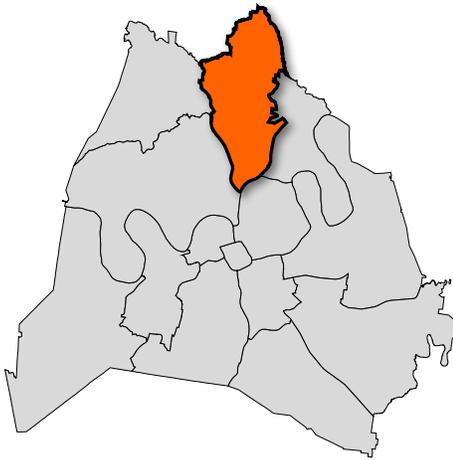


**A General Plan for Nashville & Davidson County**

Adopted June 22, 2015

**Volume III:  
Community  
Plans**



**Parkwood –  
Union Hill**

 Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of June 22, 2015.

  
Executive Secretary

 NASHVILLE PLANNING COMMISSION  
METROPOLITAN NASHVILLE DAVIDSON COUNTY  
A GREAT CITY DEPARTMENT



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

**Resolution No. RS2015-256**

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

Resolution No. RS2015-256

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

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

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

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

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

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

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

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

  
James McLean, Chairman

Adoption Date: June 22, 2015

Attest:

  
J. Douglas Sloan, III, Secretary and Executive Director

# THE NASHVILLENEXT PLAN

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

## I Vision, Trends, & Strategy

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

## II Elements

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

## III Communities

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

### *Community Character Manual*

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

Community Plan Areas:

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

## IV Actions

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

## V Access Nashville 2040

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

# PARKWOOD – UNION HILL

## Contents

Description of the Community	7
History of the Planning Process	15
Community Demographic Information	17
Role in the County and Region	19
Growth & Preservation Concept Map and the Community's Role	27
Community Character Policy Plan	32
How to use the Community Character Policies	35
Community Character Policies	36
Special Policies	40
Development Scenarios	42
Enhancements to the Open Space Network	46
Enhancements to the Transportation Network	49



# PARKWOOD–UNION HILL

## Description of the Community

The Parkwood–Union Hill Community extends from the junction of I-24 and I-65 north to the Robertson County line. It is bordered on the east by I-65, Goodlettsville, and Sumner County; it is bordered on the west by I-24, Crocker Springs Road and Ivey Point Road. Parkwood–Union Hill is one of Nashville’s quietest communities, with less change over the past 15 years than most of Davidson County.

The southern part of the community, Parkwood, is primarily suburban. Union Hill is rural and rural residential, with hills, large wooded areas, and farmland. Its distance from Downtown Nashville, its adjacency to rural counties, and its concentration of hilly terrain, floodplain and farmland create the community’s split suburban and rural character.

## Major Neighborhoods/Communities

### *Parkwood and the southern suburbs*

The southern part of Parkwood–Union Hill is bordered by Campbell Road to the north. It is bordered by I-65 to the East, and I-24 and Crocker Springs Road to the west. Parkwood has about one-fourth of the community’s land area and is mostly developed. It contains both urban and suburban characteristics. The southern area has more extensive residential and commercial development compared to the northern area for several reasons. Access to major roads such as Briley Parkway, I-65, and I-24 make Parkwood more attractive for development. The southern area also has services like water and sewer available, due in part to its flatter terrain.

Older, established neighborhoods like Parkwood and Bellshire are mixed with newer suburban development, like Belle Arbor, Chesapeake, and Timberwood. Newer developments are close to commercial services on Old Hickory Boulevard and Dickerson Pike. These newer developments include Mulberry Downs and Quail Ridge. Single family subdivisions, townhomes and garden apartments are common. The southern area has most of the community’s businesses, civic activities, and public services.

### *Union Hill*

The northern area of Parkwood–Union Hill is Union Hill. It is bordered by Campbell Road and Hunter’s Lane to the south, Goodlettsville and the county line to the east and north, and Cocker Springs Road to the west. Union Hill has a predominately rural character, with large farms and open land. This area has retained its rural character and has experienced limited development due to steep slopes, the lack of sewer services, and effects of current zoning and land use policies.

### *Dickerson Pike Corridor*

The most important corridor in the community is Dickerson Pike. Dickerson Pike winds along the area’s eastern border north to Goodlettsville. Dickerson Pike is a major thoroughfare and the most significant provider of services to the community. Because of this corridor’s importance, its development is a major focus of this plan. A key factor in the character of development along Dickerson Pike is the prevalence of Commercial Service (CS) zoning. Because this zoning is nearly continuous from the I-65 interchange to Dry Creek Road, the Pike can continue to be developed as isolated pods of commercial, retail, restaurants, and office. Creating a pedestrian and bicycle friendly environment with this zoning can be challenging.

Dickerson Pike is a major transportation corridor. It is also the main service center in the community. Dickerson Pike has the community’s largest concentration of nonresidential development, mostly south of Old Hickory Boulevard. The biggest development is the Skyline area near Dickerson Pike and Briley Parkway (see below). Dickerson Pike also has neighborhood-scale commercial businesses, light industry, and civic uses. There are a mix of land uses north of Old Hickory Boulevard. These uses include parks and recreation, vacant, residential, industrial, and commercial land uses. There is also a significant amount of undeveloped land along the corridor, particularly north of Old Hickory Boulevard.

While Dickerson Pike has most of the commercial or light industrial development in Parkwood–Union Hill, there is also non-residential development in three other areas. One area is near I-24 and Old Hickory Boulevard. Another is along I-24 near Briley Parkway and Ewing Drive. The third is on Springfield Highway north of Goodlettsville.

## *Skyline*

The commercial and medical center at Skyline has generated the greatest change in Parkwood–Union Hill over the last two decades. At the southern end of the community, Skyline is at the intersection of I-65, Briley Parkway, and Dickerson Pike. Beginning with the Skyline Medical Center in 2000 and followed by the build-out of Skyline Commons, the Skyline area has substantially added to the community’s employment and retail base. With more than 700,000 square feet of commercial space in Skyline Commons, the area is a major regional destination.

The developments in Skyline are auto-oriented. Recently, smaller developments have begun to fill in around Skyline Commons and the Medical Center, but terrain has limited how walkable they are.

## The Transect

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

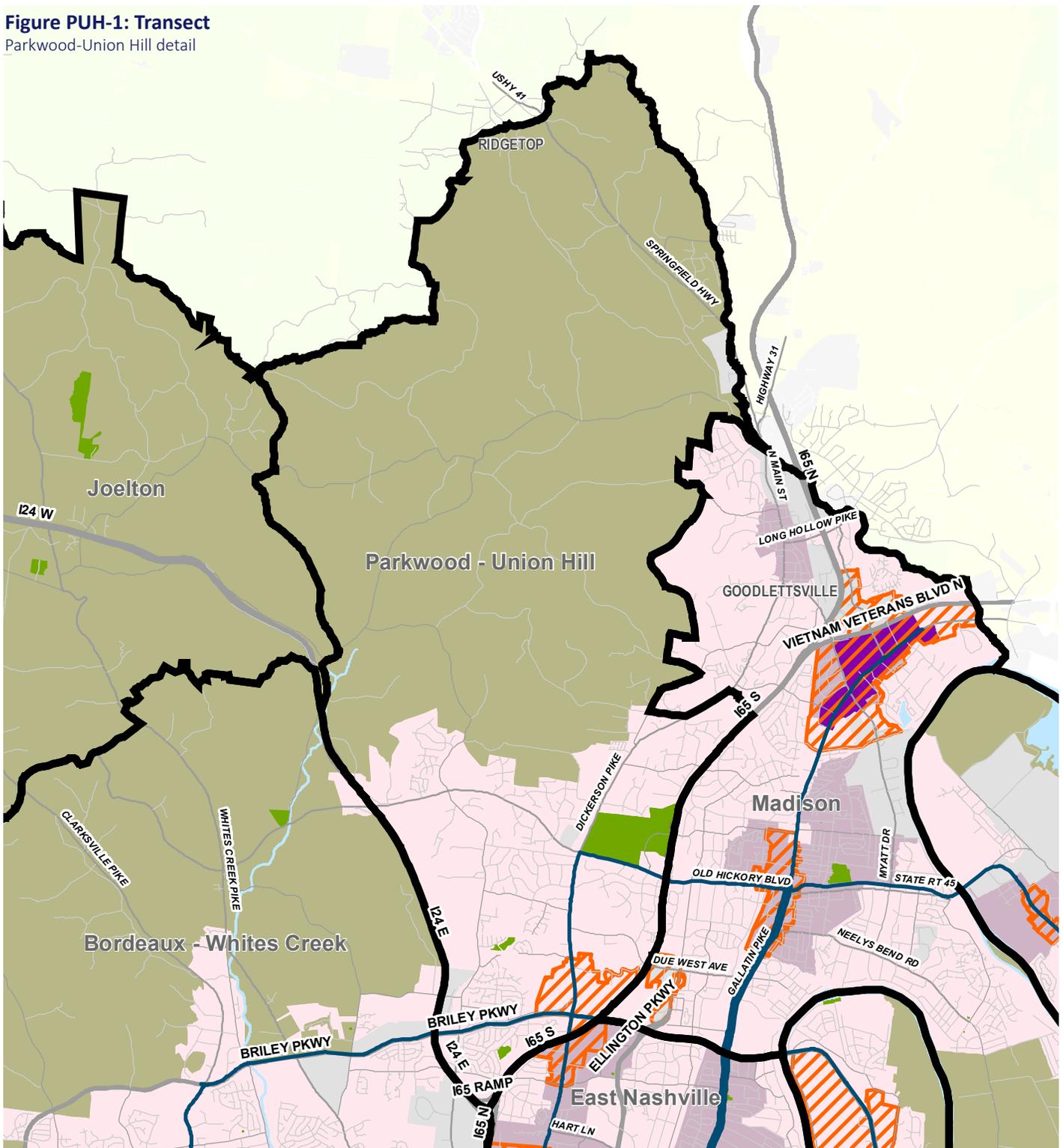
The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

- » **T1 Natural:** This Transect Category includes Cedar Hill Park
- » **T2 Rural:** This Transect Category includes much of the Union Hill community
- » **T3 Suburban:** This Transect Category includes neighborhoods in the Parkwood community
- » **T4 Urban:** This Transect Category includes some areas flanking Dickerson Pike
- » **T5 Centers:** This Transect Category is not present in Parkwood–Union Hill
- » **T6 Downtown:** This Transect Category is not present in Parkwood–Union Hill
- » **D District:** This Transect Category includes areas on I-24 just north of Briley Parkway.

The Transect system is used to ensure diversity of development in Nashville/Davidson County (see Figure PUH-1). It recognizes that Union Hill’s rural character is different than the suburban development pattern in Parkwood. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

The Growth & Preservation Concept Map for the Parkwood–Union Hill Community (Figure PUH-8 on page 28) represents the vision for the community. The starting point for the Concept Map was the most recent Parkwood–Union Hill Community Plan update (2006) and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the community has faced. The Concept Map also reflects the input received during NashvilleNext including input on how Parkwood-Union should grow and also input on what the vision for Nashville is in the future and deliberation on what role Parkwood–Union Hill should play in the future. This is discussed in greater detail below.

**Figure PUH-1: Transect**  
Parkwood-Union Hill detail



**Transects Legend**

- |  |  |   |  |
|--|--|---|--|
|  Centers            | <b>Priority Corridors</b>  |  T1 Natural  |  T5 Center  |
|  Subarea Boundaries |  Immediate need |  T2 Rural    |  T6 Core    |
|  Anchor Parks       |  Long-term need |  T3 Suburban |  D District |
|  |  |  T4 Urban    |  W Water    |



## Parkwood–Union Hill Community History

Parkwood–Union Hill is a short drive out of downtown. Traveling through the community features many aspects of Nashville’s character. Starting from the intensive office and retail development at Skyline, continue traveling along Brick Church Pike and you will see modest suburban homes. Farther on, the terrain becomes hilly and the area takes on a rural character. The distance from the new Wal-Mart at the south to Galbreath’s Shop-Rite covers not just the span of character areas in Nashville, but also its history.

The majority of historically significant sites in Parkwood–Union Hill are scattered throughout the northern portion area of the community. Much of the history of this northern part is not well documented, but found in the rolling hills, farm landscape, and sense of traditions that characterize the smaller communities within the area. The Abner T. Shaw House is the only property in the community that is listed on the National Register of Historic Places. Built before the Civil War in the 1850s, the house and its outbuildings represent an intact rural farm and the earliest known use of concrete construction in Davidson County. Two features in the northern portion of the community have been designated National Register Eligible—the Butterworth House at 5387 Lickton Pike and the Williamson House at 1151 Springfield Highway. Several other sites have been deemed Worthy of Conservation (WOC) by the Metro Historical Commission. The former Union Hill School, which is located at 1538 Union Hill Road, is one such community asset. Originally built in 1940-41 to replace an earlier school that burned, the existing school structure retains a great deal of exterior integrity and includes an unusual Art Deco-detailed entry.

Figure PUH-2 illustrates the characteristics and major property owners in the area in 1871.

The southern part of the community has had more widespread recent development and, as a result, fewer historic sites. A number of older and more conventional neighborhoods were built in the late 1950s and early 60s. Historically significant features associated with these areas may have been lost as development occurred. The Jackson House, located at 3500 Brick Church Pike, is the only site in the southern portion that has been designated National Register Eligible (NRE) by the Historical Commission.

Late twentieth century development is rare in Parkwood–Union Hill. When Rivergate Mall opened in 1971, Goodlettsville boomed, with a surge of new residential and commercial development. The slopes of Union Hill

Figure PUH-2: 1871 map Davidson County  
Parkwood-Union Hill detail



limited the expansion of new homes into the community, though some commercial and residential development crept down Dickerson Pike.

Following the early subdivisions in Parkwood, Bellshire, and Dalemere between Dickerson and Brick Church Pikes, and subdivisions like Sherry Heights, Kemper Heights, Ridgemont Estates, and Pleasant Hill along Dickerson Pike, development of new housing slowed. New subdivisions were added slowly from the 1970s through today. Many of the area's neighborhoods organized to oppose new developments, seeking to keep traffic low and rural areas undisturbed.

Since 2000, the Skyline area at I-65, Briley Parkway, and Dickerson Pike has boomed. Starting with Skyline Medical and followed by development of Skyline Commons, the area continues to attract development interest.

## **History of the Planning Process**

In 1988, the Metro Planning Department began creating “community plans” as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, projected growth, development and preservation in fourteen communities. The Parkwood–Union Hill Community Plan was first adopted by the Planning Commission in June 1995, after working with a Citizens’ Advisory Committee composed of residents nominated by the Mayor, the three Councilmembers represented in the community, the Nashville Neighborhood Alliance, and the Nashville Area Chamber of Commerce.

The Parkwood–Union Hill Plan’s first update was completed in 2006. The update process included 9 community meetings attended by more than 90 community members.

In 2008, the Metro Planning Department reorganized its approach to community plans. The guiding document for plans prior to 2008, the Land Use Policy Application, delineated land uses and density characteristics, but was unable to capture nuances in the character of different parts of the county. These nuances were often central to residents’ concerns about new development. In key areas, they were addressed through Detailed Neighborhood Design Plans, such as the one for Dickerson Pike included in the 2006 plan update. The new approach focused on the current and proposed character of different parts of the county and lessened the focus on density. It was based on a new tool called the Community Character Manual, adopted by Planning Commission in 2008.

In 2013, as part of NashvilleNext, Parkwood–Union Hill’s Community Structure Plan (created under the older Land Use Policy Application process) was updated to the newer Community Character Policies. Three review workshops were held in March 2013; an online map of the prior and proposed policies was also available for review. The revised map was adopted by Planning Commission in June of that year. Subsequent refinements to the map during the development of NashvilleNext’s Growth & Preservation Concept Map were reviewed at public meetings and online from October 2014 through January 2015.

This update of the Parkwood–Union Hill Community Plan reflects the values and vision of the numerous participants in the 2006 update planning process as well as participation in the NashvilleNext planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan – that neighbors insist upon it and that developers’ proposals follow it.

## Community Demographic Information

Parkwood and Union Hill have grown modestly since the 1990s, at a slower pace than the rest of Davidson County and slower still since 2000. From 1990 to 2010, Parkwood–Union Hill grew by 2,000, from 16,351 to 18,420 residents. The community accounts for about 3% of Davidson County’s population.

Since 1990, new housing has been built through small subdivisions scattered throughout Parkwood–Union Hill: near existing subdivisions and close to Skyline, Dickerson Pike, and Old Hickory Boulevard.

Slightly more than half of residents are black; slightly under half are white. That balance represents a shift from 2000, when the black population accounted for 46% of the population. Parkwood–Union Hill has fewer working age adults, with more children under 18 and more seniors over 64 than the County as a whole.

Economically, Parkwood–Union Hill has a lower per capita income and lower educational attainment than the county, but a higher homeownership rate. Residents work throughout the county, with most commuting to South Nashville, Madison, or Green Hills/Midtown. This suggests that neighborhoods of Parkwood and Union Hill offer lower cost opportunities for homeownership.

		Davidson County		Parkwood-Union Hill	
		#	%	#	%
<b>Population</b>	<b>Total, 2010</b>	<b>626,681</b>		<b>18,420</b>	<b>2.9%</b>
	Population, 1990	510,784		16,351	3.2%
	Population, 2000	569,891		17,792	3.1%
	Population Change, 1990- 2000	59,107	11.6%	1,441	8.8%
	Population Change, 2000- 2010	56,790	10.0%	628	3.4%
	Population Density (persons/acre)	1.69	n/a	0.69	n/a
	Average Household Size	2.37	n/a	2.50	n/a
	<b>Race</b>	White	385,039	61.4%	8,097
Black or African American		173,730	27.7%	9,396	51.0%
American Indian/ Alaska Native		2,091	0.3%	44	0.2%
Asian		19,027	3.0%	110	0.6%
Native Hawaiian or Pacific Islander		394	0.1%	11	0.1%
Other Race		30,757	4.9%	477	2.6%
Two or More Races		15,643	2.5%	285	1.5%
<b>Ethnicity</b>	Hispanic or Latino	359,883	57.4%	901	4.9%
<b>Age</b>	Less than 18	136,391	21.8%	4,472	24.3%
	18-64	424,887	67.8%	11,690	63.5%
	Greater than 64	65,403	10.4%	2,258	12.3%

		Davidson County		Parkwood-Union Hill	
		#	%	#	%
<b>Population</b>	<b>Total, 2008 - 2012</b>	<b>629,113</b>		<b>18,169</b>	<b>2.9%</b>
	Household Population	605,463	96.2%	18,155	99.9%
	Group Quarters Population	23,650	3.8%	14	0.1%
	Male	304,566	48.4%	8,330	45.8%
	Female	324,547	51.6%	9,839	54.2%
<b>Families</b>	<b>Total</b>	<b>142,821</b>		<b>4,966</b>	<b>n/a</b>
	Married Couple Families with Children	37,098	26.0%	1,073	21.6%
	Single Parent Families with Children	26,291	18.4%	1,037	20.9%
	Female Householder with Children	21,528	15.1%	900	18.1%
<b>Housing Units</b>	<b>Total</b>	<b>284,328</b>		<b>7,997</b>	<b>2.8%</b>
	Owner Occupied	141,805	49.9%	4,725	59.1%
	Renter Occupied	114,082	40.1%	2,532	31.7%
	Occupied	255,887	90.0%	7,257	90.7%
	Vacant	28,441	10.0%	740	9.3%
	Long-term vacant (over 1 year)	3,730	1.2%	267	3.1%
<b>Cost Burden</b>	Residents with moderate cost burden	48,983	19.1%	1,387	19.1%
	Residents with severe cost burden	42,520	16.6%	1,071	14.8%
<b>Travel</b>	Mean Travel Time to Work (min)	23.1		24.5	
	<b>Workers</b>	<b>309,633</b>		<b>7,835</b>	<b>2.5%</b>
	Drove Alone	246,391	79.6%	6,569	83.8%
	Carpooled	32,633	10.5%	752	9.6%
	Public Transportation	6,588	2.1%	194	2.5%
	Walked or Biked	6,806	2.2%	37	0.5%
	Other	3,232	1.0%	29	0.4%
	Worked from home	13,983	4.5%	254	3.2%
<b>Income</b>	Per Capita Income	\$28,513		\$22,391	78.5%
<b>Education</b>	<b>Population 25 years and over</b>	<b>419,807</b>		<b>12,663</b>	<b>3.0%</b>
	Less than 9th grade	20,687	4.9%	562	4.4%
	9th to 12th grade, No Diploma	38,664	9.2%	1,757	13.9%
	High School Graduate (includes equivalency)	103,024	24.5%	4,213	33.3%
	Some College, No Degree	86,498	20.6%	3,046	24.1%
	Associate Degree	23,963	5.7%	645	5.1%
	Bachelor's Degree	92,765	22.1%	1,658	13.1%
	Graduate or Professional Degree	54,206	12.9%	782	6.2%
<b>Employment</b>	<b>Population 16 Years and Over</b>	<b>505,034</b>	<b>80.6%</b>	<b>14,088</b>	<b>76.5%</b>
	In Labor Force	348,250	69.0%	8,869	63.0%
	Civilian Labor Force	347,862	99.9%	8,869	100.0%
	Employed	317,719	91.2%	8,078	91.1%
	Unemployed (actively seeking employment)	30,143	8.7%	791	8.9%
	Armed Forces	388	0.1%	0	0.0%
	Not in Labor Force	156,784	31.0%	5,219	37.0%

Source: American Community Survey, 5-year estimate, 2008-2012. \* USPS Vacancy data, 2013.

## **Role in the County and Region**

The Parkwood–Union Hill community includes about 8 percent of the land area in the County. The number of housing units (single and multifamily) is less than 3 percent of the County total housing units. The office, commercial and industrial development is estimated to be only 1.2 percent of the County total.

The Parkwood–Union Hill community has commercial services that serve a regional area. Southern Parkwood–Union Hill attracts regional commercial activity as it has access to main roads. These roads are I-24, I-65, Briley Parkway, and Dickerson Pike. There are two significant developments. One is the 59-acre campus Skyline Medical Center located just north of the I-65/Dickerson Pike/Briley Parkway interchanges. The Nashville Commons at Skyline, an approximately 718,000 sq. ft. regional retail and restaurant mall, is located across from the hospital along Dickerson Pike.

The most significant public open space in the Parkwood–Union Hill Community is Cedar Hill Park. This 221-acre regional park serves much of the northern part of Davidson County.

Parkwood–Union Hill plays an important role in the Middle Tennessee region, and the community’s resources are abundant. Perhaps the community’s greatest strengths, in the regional setting, are its convenient location and natural features. The proximity of Parkwood–Union Hill to I-65, I-24, and Briley Parkway, and other major corridors, which provide quick travel to Downtown and Goodlettsville, and the community’s attractive natural features—rivers, hills, trees—will continue to make Parkwood–Union Hill a desirable place to live in the future.

Parkwood has experienced residential growth and commercial development over the past thirty years, while the Union Hill remains predominantly rural, mainly due to its steep terrain. One goal of the plan is to support the continued use and development of the established employment districts and service centers and committed areas. These areas include industrial, mixed commercial and neighborhood centers. These places are located in the following areas of the community:

- » I-24 & Old Hickory Boulevard.
- » Brick Church Pike & Old Hickory Boulevard
- » Briley Parkway & Brick Church Pike
- » I-24 & Ewing Drive
- » Dickerson Pike next to Goodlettsville; and
- » Along Springfield Highway north of Goodlettsville.

## Residential Development

Parkwood–Union Hill has neighborhoods that offer affordable single-family housing. Almost all land in the community is either single-family homes (60 percent) or rural/vacant (32 percent). Parkwood includes many small neighborhoods offering homeownership opportunities for families and seniors.

## Diversity of Housing Types

NashvilleNext calls for the addition of more, and more diverse, housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses and low-rise stacked flats.

Housing diversity allows for “aging in place”—the idea that there is housing in a neighborhood or community for people at each point in their life, whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Aging in place means that a person can live in their favorite neighborhood or community over their entire life.

Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will be exiting school, entering the workforce, and forming families. Initial indicators suggest that Millennials are waiting longer to form families and have children. With Baby Boomers having no more children and Millennials waiting longer to have children, it is projected that by 2040, fewer than one in five households will have children. The fastest growing type of household will be the single-person household.

These demographic changes are leading to changes in the types of housing that people are looking for. More individuals and families want to be in neighborhoods with services and amenities—restaurants and retail—that are within walking distance and/or are served by transit. They are looking for homes with less maintenance, which may mean foregoing a yard for a townhouse or a unit in a stacked flat development.

These demographic changes are driving the development of stacked flats or mixed use developments with commercial on the first floor and residential above. The demolition of homes in neighborhoods—replaced by a duplex or two separate units or cottages—is also an indicator of these demographic changes and changing market preferences.

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban or urban) and character of the area. For example, the addition of low-rise stacked flats along a prominent corridor in an urban setting may be appropriate. Meanwhile, a single-family home could have a smaller detached accessory dwelling located in the backyard. NashvilleNext also calls for diversity of housing in the “Transition and Infill” areas that flank High Capacity Transit Corridors. Again, the type of housing and the design of the site are unique to the setting.

## Natural Features and Environmental Treasures

Natural features and ecosystems maintain good air and water quality for all residents. Floodplains manage stormwater. The tree canopy cleans Nashville's air. Other natural features include slopes, soils and geologic formations. The Parkwood–Union Hill Community has steep terrain, major waterways, and floodplains. There are also problem soils, sinkholes, wetlands, and rare and endangered species.

### *Steep Slopes*

Roughly 11,000 acres (41 percent) of the Parkwood–Union Hill Community's land has steep slopes. The northern section of Parkwood–Union Hill is very hilly and dominated by terrain with slopes exceeding 20 percent. There is also a sizeable area south of Old Hickory Boulevard, between I-24 and Brick Church Pike with steep slopes. Finally, there is another very hilly area from west of Dickerson Pike eastward to I-65 and extending from Briley Parkway to north of Due West Avenue. Many problem soils are found in or near such steeply sloping areas.

### *Major Waterways and Floodplains*

About 6 percent of the land in Parkwood–Union Hill is within the 100-year floodplain and floodways along major creeks. These creeks are the east and north forks of Ewing, Little, Whites, Lickton, Bakers, Dry, and Mansker Creeks. Several unnamed major tributaries of these creeks also have 100-year floodplains. Most land along these creeks is private residential property with floodplain in a portion of the yards. As some soils in Parkwood–Union Hill pose a problem in areas that flood, floodplains are best used for greenways. Greenways are planned along many of the creeks mentioned above. There are small wetlands in Parkwood–Union Hill, but there are no large concentrated wetland areas.

### *Rare and Endangered Species*

The Parkwood–Union Hill Community contains a variety of rare or endangered plant and animal species. The Tennessee Department of Environment and Conservation maintains information about these species.



**Figure PUH-3: Willow Creek**

### *Recreation – Community Services and Open Space*

The most significant public open space in the Parkwood–Union Hill Community is Cedar Hill Park on the northeast corner of Old Hickory Boulevard and Dickerson Pike. This is a 221-acre regional park that serves much of the northern part of Nashville/Davidson County. Other parks and open spaces include a variety of sites that are mostly neighborhood parks and schools. There are also two sizeable cemeteries next to Dickerson Pike in the Old Center area.

The existing neighborhood parks in the community are Willow Creek Park and Parkwood Park. Some community elementary schools have open space serving as parks. These include Old Center, Bellshire and Chadwell Elementary schools.



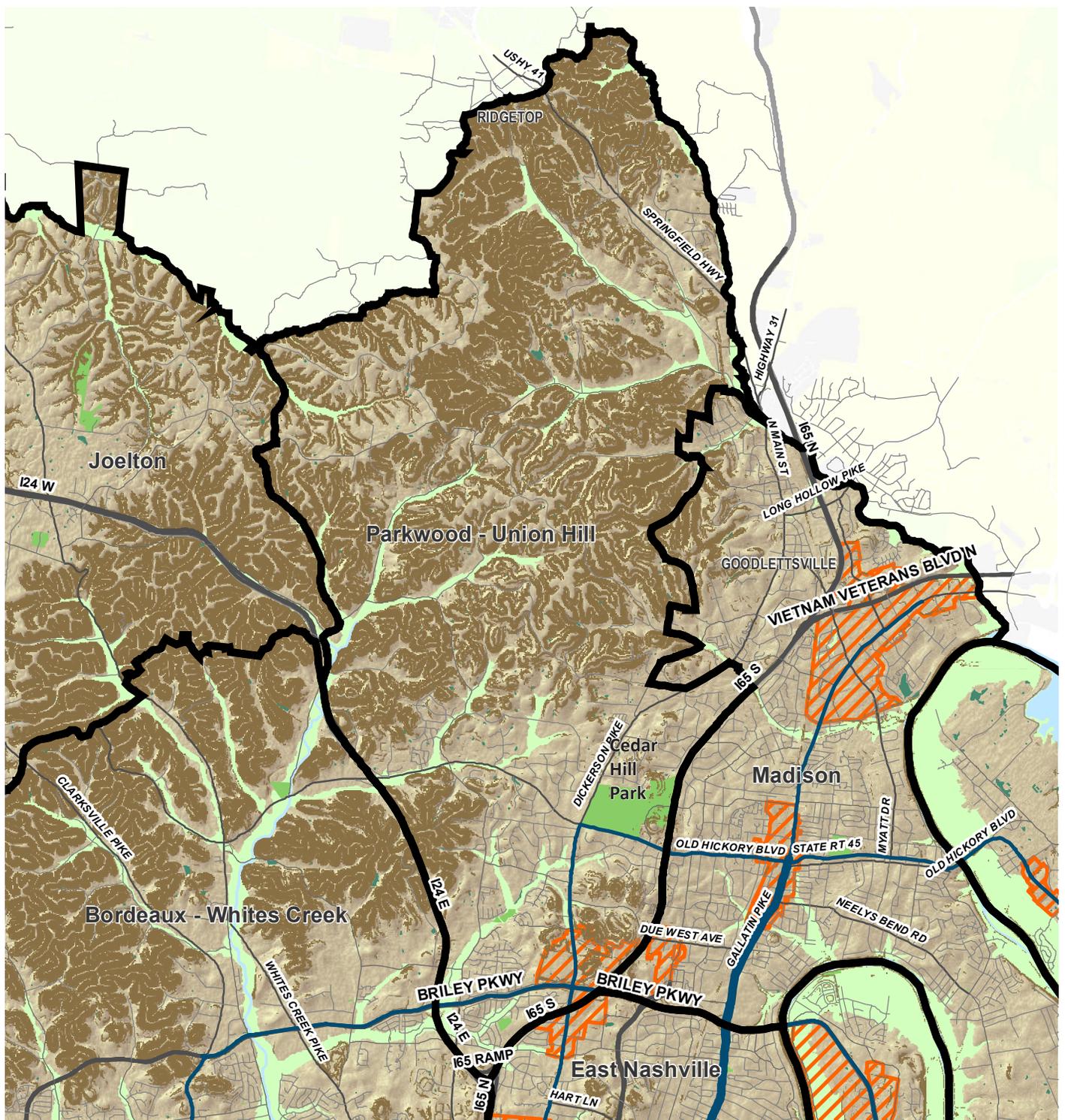
**Figure PUH-4: A baseball game at Cedar Hill Park**

### *Greenways*

Adding greenways or other trails can improve an area’s quality of life as residential, commercial, employment, and recreational uses develop. Increasing connectivity among residential and commercial centers, as well as schools, encourages this development. Trail connections, greenways, improved roadway crossings, and paths increase connectivity. These options encourage more active lifestyles and support walkable neighborhoods while better matching the lower density suburban rural character of most of the community.

**Figure PUH-5: Slopes and Terrain Map**

Parkwood-Union Hill detail

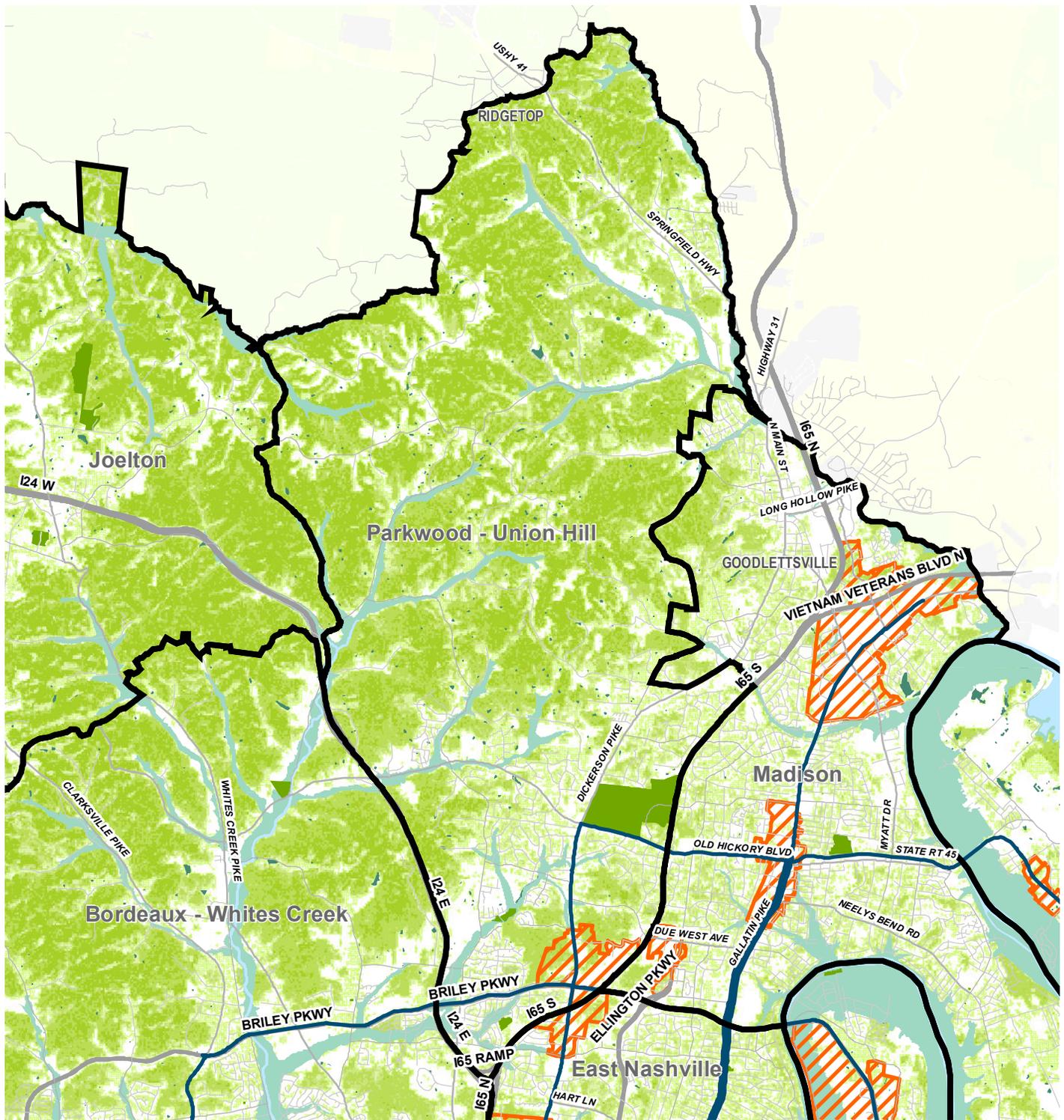


**Slopes & Terrain Legend**

 Water Bodies	 Subarea Boundaries	<b>Priority Corridors</b>	<b>Slope</b>	<b>Terrain</b>
 Anchor Parks	 Centers	 Immediate need	 Over 20%	 High
 Floodplain Areas		 Long-term need		 Low
 Wetlands				

**Figure PUH-6: Tree Canopy Map**

Parkwood-Union Hill detail



**Tree Canopy Legend**

- |                  |                           |                    |           |
|------------------|---------------------------|--------------------|-----------|
| Water Bodies     | <b>Priority Corridors</b> | Centers            | 1 - 20%   |
| Anchor Parks     | Immediate need            | Subarea Boundaries | 21 - 40%  |
| Floodplain Areas | Long-term need            |                    | 41 - 60%  |
| Wetlands         |                           |                    | 61 - 80%  |
|                  |                           |                    | 81 - 100% |



**Figure PUH-7: Commuting patterns of residents and employees in Parkwood Union Hill**

<b>Parkwood–Union Hill residents who work in these areas</b>	<b>8,439</b>
<b>Parkwood Union Hill</b>	<b>564</b>
South Nashville	1,124
Madison	1,070
Green Hills Midtown	1,003
Downtown	824
Donelson Hermitage Old Hickory	578
North Nashville	532
Bordeaux Whites Creek	489
East Nashville	485
West Nashville	315
Antioch Priest Lake	307
Southeast	167
Bellevue	45
Joelton	35
<b>Beyond Davidson County</b>	<b>901</b>
<b>Employees who work in Parkwood–Union Hill come from these areas</b>	<b>6,183</b>
<b>Parkwood Union Hill</b>	<b>564</b>
Madison	604
Southeast	399
Donelson Hermitage Old Hickory	395
Antioch Priest Lake	368
East Nashville	323
West Nashville	318
Green Hills Midtown	175
Bordeaux Whites Creek	169
Bellevue	140
South Nashville	84
North Nashville	48
Joelton	30
Downtown	0
<b>Beyond Davidson County</b>	<b>2,566</b>

### Local Work-Force Assets

According to the 2008-2012 American Community Survey, the Parkwood-Union Community has 8,500 workers. These workers reported a mean travel time of 25 minutes to employment. A majority work in South Nashville, Madison, Green Hills-Midtown, Downtown, and Old Hickory. Only a modest number work in Parkwood Union-Hill. In addition, 254 workers reported working from home, a lower rate than the rest of Davidson County. Fewer residents have advanced degrees as compared to Davidson County as a whole. The 2008-2012 American Community Survey reported that 1,658 people, or 13 percent, held bachelor’s degrees and 782 people, or 6 percent, held graduate or professional degrees. This compares to 15 percent holding bachelor’s degrees and 9 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in Parkwood–Union Hill is also lower at \$22,391 as compared to Davidson County’s at \$28,513, suggesting less disposable income. Despite this, the community has a higher homeownership rate of 59 percent, 10 percentage points higher than Davidson County.

Source: Census Transportation Planning Products, using the American Community Survey (2006-2010 five-year estimates)

## **Growth & Preservation Concept Map and the Community's Role**

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment aligns with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/ Davidson County community members' priorities guided the design of the Concept Map:

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

The Concept Map for Parkwood–Union Hill illustrates the key concepts listed above: preserving environmentally sensitive features and open space; preserving established residential areas; strategically locating new residential development; enhancing commercial centers and corridors to improve quality of life and access to services for Parkwood–Union Hill; and adding more connectivity, primarily through bikeways, greenways multi-use paths, and improved transit service along Dickerson Pike.

### **Green Network**

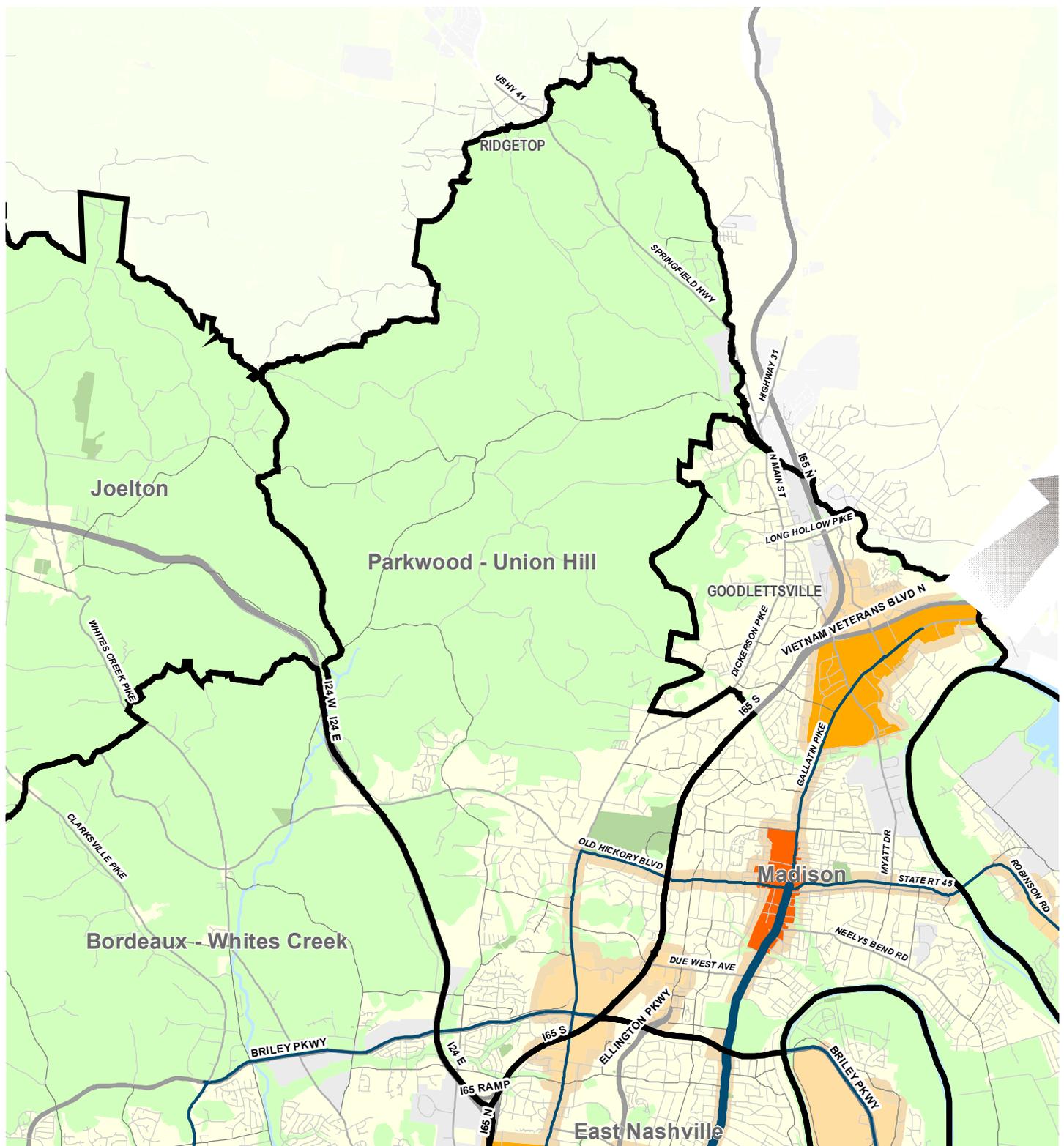
The green network on the Concept Map reflects natural and rural areas that provide natural resources (such as water and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains).

On the Concept Map, much of Parkwood–Union Hill is part of the Green Network. It includes contiguous steep slopes, woodlands, floodways and floodplains. Nearly all of the Union Hill (the northern part of the community) is part of the Green Network. Some of Parkwood is included, particularly hilly, wooded areas in the Whites Creek headwaters and hilly terrain near Skyview.

**To see the entire Growth and Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online: [www.nashvillenext.net](http://www.nashvillenext.net)**

**Figure PUH-8: Growth & Preservation Concept Map**

Parkwood-Union Hill detail



- Centers**
- Tier One
- Tier Two
- Tier Three
- Green network**
- Open space anchor
- Missing an anchor
- Neighborhood**
- Transition
- Special impact area**
- High capacity transit corridors**
- Immediate need
- Long-term need
- Regional connection**

## Neighborhoods

Neighborhood areas on the Concept Map are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context—rural, suburban, urban, or downtown—depending on their location.

Parkwood’s neighborhoods are predominantly suburban in character. To the north, Union Hill is predominantly farmland and rural residential.

## Transitions and Infill

Transition and Infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions—in building types as well as scale and form—between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

On the Concept Map, the Transition and Infill areas are generalized. These transition and infill areas—and the housing choice and transition they are trying to achieve—are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called District Transition that can be applied in transition and infill locations where small-scale offices, live-work buildings, or multifamily housing would be appropriate.



**Suburban, developing, and rural homes in Parkwood–Union Hill.**

**Because they are generalized on the Concept Map, the development of transition areas must be considered on a case by case basis, lookign at factors including, but not limited to:**

- **Depth of properties in and abutting the corridor or center,**
- **Existing features that can create a transition, such as alleys,**
- **Overall infrastructure network**
- **Presence fo historic zoning or other zoning tools to preserve character**
- **And other tools**

In Parkwood–Union Hill, these transition and infill areas are located near Skyline and along Briley Parkway, Dickerson Pike north to Old Hickory Boulevard, and Old Hickory east from Dickerson.

## **Centers**

The centers included in the Concept Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- » **Tier Three:** These areas are not identified to receive coordinated investments to shape demand. Rather, investments may be made to support their current functions and Metro will work with the private sector to ensure new development and redevelopment supports Nashvillians’ vision for centers.

Skyline is a Tier Three Center. As transit improvements are made on Briley Parkway or Dickerson Pike north of Trinity and as the area gains residents and jobs, Skyline will become a higher priority. As private development occurs in and near Skyline, it should incorporate sidewalks and connections to begin creating a walkable neighborhood center.

The designation of an area as a Tier One, Two or Three Center indicates Metro’s intent to coordinate investments and regulations to support development and redevelopment as discussed above. The Centers must be considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any special policies, and the context of the area.

While the Centers represent areas of greater growth and greater investment, Metro government will still provide investments for safety, maintenance and to improve quality of life across the county.

## High Capacity Transit Corridors

The High Capacity Transit Corridors shown on the Concept Map are envisioned to support high capacity transit—from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes or right-of-way, such as Bus Rapid Transit or light rail. “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes. An immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer timeframe—more than ten years—because these corridors do not have the density of jobs or residents along the route to support significant transit improvements in the next ten years. Long-term need corridors may need to implement local service first before progressing to BRT Lite or another form of high capacity transit. The Parkwood–Union Hill Community has long-term High Capacity Transit Corridors on portions of Briley Parkway, Dickerson Pike, and Old Hickory Boulevard.

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

NashvilleNext identified the High Capacity Transit Corridors and discussed how transit can support the community’s growth, development, and preservation vision. For example, the Concept Plan shows little transit provided to the northwest because that area is intended to remain rural and sparsely developed. Meanwhile, to increase residences and jobs accessible by transit, each High Capacity Transit Corridor includes Tiered Centers as well as Transition and Infill areas. The Centers and High Capacity Transit Corridors are also envisioned to grow more walkable and bikeable over time to connect pedestrians and cyclists to transit more seamlessly.

MTA will refine the vision outlined in NashvilleNext with the update of the MTA strategic plan, a process called nMotion, which began in 2015.

## **Community Character Policy Plan**

**The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.**

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

The Parkwood–Union Hill Community Character Policy Plan builds upon the Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in Parkwood and Union Hill. See Figure PUH-10 for a map of the Community Character Policies in the Parkwood–Union Hill Community.

The Parkwood – Union Community Plan applies Community Character Policies to every property in Parkwood and Union Hill. The policies are defined in the Community Character Manual. Those policies are intended to coordinate the elements of development to ensure the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

Union Hill’s natural and open space areas include areas with environmentally sensitive features, such as floodplains, steep slopes and unstable soils, as well as public parks and open space. As a result of other communities’ experiences in the May 2010 flood, the plan encourages the preservation of all environmentally sensitive features, but particularly floodplains and floodways, through the use of Conservation Policy. The policy encourages the preservation and/or reclamation of these features. Conservation Policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes. Many of these slopes also have unstable soils, making them unsafe to build upon. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

The Parkwood–Union Hill Community’s desire to maintain and enhance its rural and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance Policy. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided, primarily in Parkwood and along Dickerson Pike. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving and Center Policy areas.

Another area of emphasis is enhancing centers and corridors. The primary corridor in Parkwood–Union Hill is Dickerson Pike. It provides services

and connects residents to workplaces and retail south to downtown and north to Goodlettsville and Sumner County. This plan aims to enhance the overall appearance and pedestrian-friendliness of the Dickerson Pike corridor. Residential Corridor Policy and Mixed Use Corridor Policy are used to encourage the Pike to develop mixed-use nodes that serve neighborhoods along it at key entrances.

Smaller corridors with less commercial and residential development include Brick Church Pike and Old Hickory Boulevard. These include smaller centers. These corridors are primarily residential; the smaller centers are identified as Community Center or Neighborhood Center Policy.

New walkable and commercial development should focus on the Community Center at Skyline, Dickerson Pike, and a small neighborhood center at Old Hickory Boulevard and Brick Church Pike. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through as well-designed land use transitions to adjacent residential areas.



**Figure PUH-9: Local stores along Dickerson Pike**



## How to use the Community Character Policies

The Community Character Manual (CCM) is the dictionary of Community Character Policies that are applied to every property in each community. The CCM has three main functions: to explain and institute the Community Character Policies; to provide direction for the creation of implementation tools such as zoning; and to shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given property.

**First**, look at the Community Character Policy Map to determine what the policy is for the property.

Note that while each Community Plan includes a Community Character Policy Map (Policy Map), it is a static map of policies as there were when the Community Plan was adopted; it will not include any amendments made to the Community Character Policies after the initial adoption. For the most up-to-date Community Character Policy Map, use the online maps at <http://maps.nashville.gov/propertykiva/site/main.htm>

When using the Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of: the Community Character Policies, Special Policies, and Infill Areas.

**Second**, read the Community Character Policy in the CCM.

After looking at the Policy Map and determining which Community Character Policy is applied to the property, turn to the Community Character Manual to read that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types. A brief description of the Community Character Policies is found on the following pages, but the reader is urged to review the entire policy within the CCM. The CCM is found in Volume III of NashvilleNext.

**Third**, read the Community Plan to determine if there are any Special Policies or Infill policies for the area.

Within some Community Character Policy Areas there are unique features that were identified during the planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each Community

Plan. The Special Policies may provide additional specificity or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. When a Special Policy is applied to an area, then the guidance of the Special Policy supersedes the guidance given in the Community Character Policy.

The Special Policies are shown on the Policy Map in the Community Character Plan with an outline and hatching. A description of each Special Policy is included in the Community Plan. The special policies can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

Some Neighborhood Maintenance Community Character Policy areas also have Infill Areas. Infill Areas include under-developed properties in mostly developed areas that may redevelop over the next seven to ten years and would be an appropriate location for more intense infill development. The infill areas are highlighted so that the Community Plan can provide guidance on how the properties should develop. Infill Areas are denoted on the Policy Map as Special Policy areas, with a dark boundary and hatched lines. A description of each Infill Area is included in the Community Plan. The Infill Areas can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

**Finally**, read the "General Principles" in the CCM for additional guidance on specific development and preservation topics.

In addition to the Community Character Policy and Special Policies or Infill guidance unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as creating sustainable communities, healthy and complete communities, and distinctive character are addressed.

# Community Character Policies

For a full definition of each Policy, see the Community Character Manual.

## Policies that apply in multiple Transects



**Civic (CI)** – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



**Transition (TR)** – Intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.



**Conservation (CO)** – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



**Open Space (OS)** – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

## T1 Natural Transect



**T1 Natural Open Space (T1 OS)** – Intended to preserve existing undisturbed open space in undeveloped natural areas. T1 OS policy includes public parks and preserves and may also include private land held in conservation easements by land trusts and private groups or individuals.

## T2 Rural Transect



**T2 Rural Agriculture (T2 RA)** – Intended to preserve appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



**T2 Rural Countryside (T2 RCS)** – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



**T2 Rural Maintenance (T2 RM)** – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



**T2 Rural Neighborhood Center (T2 NC)** – Intended preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

## T3 Suburban Transect

**T3 Suburban Neighborhood Maintenance (T3 NM)** – Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**T3 Suburban Neighborhood Evolving (T3 NE)** – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

**T3 Suburban Neighborhood Center (T3 NC)** – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

**T3 Suburban Community Center (T3 CC)** – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land

uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

**T3 Suburban Residential Corridor (T3 RC)** – Intended to preserve, enhance and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

**T3 Suburban Mixed Use Corridor (T3 CM)** – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

## T4 Urban Transect

**T4 Urban Neighborhood Maintenance (T4 NM)** – Intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

**T4 Urban Neighborhood Evolving (T4 NE)** – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks,

sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



**T4 Urban Mixed Use Neighborhood (T4 MU)** – Intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



**T4 Urban Neighborhood Center (T4 NC)** – Intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



**T4 Urban Community Center (T4 CC)** – Intended to preserve, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



**T4 Urban Residential Corridor (T4 RC)** – Intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



**T4 Urban Mixed Use Corridor (T4 CM)** – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development

along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

## T5 Center Transect



**T5 Center Mixed Use Neighborhood (T5 MU)** – Intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.



**T5 Regional Center (T5 RG)** – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.

## T6 Downtown Transect



**T6 Downtown Capitol (T6 CP)** – Intended to preserve and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.



**T6 Downtown Neighborhood (T6 DN)** – Intended to preserve, enhance, and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.



**T6 Downtown Core (T6 DC)** – Intended to preserve and enhance the “core” of Downtown such that it will remain the commercial, civic and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.



**T6 Second and Broadway (T6 SB)** – Intended to preserve the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors’ ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

## D District Transect



**D Destination Retail (D DR)** – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.



**D Employment Center (D EC)** – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.



**D Impact (D I)** – Intended to enhance and create areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



**D Industrial (D IN)** – Intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



**D Major Institutional (D MI)** – Intended to preserve, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.



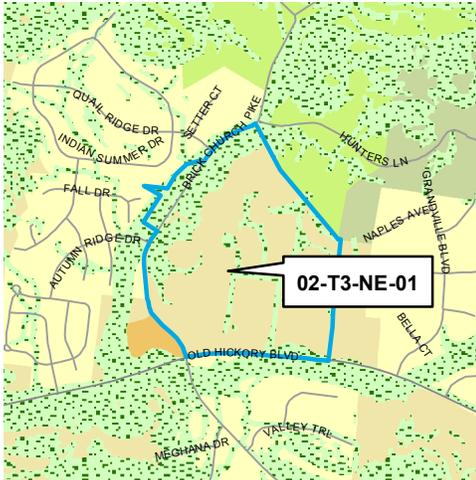
**D Office Concentration (D OC)** – Intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities..

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

## Special Policies

The Parkwood–Union Hill Community Plan provides guidance through the policies found in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the Parkwood–Union Hill Community. The policies are intended to coordinate the elements of development to ensure the intended character of an area is achieved. The policies provide guidance on appropriate building types/designs, appropriate location of buildings on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the characteristics of that area. In these cases, there are “special policies” that are applied. The Special Policies for Parkwood–Union Hill are described below.

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



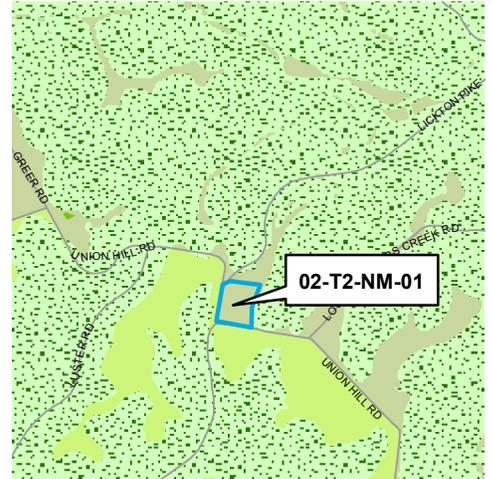
### Special Policy Area 02-T3-NE-01 Davidson Academy

The Suburban Neighborhood Evolving (T3 NE) policy for this special policy area applies only if Davidson Academy relocates and the Davidson Academy facilities and campus will redevelop, rather than be used by another institutional, civic or public benefit use.

Redevelopment and rezoning should be based on a single unified plan for the entire special policy area. Proposals should be implemented only through a design based zoning district. Without a single unified plan, partial rezoning and redevelopment of this area based on the Neighborhood Evolving policy is not recommended. Instead T3 Suburban Neighborhood Maintenance should be the applicable policy.

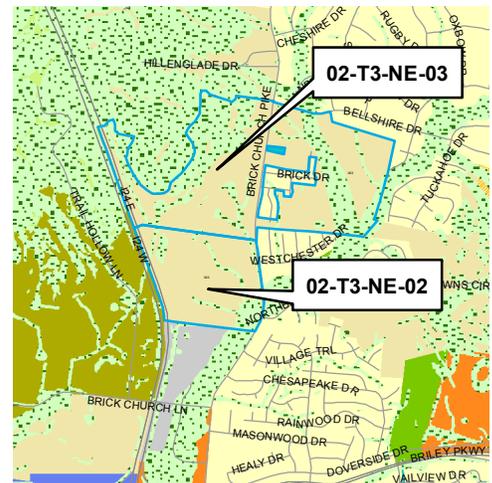
**Special Policy Area 02-T2-NM-01  
Former Union Hill School Site**

The Union Hill school building is historically significant. It is considered “Worthy of Conservation” by the Metro Historical Commission and should be preserved. The plan recommends applying a “NL” (Neighborhood Landmark) overlay zoning district to this site to protect the building from demolition and provide necessary flexibility for its reuse. If the historic building is not reused, then Rural policy applies to this site. It should be noted that several community members expressed a strong preference for the Union Hill School to be re-opened as a school in the future.



**Special Policy Area 02-T3-NE-02 & 02-T3-NE-03  
Brick Church Pike & I-24**

These large Neighborhood Evolving (T3 NE) areas should develop to create an interconnected road network. The density should be similar to existing nearby development, although areas of higher density are appropriate along Brick Church Pike to draw development away from and protect sensitive environmental features.



## **Development Scenarios**

Development scenarios illustrate both an example of how a particular site could redevelop, but also fundamental concepts that may be applied throughout the community. When development and redevelopment occurs in Parkwood–Union Hill, stakeholders will begin to see the principles featured in the development scenario realized in actual development. Until then, development scenarios can provide a glimpse into the future and an example of what type of development could occur under the guidance of the Community Character Policies and special policies.

Development scenarios may highlight ways to conserve environmental features, create active streets through building design, building type mix and arrangement, offer various types of open space, streetscape improvements, and civic building placement. The following development scenarios are included to help the reader envision what development may look like under the guidance of the policies:

- » Sustainable Multi-Family Residential in Areas with Steep Slopes
- » Conservation subdivisions

It is important to note, however, that development scenarios are only examples and illustrations of what the Community Character policy would support in the specific area. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the Community Character policies. The development scenarios are not actual or required development plans, but can be used to help envision new development in the Parkwood–Union Hill Community.

## Sustainable Multifamily Development in Areas with Steep Slopes

Figure PUH-11 represents how multifamily has conventionally been developed. Figure PUH-12 illustrates the benefits and design characteristics of a more sustainable multifamily development. This type of “low-impact” development has many sustainable benefits including: reducing harmful stormwater runoff, protecting headwaters, improving overall water quality, preserving viewsheds within the community, minimizing site grading, reducing construction costs, preserving open space, preventing landslides, and reducing flooding. The design characteristics of this sustainable development include concentrating development in a compact form, which reduces the amount of grading required for the site, preserving steep slopes and reducing the impervious area of the site that causes harmful stormwater runoff. Limiting the impact of development on steep slopes reduces or eliminates the possibility of landslides and minimizes the possibility of flooding. Furthermore, open space and tree preservation on-site improves stormwater quality by allowing stormwater to infiltrate into the ground within the site and allowing trees and other vegetation to filter the runoff of harmful pollutants.

Maintenance of natural viewsheds within Parkwood–Union Hill support a number of important community goals including protecting the natural environment, ensuring quality of life, and promoting economic development of the area by preserving the rural character and features that attract residents and visitors.

Figure PUH-11 shows an example of how multifamily is often developed. Note the lines representing topography and how the buildings and parking cut into the sides of hills, requiring retaining walls and having a greater impact on the steep slopes and potentially unstable soils on the site.

Figure PUH-12 shows an example of how multifamily development can be made more sustainable. Note how the buildings and parking run parallel to the slopes, requiring less cutting into the hill. Also, note how the development is more compact, preserving more of the site and its environmentally sensitive features. Finally, trails are added to encourage the use of the natural areas as an asset for the residents.



**Figure PUH-11: Conventional approach**



**Figure PUH-12: Sustainable approach**

**For more information on these design concepts, please refer to the Conservation section of the Community Character Manual at the beginning of Volume III.**

### Conservation subdivisions

This development tool helps rural areas preserve their most valuable asset: open space. Large tracts of undeveloped land become increasingly difficult to preserve as development pressures increase. This “rural character,” which may be the community’s primary identity, slowly erodes as conventional development patterns take up more land. In rural areas, a conventional development will typically subdivide a larger property into many smaller sites of similar size (see Figures PUH-13 and 14). To achieve a “low density” or “rural” pattern, lots are often very large and expensive due to the cost of sewer and road systems expanded to service all lots. Although each lot may retain a semblance of undeveloped character, the greater effect of an undisturbed, truly rural, area is lost forever. Conservation Subdivisions maximize the use of developable land in order to preserve as much of the property as possible in a natural state (see illustration below). Single family developments are more compact and are concentrated along the most usable, typically flatter land. The remainder of the property is left in its natural condition, thereby conserving delicate hillsides and avoiding areas prone to flooding. Conservation subdivisions are especially appropriate in areas where topography or other natural features pose challenges to conventional development.

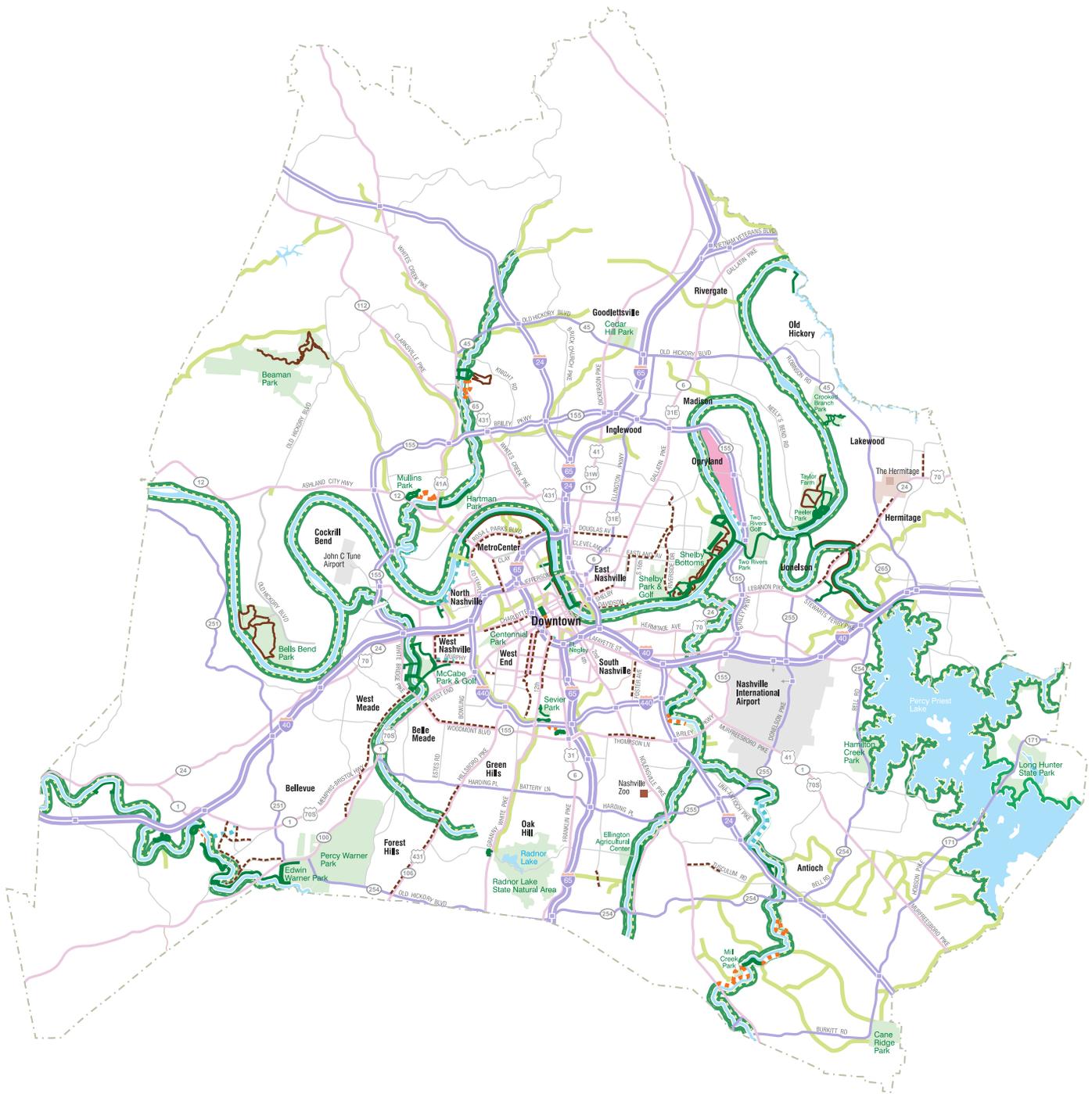


Figure PUH-13: Conventional pattern



Figure PUH-14: Conservation subdivision

Figure PUH-15: Greenways Map



**Map Legend**

- Greenways Master Plan
- Trails Completed
- Unpaved Trails
- Trails Coming Soon
- Future Trail Development
- Community Planned Greenways
- Bike Lanes

**Both the Open Space Plan and the Parks Master Plan along with current project information may be found online: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>**

## **Enhancements to the Open Space Network**

Each Community Plan complements and draws from the Nashville Open Space Plan and the Metropolitan Park and Greenways Master Plan (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

The Parks Master Plan is to be updated during a process beginning in 2015. The updated Parks Master Plan will discuss what parks needs are present in each Community. Information from NashvilleNext and the Community Plans will be used for the Parks Master Plan update process. When the Parks Master Plan is completed, the Community Plans may need to be amended to align with the Parks Master Plan.

The current Parks Master Plan also discusses greenways. Since greenways serve an open space/recreational function and a transportation function, greenway recommendations are discussed in the section below (Recommended Greenway System Connections and Multi-Use Paths) and also in Enhancements to the Transportation Network. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage more active and healthier lifestyles.

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, a multi-use path follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

## **Recommended Greenway System Connections and Multi-Use Paths**

Greenways in the northern, rural section of the community are appropriate for conservation. The open space and natural areas conserved remain in private ownership. Future potential for greenway dedications or conservation easements for public trails is secondary. These possible public trails would accompany proposed new subdivisions or other new developments.

Parkwood–Union Hill includes two proposed greenways or multi-use paths:

- » Ewing Creek Greenway
- » Old Hickory Boulevard Multi-Use Path

See the “Bicycling Priority Projects” maps below.

**Figure PUH-16: Major and collector streets**

Parkwood-Union Hill detail



**Major and Collector Street Legend**

- |  |   |   |
|--|---|---|
|  Potential Multimodal Freeway Corridor |  Planned Arterial-Boulevard    |  Local Street        |
|  Planned Multimodal Freeway Corridor   |  Collector-Avenue              |  Planned Local Alley |
|  Arterial-Parkway Scenic               |  Planned Collector-Avenue      |  Ramp                |
|  Arterial-Boulevard Scenic             |  Downtown Local Street         |  Planned Ramp        |
|  Planned Arterial-Boulevard Scenic     |  Planned Downtown Local Street |   |
|  Arterial-Boulevard                    |  Planned Downtown Alley        |   |

**Centers**

-  Tier 1
-  Tier 2
-  Tier 3



## **Enhancements to the Transportation Network**

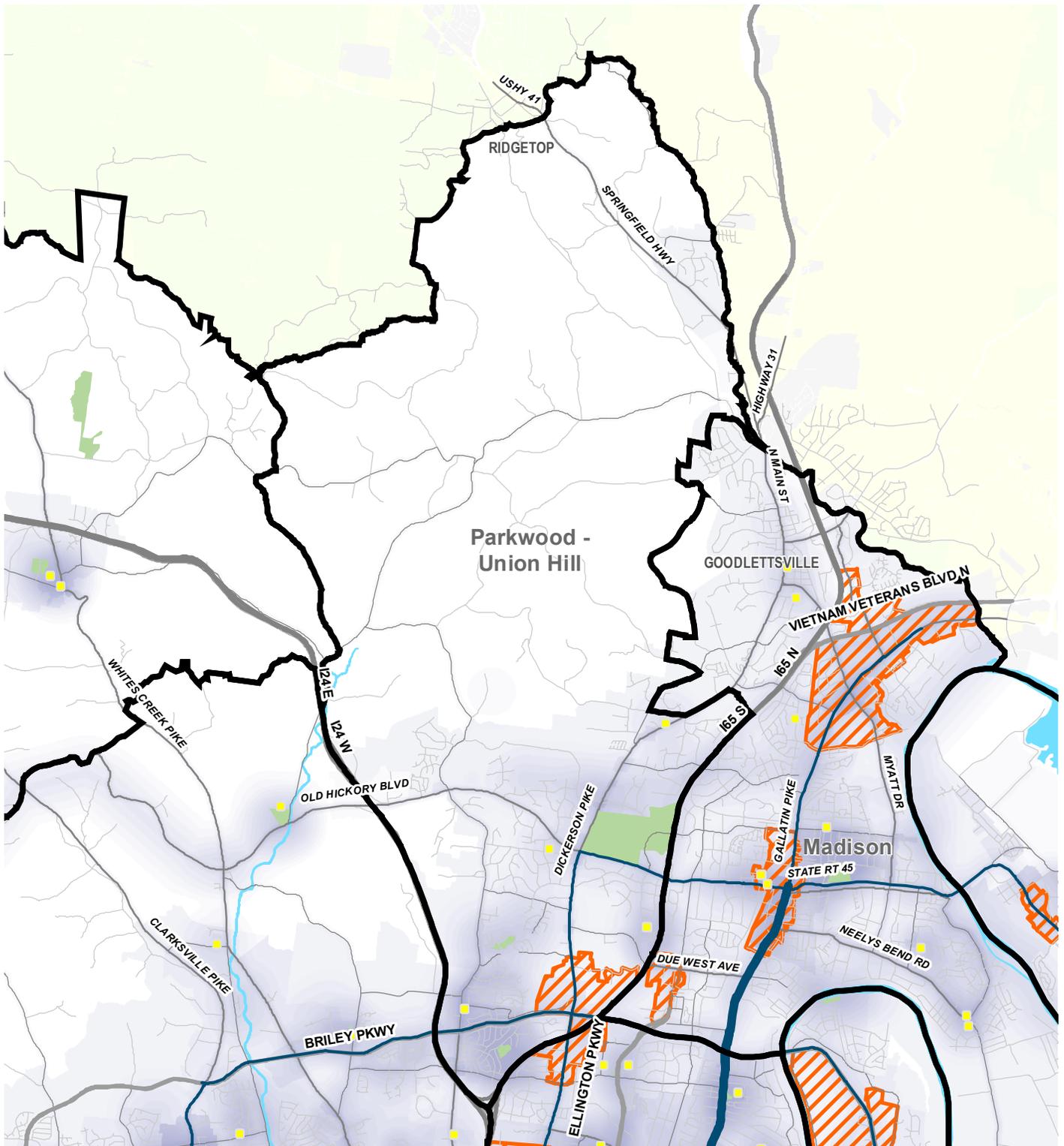
In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP), which implements Access Nashville 2040. The MCSP (see Figure PUH-16) maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. Other plans under Access Nashville 2040 include the *Strategic Plan for Sidewalks and Bikeways*, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the *Parks and Greenways Master Plan*, described above; and the Metropolitan Transit Authority’s *Strategic Transit Master Plan*, discussed below. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program. For information on the transportation network, please refer to Access Nashville 2040 in Volume V of NashvilleNext.

Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive (meaning that the street is designed in a way to complement the character of the area, whether it is rural, suburban or urban) and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multimodal” network. Funding is limited and the need to improve the multimodal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in Parkwood–Union Hill compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant. The following priority projects reflect a balance between community concerns, development pressure and project feasibility.

Access Nashville 2040 outlines two types of transportation projects—those that represent a “Community Priority” and those that meet a “Countywide Critical Need.” All of Parkwood–Union Hill’s transportation projects are below and are noted whether they are a Community Priority or a Countywide Critical Need. For more information on the distinction, please refer to Access Nashville 2040.

**Figure PUH-17: Pedestrian generators**

Parkwood-Union Hill detail



**Pedestrian Generator Index Legend**

- |   |  |  |
|---|--|--|
|  Centers            |  Priority Corridors | <b>Pedestrian Generator Index</b>  |
|  Subarea Boundaries |  Immediate need     |  High : 64.8381 |
|  Water Bodies       |  Long-term need     |  Low : -2       |
|  Anchor Parks       |  Schools            |  |



## Walking priority projects

The following are walking priorities for the Parkwood–Union Hill Community. All are considered Community Priorities. See project maps on the following pages.

### **Access Nashville Walking Project #27**

Brick Church Pike Sidewalks–Construct sidewalks along Brick Church Pike from Briley Parkway to Bellshire Drive.

Brick Church Pike sidewalks from Briley Parkway to Bellshire Drive are identified as a Community Priority. Currently, there are few sidewalks along this portion of Brick Church. Over the last few decades, this part of the Pike has transitioned from mostly a rural road to a more suburban setting.

### **Access Nashville Walking Project #28**

Skyline to Bellshire Sidewalks–Fill in sidewalk gaps and improve street crossings along Dickerson Pike between Briley Parkway and Old Hickory Boulevard.

This project is a Community Priority and would fill in large gaps in the sidewalk network to the well-established Bellshire area along Dickerson Pike to sidewalks along Old Hickory Boulevard.

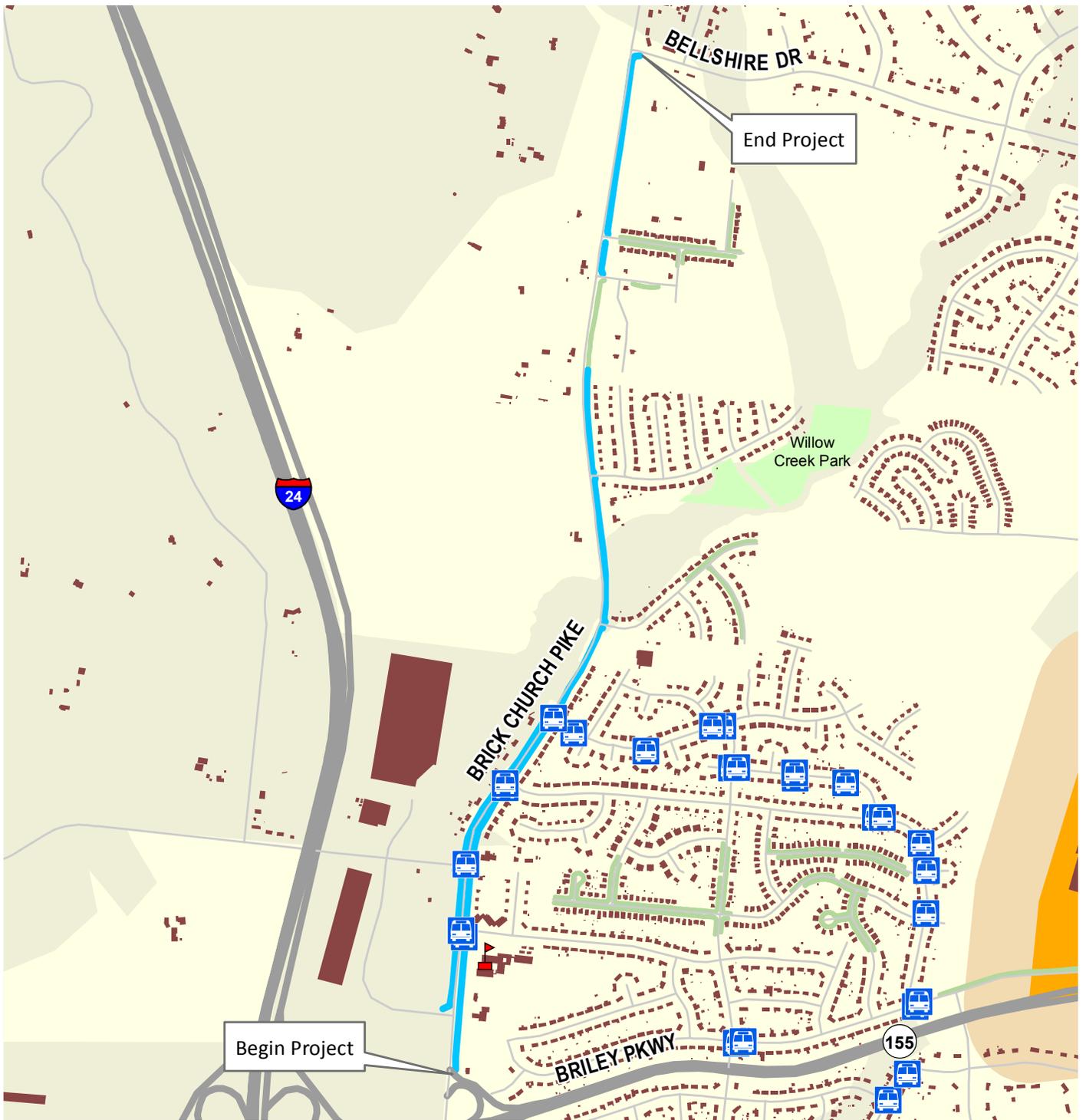
### **Access Nashville Walking Project #29**

Old Hickory Boulevard Walking Improvements–Improve street crossings on Old Hickory Boulevard near Mt. Zion Baptist Church.

Walking improvements along Old Hickory Boulevard near Mt. Zion Baptist Church is a Community Priority. Today, those attending church services regularly park across Old Hickory Boulevard and walk in an area without any sidewalks to go to church. This project would improve street crossings in the area.

### Figure PUH-18: Access Nashville Walking Project #27 : Brick Church Pike Sidewalks

Construct sidewalks along Brick Church Pike from Briley Parkway to Bellshire Drive.

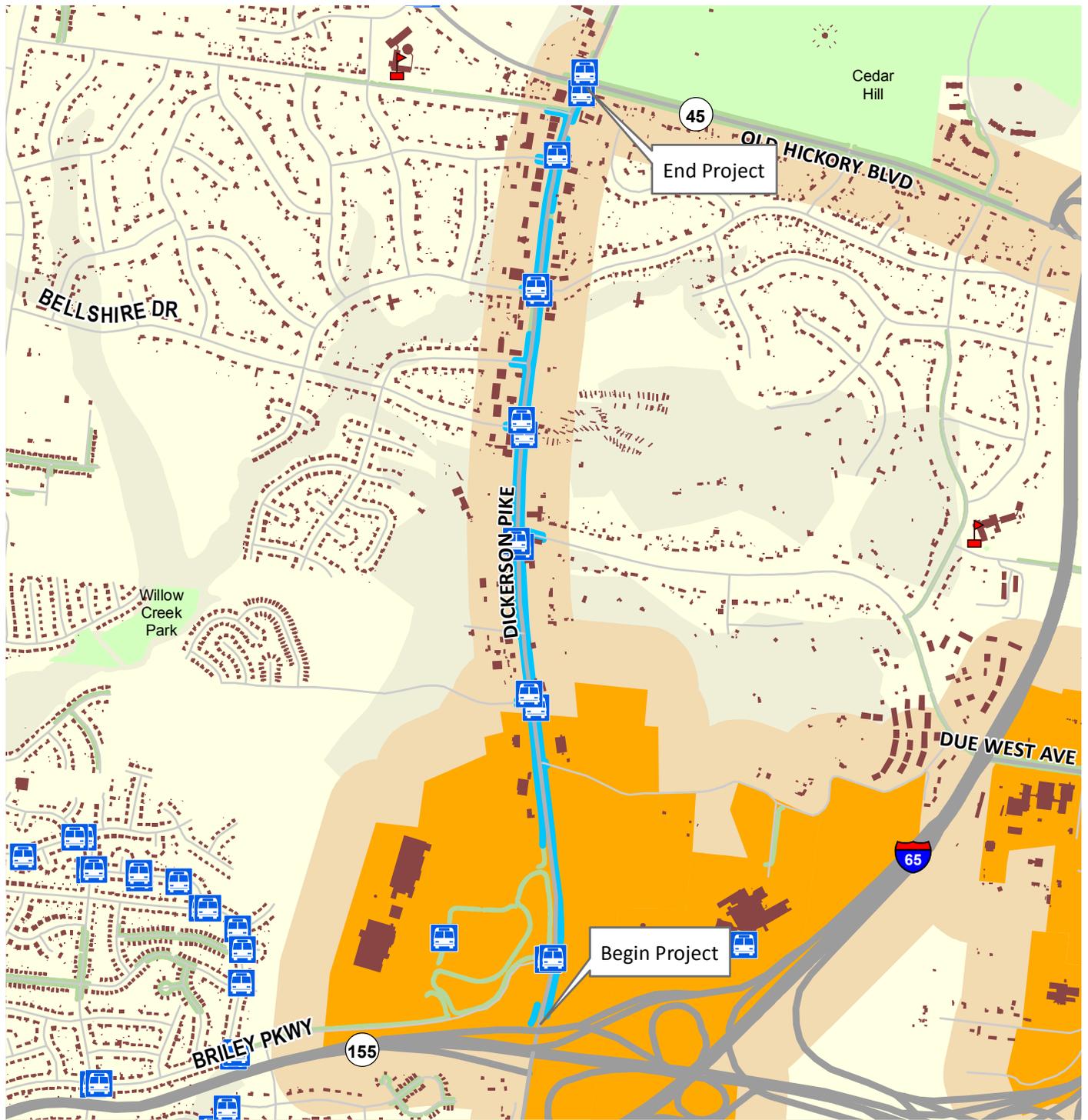


- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- Building Footprints
- Parks
- Center
- Transitions



**Figure PUH-19: Access Nashville Walking Project #28: Skyline to Bellshire Sidewalks**

Fill in sidewalk gaps and improve street crossings along Dickerson Pike between Briley Parkway and Old Hickory Boulevard.



- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- Building Footprints
- Parks
- Center
- Transitions



### Figure PUH-20: Access Nashville Walking Project #29 : Old Hickory Boulevard Walking Improvements

Improve street crossings on Old Hickory Boulevard near Mt. Zion Baptist Church.



-  Walking Improvements
-  Building Footprints
-  Existing Sidewalks
-  MTA Stop



## **Bicycling priority projects**

The following are bicycling priorities for the Parkwood–Union Hill Community. All are considered Community Priorities. See project maps below.

### **Access Nashville Bicycling Project #27**

Old Hickory Boulevard North Multi-Use Path–Develop a multi-use path adjacent to Old Hickory Boulevard and State Route 45 between Old Hickory and Cedar Hill Park. Develop a multi-use path adjacent to Old Hickory Boulevard between Cedar Hill Park and Whites Creek.

Old Hickory should better accommodate people who bike between NashvilleNext centers located along Old Hickory Boulevard with an adjacent multi-use path and bike signals and improved pavement markings at intersections. This bikeway provides important connectivity between Whites Creek, Cedar Hill Park, Madison, Old Hickory, and Hermitage.

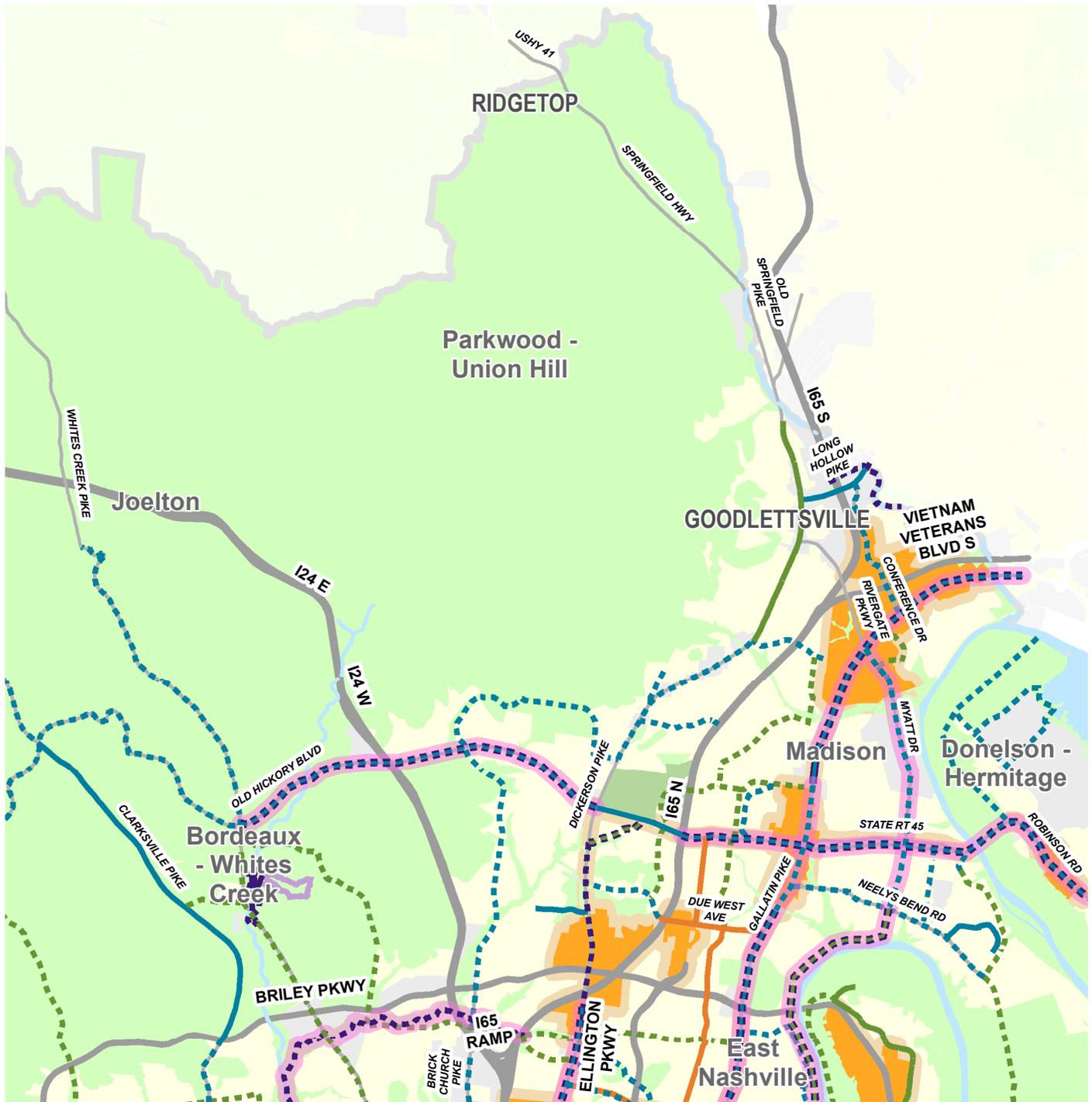
### **Access Nashville Bicycling Project #31**

Ewing Creek Greenway–Develop from the Whites Creek Greenway to Cedar Hill Park.

A greenway along Ewing Creek is a Community Priority and will create connectivity between Bordeaux and Inglewood and protect Ewing Creek from impacts associated with development. In addition to providing outdoor recreation opportunities to nearby residents, the greenway buffers adjacent communities from stormwater impacts during major storm events.

**Figure PUH-21: Bikeways and greenways**

Parkwood-Union Hill detail



**Planned Facilities**

- ■ ■ ■ Protected Bikeway
- ■ ■ ■ Bike Lane
- ■ ■ ■ Signed Shared Route
- ■ ■ ■ Bike Boulevard
- ■ ■ ■ Greenway or Multi-Use Path

**Existing Facilities**

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

■ Greenway, Unpaved

■ Priority Bikeway Projects

■ Anchor Park

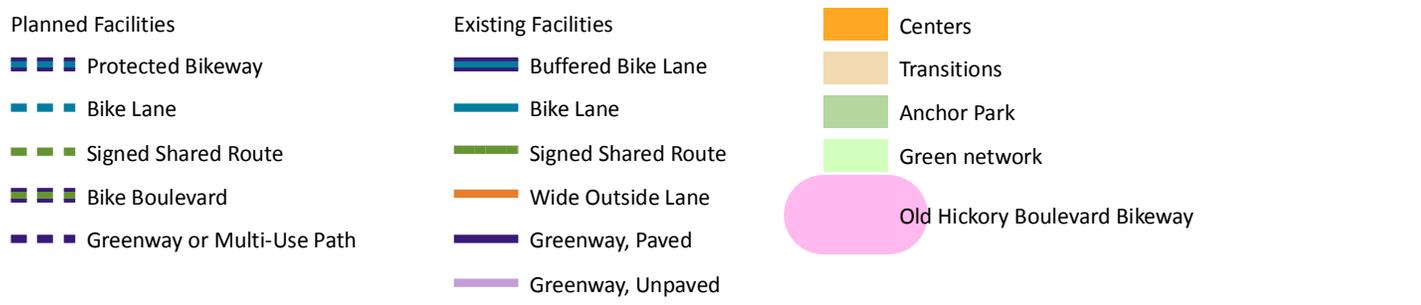
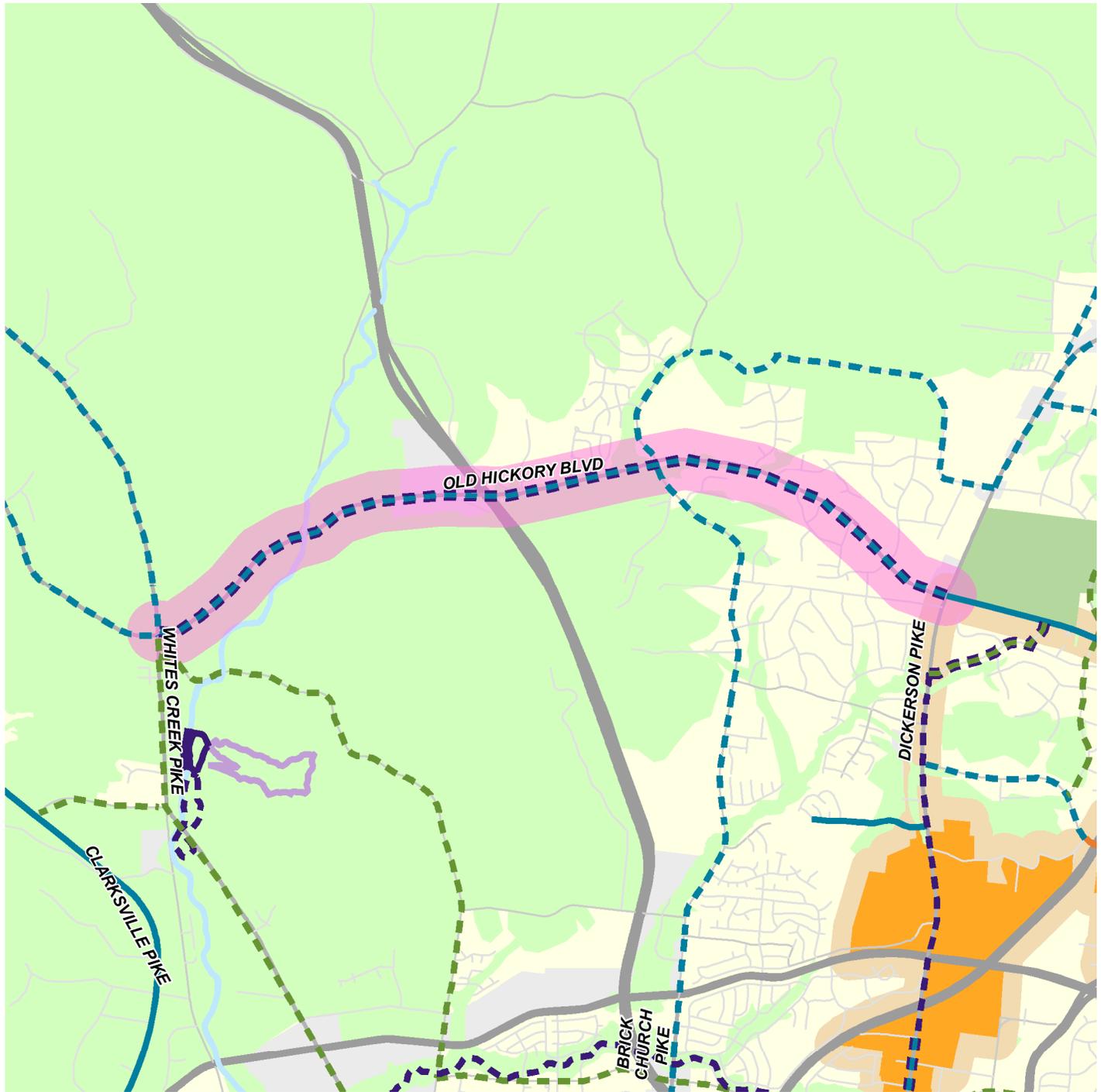
■ Green network

■ Centers



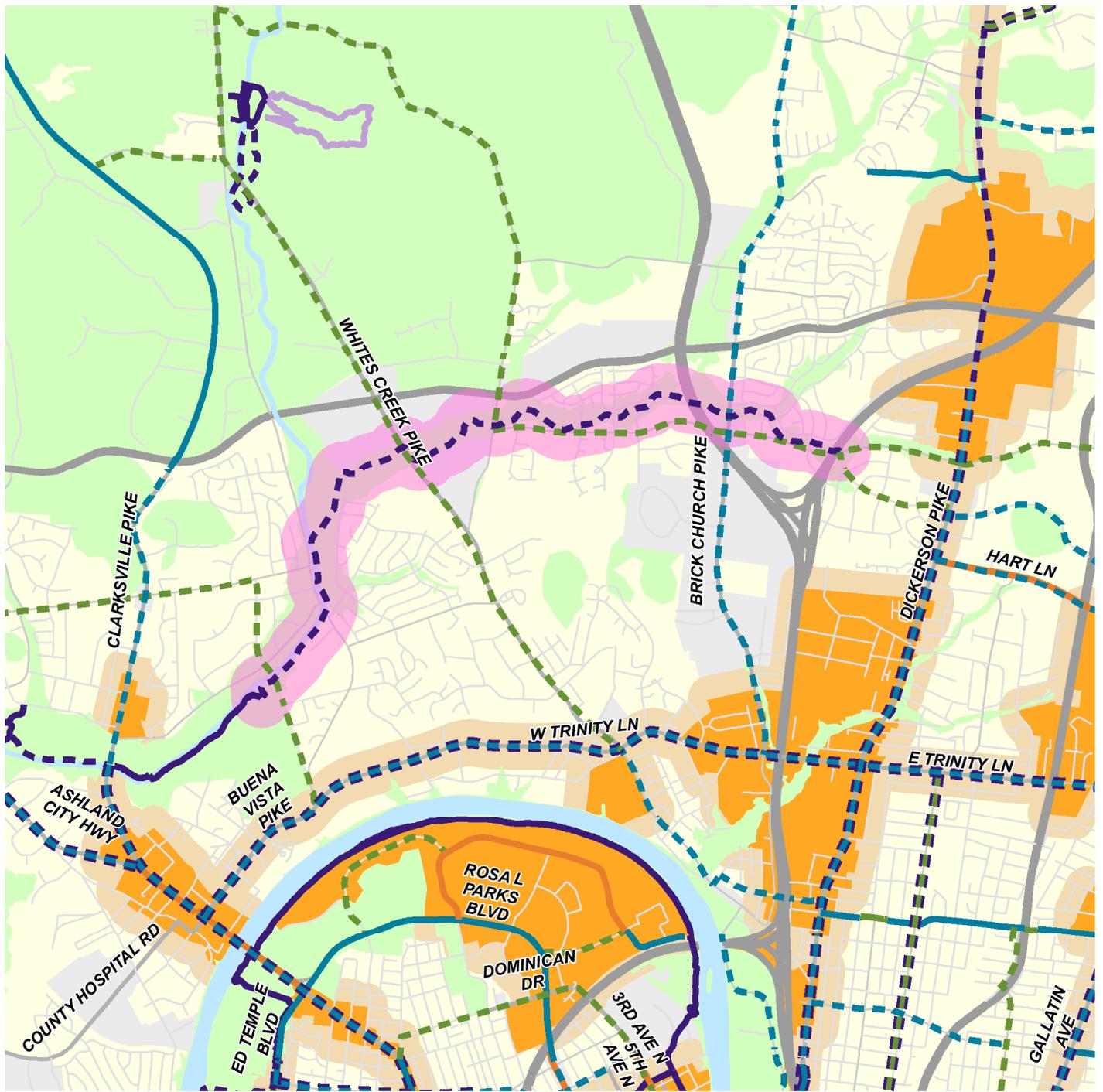
**Figure PUH-22: Access Nashville Bicycling Project #27: Old Hickory Boulevard North Multi-Use Path**

Develop a multi-use path adjacent to Old Hickory Boulevard between Cedar Hill Park and Whites Creek.



**Figure PUH-23: Access Nashville Bicycling Project #31: Ewing Creek Greenway**

Develop from the Whites Creek Greenway to Cedar Hill Park.



**Planned Facilities**

- ▬▬▬ Protected Bikeway
- ▬▬▬ Bike Lane
- ▬▬▬ Signed Shared Route
- ▬▬▬ Bike Boulevard
- ▬▬▬ Greenway or Multi-Use Path

**Existing Facilities**

- ▬▬▬ Buffered Bike Lane
- ▬▬▬ Bike Lane
- ▬▬▬ Signed Shared Route
- ▬▬▬ Wide Outside Lane
- ▬▬▬ Greenway, Paved
- ▬▬▬ Greenway, Unpaved

**Centers**

- Centers
- Transitions
- Anchor Park
- Green network
- Ewing Creek Greenway

## **Transit**

Transit service consisting of buses and other enhanced mass transit options provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for Nashville/Davidson County. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes.

During NashvilleNext, the community established a vision for High Capacity Transit Corridors in Nashville/Davidson County, many of which are the pikes that currently have bus service, but adding cross-town connectors to the long-term vision. This vision will be refined through the update of the MTA Strategic Transit Master Plan, a process beginning in 2015. The updated Transit Master Plan will discuss what mode of transit is appropriate for each corridor and what order the transit improvements should be undertaken. Information from NashvilleNext and the Community Plans will be used for the Transit Master Plan update process. When the Transit Master Plan is completed, the Community Plans may need to be amended to align with the Transit Master Plan.

## **Street Priorities**

No immediate street priorities identified.

