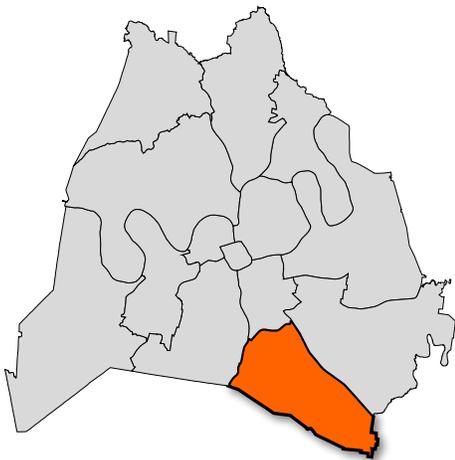


**A General Plan for Nashville & Davidson County**

Adopted June 22, 2015

**Volume III:  
Community  
Plans**



**Southeast**



**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.

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## Description of the Community

The Southeast Community is located in the southeastern corner of Davidson County and is bounded by I-65 to the west, I-24 to the east, the CSX railroad to the north, and Williamson County to the south. The Southeast Community is roughly 43 square miles, representing about 8 percent of the land areas in Nashville/Davidson County.

The Southeast Community is a suburban community with large areas of vacant or rural land that are planned to develop in a suburban residential pattern. Growth in the community has proceeded from north to south and has emanated from the interstates and primary corridors—Old Hickory Boulevard, Harding Place, Edmondson Pike and Nolensville Pike. Single-family detached housing is the primary housing type. While the Southeast Community also has two-family housing, townhouses and stacked flats developments, these housing types are usually segregated from one another. Likewise, residential development is generally segregated from non-residential development (offices, commercial, etc.). This conventional subdivision pattern with segregated land uses, promotes auto-dependency as it is often unsafe or unfeasible to walk or bike to meet daily needs. The exception to the segregated land use pattern is the Lenox Village development on Nolensville Pike south of Old Hickory Boulevard. Lenox Village was developed in 2002. It was the first example in Nashville/Davidson County of greenfield development (conversion of formerly rural land to development) reflecting the principles of New Urbanism. New Urbanism encourages a mixture of housing types and the inclusion of appropriately-scaled commercial and office uses. It champions a strong streetscape, the thoughtful use of open space, and walkability to bring neighbors and neighborhoods together. Lenox Village features each of these elements.

Although growth in the Southeast Community slowed following the 2008 recession, it has recently picked up again, with new residential proposals on Nolensville Pike and in the Burkitt Road area. Meanwhile, a new development proposal for the Beaman-Turner properties signals that there is renewed investment interest in the Southeast Community. The proposed development would create parks and greenways as well as residential, retail, office, hotel and mixed use development near I-24 and Bell Road.

While the Southeast is bounded by two interstates, the Community itself has limited connectivity and the existing corridors must bear significant



**House in Crieve Hall**



**Mixed use building in Lenox Village**  
*Sitephocus*



**Carothers Crossing**  
*Sitephocus*



Ellington Agricultural Center

traffic. These primary connections are Old Hickory Boulevard and Harding Place, which run east and west, and Nolensville Pike and Edmondson Pike, which run north and south. Each of these corridors has substantial and varied development from strip and big box commercial to stacked flats residential to Tri-Star Southern Hills Medical Center, parks and numerous subdivisions. Residents in the Southeast Community see the proximity of their neighborhoods to employment and shopping as a benefit, but are increasingly frustrated by traffic congestion and by the lack of sidewalks and other pedestrian infrastructure throughout the community.

This update of the Southeast Community Plan seeks to address the lack of critical infrastructure in part through a Special Policy that carries forward the Infrastructure Deficiency Area (IDA) that was established in the 2004 update of the Southeast Community Plan. The IDA Special Policy (found in Chapter 2), is intended to address insufficient transportation infrastructure in a rapidly growing part of the Southeast Community by requiring any rezoning to assist in improving the overall state of street infrastructure in the area.



Nashville Zoo Gateway Mural

It is important to realize, however, that improving street cross sections alone will not solve problems of increased traffic congestion and lack of pedestrian and bicycle accommodations in the Cane Ridge and lower Edmondson Pike areas. It will also be important to build more housing that is part of walkable, bikeable neighborhoods where residents have multiple mobility options for reaching destinations such as convenient and accessible retail areas, transit, schools, and parks. This also achieves the sustainability goals of the Community Plan, including providing additional protections for the Mill Creek watershed. The Community Character policies that are applied to the area, and the pedestrian, bicycle, and street improvements that are recommended in Chapter 2 of the Southeast Community Plan focus on achieving these ends.

The Ellington Agricultural Center and the Nashville Zoo are anchor institutions the Southeast Community, attracting visitors from throughout the county and the Middle Tennessee Region. Additionally, the community’s parks system provides active public spaces for the residents of the Southeast Community. Parks in the Southeast community include Granbery Park, Paragon Mills Park, Mill Creek Park, William Whitfield Park, William A. Pitts Park, Cecil Rhea Crawford Park, Wentworth

Caldwell Park, Providence Park and Cane Ridge Park. The dispersion of parks follows the growth of the community from north to south. The Community's largest park is Cane Ridge Park located in the southeast corner of the Community. It is agreed that the Community does not have enough open space for its fast-growing population. The NashvilleNext Growth & Preservation Concept Map notes that the Southeast and neighboring Antioch-Priest Lake Communities are in need of additional parkland and encourages the city to secure parkland for these rapidly-growing communities. Metro recently announced the addition of nearly 600 acres of parkland in the Antioch-Priest Lake Community, abutting I-24 and Old Franklin Boulevard. Although this addition is highly beneficial to the southern portion of the Southeast Community and to the adjacent Antioch-Priest Lake community in which it is located, additional public open space resources are still needed and should be sought as opportunities arise. Some of these open spaces can be provided as part of the development of new neighborhoods, but there will be cases where additional public acquisition of land will be needed.



**Cane Ridge Park**



**Sevenmile Creek Greenway**

As noted above, the Southeast Community was once rural and has slowly been converted—as planned—into suburban residential development. The Southeast's remaining rural areas, however, are highly valued by residents for their scenic beauty and the contribution that these undeveloped areas make to air and water quality. The rural area of the Southeast Community is part of the Cane Ridge neighborhood and centers around Burkitt Road.

In terms of natural or environmentally sensitive features, the Southeast Community does not have the dramatic steep slopes of northwest Davidson County or the majesty of the Cumberland, yet its natural features are plentiful and contribute in meaningful ways to the community's quality of life. Furthermore, as the community learned in the flood of 2010, protection of these natural features is critical to the health and well-being of the community.

The Southeast Community is located within the Mill Creek Watershed. According to the U.S. Army Corps of Engineers, the Mill Creek Watershed covers 108 square miles: 72 in Davidson County and 36 in Williamson County. The Southeast Community's most significant environmental feature is its floodplains. These floodplains are primarily found along Mill Creek and Sevenmile Creek. Mill Creek is located in the southeastern



**Crosswalk along Edmondson Pike at the library**

portion of the community and Sevenmile Creek extends from the northernmost point of the community at I-24 and extends southward along Edmondson Pike to Old Hickory Boulevard. Prior to Nashville's 2010 flood, Southeast Community residents identified several areas as prone to flooding: the Edmonson/Blackman area, the Whittemore Branch/Benzing Road area, Burkitt Road, and along Sevenmile Creek. Community members called for improvements in storm water management and in the decisions to site development on the floodplains. The 2010 flood was especially onerous for Mill Creek. According to the Army Corps of Engineers, the flood of 2010 led to severe property damage to hundreds of homes and businesses and two flood-related deaths in the area. In light of the 2010 Nashville flood, this update to the Southeast Community Plan introduces new guidance in its community character policies to direct development to further protect floodplain and the watershed.

Steep slopes in the Southeast Community are almost entirely limited to a concentrated area west of Nolensville Pike and south of Old Hickory Boulevard. Areas with steep slopes are covered by unstable soils and fragile geological formations, and these environmentally sensitive sites are not suitable for development. Terrain that is significantly, but not steeply sloping (between 12 and 20 degrees) is also unstable and unsuited for development; these slopes are primarily located in the central part of the community between Nolensville Pike and Bell Road (bounded by Mill's Creek) and along creeks running into the rural Cane Ridge neighborhood.

Other sensitive environmental features in the Southeast Community include sinkholes, wetlands, and endangered species. Sinkholes are present in the areas north and south of Harding Place and around Mill Creek, where the majority of these sinkholes are located. Wetlands are located throughout the Southeast Community, but are generally associated with the areas within the floodplains of Mill Creek and Sevenmile Creek. The community's endangered species include the unique Nashville crayfish, water stitchwort, and gladecress. For the safety of these areas and species, information about these areas is maintained by the Tennessee Department of Environment and Conservation.

In the case of each of these natural features, it is critical that proper preservation techniques be used to protect the features, especially as new development is introduced.

## 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.

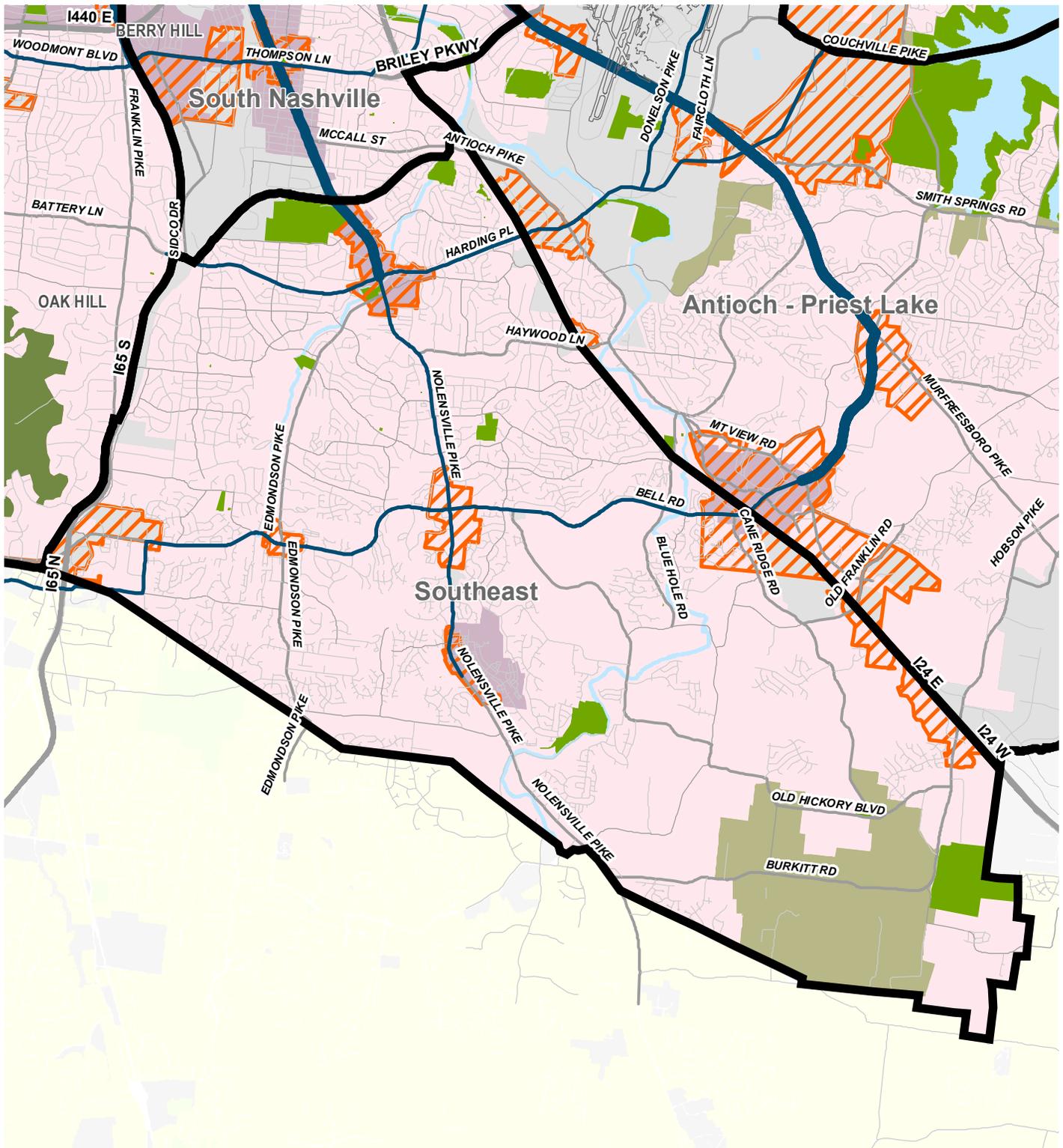
The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

- » **T1 Natural:** This Transect Category includes Cane Ridge Park
- » **T2 Rural:** This Transect Category includes the rural area at the southernmost portion of the Southeast Community, centered around Burkitt Road located in the Cane Ridge neighborhood
- » **T3 Suburban:** This Transect Category represents the vast majority of the Southeast Community
- » **T4 Urban:** This Transect Category includes the mixed use area at Harding Place, Nolensville Pike and Edmondson Pike as well as the mixed use area at I-24 and Bell Road
- » **T5 Centers:** This Transect Category is not present in the Southeast Community
- » **T6 Downtown:** This Transect Category is not present the Southeast Community
- » **D District:** This Transect Category includes areas such as Seven Springs

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that much of the Southeast Community is suburban neighborhoods and should be encouraged to remain that way, while the areas planned to be T4 Urban—the mixed use areas—should redevelop at a larger, more intense scale with improved walkability and more urban form. 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 Southeast Community represents the vision for the Community. The starting point for the map was the most recent Southeast Community Plan update (2004) and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the Southeast

**Figure SE-1: Transect**  
Southeast Nashville detail



**Transects Legend**

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



Community has faced. The Growth & Preservation Concept Map also reflects the input received during NashvilleNext including input on how the Southeast Community should grow, but also input on what the vision for Nashville is in the future and deliberation on what role Southeast should play in the future. This is discussed in greater detail below.

## **History of the Southeast Community**

The Southeast Community boasts a collection of historic properties that illustrate the history of rural Davidson County from its settlement and reveal its significant history prior to and following the Civil War. In more recent decades, the Southeast Community has repurposed these historic sites to new uses suited to the area's recent growth.

Settlement in the Southeast Community began in the late 1700s. The oldest residence in Metropolitan Nashville, Travellers' Rest, is located in the Community. Travellers' Rest is the former home of Judge John Overton, a friend of Sam Houston and Andrew Jackson, and dates from 1799. In the late 18th century, the Southeast Community was a frontier zone and the elegant home defied the difficulties of domesticity on the frontier. Originally, the estate was a 2,300 acre plantation. During the Civil War, Travellers' Rest was a Union encampment and then Confederate Headquarters prior to the Battle of Nashville in 1864. The site was restored in 1954 and today operates as an educational center.

In the early 1800s, the Southeast Community experienced the "Great Revival" that galvanized religious sentiment in Tennessee during this time period. The Cane Ridge Cumberland Presbyterian Church was built in 1826 during this movement, although the standing structure dates from 1859 when the church was rebuilt following a fire.

Following the Civil War, African-American communities formed that were centered on churches. Two notable African-American communities that formed in the Southeast Community at that time were Providence along both sides of Nolensville Pike just south of the Nolensville Pike / Edmondson Pike / Wallace Road intersection and Mt. Pisgah on the east side of Edmondson Pike near the Williamson County line.

Providence extends from Flora Maxwell Road on the north to Cotton Lane and Taylor Road on the south. The community's name is a shortening of "Lake Providence," named after the Lake Providence Missionary Baptist

Church. The name “Lake” was added to the biblical term “Providence” after a stream on the property where baptisms were conducted. The stream has since been paved over. The church formed in 1868, and the congregation first held their services under a large oak tree on land belonging to Sam Overton that had been part of a former slave plantation. The first church building was built later that year and has been enlarged several times since, including reconstruction in the wake of a 1917 tornado. Providence grew and thrived and included several businesses that provided it with goods and services, along with a school that served students up through the 8th grade. The church is now much larger and is sited on a 36-acre property about two miles south of the original location.

The Mt. Pisgah community is located on Mt. Pisgah Road, a loop road that intersects Edmondson Pike less than a mile from the Williamson County boundary. It now connects to several residential developments to the east that were built in the 1990s and 2000s. Mt. Pisgah has historical roots that date to the late 1860’s. The original church was formed in 1866 and a former slaveholder named Jane Watson deeded land to her former slaves and other African-American families in 1867. The community was first known as Watson Town, but was recognized as Mt. Pisgah by 1871. A second church and school were built on the site in 1869. The Mt. Pisgah community was also served by its own businesses during its heyday, although none of the businesses remain today. The second church building remained in use until 1976. The current church was built in 1979 and continues to have an active membership.

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

At the end of the 19th century, the Southeast Community built one of its first schools on land that was donated by a wealthy farmer, Harris Ogilvie. The Mary Lee Academy was built in 1898 in the Oglesby Community (now known as Nippers Corner) and was purchased by the county in 1906. The school closed in 1931 was returned to the community in 1935. The property has continued to service the community into the present by housing the Oglesby Community Club.

Following World War II, the Southeast Community grew rapidly as a suburban lifestyle became desirable and was made possible by the consolidation of Metro government, which allowed for the extension of sewers into the previously rural community. The Crieve Hall neighborhood was established in the postwar period.

In 1961, Tennessee's governor established Tennessee's Department of Agriculture at the Ellington Agricultural Center on the former estate of Rodgers Caldwell, preserving and creatively reusing another historic home in the Southeast Community. Constructed in 1920 by Rodgers Caldwell, Brentwood Hall was designed to resemble the Hermitage, President Andrew Jackson's home, and crowned a 207 acre estate. Placing the Department of Agriculture on the former estate made it the first agricultural department in the United States to be housed on a farm. The Ellington Agricultural Center also houses Tennessee's Agricultural Museum.

For the most current information on Nashville's historic properties and resources, contact the Metro Historical Commission at <http://www.nashville.gov/Historical-Commission.aspx>.

In the 1970s, seeing the potential for growth, a group of developers petitioned for the further expansion of water and sewer services to allow for increased development. One subdivision alone, Bradford Hills (located on Nolensville Pike south of Old Hickory Boulevard), added 1,000 homes to the community in the mid-1980s during this wave of growth.

In 1996, the Nashville Zoo opened on the Grassmere site. This was one of the Southeast Community's most prominent reuses of a historic property. Around 1810, Col. Michael Dunn constructed one of the earliest homes built of brick in Middle Tennessee on his 309 acre estate. Christened "Grassmere" in 1859, the home survived the Civil War to be renovated in 1880. The family's last decedents to own the Grassmere home willed that it be preserved as a nature study center, and the property now houses the educational Grassmere Historic Farm and House in addition to the Nashville Zoo.

The 21st century has seen rapid development in the Southeast Community. In 2002, Lenox Village, the first development built with principles of New Urbanism, was developed in the Southeast Community. Numerous conventional suburban residential subdivisions have also been built since 2000.

Today, the entire community is an increasingly diverse part of Davidson County, with the fastest growing Hispanic population in Davidson County and numerous other ethnicities represented. Since the late 2000s, new schools have opened in in the Southeast Community and neighboring the Antioch-Priest Lake Community to respond to the community's growth.

Figure SE-2: 1871 map Davidson County  
Southeast detail



The Metro Historical Commission's list of historically significant features identifies historically significant sites, buildings, and features within the Southeast Community. The inventory from 2004 includes Traveler's Rest, Grassmere, and the Cane Ridge Cumberland Presbyterian Church, all of which are on the National Register of Historic Places. Dozens of other sites and buildings are also on the historical resource list. These do not include known archeological sites which are not mapped in order to protect them for unauthorized diggings.

## History of the Southeast Community 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 Southeast Community Plan was first adopted by the Planning Commission in April 1991, after working with a Citizens' Advisory Committee. Typical of the planning processes at that time, the CAC's role was to provide local knowledge of the community, identify issues which influence the development of community, respond to policy recommendations from planning staff, reach consensus on the plan and provide leadership in presenting the plan to the general public. All meetings of the CAC were open to the public and were held in the Southeast Nashville community. The Southeast Community Plan was the fourth of the fourteen community plans created.

The Southeast Plan's first update was adopted in April 1997 after several community workshops. The community's second plan update was adopted in July 2004 after substantial community participation in workshops. In Spring 2013, the Southeast Plan had its policies translated into their closest equivalents in the Community Character Manual (CCM) because it was one of nine community plans that had not been updated since the adoption of the CCM in 2008. Over the decades, the community continues to grow and works to balance that growth with preservation of existing neighborhoods and use of limited infrastructure.

This update of the Southeast Community Plan reflects the values and vision of the numerous participants in the 2004 update planning process as well as participation in the NashvilleNext planning process, balanced

*Sources: Metropolitan Historical Commission; <http://www.nashvillezoo.org/about>; <http://travellersrestplantation.org/education-field-trips>; Allyn, B. (2013). *Nashville Rising: How Modern Music City Came to Be*. Nashville: The Tennessean. Graham, E. (Ed.) (1974). *Southeast Nashville; Nashville: A Short History and Selected Buildings*. Nashville: Historical Commission; <http://www.tn.gov/agriculture/general/eachistory.shtml>; <http://www.nashvillecitypaper.com/content/city-news/oglesby-school-restoration-benefit-garage-sale>; *The House of the Lord: Lake Providence Missionary Baptist Church, Nashville, Tennessee, 1868-1996* by Sadie W. Overton; *History of Edmondson Pike*, T. Vance Little, undated history donated to the Nashville Public Library in 2014; [http://www.lpmbc.org/Pages/index.php?page=Church\\_History](http://www.lpmbc.org/Pages/index.php?page=Church_History); Metro Nashville Assessor of Property, <http://www.padctn.org/>.*



**Southeast Community Plan Update Open House**

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 – neighbors must insist upon it and developers' proposals must follow it.

## Southeast Community Demographic Information

The Southeast Community continues to grow at a striking pace. In 1990, the total population of the Southeast Community plan area was 63,324 people. According to the U.S. Census, in 2000 the Southeast Community had 77,318 residents, an increase of approximately 22 percent over the ten-year period from 1990 to 2000. In 2010, according to the U.S. Census, the Southeast Community had 100,569 people, an increase of approximately 30 percent since 2000, and about 3,500 more people than forecasted in the early 1990s.

The American Community Survey from 2012, the Southeast Community had approximately 102,947 residents, 16.4 percent of Nashville/Davidson County's population.

		Davidson County		Southeast Nashville	
		#	%	#	%
<b>Population</b>	Total, 2010	626,681		100,569	16.0%
	Population, 1990	510,784		63,324	12.4%
	Population, 2000	569,891		77,318	13.6%
	Population Change, 1990- 2000	59,107	11.6%	13,994	22.1%
	Population Change, 2000- 2010	56,790	10.0%	23,251	23.1%
	Population Density (persons/acre)	1.69	n/a	3.74	n/a
	Average Household Size	2.37	n/a	2.51	n/a
<b>Race</b>	White	385,039	61.4%	63,237	62.9%
	Black or African American	173,730	27.7%	18,928	18.8%
	American Indian/ Alaska Native	2,091	0.3%	358	0.4%
	Asian	19,027	3.0%	5,764	5.7%
	Native Hawaiian or Pacific Islander	394	0.1%	59	0.1%
	Other Race	30,757	4.9%	8,731	8.7%
	Two or More Races	15,643	2.5%	3,492	3.5%
<b>Ethnicity</b>	Hispanic or Latino	359,883	57.4%	18,003	17.9%
<b>Age</b>	Less than 18	136,391	21.8%	24,490	24.4%
	18-64	424,887	67.8%	68,317	67.9%
	Greater than 64	65,403	10.4%	7,762	7.7%

Source: U.S. Census (1990, 2000, 2010)

		Davidson County		Southeast Nashville	
		#	%	#	%
<b>Population</b>	Total, 2008- 2012	629,113		102,947	16.4%
	Household Population	605,463	96.2%	102,746	99.8%
	Group Quarters Population	23,650	3.8%	201	0.2%
	Male	304,566	48.4%	50,446	49.0%
	Female	324,547	51.6%	52,501	51.0%
<b>Families</b>	<b>Total</b>	<b>142,821</b>		<b>24,882</b>	<b>n/a</b>
	Married Couple Families with Children	37,098	26.0%	7,792	31.3%
	Single Parent Families with Children	26,291	18.4%	4,257	17.1%
	Female Householder with Children	21,528	15.1%	3,116	12.5%
<b>Housing Units</b>	<b>Total</b>	<b>284,328</b>		<b>44,762</b>	<b>15.7%</b>
	Owner Occupied	141,805	49.9%	22,618	50.5%
	Renter Occupied	114,082	40.1%	18,285	40.8%
	Occupied	255,887	90.0%	40,903	91.4%
	Vacant	28,441	10.0%	3,859	8.6%
	Long-term vacant (over 1 year)*	3,730	1.2%	425	0.9%
<b>Cost Burden</b>	Residents with moderate cost burden	48,983	19.1%	7,771	19.0%
	Residents with severe cost burden	42,520	16.6%	6,325	15.5%
<b>Travel</b>	Mean Travel Time to Work (min)	23.1		24.6	
	Workers	309,633		54,532	17.6%
	Drove Alone	246,391	79.6%	43,127	79.1%
	Carpooled	32,633	10.5%	7,520	13.8%
	Public Transportation	6,588	2.1%	487	0.9%
	Walked or Biked	6,806	2.2%	456	0.8%
	Other	3,232	1.0%	648	1.2%
	Worked from home	13,983	4.5%	2,294	4.2%
<b>Income</b>	Per Capita Income	\$28,513		\$27,301	95.7%
<b>Education</b>	<b>Population 25 years and over</b>	<b>419,807</b>		<b>67,702</b>	<b>16.1%</b>
	Less than 9th grade	20,687	4.9%	4,343	6.4%
	9th to 12th grade, No Diploma	38,664	9.2%	4,762	7.0%
	High School Graduate (includes equivalency)	103,024	24.5%	15,229	22.5%
	Some College, No Degree	86,498	20.6%	13,444	19.9%
	Associate Degree	23,963	5.7%	3,670	5.4%
	Bachelor's Degree	92,765	22.1%	17,404	25.7%
	Graduate or Professional Degree	54,206	12.9%	8,850	13.1%
<b>Employment</b>	<b>Population 16 Years and Over</b>	<b>505,034</b>	<b>80.6%</b>	<b>79,899</b>	<b>79.4%</b>
	In Labor Force	348,250	69.0%	60,470	75.7%
	Civilian Labor Force	347,862	99.9%	60,402	99.9%
	Employed	317,719	91.2%	55,687	92.1%
	Unemployed (actively seeking employment)	30,143	8.7%	4,715	7.8%
	Armed Forces	388	0.1%	68	0.1%
	Not in Labor Force	156,784	31.0%	19,429	24.3%

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

## **The Southeast Community's Role in the County and Region**

The impacts of growth, development and preservation in Nashville's communities do not stop at Community Plan or even County borders. The Southeast Community may be more aware than most communities in Nashville/Davidson County of the impact of regional growth and preservation decisions. The Southeast Community is on the boundary of fast-growing Williamson County and in close proximity to Rutherford County, another rapidly-growing county. Two of the Southeast Community's primary vehicular corridors—I-24 and I-65—link these outlying counties to Davidson County. The Southeast Community's primary regional role is providing convenient housing for residents working in several surrounding regional employment centers. The community's location places it within reasonable commuting distance to several employment centers including: Seven Springs within the Southeast Community, downtown and Midtown to the north, Cool Springs to the southwest, and Murfreesboro, MTSU, and the growing town of Nolensville to the south and southeast. While connectivity within the Southeast community is low, its proximity to I-24 and I-65 allows for its residents to reach these regional employment centers. An equally important regional role for the Southeast Community, is its role in the Mill Creek Watershed and, by extension, its protection of floodplains and waterways for the well-being of the watershed.

### **Residential Development**

As noted above, the Southeast Community has, over time, been converted from vacant and rural land to suburban style residential development. This was by design—the Community has long been planned to be home to significant residential development. The development has generally proceeded from the northern neighborhoods to the south and in the southern half of the Community, there remains significant undeveloped land. While development slowed during the recession in 2008, development proposals have picked up again recently.

### **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.



**The Seven Springs employment district has commercial (top) and residential (bottom) development in addition to offices**



**Pedestrian infrastructure along this segment of Old Hickory Boulevard was recently improved with new development**

The location of the Community is perceived as an asset by Community members who recognize its proximity to multiple employment centers. The growth of the Community has, however, proceeded with some challenging consequences. There is diversity of housing types in the Community overall, but with notable exceptions, the housing types are not in close proximity, but are segregated from one another making it difficult for community members to “age in place”—that is, to find housing types in their neighborhood to meet their needs at each stage of life, whether they are looking for an apartment when just out of school, a starter home, a move-up home, a townhouse for an empty-nester, or a retirement community or assisted living.

Residential growth in the community has also caused concern because of the lack of street network and pedestrian infrastructure. When all the traffic is pushed to just a few main roads, these roads become congested, calling into question in original attractiveness of the community—its easy access to employment, goods and services and harming quality of life.

While the Southeast Community currently has a range of housing options, additional housing types should be provided in strategic locations. The Southeast Community Plan recommends strategic locations for additional residential density—generally in existing commercial centers or along corridors to support businesses and eventual transit. For all residential developments, the Community Plan and the Community Character Manual provide guidance on building and site design to reflect the rural, suburban or urban setting in which the residential development is located.

Providing additional housing options in strategic locations, such as within centers or on prominent corridors, addresses several goals. Housing choices can allow community residents to “age in place” as described above. Creating housing choices at strategic locations creates housing that is attainable for residents with varying incomes. This ensures that Southeast has housing for the diversity of workers needed in the community and Davidson County—from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for residents of all incomes keeps the community and its economy resilient. Creating housing choices in strategic locations—such as along corridors and near mixed use centers—allows some residents to walk, bike or take transit to work and to meet their daily needs, which can help mitigate traffic issues. Finally, creating housing choices keeps the Southeast Community competitive in the region in the face of changing demographics and market preferences.

The location of the Community—abutting fast-growing outlying Counties and between significant employment centers—will make Southeast an attractive location for residential development in the future, but the Community will have to wrestle with how to create more mixture of uses (so some daily needs can be met closer to home) and additional housing choices. As new development occurs, providing street connectivity and improving walkability is key.

**Figure SE-3: Commuting patterns of residents and employees in Southeast Nashville**

<b>Southeast Nashville residents who work in these areas</b>		<b>50,788</b>	<b>Employees who work in Southeast Nashville come from these areas</b>		<b>21,831</b>
	<b>Southeast</b>	<b>6,881</b>		<b>Southeast</b>	<b>6,881</b>
	Green Hills Midtown	6,753		Antioch Priest Lake	2,609
	South Nashville	5,188		Donelson Hermitage Old Hickory	1,115
	Downtown	3,999		South Nashville	947
	Antioch Priest Lake	3,622		Green Hills Midtown	726
	Donelson Hermitage Old Hickory	2,841		East Nashville	706
	North Nashville	2,356		Bellevue	382
	West Nashville	1,859		Madison	325
	Madison	1,281		West Nashville	319
	East Nashville	907		Bordeaux Whites Creek	254
	Bordeaux Whites Creek	814		Parkwood Union Hill	167
	Bellevue	561		North Nashville	100
	Parkwood Union Hill	399		Joelton	75
	Joelton	165		Downtown	39
	<b>Beyond Davidson County</b>	<b>13,162</b>		<b>Beyond Davidson County</b>	<b>7,186</b>

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

**Local Workforce Assets in the Southeast Community**

According to the 2008-2012 American Community Survey, the Southeast Community has 60,470 workers. These workers reported a mean travel time of 25 minutes to employment, suggesting that the majority of workers work outside the Southeast area. In addition, 2,294 workers reported working from home, slightly less than the percentage of the workforce, 4.5 percent, that do so in Davidson County overall. In the Southeast Community, more residents have advanced degrees compared with Davidson County as a whole. The 2008-2012 American Community Survey reported that 17,404 people, or 26 percent, held bachelor’s degrees and 8,850 people, or 13 percent, held graduate or professional degrees. This compares to 22 percent holding bachelor’s degrees and 13 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the Southeast Community is slightly lower at \$27,301 compared to Davidson County’s overall \$28,513.

## Natural Features and Environmental Treasures

The Southeast Community's natural features are described in greater detail above in the description of the community. The regional role of these natural features—specifically Mill Creek, Sevenmile Creek, their floodplains and tributaries—is clear. The Southeast Community is part of the Mill Creek Watershed—an area defined by the fact that it drains into one body of water, in this case, Mill Creek. Mill Creek is a major tributary to the Cumberland River. As it winds its way through the Southeast Community, it also provides scenic beauty as well as settings for fishing and paddling. The Mill Creek watershed is the only known home of the endangered Nashville Crayfish, which is listed on federal and state endangered species lists.

As development continues in the Mill Creek watershed—both to the south of the Southeast Community in Williamson County and in the Southeast Community itself—the creeks that pass through the watershed can be stressed. Currently, many portions of Mill Creek are considered “impaired”—damaged by pollution.

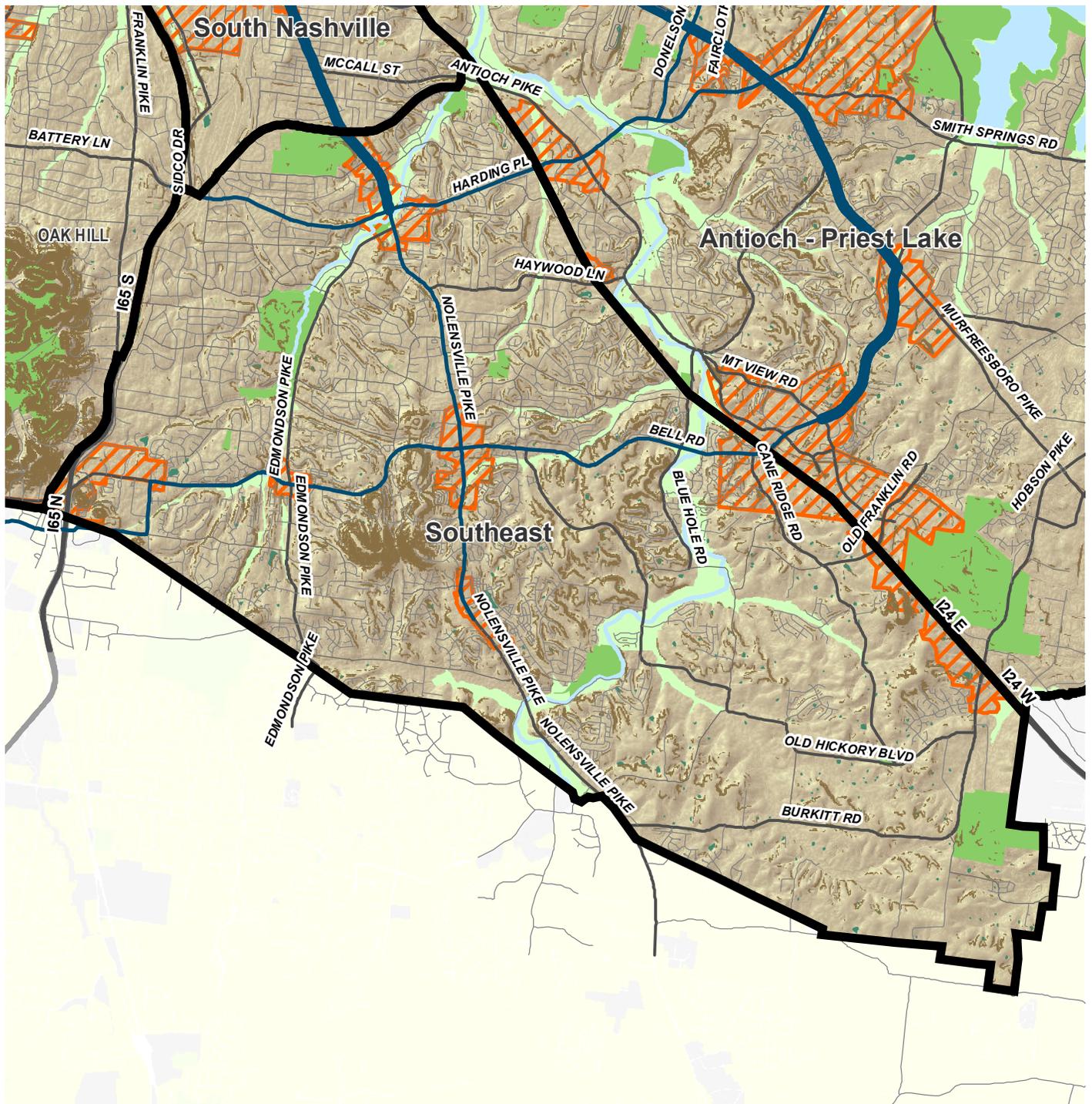
In the Southeast Community Plan, much of the remaining, undeveloped land is envisioned to develop as suburban residential. This is the same land that is part of the Mill Creek Watershed. To address the importance of the Mill Creek Watershed—both the health of Mill Creek and the role of the Mill Creek floodplain in protecting the community in the event of a flood—two actions are taken in the Southeast Community Plan.

Floodplains are included in Conservation Policy in the Community Plan. Conservation Policy provides guidance on how to protect the floodplain and, in cases where the floodplain has been impacted by previous development, to mitigate the effects of that development. Meanwhile, the portion of the community that is planned to develop as suburban residential is placed in Suburban Neighborhood Evolving Policy. The goal of this policy is to allow for future growth and development in a manner that protects floodplains and the overall watershed and, in cases where these features have been impacted by previous development, to mitigate the effects of that development.

The Southeast Community's primary regional roles are providing housing within proximity to major regional employment centers, and its portion of regional environmental features such as the Mill Creek watershed. With growth occurring all around the Southeast Community, the Community itself will continue to be an attractive place to call home. The Southeast Community must, however, balance growth with difficult decisions about infrastructure and street connectivity, housing choice and how to protect the creeks that provide recreation, natural beauty and flood protection to the area.

**Figure SE-4: Slopes and Terrain Map**

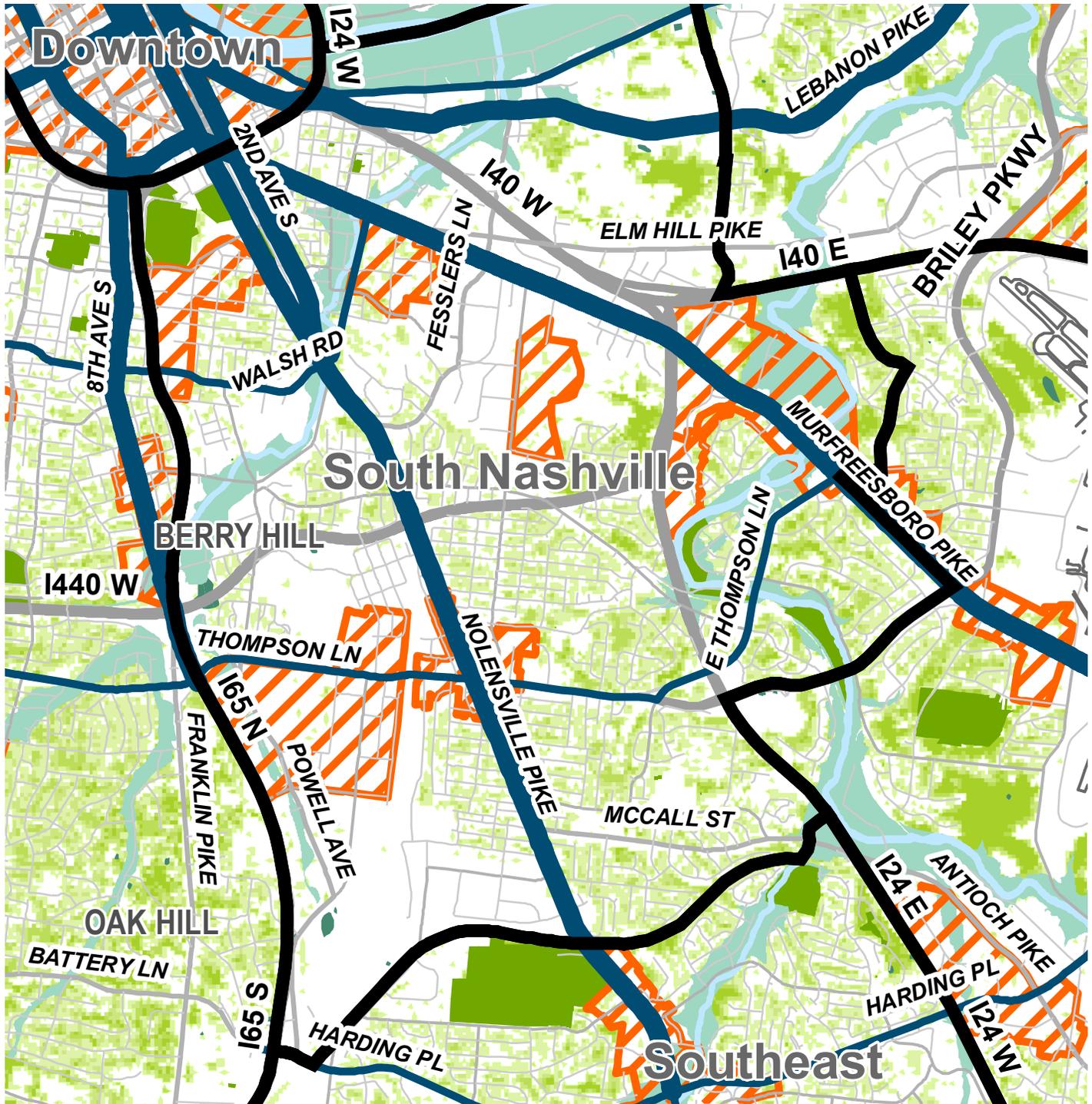
Southeast Nashville detail



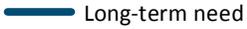
**Slopes & Terrain Legend**

 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 SE-5: Tree Canopy Map**  
 Southeast Nashville detail



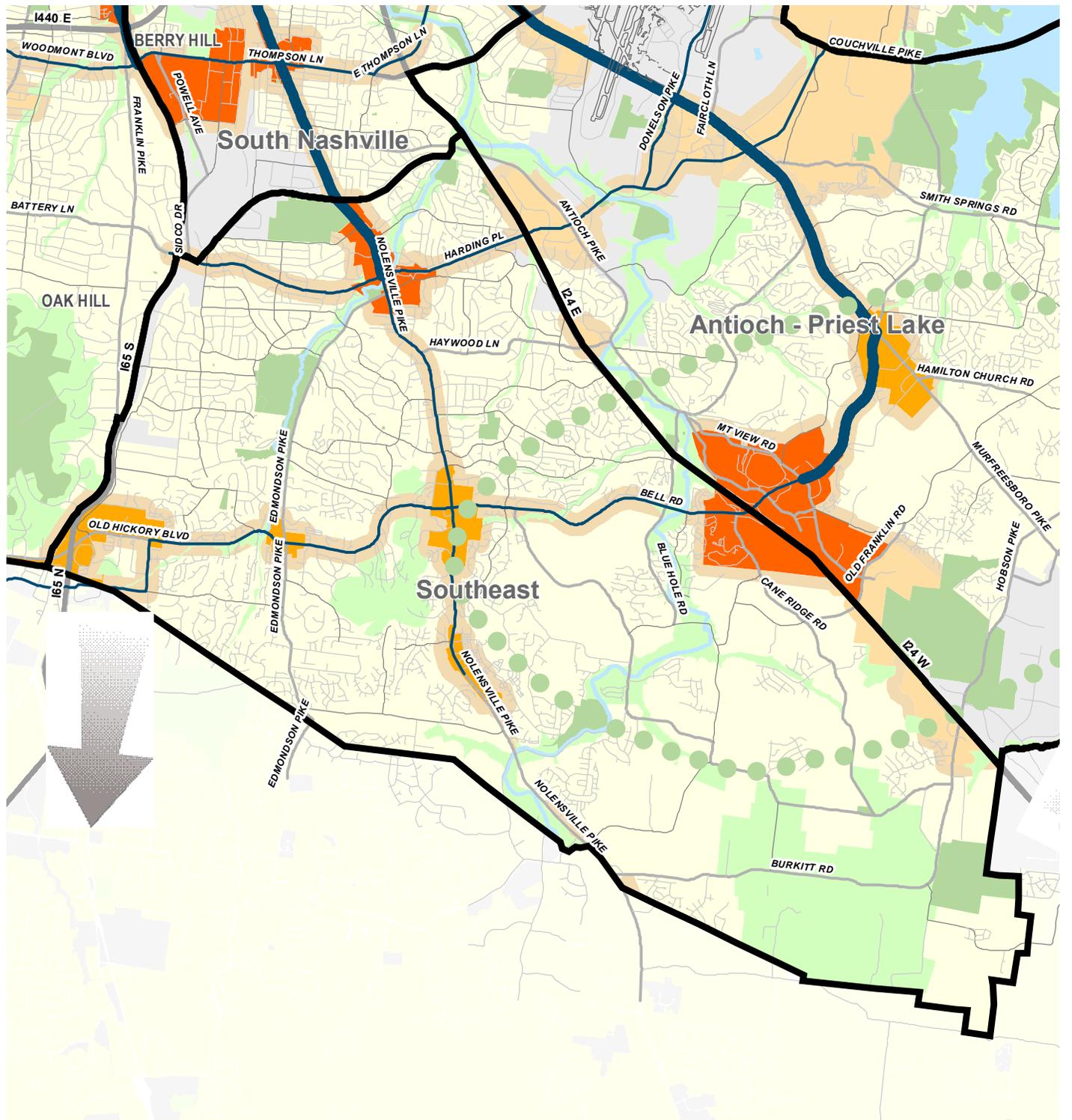
**Tree Canopy Legend**

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



**Figure SE-6: Growth & Preservation Concept Map**

Southeast Nashville detail



- |                |                      |                       |  |
|----------------|----------------------|-----------------------|--|
| <b>Centers</b> | <b>Green network</b> | <b>Neighborhood</b>   | <b>High capacity transit corridors</b> |
| ● Tier One     | ● Open space anchor  | ● Transition          | — Immediate need                       |
| ● Tier Two     | ● Missing an anchor  | ● Special impact area | — Long-term need                       |
| ● Tier Three   |                      |                       | ← Regional connection                  |

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

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment 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.

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

The Concept Map for Southeast illustrates the key concepts listed above: strategically locating new residential development; enhancing commercial centers and corridors to provide more desired retail and services; preserving established residential areas; protecting floodway/floodplain and steep slope areas; and adding more connectivity, primarily through bikeways, greenways and multi-use paths.

**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)**

## **Green Network**

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

In the Southeast Community, the green network is made up of a rural area in the Cane Ridge portion of the Community, large public open spaces such as Cane Ridge Park, Ellington Agricultural Center, and the Nashville Zoo at Grassmere, floodways and floodplains and associated greenways, and scattered concentrations of steep slopes. While much of the Southeast Community is developed, there are opportunities for additional open space preservation and environmentally sensitive development in the Cane Ridge portion of the community, which is south of Old Hickory Boulevard / Bell Road and east of Nolensville Pike and with innovation and sensitive development of much of the remainder of the Southeast Community as suburban residential.

## **Neighborhoods**

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

In the Southeast Community, neighborhoods are mostly suburban in character with the exception of Lenox Village on the east side of Nolensville Pike south of Old Hickory Boulevard.

## 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. They 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 or multifamily housing would be appropriate. In the Southeast Community, transition and infill areas flank the prominent corridors of Harding Place, Old Hickory Boulevard, and Nolensville Pike. There are also transition and infill areas surrounding the proposed centers (see list below under “Centers”). The Southeast Community contains one District Transition area, which is located along the west side of Edmondson Pike near the branch library.

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

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

## Centers

The centers included on 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.

In the Southeast Community, Tier One centers are located along Nolensville Pike between the CSX railroad and Tri-Star Southern Hills Medical Center south of Harding Place and at the Bell Road/I-24 interchange (this Tier One Center extends into the Antioch-Priest Lake Community). Tier Two Centers are located at the I-65/Old Hickory Boulevard interchange (this center extends into the Green Hills-Midtown Community), Edmondson Pike and Old Hickory Boulevard, Nolensville Pike and Old Hickory Boulevard, and along Nolensville Pike in the Lenox Village area.

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 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.

**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>**

## **Community Character Policy Plan**

The Southeast Community Character Policy Plan builds upon the Growth & Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the Southeast Community. See Figure SE-7 for a map of the Community Character Policies in the Madison Community.

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

Southeast's natural and open space areas include areas with environmentally sensitive features, mainly floodplains, as well as public parks and open space. The plan encourages the preservation of all environmentally sensitive features, 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. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

Another area of emphasis on the Concept Map is enhancing centers and corridors. The Southeast Community has several prominent corridors, such as Nolensville Pike, Harding Place, and Old Hickory Boulevard / Bell Road. Southeast also has several commercial centers that serve the community. They consist of community centers such as the ones at Edmondson Pike and Old Hickory Boulevard (Nippers Corner) and Nolensville Pike and Concord Road. These areas should be enhanced by adding a mix of land uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through well-designed transitions to adjacent residential areas.

Appropriate uses within mixed use centers are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses in close proximity to residential uses permits residents and workers to walk or bicycle to receive basic goods and services. Residential uses also allow 24-hour surveillance of streets, buildings, and public gathering spaces located at the core of walkable centers to enhance safety in these areas.

The Southeast Community's desire to maintain and enhance its established suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance Policy. However, to maintain long-term sustainability of the community and to enhance housing choices for residents at every point in their lives, an appropriate mixture of housing types must still be provided in the community. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor Policies. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of the surrounding neighborhoods, such as cafes, coffee shops, services, and small shops. Currently, some businesses would argue it is not viable for them to locate in the community because there are not enough people living in the area to support their businesses. The most intense residential uses should occur within mixed use buildings in center areas. Residential uses should become less intense as they move away from the center areas. Along the edges of centers, as the center transitions into the surrounding predominantly single-family neighborhoods, single-family houses should dominate.

Existing major employment concentrations such as the ones near I-24 and I-65 are placed in District Policy to maintain employment options that provide a balance of employment and residential areas in the Southeast Community.

Figure SE-7: Community Character Policy Map

### Community Character Policies

Special Policy Areas

- Water
- TR Transition
- CO Conservation
- CI Civic
- OS Open Space

#### T1 Natural

- T1 OS Natural Open Space

#### T2 Rural

- T2 RA Rural Agriculture
- T2 RCS Rural Countryside
- T2 RM Rural Maintenance
- T2 NC Rural Neighborhood Center

#### T3 Suburban

- T3 RC Suburban Residential Corridor
- T3 CC Suburban Community Center
- T3 NM Suburban Neighborhood Maintenance
- T3 CM Suburban Mixed Use Corridor
- T3 NE Suburban Neighborhood Evolving
- T3 NC Suburban Neighborhood Center

#### T4 Urban

- T4 RC Urban Residential Corridor
- T4 CC Urban Community Center
- T4 NM Urban Neighborhood Maintenance
- T4 CM Urban Mixed Use Corridor
- T4 NE Urban Neighborhood Evolving
- T4 MU Urban Mixed Use Neighborhood
- T4 NC Urban Neighborhood Center

#### T5 Center

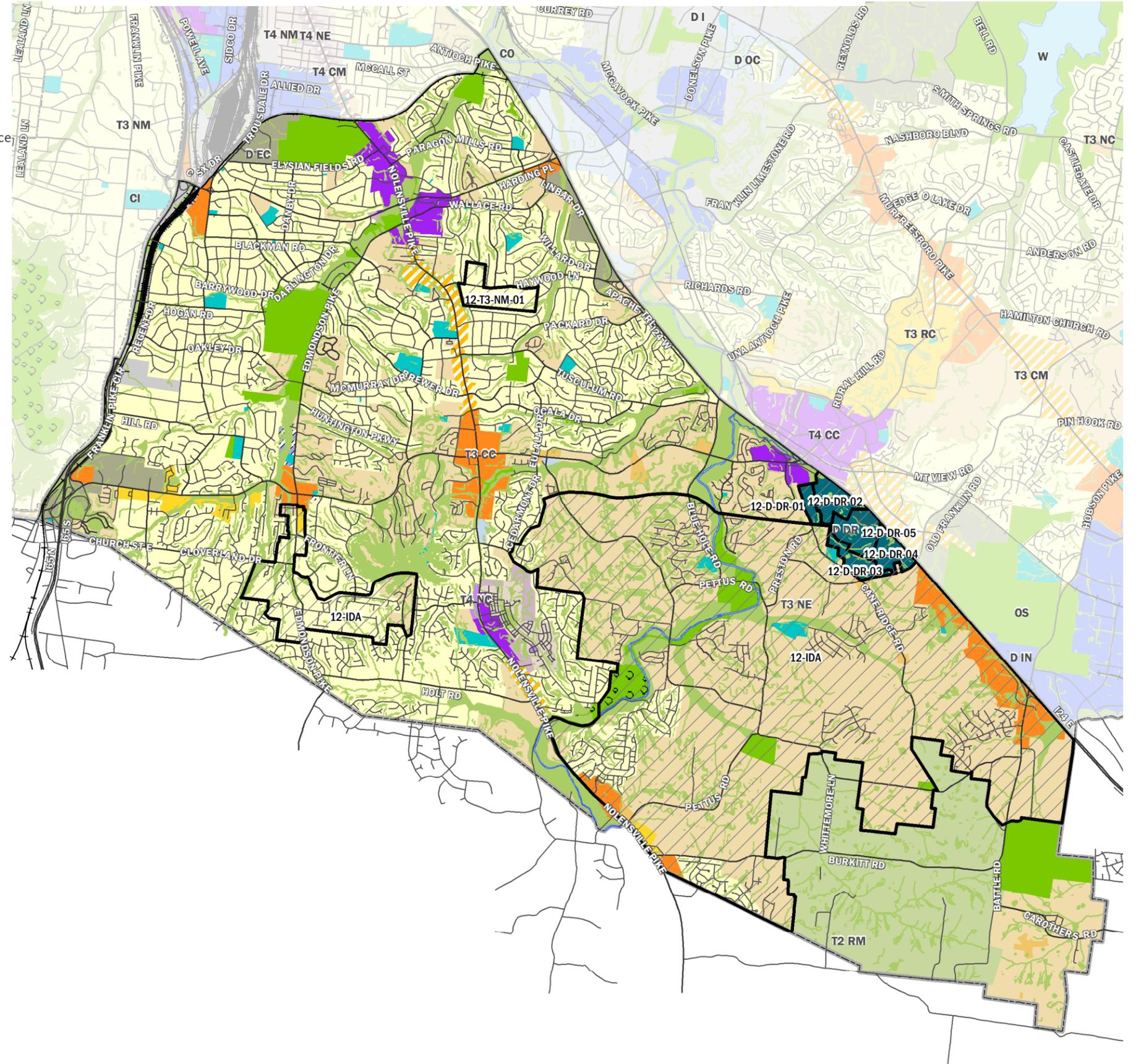
- T5 MU Center Mixed Use Neighborhood
- T5 RG Center Regional Center

#### T6 Downtown

- T6 SB Downtown Second and Broadway
- T6 DC Downtown Core
- T6 CP Downtown Capitol
- T6 DN Downtown Neighborhood

#### D District

- D EC District Employment Center
- D DR District Destination Retail
- D MI District Major Institutional
- D I District Impact
- D IN District Industrial
- D OC District Office Concentration



## 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.

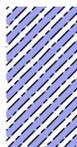
# Community Character Policies

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 substan-

tially 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.

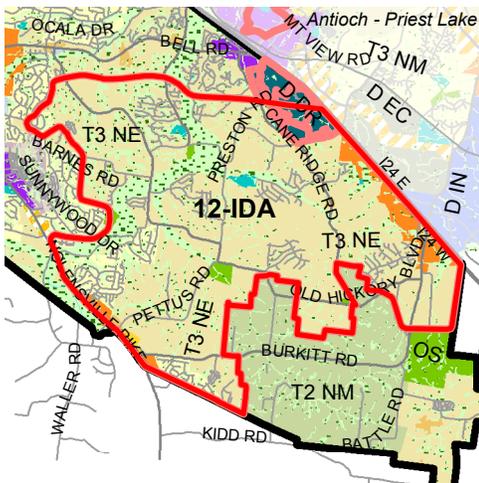


**D Office Concentration (D OC)** – Intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying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

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

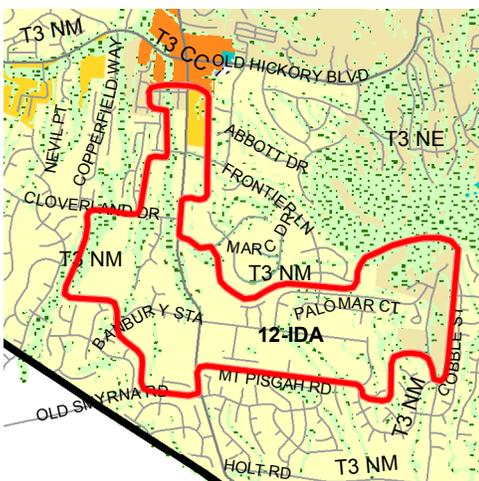
## Special Policies

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



### Special Policy Area 12-IDA – Southeast Infrastructure Deficiency Area

Southeast’s Infrastructure Deficiency Area (IDA) is referenced as 12-IDA on the accompanying maps. It consists of two separate areas. The first area is a large area located south of Bell Road and east of Nolensville Pike up to I-24, which covers most of the Cane Ridge community. The second area is a smaller area along both sides of both sides of Edmondson Pike south of Old Hickory Boulevard.



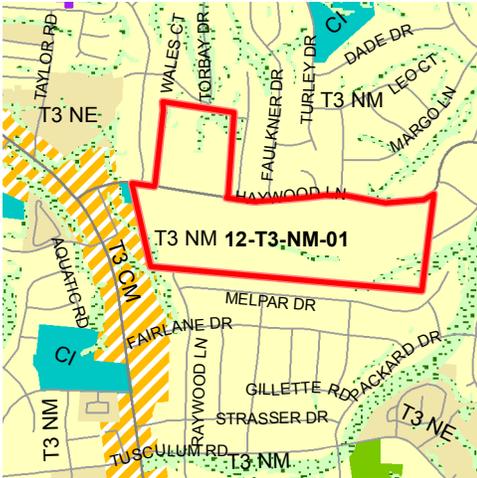
There are areas within the Southeast Community where existing core public infrastructure and facilities are not sufficient to handle current or expected population needs. This is particularly true in the case of transportation infrastructure. The existing streets in the IDA are generally built as smaller, rural roads that make up the bulk of its sparse street network. These features support a more rural development pattern. Traffic congestion on major streets outside the IDA is exacerbated by inadequate connectivity within the IDA, and the existing rural roads that serve as the framework of its existing street network lack pedestrian and bicycle infrastructure. While the Southeast Community Plan calls for improvements to be made to the transportation system that would alleviate existing and anticipated problems, the timing of those improvements will affect the ability to implement the Community Character Policies of this plan, i.e., the implementation of development under the Community Character Policies must be pursued in tandem with improvements to the streets and street network.

During the NashvilleNext process, the community identified areas that were high priorities for public investment in the construction and maintenance of infrastructure. The portions of the Southeast Community that are covered by this IDA Special Policy were not among those high priority areas. Instead, the NashvilleNext General Plan focuses on making future public infrastructure investments in the tiered centers and priority corridors shown on the Concept Map. The NashvilleNext process determined that these areas be the focus of the city's growth and development. This was based on a goal of building a sustainable city, which includes using existing infrastructure and limiting expansion of development in other areas.

The various suburban policies applied in the 2004 update of the Southeast Community Plan to the IDA Special Policy Area were carried forward in this community plan update in recognition that suburban development, supported by numerous sewer extensions and zone changes to suburban districts, was significantly underway. The IDA is also being carried forward from the 2004 Southeast Community Plan update with some modifications.

Under the IDA Special Policy, developers seeking changes in zoning are required to make additional transportation improvements that go above and beyond the standard infrastructure improvements that are required with any zone change to address the specific infrastructure impacts generated by the proposed developments. The IDA requires that developers seeking changes in zoning make improvements to transportation infrastructure within the IDA in areas that may be outside their project boundaries. This is necessary in order to provide the level of infrastructure that is needed to build a sustainable, livable community in the IDA that includes adequate facilities that accommodate all modes of transportation. The details of implementing the IDA Special Policy are established by the Planning Commission in conjunction with the Metro Department of Public Works.

## Special Policy Area 12-T3-NM-01 – Haywood Lane Residential



Southeast's T3 Suburban Neighborhood Maintenance Area 1 is referenced as 12-T3-NM-01 on the accompanying map. It consists of an area along both sides of Haywood Lane between Nolensville Pike and I-24. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

### *Building Form and Site Design*

The segment of Haywood Lane between Nolensville Pike and I-24 features large residential properties with moderate to deep street setbacks and unusually large back yards, lending it an almost rural character along a busy arterial boulevard street that leads to an interstate interchange. It is the intent of this Special Policy to maintain this development pattern.

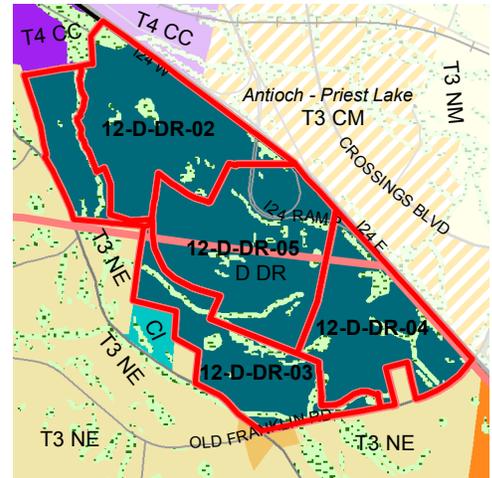
### *Zoning*

Several properties along this portion of Haywood Lane, totaling about 92 acres, were rezoned in September 2005 from R10 Residential Single- and Two Family with a minimum lot size of 10,000 square feet to the current RS40 Residential Single-Family with a minimum lot size of 40,000 square feet. The rezoning was done at the request of area property owners to implement Special Policy Area 1 in the 2004 update of the Southeast Community Plan. The RS40 zoning established in 2005 should be continued in order to continue the direction of the 2004 Special Policy unless a design-based zoning district is established that is more specifically tailored to preserve the unique character of this Special Policy Area.

## Special Policy Areas 12-D-DR-01 – 12-D-DR-05 – Beaman-Turner Properties District Destination Retail

Southeast’s D Destination Retail Areas 1 – 5 are referenced as 12-D-DR-01, 12-D-DR-02, 12-D-DR-03, 12-D-DR-04, and 12-D-DR-05 on the accompanying map. They consist of areas along the west side of I-24 south of Bell Road adjacent to where the the I-24/Hickory Hollow Parkway interchange is planned to be extended. In these areas, the following special policies apply. Where the special policies are silent, the guidance of the D District Destination Retail Policy applies.

Development within this special policy area should provide a mixture of land uses that are designed to function as a walkable, mixed use center. During the 2012 Antioch–Priest Lake Community Plan Update, the policies for the subject properties located in the Southeast Community were also amended so that the overall center—which spans the two Communities—could be considered comprehensively. The Community Character Policy was changed from Neighborhood Urban to Suburban Neighborhood Evolving with special policies encouraging traditional neighborhood design. It was the intent of the new policy to encourage a mixture of uses such as neighborhood retail and a mixture of residential types designed as a traditional neighborhood development. Therefore, the supportive uses permitted in this Destination Retail Policy should be designed to function as a traditional neighborhood development. Pedestrian, bike, greenway, and vehicular connectivity are necessities within and between the sub-districts. Building form, location, façade articulation, landscaping, and signage should be designed to create a pedestrian friendly environment throughout.



### *Area 12-D-DR-01 Residential Sub-District:*

- » This sub-district should provide a transition from the residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
- » The sub-district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- » To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered, but should not exceed 5 stories.
- » Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

*Area 12-D-DR-02 Retail Sub-District:*

- » No special policies are needed. Base Destination Retail District Policy applies to this district.

*Area 12-D-DR-03 Neighborhood Transition Sub-District:*

- » This sub-district should provide a transition from residential land uses on Cane Ridge Road to more intense land uses within the Destination Retail District.
- » Mixed use buildings should front onto public streets or onto internal drives that are visible to the public.
- » The district should provide a mixture of housing types such as stacked flats, townhomes and manor homes that can be designed to work with the topography on the northern portion of the subject properties.
- » To avoid buildings looming over other buildings at lower elevations, building height, location and topography should be considered, but should not exceed 5 stories.
- » Where street connectivity cannot be provided due to topography, pedestrian, bike, and greenway connections should still be applied. Development in this sub-district should include future opportunities for pedestrian, bike, or greenway access to properties fronting onto Cane Ridge Road.

*Area 12-D-DR-04 Office Concentration Sub-District:*

- » This sub-district should be predominately office space, with supportive, residential, retail and services uses for employees and visitors.
- » Buildings in this district are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares should be oriented to the streets with setbacks that are moderate too deep to match the surrounding T3 Suburban area.

*Area 12-D-DR-05 Mixed Use Sub-District:*

- » This district should be designed to function as a town center where the predominant building types are vertical mixed use buildings. The development pattern within this sub-district is compact, with internal streets that are designed to privilege the pedestrian and not the automobile.
- » To create pedestrian friendly streets within this sub-district, mixed use buildings should share street frontage to the highest extent possible. When mixed use buildings share street frontage, parking should be located behind or beside the building. In limited instances mixed use buildings may share street frontage with a big-box building form. In which case there may be two rows of parking in front of the mixed use building with ample landscaping and buffering along the frontages.

## **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 Southeast, 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. Plan views, or a “bird’s eye view,” emphasize the location of buildings on property, building entrances, and the location of streets and parking. Development scenarios can also be shown as a perspective or a “street view.” The perspective typically shows how the building interacts with the street and what a person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

There are two development scenarios in the Southeast Community. One is for the former KMart site at Nolensville Pike and Harding Place. The other is for the former Lowes Site at Nolensville Pike and Cotton Lane.

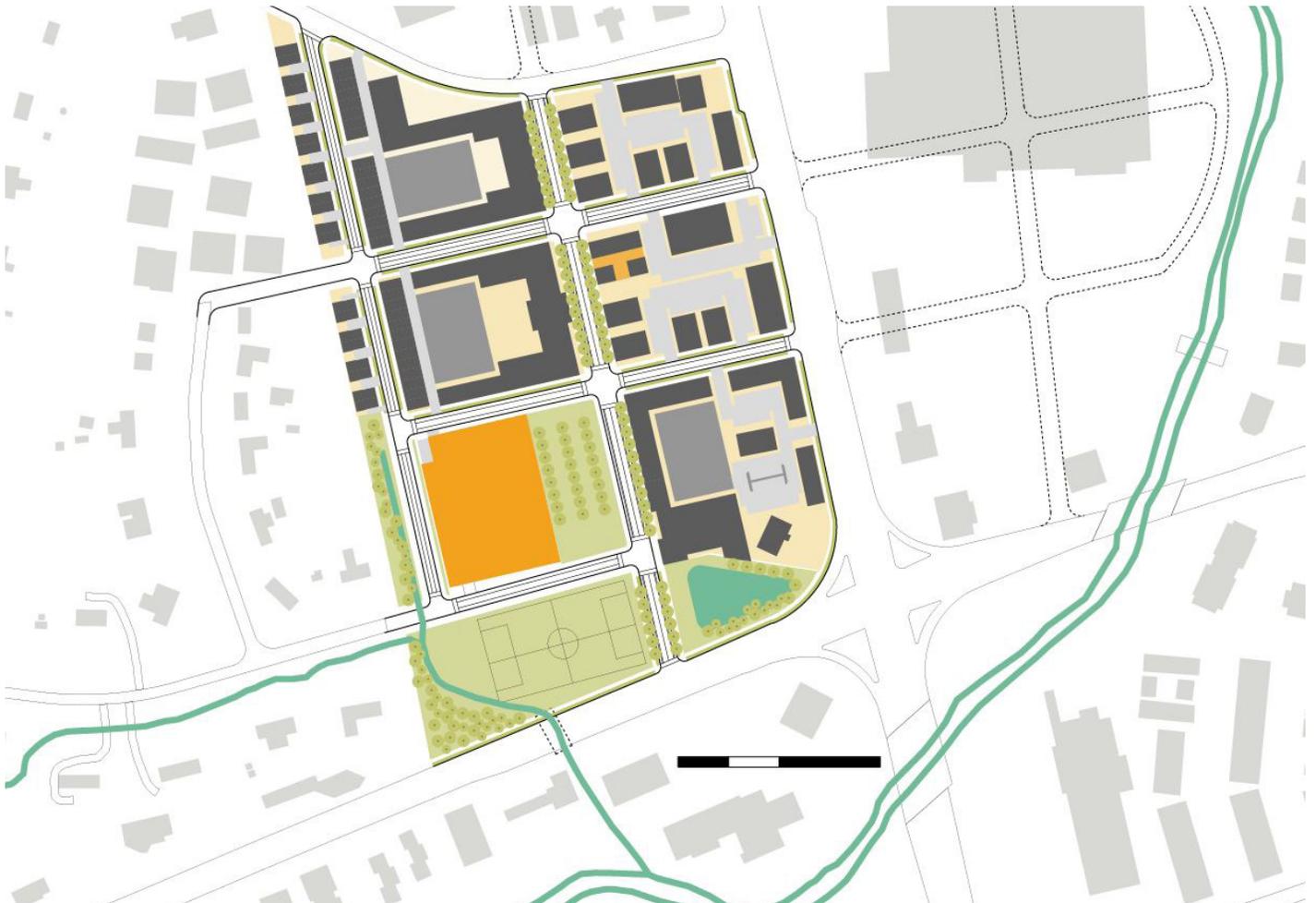
It is important to note, however, that development scenarios are only examples and illustrations of what the Community Character policy would support in the specific area. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the Community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

In 2013, the Greater Nashville Association of Realtors and the Metro Nashville Planning Department partnered with the Georgia Institute of Technology and the University of Tennessee to develop conceptual case studies for redevelopment across twelve underperforming suburban sites within Davidson County. With the creative work of Professor Ellen Dunham's Jones (Spring 2014) Graduate Urban Design Studio at Georgia Tech, the following two development scenarios in Southeast demonstrate what suburban Nashville can become. The first illustrates a hypothetical redevelopment of the former Kmart Site at Nolensville Pike and Harding Place and the second illustrates a hypothetical redevelopment of the former Lowes site at Nolensville Pike and Cotton Lane.

## Development Scenario – Former KMart Site at Nolensville Pike and Harding Place

The site is located the northwest corner of Harding Place and Nolensville Pike, both of which are high-capacity arterial boulevards that intersect to form one of Nashville’s busiest intersections in the heart of a vital and increasingly diverse commercial area. The site adjoins residential areas to the west and additional commercial to the north, east, and south. Currently, the site contains a former big-box store that has been vacant for several years at the rear of the site, a large parking lot, and some fast-food restaurants on outparcels closer to Harding Place and Nolensville Pike. The site is not connected to the adjacent neighborhood and is difficult to access on foot because of lack of sidewalks and safe street crossings. The southern portion of the site contains a substantial amount of floodplain.

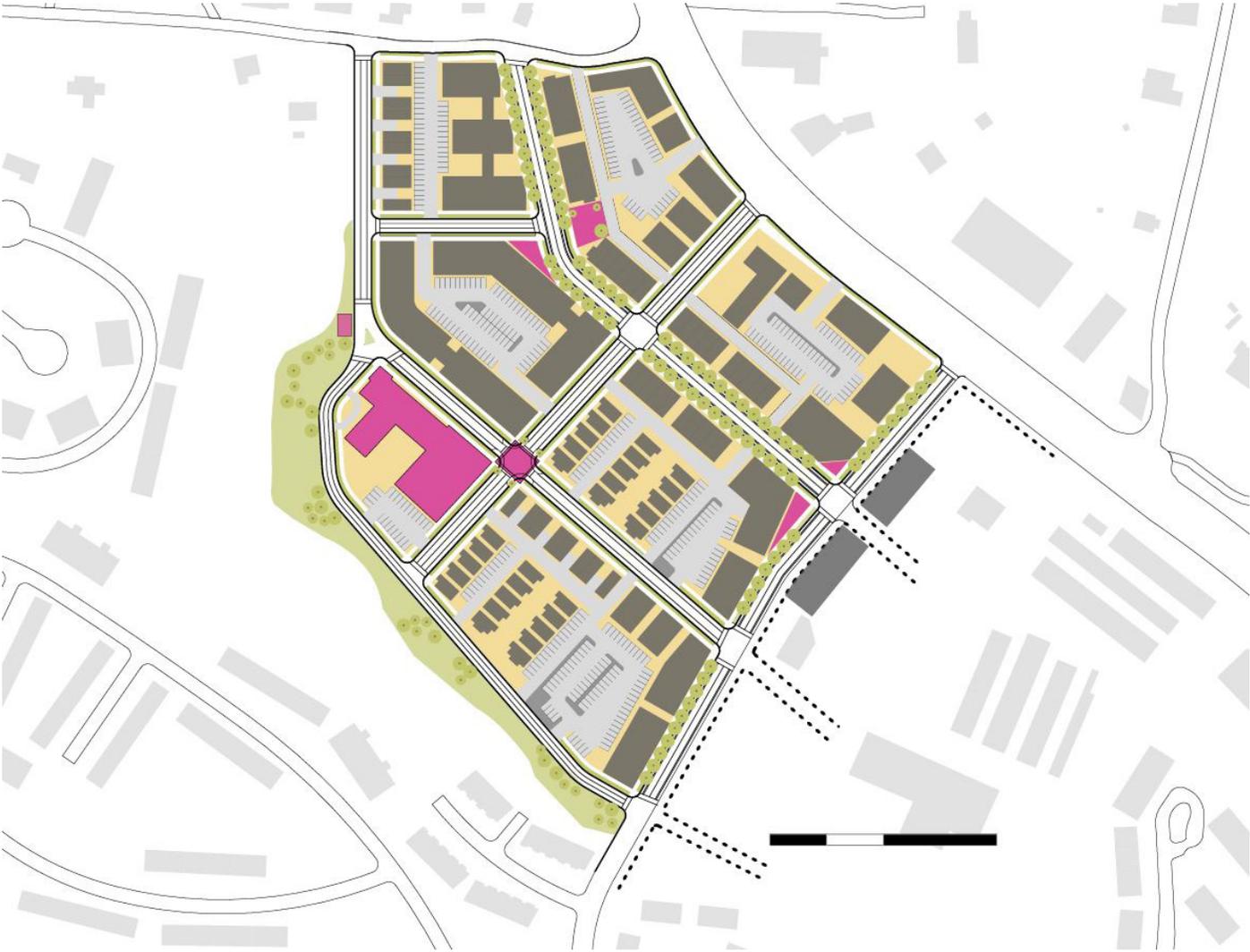
The development scenario for the site looks at creating a walkable town center that connects to the adjacent neighborhood. It features a street grid by creating a parallel road in the site’s interior that would serve as a central street. Smaller, streetscaped blocks within the town center improve the site’s walkability. Stormwater infrastructure and open space systems are integrated with the street system, and affordable small business buildings and tenant spaces along the Pike are retained to maintain its character.



**Development Scenario – Former Lowes Site at Nolensville Pike and Cotton Lane**

The site is located the northwest corner of Nolensville Pike and Cotton Lane about 1 ½ miles south of Harding Place. The site adjoins residential areas to the north, south, and west and additional commercial along Nolensville Pike. Currently, the site contains a vacant former big-box store and some smaller retail buildings along with large areas of surface parking. It is planned to contain two new public schools, one of which is slated to be a charter school.

This proposal aims to increase neighborhood connectivity by converting Cotton Lane into a neighborhood center and providing intimate public spaces. Cotton Lane becomes a retail seam where “third places” (places that are not work or home, but rather community gathering places such as restaurants and shops) can thrive. Open space elements are proposed throughout the site, and include a linear park, pocket parks and plazas. Diversity in land uses is increased by retaining the commercial frontage along Nolensville Pike while providing a variety of housing types in the site’s interior.

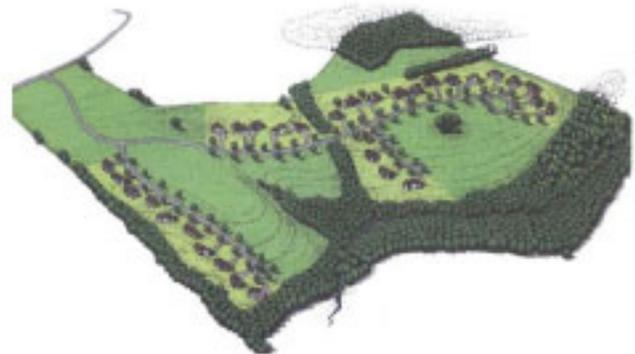


## Conservation Subdivisions

This development tool helps rural areas preserve their most valuable assets: open space and natural features. Large tracts of undeveloped land become increasingly difficult to preserve as development pressures increase. The 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 SE-8 and SE-9). To achieve a "low density" or "rural" pattern, lots are often very large and expensive due to 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 permanently 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.

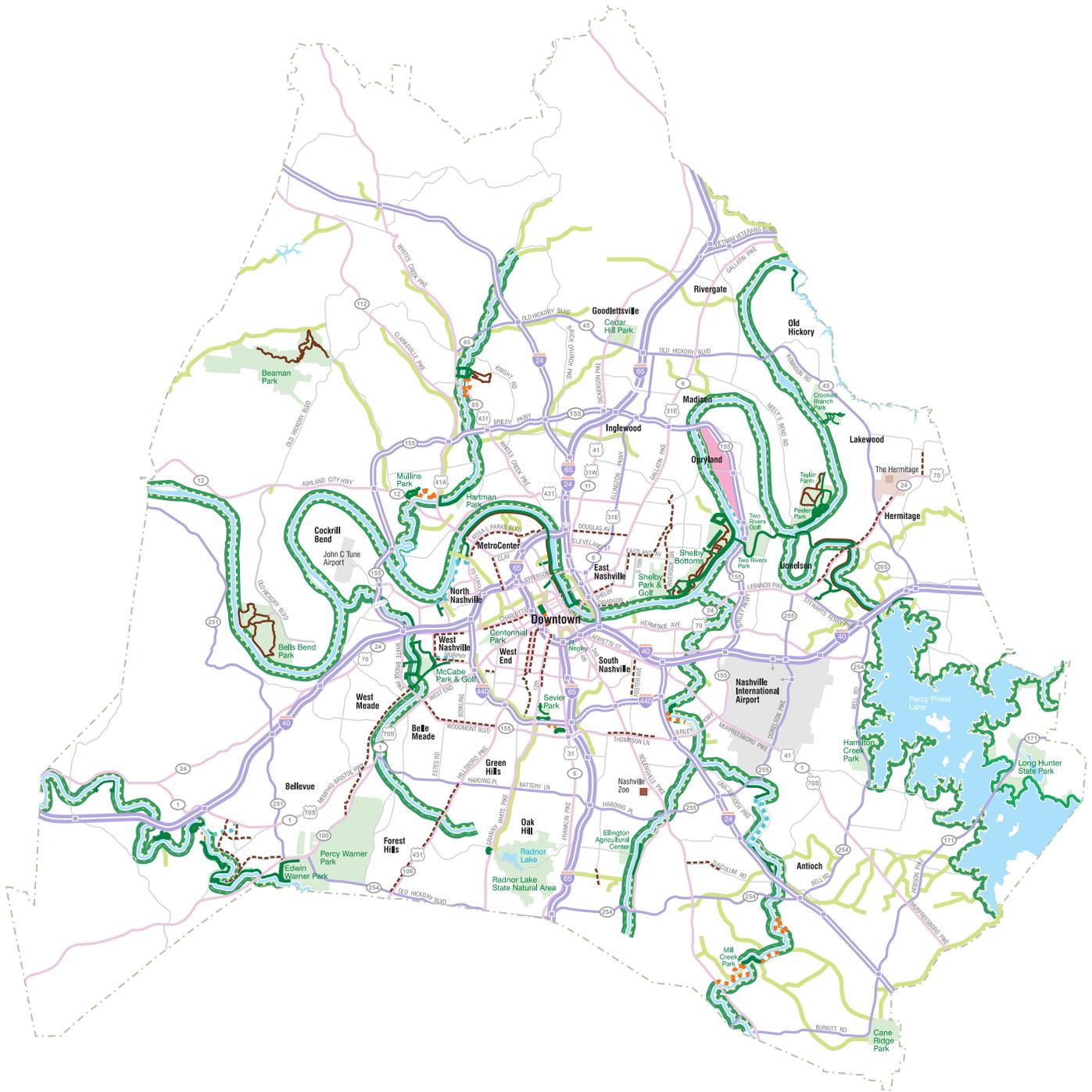


**Figure SE-8: Conventional pattern**



**Figure SE-9: Conservation subdivision**

Figure SE-10: 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 Parks Master Plan will include recommendations regarding some specific facility types and geographic distribution (e.g., one dog park per XX,XXX residents, or tennis courts within X miles of every resident). Such recommendations will also be tied to surrounding development density (e.g., a mini park may have high value in SoBro and low value in Union Hill.) The updated Parks Master Plan will also Plan identify park acreage and type needs per capita as well as development funding recommendations. Detailed planning for specific parks would be conducted at the level of an individual park 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**

The following greenway segments and multi-use paths are recommended to complement the existing greenway system. These projects are described in greater detail—with project maps—under the “Bicycling Priorities” section below.

- » Mill Creek Greenway: Complete the Mill Creek Greenway to the Williamson County Line.
- » Nolensville Pike Multi-Use Path: Develop a multi-use path adjacent to Nolensville Pike through South Nashville.
- » Old Hickory Boulevard South Multi-Use Path: Develop a multi-use path adjacent to Old Hickory Boulevard from Antioch to Brentwood.

## **Enhancements to the Transportation Network**

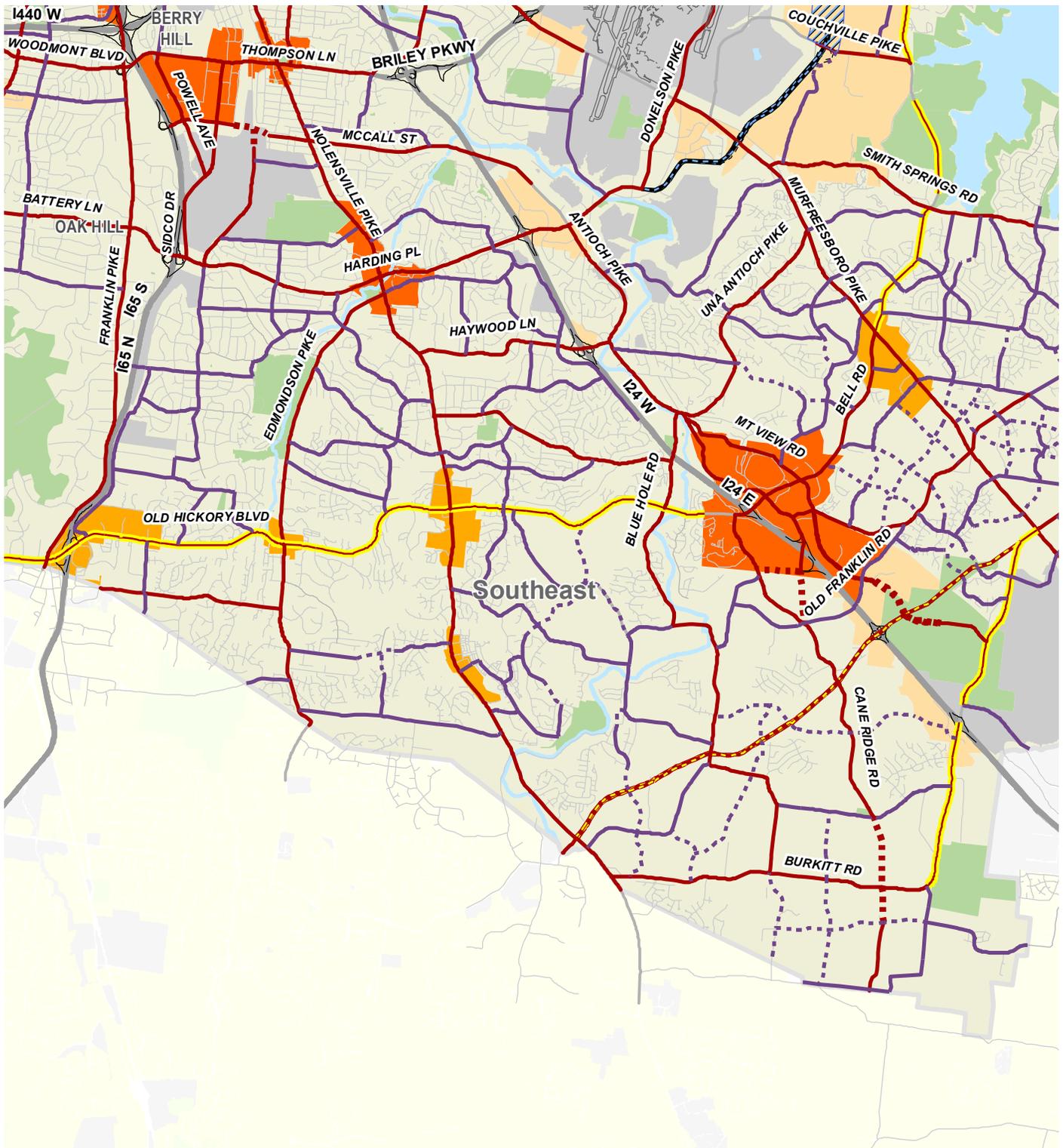
In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP), which implements Access Nashville 2040. The MCSP 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 Southeast 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 Southeast'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 SE-11: Major and collector streets**

Southeast Nashville 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        |  |

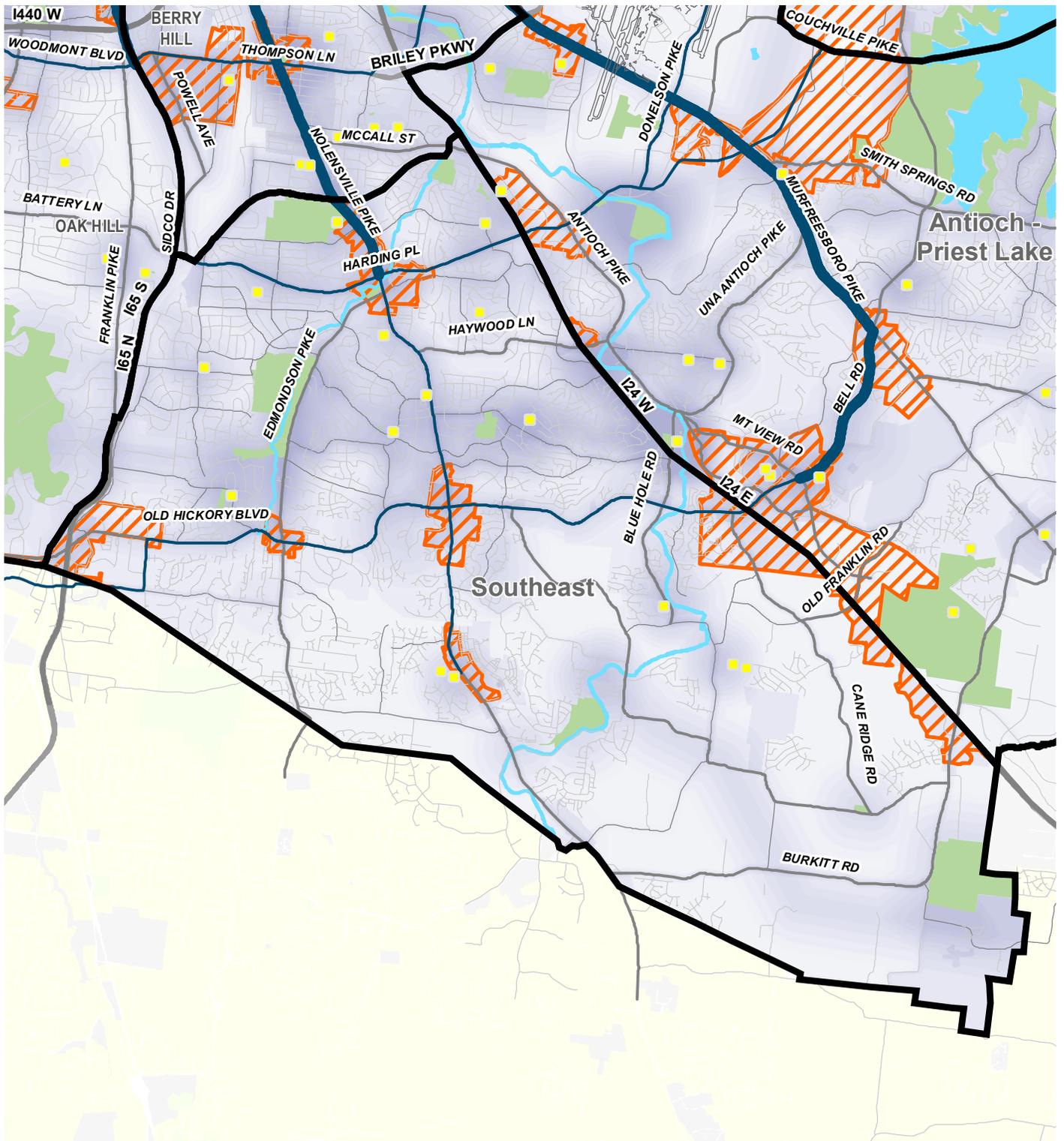
**Centers**

-  Tier 1
-  Tier 2
-  Tier 3



**Figure SE-12: Pedestrian generators**

Southeast Nashville detail



**Pedestrian Generator Index Legend**

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



## Walking Priorities

The following are priorities for the Southeast Community. See project maps on the following pages.

### **Access Nashville Walking Project #30**

Paragon Mills Area Complete Streets–Study opportunities to implement complete street components with sidewalks, bikeways, transit improvements, street crossings, and streetscaping on Nolensville Pike from Zoo Road to Edmondson Pike. Implement as coordinated capital improvements projects.

Nolensville Pike from Zoo Road to Edmondson Pike is identified as a Countywide Critical Need because the corridor is an Immediate Need High Capacity Transit Corridor which anticipates continued frequent transit service along this arterial-boulevard as development intensifies. MTA will soon begin BRT Lite service along the corridor. This portion of the route has sidewalk gaps and access management is poor. There are no bicycling accommodations. The area around Harding Place is also a significant transit stop with street crossings that are needed. A study needs to be conducted to determine the appropriate infrastructure elements to support people walking, biking, and taking the bus along this corridor as it intensifies. Potential improvements may include wide sidewalks, transit shelters, bicycle racks, multi-use path connections, crosswalks, curb extensions, street trees, landscaped medians, and traffic signal improvements.

### **Access Nashville Walking Project #31**

Harding Place East Sidewalks–Construct sidewalks and improve street crossings from I-24 to Nolensville Pike.

Sidewalks along Harding Place to the east of Nolensville Pike have been under development for some time.

This project is a Countywide Critical Need to serve those accessing services between Nolensville Pike and residential areas to the east. Street crossings are also needed along the corridor.

### **Access Nashville Walking Project #32**

Tusculum Area Complete Streets–Study opportunities to implement complete street components with sidewalks, bikeways, transit improvements, street crossings, and streetscaping on Nolensville Pike from Edmondson Pike to Old Hickory Boulevard. Implement as coordinated capital improvements projects.

Nolensville Pike south of Edmondson Pike is identified as a Community Priority since there are Tier Two and 3 Centers. MTA will soon begin BRT Lite service along the corridor which is mostly suburban in nature. There are sidewalk gaps and no bicycling accommodations along this portion of Nolensville Pike. A study needs to be conducted to determine the appropriate infrastructure elements to support people walking, biking, and taking the bus along this corridor in the future. Potential improvements may include wide sidewalks, transit shelters, bicycle racks, multi-use path connections, crosswalks, curb extensions, street trees, landscaped medians, and traffic signal improvements.

### **Access Nashville Walking Project #33**

South Nolensville Pike Sidewalks–Construct sidewalks and improve street crossings along Nolensville Pike between Old Hickory Boulevard and Lenox Village. (see related Street Project #23: Nolensville Pike Widening)

This project is identified as a Community Priority because Nolensville Pike is an arterial-boulevard and a Long Term High Capacity Transit Corridor linking to the Tier Two Centers at Old Hickory Boulevard and Lenox Village. TDOT continues to move forward with design and right-of-way acquisition for the widening of this portion of Nolensville Pike. As part of that project, sidewalks should be constructed and connected to the Mill Creek Greenway.

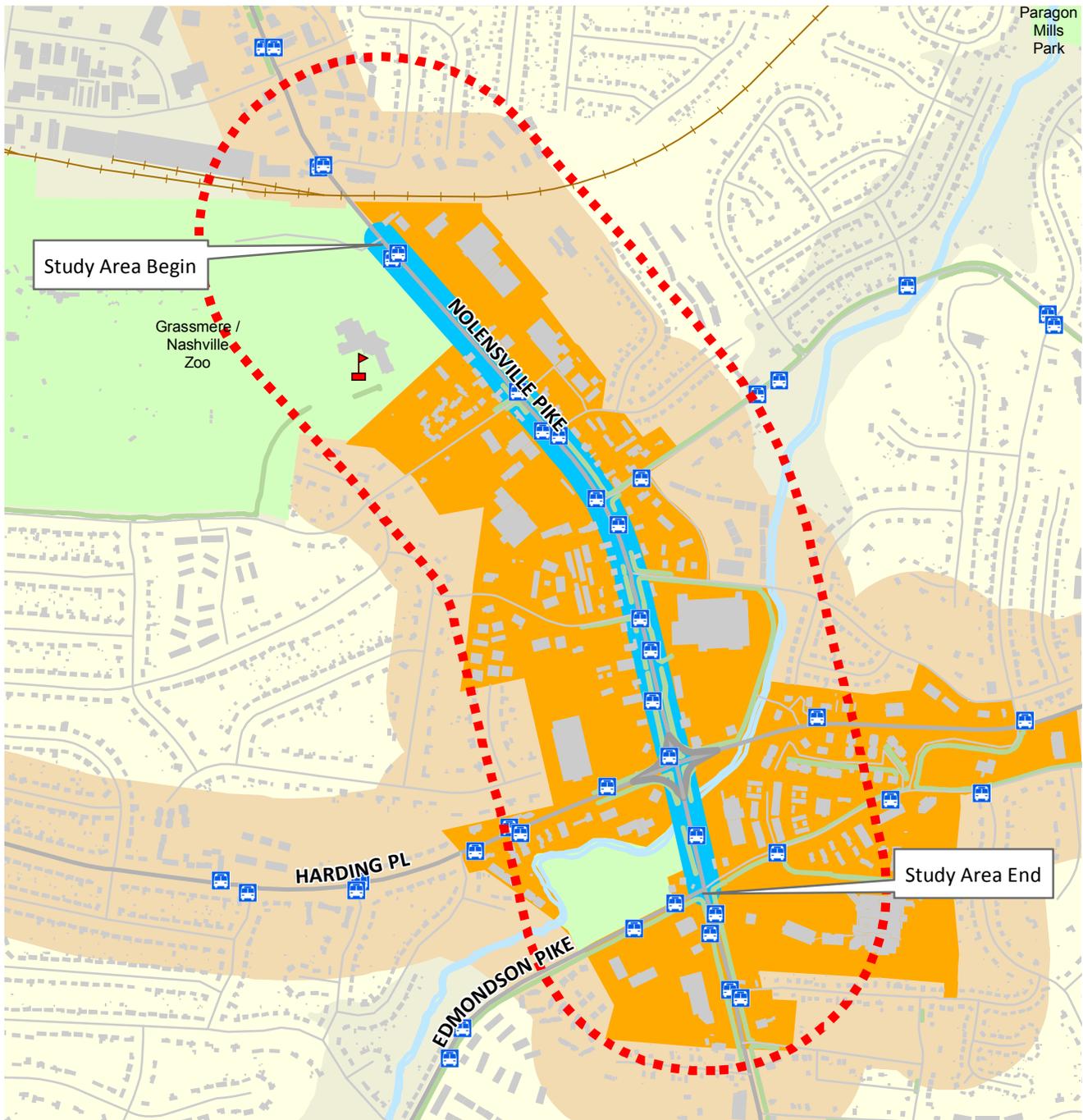
### **Access Nashville Walking Project #34**

Harding Place West Sidewalks–Construct sidewalks and improve street crossings from Nolensville Pike to I-65.

Harding Place west of Nolensville Pike has no sidewalks and is identified as a Community Priority. Improving pedestrian accommodations in this area will assist with the Long Term Need for High Capacity Transit as a crosstown connector to services to the east.

**Figure SE-13: Access Nashville Walking Project #30: Paragon Mills Area Complete Streets**

Study opportunities to implement complete street components with sidewalks, bikeways, transit improvements, street crossings, and streetscaping on Nolensville Pike from Zoo Road to Edmondson Pike. Implement as coordinated capital improvements projects.

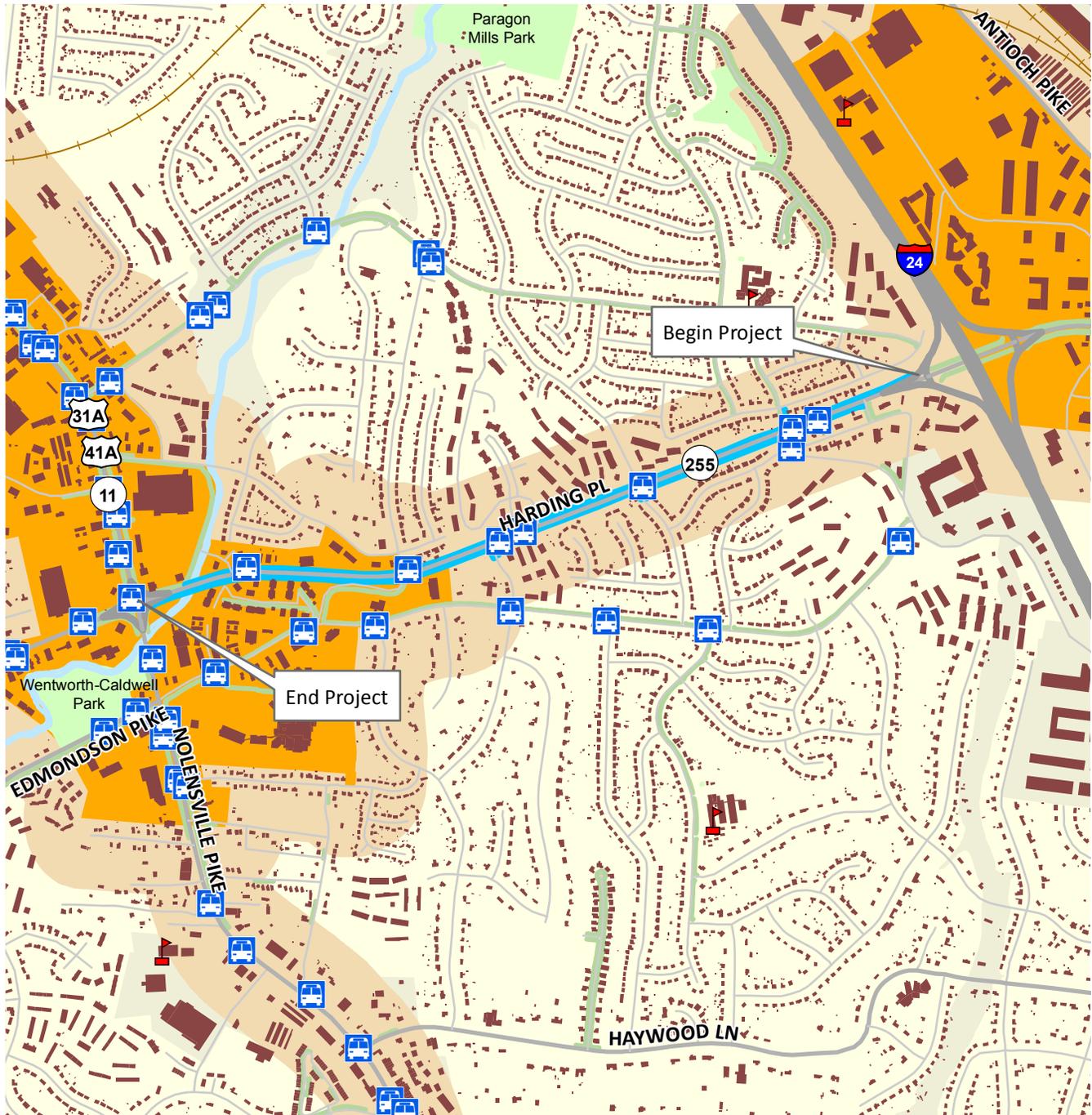


- Coordinated Improvements
- Existing Sidewalks
- Walking Proximity to Corridor
- MTA Stop
- School
- Building Footprints
- Parks
- Centers
- Transitions



### Figure SE-14: Access Nashville Walking Project #31: Harding Place East Sidewalks

Construct sidewalks and improve street crossings from I-24 to Nolensville Pike.

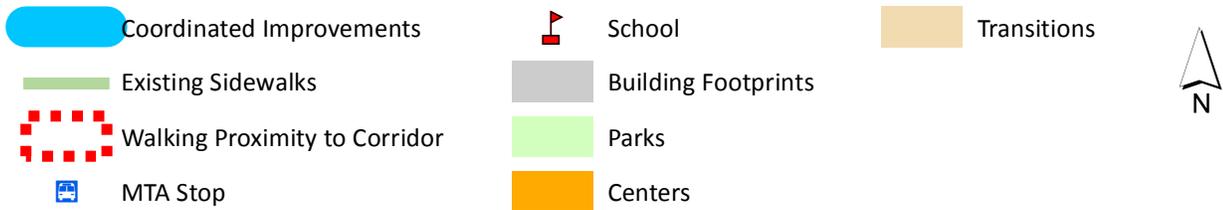
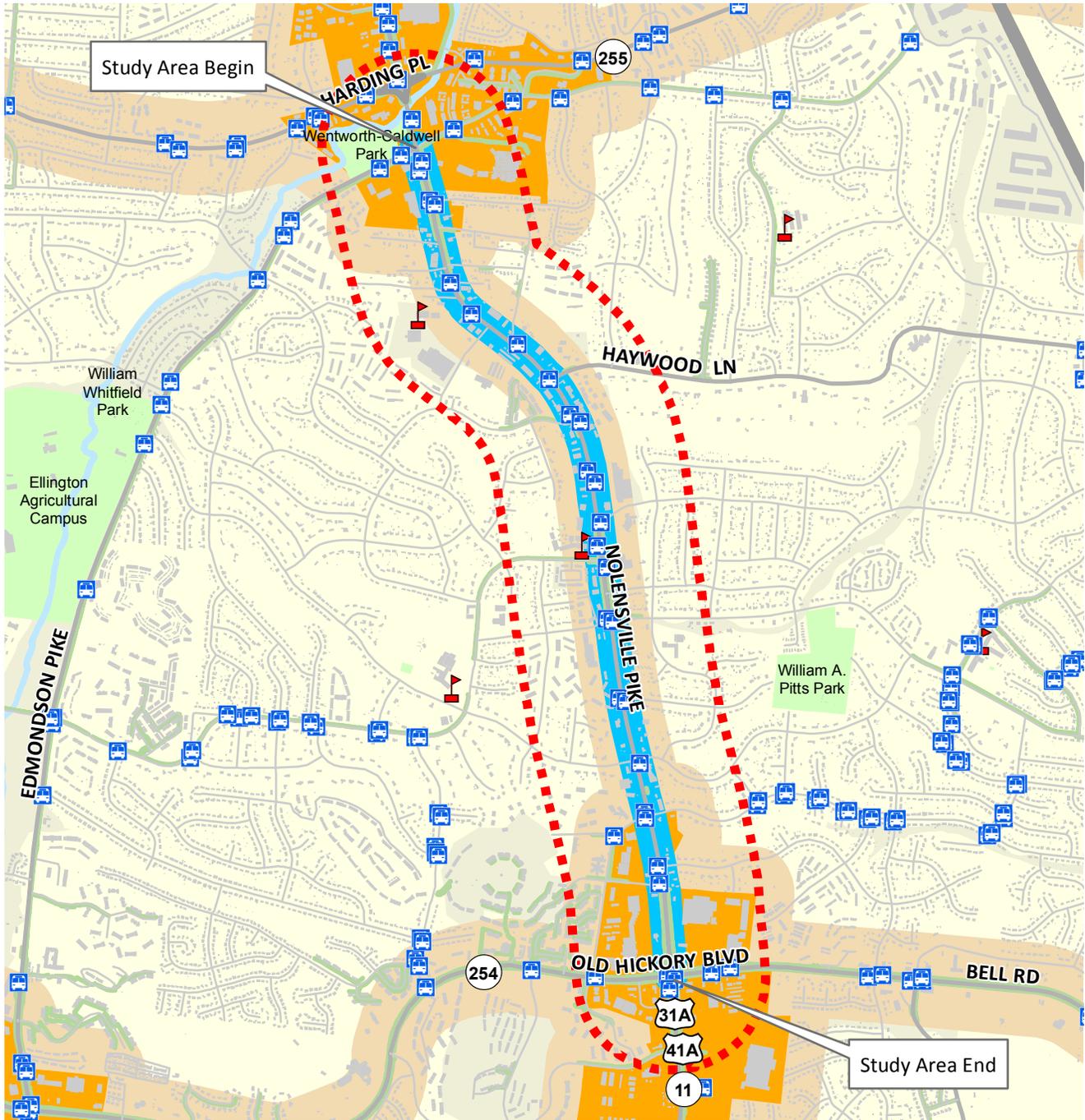


- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- Building Footprints
- Parks
- Center
- Transitions



### Figure SE-15: Access Nashville Walking Project #32: Tusculum Area Complete Streets

Study opportunities to implement complete street components with sidewalks, bikeways, transit improvements, street crossings, and streetscaping on Nolensville Pike from Edmondson Pike to Old Hickory Boulevard. Implement as coordinated capital improvements projects.



**Figure SE-16: Access Nashville Walking Project #33: South Nolensville Pike Sidewalks**

Construct sidewalks and improve street crossings along Nolensville Pike between Old Hickory Boulevard and Lenox Village. (see related Street Project #23: Nolensville Pike Widening)

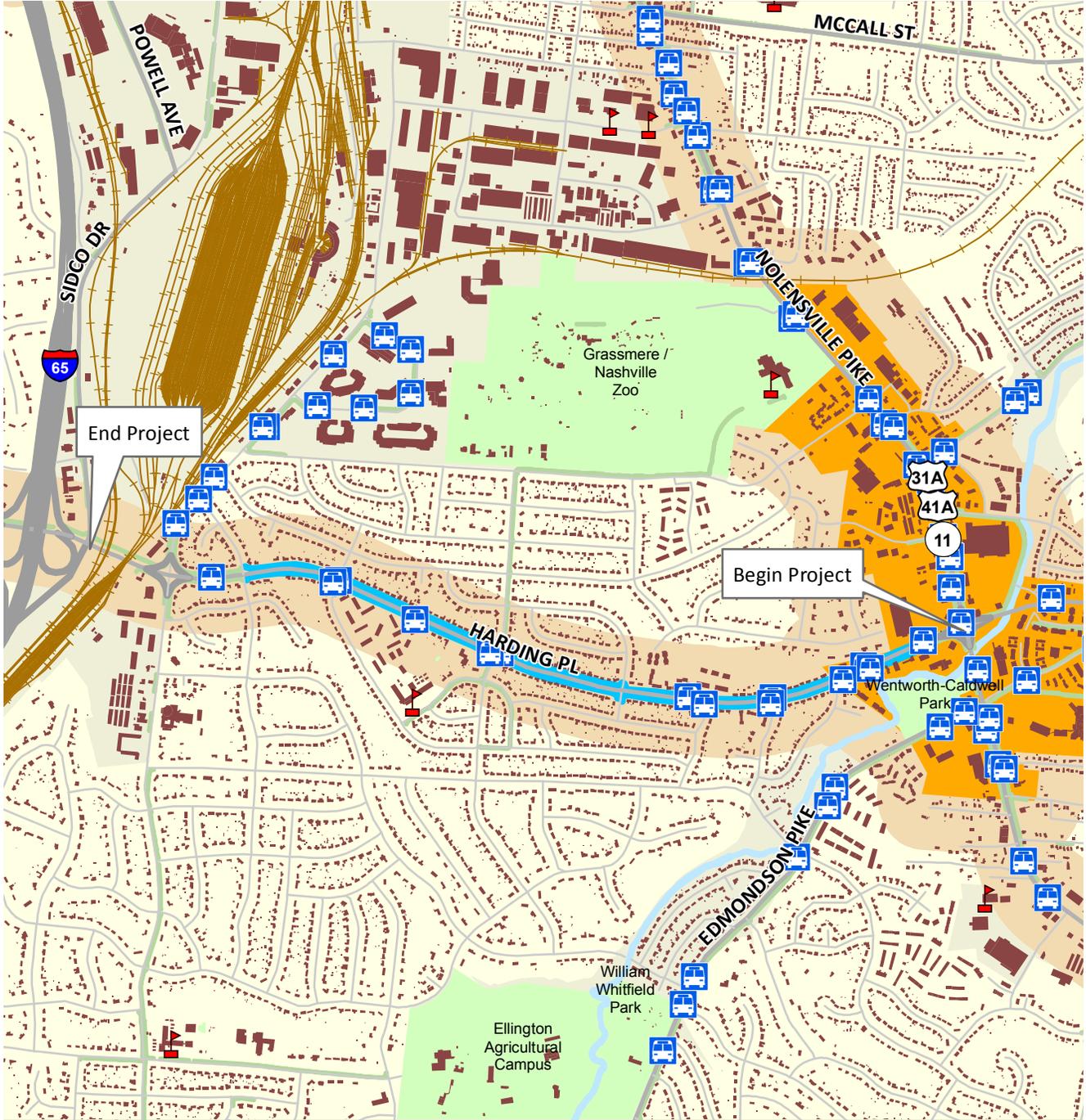


- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- Building Footprints
- Parks
- Center
- Transitions



### Figure SE-17: Access Nashville Walking Project #34: Harding Place West Sidewalks

Construct sidewalks and improve street crossings from Nolensville Pike to I-65.



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



## **Bicycling Priorities**

The following are bicycling priorities for the Southeast Community. See project maps below.

### **Access Nashville Bicycling Project #1**

Mill Creek Greenway–Complete the Mill Creek Greenway from the Antioch-Hickory Hollow area to the Donelson area.

The Mill Creek Greenway is a Countywide Critical Need to expand access to jobs, housing, and transit by providing an essential low-stress walking and bicycling connection between several NashvilleNext Tier One Centers and surrounding neighborhoods. It creates outdoor recreational opportunities in Southeast Davidson County in an area that is in need of open space.

The greenway project is also an opportunity to permanently protect the delicate habitat of the endangered Nashville Crayfish and strengthen the quality of the Mill Creek watershed by buffering the waterway from environmental impacts associated with development. As part of the larger network of low-stress bikeways, the Mill Creek Greenway is the major north-south walking and bicycling corridor in the eastern part of Davidson County between Lenox Village, the Crossings, Murfreesboro Pike/Thompson Lane, and the Lebanon Pike/Donelson Pike center. Other priority bikeways projects provide connectivity west from the Mill Creek Greenway to Downtown, east to Hermitage, south to Nolensville Pike and Harding Place, and North to the Stones River Greenway and Peeler Park.

### **Access Nashville Bicycling Project #32**

Nolensville Pike Protected Bikeway–Develop a protected bikeway adjacent to Nolensville Pike through South and Southeast Nashville. (see related Walking Project #30: Paragon Hills Area Complete Streets and Walking Project #32: Tusculum Area Complete Streets)

Identified as a Community Priority, Nolensville Pike should be reconfigured as a complete street with full accommodation of cyclists and pedestrians traveling along the corridor with a multi-use path, improved sidewalks and pedestrian crossings, better transit infrastructure, and placemaking features like public art, way finding signage, and better lighting. A protected bikeway on each leg of the 2nd Avenue/4th Avenue couplet should provide cyclists a low-stress connection to the planned 3rd Avenue Bikeway.

### **Access Nashville Bicycling Project #33**

Old Hickory Boulevard South Multi-Use Path–Develop a protected bikeway adjacent to Old Hickory Boulevard from Antioch to Brentwood.

Old Hickory Boulevard should better accommodate people who bike between NashvilleNext centers located along Old Hickory Boulevard with an adjacent multi-use path, bike signals at key intersections, and improved pavement markings. This bikeway is a Community Priority and provides important connectivity between Murfreesboro Pike, the Crossings at Hickory Hollow, Seven Springs, and Brentwood.

### **Access Nashville Bicycling Project #34**

Seven Mile Creek Greenway–Connect Southeast Nashville to the Mill Creek Greenway with a connection along Seven Mile Creek.

A greenway should be developed along Seven Mile Creek and is identified as a Community Priority to create connectivity between the Mill Creek Greenway and the Tier One Center at Nolensville Pike and Harding Place and to protect Seven Mile Creek from impacts associated with development. In addition to providing outdoor recreation opportunities and increased access to shopping, transit, and employment opportunities to nearby residents, the greenway would buffer adjacent communities from stormwater impacts during major storm events.

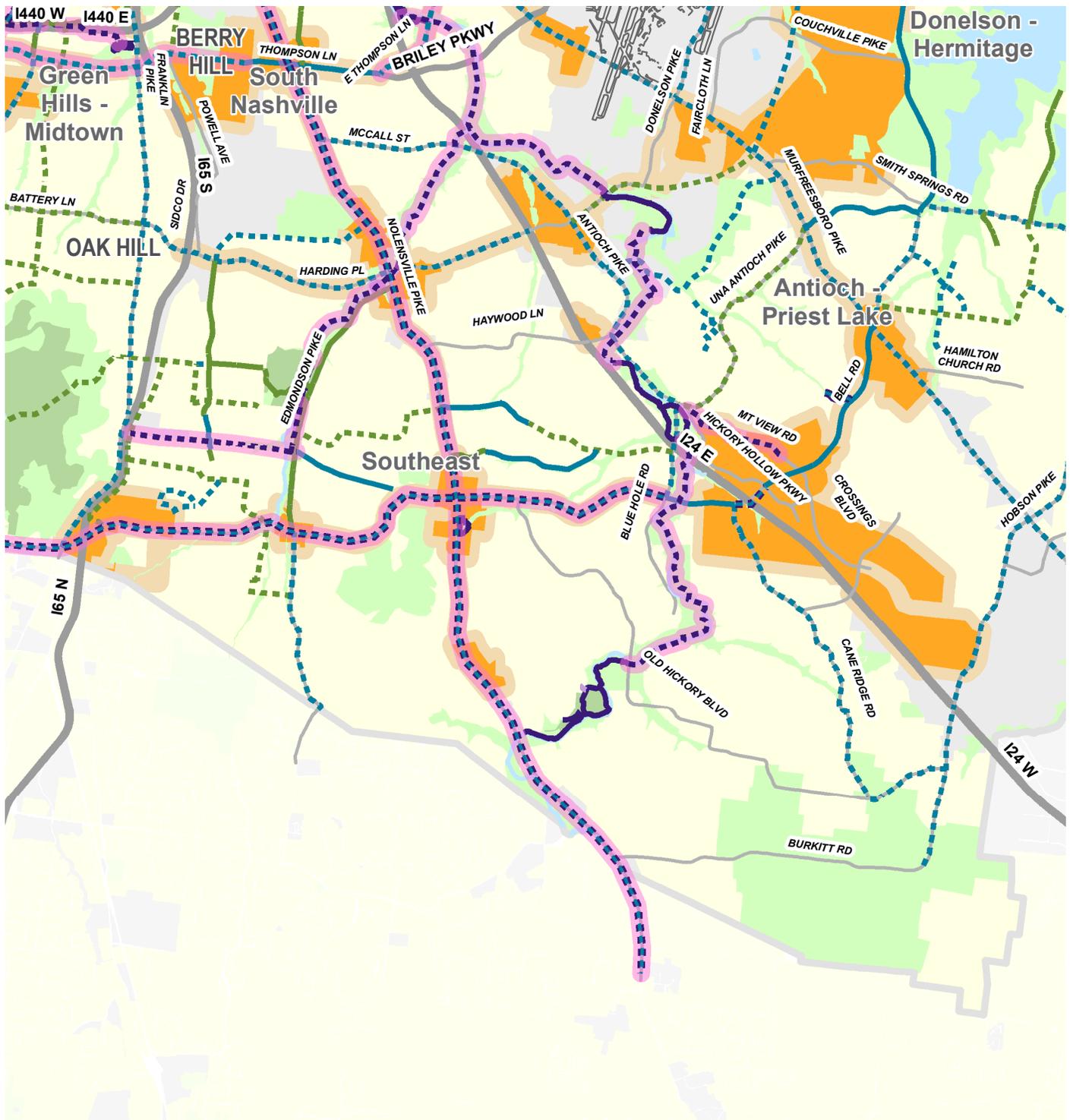
### **Access Nashville Bicycling Project #39**

Mill Creek Greenway, Southeast–Complete the Mill Creek Greenway from Mill Creek Park to the Antioch-Hickory Hollow area. (see related Walking Project #33: South Nolensville Pike Sidewalks and Street Project #23: Nolensville Pike Widening).

The Mill Creek Greenway is a Countywide Critical Need to expand access to jobs, housing, and transit by providing an essential low-stress walking and bicycling connection between several NashvilleNext Tier One Centers and surrounding neighborhoods. It creates outdoor recreational opportunities in Southeast Davidson County in an area that is in need of open space. This project is the southeast connection between Mill Creek Park and the Antioch-Hickory Hollow area

**Figure SE-18: Bikeways and greenways**

Southeast Nashville detail



**Planned Facilities**

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

**Existing Facilities**

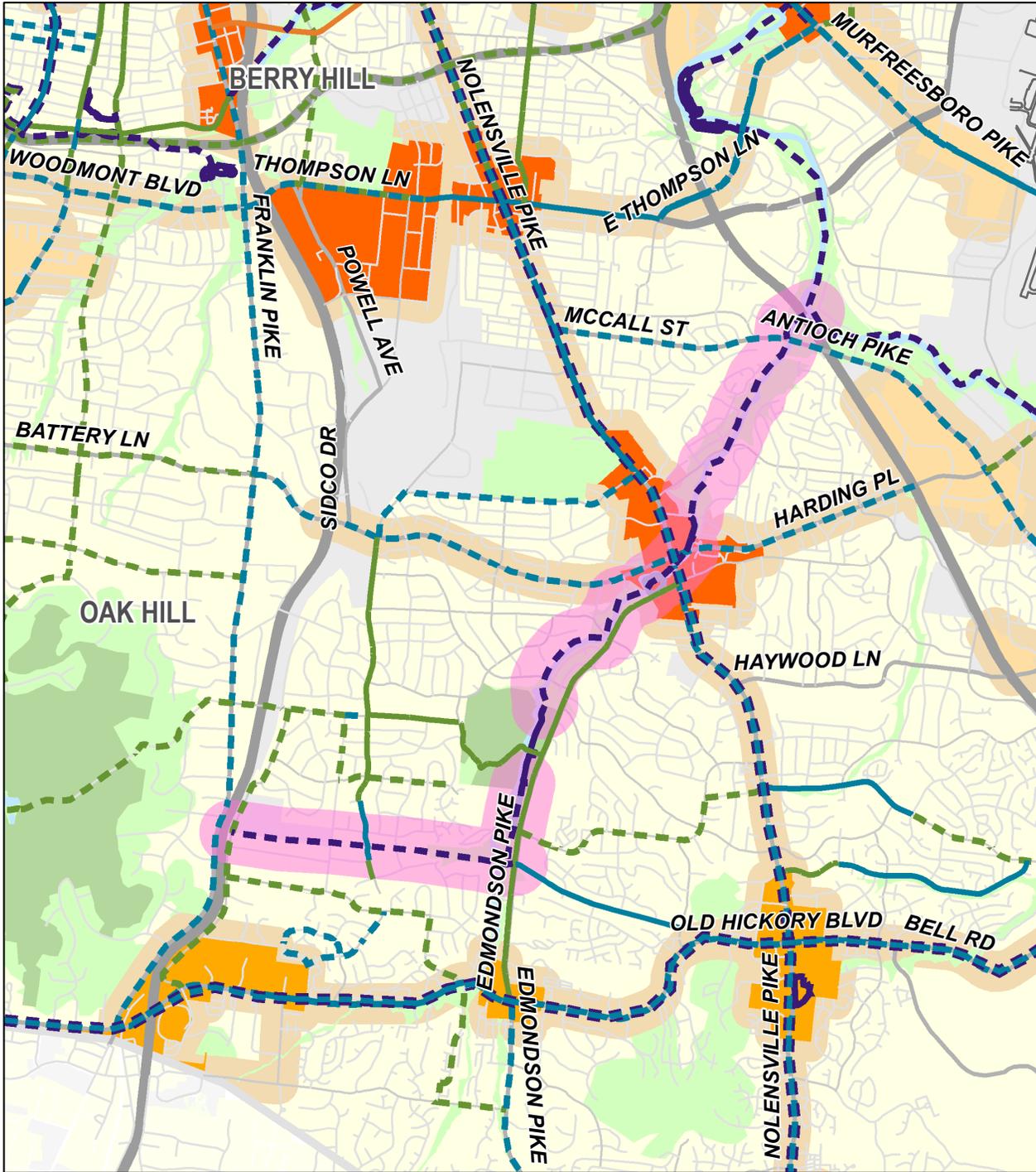
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

- Greenway, Unpaved
- Priority Bikeway Projects
- Anchor Park
- Green network
- Centers



**Figure SE-19: Access Nashville Bicycling Project #34: Seven Mile Creek Greenway**

Connect Southeast Nashville to the Mill Creek Greenway with a connection along Seven Mile Creek.



**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

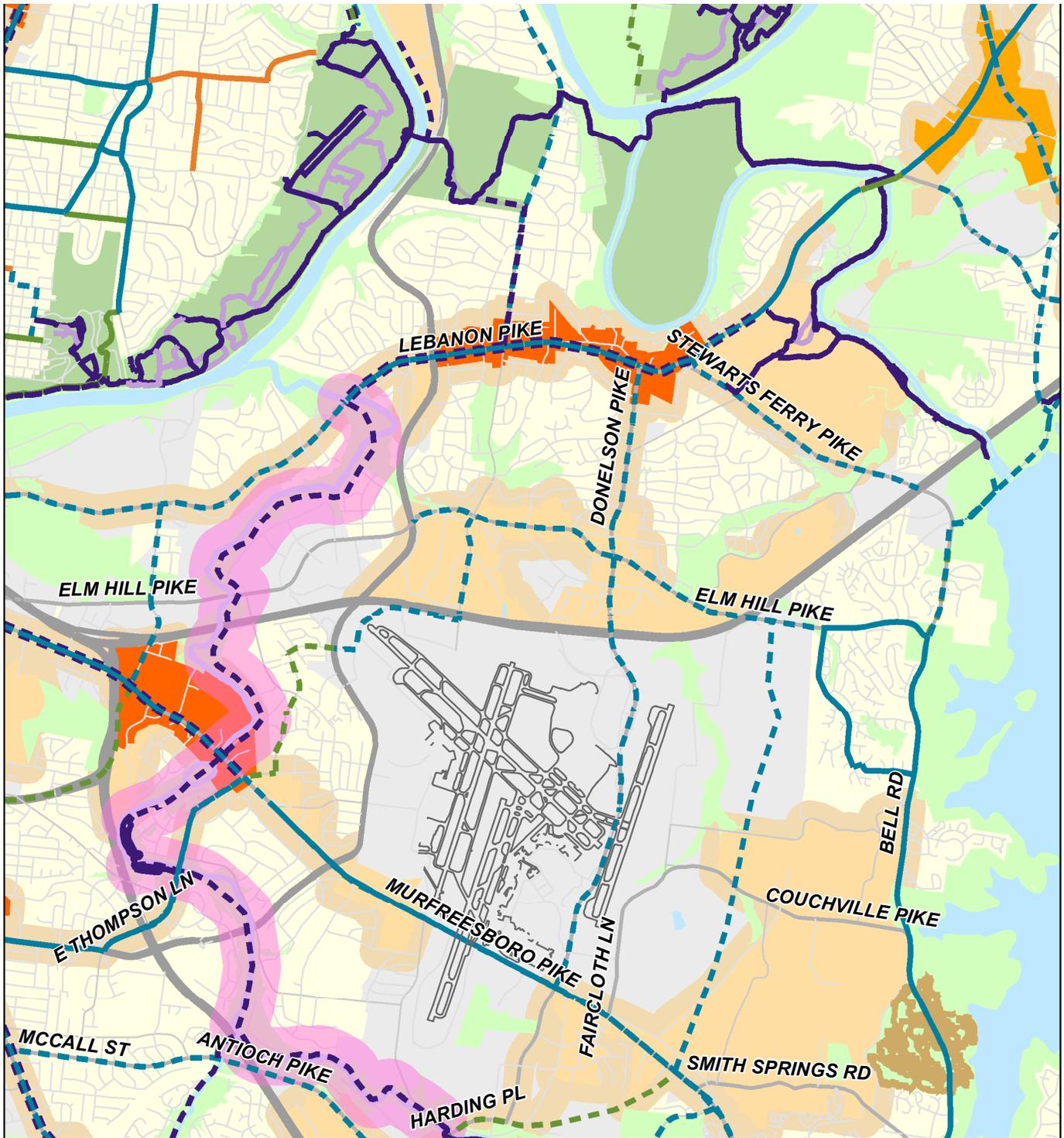
Greenway, Unpaved

- Mountain Bike Trail
- Green Network**
- Anchor Park
- Green network

**Centers**

- First Tier
- Second Tier
- Third Tier
- Seven Mile Creek Greenway

**Figure SE-20: Access Nashville Bicycling Project #1: Mill Creek Greenway**  
 Complete the Mill Creek Greenway from the Antioch-Hickory Hollow area to the Donelson area.



**Planned Facilities**

- Protected Bikeway
- Bike Lane
- Signed Shared Route

**Existing Facilities**

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route

**Greenway, Unpaved**

- Greenway, Unpaved
- Mountain Bike Trail

**Green Network**

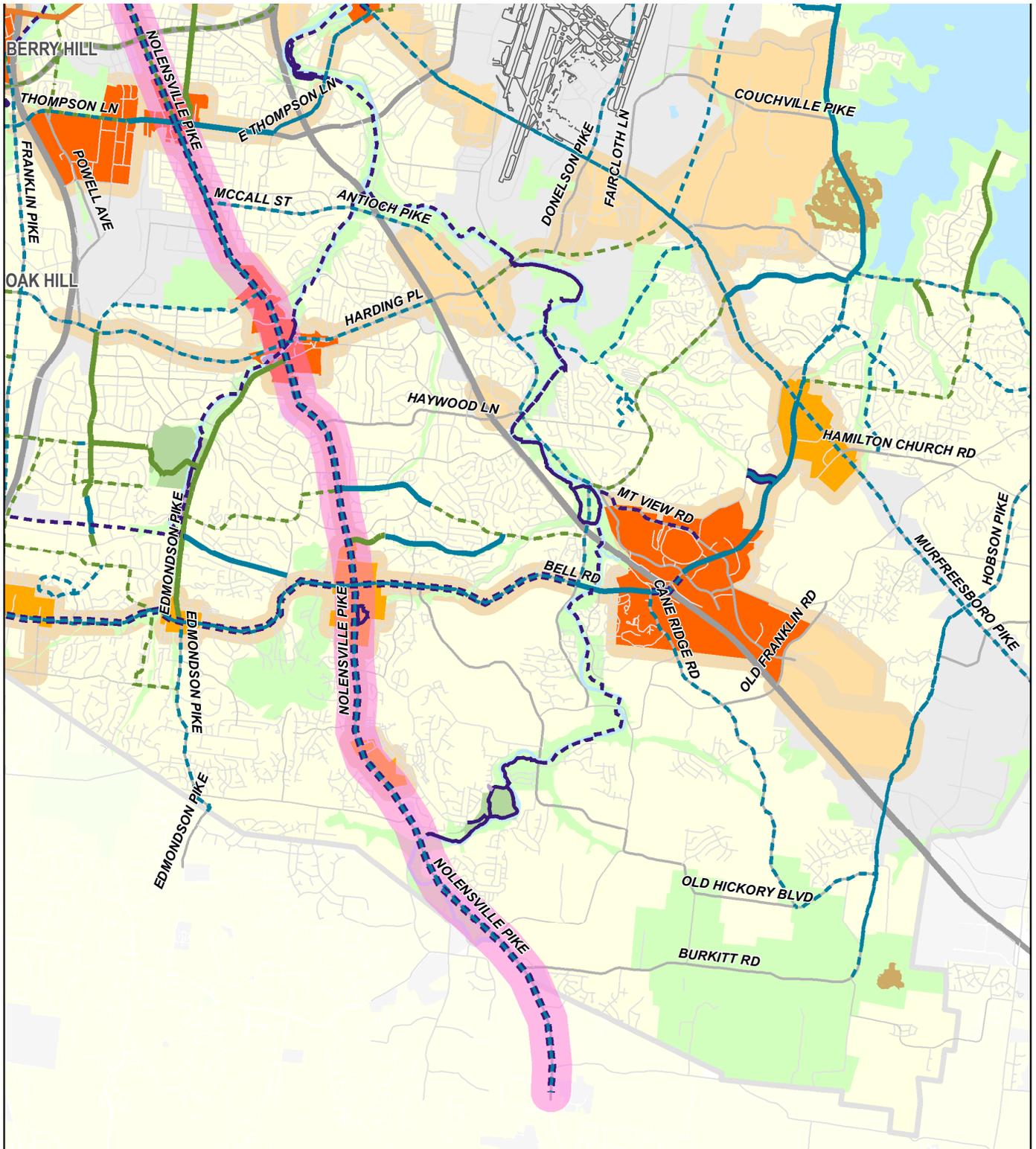
- Anchor Park

**Centers**

- First Tier
- Second Tier
- Third Tier

**Figure SE-21: Access Nashville Bicycling Project #32: Nolensville Pike Protected Bikeway**

Develop a protected bikeway adjacent to Nolensville Pike through South and Southeast Nashville. (see related Walking Project #30: Paragon Hills Area Complete Streets and Walking Project #32: Tusculum Area Complete Streets)



**Planned Facilities**

- Protected Bikeway
- Bike Lane

**Existing Facilities**

- Buffered Bike Lane
- Bike Lane

**Green Network**

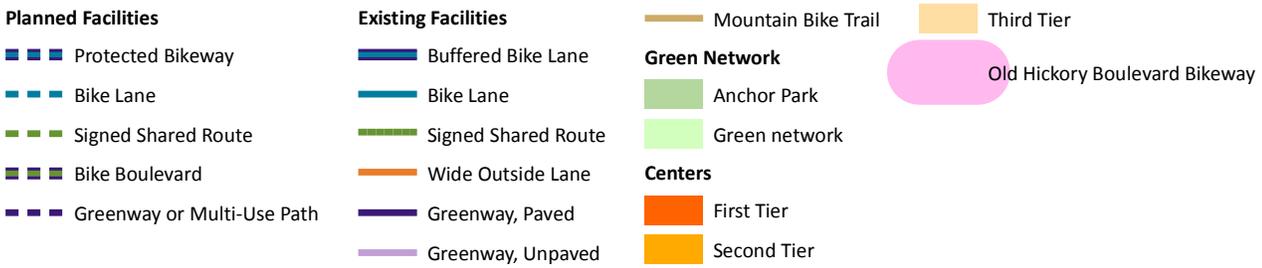
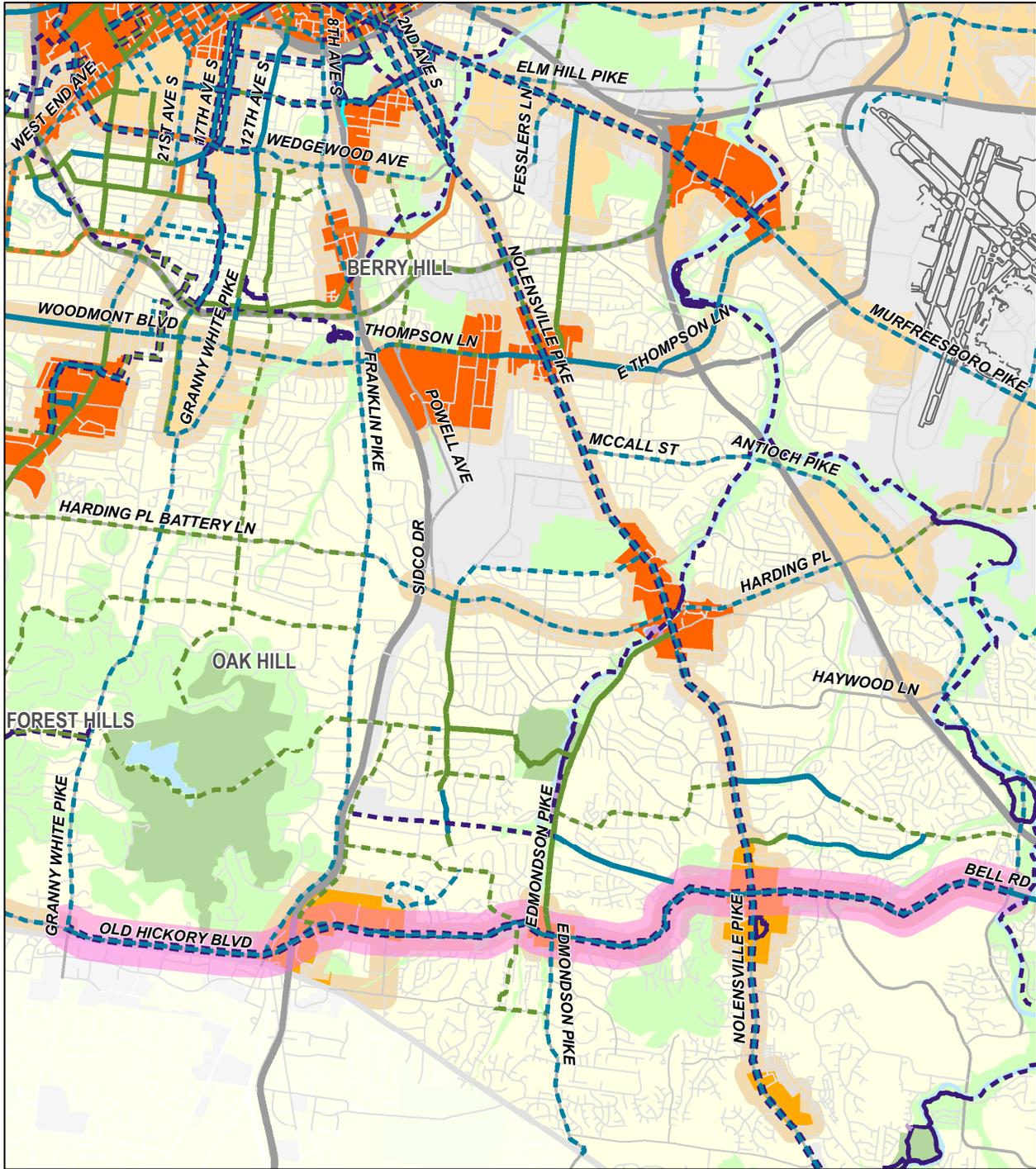
- Greenway, Unpaved
- Mountain Bike Trail

**Centers**

- First Tier
- Second Tier

**Figure SE-22: Access Nashville Bicycling Project #33: Old Hickory Boulevard South Multi-Use Path**

Develop a protected bikeway adjacent to Old Hickory Boulevard from Antioch to Brentwood.



## Transit

Transit service consisting of buses and other enhanced mass transit options provided by the Metropolitan Transportation Authority (MTA) create vital transportation links to the Southeast Community. 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

The following are street priorities for the Southeast Community. See project maps below.

### **Access Nashville Street Project #23**

Nolensville Pike Widening–Widen Nolensville Pike from Old Hickory Boulevard to the Williamson County Line from 2/3 lanes to 5 lanes with adjacent multi-use path connecting to the Mill Creek Greenway and sidewalks (see related Bicycling Project #39: Mill Creek Greenway, Southeast and Walking Project #33: South Nolensville Pike Sidewalks)

Traffic along Nolensville Pike has increased from approximately 20,000 vehicles per day in 2000 to approximately 27,000 vehicles per day in 2013 as the area has developed with residential and commercial uses which are convenient to employment destinations in Williamson County. Although widening will not solve congestion in this area, it will bring the street up to suburban standards in an area that is difficult to service with regular, frequent transit. This project is identified as a Countywide Critical Priority and has been in Metro's adopted Major and Collector Street Plan for many years. TDOT continues to move forward with design and right-of-way acquisition in this area. Sidewalks and an adjacent multi-use path should connect to the Mill Creek Greenway, providing walking and bicycling opportunities.

**Figure SE-23: Access Nashville Street Project #23: Nolensville Pike Widening**

Widen Nolensville Pike from Old Hickory Boulevard to the Williamson County Line from 2/3 lanes to 5 lanes with adjacent multi-use path connecting to the Mill Creek Greenway and sidewalks (see related Bicycling Project #39: Mill Creek Greenway, Southeast and Walking Project #33: South Nolensville Pike Sidewalks)

