotte Pike and White Bridge Road and in the Lions Head area along White Bridge Road. Lions Head Center is part of a larger Tier One Center that includes the Harding Town Center area in the Green Hills-Midtown Community. West Nashville also has a Tier Two Center at Nashville West along Charlotte Pike at the western edge of the community.

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 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” and “long-term need.” “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes or an immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer 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.



MTA transit stop



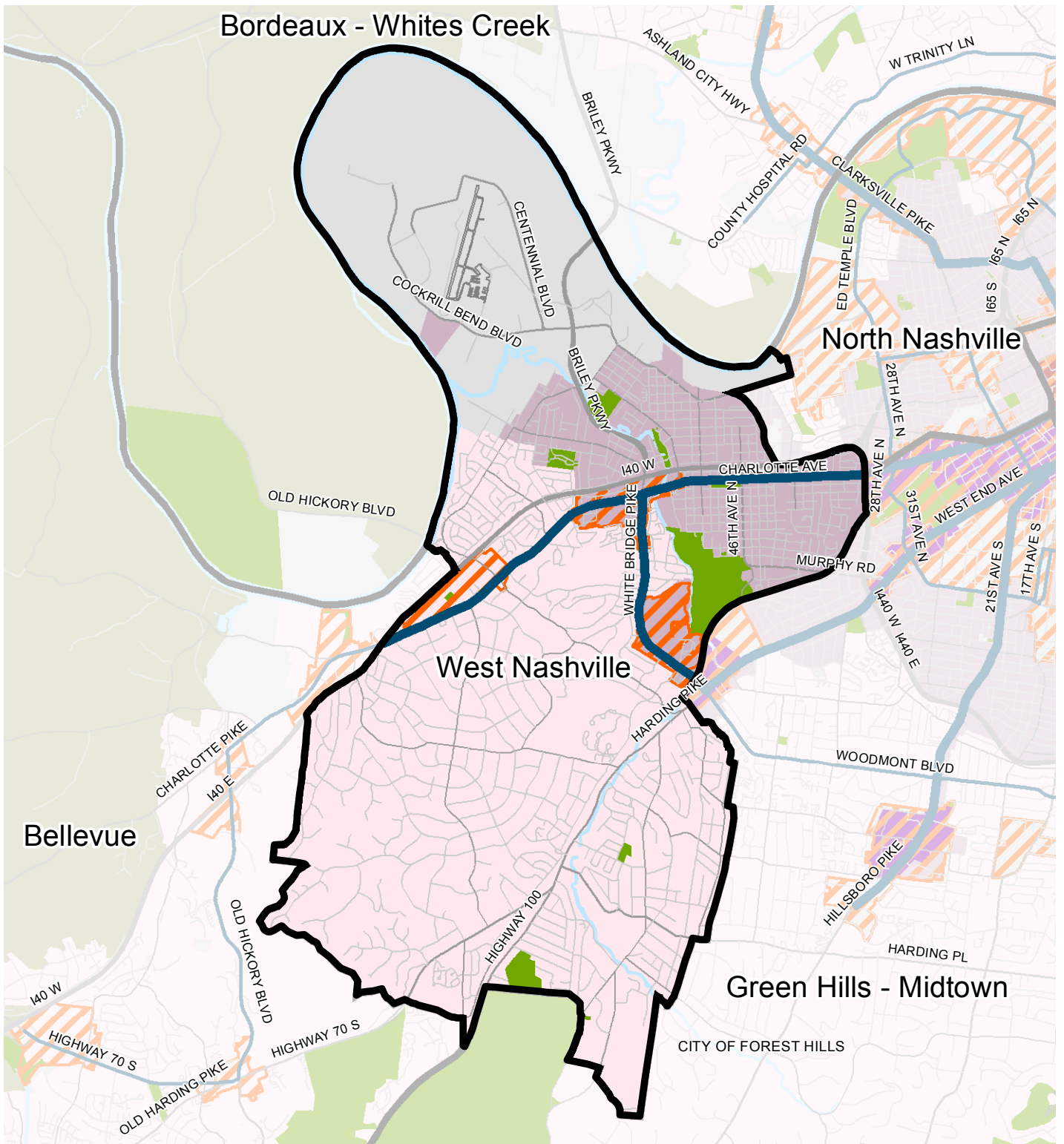
Richland Creek Greenway

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.

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Figure WN-2: The Transect
West Nashville detail



Transects Legend





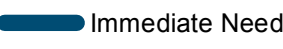



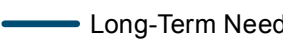




- | | | | |
|---|--|---|--|
|  Centers | Priority Corridors |  T1 Natural |  T5 Center |
|  Subarea Boundaries |  Immediate Need |  T2 Rural |  T6 Downtown |
|  Anchor Parks |  Long-Term Need |  T3 Suburban |  D District |
| | |  T4 Urban |  Water |



Figure WN-3: The Transect

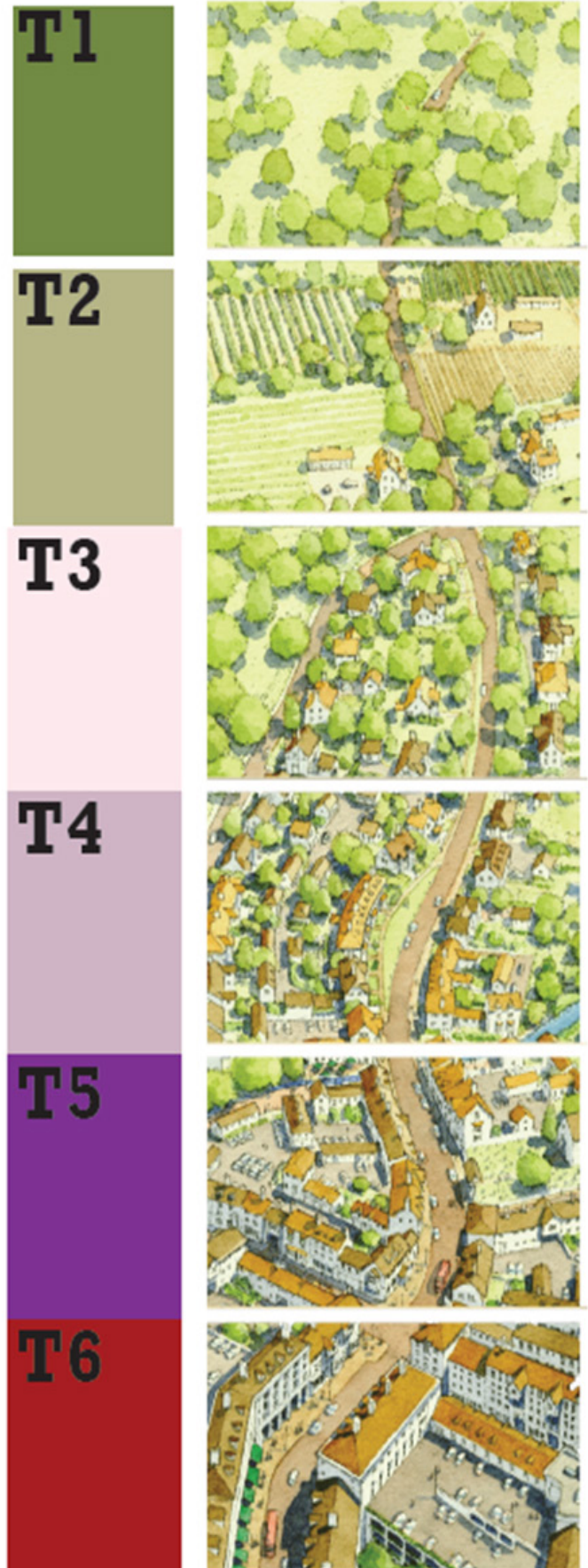
The Transect

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 WN-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 West Nashville:

- T1 Natural: Not present.
- T2 Rural: Not present.
- T3 Suburban: Includes Hillwood, West Meade, and Charlotte Park neighborhoods.
- T4 Urban: Includes the Nations and Sylvan Park neighborhoods.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: Includes much of Cockrill Bend, including the airport, prisons, and industrial uses.

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



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

Community Character Policy Map

The West Nashville Community Character Policy Map builds upon the Growth & Preservation Concept Map (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 West Nashville Community. See Figure WN-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 community plan applies Community Character Policies to every property in West Nashville. 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.

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 Avenue 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.

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

West Nashville’s natural and open space includes areas with environmentally sensitive features, mainly floodplains, as well as public parks. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features, particularly floodplains and floodways, through application of Conservation (CO) policy. The policy encourages the preservation and/or reclamation of these features. CO policy also includes steep slopes. 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.

Application of Urban Neighborhood Maintenance (T4-NM) and Suburban Neighborhood Maintenance (T3-NM) policies to established residential neighborhoods demonstrates the community’s desire to maintain and enhance these areas. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. Appropriate locations for additional residential development are indicated by applying Suburban Neighborhood Evolving (T3-NE) and Urban Neighborhood Evolving (T4-NE) policies as well as various Center and Corridor policies.

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. 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. New residential units delivered via a variety of housing types will help create more opportunities for cafes, coffee shops, boutiques, and small shops within the mixed use centers.

Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. T3-NE and T4-NE policies applied to residential areas experiencing infill along Robertson Road near Briley Parkway and to the southwest of the Charlotte Pike/White Bridge Pike intersection represent the community's desire to retain diverse housing types.

Another area of emphasis on the Concept Map is enhancing centers and corridors. Prominent corridors include Charlotte Avenue/Pike (Charlotte Pike) and White Bridge Pike. Charlotte Pike has historically provided a regional route for commuters driving to Downtown Nashville from outlying areas while accommodating significant restaurant, retail and service businesses that serve both local and regional markets.

In the latter half of the 20th century, an automobile-oriented suburban development pattern emerged for the properties fronting the corridors that featured parking lots fronting the street and buildings with little or no street presence. Some historic structures remain with their original urban development pattern with structures built to the street. The design of the area's more recent new construction places buildings closer to the street to frame the street and create comfortable, safe and welcoming blocks easily navigated on foot. Increasingly, new construction represents the corridors evolution into destinations in their own right

Commercial centers range from small-scale neighborhood centers like Sylvan Park's at 46th Avenue/ Murphy Road and the Nations' 51st Avenue corridor to larger community centers like Nashville West. Desired enhancements for centers of all scales include 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 thoughtful, well-designed land use transitions.

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. 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 and Center policies are applied to existing major employment concentrations, industrial, and commercial areas to maintain employment options that contribute to a balance of jobs and housing. District policies are applied to Cockrill Bend, which contains several prisons and the John C. Tune Airport.

Community Character Policy Map: West Nashville

Community Character Policies

- Supplemental Policy Areas
- CO Conservation
- CI Civic
- OS Open Space
- TFR 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

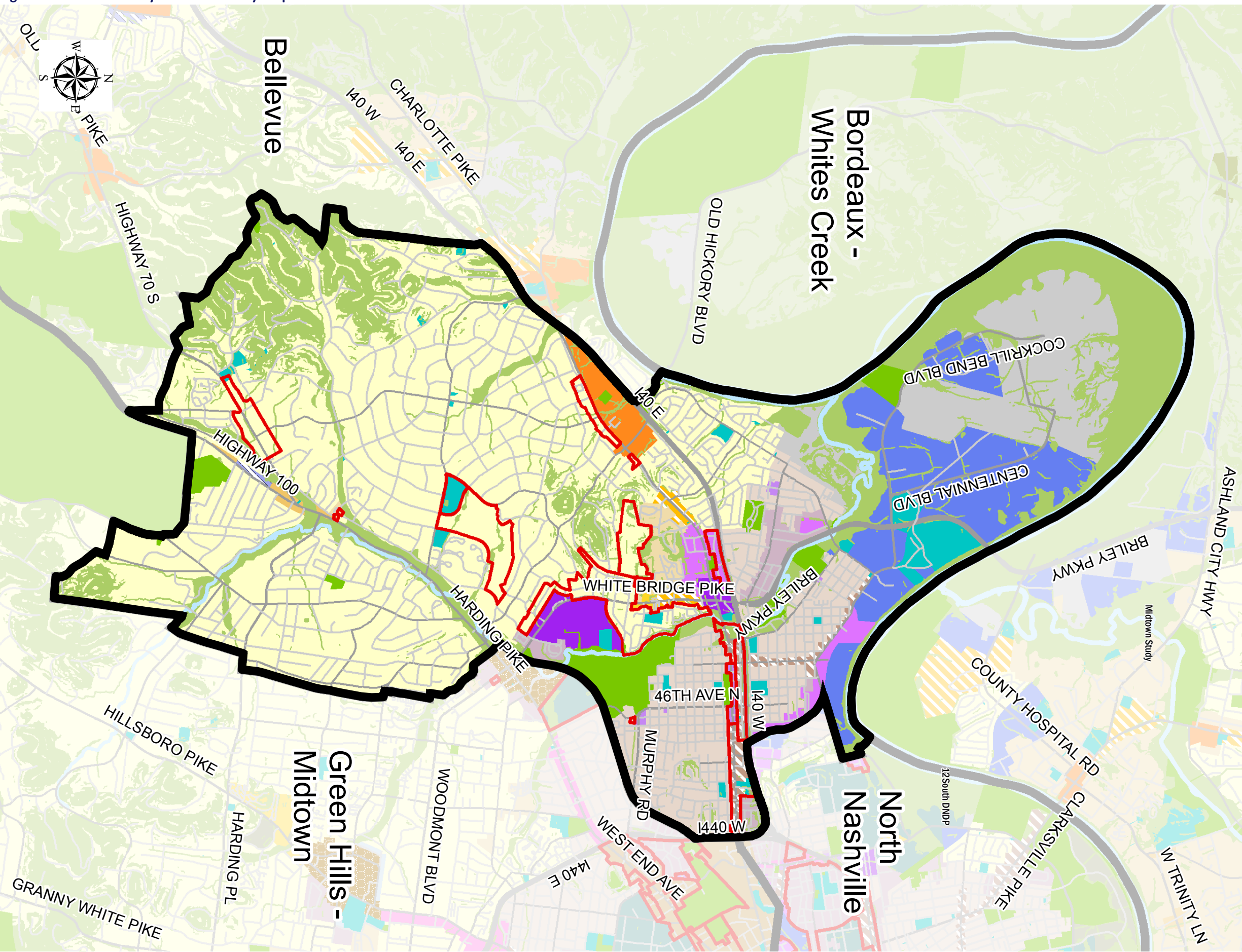


Figure WN-4: Community Character Policy Map

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.



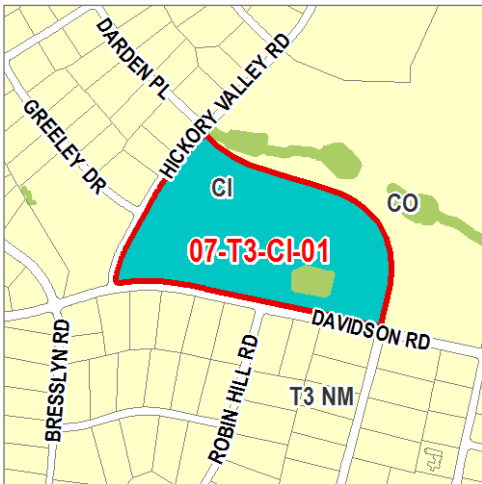
D Major Institutional (D MI) – Intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical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



SPA 07-T3-CI-01 boundary

SPA 07-T3-CI-01 — Hillwood High School

West Nashville’s Civic (CI) Area 1 is referenced as 07-CI-01 on the accompanying map. It consists of the Hillwood High School property at the corner of Davidson and Hickory Valley Roads. In addition to CI 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 CI and CO policies applies.

It is the consensus of the community that this SPA remain dedicated to a public use and owned by the Metropolitan Government (Metro). Were the use as Hillwood High School to cease in whole or in part, all steps should be taken to ensure continued use of the land as a school. The preference is for an elementary school to serve the shifting demographic of the Hillwood and West Meade communities. However, other levels of education should be considered provided it meets the community’s need for an academically focused institution.

In the event neither MNPS nor its partners wishes to occupy all of the property, partial use of the property for a school should be considered. All steps should be taken to ensure the remainder of the property can be considered for park and community use subject to review by the Metropolitan Board of Parks and Recreation (MBPR). Consideration should be given for the way in which the property could benefit and complement the neighboring H.G. Hill Middle School use. Special care should be taken to ensure a park or community use is not overly burdensome to the surrounding neighborhood.

- Slightly smaller parcels with more flexible setbacks may be appropriate on new streets within the development behind Davidson Road and Hickory Valley Road, subject to the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and viewsheds.

Building Types

- House

Zoning

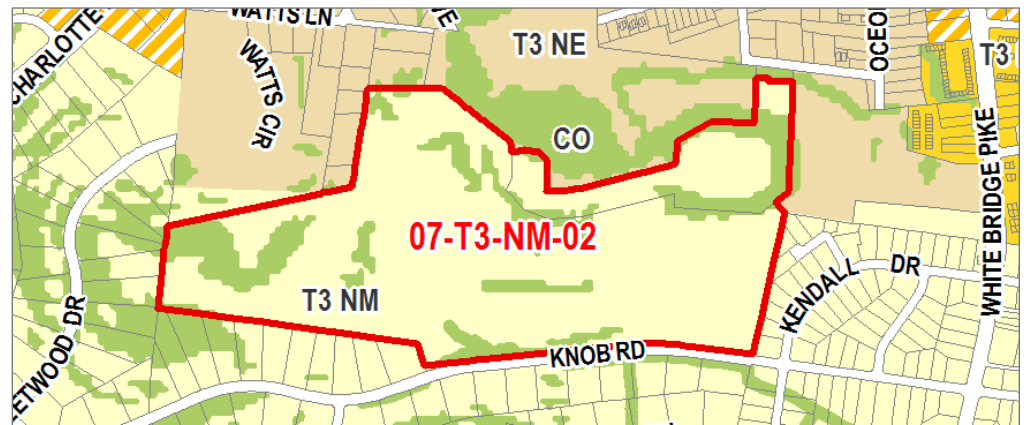
- Design-based zoning

SPA 07-T3-NM-02 — Knob Hill

West Nashville’s Suburban Neighborhood Maintenance (T3-NM) Area 2 is referenced as 07-T3-NM-02 on the accompanying map. It is surrounded by an area that is currently defined by suburban, primarily single-family homes on parcels that are slightly less than one acre in size with 100- to 140-foot setbacks. The intent of this SPA is to maintain the character of the area by extending the development pattern of the surrounding area to properties that front Knob Road while allowing for slightly smaller lots on the remainder. 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, if a development is proposed that requires a zone change, the following policies apply. Where the SPA is silent, the guidance of the T3-NM and CO policies applies.

Transitioning — Infill

- Two-family dwellings should comprise a smaller portion of the total homes and should be dispersed across the site, rather than grouped in one portion of the redeveloped site.
- Maintain the existing pattern described above for parcels created to front Knob Road, with setbacks and spacing consistent with existing contextual development.



SPA 07-T3-NM-02 boundary

- Slightly smaller parcels with more flexible setbacks may be appropriate on new streets behind Knob Road, subject to the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and viewsheds.

Building Types

- House
- Plex House (limited to two-family)

Zoning

- Design-based zoning

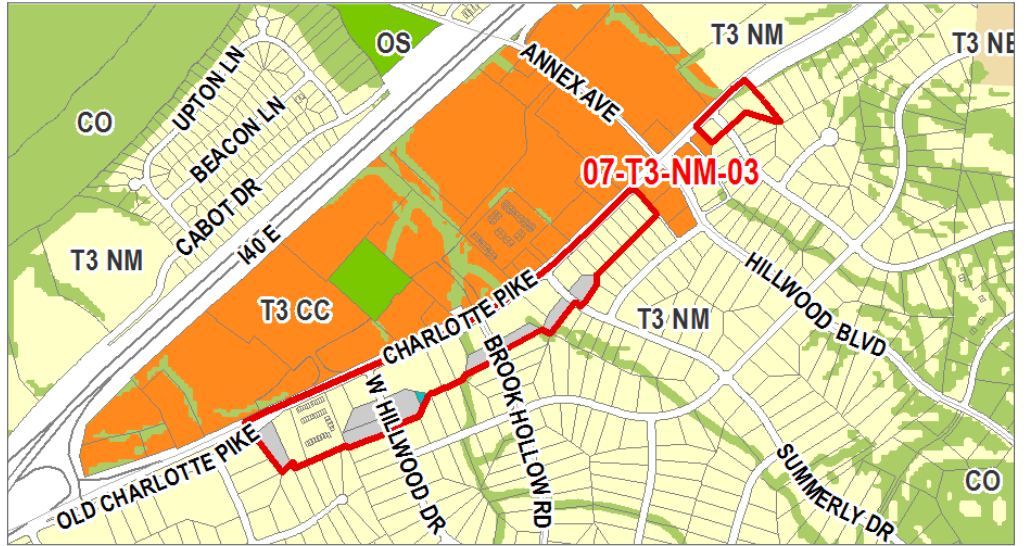
SPA 07-T3-NM-03 — Charlotte Pike West

West Nashville’s Suburban Neighborhood Maintenance (T3-NM) Area 3 is referenced as 07-T3-NM-03 on the accompanying map. It consists of property located along Charlotte Pike, between Old Charlotte Pike and to the east of Russleo Drive. The intent of this SPA is to provide for appropriate redevelopment to form a transition between the intense commercial center of Nashville West and the neighborhoods on the south side of Charlotte Pike. Specific guidance for two portions of this supplemental policy area are provided below: properties fronting Charlotte Pike and side street properties that front Brook Hollow Road, Old Charlotte Pike, Summerly Drive, and West Hillwood Drive, all of which extend from Charlotte Pike. The side street properties are indicated by shading on the accompanying map. 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.

Building Form and Site Design — Along Major Corridors

New development on properties fronting Charlotte Pike:

- Frame the corridor with residential buildings rather than dense landscaping;
- Front facades and primary residence entrances for new multifamily development on parcels with frontage on two streets are placed along both streets;
- Establishes an effective transition to the interior T3-NM area with site design, landscaping and other buffering, as needed; and
- May provide shallower setbacks than existing residential development on interior parcels for new developments on corner parcels; however, building setbacks on corner parcels should transition to the prevailing setbacks next to interior side property lines.



SPA 07-T3-NM-03 boundary (side street properties shaded gray)

Transitioning — Higher Intensity

New development on the indicated side street properties:

- Establishes a smooth transition in terms of scale, mass and height between parcels fronting Charlotte Pike and interior T3-NM area.
- Buildings are closer in height, scale, mass, and development intensity to the single-family structures in the interior T3-NM area than to that of properties fronting Charlotte Pike.
- Respects the park-like setting of the interior T3-NM area and provides a smooth transition with the properties fronting Charlotte Pike, which includes preservation of existing trees.
- Screens parking from abutting properties.

Building Types

- House
- Detached Accessory Dwelling Units
- Manor House (maximum of six units)
- Low-rise Townhouse
- Mid-rise Townhouse (up to 3 stories)
- Institutional

SPA 07-T3-NM-04 — Knob, Orlando, and White Bridge

West Nashville’s Suburban Neighborhood Maintenance (T3-NM) Area 4 is referenced as 07-T3-NM-04 on the accompanying map. It consists of the Knob Road, Orlando Avenue, and White Bridge neighborhoods on both sides of White Bridge Road south of Charlotte Pike. 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

- Retain existing zoning districts.
- Zone changes from R20 to a RS is acceptable.
- Areas zoned R6 should not be rezoned to RS7.5 in order to avoid creating nonconforming duplexes.
- Zone changes to RS3.75 or RM20 zoning is discouraged.

Building Types

- House
- Detached Accessory Dwelling Unit (DADU) may be appropriate along White Bridge Road accessed by rear service lanes or alleys that could be constructed parallel to White Bridge Road.

SPA 07-T3-NM-05 — Harding Pike

West Nashville’s Suburban Neighborhood Maintenance (T3-NM) Area 5 is referenced as 07-T3-NM-05 on the accompanying map. It consists of West Meade neighborhood properties located on both sides of Harding Pike. The intent of this SPA is to maintain the existing distinctive, unusually deep setbacks, established tree row, and large lot sizes. Existing setbacks range from 100 to 400 feet. Existing parcel sizes are generally larger (e.g. 3.5 acres) than that permitted by the base zoning, yet are too small for the next-largest standard base zone district (AG, which requires five acres per lot). These characteristics contribute to a unique rhythm and spacing of homes that should be maintained. 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.

Building Form and Site Design — Landscaping

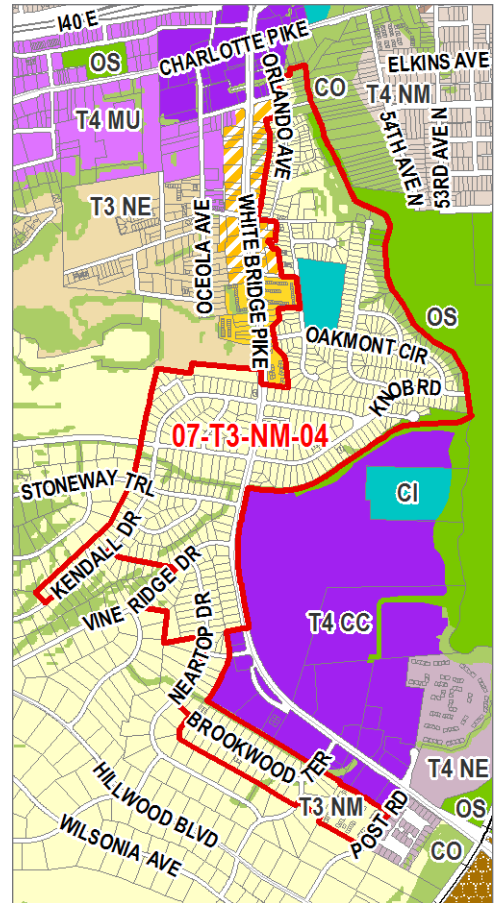
- Retain distinctive mature tree row along Harding Pike.

Zoning

- Design-based Zoning

Building Types

- House



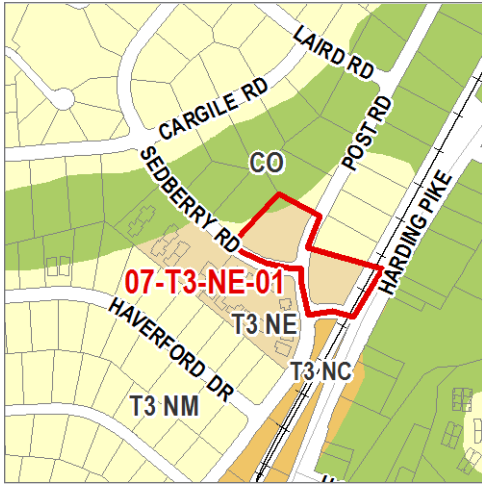
SPA 07-T3-NM-04 boundary



SPA 07-T3-NM-05 boundary

SPA 07-T3-NE-01 — Sedberry/Post

West Nashville’s Suburban Neighborhood Evolving (T3-NE) Area 1 is referenced as 07-T3-NE-01 on the accompanying map. It consists of a small area along Sedberry and Post Roads and is intended to provide a transition from the adjacent Suburban Neighborhood Center policy to the single-family neighborhood to the west and north. In addition to T3-NE 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-NE and CO policies applies.



SPA 07-T3-NE-01 boundary

Building Form and Site Design — Orientation

- New multifamily development of parcels with frontage on two streets should place front facades and primary residences along both streets.

Building Types

- House
- Detached Accessory Dwelling Unit
- Plex House
- House Court
- Low-rise Townhouse
- Manor House, Courtyard Flat and Low-rise Flat (each with a maximum of six units per building)

SPA 07-T4-MU-01 — O’Brien Avenue and Eastboro Drive

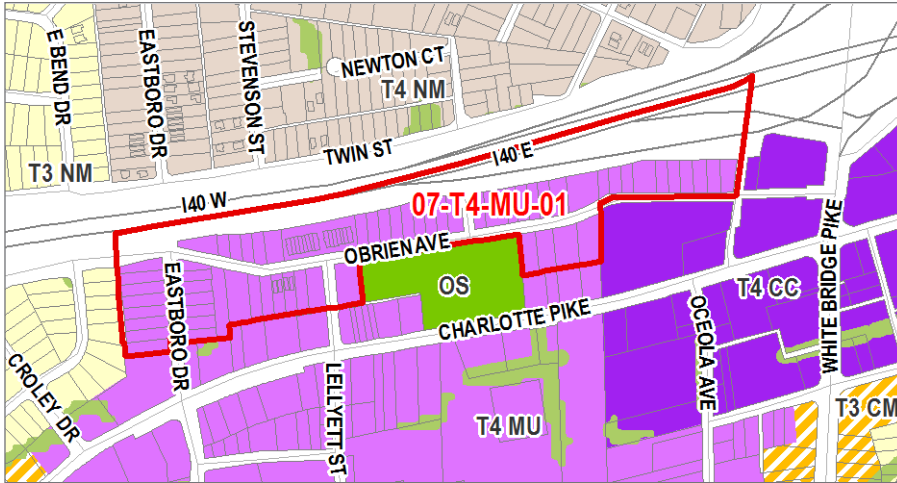
West Nashville’s Urban Mixed Use Neighborhood (T4-MU) Area 1 is referenced as 07-T4-MU-01 on the accompanying map. It consists of properties located on O’Brien Avenue and Eastboro Drive northwest of the intersection of Charlotte Pike and White Bridge Road and is intended to maintain residential uses. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T4-MU policy applies.

Appropriate Land Uses

- Residential

Building Types

- House
- Detached Accessory Dwelling Unit
- Plex House
- House Court
- Low-rise Townhouse
- Manor House
- Courtyard Flat
- Low-rise Flat
- Mid-rise Flat (maximum of six stories)



SPA 07-T4-MU-01 boundary

SPA 07-T4-NM-01 — Westlawn Drive

West Nashville’s Urban Neighborhood Maintenance (T4-NM) Area 1 is referenced as 07-T4-NM-01 on the accompanying map. It consists of a two properties in Sylvan Park located on Westlawn Drive adjacent to the T4-NC area along Murphy Road. The two properties are 4424 (Parcel ID 10308027200) and 4414 Westlawn Drive (Parcel ID 10308007200) and are referred to below as #4424 and #4414, respectively. Of the two properties, #4424 is northernmost and is adjacent to T4-NC policy. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NM Policy applies.

Appropriate Land Uses

- Neither properties should be used for expansion of adjacent T4-NC area.
- Residential use of these sites is consistent with the T4-NM “Building Form and Site Design” design principles, subject to the provision of adequate and sensitively placed, on-site parking.
- Small offices and/or residential use at densities greater than that permitted by RS7.5 zoning may also be considered on its merits, subject to compliance with the design principles included in this SPA.
- Parking may be considered on #4424, subject to providing a generous, appropriately designed buffered parking lot at its interface with #4414 and properties to the rear. This use may be appropriate due to the #4424’s location where it can serve the parking needs of the adjacent T4-NC area. If used for offices, the existing house on #4414 should be retained on the site with any additions resulting in a building containing less than 2,000 square feet in order to maintain a micro-business environment with low-impact on-site parking and appropriate buffering.



SPA 07-T4-NM-01 boundary

Building Form and Site Design — Massing and Orientation

- Building form is in character with the existing development pattern of surrounding T4-NM area in terms of mass, orientation and placement.
- Building coverage is moderate and the overall amount of impervious surface is more comparable to a residential than to a commercial environment.
- Building massing results in a footprint with moderate lot coverage sufficient to provide adequate on-site parking and buffering with landscaping and fencing.
- Buildings are oriented to Westlawn Drive.

Building Form and Site Design — Setbacks

- Setbacks for #4424 are shallow to moderate.
- Setbacks for #4414 are more moderate and are consistent with established residential setbacks to south.
- Within setbacks on #4424 and #4414, stoops and porches are common.
- Spacing between buildings on #4424 and #4414 reflects the residential spacing found to the south and east along Westlawn Drive.

Building Form and Site Design — Height

- Buildings on #4424 may be one to three stories in height.
- Buildings on #4414, if used for housing, may be one to three stories in height.

Building Form and Site Design — Landscaping and Parking

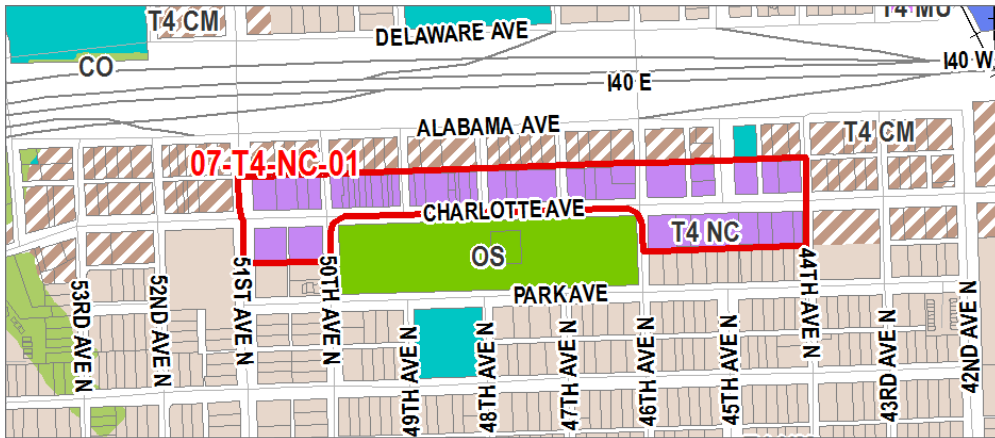
- Generous, well-designed landscaping is used to aid development transition through buffering.
- Parking for #4424 is located behind or beside buildings and is screened from view, unless generously buffered.
- Parking for #4414 is located behind the building due to the limitations presented by the street setback of the existing building and the desire for the building form to present a transition to adjacent T4-NM areas.

Building Form and Site Design — Signage

- Signage is scaled for pedestrians and slow-moving vehicles, is smaller than that found in the adjacent T4-NC area, and is in keeping with residential property name and address signage.

Connectivity — Access

- Maximum of one access point per property with shared access wherever feasible.
- Align access into developments, where applicable, with access across the street. Cross access between multiple developments is required. Coordinated access and circulation create a transitional area that functions as a whole instead of as separate building sites.



SPA 07-T4-NC-01 boundary

SPA 07-T4-NC-01 — Richland Park

West Nashville’s Urban Neighborhood Center (T4-NC) Area 1 is referenced as 07-T4-NC-01 on the accompanying map. It consists of a small area of nonresidential uses on Charlotte Avenue across from Richland Park. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T4-NC policy applies.

Building Form and Site Design — Height

- Refer to Figure WN-5 “Recommended Building Heights for Charlotte Avenue” to determine appropriate building height.

Building Form and Site Design — Parking

- Provide on-site parking behind the building.

Connectivity — Access

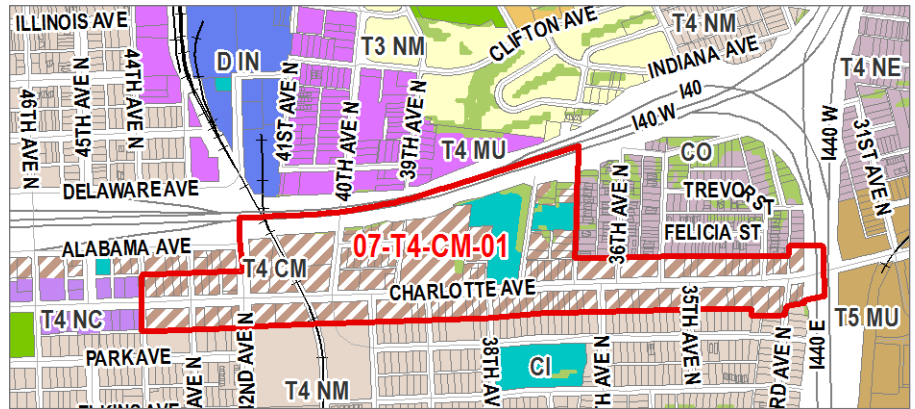
- Prohibit additional vehicular access to Richland Park from Charlotte Avenue.

SPA 07-T4-CM-01 — Charlotte Avenue

West Nashville’s Urban Mixed Use Corridor (T4-CM) Area 1 is referenced as 07-T4-CM-01 on the accompanying maps. It consists of properties along both sides of Charlotte Avenue between I-440 and Richland Creek In addition to T4-CM 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 T4-CM and CO policies applies.

Building Form and Site Design — Orientation

- Richland Creek and the greenway extension should be treated as amenities if the Richland Creek Shopping Center site is redeveloped.
- New buildings may be oriented towards Richland Creek and the greenway, rather than locating backdoor functions along the creek.



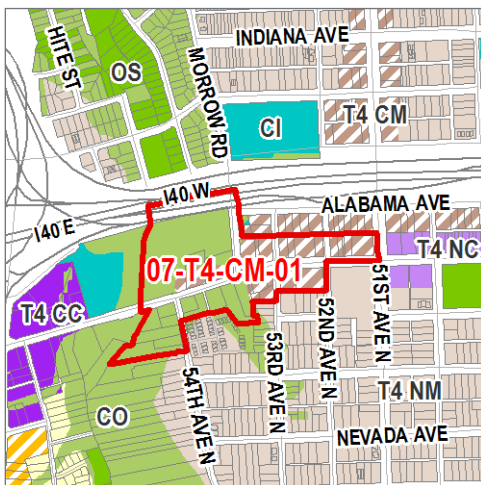
SPA 07-T4-CM-01 boundary - East

Building Form and Site Design — Height

- Refer to Figure WN-5 “Recommended Building Heights for Charlotte Avenue” to determine appropriate building height, with one exception: building heights up to five stories are appropriate for the Richland Creek Shopping Center site if the floodplain is reclaimed, restored, and used as an amenity for the community.

Zoning Districts

- MUL-A
- OR20-A
- RM20-A
- Design-based Zoning



SPA 07-T4-CM-01 boundary - West

SPA 07-T4-CM-02 — Alabama Avenue

West Nashville’s Urban Mixed Use Corridor (T4-CM) Area 2 is referenced as 07-T4-CM-02 on the accompanying map. It is located along Alabama Avenue between Morrow Road and 46th Avenue North and consists of properties that front I-40. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T4-CM policy applies.

Building Form and Site Design — Height

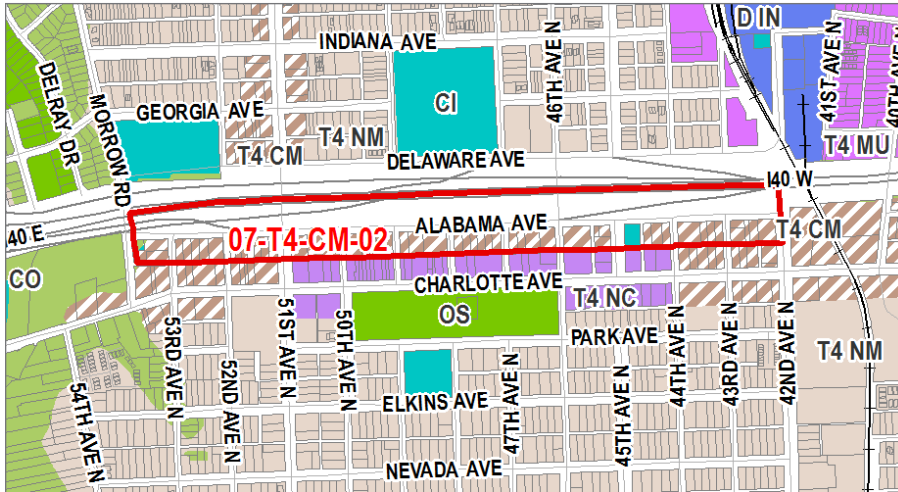
- Refer to Figure WN-5 “Recommended Building Heights for the Charlotte Avenue” to determine appropriate building height.

Building Form and Site Design — Setbacks

- Front building façade should be built to the back edge of the sidewalk. Exceptions may be made along Alabama Avenue — excluding corners at Morrow Road, 51st Avenue North, and 46th Avenue North.

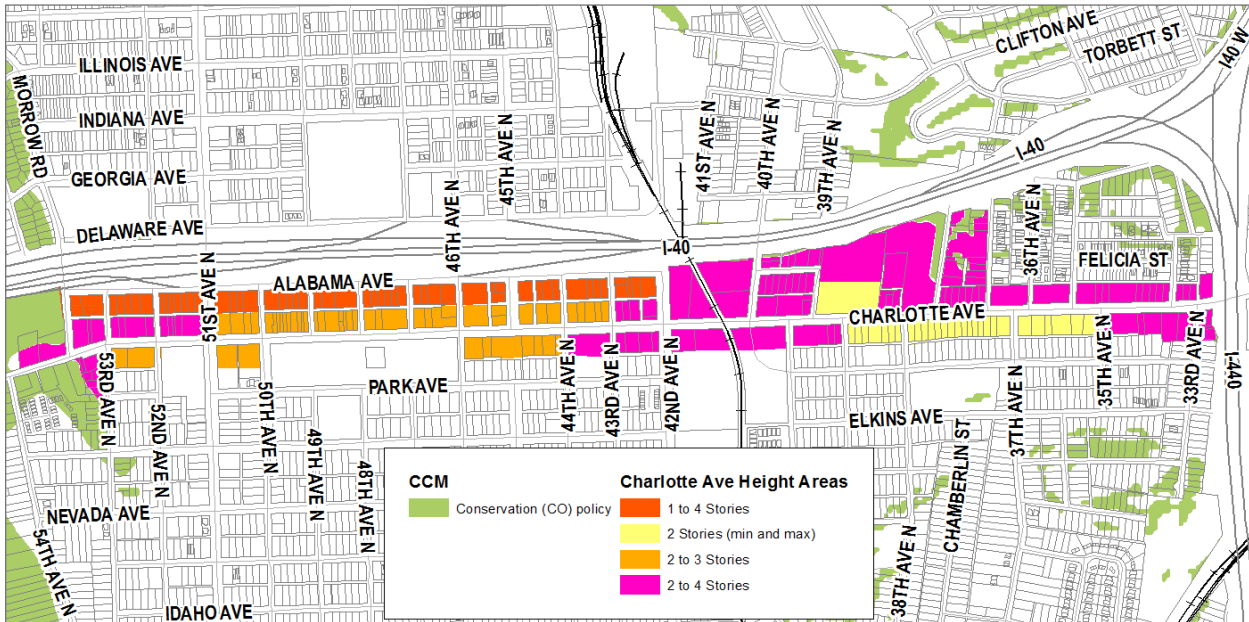
Building Form and Site Design — Access

- Prohibit additional vehicular access points along Morrow Road, 51st Avenue North and 46th Avenue North; provide access from other side streets, alleys and Alabama Avenue.



SPA 07-T4-CM-02 boundary

Figure WN-5: Recommended Building Heights for the Charlotte Avenue



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.



England Park



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 function, so they also contribute 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 more active and healthier 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, a multi-use path follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on 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*.

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

nMotion is online: www.nashvillenext.net/

WalknBike is online: www.nashvillenext.net/



Walking



Cycling



Transit