

Overview of Community Character Policies being retained for deferred properties in the Whites Creek Area pending further action by the Metro Planning Commission.

The Metro Planning Commission deferred action on some parts of Whites Creek until their August 13, 2015 meeting at their June 22, 2015 special called meeting for the adoption of the NashvilleNext General Plan.

This document contains the following information:

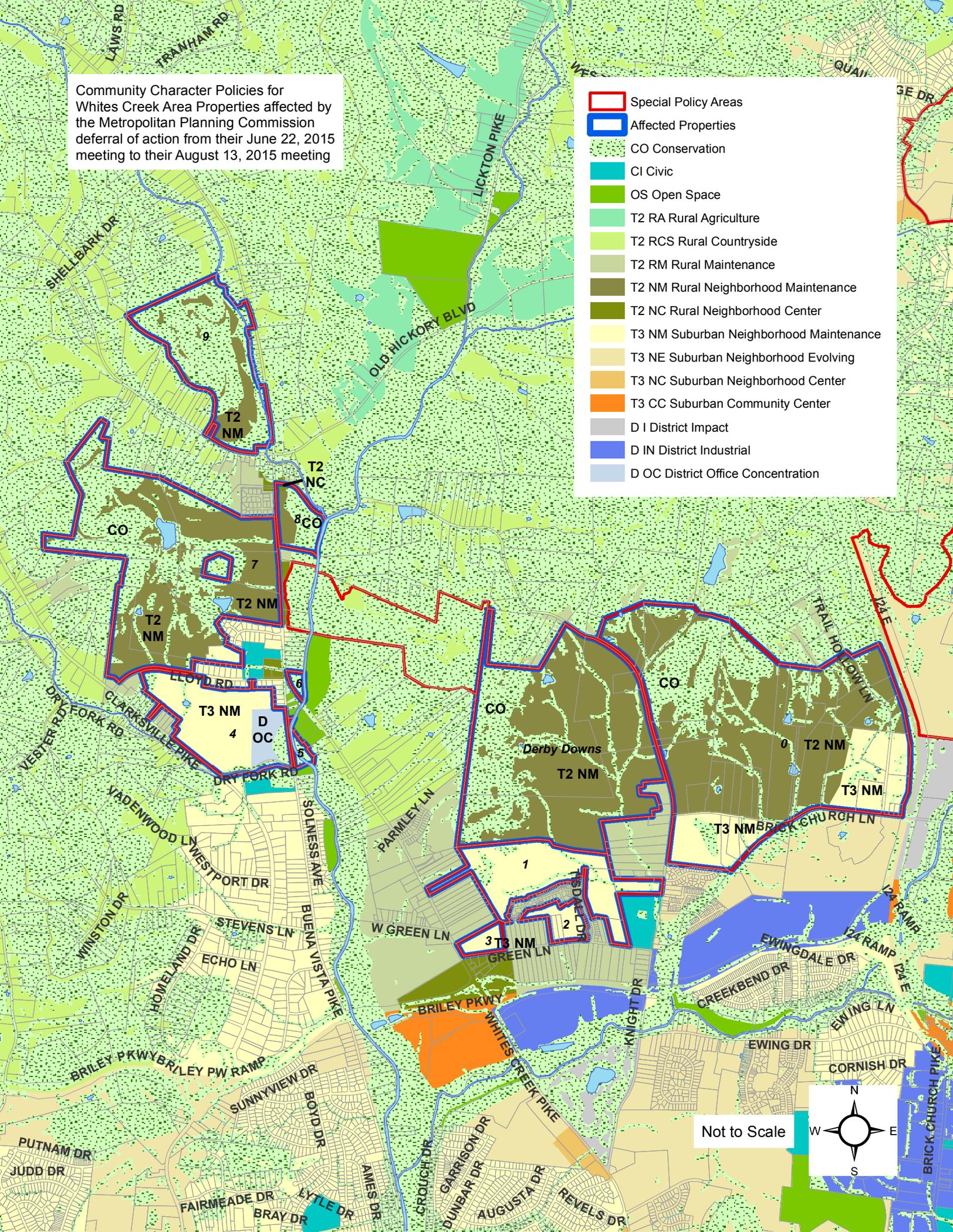
1. Map showing the Community Character Policies for the affected properties. These were the policies that were in place as of June 22, 2015. They remain in effect until the Planning Commission takes further action on them.
2. Comparison chart of existing and proposed policy for the affected properties.
3. Community Character Policies that were in the adopted Community Character Manual for the affected properties as of June 22, 2015. These policies were from the Community Character Manual that was adopted by the Planning Commission on October 25, 2012. These are the policies that must be consulted for guidance regarding future changes in zoning for the affected properties pending further action by the Metro Planning Commission. These policies remain in effect for the affected properties only. All other properties in Nashville-Davidson County now fall under the updated Community Character Manual that was adopted by the Planning Commission on June 22, 2015 as part of the NashvilleNext General Plan.

The Community Character Policies that are included in this document are as follows:

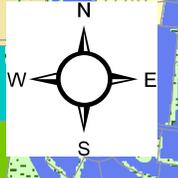
- CO Conservation
- T2 Rural Neighborhood Maintenance
- T2 Rural Neighborhood Center
- T3 Suburban Neighborhood Maintenance
- D District Office Concentration

Community Character Policies for Whites Creek Area Properties affected by the Metropolitan Planning Commission deferral of action from their June 22, 2015 meeting to their August 13, 2015 meeting

- Special Policy Areas
- Affected Properties
- CO Conservation
- CI Civic
- OS Open Space
- T2 RA Rural Agriculture
- T2 RCS Rural Countryside
- T2 RM Rural Maintenance
- T2 NM Rural Neighborhood Maintenance
- T2 NC Rural Neighborhood Center
- T3 NM Suburban Neighborhood Maintenance
- T3 NE Suburban Neighborhood Evolving
- T3 NC Suburban Neighborhood Center
- T3 CC Suburban Community Center
- D I District Impact
- D IN District Industrial
- D OC District Office Concentration



Not to Scale



**Whites Creek Study
Areas of Interest
Land Use Information**

Area	Total Acreage	Existing Zoning	Developable Land	Existing Policy			Proposed Policy		
				Designation	Acres	Total Acreage	Designation	Acres	Total Acreage
0	524.13	RS20	353.34	Conservation	170.79	524.13	T2 Conservation	170.79	524.13
		R10		T2 NM	264.89		T2 RM	346.11	
				T3 NM	88.45		T2 RCS	7.23	
Area	Total Acreage	Existing Zoning	Developable Land	Existing Policy			Proposed Policy		
				Designation	Acres	Total Acreage	Designation	Acres	Total Acreage
1	96.70	R10	91.10	Conservation	5.60	96.70	T2 Conservation	5.60	96.70
		IWD		T2 NM	0.29		T2 RM	91.10	
				T3 NM	90.82				
2	16.81	R10	16.81	T3 NM	16.81	16.81	T2 RM	16.81	16.81
3	10.34	R10	10.34	T3 NM	10.34	10.34	T2 RM	10.34	10.34
Area	Total Acreage	Existing Zoning	Developable Land	Existing Policy			Proposed Policy		
				Designation	Acres	Total Acreage	Designation	Acres	Total Acreage
4	104.64	RS10	96.13	Conservation	8.51	104.64	T2 Conservation	8.51	111.33
				T3 NM	79.39		T2 RM	12.88	
		RS15		D OC	16.73		T2 RCS	0.00	
							T3 NE	83.25	
							T3 NM	6.69	
5	5.58	RS15	0.20	Conservation	5.39	5.58	T2 Conservation	5.39	5.58
				T2 NM	0.19		T2 RCS	0.19	
6	3.70	RS15	0.00	Conservation	3.70	3.70	T2 Conservation	3.70	3.70
Area	Total Acreage	Existing Zoning	Developable Land	Existing Policy			Proposed Policy		
				Designation	Acres	Total Acreage	Designation	Acres	Total Acreage
7	319.35	AR2a	189.27	Conservation	130.07	319.35	T2 Conservation	130.07	319.34
		RS10		T2 NM	180.77		T2 RM	92.17	
		RS15		T3 NM	8.50		T2 RCS	91.01	
		R15					T2 RM	6.09	
8	25.25	R15	9.38	Conservation	15.87	25.25	T2 Conservation	16.51	25.25
				T2 NC	0.75		T2 NC	0.81	
				T2 NM	8.63		T2 RM	7.94	
Area	Total Acreage	Existing Zoning	Developable Land	Existing Policy			Proposed Policy		
				Designation	Acres	Total Acreage	Designation	Acres	Total Acreage
9	128.40	AR2a	52.05	Conservation	76.35	128.40	T2 Conservation	76.35	128.40
		RS10		T2 NM	52.05		T2 RCS	18.50	
		R15					T2 RM	33.54	
Area	Total Acreage	Existing Zoning	Developable Land	Existing Policy			Proposed Policy		
				Designation	Acres	Total Acreage	Designation	Acres	Total Acreage
Derby Downs	366.84	RS20	274.20	Conservation	92.64	366.84	Conservation	92.64	366.84
		R10		T2 NM	274.20		T2 RM	274.20	

Conservation

Introduction

Conservation Community Character policy is found in all Transect Categories except T6 Downtown. Its intent is to preserve environmentally sensitive land features through protection and remediation. Environmentally sensitive land features are kept in a natural state and any development is minimal to protect water quality, minimize infrastructure and public service costs, and preserve the unique environmental diversity of Davidson County, which is important to its healthy economy and overall sustainability.

Conservation policy is mapped to identify land with sensitive environmental features. These features include, but are not limited to, view sheds, steep slopes, stream corridors, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. These sensitive environmental features are subject to all appropriate local, state and federal regulations. Additional special policies to address concerns unique to the site may be applied through the Community Planning or the Detailed Design Plan process.

Conservation policy is most prevalent in the T2 Rural Transect Category, which is rural in large part because of the widespread presence of environmentally sensitive features including steep slopes. Within T2 Rural Areas, the primary intent of the policy is preservation rather than remediation. Remedial situations will be more commonly found in the more intensely developed Transect Categories, such as T3 Suburban, T4 Urban, and T5 Center. T6 Downtown contains no Conservation policy because of its fully developed urban condition.

While the Nashville/Davidson County General Plan calls for preservation of environmental features, and the community often values preservation of environmental features, preservation is not always possible if the property owner cannot achieve some economic value from their property. However, the presence of environmentally sensitive features often diminishes the development capacity of property. Communities must be open to allowing property owners to realize some economic value for their property, while at the same time, property owners must be prepared to utilize unique development tools and options for land that contains environmental constraints and recognize that the initial value of the land may be compromised by the presence of environmentally sensitive features.

The balance between realizing value from one's property and preserving environmentally sensitive land can be achieved through regulatory or incentive-based tools. Agencies at all levels of government, non-profit entities, and the private sector are encouraged to cooperate to develop and use innovative regulatory and incentive-based tools, such as conservation easements, land trusts and transfer of development rights (TDR) programs. These tools help to facilitate the preservation of environmentally sensitive land features and their use as assets to the community.



Conservation



Policy Intent

Preserve and enhance environmentally sensitive land within all Transect Categories. Conservation policy identifies land with sensitive environmental features including, but not limited to, view sheds, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils.

In Davidson County, with its diversity of environmental features, Conservation Policy is applied throughout all Transect Categories except T6 Downtown, to preserve or enhance environmentally sensitive features. Conservation policy will be most commonly found in T2 Rural Areas, which remain rural in large part because of the widespread presence of environmentally sensitive features including steep slopes and floodplain/floodway. Within T2 Rural Areas, the primary intent of Conservation Policy is preservation. An example would be leaving forested steep slopes in their natural state. Remedial situations where the policy intent is to enhance rather than to preserve will be more commonly found in the more intensely developed Transect Categories. An example of such enhancement through remediation would be the daylighting of a culverted stream in a T5 Regional Center.



General Characteristics

Conservation Policy areas vary widely in the specific constraints they present to development. In Davidson County, the bulk of environmentally constrained land falls under two categories: steep slopes and floodplains. Often, other environmentally sensitive features such as wetlands and unstable or other problem soils are associated with these two categories. In T2 Rural Transect, the primary environmentally sensitive features are steep slopes and floodplain/floodway areas. In T3 Suburban, these features are also present, but they are less widespread and tend to be at the edges of that Transect area or in isolated areas within it. In T4 Urban Transect, steep slopes are rarer in relation to floodplain areas. This reflects the fact that most T4 Urban development has occurred or is planned to occur on level land. In the T5 Center Transect Category, environmental constraints are almost exclusively confined to floodplains.



Rare plant and animal species and problem soils may be found in all Transect Categories. They are, however, most commonly found in the T2 Rural and T3 Suburban Transect Categories. Because of the highly developed condition, T4 Urban, T5 Center, and T6 Downtown see limited rare plant and animal species. Districts, with their wide variety of locations and development patterns, also exhibit a variety of environmental constraints. Most notably, Industrial Districts are commonly located along the floodplain of the Cumberland River, which as discussed below is treated differently from other floodplain areas of the County in key respects.



Although development in the Conservation policy is generally consistent with the character of the Transect Category in which it is located, development may vary in some respects from the character of its surroundings. For example, residential development in Conservation Policy in a T2 Rural Area may take the form of a grouping of homes spaced more closely together relative to other development in T2 Rural Areas and surrounded by a large

Conservation

amount of open space because environmental constraints limit the ability to place the homes in any other way on the property. Another example is found in T4 Urban Areas where development is generally found on a complete street grid without cul-de-sacs. However, if Conservation policy is used to protect a stream or a steep slope, then a cul-de-sac may, in limited cases, be appropriate in T4 Urban Areas.

The following is a list of environmentally sensitive features frequently found in Davidson County. Development on land with these features is regulated by applicable local, state, and federal regulations and may be subject to additional special policies applied during the Community Planning or the Detailed Design Plan process.

Floodplain – Land area, including the floodway of any river, stream or watercourse, susceptible to being inundated by water as identified by the 100-year flood.

Floodways – The channel of a stream that has current, direction and velocity during a flood, and in which debris may be carried.

Rare Plant and Animal Species, including Cedar Glades – There are several rare plant and animal species in Nashville. Cedar Glades are communities of rare plant species that are found nowhere else in the world but Middle Tennessee. They are most concentrated in the vicinity of J. Percy Priest Reservoir in the Antioch-Priest Lake and Donelson-Hermitage-Old Hickory Communities.

Ridgelines – Points of higher ground that separate two adjacent streams, watersheds, or valleys.

Steep Slopes – Those areas of land with slopes that are 20 percent or greater. This includes areas of steep hillsides, and steeply sloping land leading to ridge tops and bluffs. Policies for treatment of steep slopes apply not only to areas that are large and contiguous enough to be mapped on the Community Character Policy Plan, but also on areas of steep slopes that are too small to be so mapped. These will be identified during the site planning process and generally can also be found through the Metro geographic information system database. Areas of human-made steep slopes, such as berms and retaining walls, are not considered steep slopes for the purposes of this section. The development of these is guided rather by following principles regarding stormwater management presented in the General Principles section of this document as well as Metro's grading and building regulations.

Stream Corridors – These include, at a minimum, stream channels that convey water for at least part of the year and the regulatory water quality buffer that surrounds the stream channel. Stream corridors may in some instances include steeply sloped uplands that extend beyond the regulatory water quality buffer.

Unstable/Problem Soils – Unstable soils are typically associated with steep slopes or the bases of steep slopes. The former are generally



Conservation



Bodine-Sulfura soils and the latter is most commonly Dellrose. Problem soils include sinkholes and wetland soils.

View sheds – Areas of the natural landscape which have been identified from defined viewpoints and that have inherent scenic qualities and/or aesthetic values.

Other environmentally sensitive features, include, but are not limited, to wildlife corridors and fragile geological formations. These may be identified during the Community Planning process.

Application

Conservation policy is applied to areas where environmentally sensitive features are identified. Conservation policy areas include the environmentally constrained features themselves along with any land lacking such constraints that must be accessed through the environmentally constrained land.



Conservation Policy may be applied in three circumstances. First, it is applied to undeveloped areas that are generally unsuitable for development due to environmentally sensitive features. Second, it is applied to areas that have been developed, but retain environmentally sensitive features (for example, floodplain and floodway) that need protection if redevelopment or further intensification occurs. Third, in cases of developed land, Conservation Policy may be used for the remediation of environmentally sensitive features that may have been compromised during site construction.



All development in Conservation Policy is required to follow all Metro, state and federal laws with regard to development on or around environmentally sensitive features.

Appropriate Land Uses

Due to their environmentally sensitive character, Conservation areas are generally unsuitable for conventional suburban or urban development. In some cases, development of any kind is discouraged in Conservation areas within the limits of property rights law, and alternative approaches such as conservation easements or transfer of development rights (TDR) are strongly encouraged.



In other Conservation areas, very low intensity residential and open space developments may be appropriate. Examples of low intensity open space development include athletic fields, hiking trails, picnic shelters, and nature centers that exemplify site-sensitive design. Only rarely are non-residential, non open space uses found in these areas, and when they are, urban design differs from conventional approaches in terms of such elements as building placement and massing, parking arrangement, and construction and grading techniques. Most commonly, these commercial, office, and mixed uses will be found in T4 Urban and T5 Center Conservation areas. In some instances, such as steep slopes, Conservation Policy may not be applied to environmentally constrained land in T4 Urban and T5 Center Areas because those areas are, for the most part, already developed.

In T2 Rural Areas, agricultural land uses may also be found in Conservation

Conservation

Policy, particularly agricultural uses that minimize native vegetation removal on steep slopes and stream banks.

Industrial development associated with Districts may be appropriate in the floodplain along the Cumberland River, given the unique role that it plays in Nashville/Davidson County's economy as a working river with flood control measures in place. In such cases, consideration should be given to surrounding Community Character Policies, and Industrial Policy may be applied in lieu of Conservation Policy. It may be advisable to utilize Special Policies in the Community Plan or Detailed Design Plans to provide additional guidance.

Examples of Potentially Appropriate Land Uses: (In alphabetical order)

Residential

Civic or Public Benefit

Agricultural

Industrial in floodplain sites along the Cumberland River

Existing commercial uses are sometimes found in CO policy areas. Guidance for these uses is provided in the applicable community plan. New commercial uses are discouraged.

Uses that have high lot coverage, large building footprint, considerable parking needs and significant impervious surface are rarely found in Conservation Policy.

Design Principles – General

The following list of design principles applies to *all* environmentally sensitive features.

Access – Access is designed to provide minimum disruption to environmentally sensitive features with excessive grading and cut and fill minimized.

Building Form (Mass, Orientation, Placement) – The building form is in character with the existing development pattern of the neighborhood or area in terms of its mass, orientation and placement, to the extent that this character minimizes disturbance of existing environmental features. Building heights are in keeping with buildings in surrounding Community Character Policy areas. Buildings are massed to leave small footprints in relation to the lot size. Buildings are oriented to face any main thoroughfares, or to protect any viewsheds or sensitive environmental features.

Density/Intensity – Density and intensity are secondary to form of development and are designed to preserve sensitive environmental features. The density and intensity of development for the environmentally constrained portions of a site is lower than for the more developable portion of a site, to an extent that preserves the essential integrity of the natural landform and vegetation. Specific residential densities or intensity in Conservation Areas are determined during the planning process by physical site characteristics, Transect Category, adjacent Community

Zoning Districts

- AG
- AR2a
- SP
- Other zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy



Conservation



Character Policy areas, and the impact that the proposed development would have on the environmental feature in question. In general, the more environmentally sensitive the site is, the lower the acceptable density or intensity of development is. The adequacy of the infrastructure (including, but not limited to, roads and sewers) and the feasibility of extending infrastructure is also considered. In all cases, the density and intensity and their appropriate form are established through the Community Planning or Detailed Design Plan process, to be in keeping with preservation and remediation goals and the goals and objectives of the Community Plan. In the case of environmentally sensitive land that has been disturbed, efforts are made to remediate any alteration that has occurred in these areas as development/redevelopment occurs.



Development Arrangement – Development is grouped on the site to preserve the environmentally sensitive features. Lot configuration and right-of-way prioritize the preservation of environmentally sensitive features over consistency with surrounding lot and right-of-way patterns. Site specific vegetation, viewsheds and topography are used to determine where buildings are best located to minimize environmental disturbance. Context sensitive setbacks are designed to preserve scenic view sheds when to do so will not interfere with the need to observe site-sensitive setbacks that preserve sensitive environmental features. Sensitive environmental features are used as site amenities.



Innovative development techniques are utilized to minimize environmental disturbance, resulting in infrequent use of standard building designs, most particularly in the case of non-residential development. Grading is minimized.

Design Principles per Environmentally Sensitive Feature

Floodways – Development does not occur in floodways. Development is either grouped elsewhere on the site, the site is consolidated with an adjacent property to produce a developable site, or development rights are transferred.

Floodplains – Management of floodplains is addressed as a preventative measure in greenfield development situations and a remediation measure in areas where development has occurred.

In greenfield areas, the majority of the natural floodplain area (including all of the floodway) is left in its undisturbed natural state. Clearing of trees and brush from this area is avoided. Portions of the floodplain or waterway may be incorporated into private or public open space associated with parks and recreational, and civic and public benefit uses.

Low intensity land uses are developed in those portions of floodplains that are permitted to be disturbed, again keeping disturbance to a minimum. Where a site containing floodplain also contains land that is outside the floodplain, development should be such that the buildings are grouped on the portion of the site that is not floodplain, leaving the floodplain for the creation of public or private open space. In order to



Conservation

maintain water quality, facilitate flood control, and ensure public safety, the development potential for the flood prone portion of a site is lower than it is for the developable portion of a site.

To remediate areas where the floodplain and floodway have been compromised by development, the floodplain and floodway are identified during the Community Planning or the Detailed Design Plan process. As redevelopment occurs, lands within the floodplain and floodway should be reclaimed and protected in the manner addressed above.

Rare Plant or Animal Species – Once alerted by the Planning Department to the potential presence of rare plant or animal species on a development site, developers consult with the State of Tennessee to determine the actual presence of any such species on the site. If any such are present, their habitat is left undisturbed through methods such as site design techniques, conservation easements, and transfer of development rights. The development potential of a site containing rare plant or animal species may be lower than for other nearby sites lacking similar environmental features.

Ridgelines – Rooftops of any building or structure are below the defined ridgeline and/or are buffered using mature stands of trees and native plants and vegetation, unless located within a T5 Center Area, where buildings may project above a defined ridgeline.

Steep Slopes – Development is such that buildings are grouped on the portion of the lot with slopes less than 20 percent, leaving the remaining steep slope areas as open space. Building footprints remain small in relation to the lot size and the form of the building is designed to fit the natural contours of the site. The development potential of the site may vary depending on the steepness of the slopes on the site and the accessibility to portions of the site that are level. Some areas of Conservation policy, especially in T2 Rural, may be level, but may not be accessible without disturbing steep slopes. The development intensity of these isolated level areas is therefore also kept low.

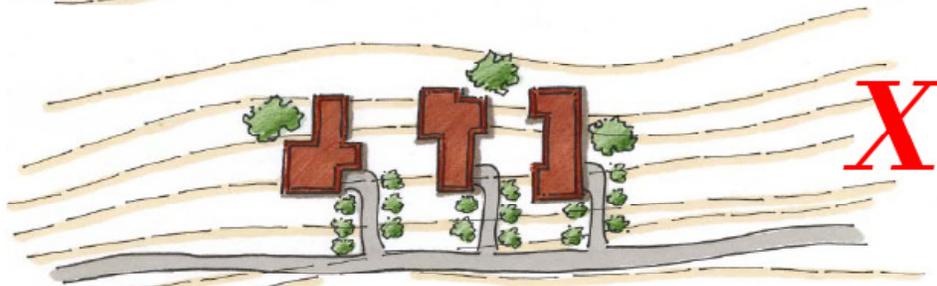
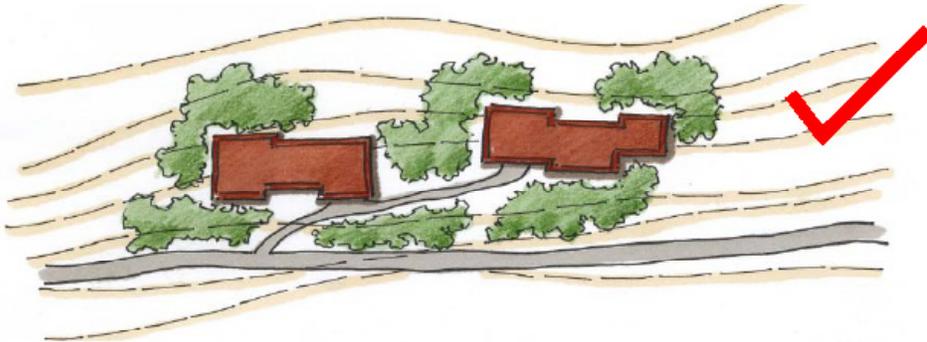
Development potential for the steeply sloping portions of a site is lower than for the more level portion of a site. In all cases, the development potential is determined based on the ability of the proposed development to preserve the essential integrity of the natural landform and vegetation including mature stands of trees, which are essential for slope stabilization and water quality.

The following graphics illustrate appropriate techniques for developing on steep slopes and ridgelines.



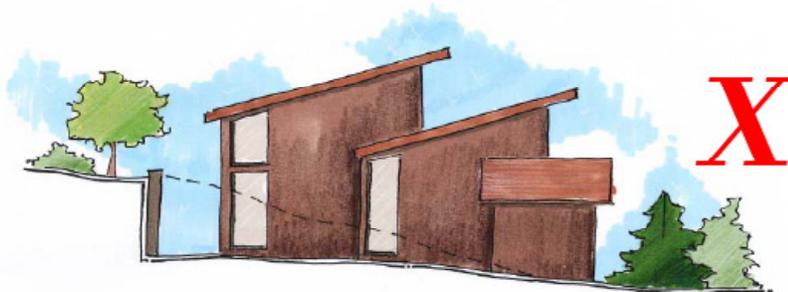
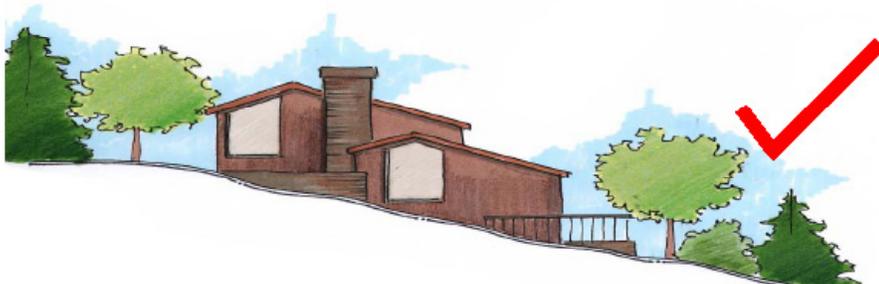
Conservation

Access, Building Form & Character



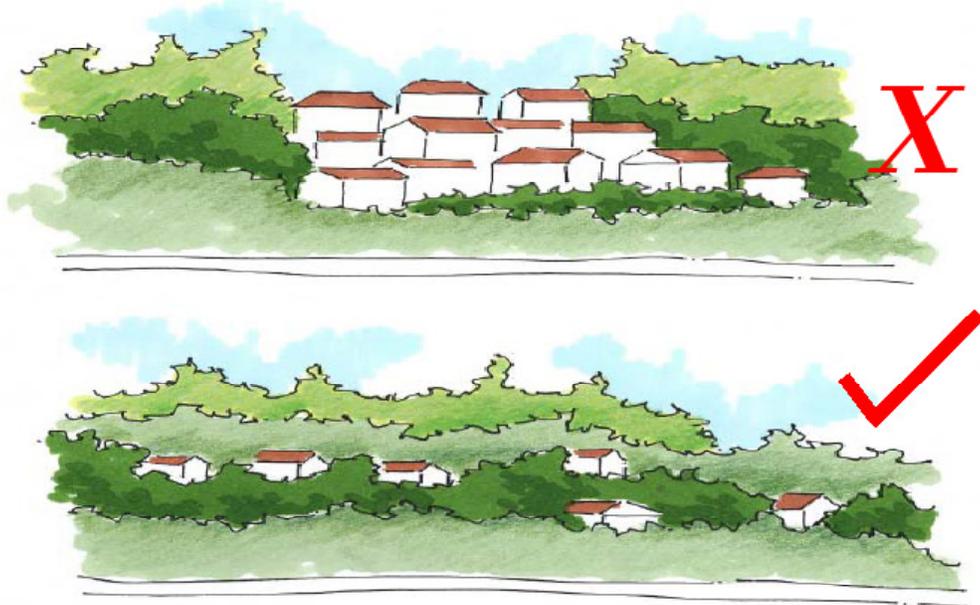
Consolidated driveways are preferred over individual driveways for each lot or building. Driveways should be constructed parallel to the natural slope rather than perpendicular to it, thus minimizing alteration of the landform.

Access, Building Form & Character



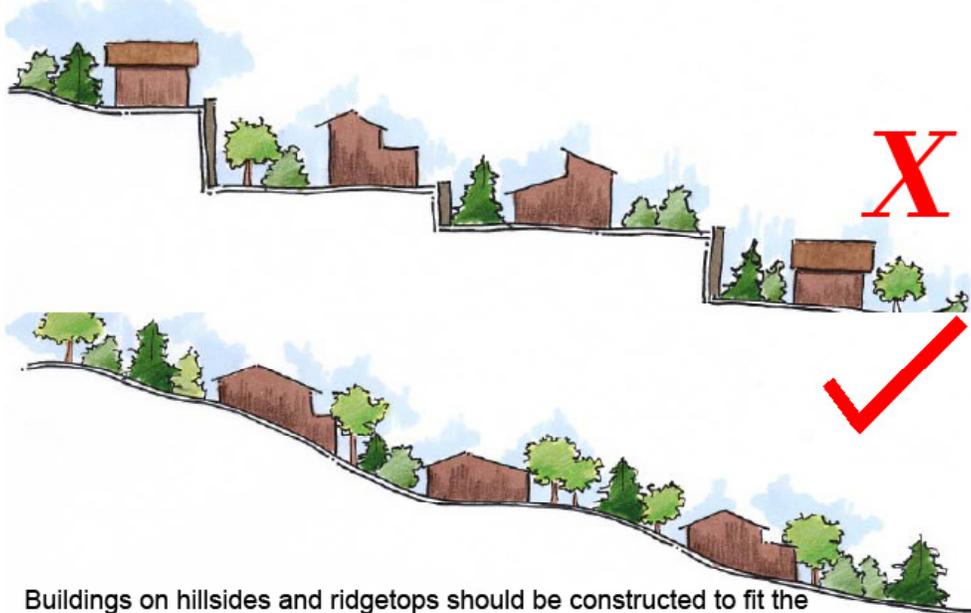
Development should be constructed in a manner that follows existing contours as much as possible, particularly in sensitive areas such as steep slopes and unstable soils.

View Shed and Tree Protection



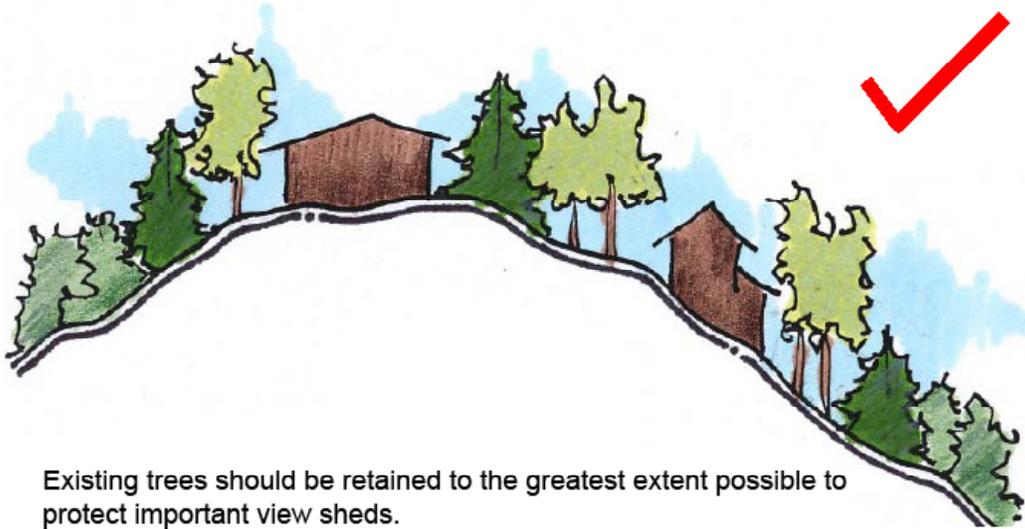
Existing vegetation on slopes and ridgelines should be preserved to the greatest extent possible.

View Shed and Tree Protection



Buildings on hillsides and ridgetops should be constructed to fit the natural contours of the land rather than altering them through such means as significant grading and the construction of retaining walls.

View Shed and Tree Protection



Existing trees should be retained to the greatest extent possible to protect important view sheds.

Conservation



Stream Corridors – At a minimum, the stream and regulatory buffer are left undisturbed. Stream crossings are minimized and when made are done in the least impactful manner. Stream corridors are utilized as part of the stormwater drainage system for the development and are also used as community amenities and greenway corridors. The development potential of a site containing stream corridors may be lower than for other nearby sites lacking similar environmental features.

Unstable and Problem Soils – Geotechnical studies may be required prior to site development in parts of the county where unstable or other problem soils are known to exist. Once discovered on a site, problem soils are left undisturbed through methods such as site design techniques, conservation easements, and transfer of development rights. The development potential of a site containing unstable or problem soils may be lower than for other nearby sites lacking similar environmental features.



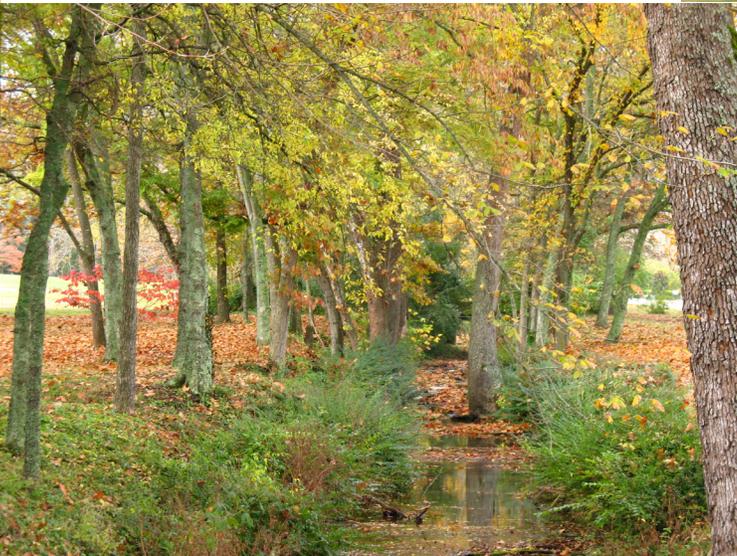
View sheds – Buildings do not impede in the defined view shed. Rooftops of any building or structure are below the perceived skyline and/or are buffered using mature stands of trees and native plants and vegetation.

Conservation



Conservation policy is applied across all Transect categories except Downtown. Because of this, the development environment surrounding sensitive natural features varies across the county. Shown to the left is a preserved hillside in West Meade with a suburban residential neighborhood in the valley.

Conservation policy in a rural setting in Bells Bend where the steep forested hillsides are preserved and the floodplain is used for agriculture.



A stream corridor is preserved in West Nashville.

T-2 Rural

Neighborhood

Rural Neighborhood Maintenance

Policy Intent

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

T2 Rural Neighborhood Maintenance Areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

General Characteristics

T2 Rural Neighborhood Maintenance Areas demonstrate an established development pattern consisting of low density residential development, agricultural, and civic and public benefit land uses. Attached and detached residential buildings and agricultural buildings are dispersed across the landscape. Buildings are located with consideration given to sensitive environmental features, preservation of significant view sheds, and ability to farm land, resulting in deep setbacks and generous spacing between buildings. The public realm and streetscape features the sparse use of lighting and informal, natural landscaping. T2 Rural Neighborhood Maintenance Areas have low levels of connectivity due to a sparse road network and the limited presence of multi-use paths and/or bikeways. The development pattern reflects the preservation of land with environmental significance such as steep topography, vegetation, and view sheds and the preservation of tracts of farmland. The edges of T2 Rural Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by environmental features, lot size, and building placement.

Application

T2 Rural Neighborhood Maintenance Policy is applicable to areas that are zoned residential or agricultural, where the primary land use is residential and agricultural, or that are envisioned to remain primarily residential and agricultural. T2 Rural Neighborhood Maintenance is applied in situations where there is an expressed interest in maintaining the predominant, existing developed and undeveloped condition and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T2 Rural Neighborhood Maintenance Policy areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of homes), environmental features, man-made features (rail lines, major utility easements, prominent roads), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Examples of Appropriate Land Uses (In order of appropriateness)

Agricultural and Related Accessory Uses

Residential

Civic or Public Benefit



T-2 Rural

Neighborhood

Rural Neighborhood Maintenance

Design Principles

Access – Single access driveways are common. Shared access roads and driveways serving more than two dwellings or large properties are also common. Driveways are designed and located to preserve environmentally sensitive features.

Block Length – Blocks are curvilinear with generous distance between intersections.

Building Form (Mass, Orientation, Placement) – The building form is in character with the existing development pattern of the rural neighborhood in terms of its mass, orientation, and placement. Massing of residential buildings results in a building footprint with low lot coverage. Buildings are generally oriented onto the primary road or onto a driveway. Setbacks are generous and irregular and spacing between buildings is generous. The preservation of scenic viewsheds, environmental features and prime farmland is considered when determining where the building is located to minimize the visual impact on the landscape. Buildings are 1 to 3 stories in height.

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

A community plan may establish “Infill Areas” within Neighborhood Maintenance areas. Infill Areas are places within established neighborhoods where vacant, underutilized, or land in a nonresidential use could redevelop. Examples could include an undeveloped farm, a former country club or church, etc. Infill Areas are different from Neighborhood Evolving areas because Infill Areas are generally smaller and interior to Neighborhood Maintenance areas. Infill Areas may have different Building Forms than the rest of the Neighborhood Maintenance area. If the Community Plan includes an Infill Area, it will have clearly identified boundaries and guidance on the desired residential development pattern. Special consideration will also be given to how to blend the edges of the Infill Area into the surrounding neighborhood.

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

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



T-2 Rural

Neighborhood

Rural Neighborhood Maintenance

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low and is provided in the form of greenways and/or multi-use paths and on-road facilities for bicyclists.

Connectivity (Vehicular) – Vehicular connectivity is low. Limited transportation infrastructure – a sparse road network – limits vehicular connectivity to prominent rural roads, which are connected in a widely spaced network. Roads are designed and located to preserve environmentally sensitive features. A road cross-section with shoulders and swales is preferred. A road cross-section with curb and gutter is inappropriate.

Density/ Intensity – Density is secondary to the form of development, however, T2 Rural Neighborhood Maintenance Areas are intended to be the lowest density of residential development in the County. Density does not generally exceed 1 dwelling unit per 2 acres and even lower density is preferred to create or preserve a truly rural character. The density and its appropriate form is established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan. Density within Infill Areas may vary from the density of the rest of the Neighborhood Maintenance area, but is designed to blend in with it. Intensity associated with non-residential development is not applicable in this policy category.

Landscaping – Landscaping is natural and informal. Landscaping generally utilizes existing, native vegetation and reflects the natural environment, but may also include some formal plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Lighting – Lighting is sparsely provided. Lighting is used for safety at buildings and is designed to fit the context and character of a rural environment. Lighting is directed onsite and does not contribute to light pollution.

Parking – Parking is provided on-site on private property. Parking for civic and public benefit land uses is provided on-site behind or beside buildings. Bicycle parking is provided at civic and public benefit uses.

Service Area – Not applicable in this policy category.

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

Zoning Districts

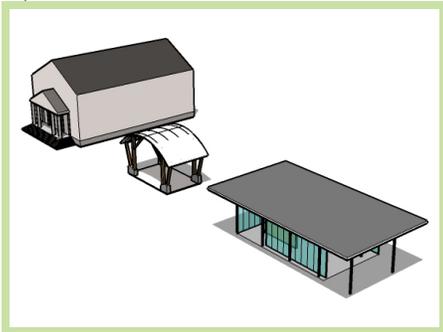
- AG
- AR2a
- RS80
- R80
- SP
- Other residential zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

T-2 Rural

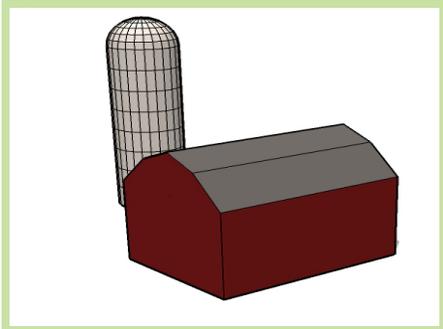
Neighborhood

Rural Neighborhood Maintenance

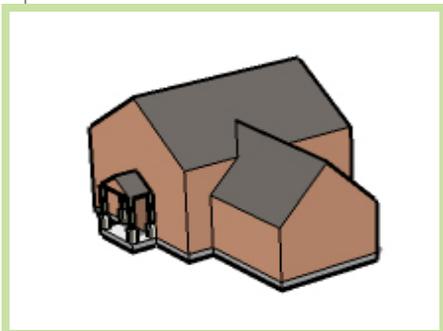
Building Types



civic



agricultural



house



T-2 Rural

Neighborhood

Rural Neighborhood Maintenance



Nashville's remaining rural areas are in outlying areas of the county such as this one near Whittemore Lane in Southeast Davidson County.

Farm in Neelys Bend



View from Cane Ridge Community Center

T-2 Rural

Center

Rural Neighborhood Center

Policy Intent

Preserve enhance, and create rural centers that are compatible with the general character of rural neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.

General Characteristics

T2 Rural Neighborhood Centers are pedestrian friendly areas generally located at defined intersections and contain commercial, mixed use, residential, civic and public benefit land uses. Rural centers serve rural neighborhoods within a 10 minute drive. T2 Rural Neighborhood Centers are generally small, not exceeding the four corners of an intersection of prominent rural roads. Buildings are regularly spaced, built to the back edge of the sidewalk with minimal spacing between buildings when on narrow rural roads. Setbacks for buildings may be deeper when located on wide rural roads. Parking is generally behind or beside the buildings or provided on-street. The public realm and streetscape features the infrequent use of lighting, and both formal and informal landscaping. T2 Rural Neighborhood Centers are served by low to moderate levels of connectivity with rural roads and multi-use paths leading to surrounding rural neighborhoods and open space. The edges of T2 Rural Neighborhood Centers are firm with clearly distinguishable boundaries identified by land uses, building types, building placement, block structure, and environmental features.

Application

T2 Rural Center Policy is applied in situations where there is a concentration of land that is zoned, used or intended to be used as commercial and mixed use that is situated to serve a neighborhood or community, and its intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access such as an arterial.

Commonly used boundaries to define T2 Rural Center Areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, man-made features (rail lines, major utility easements, prominent roads), and transitional uses (open space, institutional, ancillary residential). Intensification should take place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Examples Appropriate Land Uses (In order of appropriateness.)

Commercial*

Office

Vertical Mixed Use

Residential

Civic or Public Benefit

*Automobile related uses, e.g. auto dealers, automobile repair, etc., with



T-2 Rural

Center

Rural Neighborhood Center



activities outside of buildings have specific guidance in the Design Principles that follow.

Design Principles

Access – Primary access is generally provided from an arterial and may be provided from a collector street. Secondary access may also be provided by a local side street. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the road. Access is designed to be easily crossed by pedestrians. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.



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

Building Form (Mass, Orientation, Placement) – The building form is in character with the existing development pattern in terms of its mass, orientation, and placement. However, the building form should complement the adjacent neighborhoods that it serves and the infrastructure to which it has access. The massing of buildings results in a footprint with low lot coverage generally with 10,000 square feet or less of individual first floor tenant space, each with its own entrance(s). Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

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



Buildings, including entrances, are oriented to the road. Setbacks and on-street parking vary based on the intensity of the road. On narrow rural roads, the setback is shallow or non-existent with the front building façade built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. On wide rural roads, shallow setbacks are present, but may be deeper where parking and access are warranted along larger arterials. In all cases, the spacing between buildings is generally minimal. Buildings are generally 1 to 2 stories in height.



Civic and public benefit buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point in the center. The relationship of the building to the road and streetscape may vary in relation to other buildings, however, the buildings,

T-2 Rural

Center

Rural Neighborhood Center

including entrances, are oriented to the road with parking behind or beside to preserve open space in front of the building or to frame the road with the building.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low to surrounding neighborhoods due to the low-density development pattern. When provided, it is provided in the form of greenways or pedestrian paths. Pedestrian connectivity within the Rural Neighborhood Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the Center. Crosswalks are provided at intersections, through parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Bicycle connectivity is provided in the form of on-road facilities.

Connectivity (Vehicular) – Vehicular connectivity is low to surrounding neighborhoods, due to the low-density development pattern. The T2 Rural Center is generally located at a prominent intersection with vehicular access provided by an arterial or a collector. Connectivity within the center is provided through coordinated access and circulation.

Density /Intensity – Density and intensity are secondary to the form of development. The density and intensity of development is low with 1 to 2 story buildings and a small geographic scale, generally four corners of a prominent intersection. Intensification should take place within the defined boundaries of the T2 Rural Center policy rather than through expansion of the policy. The density and intensity of development and its appropriate form is established through the Community Planning process or Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.

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

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

Parking – Parking is provided on-street or on-site on surface lots. Where a historic rural pattern of a narrow rural road and buildings built to the road

Zoning Districts

- MUN-A
- All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:
- MUN
- CN
- CL
- SCN
- Other mixed use or residential zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

T-2 Rural

Center

Rural Neighborhood Center



exists or can be created, parking is located behind or beside the buildings. Where a wider rural road and deeper setbacks exist, a single row of parking in front of the building is allowed, with the remainder of the parking behind or beside the building. An exception is made for automobile related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the road and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the road and the pedestrian. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.



Service Area – The T2 Rural Center provides services to meet the daily needs of residents in the surrounding rural community within a 10 minute drive.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

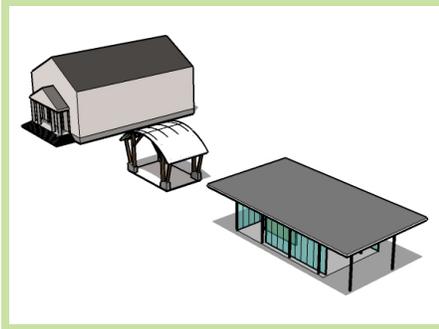
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

T-2 Rural

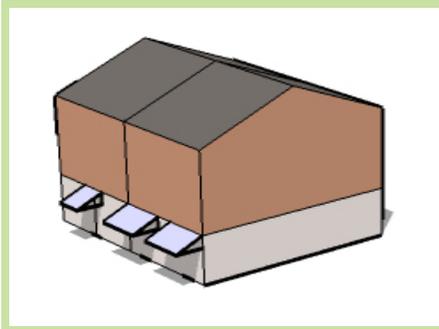
Center

Rural Neighborhood Center

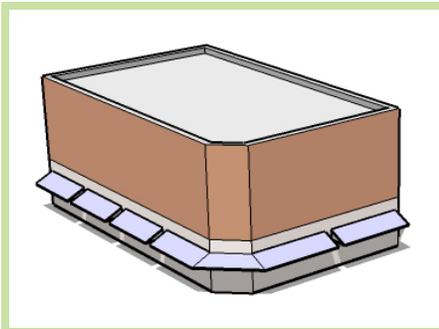
Building Types



civic



live-work



mixed use



T-2 Rural

Center

Rural Neighborhood Center



Rural Neighborhood Centers often provide goods and services for large geographic areas and are frequently noted for their charm and distinctive character.



T-3 Suburban

Neighborhood

Suburban Neighborhood Maintenance

Policy Intent

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

T3 Suburban Neighborhood Maintenance Areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

General Characteristics

T3 Suburban Neighborhood Maintenance Areas demonstrate an established development pattern consisting of low to moderate density residential development and civic and public benefit land uses. Attached and detached residential, and civic and public benefit buildings are found regularly spaced with moderate to deep setbacks and moderate spacing between buildings. Lots are generally accessed from local suburban streets. The public realm and streetscape features the infrequent use of lighting and generally informal and natural landscaping. T3 Suburban Neighborhood Maintenance Areas are served by moderate levels of connectivity with street networks, sidewalks, bikeways and mass transit. The edges of T3 Suburban Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features.

Application

T3 Suburban Neighborhood Maintenance Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T3 Suburban Neighborhood Maintenance Policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T3 Suburban Neighborhood Maintenance Policy areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of homes), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Examples of Appropriate Land Uses (In order of appropriateness)

Residential

Community Gardens and Other Open Spaces

Civic or Public Benefit



T-3 Suburban

Neighborhood

Suburban Neighborhood Maintenance



Design Principles

Access – Single access driveways from the street to an individual residence are common. Shared driveways are also appropriate. Where shared driveways currently exist, they are encouraged to be retained, particularly on corridors.

Block Length – Blocks are curvilinear with generous to moderate distance between intersections.

Building Form (Mass, Orientation, Placement) – The building form is in character with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement. Massing of buildings results in a footprint with low to moderate lot coverage. Buildings are oriented to the street, with moderate and consistent setbacks, providing large yards and moderate spacing between buildings. Buildings are 1 to 3 stories in height.



While T3 Suburban Neighborhood Maintenance areas may contain a mixture of building types, these are sometimes randomly located rather than thoughtfully placed in relation to corridors and centers. Any future mix arranges building types in strategic locations through zoning decisions that place higher intensity buildings nearer to centers and corridors and uses these more intense building types as land use transitions. Allowing for higher intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit.

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

Where development occurs on a corridor the setback is consistent with the established setback. However buildings may vary, in terms of lot size, building size, building spacing and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

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



A community plan may establish “Infill Areas” within Neighborhood Maintenance areas. Infill Areas are places within established neighborhoods where vacant, underutilized, or land in a nonresidential use could redevelop. Examples could include an undeveloped farm, a former country club or church, etc.. Infill Areas are different from Neighborhood Evolving areas

T-3 Suburban

Neighborhood

Suburban Neighborhood Maintenance

because Infill Areas are generally smaller and interior to Neighborhood Maintenance areas. Infill Areas may have different Building Forms than the rest of the Neighborhood Maintenance area. If the Community Plan includes an Infill Area, it will have clearly identified boundaries and guidance on the desired residential development pattern. Special consideration will also be given on how to blend the edges of the Infill Area into the surrounding neighborhood.

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low to moderate and may be provided in the form of sidewalks and greenways. Pedestrian and bicycle connectivity is encouraged, however, to nearby open spaces, community facilities (such as schools) and centers to offer alternate modes of transportation. Where cul-de-sacs exist, it is appropriate to provide connectivity to other cul-de-sacs or common open spaces with sidewalks or multi-use paths. Sidewalks are provided on prominent streets, while multi-use paths are appropriate on less prominent streets and/or streets featuring shoulder and swale cross-sections.

Connectivity (Vehicular) – Vehicular connectivity is moderate and is provided in the form of local streets, collectors, and arterials that add to the overall street network and provides residents with multiple routes and reduced trip distances. Connectivity is low where cul-de-sacs are present and any future use of cul-de-sacs is discouraged. When the opportunity presents itself, street connectivity is provided. Mass transit is generally available to commercial and residential areas and is connected to other forms of transportation including sidewalks and bikeways.

Density/Intensity – Density is secondary to the form of development, however, T3 Suburban Neighborhood Maintenance areas are intended to be low to moderate density. Density is generally between 1 or fewer dwelling units per acre to 20 dwelling units per acre for residential development ranging from single and two-family homes to multi-family homes. Areas with adequate infrastructure, access and the ability to form transitions and support future mass transit and the viability of consumer businesses, are most appropriate for higher density. These are primarily areas along corridors internal to the neighborhood or near larger centers and corridors adjacent to the neighborhood. In all cases, the density and its appropriate form is established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan. This analysis may result in a more specific density range than that found in this manual or may result in the continued use of the standard density range found in this manual. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Density within Infill Areas may vary from the density of the rest of the Neighborhood Maintenance area, but is designed to blend in with it. Intensity associated with non-residential development is not applicable in this policy category.

Zoning Districts

- R8, RS7.5
- R10, RS10
- R15, RS15
- R20, RS20
- R30, RS30
- R40, RS40
- RM2 - RM20 with an accompanying site plan based zoning to insure design objectives
- SP
- Other residential zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

T-3 Suburban

Neighborhood

Suburban Neighborhood Maintenance



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

Lighting – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and projected downward.



Parking – Parking for single and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multi-family buildings is provided on-site on surface parking lots, which are behind or beside the primary structure and are screened from view. Parking for civic and public benefit land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multi-family buildings and civic and public benefit uses.

Service Area – Not applicable in this policy category.



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

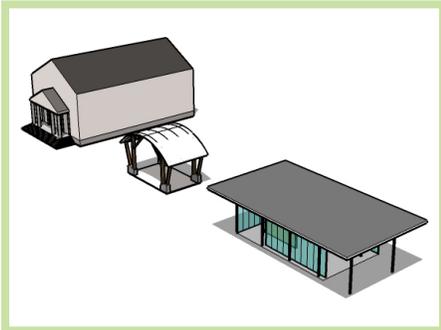
Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

T-3 Suburban

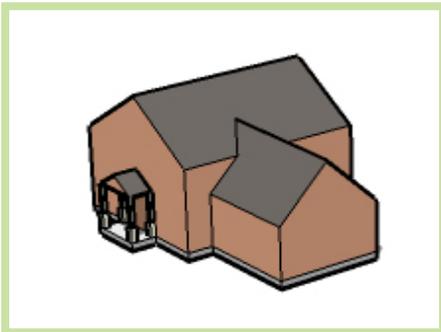
Neighborhood

Suburban Neighborhood Maintenance

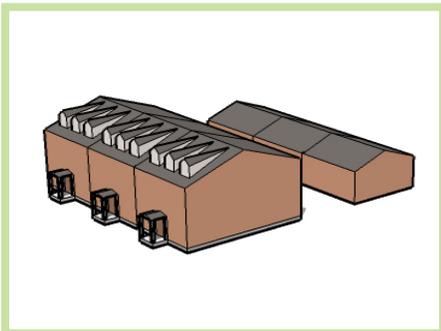
Building Types



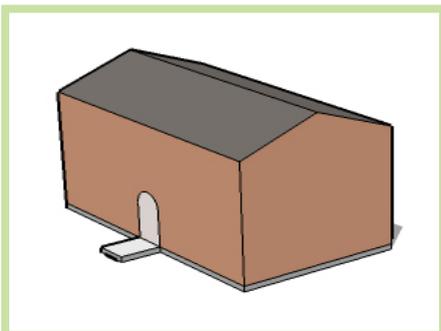
civic



house



townhouses



flats



T-3 Suburban

Neighborhood

Suburban Neighborhood Maintenance



Established suburban neighborhoods are found throughout Nashville and are known for their charm and beauty. Left: Green Hills



Right: Crieve Hall



Left: Belle Meade Links

D - District

District

Office Concentration

Policy Intent

Preserve, enhance, and create Districts where office use is predominant and could be supplemented with complementary uses. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

General Characteristics

The predominant use in D Office Concentration Districts is office. Complementary uses may also be present including daily convenience retail, restaurants, health clubs, and medium to high density residential. Complementary uses within the District are in locations that allow them to be accessed externally by the general public and internally by employees and visitors to the District.

Buildings are found regularly spaced with setbacks and spacing determined by the surrounding Transect Area. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and the use of formal landscaping. D Office Concentration Districts are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of D Office Concentration Districts are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

D Office Concentration Districts have a high level of internal connectivity in its transportation network for pedestrians, automobiles, and service vehicles, and provides opportunities for access to and from the District with entrances to and from major arterials and collector streets. Connectivity to local external transportation networks and public mass transit is essential; where connections to public mass transit are not available regional connectivity is also appropriate.

Office uses abutting surrounding residential development provide a complementary transition through changes in building form and massing or may be buffered by the use of native vegetation or formal landscaping.

Application

D Office Concentration Policy is applicable to areas that are zoned primarily for office use, where the primary land use is office, or that are envisioned to become predominantly office. D Office Concentration Policy is applied in situations where there is an area with a concentration of a singular office use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the office use.

Commonly used boundaries to define D Office Concentration Districts include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, and residential). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.



D - District

District

Office Concentration



Examples of Appropriate Land Uses (In order of appropriateness)

Office
Commercial
Residential
Civic

Design Principles

Access – Vehicular access is obtained from arterial boulevards and freeways for larger and more intense concentrations, while collector avenue, local and service streets provide access to smaller concentrations and to buildings internal to the larger Districts. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies and is designed to promote the operation of the uses that exist within the District.

Building Form (Mass, Orientation, Placement) – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D Office Concentration District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares are oriented to the street with setbacks that vary per the surrounding Transect Area. If the surrounding Transect Area is T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk. Meanwhile, in T2 Rural and T3 Suburban Transect Areas moderate to deep setbacks are appropriate.



Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks or multi-use paths and bikeways. All buildings are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is moderate. D Office Concentration Areas are generally located along or near arterial streets. Connectivity within the D Office Concentration Area is provided through coordinated access and circulation, which may include the construction of new streets.



Density/Intensity – Residential uses in D Office Concentration areas generally take the form of multifamily or short-term housing and are high density. Densities of 20 to 60 units per acre are common, with higher densities being found in larger and more intense office concentrations. Intensity of nonresidential development will vary widely and will tend to be high near T4 Urban and T5 Center Transect Areas and moderate in

D - District

District

Office Concentration

T3 Suburban and T2 Rural Transect Areas. In all cases, the density and intensity and the appropriate form are established through the Community Planning process or Detailed Design Plan process, to be in keeping with the goals and objectives of the Community Plan.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Transitions between the D Major Office Concentration District and other Community Character Policies is best created by transitions in building form and uses, however in some cases generous and dense landscape buffers may be utilized to aid in creating a transition.

Lighting – Lighting is provided to enhance the operation of the District. Lighting is used for safety at buildings, safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the D Office Concentration District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is provided on-street or on-site in structures or surface lots. Whether structured or surface, parking is located behind, beside or beneath the primary structure. Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D Office Concentration District or the streetscape. The design and location of signage complements and contributes to the envisioned character of the D Office Concentration Area. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs are appropriate. Monument signs may be appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

Zoning Districts

- OR20-A, OR40-A, ORI-A
- OL
- OG
- OR20
- OR40
- ORI
- SP



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