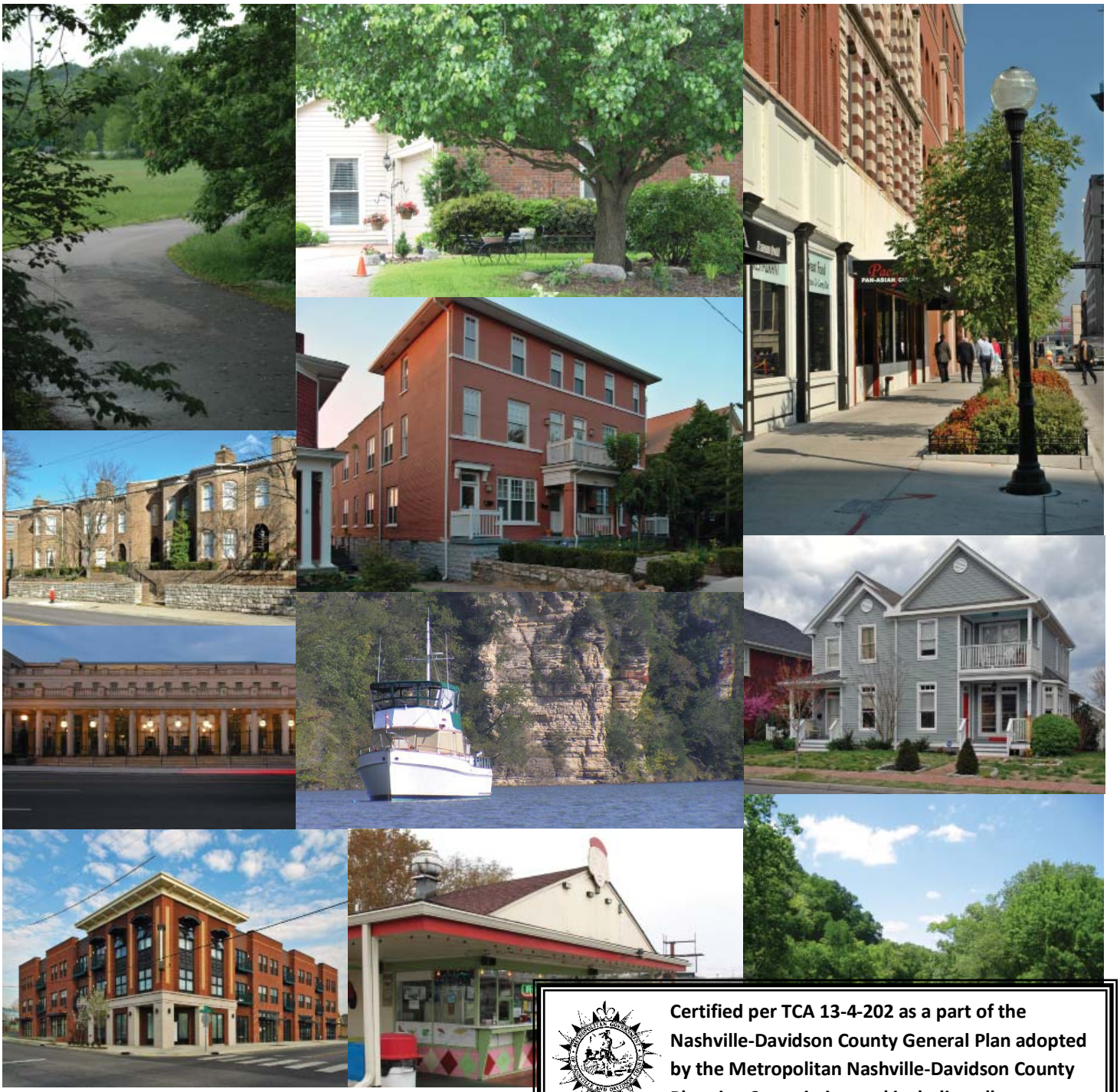
Land Use Policy Application 2012 Update



Metropolitan Planning Department
Nashville and Davidson County, Tennessee
Adopted by the Metropolitan Planning Commission
July 26, 2012

Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of July 26, 2012.

Executive Secretary

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METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. RS2012-139

"BE IT RESOLVED by The Metropolitan Planning Commission that **2012CP-000-004 is APPROVED. (6-0-2)"**

"WHEREAS, the Metropolitan Planning Commission adopted the *Land Use Policy Application* document on April 22, 1993 for in the community planning program and updated it on May 27, 2004*;* and

WHEREAS, the Metropolitan Planning Commission finds it necessary to again update *Land Use Policy Application* to:

1. Reorganize the document to make it easier to use by moving the three separate sections that need to be used togethe into one section of the document;
2. Update outdated material in the introductory sections and add "Healthy Communities" text;
3. Update the moved "Part 3: Standard Policies for Areas without Detailed Neighborhood Design Plans" text to reflect current zoning districts and the precedents set by staff recommendations and Commission and Council decisions ov the past eight years; and,
4. Update "Appendix C: Transect Map" to be the same Transect Map that is used in the *Community Character Manual*, wh includes updates adopted with recently updated Community Plans.

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on July 26, 2012 to obtain public comm regarding the changes to *Land Use Policy Application*; and

WHEREAS, the Metropolitan Planning Commission finds that these changes are warranted; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend master or general plans;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS AMENDMENT NUMBER 2 to the *Land Use Policy Application* document, a functional plan component of the General Plan, 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 bas for the Commission's development decisions countywide, and a certified copy of the *Land Use Policy Application* document as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

/s/_____
James McLean, Chairman

Adoption Date: July 26, 2012

Attest
/s/_____
Richard C. Bernhardt, Secretary and Executive Director

METROPOLITAN PLANNING COMMISSION

OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. 2004-153

"WHEREAS, the Metropolitan Planning Commission adopted Land Use Policy Application on April 22, 1993 for use in the subarea planning program; and

WHEREAS, the Metropolitan Planning Commission finds it necessary to update Land Use Policy Application to add new policy categories that have come to be used in the subarea planning program as well as to make other needed revisions; and

WHEREAS, countywide community meetings were held on December 9 and 15, 2003 and January 13, 2004 to discuss the proposed changes to Land Use Policy Application; and

WHEREAS, public hearings were held by the Metropolitan Planning Commission on February 26, May 13, and May 27, 2004 to obtain additional input regarding the changes to Land Use Policy Application; and

WHEREAS, the Metropolitan Planning Commission finds that these changes are warranted;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS the revised Land Use Policy Application document that is attached as Exhibit A to this resolution and further adopts the revised Land Use Policy Application as part of the General Plan in accordance with Section 11.504(e) of the Charter of the Metropolitan Government of Nashville and Davidson County.

_____

James Lawson, Chairman

Adoption Date: May 27, 2004

Attest:

_____

Rick Bernhardt

Secretary and Executive Director

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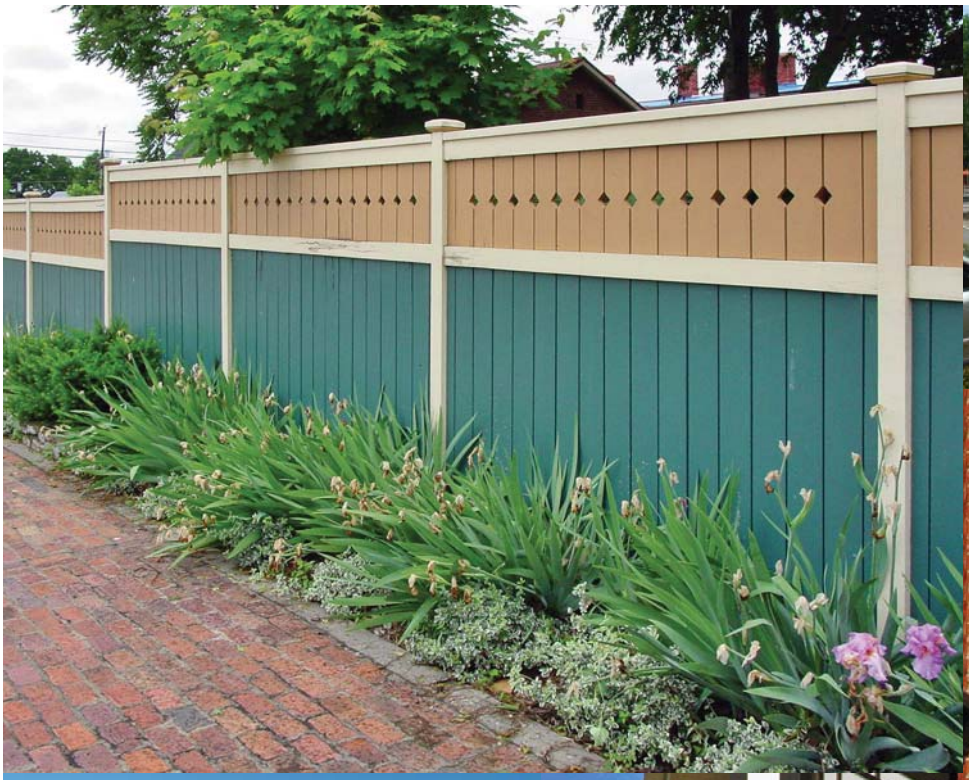

Introduction

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This document is a functional plan component of Nashville's General Plan. The land use policy categories contained in this document have two main functions: to guide the development of community (subarea) plans adopted before 2009 or to be amended using land use policies and to provide direction for implementation tools such as zoning. In 2009, the Planning Commission began to use the newly adopted Community Character Manual (CCM) with the intent that the CCM would eventually replace the LUPA document.

This document was updated in 2012 because even though it is being phased out, it will need to be used until the nine older community plans are updated using the CCM. Furthermore, an update was warranted because the LUPA document, which was adopted in 1992 and last updated in 2004, presented problems with its format and organization and with outdated material.

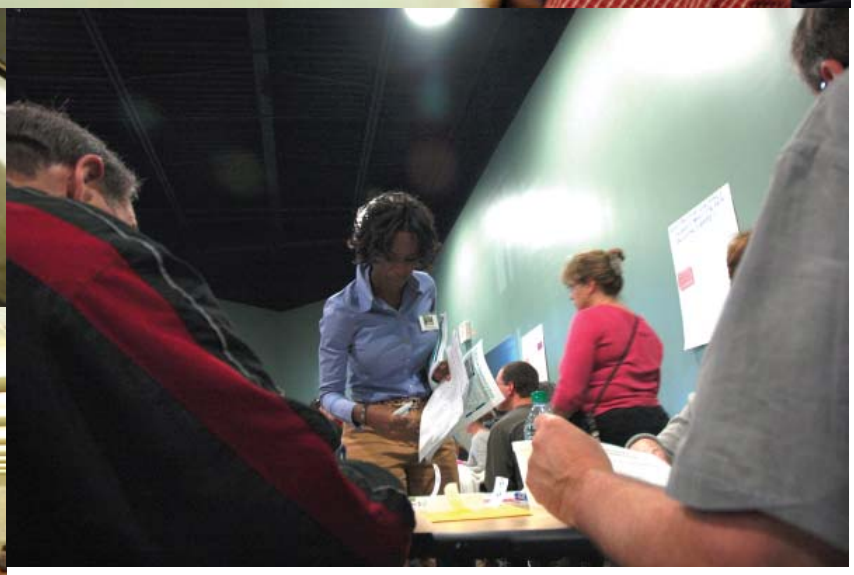
The policy categories in this document are derived from the general policies outlined in Concept 2010, the General Plan overview document, and from time-honored planning principles. The policy categories provide more specific guidance on land use matters than Concept 2010. The categories were used to formulate the land use elements of the nine remaining older community plans, and, consequently, are still used in making zoning decisions for those communities.

Land use policy categories in this document are provided for a wide variety of urban, suburban, rural and special use areas in Nashville. In addition, there is a category of General Principles that applies throughout the county. The policy categories are divided into two major components: structure plan categories and detailed land use categories. The structure plan categories are broad land use classifications of major structural elements of the community: its rural and open space areas, urban areas, centers, core, and special districts.

The detailed land use categories provide more specific guidance on land use intent within several of the newer structure plan categories in LUPA. Detailed land use categories were applied to several areas of the county through the process of creating a detailed neighborhood design plans. However, there are no detailed neighborhood design plans for most areas of the county.

For all policy categories in the LUPA document, guidance on zoning decisions is provided by lists of

appropriate zoning districts to implement each policy. The list of appropriate zoning districts is found in each policy category. The lists have been updated to reflect new zoning districts that have been created and to reflect precedents in zoning districts used in each policy category by the Commission and Council since 2004.



Community Planning in Nashville

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The community planning process in Nashville was initiated in 1988, with the first "subarea" plan (for Subarea 14, the Donelson-Hermitage-Old Hickory Community) being adopted in 1990. The community planning process has evolved continually since then and has developed into a highly participatory process involving a broad range of stakeholders in each of Nashville's fourteen planning communities. The Land Use Policy Application document (LUPA) was developed for the community planning process in 1992 because there was a need for consistency and equity in developing and applying land use policies throughout the county and to provide participants in the planning and implementation processes with guidance for their work.

LUPA was updated in 2004 when several new policy categories and the addition of detailed land use policies as the detailed neighborhood design planning process came into use. In 2008, the Community Character Manual (CCM) was developed as a replacement for LUPA, which is being phased out of use as subarea plans are updated using CCM. Nonetheless, an update of LUPA was needed in 2012, primarily to make LUPA more user-friendly and to reflect some changes in zoning districts and precedents that have occurred since the last update of LUPA. The updated LUPA is expected to be used for several more years for the nine communities of the county that still use land use policies until each of those community plan is updated using the newer community character policies established in CCM. The nine communities are:

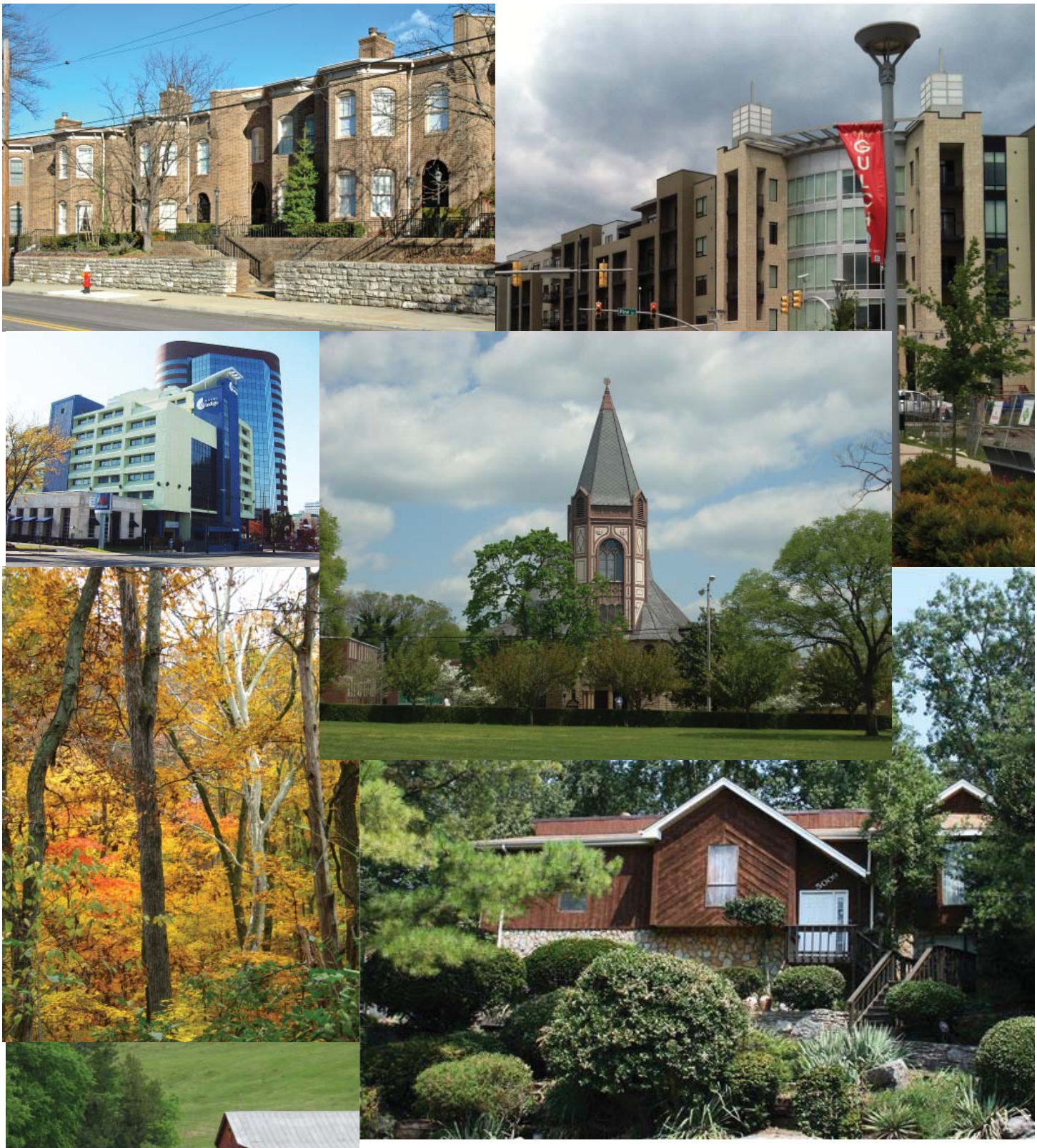
- Bordeaux-Whites Creek
- Donelson-Hermitage-Old Hickory
- Downtown
- East Nashville
- Green Hills-Midtown
- Joelton
- Parkwood-Union Hill
- South Nashville
- Southeast Nashville

The most important elements of each of these community plans are its Structure Plan and any Detailed Neighborhood Design Plans that have been created for areas within that community. The Structure Plan consists of a map and text that outline the land use policies that apply to different areas of the community. These land use policies provide guidance for decisions on how property should be zoned – which areas should

be residential, which should be commercial, which should be mixed use, and so forth.

In some areas, a Detailed Neighborhood Design Plan may have been developed to further refine the land use guidance provided by the Structure Plan. The Detailed Neighborhood Design Plans use a set of detailed land use categories that are contained in this document.

The community plans, including their accompanying Detailed Neighborhood Design Plans, were adopted by the Metropolitan Planning Commission following a public hearing. The plans may be amended, a process which also involves a public hearing before the Planning Commission and which may also, depending on the nature of the amendment, involve one or more community meetings prior to the public hearing.



The Transect

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The land use policies in this document (LUPA) are used with a planning tool called the Transect. The Transect is a system for categorizing, understanding and guiding the various development patterns of a region, from the most natural and rural to the most urban. The Transect is an ordering system, which calls for all elements of the natural and built environment to be consistent with the character of the Transect Category that they are within.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments:
T1 Natural,
T2 Rural,
T3 Suburban,
T4 Urban,
T5 Center,
T6 Downtown, and
D District.

Each Transect Category differs from the others in terms of its pattern of development and form or character of development. For example, neighborhoods in the T2 Rural Transect Category have primarily single-family and two-family houses spaced far apart, with irregular setbacks. These homes are usually accessed by driveways off narrower rural roads that have a ditch and swale cross-section. Meanwhile, neighborhoods in the T4 Urban Transect Category have single-family, two-family and multi-family buildings, spaced more closely together with consistent, regular setbacks. These buildings are often accessed by an alley versus a driveway from the street. The streets have a curb, gutter and sidewalk cross section and form a complete grid network.

The Transect calls for all development within a Transect Category to be consistent with that category. Alley access would be inconsistent in the T2 Rural area just as a rural road with ditch and swale would be out of place in a T4 Urban area. Development within each Transect Category should have the appropriate form, character, uses and density/intensity for the Transect Category.

A generalized version of the Nashville/Davidson County Transect is shown on a map included in the CCM. The Transect categorization for each community is determined during the Community Plan Update. The Transect map is, therefore, subject to continuing refinement as Community Plans are updated over time. The following are descriptions of each Transect Category:

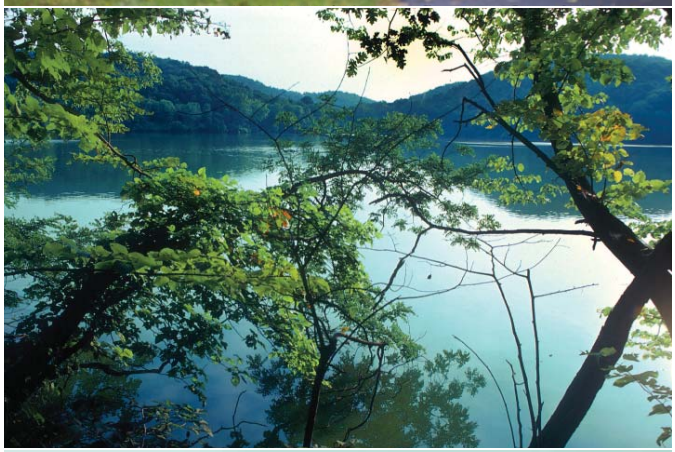
The **T1 Natural** Transect Category applies to the least developed areas within the Transect. T1 Natural Areas are generally large expanses of publicly controlled, undisturbed open space, often with environmentally sensitive features. Within Davidson County the T1 Natural Areas are not contiguous, but instead represent the largest parks and protected open space in the county. Given the diversity of development within Davidson County, T1 Natural Areas may be found adjacent to rural, suburban or urban areas. The land within the T1 Natural Transect Category remains, however, natural in character and undisturbed by development. The public open spaces in T1 Natural Areas provide an environment where Davidson County residents seek refuge, participate in low impact and informal recreational uses, and enjoy natural scenery. Examples of publicly owned T1 Natural Areas include Percy and Edwin Warner Parks, Shelby Bottoms, Bells Bend Park and Beaman Park.

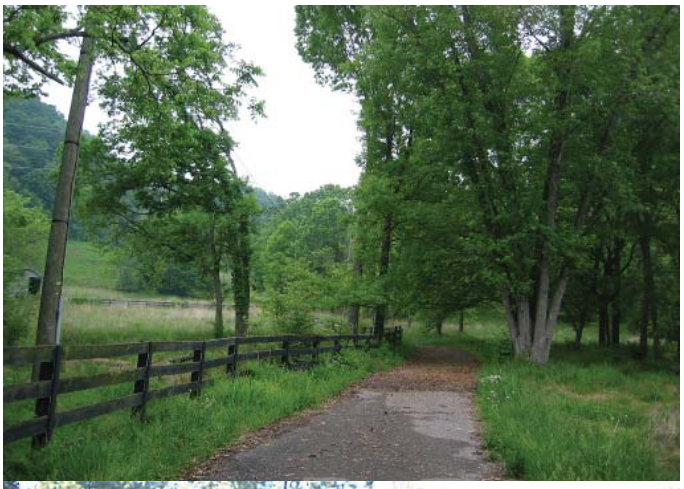
Privately owned land that is permanently protected by conservation easements or other tools and remains in a natural, undeveloped state may also be categorized as T1 Natural Areas. Often in these cases, steep slopes, waterways, location within a scenic view shed or agricultural significance make the land undesirable locations for conventional development.

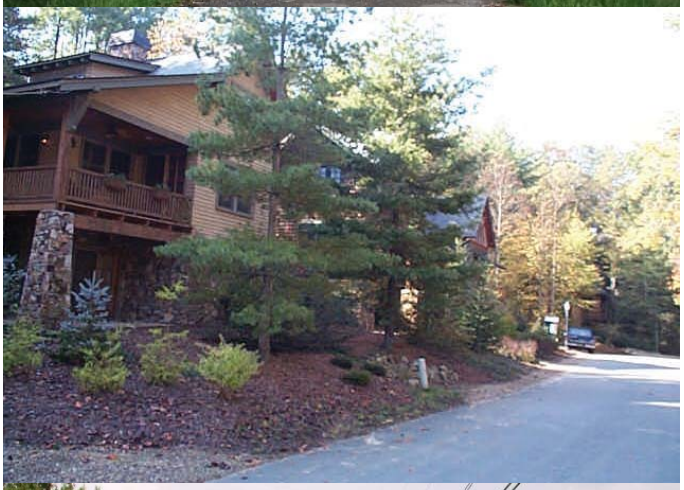
Buildings are rare in the T1 Natural Transect Category. The few buildings that do exist are generally associated with civic and public benefit uses, for example nature centers or community centers. The buildings are generally designed to avoid competing with or diminishing the surrounding natural environment.

Within T1 Natural Transect Areas, land uses are limited to open space and parks. Informal recreational activities are enjoyed by visitors on publicly owned land, while on privately owned land the land has no recreational uses, unless specified by the owner. Informal recreational uses are often related to the natural features of the land and may include hiking, boating, cycling and swimming. Generally, the majority of T1 Natural Transect Areas remain in a natural state.

Road and streetscape characteristics vary with the location of each T1 Natural Transect Area. As noted above, T1 Natural Transect Areas may be located next to T2 Rural, T3 Suburban or T4 Urban areas. Where T1 Natural Transect Areas are located near T2 Rural Transect Areas the roads approaching the T1 Natural Transect Area are typically rustic and unfinished with natural slope and swales for drainage. The streetscape







lacks on-road sidewalks and may use multi-use paths for pedestrian movement. Where T1 Natural Transect areas are located near T3 Suburban or T4 Urban Transect Areas, the road approaching the T1 Natural Transect Area will generally feature curb and gutter with a planting strip and sidewalks.

Once inside the T1 Natural Transect Area, however, the transportation network takes on a much less structured, less impactful character. Within T1 Natural Transect Areas the transportation network generally consists of narrow internal roads that follow the contours or other natural features of the land and vary in surface types complemented by trails and multi-use paths. Landscaping in T1 Natural Areas is generally natural, featuring the undisturbed natural environment and not landscaping. Where landscaping is added at entrances or buildings, native plant species are used in informal groupings.

The **T2 Rural** Transect Category is sparsely developed with agricultural and low density residential as the primary uses, complemented by limited, low intensity commercial uses. The T2 Rural Transect Category provides residents with the choice of seclusion within the natural and rural countryside.

Unlike small rural towns in outlying counties, T2 Rural Areas in Davidson County exist in close proximity to T3 Suburban and even T4 Urban Areas. The proximity to more intensely developed areas offers easy access to retail and services. The easy access, combined with the low density development in T2 Rural Areas, diminishes the need for extensive commercial development in T2 Rural Areas. As a result, T2 Rural areas in Davidson County are primarily residential and agricultural. Examples include Scottsboro, Bells Bend, portions of Joelton, Union Hill, Neelys Bend and the outer portions of Bellevue.

Residential and agricultural buildings are sparsely located and are scattered across the landscape in a pattern that honors environmental features and agricultural uses and does not create a dense road network. Residential buildings are often irregular in their orientation to the rural road with deep and varying setbacks. Building footprints are small in relation to their lot size. They are often placed on large contiguous acres of land, resulting in wide spacing between buildings. Historically, some groupings of homes have clustered in small "hamlets" where residential buildings may be more regularly spaced, sitting closer to the road and oriented to the road.

The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, different neighborhoods within rural portions of Davidson County may have distinctly different character. The character of individual neighborhoods will be different and should be preserved. All neighborhoods within T2 Rural are not the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

Rural centers are found infrequently in the T2 Rural Transect Category – generally at the intersection of two prominent rural roads. These centers have a greater mixture of uses, placed more closely in relation to each other and the civic, commercial, and mixed use land uses are designed to not overwhelm the surrounding rural environment. Buildings are oriented toward the road, are limited in height, and create a pedestrian friendly environment. Setbacks are regular and shallower, with building footprints that are large in relation to their smaller lot sizes. Small concentrations of essential services, such as neighborhood retail, services, and civic uses are clustered in small compact areas while leaving the vast majority of the rural area undeveloped to maintain the rural character. The rural character in centers and in residential development is reflected in sparsely-provided lighting, appropriately-scaled signage and the use of informal landscaping.

In addition to residential, agricultural and very limited commercial uses, some land in the T2 Rural Transect Category is provided as open space. Given that significant open space is present in individual properties, the public open space that is provided is usually in relationship to other public benefit and civic land uses, such as schools, community centers or prominent civic structures, or in the creation of regional parks.

While individual development is sparse in rural areas, natural and man-made corridors connect residential land uses to rural centers and open space. Rural roads generally have a shoulder and ditch or swale, without curb or sidewalk. Low walls, fences, or a natural, irregular pattern of trees and shrubs typically front the edges of corridors. Parking takes place in driveways and parking lots in rural centers or open spaces. Given the sparse development pattern, the transportation network has

few roads, with intersections typically located at great distances from each other, leading to connectivity but with a lesser number of roads.

In T2 Rural Areas where development is sparse, mobility is largely limited to motorized vehicles and trips are longer. In rural centers and residential hamlets, walking is possible for shorter trips. Greenways are also available to residents and visitors linking rural centers and open space.

The **T3 Suburban** Transect Category is the bridge between rural and urban transect areas; development within the T3 Suburban Transect Category is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environment. The T3 Suburban Transect Category, although moderately developed, is the Transect Category where nature is strategically incorporated into the site design. Existing vegetation is preserved to define curvilinear streets, and parks, and the green space associate with civic and public benefit uses, are part of the neighborhood's design. In the T3 Suburban Transect Category, the balance of nature and buildings tips toward nature with more open space and vegetation framing the street than buildings.

Classic models of suburban development allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity. Classic suburban models generally feature residential and non-residential land uses separated, with non-residential land uses found in suburban commercial centers. West Meade, Madison, Donelson, Crieve Hall, and Bellshire are examples of the classic suburban model within the Davidson County transect.

While the classic model is found in suburban areas in Davidson County, the more recent model, referred to here as "conventional" suburban, is also present. The conventional suburban development model places less emphasis on nature and more emphasis on the building and infrastructure. The conventional suburban model neither encloses the resident in nature as in the classic suburban model, nor does it enclose the resident with structures and streetscape as in the urban neighborhood model. Meanwhile, commercial centers, open space, and civic and public benefit uses are developed as isolated uses separated from residential land uses with low connectivity.

Suburban areas of Davidson County are encouraged to improve upon the conventional suburban model by combining elements of the classic suburban model and the traditional neighborhood form to create complete suburban communities. The form of development should recreate the classic suburban model, preserving the natural environment by incorporating existing vegetation and land forms into the site design. The classic suburban model should be modified, however, by allowing buildings to frame the street and providing enhanced connectivity between commercial, open space and civic and public benefit uses.

To achieve the desired form of a suburban neighborhood that incorporates nature into design, but allows buildings to serve a more prominent role in framing the street, housing generally has shallower and consistent setbacks and closer spacing. Existing vegetation is integrated into the suburban neighborhood to preserve the green space and dense foliage that is a characteristic of classic suburban models.

A complete suburban neighborhood features a mix of housing types that are thoughtfully integrated in the neighborhood. While traditional detached single family and two family housing types are prevalent, housing types also include manor or mansion homes for multifamily structures, to create the appearance of single-family structures. Other single family housing types such as town homes may become more common as well. Although the building form and placement may change from the classic suburban model, the suburban character of the residential areas is maintained by preserving existing vegetation and a balance between buildings and open space.

The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, Crieve Hall, West Meade and Riverwalk in Bellevue are all T3 Suburban neighborhoods, but each has a distinctly different character. The character of individual neighborhoods will be different and should be preserved. All neighborhoods within T3 Suburban are not the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

In the classic suburban model, fewer public parks exist because open space and park activities were provided via larger yards. The current suburban model features smaller yards, so open space is typically provided in the form of a common open space within individual developments, regional public parks or open space offered in conjunction with schools or libraries. As the new suburban model evolves, open space should be carefully interwoven into the fabric of the neighborhood, creating open space that may be accessed by pedestrians or people in vehicles and that serves the needs of the immediate suburban neighborhood.

Suburban centers are an integral component of complete suburban neighborhoods. The current suburban center model is typically located on the edge of several suburban neighborhoods, and is only accessible by vehicles and limited mass transit. To create suburban neighborhoods that offer residents the option to walk or bike to meet some of their daily needs, smaller neighborhood-scaled suburban centers may co-exist within residential suburban neighborhoods, while larger more intense community-scaled suburban centers remain at the edge or boundary of several neighborhoods.

The form of suburban centers has generally been linear, non-residential development along a major thoroughfare with one to two story buildings, deep setbacks and small building footprints in relation to the lot sizes. Suburban centers are encouraged to evolve into more intense mixed use and commercial nodes along major corridors – creating an actual neighborhood or community center versus strip commercial. The evolution of suburban centers calls for increased building heights and shallow building setbacks, with larger building footprints in relation to the lot size and internally and externally connected by sidewalks and bikeways. Each of these steps will lead the center to redevelop into a walkable neighborhood or community center that is less reliant on the automobile and more appealing to the pedestrian and cyclists. While suburban commercial centers have traditionally served customers "just passing through", the evolving suburban centers will be accessible via auto, bike or on foot, truly serving the surrounding neighborhoods.

The classic suburban model is moderately connected – a practice that was generally discontinued with conventional suburban development, which has poor or nonexistent auto connectivity. Wide curvilinear streets that are without curb and gutter are commonly found in the both the classic and conventional suburban models. Curvilinear streets remain appropriate in the T3

Suburban Transect category, however, as the suburban neighborhood form evolves, curvilinear streets become more connected and narrower with curb, gutter and sidewalks. In evolving suburban neighborhoods, a highly connected street system provides multiple routes for traveling to commercial centers, civic and public benefit uses, and open space that cul-de-sacs in conventional suburban models are unable to provide.

In the T3 Suburban Transect category, residential and mixed use corridors link suburban neighborhoods to suburban centers and have a distinct character and function in the neighborhoods versus in the centers. Residential and mixed use suburban corridors are intended to allow traffic to move efficiently while also accommodating pedestrians and cyclists. In the suburban centers, the corridor will be framed by buildings and streetscape. In suburban neighborhoods and between suburban centers, the corridor should generally be framed by open space, preserving existing vegetation and land forms.

The **T4 Urban** Transect Category within Davidson County includes the historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense, urban fashion.

Complete urban communities feature a carefully integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. Complete urban communities feature highly-connected street systems with sidewalk, bikeways and facilities for mass transit, providing many transportation options.

While there are many existing, complete T4 Urban neighborhoods, there are also neighborhoods that have the potential to be complete, but lack one or more the needed elements. Where this is the case, good infrastructure, desirable housing stock and/or proximity to a thriving commercial center may be the catalyst for obtaining the remaining elements of a complete neighborhood.

In T4 Urban neighborhoods, social interaction is a product of density of housing, a mixture of uses, and streets and open spaces that create a welcoming public realm. With multiple housing types and choices, there is the potential for greater socio-economic mixture of residents. Commercial centers exist within walking distance of residences and provide residents with daily needs and conveniences. Open space is also within walking distance of residences and is an essential piece in

the fabric of the neighborhood. These elements create a bustling neighborhood atmosphere.

Although they are different, the T4 Urban, T3 Suburban, and T2 Rural Transect Areas are closely related. The T4 Urban Transect Area, with a denser development pattern, allows the T2 Rural Transect Area to be preserved in a more natural, undeveloped state. Meanwhile, the T3 Suburban Transect Areas combine some elements of urban and rural development patterns. In T3 Suburban Transect Areas the balance between open space and buildings tilts toward open space with vegetation framing the street, in T4 Urban Transect Areas, the balance tips toward the built environment, with buildings framing the street.

T4 Urban neighborhoods such as East Nashville and Hillsboro-West End are classic examples of complete urban neighborhoods. Meanwhile, new models such as Lenox Village and Carothers Crossing feature elements of complete urban neighborhoods and provide an option for urban living in outlying portions of Davidson County.

T4 Urban neighborhoods are composed of carefully interspersed residential building types to provide housing choice. Detached single family residential units and duplexes may exist as the predominant housing types, but single family attached housing in the form of townhomes is also common and may be found on the same block face as single family detached homes. Stacked flats and accessory dwelling units such as garage apartments also contribute to the diverse housing options in the T4 Urban Transect Category.

The placement of residential buildings creates the neighborhood form and density unique to the T4 Urban Transect Category. The homes are spaced closer together, with shallower setbacks in relation to adjacent development and the street. With shallower front setbacks, residential buildings frame the street, but there is still a separation between the public realm of the street and the private realm of the residence. The area between the sidewalk and the resident's front porch or stoop creates a space where social interaction occurs. With the residential building closer to the street, the residents pay attention to the street, creating a safer streetscape.

The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural,

suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, East Nashville, Belmont-Hillsboro, and Lenox Village are all T4 Urban neighborhoods, but each has a distinctly different character. The Community Character Policies are written to reflect that the character of individual neighborhoods will be different and should be preserved. One example is in T4 Neighborhood Maintenance policy, which has a "Building Form" principle that states "The building form is in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation and placement." The Community Character Manual should not be read to assume that all neighborhoods within T4 Urban are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

Given smaller lot sizes, there is a greater need for shared open space in T4 Urban Areas. Parks and open space are tightly woven into the fabric of the neighborhood. Residents in urban neighborhoods can access parks on foot, by bicycle, or by automobile. While smaller neighborhood parks are prevalent, open space may also be in the form of large recreational areas, and cultural and educational centers with green space.

Residents in urban neighborhoods are generally within a five to ten minute walk of neighborhood-scaled commercial and mixed use centers. Urban centers are often mixed use, accommodating commercial and residential land uses. Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor promote active uses at pedestrian level adding to the bustling atmosphere of the neighborhood.

Commercial and mixed use buildings in T4 Urban neighborhood centers and community centers are built at a scale that complements the density and housing mix around them. Commercial and mixed use buildings have shallow setbacks or are built to the sidewalk, framing the street with buildings and creating an active sidewalk with first-floor retail, offices or restaurants. Because residents are within walking distance, parking in urban centers is typically provided on the street or tucked away from view behind or beside the building.

The T4 Urban Transect Category has a highly-connected street grid; it is comfortable to walk from a commercial center or open space because of the compact nature of the block structure and the multiple route and travel options provided by a complete street grid. Shorter block

lengths in T4 Urban Areas allows residents, employees and visitors to move about the neighborhood more easily and gives the perception of shorter travel distance because destination points are perceived to be closer.

Sidewalks and bikeways exist throughout T4 Urban Areas, giving residents options in addition to the automobile to reach their destinations. Residents may also choose bus routes or other modes of mass transit, as these are more commonly found serving densely populated urban neighborhoods.

Local streets link the urban neighborhood and connect to larger streets that serve the T4 Urban Transect Area. Alley systems provide additional connections throughout the neighborhood to the local street system. Street systems in this transect category accommodate two-way traffic, on-street parking, and street trees, all of which help reduce travel speeds along these streets, add a buffer between the moving vehicle and the pedestrian, and enhance the street as a public realm.

T5 Centers are gathering places for residents and visitors within and near Davidson County, where people can live, work, and recreate. Residents and visitors meet at centers to engage in commerce, civic, and recreational activities on a more grand scale than can be found in their individual neighborhoods or communities. T5 Center Transect Areas are where multiple neighborhoods and communities meet and therefore reflect the diverse population that exists within Davidson County.

Centers vary in scale and function across Davidson County. Centers may be small enough that they serve a single neighborhood; in that case, the center is part of a complete neighborhood that may exist in T2 Rural, T3 Suburban, and T4 Urban Transect Areas. The T5 Center Transect Category applies to areas that are generally larger in geographic scale, are more intensely developed, and serve a greater geographic region than the neighborhood or community center. T5 Centers are envisioned to redevelop as complete communities. Complete communities feature a mixture of housing convenient to commercial, employment and recreational land uses. Complete communities provide multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit.

A T5 Center may serve several communities, the County, or the region. T5 Centers vary in geographical scale and in the number of communities they serve because of the unique function and services offered. In any case, each

T5 Center is encouraged to develop meet the functional scale and service needs of the area that it serves.

T5 Centers may also vary in intensity as measured in building height. Generally, buildings in T5 Centers are taller than in surrounding Community Character Policies, accommodating multiple uses and functions often providing structured parking, entertainment, office, and unique open space for users. To create intensity within the T5 Center, building footprints are large in relation to their lot size, occupying much of land on which the building sits. Developable land in T5 Center areas is utilized to the highest extent possible, building upward and not outward.

Buildings in T5 Centers are oriented to the main transportation corridors or other prominent streets. Buildings in the T5 Center are placed close to these corridors with shallow front setbacks or buildings built to the back edge of the sidewalk, in order to frame the street creating a pedestrian space for residents and visitors, which may include retail space or outdoor dining.

The design of corridors within T5 Centers also creates a welcoming pedestrian space. Corridors in T5 Centers accommodate on-street parking, street trees, and active street-level uses. Residents and visitors to T5 Centers move about freely on foot, bicycle, automobile, or mass transit. Multiple modes of transportation are attractive because of a more compact block structure and a highly connected street pattern.

Intensification in T5 Centers may reduce the amount of open space and green space available. Therefore, open space is often provided in the form of pocket parks, open plazas, and unique roof top gardens. Residents and visitors also enjoy active open space amenities including water play features, amphitheaters, and patio seating among others.

A region's vitality is directly linked to the vitality of its core. In the case of Nashville/Davidson County and the greater Middle Tennessee region, the core is the Downtown area, the center of commerce, the arts, and civic and government. The activities in the **T6 Downtown** Transect Area support and sustain the quality of life in the surrounding T1 Natural, T2 Rural, T3 Suburban, T4 Urban, and T5 Center Transect Areas. Downtown boasts commerce, governance, and artistic uses well known on a national and even international scale, creating a bustling 24 hour-center of activity.

Downtown has long been the center of business, government and entertainment in Nashville and Tennessee. It has an international reputation for music, but also growing prominence in the southeast United States and the country as a competitive site for relocation of businesses. In recent years, Downtown has witnessed increasing residential development as more Nashvillians embrace urban living and new residents, moving from elsewhere in the United States, settle in Downtown. In this aspect, Downtown Nashville is a reflection of a national shift in housing types and location. Due to increased residential options, Downtown Nashville has grown to be a very livable environment with residential areas within walking distance of fine dining, entertainment, and open space and recreational areas, existing cohesively with existing civic and commerce uses. This intense mixture of uses strengthens Downtown Nashville, thus strengthening the region.

Residential development in Downtown neighborhoods is denser and often in buildings with a grander form than elsewhere in the County. Downtown neighborhoods vary in scale and mass of development ranging from neighborhoods featuring low-rise townhomes to neighborhoods featuring high-rise stacked flats. Depending on the neighborhood in T6 Downtown, residential buildings may accommodate multiple uses, such as retail or office space, and structured parking. Single-family attached and multifamily residential building types such as townhomes, row houses, and stacked flats are commonly in T6 Downtown neighborhoods found as these building forms accommodate the compact and intense Downtown development pattern.

Residential buildings in the T6 Downtown Transect Area are placed close to the street with shallow setbacks or buildings built to the back edge of the sidewalk in order to frame the street, creating a defined space along Downtown streets while separating the private realm of the home and the public realm of the street. Within the shallow setbacks, Downtown residences may have stoops to encourage activity on the street. If the residential building has a mixture of uses, street level active uses such as retail, office, and outdoor dining areas create an active streetscape that makes pedestrian travel enjoyable throughout Downtown.

In the civic district of the T6 Downtown Transect Area, civic buildings are generally historic buildings in prominent locations, often featuring open space such as public squares, greens and parks. Civic buildings are

distinctive in their placement and orientation and may be seen from various view points of the city. Historic civic buildings are conservative in their heights, while contemporary civic buildings are scaled, massed and placed to reflect their prominence while being consistent with surrounding Downtown development patterns.

In the Downtown Core, commercial and office land uses are predominant and are complemented by growing residential and retail sectors. Buildings in the Downtown Core have large footprints in relation to the lot size, creating a dense development pattern. Building heights in this policy may reach 70 stories. The height, massing and placement of buildings at the back of wide sidewalks in the Downtown Core create a strong street wall. While this creates a defined pedestrian space, it can also overwhelm the streetscape. Active uses, such as retail and restaurants with outdoor dining, are crucial to enlivening the street and creating a welcoming environment for Downtown residents, visitors and employees. Formal streetscaping, with coordinated planters, benches and trash receptacles also make the sidewalk and street more welcoming. Finally, residential uses above the street ensure that there is activity on and above the street at all hours of the day.

Retail and entertainment uses in the T6 Downtown Transect Area center around the Second and Broadway corridors. Here, residents, employees, and visitors shop, entertain and dine. These land uses are supported by surrounding Downtown residential neighborhoods, the civic and central business districts. Buildings along the Second and Broadway corridors consist primarily of historic buildings. Historic buildings vary in the mass and scale, but are conservative in their building heights, usually only reaching 5 stories. Where contemporary buildings exist, the mass and scale are in keeping with the historic buildings that are their neighbors. In both cases, buildings are oriented to face either Second Avenue or Broadway, and are placed closed to the corridor enhancing the pedestrian friendly environment attractive to residents, employees and visitors.

A grid street system and complete sidewalk network makes automobile and pedestrian travel easy in the Core Transect Area. Corridors and streets in the T6 Downtown Transect Area accommodate on-street parking, and feature street trees. Downtown residents, employees, and visitors have multiple travel options, as a pedestrian, bicyclist, automobile or transit user.

The T6 Downtown Transect Area features open spaces with a County-wide and regional draw including Bicentennial Mall, the Riverfront and Public Square. Open space is also provided in the form of pocket parks, open plazas, and unique roof top gardens.

D District Transect Areas are generally large geographic areas within Davidson County that accommodate a single land use. Within the Davidson County Transect there are four types of Districts: Impact, Industrial, Major Institutional, and Office Concentration. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors and open space. In any case, District Transect Areas are designed to minimize negative impacts on adjacent development and, in the case of Major Institutional Districts and Office Concentration Districts, complement surrounding development patterns and adjacent Transect Areas.

Industrial and Impact Districts often require seclusion or, at least very sensitive treatment of adjacent uses, because of these Districts' potential to have a significant potentially negative impact on surrounding neighborhoods, centers, corridors and open space. Industrial Districts include light to heavy, non-hazardous manufacturing, storage, distribution, contractor businesses and wholesaling. Impact districts include hazardous industrial operations, mineral extraction and processing, major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills as well as large amusement and entertainment complexes.

Industrial and Impact Districts contain uses that require buffering to lessen the impact on surrounding land uses. Heavy landscaping and limited and often controlled access reduce the permeability of the District. The Industrial or Impact Districts are not prominent; they are located near accommodating infrastructure, but generally secluded from neighborhoods and centers. Buildings in Industrial and Impact District areas have a scale and mass that best fits the function and use of the District. Buildings are generally low rise limited to three stories or less, with varying building footprints. Orientation of the building on the site and setbacks may vary, and in many cases depends on the function and operational needs of the land use.

In contrast, Major Institutional and Office Concentration Districts are generally located to interact with adjacent neighborhoods, centers, and corridors, with more

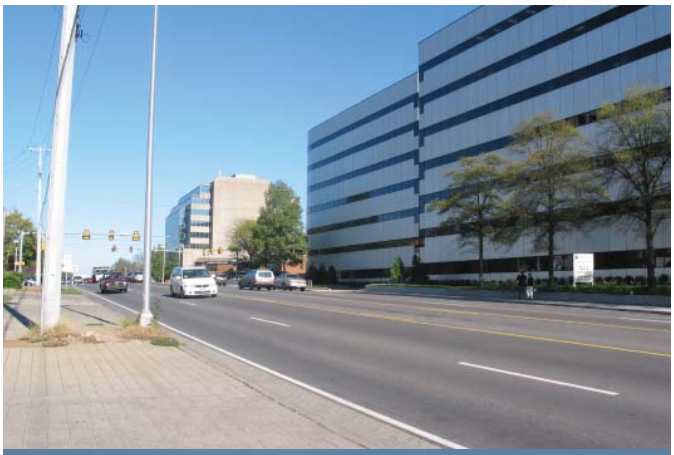
permeable edges to provide a resource and positive benefits for the community. Major Institutional Districts include colleges and universities, major health care facilities and other large-scale community services that do not pose a safety threat to the surrounding neighborhood or community. Office Concentration Districts include office and high density residential uses.

Major Institutional Districts are part of the fabric of the surrounding neighborhood, center or corridor. While their large geographical areas and singular land uses make them Districts, the Major Institutional Districts lend themselves to being permeable, accessible and beneficial to the community. Major Institutional Districts with educational or medical-related land uses may have controlled access to certain areas while less controlled access points welcome the surrounding community to enter and use the Districts as a community resource. The edges of educational and medical campuses are woven into the fabric of the surrounding community, only to be noticeably separated by gateway entrances and signage.

On college or university campuses, prominent buildings are oriented to the major streets to create a noticeable, but complementary transition from the surrounding neighborhoods, centers or corridors and to distinguish the campus. Meanwhile, internal to the college or university campus, buildings often have deep setbacks and are oriented to large green spaces and courtyards.

In a medical campus, setbacks along external corridors and street networks reflect the Transect Category surrounding the medical campus. Moderate to deep setbacks are appropriate in T2 Rural and T3 Suburban Areas while shallow or non-existent setbacks are present in T4 Urban, T5 Center and T6 Downtown settings. Buildings are oriented to the street with prominent pedestrian access from the corridor and vehicular access from side streets. Parking is generally beside, behind or beneath in T2 Rural and T3 Suburban settings and behind or beneath in T4 Urban, T5 Center and T6 Downtown settings.

In addition to office uses, Office Concentration District areas offer a number of amenities to employees including open space and accessory commercial uses. High density residential is appropriate in the Office Concentration District, providing housing options for employees. Residential should be strategically located within the Office Concentration District area, preferably near its edges to transition from the Office Concentration District to surrounding residential development.



Building height, scale, and orientation within the Office Concentration District are a reflection of its surrounding Transect Areas. Buildings are located and oriented, however, to create a pedestrian friendly environment. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Open space is also provided as hardscaped or green plazas and courtyard areas for the district employees.

Office Concentration and Major Institutional Districts tend to be more compatible with, and beneficial to, the surrounding neighborhood, center or corridor. However, there may some portions of the District that would require additional buffering, for example, loading docks or other more intensive features of the use.

A connected system of few streets typifies the transportation network within Districts. Mobility is largely oriented towards the single occupant vehicle, although multiple travel modes are accommodated. Sidewalks, bikeways and mass transit service are provided.

While a moderate level of connectivity is provided within Districts, the District itself varies in how connected it is to adjacent land uses. As described above, Major Institutional Districts are integrated into the community. Office Concentration Districts will vary in their level of connectivity depending on the Community Character Policies adjacent to the District. Meanwhile, Industrial and Impact Districts are more isolated, with their location determined, in part, by the availability of infrastructure to serve them. This becomes an important issue with regard to truck traffic to Industrial and Impact Districts, where the ability to efficiently move goods to and from these Districts is balanced with the impact on neighborhoods, centers, corridors and open spaces surrounding the District, which trucks must pass through. In either case, surrounding infrastructure should accommodate the District without compromising the integrity of any surrounding neighborhoods, centers, corridors or open space.

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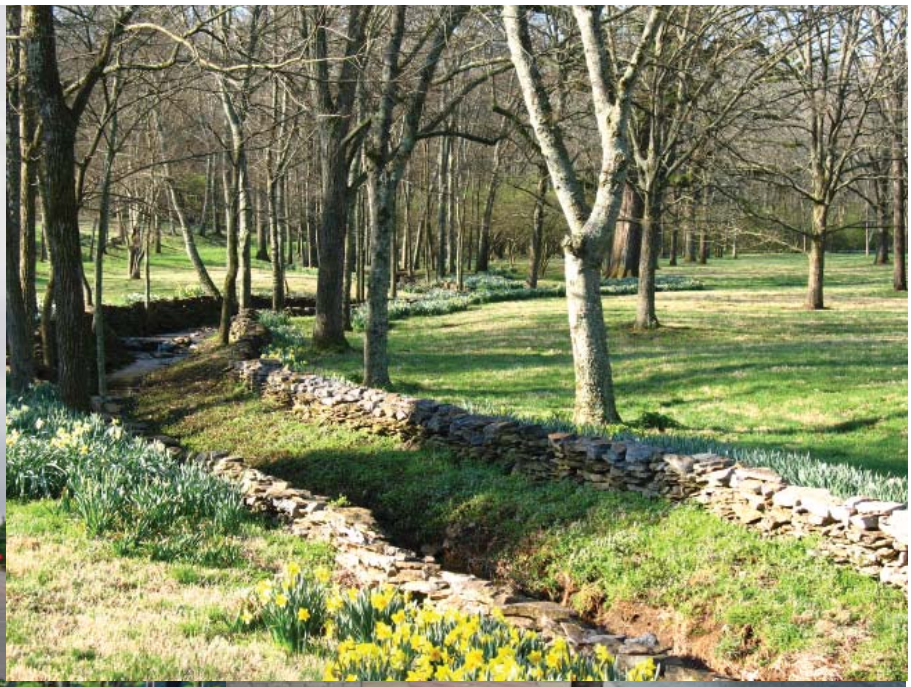

General Principles

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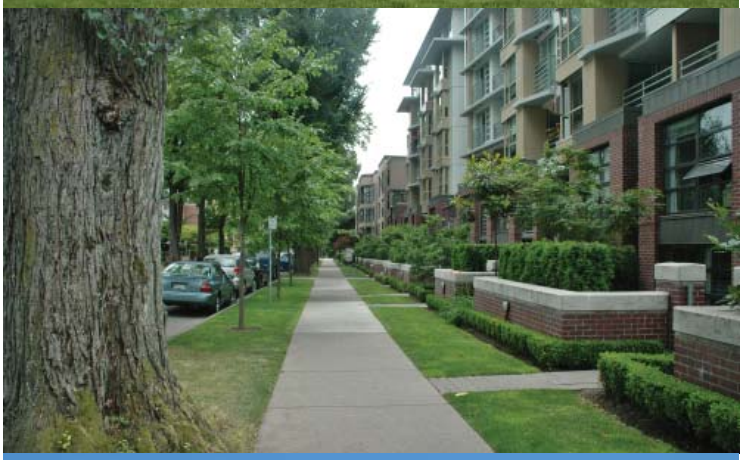
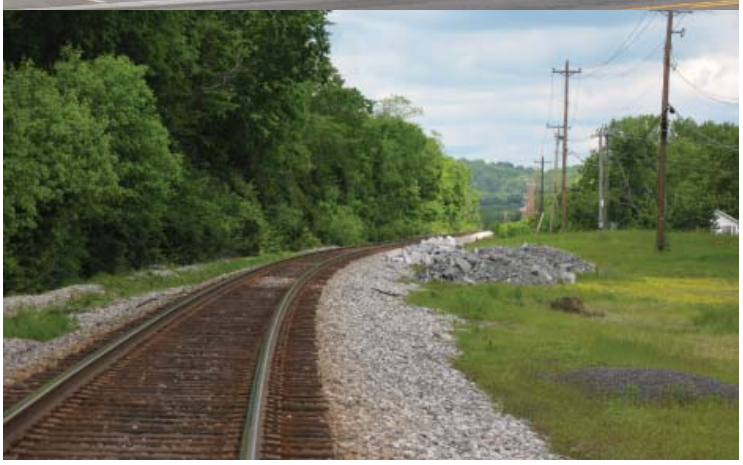




Introduction

General Principles are those that apply throughout the County, unless otherwise noted. They are designed to result in the most appropriate development in the most appropriate locations, while ensuring that development is compatible with the natural environment and respects sites and areas with historical significance. Additionally, the General Principles address non-conforming activities, the preservation of affordable housing stock, accessibility and design standards, as these issues affect all types of development. General principles for residential development are also included in this section.

A. Choosing a Structure Plan Category

The choice of a Structure Plan category should not be decided solely on the basis of existing land uses. The guidelines in this and other planning documents may show that a given area is best suited for uses other than those which already exist in the area, and these guidelines should be used to provide the appropriate category.

B. Areas With Sensitive Environmental Features

1. Areas Subject to Flooding

These policies are designed to encourage flood plain preservation and reduce pressure for modification and development of areas subject to flooding. The policies apply to the areas within all Structure Plan categories, except Natural Conservation (NCO), and Downtown Core (DC).

a. Land Use

- Only low intensity, non-structural types of land uses are appropriate in areas subject to flooding.

b. Development Arrangement and Intensity

- Development should be clustered on the portion of the site that is not flood prone.
- In order to maintain water quality, facilitate flood control, and ensure public safety, the development potential for the flood prone portion of a site should be lower than it is for the developable portion of a site.

c. Natural Preservation

- In general, preservation of flood prone areas in their natural state is recommended.
- Disturbance and alteration is discouraged and should be kept to a minimum.

2. Areas With Steep Slopes

These policies are designed to encourage preservation of steeply sloping areas and reduce pressure for

modification and development of these areas. The policies in this section apply to the areas within all Structure Plan categories, except Natural Conservation and Downtown Core.

a. Land Uses

- Non-structural, low intensity uses and very low density residential uses are recommended in areas with 20%+ slopes.
- Any residential development in areas of conventional development with a prevalence of slopes of between 12% and 20% should be at Low-Medium densities or below.
- Non-residential uses in areas of conventional development with a predominance of slopes between 12% and 20% should not be more intense than RLC development.
- In all areas with 12-20% slopes, development should be small footprint and, to the greatest extent possible, should be carefully designed to fit the natural land form of the site.

b. Development Arrangement and Intensity

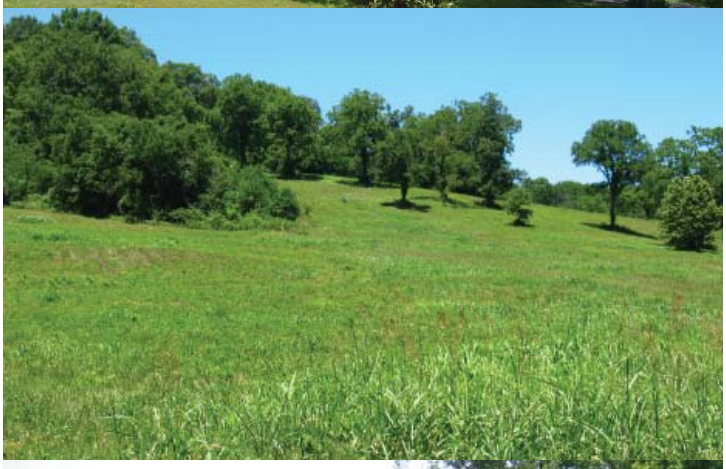
- Development should be clustered on the portion of the site with slopes less than 12%.
- Development potential for the steeply sloping portions of a site should be lower than it is for the more developable portion of a site, to an extent that preserves the essential integrity of the natural landform and vegetation.

c. Natural Preservation

- The preservation of steeply sloping areas (20%+) in their natural state is encouraged. Disturbance, modification, and development of these areas should be kept to a minimum.
- Preservation of areas with 12-20% slopes is preferable; although, with careful design, some development may be accommodated. Disturbance and modification of areas with 12-20% slopes should be kept to a minimum.

3. Areas With Other Environmentally Sensitive Natural Features

These policies are designed to encourage preservation of areas with unstable soils, sensitive geological formations, rare species, and other sensitive natural features and reduce pressure for modification and development of these areas. The policies in this section apply to the areas within all Structure Plan categories except Natural Conservation, Downtown Core, Central Business District, and older developed traditional neighborhood development areas that have unstable soils, geological formations, rare species, or other



natural features that can be a significant constraint to development.

a. Land Uses

- Structural land uses should be avoided in areas of unstable soils, geological formations, rare species, or other sensitive natural features.

b. Development Arrangement and Intensity.

- Development should be clustered on the portion of the site that does not contain unstable soils, geological formations, rare species, or other sensitive natural features.
- Development potential for the portions of a site with these constraining features should be lower than it is for the developable portion of a site, to an extent that preserves the essential integrity of the environmentally sensitive features.

c. Natural Preservation

- The preservation of areas with unstable soils, geological formations, rare species, and other sensitive features in a natural state is encouraged. Disturbance and modification of these areas should be kept to a minimum.

D. Sites and Areas with Historical Significance

The protection and preservation of historic features are encouraged. The following policies are recommended for areas and sites that are historically significant.

- Owners of private property that contains historic features or structures should be encouraged to preserve them in conjunction with any proposed development of the site and work closely with the Metropolitan Historical Commission.
- The potential impacts of proposed developments on historic sites or areas should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts.

D. General Accessibility Policy

1. Definition

"Access" is the means by which a person or vehicle can get to and from a particular place, such as a building or a property. Access is an important consideration for both pedestrians and vehicles, including bicycles. Adequate and safe access for both pedestrians and vehicles needs to be ensured through the design of a development.

The terms direct and indirect access are used in this document when dealing with vehicular access. An example of direct access is a building that has a driveway leading to a major street or adjacent frontage road. Indirect access means that there is a side street, alley, or other road that must be used to get from the driveway to a major street.

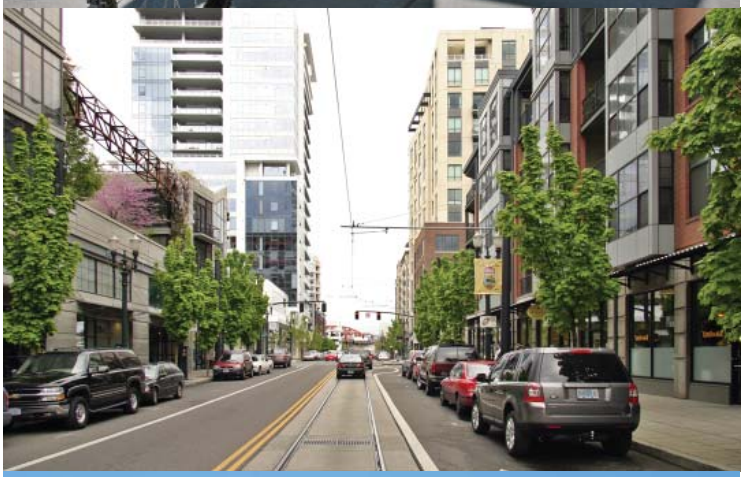
2. Access and Intensity

Areas of more intense development, such as commercial or mixed use, should be located in areas with the greatest accessibility and mobility options. This means that such uses should be located along major streets, such as arterial boulevards and key collector avenues, and those streets that are in close proximity to them. Direct access to arterial boulevard streets needs to be limited by using methods such as shared driveways , and/or access via side streets, service lanes or alleys in order to maintain the operational integrity, improve safety and optimize the capacity, of the roadway.

3. Access Policies for Local Streets

The purpose of local streets is to provide access to property in a manner suited to the type and density of development served.

- Local street networks should be designed with a high level of connectivity both within a development and to adjacent developments. Connectivity is an important means of preventing traffic congestion and providing people with adequate choices in reaching their destinations.
- Although connectivity is important, the layout of local residential streets should be designed to avoid direct through connections on local streets between higher order streets (collector avenues and arterial boulevards) that would result in "shortcut" routes. Non-local, through traffic is considered a harmful intrusion to residential areas and would cause destabilization and deterioration.
- Streets should be designed in a manner that is appropriate for the intended activity along them, for example streets with wider sidewalks for areas of high pedestrian activity. This can be accomplished through such means as an interconnected street network that disperses traffic, avoiding excessively wide streets, and providing on-street parking.



E. Preservation of Affordable Housing Stock

The following policies are intended to ensure that affordable housing, a valuable community resource, is preserved in accordance with *Concept 2010*.

- Existing stocks of sound, affordable housing should be protected from non-residential encroachment.
- Viable areas of affordable housing should not be designated for redevelopment at higher densities, or for non-residential development, if doing so would substantially decrease the community's stock of affordable housing.

F. General Policies for Residential Development

Residential uses typically comprise the largest single type of development in a community. The type and pattern of residential development, therefore, has a significant impact on the overall urban structure. An urban setting requires a diversity of housing options to accommodate the varying needs and lifestyles of different household types. At the same time, care must be taken to ensure compatibility with other land use types and among different housing types.

The delivery of many urban services is influenced to a great extent by the spatial pattern of residential development. In general, urban densities are preferred for new residential development as these densities allow for fiscally responsible service delivery. However, the carrying capacity of the land should be respected.

Ideally, residential development should occur as part of a complete neighborhood. Complete neighborhoods are often referred to as traditional neighborhood developments. Most traditional neighborhood development was built before the mid-1950's but some has been built in recent years. A complete neighborhood is one that includes opportunities for living, working, shopping, social interaction and recreation within a walkable area. A walkable neighborhood is about a five-minute walk, or one-quarter of a mile, from its center to its edge. For market reasons, convenience commercial uses are unlikely to be found within all neighborhoods but are instead more likely to be found along corridors or at major intersections between residential areas. In addition, a complete neighborhood will contain a variety of housing types. The compatibility of this variety of housing types is ensured through good design.

In contrast, conventional residential areas generally feature the segregation of different housing types, although some mixture of single-family and duplex

development is relatively common. These areas are usually quite large in their geographic extent, unlike the compact areas of traditional neighborhood development. Conventional suburban residential areas frequently have disconnected street networks with numerous cul-de-sacs. This pattern places a burden on the few streets that do connect and tends to result in traffic congestion on those streets.

The ideal of a complete neighborhood is not often achieved in areas of conventional development, where large contiguous areas of one housing type are common. A higher than typical level of completeness in these areas can be achieved through compact application of the various conventional residential policy categories, interconnected street networks, and the application of convenience and neighborhood scale retail policies at appropriate locations.

The policies in this section are common to the Residential Low Density, Residential Low-Medium Density, Residential Medium Density, Residential Medium-High Density, Residential High Density, Corridor General, and Neighborhood General categories.

a. Land Use
The primary land use in residential policy areas is permanent residential development.

b. Other Uses
Other uses generally found within or at the edge of residential areas include recreational, civic, and other community facility activities;

c. Infill Development
Most areas, even those that appear fully developed, will have some pockets of vacant land. When these pockets are developed, the process is referred to as "infilling." In residential areas, the character of new infill development should be compatible with the character of the surrounding area. It is important that the design of infill development protect and enhance the neighborhood environment. Infill development should be designed so that building scale, massing, height, and orientation to the street are in keeping with the scale, massing, height, and orientation to the street of the majority of buildings in the surrounding area unless the lot being developed is substantially larger than surrounding lots. In these cases, a somewhat greater degree of design flexibility may be employed as long as the overall

character of the streetscape in the area is preserved and enhanced.

Most of the residential land use policy categories allow ranges of densities. Density, usually measured by dwelling units per acre, should apply to developments individually. In most cases, low densities in one area cannot be justified by applying high densities in another location. The converse is also true; high densities cannot be justified by assigning low densities elsewhere within the same policy classification area. In certain cases, however, residential infill development that is at a higher density than the policy category would normally allow is appropriate. Infill development within the density range of the next highest density policy category (i.e., Residential Medium Density range when in a Residential Low-Medium Density policy area) is appropriate where all of the following conditions are met:

1) The property is within ¼ mile of an arterial boulevard street and the land use policy along the arterial boulevard street frontage at the point of measurement is within RN, CMC, CAE, NC, CC, RCC, RCS, or RAC policy; and
2) The property is along an arterial boulevard or collector avenue street that is served by transit; and
3) The property is a corner lot; and
4) A Planned Unit Development, Urban Design Overlay, or other site-plan based zoning district is used; and
5) There is no Detailed Neighborhood Design Plan, Urban Design Overlay, Specific Plan, Alternative Zoning District, Redevelopment District, or Special Policy in place that would not support the proposal; and
6) For lots that are of comparable size to surrounding lots, the infill building must be of similar scale and massing to the majority of surrounding buildings. For lots that are larger than surrounding lots, the design of the infill building must be compatible with the surrounding buildings.

d. Non–residential Activities

Non-residential activities in a residential area should be roughly compatible in scale and intensity (building size, shape and footprint) to the residential uses in the area.

e. Housing Mix

Of particular importance in the application of residential policies is the provision of a variety of housing choices to meet the increasingly diverse needs and preferences within each community. To provide market flexibility and afford the opportunity for a

variety of housing choices, a mixture of single and multi-family housing types is generally appropriate throughout emerging residential areas.

f. Nonconforming Development

There may be existing nonresidential development within residential policy areas that does not conform to the policy. Expansion of such uses through changes in zoning is not recommended. Areas with nonconforming nonresidential uses are encouraged to redevelop in accordance with applicable policy whenever the nonconforming uses cease. Communities are sometimes confronted with proposals for adaptive reuse of areas where existing nonconforming nonresidential activities are no longer viable. For example, someone may propose to redevelop the site of an old service station in the midst of a residential area into a store. Such adaptive reuses should be considered on their merits provided:

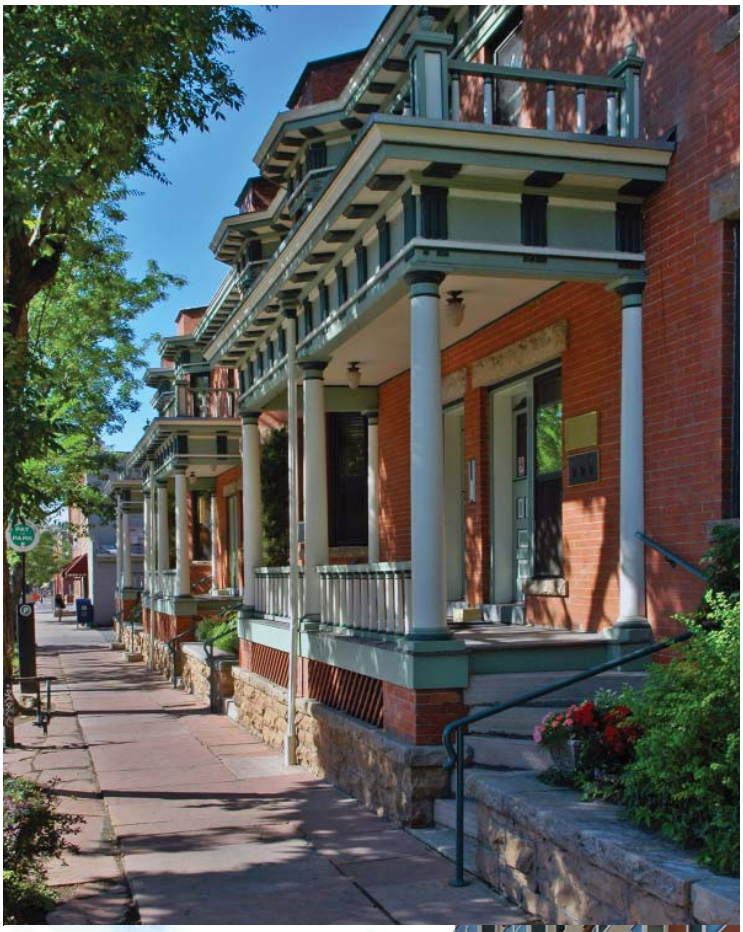
- they would generate minimal non-local traffic and that traffic can be adequately served;
- they would not increase the degree of nonconformity;
- appropriate zoning can be applied that, in the course of accommodating the acceptable use, does not expose the adjoining area to the potential for incompatible land uses; and
- the proposed use is acceptable to the community.

In the absence of acceptable adaptive reuses or zoning to accommodate them, areas that contain existing nonconforming uses that are no longer viable are recommended to revert to residential zoning and development in accordance with the applicable policies.

G. Healthy Community Design

The layout and design of our communities influence the physical and mental health of the people who live, work, and play in them. Healthy community design is rooted in the commitment of the General Plan to enhancing "quality of life" for all Nashvillians. Healthy community design improves quality of life by making it easier for people to make healthy choices and live healthier lives.

Acknowledging and addressing the health implications of development decisions during the Community Planning process contributes to the prevention of negative health outcomes at a population level. From a public health perspective, working to encourage healthy



living for the entire community is an efficient strategy. For example, a doctor may encourage her patients to walk regularly as a way to prevent weight gain and associated conditions like diabetes and heart disease. If her patients live in neighborhoods that lack safe and comfortable places to walk, then her counseling is much less likely to be effective due to barriers in the built environment that make the healthy behavior choice a difficult option. However, her patients living in environments supportive of walking, with features like well-maintained sidewalks, well-lit streets, and accessible green space, will be better equipped to follow her advice and be more likely to avoid poor health. If more neighborhoods and communities are designed to be supportive of healthy choices, then more people are likely to make healthy choices. Over time, the result of these choices is improved public health across Nashville-Davidson County.

Healthy community design helps to address the following public health challenges:

- The obesity epidemic: National obesity rates have been rising dramatically for the past thirty years, with Southern states becoming heavier that the rest of the nation. In 1985 Tennessee's obesity rate was less than 10 percent; by 2010 it had risen more than three-fold to nearly 32 percent, making Tennessee one of the five most obese states in the nation. In Davidson County, the numbers are only slightly better than the state as a whole, with roughly 30 percent of adults classified as obese and another nearly 40 percent classified as overweight. Nationally the medical care costs associated with obesity were over $147 billion per year.
- Physical inactivity: Lack of physical activity is related to the obesity epidemic, but increasing daily levels of physical activity has health benefits in addition to losing weight. Unfortunately, in Davidson County, 27.9 percent of adults reported no leisure-time physical activity.
- Injuries prevalence: Davidson County had the highest injury crash rate of any county in Tennessee from 2006-2010, with an average rate of 54 crashes per 1,000 licensed drivers. Tennessee's 2007 Strategic Highway Safety Plan identified deaths and injuries caused by traffic crashes as a serious public health concern for the state. A study of 2005 data showed that the total cost of crashes in the Nashville region was 5.5 times greater than the cost of congestion. That same study also ranked Nashville as the costliest mid-size region in the

country for crashes, both in terms of total cost ($2.2 billion) and cost per person ($1,574). In Davidson County there were 6,369 injuries and 73 deaths due to motor vehicle crashes in 2010.

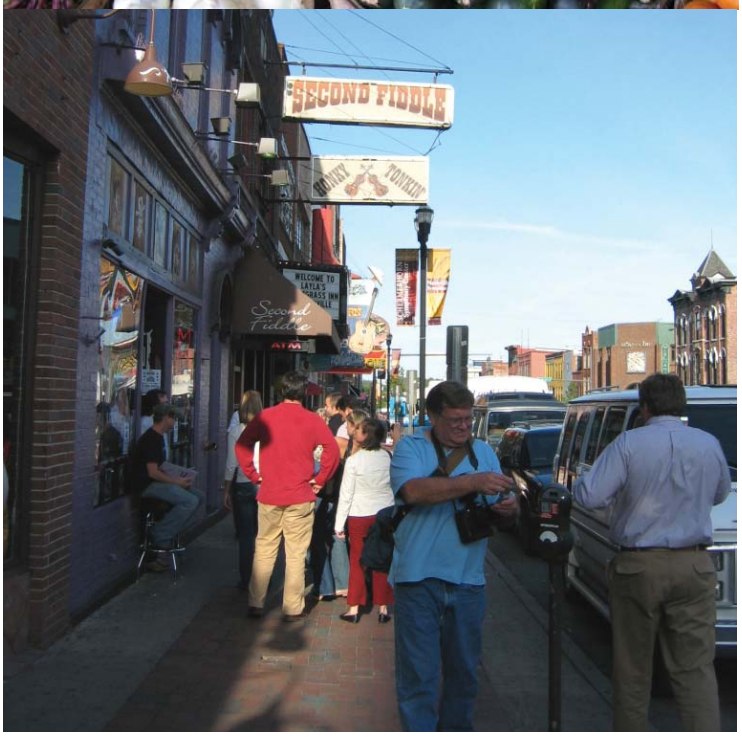
- Food access and poor nutrition: In Davidson County, almost 70 percent of adults do not consume the recommended daily intake of fruits and vegetables. Nearly one hundred thousand people live in Nashville's four defined "food deserts," where accessing healthy foods is particularly difficult.

The Community Planning process and implementation of the Community Plans can create built environments that encourage healthy behaviors. Healthy community design helps to achieve this goal by:

- Encouraging higher densities and mixed land use where appropriate, which shortens distances between homes, workplaces, schools and recreation, making it easier for people to walk or bike to and from destinations, which works in daily physical activity;
- Providing quality infrastructure for viable transportation alternatives including mass transit, walking, and bicycling;
- Ensuring a mix of housing types that include affordable options for people of all income levels;
- Creating activity centers where people can gather and interact with other members of the community as part of their daily activities;
- Offering access to parks and green space;
- Allowing for school-based and community gardens along with other components of a robust local food system that allow all residents access to healthy food options;
- Minimizing the impact of development on the natural environment, especially air and water quality; and
- Assuring public participation and education in the decision making processes that determine where and how development takes place.

Implementing healthy community design principles can lead to improved health outcomes over time:

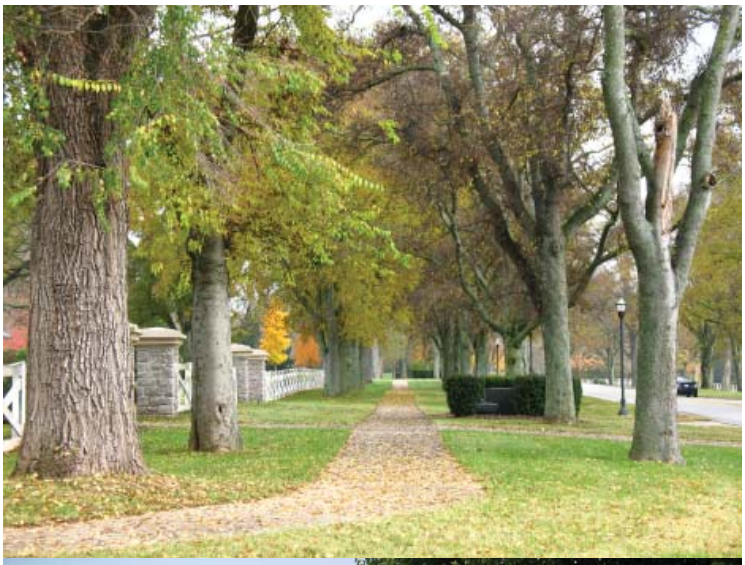
- Increased physical activity: regular physical activity is associated with numerous health benefits, including reduced risk of overweight/obesity, cardiovascular diseases (high blood pressure, heart attacks, and stroke), type 2

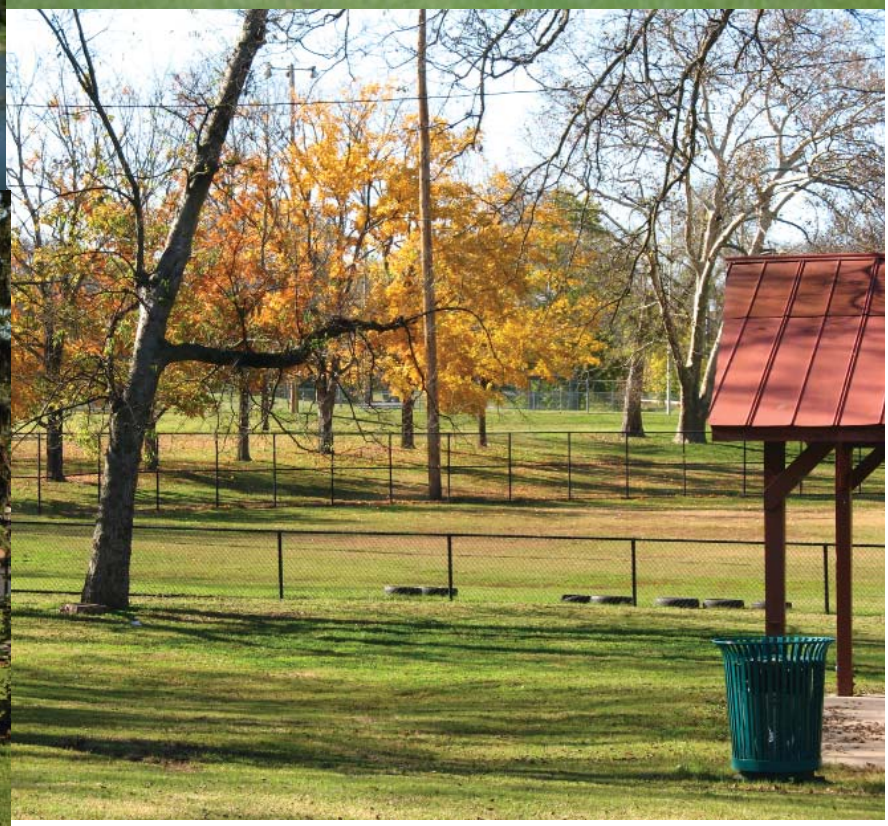


diabetes, some cancers (e.g. colon and breast), osteoporosis, and depression.

- Improved air quality: exposure to air pollution can lead to exacerbation of asthma symptoms, diminished lung function, adverse birth outcomes, and childhood cancer.
- Reduced risk of injuries: injuries are the third leading cause of death in the US and are the leading cause for children and younger adults (ages 1-34). Non-fatal injuries are also a source of short and long term disability.
- Increases in social connections and sense of community: assessing the interaction between measures of "social capital" and health is difficult, but existing evidence suggests people with more social connections and a sense of community have reduced mortality and these people report better general health.
- Improved access to healthy foods: with access to healthy foods comes the opportunity for improved nutrition, which can reduce obesity and its associated diseases, cardiovascular disease, cancers, and diabetes.

Using the built environment as a means for improving health is a long-term strategy. As noted elsewhere in this document, the land use and transportation patterns created through development will impact how people live, work, and play for many years. The negative health effects of sprawling development patterns have taken decades to become evident, and instituting healthy community design is not a quick solution. It can however, shift development patterns toward built environments that are more supportive of health and provide a foundation for current and future generations to live healthy and productive lives.





Chapter 1: Open Space Areas

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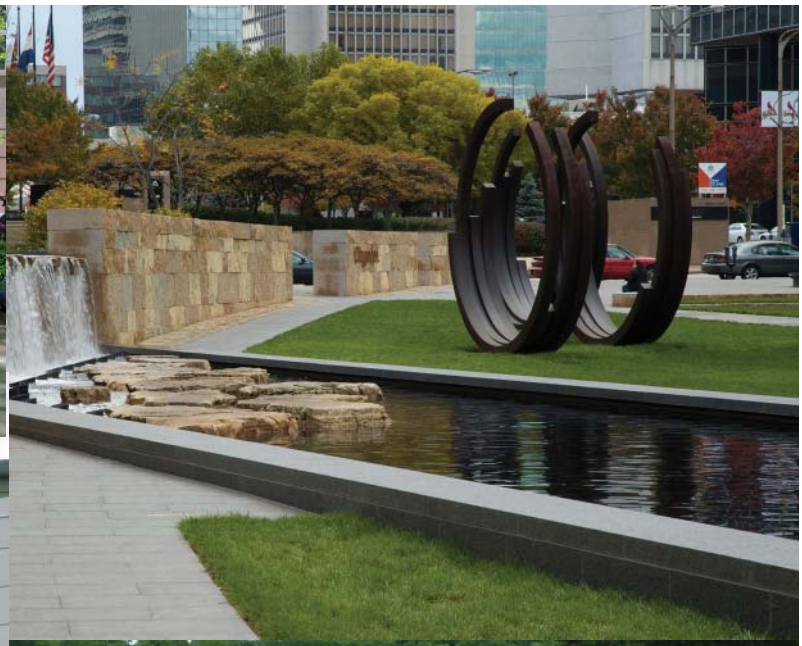
Introduction

Chapter 1 deals with structure plan categories describing many natural and public spaces. The open space system is made up of a variety of large and small features. It includes parks, greens, squares, and greenways, and civic activities such as schools and libraries. It includes selected public benefit uses such as cemeteries, natural preserves, and other significant service activities deemed to be "open space" by the community.

The structure plan category in this group is:

- Open Space and Potential Open Space (OS and POS)



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Open Space (OS and POS)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Open Space is a general classification encompassing a variety of public, private not-for-profit, and membership-based open space and recreational activities. There are two subcategories of Open Space. The designation OS indicates that the area in question has already been secured for Open Space use. The designation POS indicates that the area in question is intended to be in open space use, but has not yet been secured for that use.
- Types of uses intended within OS and POS areas range from active and passive recreational areas, reserves, land trusts and other open spaces to civic uses and public benefit activities deemed by the community to be "open space." OS and POS areas can range from large sites encompassing thousands of acres to small sites that are a fraction of an acre. Large OS and POS areas are elements of the community's structural framework, while smaller OS and POS areas are integral elements of planning neighborhoods. Generally, large OS and POS areas are intended to be low intensity and limited to accessory buildings commonly associated with the principal activity. Smaller "open space" areas, especially those with such uses as schools and recreation centers, may be fairly intensely developed.

Application

- The Open Space Structure Plan area is intended to apply to existing open space areas that are to be conserved and to areas that are planned to be open space areas in the future.

Appropriate Land Uses

- Appropriate uses include small green spaces; playground and playfield parks; greenways and trails; natural reserves; most civic activities, such as schools and libraries; cemeteries; major public benefit uses that are "open" in character, and other unique open space activities such as privately held land trusts.

Design Principles

- Ideally, Open Space areas are connected to each other to form a regional network or open space system.
- Open Space areas may occur within and/or near the edge of a neighborhood. Examples include a green with a playground at a Neighborhood Center area, a square with a branch library in a Community Center area, or a school in a park along the edge of a Neighborhood General area.
- Generous setbacks, landscaping and buffering should be provided along the perimeter of "open space" areas to minimize the impacts buildings and actively used outdoor recreation areas have on the surrounding area.
- Open space activities that serve more than one neighborhood should be located at the edge of a neighborhood and their principal access should be directly to a collector or higher order street.
- Civic activities are encouraged at prominent, highly visible locations.

Zoning:

In areas designated Open Space on the Structure Plan, proposals should be limited to recreational or other civic activities that provide services oriented to the needs of the neighborhood and community. Sites designated Open Space and Potential Open Space that are not under public ownership or control, such as land trusts or potential "pocket parks," are areas envisioned to be open in character. Proposals involving such sites should be guided by the following:

1. Public acquisition or control of sites intended to be public open space should be actively pursued.
2. Current zoning should be maintained on such sites that are currently zoned for development that is in keeping with the surrounding Structure Plan areas. Sites that are currently zoned for uses not consistent with the intent for the surrounding Structure Plan area should be considered for rezoning to a conforming district.

Proposals that would result in a change in the Open Space vision should be accompanied by consideration of an amendment to the Structure Plan.

Detailed Land Use Categories for Use in Open Space Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)

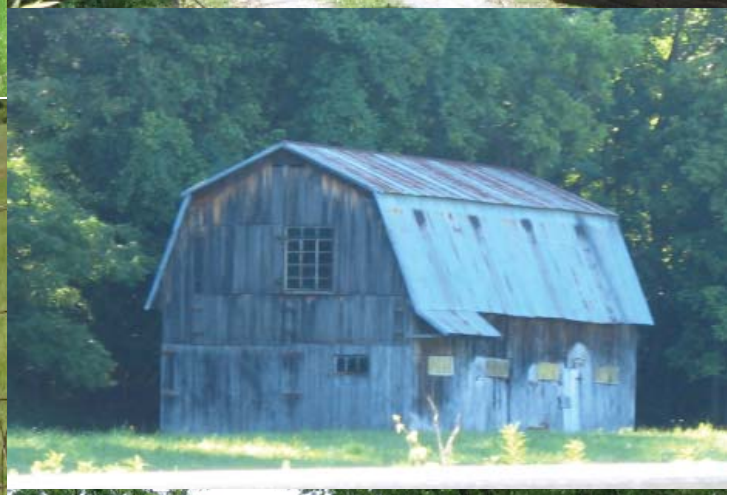
BUILDING TYPES BY STRUCTURE PLAN AREA AND DETAILED NEIGHBORHOOD DESIGN PLAN LAND USE DESIGNATION

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
OPEN SPACE/CIVIC	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**

*** Conditional - maximum height set in detailed neighborhood design plan**

**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

See Appendix A for the Building Types Illustrations



Chapter 2: Rural Areas

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Introduction

Rural areas support little development due to environmental constraints, the need to preserve important areas of rural character, or the availability of infrastructure and services. Areas that are developed at low intensities for environmental reasons or to remain rural are not expected to support higher intensity development in the future. In contrast, areas that develop at low intensities for short-term infrastructural reasons are generally expected to intensify in the future.

The Structure Plan categories in this group include:

- NCO – Natural Conservation
- R – Rural

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NCO – Natural Conservation

See also the General Principles on pages 41-53.

General Characteristics and Intent

- NCO is a category designed for mostly undeveloped areas characterized by the widespread presence of steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at urban or suburban intensities. NCO areas are intended to be rural in character, with very low intensity development.

Application

- NCO policy should be applied to large areas that are generally unsuitable for urbanization due to the presence of extensive amounts of land with unstable soils, 20%+ slopes or other physical features that are severe constraints to urban development.
- NCO policy should be applied to large areas where only minimal accessibility is expected.

Appropriate Land Uses

- Due to their environmentally sensitive character, NCO areas are generally unsuitable for conventional suburban or urban development. The predominant types of land use anticipated in these areas are very low intensity residential and community facility developments. Examples of low intensity, non-residential development include athletic fields and hiking trails. Agricultural uses are also found in NCO areas.
- Specific residential densities in NCO areas should be determined by physical site characteristics and the availability of services, particularly sewers. In general, the more environmentally sensitive or remote a site is, the lower the acceptable density. Gross densities should generally not exceed what can be supported by an approved onsite sewerage disposal system anywhere that sanitary sewer service cannot be extended. The adequacy of the road network and the feasibility of extending new streets should also be considered. In general, densities should not exceed one dwelling unit per two acres.

Design Principles

- Development should be clustered on the less physically constrained area of a site. In addition, clustering should be used to preserve important features such as viewsheds and stands of mature trees.

Zoning

The following zoning districts are generally considered appropriate in Natural Conservation areas: AG, AR2a, RS80, and R80.

Site plan-based zoning districts may also be considered appropriate if they are consistent with the Natural Conservation policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

R – Rural

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- R is a category designed for areas that are generally physically suitable for urban or suburban development but for which the community has chosen that they remain predominantly rural in character.

Application

- R policy should be applied to rural areas that are generally physically suited for development but for which the choice has been made that they should remain rural in character. Because of the need to accommodate population growth in the county over time, these areas will be few in number, and should be areas where population increases are expected to be limited. Another reason that they will remain few in number is that the choice of a permanent rural environment is also provided in the NCO policy areas, which cover a substantial portion of the county's land area.
- Areas designated R should be remote from services necessary to support urbanization, especially sewers, that would be costly to provide and operate.
- Minimal accessibility is necessary to serve development in R areas.

Appropriate Land Uses

- The predominant type of development in R areas is low density residential that is rural in character. Agricultural uses and low intensity community facility uses are also found in R areas.
- To preserve rural character and avoid the creation of expensive sprawl, residential densities should be one dwelling unit per two acres or lower. Slightly higher gross densities may be warranted when the development is clustered and a substantial portion of the site is preserved as open space.

Design Principles

- Development in R areas should be clustered on a site to preserve the open nature of the rural environment and important features such as woodlands, hillsides, prime farmland, and viewsheds. Ideally, development will take the form of a rural hamlet or somewhat larger rural village.

Zoning
The following zoning districts are generally considered appropriate in Rural areas: AG, AR2a, RS80, and R80

Site plan-based zoning districts may also be considered appropriate if they are consistent with the Rural policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories for Use in Rural Areas
- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)
- Single-Family Detached (SFD)
- Transition or Buffer (TB)
- Agricultural (A)

BUILDING TYPES BY STRUCTURE PLAN AREA AND DETAILED NEIGHBORHOOD DESIGN PLAN LAND USE DESIGNATION

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
RURAL	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**
	Single Family Detached	YES	YES	YES									
	Transition or Buffer	YES	YES	YES	YES	YES							
	Agricultural	YES	YES	YES									

*** Conditional - maximum height set in detailed neighborhood design plan**
**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

See Appendix A for the Building Types Illustrations

Chapter 3: Residential Areas

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Introduction

Residential areas are prevalent throughout Nashville. They represent a diverse mix of housing options for Nashvillians, ranging from predominantly single-family neighborhoods to neighborhoods with a diverse mix of housing. Both old and new versions of both types of neighborhoods are found at locations throughout the county.
The structure plan categories in this group include:

- NG - Neighborhood General
- CG - Corridor General
- RL – Residential Low Density
- RLM – Residential Low Medium Density
- RM – Residential Medium Density
- RMH – Residential Medium High Density
- RH – Residential High Density

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Neighborhood General (NG)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Neighborhood General is a Structure Plan classification for areas that are primarily residential in character. To meet a spectrum of housing needs, ideally, NG areas contain a variety of housing that is carefully arranged, not randomly located. For example, medium density housing, such as townhouses, might be situated at the edge of the NG area between busy mixed-use buildings in a Community Center area and lower density housing in the Neighborhood General area. Townhouses might also be located on busy streets that connect a Neighborhood Center area to a Community Center area to provide transition from a busy street to lower intensity housing within the neighborhood. Regardless of location, the right mix of density is the key to the success of a NG area. Too much of one type of residential development could be detrimental to the neighborhood. Civic and public benefit activities are also characteristic of NG areas. Transitional offices are another use occasionally found along the edges of NG areas next to an intense center or incompatible district. Older, established NG areas may also contain isolated pockets or spots of nonconforming nonresidential development. All NG areas are intended to be integral elements of planning neighborhoods.

Application

- NG is intended to apply to existing areas that are, and are envisioned to remain, predominantly residential in character, and to emerging and future areas that are planned to be predominantly residential**.**

Appropriate Land Uses

- Generally appropriate activities in NG areas include single family residential and public benefit activities. Residential development other than single family is also appropriate provided the location and the particular type of residential development proposed are supported by a detailed neighborhood design plan or, for areas lacking a design plan, a special policy. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and to the extent possible, should be integrated into the overall open space system. Transitional offices and continuation of nonconforming activities are appropriate only at locations specified on a detailed neighborhood design plan or, in the absence of a design plan, a special policy. Activities other than those already described are not appropriate in NG areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Design Principles

A random development pattern is inappropriate in NG areas. The specific arrangement and interrelationship of activities by type intended within NG areas should be carefully articulated in detailed design plans prepared for these areas. General design principles are as follows.

- Building setbacks (the distance of a building from a property line) range from shallow to deep.
- Typically, medium density housing is closer to the street and lower density housing is set back further from the street.
- These areas contain both alley-loaded and front-loaded buildings with attached and detached garages; alley access to on-site parking is strongly recommended on lots of 50 feet or less in width.
- Ideally, residents in NG areas are within a 5 to 10 minute walk of a Neighborhood Center area or Community Center area.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface of adjoining structure plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- It is important that the street network have a high level of connectivity.

Zoning

In areas designated Neighborhood General on the Structure Plan, any combination of residential zoning districts that yield no more than 20 units per acre may be appropriate if:

1. They are consistent with the Neighborhood General policy as described in LUPA and the applicable community plan; and,
2. They are accompanied by a site plan based zoning district.

If a site plan-based zoning district is not used, RS20 or RS15 zoning are used.

The following zoning districts are generally considered appropriate in Neighborhood General areas without a site-plan based zoning district:

- In T3 Suburban Areas: RM9-A, RM15-A, RM20-A
- In T4 Urban Areas: RM9-A, RM15-A, RM20-A. RM40-A and RM60-A may be appropriate along arterial corridors in T4 Urban areas.

Detailed Land Use Categories for Use in Neighborhood General Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)
- Single-Family Detached (SFD)
- Single Family Attached and Detached (SFAD)
- Mixed Housing (MH)
- Transition or Buffer (TB)

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
NEIGHBORHOOD GENERAL	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**
	Single Family Detached	YES	YES	YES	YES					YES			
	Single Family Attached & Detached	YES	YES	YES	YES	YES				YES			
	Mixed Housing	YES	YES	YES	YES	YES	C*			YES			
	Transition or Buffer	YES	YES	YES	YES	YES	C*			YES	C**		

*** Conditional - maximum height set in detailed neighborhood design plan**
**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

See Appendix A for the Building Types Illustrations

Corridor General (CG)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Corridor General is the Structure Plan classification for areas at the edge of a neighborhood that extend along a segment a major street and are predominantly residential in character. Corridor General areas are intended to contain a variety of residential development along with larger scale civic and public benefit activities. Examples might include single family detached, single-family attached, or two-family houses; but multi-family development might work best on such busy corridors. Apartments, with the exception of smaller buildings with few units, are typically out of scale with lower density residential development, requiring larger lots. Multi-family housing should be located where better access and parking can be accommodated. Larger public benefit uses, such as large churches and schools, are more appropriately located at edges of the neighborhood along these corridors to ensure access and space requirements are achieved. All CG areas are intended to be integral elements of planning neighborhoods.

Application

- CG is intended to apply to established areas of mixed housing and public benefit uses along major streets that are envisioned to remain limited to residential, civic and public benefit types of activities. It also is intended for emerging and new areas planned for such uses.

Appropriate Land Uses

- Appropriate uses in CG areas include single family and multifamily residential, schools, places of worship, live/work uses, nursing homes and other public benefit activities. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and to the extent possible, should be integrated into the overall open space system. Offices, commercial and other nonresidential uses other than those already described are not appropriate in CG areas and those that already exist are nonconforming.

Design Principles

Although development within CG areas is limited to mixed housing, civic and public benefit activities; a completely random development pattern is inappropriate. Rather, the building typologies should be coordinated with those in abutting Structure Plan areas. The specific arrangement and interrelationship of activities by type intended within CG areas should be carefully articulated in the detailed design plans prepared for these areas. General design principles are as follows.

- The intensity of development within CG areas should decrease with distance from centers of activity and distance away from the corridor. Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- Building setbacks generally depend on the type of thoroughfare the CG area straddles. A wide, busy street might consist of residential development that is set further back from the street, while residential development along a narrow corridor might have a shallower setback.
- Ideally, CG areas would consist of primarily alley-loaded buildings with rear parking to minimize the interference with thoroughfare access. Access from the street is possible, however, as long as off-street parking is shifted to the sides and rear of buildings, not in front of them.
- Civic activities are encouraged at prominent, highly visible locations.
- CG areas occur at the edge of a neighborhood and more intensive development in these areas helps to transition to Neighborhood General areas directly behind them.

Zoning

In areas designated Corridor General on the Structure Plan, R6, RM9, RM15, and RM20may be considered appropriate if:

1. They are consistent with the Corridor General policy as described in LUPA and the applicable community plan; and,
2. They are accompanied by a site-plan based zoning district.

If these criteria are not met, proposals for single family attached and detached residential development, civic activities, and low-rise civic uses may be considered on their merits.

The following zoning districts are generally considered appropriate in Corridor General areas without a site-plan based zoning district:

- In T3 Suburban Areas: RM9-A, RM15-A, RM20-A
- In T4 Urban Areas: RM15-A RM9-A, RM15-A, RM20-A, RM40-A, RM60-A

Detailed Land Use Categories for Use in Corridor General Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)
- Single Family Attached and Detached (SFAD)
- Mixed Housing (MH)
- Transition or Buffer (TB)
- Mixed Live-Work (MLW)

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
CORRIDOR GENERAL	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**
	Single Family Attached & Detached					YES				YES			
	Mixed Housing					YES	YES	C*	C*	YES			
	Transition or Buffer					YES	YES	C*		YES	YES	C**	
	Mixed Live/Work		YES	YES	YES	YES	YES	C*	C**	YES	YES	C**	C**

*** Conditional - maximum height set in detailed neighborhood design plan**

**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

See Appendix A for the Building Types Illustrations

RL – Residential Low Density

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RL is a Structure Plan category designed to conserve large areas of established, low density (two dwelling units per acre or below), subdivided residential development that have their own street systems.

Application

- RL policy should be applied to predominantly developed residential areas with densities of about two units per acre or less, where provision of services to support intensification is unfeasible or widespread neighborhood support for higher densities is unlikely during the planning period.
- Areas designated RL should have a character and discernible boundaries that distinguish them from the surrounding areas.
- For new development, RL policy should be applied to isolated, undeveloped areas which derive access through existing RL areas.
- RL policy may also be applied to undeveloped or underdeveloped areas that are adjacent to developed RL areas when a substantial degree of zoning and subdivision approval commitments have been made to conventional suburban RL density development. These areas should be in the path of the extension of support services, particularly sewers and major transportation facilities.
- RL policy should not be applied to locations needed during the planning period for higher density residential, commercial, or industrial uses.
- RL policy should not be applied to small pockets or clusters of low density residential development that are in the midst of higher density areas.
- Due to the general inefficiency of this type of development and the comparatively higher cost or providing public facilities and services, the application of RL policy is not intended in undeveloped areas.

Appropriate Land Uses

- The predominant development type in RL areas is single-family homes, although other housing types can also be found. Since RL areas are largely developed, the housing mix is already established and should not be disrupted.
- Civic and public benefit activities are appropriate within RL areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan are appropriate and to the extent possible, should be integrated into the overall open space system. Continuation of nonconforming activities are appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in RL areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Design Principles

General design principles are as follows.

- Building setbacks (the distance of a building from a property line) are typically deep.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface of adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- It is important that the street network have a high level of connectivity.

Zoning

In Residential Low Density areas, any residential zoning district that yields up to 2 dwelling units per acre may be appropriate provided it meets the RL policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RLM – Residential Low – Medium Density

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RLM is a Structure Plan category designed to accommodate residential development within a density range of about two to four dwelling units per acre.

Application

- RLM policy should be applied to existing conventional suburban residential areas developed at densities of two to four dwelling units per acre and to underdeveloped and undeveloped areas suitable for development in that density range.
- Predominantly developed areas designated RLM should have a character and discernible boundaries that distinguish them from the surrounding areas.
- Application of RLM policy to provide opportunities for growth should be in areas that are adjacent to existing development and are in the path of urban expansion and the extension of support services, particularly sewers and major transportation facilities.
- Generally, local and collector roads provide RLM areas with adequate capacity for internal circulation and access to the major street system.
- Isolated, undeveloped areas that are next to existing Low-Medium density residential uses and derive primary access through the residential area should be included in the area designated RLM.
- RLM policy should not be applied to locations needed during the planning period for higher density residential, commercial, or industrial uses.
- In general, RLM policy should not be applied in undeveloped areas suitable for urbanization in the following situations:
    - If the area is in the vicinity of intense, non-residential development;
    - sites with highly accessible, competitive locations in the vicinity of major intersections, freeway and expressway interchanges, and areas with a high level of transit service; and
    - areas along arterial streets in close proximity to major concentrations of retail development or employment opportunities.
    - RLM policy should not be applied to small pockets or clusters of Low-Medium density residential development that are in the midst of generally higher density areas and should, themselves, redevelop at higher densities.

Appropriate Land Uses

- The predominant development type in RLM areas is single-family residential.
- Civic and public benefit activities are appropriate within RLM areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan are appropriate and to the extent possible, should be integrated into the overall open space system. Continuation of nonconforming activities is appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in RLM areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Design Principles

General design principles are as follows.

- Building setbacks (the distance of a building from a property line) are typically deep.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface of adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- It is important that the street network have a high level of connectivity.

Zoning

In Residential Low-Medium Density areas, any residential zoning district that yields no more than 4 dwelling units per acre may be appropriate provided it meets the locational criteria of RLM policy.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RM – Residential Medium Density

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RM is a Structure Plan category designed to accommodate residential development within a density range of about four to nine dwelling units per acre.
- Good accessibility is essential for development at the upper end of the density range.
- Development at the upper end of the density range is appropriate at locations along and in the vicinity of arterial and collector streets, provided the accessibility of sites is not through a lower density area. Development at the lower end of the range is appropriate at locations along and in the vicinity of arterial, collector, or local streets, provided the accessibility of sites is not through a lower density area.

Application

- RM policy should be applied to areas which are currently developed at about four to nine dwelling units per acre and to undeveloped or underdeveloped areas that are suitable for medium density policy
- Predominantly developed areas designated RM should have character and discernible boundaries that distinguish them from the surrounding areas.
- Application of RM policy to underdeveloped areas should be in areas that are adjacent to existing development and are in the path of urban expansion and the extension of support services, particularly sewers and major transportation facilities.
- Areas designated RM should have direct or good indirect access to collector or arterial streets. Indirect access should not be through lower density policy areas.
- Areas designated RM should be convenient to neighborhood or community scale commercial centers and other community services.
- Isolated, undeveloped areas that are next to existing medium density residential uses and derive access through the residential area should be included in the area designated RM.
- RM policy should not be applied to locations needed during the planning period for higher density residential, commercial, or industrial uses.
- RM policy should not be applied to small pockets or clusters of medium density residential development that are in the midst of generally higher density areas and should, themselves, redevelop at higher densities.

Appropriate Land Uses

- A variety of housing types are appropriate in RM areas. The most common types include compact, single-family detached units; townhomes; and walk-up apartments.
- Civic and public benefit activities are appropriate within RM areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan are appropriate and to the extent possible, should be integrated into the overall open space system. The continuation of nonconforming activities is appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in RM areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Design Principles

General design principles are as follows.

- Building setbacks (the distance of a building from a property line) are typically deep.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface of adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

In Residential Medium Density areas, any residential zoning district that yields up to 9 dwelling units per acre may be appropriate provided it meets the RM policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RMH – Residential Medium-High Density

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RMH is a Structure Plan category designed and intended for existing and future residential areas characterized by densities of about nine to twenty dwelling units per acre.
- Good accessibility is essential for all RMH areas. All developments in RMH areas should have direct or good indirect access to a collector or arterial street. Indirect access should not be through lower density areas.
- Development at the upper end of the density range is appropriate at locations close to non-residential policy areas providing commercial services or employment opportunities.

Application

- RMH policy should be applied to residential areas which have already developed at densities of nine to twenty dwelling units per acre, and to undeveloped and underdeveloped areas which are suitable for Medium-High density residential development.
- Predominantly developed areas designated RMH should have discernible boundaries that distinguish them from the surrounding areas.
- Application of RMH policy to provide opportunities for growth should always be in areas that are adjacent to existing development and are in the path of urban expansion and the extension of support services, particularly sewers and major transportation facilities.
- Areas designated RMH should have direct or good indirect access to a collector or arterial street. Indirect access to RMH areas should not be through lower density policy areas.
- Areas designated RMH should be close to community or super community scale commercial centers, employment centers, or major arterial streets.
- In the application of RMH policy, locations within about one-quarter of a mile of existing or planned scheduled mass transit service should be given preference over locations with no transit service.
- RMH policy is not appropriate in the interior of established lower density areas that are to be conserved.
- Isolated, undeveloped areas that are next to existing Medium-High density residential uses and derive access through the residential area should be included in the area designated RMH.
- RMH policy should not be applied to locations needed during the planning period for commercial or industrial uses.

Appropriate Land Uses

- A variety of multi-family housing types are appropriate in RMH areas. The most common types include attached townhomes and walk-up apartments.
- Civic and public benefit activities are appropriate within RMH areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan are appropriate and to the extent possible, should be integrated into the overall open space system. The continuation of nonconforming activities is appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in RMH areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Design Principles

General design principles are as follows.

- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface of adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- It is important that the street network have a high level of connectivity.

Zoning

In Residential Medium High Density areas, any residential zoning district that yields up to 20 dwelling units per acre may be appropriate provided it meets the RMH policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RH – Residential High Density

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RH is a Structure Plan category that provides for new and existing residential development with densities above twenty dwelling units per acre.
- In addition to areas designated RH on the subarea structure plans, RH type development may be appropriate within the following non-residential land use policy categories: OC, CAE, CMC, RAC, and DC.
- Any multi-family housing type is generally appropriate in RH areas. To achieve this density, the most common residential type will generally be mid or high-rise structures with elevators.
- Good accessibility to surface streets and to existing or proposed mass transit routes is essential for all RH areas.

Application

- RH development generally should be located along arterial streets having four or more lanes or should be near freeway interchanges. Sites with exceptionally good access to transit (i.e., adjacent to a bus corridor) are also appropriate. Sites not directly accessible to a four-or-more-lane arterial may be considered provided the area along the indirect access either contains high density residential development or is a non-residential policy category.
- RH development should be within one-quarter mile of existing or programmed mass transit service.
- High density residential uses are not recommended on sites needed during the planning period for major commercial or industrial uses.

Appropriate Land Uses

- Any multi-family housing type is generally appropriate in RH areas. To achieve this density, the most common residential type will generally be mid or high-rise structures with elevators.
- Civic and public benefit activities are appropriate within RH areas.
- Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan are appropriate and to the extent possible, should be integrated into the overall open space system. The continuation of nonconforming activities is appropriate only at locations specified by a special policy. Activities other than those already described are not appropriate in RH areas. Nor are existing nonconforming uses that cannot be adequately buffered from surrounding development.

Design Principles

General design principles are as follows.

- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface of adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- It is important that the street network have a high level of connectivity.

Zoning
In Residential High Density areas, any residential zoning district that yields up to 100 dwelling units per acre may be appropriate provided it meets the RH policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

Chapter 4: Mixed Use Areas

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Introduction

Mixed use areas serve not only as places that provide consumer goods and services but also as gathering places for social interaction. Some, like the small Neighborhood Centers, are located within the neighborhoods they serve. Larger mixed use areas such as Community Centers are typically located along major transportation corridors and serve multiple neighborhoods.

Traditional mixed use centers are pedestrian-friendly environments that are also supportive of transit. In contrast, conventional centers feature an automobile-dominated development pattern and often have little or no relationship to surrounding residential neighborhoods. In contrast to traditional neighborhood centers, conventional centers generally feature buildings that are set far back from streets with parking between them and the street, or are completely surrounded by parking. Conventional commercial development is generally strung out along arterial streets in a strip pattern, with large concentrations frequently found at major intersections. It is an important goal of the General Plan to avoid the creation of additional areas of strip commercial development and to redevelop existing strip commercial areas over time.

The Structure Plan categories in this group include:

- NC – Neighborhood Center
- NU – Neighborhood Urban
- CC – Community or Corridor Center
- OT – Office Transition
- RN – Retail Neighborhood
- CMC – Commercial Mixed Concentration
- CAE – Commercial Arterial Existing
- RCC – Retail Concentration Community
- RCS – Retail Concentration Supercommunity
- RAC – Regional Activity Center
- MU – Mixed Use

In addition to the land use policies contained in this chapter, please also refer to the General Principles on pages 11-17 for further countywide policy guidance.

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NC – Neighborhood Center

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Neighborhood Center is the Structure Plan classification for small, intense areas that may contain multiple functions and are intended to act as local centers of activity. Ideally, a neighborhood center is a "walk-to" area within a five minute walk of the surrounding neighborhood it serves. The key types of uses intended within NC areas are those that meet daily convenience needs and/or provide a place to gather and socialize. A NC area may consist of no more than a single-use or mixed-use "neighborhood-scale commercial" development on one corner of an important intersection within the neighborhood. Examples might include a barbershop or a mixed-use building with a small grocery store on the ground level and an office and/or apartment above. Or, it could be an area partially or completely surrounding and focused on a small open space area. Although neighborhood-scale commercial is scarce in modern times, the opportunity to walk five minutes to a corner store for a quart of milk and a newspaper presents residents with an alternative to driving or being driven everywhere for daily needs. Residential development in these areas generally consists of a mix of medium to high density single- and multi-family housing. The provision of higher density housing in a Neighborhood Center area allows for more "eyes on the street" to protect the activity center (street intersection or public space) it surrounds. If a neighborhood's character is more of a Neighborhood Urban pattern rather than a Neighborhood General pattern, a Neighborhood Center might consist of more commercial or mixed-use development. All NC areas are intended to be integral elements of planning neighborhoods.

Application

Neighborhood Center is intended to apply to established areas that function, and are envisioned to continue functioning, as small mixed centers of activity for the neighborhoods they serve. NC is also intended for emerging and undeveloped areas that are planned to be future centers serving the neighborhood in which they are located.

Appropriate Land Uses

- Generally appropriate activities in NC areas include single- and multi-family residential, public benefit activities and small scale office and commercial uses. Also conditionally appropriate as secondary uses subject to strict regulation, are small-scale non-nuisance type crafts and other "cottage" industrial uses. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and to the extent possible, should be integrated into the overall open space system. Activities other than those already described, are not appropriate in NC areas and those that already exist are nonconforming.

Design Principles

- A random development pattern is inappropriate in NC areas. The specific arrangement and interrelationship of activities by type intended within NC areas should be carefully articulated in detailed design plans prepared for these areas. General design principles are as follows.
- Neighborhood centers do not always occur at the geographic center of the neighborhood. NC areas located at the edge of a neighborhood may actually serve two neighborhoods.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- Building setbacks in these areas are shallow or non-existent. Again, the closer the buildings are to the street, in these areas, the more eyes there are for a neighborhood watch.
- In these areas, buildings are primarily alley-loaded with parking located to the rear or side of a building, not in front of it (except for on-street parking).
- Neighborhood Center areas may be located at street intersections or centered on a public space and/or a community building. A single neighborhood may have multiple Neighborhood Center areas.
- Civic activities are encouraged at prominent, highly visible locations.

Zoning

The following zoning districts may be appropriate in Neighborhood Center areas if they are:

1. Consistent with the Neighborhood Center policy as described in LUPA and the applicable community plan; and,
2. Accompanied by a site-plan based zoning district.

The following zoning districts are generally considered appropriate in Neighborhood Center areas without an accompanying site-plan based zoning district:

- In T2 Rural and T3 Suburban Areas: MUN-A
- In T4 Urban Areas: RM9-A, RM15-A, RM20-A, MUN-A, MUL-A

Detailed Land Use Categories for Use in Neighborhood Center Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)
- Single Family Detached (SFD)
- Single Family Attached and Detached (SFAD)
- Mixed Housing (MH)
- Transition or Buffer (TB)
- Office (O)
- Mixed Live-Work (MLW)
- Mixed Use (MxU)
- Commercial (Com)

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
NEIGHBORHOOD CENTER	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**
	Single Family Detached		YES	YES	YES					YES			
	Single Family Attached & Detached		YES	YES	YES	YES				YES			
	Mixed Housing		YES	YES	YES	YES	C*	C*	C**	YES			
	Transition or Buffer					YES	C*			YES	C**		
	Office									YES	C**	C**	C**
	Mixed Live/Work		YES	YES	YES	YES	YES	C*	C**	YES	YES	C**	C**
	Mixed Use					YES	C*	C*	C**	YES	C**	C**	C**
	Commercial									YES	C**	C**	C**

*** Conditional - maximum height set in detailed neighborhood design plan**

**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

See Appendix A for the Building Types Illustrations

Neighborhood Urban (NU)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Neighborhood Urban is the Structure Plan classification for fairly intense, expansive areas that are intended to contain a significant amount of residential development, but which overall are envisioned to be mixed use in character. Types of uses intended within NU areas include a variety of housing, public benefit uses, commercial activities and mixed-use development. Some existing NU areas also contain enclaves of older industrial development. The appropriateness of continuing existing industrial uses should be determined case by case as part of the detailed neighborhood design planning process. Ideally housing in already developed NU areas is tailored to the existing context of the area. In these areas, the appropriate mix of residential and nonresidential development must be achieved according to a neighborhood's existing character, as well as that neighborhood's needs and desires. All NU areas are intended to be integral elements of planning neighborhoods.

Application

- NU is intended to apply to existing areas with a diverse mix of residential and nonresidential uses that are envisioned to remain as such, and to emerging and future areas where a similar mix of development is planned.

Appropriate Land Uses

- Generally appropriate activities in NU areas include single- and multi-family residential and civic and public benefit activities. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system. New offices, commercial uses, established enclaves of industrial development, and new non-nuisance type crafts and other "cottage" industrial uses are appropriate only at locations specified on a detailed neighborhood design plan or, in the absence of a design plan, a special policy. Activities other than those already described are not appropriate in NU areas. Nor are existing industrial uses that cannot be adequately buffered from surrounding development.

Design Principles

A random development pattern is inappropriate in NU areas. The specific arrangement and interrelationship of activities by type intended within NU areas should be carefully articulated in detailed design plans prepared for these areas. General design principles are as follows.

- Building setbacks (the distance of a building from a property line) range from shallow to non-existent.
- Typically, high density housing is closer to the street and lower density housing is set back further from the street.
- Building setbacks for commercial and mixed-use development are generally non-existent in order to ease and enhance the pedestrian experience by placing buildings and their entrances next to sidewalks.
- These areas contain both alley-loaded and front-loaded buildings.
- Larger parking lots are sometimes present in these areas because of non-residential development. However, parking lots should be shared between uses to diminish their size, and should be located to the rear and side of buildings so that they do not interrupt or diminish the pedestrian experience.
- Ideally, residents in NU areas are within a 5 to 10 minute walk of a Neighborhood Center area or a Community Center area.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along interfaces with adjoining structure plan areas should be designed to provide a smooth, seamless transition from one area to the other.
- It is important that the street network have a high level of connectivity.

The following zoning districts may be appropriate in Neighborhood Urban areas if they are:

1. Consistent with the Neighborhood Urban policy as described in LUPA and the applicable community plan; and,
2. Accompanied by a site-plan based zoning district:

- RS5, RS3.75, R6, RM9-RM20, or MUN at any location, or RM40 or MUL only if the site fronts on an arterial street with 4 or more lanes

The following zoning districts are generally considered appropriate in Neighborhood Urban areas without an accompanying site-plan based zoning district:

- In T4 Urban Areas: RM9A, RM15-A, RM20-A, RM40A, MUN-A, OR20-A, OR40-A
- In T5 Center Areas: MUG-A, MUI-A, ORI-A, RM80-A, RM100-A

Detailed Land Use Categories for Use in Neighborhood Urban Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)
- Single Family Detached (SFD)
- Single Family Attached and Detached (SFAD)
- Mixed Housing (MH)
- Transition or Buffer (TB)
- Office (O)
- Mixed Live-Work (MLW)
- Mixed Use (MxU)
- Commercial (Com)
- Light Mixed Industrial (LMI)

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
NEIGHBORHOOD URBAN	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**
	Single Family Detached		YES	YES	YES					YES			
	Single Family Attached & Detached		YES	YES	YES	YES				YES			
	Mixed Housing		YES	YES	YES	YES	C*	C*	C**	YES			
	Transition or Buffer	YES	YES	YES	YES	YES	C*			YES	C**		
	Office									YES	YES	C**	C**
	Mixed Live/Work		YES	YES	YES	YES	YES	C*	C**	YES	YES	C**	C**
	Mixed Use					YES	YES	C*	C**	YES	YES	C**	C**
	Commercial									YES	YES	C**	C**
	Light Mixed Industrial									YES	C**		

*** Conditional - maximum height set in detailed neighborhood design plan**
**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

CC – Community Center

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Community or Corridor Center (CC) is the Structure Plan classification for dense, predominantly commercial areas at the edge of a neighborhood, which either sits at the intersection of two major thoroughfares or extends along a major thoroughfare. This area tends to mirror the commercial edge of another neighborhood forming and serving as a "town center" of activity for a group of neighborhoods. Generally, Community or Corridor Center areas are intended to contain predominantly commercial and mixed-use development with offices and/or residential above ground level retail shops. Neighborhood and community oriented public and public benefit activities and residential uses are also appropriate in CC areas. Residential development in CC areas that is not above retail or offices is typically higher intensity townhomes and multi-family housing. Community or Corridor Center areas are where the most pedestrian activity occurs. All CC areas are intended to be integral elements of planning neighborhoods.

Application

- Community or Corridor Center is intended to apply to established areas that function, and are envisioned to continue functioning, as mixed centers of activity for the neighborhoods they serve. CC is also intended for emerging and undeveloped areas that are planned to be future centers serving multiple neighborhoods.

Appropriate Land Uses

- Appropriate uses within CC areas include single-family and multifamily residential, offices, commercial retail and services, and public benefit uses. Also conditionally appropriate, subject to strict regulation, are small-scale non-nuisance type crafts and other "cottage" industrial uses. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system. Industrial activities listed as generally appropriate in IN areas are not appropriate in CC areas and are nonconforming where they already exist.

Design Principles

CC areas can contain a wide range of uses and development intensities and a random development pattern is inappropriate in these areas. The specific arrangement and interrelationship of activities by type intended within CC areas overall should be carefully articulated in detailed design plans prepared for these areas. General design principles are as follows.

- Building setbacks (the distance of buildings from a property line) in CC areas are commonly shallow, or non-existent.
- Sidewalks are essential and should be wide in these areas to ease pedestrian traffic. CC areas consist of primarily "alley-loaded" buildings, with off-street parking located to the rear and side of buildings, not in front of buildings.
- Many CC areas are similar to the concept of a "Main Street" and benefit from being located along major transit and automobile routes.
- Civic activities are encouraged at prominent, highly visible locations.
- Development along the interface with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

"Main Streets" are locations within CC areas that are intended to be the focal point of diverse pedestrian-oriented activity and the most important "public" places in the community. The planning and development of areas envisioned to be "Main Streets" should be guided by the following design principles and guidelines.

- Buildings lining Main Street are preferably mixed in use.
- The front building facade is built to the back edge of the sidewalk so that it engages the public realm. The only exception to this rule might be the additional setback accommodating a dining courtyard or a sidewalk display. These exceptions may be regulated by requiring them to be located to the sides of a building or by requiring that at least a portion of the building façade be built to the sidewalk.

- Retail use is located at street level where it is most accessible to the majority of Main Street's users.
- Increased window area at street level, or storefronts, enhances the display of goods available to the user.
- The ground floor in a mixed-use building is greater in height than floors above to accommodate the necessary systems that accompany commercial construction, as well as defining a base to the building that distinguishes it from the floors above.
- The overall height of the building, or number of stories, is dependent upon the scale of the community it serves. Buildings along secondary Main Streets (e.g. within a small town) may be no more than two to three stories tall. Primary Main Streets (e.g. within the central business district of a city) may be lined with high-rise structures.
- Residential uses on the upper floors are encouraged and can provide housing needs to three interchangeable lifestyles: less mobile individuals that are within a short distance of public transit and/or their daily needs AND individuals who prefer to live near the vitality of Main Street that is provided by its mix of uses AND individuals who do not desire the maintenance that accompanies the typical single-family detached house.
- Office uses on the upper floors are encouraged and can provide opportunities to work in close proximity to where one lives.
- Entirely residential buildings are higher in intensity and provide much of the vitality of a Main Street during its off peak hours. Higher intensity residential use serves the same preferred lifestyles for residential in mixed-use buildings, with the exception that residents of entirely residential structures are still within a short distance of their daily needs without being right above the action.
- Residential buildings may be set back slightly in an effort to provide some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, porches or stoops are encouraged because they foster the interaction between residents and the public realm. For this same reason, it is encouraged that the entrance to ground floor residential be located off of the sidewalk.
- Ground floor residential must be raised, with appropriate and thoughtful consideration for accessibility, to reinforce the distinction between the public and private realm.
- As in mixed-use buildings, the overall building height is dependent upon the scale of the community it serves.
- Main Street must be walkable. Sidewalks are generally wider than sidewalks on interior streets.
- In lieu of a planting strip, street trees are located in tree wells at the front edge of the sidewalk.
- Street furniture (benches, waste baskets, etc.) is encouraged.
- Transit shelters are encouraged.
- On street parallel parking and diagonal parking offsets parking needs and creates a buffer between the street and the pedestrian.
- Pedestrian-scaled street lighting is encouraged.
- Crosswalks should be raised or clearly marked to distinguish the pedestrian zone from the vehicular zone.
- Central public gathering spaces should interrupt or attach to Main Street at its heart.
- Civic buildings should be allowed the freedom to act differently within the streetscape in an effort to distinguish them from other buildings.
- Signage along Main Streets should be pedestrian-scaled. Signage may be located on the building façade, attached to the façade but overhanging the sidewalk, or may be part of an awning above the ground floor windows.

Zoning

The following zoning districts may be appropriate in Community Center areas if they are:

1. Consistent with the Community Center policy as described in LUPA and the applicable community plan; and,
2. Accompanied by a site-plan based zoning district:

• RS3.75, RS5, R6, RM9, RM15, RM20, ON, OR20, or MUN at any location or RM40 or MUL only if the site fronts on an arterial street with 4 or more lanes.

The following zoning districts are generally considered appropriate in Community Center areas without an accompanying site-plan based zoning district:

• In T3 Suburban Areas: RM20-A, MUN-A, MUL-A, OR20-A

o More intense alternative zoning districts may be appropriate in T3 Suburban areas if they are consistent with the Community Center policy as described in LUPA and the applicable community plan.

• In T4 Urban Areas: RM20-A, RM40-A, MUL-A, MUG-A, OR20-A, OR40-A, ORI-A

• In T5 Center Areas: RM40-A, MUN-A, MUL-A, OR20-A, OR40-A

o More intense alternative zoning districts may be appropriate in T5 Center areas if they are consistent with the Community Center policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories for Use in Community Center Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Cemetery (Cem)
- Single Family Attached and Detached (SFAD)
- Mixed Housing (MH)
- Transition or Buffer (TB)
- Office (O)
- Mixed Live-Work (MLW)
- Mixed Use (MxU)
- Commercial (Com)

STRUCTURE PLAN AREA	LAND USE DESIGNATION ON DETAILED NEIGHBORHOOD DESIGN PLAN	BUILDING TYPES SUPPORTED											
		Estate	House	Cottage	Side Yard House	Townhouse	Multifamily - Low-rise (2 or 3 story max.)	Multifamily - Mid-rise (4-6 stories max.)	Multifamily - High-rise (7+ stories)	Civic / Institutional	Low-rise Building Mixed Use or Nonresidential (specify 1 to 3 stories)	Mid-rise Building Mixed Use or Nonresidential (specify 4-6 stories)	High-rise Building Mixed Use or Nonresidential (7+ stories)
COMMUNITY CENTER	Parks, Reserves & Other Open Space									YES	YES	C**	C**
	Civic or Public Benefit									YES	YES	C**	C**
	Cemetery									YES	YES	C**	C**
	Single Family Attached & Detached					YES				YES			
	Mixed Housing					YES	YES	C*	C*	YES			
	Transition or Buffer					YES	YES	C*		YES	YES	C**	
	Office									YES	YES	C**	C**
	Mixed Live/Work		YES	YES	YES	YES	YES	C*	C**	YES	YES	C**	C**
	Mixed Use					YES	YES	C*	C*	YES	YES	C**	C**
	Commercial									YES	YES	C**	C**

*** Conditional - maximum height set in detailed neighborhood design plan**

**** Conditional - subject to height and use provisions established in the detailed neighborhood design plan**

See Appendix A for the Building Types Illustrations

OT – Office Transition

See also the General Principles on pages 41-53.

General Characteristics and Intent

- OT is a Structure Plan category for small offices intended to be used in exceptional cases to serve as a transition between lower and higher intensity uses where there are no suitable natural features that can be used as buffers. Generally, transitional offices are used between residential and commercial areas.

Application

- OT policy is applied only to limited areas as a last resort method of achieving land use compatibility.
- OT policy is suitable at locations where residential uses adjoin incompatible, non-residential uses. OT should only be applied when the adverse impacts caused by the non-residential use cannot be adequately mitigated through other buffering techniques.
- Principal access to the site should be from a non-residential area or arterial or collector street.

Appropriate Land Uses

- The predominant land use in OT areas is low-rise, low intensity offices.

Design Principles

- OT structures should be about the same size as surrounding residential buildings and may be located in structures formerly used as residences.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

The following zoning districts may be appropriate in Office Transition areas if they are consistent with the OT policy as described in LUPA and the applicable community plan: ON, OL, OR20

Site plan-based zoning districts may also be considered if they are consistent with the OT policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RN – Retail Neighborhood

See also the General Principles on pages 41-53.

General Characteristics and Intent

- The RN Structure Plan category is designed to accommodate uses that provide routinely needed goods and services.
- RN concentrations typically serve a customer base of about 2,500 to 20,000 people.
- The aggregate amount of commercial floor area intended in RN policy areas is from about 30,000 to about 100,000 square feet.

Application

- The site should be at the intersection of either an arterial and a collector street or two collector streets that are a focal point for neighborhood traffic.
- Clusters of RN uses should space themselves out in order to secure separate market areas. Typical spacing for RN clusters from one another or from larger scale retail policy areas is about three miles in lower density residential market areas and about one and a half miles in higher density areas. Under certain circumstances, market demand may be such that closer spacing of an RN cluster would be appropriate.

Appropriate Land Uses

- Predominant uses in RN areas include smaller grocery stores, video rental stores, restaurants, dry cleaners, and convenience scale retail. Upper floor residential uses are also appropriate in buildings with ground floor commercial.

Design Principles

- Similar to a neighborhood, an RN area includes a wide range of building setbacks that are specific to building type and location.
- Although these areas typically are designed primarily for automobile access, some level of pedestrian access to and within individual developments should be provided in the design. At a minimum, this should include providing sidewalks. Safe crossing areas should be provided across parking lots through such means as markings, textured pavement, or other walkways.
- Ideally, these areas should redevelop over time to become more pedestrian-friendly centers, with buildings set close to the street with parking placed to the rear.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

Retail Neighborhood Proposed:

The following zoning districts may be appropriate in Retail Neighborhood areas if they are:

1. Consistent with the RN policy as described in the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

- CN, CL, ON, OL, OR20, MUN, MUL

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

CMC – Commercial Mixed Concentration

See also the General Principles on pages 41-53.

General Characteristics and Intent

- CMC is a Structure Plan category that accommodates major concentrations of mixed commercial development providing both consumer goods and services and employment. Unlike strictly retail concentrations, CMC areas may contain an equal or greater proportion of other commercial uses such as offices.
- Good accessibility to and within CMC areas is of particular importance due to the amount of traffic generated by the uses in these areas.

Application

- CMC policy should be applied to areas with good regional accessibility. Preferred locations are those along and directly accessible to arterial streets with at least four lanes that are at or in the vicinity of interchanges with freeways.
- CMC activities have more flexible locational requirements than industrial uses or super community retail concentrations. Therefore, CMC policy should not be applied to locations needed for super community retail, regional activity centers, or industrial uses.

Appropriate Land Uses

- Land uses found in this category include Medium-High to High density residential, all types of retail trade (except regional shopping malls), highway-oriented commercial services, offices, and research activities and other appropriate uses with these locational characteristics.

Design Principles

CMC areas can contain a wide variety of activities, some of which have the potential to adversely affect any adjoining residential development, heightening the importance of design for these areas. General design principles are as follows.

- When buildings are set back from the street with parking in front, it is especially important to substantially landscape the parking lots, both along the perimeter and within the interior.
- Substantial landscaping should also be used at the interfaces with predominantly residential areas.
- Lighting should be directed away from residential areas.
- Although these areas typically are designed primarily for automobile access, some level of pedestrian access to and within individual developments should be provided in the design. At a minimum, this should include providing sidewalks. Safe crossing areas should be provided across parking lots through such means as markings, textured pavement, or other walkways.
- Ideally, these areas should redevelop over time to become more pedestrian-friendly centers, with buildings set close to the street with parking placed to the rear or provided in parking structures with commercial uses at the ground level.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

The following zoning districts may be appropriate in Commercial Mixed Concentration areas if they are:

1. Consistent with the Commercial Mixed Concentration policy as described in LUPA and the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

o RM9, RM15, RM20, RM40, RM60, MUN, MUL, MUG, ON, OL, OR20, OR40, ORI.

The following zoning districts are generally considered appropriate in Commercial Mixed Concentration areas without an accompanying site-plan based zoning district:

- In T3 Suburban Areas: RM9-A, RM15-A, RM20-A, MUN-A, MUL-A, OR20-A.

o More intense alternative zoning districts may be appropriate in T3 Suburban areas if they are consistent with Commercial Mixed Concentration policy as described in LUPA and the applicable community plan.

- In T4 Urban Areas: RM9-A, RM15-A, RM20-A, RM40-A, MUN-A, MUL-A, OR20-A, OR40-A

o More intense alternative zoning districts may be appropriate in T4 Urban areas if they are consistent with the Commercial Mixed Concentration policy as described in LUPA and the applicable community plan.

- In T5 Center Areas: RM20-A, RM40-A, RM60-A, MUL-A, MUG-A, OR20-A, OR40-A, ORI-A

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

CAE – Commercial Arterial Existing

See also the General Principles on pages 41-53.

General Characteristics and Intent

- CAE is a Structure Plan category designed to recognize existing areas of "strip commercial." Strip commercial development is characterized by commercial uses that are situated in a linear pattern along arterial streets between major intersections.
- The intent of this policy category is to stabilize the current condition, prevent additional expansion along the arterial, and ultimately redevelop these areas into more pedestrian-friendly Community Center areas. Also, these areas preferably will also redevelop to a nodal pattern, with larger commercial concentrations at major intersections.
- Commercial zoning between major intersections should not be intensified unless special circumstances apply, such as an existing pattern of intensive commercial zoning. If an applicant seeks to rezone to an intensive commercial zoning district such as CS at a location between major intersections, the applicant shall submit a) a market study demonstrating that there is a shortage of available CS zoned property within a 1.5 mile radius of the subject site and b) evidence that adjacent affordable housing will not be displaced or otherwise rendered unstable by the commercial expansion.
- Arterial access is characteristic of CAE areas.
- Many older CAE areas contain obsolete or marginal development and generally economically distressed conditions. Revitalization, improved design, and adaptive reuse of existing development is of particular importance in these areas. The long-term goal for existing CAE areas is redevelopment into a more compact form, with community scale clusters at major intersections and mixed use, higher density residential (where higher density locational criteria can be met), RN, or RLC clusters in between.
- Within CAE areas, small to moderate-sized development is appropriate. Single commercial uses which take up large amounts of land may be appropriate at major intersections within CAE areas.

Application

- Strip commercial is generally not considered a desirable development pattern. CAE is meant to apply only to existing areas of strip commercial.
- Expansion is appropriate only to maintain the viability of existing businesses and to reconfigure the area into a more compact nodal form. Generally, the deepening of non-residential use to improve the function and enhance transition to a nodal pattern is encouraged, as long as the deepening does not encroach into residential areas that are intended to be conserved.
- CAE policy should not be applied to small areas of existing or committed arterial commercial development that are not expected to urbanize during the planning period (areas not expected to urbanize during the planning period are designated IRU, Interim Rural).

Appropriate Land Uses

- The predominant uses found in CAE areas are retail and office activities such as eating establishments; automobile sales, rental, and service; hotels and motels; and consumer services. Also found, to a lesser degree, are product assembly, distribution, and storage and residential uses.

Design Principles

Since CAE areas are intended to redevelop into Community Center areas over time, the design principles for those areas should be consulted for the ultimate design of CAE areas. However, it is likely that conventional suburban patterns, with parking in front of buildings, automobile-scaled signage, and multiple curb cuts will continue to be found. The following design principles should be followed for conventional suburban development within CAE areas.

- When buildings are set back from the street with parking in front, it is especially important to substantially landscape the parking lots, both along the perimeter and within the interior.
- Substantial landscaping should also be used at the interfaces with predominantly residential areas.
- Lighting should be directed away from residential areas.
- Although these areas typically are designed primarily for automobile access, some level of pedestrian access to and within individual developments should be provided in the design. At a minimum, this should include providing sidewalks. Safe crossing areas should be provided across parking lots through such means as markings, textured pavement, or other walkways.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

The following zoning districts may be appropriate in Commercial Arterial Existing areas if they are:

1. Consistent with the Commercial Arterial Existing policy as described in LUPA or the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

• RM9, RM15, RM20, RM40, RM60, MUN, MUL, MUG, ON, OL, OR20, OR40, ORI.

The following zoning districts are generally considered appropriate in Commercial Arterial Existing areas without an accompanying site-plan based zoning district:

• In T3 Suburban Areas: RM9-A, RM15-A, RM20-A, MUN-A, MUL-A, OR20-A.

o More intense alternative zoning districts may be appropriate in T3 Suburban areas if they are consistent with the Commercial Arterial Existing policy as described in LUPA and the applicable community plan.

• In T4 Urban Areas: RM9-A, RM15-A, RM20-A, RM40-A, MUN-A, MUL-A, OR20-A, OR40-A.

o More intense alternative zoning districts may be appropriate in T4 Urban areas if they are consistent with the Commercial Arterial Existing policy as described in LUPA and the applicable community plan.

• In T5 Center Areas: RM20-A, RM40-A, RM60-A, MUL-A, MUG-A, OR20-A, OR40-A, ORI-A.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RCC –Retail Concentration Community

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RCC is a Structure Plan category designed to accommodate existing and future areas with concentrations of community scale retail at a smaller scale than a regional mall, generally located in conventional suburban areas.
- RCC activities generally serve a customer base of about 35,000 to 100,000 people. The market served by community scale retail varies in size according to the density of the surrounding area and the existence of other retail concentrations. In general, the radius of the trade area is anywhere from one to five miles.
- The aggregate amount of commercial floor space appropriate in RCC areas not at interchanges is between 100,000 and 500,000 square feet. For RCC areas at interchanges, this size may be increased to accommodate highway oriented uses.
- Good accessibility by major streets or freeways is essential for all RCC areas.

Application

- RCC areas should be located at intersections rather than in mid-block areas. Preference should be given to arterial intersections in which both streets have at least four lanes. Intersections of a four-lane and two-lane arterial, or, as a last resort, a four-lane arterial and collector street may be appropriate.
- A compact arrangement of development is recommended for RCC areas. Commercial uses should not develop in the fashion of strip commercial. To prevent "stripping" natural features or transitional uses should be used to provide firm edges to RCC areas.
- RCC activities are more flexible in their locational requirements than industrial uses. Therefore, RCC policy should not be applied to locations that will be needed for larger scale commercial or industrial uses.

Appropriate Land Uses

- Predominant uses included in RCC are most types of retail shops, restaurants, entertainment and consumer services, but at a smaller scale than that of a regional mall. Also appropriate in RCC areas are higher density residential uses and upper floor residential uses in buildings with ground floor commercial.
- RCC areas located at freeway interchanges are appropriate places for uses that serve travelers.
- Large specialized retail uses such as Hope Depot and Sam's Wholesale Club are larger uses than those considered community scale and draw from a regional market.

Design Principles

- While new designs in these typically suburban areas must accommodate parking and other automobile-oriented needs, they should also include strong pedestrian connections between uses that allow customers the choice of parking once and walking to various shops or to drive from shop to shop.
- When buildings are set back from the street with parking in front, it is especially important to substantially landscape the parking lots, both along the perimeter and within the interior.
- Substantial landscaping should also be used at the interfaces with predominantly residential areas.
- Lighting should be directed away from residential areas.
- Ideally, these areas should redevelop over time to become more pedestrian-friendly centers, with buildings set close to the street with parking placed to the rear or provided in parking structures with commercial uses at the ground level.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

The following zoning districts may be appropriate in Retail Concentration Community areas if they are:

1. Consistent with the Retail Concentration Community policy as described in LUPA or the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

- MUN, MUL, OR20, OR40.

The following zoning districts are generally considered appropriate in Retail Concentration Community areas without an accompanying site-plan based zoning district:

- In T3 Suburban Areas: MUN-A, MUL-A, OR20-A.
  - More intense alternative zoning districts may be appropriate in T3 Suburban areas if they are consistent with the Retail Concentration Community policy as described in LUPA and the applicable community plan.
- In T4 Urban Areas: MUL-A, OR20-A, OR40-A.
  - More intense alternative zoning districts may be appropriate in T4 Urban areas if they are consistent with the Retail Concentration Community policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RCS – Retail Concentration Super Community

See also the General Principles on pages 41-53.

General Characteristics and Intent

- Super community scale concentrations serve essentially the same function as community scale concentrations but are generally larger in size and provide a wider array of goods and services.
- Although many uses in RCS areas have trade areas similar to those of RCC areas (radius of one to five miles), some of the less common large scale retail activities intended in RCS areas may draw from a wider area (radius of eight to ten miles or more).
- The aggregate amount of floor space appropriate in RCS areas not at freeway interchanges is between 500,000 and 1,000,000 square feet for all non-residential activities. RCS areas that are located at freeway interchanges may be larger to accommodate freeway-oriented uses.
- Accessibility to and within RCS areas is of particular importance due to the concentration and high rates of traffic generated by the types of uses in these areas and the distance of some trips attracted to the areas. The limits of RCS areas should be clearly established in advance using significant natural features or transitional land uses.

Application

- Super community retail centers serve populations that are generally larger than that of a single subarea. Therefore, the retail needs of adjoining subareas should be considered when planning this retail policy.
- Preferred locations are intersections of a six-lane and four-lane arterial street or at the interchange of a freeway and a four-or-more-lane arterial. An intersection of two four-lane arterials may be appropriate as a last resort in areas with a scarcity of preferred locations.
- Super community and regional retail activities may be combined by locating super community policy near regional activity centers.
- In general, RCS policy should not be applied to locations needed for activity centers (RAC), major transportation, or industrial uses. However, where appropriate locations for RCS policy are less available than industrial policy locations, application of RCS policy should be favored.

Appropriate Land Uses

- Predominant RCS uses include retail shops, consumer services, restaurants, and entertainment. RCS areas located at highway interchanges also allow a limited amount of uses to serve travelers. RCS areas may also include large, single, specialized retail stores such as Home Depot that draw customers from a wider market. Also appropriate in RCS areas are higher density residential uses and upper floor residential uses in buildings with ground floor commercial.

Design Principles

- A generalized design plan for RCS areas should be provided in subarea plans to guide the development and arrangement of uses in and adjacent to these areas.
- While new designs in these typically suburban areas must accommodate parking and other automobile-oriented needs, they should also include strong pedestrian connections between uses that allow customers the choice of parking once and walking to various shops or to drive from shop to shop.
- When buildings are set back from the street with parking in front, it is especially important to substantially landscape the parking lots, both along the perimeter and within the interior.
- Substantial landscaping should also be used at the interfaces with predominantly residential areas.
- Lighting should be directed away from residential areas.
- Ideally, these areas should redevelop over time to become more pedestrian-friendly centers, with buildings set close to the street with parking placed to the rear or provided in parking structures with commercial uses at the ground level.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

The following zoning districts may be appropriate in Retail Concentration Super Community areas if they are:

1. Consistent with the Retail Concentration Super Community policy as described in LUPA or the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

- MUN, MUL, OR20, OR40.

The following zoning districts are generally considered appropriate in Retail Concentration Super Community areas without an accompanying site-plan based zoning district:

- In T3 Suburban Areas: MUN-A, MUL-A, OR20-A.

o More intense alternative zoning districts may be appropriate in T3 Suburban areas if they are consistent with the Retail Concentration Super Community policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

RAC – Regional Activity Center

See also the General Principles on pages 41-53.

General Characteristics and Intent

- RAC is a Structure Plan category used for concentrated mixed-use areas anchored by a regional mall, which typically serves a customer base of at least 125, 000 people. Other uses common in RAC areas include all types of retail activities, offices, public uses, and higher density residential areas.
- A high level of accessibility to and within RAC areas, including public transportation, is of particular importance due to the overall size of these areas, their regional orientation, and their traffic generating characteristics.

Application

- The locations of existing and emerging RAC areas are established in *Concept 2010*, the General Plan overview, and should be reflected in the subarea plans.
- In subareas that do not contain a RAC area identified in *Concept 2010,* a new RAC area may be established provided that the need can be demonstrated through a market analysis and a suitable location exists within the subarea for RAC policy. The designation of a new activity center requires an amendment to *Concept 2010*.
- RAC policy should be applied only to areas with a high level of regional accessibility. RAC areas should be located on sites which are easily accessible from freeway interchanges. Ideally, RAC areas should also be close to or directly served by a major radial and/or circumferential arterial street and should be ringed by an arterial street network.
- RAC areas should be served by the highest level of mass transit service available. Preferably, RAC areas should be planned in conjunction with long-term, fixed guideway mass transit systems.
- RAC policy has exacting locational requirements, so at competitive locations suitable for a variety of land use policy applications, RAC policy should be given priority over other policy categories, except Impact. The Impact category should have priority over RAC policy, because Impact uses are more difficult to locate.

Appropriate Land Uses

- RAC areas are anchored by a regional mall and contain retail, commercial service, office, public benefit, and higher density residential uses.
- The overall aggregate amount of development appropriate in RAC areas is generally between 2,000,000 and 4,000,000 square feet of floor space for all non-residential activities, with at least one million square feet in offices. In addition, up to 2,500 residential dwelling units within walking distance from the mall (about one-half mile) is appropriate.

Design Principles

Due to the complexity, intensity and size of RAC areas, a detailed design plan should be provided in applicable subarea plans to guide development within and adjacent to these areas. General design principles are as follows.

- Although RAC areas originally were designed for automobile access and circulation, it is important for them to redevelop over time to give equal attention to pedestrian access and circulation so they can evolve into truly integrated mixed-use centers.
- Intensification should take place within the current boundaries of the RAC rather than through outward spread. Building heights should increase over time and surface parking should be replaced by structured parking with commercial uses at ground level.
- To facilitate safe internal pedestrian movement, strong pedestrian linkages are encouraged in RAC areas. At a minimum, sidewalks and safe pedestrian crossings of streets and across parking lots should be provided. Safe pedestrian crossings may be achieved through markings or preferably textured pavement or raised walkways.
- During the time period when surface parking lots are common, they should be heavily landscaped both around the perimeter and within the lots.
- Substantial landscaping should also be used at the interfaces with predominantly residential areas.
- Commercial lighting should be directed away from residential areas.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

The following zoning districts may be appropriate in Regional Activity Center areas if they are:

1. Consistent with the Regional Activity Center policy as described in LUPA or the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

o RM9 – RM60, OR20, OR40, OG, ORI, MUG, MUI, CS, or SCR.

The following zoning districts are generally considered appropriate in Regional Activity Center areas without an accompanying site-plan based zoning district:

• RM20-A, RM40-A, RM60-A, OR20-A, OR40-A, ORI-A, MUG-A, MUI-A.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

MU – Mixed Use

See also the General Principles on pages 41-53.

Description and Characteristics

- MU is a policy category designed to encourage an integrated, diverse blend of compatible land uses ensuring unique opportunities for living, working, and shopping. Land uses found in this category include residential, commercial, recreational, cultural, and community facilities. Commercial uses appropriate to MU areas include offices and community, neighborhood, and convenience scale activities. Residential uses will most likely be medium, medium-high, or high density. Other types of uses may be appropriate if they can be successfully integrated with other uses.
- The different land uses and sections of MU policy areas are functionally and physically integrated. In appropriate areas, horizontal and vertical integration can range from the turn of the century apartment above the butcher's shop to modern, multi-storied office and hotel towers connected by a retail concourse at the street level. Pedestrian connections, both at street level and above, and focal points such as landscaped open space and parks, art work, water features, and street level plazas are not merely amenities but a fundamental and necessary unifying component. This integration and pedestrian orientation is a major distinction between mixed-use areas and other policy categories.
- Mixed-use areas should be developed in accordance with a coherent plan or overall working concept of the desired end. For each area policied MU, the land use policy plan should give guidance to the types and scale of land use, appropriate ranges of intensity and, if needed in a particular application, general locations within the area where different types of development should be encouraged. Plans including an architectural and/or design review component, such as some type of historic or special district overlay, are appropriate to help ensure compatible development and protection of valuable existing resources.

Guidelines for Applying Mixed – Use (MU) Policy

- Areas which have been rezoned from residential to non-residential but retain a significant concentration or residential uses are suitable for application of MU policy if the outlook for complete transition to commercial use is:
    a) No longer desirable based upon sound planning principles;
    b) Expected not to occur, or,
    c) Reversing course.
- Areas where the transition from residential to non-residential use is well underway and expected to continue and which meet the principles established in this document for commercial development should not be policied MU.
- Areas with a unique historical and architectural character may be policied MU, provided the introduction of non-residential uses has started or would contribute to the stability of the areas.
- MU policy would be suitable for appropriate locations identified in the General Plan within the downtown area to encourage a blend of employment and residential opportunities.
- Access to MU areas should reflect the intensity of the MU development. Higher intensity mixed-use areas should border or have good accessibility to arterial streets and be within one-quarter mile of regularly scheduled or planned mass transit service. In some instances, existing commercial development along older arterial streets may benefit from application of MU policy. The accessibility of higher intensity mixed-use areas should not be through a lower density policy area.
- MU policy may be appropriate in undeveloped or under developed areas where its application would be in keeping with sound planning principles.
- MU policy is not appropriate where existing commercial uses whose operations have a significant adverse impact on residential uses are expected to remain throughout and even beyond the planning period.

Zoning

The following zoning districts may be appropriate in Mixed Use areas if they are:

1. Consistent with the Mixed Use policy as described in LUPA or the applicable community plan; and,
2. Accompanied by a site plan-based zoning district:

• RS5, RS3.75, R6, RM9-RM20, or MUN at any location, or RM40 or MUL only if the site fronts on an arterial street with 4 or more lanes.

The following zoning districts are generally considered appropriate in Mixed Use areas without an accompanying site-plan based zoning district:

• In T2 Rural Areas: MUN-A
• In T3 Suburban Areas: MUN-A, MUL-A
• In T5 Center Areas: MUL-A, MUG-A, MUI-A, OR20-A, OR40-A, ORI-A.

o More intense alternative zoning districts may be appropriate in T5 Center areas if they are consistent with the Mixed Use policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

Chapter 5: Downtown

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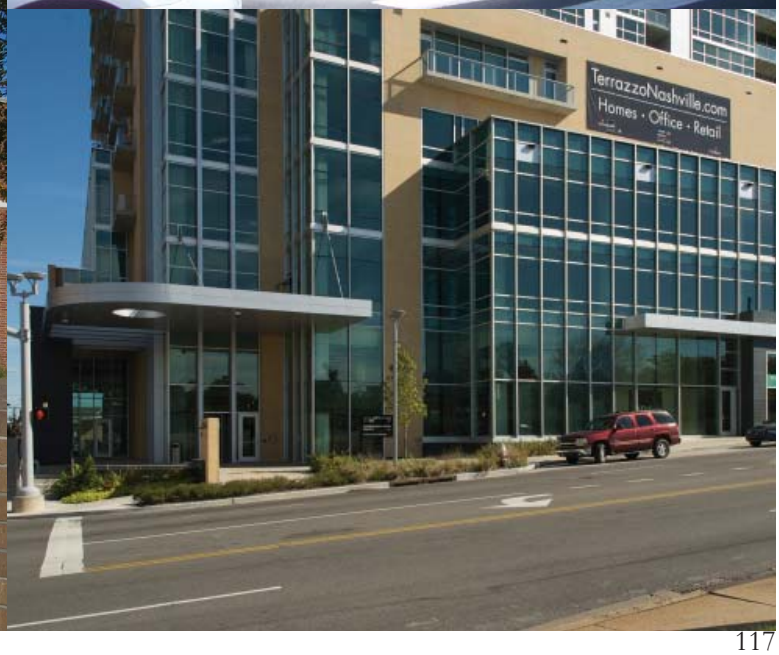
Introduction

Downtown Nashville serves not only as the core of the city but also as the heart of the metropolitan region. It is the most intense mixed use area in the city, contains its largest concentration of employment, and is the area of its tallest buildings.

The Structure Plan categories in this group are:

- CV – Civic District
- DC – Downtown Core
- DN – Downtown Neighborhood
- SB – Second and Broadway

In addition to the land use policies contained in this chapter, please also refer to the General Principles on pages 11-17 for further countywide policy guidance.



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Civic District (CV)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- The Civic District contains a high proportion of civic facilities that range from the State Capitol and Metro City Hall to courts, museums, and theatres. It also includes various government offices in buildings ranging from historic structures to modern skyscrapers. It also includes retail, service, and residential uses along with associated structured and surface parking. The intent for this area is to recognize its role as the civic center of the state, region, and city, celebrate its civic function and heritage, and encourage a vibrant mixture of supporting uses. Strong relationships to surrounding open space networks and neighborhoods are also vital.

Application

- The Civic District applies to the State Capitol and Metro City Hall areas along with the Richard Fulton Office complex, Farmers Market, and Municipal Auditorium.

Appropriate Land Uses

- Appropriate land uses include civic and institutional facilities, museums, theatres, offices, commercial, carefully designed parking structures, and residential. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system.

Design Principles

- The front building facade is built to the back edge of the sidewalk so that it engages the public realm. The only exceptions to this rule might be the additional setback accommodating a dining courtyard or a sidewalk display, or a courtyard, plaza, or other open space designed as a public gathering place.
- The façade at street level should be designed to maintain a pedestrian scale. Buildings should have a defined base, body, and cap that are proportionally correct. Articulation of the building façade will avoid long, uninterrupted facades.
- Sidewalks are essential and should be wide to ease pedestrian traffic and accommodate streetscape elements such as street trees, furniture, outdoor displays, and lighting.
- Street level leasable space is critical, with increased window area for display.
- Surface parking lots are strongly discouraged. Parking structures should have ground level retail, commercial service, restaurant or entertainment uses. Careful, creative use of articulation and building materials should be employed to avoid creating a monotonous façade, especially at street level. If surface parking lots are unavoidable, year-round landscape screening should be provided between the parking area and the sidewalk.
- Building heights in the northern section of this divided area should not exceed the elevation of the State Capitol belvedere. Building heights in the southern portion (Richard Fulton Office Complex) should be no more than 65 feet at the setback line with an overall height not to exceed around 20-25 stories.
- Adaptive reuse of older buildings, particularly for residential and retail use, should be supported.

Zoning

Downtown Code (DTC) was developed specifically to implement the Downtown Community Plan policies west of the Cumberland River, which include all of the Civic District area. Any departure from this form-based code should be carefully considered against the policies of the Downtown Community Plan.

Detailed Land Use Categories Used in Civic Distict Areas

- Civic or Public Benefit (CPB)
- Mixed Use (MxU)
- Amusement or Entertainment (AE)

DC – Downtown Core

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- The Downtown Core is the employment heart of the downtown area. It constitutes the single largest concentration of non-residential development in the city. Offices are the predominant type of development, although the Downtown Core contains a diverse array of land uses including retail, entertainment, community facilities, government services, and high density residential.
- The intent for the Downtown Core is for it to have the highest intensity of development in the county and to function as the region's center of employment. The core is also intended to contain a wide variety of land uses and function as a 24-hour center of activity. The highest intensity development should be in the portion of the Core that is north of Broadway, with less intensive uses locating south of Broadway.
- The Core should have the highest level of multimodal transportation options available. It is critical to facilitate pedestrian activity through the design of buildings and streetscapes and by providing safe street crossings.

2. **Application**

- The Downtown Core applies to the historic central business district that is north of Broadway along with an area south of Broadway extending to Korean Veterans Boulevard and Lafayette Street.

Appropriate Land Uses

- Appropriate land uses in the Downtown Core include offices, retail, commercial services, dining, entertainment, high density residential, and public benefit uses. Also appropriate are carefully designed parking structures and business support services. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system.

Design Principles

- The front building facade is built to the back edge of the sidewalk so that it engages the public realm. The only exceptions to this rule might be the additional setback accommodating a dining courtyard or a sidewalk display, or a courtyard, plaza, or other open space designed as a public gathering place.
- The façade at street level should be designed to maintain a pedestrian scale. Buildings should have a defined base, body, and cap that are proportionally correct. Articulation of the building façade will avoid long, uninterrupted facades.
- Sidewalks are essential and should be wide to ease pedestrian traffic and accommodate streetscape elements such as street trees, furniture, outdoor displays, and lighting.
- Street level leasable space is critical, with increased window area for display.
- Surface parking lots are strongly discouraged. Parking structures should have ground level retail, commercial service, restaurant or entertainment uses. Careful, creative use of articulation and building materials should be employed to avoid creating a monotonous façade, especially at street level. If surface parking lots are unavoidable, year-round landscape screening should be provided between the parking area and the sidewalk.
- Building heights should be greatest on the plateau in the inner portion of the core where the highest intensity is desired. Building heights should step down from there to be about 20 – 25 stories south of Broadway and north of Charlotte Avenue. Building heights should also be limited adjacent to Broadway and Second Avenue North to respect that area's historic character.
- Adaptive reuse of older buildings, particularly for residential and retail use, should be supported. Residential use is particularly encouraged along Church Street.

Zoning

Downtown Code (DTC) was developed specifically to implement the Downtown Community Plan policies west of the Cumberland River, which include all of the Downtown Core area. Any departure from this form-based code should be carefully considered against the policies of the Downtown Community Plan.

Detailed Land Use Categories Used in Downtown Core Area

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Institutional (Ins)
- Mixed Use (MxU)

Downtown Neighborhood (DN)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- Downtown Neighborhood applies to those parts of Downtown where intense mixed use development that includes a significant amount of residential is desired, although at a less intense scale than the Downtown Core, where the tallest, most intense buildings will be found. This Structure Plan area is composed of several distinct neighborhoods, each with its own unique character and intended development pattern, yet all fit within the general pattern of the vibrant Downtown community with its 24-hour environment.

Application

- DN applies to several areas surrounding the Downtown Core, Second and Broadway, and Civic, including Rutledge Hill, Rolling Mill Hill, Lafayette, the Gulch and North Gulch, the East Bank, and Sulphur Dell.

Appropriate Land Uses

- Generally appropriate activities in DN areas include residential, commercial, office, carefully designed parking structures, and civic and public benefit activities. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or the Detailed Neighborhood Design Plan are appropriate and, to the extent possible, should be integrated into the overall open space system.

Design Principles

- The front building facade is built to the back edge of the sidewalk so that it engages the public realm. The only exceptions to this rule might be the additional setback accommodating a dining courtyard or a sidewalk display, or a courtyard, plaza, or other open space designed as a public gathering place.
- The façade at street level should be designed to maintain a pedestrian scale. Buildings should have a defined base, body, and cap that are proportionally correct. Articulation of the building façade will avoid long, uninterrupted facades.
- Sidewalks are essential and should be wide to ease pedestrian traffic and accommodate streetscape elements such as street trees, furniture, outdoor displays, and lighting.
- Street level leasable space is critical, with increased window area for display.
- Surface parking lots are strongly discouraged. Parking structures should have ground level retail, commercial service, restaurant or entertainment uses. Careful, creative use of articulation and building materials should be employed to avoid creating a monotonous façade, especially at street level. If surface parking lots are unavoidable, year-round landscape screening should be provided between the parking area and the sidewalk.
- Building heights should generally be no more than 65 feet throughout most of the area, with exceptions to be noted in the Building Regulating Plan.
- Adaptive reuse of older buildings, particularly for residential and retail use, should be supported.

Zoning

Downtown Code (DTC) was developed specifically to implement the Downtown Community Plan policies west of the Cumberland River, which include many of the Downtown Neighborhood areas. Any departure from this form-based code should be carefully considered against the policies of the Downtown Community Plan.

Outside of the DTC area, the following districts: may be appropriate in Mixed Use areas if they are Consistent with the Downtown Neighborhood policy as described in LUPA or the Downtown Community Plan:

- MUG-A, MUI-A, or Specific Plan.

Detailed Land Use Categories Used in Downtown Neighborhood Areas

- Parks, Reserves, and Other Open Space (PR)
- Civic or Public Benefit (CPB)
- Mixed Use (MxU)
- Amusement or Entertainment (AE)
- Utility (U)

Second and Broadway (SB)

See also the General Principles on pages 41-53.

This Structure Plan category is intended to be used in conjunction with Appendix A: Building Type Illustrations, pages 143-154.

General Characteristics and Intent

- This category applies to the two corridors that form the historical and cultural identity of Nashville at the local, regional, and even international levels: Broadway and Second Avenue. Second and Broadway contains many historic low- to mid-rise buildings that range in height from two to eight stories, a height range that should be maintained. The function of these buildings ranges from the famous honky-tonks of lower Broadway to the dignified buildings of upper Broadway such as the Frist Center for the Visual Arts, Union Station, and the Customs House. An important goal for this area is the preservation and adaptive reuse of these historic buildings. They form a distinctive corridor that cannot be replicated and must retain its prized authentic qualities of use and urban design.

Application

- Second and Broadway applies to development that is oriented to Broadway and to Second Avenue from Union Street to Korean Veterans Boulevard.

Appropriate Land Uses

- Appropriate land uses include entertainment and cultural, offices, commercial, carefully designed parking structures, and residential. Small open spaces (parks, greens, squares, plazas) that are not designated as such on the Structure Plan or a detailed neighborhood design plan are appropriate and, to the extent possible, should be integrated into the overall open space system.

Design Principles

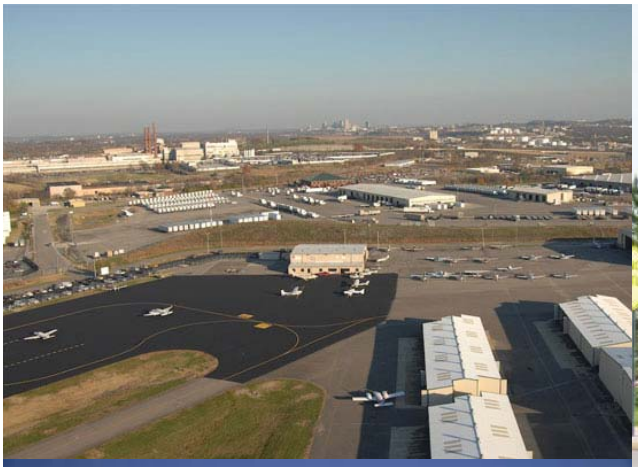
- The front building facade is built to the back edge of the sidewalk so that it engages the public realm. The only exceptions to this rule might be the additional setback accommodating a dining courtyard or a sidewalk display, or a courtyard, plaza, or other open space designed as a public gathering place.
- The façade at street level should be designed to maintain a pedestrian scale. Buildings should have a defined base, body, and cap that are proportionally correct. Articulation of the building façade will avoid long, uninterrupted facades.
- Sidewalks are essential and should be wide to ease pedestrian traffic and accommodate streetscape elements such as street trees, furniture, outdoor displays, and lighting.
- Street level leasable space is critical, with increased window area for display.
- Parking that is provided within this area should be accommodated on the street or underground. Parking behind structures may be considered on a case-by-case basis. Careful, creative use of articulation and building materials should be employed to avoid creating a monotonous façade, especially at street level. If surface parking lots are unavoidable, year-round landscape screening should be provided between the parking area and the sidewalk. Alley access to parking is strongly preferred.
- To ensure compatibility in massing with existing historic structures, the heights of newly-constructed infill buildings should at maximum correspond with the heights of the tallest existing historic structures.
- When renovating a façade or when renovating a structure, including adding a rear or roof addition, follow the *Second Avenue Historic Preservation District Design Guidelines* as adopted by Metropolitan Historic Zoning Commission.
- Maintenance and adaptive reuse of the existing historic structures within this area is encouraged.

Zoning

Downtown Code (DTC) was developed specifically to implement the Downtown Community Plan policies west of the Cumberland River, which include all of the Second and Broadway area. Any departure from this form-based code should be carefully considered against the policies of the Downtown Community Plan.

Detailed Land Use Categories Used in Second and Broadway Area

- Parks, Reserves, and Other Open Space (PR)
- Mixed Use (MxU)
- Amusement or Entertainment (AE)



Chapter 6: Districts

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Introduction

The main characteristic of special districts is that they are areas that are narrow or specialized in their function, in contrast to areas with a diverse integrated mixture of uses. Another common (but not universal) trait of special districts is their isolation from, and lack of connectivity to, the surrounding neighborhood or community. An activity in the midst of an area with a diverse mix of uses may be considered a special district for this reason alone. Common examples of areas that generally are or could be districts include major institutions such as colleges and universities; impact activities that affect the surrounding area, such as airports and major utilities; and other special districts such as office parks, industrial parks, large public benefit uses, and entertainment complexes.

There are four Structure Plan classifications that fall under Districts:

- I - Impact
- IN - Industrial
- MI - Major Institutional
- OC – Office Concentration

General Policies

General policies are those policies that are important considerations for all District categories.

a. Intensity and Mass Transit

"Intensity" refers to the level of concentration of activities in use on a piece of land. For example, a small convenience store would be a low intensity use while a large shopping mall would be considered high intensity.

Generally, the higher the intensity of a use, the more traffic and other disruptive effects it generates on a regular basis. To help reduce the potential for traffic congestion, high intensity developments should be within convenient distance of existing or planned mass transit service.

a. Buffering

To ensure that land uses do not interfere with one another, "buffering" techniques should be used at the edge of special district next to residential areas. Buffering refers to various methods of reducing the impact one use exerts on another. These methods include the use of fences, shrubs, trees, hills or other features that reduce noise or hide structures.

If conventional methods of buffering will not work well, small office buildings (called transitional offices) may serve as a transition between higher intensity nonresidential uses and residential uses.

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I – Impact

See also the General Principles on pages 41-53.

General Characteristics and Intent

- Impact is a Structure Plan area classification for one of several types of special districts. Impact areas are dominated by one or more activities that have, or can have, a significant adverse impact on the surrounding area. Large Impact areas are elements of the community's structural framework; smaller ones are elements of planning neighborhoods.

Application

- Impact is intended to apply to areas with existing impact activities that are expected to remain indefinitely, and to any areas planned for future impact activities.

Appropriate Land Uses

- Uses that are appropriate within an impact area will vary according the main activity in the area. Typical types of principal impact activities include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills, and large amusement and entertainment complexes and production facilities. Uses that support the main activity are appropriate. Examples include administrative and storage functions; food service and vehicle rentals serving passengers at transportation terminals; and hotels, shops, and food services supporting major amusement and entertainment complexes. Open space areas are appropriate as a support activity for workers and/or patrons of impact activities and for transition and buffering. In general, permanent residential activities are not appropriate in Impact areas.

Design Principles

Impact areas involve uses that are mostly incompatible with their surroundings, underscoring the importance of design for these areas. General design principles are as follows.

- Impact areas include a wide range of building setbacks that are specific to building type and location. For Impact activities that involve single-site operations, the layout of development, setbacks, and building orientation should be established in a master plan for the site.
- The Impact area should be designed to minimize the affect it has on the surrounding area and public facilities.
- For safety and security purposes, in general, integrating Impact areas into the fabric of neighborhoods may be impractical. However, where appropriate, development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

In areas designated Impact on the Structure Plan, proposals that meet one of the following criteria may be considered appropriate provided they are consistent with the Impact policy as described in LUPA and the applicable community plan:

1. On sites for which there is an existing campus or master plan that has been endorsed by the Metropolitan Planning Commission, the proposal is for the most appropriate base zone district to implement the intent of that campus plan or master plan and is consistent with the Impact policy as described in LUPA and the applicable community plan.
2. On sites for which there is no endorsed campus plan or master plan, the proposal is for base zoning and an accompanying site plan based zoning district that is consistent with the Impact policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

IN – Industrial

See also the General Principles on pages 41-53.

General Characteristics and Intent

- IN is a Structure Plan area classification for one of several types of special districts. IN areas are dominated by one or more activities that are industrial in character. Types of uses intended in IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Large IN areas are elements of the community's structural framework; smaller ones are elements of planning neighborhoods.

Application

- IN is intended to apply to areas of existing predominantly industrial development that are expected to remain indefinitely, and to any areas planned for similar such activities.

Appropriate Land Uses

- Typical activities appropriate in IN areas include light to heavy "non-hazardous" manufacturing, storage, distribution, contractor businesses, and wholesaling. Uses that support the main activity are appropriate. Examples include administrative and storage functions, food service, and convenience services. Open space areas are appropriate as a support activity for workers and/or patrons of industrial activities and for transition and buffering. In general, mixed-use and permanent residential activities are not appropriate in IN areas. An exception may be the edge of an IN area along the interface with an area in which residential activities are appropriate. Such exceptions should be considered case by case, with careful attention to both land use compatibility and design.

Design Principles

IN areas can contain a wide variety of activities, some of which have the potential to adversely affect adjoining development, heightening the importance of design for these areas also. General design principles are as follows.

- Similar to a neighborhood, an IN area includes a wide range of building setbacks that are specific to building type and location.
- Some IN areas may include both alley-loaded and front-loaded building product.
- For IN areas that involve large campus-style sites, the layout of development, setbacks, and building orientation should be established in a master plan for the site. To the extent practical, such areas should be structured and designed to function like neighborhoods. Public spaces and/or buildings that serve the area and/or the general public, may become the focal point of the IN area.
- To the greatest extent possible, smaller IN areas imbedded within planning neighborhoods should be designed as integral components of the larger neighborhoods in which they are located.
- The interface of large IN areas should also be designed to the extent possible as an integral element of the surrounding area, rather than walled-off compounds isolated from adjoining neighborhoods.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

In areas designated Industrial on the Structure Plan, proposals that meet one of the following criteria may be considered appropriate provided they are consistent with the Impact policy as described in LUPA and the applicable community plan:

1. On sites for which there is an existing campus or master plan that has been endorsed by the Metropolitan Planning Commission, the proposal is for the most appropriate base zone district to implement the intent of that campus plan or master plan and is consistent with the Industrial policy as described in LUPA and the applicable community plan.
2. On sites for which there is no endorsed campus plan or master plan, the proposal is for base zoning and an accompanying site plan based zoning district that is consistent with the Industrial policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

MI – Major Institutional

See also the General Principles on pages 41-53.

General Characteristics and Intent

- Major Institutional is a Structure Plan area classification for one of several types of special districts. MI areas are dominated by one or more major institutional activities, often in a campus type setting. Types of activities intended within MI areas include large institutions and activities that are ordinarily ancillary to the principle use. Large MI areas are elements of the community's structural framework; smaller ones are integral elements of planning neighborhoods. Appropriate ancillary activities within MI areas vary according to the primary use and may include different types of residential development, offices, and small scale convenience services supported mainly by the primary institutional activity.

Application

- MI is intended to apply to existing areas with major institutional activities that are to be conserved, and to planned major institutional areas, including expansions of existing areas and new locations.

Appropriate Land Uses

- Appropriate principal activities include colleges and universities, major health care facilities and other large scale community services that do not pose a safety threat to the surrounding neighborhood or community [institutional uses that pose a safety threat are treated as "Impact" areas]. Additional uses within MI areas can vary according to the main activity they support, such as apartments and dormitories on a college campus or medical offices around a hospital. Ancillary uses are appropriate within the district that result in it being more neighborhood-like in structure, including open spaces and convenience centers. A variety of residential development is appropriate in MI areas. The appropriate mix depends on the needs of the specific campus or activity. Mixed-use development is highly encouraged in MI areas to enhance the neighborhood structure.

Design Principles

Design is important to how well MI areas function internally and how well they relate to adjoining areas. For these reasons, in addition to refining the land use pattern in detailed neighborhood design plans, "master plans" should be prepared for individual institutions to guide the development of these areas. General design principles are as follows.

- Similar to a neighborhood, a MI area includes a wide range of building setbacks that are specific to building type and location.
- MI areas include both alley-loaded and front-loaded building product.
- Public spaces and/or buildings that serve the campus and/or the general public may become the focal point of the district. For MI areas that involve large campus-style sites, the layout of development, setbacks, and building orientation should be established in a master plan for the site. To the extent practical, such areas should be structured and designed to function like neighborhoods.
- To the greatest extent possible, smaller MI areas should be designed to be integral components of the larger neighborhoods in which they are located.
- The interface of large MI areas should also be designed to the extent possible as an integral element of the surrounding area, rather than walled-off compounds isolated from the adjoining neighborhoods.
- Development along interfaces with adjoining Structure Plan areas should be designed to provide a smooth, seamless transition from one area to the other.

Zoning

In areas designated Major Institutional on the Structure Plan, proposals that meet one of the following criteria may be considered appropriate provided they are consistent with the Impact policy as described in LUPA and the applicable community plan:

1. On sites for which there is an existing Institutional Overlay, campus, or master plan that has been endorsed by the Metropolitan Planning Commission, the proposal is for the most appropriate base zone district to implement the intent of that Institutional Overlay, campus plan, or master plan and is consistent with the Major Institutional policy as described in LUPA and the applicable community plan.
2. On sites for which there is no existing Institutional Overlay or endorsed campus plan or master plan, the proposal is for base zoning and an accompanying site plan based zoning district that is consistent with the Major Institutional policy as described in LUPA and the applicable community plan.

Rezonings by property owners other than the major institution may be considered appropriate if they are consistent with the Major Institutional policy as described in LUPA and the applicable community plan.

The following zoning districts may be considered appropriate without a site plan provided they are consistent with the Major Institutional policy as described in LUPA and the applicable community plan:

- MUG-A, MUI-A, ORI-A

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.

OC – Office Concentration

See also the General Principles on pages 41-53.

General Characteristics and Intent

- The OC Structure Plan category applies to existing and future large concentrations of office development. The predominant uses in OC areas are offices. It is expected that certain types of commercial uses that cater to office workers, such as restaurants, will also locate in these areas. Residential uses of at least RMH density are also an appropriate secondary use.
- Good accessibility by major roads or freeways is essential for OC areas.

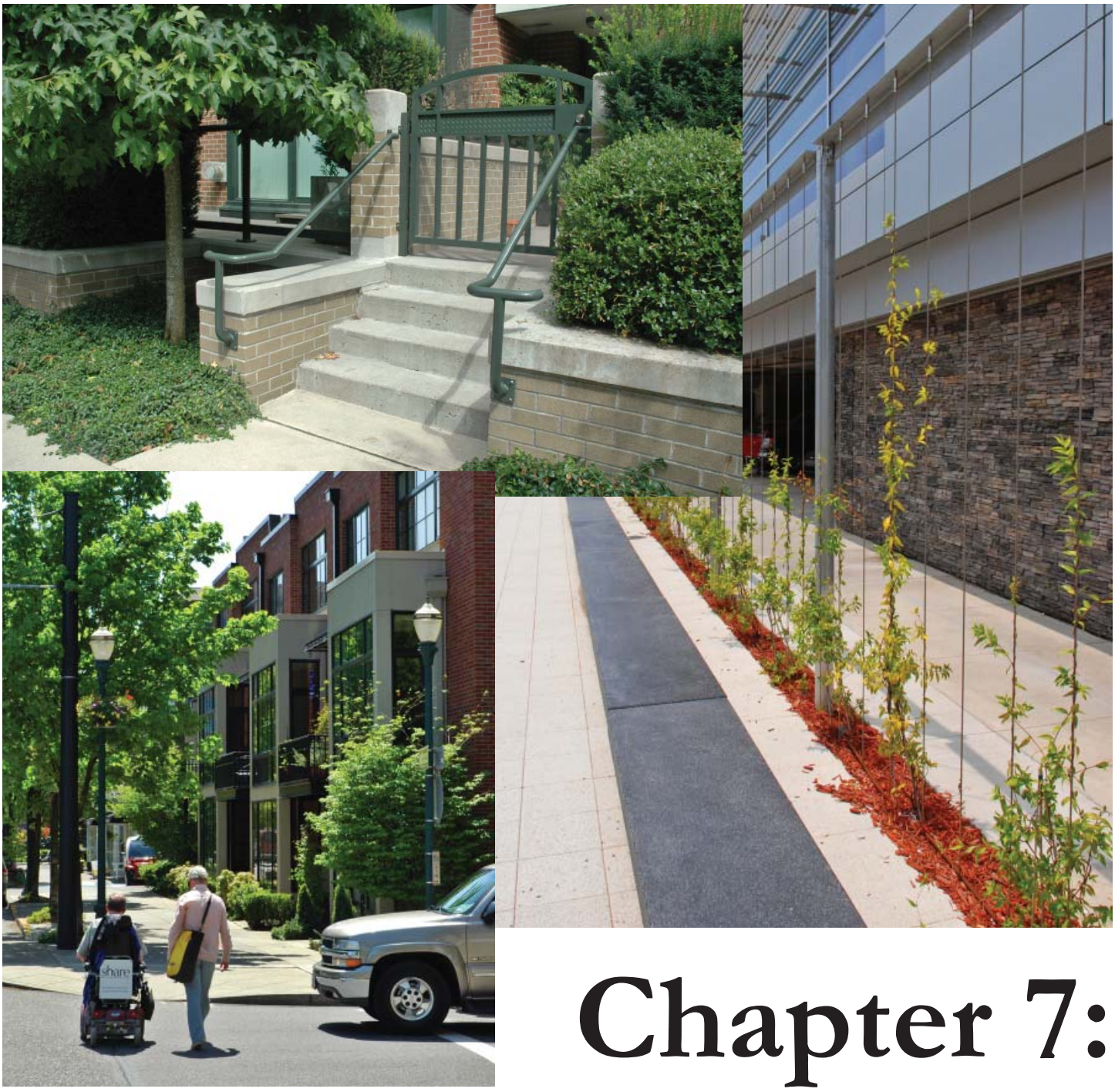
Application

- OC policy should be applied to planned and existing areas of office concentration, including new and existing smaller concentrations of office development known as "submarkets."
- OC policy should be applied to locations in the vicinity of the Nashville International Airport that are not suitable for residential development due to airport-related noise.
- OC policy should be applied to areas that have direct or good indirect access to an arterial street. Preference should be given to locations that are or will be accessible by public transportation. Locations not served by planned or existing public transportation may be considered suitable for OC policy if they have good regional access.
- OC uses are generally too intensive to serve as buffers or transitional uses between residential and incompatible non-residential activities.
- OC activities are more flexible in their locational requirements than industrial or retail activities. Therefore, OC policy should not be applied to locations needed for retail concentrations or industrial uses.
- OC activities will generally require some support services for office employees, such as restaurants, convenience stores, and health clubs. Often, these support services cannot survive by serving only the OC area and must attract customers from other areas, which can lead to traffic congestion. To minimize this potential, preference should be given to selecting OC sites that could be served by existing support services, such as restaurants and convenience stores.

Zoning

In areas designated Office Concentration on the Structure Plan, proposals for office uses and medium high to high density residential uses may be considered appropriate provided they are consistent with the Office Concentration policy as described in LUPA and the applicable community plan.

Detailed Land Use Categories, the Building Types Chart, and the Building Types Illustrations are not used with this policy category.



Chapter 7: Detailed Land Use Categories

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Introduction
The detailed land use categories contained in this chapter are intended to be used in conjunction with the Building Types charts in the applicable policy chapters and also with Appendix A, the "Building Types Illustrations." The following pages contain a brief description of each of the detailed land use categories. The following Structure Plan categories do not have corresponding detailed land use categories: Natural Conservation; Residential Low Density; Residential Low Medium Density; Residential Medium Density; Retail Neighborhood; Office Transition; Residential Medium High Density; Residential High Density; Commercial Mixed Concentration; Commercial Arterial Existing; Retail Concentration Community; Retail Concentration Supercommunity; Regional Activity Center; Mixed Use; and Office Concentration.

Parks, Reserves and Other Open Space: This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

Civic or Public Benefit: This category includes various public facilities including schools, libraries, and public service uses.

Cemetery: This category is reserved for existing or proposed land to be used for human burial purposes.

Single Family Detached: This category includes single family housing that varies based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single family house).

Single Family Attached and Detached: This category includes a mixture of single family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single family house). Attached houses are single units that are attached to other single family houses (e.g. townhouses).

Mixed Housing: This category includes single family and multifamily housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. Generally, the character (mass, placement, height) should be compatible to the existing character of the majority of the street.

Institutional: This category includes major institutions such as colleges, universities, and hospital complexes.

Transition or Buffer: This category includes uses that provide a transition from intense commercial activity to a more residential character. Uses should be residential in overall scale, character, and function, but may have a limited commercial or mixed-use component. In the absence of a directly applicable zoning district, these areas should be zoned OR20, or less intensive, to provide for limited commercial components. In addition, until a more appropriate zoning ordinance can be implemented, the Planned Unit Development and Urban Design Overlay options should be required for any development to help regulate size, use, and compatibility.

Office: This category is intended to include a variety of office uses. These offices will vary in intensity depending on which Structure Plan category they are in, from the low intensity, low-rise offices intended in the Office Transitional category to the mid-and high-rise offices intended in Office Concentration.

Mixed Live/Work: This category is primarily residential in character, allowing all housing types found in the Mixed Housing category, while providing opportunities for small commercial establishments, mostly home-run professional or retail services. Appropriate stand-alone activities include all types of permanent household residential, plus civic and public benefit uses deemed appropriate in residential areas, such as places of worship and day care. Small-scale compatible offices, commercial businesses, and "cottage industries" are appropriate only as an adjunct to an equal or greater amount of existing permanent household residential on the same property. Ideally, mixed live/work development should occur in mixed-use buildings, but other building/use combinations are acceptable.

Mixed Use: This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed-use buildings are encouraged to have shopping activities at street level and/or residential above.

Commercial: This category includes buildings that are entirely commercial in use with no residential. It is envisioned that mixed commercial buildings (e.g. retail, office) locate shopping uses at street level and office uses on upper levels to encourage an active street life.

Light Mixed Industrial: This category includes industrial uses such as manufacturing, distribution, warehousing, wholesaling, and storage.

Heavy Mixed Industrial: This category includes industrial uses such as manufacturing, distribution, warehousing, wholesaling, and storage in addition to heavier industrial uses such as scrap operations.

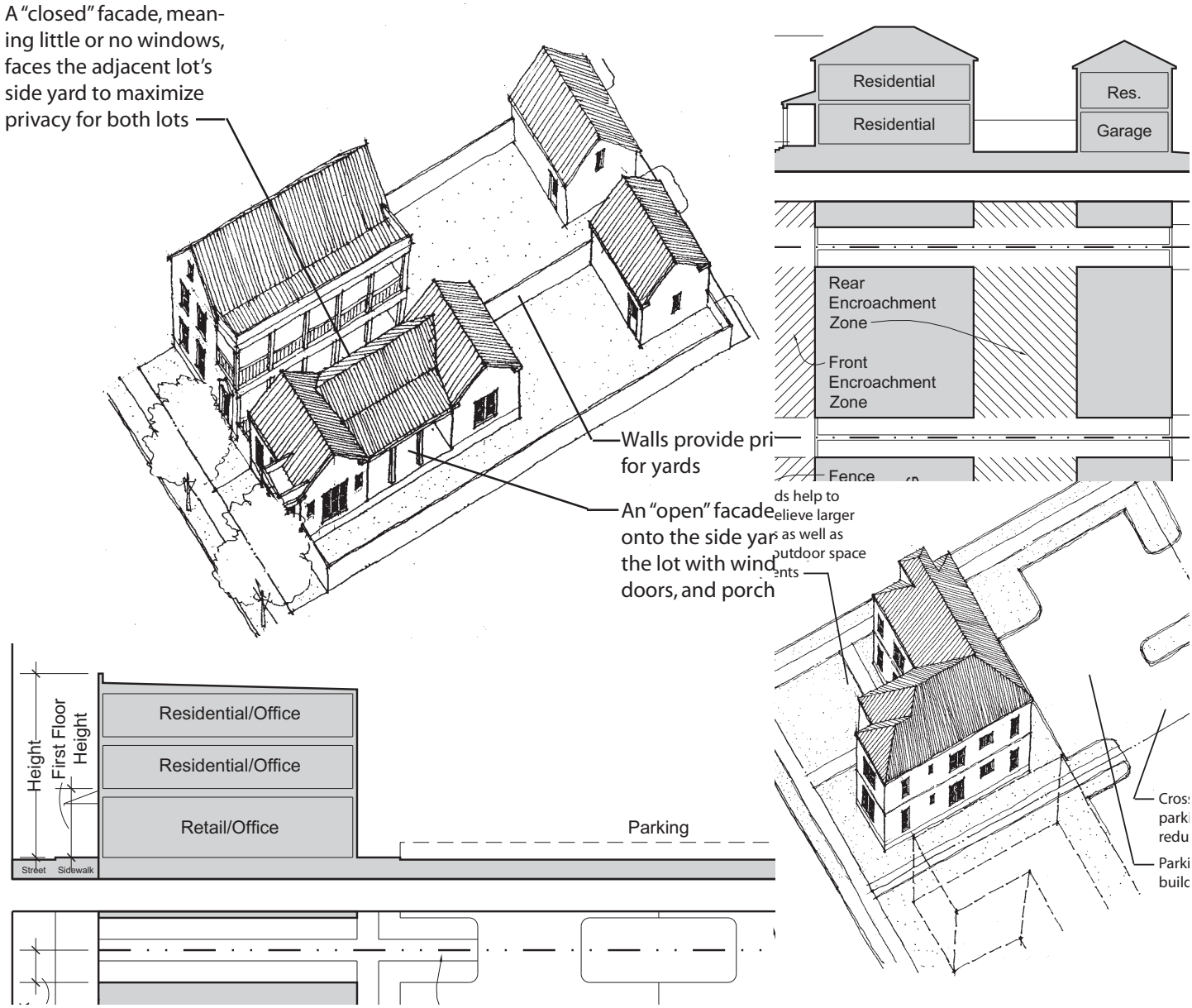
Hazardous Industrial or Mineral Extraction: This category includes hazardous industrial operations and other hazardous activities such as fuel storage. It also includes quarries and other forms of mineral extraction.

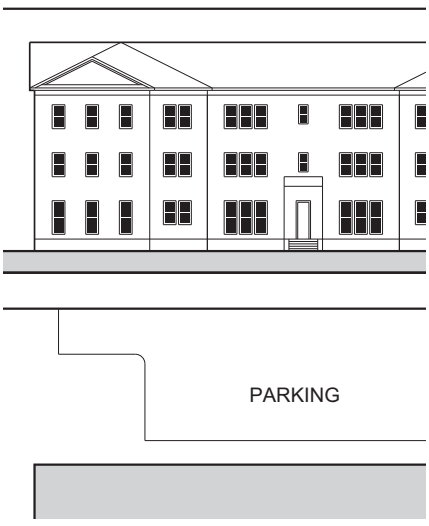
Transportation: This category includes a variety of transportation uses including airports, boatdocks, railroad yards, and landports.

Utility: This category includes uses such as power plants, water and wastewater treatment plants, landfills, and waste transfer stations.

Amusement and Entertainment: This category includes amusement and entertainment uses such as fairgrounds, arenas, stadiums, and zoos.

Agricultural: This category includes farming and residential uses.





Appendix A: Building Type Illustrations

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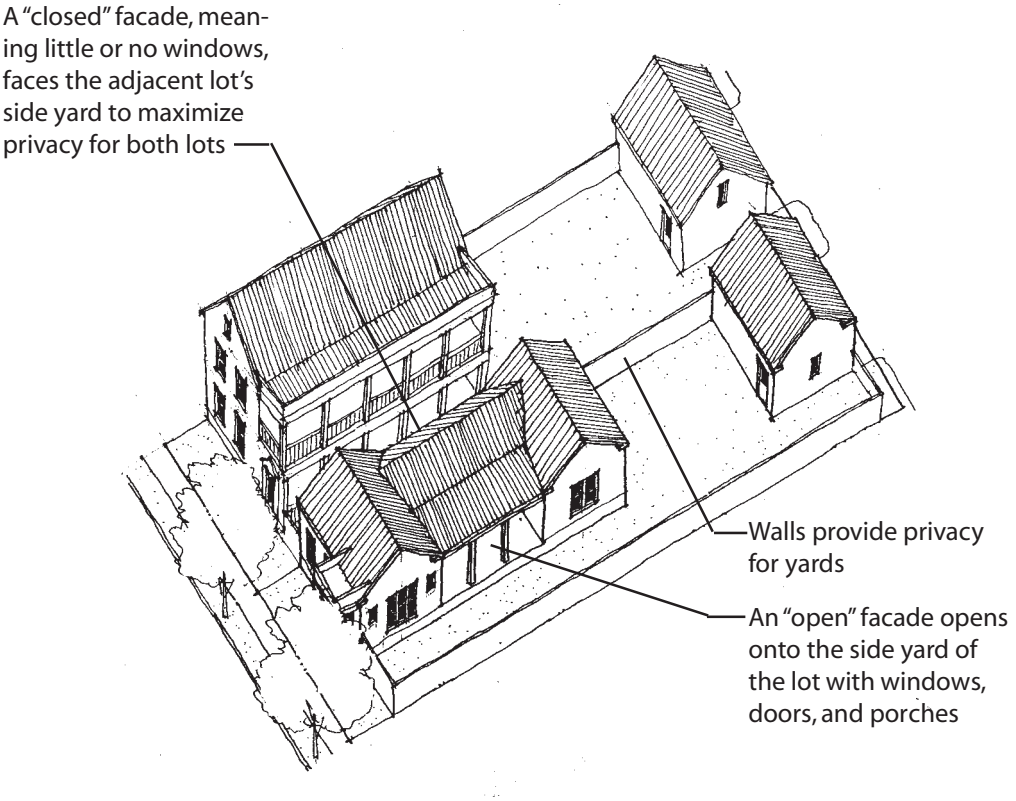
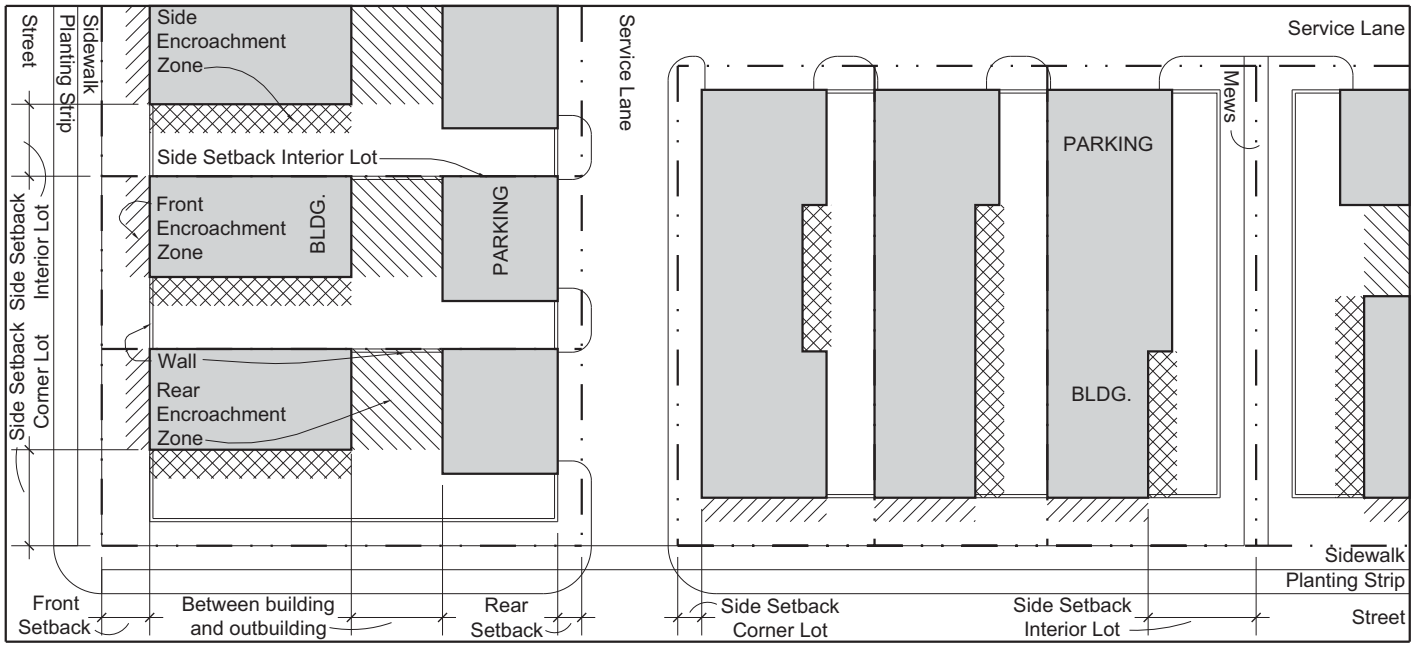
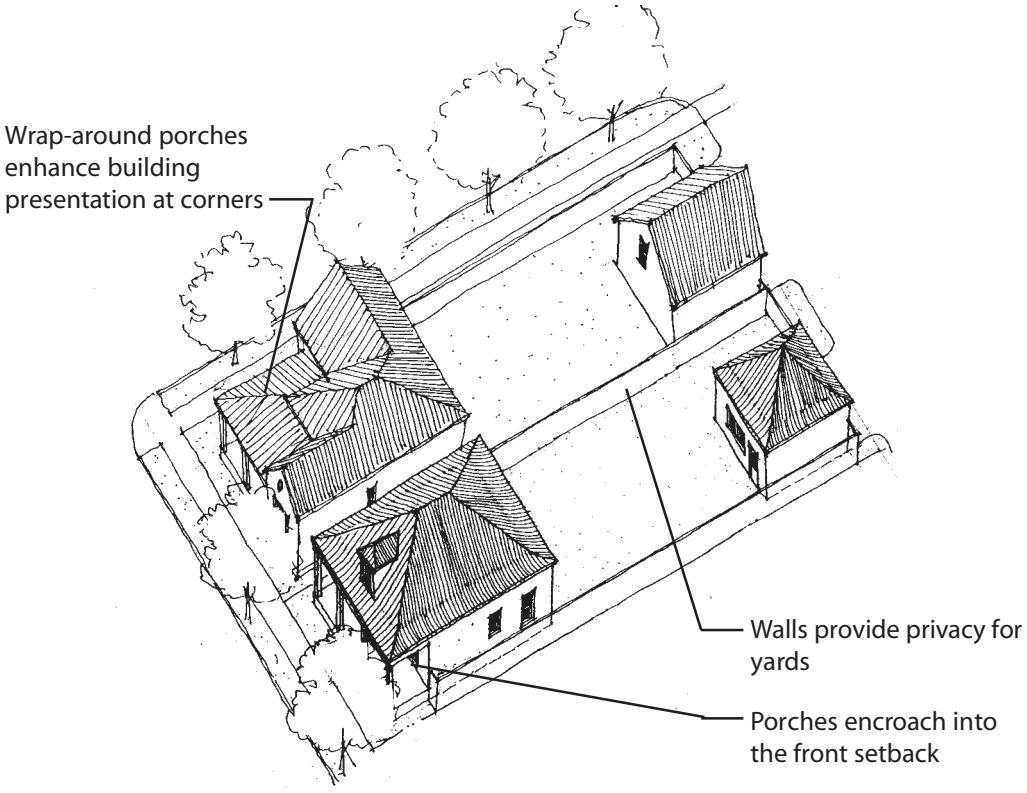
SIDE YARD HOUSE

A single-family residential building type that occupies one side of a lot with the primary open space to the other side (from the Lexicon of the New Urbanism). Vehicular access is via a rear service lane. Primary pedestrian entrances are located along the street frontage of the building.

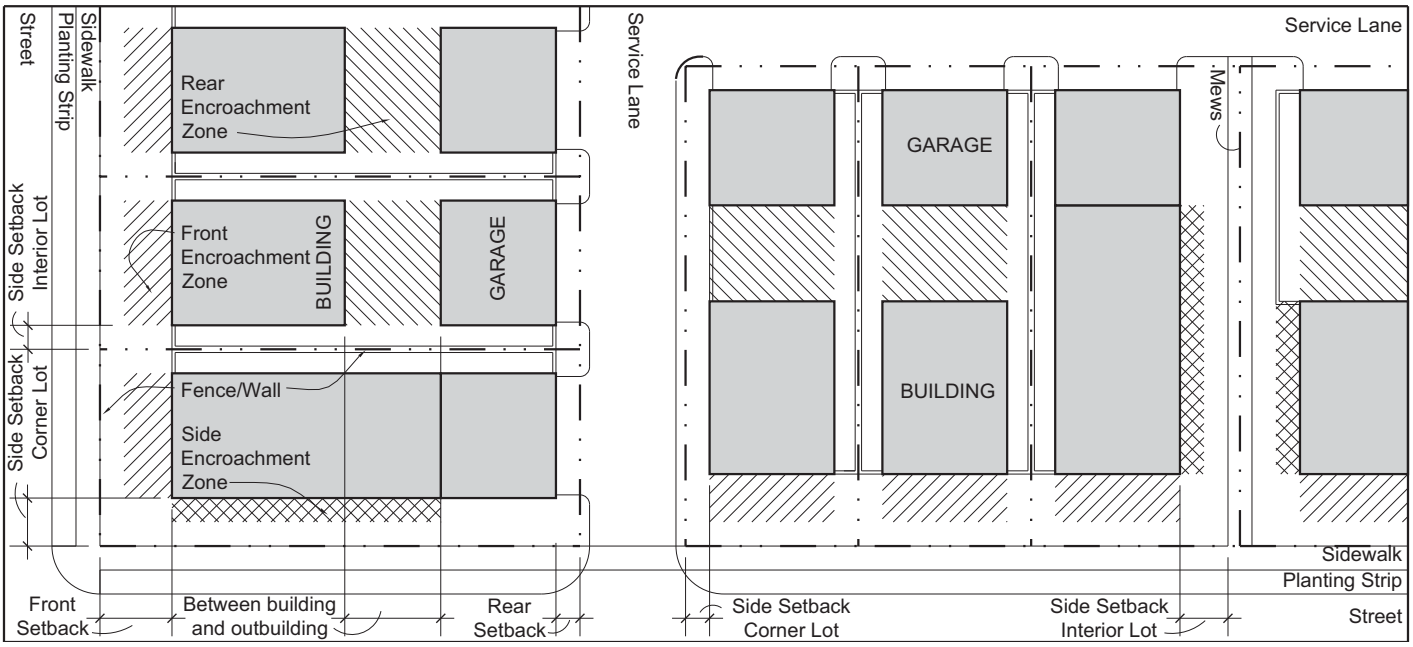






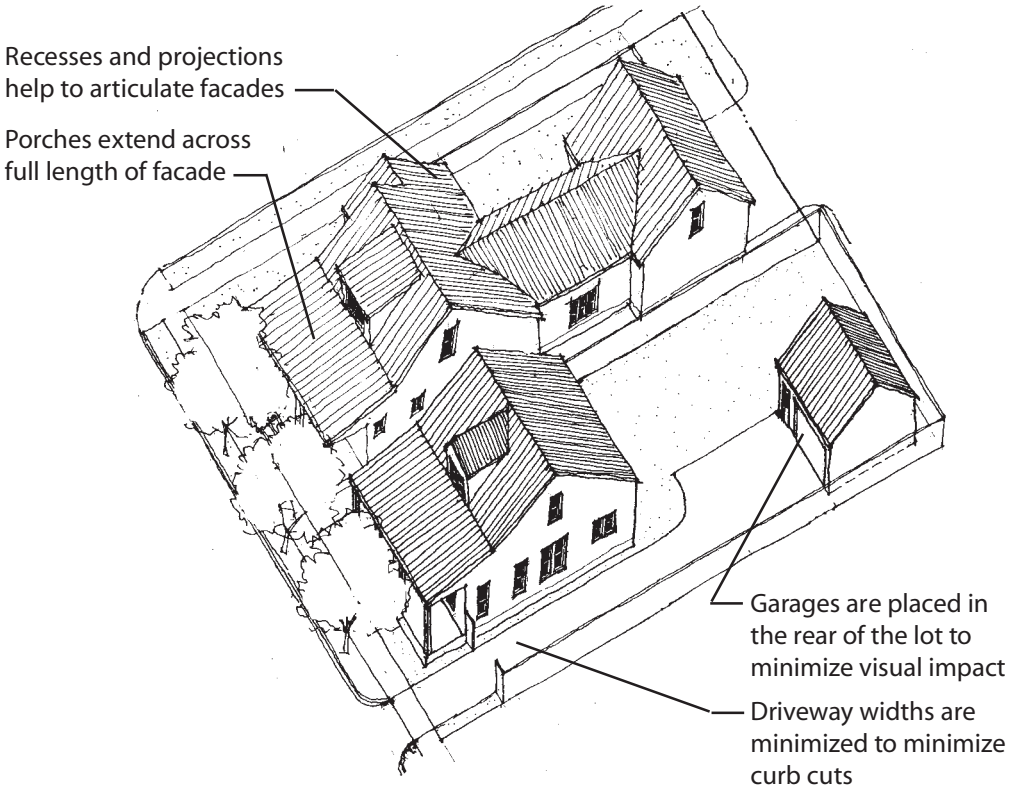
COTTAGE

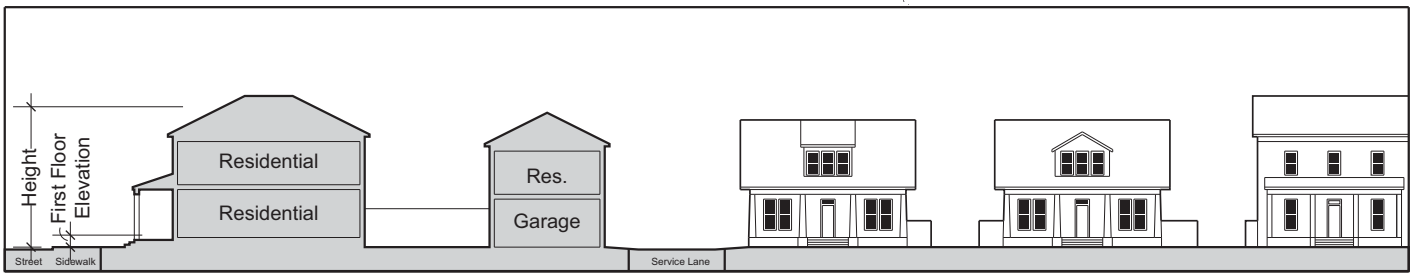
A small lot single-family residential building type that occupies the center of its lot with setbacks on all sides (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. A primary pedestrian entranceis located along the street frontage.

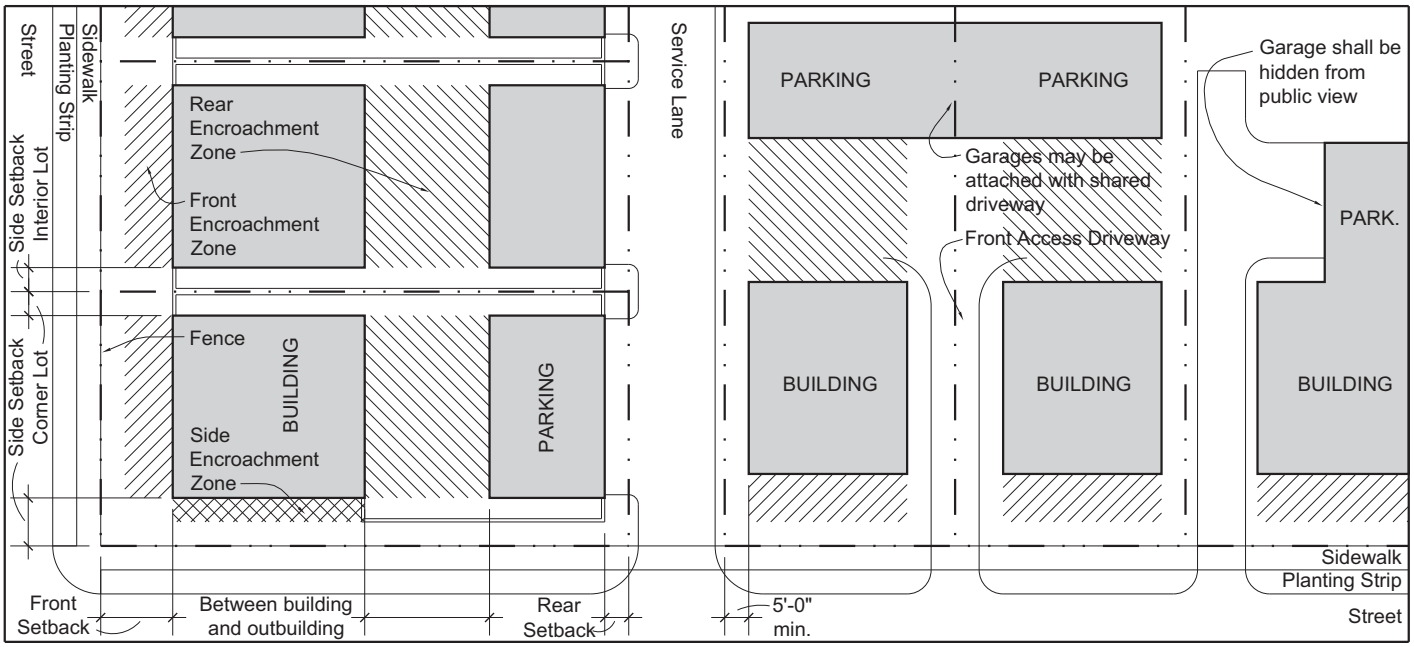


HOUSE

A mid-size lot single-family residential building type that occupies the center of its lot with setbacks on all sides (from the Lexicon of the New Urbanism). Vehicular access is via a rear service lane or front driveway. A primary pedestrian entrance is located along the street frontage of the building.

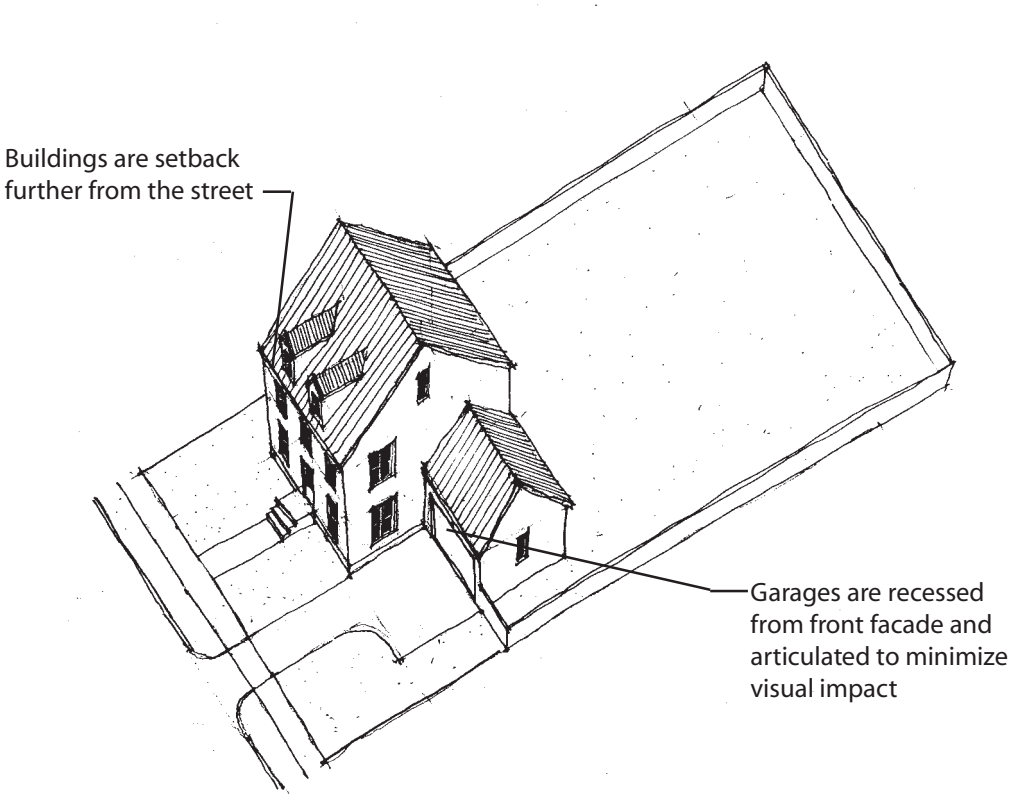


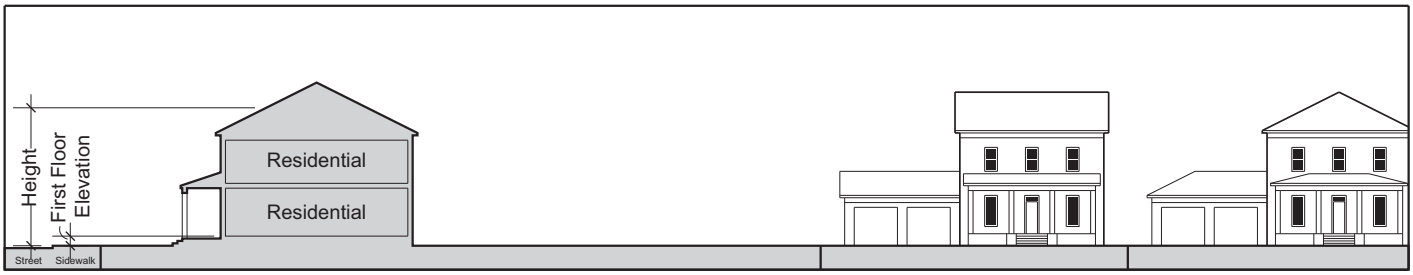


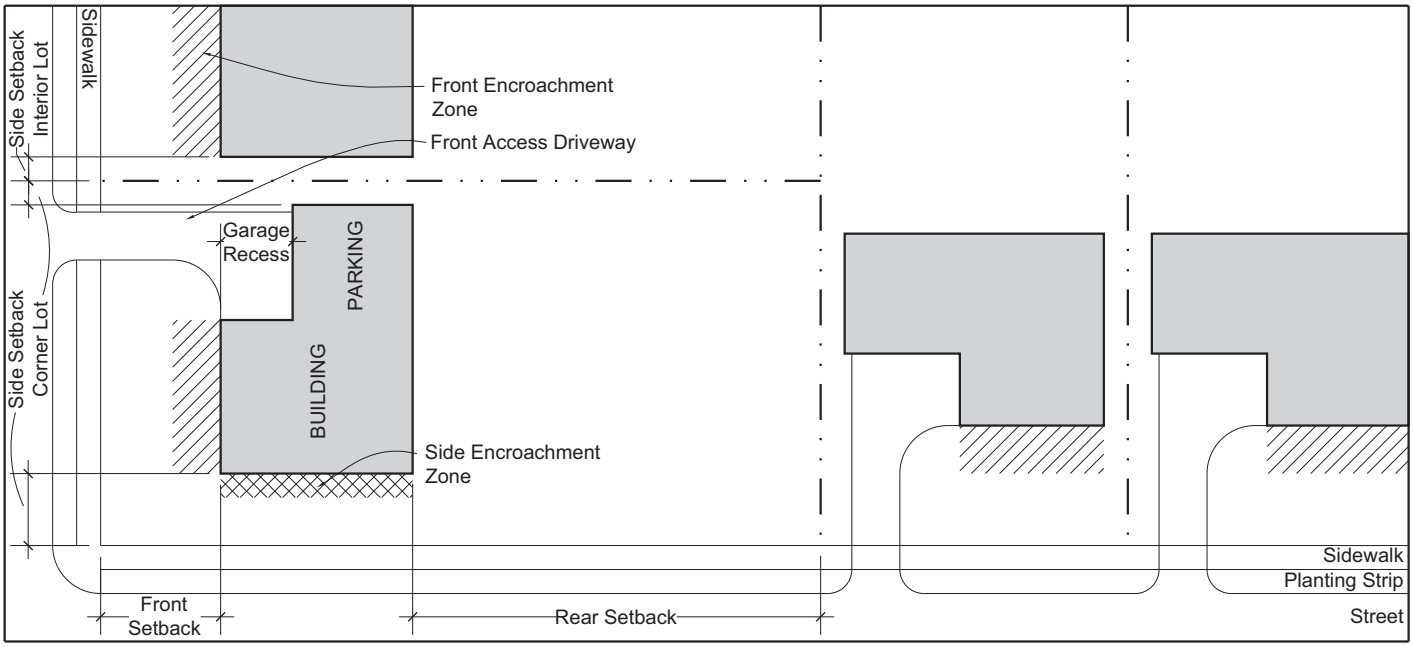


ESTATE

A large lot single-family residential building type that occupies the center of its lot with setbacks on all sides (from the Lexicon of the New Urbanism). Vehicular access is via a front driveway. A primary pedestrian entrance is located along the street frontage of the building.

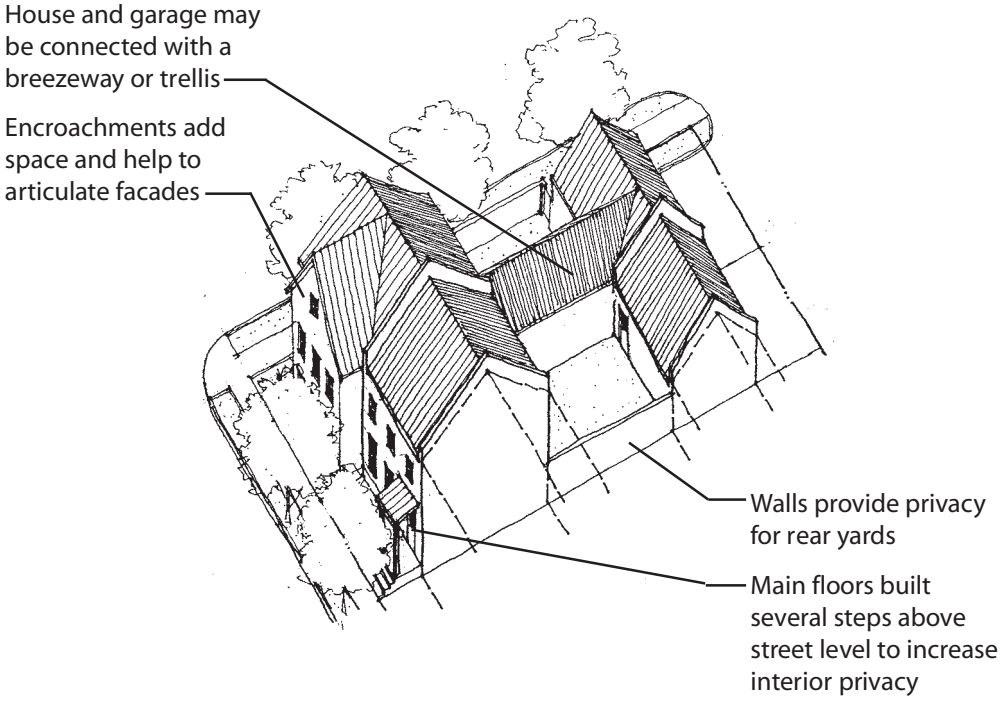


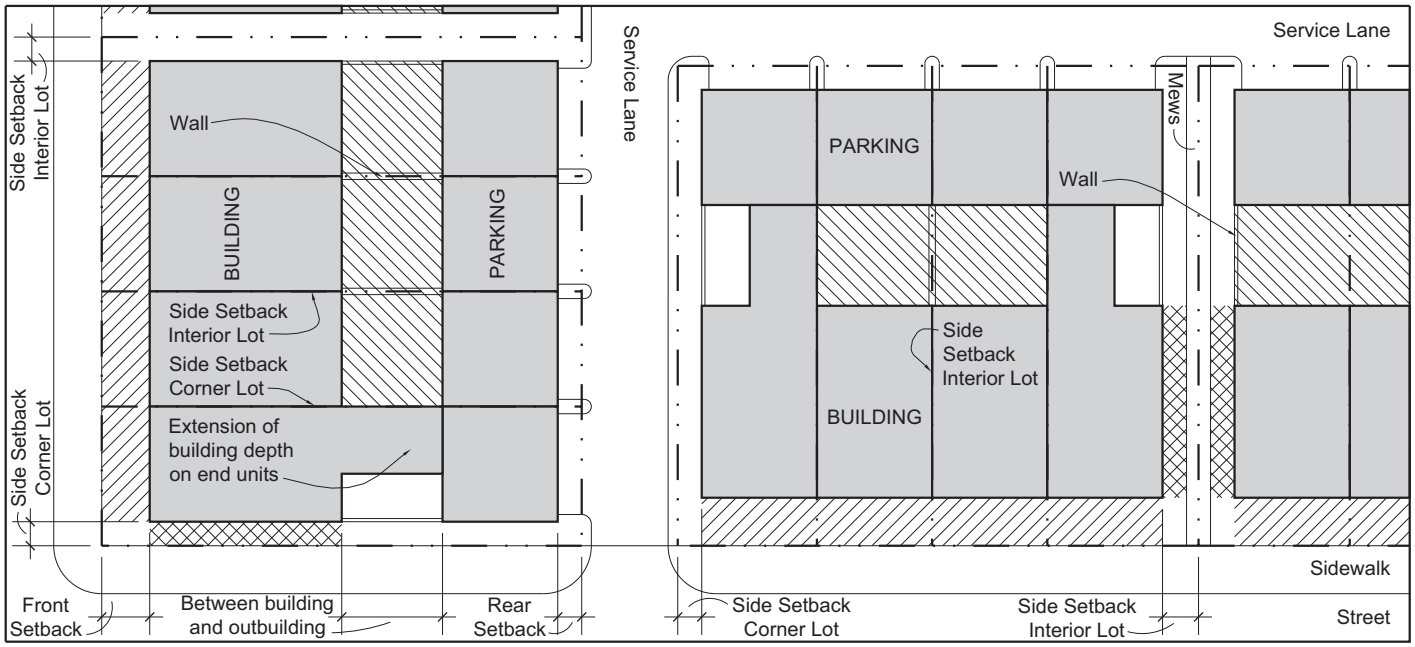




TOWNHOUSE

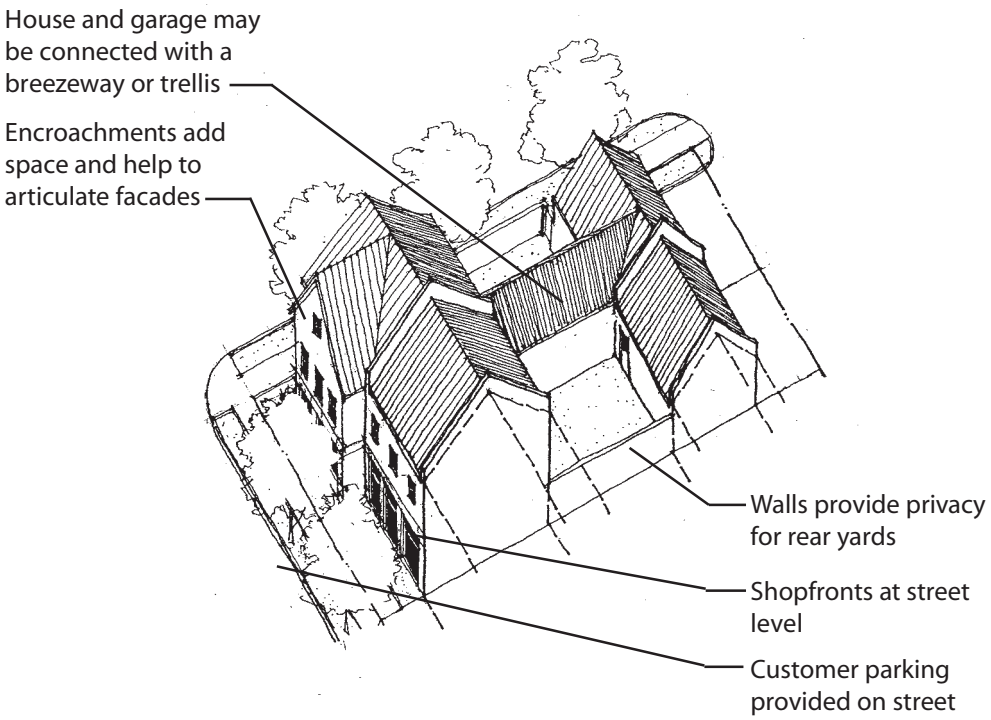
A single-family residential building type that occupies the full frontage of its lot except for instances of end units and pedestrian passages from the rear of the lot (from the Lexicon of the New Urbanism). Vehicular access is via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.

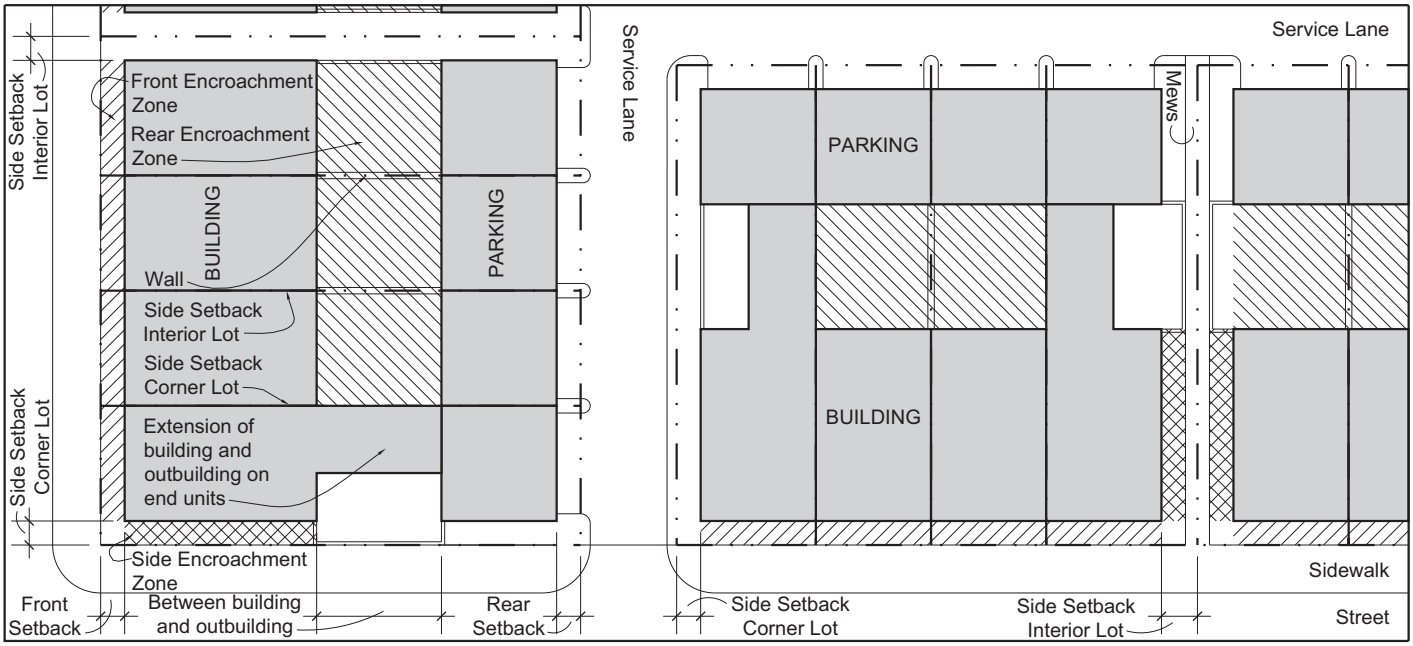


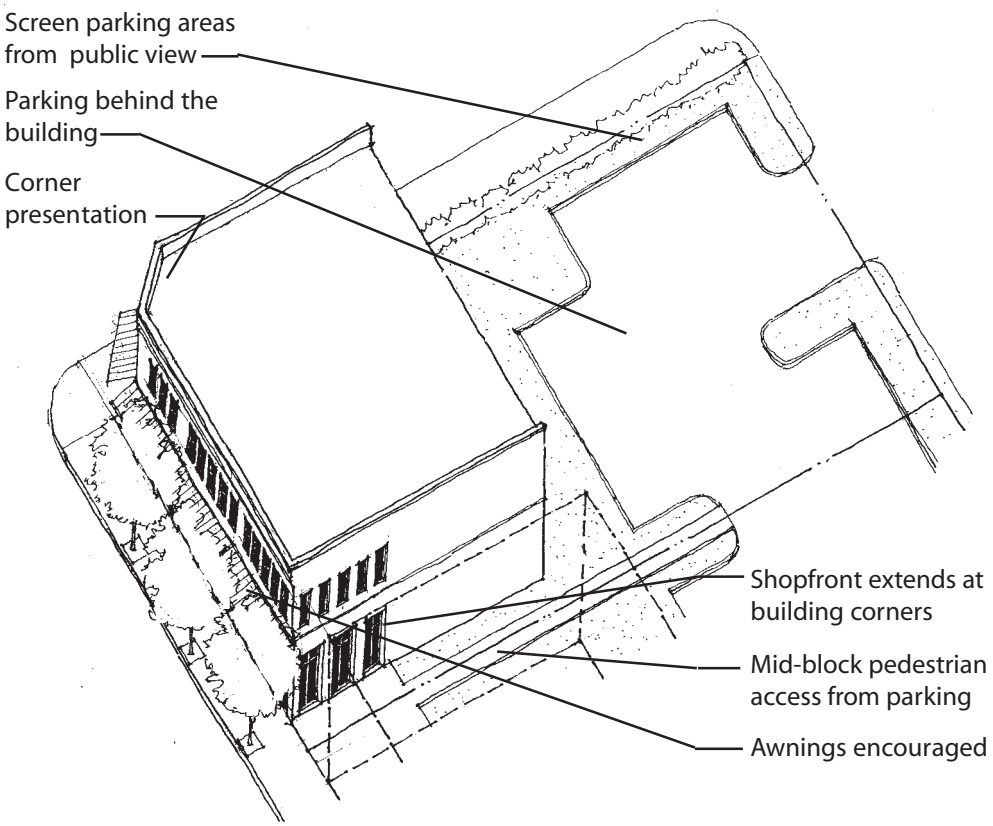


LIVE/WORK

A mixed use, single family residential building type that occupies the full frontage of its lot except for instances of pedestrian passages from the rear of the lot (from the Lexicon of the New Urbanism). Vehicular access is via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.

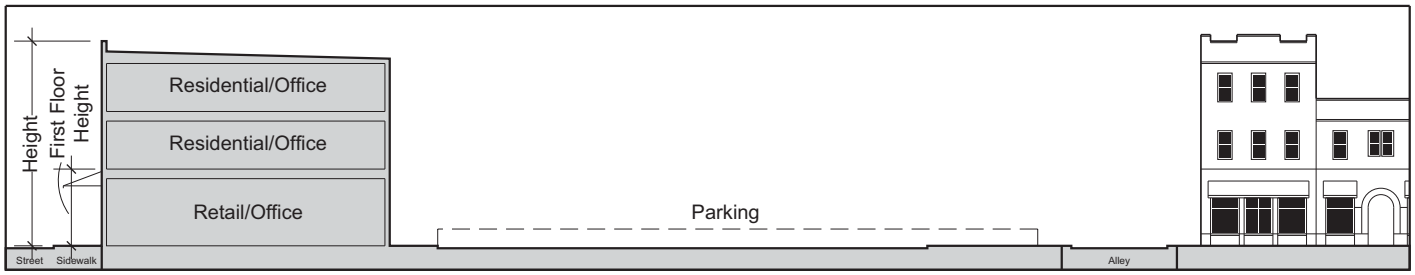


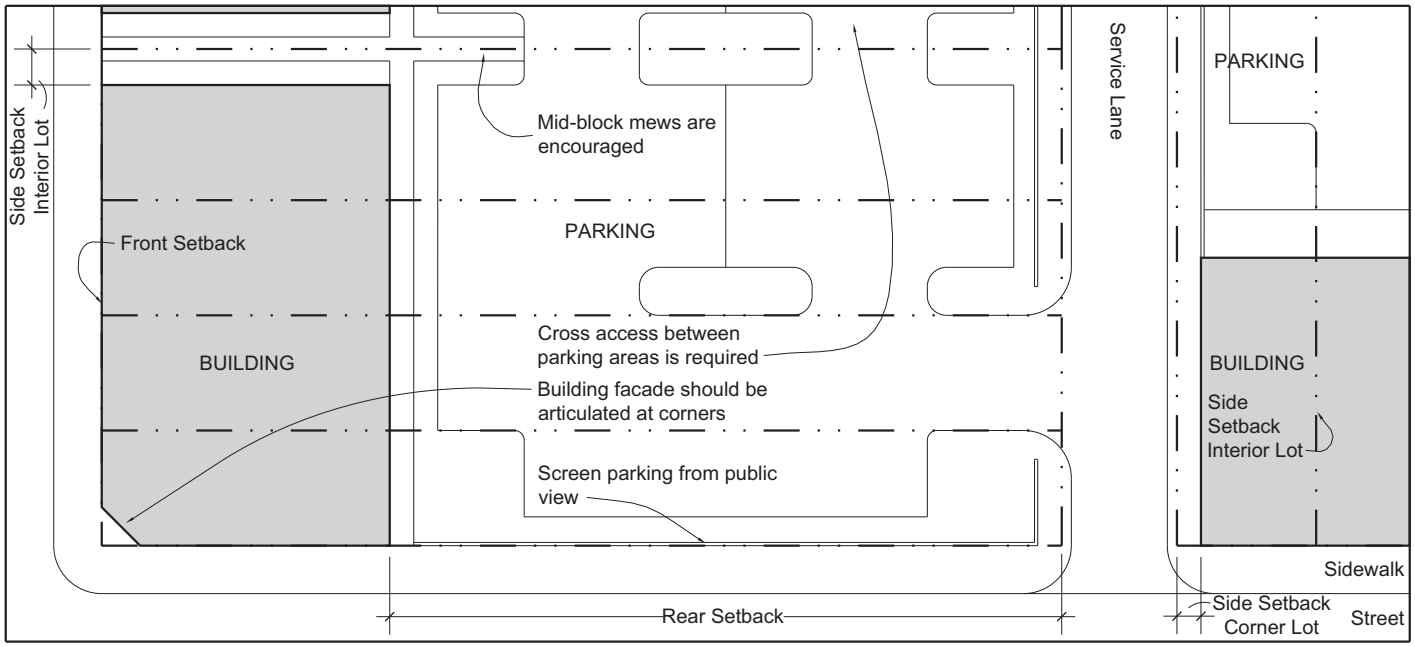


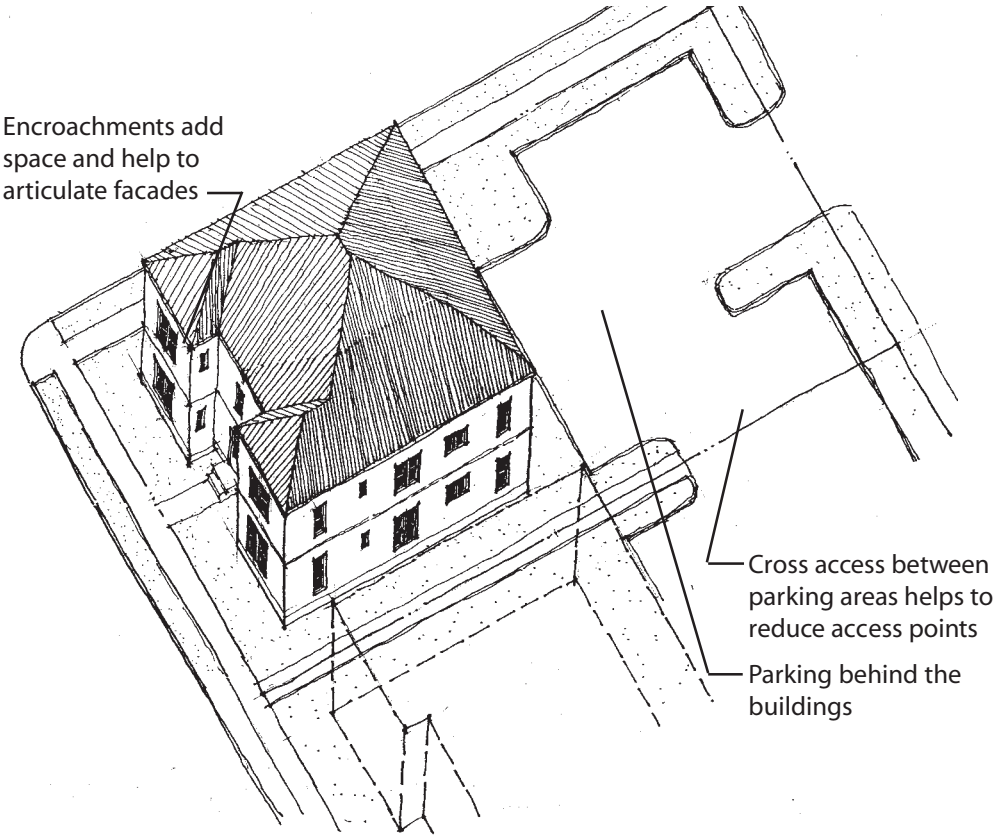


MIXED-USE COMMERCIAL

A mixed use or commercial building type that occupies the full frontage of its lot except for instances of public pedestrian passages from the rear of the lot or parking areas located to the side of the building (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. Primary pedestrian entrances and shopfronts are located along the street frontage of the building.

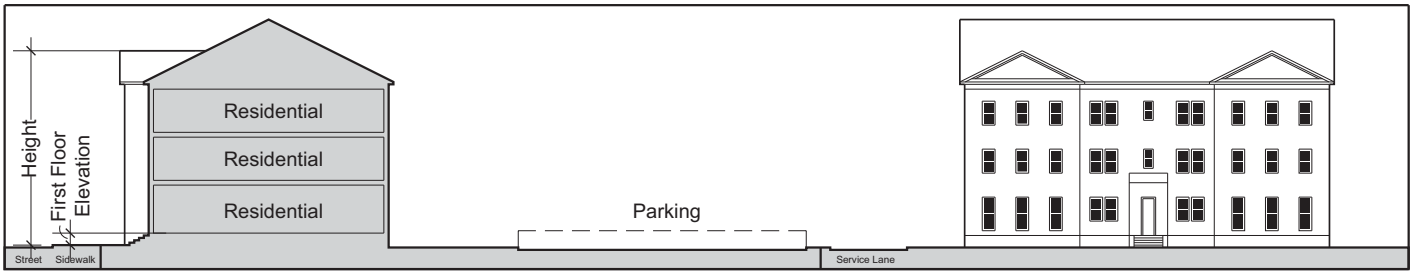


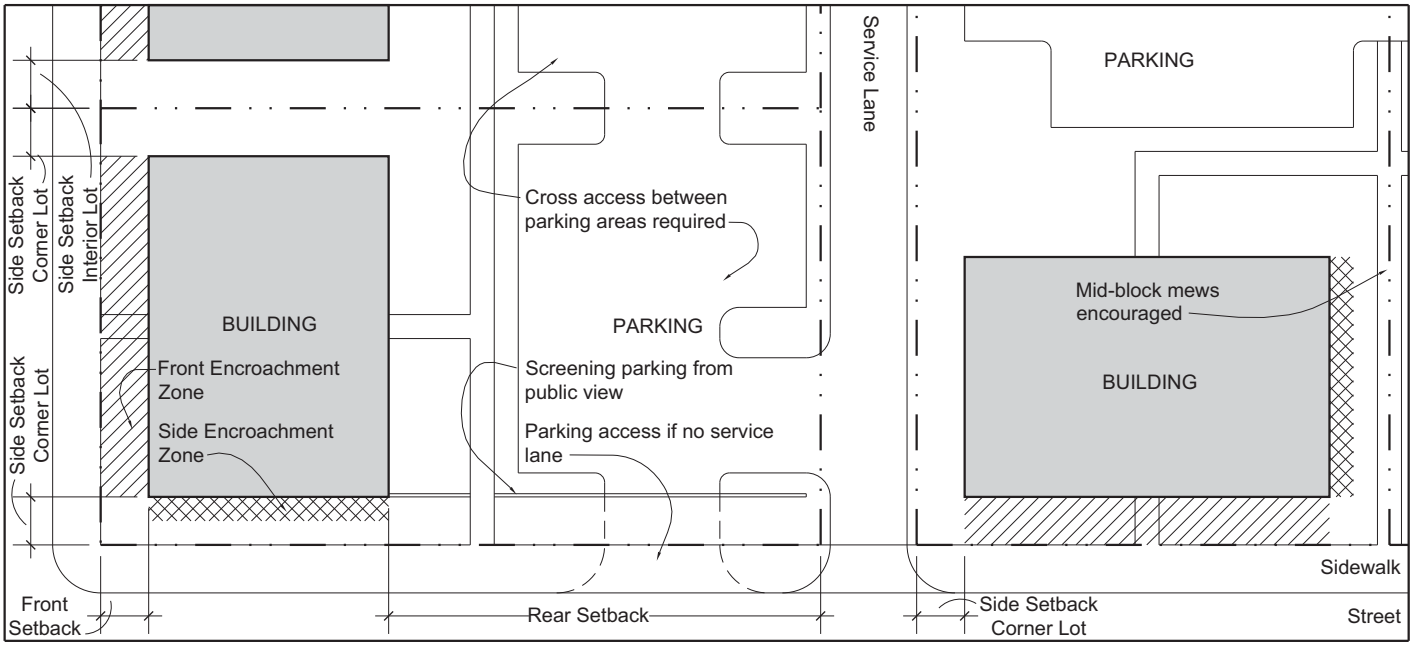


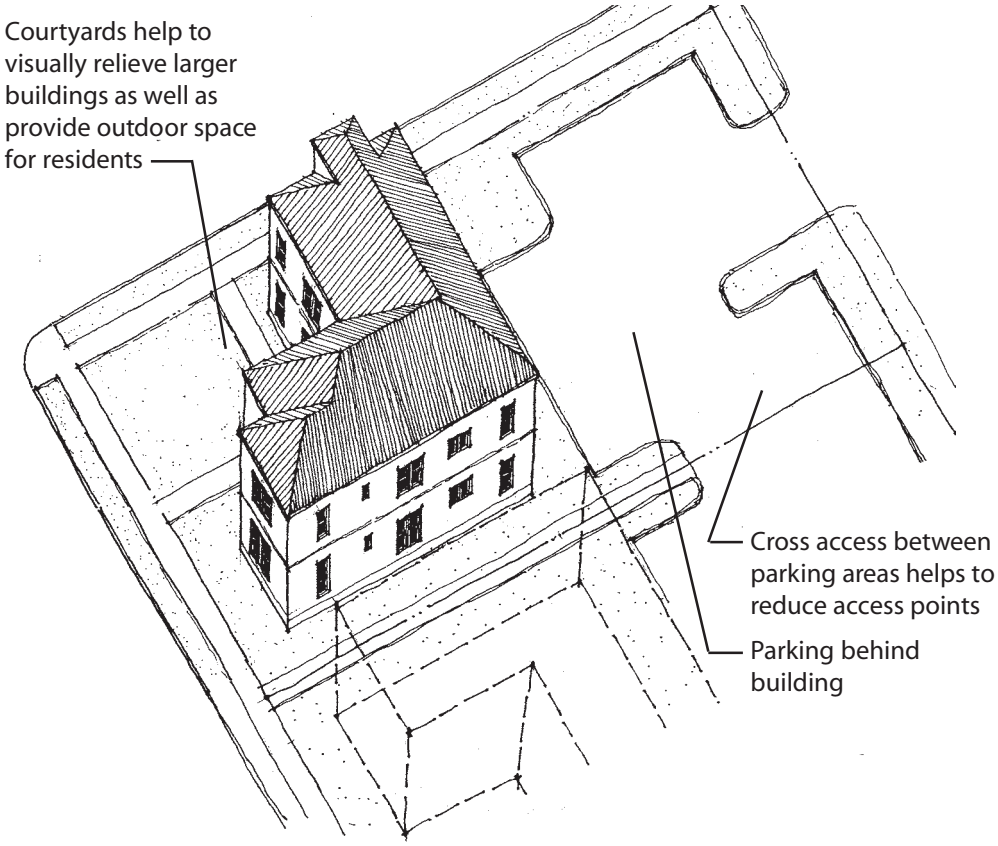


FLAT

A multi-family building type that occupies the center of its lot with setbacks on all sides (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. A primary pedestrian entrance, which leads to individual unit entrances, is located along the street frontage of the building.

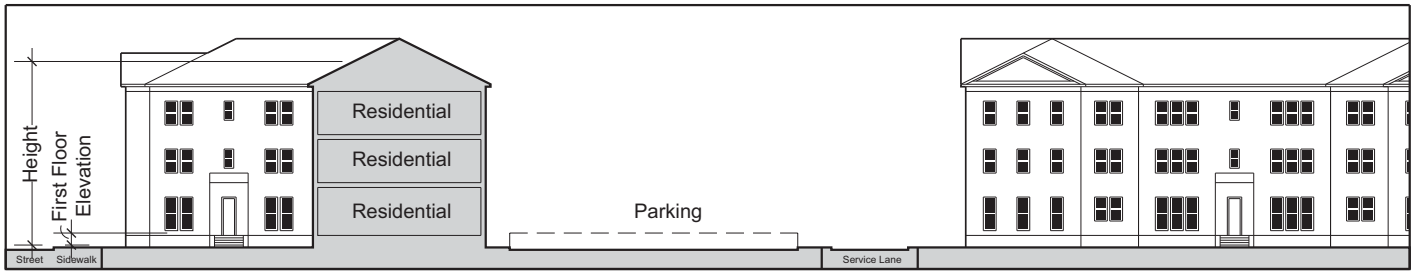


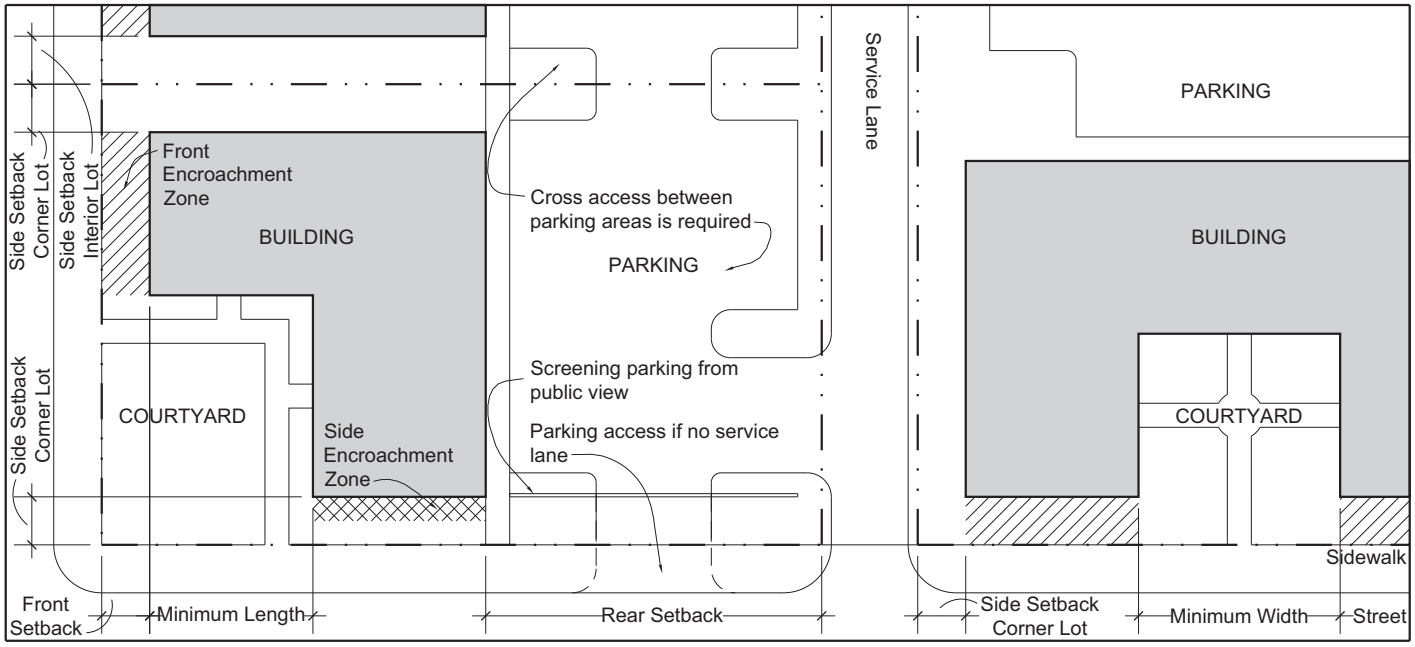




COURTYARD FLAT

A multi-family building type that occupies the center of its lot but is configured ins such a manner as to define one or more private yards or patios (from the Lexicon of the New Urbanism). Vehicular access is generally via a rear service lane. A primary pedestrian entrance is located along the street frontage of the building.





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Appendix B: Transect Map

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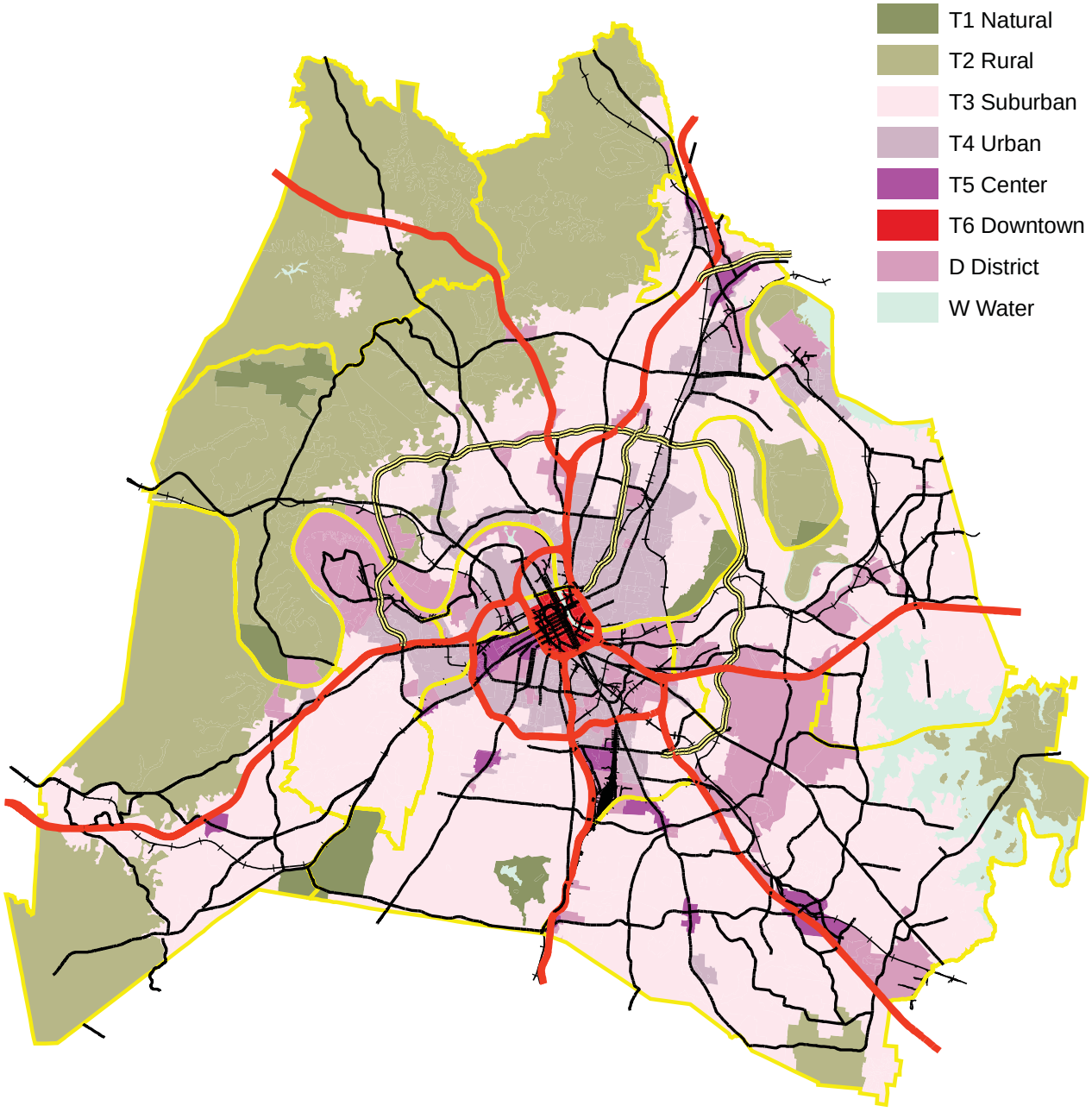
Nashville's Transect



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