

Amending Community Character Policies in Community Plans

During the Community Plan update, the Community Character Policies defined in the CCM are applied to land in 14 planning communities in Davidson County. While the Community Character Policies are applied through a community planning and input process, there are instances where there may be an expressed interest in changing or amending those policies by a private property owner, multiple property owners or residents, or the district councilmember(s). In making a request to amend the Community Character Policy, the applicant will address how the *existing* Community Character Policy would restrict the envisioned development, how will the *proposed* Community Character Policy benefit the development envisioned, and finally, how will the proposed Community Character Policy preserve, create, or enhance the character of the community.

The Community Character Policy in the Community Plan

When the Community Plan is updated, the Community Character Policies are applied to property. To get a more detailed understanding of the Community Character Policy, the applicant should consult the CCM, which defines the Community Character Policy, provides design guidance, and explains what zoning districts and building types are appropriate. Upon reading the Community Plan and the CCM, the applicant may decide that the policy applied in the Community Plan is not appropriate and may want to amend the Community Plan to apply a different Community Character Policy. In that case, the applicant may file an amendment to change the Community Character Policy on the property.

To determine which Community Character Policy to requested in the amendment, the applicant should answer these questions.

Is the existing Transect Category appropriate? What is the appropriate Transect Category?

The Transect defines the character of development from the most natural and undeveloped areas to the most urban and developed areas. Based on the envisioned development, the applicant should consider if their envisioned development will be consistent with the character defined by the existing Transect Category, or if a new Transect Category designation is needed. For example, T3 Suburban is characterized by deeper setbacks and lower building heights, while T4 Urban is characterized by more shallow setbacks with higher building heights. A T3 Suburban Transect may restrict development envisioned to be intense with higher building heights and a T4 Transect designation may be desired and more appropriate.

What is Community Element to be developed?

The Community Element available are open space, neighborhood, center, or corridor. The applicant should consider what Community Element the development is going to provide. For example, the existing Community Element may be “neighborhood” – appropriate for residential development – however the envisioned development may be a mixed used retail development, where the appropriate Community Element would be “center”. Identifying the appropriate Community Element is critical to determining the character and form, the transition from one Community

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Putting the CCM into Practice

Element to another and the proximity and relationship to similar Community Elements.

What is the envisioned Community Character Policy?

After finding the appropriate Transect Category and considering what Community Element the development will provide, the applicant is now ready to decide what Community Character Policy is appropriate for the envisioned development. The existing Community Character Policy may be a T3 Suburban Neighborhood policy - residential development with character defined by deep setbacks, and informal vegetation. However the envisioned development is mixed use retail - non-residential development with a desired character of shallow setbacks, formal landscaping and street trees. The appropriate Community Character Policy would be a T4 Urban Center policy. The applicant could choose from *T4 Urban Neighborhood Center* or *T4 Urban Community Center* policy.

The applicant should also consider the policy intent – whether the chosen policy will preserve, create or enhance community character. In this example, the intent is to *create* – meaning, the applicant is *creating* a T4 Urban Center. In this example, the Transect Category would change the community’s character from T3 Suburban character to T4 Urban character. The Community Element would also change from “neighborhood” to “center”. As a result, the character here would be created, as the applicant is creating a mixed use retail center in an area that was once identified and characterized as a residential neighborhood.

Metro Planning Commission Review of the Community Plan Amendment

Upon receiving a Community Plan amendment request, the Executive Director of the Metro Planning Department will determine whether the Community Plan amendment is a “major” or “minor” amendment. A major amendment requires one or more community meetings convened by the Planning Department. A minor amendment may also entail a community meeting, if a meeting is requested by the district Councilmember(s) or determined to be necessary by the Planning Department.

The appropriateness of the chosen Community Character Policy will be examined by the Planning Department staff and a report and a recommendation will be made to the Metropolitan Planning Commission (MPC). The applicant may refer to the *Application* section of the chosen Community Character Policy, as the Planning Department will use the guidelines within CCM to determine the appropriateness of a Community Plan amendment request.

Relationship of Community Character Policies to Regulatory Tools and Other Standards

The Community Character Policies provide guidance on the form and character of future development. They are used to judge the appropriateness of proposed zone change and subdivision requests. When a zone change request is made, Metro Planning staff’s recommendation to Metro Planning Commission and Metro Council is based on the zone change’s conformance with the Community Character Policy. Zone change requests are also

considered, however, in light of any applicable Metropolitan Development and Housing Agency redevelopment districts and/or historical districts in place for the property. Meanwhile, when a subdivision request is made for a property, Metro Planning staff's recommendation to the Metro Planning Commission on the subdivision request is based, in part, on the request's conformance with the Community Character Policy.

Additionally, the implementation of some guidelines in the Community Character Policies are dependent upon site specific or area-wide solutions to infrastructure, such as stormwater detention and conveyance, above and below-ground electrical service, and street and alley upgrades, among others. The incorporation of these guidelines into any final development will depend on Metropolitan Government review for consistency with policies, laws and related standards of various departments and the Nashville Electric Service.

Special Policies in Community Plans Using CCM

Although the Community Character Policies provide Transect Category-specific guidance on the form and character of development, the diversity of development in Nashville/Davidson County is much more fine-grained than can be reflected in these policies. As a result, during the Community Plan Update or a plan amendment, Special Policies may be applied to add clarity to the form and character of development intended. Special Policies may also be used to address immediate and unique development concerns and issues raised during a Community Plan Update.

Detailed Community Planning Using CCM

The Community Character Policies are applied in Community Plans and provide guidance on the form and character of development for the four Community Elements (open space, neighborhoods, centers and corridors) across the seven Transect Categories. When a Community Plan is updated, it may be apparent that a specific neighborhood, center or corridor needs special planning attention to guide pending growth, preserve a specific character, or provide a guide for desired redevelopment. In these cases a Detailed Design Plan is created.

During the Detailed Design Plan process more specific guidance on land use, building types, appropriate zoning and the form of development will be assessed on a building by building, block by block basis, identifying where to preserve, create or enhance a desired character and form. Areas needing detailed design planning may be identified during the Community Plan update or may be requested by district Council members or other stakeholders.

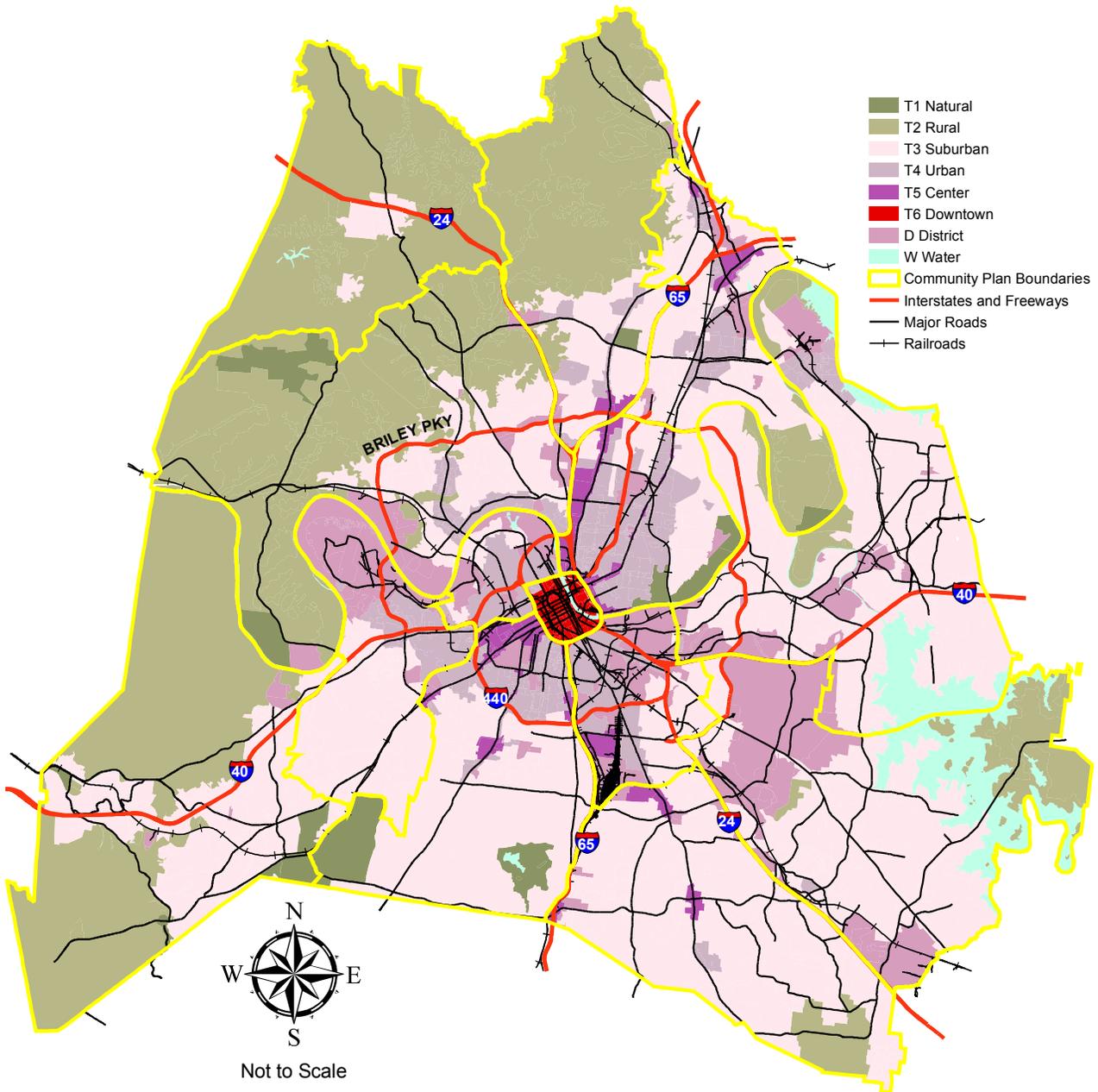
Replacing "Land Use Policies"

The prior version of the CCM was titled the *Land Use Policy Application* (LUPA). That document contained land use policies that will be replaced by Community Character Policies as Community Plans are updated or amended, or new Detailed Design Plans are created. Until all the Community Plans are updated or amended to reflect the new Community Character Policies, the existing land use policies will remain and will be used to measure development proposals.

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Nashville - Davidson County Metropolitan Transect Map



This is a generalized Transect map of Davidson County. The Transect categorization for each community is determined during the Community Plan Update process the Detailed Design Plan process or during a plan amendment.

ALL TRANSECT CATEGORIES EXCEPT T 1 AND T6

OPEN SPACE
Conservation (CO)

T1 NATURAL

OPEN SPACE
T1 Natural Open Space (T1 OS)

T2 RURAL

OPEN SPACE
T2 Rural Open Space (T2 OS)
NEIGHBORHOODS
T2 Rural Neighborhood Maintenance (T2 NM)
T2 Rural Neighborhood Evolving (T2 NE)
CENTERS
T2 Rural Neighborhood Center (T2 NC)

T3 SUBURBAN

OPEN SPACE
T3 Suburban Open Space (T3 OS)
NEIGHBORHOODS
T3 Suburban Neighborhood Maintenance (T3 NM)
T3 Suburban Neighborhood Evolving (T3 NE)
CENTERS
T3 Suburban Neighborhood Center (T3 NC)
T3 Suburban Community Center (T3 CC)
CORRIDOR
T3 Suburban Residential Corridor (T3 RC)
T3 Suburban Mixed Use Corridor (T3 CM)

T4 URBAN

OPEN SPACE
T4 Urban Open Space (T4 OS)
NEIGHBORHOODS
T4 Urban Neighborhood Maintenance (T4 NM)
T4 Urban Neighborhood Evolving (T4 NE)
T4 Urban Mixed Use (T4 MU)
CENTERS
T4 Urban Neighborhood Center (T4 NC)
T4 Urban Community Center (T4 CC)
CORRIDORS
T4 Urban Residential Corridor (T4 CR)
T4 Urban Mixed Use Corridor (T4 CM)

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Nomenclature

T5 CENTERS

OPEN SPACE

T5 Centers Open Space (T5 OS)

CENTERS

T5 Regional Center (T5 RC)

T5 Super Regional Center (T5 SR)

CORRIDORS

T5 Center Mixed Use Neighborhood (T5 CM)

T6 CORE – DOWNTOWN

OPEN SPACE

T6 Downtown Open Space (T6 OS)

NEIGHBORHOODS

T6 Downtown Neighborhood (T6 N)

CENTERS

T6 Civic (T6 CV)

T6 Downtown Core (T6 DC)

CORRIDORS

T6 Second and Broadway (T6 SB)

TRANSECT D – DISTRICTS

Impact (I) (Heavy Industrial, Wide variety of impactive uses)

Industrial (IN) (Light Industrial)

Major Institutional (MI) (Medical Campus, College Campus, Government Institutional)

Mixed Business (MB) (Concentrated Office, Light Industrial, Mixed Commercial)

Office Concentration (OC)

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Community Character Policy Mapping Symbolology

The following is mapping symbolology for the Community Character Policies. Within Community Plans, the Community Character Policies are mapped using a computer software and mapping program called GIS (Geographic Information Systems). In GIS, symbolology (graphic and/or color representations) are used to identify the individual policies on a map. The following are examples of how the individual Community Character Policies will be displayed on the maps contained within the Community Plan.

	CO Conservation		T4 NC Urban Neighborhood Center
	T1 OS Natural Open Space		T4 CC Urban Community Center
	T2 OS Rural Open Space		T4 RC Urban Residential Corridor
	T2 NM Rural Neighborhood Maintenance		T4 CM Urban Mixed Use Corridor
	T2 NE Rural Neighborhood Evolving		T5 OS Center Open Space
	T2 NC Rural Neighborhood Center		T5 MU Center Mixed Use Neighborhood
	T3 OS Suburban Open Space		T5 RC Regional Center
	T3 NM Suburban Neighborhood Maintenance		T5 SR Super Regional Center
	T3 NE Suburban Neighborhood Evolving		T6 OS Downtown Open Space
	T3 NC Suburban Neighborhood Center		T6 DN Downtown Neighborhood
	T3 CC Suburban Community Center		T6 CV Downtown Civic
	T3 RC Suburban Residential Corridor		T6 DC Downtown Core
	T3 CM Suburban Mixed Use Corridor		T6 SB Downtown Second and Broadway
	T4 OS Urban Open Space		D I District Impact
	T4 NM Urban Neighborhood Maintenance		D IN District Industrial
	T4 NE Urban Neighborhood Evolving		D MI District Major Institutional
	T4 MU Urban Mixed Use Neighborhood		D OC District Office Concentration

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Glossary

The following is a glossary of terms used in the Community Character Manual. Further questions about terminology in the Community Character Manual should be directed to the Metro Planning Department Staff.

Access – the design principle that describes the place, means, and/or way by which pedestrians, bicyclists, and /or vehicles have safe, adequate, and usable ingress and egress to reach desired destinations, services and activities.

Accessory Dwelling Unit – a dwelling unit that is incidental and subordinate to the main dwelling or use of land and is located on the same lot and under the same ownership.

Access Management – the process of providing and managing access to contiguous land uses while preserving the safety, capacity, and speed of traffic flow.

Agricultural (building type) – a building type that describes a structure intended primarily or exclusively for support of an agricultural function; examples include, but are not limited to, barns, silos, water towers, windmills, or greenhouses, and not does include housing or dwelling units.

Alley – a public or private right-of-way or easement primarily designed to serve as vehicular service access to the side or rear of properties.

Alley House (building type) – a building type that describes a detached structure suitable for residence by an individual or family. Primary vehicular access is from an alley and a primary pedestrian entrance is located along the street frontage of the building.

Ancillary Residential – residential units that serve as a secondary use to the primary use of land. For example, a major institutional development – such as a university or a hospital – may have ancillary residential for staff that need to be on-site at all times.

Arterial – a road designed to carry traffic through an area (providing mobility) rather than to local destinations. Arterials generally have higher speeds and traffic volumes than local or collector streets and generally serve trips greater than 5 miles.

Bikeway – a travelway for bicycles, which may take one of the following forms – dedicated striped bike lanes; shared wide outside lanes; travel lanes shared with vehicles that are marked with signage as bike routes; or off-road multi-use paths and greenway trails.

Block – a unit of land bounded by streets or by a combination of streets and public land, railroad, rights-of-way, waterways or any other barrier to the continuity of development.

Block Length – the distance as measured along the property lines of any one side of a unit of land bounded by streets or by a combination of streets and public land, railroad rights-of-way, waterways, or any other barrier to the continuity of

development. A *short* block is up to 600 feet long. A *moderate* block is between 600-800 feet long. A *long* block exceeds 800 feet in length.

Building Form (Orientation, Mass, Placement) – the design principle that describes the orientation of a building – the direction of the placement of the main entrance in relation to adjacent streets; the mass of a building – the three-dimensional form or volume of a building; and the placement of a building – the siting of the building on its lot including setbacks and spacing.

Building Type – describes the general function and form of a structure that encloses a space for sheltering any occupancy. Building types used within the Community Character Manual include house, alley house, cottage court, townhouse court, townhouses, flats, courtyard flats, live-work, mixed use, mid-rise, high-rise, step-back high-rise, civic, and agricultural.

Center – an element of a complete community that contains higher intensity mixed use, commercial, civic, public benefit, recreational and sometime residential uses.

Civic (building type) – a building type that describes a wide range of buildings for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. A civic building typically occupies a prominent location within a neighborhood, often at the termini of roads, or within an open space. The mass and placement of a civic building may differ from the surrounding buildings to stand out as an important and recognizable landmark within the neighborhood. The placement of parking and the use and design of landscaping, lighting and signage, however, are complementary to the Transect Category in which the civic building is located.

Civic (use) – a public facility or service other than public utility equipment provided by a governmental organization.

Collector – a road designed to balance traffic access (entrance into developments) and mobility (travel through an area). Collectors generally have higher traffic volumes than local streets and generally serve trips of 1 to 5 miles.

Commercial Building – a building type accommodating commercial uses, without the mixture of office and residential uses found in a mixed use building, occupying the full frontage of the lot eliminating most side yards, except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street. Primary pedestrian entrances are located along the street frontage of the building.

Common Open Space – the land and/or area of water within the site designed and intended for the use or enjoyment of the occupants, which may contain such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the occupants of the development.

Community Character – the quality of a community or area as defined by such factors as its built environment including building types, building orientation, mass and placement; its natural features and open space elements; its infrastructure and the type and quality of public facilities and services; and its public realm as defined by the character of its roadways and streetscape.

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Community Elements – the building blocks of a complete community – open space, neighborhoods, centers, and corridors. When designed thoughtfully, the community elements create a certain community character, which may be rural, suburban, urban or Downtown.

Community Plan – a future planning document, created by Metro Planning Department staff in conjunction with community stakeholders, designed to guide growth, preservation and development decisions for seven to ten years. The Community Plan contains guiding principles, community character policies and infrastructure recommendations for a community. Community Plans are created for each of 14 communities across Davidson County, as dictated by the Nashville/Davidson County General Plan.

Complete Community – a complete community features a mixture of housing convenient to commercial and recreational land uses with multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit. The form and character of the community will vary by Transect Category.

Conservation Easement – a voluntary contract between a property owner and a land trust, government agency or other qualified organization where the landowner places permanent restrictions on all or some of their property. The contract is tailored to the features of the land to be conserved – often environmentally sensitive features, farmland, vistas or viewsheds – and to the landowners future development needs and tax benefits.

Conservation Subdivision – a residential development where at least 50 percent or more of the land area is designated as undivided, permanent open space or farmland, thereby permanently protecting agriculturally, environmentally, culturally or historically significant areas within the tract. The subdivision is characterized by compact lots, common open space, and the preservation and maintenance of natural, historical, and cultural resources. Conservation Subdivisions are an alternative approach to the conventional lot-by-lot division of land in rural areas that spreads development evenly throughout a parcel with little regard to impacts on the natural and cultural features of the area. This definition from the Metro Nashville Subdivision Regulations.

Connectivity (Pedestrian/Bicycle) – the design principle that describes the level of choice in route options available for pedestrians and cyclists to and through a particular Community Element – open space, neighborhood, center or corridor. Connectivity that is “high” provides multiple route options for pedestrians and cyclists in the form of sidewalks, bikeways and/or greenways.

Connectivity (Vehicular) – the design principle that describes the level of choice in route options available for vehicles to and through a particular Community Element – open space, neighborhood, center or corridor. Connectivity that is “high” provides multiple route options for vehicles with a complete, dense street network, generally with shorter block lengths.

Corridor – an element of a community, a street or roadway acting as a principal link or gateway within the community.

Cottage Court (building type) – a building type that describes a group of houses arranged around a common court, yard or open space. Front facades and primary pedestrian entrances of all or most houses are oriented to and accessed from the common area; houses on the primary street have a front or side to the primary street and an entrance onto the open space.

Courtyard Flats (building type) – a “flat” is a living unit that takes up all or part of an entire floor of a multistory building. Courtyard flats are a multi-family residential building type in a U- or L-shape that frames a common open space, with pedestrian entrances located along the primary street frontage and along the open space.

Curb Cut – a vehicular access point serving an individual property or multiple properties.

Density – the design principle that describes the appropriate number of dwelling units per acre of land permitted for development.

Design Principles – principles based on urban design and planning practice that are intended to create the desired form of a Community Character Policy per its Transect Category, i.e, with T2 Rural design principles intended to create a rural character, T3 Suburban design principles intended to create a suburban character, etc. The design principles in the Community Character Manual include access, block length, building form, connectivity, density/intensity, landscaping, lighting, parking, service area and signage.

Detailed Design Plan – a future planning document, created by Metro Planning staff in conjunction with community stakeholders, designed to guide growth and development decisions a neighborhood, center or corridor for the next 10 to 15 years. The Detailed Design Plan provides more specific guidance and recommendations than the broader Community Plan.

Evolving, Community Character Policies – Community Character Policies used for residential areas that are envisioned to experience significant change – creation, revitalization, infill, etc. – in the future. The intent of evolving residential policies is to create and enhance.

Façade – the exterior walls of a building that face the front, side and rear property lines.

Flats (building type) – a multi-family residential building of individual living units, which take up all or part of an entire floor of the building. The orientation of the living units is horizontal, with a common stairway in the building. Primary pedestrian entrance is provided along the primary street frontage.

Floodplain / Floodways – the floodplain and floodway are the environmentally sensitive features that describe the land area, including the floodway of any river, stream or watercourse, susceptible to being inundated by water as identified by the 100-year flood or the channel or a stream that has current, direction, and velocity to it during a flood, and in which debris may be carried.

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Frontage – the side of a lot abutting a street right-of-way. Also called “street frontage.”

Frontage Road – a road designated and designed to serve local traffic parallel and adjacent to a highway or major arterial.

Greenway – a linear park, alternative transportation route, or open space conservation area approved by the Metro Greenways Commission that provides passive recreation opportunities, pedestrian and/or bicycle paths, and/or the conservation of open spaces or natural areas, as indicated in a greenway plan adopted by the Commission.

High-Rise (building type) – a building type that describes structures greater than twenty stories in height, which occupies the full frontage of its lot. Vehicular access is generally from an alley or side street and a primary pedestrian entrance is located along the street frontage of the building.

High-Rise Step-Back (building type) – a building type that describes a structure greater than twenty stories in height, built upon a podium base, above which the building wall steps back from the property line or setback line. The high-rise step-back building occupies the full frontage of its lot. Vehicular access is generally from an alley or side street and a primary pedestrian entrance is located along the street frontage of the building. *Buildings adhering to a sky exposure plane are required to step-back from the property line to gain additional height (See also Sky exposure plane).*

House (building type) – a building type that describes a detached structure suitable for residence by an individual or family. Vehicular access is from the fronting street or side street and a primary pedestrian entrance is located along the street frontage of the building.

Housing Choice – the provision of a mixture of housing types (single-family, two-family, townhouses, flats), to meet the needs of a variety of household incomes and to meet the changing housing needs during the lifecycle including rental, first time ownership housing, “move up” ownership housing, housing for people who wish to downsize and assisted-type housing for the elderly and people with disabilities.

Intensity – the design principle that describes the appropriate degree to which land is used for non-residential uses, measured by a combination of the type of land used and the amount of land or floor area devoted to that use.

Landscaping – the design principle describing the modification of the landscape for an aesthetic or functional purpose. It includes the preservation of existing vegetation and the addition of other organic or inorganic materials to soften or mitigate the impacts of development or add aesthetic value to achieve the intended community character.

Land Trust – a private nonprofit organization that works with private landowners to protect the sensitive and important features of their property, primarily by fee simple acquisition of land, by donation or purchase for management as nature preserves, and by conservation easements.

Lighting – the design principle describing any and all lighting devices and methods designed and applied for the purpose of illuminating private and public areas for safety in pedestrian and vehicular travel and enhancement of sense of place.

Liner – occupied building space placed between the street and a parking structure. A liner “hides” the parking structure from the street. A liner is typically a single-loaded corridor of residential or office space with a minimum depth of 20-25 feet, but other variations are permitted so long as the space is occupiable and serves to mask the parking structure from the street.

Live-Work (building type) – a mixed use/single-family residential building type with the non-residential use on the first floor and residential use above, which occupies the full frontage of its lot eliminating most side yards except for instances of public pedestrian passages from the rear of the lot. Vehicular access is from an alley or side street and a primary pedestrian entrance is located along the street frontage of the building.

Local Street – a street designed to provide access to and from local residences or businesses. Local streets generally have lower traffic volumes and speeds than collector or arterial streets and serve trips less than 1 mile.

Maintenance, Community Character Policies – Community Character Policies used for residential areas that are envisioned to experience little change – excluding replacement of homes, etc. – in the future. The intent of maintenance residential policies is to preserve and incrementally enhance.

Manor House – a “flats” building type designed to appear, from the exterior, as a single-family home with one primary entrance from the exterior and access to the individual living units provided inside the structure so that. Vehicular access is from a side street or alley and a primary pedestrian entrance is located along the primary street frontage of the building.

Mass Transit – a passenger transportation network provided by a variety of modes including: rail, bus, and ferry service.

Median – the portion of the roadway which separates opposing traffic streams.

Mid-rise (building type) – a building type that describes a structure whose height may vary between six and twenty stories, which occupies the full frontage of its lot. Vehicular access is generally from an alley or side street and a primary pedestrian entrance is located along the street frontage of the building.

Mixed Use (building type) – a building type that has a vertical mix of commercial, office and/or residential uses, generally with commercial uses on the first floor and office or residential on upper floors. Mixed use buildings occupy the full frontage of the lot eliminating most side yards, except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street. Primary pedestrian entrances are located along the street frontage of the building. Without the mixture of uses, the form of the building may also serve as a “commercial” building.

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Mode (or Modal) – a means of moving people or goods. Modes such as rail, transit, carpooling, walking and bicycling that provide transportation alternatives to single-occupancy automobiles are sometimes called “alternative modes.” Alternative modes may be combined to provide multiple methods of travel. When done so, the result is referred to as “multimodal”.

Multi-family – three or more dwelling units within a single structure.

Multimodal – a transportation policy that promotes full development of multiple alternative modes of travel, and encourages the optimization of mode or combination of modes for travel mobility, efficiency, sustainability economy and environmental health. (*See also Mode*)

Multi-Use Path – an off-street path, which may be paved or unpaved, and that can be used by several transportation modes, including bicycles, pedestrians, and other non-motorized modes.

Neighborhood – an element of a complete community that ideally provides a variety housing options for the community.

Open Space – an element of the community that includes, but is not limited to parks, plazas, courtyards, playing fields, trails, greenways, and golf courses. Open space may be public or privately held and may be used for active or passive recreation.

Parking – the design principle that describes the location, configuration, access, and design of public and/or private, on-street, off-street, and structured parking areas used for the purpose of temporarily storing automobiles.

Policy Intent – describes what the community character policy is intended to do when it is applied to land. The community character policy will either *preserve* (maintain existing community character while allowing minimal change over time), *enhance* (improve community character by allowing moderate change over time), or *create* (define community character through significant change over time).

Primary Entrances – the main pedestrian (not vehicular) entrance to a building.

Public Benefit – a non-governmental land use that provides a public service. Some examples of public benefit uses include religious institutions, and cultural, educational or community centers operated by institutional entities for charitable purposes.

Ridgeline – a line connecting the highest points of a hill that is proportionally longer than it is wide, and that exists as a distinct edge against a backdrop of land, and that may be seen from a common public viewing area.

Right-of-Way – real property rights (acquired by fee-simple ownership, by easement, or by other agreement) used for a public purpose, often transportation functions like roads, rail lines, greenways, etc.

Service Area – the design principle that describes market needs in relation to geographic area of anticipated customer base and commercial or retail services rendered in a neighborhood, community, regional, or super regional center.

Setback Line – the part of a lot extending open and unobstructed from the lowest level to the sky (except for permitted obstructions) along the length of a lot line for a depth or width set forth in the bulk regulations for the district described in Title 17, *The Zoning Code for Metropolitan Nashville and Davidson County*.

Sidewalk – a paved pathway paralleling a road or street intended for pedestrians

Signage – the design principle that describes any stationary devices and structures used for visual communication intended to alert motorist, pedestrians, and cyclists to their location and assist them in finding their destination in a manner that is not distracting or overwhelming to the overall streetscape.

Single Family – a residential structure with only 1 residential dwelling unit.

Sky Exposure Plane – an imaginary inclined plane that slopes over a lot to establish the maximum height of structures on that lot. The plane begins at the setback line at the height established by the property’s zoning district and slopes inwardly at the slope established by the property’s zoning district.

Steep Slope/Hillsides – the environmentally sensitive feature that describes those areas of land with slopes that are 20 percent or greater. This includes areas of steep hillsides, and steep sloping land leading to ridge tops and bluffs.

Street Cross Section – a diagrammatic slice of a road or street, from building front to building front, showing whether the road or street has a pedestrian zone, planting zoning, bicycle zone and vehicle zone and if these are present, the location and relative dimension and design of each.

Street Network – a grid of intersecting streets that provide numerous, direct route options. (*See also Connectivity*)

Streetscape – the space and features between buildings on either side of a street that constitute the physical makeup of a street; the features that, as a group, defines the street’s character, including building frontage/façade’, landscaping, street paving, street furniture, signs, awnings, and lighting.

Structured Parking – below ground or above ground parking decks.

Sustainable Communities – a process of creating communities where four standards are met:

- a. All stakeholders - residents, business and property owners, institutional representatives, developers and elected officials - are engaged to plan for future growth and preservation;
- b. Plans for future growth and preservation seek to balance the economic, environmental, and social needs of the community;
- c. Plans for future growth and preservation encourage development that is beneficial to the community today and to future generations; and

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- d. Plans for future growth and preservation think regionally about the neighborhood's, the community's and the county's role in the larger Middle Tennessee region.

Sustainable Development – development that demonstrates the standards of sustainable communities through site location, site design and building design.

Transect – a system for categorizing, understanding and designing the various levels of development within a region, from the most rural to the most urban.

Transfer of Development Rights (TDR) – a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the “donor” site) to another (“receiver”) site chosen on the basis of its ability to accommodate additional units of development beyond that for which it is zoned, with minimal environmental, social, and aesthetic impacts.

Transitional Residential – residential structures, generally flats, courtyard flats, townhouses or townhouse courts, at the edge of a Center, Mixed Use Corridor or District Community Character Policy that serve to create a transition, in use and building type, to surrounding Community Character Policies.

Two Family – a residential structure with 2 dwelling units.

Townhouse (building type) – a single-family residential building that occupies the full frontage of its lot eliminating most side yards, and is attached to other townhouses.

Townhouse Court (building type) – a group of townhouses completely or partially surrounding a common open where the pedestrian entrances of some or all of the dwelling units is from the common open space.

Urban Design – the relationship of buildings to streets and open space. This relationship is created through consideration of building types, orientation, massing, setbacks, spacing, access, location of parking, etc. The relationship varies per Transect Category with “urban” design resulting in a different character in rural areas as compared to suburban areas and urban areas.

Vertical Mixed Use – buildings designed to encourage a diversity of compatible land uses, which include a mixture of two or more of the following uses; residential, office, retail, civic or public benefit, light industrial, or other miscellaneous land uses in one structure. Active land uses such as retail or restaurant are generally contained on the ground floor while residential or office uses are contained in the space above.

View Shed – the environmentally sensitive feature that describes areas of the natural landscape which have been identified from defined viewpoints and that have inherent scenic qualities and/or aesthetic values.

Walking Distance – the distance (generally ¼ mile) which may be covered by a five-minute walk at an easy pace. This is the distance that most people will walk rather than drive, provided that the walking environment is pedestrian-friendly.

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Appendix

Glossary

Waterways – the environmentally sensitive feature that describes any branch, brook, canal, creek, lake, pond, river, reservoir, slough, sinkhole, or other natural or man-made watercourse which flows within a defined channel or is contained within a discernible shoreline.

Zoning District – an established set of regulations, defined in Title 17 of the Metropolitan Code of Nashville/Davidson County that govern the use and design of development of land.

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Appendix

Credits for the Original Production of the CCM

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Planning Department

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Rick Bernhardt, Executive Director
Hilary Kahnle, Planning Manager II, Design Studio

Planning

Ann Hammond, Assistant Executive Director / Planning
Jennifer Carlat, Planning Manager II, Community Plans
David Kleinfelter, Planning Manager II, Land Development & Design

Metropolitan Planning Organization / Transportation

Michael Skipper, MPO Director

The production of this plan was primarily the responsibility of the Community Plans and Design Studio Divisions.

The *Community Character Manual* team included:

Scott Adams, Planner I, Community Plans
Tifinie Adams, Planner I, Community Plans
Brenda Bernards, Planner III, Land Development and Design
Jennifer Carlat, Planning Manager II, Community Plans
Greg Johnson, Planner II, Design Studio
Joni Priest, Planner II, Design Studio
Kathryn Withers, Planner III, Design Studio
Cynthia Wood, Planner III, Community Plans

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Metropolitan Planning Department
The Nashville Civic Design Center
Gary Layda
Sitephocus.com

Metropolitan Planning Commission

Metro Office Building
800 Second Avenue South / PO Box 196300
Nashville, Tennessee 37219-6300
Telephone: 615-862-7150
Fax: 615-862-7209
Internet Web Site Home Page: www.nashville.gov/mpc