nashvillenext

A General Plan for Nashville & Davidson County

Adopted June 22, 2015

Volume III: Community Plans

West Nashville

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

Executive Secretary

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 Hickory	Parkwood-Union Hill
Downtown	South Nashville
East Nashville	Southeast
Green Hills-Midtown	West Nashville

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.

WEST NASHVILLE

Contents

Description of the West Nashville Community 7

The Transect 10

West Nashville Community History 12

History of the West Nashville Planning Process 17

Community Demographic Information
18

West Nashville's Role in the County and Region 20

Growth & Preservation Concept Map
and the Community's Role 31

Community Character Policy Plan 36

How to use the Community Character Policies 39

Community Character Policies 40

Special Policies 44

West Nashville–Development Scenarios 71

Enhancements to the Open Space Network 80

Enhancements to the Transportation Network 82

Description of the West Nashville Community

The West Nashville Community is bounded by the Cumberland River to the north; I-440, the CSX Railroad and the City of Belle Meade to the east; and by Percy Warner Park to the south. The southwestern boundary is the property lines that follow the ridgeline that defines the top of Nine Mile Hill. The community is bounded to the west by I-40 and the Cumberland River. The West Nashville Community contains approximately 16,250 acres (not including the 1,984 acres of Belle Meade), representing 5 percent of all land in Metro.

West Nashville is home to an interesting mixture of types of development—urban residential neighborhoods, suburban residential neighborhoods, industrial areas and "impact" areas including John C. Tune airport and prisons. These types of development may seem incongruous, but they have co-existed for decades, creating a community with housing, employment and opportunity for a range of residents.

Major Neighborhoods/Communities

The eastern portion of the West Nashville Community includes the neighborhoods of Sylvan Heights, Sylvan Park, the Nations, Robertson and Urbandale. These neighborhoods have the hallmarks of urban neighborhoods—a grid street pattern with shorter blocks and, in some cases, alleys; smaller lots; and small commercial areas internal to the neighborhood. The portion of Charlotte Pike that traverses this urban portion of the West Nashville Community also has a more urban feel with shorter blocks, sidewalks, and buildings that are more likely to be historic and closer to the street. The urban, inner-ring neighborhoods in West Nashville are currently experiencing dramatic infill and redevelopment pressure, which is discussed in greater detail below.

The northern portion of the West Nashville Community, bounded on three sides by the Cumberland River, is called Cockrill Bend. Cockrill Bend provides unique, needed services to Nashville/Davidson County. It is the location of the John C. Tune Airport, built in 1986 to serve the regional travel needs of corporate and private aircraft. Cockrill Bend is also home to multiple prisons housing high- and medium-risk male offenders as well as the Lois M. DeBerry Special Needs Facility that provides medical care to inmates with complex medical problems. While no longer in use

Sylvan Park roundabout

Older house in Sylvan Heights

Newer houses in Sylvan Heights that take advantage of views towards Downtown

John C. Tune Airport

Historic Tennessee State Penitentiary

Hillwood houses

Belle Meade Links Triangle gateway sign

West Meade

as a prison, the Tennessee State Penitentiary is also located in Cockrill Bend. The facility closed in 1992 after a century of use by the state. It has been featured in several movies and is National Register Eligible. Finally, Cockrill Bend is home to numerous industrial and warehousing businesses. The industrial portion of West Nashville extends eastward from Cockrill Bend to the portion of the West Nashville Community that is north of Centennial Boulevard, capitalizing on the Cumberland River, rail lines, and easy access to Briley Parkway and I-40. A more recent addition to Cockrill Bend is the OZ Arts Nashville facility on Cockrill Bend Circle. OZ Arts Nashville is a non-profit contemporary performance & installation space and event center. The facility was established by the Ozgener family, who previously owned a cigar manufacturing plant that was headquartered there, in 2013.

The southern two thirds of the West Nashville Community is home to suburban neighborhoods including Charlotte Park, Hillwood, West Meade, Belle Meade Links, Warner Park Valley and Belle Meade Highlands. These neighborhoods feature classic suburban residential form from the 1950s and later, with larger lots, primarily single-family detached homes, curvilinear streets and, in many cases, magnificent tree cover. Charlotte Park has a particularly interesting history as a neighborhood built for the employees of the Ford Glass Plant, located in Cockrill Bend and featuring streets in honor of the company—Henry Ford Drive, Galaxie Drive, Continental Drive and so forth. At the southernmost portion of the West Nashville Community, there are steep, wooded slopes which have impacted the development in the area, reducing the density of housing. These suburban neighborhoods—especially Hillwood and West Meade—are also beginning to experience the initial pressures of redevelopment, primarily in the form of subdivision of larger lots into smaller lots.

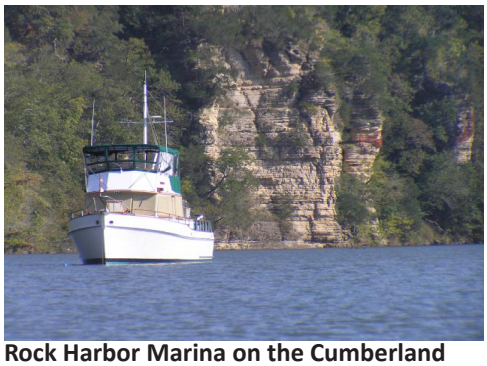
West Nashville's diverse development areas—urban neighborhoods, suburban neighborhoods and industrial and "impact" areas—are connected with natural and human-made infrastructure. Charlotte Pike and White Bridge Road/Briley Parkway traverse the West Nashville Community, flanked by a mixture of retail, restaurants, services, some office, institutions such as Nashville State Community College, and denser residential development in the form of stacked flats. These corridors are experiencing redevelopment in many forms—reinvestment in existing buildings and businesses, new businesses in existing structures, and new development from Nashville West on the western edge of the Community to corridor redevelopment of commercial and residential

development in the 4000 blocks of Charlotte Pike on the eastern boundary of the Community. While other Communities in Nashville have been experiencing corridor redevelopment for over a decade, the corridor redevelopment on Charlotte Pike and White Bridge Road is relatively new and presents tremendous opportunity for the Community.

Although it is predominantly developed, the West Nashville Community has natural features that serve multiple roles for the Community. The Cumberland River is the northern boundary of the West Nashville Community. It is a "working river" as it passes by industrial areas with businesses that use the river. Its floodplain is also marked as "identified greenways"—areas that are protected natural pathways that are preserved from development. The pathways may stay in a natural state or eventually include a paved or unpaved trail. In either form, the floodplain protects the Community during severe flooding events. The value of creeks that are free of debris and of floodplains surrounding those creeks was made apparent in the West Nashville Community during the flood of 2010 when significant flooding occurred in the Delray area of the Nations around Richland Creek. This area experienced severe flooding and damage to property—it was an area where buy outs were offered after the flood and lots were converted to open space to add to floodplain.

Richland Creek is a tributary of the Cumberland and has a greenway that is beloved by community members, connecting McCabe Park and the urban neighborhoods to the White Bridge commercial area. West Nashville is also home to numerous parks including McCabe Park and Golf Course, the Cockrill Bend natural area, community parks such as Charlotte and West Parks, and neighborhood parks such as Richland and Parmer Parks. There are also two private golf courses located in the community.

The West Nashville Community includes the incorporated city of Belle Meade. This "satellite city" is within the boundary of Davidson County, but retained its charter when the Metropolitan Government of Nashville and Davidson County was established. Belle Meade has its own planning and zoning and is not governed by this community plan. Belle Meade has service agreements with Metro Government and is represented in Metro Council.



Rock Harbor Marina on the Cumberland River

Richland Creek Greenway

Parmer Park

House on Belle Meade Boulevard

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.

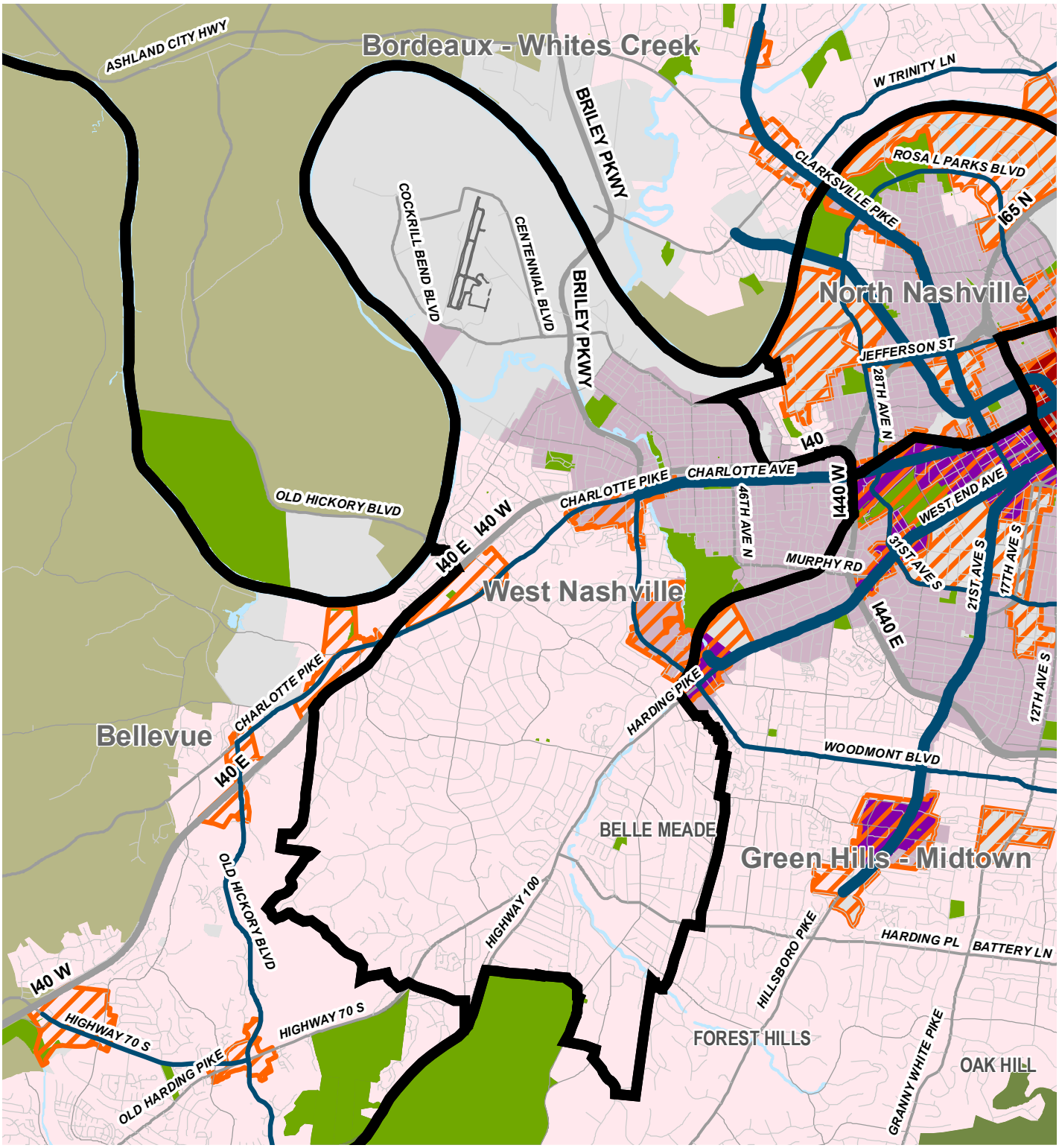
The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

» **T1 Natural:** This Transect Category is not present in West Nashville
» **T2 Rural:** This Transect Category is not present in West Nashville
» **T3 Suburban:** This Transect Category includes neighborhoods such as Hillwood, West Meade and Charlotte Park
» **T4 Urban:** This Transect Category includes neighborhoods such as the Nations and Sylvan Park
» **T5 Centers:** This Transect Category is not present in West Nashville
» **T6 Downtown:** This Transect Category is not present in West Nashville
» **D District:** This Transect Category includes much of Cockrill Bend including the airport, prisons and industrial uses.

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that West Meade is a classically suburban neighborhood and should be encouraged to remain that way, while Sylvan Park is an urban neighborhood that should also be preserved. 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 West Nashville Community represents the vision for the West Nashville Community. The starting point for the Concept Map was the most recent West Nashville Community Plan update (2009) and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the West Nashville Community has faced. The Concept Map also reflects the input received during NashvilleNext including input on how West Nashville should grow and also input on what the vision for Nashville is in the future and deliberation on what role West Nashville should play in the future. This is discussed in greater detail on the following pages.

Figure WN-1: Transect Map
West Nashville detail



Transects Legend

- Centers
- Subarea Boundaries
- Anchor Parks

Priority Corridors

- Immediate need
- Long-term need

- T1 Natural
- T2 Rural
- T3 Suburban
- T4 Urban
- T5 Center
- T6 Core
- D District
- W Water

N

West Nashville Community History

When the Robertson and Donelson expeditions arrived in Middle Tennessee in 1779 and 1780, they reached the western frontier of the American colonies. The first settlers spread quickly, living in small groups and building stations or walled forts for protection from area Native Americans. By the early 1800s, the settlers had a growing sense of permanence and stability. Rutledge Hill, just south of Downtown, was Nashville's first residential community. In the mid-1800s, other neighborhoods grew to the north and east, and finally to the west, encircling the downtown area. Natural spring, rich soil, and abundant game made West Nashville valuable to early Native Americans, pioneers, and plantation owners. The pioneer "Father of Nashville," Gen. James Robertson named it "rich land" and claimed it for his homestead. West Nashville was one of the latest suburbs of the city to be developed. Envisioned as an independent satellite city of Nashville, the area become home to businesses, schools, grocery stores, and churches.[1] Several neighborhoods developed over the coming decades, representing different eras of Nashville's growth.

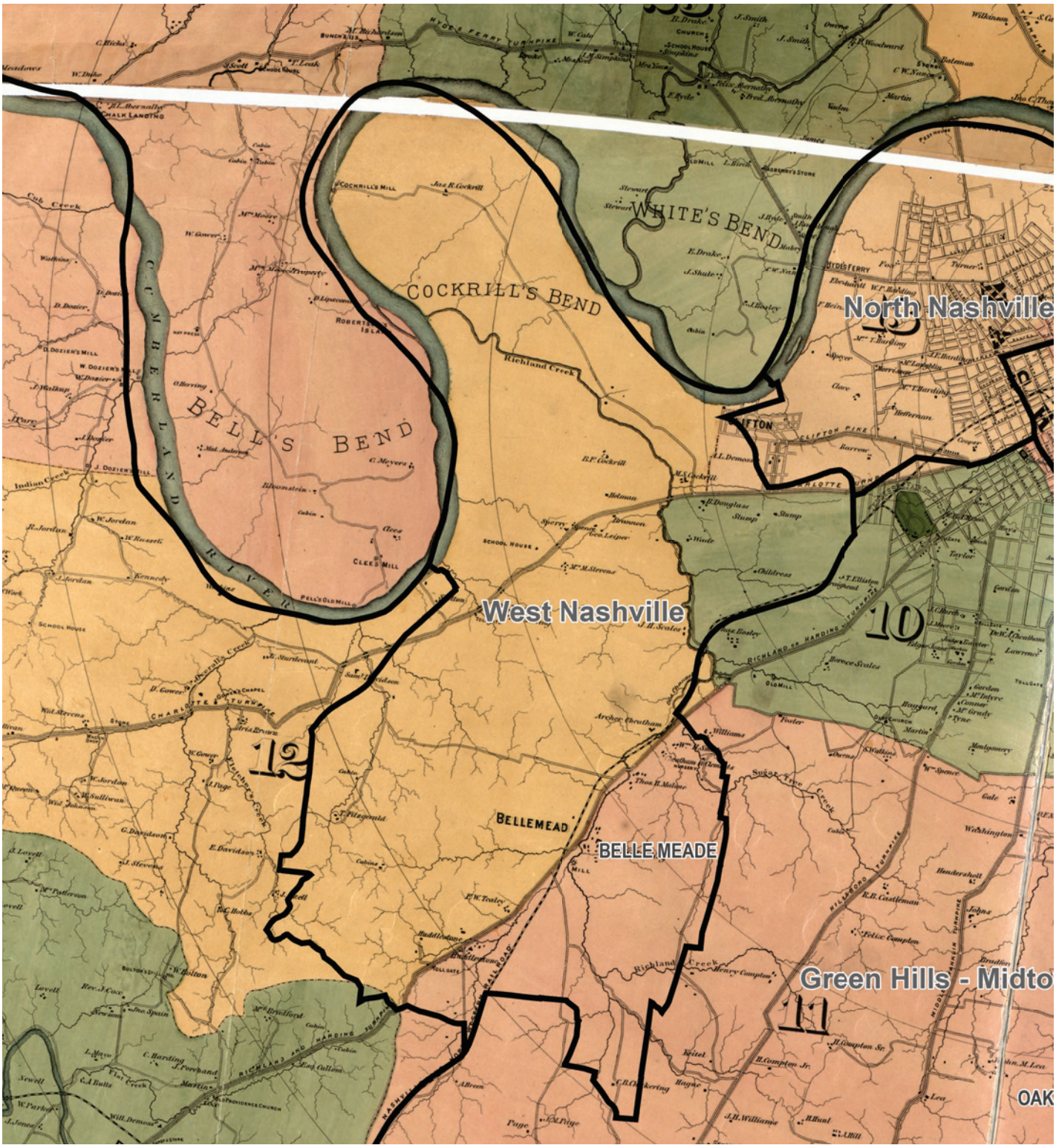
The accompanying map illustrates the characteristics and major property owners in the area in 1871.

The Sylvan Park Neighborhood was officially established in 1903 with a land auction, however, much of the area now called Sylvan Park had its roots in an earlier land auction by the Nashville Land Improvement Company in 1887. Many of Nashville's most fashionable middle-class citizens of the day purchased property and built impressive Victorian homes. Some say that the streets were named for states because when the neighborhood was first being developed, it was hoped that people from all across the country would want to live there. Transportation was a significant factor in getting people and goods from the city center to West Nashville neighborhoods and in 1905 the establishment of the Sylvan Park Street Railway (or "Sylvan Park Dinky," as it was known) provided transportation between the main line on Charlotte and Nebraska Avenue, and was later extended to Colorado Avenue.

Sylvan Park is filled with 1910-1940 frame-and-brick bungalows as well as 1900-1915 Princess Anne cottages. The neighborhood is going through a transitional phase now with some homes preserved and renovated

1 *http://www.arcadiapublishing.com/9780738586861/Nashvilles-Sylvan-Park*

Figure WN-2: 1871 Map
West Nashville detail



and others lost to new construction. According to a survey by the Metro Historical Commission, more than half of the original houses remained in the mid '90s, but this number is declining.[2]

The Nations neighborhood is located north of Charlotte Pike. It is named after the Chickasaw Nations of Native Americans that lived here in the eighteenth century and traded with early settlers. The Chickasaw leader Piomingo and his tribe allied with white settlers in 1780. In 1783, James Robertson and tribal leaders met at the Treaty Oak (which once stood at the corner of 61st and Louisiana Avenues) to sign a pact guaranteeing the rights of the Chickasaw Nations in exchange for their help in protecting the Nashville settlement.

The Nations has long been home to middle and working class families creating a tight-knit community. The Nations has recently experienced renewed interest and subsequent infill and redevelopment. While some homes have been renovated, the Nations has also seen significant demolitions with multiple houses often replacing the one that was torn down. The neighborhood continues to be a desirable place to live with its convenient location close to Downtown.

The primary east-west corridor in West Nashville, Charlotte Avenue was originally known as Cedar Lane. The street's name is a reference to the town it leads to, but many do not know that Charlotte, Tennessee is named after "Aunt Charlotte" Robertson, the wife of Nashville founding father James Robertson. The area around Charlotte Avenue remained rural until the late 1800s when the surrounding neighborhoods began to develop. Among the early uses in the Charlotte Avenue commercial area were three churches established between 1888 and 1921. The introduction of the electric streetcar spurred development of the area and surrounding neighborhoods and served it for many decades. The trolley line ceased operating in February 1941. Many of the historic homes and early nonresidential buildings along Charlotte Avenue have been replaced with newer, mostly commercial buildings built in a suburban style with parking in front of the building and little or no street presence. Prior to the completion of Interstate 40, the "west leg" terminated at what was originally intended to be a temporary interchange at 46th Avenue North. However, at the insistence of the community, the highway was redesigned to include the interchange at 46th Avenue North as a permanent part of the completed highway.

Between 1906 and 1915, Bransford Realty Company, the largest real estate company in the Southeast, acquired approximately 70 acres of land from

2 *http://nashvillecitypaper.com/content/city-news/historic-preservation-zoning-horizon-sylvan-park*

the Belle Meade Land Company. The Belle Meade Links subdivision is one of the few surviving examples in Nashville of subdivision planning that follows the City Beautiful movement first started by Frederick Law Olmstead (1822-1903).

The land known today as Belle Meade was once where Native Americans hunted wild game. Over time, a trail developed through the land that was used as a trade route by Native Americans and as the road developed, more settlers moved into the area, purchasing old hunting grounds for farmland.

In the 1800s, the Harding family purchased land and by 1820 built a house and farm that they called "Belle Meade" or beautiful meadow. The Belle Meade Mansion was part of a 5,400-acre working plantation and thoroughbred farm. At its sale in 1904, Belle Meade was the oldest and largest thoroughbred farm in the country. Although the original house was probably built in the 1820s, an 1853 addition doubled its size and included a majestic Greek Revival limestone portico. The mansion remained a private residence until 1953 when it was sold to the state for restoration as a historic site. The Belle Meade Mansion is listed in the National Register of Historic Places. The City of Belle Meade takes its name from the plantation and retains its independent city status within Metro Nashville.

The Cheekwood Mansion, a stately Georgian limestone mansion, was built in Belle Meade in 1929. In 1960 the estate was given to the Tennessee Botanical Gardens and Fine Arts Center. The mansion became a gallery for art and the grounds became botanical gardens, which host seasonal exhibits and permanent displays.

The Hillwood neighborhood draws its name from influential West Nashvillian Horace G. Hill, founder of H. G. Hills food stores. In 1896, H.G. Hill, Sr. began to acquire properties throughout Nashville, and by 1926 H.G. Hill, Sr. incorporated the H.G. Hill Realty Company. During Hill, Jr.'s tenure, the idea of neighborhood shopping centers became popular, and the H.G. Hill Realty Company began to develop a number of strip centers in the Nashville suburbs, each of which was anchored by an H.G. Hill Food Store, shaping the landscape of Nashville neighborhoods throughout the 20th century and to today.

West Meade/Hillwood, located northwest of Belle Meade, is an area is full of beautiful rolling lots, typically an acre each in size, with many 1950s and 60s ranch-style houses amongst lush woodlands and creeks.

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

In addition to varied neighborhoods, the West Nashville has several institutions that are part of its landscape and history. Today, the West Nashville Community is home to the Temple and the Gordon Jewish Community Center. The Jewish Community also has a long history in Nashville. The existence of Congregation Ohabai Sholom can be traced to 1851.

What is now McCabe golf course and park began as McConnell Airfield. Built in 1927, McConnell airfield served as Nashville's airport, but quickly outgrew its location and moved to Berry Airfield. In 1939, McCabe golf course was built and remains today, with the new McCabe Park Community Center.

West Nashville is also home to Nashville State Community College (NSCC). The college first opened its campus 1970. Initially named Nashville State Technical Institute, the college had 398 students and offered only five Associate's degree programs. In 2002, Nashville State expanded to a comprehensive, two-year community college with a variety of degree programs. NSCC shares at 109-acre campus on White Bridge Road with the Tennessee College of Applied Technology, Nashville. NSCC also offers classes at its satellite campus at the Global Mall at the Crossings in Antioch.

WSMV Channel 4 first signed on the air as WSM-TV in September of 1950. It was Nashville's first television station and only the second in Tennessee. In 1957, the station purchased its present property on Knob Road and built a tower there.

The Metro Historical Commission's list of historically significant features (from 2009) identifies historically significant sites, buildings, and features within the West Nashville Community.

- 7 sites are "NR" – listed on the National Register – including Richland Hall, Belle Meade Mansion, Cheekwood, and the Belle Meade Links Triangle
- 27 sites are "NRE" – eligible for listing on the National Register
- 50 sites are "WOC" – worthy of conservation

These do not include known archeological sites, which are not mapped in order to protect them for unauthorized diggings.

History of the West Nashville Planning Process

Community Plan update meeting in 2008

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 West Nashville Community Plan was first adopted by the Planning Commission in January 1994, after working with a Citizens' Advisory Committee (CAC). 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 Madison community. The West Nashville Community Plan was the tenth of the fourteen community plans created.

The West Nashville Plan's first update was adopted in January 2000 after substantial community participation in workshops. The West Nashville Plan was again updated in 2009, using the guidance of the Community Character Manual's policies. This update also utilized community workshops. The West Nashville Community has seen growth and loss of residents over time, but in recent years it has experienced substantial redevelopment, which has caused the residents to try to balance preservation of its neighborhoods while accommodating growth.

This update of the West Nashville Community Plan reflects the values and vision of the numerous participants in the 2009 update planning process as well as participation in the NashvilleNext planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan—that neighbors insist upon it and that developers' proposals follow it.

Community Demographic Information

West Nashville continues to evolve, although its population has waxed and waned only slightly over time. In 1990, the total population of the West Nashville planning area was 41,008 people. According to the U.S. Census, in 2000 the West Nashville Community had 38,072 residents, a decrease of approximately 7 percent over the ten-year period from 1990 to 2000. In 2010, according to the U.S. Census, the West Nashville Community had 38,475 people, an increase of approximately 1 percent since 2000, and about 3,000 more people than forecasted in the 1990s.

The American Community Survey from 2012 estimated that the West Nashville Community had approximately 37,692 residents, 6 percent of Nashville/Davidson County's population.

		Davidson County		West Nashville	
		#	%	#	%
Population	Total, 2010	626,681		38,475	6.1%
	Population, 1990	510,784		41,008	8.0%
	Population, 2000	569,891		38,072	6.7%
	Population Change, 1990 - 2000	59,107	11.6%	-2,936	-7.2%
	Population Change, 2000 - 2010	56,790	10.0%	403	1.0%
	Population Density (persons/acre)	1.69	n/a	1.43	n/a
	Average Household Size	2.37	n/a	2.35	n/a
Race	White	385,039	61.4%	30,785	80.0%
	Black or African American	173,730	27.7%	4,407	11.5%
	American Indian/ Alaska Native	2,091	0.3%	155	0.4%
	Asian	19,027	3.0%	1,360	3.5%
	Native Hawaiian or Pacific Islander	394	0.1%	9	0.0%
	Other Race	30,757	4.9%	1,041	2.7%
	Two or More Races	15,643	2.5%	718	1.9%
Ethnicity	Hispanic or Latino	359,883	57.4%	2,314	6.0%
Age	Less than 18	136,391	21.8%	7,650	19.9%
	18-64	424,887	67.8%	25,551	66.4%
	Greater than 64	65,403	10.4%	5,274	13.7%

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

		Davidson County		West Nashville	
		#	%	#	%
Population	Total, 2008 - 2012	629,113		37,692	6.0%
	Household Population	605,463	96.2%	35,379	93.9%
	Group Quarters Population	23,650	3.8%	2,313	6.1%
	Male	304,566	48.4%	19,609	52.0%
	Female	324,547	51.6%	18,083	48.0%
Families	Total	142,821		8,305	n/a
	Married Couple Families with Children	37,098	26.0%	2,271	27.3%
	Single Parent Families with Children	26,291	18.4%	1,313	15.8%
	Female Householder with Children	21,528	15.1%	951	11.5%
Housing Units	Total	284,328		16,592	5.8%
	Owner Occupied	141,805	49.9%	9,076	54.7%
	Renter Occupied	114,082	40.1%	6,002	36.2%
	Occupied	255,887	90.0%	15,078	90.9%
	Vacant	28,441	10.0%	1,514	9.1%
	Long-term vacant (over 1 year)*	3,730	1.2%	314	1.4%
Cost Burden	Residents with moderate cost burden	48,983	19.1%	3,171	17.6%
	Residents with severe cost burden	42,520	16.6%	2,542	14.1%
Travel	Mean Travel Time to Work (min)	23.1		20.4	
	Workers	309,633		17,465	5.6%
	Drove Alone	246,391	79.6%	13,693	78.4%
	Carpooled	32,633	10.5%	1,912	10.9%
	Public Transportation	6,588	2.1%	445	2.5%
	Walked or Biked	6,806	2.2%	299	1.7%
	Other	3,232	1.0%	256	1.5%
	Worked from home	13,983	4.5%	860	4.9%
Income	Per Capita Income	$28,513		$40,921	143.5%
Education	Population 25 years and over	419,807		26,625	6.3%
	Less than 9th grade	20,687	4.9%	1,582	5.9%
	9th to 12th grade, No Diploma	38,664	9.2%	2,332	8.8%
	High School Graduate (includes equivalency)	103,024	24.5%	5,473	20.6%
	Some College, No Degree	86,498	20.6%	4,264	16.0%
	Associate Degree	23,963	5.7%	1,225	4.6%
	Bachelor's Degree	92,765	22.1%	7,097	26.7%
	Graduate or Professional Degree	54,206	12.9%	4,652	17.5%
Employment	Population 16 Years and Over	505,034	80.6%	29,461	76.6%
	In Labor Force	348,250	69.0%	18,556	63.0%
	Civilian Labor Force	347,862	99.9%	18,523	99.8%
	Employed	317,719	91.2%	17,462	94.1%
	Unemployed (actively seeking employment)	30,143	8.7%	1,061	5.7%
	Armed Forces	388	0.1%	33	0.2%
	Not in Labor Force	156,784	31.0%	10,905	37.0%

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

Cockrill Bend

West Nashville's Role in the County and Region

As Nashville/Davidson County and the Middle Tennessee region grow, it is clear that the health, well-being and prosperity of the entire region is interconnected. The West Nashville community plays specific roles in the region, while also benefitting from the success of the region. This section considers the West Nashville community in the context of the region.

West Nashville has unique resources whose growth, development or preservation impact surrounding communities in Davidson County and also impact the larger region. West Nashville's most important contributions to the region are the industrial and "impact" development in Cockrill Bend; the diversity of housing it provides that meets current market demands and in proximity to employment as well as the potential for residential on its corridors – Charlotte Pike and White Bridge Road; West Nashville's open space network; and the community's thoughtful use and preservation of its natural features.

Industrial and Impact Uses – Providing Employment and Meeting Regional Needs

As discussed above, the Cockrill Bend area of West Nashville is home to land uses that every region needs—including industrial development, prisons and airports—that provide needed services and employment. Yet these land uses can be difficult to thoughtfully locate so that the resources are accessible without be a hazard or nuisance to neighbors. The state prison system is a prominent land use in Cockrill Bend, occupying almost 2,000 acres. John C. Tune airport occupies about 400 acres of land. The location of these uses is driven, in part, by the accessibility of West Nashville via I-40 and Briley Parkway, the railroad system and the Cumberland River. These land uses have long provided stable employment for residents in the nearby neighborhoods and across Nashville/Davidson County.

Now redevelopment in the area is beginning to set new expectations for the co-existence of these land uses and nearby neighborhoods. The industrial and impact uses in Cockrill Bend itself are still well-insulated from nearby neighborhoods and the immediately surrounding neighborhoods have not yet experienced significant infill or redevelopment.

The industrial uses in West Nashville extend, however, to the east along the Cumberland River, Centennial Boulevard and the railroad lines. This portion of industrial development is also served by 51st Avenue North, which has, until recently, had a number of commercial businesses on it that have served the neighborhood, but also the nearby industrial area. This corridor is commonly used by trucks entering and exiting the industrial area to the north. The industrial uses to the east are flanked, to the south, by the Nations neighborhood, a quickly redeveloping neighborhood that was primarily single- and two-family homes and now has stacked flats and townhouses in the housing mix.

The redevelopment of the Nations, with residents that are new to the neighborhood, is prompting the redevelopment of 51st Avenue North into a more mixed use, walkable corridor. The redevelopment of the Nations and one of its gateway corridors—51st Avenue North—may place pressure on the industrial uses in the area to redevelop to non-industrial uses. This is currently underway with some of the more scattered industrial properties that were in the Nations or on the eastern boundary of the Nations around 44th Avenue North as well as on some sites on Centennial Boulevard.

The relationship between the redeveloping Nations neighborhood and the existing industrial and impact uses is evolving. These land uses can co-exist, especially in a day and age where many industrial uses are not as hazardous or onerous to neighborhoods. This is particularly true with the emergence of the "maker" economy. The maker economy is based on small businesses that design, build, manufacture, market and sell products, which can range from artisan to high-tech. Maker businesses often concentrate to form communities of multiple makers, who are also interested in having residential, retail and restaurant in the mix. This is found in the emerging maker community in the Wedgewood-Houston neighborhood in South Nashville. Metro Council recently adopted text amendments to the Zoning Code to support the maker economy.

Figure WN-3: Commuting patterns of residents and employees in West Nashville

West Nashville residents who work in these areas	**20,049**
West Nashville	**3,937**
Green Hills Midtown	4,659
Downtown	2,645
North Nashville	1,333
South Nashville	987
East Nashville	836
Donelson Hermitage Old Hickory	697
Madison	564
Bordeaux Whites Creek	535
Bellevue	427
Antioch Priest Lake	413
Southeast	319
Parkwood Union Hill	318
Joelton	55
Beyond Davidson County	**2,324**

Employees who work in West Nashville come from these areas	**23,952**
West Nashville	**3,937**
Southeast	1,859
Green Hills Midtown	1,596
Antioch Priest Lake	1,302
Donelson Hermitage Old Hickory	1,259
Bellevue	1,193
East Nashville	923
South Nashville	848
Madison	654
North Nashville	551
Bordeaux Whites Creek	529
Parkwood Union Hill	315
Joelton	200
Downtown	120
Beyond Davidson County	**8,666**

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

West End Station cottage development in Sylvan Park
Sitephocus

View from new modern house in Sylvan Heights
Sitephocus

New duplexes in Sylvan Heights

Restaurant in Sylvan Park

The maker economy in Nashville plays to some of Nashville's strengths – particularly its creative and entrepreneurial spirit. Nashville and the Middle Tennessee region still has need, however, for larger, more impactful and in some cases onerous industrial land uses. Preservation of sites for industrial and "impact" uses (prisons, landfills, airports, etc.) is critical for the health of the regional economy and should be considered on a regional basis.

Residential

The Nations is not the only neighborhood in West Nashville experiencing significant infill development (the addition of new homes within neighborhoods) and redevelopment (the reuse or demolition of existing structures for new development). West Nashville has numerous desirable urban and suburban neighborhoods that are home to increasing number of new neighbors. From 2010 to March 2015, the West Nashville Community had 1,212 permits for residential new construction, with a total value of nearly $219 million.

Residential infill development and redevelopment in West Nashville is driven by two factors. The first factor is West Nashville's proximity to downtown, Midtown, Metro Center and other employment centers. The second factor is changing demographics that are making in-town locations desirable to Nashvillians and residents moving to Nashville from across the region and the country. This is what makes West Nashville's neighborhoods and residential development a factor at the regional level. As Baby Boomers age into retirement, many are seeking smaller houses on smaller lots with less maintenance in walkable neighborhoods with access to restaurants, retail, and services. Meanwhile, as Millennials enter adulthood and are seeking first apartments or homes, they are seeking the same housing product in the same location as the Baby Boomers. The convergence of these two population cohorts and their market preferences is literally changing the landscape of housing within the neighborhoods of West Nashville and other in-town neighborhoods. The community's location, paired with the demographic changes, make West Nashville's housing stock an asset on a regional scale, drawing residents moving into the community from throughout Middle Tennessee and the from across the country.

The result is that the urban, in-town neighborhoods in West Nashville have seen dramatic infill from new, modern houses in Sylvan Heights enjoying the view of Midtown and downtown, to the addition of cottage developments, to significant tear downs where one house is demolished and one or two are rebuilt in its place. Sylvan Park and Sylvan Heights have experienced this change for several years now, while the Nations is now a few years into redevelopment and Robertson and Urbandale are looking more attractive to developers seeking to build in-town housing. While there have been few opportunities in Sylvan Heights or Sylvan Park for large scale redevelopments, the Nations has seen the conversion of industrial sites that were interior to the neighborhood to town house, stacked flats and cottage developments. Meanwhile, the infill and redevelopment pressures exist in the more suburban neighborhoods, but infill to this point has more often taken the form of subdivision of large lots into smaller lots for new single-family homes.

In the suburban neighborhoods, the infill and redevelopment has led to concerns about loss of community character due to smaller lot sizes, the larger sizes of homes and the impact of development on tree canopy and other natural features. Another challenge facing the suburban neighborhoods, however, is that the lack of housing diversity makes it difficult for community members to "age in place"—that is, to find housing that fits every point in their lives, including points where they may need a smaller home with less maintenance, such as when they are entering the housing market out of school or the military, or when they want to downsize their home during retirement. There are few options in the suburban neighborhoods for residents wanting housing other than single-family detached housing on larger lots.

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.

In the urban neighborhoods of West Nashville, the rate of change due to infill and redevelopment has led to concerns regarding infrastructure, especially streets and sidewalks. Some community members are also concerned about the quickly diminishing affordability of the neighborhoods, especially in the Nations and Charlotte Park. Efforts are underway in the Nations to preserve some affordability for long-time residents.

Residential development on the urban portions of Charlotte Pike is a recent addition to the residential mix in the West Nashville Community and an opportunity to address housing diversity and potentially affordability. Just in the past few years, two new residential developments have been proposed on Charlotte Pike between I-440 and 46th Avenue North—one in a mixed use development and the other as a residential stacked flats building. Encouraging residential development on primary corridors such as Charlotte Pike and White Bridge Road is a key component of the NashvilleNext Growth & Preservation Concept Map. Higher density housing along prominent corridors can serve three purposes for the community. First, it can locate population density on the corridor, in walking distance from services, retail and restaurants and along existing and future transit routes. Second, it can provide housing types and locations that are attractive to the significant population cohorts of downsizing Baby Boomers and Millennials entering the housing market. Finally, with proper transitions through thoughtful site and building design, the residential development on prominent corridors can create a successful transition back into the established neighborhoods that flank the corridors.

Urban Land Institute (ULI) Nashville received a grant from the ULI Healthy Corridors Program to study Charlotte Avenue between I-40 Downtown and White Bridge Road. The northern and southern boundaries are generalized and focus on connections to adjacent neighborhoods, institutions, and employment areas. The funding came from the ULI in support of its Building Healthy Places Initiative and the Rose Center for Public Leadership, and is supported by the Robert Wood Johnson Foundation and the Colorado Health Foundation. The practices that will be recommended in the Charlotte Avenue corridor grant work are intended to be replicable among other corridors in the city.

The study acknowledges that while public and private investment along the corridor is increasing, it will benefit from a more coordinated and strategic effort. The grant seeks to identify land use and development that would promote and facilitate behaviors and opportunities to improve the health of people who live, work, and travel along the corridor. ULI Nashville is collaborating with other public and private organizations to identify, prioritize and implement health-promoting ways along the corridor. The corridor study builds on past research conducted through a partnership of ULI Nashville and the Nashville Civic Design Center (NCDC). ULI Nashville is being advised in the effort by a group of local and national leaders in health, real estate development, transportation, planning, design, policy, and community engagement. The effort focuses, in part, on ULI's Ten Principles for Building Healthy Places, which include:

» Put people first;
» Recognize economic value;
» Energize shared spaces;
» Make healthy choices easy;
» Ensure equitable access;
» Embrace unique character;
» Promote access to healthy food; and,
» Create an active community.

While the West Nashville Community currently has a range of housing options, additional housing types should be provided in strategic locations. The West Nashville Community Plan recommends strategic locations for additional residential density—generally in existing commercial centers or 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 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 West Nashville residents to "age in place" by providing a variety of housing types to meet each stage of a person's life from starter homes to retirement communities. Creating housing choices at strategic locations creates housing that is *attainable* for residents with varying

incomes. This ensures that West Nashville 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. Finally, creating housing choices keeps the West Nashville Community competitive in the region in the face of changing demographics and market preferences.

Community Services and Open Space

West Nashville contributes community services and open space that have regional draw and benefits. West Nashville hosts the Richland Creek Greenway System and numerous parks and golf courses throughout the community. This includes the Richland Creek Greenway, larger parks such as McCabe Park and Golf Course and the Cockrill Bend natural area, community parks such as Charlotte and West Parks, and neighborhood parks such as Richland and Parmer Parks. There are also two private golf courses located in the community. In addition, open space is provided via Metro school sites as well as libraries and other civic uses, linking open space and community facilities in West Nashville. The Richland Branch Library is an example of a prominent community facility that is a focal point along Charlotte Avenue.

West Nashville stakeholders value existing open space and encourage the addition of open space and enhanced community facilities. Community members recognize the value of natural areas in Cockrill Bend and along creeks as well as the benefits to the surrounding neighborhoods from parks and open spaces related to the schools. While the current parks and open spaces in West Nashville are beloved by the community, they also are important components of a plan for open space preservation on a countywide and even regional scale. The West Nashville Plan recommends extending the Richland Creek Greenway system to connect parks and to add to this larger network of open space and connections between open spaces.

Natural Features

Although West Nashville is primarily developed, the community still has environmentally sensitive features that add tremendously to the character of the area and should be preserved. Natural features in the West Nashville Community include numerous creeks, steep slopes, tree canopy and a segment of the Cumberland River. These environmentally sensitive features are part of a larger, regional open space network including parks and environmentally sensitive areas such as floodplains and wooded slopes that clean our air and water, give our region distinctive beauty, and, as was learned in the flood of 2010, can protect communities from flood damage and loss of life.

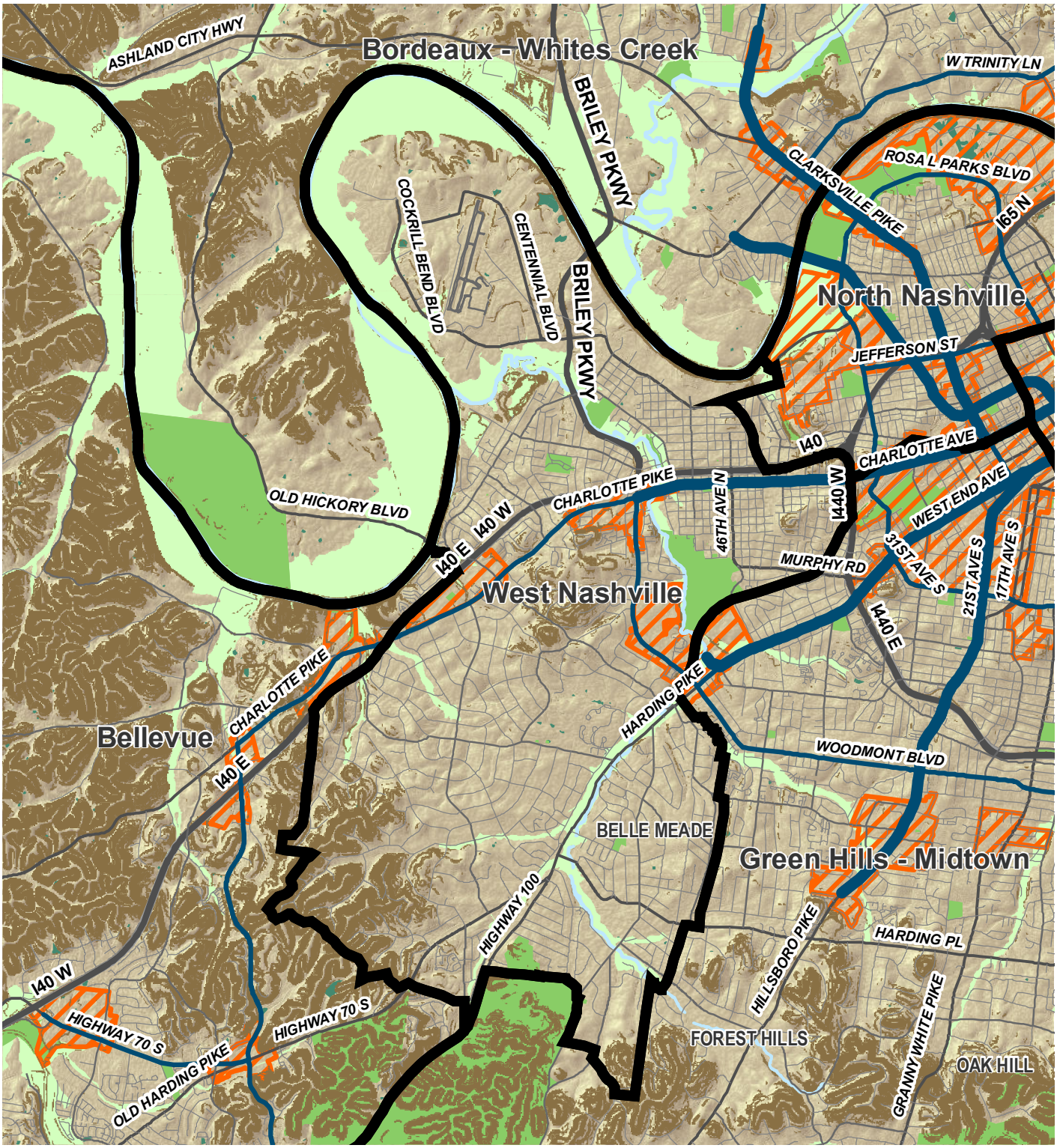
The primary environmentally sensitive features in West Nashville are the floodplains surrounding the major waterways that pass through the community—segments of the Cumberland River, and Richland Creek and its tributaries. Given restrictions on building structures in the floodplain, these areas are excellent locations for greenways. Greenways protect sensitive land and habitats near the water, provide improved water quality, and may be used to create a network of recreational open space in the form of a greenway trail. The Richland Creek Greenway, McCabe Loop, features 3.8 miles of paved trail that links Sylvan Park along Richland Creek to the White Bridge commercial area and Nashville State Community College. There are plans to expand the green ways to eventually connect with the Cumberland River to the north and extend the greenway to the south with Percy Warner Park. A greenway is also envisioned along the Cumberland River. These greenways provide benefits to West Nashville, but also connect the community to a countywide and regional open space preservation network.

West Nashville also contains areas of steep slopes—the hills that define the character of West Meade and Hillwood. Many of these areas are also comprised of unstable soils that are stabilized by tree cover. In addition to stabilizing steep slopes, forest cover also aids in absorbing water run-off and provides crucial wildlife habitat and wildlife corridors.

The West Nashville Community has significant assets to provide to the Middle Tennessee Region in terms of serving as home to unique, necessary land uses such as the airport, prisons and industrial; its diversity of housing settings; enjoyable recreational offerings; and environmental treasures, such as rolling hills, forests, streams, creeks and rivers that

define the character of Middle Tennessee. West Nashville's future vitality depends, however, on how it capitalizes on these assets—particularly on how the community finds co-existence between the industrial and impact areas and their neighbors; how the community redevelops its prominent corridors (Charlotte Avenue/Pike and White Bridge Road) to offer a mix of uses, including a mix of housing, with densities and intensities to support commercial development and transit; and how the community preserves and enhances its neighborhoods, open spaces and environmentally sensitive features.

Figure WN-4: Slopes and Terrain Map
West Nashville detail



Slopes & Terrain Legend

- Water Bodies
- Anchor Parks
- Floodplain Areas
- Wetlands
- Subarea Boundaries
- Centers

Priority Corridors

- Immediate need
- Long-term need

Slope

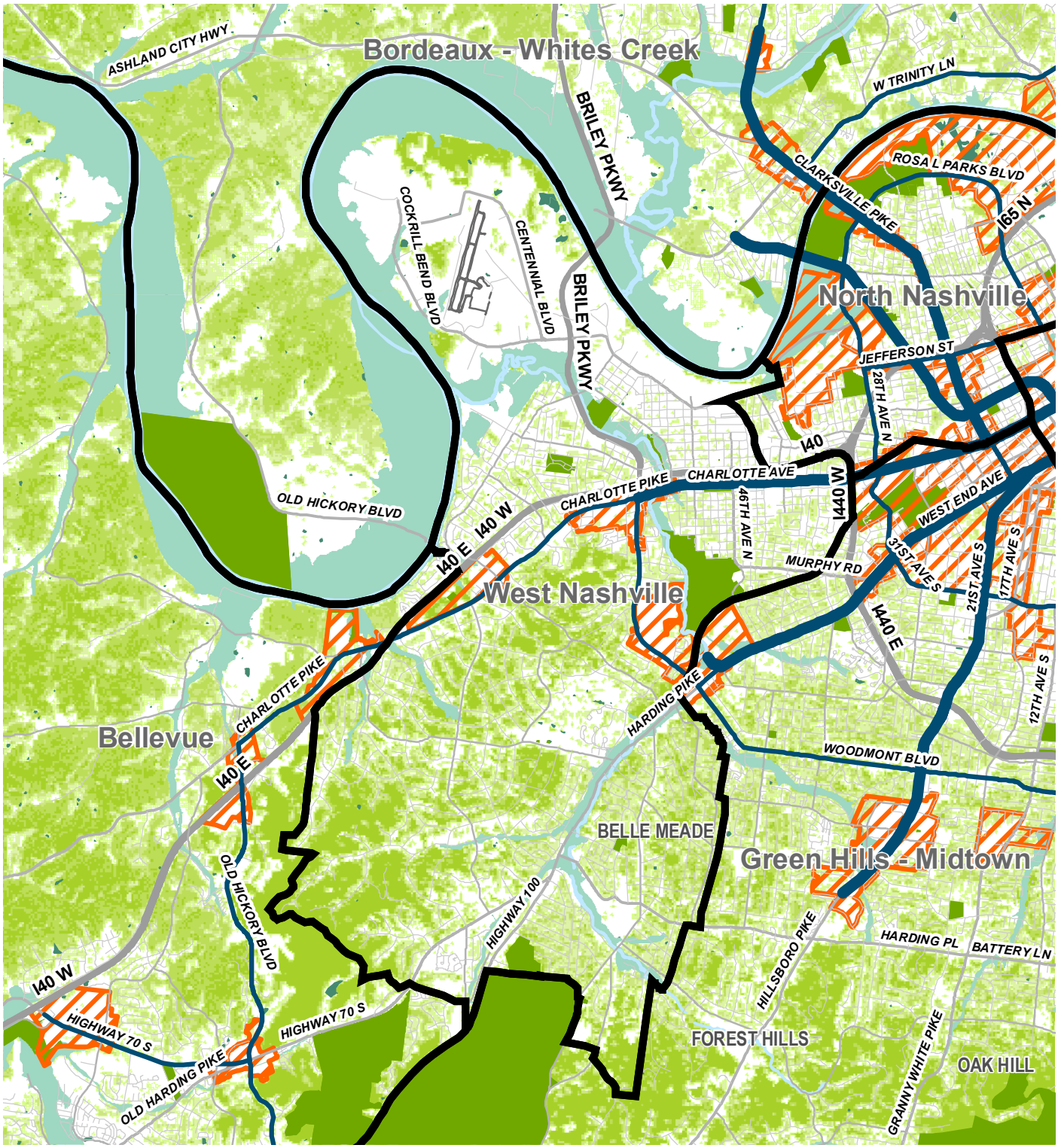
- Over 20%

Terrain

High
Low

N

Figure WN-5: Tree Canopy Map
West Nashville detail



Tree Canopy Legend

- Water Bodies
- Anchor Parks
- Floodplain Areas
- Wetlands

Priority Corridors

- Immediate need
- Long-term need

- Centers
- Subarea Boundaries

Tree Canopy

- 1 - 20%
- 21 - 40%
- 41 - 60%
- 61 - 80%
- 81 - 100%

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 1, Vision, Trends & Strategy.

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

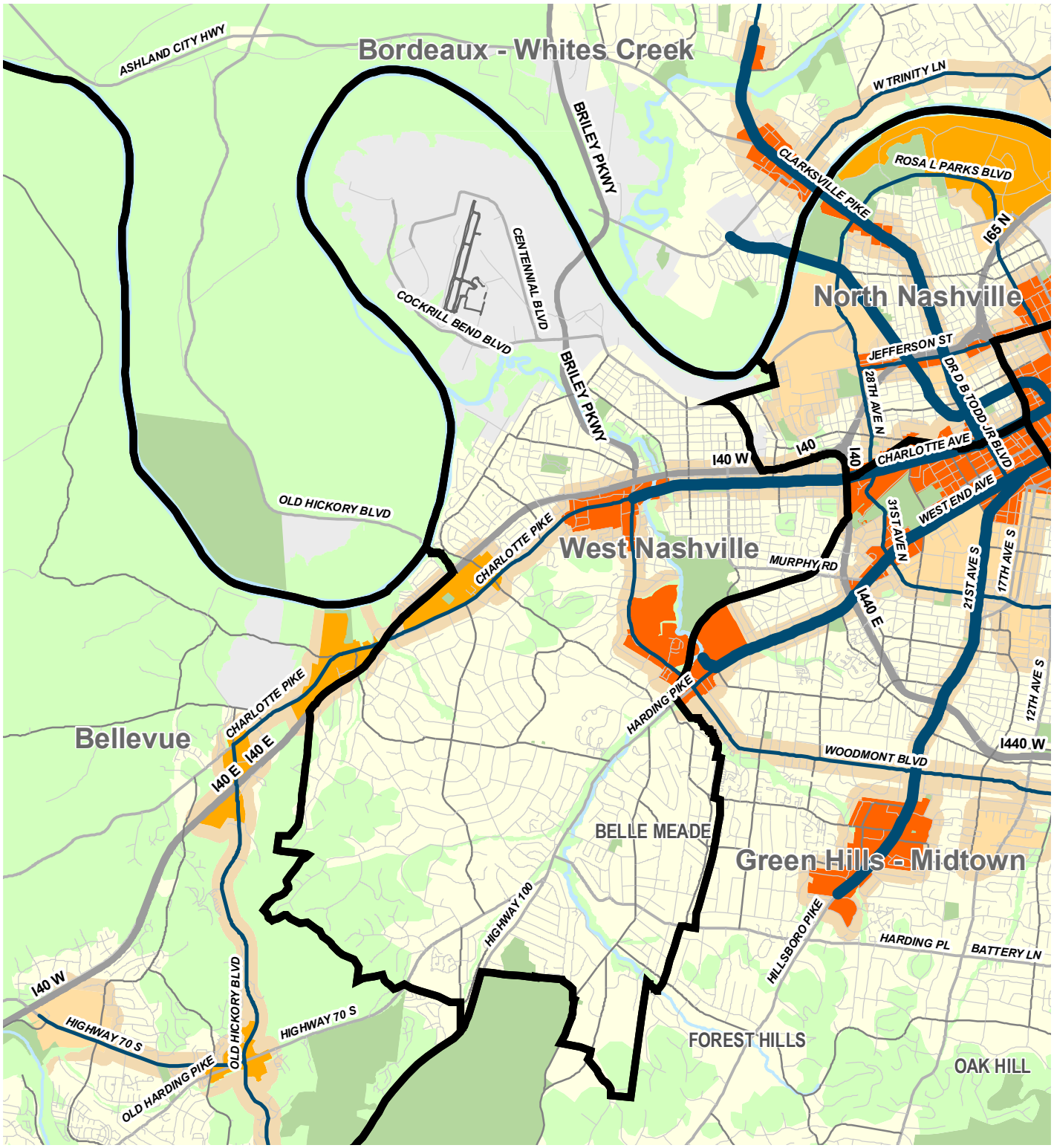
The Concept Map for West Nashville illustrates the key concepts: strategically locating new residential development; enhancing commercial centers and corridors to provide more desired retail and services; preserving established residential areas; protecting floodway/floodplain areas; and adding more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

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 West Nashville Community, the green network is mainly in the form of large areas of steep slopes as well as the floodways and floodplains along the Cumberland River and Richland Creek and its tributaries. McCabe Golf

Figure WN-6: Growth & Preservation Concept Map
West Nashville detail



Centers
- Tier One
- Tier Two
- Tier Three

Green network
- Open space anchor
- Missing an anchor

Neighborhood

Transition

Special impact area

High capacity transit corridors
- Immediate need
- Long-term need
- Regional connection

Course and Park is the community's largest public open space. It includes a portion of the Richland Creek greenway. Since the West Nashville Community is predominantly developed, very little of the area remains in an undisturbed natural state.

Neighborhoods

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

In the West Nashville Community, neighborhoods are urban and suburban in character.

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. The West Nashville Community contains one District Transition Area, which is located along Highway 100 just west of the intersection with Highway 70S.

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

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

Centers

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

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

In the West Nashville Community, Tier One centers are located around the intersection of Charlotte Pike and White Bridge Road and in the Lions Head area along White Bridge Road. The Lions Head Center is part of a larger Tier One Center that includes the Harding Town Center area in the Green Hills-Midtown Community. West Nashville also has a Tier Two Center at Nashville West along Charlotte Pike at the western edge of the community.

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.

Community Character Policy Plan

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

The West Nashville Community Character Policy Plan builds upon the Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the West Nashville Community. See Figure WN-7 for a map of the Community Character Policies in the West Nashville Community.

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

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

West Nashville'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, but particularly floodplains and floodways, through the use of Conservation Policy. The policy encourages the preservation and/or reclamation of these features. Conservation Policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes. 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 in the Concept Map is enhancing centers and corridors. The prominent corridors in the West Nashville Community are Charlotte Avenue/Pike and White Bridge Road. West Nashville also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the one along 46th Avenue/Murphy Road in Sylvan Park or the evolving 51st Avenue area in the Nations, to larger community centers such the one at Nashville West. Community members over the years have voiced a vision for re-creating a historically proven pattern of providing commercial services that meet the daily needs of residents at strategically placed nodes within walking distance of existing neighborhoods. 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.

The West Nashville Community's desire to maintain and enhance its established urban and 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, boutiques, 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.

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.

Existing industrial and commercial areas are placed in Center and District Policies to maintain employment options that give provide a balance of employment and residential uses in the West Nashville Community. West Nashville's Districts are concentrated in Cockrill Bend, which contains several State Prison facilities and the John C. Tune Airport.

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

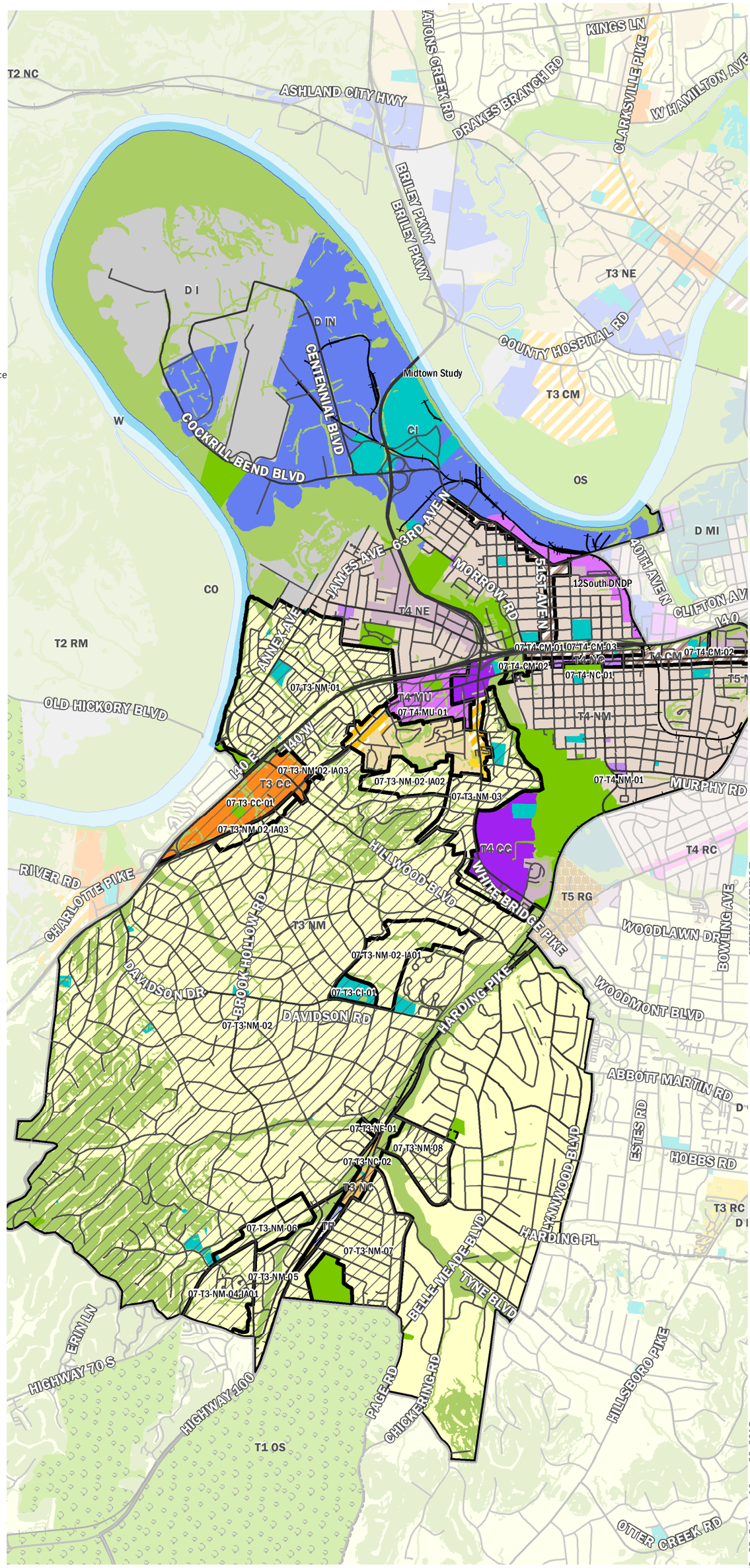


Figure WN-7: Community Character Policy Map

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 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.

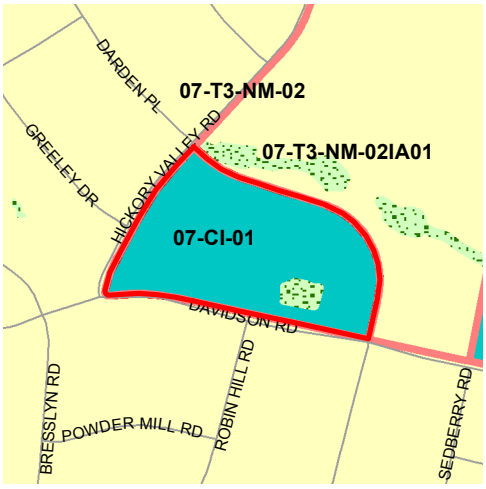
D Office Concentration (D OC) – Intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character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

Special Policies

Please see "How to Use the Community Character Policies" section on page 41 39 for more guidance.

The West Nashville Community Plan provides guidance through the policies found in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the West Nashville 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 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 West Nashville are described below.

Special Policy Area 07-CI-01 Hillwood High School



West Nashville's Civic Area 1 is referenced as 07-CI-01 on the accompanying map. It consists of the Hillwood High School property at the corner of Davidson and Hickory Valley Roads. In this area, the following special policies apply. Where the special policy is silent, the guidance of the Civic Policy applies.

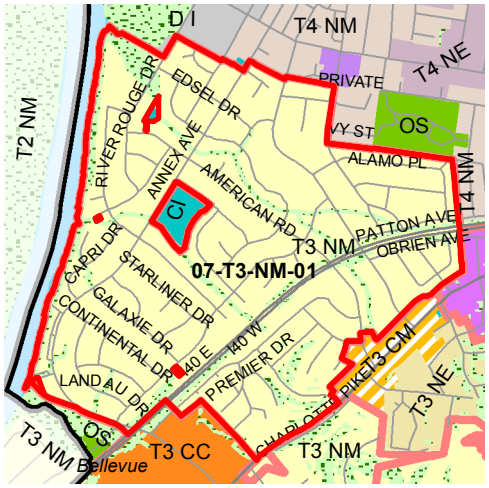
It is the consensus of the community that Special Policy Area 07-CI-01 remain dedicated to a public use and owned by the Metropolitan Government. Were the use of Special Policy Area 07-CI-01 as Hillwood High School to cease in whole or in part, all steps should be taken to ensure continued use of the land as a school. The preference is for an elementary school to serve the shifting demographic of the Hillwood and West Meade communities. However, other levels of education (k-12, 8-12, 5-8, 9-12) should be considered provided it meets the community's need for an academically focused institution.

In the event, neither MNPS nor its partners wishes to occupy all of the property, partial use of the property for a school should be considered. All steps should be taken to ensure the remainder of the property can be considered for park and community use subject to review by the Metro Park Board. Consideration should be given for the way in which the property could benefit and complement the neighboring H.G. Hill Middle

School use. Special care should be taken to ensure a park or community use is not overly burdensome to the surrounding neighborhood.

Finally, if neither MNPS, its partners, nor the Metro Parks Board wishes to use the Hillwood High School property in whole or in part, the Metropolitan Government should properly secure the buildings and hold them in reserve until such time as it is desired and possible to use as a school and/or a park and community center. Outdoor recreational areas and open space should be properly maintained and accessible to the community for its use. Demolition of the buildings except in the case of renovation and improvement is not desired. Sale of the property by the Metropolitan Government is strenuously discouraged.

Special Policy Area 07-T3-NM-01 – Charlotte Park and Croleywood

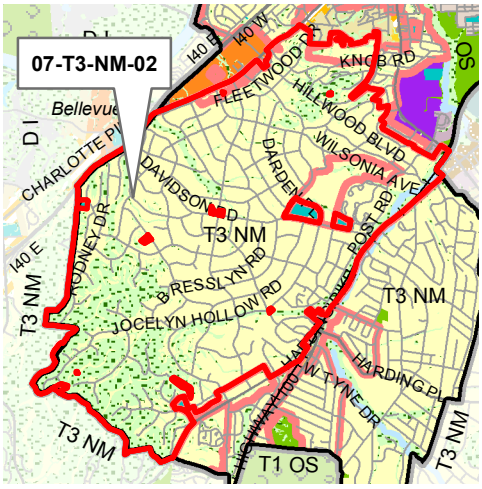


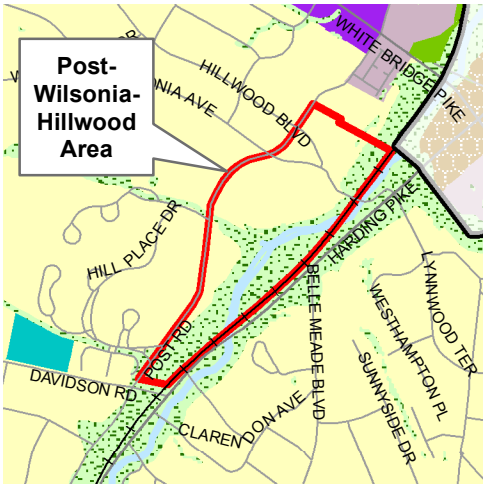
West Nashville's T3 Suburban Neighborhood Maintenance Area 1 is referenced as 07-T3-NM-01 on the accompanying map. It consists of the Charlotte Park and Croleywood neighborhoods north of I-40 and along the Cumberland River. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Building Form and Site Design

This is an affordable neighborhood of generally small, one- to two-story, ranch-style homes. In order to preserve the distinctive character of the neighborhood and housing affordability, it is worthwhile to consider developing a design based zoning district for this area that limits the massing of new homes.

The parcel pattern of this neighborhood is well-established and provides little opportunity for resubdivision. Unless a design based zoning district is developed to address building massing and the location of duplexes, the current zoning of R10 should be retained. Any redevelopment of the existing multifamily housing should limit increases in density because of infrastructure limitations.





Special Policy Area 07-T3-NM-02 – Hillwood and West Meade Neighborhoods

West Nashville's T3 Suburban Neighborhood Maintenance Area 2 is referenced as 07-T3-NM-02 on the accompanying map. It consists of the Hillwood and West Meade neighborhoods. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Special Policy Area 07-T3-NM-02 contains three Infill Areas – Area 07-T3-NM-02-IA01, Area 07-T3-NM-02-IA02, and 07-T3-NM-02-IA03. Specific policy guidance is provided for those Infill Areas. The "Zoning Districts" guidance immediately below applies to the remainder of Special Policy Area 07-T3-NM-02.

Zoning Districts

The most common zoning district throughout this area is RS40, although there are several other zoning districts. Since this is an established area with limited opportunities for increasing the level of infrastructure, the density permitted within the current zoning districts should be maintained. However, there are two area that are exceptions to this. In these areas, the parcel sizes are 100 percent or more of the parcel size permitted by their base zone districts. Because of this, they are possible opportunities for re-subdivision to smaller parcels that could significantly change their developed character. . The first area, which is around Post Road, Hillwood Boulevard and Wilsonia Avenue (see accompanying map entitled "Post-Wilsonia-Hillwood Area"), is zoned RS40. The second area, which includes segments of Robin Hill, Brook Hollow, East Hill, andVaughns Gap Roads (see accompanying map entitled "RS80 Area"), is zoned RS80. Because there is expressed interest in preserving the built pattern, a rezoning to a design based zoning districts that match the areas' existing average parcel sizes and established setbacks is recommended.

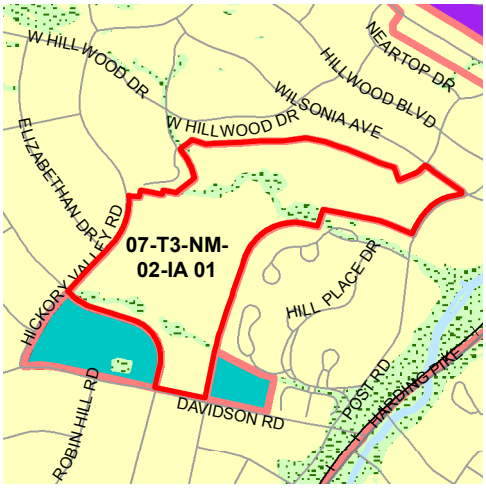
Part of the Hillwood area is zoned RS40 and R40; RS40 permits single-family homes and R40 permits single- and two-family homes, both on minimum parcel sizes of 40,000 square feet. Since this is an established area with limited opportunities for increasing the level of infrastructure, the density permitted within the current zoning districts should be maintained as the upper limit for development. This area should be considered for rezoning to a design based zoning district that matches the

existing average parcel sizes and established setbacks, allowing a mix of primarily single-family homes with some dispersed two-family homes. This design based zoning district should consider the guidance of Conservation Policy to preserve and enhance the sensitive environmental features that affect the two areas as a whole and provide much of their distinctive character.

The southwestern-most portion of West Meade is zoned RS40, which allows single-family homes on minimum parcels of 40,000 square feet. Since this established area has limited opportunities for increasing the level of infrastructure, the density permitted within the current zone district should be maintained as the upper limit for development. This area should be considered for rezoning to a design based zoning district that matches the existing average parcel sizes and established setbacks. This design based zoning district should consider the guidance of Conservation Policy to preserve and enhance the sensitive environmental features that affect the two areas as a whole and provide much of their distinctive character.

Building Types

This area is characterized primarily by single-family buildings. To maintain the established character, residential building types other than “house” and “plex house” (two-family plex house only) are not recommended. These types include single-family detached homes and two-family homes where zoning permits)



Infill Area Special Policy Area 07-T3-NM-02-IA 01 – Hillwood Country Club

Infill Area 07-T3-NM-02-IA 01 consists of the Hillwood Country Club on Davidson and Hickory Valley Roads and Wilsonia Boulevard. Since the Suburban Neighborhood Maintenance area where this Infill Area is located (Special Policy Area 07-T3-NM-02) is largely built out, infill opportunities are extremely limited. Special Policy Area 07-T3-NM-02 does contain a large private golf course. If that use should cease and the land is not permanently protected as open space, infill development is appropriate in this location because of the existing access, potential for additional access and connectivity, and the opportunity to provide housing choice. This potential infill area is referred to as 07-T3-NM-02-IA 01 in the policies below and on the accompanying map. If the current use should cease and residential redevelopment is proposed, any infill should be guided by the following design principles.

Building Form and Site Design

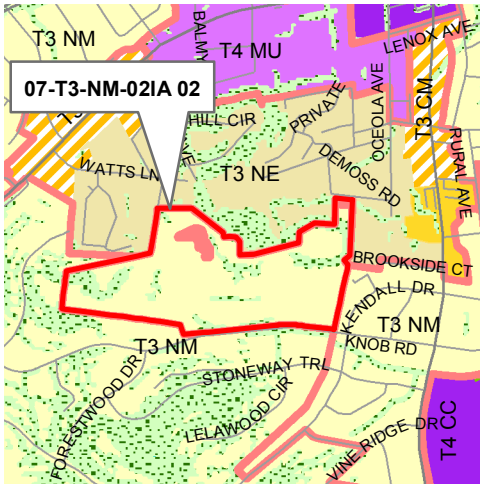
Buildings on Davidson Road and Hickory Valley Road should be placed on parcels in a manner where setbacks and spacing are consistent with existing contextual development. Setbacks in the area are generally 125 to 140 feet. More flexibility may be allowed on new streets created within the development, behind the parcels created along these roads.

The character of the area surrounding this infill area is generally suburban, single-family dwellings on parcels that are generally approximately one and a half acres in size. Parcels created along Davidson Road and Hickory Valley Road should maintain this pattern, although parcels created on new streets within the development behind these roads could be slightly smaller, subject to the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and viewsheds. In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.

Building Types

Only the building type of “house” is permitted in this infill area.

Infill Area 07-T3-NM-02-IA 02 – Knob Hill



There are two parcels of vacant and under-developed land (10301012700 and 10306025800) in the northern portion of Special Policy Area 07-T3-NM-02 where infill development may be appropriate if the land is not permanently protected as open space. These areas are located north of Knob Road and contain nearly 80 acres. Infill development is appropriate in this location because of the existing access and potential for additional access and connectivity, and because of existing zoning entitlements. This potential infill area is referred to as 07-T3-NM-02-IA 02 in the policies below and on the accompanying map. If the property's current use should cease, any infill should be guided by the following design principles.

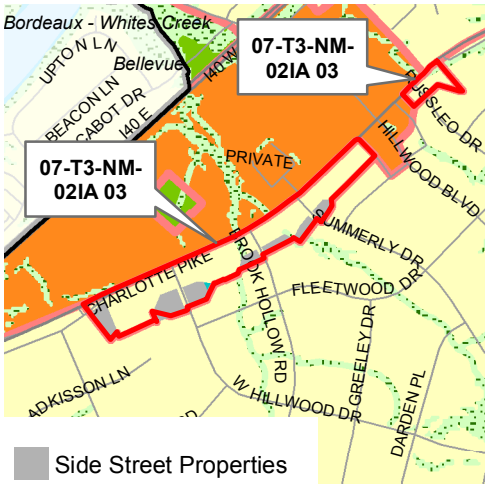
Building Form and Site Design

Buildings on Knob Road should be placed on parcels in a manner where setbacks and spacing are consistent with existing contextual development. Setbacks in the area are generally 100 to 140 feet. More flexibility may be allowed on new streets created internal to the development, behind the parcels created along Knob Road.

The character of the area is suburban, primarily single-family dwellings on parcels that are generally slightly less than one acre in size. Parcels created along Knob Road should maintain this pattern, although parcels created on new streets behind Knob Road could be slightly smaller, subject to the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and view sheds. There is a stream that flows along Knob Road, and any development along Knob Road should be arranged to minimize the disturbance of the stream. In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.

Building Types

The general character of surrounding development is single-family residential development. The R40 zone district also allows two-family residential development. Because of the zoning district, "houses" and "plex house" (two-family plex house only), which may be either single- or two-family homes, are appropriate in this infill area while other types of residential building types such as townhouses and flats would not be appropriate. Two-family dwellings should comprise a smaller portion of the total homes and should be dispersed across the site, rather than grouped in one portion of the redeveloped site.



See guidance on side street properties below.

Infill Area 07-T3-NM-02-IA 03 – Charlotte Pike across from Nashville West

Infill Area 07-T3-NM-02-IA03 is located along Charlotte Pike, between Templeton Drive and Russleo Drive as shown on the accompanying map. In this area, infill development may be appropriate, if properties are consolidated to form a transition that currently does not exist between the intense commercial center of Nashville West and the existing suburban neighborhoods to the southeast. Higher-density residential infill development is appropriate in this location because of its location across the street from the Nashville West shopping area and across the street from a shopping area undergoing redevelopment; its site topography and exposure; the existing access and potential for additional access and connectivity; and because of the opportunity that is provided to introduce strategically located housing choice. This potential infill area is referred to as 07-T3-NM-02-IA 03 in the policies below and on the accompanying map. There are two categories of properties in this area: those that front directly onto Charlotte Pike and those that are currently located on side streets that extend from Charlotte Pike into the adjacent neighborhood (Old Charlotte Pike, West Hillwood Drive, Brook Hollow Road, and Summerly Drive), which are referenced as the "Side Street Properties" in these Special Policies. The Side Street Properties are indicated by shading on the accompanying map. Additional guidance is provided for these shaded properties below under the heading "Side Street Properties." If the properties in Infill Area 07-T3-NM-02-IA 03 are consolidated in the future, any infill should be guided by the following design principles.

Building Form and Site Design

Given the intensity of development across Charlotte Pike and the street wall created by buildings, this section of Charlotte Pike should be framed by residential buildings, rather than by dense landscaping.

New multifamily development on parcels with frontage on two streets should place front facades and primary resident entrances along both streets.

New developments on corner parcels may have shallower setbacks than existing residential development on interior parcels. However, building setbacks on corner parcels should transition to the prevailing setbacks next to interior side property lines.

Site design, landscaping and other buffering as needed should be used to create an effective transition between this Special Policy Area and the remainder of the T3 Suburban Neighborhood Maintenance area.

Building Types

Appropriate buildings types are institutional, single-family houses, detached accessory dwelling units, townhouses, and flats. However, flats should be in the form of a "manor house" that reads, from the street, as a single-family house, but has multiple dwelling units within it. Any stacked flats should have a maximum of six units.

Landscaping

There is an existing tree row that should be preserved as an amenity. If these trees are negatively impacted by the planned widening of Charlotte Pike, the trees should be replaced by a new row of trees that defines the beginning of the residential frontage of Charlotte Pike, connects to the tree row that continues to the east, and serves as an amenity.

Infill Area 07-T3-NM-02-I03 – Charlotte Pike across from Nashville West – Side Street Properties

Redevelopment in parts of Infill Area 07-T3-NM-02-IA 03 has begun and there is a strong community interest in maintaining a buffer and providing for a smooth transition between the interior of the T3 Suburban Neighborhood Maintenance Policy and this Special Policy Area. If the side street properties shown in the shaded area on the accompanying map were to redevelop, the following design principles should be followed:

Building Form and Site Design

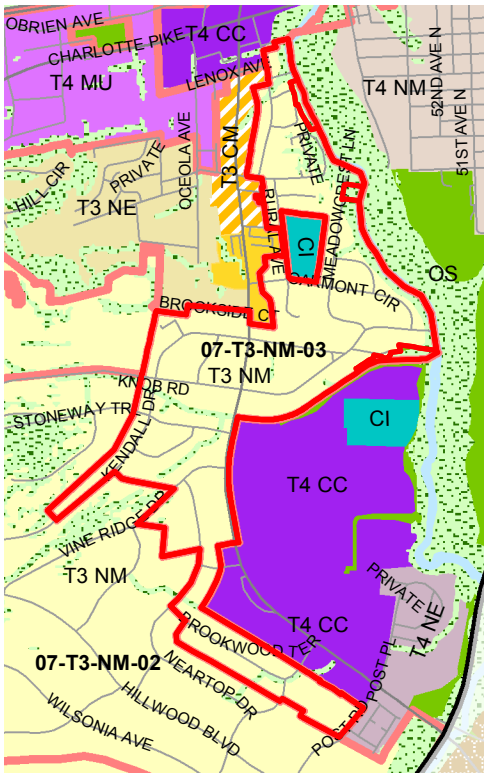
Buildings on these properties should provide a smooth transition in terms of scale, mass and height between the parcels fronting on Charlotte Pike and the interior of the T3 NM area. Buildings on these properties should be closer in height, scale, mass, and development intensity to the single-family structures in the interior of the neighborhood than to the height, scale, mass, and development intensity of the properties fronting directly on Charlotte Pike.

New development should respect the park-like setting of the interior of the T3 NM area and provide a smooth transition with the properties fronting directly along Charlotte Pike. Preservation of existing trees is a priority.

Parking

Parking should be screened from abutting properties.

Special Policy Area 07-T3-NM-03 – Knob Road, Orlando Avenue and White Bridge neighborhoods



West Nashville's T3 Suburban Neighborhood Maintenance Area 3 is referenced as 07-T3-NM-03 on the accompanying map. It consists of the Knob Road, Orlando Avenue, and White Bridge neighborhoods on both sides of White Bridge Road south of Charlotte Pike. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Zoning Districts

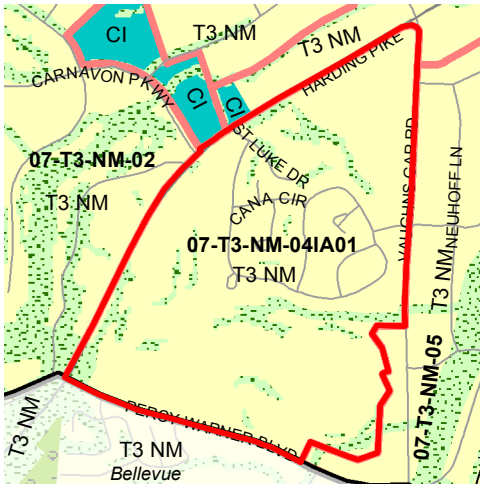
This area contains six residential zone districts, four of which yield a generally low- to medium-density range of development: R6 and R20, which permit single- and two-family homes on minimum parcel sizes of 6,000 square feet and 20,000 square feet, respectively; and RS7.5 and RS10, which permit only single-family homes on minimum parcel sizes of 7,500 and 10,000 square feet, respectively. The fifth and sixth residential zone districts, RS3.75 and RM20, permit medium-high densities of development. The RS3.75 district permits only single-family homes on lots as small as 3,750 square feet. The RM20 district permits single-, two- and multifamily housing at densities up to 20 units per acre. Because of the established character, healthy housing mix, and infrastructure of this area, the intent is to retain the existing zoning districts, although rezoning the R20 districts to a RS district would be acceptable. The R6 zoned area should not be rezoned to RS7.5 because too many duplexes would be made nonconforming by such a zone change. No further RS3.75 or RM20 zoning should be placed within the area because of its dominant established character and limited street network.

Building Types

This area is characterized primarily by detached single-family houses mixed with occasional two-family buildings. To maintain the established character, zoning districts that would permit residential building types other than "house" are not recommended.

The building type "Detached Accessory Dwelling Unit" may be appropriate

along White Bridge Road to lessen the number of access points on White Bridge Road. Detached Accessory Dwelling Units could be accessed by rear service lanes or alleys that could be constructed parallel to White Bridge Road. This would require coordination among property owners along White Bridge Road.



Special Policy Area 07-T3-NM-04 – Neighborhoods between Harding Pike and Vaughns Gap Road

West Nashville's T3 Suburban Neighborhood Maintenance Area 4 is referenced as 07-T3-NM-04 on the accompanying map. It is a neighborhood with multi-family and community institutional uses, located between Harding Pike and Vaughns Gap Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

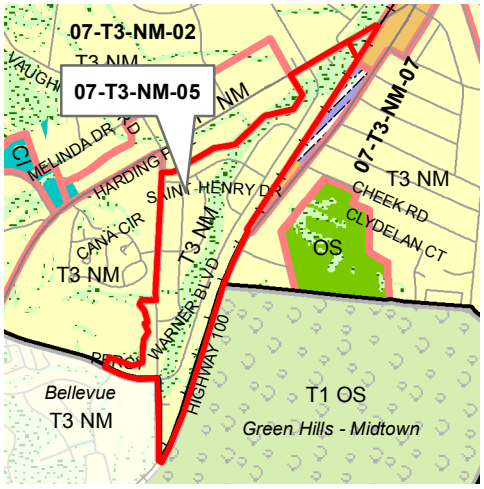
Infill Area 07-T3-NM-04-IA 01

This potential infill area is referred to as 07-T3-NM-04-IA 01 in the policies below and on the accompanying map. Because of its location and highway access, this entire area is subject to infill and redevelopment if the current uses should cease. The addition of single-family housing to the housing mix and the addition of an interconnected public street network are recommended elements of redevelopment and infill within this area.

Access

If infill or redevelopment occurs, minimal access points should be permitted along Harding Pike, Percy Warner Boulevard, and Vaughns Gap Road. Shared access and cross-access among developments and sites is encouraged.

Special Policy Area 07-T3-NM-05 – Warner Park Valley



West Nashville's T3 Suburban Neighborhood Maintenance Area 5 is referenced as 07-T3-NM-05 on the accompanying map. It consists of the Warner Park Valley neighborhood that is generally located between Harding Pike, Vaughns Gap Road, and the CSX railroad tracks. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Access

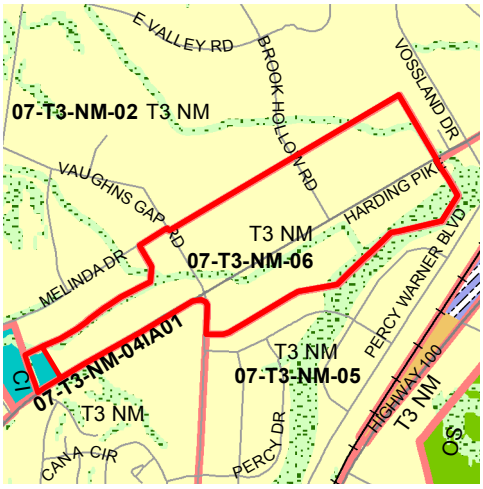
If infill or redevelopment occurs, minimal access points should be permitted along Harding Pike, Percy Warner Boulevard, and Vaughns Gap Road. Shared access and cross-access among developments and sites is encouraged.

Zoning Districts

This neighborhood is zoned R15 (which permits single- and two-family homes on minimum parcel sizes of 15,000 square feet) and the development pattern conforms well to the zoning with the exception that there are no two-family homes. Because of the intent to maintain the character of this neighborhood and the limitations for increasing the level of infrastructure, rezoning to an RS15 district should be considered.

Building Types

This area is characterized by single-family homes. To maintain the established character, residential building types other than "houses" are not recommended.



Special Policy Area 07-T3-NM-06 – Harding Pike Residential

West Nashville's T3 Suburban Neighborhood Maintenance Area 6 is referenced as 07-T3-NM-06 on the accompanying map. It is a portion of the West Meade neighborhood that is located on both sides of Harding Pike. It is treated individually because of its distinctive, unusually deep setbacks and tree row. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Landscaping

There a distinctive mature tree row along Harding Pike that should be retained.

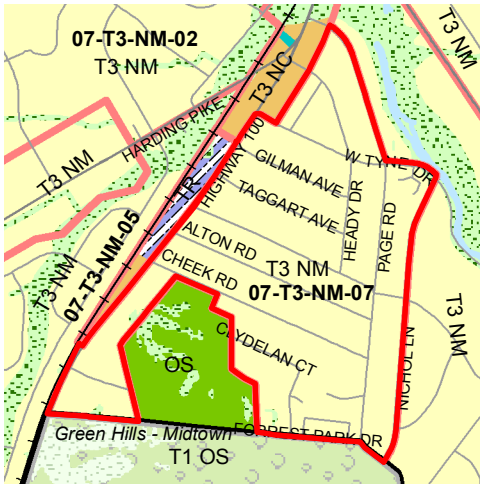
Zoning Districts

The exceptionally deep setbacks in this area, ranging from 100 feet to almost 400 feet, are a distinctive feature of the character of this area that should be maintained. In addition, the parcel sizes in the area are often much larger (some are 3.5 acres) than that permitted by the base zoning, yet are too small for the next largest standard base zone district (AG, which requires five acres per lot). These characteristics contribute to a unique rhythm and spacing of homes. Therefore, it is recommended that a design based zoning district be developed for this area that retains both the setbacks, spacing and average parcel sizes (generally around 3 acres) for the area.

Building Types

This area is characterized by single-family buildings. To maintain the established character, residential building types other than "houses" are not recommended.

Special Policy Area 07-T3-NM-07 – Belle Meade Highlands



West Nashville's T3 Suburban Neighborhood Maintenance Area 7 is referenced as 07-T3-NM-07 on the accompanying map. It consists generally of the Belle Meade Highlands neighborhood located near Cheekwood. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Zoning Districts

This area is zoned RS10, R10, and R8 (RS10 allows single-family housing on parcels that are a minimum of 10,000 square feet; R10 and R8 allow single- or two-family housing on parcels that are a minimum of 10,000 and 8,000 square feet, respectively). The development pattern conforms well to the zoning. Because of the intent to maintain the character of this neighborhood and the limitations for increasing the level of infrastructure, the current mix of zoning should be maintained.

Building Types

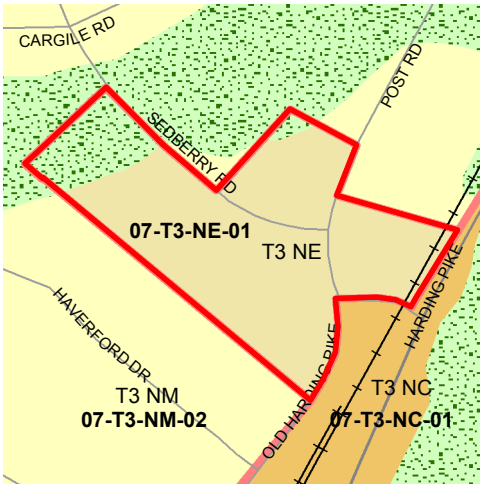
This area is characterized by single-family buildings. To maintain the established character, residential building types other than "houses" are not recommended.

Special Policy Area 07-T3-NM-08 – Belle Meade Links Triangle

West Nashville's T3 Suburban Neighborhood Maintenance Area 9 is referenced as 07-T3-NM-09 on the accompanying map. It consists generally of the Belle Meade Links Triangle neighborhood located east of Harding Pike adjacent to the City of Belle Meade. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Additional Guidance for Development of Sites that Contain Historically Significant Features

This area has a Neighborhood Conservation zoning overlay applied to an area co-terminus with a district listed on the National Register of Historic Places. This district, including vacant properties, should be retained as enacted to ensure development and redevelopment are consistent with the character, history and design of this planned subdivision. Part of the historical significance of the district lies in its landscape design and so every effort to retain and restore the original design are encouraged. Alterations to the road pattern, original parks, tree line and natural grade should be avoided. Because of the historical significance of this area, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on the site.



Special Policy Area 07-T3-NE-01 – Sedberry and Post Roads

West Nashville's T3 Suburban Neighborhood Evolving Area 2 is referenced as 07-T3-NE-02 on the accompanying map. It consists of a small area along Sedberry and Post Roads. This area is adjacent to a T3 Suburban Neighborhood Center Policy area and is intended to provide a transition from the center to the single-family neighborhood to the west and north. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Evolving Policy applies.

Building Form and Site Design

New multifamily development of parcels with frontage on two streets should place front facades and primary residences along both streets.

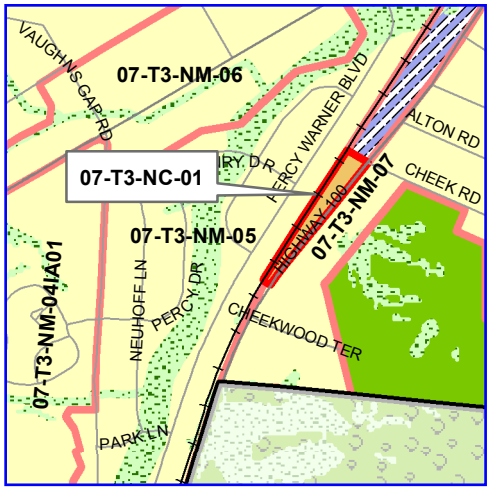
New development on corner parcels may have shallower setbacks than existing residential development on interior parcels. However, building setbacks on corner parcels should transition to the prevailing setbacks next to interior side property lines.

Because this area forms a transition to the adjacent low-density Suburban Maintenance Neighborhoods, the density for this area should be at the low end of the T3 Suburban Neighborhood Evolving range.

Building Types

Any stacked flats should contain a maximum of 6 units per building.

Special Policy Area 07-T3-NC-01 – Highway 100 and C.S.X. Railroad Tracks



West Nashville's T3 Suburban Neighborhood Center Area 1 is referenced as 07-T3-NC-01 on the accompanying map. It consists of a small area of nonresidential uses between Highway 100 and the C.S.X. railroad tracks, near Percy Warner Park. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Center Policy applies.

Access

When redevelopment occurs, the number of individual curb cuts along Highway 100 should be minimized.

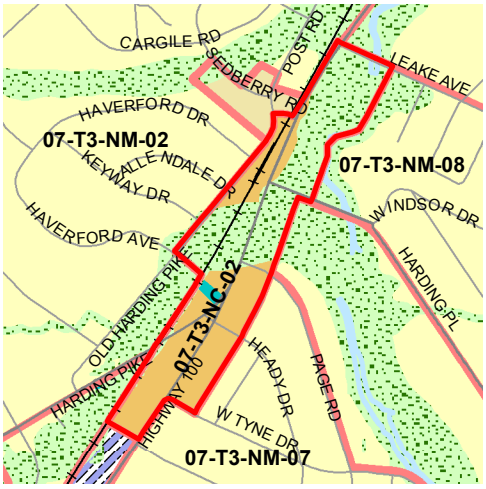
Shared access and cross-access is encouraged among adjacent sites and developments in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and sites without having to re-enter Highway 100.

Building Form and Site Design

While existing buildings are generally one-story in height, buildings may be up to two stories in height.

Landscaping

Existing trees should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.



Special Policy Area 07-T3-NC-02 – Highway 70S/100 Shopping Area

Special Policy Area 07-T3-NC-02 consists of the Highway 70S/Highway 100 shopping area as shown on the accompanying map. This Neighborhood Center has received additional planning review, with special policies included below. There is also a Development Scenario for this area that is found later in this chapter under the heading "West Nashville – Development Scenarios" (see page 71). Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Center Policy applies.

Access

When redevelopment occurs, the number of individual curb cuts along Highway 100 and Highway 70 should be minimized. Shared access and cross access is encouraged among adjacent buildings and sites in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and sites without having to re-enter Highway 100 and Highway 70S.

Building Form and Site Design

There are floodplains affecting parts of this T3 Suburban Neighborhood Center, which are in CO Conservation policy. Development should be arranged to minimize the disturbance of the adjacent floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.

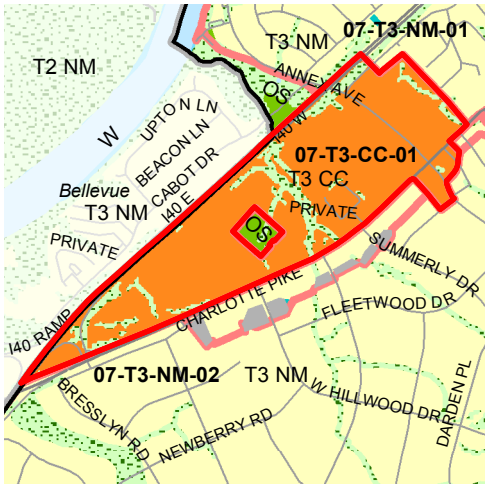
Landscaping

Existing trees and mature vegetation should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted as replacements.

Signage

Monument signs may be appropriate.

Special Policy Area 07-T3-CC-01 – Nashville West and Hillwood Plaza



Special Policy Area 07-T3-CC-01 consists of the Nashville West and Hillwood Plaza shopping centers as shown on the accompanying map. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Community Center Policy applies.

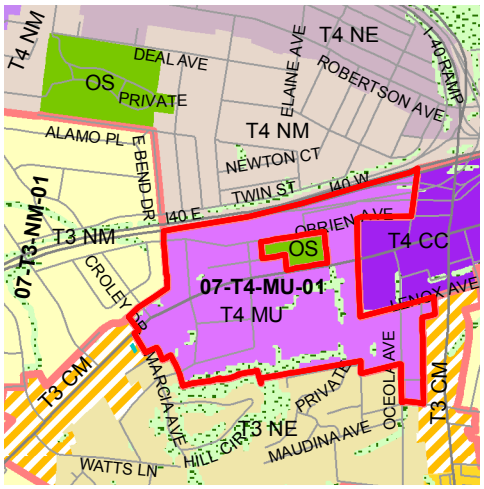
Building Form and Site Design

To provide a transition between this T3 Suburban Community Center and the T3 Suburban Neighborhood Maintenance area to the south, uses south of Charlotte Pike along Hillwood Boulevard should be low intensity in massing and with a maximum of three stories to transition to the surrounding single-family neighborhood. While mixed use and commercial are appropriate for properties that front along Charlotte Pike, uses for the properties behind those that front on Charlotte Pike should be limited to office and residential.

Landscaping

Existing trees and mature vegetation should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.

Special Policy Area 07-T4-MU-01 – Area along Charlotte Pike just west of White Bridge Road



Special Policy Area 07-T4-MU-01 is the area along both sides of Charlotte Pike west of the T4 Urban Community Center at White Bridge Road/ Charlotte Pike. It extends as far east as Marcia Avenue and includes a mixture of commercial and residential uses. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies.

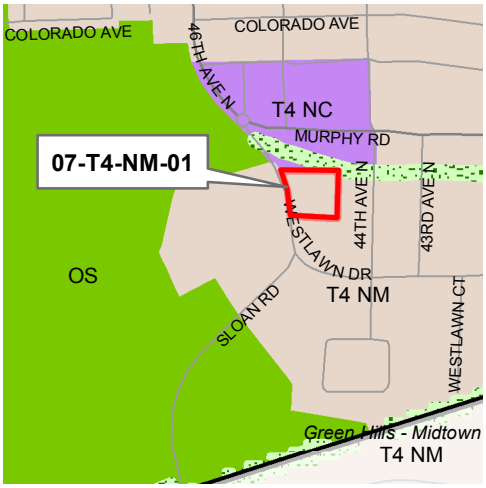
Appropriate Land Uses

Uses along O'Brien Avenue and Eastboro Drive should remain some type of residential.

Connectivity (Vehicular)

As redevelopment and intensification occurs, an expanded network of streets is needed. That network should be designed to connect multiple developments and create safe, comfortable multi-modal transportation options including facilities for pedestrians, cyclists and transit.

Special Policy Area 07-T4-NM-01 – Westlawn Drive Transition



West Nashville's T4 Urban Neighborhood Maintenance Area 3 is referenced as 07-T4-NM-03 on the accompanying map. It consists of a small area in Sylvan Park that is along Westlawn Drive adjacent to the T4 Urban Neighborhood Center policy area along Murphy Road. It is described below. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

There are two parcels (10308027200 and 10308007200) located at 4424 and 4414 Westlawn Drive that, although zoned RS7.5, are currently used for a greenhouse/nursery business (#4424) and a residential use (#4414).

The greenhouse/nursery business is a nonconforming use that has been in operation for many years. As such, this established and small neighborhood business may continue its operation on parcel 10308027200 only and may seek design based zoning to legitimize its operations and provide improved buffering at its interfaces with properties to the rear and with parcel 10308007200. The site should continue to be limited to one access point.

Parcel 10308027200 may be considered for parking use subject to generous buffering at its interfaces with properties to the rear and with parcel 10308007200. Design based zoning would be needed to properly accomplish these aims. This use may be appropriate for this parcel because of the parcel's location where it can serve the parking needs of the adjacent neighborhood commercial area and also because an appropriately-designed and buffered parking lot can serve as a transition to the south. In no case, should either of the properties be used for expansion of the commercial node found at the intersection of 46th Avenue North and Murphy Road.

The use of parcels 10308027200 and 10308007200 for small offices and/or residential use at densities higher than that permitted by RS7.5 zoning

may also be considered on its merits subject to the following design principles:

Access

Access is limited to a maximum of one point per property with shared access wherever feasible to avoid multiple curb cuts and pedestrian and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments is required. Coordinated access and circulation create a transitional area that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Building Form and Site Design

The building form is in character with the existing development pattern of the surrounding urban neighborhood in terms of its mass, orientation and placement. The massing of buildings results in a building footprint with moderate lot coverage to allow for adequate on-site parking and buffering in the form of landscaping and fencing.

» Buildings are oriented to Westlawn Drive. Street setbacks for #4424 Westlawn are shallow to moderate, reflecting its closer proximity to the commercial development fronting on Murphy Road and 46th Avenue North. Street setbacks for #4414 Westlawn are more moderate and are consistent with the established residential setbacks to the south to aid in firmly establishing the transition from the Neighborhood Center on Murphy Road and 46th Avenue North and the residential development further south on Westlawn Drive and Sloan Road. Within these setbacks, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment.
» Because these properties form a transition between a Neighborhood Center and the rest of the Neighborhood Maintenance area, spacing between buildings reflects the residential spacing found to the south and east along Westlawn Drive.
» Buildings on #4424 Westlawn Drive may be 1 to 3 stories in height, in keeping with the heights allowed for housing in the neighborhood. If used for offices, the house on #4414 Westlawn Drive should be retained on the site with any additions resulting in a building containing less than 2,000 square feet. The reason for this is to maintain a micro-business environment with low-impact on-site

parking and appropriate buffering. If used for housing, buildings may be 1 to 3 stories in height.

» Residential use of these sites is consistent with the T4 Urban Neighborhood Maintenance "Building Form and Site Design" Design Principle subject to the provision of adequate and sensitively placed, on-site parking.

» With reference to intensity, nonresidential use of these properties is very limited in terms of the appropriate range of activities and degree of intensity because this is an area of development transition between higher and lower intensity areas. The limited mass of buildings as described above is one factor controlling this intensity. Intensity is further controlled by the provision of on-site parking adequate to fully meet the needs of any uses placed on the properties. Building coverage is moderate and the overall amount of impervious surface is more comparable to a residential than to a commercial development environment.

Landscaping

Landscaping on these properties is used in part to aid in defining the development transition through buffering.

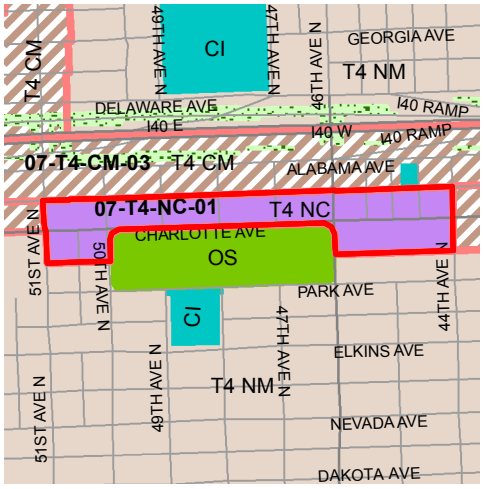
Parking

Unless developed as a generously landscaped and buffered parking lot, parking for any buildings on #4424 is located behind or beside buildings and is screened from view. Because of the limitations presented by the street setback of the existing building, and the desire for the building form to present a transition to residential to the south, parking for #4414 is located behind the building.

Signage

Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that complements and contributes to the envisioned residential character of the neighborhood. Signage is scaled for pedestrians and slow-moving vehicles, is smaller than that found in the adjacent T4 Urban Neighborhood Center area, and is in keeping with residential property name and address signage.

Special Policy Area 07-T4-NC-01 – Neighborhood Center across from Richland Park



West Nashville's T4 Urban Neighborhood Center Area 3 is referenced as 07-T4-NC-03 on the accompanying map. It consists of a small area of nonresidential uses and zoning on Charlotte Avenue across from Richland Park. This Neighborhood Center has received additional detailed planning review with special policies and supporting graphics included below. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Center Policy applies.

Access

No additional vehicular access points should be provided to Richland Park from Charlotte Avenue.

Building Form and Site Design

For buildings on corners, utilize urban design techniques that ensure that the corner is addressed in a manner that recognizes its role as a focal point, such as the placement of pedestrian entrances, architectural detailing, and building design that is responsive to the distinctive role of the corner and the streetscape.

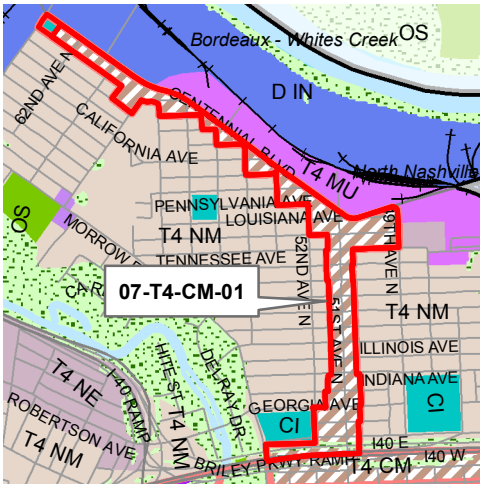
Redevelopment along 46th Avenue North should contribute –through site design and building design—to safe, comfortable, and convenient pedestrian and bicycle connections between the Nations neighborhood and the Sylvan Park neighborhood.

Connectivity (Pedestrian/Bicycle)

Install appropriately wide sidewalks with street trees, benches, knee walls, trash receptacles and other pedestrian amenities along Charlotte Avenue and 46th Avenue to create a comfortable place.

Parking

On-site parking is only provided behind the building – not in front or beside the building. If the opportunity arises, provide on-street parking on both sides of 45th Avenue North between Charlotte and Alabama Avenues.



Special Policy Area 07-T4-CM-01 – 51st Avenue North/ Centennial Boulevard

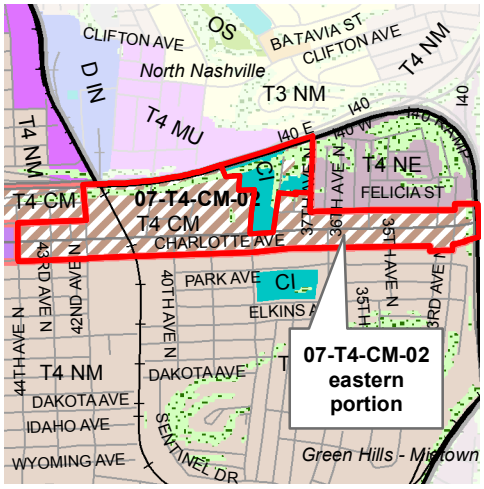
West Nashville's T4 Urban Mixed Use Corridor Area 1 is referenced as 07-T4-CM-01 on the accompanying map. It consists of properties on both sides of 51st Avenue North in the Nations neighborhood north of I-40 and along the south side of Centennial Boulevard between 49th Avenue North and 63rd Avenue North. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T4 Urban Mixed Use Corridor Policy applies.

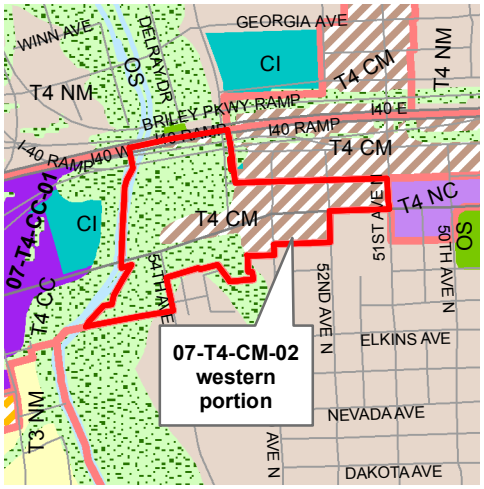
Building Form and Site Design

Along 51st Avenue North, the parcels within the T4 Urban Mixed Use Corridor area are often residential parcels that face onto the side streets. Consolidation of such parcels and reorientation of buildings on them to face 51st Avenue North is important, and—in the case of parcels that are not yet zoned for mixed or nonresidential use—is a requirement of any rezoning. The exception would be the parcels at the south end of this area between Georgia Avenue and Delaware Avenue. Uses along Georgia Avenue may face Georgia Avenue subject to lower intensity uses (e.g. office, vertical mixed use, residential) being placed on the parcels. Uses along Delaware Avenue, which is a frontage road to I-40, may face onto Delaware Avenue without any use restrictions.

Special Policy Area 07-T4-CM-02 – Charlotte Avenue between I-440 and Richland Creek

West Nashville's T4 Urban Mixed Use Corridor Area 2 is referenced as 07-T4-CM-02 on the accompanying maps. It consists of properties along both sides of Charlotte Avenue between I-440 and Richland Creek. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T4 Urban Mixed Use Corridor Policy applies. There are also Development Scenarios for the Richland Creek shopping center and the "Recommended Building Heights for the Charlotte Avenue Urban Mixed Use Corridor" that are associated with this special policy area. The Development Scenarios are found later in this chapter under the heading "West Nashville – Development Scenarios" (see page 71).





Access

No additional vehicular access points should be provided along Charlotte Avenue, Morrow Road, 51st Avenue North and 46th Avenue North. Access may be provided from other side streets and alleys.

Building Form and Site Design

This area allows a minimum height of two stories and a maximum height of four stories, with the exception of the Richland Creek Shopping Center site, which is allowed a maximum of five stories. Site and building design should enhance Charlotte Avenue as a walkable corridor. Development on the south side of Charlotte Avenue should provide a transition, through reduced massing and scale, to the neighborhoods to the south of Charlotte Avenue. In selected areas buildings are limited to two or three stories in height to provide this transition on the south side of Charlotte. Refer to the Figure WN-11 "Recommended Building Heights for the Charlotte Avenue Urban Mixed Use Corridor."

Redevelopment along Morrow Road and 51st Avenue North should contribute, through site design and building design, to a safe, comfortable, and convenient pedestrian and bicycle connection between the Nations neighborhood and the Sylvan Park neighborhood.

If the Richland Creek Shopping Center site is redeveloped, Richland Creek and the greenway extension should be treated as amenities. Refer to the Development Scenario for the Richland Creek shopping Center, on page 76, for an example of a possible redevelopment.

This site is eligible for two to three stories at Charlotte Pike and up to five stories off of Charlotte Pike if the floodplain is reclaimed, restored and used as an amenity for the community.

New buildings should utilize Richland Creek and the future greenway as an amenity. New buildings do not locate "back of house" functions along the creek. Instead, new buildings may be oriented towards this natural feature. Any urban design gestures made toward the creek should both treat the creek and greenway as urban features that contribute to the envisioned urban character of Charlotte Avenue.

Connectivity (Pedestrian/Bicycle)

Install appropriately wide sidewalks with street trees, benches, knee walls, trash receptacles and other pedestrian amenities along Charlotte Avenue to create a comfortable place for pedestrians.

Parking

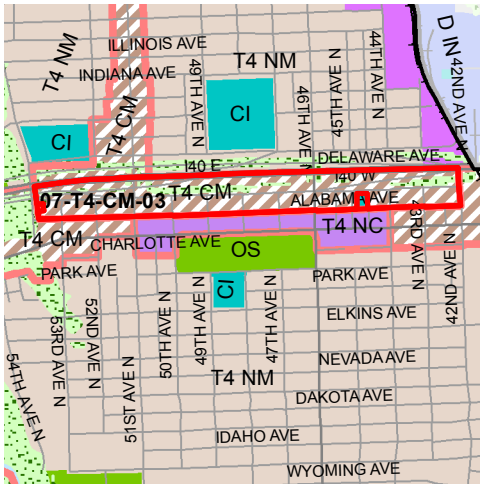
Parking is primarily behind the building. Limited parking may be allowed beside the building if it can be demonstrated that the design of the building and parking will cause minimal disruption to active street-level land uses, and will not diminish a pedestrian friendly environment on Charlotte Avenue.

If the opportunity arises, provide on-street parking on both sides of 42nd Avenue North between Charlotte and Alabama Avenues.

Zoning Districts

Zoning Districts are limited to design based zoning districts based on MUL-A, OR20-A, or RM20-A or the "Alternative" zoning districts of MUL-A, OR20-A, or RM20-A. Some additional density may be considered on the merits of a proposed plan, provided it meets the intent of this plan.

Special Policy Area 07-T4-CM-03 – Alabama Avenue



West Nashville's T4 Urban Mixed Use Corridor Area 3 is referenced as 07-T4-CM-03 on the accompanying map. It is located along Alabama Avenue between Morrow Road and 46th Avenue North. The properties face onto I-40. This T4 Urban Mixed Use Corridor area has received additional detailed planning review with, special policies and supporting graphics included below. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor Policy applies.

Appropriate Land Uses

Current auto-oriented uses and light industrial uses may be retained and future auto-oriented uses and light industrial uses (within the range provided by the current CS zoning and accompanied by a design based zoning district) are encouraged to provide a location for these uses while preserving Charlotte Avenue as a walkable corridor.

Access

No additional vehicular access points should be provided along Morrow Road, 51st Avenue and 46th Avenue. Access is provided from other side streets, alleys and Alabama Avenue.

Vehicular access from Alabama Avenue is appropriate, but access points should be consolidated to the greatest extent possible and be clearly marked.

Building Form and Site Design

Alabama Avenue allows a minimum height of one story and a maximum height of four stories due to the area's unique focus on automobile-oriented uses.

The front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. However, exceptions may be made along much of Alabama Avenue, where buildings may have a greater setback. At the following locations along Alabama Avenue, buildings should be built to the streets named below to create safe, comfortable, and convenient pedestrian and bicycle connections between the Nations neighborhood and the Sylvan Park neighborhood—at Morrow Road, at 51st Avenue North, and at 46th Avenue North.

Parking

Parking is allowed behind, beside or in front of the building, but must be properly separated from the sidewalk by a knee wall.

If the opportunity arises, provide on-street parking on both sides of 45th and 42nd Avenues between Charlotte and Alabama Avenues.

Zoning Districts

Zoning Districts are limited to design based zoning districts or an "Alternative" zoning district to include the basic elements of good site design in an urban setting; ,or the uses of CS with an accompanying SP. Some additional density may be considered on its merits, provided it meets the intent of this plan.

West Nashville–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 West Nashville, 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.

Development scenarios are included for the following areas in West Nashville to help the reader envision what development may look like under the guidance of the policies.

- Charlotte Pike across from Nashville West Area (part of Special Policy Area 07-T3-NM-02-IA 03)
- Highway 70S/100 Neighborhood Center (Special Policy Area 07-T3-NC-02)
- Charlotte Pike/White Bridge Road Center
- Two development scenarios for Charlotte Avenue between I-440 and Richland Creek (Special Policy Area 07-T4-CM-02). One is for heights recommended in different segments of the corridor and the other shows a hypothetical redevelopment of the Richland Creek Shopping Center site.

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 West Nashville Community and in other areas of the county with similar characteristics and Community Character policies.

Development Scenario–Charlotte Pike across from Nashville West Area (part of Special Policy Area 07-T3-NM-02-I03)

Figure WN-8 represents one way the area along this section of Charlotte Pike could develop in accordance with the community plan. This illustrates the benefits and design of an effective residential transition between a busy arterial boulevard with an intense shopping area on one side and an established low-density, primarily single-family suburban neighborhood on the other.

Figure WN-8: An example of residential development along Charlotte Pike

Development Scenario–Highway 70S / 100 Suburban Neighborhood Center

Figure WN-9 represents one way the area around the intersection of Highways 70S and 100 could develop. This scenario illustrates the benefits and design of a walkable center.

Figure WN-9: Suburban neighborhood center at Highway70/100

Development Scenario–Charlotte Pike/White Bridge Road Tier One Center

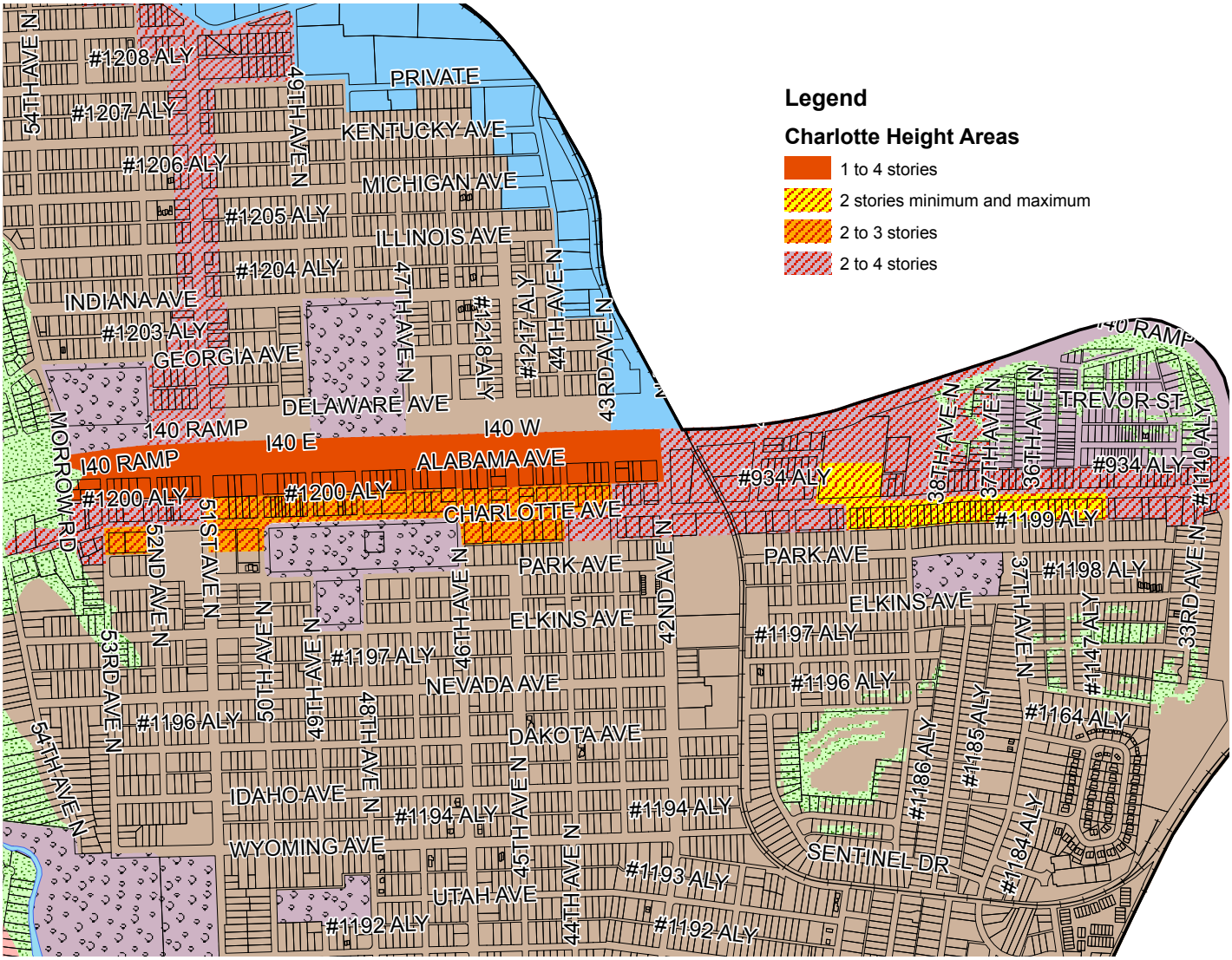
Figure WN-10 represents one way the Tier One Center around the intersection of Charlotte Pike and White Bridge Road could develop. This scenario illustrates the benefits and design of a walkable center.

Figure WN-10: Charlotte Pike/White Bridge Road Tier One Center

Development Scenario–Recommended Building Heights for the Charlotte Avenue Urban Mixed Use Corridor

Figure WN-11 illustrates recommended building heights for different segments of Special Policy Area 07-T4-CM-02, which is between I-440 and Richland Creek.

Figure WN-11: Charlotte Avenue Urban Mixed Use Corridor



Development Scenario–Hypothetical Site Plan for the Redevelopment of the Richland Creek Shopping Center

Figure WN-12 illustrates a site plan for a hypothetical redevelopment of the Richland Creek Shopping Center, located within T4 Urban Mixed Use Corridor policy area at the intersection of Charlotte Avenue and Morrow Road.

Figure WN-12: Richland Creek Shopping Center redevelopment scenario

Development Scenario–Centennial Boulevard

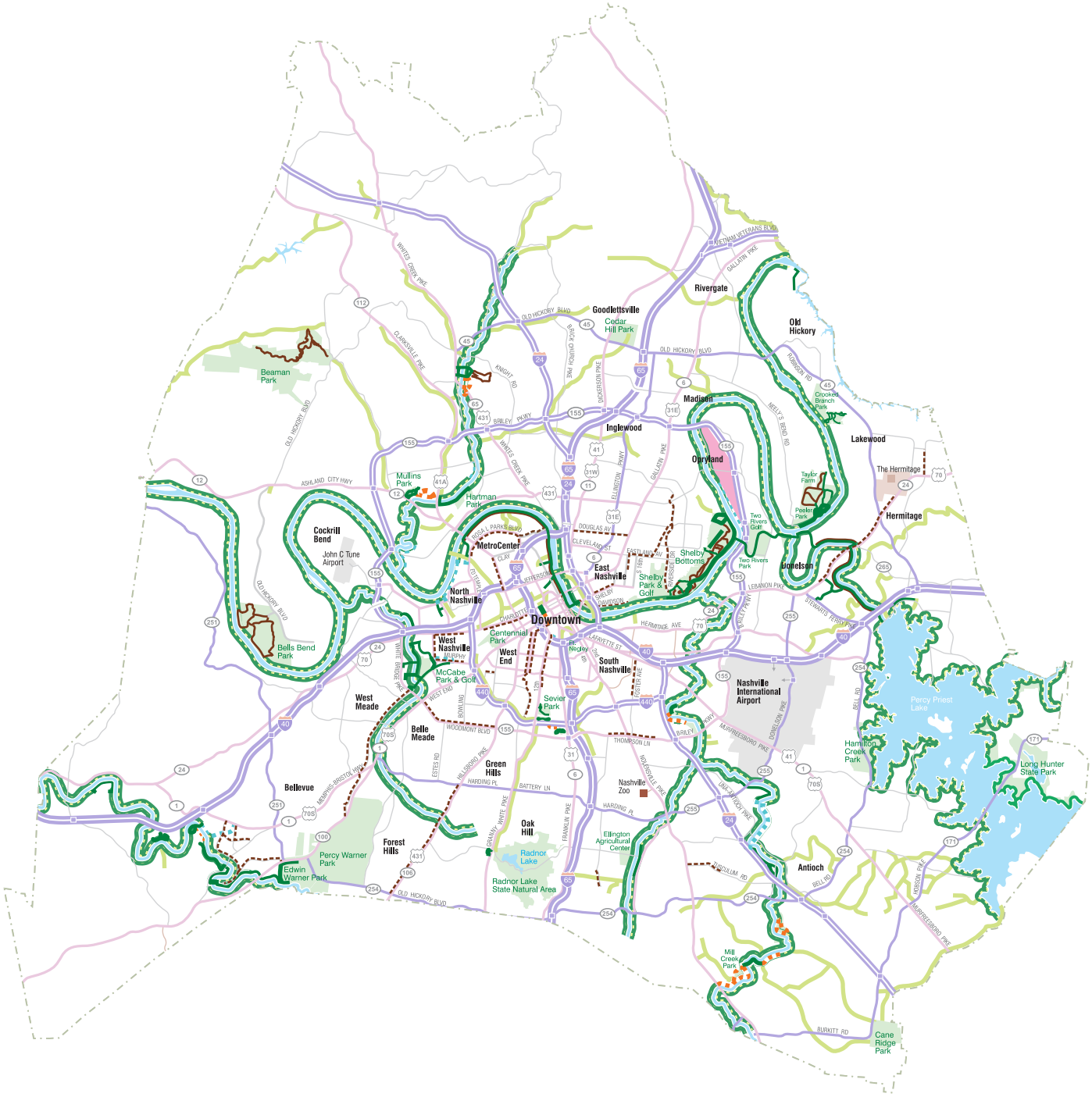
In 2013, the Greater Nashville Association of Realtors and the Metro Nashville Planning Department partnered with the Georgia Institute of Technology and the University of Tennessee to develop conceptual case studies for redevelopment across twelve underperforming suburban sites within Davidson County. With the creative work of Professor T.K. Davis's (Spring 2014) Undergraduate Architecture Studio at Tennessee, the following development scenario illustrates what the Centennial Boulevard/51st Avenue North area could become.

Figure WN-13 illustrates a vision for the area in which accommodating more people, activities, and gathering places can serve as a catalyst for its future as a vibrant mixed-use area. In this scenario, the streets that currently create barriers will be transformed to include on-street parking in specific areas, street trees, widened sidewalks, and opportunities to connect to public green spaces from a variety of angles.

In this scenario, underutilized properties and buildings are converted to maker spaces with mixed uses and live / work opportunities. Existing shops that are important to the neighborhood remain in place and a variety of housing options become available. The vision illustrated here is that the neighborhood will be redeveloped with a community focus and designated community spaces that are easily accessible.

Figure WN-13: Retrofitting Centennial Boulevard

Figure WN-14: 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.

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 West Nashville 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 West Nashville'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.

Walking Priorities

The following are walking priorities for the West Nashville Community. See project maps on the following pages.

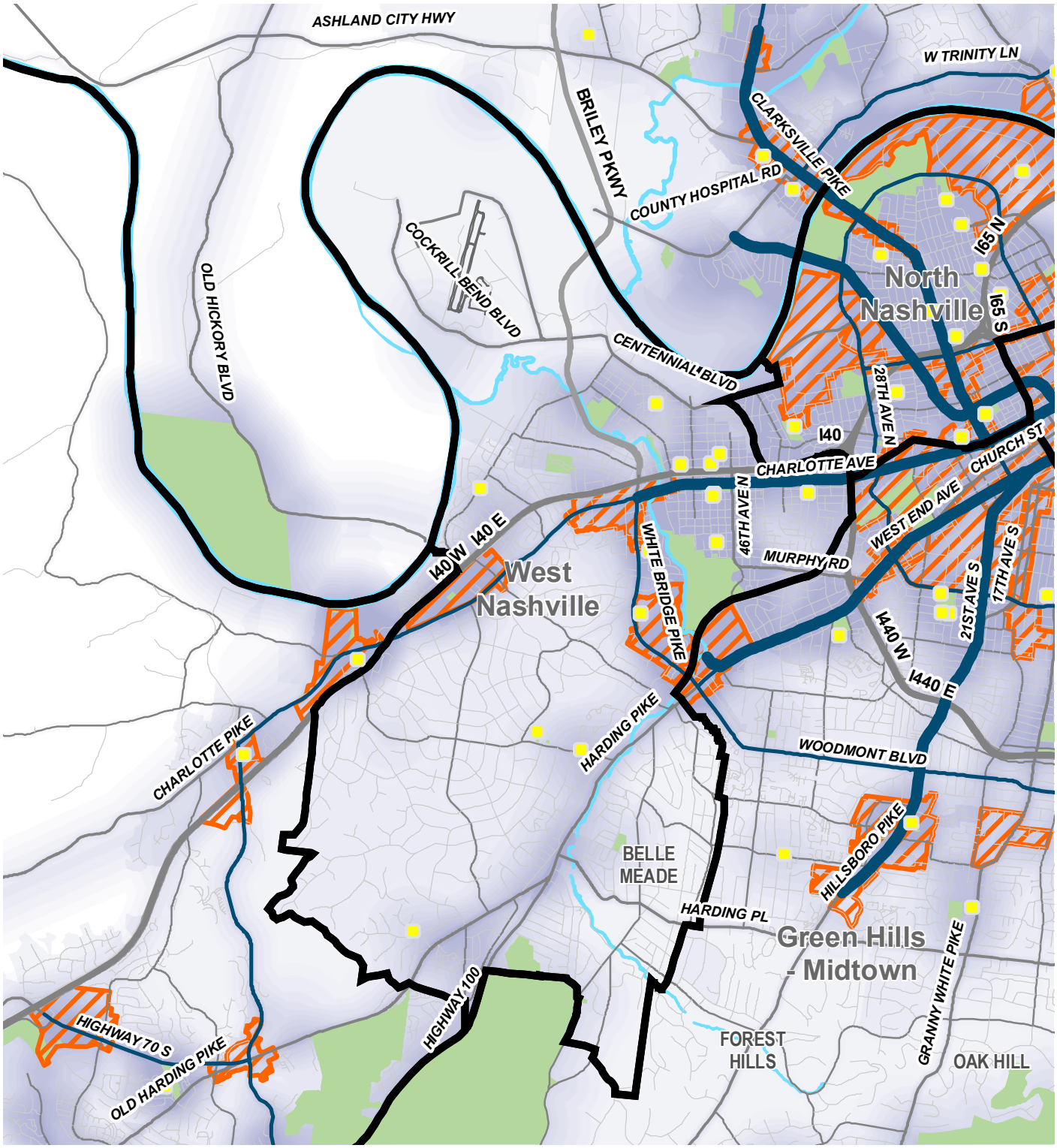
Access Nashville Walking Project #37
Charlotte Pike Sidewalks–Construct sidewalks along Charlotte Pike from White Bridge Road to Annex Avenue. (see related Street Project #27: Charlotte Pike Widening)

Sidewalks along Charlotte Pike from White Bridge Road to Annex Avenue are identified as a Countywide Critical Need because Charlotte Pike is an arterial-boulevard and an Immediate Need High Capacity Transit Corridor linking several Tier One Centers. MTA recently began BRT Lite service along the corridor, which improves the frequency of transit service. There are no sidewalks in this area where there is also needed future widening to five lanes. Refer to Figure WN-16.

Access Nashville Walking Project #38
White Bridge Pike Walking Improvements–Improve street crossings on White Bridge Pike at Fountain Place and Brookwood Terrace.

Walking improvements along White Bridge Pike are a Community Priority. Marked crosswalks are needed at Fountain Place and Brookwood Terrace where there are commercial services on both sides of the street and Nashville State Community College. The nearest marked crossings are a significant distance to the south and north of this area. Assessing this segment of White Bridge Pike for pedestrian improvements is needed. Refer to Figure WN-17.

Figure WN-15: Pedestrian generators in West Nashville



Pedestrian Generator Index Legend

- Centers
- Subarea Boundaries
- Water Bodies
- Anchor Parks

Priority Corridors

- Immediate need
- Long-term need
- Schools

Pedestrian Generator Index

High : 64.8381

Low : -2

N

Figure WN-16: Access Nashville Walking Project #37: Charlotte Pike Sidewalks

Construct sidewalks along Charlotte Pike from White Bridge Road to Annex Avenue. (see related Street Project #27: Charlotte Pike Widening)

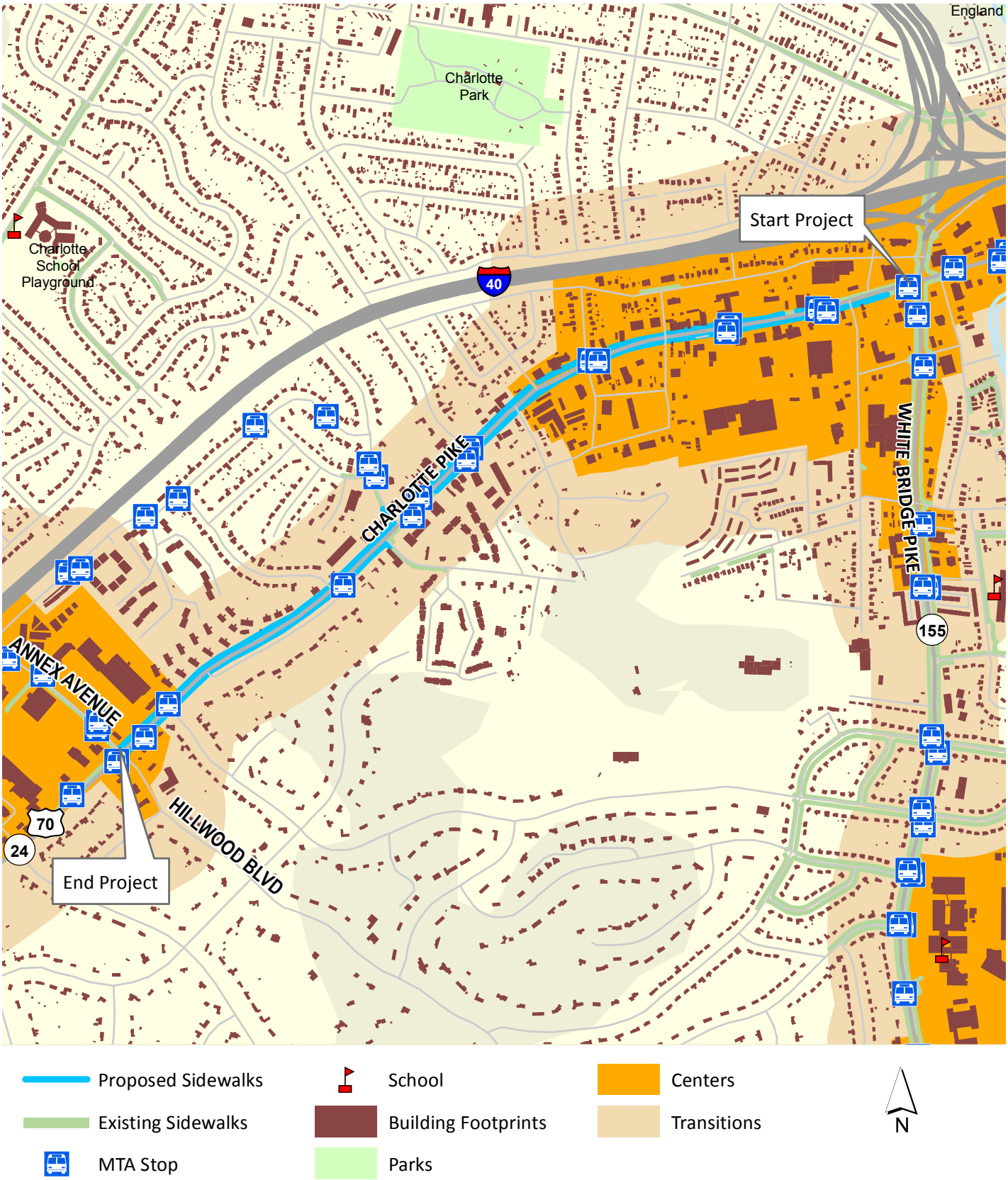


Figure WN-17: Access Nashville Walking Project #38: White Bridge Pike Walking Improvements

Improve street crossings on White Bridge Pike at Fountain Place and Brookwood Terrace.

Bicycling Priorities

The following are bicycling priorities for the West Nashville Community. See project maps on the following pages.

Access Nashville Bicycling Project #19

Richland Park to Downtown Bike Boulevard–Implement a Bike Boulevard along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.

The Richland Park to Downtown Bike Boulevard is a Countywide Critical Need and serves as the major low-stress east-west connection between several NashvilleNext centers in West Nashville, Midtown, and Downtown. The route is implemented with a variety of bikeway types depending on surrounding context. In Sylvan Park, Nebraska Avenue receives bike boulevard treatments to calm traffic and improve safety and comfort for people walking and biking to the Richland Creek Greenway or Centennial Park. Acklen Park Drive and Long Boulevard are improved with protected bicycle infrastructure. The route continues through Centennial Park to Patterson Street, where bike boulevard treatments are also applied. Patterson is connected to existing buffered bike lanes on Church Street to create a continuous connection into Downtown. This connection is critically important, providing a bicycle friendly route that is roughly adjacent to Charlotte Pike and West End, without their associated high speeds and traffic volumes. The route connects Nashvillians who walk and bike in surrounding neighborhoods to shopping, employment, educational opportunities, outdoor recreation, and cultural activities by linking several Tier One Centers at Lion's Head, Harding Town Center, and Charlotte Pike/White Bridge with Midtown and Downtown. Along the way the route provides connectivity to the Nations via a planned bikeway on 51st, to North Nashville, Green Hills, and Woodbine on the planned 440 Greenway, and to North Nashville and Bordeaux on the planned North Nashville Protected Bikeway. Refer to Figure WN-19.

Access Nashville Bicycling Project #36

White Bridge Pike Bikeway–Develop a bikeway from Robertson Avenue/ Urbandale Avenue to Woodmont Boulevard along White Bridge Pike using a mixture of protected facility types.

A bikeway along White Bridge Pike is identified as a Countywide Critical Need. White Bridge Pike should be reconfigured as a complete street with full accommodation of cyclists and pedestrians traveling along the corridor via a multi-use path, improved sidewalks and pedestrian crossings, better transit infrastructure, and placemaking features like public art, way finding signage, and better lighting. Refer to Figure WN-20.

Access Nashville Bicycling Project #37

51st Avenue Protected Bikeway–Implement a protected bikeway along 51st Avenue from Centennial Boulevard to Charlotte Pike.

51st Avenue should be reconfigured to provide better access for people who ride bikes, as well as improved crossings for pedestrians. The 51st Avenue Protected Bikeway is a Community Priority and connects the Nations to the Richland Park to Downtown Bike Boulevard and the many NashvilleNext Centers along that corridor, expanding access to shopping, transit, outdoor recreation, and employment and educational opportunities. Refer to Figure WN-21.

Access Nashville Bicycling Project #38

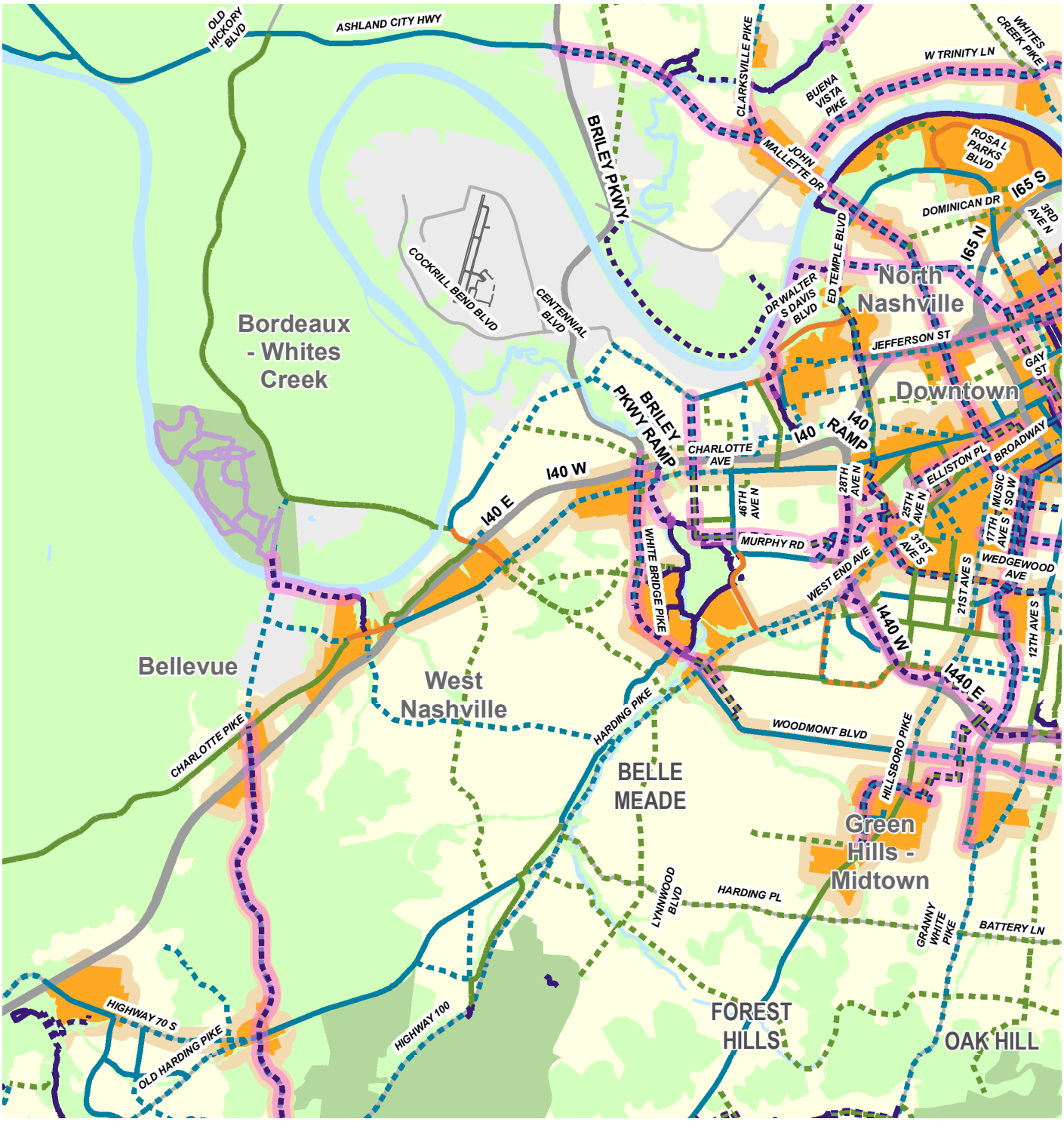
England Park Greenway Connector–Develop a greenway connector between England Park and Richland Park.

The Richland Park Greenway should be expanded to provide a low-stress connection across Charlotte Pike suitable for cyclists and pedestrians of all ages and skill levels. The extension will connect existing greenways in Richland Park with recently completed facilities that run from the West Police Precinct on Charlotte Pike underneath I-40 to England Park. In addition to providing important connectivity, the greenway will serve as a permanent buffer between nearby communities and Richland Creek, protecting lives and property during major storm events. This is identified as a Community Priority. Refer to Figure WN-22.

Access Nashville Bicycling Project #9
Bells Bend Greenway Bridge–Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend.

Bells Bend anchors a crucial ecological corridor in Nashville/Davidson County. A bicycle and pedestrian bridge across the Cumberland River is a Community Priority and creates the opportunity for future unobstructed bicycle access from Beaman Park to Radnor Lake along existing and planned bikeways and greenways. Expansion of parks and greenways in this area will allow for the permanent protection of sensitive environmental features. Refer to Figure WN-23.

Figure WN-18: Bikeways and greenways in West Nashville



Planned Facilities

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

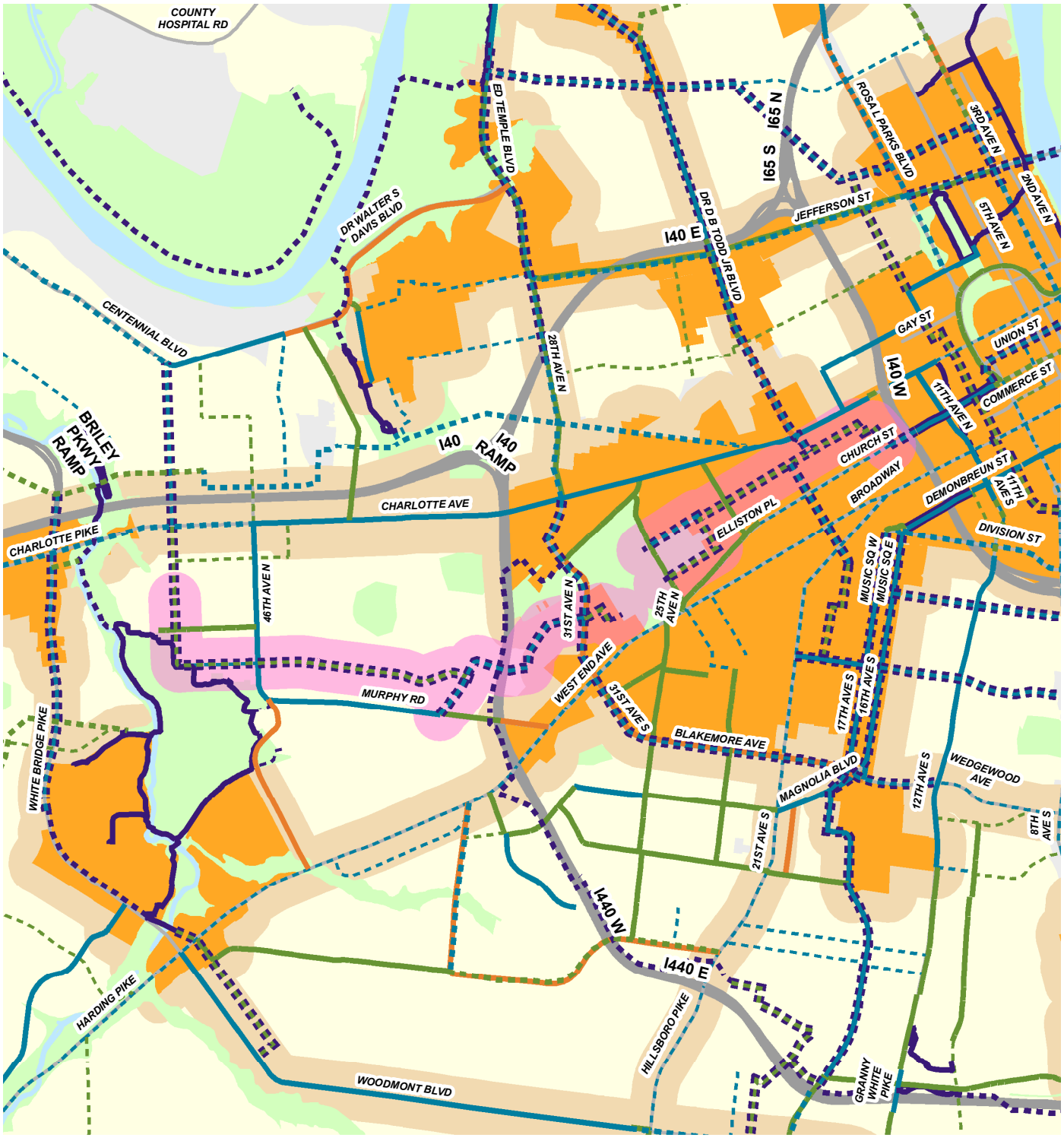
Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved
- Priority Bikeway Projects
- Anchor Park
- Green network
- Centers

N

Figure WN-19: Access Nashville Bicycling Project #19: Richland Park to Downtown Bike Boulevard

Implement a Bike Boulevard along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard

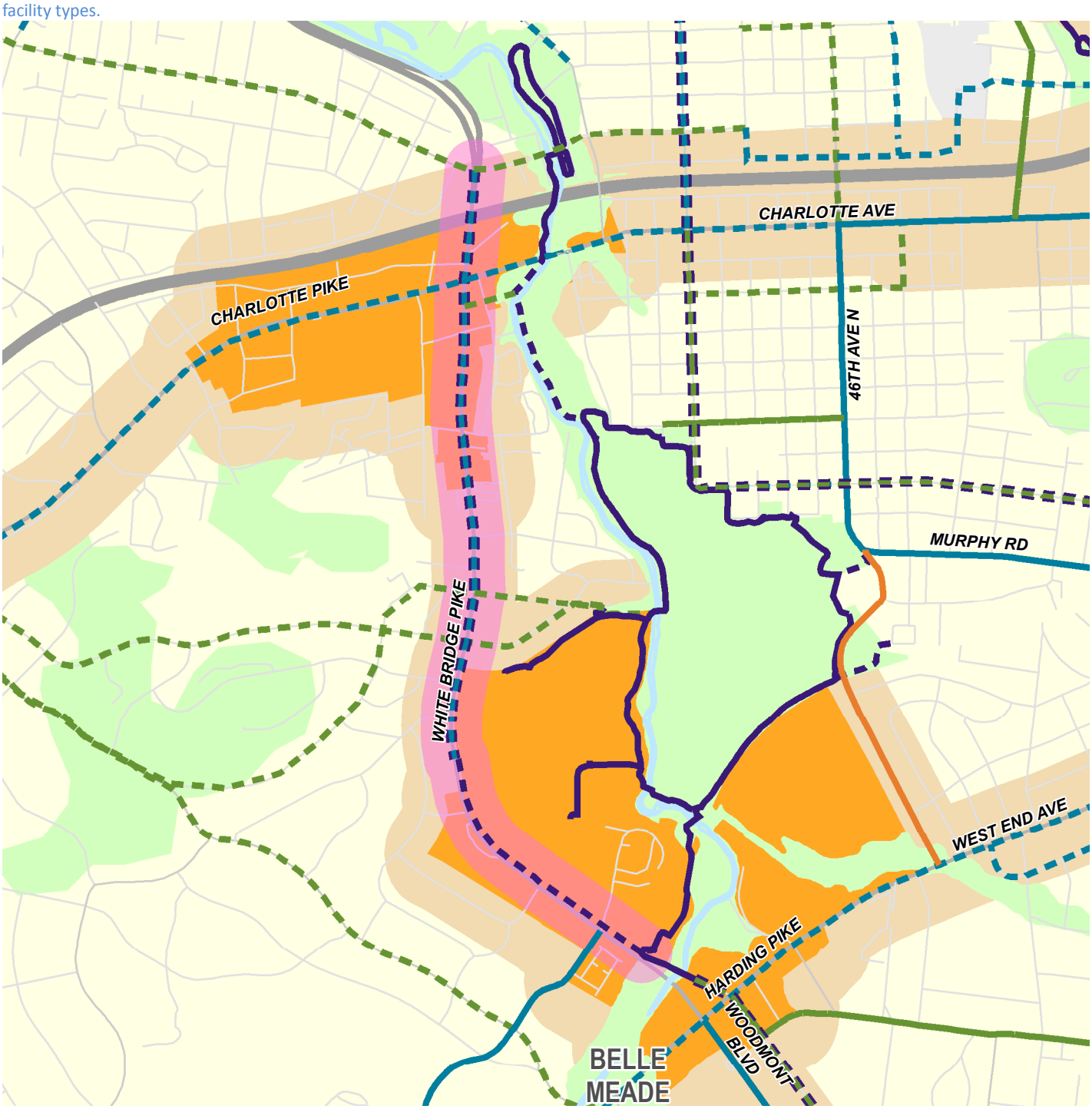
Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane

- Richland-Downtown Bike Boulevard
- Anchor Park
- Green network
- Centers

Figure WN-20: Access Nashville Bicycling Project #36: White Bridge Pike Bikeway

Develop a bikeway from Robertson Avenue/Urbandale Avenue to Woodmont Boulevard along White Bridge Pike using a mixture of protected facility types.



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

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

- Centers
- Transitions
- Anchor Park
- Green network
- White Bridge MUP

Figure WN-21: Access Nashville Bicycling Project #37: 51st Avenue Protected Bikeway

Implement a protected bikeway along 51st Avenue from Centennial Boulevard to Charlotte Pike.

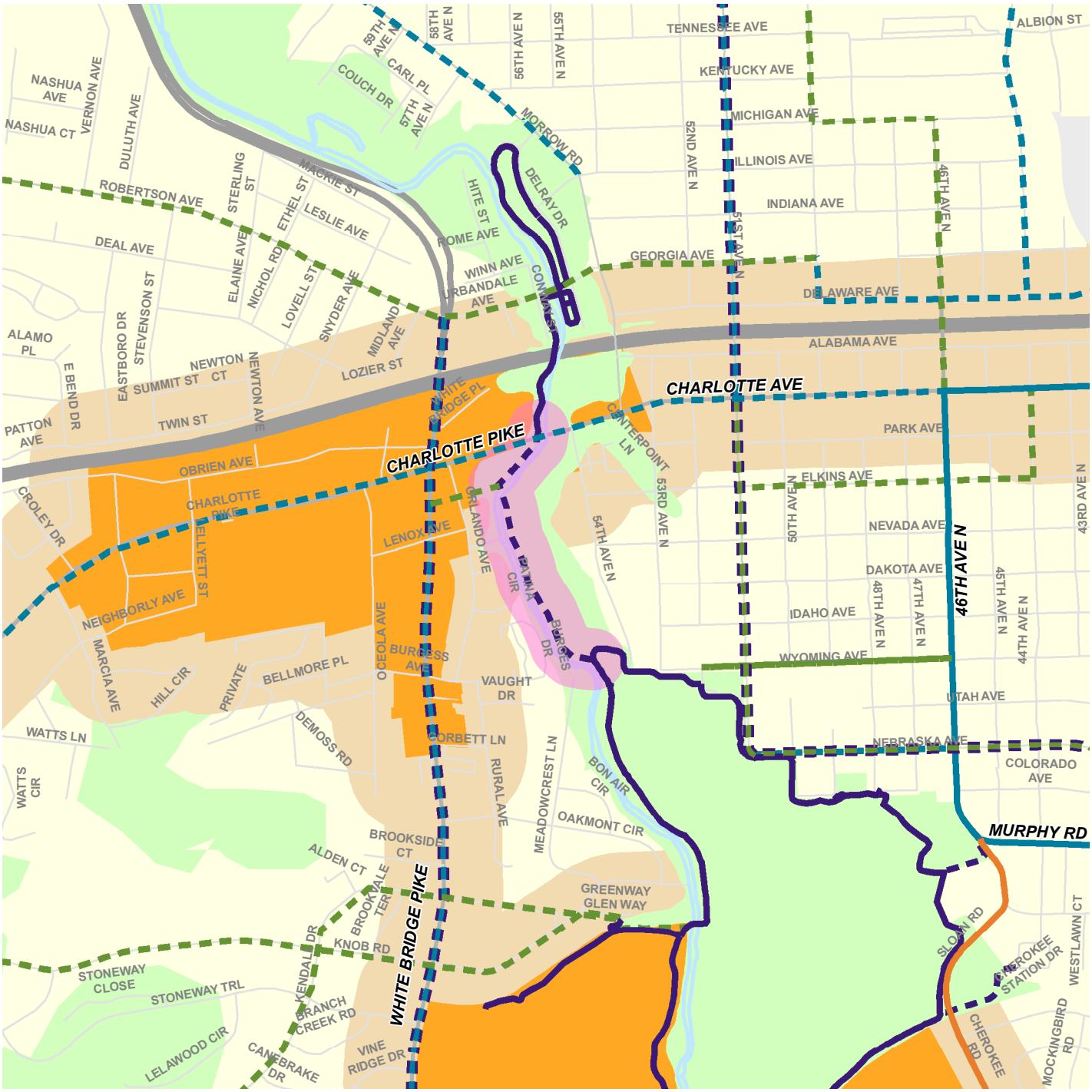
Planned Facilities
- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

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

- Centers
- Transitions
- Anchor Park
- Green network
- 51st Ave Bikeway

Figure WN-22: Access Nashville Bicycling Project #38: England Park Greenway Connector

Develop a greenway connector between England Park and Richland Park.



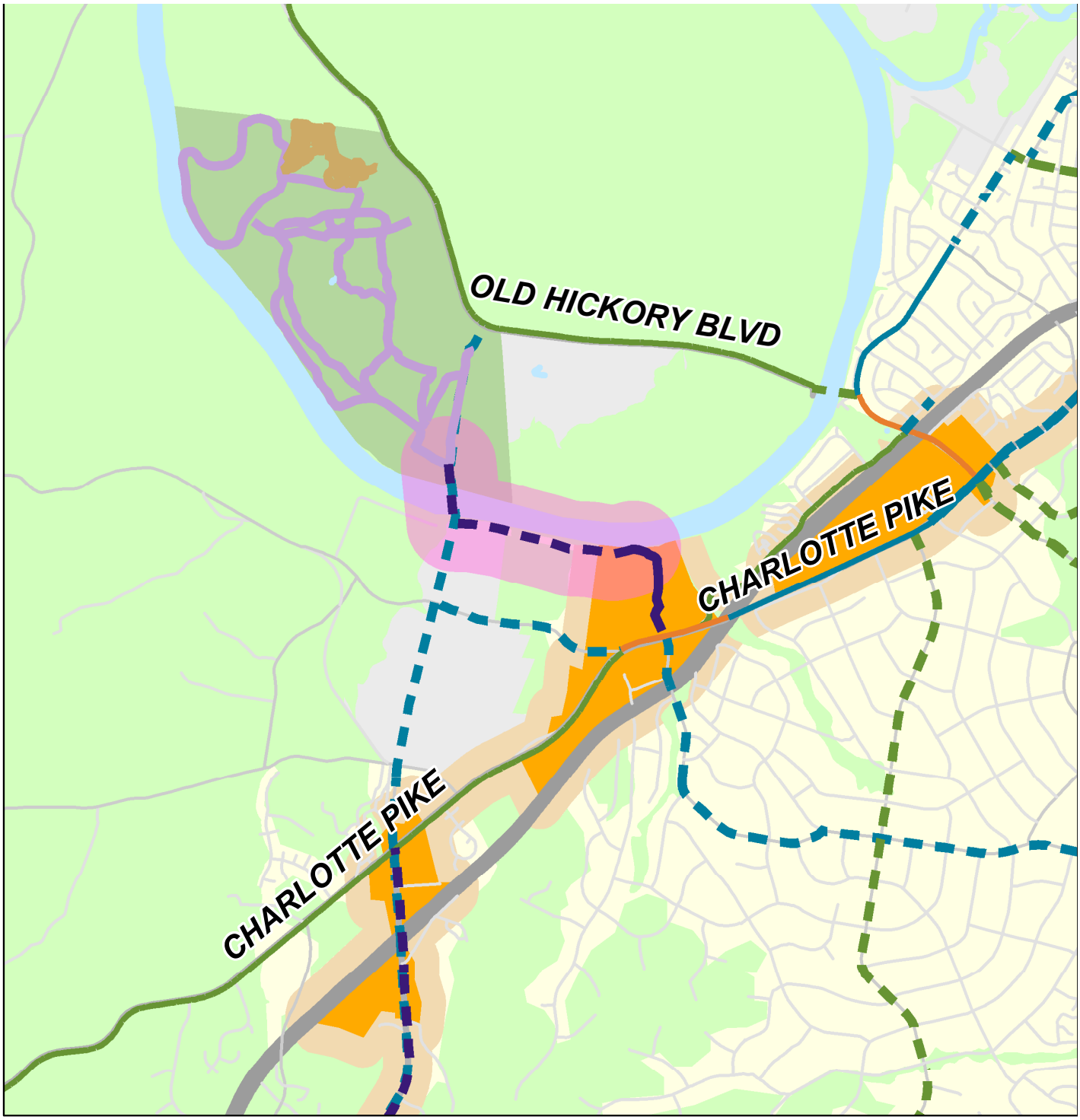
Planned Facilities
- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

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

- Centers
- Transitions
- Anchor Park
- Green network
- England Park Connector

Figure WN-23: Access Nashville Bicycling Project #9: Bells Bend Greenway Bridge

Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend.



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

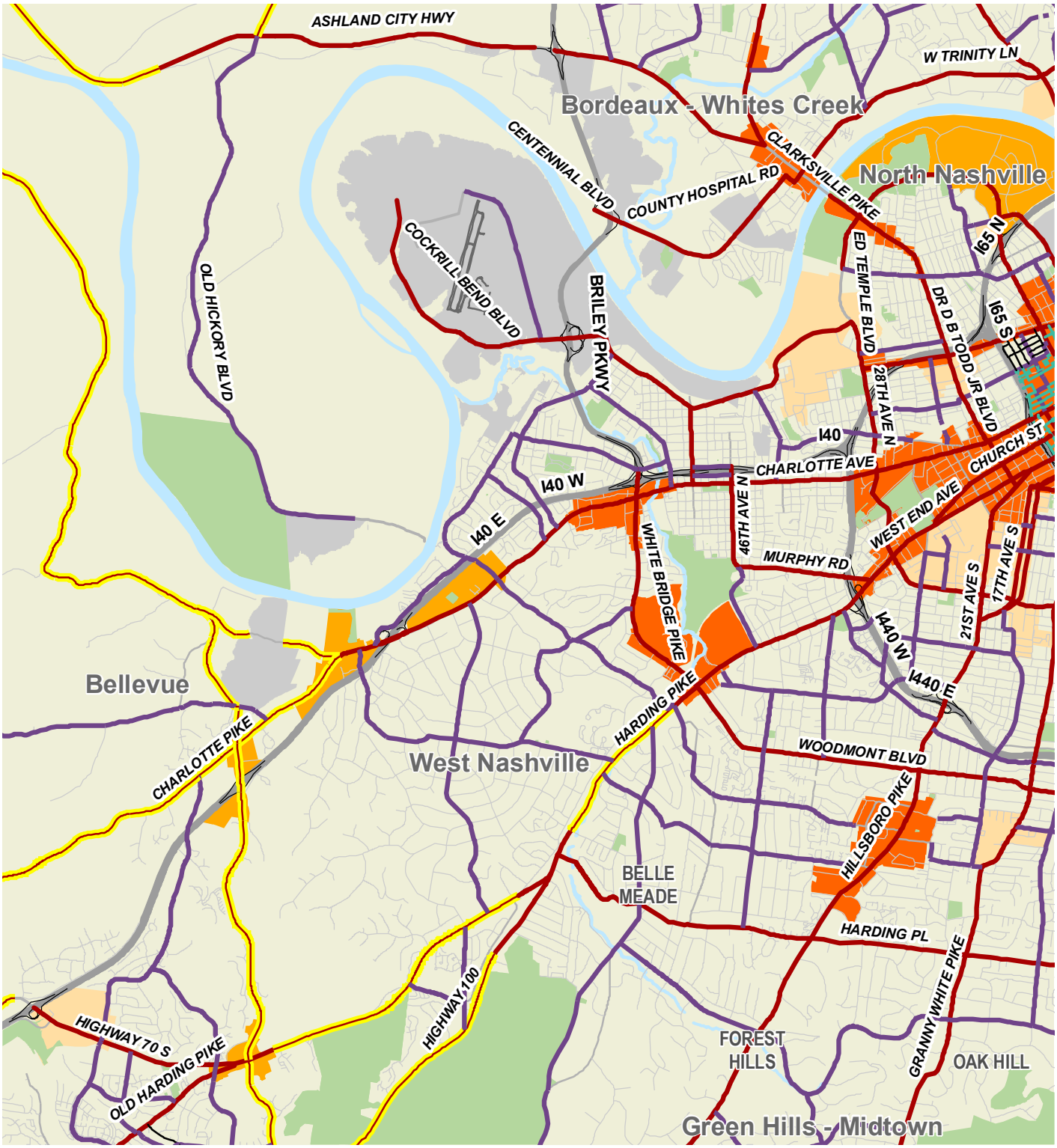
Centers
- First Tier
- Second Tier
- Third Tier
- Bells Bend Greenway Bridge

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 West Nashville 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.

Figure WN-24: Major and collector streets in West Nashville



Major and Collector Street Legend

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

Centers

- Tier 1
- Tier 2
- Tier 3

N

Street Priorities

The West Nashville Community's overall transportation system is largely established in terms of arterials and collectors, highways and rail lines. Local streets serve individual neighborhoods and subdivisions. Street connectivity can assist in making make daily navigation to work, school, the library or the grocery easier. An interconnected street network provides more options and alternatives as opposed to forcing all travel onto a few arterial streets. The benefits behind street connectivity include: more efficient service delivery, increased route options, decreased vehicle miles traveled, improved access for emergency, and efficient subdivision of land.

Because West Nashville's local streets are relatively connected, there are only a few priority street projects listed. See project maps below.

Access Nashville Street Project #15

Bosley Springs Connector–Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.

The Bosley Springs Connector is a Countywide Critical Need because of its location within a Tier One Center and ability to improve street connectivity between an Immediate Need and Long Term Need High Capacity Transit Corridor. White Bridge Pike is designated as State Route 155 and connects Woodmont Boulevard to Briley Parkway. State Route 155 makes a loop of Nashville, and in 1992, a consulting firm was hired by the Metro Planning Commission to study and assess recommended improvements that resulted in the White Bridge Road Transportation Plan. Recommendations were outlined to address the substantial traffic operation problems, particularly at the north end of the corridor. The overpasses completed in the 2000s connecting I-40 to Briley Parkway North were part of this proposal. At the south end of the corridor, the significant amount of traffic moving through the intersection at Harding and White Bridge was noted. An overpass of Harding was recommended. The city and the community have expressed concerns about the recommendations from the plan particularly on the southern end. Those concerns are noted in the 1994 Subarea 7 Plan (now called the West Nashville Community Plan) that was adopted by the Metro Planning Commission. Significant concern was expressed about the proposed bypass connecting Harding to White Bridge. Other bypass alternatives were

recommended to be explored. Also, transportation demand management improvements such as car-pooling and mass transit were recommended. Since the original Subarea 7 Plan was adopted in 1994, additional studies were done on the bypass concept. A concept that achieves similar traffic movements was identified called the Northeast Quadrant Connector. The proposed connector moved the bypass concept much closer to the intersection with Harding. This was included in the Harding Town Center UDO adopted by the Metro Planning Commission in 2005 and referenced in a companion study called the Harding Town Center Transportation Plan.

Since the mid 2000's, the Northeast Quadrant Connector or Bosley Springs Connector has been planned for in the area as land use decisions were made. The idea of an overpass of Harding Road between Woodmont and White Bridge is not financially feasible and does not meet the objectives of developing a more walkable and bikeable area involving the Harding Town Center. When the Major and Collector Street Plan was updated to incorporate Complete Streets in 2011 by the Metro Planning Commission, the Bosley Springs Connector was not identified as a major street, but the concept still resides in the Harding Town Center Urban Design Overlay. The city most recently undertook a major study of mass transit concepts along West End and Harding called the Amp. As part of that effort, a park and ride facility was identified in the Harding Town Center area that was the terminus of the bus rapid transit line. After substantial public discussion, MTA has decided not to pursue the Amp at this time. Nevertheless, the adopted Green Hills-Midtown and West Nashville Community Plans that cover the area call for increased transportation demand management strategies, including mass transit, in the immediate area.

NashvilleNext identifies the Harding Town Center area, or the area near Harding Road and White Bridge Pike as a Tier One Center. Although the city's thinking has evolved beyond just making traffic improvements, there is still a need to provide greater access to and through the Harding Town Center area for people driving, taking the bus, and walking to their destinations. There are only two other ways to go east-west across White Bridge Pike besides Harding Road. Those are Charlotte Pike and I-40 located two miles to the north. The Bosley Springs Connector is still a transportation need that must incorporate walking and biking improvements and a connection to the Richland Creek Greenway to support the increased intensity of employment anticipated in this envisioned walkable center. It will be important to continue to listen to the community's concerns about this concept, weigh the feedback with other critical projects identified throughout Davidson County, and modify the proposal based on what we hear. Refer to Figure WN-25.

Access Nashville Street Project #27
Widen Charlotte Pike from two/three lanes to five lanes between White Bridge Pike and River Road and include sidewalks and bike lanes. Modify the street design to preserve the historic and environmental character of hte south side near Old Charlotte Pike. (see related Walking Project #37: Charlotte Pike Sidewalks)

The widening of Charlotte Pike is a Countywide Critical Need, and it has been identified in the Major and Collector Street Plan for some time. Charlotte Pike to the east of White Bridge Pike is an Immediate Need High Capacity Transit Corridor while this portion from White Bridge Pike and Hillwood Boulevard is a Long Term Need. MTA recently began BRT Lite service through this area, and currently, TDOT does not have this widening project identified in their future plans. Some street improvements have been made in the area around Nashville West, but since the future redevelopment along the corridor will likely be piecemeal, a widening project that includes sidewalks and bike lanes to connect the corridor with improvements around Nashville West to River Road will provide consistency. Refer to Figure WN-26.

Access Nashville Street Project #28
Highway 100 & Highway 70S Improvements Study–Study the intersection of Highway 100 and Highway 70S for traffic and walking improvements.

The intersection of Highway 100 and Highway 70S was identified in previous iterations of the West Nashville Community Plan. Stakeholders in the area still desire improvements, particularly for those walking. It is identified as a Community Priority. Refer to Figure WN-27.

Access Nashville Street Project #29
Sylvan Park Mobility Study–Study the need for strategic left-turn lanes at key intersections along Charlotte Pike between I-440 and White Bridge Pike.

Charlotte Pike from I-440 and White Bridge Pike has limited center turn lane opportunities, so it is identified as a Community Priority. A study needs to be conducted to identify strategic street locations to develop a turn lane with good street crossings for pedestrians. This is critical as the area continues to intensify with housing and employment densities and buildings are placed closer to the street. Street space needs to be secured for turning movements while not infringing upon future sidewalk space for pedestrians. Refer to Figure WN-28.

Figure WN-25: Access Nashville Street Project #15 Bosley Springs Connector

Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.

Figure WN-26: Access Nashville Street Project #27: Charlotte Pike Widening

Widen Charlotte Pike from 2/3 lanes to 5 lanes between White Bridge Pike and River Road include sidewalks and bike lanes. Modify the street design to preserve the historic and environmental character of hte south side near Old Charlotte Pike. (see related Walking Project #37: Charlotte Pike Sidewalks)

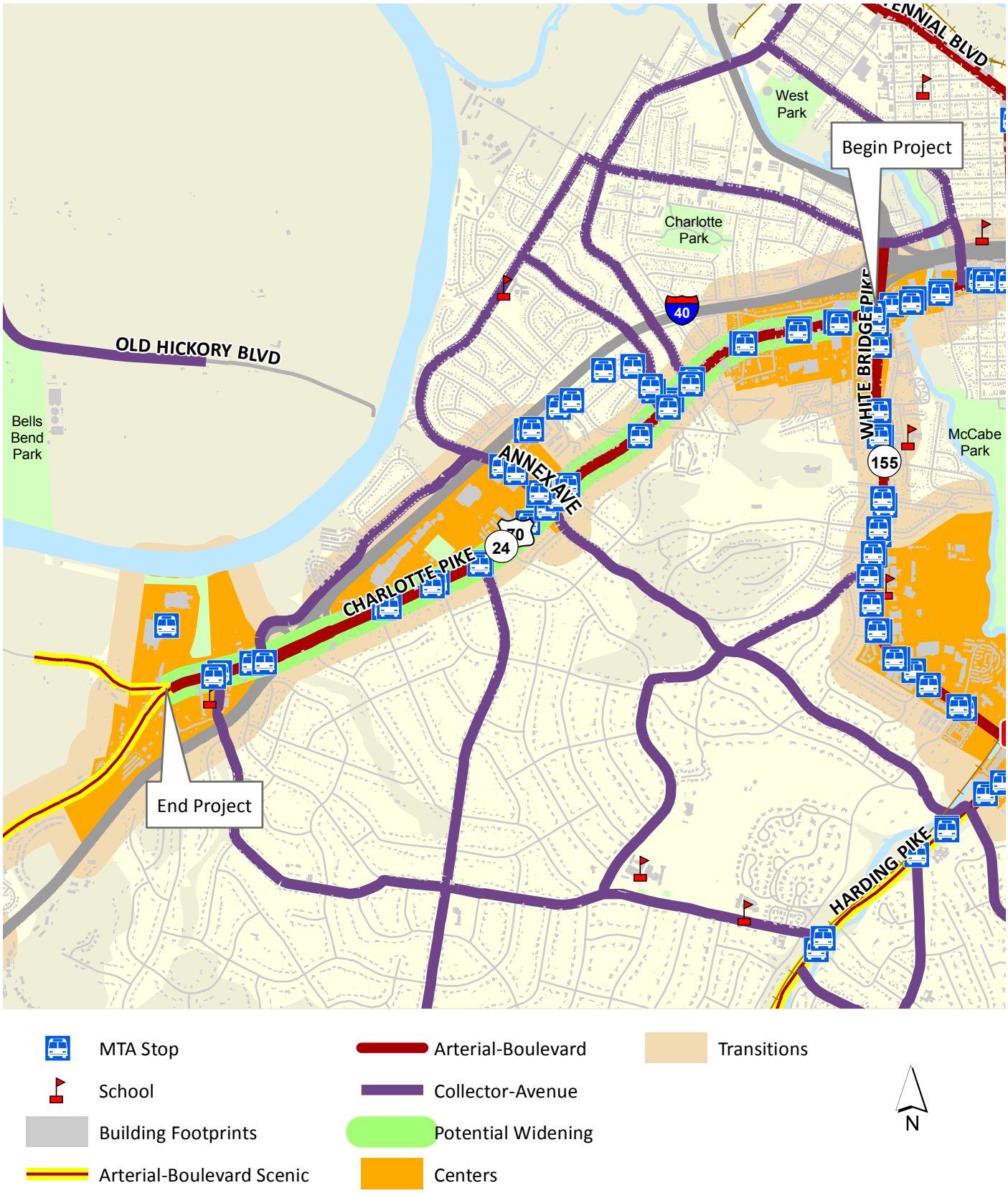


Figure WN-27: Access Nashville Street Project #28: Highway 100 & Highway 70S Improvements Study

Study the intersection of Highway 100 and Highway 70S for traffic and walking improvements.

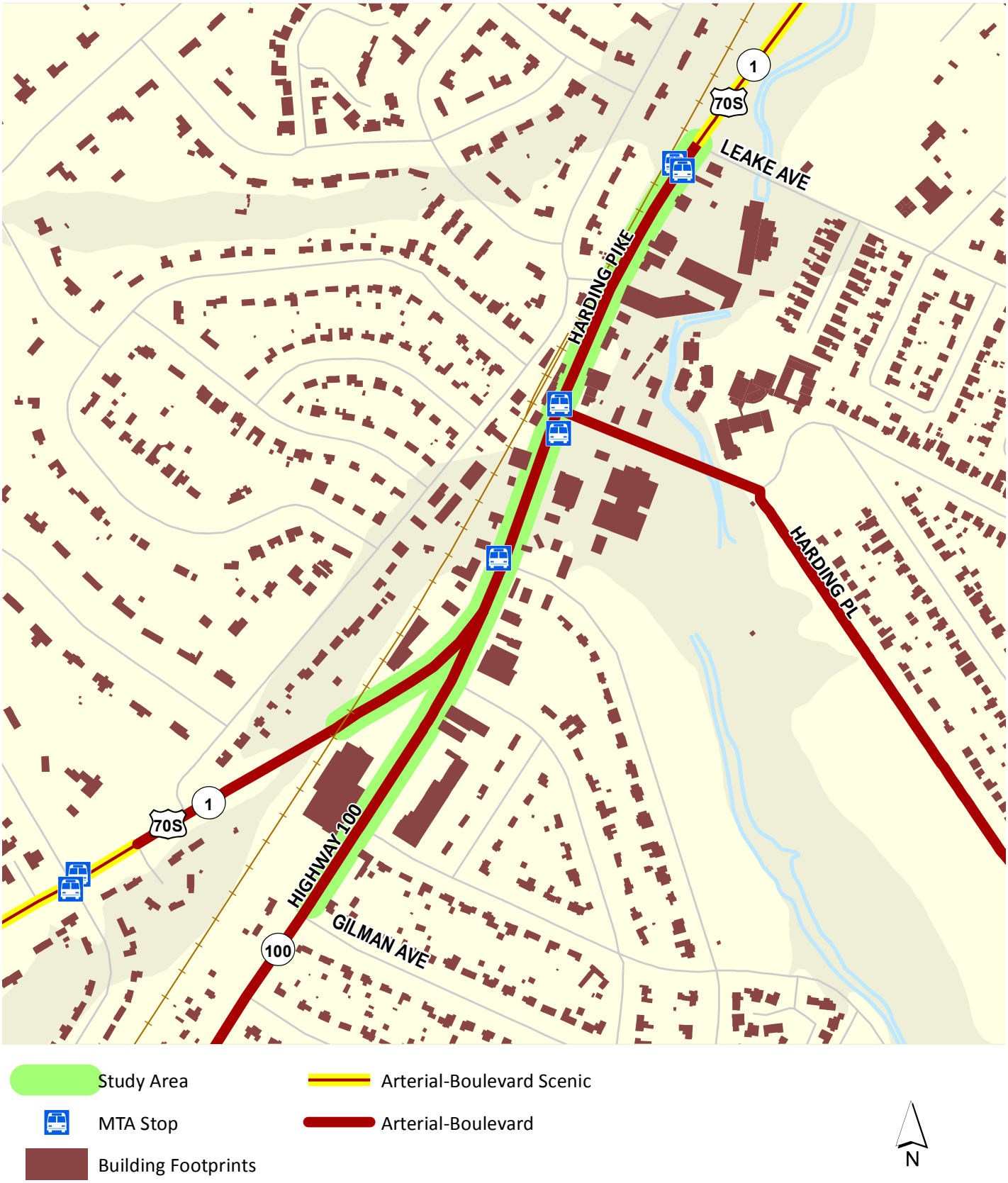
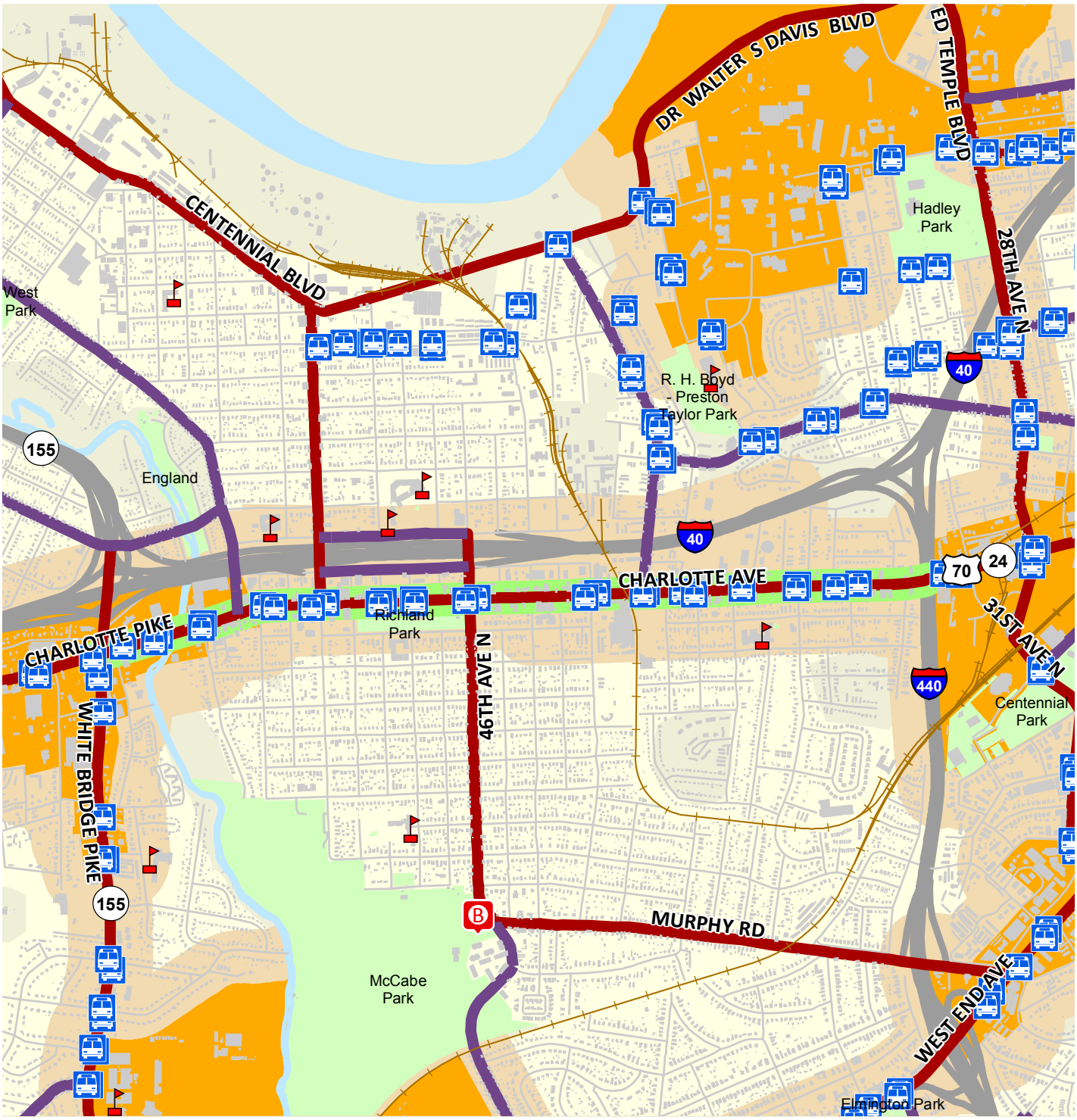


Figure WN-28: Access Nashville Street Project #29: Sylvan Park Mobility Study

Study the need for strategic left-turn lanes at key intersections along Charlotte Pike between I-440 and White Bridge Pike.



Study Area

B-Cycle Locations

MTA Stop

School

Building Footprints

Arterial-Boulevard

Collector-Avenue

Centers

Transitions

N