

T4 Urban

Introduction

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 of 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 socioeconomic 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



Open Space



Residential Corridor



Mixed Use Center

T4 Urban

Suburban Transect Area combines 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, Edgehill, Germantown, 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 plex houses may exist as the predominant housing types, but townhouses are also common and may be found on the same block face as single family detached homes. Flats and detached 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, Sylvan Park, Belmont-Hillsboro, and Historic Buena Vista 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 Urban Neighborhood Evolving neighborhood Maintenance policy, which has a "Building Form and Site Design" principle that states "Building height, form, and orientation fit in with the urban character and development pattern of the specific area to which the T4 Urban Neighborhood Maintenance policy has been applied. T4 Urban Neighborhood Maintenance areas may contain a wide variety of housing types, with each individual neighborhood having its own unique character." 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.

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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.

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Transect	Elements	Intent	Policy
	 <p data-bbox="516 646 902 705">Neighborhoods</p>	Preserve	T4 Urban Neighborhood Maintenance
		Create & Enhance	T4 Urban Neighborhood Evolving
		Preserve, Enhance & Create	T4 Urban Mixed-Use Neighborhood
	 <p data-bbox="613 953 808 1012">Centers</p>	Preserve, Enhance & Create	T4 Urban Neighborhood Center
		Enhance & Create	T4 Urban Community Center
	 <p data-bbox="586 1255 837 1314">Corridors</p>	Preserve, Enhance & Create	T4 Urban Residential Corridor
		Enhance	T4 Urban Mixed-Use Corridor

T4-NIM Urban Neighborhood Maintenance

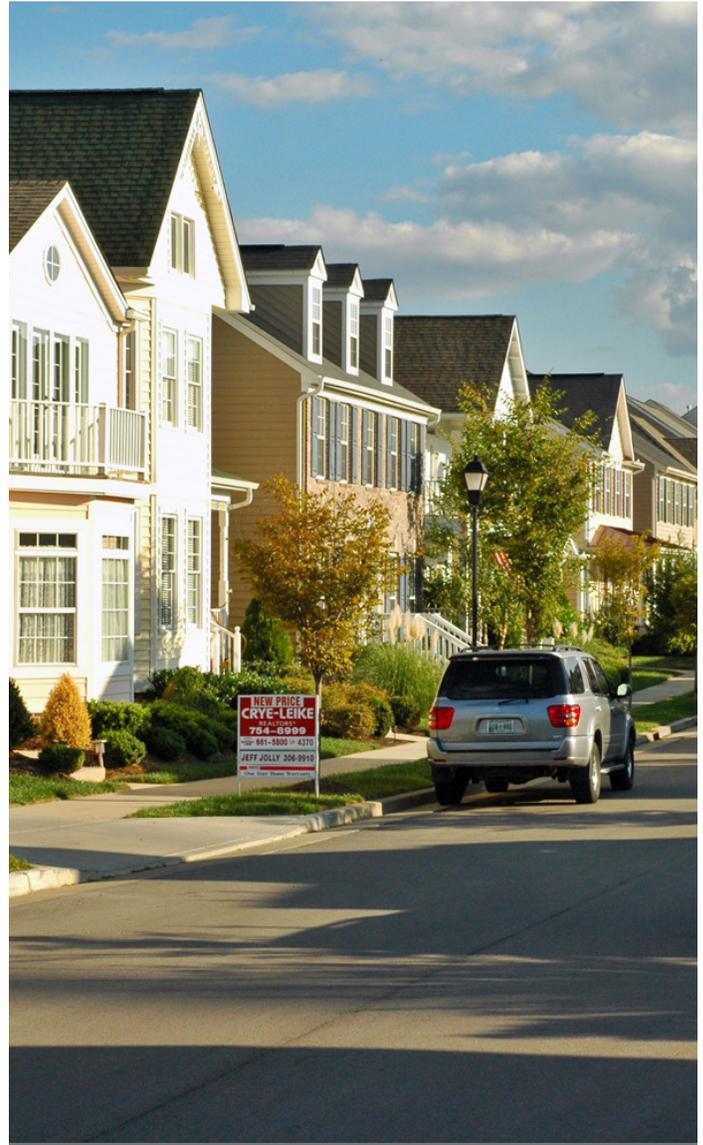
Policy Intent

Preserve the general character of urban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm.

T4 Urban Neighborhood Maintenance Areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements are made to improve pedestrian, bicycle, and vehicular connectivity.

General Characteristics

T4 Urban Neighborhood Maintenance Areas have an established development pattern of moderate-to high-density residential development and institutional land uses. Attached and detached residential buildings and institutional buildings are regularly spaced with shallow setbacks and minimal spacing between buildings. Lots are generally accessed from alleys. The public realm and streetscape feature the consistent use of lighting and generally more formal landscaping. Urban neighborhood maintenance areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The edges of T4 Urban Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement. T4 Urban Neighborhood Evolving areas are different from “Infill Areas” in T4 Urban Neighborhood Maintenance areas. T4 Urban Neighborhood Evolving areas are generally larger and have a different policy intent—one that places a greater emphasis on establishing a more diverse mix of housing.



T4 Urban Neighborhood Maintenance

T4-NM Urban Neighborhood Maintenance

Application

T4 Urban Neighborhood Maintenance Policy is applied to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T4 Urban Neighborhood Maintenance Policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T4 Urban Neighborhood Maintenance Policy areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of buildings), environmental features, human-made features (rail lines, major utility easements, prominent streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses

In order of appropriateness

- » Residential
- » Community Gardens and Other Open Spaces
- » Institutional

Design Principles

Access – Alley access is common, while driveway access from the street is occasionally found. Development on more prominent streets has consolidated access, preferably by side street or alley.

Block Length – Blocks are linear with moderate to short distance between intersections.

Building Form and Site Design – Building height, form, and orientation fit in with the urban character and development pattern of the specific area to which the T4 Urban Neighborhood Maintenance policy has been applied. T4 Urban Neighborhood Maintenance areas may contain a wide variety of housing types, with each individual neighborhood having its own unique character.

Building massing results in building footprints with moderate to high lot coverage. Buildings are oriented to the street or to an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is minimal spacing between buildings. Buildings are generally one to three stories in height.

Density is secondary to the form of development; however, T4 Urban Neighborhood Maintenance areas are intended to be moderate- to high-density. Since T4 Urban Neighborhood Maintenance policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each

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individual neighborhood in terms of characteristics such as the mix of housing types, building setbacks and spacing, and block structure. Areas with adequate infrastructure, access, the ability to form transitions and support existing or planned mass transit and the viability of consumer businesses are most appropriate for higher density. These are primarily areas along arterial-boulevard or collector-avenue street corridors internal to the neighborhood or abutting larger centers and corridors adjacent to the neighborhood. Implementation through rezoning occurs as proposals are judged on their merits and consistency with the Community Character Policy. Further guidance on appropriate zoning for this policy category is provided under the Zoning heading below.

While T4 Urban Neighborhood Maintenance areas usually contain a mixture of residential building types, these are sometimes randomly located rather than thoughtfully placed in relation to the major street system or Corridor and Neighborhood and Community Center Policy areas. Any future mix arranges building types in strategic locations through zoning decisions that place higher-intensity buildings nearer to such centers and corridors and uses these more intense building types as land use transitions. Allowing for higher-intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit. Accordingly, while buildings in T4 Urban Neighborhood Maintenance policy areas are generally one to three stories tall within the interior of the neighborhood, taller buildings of up to four stories may be found abutting or adjacent to such centers and corridors. Consideration of taller heights is given based on the following factors:

- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the neighborhood in terms of creating pedestrian-friendly streetscapes, open spaces, innovative stormwater management

- » techniques, greenways and bikeways, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- » Ability to respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces;
- » Effectiveness of transitioning to the lower scale areas of the neighborhood behind or adjacent to the building in terms or design elements like adequate separation, establishing a thoughtfully designed back-to-back or side-to-side relationship between developments, and stepping down in height towards lower scale buildings; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing, and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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Institutional buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

The design of development along major corridors such as arterial-boulevard or collector-avenue streets that are within or at the edge of T4 Urban Neighborhood Maintenance areas may vary slightly in character from development interior to the neighborhood. Building setbacks are generally consistent with the established setback. However, buildings may vary, in terms of lot size, building size, building spacing and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens, that serve as storm water management devices as well as site amenities.

Established T4 Urban Neighborhood Maintenance areas may include areas of vacant, underutilized, or land in a nonresidential use that could redevelop. Examples could include large tracts of undeveloped land, an undeveloped farm, a former country club or church, etc. These areas are different from Neighborhood Evolving areas because they are generally smaller and interior to Neighborhood Maintenance areas. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the Neighborhood Maintenance area subject to appropriate design that

transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. Further guidance for redeveloping certain historically significant institutional uses, such as religious institutions, is provided in the Zoning section of this policy. In some cases, additional guidance for development or redevelopment of these infill areas may be outlined in a Community Plan.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways throughout the neighborhood. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

Connectivity (Vehicular) – Vehicular connectivity is high, and is provided in the form of local streets, collector-avenues, and arterial-boulevards that create a complete street network, and provides residents with multiple routes and reduced trip distances. Cul-de-sacs are inappropriate. The street network is complemented by an alley network that provides access to homes. Access to existing or planned mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping is generally formal. Street trees are common. Landscaping is encouraged to retain the existing mature trees on the building site. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

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Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to blend aesthetically with the character of the neighborhood especially in historic areas.

Parking – Parking for single- and two-family buildings is provided on-street, or on-site via alleys or driveways. Parking for multifamily buildings is provided in parking lots or structured parking, accessed via alleys or driveways. Parking is located behind or beside the building and is screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multifamily developments and institutional uses.

Service Area – Not applicable in this policy category.

Signage – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complement and contribute to the envisioned character of the neighborhood. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

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Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately

served by the existing transportation network;

- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the policy need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic

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Zoning Commission:

- » Worthy of Conservation
- » Eligible for Listing in the National Register of Historic Places
- » Listed in the National Register of Historic Places
- » National Historic Landmark
- » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- » Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- » There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T4 Urban Neighborhood Maintenance area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Neighborhood Maintenance policy that are described above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is

whether there is potential to redevelop sites that are not consistent with T4 Urban Neighborhood Maintenance policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » RS3.75
- » R6, RS5
- » R8, RS7.5
- » R10, RS10
- » RM9A, RM15A, RM20A
- » Design-based zoning.

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

- » Institutional
- » House
- » Detached Accessory Dwelling Unit
- » Plex House
- » House Court
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Low-Rise Flat
- » Mid-Rise Flat (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)

T4-NM Urban Neighborhood Maintenance



Urban residential neighborhood



Duplex



Duplex homes



Townhouses



Manor House

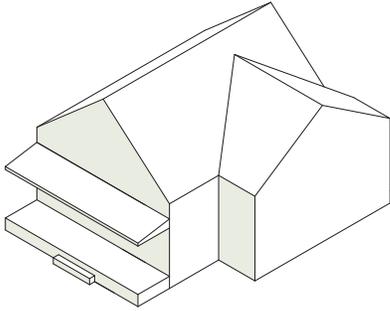


Low-Rise Flat

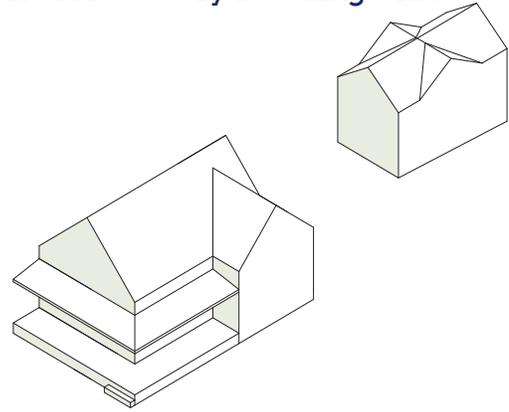
T4-NIM Urban Neighborhood Maintenance

Building Types

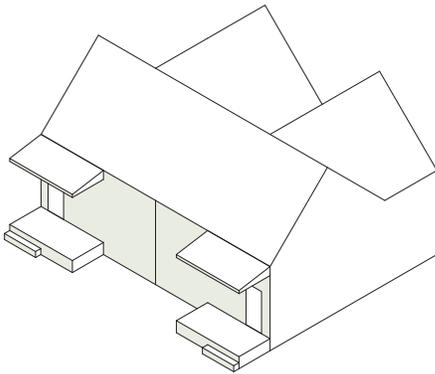
House



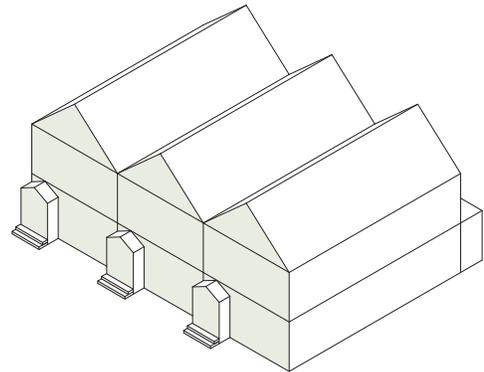
Detached Accessory Dwelling Units



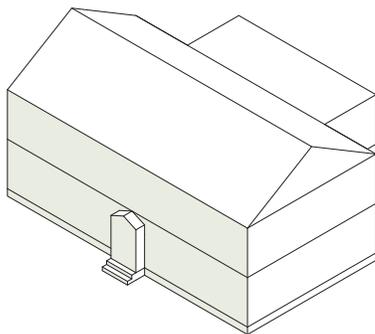
Plex House



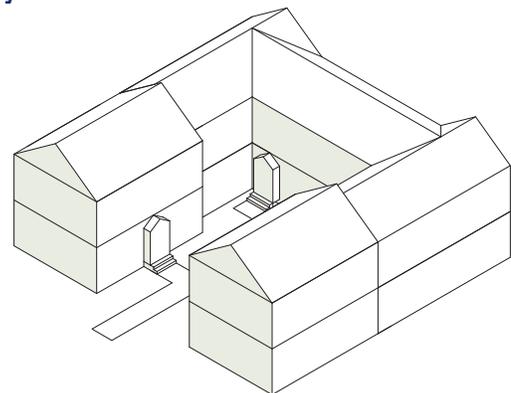
Low-Rise Townhouse



Manor House

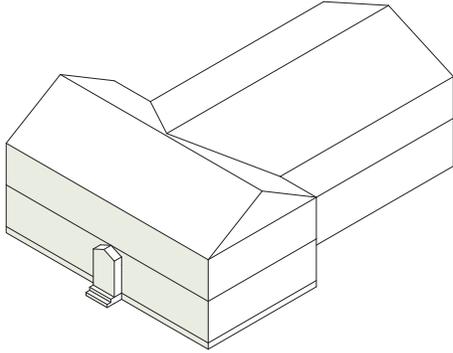


Courtyard Flat

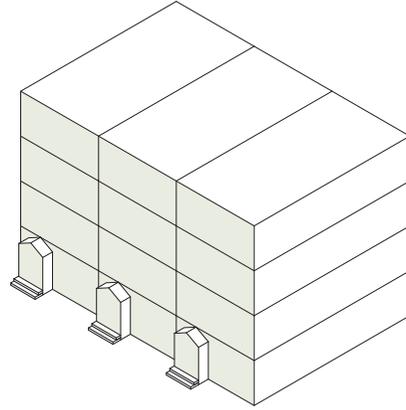


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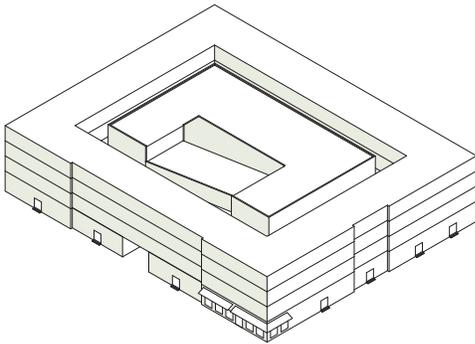
Low-Rise Flat



Mid-Rise Townhouse



Mid-Rise Flat



T4-NE Urban Neighborhood Evolving

Policy Intent

Create and enhance neighborhoods with an urban character in terms of their development pattern, building form, land use, and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle, and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing. T4 Urban Neighborhood Evolving policy may be applied either to undeveloped or substantially underdeveloped “greenfield” areas or to developed areas where redevelopment and infill that produce a different character that includes increased housing diversity and connectivity are desired. Redeveloping these existing neighborhoods involves somewhat different considerations than development of new urban neighborhoods in “greenfield” settings. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

General Characteristics

T4 Urban Neighborhood Evolving Areas demonstrate a development pattern of moderate to high-density residential and institutional development. A variety of residential and institutional buildings are found regularly spaced with shallow setbacks and minimal spacing between buildings. Lots are generally accessed from alleys. The public realm and streetscape feature consistent use of lighting and more formal landscaping. T4 Urban Neighborhood Evolving areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The edges of T4 Urban Neighborhood Evolving Areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement.



T4 Urban Neighborhood Evolving

T4-NE Urban Neighborhood Evolving

Application

T4 Urban Neighborhood Evolving Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become primarily residential. T4 Urban Neighborhood Evolving Policy is applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types and greater connectivity, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high vacancy rates, high proportion of vacant land, high potential for consolidation or subdivision of incongruous lots (not an established lot pattern), incongruity between the existing land use and the zoning, proximity to evolving centers or corridors, and/or age and condition of the existing development.

Commonly used boundaries to define T4 Urban Neighborhood Evolving Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses

In order of appropriateness

- » Residential
- » Community Gardens and Other Open Spaces
- » Institutional

Design Principles

Access – Access by alleys is preferred. Development on larger streets has consolidated access, preferably by side street or alley.

Block Length – Blocks are linear with moderate to short distance between intersections.

Building Form and Site Design – Building height, form, and orientation fit in with the urban character and development pattern described in the Introduction to this section and the Policy Intent and General Characteristics of T4 Urban Neighborhood Evolving policy. An integrated mixture of building types, including single-family, detached accessory dwelling units, plex houses, townhouses, and flats, to create housing choice are found in T4 Urban Neighborhood Evolving Areas. The mixture and placement of building types considers the street type and is designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing. The massing of buildings results in a footprint with moderate to high lot coverage. Buildings are oriented to the street or an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is minimal spacing between buildings.

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The mix of building types should be thoughtfully placed in relation to arterial-boulevard and collector-avenue street corridors and centers, placing taller buildings that contain more units adjacent to centers and corridors, and uses these more intense building types as land use transitions. Allowing for higher-density residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and existing or planned transit.

Density is secondary to the form of development; however, T4 Urban Neighborhood Evolving Areas are intended to be moderate to high density with smaller lots and a more diverse mix of housing types than are typically found in T4 Suburban Neighborhood Maintenance areas. Buildings are generally one to three stories in height. Certain areas that are abutting or adjacent to centers and corridors may be appropriate for higher density housing and buildings of up to five stories, depending on their surrounding context. Consideration of taller heights is based on the following factors:

- » Adequate infrastructure, such as appropriately sized water and sewer service, complete streets, and streets and sidewalks that are adequately wide to support the increased height without the building overshadowing the street or degrading the pedestrian environment;
- » Access to major transportation networks;
- » Opportunities for higher connectivity;
- » The ability to form transitions from adjacent higher-intensity development to the lower-scale neighborhood interior;
- » Ability to support and access to existing or planned transit;
- » Ability to support the viability of nearby consumer businesses; and,
- » Ability to provide affordable or workforce housing as defined in the Glossary of this document.

Buildings at the edges of the T4 Urban Neighborhood Evolving area form transitions in scale and massing where it adjoins lower-density Community Character policy areas, with thoughtful attention given to

the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at these edges:

- » Step down in height as they move closer to adjacent lower-density areas. This may require different heights within an individual structure;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking lot entrances opposite lower-density areas;
- » Respond to differences in topography to avoid buildings that loom over smaller buildings at lower elevations;
- » Respond to the height of smaller adjacent historic buildings so that they do not loom over them;
- » Are oriented so that there is a back-to-back relationship between the taller buildings and smaller buildings;
- » Are separated from lower-density areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways throughout the neighborhood. Pedestrian and bicycle connectivity to existing or planned transit is included.

Connectivity (Vehicular) – Vehicular connectivity is high, and is provided in the form of local streets, collector-avenues and arterial-boulevards that create a complete street network, and provides residents with multiple routes and reduced trip distances. Cul-de-sacs are discouraged. The street network is complemented with an alley network that provides access to residences. As new development occurs, special attention is paid to the existing collector-avenue and arterial-boulevard streets in the area to determine if these streets are able

to support additional development. If existing streets cannot support the use generated by the evolving urban neighborhoods, improvements to these streets or reclassification of these streets may be necessary. It may also be necessary for the new development to create higher-order collector-avenue or arterial-boulevard streets. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping is generally formal. Street trees are common. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the neighborhood.

Parking – Parking for single- and two-family buildings is provided on-street or on-site, and is accessed via alleys. Parking for multifamily buildings is provided in parking lots or structured parking, accessed preferably via alleys or consolidated access from side streets. Parking is located behind or beside the buildings and is screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multifamily developments and institutional uses.

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Service Area – Not applicable in this policy category.

Signage – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville’s social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation

- » Eligible for Listing in the National Register of Historic Places
- » Listed in the National Register of Historic Places
- » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual

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or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable

should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the policy need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark
 - » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- » Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- » There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;

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- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T4 Urban Neighborhood Evolving area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Neighborhood Evolving policy that are described above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4 Urban Neighborhood Evolving policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » RS3.75
- » R6, RS5
- » R8, RS7.5
- » RM9-A-RM40-A
- » Design-based zoning

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based

zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

Building Types

- » Institutional
- » House
- » Detached Accessory Dwelling Unit
- » Plex House
- » House Court
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)

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Detached Accessory Dwelling Unit



Courtyard Flat



Townhouses



Cottage Court



Mid-Rise Flat

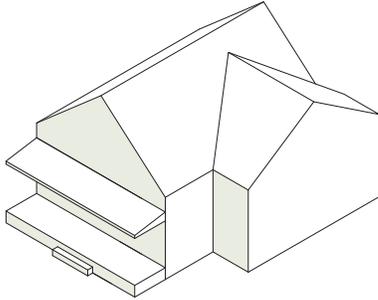


Duplex

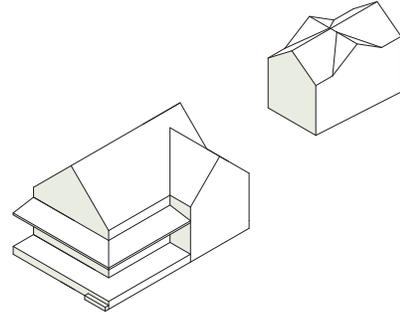
T4-NE Urban Neighborhood Evolving

Building Types

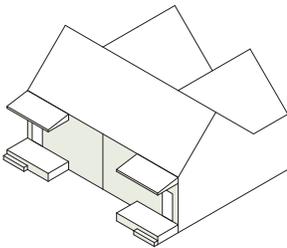
House



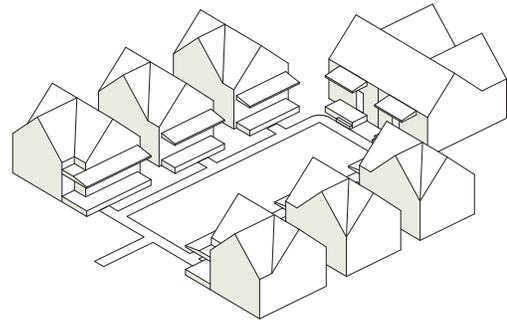
Detached Accessory Dwelling Unit



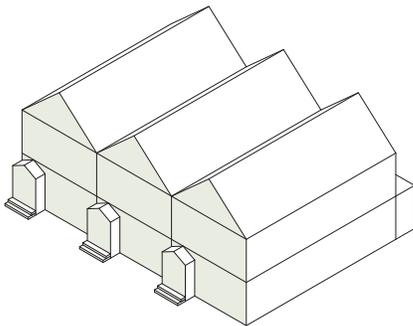
Plex House



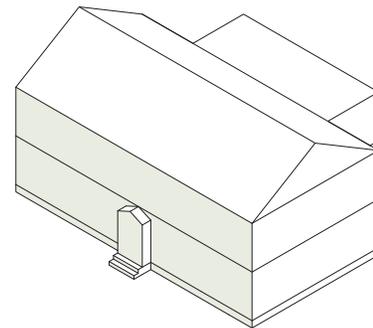
House Court



Low-Rise Townhouse



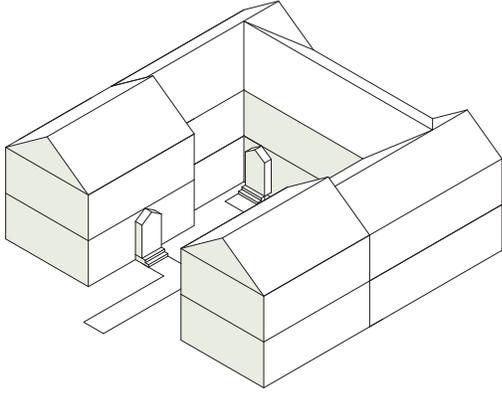
Manor House



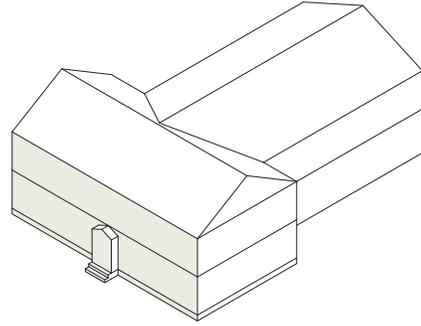
T4-NE

Urban Neighborhood Evolving

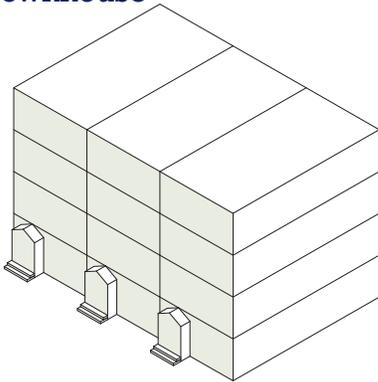
Courtyard Flat



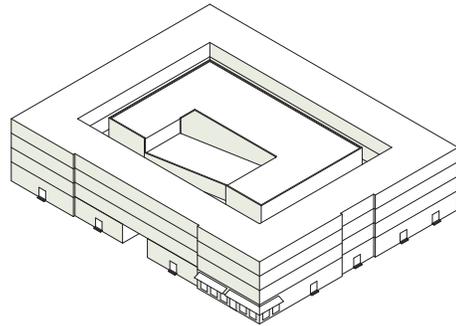
Low-Rise Flat



Mid-Rise Townhouse



Mid-Rise Flat



T4-MIU Urban Mixed Use Neighborhood

Policy Intent

Preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern.

General Characteristics

T4 Urban Mixed Use Neighborhood Areas are intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high-density residential development. A variety of residential, mixed use, commercial, light industrial, and institutional buildings are found regularly spaced with buildings built to the back edge of the sidewalk and minimal spacing between buildings. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape feature the consistent use of lighting and the use of formal landscaping. T4 Mixed Use Neighborhood Areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The edges of T4 Mixed Use Neighborhood Areas are firm with clearly distinguishable boundaries identified by block structure, street and alley networks, and building placement.

Application

T4 Urban Mixed Use Neighborhood Policy is applicable to areas that are zoned residential, commercial, and light industrial where the primary land use is residential, commercial, and light industrial and that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. T4 Urban Mixed Use Neighborhood Policy is applied in situations



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where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, commercial, light industrial land uses and greater connectivity, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high vacancy rates, high potential for consolidation or subdivision of lots, incongruity between the existing land use and the zoning, proximity to evolving centers or corridors, and/or age and condition of the existing development.

Commonly used boundaries to define T4 Urban Mixed Use Neighborhood Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). Because of the potential to contain commercial and light industrial ancillary to residential, this policy does not intrude into the defined boundaries non-urban mixed use neighborhood policies. The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses

In order of appropriateness

- » Residential
- » Mixed Use
- » Community Gardens and Other Open Spaces
- » Institutional
- » Office
- » Commercial*
- » Light industrial including non-nuisance type crafts and other "cottage" industrial, light warehousing/distribution. These are appropriate only at locations specified in the Community Plan.

*Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in the Design Principles that follow.

Design Principles

Access – Access to residential, commercial, office, mixed use and light industrial buildings is provided from alleys and side streets. Larger industrial uses are served by driveways. Shared access is used to avoid multiple curb cuts and pedestrian/vehicular conflict points. Access is designed to be easily crossed by pedestrians. Access into developments is aligned, where applicable, with access for development across the street. Cross access is provided between abutting developments. Coordinated access and circulation create an area that functions as a whole instead of as separate building sites.

Block Length – Blocks are linear with moderate to short distance between intersections.

Building Form and Site Design – The building form is generally in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation, and placement. However, the building form is appropriate to the street type and is designed

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to be compatible, on the edges of the T4 Urban Mixed Use Neighborhood Policy, with adjacent Community Character Policies.

The massing of residential buildings results in footprints with moderate to high lot coverage. Residential buildings, including entrances, are oriented to the street or an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is minimal spacing between buildings. Courtyards for courtyard flats are appropriate. Density and intensity are secondary to the form of development, however T4 Urban Mixed Use Neighborhood Policy Areas are intended to be high density.

The massing of mixed use and non-residential buildings results in a footprint with moderately high lot coverage with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

The diversity of building types and uses results in a mixture of building heights. Single-family and two-family homes are one to three stories in height. Mixed use, non-residential and multifamily buildings are generally

up to five stories in height but may reach a maximum of six stories in limited instances. The appropriate height is based on the building type, surrounding context, and location within the neighborhood. Consideration of taller heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the Mixed Use Neighborhood in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the intersection or street segment on which the building is located, with locations along or at intersections of arterial-boulevard streets being favored for taller buildings;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk, to enhance the pedestrian-friendly environment. Spacing between

T4-MIU Urban Mixed Use Neighborhood

buildings is generally minimal, except for where the industrial land use requires additional separation from adjacent building types and land uses.

Buildings at the edges of the T4 Urban Mixed Use Neighborhood form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T4 Urban Mixed Use Neighborhood policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, plex houses, detached accessory dwellings, etc.;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near

historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing, and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T4 Urban Mixed Use Neighborhood Areas is high in order to allow residents, employees, and visitors to park and walk to multiple destinations and access existing or planned transit. Sidewalks are present

T4-MIU Urban Mixed Use Neighborhood

within the neighborhood, and crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity is high and is provided in the form of local streets, collector-avenues, and arterials that create a complete street network, and provide residents with multiple routes and reduced trip distances. Cul-de-sacs are inappropriate. The street network is complemented with an alley network that provides access to residential, mixed use, commercial, office, and light industrial uses. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that accommodate transit stops.

Landscaping – Landscaping is formal. Street trees and/or planting strips are appropriate. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen automobile-related uses, ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting on the street and in parking lots is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the neighborhood especially in historic areas.

Parking – Parking for single and two-family homes is provided on-street, or on-site and is accessed via alleys or side streets. Parking for non-residential and multifamily buildings is provided on-street or on-site, preferably in structured parking located behind, beside, or beneath the primary building and which utilizes a liner so parking structures are not located on the public street. Surface parking is divided into sections by landscape islands and internal street networks. An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall. Parking structures and lots are screened from view. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided at multifamily developments and non-residential land uses.

Service Area – Not applicable in the policy category.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is scaled for pedestrians and building-mounted signs, projecting signs, or awning signs are appropriate. Monument signs are not appropriate.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

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Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately

T4-MIU Urban Mixed Use Neighborhood

- » served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the policy need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given T4 Urban Mixed Use Neighborhood area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Mixed Use Neighborhood policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4 Urban Mixed Use Neighborhood policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » MUN-A
- » MUL-A
- » OR20-A, OR40-A
- » RM9-A-RM40-A

Other alternative zoning districts may be appropriate based on locational characteristics and surrounding context of the subject property.

- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

Building Types

- » Institutional
- » House
- » Detached Accessory Dwelling Unit
- » Plex House
- » House Court
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to six stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to six stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (only up to six stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial

T4-MIU Urban Mixed Use Neighborhood



Low-Rise Mixed Use (live-work units)



Low-Rise Mixed Use Buildings



Mid-Rise Flats



Adaptive re-use (Werthan Lofts)



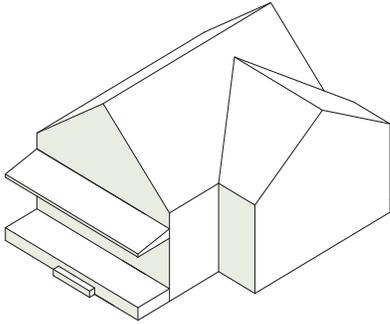
Adaptive re-use (offices in Wedgewood Station)

T4-MIU

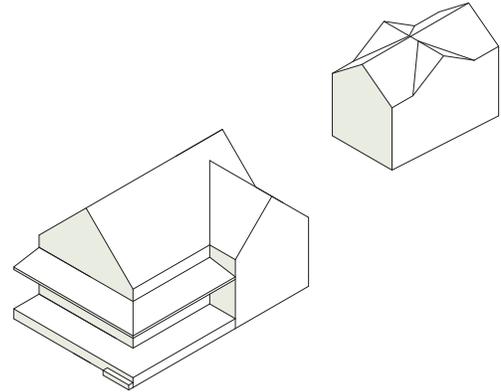
Urban Mixed Use Neighborhood

Building Types

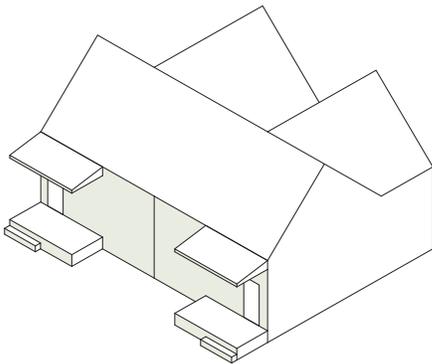
House



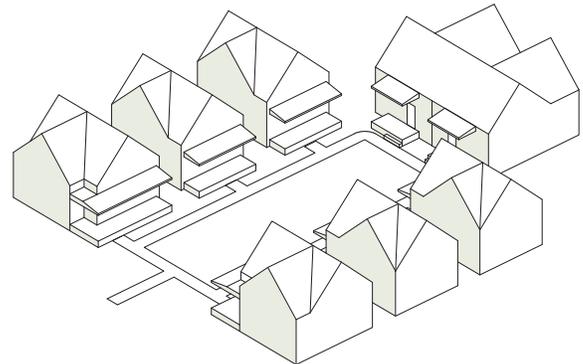
Detached Accessory Dwelling Unit



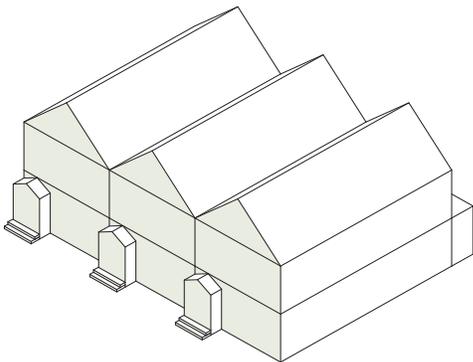
Plex House



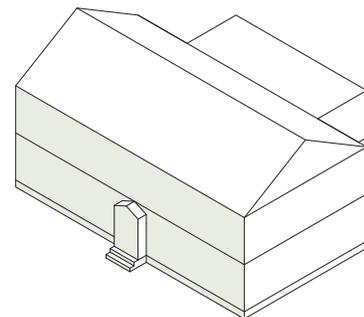
House Court



Low-Rise Townhouse



Manor House

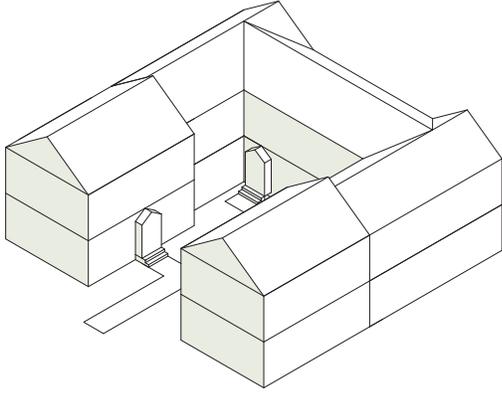


T4-MU

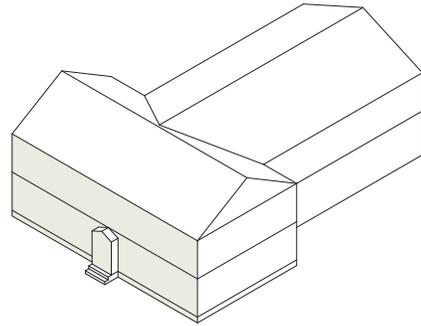
Urban Mixed Use Neighborhood

Building Types

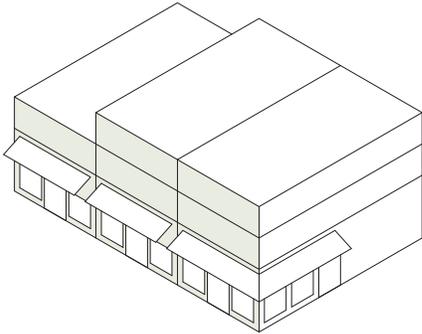
Courtyard Flat



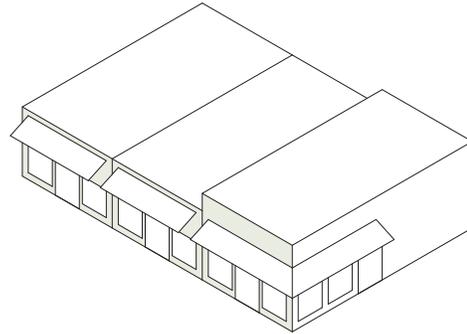
Low-Rise Flat



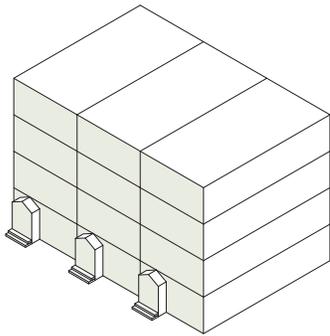
Low-Rise Mixed Use



Low-Rise Commercial



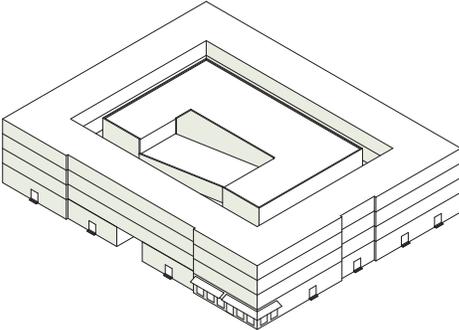
Mid-Rise Townhouse



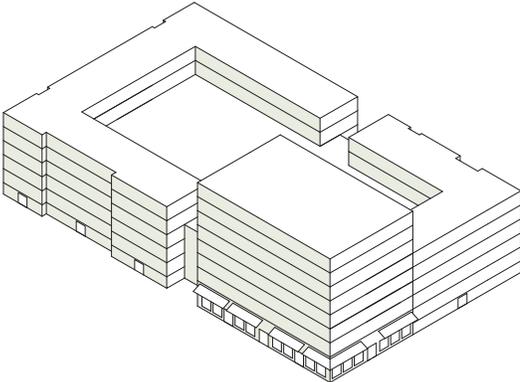
T4-MIU

Urban Mixed Use Neighborhood

Mid-Rise Flat



Mid-Rise Mixed Use



T4-NC

Urban Neighborhood Center

Policy Intent

Preserve, enhance, and create neighborhood centers with an urban character in terms of their service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.

General Characteristics

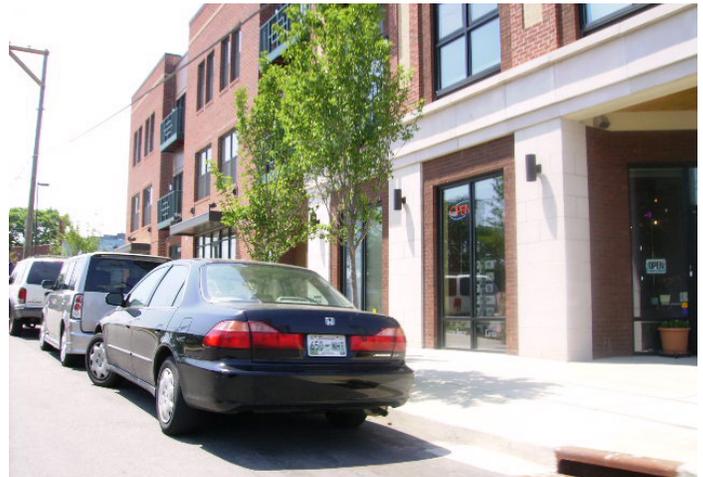
T4 Urban Neighborhood Centers are pedestrian-friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. T4 Urban Neighborhood Centers serve urban neighborhoods within a five minute walk. Intensity is generally placed within edges of the T4 Urban Neighborhood Center, not exceeding the four corners of the intersection of two prominent urban streets. Buildings are regularly spaced and are built to the back edge of the sidewalk with minimal spacing between buildings. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and formal landscaping. T4 Urban Neighborhood Centers are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Neighborhood Centers are firm, with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T4 Urban Neighborhood Center Policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as mixed use and commercial



Pedestrian realm



Martins Corner



Small urban neighborhood storefront

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Urban Neighborhood Center

that is situated to serve an urban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as the intersection of a local and collector-avenue street.

Commonly used boundaries to define T4 Urban Neighborhood Center Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, ancillary residential). Intensification should take place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses

In order of appropriateness

- » Mixed Use
- » Commercial
- » Office
- » Institutional
- » Residential

Design Principles

Access – Access is provided from alleys and side streets. Shared access is used to avoid multiple curb cuts and pedestrian and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Block Length – Blocks are linear with short distance between intersections.

Building Form and Site Design – The building form is in character with the existing T4 Urban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T4 Urban Neighborhood Center areas with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Locations at prominent intersections within the center are reserved for mixed use buildings. Commercial, office, institutional, and residential buildings are also found within T4 Urban Neighborhood Center areas. Locations at prominent intersections within a T4 Urban Neighborhood Center are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

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Urban Neighborhood Center

The massing of non-residential and mixed use buildings results in a footprint with moderate to high lot coverage with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s). Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- » Strongly articulating the façade of larger buildings and including such elements as windows and multiple pedestrian entrances;
- » Arranging buildings into pedestrian-friendly groupings; and,
- » Avoiding large unbroken expanses of pavement in associated parking areas.

Buildings, including entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. There is minimal spacing between buildings.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T4 Urban Neighborhood Center policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T4 Urban Community Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and can provide a focal point in the center. The relationship of such buildings to the street

and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Buildings of all types in T4 Urban Neighborhood Center policy areas are generally two to three stories tall at any location within the center but taller buildings of up to four stories may be found in limited instances. The appropriate height is based on the building type, surrounding context, and location. Consideration of taller heights is given based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the intersection on which the building is located, with locations at intersections of two arterial-boulevard streets being favored for taller buildings;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

T4-NC

Urban Neighborhood Center

Buildings at the edges of the T4 Urban Neighborhood Center form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T4 Urban Neighborhood Center policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, plex houses, detached accessory dwellings, etc.;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity between the neighborhood center and surrounding neighborhoods and existing or planned transit is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4 Urban Neighborhood Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center and crosswalks are provided at intersections, across parking lots and

at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is high. The T4 Urban Neighborhood Center is generally located at an intersection of local and collector-avenue streets with vehicular access provided from alleys and side streets. Connectivity within the center is provided through coordinated access and circulation. Given the intensity of development envisioned for the center, access to existing or planned mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center and does not intrude onto adjacent residential uses or neighborhoods.

T4-NC

Urban Neighborhood Center

Parking – Parking is provided on-street or on-site in surface lots. Parking is primarily behind the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. Bicycle parking is provided.

Service Area – The T4 Urban Neighborhood Center provides services to meet the daily needs of residents within a five to ten minute walk.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately

served by the existing transportation network;

- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the policy need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given T4 Urban Neighborhood Center area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Neighborhood Center policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4 Urban Neighborhood Center policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

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Urban Neighborhood Center

- » RM9-A–RM20-A
- » MUN-A, MUL-A
- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

Building Types

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial

T4-NC

Urban Neighborhood Center



Low-Rise Townhouses



Low-Rise Mixed Use Building



Low-Rise Mixed Use Building



Low-Rise Commercial Building



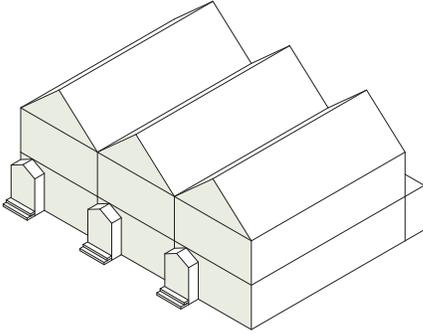
Low-Rise Mixed Use Building

T4-NC

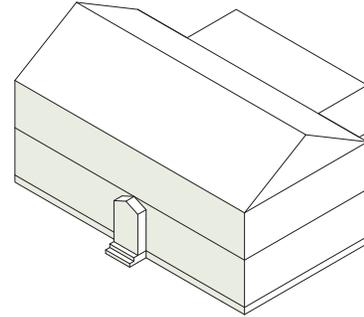
Urban Neighborhood Center

Building Types

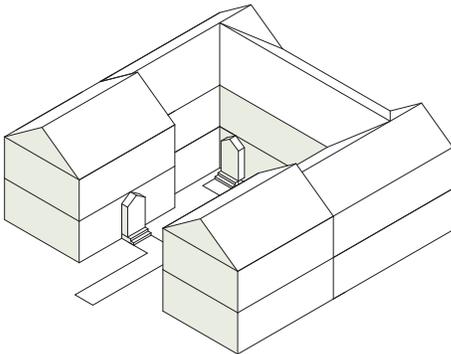
Low-Rise Townhouse



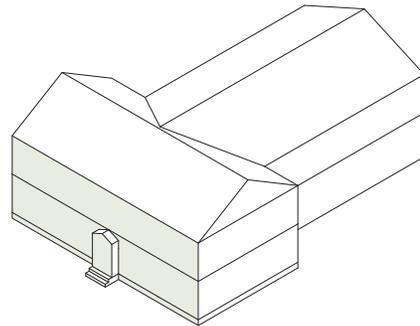
Manor House



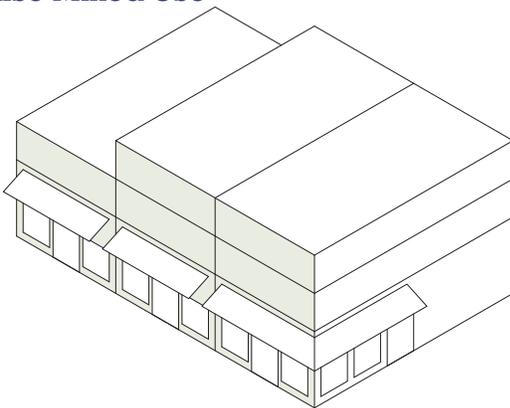
Courtyard Flat



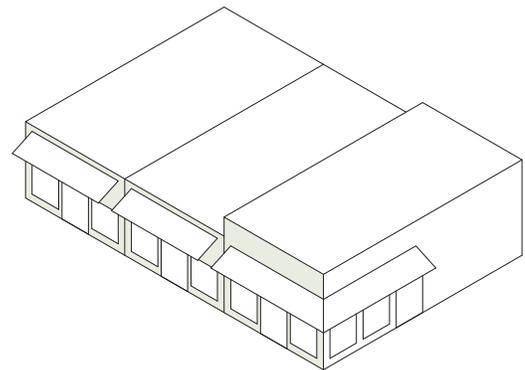
Low-Rise Flat



Low-Rise Mixed Use



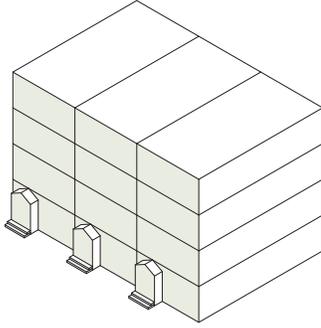
Low-Rise Commercial



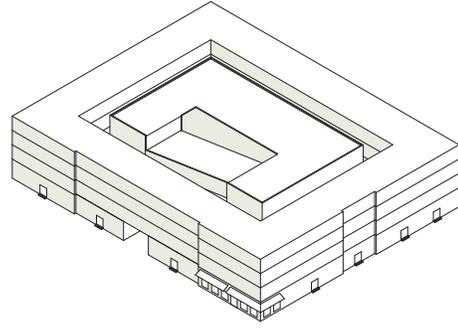
T4-NC

Urban Neighborhood Center

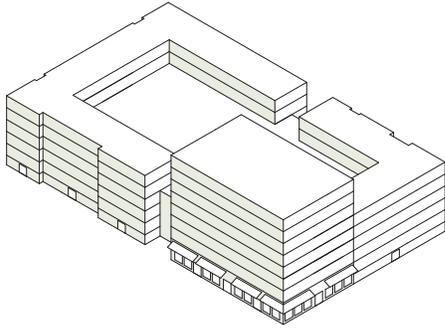
Mid-Rise Townhouse



Mid-Rise Flat



Mid-Rise Mixed Use



T4-CC

Urban Community Center

Policy Intent

Preserve, enhance, and create urban community centers encouraging their development and redevelopment as intense mixed use areas that are compatible with the general character of urban neighborhoods in terms of their service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.

General Characteristics

T4 Urban Community Centers are pedestrian-friendly areas, generally located at intersections of prominent urban streets that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities within a five minute drive or a five to ten minute walk. Intensity is generally placed within edges not exceeding a quarter-mile in diameter. Mixed use, commercial, and institutional buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is behind or beside the building, or on-street. The public realm and streetscape feature the consistent use of lighting and formal landscaping. T4 Urban Community Centers are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Community Centers are firm with transitional residential between the center and less intense urban residential and open space areas, and with distinguishable boundaries identified by land uses, building types, building placement, and block structure.



Low-Rise Mixed Use Building



Pedestrian realm



Low-Rise Mixed Use Building

T4-CC

Urban Community Center

Application

T4 Urban Community Center Policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve an urban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as an arterial-boulevard or collector-avenue.

Commonly used boundaries to define T4 Urban Community Center Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). Intensification should take place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Example of Appropriate Land Uses

In order of appropriateness

- » Mixed Use
- » Commercial*
- » Office
- » Institutional
- » Transitional Residential

*Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in the Design Principles that follow.

Design Principles

Access – Access is provided from alleys and side streets. Shared access is used to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Block Length – Blocks are linear with short distance between intersections.

Building Form and Site Design – The building form is in character with the existing T4 Urban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T4 Urban Community Center areas with preference given to mixed

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use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and transitional residential buildings are also found within T4 Urban Community Center areas. Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in this Design Principle and in the Landscaping and Parking Design Principles.

The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage with individual, first floor tenant space of 30,000 square feet or less, each with its own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- » Strongly articulating the façade of large buildings and including such elements as windows and doors;
- » Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- » Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- » Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

Non-residential and mixed use buildings, including entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant

portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

Solely residential buildings may be provided as a transition from higher-intensity commercial or mixed land uses in the center to adjacent lower-intensity residential land uses within a neighborhood. Locations at key intersections and corridor segments within a T4 Urban Community Center are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

Solely residential buildings in T4 Urban Community Center policy areas are typically multifamily buildings with moderate to high lot coverage. Façades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long façades.

Residential buildings, including entrances, are oriented to the street or an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Setbacks are shallow and consistent, providing some distinction between the public realm of sidewalks, internal walkways, and open spaces and the private realm of the residence. Stoops and front porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is moderate spacing between buildings. Courtyards for courtyard housing are appropriate.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property

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consolidation to create larger development sites within the T4 Urban Community Center policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T4 Urban Community Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and can provide a focal point in the center. The relationship of such buildings to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Buildings of all types in T4 Urban Community Center policy areas are generally three to five stories tall but taller buildings of up to seven stories may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, surrounding context, and location. Consideration of taller heights is given based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the T4 Urban Community Center form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T4 Urban Community Center policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, plex houses, detached accessory dwellings, etc.;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking garage entrances and unlined

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- » parking structures opposite lower-intensity areas;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4 Urban Community Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center, and crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is high. The T4 Urban Community Center is generally located at an intersection of arterial-boulevard streets or an arterial-boulevard and a collector-avenue, with vehicular access provided from alleys and side streets. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives, and alleys. Given the intensity of development envisioned for the center, access to existing or planned mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping is formal. Street trees, bushes, and other plantings are appropriate. In surface

parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen automobile-related uses, ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center and does not intrude onto adjacent residential uses or neighborhoods.

Parking – Parking is provided on-street or on-site in surface lots or in structures. Parking is primarily behind the building. An exception is made for automobile related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall. Limited parking is allowed beside the building and is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian-friendly environment. Parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged.

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Surface parking is divided into sections by landscape islands and internal street networks. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

Service Area – T4 Urban Community Centers provide services to meet the daily needs of residents within a five to ten minute walk, as well as services that are needed less frequently and provide a draw to the larger community.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately

- served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the policy need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given T4 Urban Community Center area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Community Center policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4 Urban Community Center policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

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- » MUL-A, MUG-A
- » OR20-A, OR40-A
- » ORI-A
- » RM20-A, RM40-A

More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.

- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Site plan-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

Building Types

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (generally only up to five stories; up to seven stories only under exceptional circumstances as described under Building Form and Site Design above)
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (generally only up to five stories; up to seven stories only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (generally only up to five stories; up to seven stories only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial

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Low-Rise Mixed Use Building



Low-Rise Mixed Use Building



Courtyard Flat



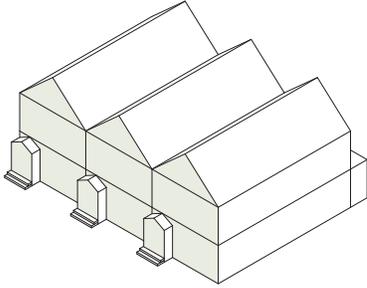
Mid-Rise Flat

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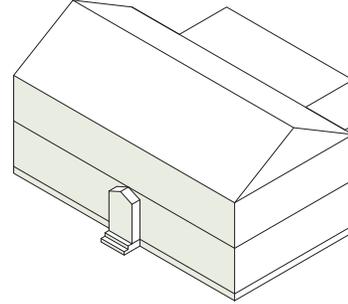
Urban Community Center

Building Types

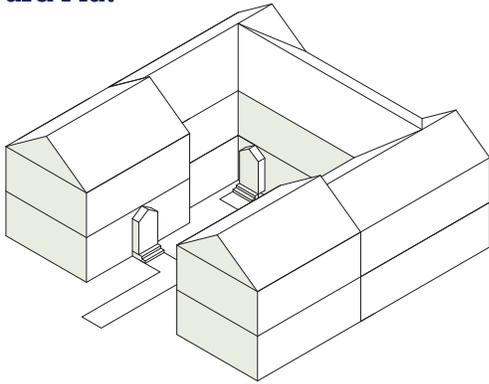
Low-Rise Townhouse



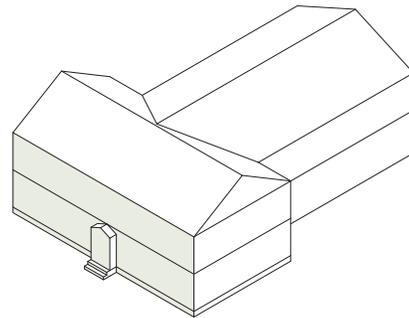
Manor House



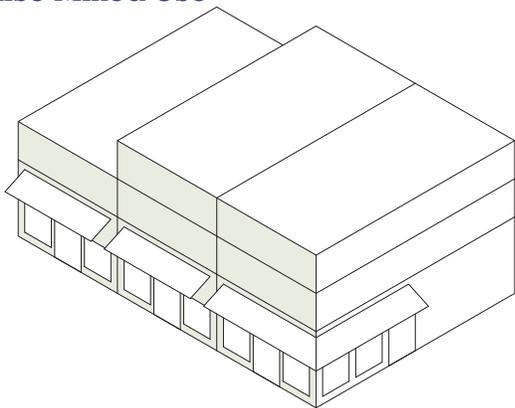
Courtyard Flat



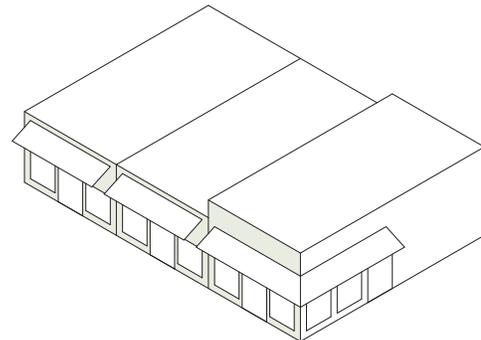
Low-Rise Flat



Low-Rise Mixed Use



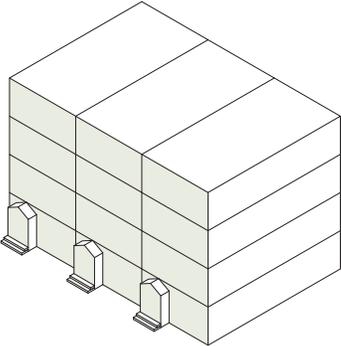
Low-Rise Commercial



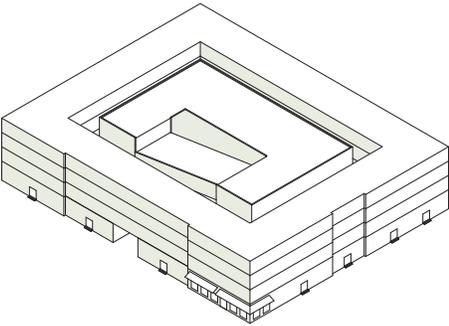
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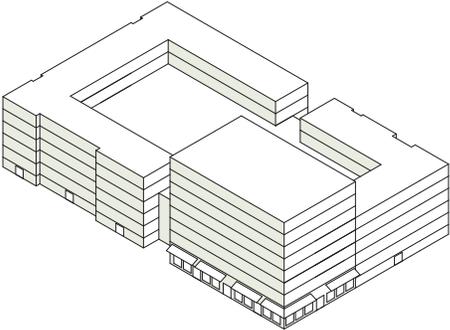
Mid-Rise Townhouse



Mid-Rise Flat



Mid-Rise Mixed Use



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Urban Residential Corridor

Policy Intent

Preserve, enhance, and create urban residential corridors that support predominately residential land uses; are compatible with the general character of urban neighborhoods in terms of their development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

General Characteristics

T4 Urban Residential Corridors are prominent arterial-boulevard and collector-avenue corridors that accommodate residential land uses and are served by multiple modes of transportation. T4 Urban Residential Corridors are intended to be “Complete Streets”—streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T4 Urban Residential Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of transportation modes. These corridors often provide the boundaries to urban neighborhoods or communities.

A variety of residential and institutional buildings frame the corridor. They are regularly spaced, with minimal spacing between buildings and shallow setbacks. The public realm and streetscape feature the consistent use of lighting and formal landscaping. T4 Urban Residential Corridors provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit. The edges of T4 Urban Residential Corridors are firm with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.



Low-Rise Townhouses



Low-Rise Flat



Mix of urban residential building types

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Urban Residential Corridor

Application

T4 Urban Residential Corridor Policy is applied to prominent urban arterial-boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential use along the corridor while providing opportunity for an evolving development pattern in regard to the size, scale, and density. T4 Urban Residential Corridor Policy is applicable to areas that are zoned residential, where the primary land use is residential or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T4 Urban Residential Corridor Policy include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T4 Urban Residential Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses

In order of appropriateness

- » Residential
- » Community Gardens and Other Open Spaces
- » Institutional

Design Principles

Access – T4 Urban Residential Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and transit. High access management is observed. On existing T4 Urban Residential Corridors, the existing block pattern should be maintained and not fragmented with driveways or additional streets, unless blocks are unusually long, in which case additional street intersections may be considered. On new corridors, shared and consolidated access points are provided at shorter distances from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of environmental features.

Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged; but if permitted, they are shared or consolidated driveways. The impact of access to the corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets.

Curb cuts are limited to minimize conflict points between vehicles, pedestrians, and cyclists. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist, the development of an alley system or adding to the existing alley system is also encouraged. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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Urban Residential Corridor

Block Length – Blocks are linear with moderate to short distance between prominent intersections.

Building Form and Site Design – The building form is in character with the existing T4 Urban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

The building forms in terms of mass, orientation, and placement, are appropriate to the building type and street type/size and are designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing. The width and prominence of the corridor often calls for larger buildings to balance the street.

A mixture of residential building types including single-family as well as multifamily in the form of plex houses, townhouses, flats or manor homes is appropriate. The massing of buildings results in a footprint with moderate to high lot coverage. Buildings frame the corridor providing shallow to moderate setbacks to create some distinction between the public realm of the street and sidewalk and the private realm of the residence. Spacing between buildings is generally moderate to minimal. Buildings, including entrances, are oriented to face the corridor.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition

in scale, massing, and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

Institutional buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Buildings in T4 Urban Residential Corridor policy areas are generally one to three stories tall but taller buildings of up to five stories may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, and surrounding context. Consideration of taller heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management

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- » techniques, etc.;
 - » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
 - » Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
 - » The capacity of the block structure and rights-of-way to accommodate development intensity;
 - » Proximity to existing or planned transit;
 - » Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
 - » Topography;
 - » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
 - » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.
- » Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
 - » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
 - » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
 - » Are separated from lower-intensity areas by rear alleys or service lanes; and,
 - » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers, and existing or planned transit is high, and is provided in the form of sidewalks and bikeways along the corridor. Crosswalks are provided at intersections, across parking lots, and at vehicular access points are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity is high and is provided in the form of regularly spaced, intersecting streets—locals, collector-avenues, and arterial-boulevards. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, shared and consolidated access points are provided. Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities and allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping along the corridor is generally formal, consisting of street trees and planting

Buildings at the edges of the T4 Urban Residential Corridor form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T4 Urban Residential Corridor policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including detached accessory dwelling units, courtyard flats, plex houses, etc.;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;

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strips in the setback and lawns to soften the street wall created by buildings. Landscaping retains existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to blend aesthetically with the character of the neighborhood especially in historic areas.

Parking – Parking for single- and two-family homes is provided on-street or on-site. Parking for multifamily buildings is provided on-street and in parking lots or structured parking. On-site parking for multifamily buildings is located behind or beside the primary building and is screened from view of the corridor. In all cases, on-site parking is accessed via alleys or side streets and not from the corridor. Bicycle parking is provided at non-residential uses and at multifamily developments.

Service Area – Not applicable in this policy category.

Signage – Signage is limited to institutional uses and neighborhood identification signs. Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the corridor.

Signage is generally scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features

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Urban Residential Corridor

in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of

properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the policy need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

T4-RC

Urban Residential Corridor

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark
 - » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- » Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- » There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied which, in the

course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T4 Urban Residential Corridor area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Residential Corridor policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4 Urban Residential Corridor policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » RM15-A, RM20-A, RM40-A, RM60-A
- » Design-based zoning

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

T4-RC

Urban Residential Corridor

Building Types

- » Institutional
- » House
- » Plex House
- » Detached Accessory Dwelling Unit
- » House Court
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Low-Rise Flat
- » Mid-Rise Flat (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)

T4-RC

Urban Residential Corridor



Plex House



Houses



Low-Rise Townhouse



Mid-Rise Flat



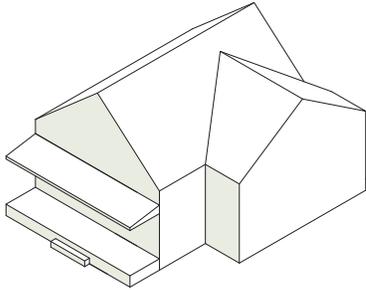
Low-Rise Flat

T4-RC

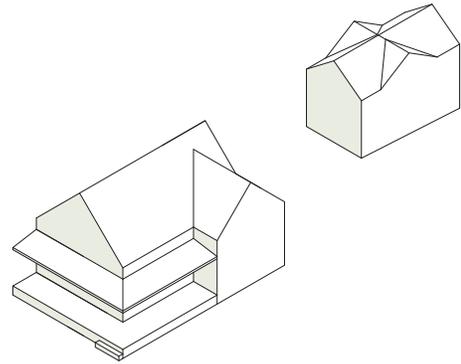
Urban Residential Corridor

Building Types

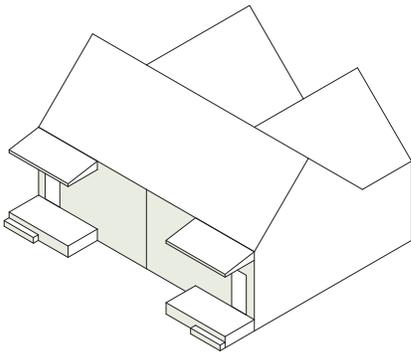
House



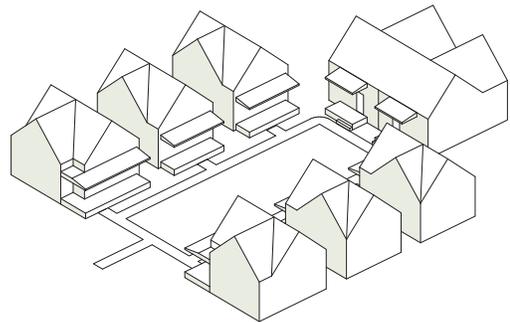
Detached Accessory Dwelling Unit



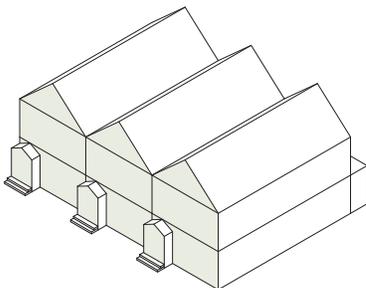
Plex House



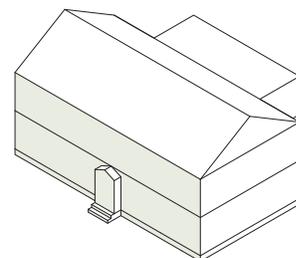
House Court



Low-Rise Townhouse



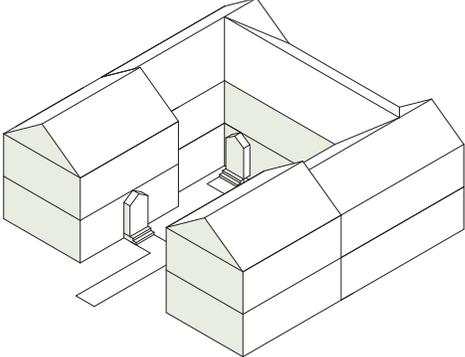
Manor House



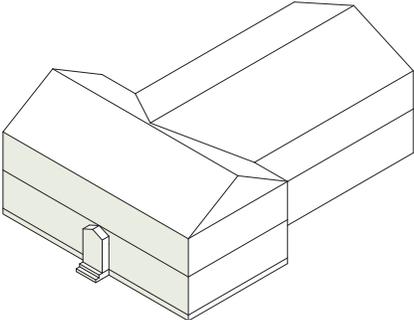
T4-RC

Urban Residential Corridor

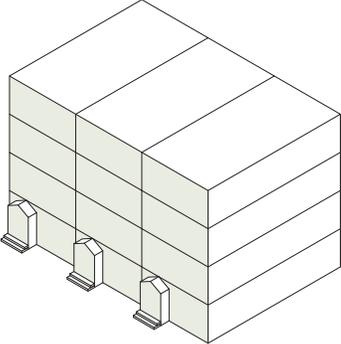
Courtyard Flat



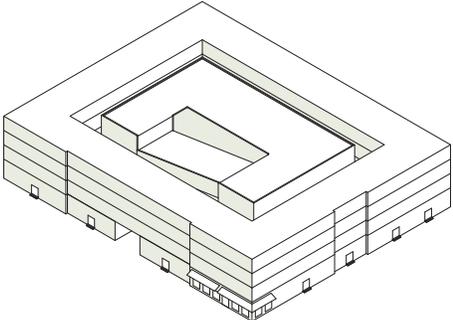
Low-Rise Flat



Mid-Rise Townhouse



Mid-Rise Flat



T4-CM Urban Mixed Use Corridor

Policy Intent

Enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher-intensity vertical mixed use and commercial uses at intersections with preference given to residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

General Characteristics

T4 Urban Mixed Use Corridors are pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that accommodate residential, commercial, and mixed use development and are served by multiple modes of transportation. T4 Urban Mixed Use Corridors are intended to be Complete Streets—streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T4 Urban Mixed Use corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of modes of transportation. These corridors often provide the boundaries to urban neighborhoods or communities.

Along the corridor, buildings are regularly spaced, generally built to the back edge of the sidewalk and with minimal spacing between buildings. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape feature the consistent use of lighting and formal landscaping. T4 Urban Mixed Use Corridors provide high access management and are served by highly connected street networks, sidewalks, and mass transit. The edges of the T4 Mixed Use Corridors are firm with clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.



Low-Rise Mixed Use Building



Active use along the street



Low-Rise Flat

T4-CM Urban Mixed Use Corridor

Application

T4 Urban Mixed Use Corridor Policy is applied to prominent urban arterial-boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for an evolving development pattern in regard to the size, scale, and density. T4 Urban Mixed Use Corridor Policy is applicable to areas that are zoned residential, commercial, and mixed use, where the primary land use is residential, commercial, and mixed use, or that are envisioned to become predominately residential and mixed use with higher-intensity commercial areas concentrated at major intersections.

Commonly used boundaries to define T4 Urban Mixed Use Corridor Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, spacing of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T4 Urban Mixed Use Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses

In order of appropriateness

- » Mixed Use
- » Residential
- » Commercial*
- » Office
- » Institutional

*Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in the Design Principles that follow.

Design Principles

Access – T4 Urban Mixed Use Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and transit. High access management is observed. On existing T4 Urban Mixed Use Corridors, the existing block pattern is maintained and not fragmented with additional driveways or additional streets, unless blocks are unusually long, in which case additional street intersections may be considered. On new corridors, shared and consolidated access points are provided more frequently, at shorter distance from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of topography.

Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged; but if permitted, they are shared or consolidated driveways. Shared access limiting curb cuts is used to minimize conflict points between vehicles, pedestrians, and cyclists. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist, the development of an alley system or adding to the existing alley system is also encouraged. Coordinated access and circulation create a

T4-CM Urban Mixed Use Corridor

corridor that functions as a whole instead of as separate building sites. There may be challenges to balancing the need to manage access points along the corridor with potential negative impacts on adjacent residential neighborhoods when access is provided from side streets. These challenges increase in cases where residential buildings face directly onto the sides of commercial properties.

Block Length – Blocks are linear with moderate to short distance between prominent intersections.

Building Form and Site Design – The building form is in character with the existing T4 Urban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T4 Urban Mixed Use Corridor areas with preference given to mixed use buildings around intersections and multifamily residential buildings along corridor segments between intersections. These buildings use land efficiently and contribute to the vitality and function of the corridor. Mixed use buildings provide combined opportunities to live, work, and shop. Both mixed use and multifamily residential buildings support both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial and office buildings are also found around intersections in T4 Urban Mixed Use Corridor areas. Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance under this Design Principle and in the Parking Design Principle.

The massing of non-residential and mixed use buildings results in a footprint with moderate to high lot coverage with individual, first-floor tenant space of 10,000

square feet or less, each with its own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- » Strongly articulating the façade of large buildings and including such elements as windows and doors;
- » Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- » Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination; and
- » Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

Non-residential and mixed use buildings, including entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

Multifamily residential buildings are preferred along corridor segments between intersections. These multifamily buildings typically have moderate to high lot coverage. Façades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long façades. Densities are significantly higher than in surrounding residential neighborhoods.

T4-CM Urban Mixed Use Corridor

Residential buildings, including entrances, are oriented to the street or an open space. Setbacks are shallow and consistent, providing some distinction between the public realm of sidewalks, internal walkways, and open spaces and the private realm of the residence. Stoops and front porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is moderate spacing between buildings. Courtyards for courtyard flats are appropriate.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T4 Urban Mixed Use Corridor policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T4 Urban Mixed Use Corridor and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and can provide a focal point along the corridor. The relationship of such buildings to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Buildings of all types in T4 Urban Mixed Use Corridor policy areas are generally three to five stories tall but taller buildings of up to seven stories may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building

overshadowing the street. The appropriate height is based on the building type, location, and surrounding context. Consideration of taller heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » Proximity to transit stations;
- » Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the T4 Urban Mixed Use Corridor form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits

T4-CM Urban Mixed Use Corridor

and ability to meet the goals of the Community Plan. Buildings at the edges of T4 Urban Mixed Use Corridor policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including detached accessory dwelling units, courtyard flats, plex houses, etc.;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are sensitively designed to respond to the often pronounced irregularities in the depth of nonresidential and mixed use development along diagonal corridors, which sometimes results in residential buildings facing directly onto the sides of commercial properties;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding urban neighborhoods, centers, existing or planned transit, and open space is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4 Urban Mixed Use Corridor is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present along the corridor and crosswalks are provided at intersections, across parking lots, and at vehicular

access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity is high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T4 Urban Mixed Use Corridor has high connectivity in the form of regularly spaced, intersecting locals, collector-avenue, and arterial-boulevard streets. To further improve connectivity in the T4 Urban Mixed Use Corridor, access points are preferably provided by existing intersecting local, collector-avenue, or arterial-boulevard streets. If intersecting streets are not available, then access drives from the corridor are consolidated and improved to serve as a new street that connects to adjacent development and contributes to the overall street network. Curb cuts are limited to minimize conflict points between vehicles, pedestrians, and cyclists. Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities.

Landscaping – Landscaping along the corridor is formal and includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. In surface parking lots, landscaping in the form of trees, bushes, and other plantings are provided. Landscaping is used to screen automobile-related uses, ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular

T4-CM Urban Mixed Use Corridor

and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is designed to enhance the character of the corridor and does not intrude onto adjacent residential uses or neighborhoods.

Parking – Parking is provided on-street or on-site in surface lots or in structures. Parking is primarily behind the building. An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall. Limited parking is allowed beside the building and is designed to cause minimal disruption to the continuous active street-level uses in buildings that frame the street and create a pedestrian-friendly environment. On-site surface parking is screened from view of the street and from view of abutting residential properties. Surface parking is divided into sections by landscape islands and internal street networks. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. In all cases, on-site parking is accessed via alleys or side streets and not from the corridor. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the corridor. Signage is generally scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate.

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - » Worthy of Conservation
 - » Eligible for Listing in the National Register of Historic Places
 - » Listed in the National Register of Historic Places
 - » National Historic Landmark

Owners of property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character,

T4-CM Urban Mixed Use Corridor

scale, massing, and orientation of those historical features.

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

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of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
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- » The proposed development is consistent with the character of the Transect Area in which the site is located;
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The following is a list of zoning districts that may be appropriate within a given T4 Urban Mixed Use Corridor area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4 Urban Mixed Use Corridor policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which

T4-CM Urban Mixed Use Corridor

zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4 Urban Mixed Use Corridor policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » RM20-A-RM60-A
- » MUL-A, MUG-A
- » OR20-A, OR40-A, ORI-A
- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

Building Types

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (generally only up to 5 stories; up to seven stories only under exceptional circumstances as described under Building Form and Site Design above)
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (generally only up to five stories; up to seven stories only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (generally only up to five stories; up to seven stories only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial

T4-CM Urban Mixed Use Corridor



Pedestrian realm



Mid-Rise Mixed Use Building



Low-Rise Flats



Low-Rise Mixed Use Building

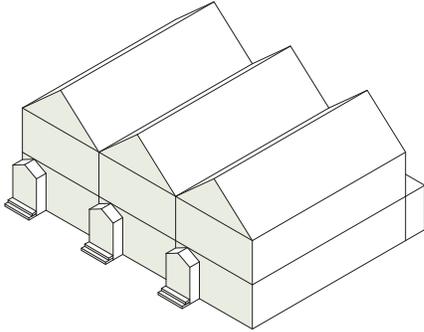


Low-Rise Mixed Use Building

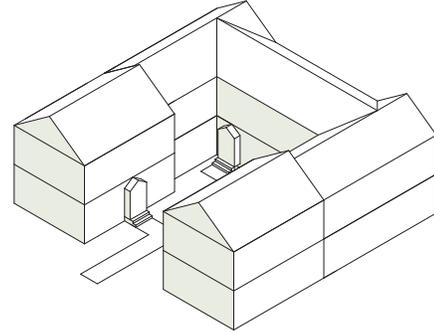
T4-CM Urban Mixed Use Corridor

Building Types

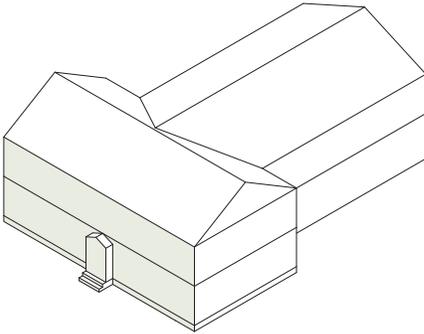
Low-Rise Townhouse



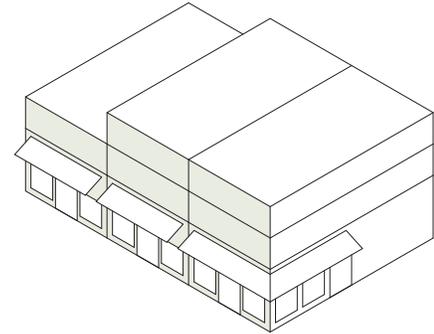
Courtyard Flat



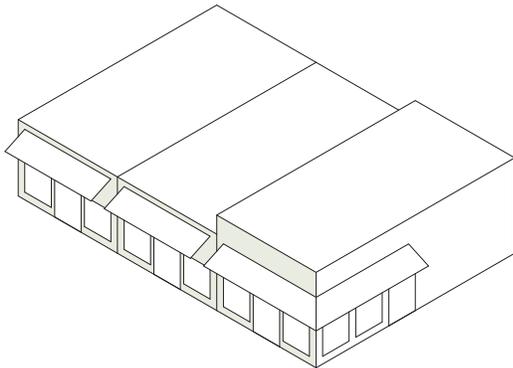
Low-Rise Flat



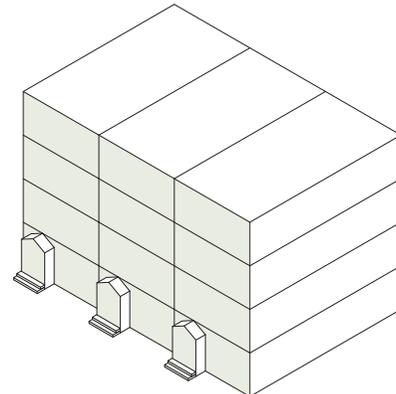
Low-Rise Mixed Use



Low-Rise Commercial

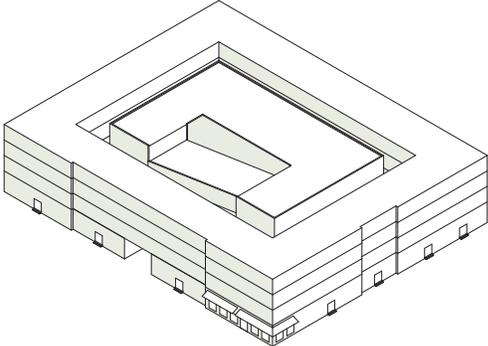


Mid-Rise Townhouse



T4-CM Urban Mixed Use Corridor

Mid-Rise Flat



Mid-Rise Mixed Use

