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COMMUNITY CHARACTER MANUAL

APRIL REVIEW DRAFT

This is the review draft of the Community Character Manual of NashvilleNext. It is part of Volume III (Communities) of the draft General Plan.

We appreciate that you are giving time to reviewing this work. This chapter is the result of three years of effort on NashvilleNext, combining public visioning and community engagement with guidance from topical experts to create a plan for Nashville and Davidson County over the next 25 years.

Comments

The public review period is during April, 2015. We are eager to hear your thoughts on the plan. Here's how to provide input:

- Online: www.NashvilleNext.net
- Email: info@nashvillenext.net
- At public meetings
  - April 18: Tennessee State University (Downtown Campus), 10am - 1:30 pm
  - April 20: 5 - 7pm at both the North Nashville Police Precinct and the Edmondson Pike Branch Library
  - April 27: 5 - 7pm at both the Madison Police Precinct and the Bellevue Branch Library
- Phone: 615-862-NEXT (615-862-6398)
- Mail: Metro Nashville Planning Department, P.O. Box 196300, Nashville TN 37219-6300

We ask that you include contact information with your comments. We also request that you be as specific as possible in your requests. Referring to a specific page or section is greatly appreciated.

Next steps

The most up to date information is always available at www.NashvilleNext.net. Here is our tentative adoption schedule:

- **Mid-May:** Post static draft of plan in advance of public hearing
- **June 10:** First public hearing at Planning Commission (tentative; special date)
- **June 15:** Second public hearing at Planning Commission (tentative; special date)

CO Conservation

Introduction

Conservation Community Character policy is found in all Transect Categories except all of T6 Downtown, and the T5 Center Mixed Use Neighborhood category. 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, 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 and T5 Center Mixed Use Neighborhood (T5 MU) contain no Conservation policy because of their 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.

Policy Intent

Preserve and enhance environmentally sensitive land within the T2 Rural, T3 Suburban, T4 Urban, most of the T5 Center, and D District Transect Categories. Conservation policy identifies land with sensitive environmental features including, but not limited to, 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 and T5 Center Mixed Use (T5 MU) policy, 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 steep slopes and floodplains emphasizing the need for these areas to be excluded from development. T2 Rural Transect areas contain several different kinds of environmentally sensitive features, most notably steep slopes, problem soils, areas of extensive tree cover, 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 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. These features are mapped as Conservation policy unless the features are too small to be displayed on the map or are confidential as noted below. Applicants for development approvals are urged to conduct site surveys and consult with relevant regulatory agencies to identify or confirm the location of any sensitive environmental features that may be on a given site.

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. The locations of these species are not mapped because they are confidential in order to protect the species. Applicants should contact the State of Tennessee Department of Environment and Conservation for more information.

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

Sinkholes – Sinkholes are depressions or holes in the ground that are caused by a surface layer collapse. They are common in areas of karst topography, which are formed when highly soluble rocks such as limestone dissolve. Karst topography is common in parts of southeast Davidson County, such as near J. Percy Priest Lake.

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.

Tree Canopy – Extensive areas of tree canopy are formed by mature tree crowns in the upper layers of forested areas. Preserving the tree canopy is important for maintaining and improving air quality, managing stormwater, protecting water quality, and mitigating the urban heat island effect. These areas are not mapped as Conservation policy but may instead be identified using the aerial photography data maintained by the Planning Department.

Unstable/Problem Soils – Unstable soils are typically associated with steep slopes or the bases of steep slopes. The former are generally Bodine-Sulfura soils and the latter is most commonly Dellrose. Problem soils include sinkholes and wetland soils.

Other environmentally sensitive features, include, but are not limited, to wildlife corridors and habitats and fragile geological formations. These may be identified during the Community Planning process and may not be mapped but may instead be referenced in Special Policies in the community plans.

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 previously developed land, Conservation Policy may be used for the remediation of environmentally sensitive features that may have been compromised during site construction.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Potentially 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 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 on mitigation or remediation of sensitive lands.

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

- Agricultural
- Industrial in floodplain sites along the Cumberland River and some limited areas of steep slopes
- Institutional
- Residential
- Existing commercial uses are sometimes found in CO policy areas. Guidance for these uses is provided below and may be supplement by guidance 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 and Site Design – Conservation Areas surrounded by or adjacent to Open Space Policy Areas in the T1 Natural, T2 Rural, T3 Suburban, T4 Urban, and T5 Center Transects – The only types of buildings in Open Space Policy areas, which consist entirely of permanently protected open space, are agricultural, residential houses, and civic. Most land in the Open Space Policy Areas is publicly owned open space; therefore most buildings are civic or are agricultural structures used for civic purposes such as recreation or nature centers. Buildings are sited and designed to preserve the natural environment as the focus. They are sited to minimize adverse environmental impacts by blending into the land forms and enhancing view sheds. Buildings are generally not located on ridgelines or hilltops, but if they are, their rooflines are below the height of the existing tree canopy. Amenities include benches, picnic shelters and restrooms.

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Grading for playfields and parking areas avoids environmentally sensitive features. Impervious surfaces are minimized. LID stormwater management techniques are used.

T2 Rural Conservation Areas – Most T2 Rural Conservation areas contain a limited mix of building types that includes primarily residential houses, agricultural, and institutional. Occasionally, industrial buildings may be found in floodplain sites along the Cumberland River, which has a higher measure of flood control than other rivers in Davidson County and has a history of industrial businesses that need to be along the river for various reasons. Existing commercial and office buildings are sometimes found in T2 Rural CO policy areas. New commercial and office buildings are generally discouraged. Construction of new buildings of any type in CO areas within the T2 Rural Transect is inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features.

In the event that any new construction is supported, building mass is small footprint with a low impervious surface ratio in relation to the lot size to protect sensitive environmental features. Building heights are generally consistent with the Community Character Policy Category the constrained land is surrounded by or adjacent to. However, heights may be more limited than would otherwise be appropriate based on factors such as the need to alter sensitive environmental features for engineering purposes to achieve the desired height or to provide access and parking.

The density or 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 T2 Rural Conservation Areas are determined by physical site characteristics, adjacent Community 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. Within T2 Rural areas, the maximum gross density is 1 dwelling unit per 10 acres and only where the characteristics of the land support that density after the protection of the sensitive environmental features. 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.

Building orientation and placement minimize disturbance of existing environmental features. Buildings are oriented to face public streets to the extent that protecting sensitive environmental features permits. Design features such as windows, doors, and porches are used to provide façade articulation where it is not possible for a building to face a public street.

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 and topography are used to determine where buildings are best located to minimize environmental disturbance. Sensitive environmental features are used as site amenities.

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

T3 Suburban Conservation Areas – T3 Suburban Conservation areas contain areas where sensitive

environmental features have already been developed in addition to areas where these features remain undisturbed. Construction of new buildings of any type in undisturbed CO areas within the T3 Suburban Transect is inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features.

Existing building types in T3 Suburban Conservation areas that are embedded in residential settings may include single- and two-family residential houses, triplexes, detached accessory dwelling units, townhomes, manor houses, and stacked flats. Institutional buildings may also be located in these areas. Building types in T3 Suburban Conservation areas that are embedded in mixed use settings may include vertical mixed use, commercial, office, live-work, institutional, townhomes, manor houses, and stacked flats. Two-family residential houses, triplexes, and detached accessory dwelling units may also be located in lower-intensity areas. Decisions about which building types would be appropriate on a given environmentally constrained site that has previously been disturbed or that cannot be developed at all without some disturbance of the sensitive environmental features involve more flexibility than is the case with unconstrained sites. The environmental constraints on sites that include CO policy may make it difficult to construct certain housing types without disturbing the sensitive environmental features.

In the event that any new construction is supported, building mass is generally small footprint with a low impervious surface ratio in relation to the lot size to protect sensitive environmental features. Building heights are generally consistent with the Community Character Policy Category the constrained land is surrounded by or adjacent to. However, heights may be more limited than would otherwise be appropriate based on factors such as the need to alter sensitive environmental features for engineering purposes to achieve the desired height or to provide access and parking.

Building orientation and placement minimize disturbance of existing environmental features. Buildings are oriented to face public streets to the extent that protecting sensitive environmental features permits. Design features such as windows, doors, and porches for residential development and windows, doors, and decks for outdoor dining for mixed use development are used to provide façade articulation where it is not possible for a building to face a public street.

The density or 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 are determined by physical site characteristics, adjacent Community 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 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 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 and topography are used to determine where buildings are best located to minimize environmental disturbance. Sensitive environmental features are used as site amenities.

Innovative development techniques are used to minimize environmental disturbance, resulting in infrequent use of standard building designs, most particularly in the case

of non-residential development. Grading is minimized.

Decisions about the appropriate Building Form and Site Design surrounded by or adjacent to Tier 1 Centers or Priority Corridors shown on the Growth and Preservation Map (Concept Plan) in the T3 Suburban Transect need to strike a balance between protecting sensitive environmental features and the function of the center or corridor. The balance tips more toward the development pattern of the surrounding or adjacent Tier 1 Center or Priority Corridor.

T4 Urban Conservation Areas – T4 Urban Conservation areas contain areas where sensitive environmental features have already been developed in addition to areas where these features remain undisturbed. Construction of new buildings of any type in undisturbed CO areas within the T4 Urban Transect is generally inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features or is within a Tier 1 Center, Priority Corridor, or Transition and Infill Area as shown on the Concept Plan.

Existing building types in T4 Urban Conservation areas that are embedded in residential settings may include single- and two-family residential houses, triplexes, detached accessory dwelling units, townhomes, manor houses, and stacked flats. Institutional buildings may also be located in these areas. Building types in T4 Urban Conservation areas that are embedded in mixed use settings may include vertical mixed use, commercial, office, live-work, institutional, townhomes, manor houses, and stacked flats. Single- and two-family residential houses, triplexes, and detached accessory dwelling units may also be located in lower-intensity mixed use areas. Decisions about which building types would be appropriate in a given location involve more flexibility because the environmental constraints on sites that include CO policy may make it difficult to construct certain building types without disturbing the sensitive environmental features.

Building mass is generally small footprint in relation to the lot size to protect sensitive environmental features. Building orientation and placement minimize disturbance of existing environmental features while striking a balance between the need to preserve or remediate environmentally sensitive features and the need to encourage urban infill development. Tools that may be especially appropriate in achieving this balance include:

- Increasing tree preservation requirements on environmentally constrained sites to stabilize steep slopes, mitigate the urban heat island effect, and manage stormwater runoff;
- Allowing greater flexibility in sidewalk design to work around sensitive environmental features;
- Requiring rather than encouraging the use of LID stormwater management techniques;
- Supporting more design flexibility for sensitive sites.

Buildings are oriented to face public streets to the extent that protecting sensitive environmental features permits. Design features such as windows, doors, and porches are used to provide façade articulation where it is not possible for a building to face a public street.

Building heights are generally consistent with the Community Character Policy Category the constrained land is surrounded by or adjacent to. However, heights may be more limited than would otherwise be appropriate based on factors such as the need to alter sensitive environmental features for engineering purposes to achieve the desired height or to provide access and parking.

The density or 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 are determined by physical site characteristics, whether the site is located within a Transition and Infill area shown on the Concept Plan, adjacent Community 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 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 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 and topography are used to determine where buildings are best located to minimize environmental disturbance. Sensitive environmental features are used as site amenities.

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

Whenever possible, a balance should be struck between protecting sensitive environmental features surrounded by or adjacent to Tier 1 Centers and Priority Corridors shown on the Concept Plan and the function and design of those high-priority areas for growth and coordinated investment. For example, sensitive environmental features can be thoughtfully and creatively incorporated into building and site design for these high-priority locations. Environmentally sensitive development techniques can be employed to preserve or remediate disturbance of the environmental features. However, in cases where a decision must be made in one direction of the other, the balance tips more toward the function and development pattern of the surrounding or adjacent Tier 1 Center or Priority Corridor Areas than toward the preservation or remediation of the sensitive environmental features.

Building mass for environmentally constrained areas surrounded by or adjacent to T4 Urban MU, NC, CC, and CM policy areas is generally small footprint with a low impervious surface ratio in relation to the lot size to protect sensitive environmental features. LID stormwater management techniques may be required for developments with higher impervious surface ratios.

Building orientation and placement minimize disturbance of existing environmental features while striking a balance between the need to preserve or remediate environmentally sensitive features and the need to encourage urban mixed use development. Buildings are oriented to face public streets while minimizing disturbance to sensitive environmental features and incorporating them as site amenities. Design features such as windows, doors, and decks for outdoor dining are used to provide façade articulation where it is not possible for a building to face a public street.

Building heights are generally consistent with the Community Character Policy Category the constrained land is surrounded by or adjacent to. Building heights in T4 NC areas and in T4 MU, CC, and CM areas that are not shown as tiered centers on the Concept Plan may be more limited than would otherwise be appropriate based on factors such as the need to alter sensitive environmental features for engineering purposes to achieve the desired height or to provide access and parking.

The 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 development intensities are determined by physical site characteristics, whether the site is part of a tiered center or corridor shown on the Growth and

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Preservation Map, adjacent Community 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 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 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 is grouped on the site to preserve the environmentally sensitive features. Lot configuration and right-of-way balance the preservation of environmentally sensitive features with consistency with surrounding lot and right-of-way patterns. Site specific vegetation and topography are used to determine where buildings are best located to minimize environmental disturbance. Sensitive environmental features are used as site amenities.

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

T5 Center Conservation Areas surrounded by or adjacent to T5 RC or T5 SR Policy Areas – Building types in T5 Center Conservation areas that are surrounded by or adjacent to T5 RC or SR policy areas may include vertical mixed use, commercial, office, live-work, institutional, townhomes, manor houses, and stacked flats. Decisions about which building types would be appropriate in a given location involve more flexibility because the environmental constraints on sites that include CO policy may make it difficult to construct certain building types without disturbing the sensitive environmental features.

Decisions about the appropriate Building Form and Site Design surrounded by or adjacent to mixed use policy categories in the T5 Center Transect need to strike a different balance between protecting sensitive environmental features and the function of the center or corridor than in T2 Rural, T3 Suburban, or T4 Urban Transect centers. The balance favors the development patterns of the surrounding or adjacent center and the neighborhoods it serves in T5 Center Areas. T5 RC and SR policy areas correspond with Tier 1 and 2 Centers that are shown on the Growth and Preservation Map.

Building mass for environmentally constrained areas surrounded by or adjacent to T5 RC and SR policy areas is may be smaller footprint with a lower impervious surface ratio in relation to the lot size than would otherwise be the case in these policy areas to protect sensitive environmental features. LID stormwater management techniques may be required for developments with impervious surface ratios comparable to those for less constrained sites in these centers.

Building orientation and placement minimize disturbance of existing environmental features when it is possible to do so without compromising the function of the center. The use of innovative site design, particularly that which uses constrained environmental features as site and public amenities, is strongly encouraged. Buildings are oriented to face public streets while minimizing disturbance to sensitive environmental features and incorporating them as site amenities.

Building heights are generally consistent with the Community Character Policy Category the constrained land is surrounded by or adjacent to. However, factors such as the need to alter sensitive environmental features for engineering purposes to achieve the desired height or to provide access and parking will be considered in decisions about appropriate building height.

The intensity of development for the environmentally

constrained portions of a site is lower than for the more developable portion of a site. Efforts are made to design buildings in a manner that preserves the essential integrity of the natural landform and vegetation. Specific development intensities are determined in part by physical site characteristics and the impact that the proposed development would have on the environmental feature in question. The adequacy of the infrastructure (including, but not limited to, roads and sewers) and the feasibility of extending infrastructure is also considered. 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 is grouped on the site to preserve the environmentally sensitive features. Lot configuration and right-of-way balance the preservation of environmentally sensitive features with consistency with surrounding lot and right-of-way patterns. Site specific vegetation and topography are used to determine where buildings are best located to minimize environmental disturbance. Sensitive environmental features are used as site amenities.

Innovative development techniques are used 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 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.

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 impactive 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.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

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

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

Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Potentially Appropriate Zoning to Implement the Policy

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

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

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

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

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

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

CO Conservation

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

The following is a list of zoning districts that may be appropriate within a given CO area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for CO policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

T1 Natural Overview

Introduction

The T1 Natural Transect Category applies to the least developed areas within the Transect. T1 Natural Areas are generally large expanses of publicly controlled, undisturbed open space, often with environmentally sensitive features. Within Davidson County the T1 Natural Areas are not contiguous, but instead represent the largest parks and protected open space in the county. Given the diversity of development within Davidson County, T1 Natural Areas may be found adjacent to rural, suburban or urban areas. The land within the T1 Natural Transect Category remains, however, natural in character and undisturbed by development. The public open spaces in T1 Natural Areas provide an environment where Davidson County residents seek refuge, participate in low impact and informal recreational uses, and enjoy natural scenery. Examples of publicly owned T1 Natural Areas include Percy and Edwin Warner Parks, Shelby Bottoms, Bells Bend Park and Beaman Park.

Privately owned land that is permanently protected by conservation easements or other tools and remains in a natural, undeveloped state may also be categorized as T1 Natural Areas. Often in these cases, steep slopes, waterways, location within a scenic view shed or agricultural significance make the land undesirable locations for conventional development.

Buildings are rare in the T1 Natural Transect Category. The few buildings that do exist are generally associated with civic uses, for example nature centers or community centers. The buildings are generally designed to avoid competing with or diminishing the surrounding natural environment.

Within T1 Natural Transect Areas, land uses are limited to open space and parks. Informal recreational activities are enjoyed by visitors on publicly owned land, while on privately owned land the land has no recreational uses, unless specified by the owner. Informal recreational uses are often related to the natural features of the land and may include hiking, boating, cycling and swimming. Generally, the majority of T1 Natural Transect Areas remain in a natural state.

Road and streetscape characteristics vary with the location of each T1 Natural Transect Area. As noted above, T1 Natural Transect Areas may be located next to T2 Rural, T3 Suburban or T4 Urban areas. Where T1 Natural Transect Areas are located near T2 Rural Transect Areas the roads approaching the T1 Natural Transect Area are typically rustic and unfinished with natural slope and swales for drainage. The streetscape lacks on-road sidewalks and may use multi-use paths for pedestrian movement. Where T1 Natural Transect areas are located near T3 Suburban or T4 Urban Transect Areas, the road approaching the T1 Natural Transect Area will generally feature curb and gutter with a planting strip and sidewalks.

Once inside the T1 Natural Transect Area, however, the transportation network takes on a much less structured, less impactful character. Within T1 Natural Transect Areas the transportation network generally consists of narrow internal roads that follow the contours or other natural features of the land and vary in surface types complemented by trails and multi-use paths.

Landscaping in T1 Natural Areas is generally natural, featuring the undisturbed natural environment and not landscaping. Where landscaping is added at entrances or buildings, native plant species are used in informal groupings.

Natural Open Space

Policy Intent

Preserve existing undisturbed open space in natural areas to remain undeveloped. T1 Natural Open Space Community Character Policy includes public parks and preserves, and may also include private land held in conservation by land trusts and private groups or individuals.

General Characteristics

T1 Natural Open Space Areas are undisturbed natural areas used for passive recreational and include publicly-owned parks and nature preserves, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T1 Natural Open Space Areas have the least amount of disturbance and development; they retain large contiguous swaths of natural terrain, often with steep topography, waterways, dense vegetation, and view sheds.

Land uses generally include passive recreational uses, but may also include civic uses. Civic buildings are located inconspicuously within the open space with consideration to surrounding sensitive environmental features. The public realm that is created with civic buildings is designed to have minimal impact on the landscape with the sparse use of lighting, signage, landscaping and amenities, and limited access to road networks, and parking. The edges of these T1 Natural Open Space Areas are firm, but the low density development of surrounding residential areas serves to make the transition appear seamless. Boundaries are often by environmental features and land preservation easements.

Application

T1 Natural Open Space policy is applied to existing open space in the T1 Natural Transect Category that is to be preserved and enhanced. It may also be applied to land with privately-held conservation easements. Enhancements to existing open space are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Passive Uses (In alphabetical order)

- Boat Docks
- Cemetery or Burial Grounds
- Greenways and Trails
- Nature Preserves
- Primitive Campgrounds

Examples of Appropriate Active Land Uses (In alphabetical order)

- Cultural, Community, Educational and/or Nature Centers

Design Principles

As noted in "General Characteristics," T1 Natural Open Space Areas are found in proximity to T2 Rural, T3 Suburban and T4 Urban Transect Categories. The proximity of adjoining Transect Categories will influence the design of the T1 Natural Open Space Area, with regard to the edges of the policy area and the access to the area.

Access – When T1 Natural Open Space Areas are adjacent

to T2 Rural and T3 Suburban Transect Areas, then the open space is primarily accessed by vehicles, with access provided from a prominent road. The character of roads within the T1 Natural Open Space Area are different than that of the road outside the open space area. The roads within the open space are designed and located to preserve sensitive environmental features such as topography and waterways, as well as other significant landmarks and are designed and located to preserve and enhance views and vistas. When T1 Natural Open Space Areas are adjacent to T4 Urban or T5 Center Transect Areas, the open space is primarily accessed by pedestrians or cyclists, with access provided by multi-use paths.

Block Length – Not applicable in this policy category.

Building Form and Site Design – Civic buildings are less visually prominent in the landscape, preserving the natural environment as the focus. Civic buildings are sited to minimize adverse environmental impacts by blending into the specific environment and land forms and by enhancing view sheds. Buildings are not generally located on ridgelines or hilltops, but if this provides the optimum site, their rooflines are below the height of the existing tree canopy. Amenities include benches, picnic shelters and restrooms.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is low due to the low-density development pattern. Greenways or other multi-use paths link open spaces to other open spaces and may be used to link to nearby commercial or residential development.

Connectivity (Vehicular) – Not applicable in this policy category.

Landscaping – Landscaping is informal, utilizing existing, native vegetation and reflecting the natural environment. When landscaping is added, native plant species are located in a pattern that enhances the natural environment.

Lighting – Lighting is sparsely provided. When provided, lighting is used for safety surrounding buildings, camping facilities and parking areas and is designed to fit the context and character of a natural environment. Lighting is directed onsite, does not intrude into residential and non-developed areas, and does not contribute to light pollution.

Parking – Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces, instead arranged in smaller groupings that are located to avoid environmentally sensitive features and to blend with existing land contours and vegetation. Low impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Service Area – T1 Natural Open Space Areas typically serve the Middle Tennessee Region.

Signage – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assists them in finding any particular amenities in a manner that is not distracting or over overwhelming to the open space or the natural environment.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

Many Open Space Policy areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites

Natural Open Space

serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any improvements within the Open Space area:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

The following is a list of zoning districts that may be appropriate within a given T1 OS area subject to the consistency of the requested zoning district with T1 OS policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered.

- AG
- AR2a
- SP

Other zoning districts may be appropriate based on the locational characteristics of the subject property and consistency of the proposed zoning district with the policy. Site plan based zoning may be required to achieve the T1 OS policy objectives.

Building Types

- Agricultural
- Civic
- House

T2 Rural Overview

Introduction

The T2 Rural Transect Category is sparsely developed with agricultural and low density residential as the primary uses, complemented by limited, low intensity commercial uses. The T2 Rural Transect Category provides residents with the choice of seclusion within the natural and rural countryside.

Within Nashville-Davidson County land designated in the General Plan as T2 Rural reflects land with sensitive and unique topographic and geological characteristics, scarce prime agricultural land or landscapes with a historic rural community character. These areas provide living and working options differentiated from the more suburban and urban parts of the county. The value of rural and conservation land is recognized in the NashvilleNext General Plan, including the Guiding Principles, Elements, Growth and Preservation Plan, and Community Plans. These aim to protect and preserve the rural character and sensitive environmental resources on these lands. In areas designated as T2 Rural, the impact of land subdivision, land development, and intensification of activities can have significant ramifications to the region's resources and health and well-being and, therefore, these lands must be planned carefully and as such, the maintenance of a harmonious development pattern, preservation of prime agricultural lands and the conservation of sensitive environmental resources and rural character is the key focus of any development.

Residents of Davidson County residing within areas designated as T2 Rural have chosen to reside in these areas largely due to its environmental setting of hillsides, valleys, forest, agriculture, and rural character. As development occurs, it must be managed to visually and functionally protect and enhance these assets. To maintain a harmonious development pattern preference shall be given to enhancing and preserving the characteristics of a rural development pattern

Unlike small rural towns in outlying counties, T2 Rural Areas in Davidson County exist in close proximity to T3 Suburban and even T4 Urban Areas. The proximity to more intensely developed areas offers easy access to retail and services. The easy access, combined with the low density development in T2 Rural Areas, diminishes the need for extensive commercial development in T2 Rural Areas. As a result, T2 Rural areas in Davidson County are primarily residential and agricultural. Examples include Scottsboro, Bells Bend, portions of Joelton, Union Hill, Neelys Bend and the outer portions of Bellevue.

Residential and agricultural buildings are sparsely located and are scattered across the landscape in a pattern that honors environmental features and agricultural uses and does not create a dense road network. Residential buildings are often irregular in their orientation to the rural road with deep and varying setbacks. Building footprints are small in relation to their lot size. They are often placed on large contiguous acres of land, resulting in wide spacing between buildings. Historically, some groupings of homes have clustered in small "hamlets" where residential buildings may be more regularly spaced, sitting closer to the road and oriented to the road.

The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, different neighborhoods within rural portions of Davidson County may have distinctly different character. The Community Character Policies are written to reflect that the character of individual areas and neighborhoods will be different and should be preserved. Rural areas in particular include agricultural uses,

T2 Rural Overview

open countryside and areas generally reflective of a more natural and open character. T2 Rural Agriculture areas are intended to preserve agricultural activities as a viable economic activity. T2 Rural Countryside is designed to preserve open vistas, rolling countryside and forested areas. T2 Rural Neighborhood Maintenance policy has a "Building Form, Mix, and Site Design" principle that states "The building form fits in with the character of the existing rural neighborhood development pattern in terms of its mass, orientation, and placement." The Community Character Manual should not be read to assume that all neighborhoods within T2 Rural are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

Rural centers are found infrequently in the T2 Rural Transect Category – generally at the intersection of two prominent rural roads. These centers have a greater mixture of uses, placed more closely in relation to each other and the institutional, commercial, and mixed use land uses are designed to not overwhelm the surrounding rural environment. Buildings are oriented toward the road, are limited in height, and create a pedestrian friendly environment. Setbacks are regular and shallower than in rural residential and agricultural sites, with building footprints that are large in relation to their smaller lot sizes. Small concentrations of low density residential are the primary uses, complemented by limited, low intensity commercial uses. The T2 Rural Transect Category provides residents with the choice of seclusion within the natural and rural countryside.

In addition to residential, agricultural and very limited commercial uses, some land in the T2 Rural Transect Category is provided as open space. Given that significant open space is present in individual properties, the public open space that is provided is usually in relationship to other public benefit and civic land uses, such as schools, community centers or prominent civic structures, or in the creation of regional parks.

While individual development is sparse in rural areas, natural and man-made corridors connect residential land uses to rural centers and open space. Rural roads generally have a shoulder and ditch or swale, without curb or sidewalk. Low walls, fences, or a natural, irregular pattern of trees and shrubs typically front the edges of corridors. Parking takes place in driveways and parking lots in rural centers or open spaces. Given the sparse development pattern, the transportation network has few roads, with intersections typically located at great distances from each other, leading to connectivity but with a lesser number of roads.

In T2 Rural Areas where development is sparse, mobility is largely limited to motorized vehicles and trips are longer. In rural centers and residential hamlets, walking is possible for shorter trips. Greenways and other multi-use paths are also available to residents and visitors linking rural centers and open space.

The purpose of T2 Rural designated lands is to:

1. Promote and encourage agricultural activity in a supportive environment.

2. Maintain a natural, open rural character by minimizing the visual intrusion of development along the primary roadways through building placement, protection of existing vegetation and natural topographical features that obscures the view of development from the street.

3. Provide for the preservation of open space as a watershed protection measure.

4. Permit flexibility of design in order to promote

T2 Rural Overview

environmentally sensitive and efficient use of the land.

5. Preserve in perpetuity:

    a. Unique or sensitive natural resources such as groundwater, floodplains and floodways, wetlands, streams, steep slopes, prime agricultural land, woodlands and wildlife corridors and habitat.

    b. Scenic views.

    c. Historic and archaeological sites.

6. Permit grouping of development on less environmentally sensitive soils that will reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for development to achieve rural appropriate development patterns.

7. Minimize land disturbance and removal of vegetation during construction resulting in reduced erosion and sedimentation.

8. Promote interconnected greenways and wildlife and other natural corridors through the community.

T2 Rural Open Space

Policy Intent

Preserve existing undisturbed open space in rural areas. T2 Rural Open Space Community Character Policy includes public parks and may also include private land held in conservation by land trusts and private groups or individuals.

General Characteristics

T2 Rural Open Space Areas are largely undisturbed rural areas used for passive and active recreational use and include publicly-owned parks and nature preserves, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T2 Rural Open Space Areas have minimal disturbance and development to allow for some active open space land uses, while retaining areas of environmental significance such as steep topography, dense vegetation, and view sheds undisturbed.

Land uses include passive and active recreational uses, but may also include civic uses. Civic buildings are located prominently within the open space, with consideration to surrounding sensitive environmental features. The public realm that is created with civic buildings is distinguished by the sparse use of lighting, signage, landscaping and amenities and limited access to road networks, and parking. The edges of T2 Rural Open Space Areas are firm, but the low density development of surrounding residential areas may make the transition appear seamless. Boundaries are often identified by environmental features and civic land uses.

Application

T2 Rural Open Space Policy is applied to existing open space in the T2 Rural Transect Category that is to be preserved and enhanced. It may also be applied to land with privately-held land trusts and conservation easements. Enhancements to existing open space are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Passive Uses (In alphabetical order)

- Cemeteries or Burial Grounds
- Greenways and Trails
- Large Greens and Lawns for Informal Recreational Use
- Nature Preserves
- Examples of Appropriate Active Uses (In alphabetical order)
- Cultural, Community, Educational, and/or Nature Centers
- Equestrian facilities

Design Principles

Access – T2 Rural Open Spaces Areas are primarily accessed by vehicles with access provided from a prominent road. The character of roads within the T2 Rural Open Space Area may, however, be different than that of the road outside the open space area. The roads within the open space are designed and located to preserve sensitive environmental features such as topography and

T2 Rural Open Space

waterways, as well as other significant landmarks and are designed and located to preserve and enhance views and vistas.

Block Length – Not applicable in this policy category.

Building Form (Mass, Orientation, Placement) – Civic buildings may be prominently located, serving as a gathering place in the sparsely populated rural area. Civic buildings are generally visible from the road. 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.

Connectivity (Pedestrian / Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is low due to the low-density development pattern. Greenways or other multi-use paths link open spaces to other open spaces and may be used to link to nearby commercial or residential development.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is low due to the low-density development pattern. Where it exists, connectivity is provided through coordinated access and circulation from prominent rural roads.

Density/Intensity – Not applicable in this policy category.

Landscaping – Landscaping is generally informal, utilizing existing, native vegetation and reflecting the natural environment. Formal plantings may be included in some instances especially at civic buildings.

Lighting – Lighting is sparsely provided. Lighting is used for safety surrounding buildings and parking areas and is designed to fit the context and character of a rural environment – infrequently-used and pedestrian- scaled. Lighting is directed onsite, does not intrude into residential and non-developed areas, and does not contribute to light pollution.

Parking – Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces, instead arranged in smaller groupings that are located to avoid environmentally sensitive features and to blend with existing land contours and vegetation. Low impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Service Area – T2 Rural Open Space Areas typically serve the entire County.

Signage – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assists them in finding any particular amenities in a manner that is not distracting over overwhelming to the open space or the rural character of the area. Any lighting on signage is minimal and complies with the lighting design principles above.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

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

T2 Rural Open Space

recommended to be preserved and enhanced as part of any improvements within the Open Space area:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

The following is a list of zoning districts that may be appropriate within a given T2 OS area subject to the consistency of the requested zoning district with T2 OS policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered.

- AG
- AR2a
- SP

Other zoning districts may be appropriate based on the locational characteristics of the subject property and consistency of the proposed zoning district with the policy. Site plan based zoning may be required to achieve the T2 OS policy objectives.

Building Types

- Agricultural
- Civic
- House

T2 Rural Agriculture

Policy Intent

To preserve appropriate land within Davidson County for active agricultural activities, recognizing its value as contributing to the history of the community, contributing 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.

General Characteristics

It is important to preserve and promote rural-based economies and lifestyles by fostering opportunities for small-scale employment and self-employment compatible with the agricultural use of the land, wildlife, and private stewardship of the land that enhances the rural sense of community and quality of life. Subdivisions that require new roads or the extension of sewers are inappropriate in this policy classification.

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2 Rural Agriculture areas be sensitively designed.

Application

T2 Rural Agriculture Policy is applicable to areas that are appropriate and identified for or envisioned to remain primarily agricultural. T2 Rural Agriculture is applied in situations where there is an expressed interest in maintaining the predominant, existing or desired condition for agricultural use and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T2 Rural Agriculture Policy areas include, but are not limited to: presence of prime farm soils, suitability for livestock maintenance, environmental features, man-made features (rail lines, major utility easements, prominent roads), and transitional uses (open space, institutional).

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Agricultural and Related Accessory and Support Uses, excluding large scale processing facilities
» Hunting, Forestry, and Wildlife Viewing
» Residential
» Conservation Subdivisions - In certain, particularly appropriate areas, especially where sanitary sewer service is available, well-designed layouts of homes grouped together to preserve agricultural areas and surrounding environmental features may be possible by working with the Planning Department on conservation subdivision designs that allow some residential development but also preserve the agricultural viability of the landscape.

  Any conservation development proposal will require either a rezoning to Specific Plan zoning or use of another implementation tool that ensures the intent of the conservation development is achieved and maintained. The purpose of a conservation subdivision or development is to ensure large scale preservation of open areas for agricultural activities or of resources

T2 Rural Agriculture

such as floodplains, stream buffers and steep slopes through permanently-protected easements while directing any development to be located in appropriate less sensitive areas of the site. The total number of dwelling units, when grouped, should not exceed the total number permitted by the land use policy on the respective parcel. Also, these grouped homes will not be allowed additional gross density or density bonus. For instance, if a property contains both T2 Rural Agriculture policy and T2 Rural Conservation policy, as many properties do, the policy would support a maximum yield of one dwelling unit per ten acres within the T2 Rural Conservation policy portion and one dwelling unit per five acres within the T2 Rural Agriculture policy portion with all development located within the designated development area. Even within the designated development area, the total number of homes and subdivided lots may be further reduced to avoid development on any floodplains, stream buffers, steep slopes and other sensitive environmental resources. The housing type will remain single- and two-family homes, as are allowed in the land use policy.

Design Principles

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

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Building Form and Site Design – Residential, agricultural and other support buildings are sparsely located and are scattered across the landscape in a pattern necessary to service active farmland. Residential buildings are often located along the street frontage and irregular in their orientation to the rural road with deep and varying setbacks. Buildings are generally small in relation to their lot size. They are often placed on large contiguous acres of land, making their relative distance far from one another. Occupied buildings are 1 to 3 stories in height with support structures often higher.

Setbacks are generous and irregular and spacing between buildings may often be significant. The preservation of prime farmland and sensitive environmental features is considered when determining where the building is located to minimize the physical impact on the landscape.

Density is secondary to the form of development; however, T2 Rural Agriculture Areas are intended to be one of the lowest densities of development in the County. Density does not generally exceed 0.2 dwelling units per acre (1 du/5 acres) and even lower density is preferred to create or preserve an agricultural environment. Lots with variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development and not a conventional subdivision pattern.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low and where available is provided in the form of greenways, trails, 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 in compliance with the Rural Corridor standards contained in the Major and Collector Street Plan 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.

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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.

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. Use of dark-sky lighting is highly preferred with lighting directed onsite and not contributing to light pollution. The use of reflective materials along roads is appropriate over the use of street lights.

Parking – Parking is provided on-site on private property. Parking for institutional land uses is provided on-site behind or beside buildings, with considerations for minimizing the size of paved parking areas.

Bicycle parking is provided at institutional uses.

Signage – Signage is primarily used to identify individual farms and agricultural activities. Signage for institutional land uses alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complements and contributes to the agricultural character of the area. Signage is generally scaled for vehicles and use of entrance features and other creative locations are often experienced. Any lighting on signage is minimal and complies with the lighting design principles above.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

There are many properties that contain land uses and/or

T2 Rural Agriculture

are zoned with districts that are not consistent with this policy. The following policies are used to guide the rezoning of such sites:

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

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

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

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

T2 Rural Agriculture

The following is a list of zoning districts that may be appropriate within a given T2 RA area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T2 RA policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T2 RA policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

» AG
» 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed.

Building Types

» Agricultural
» House
» Institutional

T2 Rural Countryside

Policy Intent

Areas designated as Rural Countryside are intended to preserve the rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. While there may be some very limited growth opportunities, all development should result in harmonious development the surrounding rural landscape in terms of building type, density, building configuration, building orientation, and scale. If connections are not present, enhancements should be made to improve pedestrian, horse, bicycle and vehicular connectivity utilizing Rural Corridors as set forth in the Major and Collector Street Plan.

General Characteristics

T2 Rural Countryside Areas demonstrate an established development pattern consisting of very low density residential development, secondary agricultural uses, and institutional land uses with the primary purpose being the maintenance of the area's rural landscape. Attached and detached residential buildings and agricultural buildings are randomly dispersed across the landscape. Buildings are located with the principle consideration given to protection of 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 feature the sparse use of lighting and informal, natural landscaping.

T2 Rural Countryside 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 Countryside Areas are firm with clearly distinguishable boundaries identified by environmental features, lot size, and building placement.

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2 Rural Countryside areas be sensitively designed.

Application

T2 Rural Countryside Policy is applicable to areas that are envisioned and intended to remain with a rural character, where agricultural activities are present but secondary, and the primary character focus is the preservation of a natural condition with views of forested areas and countryside. T2 Rural Countryside is applied in situations where there is an expressed interest in maintaining the predominant, existing or desired condition for residential and small scale agricultural use and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T2 Rural Countryside Policy areas include, but are not limited to: presence of prime farm soils, suitability for livestock maintenance, environmental features, man-made features (rail lines, major utility easements, prominent roads), and transitional uses (open space, institutional).

Additional Guidance in Community Plans and Detailed Plans

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

T2 Rural Countryside

Examples of Appropriate Land Uses (In order of appropriateness)

- Maintenance of the land in its natural state
- Small scale Agricultural and Related Accessory and Support Uses
- Residential
- Institutional
- Conservation Subdivisions - In certain, particularly appropriate areas, especially where sanitary sewer service is available, well-designed layouts of homes grouped together to preserve surrounding environmental features and/or screened adequately not to infringe upon the rural viewshed from the public right-of-way may be possible by working with the Planning Department on conservation subdivision designs that allow some residential development but also preserve the rural character of the landscape.

  Any conservation development proposal will require either a rezoning to Specific Plan zoning or use of another implementation tool that ensures the intent of the conservation development is achieved and maintained. The purpose of a conservation subdivision or development is to ensure large scale preservation of resources such as floodplains, stream buffers and steep slopes through permanently-protected easements while allowing any development to be located in appropriate less sensitive areas of the site. The total number of dwelling units, when grouped, should not exceed the total number permitted by the land use policy on the respective parcel. Also, these grouped homes will not be allowed additional gross density or density bonus. For instance, if a property contains both T2 Rural Countryside policy and T2 Rural Conservation policy, as many properties do, the policy would support a maximum yield of one dwelling unit per ten acres within the T2 Rural Conservation policy portion and one dwelling unit per five acres within the T2 Rural Countryside policy portion with all development located within the designated development area. Even within the designated development area, the total number of homes and subdivided lots may be further reduced to avoid development on any floodplains, stream buffers, steep slopes and other sensitive environmental resources. The housing type will remain single- and two-family homes, as are allowed in the land use policy.

Design Principles

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

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Building Form and Site Design – 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 placed in a random pattern and are generally oriented onto the primary road or onto a driveway.

Setbacks are generous and irregular and spacing between buildings is often significant. 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. Occupied buildings are 1 to 3 stories in height with support structures often higher but where present generally not visible from the road.

Institutional buildings are found at prominent locations such as intersections or the termini of roads and are

T2 Rural Countryside

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.

Density is secondary to the form of development; however, T2 Rural Countryside Areas are intended to be one of the lowest densities of development in the County. Density does not generally exceed 0.2 dwelling units per acre (1 du/5 acres) and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development instead of a conventional subdivision pattern.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low and where available is provided in the form of greenways, trails, 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 in compliance with the Rural Corridor standards contained in the Major and Collector Street Plan 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.

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. Use of dark-sky lighting is highly preferred with lighting directed onsite and not contributing to light pollution. The use of reflective materials along roads is appropriate over use of street lights.

Parking – Parking is provided on-site on private property. Parking for institutional land uses is provided on-site behind or beside buildings, with considerations for minimizing the size of paved parking areas.

Bicycle parking is provided at institutional uses.

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 institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles and monument signs are appropriate.

Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would

T2 Rural Countryside

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T2 RC area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T2 RC policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T2 RC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- AG
- 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed.

Building Types

- Agricultural, House, Institutional

T2 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. These areas typically have previously been provided with sanitary sewer services and/or zoned for higher densities. The T2 Rural Neighborhood Maintenance Areas recognize existing housing and development patterns that are at odds with the desired T2 Rural character. 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 NM areas should be through the use of a Conservation Subdivision at a maximum gross density of 0.5 dwelling units/acre with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

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 have established low-density residential and agricultural development patterns that include institutional land uses. Although there may be some portions of T2 NM areas that are served by sewers or zoned or developed at higher densities than is normally appropriate for a Rural environment, there is a desire to retain a rural character. Attached and detached residential buildings are dispersed across the landscape. Buildings are located with consideration given to sensitive environmental features, preservation of significant view sheds, resulting in deep setbacks and generous but often regular 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.

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2 Rural Neighborhood Maintenance areas be sensitively designed.

Application

T2 Rural 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. 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,

T2 Rural Neighborhood Maintenance

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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Maintenance of the land in its natural state
- Small scale Agricultural and Related Accessory and Support Uses
- Residential
- Institutional
- Conservation Subdivisions - In certain, particularly appropriate areas, especially where sanitary sewer service is available, well-designed layouts of homes grouped together to preserve surrounding environmental features and/or screened adequately not to infringe upon the rural viewshed from the public right-of-way may be possible by working with the Planning Department on conservation subdivision designs that allow some residential development but also preserve the rural character of the landscape.

  Any conservation development proposal will require either a rezoning to Specific Plan zoning or use of another implementation tool that ensures the intent of the conservation development is achieved and maintained. The purpose of a conservation subdivision or development is to ensure large scale preservation of resources such as floodplains, stream buffers and steep slopes through permanently-protected easements while allowing any development to be located in appropriate less sensitive areas of the site. The total number of dwelling units, when grouped, should not exceed the total number permitted by the land use policy on the respective parcel. Also, these grouped homes will not be allowed additional gross density or density bonus. For instance, if a property contains both T2 Rural Neighborhood Maintenance policy and T2 Rural Conservation policy, as many properties do, the policy would support a maximum yield of one dwelling unit per ten acres within the T2 Rural Conservation policy portion and one dwelling unit per five acres within the T2 Rural Neighborhood Maintenance policy portion with all development located within the designated development area. Even within the designated development area, the total number of homes and subdivided lots may be further reduced to avoid development on any floodplains, stream buffers, steep slopes and other sensitive environmental resources. The housing type will remain single- and two-family homes, as are allowed in the land use policy.

Design Principles

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

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Building Form, Mix, and Site Design – The building

T2 Rural Neighborhood Maintenance

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 placed in a random pattern and are generally oriented onto the primary road or onto a driveway.

Setbacks are generous and irregular and spacing between buildings is often significant. 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. Occupied buildings are 1 to 3 stories in height with support structures often higher but where present generally not visible from the road.

Institutional buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the 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.

Density is secondary to the form of development; however, T2 Rural Neighborhood Maintenance Areas are intended to be one of the lowest densities of development in the County. Density does not generally exceed 0.2 dwelling units per acre (1 du/5 acres) and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development instead of a conventional subdivision pattern.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low and where available is provided in the form of greenways, trails, 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 in compliance with the Rural Corridor standards contained in the Major and Collector Street Plan 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.

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. Use of dark-sky lighting is highly preferred with lighting directed onsite and not contributing to light pollution. The use of reflective materials along roads is appropriate over use of street lights.

Parking – Parking is provided on-site on private property. Parking for institutional land uses is provided onsite behind or beside buildings, with considerations for minimizing the size of paved parking areas.

Bicycle parking is provided at institutional uses.

T2 Rural Neighborhood Maintenance

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

Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the lighting design principles above.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

- There is no territorial expansion of the inconsistent use and/or zoning;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;

T2 Rural Neighborhood Maintenance

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

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

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T2 NM area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T2 NM policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T2 NM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- AG
- 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. Site plan based zoning may be required to achieve planning

T2 Rural Neighborhood Maintenance

objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed.

Building Types

» Agricultural, House, Institutional

T2 Rural Neighborhood Evolving

Policy Intent

The intent of T2 Rural Neighborhood Evolving policy is to preserve the rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. While there may be some very limited growth opportunities, all development should result in harmonious development the surrounding rural landscape in terms of building type, density, building configuration, building orientation, and scale. If connections are not present, enhancements should be made to improve pedestrian, horse, bicycle and vehicular connectivity utilizing Rural Corridors as set forth in the Major and Collector Street Plan.

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 NE areas should be through the use of a Conservation Subdivision at a maximum gross density of 0.5 dwelling units/acre with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

General Characteristics

T2 Rural Neighborhood Evolving Areas have established low-density residential and agricultural development patterns that include institutional land uses. Although there may be some portions of T2 NE areas that are served by sewers or zoned or developed at higher densities than is normally appropriate for a Rural environment, there is a desire to retain a rural character. Attached and detached residential buildings are dispersed across the landscape. Buildings are located with consideration given to sensitive environmental features, preservation of significant view sheds, resulting in deep setbacks and generous but often regular spacing between buildings. The public realm and streetscape features the sparse use of lighting and informal, natural landscaping. T2 Rural Neighborhood Evolving 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 Evolving Areas are firm with clearly distinguishable boundaries identified by environmental features, lot size, and building placement.

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2 Rural Neighborhood Evolving areas be sensitively designed.

Application

T2 Rural Neighborhood Evolving Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T2 Rural Neighborhood Evolving 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 Evolving 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

T2 Rural Neighborhood Evolving

and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Maintenance of the land in its natural state
- Small scale Agricultural and Related Accessory and Support Uses
- Residential
- Institutional
- Conservation Subdivisions - In certain, particularly appropriate areas, especially where sanitary sewer service is available, well-designed layouts of homes grouped together to preserve surrounding environmental features and/or screened adequately not to infringe upon the rural viewshed from the public right-of-way may be possible by working with the Planning Department on conservation subdivision designs that allow some residential development but also preserve the rural character of the landscape.

  Any conservation development proposal will require either a rezoning to Specific Plan zoning or use of another implementation tool that ensures the intent of the conservation development is achieved and maintained. The purpose of a conservation subdivision or development is to ensure large scale preservation of resources such as floodplains, stream buffers and steep slopes through permanently-protected easements while allowing any development to be located in appropriate less sensitive areas of the site. The total number of dwelling units, when grouped, should not exceed the total number permitted by the land use policy on the respective parcel. Also, these grouped homes will not be allowed additional gross density or density bonus. For instance, if a property contains both T2 Rural Neighborhood Evolving policy and T2 Rural Conservation policy, as many properties do, the policy would support a maximum yield of one dwelling unit per ten acres within the T2 Rural Conservation policy portion and one dwelling unit per five acres within the T2 Rural Neighborhood Evolving policy portion with all development located within the designated development area. Even within the designated development area, the total number of homes and subdivided lots may be further reduced to avoid development on any floodplains, stream buffers, steep slopes and other sensitive environmental resources. The housing type will remain single- and two-family homes, as are allowed in the land use policy.

Design Principles

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

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Building Form and Site Design – 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.

T2 Rural Neighborhood Evolving

Buildings are placed in a random pattern and are generally oriented onto the primary road or onto a driveway.

Setbacks are generous and irregular and spacing between buildings is often significant. 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. Occupied buildings are 1 to 3 stories in height with support structures often higher but where present generally not visible from the road.

Institutional buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The relationship of the building to the 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.

Density is secondary to the form of development; however, T2 Rural Neighborhood Evolving Areas are intended to be one of the lowest densities of development in the County. Density does not generally exceed 0.2 dwelling units per acre (1 du/5 acres) and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development instead of a conventional subdivision pattern.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is low and where available is provided in the form of greenways, trails, 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 in compliance with the Rural Corridor standards contained in the Major and Collector Street Plan 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.

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. Use of dark-sky lighting is highly preferred with lighting directed onsite and not contributing to light pollution. The use of reflective materials along roads is appropriate over use of street lights.

Parking – Parking is provided on-site on private property. Parking for institutional land uses is provided onsite behind or beside buildings, with considerations for minimizing the size of paved parking areas.

Bicycle parking is provided at institutional uses.

Signage – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or

T2 Rural Neighborhood Evolving

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.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

- There is no territorial expansion of the inconsistent use and/or zoning;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the

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course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

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

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T2 NE area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T2 NE policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T2 NE policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- AG
- 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed.

Building Types

Agricultural, House, Institutional

T2 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, institutional 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.

T2 Rural Neighborhood Center policy areas are generally surrounded by extensive areas of Conservation policy. While the Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2 Rural Neighborhood Center areas be sensitively designed.

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 boulevard.

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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness.)

T2 Rural Neighborhood Center

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

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

Design Principles

Access – Primary access is generally provided from an arterial boulevard and may be provided from a collector avenue 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 and Site Design – The building form is in character with the existing T2 Rural development pattern in terms of its mass, orientation, and placement. The building form complements the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T2 Rural Neighborhood Center areas with preference given to commercial buildings that provide consumer services and serve as gathering places for rural communities. Office, vertical mixed use, institutional, and residential buildings may also be found within T2 Rural Neighborhood Center areas. Locations at prominent intersections within a T2 Rural Neighborhood Center are reserved for non-residential or vertical mixed use development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

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

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

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 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 arterial boulevards. In all cases, the spacing between buildings is generally minimal.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order road at the intersection. Property consolidation to create larger development sites within the T2 Rural Neighborhood Center policy area may be needed to achieve adequate dimensions for building and site design that are consistent with this policy category.

T2 Rural Neighborhood Center

Development within the transitions along side streets that are between the T2 Rural Neighborhood Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order road.

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

Buildings of all types in T2 Rural Neighborhood Center policy areas are generally 1 to 2 stories tall at any location within the center but taller buildings of up to 3 stories may be found in limited instances. The Consideration of taller heights is given based on the following factors:

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

Buildings at the edges of the T2 Rural Neighborhood Center form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T2 Rural Neighborhood Center policy areas:

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

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

T2 Rural Neighborhood Center

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 boulevard or a collector avenue. Connectivity within the center is provided through coordinated access and circulation.

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 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. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

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

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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.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

- There is no territorial expansion of the inconsistent use and/or zoning;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the applicable Community

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Character Policy in which the site is located;

» Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

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

The following is a list of zoning districts that may be appropriate within a given T2 NC area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for T2 NC policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

» MUN-A

All of the zoning districts listed below are to be accompanied by a site plan based zoning district to insure design objectives:

» MUN
» CN
» CL
» SCN

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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

Institutional, Live-Work, Mixed Use

T3 Suburban Overview

Introduction

The T3 Suburban Transect Category is the bridge between rural and urban transect areas; development within the T3 Suburban Transect Category is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environment. The T3 Suburban Transect Category, although moderately developed, is the Transect Category where nature is strategically incorporated into the site design. Existing vegetation is preserved to define curvilinear streets, and parks, and the green space associate with civic and public benefit uses, are part of the neighborhood's design. In the T3 Suburban Transect Category, the balance of nature and buildings tips toward nature with more open space and vegetation framing the street than buildings.

Classic models of suburban development allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity. Classic suburban models generally feature residential and non-residential land uses separated, with non-residential land uses found in suburban commercial centers. West Meade, Madison, Donelson, Crieve Hall, and Bellshire are examples of the classic suburban model within the Davidson County transect.

While the classic model is found in suburban areas in Davidson County, the more recent model, referred to here as "conventional" suburban, is also present. The conventional suburban development model places less emphasis on nature and more emphasis on the building and infrastructure. The conventional suburban model neither encloses the resident in nature as in the classic suburban model, nor does it enclose the resident with structures and streetscape as in the urban neighborhood model. Meanwhile, commercial centers, open space, and civic and public benefit uses are developed as isolated uses separated from residential land uses with low connectivity.

Suburban areas of Davidson County are encouraged to improve upon the conventional suburban model by combining elements of the classic suburban model and the traditional neighborhood form to create complete suburban communities (complete communities are defined in General Principles in the introduction). The form of development should recreate the classic suburban model, preserving the natural environment by incorporating existing vegetation and land forms into the site design. The classic suburban model should be modified, however, by allowing buildings to frame the street and providing enhanced connectivity between commercial, open space and civic and public benefit uses.

To achieve the desired form of a suburban neighborhood that incorporates nature into design, but allows buildings to serve a more prominent role in framing the street, housing generally has shallower and consistent setbacks and closer spacing. Existing vegetation is integrated into the suburban neighborhood to preserve the green space and dense foliage that is a characteristic of classic suburban models.

A complete suburban neighborhood features a mix of housing types that are thoughtfully integrated in the neighborhood. While traditional detached single family and two family housing types are prevalent, housing types also include manor or mansion homes for multifamily structures, to create the appearance of single-family structures. Other single family housing types such as town homes may become more common as well. Although the building form and placement may change from the classic suburban model, the suburban character of the residential areas is maintained by preserving existing vegetation and a balance between buildings and open space.

T3 Suburban Overview

The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, Crieve Hall, West Meade and Riverwalk in Bellevue are all T3 Suburban neighborhoods, but each has a distinctly different character. The Community Character Policies are written to reflect that the character of individual neighborhoods will be different and should be preserved. One example is in T3 Neighborhood Maintenance policy, which has a "Building Form" principle that states "The building form is in character with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement." The Community Character Manual should not be read to assume that all neighborhoods within T3 Suburban are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

In the classic suburban model, fewer public parks exist because open space and park activities were provided via larger yards. The current suburban model features smaller yards, so open space is typically provided in the form of a common open space within individual developments, regional public parks or open space offered in conjunction with schools or libraries. As the new suburban model evolves, open space should be carefully interwoven into the fabric of the neighborhood, creating open space that may be accessed by pedestrians or people in vehicles and that serves the needs of the immediate suburban neighborhood.

Suburban centers are an integral component of complete suburban neighborhoods. The current suburban center model is typically located on the edge of several suburban neighborhoods, and is only accessible by vehicles and limited mass transit. To create suburban neighborhoods that offer residents the option to walk or bike to meet some of their daily needs, smaller neighborhood-scaled suburban centers may co-exist within residential suburban neighborhoods, while larger more intense community-scaled suburban centers remain at the edge or boundary of several neighborhoods.

The form of suburban centers has generally been linear, non-residential development along a major thoroughfare with one to two story buildings, deep setbacks and small building footprints in relation to the lot sizes. Suburban centers are encouraged to evolve into more intense mixed use and commercial nodes along major corridors – creating an actual neighborhood or community center versus strip commercial. The evolution of suburban centers calls for increased building heights and shallow building setbacks, with larger building footprints in relation to the lot size and internally and externally connected by sidewalks and bikeways. Each of these steps will lead the center to redevelop into a walkable neighborhood or community center that is less reliant on the automobile and more appealing to the pedestrian and cyclists. While suburban commercial centers have traditionally served customers "just passing through", the evolving suburban centers will be accessible via auto, bike or on foot, truly serving the surrounding neighborhoods.

The classic suburban model is moderately connected – a practice that was generally discontinued with conventional suburban development, which has poor or nonexistent auto connectivity. Wide curvilinear streets that are without curb and gutter are commonly found in the both the classic and conventional suburban models. Curvilinear streets remain appropriate in the T3 Suburban Transect category, however, as the suburban neighborhood form evolves, curvilinear streets become more connected and narrower with curb, gutter and sidewalks. In evolving suburban neighborhoods, a highly connected street system provides multiple routes for traveling to commercial centers, civic and public benefit uses, and open space that

T3 Suburban Overview

cul-de-sacs in conventional suburban models are unable to provide.

In the T3 Suburban Transect category, residential and mixed use corridors link suburban neighborhoods to suburban centers and have a distinct character and function in the neighborhoods versus in the centers. Residential and mixed use suburban corridors are intended to allow traffic to move efficiently while also accommodating pedestrians and cyclists. In the suburban centers, the corridor will be framed by buildings and streetscape. In suburban neighborhoods and between suburban centers, the corridor should generally be framed by open space, preserving existing vegetation and land forms.

T3 Suburban Open Space

Policy Intent

Preserve and enhance existing open space in suburban areas. T3 Suburban Open Space Policy includes public parks and may also include private land held in conservation by land trusts and private groups or individuals.

General Characteristics

T3 Suburban Open Space Areas accommodate active and passive open space land uses and may serve a larger community or smaller neighborhood. Land uses are generally active with open space associated with civic activities, play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include greenways, nature reserves, and cemeteries. T3 Suburban Open Space Areas have moderate development to allow for active open space land uses, while retaining areas of environmental significance such as steep topography, dense vegetation, and view sheds undisturbed.

Civic buildings are located in prominent locations (with regard to lot location), but in a manner that is conscientious of any sensitive environmental features. Civic buildings are thoughtfully designed to complement any adjacent T3 Suburban neighborhoods with regard to building form, access, parking, signage and lighting. The public realm and streetscape features the sparse use of lighting, signage, and amenities and moderate access to street networks, sidewalks, and parking. The edges of T3 Suburban Open Space Areas are firm with clearly distinguishable boundaries identified by environmental features, block structure, and associated civic uses.

Application

T3 Suburban Open Space Policy is applicable to existing open space in the T3 Suburban Transect Category that is to be preserved and enhanced. Enhancements to existing open space are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Passive Uses (In alphabetical order)

- Cemeteries
- Large Greens and Lawns for Informal Recreational Use
- Natural Reserves
- Examples of Appropriate Active Uses (In alphabetical order)
- Amphitheaters
- Cultural, Community, Educational, and/or Nature Centers
- Multi-use Paths
- Picnic Grounds
- Play Structures and Areas
- Recreational Sports Facilities and Fields

Design Principles

Access – T3 Suburban Open Space is frequently accessed by vehicles but are also accessed by pedestrians and cyclists. Vehicular access is from a prominent road, but the road does not intrude into the open space, its character changes upon entering the open space. Entrances and the roads within the open space are designed and located to promote pedestrian and bicycle connectivity.

T3 Suburban Open Space

Block Length – Not applicable in this policy category.

Building Form and Site Design – Civic buildings are found at prominent locations such as intersections or the termini of roads and are designed to provide a focal point. The building form is compatible with the existing development pattern of the suburban neighborhood in terms of its mass, orientation, and placement. Civic buildings are generally visible from the street. 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.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is moderate and is provided in the form of greenways and potentially sidewalks or bikeways. Multi-use paths internal to the park blend and align with sidewalks to surrounding neighborhoods or centers. Where sidewalks are not present, crosswalks or other marked paths leading to the park entrances are used.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is moderate and is provided through coordinated access and circulation from prominent streets.

Landscaping – Landscaping is generally more formal, depending on the use of the open space. In open space with active uses, landscape buffering may be necessary to buffer ballfields, bleachers, parking or other facilities from abutting residential. Meanwhile in open space with passive uses, there will be more informal landscaping. Consideration is given to the formality of landscaping of adjacent residential. Native plants and natural rainwater collection are used to minimize maintenance costs.

Lighting – Lighting is sparsely provided. It is used for safety surrounding buildings, active recreational uses such as ballfields, parking areas, and along multi-use paths. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and directed on-site. Lighting does not intrude into residential and non-developed areas and does not contribute to light pollution.

Parking – Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces, but are arranged in smaller groupings to provide access to multiple recreational uses with minimal disruption of the land. If parking is provided in association with buildings, parking is behind, beside or beneath the building, but not between the building and the street. Low impact design techniques (pervious paving, etc.) are used to minimize storm water runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Service Area – T3 Suburban Open Space Areas typically serve the surrounding community consisting of multiple neighborhoods.

Signage – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assist them in finding any particular amenities in the open space in a manner that is not distracting over overwhelming to the open space or the overall streetscape. Any lighting on signage is minimal and complies with the lighting design principles above.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

Many Open Space Policy areas in Nashville/Davidson

T3 Suburban Open Space

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

The following is a list of zoning districts that may be appropriate within a given T3 OS area subject to the consistency of the requested zoning district with T3 OS policy.

The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered.

- A zoning district that is appropriate to the surrounding context or the associated project
- SP

Other zoning districts may be appropriate based on the locational characteristics of the subject property and consistency of the proposed zoning district with the policy. Site plan based zoning may be required to achieve the T3 OS policy objectives.

Building Types

Civic

T3 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 institutional 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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Residential
» Community Gardens and Other Open Spaces
» Institutional

Design Principles

Access – Single access driveways from the street to an individual residence are common. Shared driveways are

T3 Suburban Neighborhood Maintenance

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 and Site Design – Building height, form, and orientation fits in with the suburban character and development pattern of the specific area to which the T3 NM policy has been applied. T3 Suburban Neighborhood Maintenance areas tend to be dominated by single-family detached and two family housing, but other building types, including triplexes, quadplexes, townhomes, stacked flats, and courtyard flats may also be found in these areas. Each of these established neighborhoods has its own unique character.

Building massing results in footprints with moderate lot coverage. Buildings are generally oriented to the street, with moderate and consistent setbacks, providing large yards and moderate spacing between buildings. Buildings, especially townhomes and flats, may also be oriented to an open space. Buildings are generally 1 to 3 stories in height.

Density is secondary to the form of development, however, T3 Suburban Neighborhood Maintenance areas are intended to be low to moderate density. Since T3 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of characteristics such as the mix of housing types, lot pattern, and block structure. 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 arterial boulevard or collector avenue streets corridors internal to the neighborhood or near larger centers and corridors adjacent to the neighborhood. Implementation through rezoning occurs as proposals as judged on their merits and consistency with the Community Character Policy. Further guidance on appropriate zoning for this policy category is provided under the Zoning heading below.

While T3 Suburban Neighborhood Maintenance areas may contain a mixture of building types, these are sometimes randomly located rather than thoughtfully placed in relation to the major street system or Corridor and Neighborhood and Community Center Policy areas. Any future mix arranges building types in strategic locations through zoning decisions that place higher intensity buildings nearer to such centers and corridors and uses these more intense building types as land use transitions. Allowing for higher intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit. Accordingly, while buildings in T3 Suburban Neighborhood Maintenance policy areas are generally 1 to 3 stories tall within the interior of the neighborhood, taller buildings of up to 4 stories may be found near such centers and corridors. Consideration of taller heights is given based on the following factors:

- Planned height of surrounding buildings and the impact on adjacent historic structures;
- The contribution that the building makes to the overall fabric of the neighborhood in terms of creating pedestrian-friendly streetscapes, open spaces, innovative stormwater techniques, greenways and bikeways, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building

T3 Suburban Neighborhood Maintenance

stepbacks to mitigate increased building heights;

» Ability to respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations;
» Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces;
» Effectiveness of transitioning to the lower scale areas of the neighborhood behind or adjacent to the building in terms or design elements like adequate separation, establishing a thoughtfully designed back-to-back or side-to-side relationship between developments, and stepping down in height towards lower scale buildings; and,
» The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

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

The design of development along major corridors such as arterial boulevard or collector avenue streets that are within or at the edge of T3 NM areas may vary slightly in character from development interior to the neighborhood. Building setbacks are generally consistent with the established setback. However buildings may vary, in terms of lot size, building size, building spacing and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

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

Established T3 Suburban Neighborhood Maintenance areas may include areas of vacant, underutilized, or land in a nonresidential use that could redevelop. Examples could include an undeveloped farm, a former country club or church, etc. These areas are different from Neighborhood Evolving areas because they are generally smaller and interior to Neighborhood Maintenance areas. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the Neighborhood Maintenance area subject to appropriate design that transitions in building type, massing, and orientation in order to blending new development into the surrounding neighborhood. Further guidance for redeveloping certain historically significant institutional uses, such as religious institutions, is provided in the Zoning section of this policy. In some cases, additional guidance for development or redevelopment of these infill areas may be outlined in a Community Plan.

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is 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

T3 Suburban Neighborhood Maintenance

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, collector avenues, and arterial boulevards 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.

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 institutional 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.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

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

T3 Suburban Neighborhood Maintenance

» Worthy of Conservation
» Eligible for Listing on the National Register of Historic Places
» Listed on the National Register of Historic Places
» National Historic Landmark
» A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

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

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

T3 Suburban Neighborhood Maintenance

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

The following is a list of zoning districts that may be appropriate within a given T3 NM area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T3 NM policy. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, the existing neighborhood character, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 NM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

Institutional, House, Townhouses, Flats

T3 Suburban Neighborhood Evolving

Policy Intent

Create suburban neighborhoods with the best qualities of classic suburban neighborhoods, greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. T3 Suburban Neighborhood Evolving policy will be applied to several areas of town that are un-developed or under-developed and are anticipated to be developed in suburban residential patterns, but at higher densities than classic suburban neighborhoods.

Development patterns in Suburban Neighborhood Evolving areas will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing - challenges that were not faced when the original classic, suburban neighborhoods were built. Because many of these areas are currently un- or under-developed, then the development that occurs can have a disproportionate impact on the natural features in these areas, especially on streams and rivers. While Conservation policy is applied to environmentally sensitive features, including floodplains and steep slopes, areas outside of floodplain still drain to streams, creeks and rivers within the watershed. Achieving and maintaining healthy watersheds requires that new development in T3 Suburban Neighborhood Evolving areas be sensitively designed to contribute to their continuing health.

General Characteristics

T3 Suburban Neighborhood Evolving Areas have moderate density development patterns with residential and civic and public benefit land uses. Buildings have moderate setbacks and spacing between buildings. Lots are generally accessed from local suburban streets, but may be accessed by alley. The public realm and streetscape features the consistent use of lighting and both formal and informal landscaping. T3 Suburban Neighborhood Evolving Areas are served by moderate to high levels of connectivity with street networks, sidewalks, bikeways and mass transit. T3 Suburban Neighborhood Evolving 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. The edges of T3 Suburban Neighborhood Evolving Areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features. T3 Suburban Neighborhood Evolving Areas are different from "Infill Areas" in T3 Suburban Neighborhood Maintenance areas. T3 Suburban Neighborhood Evolving areas are generally larger and have a different policy intent – one that places an emphasis on a more diverse housing mix and a higher level of connectivity.

Application

T3 Suburban Neighborhood Evolving Policy applies to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become primarily residential. T3 Suburban Neighborhood Evolving Policy may be applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, greater connectivity, and the use of more innovative environmentally sensitive development techniques;, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high proportion of vacant land, high potential for consolidation or subdivision of incongruous lots (not an established lot pattern), incongruity between the existing land use and the zoning, proximity to evolving centers or corridors, and/or age and condition of the existing development.

Commonly used boundaries to define T3 Suburban

T3 Suburban Neighborhood Evolving

Neighborhood Evolving Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), environmental features including, but not limited to, watershed boundaries, 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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Residential
» Community Gardens and Other Open Spaces
» Institutional

Design Principles

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

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

Building Form and Site Design – Building height, form, and orientation fits in with the suburban character and development pattern described in the Introduction to this section and the Policy Intent and General Characteristics of T3 NE policy. T3 Suburban Neighborhood Evolving areas have an integrated mixture of building types, including single- and two-family homes, accessory units, triplexes, quadplexes, townhomes, manor houses, stacked flats, and courtyard flats to create housing choice. The mixture and placement of building types considers the street type and effects on nearby sensitive environmental features and the overall health of the watershed. While protection of an individual environmentally sensitive feature – a sink hole, a steep slope, etc. – may lead to a site plan that avoids this feature, the protection of the overall health of the watershed, may lead to building and site design that reduced stormwater runoff through compact site design and other innovative building and site design features.

The mix and placement of building types is designed to be cohesive throughout the development and in relation to adjacent developments – providing a thorough mix of housing types versus groupings of single types of housing. Building massing results in footprints with moderate lot coverage. Buildings are oriented to the street or to an open space. Building setbacks and spacing are generally moderate and consistent.

The mix of building types should be thoughtfully placed in relation to corridors and centers, placing taller buildings that contain more units adjacent to centers and corridors and uses these more intense building types as land use transitions. Allowing for higher density residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit. Buildings are generally 1 to 3 stories in height. Buildings up to five stories may be supported in appropriate locations, such as along major corridors as identified on the NashvilleNext Growth and Preservation map, near centers, and to support affordable housing.

T3 Suburban Neighborhood Evolving

Density is secondary to the form of development; however, T3 Suburban Neighborhood Evolving Areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas. Certain areas may be appropriate for higher density housing and buildings of up to five stories. They are those with:

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

Buildings at the edges of the T3 Suburban Neighborhood Evolving area form transitions in scale and massing where it adjoins lower density Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at these edges:

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

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

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. This is particularly important in areas with a deficiency of public open space or where there is a need to protect nearby sensitive environmental features or protect watersheds. Less extensive new developments provide smaller open spaces. In any case, the open spaces created through new development should 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.

T3 Suburban Neighborhood Evolving

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is moderate, and is provided in the form of sidewalks, bikeways and greenways. Sidewalks, bikeways and greenways connect adjacent subdivisions, civic and public benefit uses, and neighborhood centers. They may be especially important tools for providing connectivity in areas where vehicular connectivity is limited by nearby sensitive environmental features like streams, floodplains, and steep slopes. Meanwhile, the presence of natural features may provide additional connections for bicyclists and pedestrians, as well as providing pathways for animal migration and safety, all while protecting sensitive natural features. 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.

Connectivity (Vehicular) – Vehicular connectivity is moderate and is provided in the form of local streets, collector avenues and arterial boulevards that add to the overall street network and provides residents with multiple routes and reduced trip distances. The street network may be complemented with an alley network that provides access to residences. As T3 Suburban Neighborhood Evolving Areas develop, connectivity is established to provide multiple routes to destinations for residents and reduce congestion on primary roads. Connectivity may be affected by nearby sensitive environmental features such as streams, floodplains, and steep slopes. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping may be formal or informal. Existing vegetation should be retained to preserve the randomly spaced clusters of mature trees like those found in classic suburbs and to provide air and water quality protection. New developments use native plants, natural rainwater collection, and other Low Impact stormwater management techniques to minimize maintenance costs and burden on infrastructure, to protect any sensitive environmental features that may be nearby and to protect the overall health of the watershed. At a minimum, new developments should use the best practices found in the LID (Low Impact Development) Manual that is Chapter 5 of the Metro Water Services Department's Stormwater Management Manual. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is 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. The use of pervious pavement is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

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 institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles and monument signs are appropriate.

T3 Suburban Neighborhood Evolving

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.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

- There is no territorial expansion of the inconsistent use and/or zoning;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed

T3 Suburban Neighborhood Evolving

development, does not expose the adjoining area to the potential for incompatible land uses.

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

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T3 NE area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T3 NE policy. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 NE policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- R8, RS7.5
- R10, RS10
- R15, RS15
- RM9-A
- RM15-A
- RM20-A
- RM2 - RM20 if accompanied by a site plan based zoning district to insure design objectives
- SP

T3 Suburban Neighborhood Evolving

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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed.

Building Types

Civic, House, Triplex, Alley House, Cottage Court, Townhouse, Manor House, Stacked Flat, Courtyard Flat.

T3 Suburban Neighborhood Center

Policy Intent

Enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity.

General Characteristics

T3 Suburban Neighborhood Centers are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, civic and public benefit land uses. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a 5 minute drive. Intensity is generally placed within edges of the T3 Suburban Neighborhood Center, not exceeding the four corners of an intersection of prominent suburban roads. Buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the buildings or provided on-street. The public realm and streetscape features the consistent use of lighting and generally formal landscaping. T3 Suburban Neighborhood Centers are served by moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T3 Suburban Neighborhood Centers are firm with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T3 Suburban Neighborhood Center Policy is applicable to areas where there is a concentration of land that is zoned, used or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access such as arterial boulevard and collector avenue streets.

Commonly used boundaries to define T3 Suburban Neighborhood Center Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses. Intensification takes 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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Vertical Mixed Use
- Commercial
- Office
- Residential
- Institutional

Design Principles

T3 Suburban Neighborhood Center

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

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

Building Form and Site Design – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T3 Suburban Neighborhood Center areas with preference given to vertical mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and residential buildings are also found within T3 Suburban Neighborhood Center areas. Locations at prominent intersections within a T3 Suburban Neighborhood Center are reserved for vertical mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

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

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

Buildings, including entrances, are oriented to the street or to internal streets and drives, not onto parking. Building setbacks are shallow and consistent and may be deep enough to allow two rows of parking or additional pedestrian access and areas for patios and street furniture. Spacing between buildings is minimal.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T3 Suburban Neighborhood Center policy area may be needed to achieve adequate dimensions for building and site design that are consistent with this policy category. Development within the transitions along side streets that are between the T3 Suburban Neighborhood Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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

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

Buildings of all types in T3 Suburban Neighborhood Center policy areas are generally 1 to 3 stories tall at any location within the center but taller buildings of up to 4 stories may be found in limited instances. The Consideration of taller heights is given based on the following factors:

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

Buildings at the edges of the T3 Suburban Neighborhood Center form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3 Suburban Neighborhood Center policy areas:

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Suburban 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.

T3 Suburban Neighborhood Center

Bicycle connectivity is provided in the form of on-road facilities.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is moderate. The T3 Suburban Neighborhood Center is generally located at a prominent intersection with vehicular access provided from an arterial boulevard or collector avenue street. The impact of connectivity to the Neighborhood Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation. Given the intensity of development envisioned for the center, access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping is generally formal. Street trees, bushes, 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 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. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting 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. When provided on-site, one row of parking may be allowed between the building and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Bicycle parking is provided. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

Service Area – The T3 Suburban Neighborhood Center provides services to meet the daily needs of residents within a 5 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.

T3 Suburban Neighborhood Center

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further

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away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given T3 NC area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for T3 NC policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

» MUN-A
» RM9-A, RM15-A, or RM20-A may be appropriate based on locational characteristics of the subject property.

All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:

» MUN
» CN
» CL
» ON
» OL
» SCN

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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use

T3 Suburban Community Center

Policy Intent

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

General Characteristics

T3 Suburban Community Centers 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 Suburban Community Centers serve suburban communities within a 10 to 20 minute drive. Intensity is generally placed within edges of the T3 Suburban Community Center, not exceeding ½ mile in diameter. Non-residential buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the building, or on-street. Setbacks may be deeper to accommodate two rows of parking in front of buildings and the placement of out-parcel development associated with moderately, and in exceptional cases, large scaled retail buildings. The public realm and streetscape features the consistent use of lighting and formal landscaping. T3 Suburban Community Centers are served by highly connected street networks, sidewalks and mass transit leading to surrounding neighborhoods and open space. The edges of T3 Suburban Community Centers are firm with residential transitions between the center and less intense suburban residential and open space areas, with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T3 Suburban Community Center Policy is applicable to areas where there is a concentration of land that is zoned, used or intended to be used as commercial and mixed use, that is situated to serve a suburban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial boulevard and collector avenue streets.

Commonly used boundaries to define T3 Suburban Community Center Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). Intensification takes 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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Vertical Mixed Use
- Commercial*
- Office
- Institutional

T3 Suburban Community Center

» Transitional Residential

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

Design Principles

Access – Access to individual developments is provided from an arterial boulevard, collector avenue, or side street. Shared access is used to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

Access to and within individual developments is designed to be pedestrian friendly. Internal streets and driveways are marked with crosswalks. Traffic calming elements such as raised or textured pavement are used to slow traffic on longer internal streets or drive aisles. Internal streets with limited driveway connections and sidewalks separated by grade or landscaping are introduced into substantial parking areas

Block Length – Blocks are linear with moderate distance between intersections. In the case of large multi-tenant developments with extensive areas of surface parking, blocks are created through an internal street system.

Building Form and Site Design – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T3 Suburban Community Center areas with preference given to vertical mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and transitional residential buildings are also found within T3 Suburban Community Center areas. Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance under Orientation in this Design Principle and in the Parking Design Principle.

The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage with individual, first floor tenant space of 70,000 square feet or less, each with its own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

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

Non-residential and vertical mixed use buildings, including entrances, are oriented to a street. The street wall is articulated, especially for longer building facades. If the non-residential or vertically mixed use building is internal to the development, it may be oriented to an internal

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street, private drive, or open space, but is not oriented to parking.

Setbacks are shallow to moderate and are consistent within a development site or along a block face. They may be deep enough to allow for two rows of parking in front of the structure or where additional pedestrian access and areas for patios and street furniture are needed. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

Solely residential buildings may be provided as a transition from higher intensity commercial or mixed land uses in the center to adjacent lower intensity residential land uses within a neighborhood. Locations at key intersections and corridor segments within a T3 Suburban Community Center are reserved for vertical mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

Solely Residential buildings in T3 Suburban Community Center policy areas are typically multifamily buildings with moderate lot coverage. Facades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long facades.

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

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T3 Suburban Community Center policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T3 Suburban Community Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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

Buildings of all types in T3 Suburban Community Center policy areas are generally 1 to 3 stories tall but taller buildings of up to 5 stories may be found at major intersections along arterial boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type and location within the center. Consideration is given to the following factors:

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

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innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the T3 Suburban Community Center form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3 Suburban Community Center policy areas:

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is moderate and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Suburban Community 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.

Connectivity (Vehicular) – Vehicular connectivity to surrounding suburban neighborhoods, corridors and open space is moderate. The T3 Suburban Community Center is generally found at an intersection of two arterial boulevard streets or an arterial boulevard and a collector avenue, with vehicular access provided from an arterial boulevard, collector avenue, or in some cases a local street. The impact of access to the Community Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities and allows for coordination with

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sidewalks and bikeways.

Landscaping – Landscaping is formal. Street trees, bushes, and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Larger trees are used to frame parking areas and internal streets. 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. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting 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 in surface lots or in structures. If parking is located in front of the primary building, then the parking is screened, from the primary street(s), by buildings on out parcels, which are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian friendly environment. Two rows of parking are allowed between all buildings (including outparcels) and the street. 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 public and private realms. An example of such a technique would be a knee wall. Parking is primarily behind the building with limited parking beside the building. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment. Parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Surface parking is divided into sections by landscape islands and internal street networks. Parallel parking along internal streets is used to provide definition to the street, calm traffic, and enhance pedestrian use of the center. Bicycle parking is provided. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

Service Area – The T3 Suburban Community Center provides services to meet the daily needs of residents within a 10 to 20 minute drive as well as services that are needed less frequently and provide a draw to the larger community.

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

Utilities – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property.

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Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions

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

The following is a list of zoning districts that may be appropriate within a given T3 CC area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for T3 CC policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

» MUN-A
» MUL-A
» OR20-A

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

All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:

» MUN
» MUL
» CS
» CL
» ON
» OL
» OR20
» SCC

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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use

T3 Suburban Residential Corridor

Policy Intent

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

General Characteristics

T3 Suburban Residential Corridors are prominent arterial boulevard or collector avenue corridors that feature residential land uses and are served by multiple modes of transportation. T3 Suburban Residential Corridors are intended to be "Complete Streets" – streets that are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 Suburban Residential Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of transportation modes. These corridors often provide the boundaries to suburban neighborhoods or communities.

Along the corridor, attached and detached residential, and institutional buildings are regularly spaced with moderate spacing between buildings and moderate to deep setbacks framing the corridor with a combination of building and open space. Setbacks may be deeper to avoid environmentally sensitive features and to preserve existing natural landscaping along the corridor. The public realm and streetscape features the infrequent use of lighting and significant green space along the corridor including both formal and informal landscaping. T3 Suburban Residential Corridors provide high access management and are served by moderately connected street networks, sidewalks, and mass transit. The edges of T3 Suburban Residential Corridors are firm with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.

Application

T3 Suburban Residential Corridor Policy is applied to prominent suburban arterial boulevard and collector avenue street corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential uses along the corridor while providing opportunity for an evolving development pattern in regards to the size, scale, and density. T3 Suburban Residential Corridor Policy is applicable to areas that are zoned residential, where the primary land use is residential or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T3 Suburban Residential Corridors include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of buildings), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3 Suburban Residential Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In or-

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der of appropriateness)

» Residential
» Community Gardens and Other Open Spaces
» Institutional

Design Principles

Access – T3 Suburban Residential Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Moderate to high access management is observed by providing shared and consolidated access points at greater distances from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of environmental features. Access to the corridor is provided preferably by side streets or frontage roads. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Curb cuts are limited to minimize conflict points between vehicles, pedestrians and cyclists. Access points are consolidated and coordinated with strategic access points across all fronting streets. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

Building Form and Site Design – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

The building mass, orientation, and placement are appropriate to the building type and street type/size and are designed to be cohesive throughout the development – providing a thorough mix of housing types versus groupings of single types of housing. Residential development on the T3 Suburban Residential Corridor is located to preserve the existing environmental features and land form to frame the corridor. The corridor is preferably framed by significant, dense landscaping, preserving existing trees and vegetation. If that is not possible due to depth of the site or environmental sensitive features, then the corridor is framed by the residential buildings, oriented toward the corridor with moderate to deep and consistent setbacks that preserve and create a combination of buildings and landscaping framing the corridor.

An integrated mixture of building types, including single-family detached, duplexes, townhouses, stacked flats and manor houses to provide housing choice, are found on T3 Suburban Residential Corridors. Massing of buildings results in a footprint with moderate lot coverage. Residential buildings internal to the development are oriented to the street or to an open space with moderate and consistent setbacks. Spacing between buildings should also preserve greenspace and environmentally sensitive features. Spacing is generally moderate.

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

Density is secondary to the form of development; however, T3 Suburban Residential Corridor Areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas. Buildings in T3 Residential Corridor policy areas are generally 1 to 3 stories tall but taller buildings of up to 5 stories may be found at major intersections along arterial boulevard

T3 Suburban Residential Corridor

streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type and location. Consideration is given to the following factors:

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

Buildings at the edges of the T3 Suburban Residential Corridor form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan.

Buildings at the edges of T3 Suburban Residential Corridor policy areas:

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

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

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods and

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centers is high, and is provided in the form of sidewalks and bikeways along the corridor. Crosswalks are provided at intersections, across parking lots and at vehicular access points are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity to surrounding development is high. To ensure that the corridor will efficiently move vehicular traffic, shared and consolidated access points are provided. Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities and allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping along the corridor is generally informal consisting of existing mature vegetation, regardless of whether the corridor is framed by open space or framed by residential buildings as described in building orientation. Internal to the development, away from the corridor, landscaping is generally natural and informal. Landscaping is encouraged to retain the existing vegetation to preserve the randomly spaced clusters of mature trees, similar to what is found in a classic suburban model. When developing a landscaping plan, consideration is given to the character of landscaping in adjacent neighborhoods. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Lighting – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the corridor.

Parking – Parking is provided on-site and is not accessed from the corridor. Parking for single and two-family buildings is generally provided by driveways from internal streets with limited on-street parking on internal streets. Parking for multi-family buildings is provided on-site in surface lots, which are not accessed from the corridor. Parking is located behind or beside the building and is screened and/or buffered from view of internal streets and from view of the corridor. In all cases, on-site parking is accessed via side streets or frontage roads, not from the corridor. Bicycle parking is provided at non-residential uses and at multi-family developments. The use of pervious pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

Service Area – Not applicable in this policy category.

Signage – Signage is limited to institutional uses and neighborhood identification signs. Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is scaled for pedestrians and moderately to quickly moving traffic. Monument signs are appropriate.

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain

T3 Suburban Residential Corridor

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T3 RC area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T3 RC policy. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 RC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RM9-A
- RM15-A
- RM20-A
- RS3.75
- RS5
- RM9, RM15, RM20 when accompanied by a site plan based zoning district to insure design objectives

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

Building Types

Institutional, House, Alley House, Townhouses, Flats

T3 Suburban Mixed Use Corridor

Policy Intent

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

General Characteristics

T3 Suburban Mixed Use Corridors are pedestrian friendly, prominent arterial boulevard and collector avenue corridors that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation. T3 Suburban Mixed Use Corridors are intended to be Complete Streets – streets that are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 Suburban Mixed Use Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of modes of transportation. These corridors often provide the boundaries to suburban neighborhoods or communities.

Along the corridor, buildings are regularly spaced with moderate spacing between buildings and are generally built to the back edge of the sidewalk. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and formal landscaping. T3 Suburban Mixed Use Corridors provide high access management and are served by highly connected street networks, sidewalks, and mass transit. The edges of T3 Suburban Mixed Use Corridors are firm with clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T3 Suburban Mixed Use Corridor Policy is applied to prominent suburban arterial boulevard and collector avenue corridors with adequate transportation capacity where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for an evolving development pattern in regards to the size, scale, and density. T3 Suburban Mixed Use Corridor Policy is applicable to areas that are zoned residential, commercial, and mixed use, where the primary land use is residential, commercial, and mixed use, or that are envisioned to become predominately residential and mixed use with higher intensity commercial areas concentrated at major intersections.

Commonly used boundaries to define T3 Suburban Mixed Use Corridors 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 streets), and transitional uses (open space, institutional). The depth of the T3 Suburban Mixed Use Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

T3 Suburban Mixed Use Corridor

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

Examples of Appropriate Land Uses (In order of appropriateness)

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

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

Design Principles

Access – T3 Suburban Mixed Use Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Moderate to high access management is observed by providing shared and consolidated access points, but at greater distance from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of topography. Access to the corridor is provided preferably by side streets or frontage roads, or when necessary, from shared or consolidated driveways that provide connectivity to adjacent development. Curb cuts are limited to minimize vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

Building Form and Site Design – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T3 Suburban Mixed Use Corridor areas with preference given to vertical mixed use buildings around intersections and multifamily residential buildings along corridor segments between intersections. These buildings use land efficiently and contribute to the vitality and function of the corridor. Vertical mixed use buildings provide combined opportunities to live, work, and shop. Both vertical mixed use and multifamily residential buildings support both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial and office buildings are also found around intersections in T3 Suburban Mixed Use Corridor areas. Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance under Orientation in this Design Principle and in the Parking Design Principle.

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

» Strongly articulating the façade of large buildings and including such elements as windows and doors;
» Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking

T3 Suburban Mixed Use Corridor

standards below still apply);

» Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
» Providing one or more areas of publicly accessible, usable, and inviting open space within the development

Vertical mixed use and non-residential buildings, including entrances, are oriented to the corridor. If internal streets or side streets are created with the development, buildings internal to the development are oriented to the internal or side street, not onto parking. Setbacks are shallow with the building built to back edge of the sidewalk. Setbacks may be moderate to allow for two rows of parking in front of the building or where additional pedestrian access and areas for patios are needed. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. Spacing between buildings is moderate.

Multifamily residential buildings are preferred along corridor segments between intersections. The massing of residential buildings results in a building footprint with moderate lot coverage. Residential buildings frame and are oriented to the corridor, or, if internal to the development, to an internal street or an open space. Setbacks on the corridor are shallow to moderate and consistent. Setbacks for residential buildings internal to the development are shallow and consistent. In both cases, setbacks provide some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment. Spacing between buildings is moderate. Facades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long facades. Densities are higher than in surrounding residential neighborhoods.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T3 Suburban Mixed Use Corridor policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T3 Suburban Mixed Use Corridor and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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

Buildings of all types in T3 Suburban Mixed Use Corridor policy areas are generally 1 to 3 stories tall but taller buildings of up to 5 stories may be found at major intersections along arterial boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type and location within the center. Consideration is given to the following factors:

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

T3 Suburban Mixed Use Corridor

width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the T3 Suburban Mixed Use Corridor form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3 Suburban Mixed Use Corridor policy areas:

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers and open space is high and is provided in the form of sidewalks or multi-use paths and bikeways. Pedestrian connectivity within the T3 Suburban Mixed Use Corridor is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present along the corridor and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity is moderate to high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T3 Suburban Mixed Use Corridor has moderate to high connectivity in the form of shared and consolidated access points, and intersecting local and collector avenue streets. The impact of access to the Mixed Use Corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Access points are preferably provided by existing intersecting local or collector avenue streets. If intersecting local or collector avenue streets are not available, then access drives are consolidated and improved to serve as a new street that connects to adjacent development and contributes to the overall street network. Curb cuts are limited to minimize conflict points between vehicles, pedestrians and cyclists.

T3 Suburban Mixed Use Corridor

Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities.

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

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting 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-site in surface lots and shared parking is encouraged. One row of parking may be considered between non-residential buildings and the street. 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 public and private realms. An example of such a technique would be a knee wall. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment. On-site surface parking is divided into sections by landscape islands and internal street networks. On-site surface parking is also screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided. The use of pervious pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs. Any lighting on signage 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.

T3 Suburban Mixed Use Corridor

Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

T3 Suburban Mixed Use Corridor

accompanied by a Community Plan Amendment Application for a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given T3 CM area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T3 CM policy. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 CM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

» RM9-A
» RM15-A
» RM20-A
» MUN-A
» MUL-A
» OR20-A

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

All of the zoning districts listed below to be accompanied by a site plan based zoning district to insure design objectives:

» RM9
» RM15
» RM20
» MUN
» MUL
» OR20

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

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use

T4 Urban Overview

Introduction

The T4 Urban Transect Category within Davidson County includes the historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense, urban fashion.

Complete urban communities feature a carefully integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. Complete urban communities feature highly-connected street systems with sidewalk, bikeways and facilities for mass transit, providing many transportation options.

While there are many existing, complete T4 Urban neighborhoods, there are also neighborhoods that have the potential to be complete, but lack one or more the needed elements. Where this is the case, good infrastructure, desirable housing stock and/or proximity to a thriving commercial center may be the catalyst for obtaining the remaining elements of a complete neighborhood.

In T4 Urban neighborhoods, social interaction is a product of density of housing, a mixture of uses, and streets and open spaces that create a welcoming public realm. With multiple housing types and choices, there is the potential for greater socio-economic mixture of residents. Commercial centers exist within walking distance of residences and provide residents with daily needs and conveniences. Open space is also within walking distance of residences and is an essential piece in the fabric of the neighborhood. These elements create a bustling neighborhood atmosphere.

Although they are different, the T4 Urban, T3 Suburban, and T2 Rural Transect Areas are closely related. The T4 Urban Transect Area, with a denser development pattern, allows the T2 Rural Transect Area to be preserved in a more natural, undeveloped state. Meanwhile, the T3 Suburban Transect Areas combine some elements of urban and rural development patterns. In T3 Suburban Transect Areas the balance between open space and buildings tilts toward open space with vegetation framing the street, in T4 Urban Transect Areas, the balance tips toward the built environment, with buildings framing the street.

T4 Urban neighborhoods such as East Nashville and Hillsboro-West End are classic examples of complete urban neighborhoods. Meanwhile, new models such as Lenox Village and Carothers Crossing feature elements of complete urban neighborhoods and provide an option for urban living in outlying portions of Davidson County.

T4 Urban neighborhoods are composed of carefully interspersed residential building types to provide housing choice. Detached single family residential units and duplexes may exist as the predominant housing types, but single family attached housing in the form of townhomes is also common and may be found on the same block face as single family detached homes. Stacked flats and accessory dwelling units such as garage apartments also contribute to the diverse housing options in the T4 Urban Transect Category.

The placement of residential buildings creates the neighborhood form and density unique to the T4 Urban Transect Category. The homes are spaced closer together, with shallower setbacks in relation to adjacent development and the street. With shallower front setbacks, residential buildings frame the street, but there is still a separation between the public realm of the street and the private realm of the residence. The area between the sidewalk and the resident's front porch or stoop creates a space where social interaction occurs. With the residential building closer to the street, the residents pay attention to the street, creating a safer streetscape.

The Transect model acknowledges, defines and attempts to preserve diversity of development patterns, from the

T4 Urban Overview

most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban and urban development, but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, East Nashville, Belmont-Hillsboro, and Lenox Village are all T4 Urban neighborhoods, but each has a distinctly different character. The Community Character Policies are written to reflect that the character of individual neighborhoods will be different and should be preserved. One example is in T4 Neighborhood Maintenance policy, which has a "Building Form" principle that states "The building form is in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation and placement." The Community Character Manual should not be read to assume that all neighborhoods within T4 Urban are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

Given smaller lot sizes, there is a greater need for shared open space in T4 Urban Areas. Parks and open space are tightly woven into the fabric of the neighborhood. Residents in urban neighborhoods can access parks on foot, by bicycle, or by automobile. While smaller neighborhood parks are prevalent, open space may also be in the form of large recreational areas, and cultural and educational centers with green space.

Residents in urban neighborhoods are generally within a five to ten minute walk of neighborhood-scaled commercial and mixed use centers. Urban centers are often mixed use, accommodating commercial and residential land uses. Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor promote active uses at pedestrian level adding to the bustling atmosphere of the neighborhood.

Commercial and mixed use buildings in T4 Urban Neighborhood Centers and Community Centers are built at a scale that complements the density and housing mix around them. Commercial and mixed use buildings have shallow setbacks or are built to the sidewalk, framing the street with buildings and creating an active sidewalk with first-floor retail, offices or restaurants. Because residents are within walking distance, parking in urban centers is typically provided on the street or tucked away from view behind or beside the building.

The T4 Urban Transect Category has a highly-connected street grid; it is comfortable to walk from a commercial center or open space because of the compact nature of the block structure and the multiple route and travel options provided by a complete street grid. Shorter block lengths in T4 Urban Areas allows residents, employees and visitors to move about the neighborhood more easily and gives the perception of shorter travel distance because destination points are perceived to be closer.

Sidewalks and bikeways exist throughout T4 Urban Areas, giving residents options in addition to the automobile to reach their destinations. Residents may also choose bus routes or other modes of mass transit, as these are more commonly found serving densely populated urban neighborhoods.

Local streets link the urban neighborhood and connect to larger streets that serve the T4 Urban Transect Area. Alley systems provide additional connections throughout the neighborhood to the local street system. Street systems in this transect category accommodate two-way traffic, on-street parking, and street trees, all of which help reduce travel speeds along these streets, add a buffer between the moving vehicle and the pedestrian, and enhance the street as a public realm.

T4 Urban Open Space

Policy Intent

Preserve and enhance existing open space in urban areas. T4 Urban Open Space Policy includes public parks and may also include private land held in conservation by land trusts and private groups or individuals.

General Characteristics

T4 Urban Open Space Areas accommodate active and passive open space land uses and feature significant contextual design to blend with surrounding established urban neighborhoods. Land uses are generally active open space land uses associated with civic activities, and may also include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include urban gardens, hardscaped plazas, courtyards, and pocket parks. Civic buildings may be placed prominently but sensibly within the open space.

The public realm and streetscape features the sparse use of lighting, signage, and amenities and high access to street networks, sidewalks, and on-street parking. The edges of T4 Urban Open Space Areas are firm with clearly distinguishable boundaries identified by surrounding block structure, and associated civic land uses. The open space may be located at the center of the neighborhood or center and does significantly alter the street pattern.

Application

T4 Urban Open Space Policy is applicable to existing open space in the T4 Urban Transect Category that is to be preserved and enhanced. Enhancements to existing open space are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Passive Uses (In alphabetical order)

» Cemeteries
» Courtyards
» Lawns for Informal Recreational Use
» Neighborhood Gardens
» Plazas

Examples of Appropriate Active Uses (In alphabetical order)

» Amphitheaters
» Ball Fields and Tennis Courts
» Cultural, Community and/or Educational Centers
» Fountains or Water Play Features
» Golf Courses
» Multi-Use Paths
» Picnic Areas
» Play Structures

Design Principles

Access – T4 Urban Open Spaces are primarily accessed by pedestrians and cyclists, but are also accessed by vehicles. Vehicular access is from a prominent street and, in the urban setting, streets often frame the open space. The character of the street changes upon entering the open space. Entrances and the streets within the open space are designed and located to promote pedestrian and bicycle connectivity.

T4 Urban Open Space

Block Length – Not applicable in this policy category.

Building Form and Site Design – Civic buildings are prominently located, serving as a focal point in the streetscape. Civic buildings are visible from the street. 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.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks, bikeways, and occasionally greenways, which link open spaces to other open spaces. Multi-use paths internal to the open space blend and align with sidewalks to the surrounding neighborhoods or centers. Open spaces are highly permeable allowing pedestrians and cyclists access through the open space to encourage its use as a lively space.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is high due to the proximity of highly connected street networks to the open space. T4 Urban Open Space areas however, are primarily a walk-to or bike-to destination and are accessed by pedestrians and bicyclists. Vehicular access is provided through coordinated access and circulation from prominent streets.

Landscaping – Landscaping is generally formal. In parks and open spaces with active uses, landscape buffering may be necessary to buffer ballfields, bleachers, parking or other facilities from abutting residential. Native plants and natural rainwater collection are used to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is sparsely provided. Lighting is used for safety surrounding buildings, active recreational uses such as ballfields, parking areas, and along multi-use paths. Lighting may also be provided to accent other features such as historic or cultural markers, public art and fountains. When provided, lighting is designed to fit the context and character of an urban environment. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

Parking – Minimal parking is needed, given that the open space will be a walk-to and bike-to destination. When provided, parking is located on-street (depending on the scale and use of surrounding streets) and/or with on-site civic, community or educational buildings, with minimal visibility from the street. If parking is provided in association with buildings, parking is behind, beside or beneath the building, but not between the building and the street. Low impact design techniques (pervious paving, etc.) are used to minimize storm water runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Service Area – T4 Urban Open Space Areas typically serve the surrounding neighborhoods.

Signage – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assists them in finding any particular amenities in the open space in a manner that is not distracting or overwhelming to the open space or the overall streetscape.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

Many Open Space Policy areas in Nashville/Davidson

T4 Urban Open Space

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

The following is a list of zoning districts that may be appropriate within a given T4 OS area subject to the consistency of the requested zoning district with T4 OS policy.

The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered.

- A zoning district that is appropriate to the surrounding context or the associated project
- SP

Other zoning districts may be appropriate based on the locational characteristics of the subject property and consistency of the proposed zoning district with the policy. Site plan based zoning may be required to achieve the T4 OS policy objectives.

Building Types

Civic

T4 Urban Neighborhood Maintenance

Policy Intent

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

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

General Characteristics

T4 Urban Neighborhood Maintenance Areas demonstrate an established development pattern of moderate to high density residential development and institutional land uses. Attached and detached residential buildings and institutional buildings are regularly spaced with shallow setbacks and minimal spacing between buildings. Lots are generally accessed from alleys. The public realm and streetscape features the consistent use of lighting and generally more formal landscaping. Urban neighborhood maintenance areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of T4 Urban Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement.

Application

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

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

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Residential
» Community Gardens and Other Open Spaces
» Institutional

Design Principles

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

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preferably by side street or alley.

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

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

Building massing results in building footprints with moderate to high lot coverage. Buildings are oriented to the street or to an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment. There is minimal spacing between buildings. Buildings are generally 1 to 3 stories in height.

Density is secondary to the form of development, however, T4 Urban Neighborhood Maintenance areas are intended to be moderate to high density. Since T4 NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of characteristics such as the mix of housing types, lot pattern, and block structure. 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. Implementation through rezoning occurs as proposals as judged on their merits and consistency with the Community Character Policy. Further guidance on appropriate zoning for this policy category is provided under the Zoning heading below.

While T4 Urban Neighborhood Maintenance areas usually contain a mixture of residential building types, these are sometimes randomly located rather than thoughtfully placed in relation to the major street system or Corridor and Neighborhood and Community Center Policy areas. Any future mix arranges building types in strategic locations through zoning decisions that place higher intensity buildings nearer to such centers and corridors and uses these more intense building types as land use transitions. Allowing for higher intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit. Accordingly, while buildings in T4 Urban Neighborhood Maintenance policy areas are generally 1 to 3 stories tall within the interior of the neighborhood, taller buildings of up to 4 stories may be found near such centers and corridors. Consideration of taller heights is given based on the following factors:

- Planned height of surrounding buildings and the impact on adjacent historic structures;
- The contribution that the building makes to the overall fabric of the neighborhood in terms of creating pedestrian-friendly streetscapes, open spaces, innovative stormwater techniques, greenways and bikeways, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Ability to respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations;

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» Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces;
» Effectiveness of transitioning to the lower scale areas of the neighborhood behind or adjacent to the building in terms or design elements like adequate separation, establishing a thoughtfully designed back-to-back or side-to-side relationship between developments, and stepping down in height towards lower scale buildings; and,
» The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

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

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

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

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

Established T4 Urban Neighborhood Maintenance areas may include areas of vacant, underutilized, or land in a nonresidential use that could redevelop. Examples could include an undeveloped farm, a former country club or church, etc. These areas are different from Neighborhood Evolving areas because they are generally smaller and interior to Neighborhood Maintenance areas. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the Neighborhood Maintenance area subject to appropriate design that transitions in building type, massing, and orientation in order to blending new development into the surrounding neighborhood. Further guidance for redeveloping certain historically significant institutional uses, such as religious institutions, is provided in the Zoning section of this policy. In some cases, additional guidance for development or redevelopment of these infill areas may be outlined in a Community Plan.

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and

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bicycle connectivity is high and is provided in the form of sidewalks and bikeways throughout the neighborhood.

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

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

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

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

Service Area – Not applicable in this policy category.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

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

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Commission:

- Worthy of Conservation
- Eligible for Listing on the National Register of Historic Places
- Listed on the National Register of Historic Places
- National Historic Landmark
- A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

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

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- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

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

- RS3.75
- R6, RS5
- R8, RS7.5
- R10, RS10
- RM9A, RM15A, RM20A
- RM4 - RM20 when accompanied by a site plan based zoning district to insure design objectives.

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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

Institutional, House, Alley House, Townhouses, Flats

T4 Urban Neighborhood Evolving

Policy Intent

Create and enhance neighborhoods with an urban character in terms of their development pattern, building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. The resulting development pattern may have higher densities than existing urban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing.

General Characteristics

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

Application

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

Commonly used boundaries to define T4 Urban Neighborhood Evolving Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), environmental features, 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.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Residential
- Community Gardens and Other Open Spaces
- Institutional

Design Principles

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

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

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

The mix of building types should be thoughtfully placed in relation to corridors and centers, placing taller buildings that contain more units adjacent to centers and corridors and uses these more intense building types as land use transitions. Allowing for higher density residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and transit. Buildings are generally 1 to 3 stories in height. Buildings up to five stories may be supported in appropriate locations, such as along major corridors as identified on the NashvilleNext Growth and Preservation map, near centers, and to support affordable housing.

Density is secondary to the form of development; however, T4 Urban Neighborhood Evolving Areas are intended to be moderate to high density with smaller lots and a more diverse mix of housing types than are typically found in T4 Suburban Neighborhood Maintenance areas. Certain areas may be appropriate for higher density housing and buildings of up to five stories. They are those with:

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

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

- Step down in height as they move closer to adjacent lower density areas. This may require different heights within an individual structure;
- Are not expected to exceed the permitted height of the adjacent Community Character policy area.

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Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;

» Avoid placing parking lot entrances opposite lower density areas;
» Respond to differences in topography to avoid buildings that loom over smaller buildings at lower elevations;
» Respond to the height of smaller adjacent historic buildings so that they do not loom over them;
» Are oriented so that there is a back-to-back relationship between the taller buildings and smaller buildings;
» Are separated from lower-density areas by rear alleys or service lanes; and,
» Pay particular attention to articulating facades that face lower intensity Community Character policy areas.

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

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

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

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways throughout the neighborhood.

Connectivity (Vehicular) – Vehicular connectivity is high, and is provided in the form of local streets, collector avenues and arterial boulevards that create a complete street network, and provides residents with multiple routes and reduced trip distances. Cul-de-sacs are discouraged. The street network is complemented with an alley network that provides access to residences. As new development occurs, special attention is paid to the existing collector avenue and arterial boulevard streets in the area to determine if these streets are able to support additional development. If existing streets cannot support the use generated by the evolving urban neighborhoods, improvements to these streets or reclassification of these streets may be necessary. It may also be necessary for the new development to create higher order collector avenue or arterial boulevard streets. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Landscaping – Landscaping is generally formal. Street

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

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting 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 neighborhood.

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

Service Area – Not applicable in this policy category.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

Owners of property that contains historic or archeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts

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

Zoning Districts

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

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

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

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

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically

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

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

- RS3.75
- R6, RS5
- R8, RS7.5
- RM9-A-RM40-A
- RM6-RM40 when accompanied by a site plan based zoning district to insure design objectives.

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

Building Types

Institutional, Detached Accessory Dwelling Units, Townhouses, Flats

T4 Urban Mixed Use Neighborhood

Policy Intent

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

General Characteristics

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

Application

T4 Urban Mixed Use Neighborhood Policy is applicable to areas that are zoned residential, commercial, and light industrial where the primary land use is residential, commercial, and light industrial and that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. T4 Urban Mixed Use Neighborhood Policy is applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, commercial, light industrial land uses and greater connectivity, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high vacancy rates, high potential for consolidation or subdivision of lots, incongruity between the existing land use and the zoning, proximity to evolving centers or corridors and/or age and condition of the existing development.

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

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Residential
» Mixed Use

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

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

Design Principles

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

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

Building Form and Site Design – The building form is generally in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation and placement. However, the building form is appropriate to the street type and is designed to be compatible, on the edges of the T4 Urban Mixed Use Neighborhood Policy, with adjacent Community Character Policies.

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

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

The diversity of building types and uses results in a mixture of building heights. Single-family and two-family homes are 1 to 3 stories in height. Vertical mixed use, non-residential and multi-family buildings are generally up to five stories in height but may reach a maximum of six stories. Consideration of taller heights is given based on the following factors:

» Proximity to other Community Character Policies and the role of the building in transitioning between

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policies (see below for further details on transitions);

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

The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk, to enhance the pedestrian friendly environment. Spacing between buildings is generally minimal, expect for where the industrial land use requires additional separation from adjacent building types and land uses.

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

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

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

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

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

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T4 Urban Mixed Use Neighborhood Areas is high in order to allow residents, employees and visitors to park and walk to multiple destinations. Sidewalks are present within the neighborhood and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

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

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

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

Parking – Parking for single and two-family homes is provided on-street, or on-site and is accessed via alleys or side streets. Parking for non-residential and multi-family buildings is provided on-street or on-site, preferably in structured parking located behind, beside or beneath the primary building and which utilizes a liner so parking structures are not located on the public street. Surface parking is divided into sections by landscape islands and internal street networks. An exception is made for automobile related uses such as vehicle sales lots. These may

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have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall. Parking structures and lots are screened from view. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided at multi-family developments and non-residential land uses.

Service Area – Not applicable in the policy category.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however,

T4 Urban Mixed Use Neighborhood

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

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

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

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

» MUN-A
» MUL-A
» OR20-A, OR40-A
» Other alternative zoning districts may be appropriate based on locational characteristics of the subject property.

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

» RM9-RM40
» MUN
» OR20
» OR40

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

Building Types

Institutional, Detached Accessory Dwelling Units, Townhouses, Flats, Live-Work, Mixed Use

T4 Urban Neighborhood Center

Policy Intent

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

General Characteristics

T4 Urban Neighborhood Centers are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, civic and public benefit land uses. T4 Urban Neighborhood Centers serve urban neighborhoods within a 5 minute walk. Intensity is generally placed within edges of the T4 Urban Neighborhood Center, not exceeding the four corners of the intersection of two prominent urban streets. Buildings are regularly spaced and area built to the back edge of the sidewalk with minimal spacing between buildings. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and formal landscaping. T4 Urban Neighborhood Centers are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Neighborhood Centers are firm, with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

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

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

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Vertical Mixed Use
- Commercial
- Office
- Institutional
- Residential

Design Principles

Access – Access is provided from alleys and side streets.

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

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

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

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

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

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

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

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

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

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to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Buildings of all types in T4 Urban Neighborhood Center policy areas are generally 2 to 3 stories tall at any location within the center but taller buildings of up to 4 stories may be found in limited instances. Consideration of taller heights is given based on the following factors:

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

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

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

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

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is high. The T4 Urban

T4 Urban Neighborhood Center

Neighborhood Center is generally located at an intersection of local and collector avenue streets with vehicular access provided from alleys and side streets. Connectivity within the center is provided through coordinated access and circulation. Given the intensity of development envisioned for the center, access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

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

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is integral to the streetscape; spacing and location of lighting 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.

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

Service Area – The T4 Urban Neighborhood Center provides services to meet the daily needs of residents within a 5 to 10 minute walk.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

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

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- Worthy of Conservation
- Eligible for Listing on the National Register of Historic Places
- Listed on the National Register of Historic Places
- National Historic Landmark
- A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

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

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» RM9-A–RM20-A
» MUN-A, MUL-A

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

» RM9
» RM15
» MUN
» MUL

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

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use

T4 Urban Community Center

Policy Intent

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

General Characteristics

T4 Urban Community Centers are pedestrian friendly areas, generally located at intersections of prominent urban streets that contain commercial, mixed use, institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities within a 5 minute drive or a 5 to 10 minute walk. Intensity is generally placed within edges not exceeding ¼ mile in diameter. Mixed use, commercial, institutional buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is behind or beside the building, or on-street. The public realm and streetscape features the consistent use of lighting and formal landscaping. T4 Urban Community Centers are served by highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T4 Urban Community Centers are firm with transitional residential between the center and less intense urban residential and open space areas, and with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

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

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

Additional Guidance in Community Plans and Detailed Plans

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

Example of Appropriate Land Uses (In order of appropriateness)

- Mixed Use
- Commercial*
- Office
- Institutional

T4 Urban Community Center

» Transitional Residential

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

Design Principles

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

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

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

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

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

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

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

Solely residential buildings may be provided as a

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

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

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

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

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

Buildings of all types in T4 Urban Community Center policy areas are generally 3 to 5 stories tall but taller buildings of up to 6 stories may be found at major intersections along arterial boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type and location within the center. Consideration is given to the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- The contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;

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» Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
» The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

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

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

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

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

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

Lighting – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the

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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.

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

Service Area – T4 Urban Community Centers provide services to meet the daily needs of residents within a 5 to 10 minute walk, as well as services that are needed less frequently and provide a draw to the larger community.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

Owners of property that contains historic or archeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with

archeological features should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Zoning Districts

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

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

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

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

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

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

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

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

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- RM20
- RM40
- MUL
- MUG
- OR20
- OR40
- ORI

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

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use

T4 Urban Residential Center

Policy Intent

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

General Characteristics

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

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

Application

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

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

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Residential
» Community Gardens and Other Open Spaces

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» Institutional

Design Principles

Access – T4 Urban Residential Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. High access management is observed. On existing T4 Urban Residential Corridors the existing block pattern should be maintained and not fragmented with additional streets or driveways. On new corridors, shared and consolidated access points are provided at shorter distances from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of environmental features. Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Curb cuts are limited to minimize conflict points between vehicles, pedestrians and cyclists. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist the development of an alley system or adding to the existing alley system is also encouraged. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

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

The building form in terms of mass, orientation, and placement, are appropriate to the building type and street type/size and are designed to be cohesive throughout the development – providing a thorough mix of housing types versus groupings of single types of housing. The width and prominence of the corridor often calls for larger buildings to balance the street. A mixture of residential building types including single family attached and detached as well as multi-family in the form of townhouses, stacked flats or manor homes are appropriate. The massing of buildings results in a footprint with moderate to high lot coverage. Buildings frame the corridor providing shallow to moderate setbacks to create some distinction between the public realm of the street and sidewalk and the private realm of the residence. Spacing between buildings is generally moderate to minimal. Buildings, including entrances, are oriented to face the corridor. New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhomes near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the

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development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Buildings in T4 Urban Residential Corridor policy areas are generally 1 to 3 stories tall but taller buildings of up to 5 stories may be found at major intersections along arterial boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type and location. Consideration is given to the following factors:

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

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

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

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods and centers is high, and is provided in the form of sidewalks and bikeways along the corridor. Crosswalks are provided

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

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

Landscaping – Landscaping along the corridor is generally formal. The T4 Urban Residential Corridor features in the setback, private residences' lawns, street trees and planting strips, to soften the street wall created by buildings oriented along the corridor. Landscaping retains existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

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

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

Service Area – Not applicable in this policy category.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to

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Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

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

- RM15-A-RM60-A

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

- RM15
- RM20
- RM40
- RM60

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

Building Types

Institutional, Townhouses, Flats

T4 Urban Mixed Use Corridor

Policy Intent

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

General Characteristics

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

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

Application

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

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

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below

T4 Urban Mixed Use Corridor

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

Examples of Appropriate Land Uses (In order of appropriateness)

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

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

Design Principles

Access – T4 Urban Mixed Use Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. High access management is observed. On existing T4 Urban Mixed Use Corridors, the existing block pattern is maintained and not fragmented with additional streets or driveways. On new corridors, shared and consolidated access points are provided more frequently, at shorter distance from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of topography. Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Shared access limiting curb cuts is used to minimize conflict points between vehicles, pedestrians and cyclists. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist the development of an alley system or adding to the existing alley system is also encouraged Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

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

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

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

T4 Urban Mixed Use Corridor

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

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

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

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

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

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

Buildings of all types in T4 Urban Mixed Use Corridor policy areas are generally 3 to 5 stories tall but taller buildings of up to 6 stories may be found at major intersections along arterial boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type and location within the center. Consideration is given to the following factors:

» Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
» Planned height of surrounding buildings and the

T4 Urban Mixed Use Corridor

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

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

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

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

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

T4 Urban Mixed Use Corridor

between vehicles, pedestrians and cyclists. Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities.

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

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

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

Service Area – Not applicable in this policy category.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of

T4 Urban Mixed Use Corridor

the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

The following is a list of zoning districts that may be appropriate within a given T4 CM area subject to the applicant's ability to prove that the requested zoning district is consistent with Design Principles for T4 CM policy. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site,

T4 Urban Mixed Use Corridor

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

» RM20-A-RM60-A
» MUL-A, MUG-A
» OR20-A, OR40-A, ORI-A

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

» RM20
» RM40
» RM60
» MUL
» MUG
» OR20
» OR40

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

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use

T5 Center Overview

Introduction

T5 Centers are gathering places for residents and visitors within and near Davidson County, where people can live, work, and recreate. Residents and visitors meet at centers to engage in commerce, civic, and recreational activities on a more grand scale than can be found in their individual neighborhoods or communities. T5 Center Transect Areas are where multiple neighborhoods and communities meet and therefore reflect the diverse population that exists within Davidson County.

Centers vary in scale and function across Davidson County. Centers may be small enough that they serve a single neighborhood; in that case, the center is part of a complete neighborhood that may exist in T2 Rural, T3 Suburban, and T4 Urban Transect Areas. The T5 Center Transect Category applies to areas that are generally larger in geographic scale, are more intensely developed, and serve a greater geographic region than the neighborhood or community center. T5 Centers are envisioned to redevelop as complete communities. Complete communities feature a mixture of housing convenient to commercial, employment and recreational land uses. Complete communities provide multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit.

A T5 Center may serve several communities, the County, or the region. T5 Centers vary in geographical scale and in the number of communities they serve because of the unique function and services offered. In any case, each T5 Center is encouraged to develop meet the functional scale and service needs of the area that it serves.

T5 Centers may also vary in intensity as measured in building height. Generally, buildings in T5 Centers are taller than in surrounding Community Character Policies, accommodating multiple uses and functions often providing structured parking, entertainment, office, and unique open space for users. To create intensity within the T5 Center, building footprints are large in relation to their lot size, occupying much of land on which the building sits. Developable land in T5 Center areas is utilized to the highest extent possible, building upward and not outward.

Buildings in T5 Centers are oriented to the main transportation corridors or other prominent streets. Buildings in the T5 Center are placed close to these corridors with shallow front setbacks or buildings built to the back edge of the sidewalk, in order to frame the street creating a pedestrian space for residents and visitors, which may include retail space or outdoor dining.

The design of corridors within T5 Centers also creates a welcoming pedestrian space. Corridors in T5 Centers accommodate on-street parking, street trees, and active street-level uses. Residents and visitors to T5 Centers move about freely on foot, bicycle, automobile, or mass transit. Multiple modes of transportation are attractive because of a more compact block structure and a highly connected street pattern.

Intensification in T5 Centers may reduce the amount of open space and green space available. Therefore, open space is often provided in the form of pocket parks, open plazas, and unique roof top gardens. Residents and visitors also enjoy active open space amenities including water play features, amphitheaters, and patio seating among others.

T5 Center Open Space

Policy Intent

Preserve and enhance existing open space in T5 Regional, Super Regional, and Center Mixed Use Neighborhood areas. T5 Center Open Space Policy includes public parks and may also include private land held in conservation by land trusts and private groups or individuals.

General Characteristics

T5 Center Open Space Areas accommodate passive and active open space land uses and feature significant contextual design to blend with surrounding high intensity residential and commercial development. Land uses are generally passive open space land uses which may include urban gardens, hardscaped plazas, courtyards, and pocket parks. Active open space land uses may include playgrounds, picnic areas, and multi-use paths, and areas associated with civic activities.

Civic buildings are placed prominently within the open space. The public realm and streetscape feature consistent lighting, signage and amenities and high access to street networks, sidewalks, and on-street parking. The edges of T5 Open Space Areas are firm with boundaries identified by surrounding block structure, building placement, and associated civic land uses.

Application

T5 Center Open Space Policy is applicable to existing open space T5 Center Transect Category that is to be preserved and enhanced. Enhancements to existing open space identified by this community character policy are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Passive Uses (In alphabetical order)

- Greens and Lawns for Informal Recreational Use
- Neighborhood Gardens
- Examples of Appropriate Active Uses (In alphabetical order)
- Amphitheaters
- Cultural, Community, and/or Educational Centers
- Fountains or Water Play Features
- Multi Use Paths
- Picnic Areas
- Play Structures

Design Principles

Access – Open Spaces in T5 Centers vary in form and draw from small, walk-to open spaces that do not require vehicular access, to larger open spaces with a regional draw requiring vehicular access. When vehicular access is necessary, it is from a prominent street, but the street does not intrude into the open space; its character changes upon entering the open space. Entrances and the roads within an open space are designed and located to promote pedestrian and bicycle connectivity.

Block Length – Not applicable in this policy category.

Building Form and Site Design – Civic buildings are prominently located, serving as a focal point in

T5 Center Open Space

the streetscape. Civic buildings are visible from the street. 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.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers and corridors is high and is provided in the form of sidewalks, bikeways, and occasionally greenways, which link open spaces to other open spaces. Multi-use paths internal to the open space blend and align with sidewalks to the surrounding neighborhoods, centers or corridors. Open spaces are highly permeable allowing pedestrians and cyclists access through the open space to encourage its use as a lively space.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods, centers and corridors is high due to the proximity of highly connected street networks to the open space. T5 Urban Open Space areas however, are primarily a walk-to or bike-to destination and are accessed by pedestrians and bicyclists. Vehicular access is provided through coordinated access and circulation from prominent streets.

Landscaping – Landscaping is formal and is designed to enhance the programmatic plan for the open space. For example, if the open space is a hardscaped plaza intended for dining, the landscaping is different than for a pocket park with play equipment. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Buffering is provided whenever an open space abuts parking, neighboring building systems or other unsightly features. Landscaping or other buffering can also be used to create a visual separation from the street.

Lighting – Lighting is always provided. Lighting is used for safety surrounding buildings, active recreational uses such as play equipment and water play features, parking areas, and along multi-use paths. Lighting may also be provided to accent other features such as historic or cultural marker, public art and fountains. Lighting is designed to fit the context and character of an urban environment. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

Parking – Generally, minimal parking is needed, given that the open space is used by residents and guests visiting other sites in the T5 Center. Parking may be shared with other uses. On-street parking may also be appropriate, given the scale and use of surrounding streets. If the open space includes a civic building, parking should be behind, beside or beneath the building, but not between the building and the street. Low impact design techniques (pervious paving, etc.) are used to minimize storm water runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Service Area – The T5 Open Space Areas typically serves guests to and residents of the T5 Center. As a destination for visitors, T5 Open Space Areas serve either the surrounding community or the region.

Signage – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assist them in finding any particular amenities in the open space in a manner that is not distracting over overwhelming to the open space or the overall streetscape.

Unique Urban Open Space Opportunities – In intensely-developed T5 Centers, there are unique situations that present additional opportunities for open space, such as roof-top gardens or interior courtyards, etc. Such an open space may be private for the use of the occupants

T5 Center Open Space

of the particular structure or may be open to the public. When such a situation presents itself, the design of that open space is encouraged be site specific and determined in conjunction with the Metro Parks and Metro Planning Departments.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

The following is a list of zoning districts that may be appropriate within a given T5 OS area subject to the consistency of the requested zoning district with T5 OS policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered.

- A zoning district that is appropriate to the surrounding context or the associated project
- SP

Other zoning districts may be appropriate based on the locational characteristics of the subject property and consistency of the proposed zoning district with the policy. Site plan based zoning may be required to achieve the T5 OS policy objectives.

Building Types

Civic

T5 Center Mixed Use Neighborhood

Policy Intent

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

General Characteristics

T5 Center Mixed Use Neighborhood Areas are intended to be among the most intense areas in Davidson County with a diverse mix of residential and nonresidential uses. T5 Center Mixed Use Neighborhood Areas include the County's major employment centers, representing several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 Center Mixed Use Neighborhood Areas are intended to contain a significant amount of vertical mixed use development in buildings that contain high density residential, institutional, high intensity commercial, and office land uses. Buildings are regularly spaced and built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally located in structures and any surface parking is behind or beside the buildings. Parking is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and formal landscaping. T5 Center Mixed Use Neighborhood areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of T5 Center Mixed Use Neighborhoods are firm with clearly distinguishable boundaries identified by block structure and consistent lot size, and building placement.

Application

T5 Center Mixed Use Neighborhood Policy is applicable to areas that are zoned for a mixture of commercial, office residential, vertical mixed use, and in some cases industrial land uses, where the land uses are mixed use in accordance with the zoning. T5 Center Mixed Use Neighborhood Policy is applied where there is an expressed interest in the area's development pattern evolving to promote a mixture of commercial and office land uses with a diverse mixture of housing types and high connectivity. The following characteristics exist and indicate that the area is likely to continue to evolve: high vacancy rates, high proportion of vacant land; potential for consolidation or subdivision of lots, incongruity between the existing land use and the zoning, proximity to evolving centers or corridors and/or age and condition of the existing development.

Commonly used boundaries to define T5 Center Mixed Use Neighborhood Policy Areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent streets), and transitional uses (open space, institutional). Because of the potential to contain commercial and light industrial ancillary to residential, this policy does not intrude into the defined boundaries of other Community Character Policies. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design process.

Additional Guidance in Community Plans and Detailed Plans

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

T5 Center Mixed Use Neighborhood

Examples of Appropriate Land Uses (In alphabetical order*)

» Commercial**
» Institutional
» Light industrial including non-nuisance crafts and other "cottage" industrial, warehousing / distribution
» Office
» Residential
» Vertical Mixed Use

*A preference for certain uses in certain locations may be specified in the Community Plan or Detailed Design Plan.

**New automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings are discouraged and those needing expansion have specific guidance in the Design Principles that follow.

Design Principles

Access – Vehicular access to residential, commercial, office and vertical mixed use is provided primarily by alleys. When possible, vehicular access to light industrial uses should also be provided by an alley. Larger industrial uses may be served by driveways. When alley access is unavailable, shared access is appropriate. Pedestrian and bicycle access are provided; non-motorized access is generally provided from a primary street. Pedestrian connections from vehicular access points to building entrances are safe and comfortable, as are pedestrian and bicycle access routes from transit connections to building entrances.

The major transportation corridors within the T5 Center Mixed Use Neighborhood Area are intended to move vehicular traffic efficiently while providing equally efficient sidewalks and bikeways. High access management is observed. The existing block patterns are maintained as redevelopment occurs and are not fragmented with additional streets or driveways, unless the Community Plan or Detailed Design Plan specifies that the blocks themselves be redeveloped. Access to these major transportation corridors is provided by side streets; new driveways are discouraged. Curb cuts are limited to minimize conflict points between the thoroughfares and adjacent development. Excess curb cuts are eliminated through redevelopment. Shared access and cross-access are essential. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation is essential to creating development that functions as a whole instead of as separate individual building sites.

Block Length – Blocks are linear with short distances between intersections. Blocks may be restructured and streets may be realigned to encourage higher intensity redevelopment and equal or improved bicycle, pedestrian, and vehicular circulation. Alley closures may be considered for property consolidation as long as maximum public vehicular, pedestrian, and bicycle circulation is maintained within the T5 Center Mixed Use Neighborhood.

Building Form and Site Design – The building form is reflective of a high-intensity urban mixed use environment in terms of its mass, orientation, and placement. The building form is appropriate to the street type and is designed to be compatible, on the edges of the T5 Center Mixed Use Neighborhood Policy, with adjacent Community Character Policies. A hierarchy of primary, secondary, and tertiary streets may be established through the Community Plan or Detailed Design Plan process to assist in delineating areas where differing building mass, orientation, and placement are appropriate.

A mix of building types is expected in T5 Center Mixed Use Neighborhood areas with preference given to vertical mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as

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sidewalks and transit. Commercial, office, institutional, and transitional residential buildings are also found within T5 Center Mixed Use Neighborhood areas.

The massing of vertical mixed use and non-residential buildings results in a footprint with high lot coverage. Non-residential buildings, including the main pedestrian entrance, are oriented to the street. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate function-appropriate features such as outdoor dining, retail display, and landscape buffering associated with industrial developments or hardscaped plazas. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

The massing of residential buildings results in a footprint with high lot coverage. Residential buildings, including entrances, are oriented to the street or to an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment. There is minimal spacing between buildings.

T5 Center Mixed Use Neighborhood Policy areas are generally centrally located and serve as regional hubs of that include medical, office and educational facilities. Their roles as regional hubs, along with their diversity of building types and uses, results in a mixture of building heights, including high-rise buildings. Density and intensity are secondary to form of development; however, the T5 Center Mixed Use Neighborhood Areas are intended to be among the county's most intensely developed areas.

The intensity of non-residential development is high with mixed use, office, commercial and some forms of light industrial uses in buildings from 2 to greater than 20 stories in height. Future heights are based on the building type and location within the T5 Center Mixed Use Neighborhood Area. When considering heights for proposed development, consideration is given to the following factors:

- Proximity to other Community Character Policies and the role of the building in transitioning between policies;
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- The contribution that the building makes to the overall fabric of the T5 Center Mixed Use Neighborhood in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the streets and its role in the T5 Center Mixed Use Neighborhood's street hierarchy;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;
- Proximity to transit stations;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

The scale and massing of industrial buildings is designed

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through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk, to enhance the pedestrian friendly environment. The height should be based on the building type and location within the T5 Center Mixed Use Neighborhood Area. Consideration should be given to the following factors: proximity to other community character policies and the role of the building in transitioning between policies, height of surrounding buildings, prominence of the streets and adjacent historic structures. Spacing between buildings is generally minimal, expect for where the industrial land use requires additional separation from adjacent building types and land uses.

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

Buildings at the edges of the T5 Center Mixed Use Neighborhood form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T5 Center Mixed Use Neighborhood policy areas:

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided by sidewalks and bikeways. Pedestrian connectivity within T5 Center Mixed Use Neighborhood Areas is high in order to allow residents, employees and visitors to park and walk to multiple destinations. Sidewalks are present and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity is high and is provided in the form of local roads, collector avenues and arterial boulevards to provide residents and visitors with multiple routes and reduce trip distances. Cul-de-sacs are inappropriate. The street network is complemented with an alley network that provides access to residences and businesses. Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross-sections that

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accommodate transit stops.

Landscaping – Landscaping is formal. Planting strips are most appropriate where concentrations of residential units are found, especially where there are ground level units, while street trees in wells are more appropriate in more mixed use areas. Planting strips are also appropriate in industrial areas. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping or structural treatments such as walls are used to screen ground utilities, automobile related uses, 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. Landscaping and/or trees are one means to screen surface parking and structured parking.

Lighting – Lighting is always 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.

Parking – Parking for multi-family buildings or commercial or mixed use buildings is ideally provided in structured parking, which is located behind, beside or beneath the primary building and which utilizes a liner so parking structures are not located on public streets. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as resemble other buildings with other types of uses. If structured parking is unfeasible, parking is primarily behind the building with limited parking beside the building. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment. An exception is made for automobile related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall.

Parking is accessed via alleys. Given the scale and multiple uses of the street, on-street parking that offsets parking needs and creates a buffer between the street and the pedestrian is generally appropriate unless the transportation function of one of the area's corridors would be compromised by on-street parking. Given the mixture of uses present, which will draw clients, employees and residents at different points in the day, 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 T5 Center Mixed Use Neighborhood Area provides services to meet the daily needs of residents in the neighborhood and within a 5 to 10 minute walk of the area, as well as services that are needed less frequently and provide a draw throughout the County and from surrounding Counties.

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

Utilities – Utilities are placed underground if feasible. If

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

The following is a list of zoning districts that may be appropriate within a given T5 MU area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for T5 MU policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

» MUG-A
» MUI-A
» ORI-A

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives.

» MUG
» MUI
» ORI
» CF (in Midtown, from east of 21st Ave to I-40)
» SP based on the use characteristics of one of the above base districts.

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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

Building Types

Live-Work, Mixed Use, Mid-Rise, High-Rise

T5 Regional Center

Policy Intent

Enhance or create regional centers, encouraging their development as intense mixed use areas that serve multiple communities as well as the entire County with supporting land uses that create opportunities to live, work, and recreate.

General Characteristics

T5 Regional Centers are pedestrian friendly areas, generally located at the intersection of two arterial boulevard streets, and contain commercial, vertical mixed use, residential, and institutional land uses. T5 Regional Centers serve communities within a reasonable driving distance or a 5 to 10 minute walk. Intensity is generally placed within boundaries not exceeding ½ mile in diameter and transitional uses placed within boundaries not exceeding 1 mile in diameter measured from the most prominent intersection. Vertical mixed use, commercial, residential, and institutional buildings are regularly spaced with buildings generally built to the back edge of the sidewalk and minimal spacing between buildings. Parking is generally behind, beside, or beneath the building, or on-street. Setbacks may be deeper to accommodate minimal parking in front of buildings and the placement of out-parcel development associated with moderately scaled retail buildings. The public realm and streetscape features the consistent use of lighting and formal landscaping. T5 Regional Centers are served by highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T5 Regional Centers are firm with residential transitions between the Center and less intense Community Character Policies, and with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T5 Regional Center Policy is applicable to areas that are zoned primarily commercial and mixed use, where the primary land use is commercial and vertical mixed use or that is envisioned to become primarily commercial, mixed use and high-density residential. T5 Regional Centers are situated to serve several communities. Their locations are such that intensification is supported by surrounding, existing or planned residential development, adequate infrastructure and adequate access such as arterial boulevard streets and freeway interchanges.

Commonly used boundaries to define T5 Regional Center Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Vertical Mixed Use
» Commercial*
» Office

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» Residential
» Institutional

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

Design Principles

Access – T5 Regional Centers are generally located on prominent thoroughfares intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Access may be provided from an arterial boulevard or collector avenue, but is consolidated to the highest extent possible along main thoroughfares to avoid multiple curb cuts and pedestrian, bicyclist and vehicular conflict points. All other access is provided by side streets, alleys or service lanes. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – The building form in terms of its mass, orientation, and placement are appropriate to the building and street type/size and are appropriate to the infrastructure to which the building has access.

A mix of building types is expected in T5 Regional Center areas with preference given to vertical mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and multi-family residential buildings are also found within T5 Regional Center areas. Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in this Design Principle and in the Landscaping and Parking Design Principles.

The massing of non-residential buildings results in a footprint with moderate to high lot coverage, with a maximum total first floor tenant space of no more than 150,000 square feet. 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

Vertical mixed use and non-residential buildings, including entrances, are oriented to the street. The street wall is articulated, especially for longer building facades. For vertical mixed-use, office and commercial buildings, the front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. With these exceptions, the building may be required to include at least a portion of the building façade to be built to the sidewalk. There is minimal spacing between buildings. The setback may be deeper to allow for one row of parking. Automobile-related uses that include outside

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storage or parking should provide knee walls or other design features to separate the public and private realms. Orienting buildings to parking is discouraged.

The massing of residential buildings results in footprints with moderate lot coverage. Residential buildings are oriented to the street or an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment. There is minimal spacing between buildings. Courtyards for courtyard flats are appropriate.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T5 Regional Center policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T5 Regional Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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

Vertical mixed use, non-residential and residential buildings are generally a minimum of 2 stories and a maximum of 12 stories in height. Buildings that are 1-story and are typically associated with the largest building footprints are uncommon. The height is based on the building type and location within the T5 Regional Center. Consideration is given to the following factors:

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

Buildings at the edges of the T5 Regional Center form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet

T5 Regional Center

the goals of the Community Plan. Buildings at the edges of T5 Regional Center policy areas:

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods, corridors and open space is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T5 Regional Center is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods, corridors and open space is high. The T5 Regional Center is generally located at an intersection of two arterial boulevards. Connectivity within the T5 Regional Center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. Given the intensity of development envisioned for T5 Super Regional Centers, access to mass transit is provided, is located near easily accessed areas of the Center and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form or transit shelters and street cross-sections that can accommodate transit stops.

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

Lighting – Lighting is always 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.

Parking – Parking is provided on-street or on-site in structures or surface lots. Structured parking hidden from view with liner buildings is preferred. Whether

structured or surface, parking is located behind, beside or beneath the primary building with one row of parking allowed between all buildings (including outparcels) and the street. If parking is located in front of the primary building, then the parking is screened from the primary street(s), by buildings on out parcels, which are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian friendly environment.

Parking is primarily behind the building with limited parking 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. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian friendly environment.

Surface parking is divided into sections by landscape islands and internal street networks designed to allow future development or infill as a street with buildings lining it. In all cases, parking is screened from view of the street and from view of abutting residential properties.

On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Bicycle parking is provided.

Service Area – A T5 Regional Center provides services to meet the daily needs of residents in the Center and within a 5 to 10 minute walk of the Center, as well as services that are needed less frequently and provide a draw to several communities or the County.

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 T5 Regional Center. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are consolidated to the greatest extent possible.

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

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

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Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

The following is a list of zoning districts that may be appropriate within a given T5 RC area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for T5 RC policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- RM20-A-RM60-A
- OR20-A, OR40-A, ORI-A
- MUG-A, MUI-A

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

T5 Regional Center

- RM20-RM60
- OR20, OR40, OG, ORI
- MUG, MUI
- SCR
- SP based on the use characteristics of one of the above base districts.

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

Building Types

Institutional, Townhouses, Flats, Live-Work, Mixed Use, Mid-Rise

T5 Super Regional Center

Policy Intent

Enhance super regional centers, encouraging their redevelopment as intense mixed use areas that are intended to serve the Middle Tennessee region, with supporting land uses that create opportunities to live, work, and recreate.

General Characteristics

T5 Super Regional Centers are pedestrian friendly areas, generally located at the intersection of two arterial boulevard streets, and contain commercial, vertical mixed use, residential and institutional land uses. T5 Super Regional Centers serve communities within a reasonable driving distance or a 5 to 10 minute walk. Intensity is generally placed within boundaries not exceeding ½ mile in diameter and transitional uses placed within boundaries not exceeding 1 mile in diameter measured from the most prominent intersection. Buildings are regularly spaced with buildings generally built to the back edge of the sidewalk and minimal spacing between buildings. Parking is generally behind, beside or beneath the building, or on-street. The public realm and streetscape features the consistent use of lighting and formal landscaping. T5 Super Regional Centers are served by highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods, corridors and open space. The edges of T5 Super Regional Centers are firm with residential transitions between the Center and less intense Community Character Policies, and with distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T5 Super Regional Center Policy is applicable to areas that are zoned primarily commercial and mixed use, where the primary land use is commercial and vertical mixed use or that is envisioned to become primarily commercial, vertical mixed use and high-density residential. T5 Super Regional Centers are situated to serve a large region where intensification is supported by surrounding, existing or planned residential development, adequate infrastructure and adequate access such as arterial boulevard streets and freeway interchanges.

Commonly used boundaries to define T5 Super-Regional Center Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design process.

T5 Super Regional Centers include major regional malls and surrounding development at Green Hills, and RiverGate.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

» Vertical Mixed Use
» Commercial*

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» Office
» Residential
» Institutional

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

Design Principles

Access – T5 Super Regional Centers are generally located with interstate access on prominent thoroughfares intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways and transit. Access may be provided from an arterial boulevard or collector avenue, but is consolidated to the highest extent possible along main thoroughfares to avoid multiple curb cuts and pedestrian, bicyclist and vehicular conflict points. All other access is provided by side streets, alleys or service lanes. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – The building form in terms of its mass, orientation, and placement are appropriate to the building and street type/size and are appropriate to the infrastructure to which the building has access.

A mix of building types is expected in T5 Super Regional Center areas with preference given to vertical mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and multi-family residential buildings are also found within T5 Super Regional Center areas. Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in this Design Principle and in the Landscaping and Parking Design Principles.

The massing of vertical mixed use and non-residential buildings results in a footprint with high lot coverage, with an individual first floor tenant space of 60,000 square feet or less, each with its own entrance. 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

The street wall is articulated, especially for longer building facades. Vertical mixed use and non-residential buildings, including entrances, are oriented to the street. For vertical mixed use and non-residential buildings, the front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Automobile-related uses that include outside storage or parking should provide knee walls or other design

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features to separate the public and private realms. With these exceptions, the building may be required to include at least a portion of the building façade to be built to the sidewalk.

The massing of residential buildings results in footprints with high lot coverage. Residential buildings are oriented to the street or an open space. Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment. Courtyards for courtyard flats are appropriate.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T5 Super Regional Center policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T5 Super Regional Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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

Density and intensity is secondary to the form of development. The density of residential development is high, to support the center's commercial, office and mixed use development. The density of residential development in the T5 Super Regional Center is envisioned to be significantly higher than that of the neighborhood surrounding it. Vertical mixed use, non-residential and residential buildings are a minimum of 3 stories and a maximum of 20 stories in height. The height is based on the building type and location within the T5 Super Regional Center. Consideration is given to the following factors:

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

Buildings at the edges of the T5 Super Regional Center form transitions in scale and massing where it adjoins lower intensity Community Character policy areas, with

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thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T5 Super Regional Center policy areas:

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

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods, corridors and open space is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T5 Super Regional Center is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present and crosswalks are provided at intersections, across parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods, corridors and open space is high. The T5 Super Regional Center is generally located at or near an interstate interchange. Connectivity within the T5 Super Regional Center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. Given the intensity of development envisioned for T5 Super Regional Centers, access to mass transit is provided, is located near easily accessed areas of the Center and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form or transit shelters and street cross-sections that can accommodate transit stops.

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

Lighting – Lighting is always 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.

Parking – Parking is provided on-street or on-site in

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structures or surface lots. Structured parking is preferred. Whether structured or surface, parking is located behind, beside or beneath the primary building. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Structured parking is screened, preferably with liner buildings. Surface parking is divided into sections by landscape islands and internal street networks designed to allow future development or infill as a street with buildings lining it. 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. In all cases, parking is screened from view of the street and from view of abutting residential properties. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

Service Area – A T5 Super Regional Center provides services to meet the daily needs of residents in the center and within a 5 to 10 minute walk of the center, as well as services that are needed less frequently and provide a draw throughout the County and from surrounding Counties.

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

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

Owners of property that contains historic or archeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archeological features should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas

of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Zoning Districts

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

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

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

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

The following is a list of zoning districts that may be appropriate within a given T5 SR area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for T5 SR policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

» RM20-A-RM60-A
» OR20-A, OR40-A, ORI-A
» MUG-A, MUI-A

Zone changes to the districts listed below to have an accompanying site plan based zoning district to insure design objectives:

» RM20-RM60
» OR20, OR40, OG, ORI
» MUG, MUI

SP based on the use characteristics of one of the above base districts.

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. Site plan

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

Building Types

Institutional, Flats, Live-Work, Mixed Use, Mid-Rise

T6 Downtown Overview

Introduction

A region's vitality is directly linked to the vitality of its core. In the case of Nashville/Davidson County and the greater Middle Tennessee region, the core is the Downtown area, the center of commerce, the arts, and civic and government. The activities in the T6 Downtown Transect Area support and sustain the quality of life in the surrounding T1 Natural, T2 Rural, T3 Suburban, T4 Urban, and T5 Center Transect Areas. Downtown boasts commerce, governance, and artistic uses well known on a national and even international scale, creating a bustling 24 hour-center of activity.

Downtown has long been the center of business, government and entertainment in Nashville and Tennessee. It has an international reputation for music, but also growing prominence in the southeast United States and the country as a competitive site for relocation of businesses. In recent years, Downtown has witnessed increasing residential development as more Nashvillians embrace urban living and new residents, moving from elsewhere in the United States, settle in Downtown. In this aspect, Downtown Nashville is a reflection of a national shift in housing types and location. Due to increased residential options, Downtown Nashville has grown to be a very livable environment with residential areas within walking distance of fine dining, entertainment, and open space and recreational areas, existing cohesively with existing civic and commerce uses. This intense mixture of uses strengthens Downtown Nashville, thus strengthening the region.

Residential development in Downtown neighborhoods is denser and often in buildings with a grander form than elsewhere in the County. Downtown neighborhoods vary in scale and mass of development ranging from neighborhoods featuring low-rise townhomes to neighborhoods featuring high-rise stacked flats. Depending on the neighborhood in T6 Downtown, residential buildings may accommodate multiple uses, such as retail or office space, and structured parking. Single-family attached and multi-family residential building types such as townhomes, row houses, and stacked flats are commonly in T6 Downtown neighborhoods found as these building forms accommodate the compact and intense Downtown development pattern.

Residential buildings in the T6 Downtown Transect Area are placed close to the street with shallow setbacks or buildings built to the back edge of the sidewalk in order to frame the street, creating a defined space along Downtown streets while separating the private realm of the home and the public realm of the street. Within the shallow setbacks, Downtown residences may have stoops to encourage activity on the street. If the residential building has a mixture of uses, street level active uses such as retail, office, and outdoor dining areas create an active streetscape that makes pedestrian travel enjoyable throughout Downtown.

In the civic district of the T6 Downtown Transect Area, civic buildings are generally historic buildings in prominent locations, often featuring open space such as public squares, greens and parks. Civic buildings are distinctive in their placement and orientation and may be seen from various view points of the city. Historic civic buildings are conservative in their heights, while contemporary civic buildings are scaled, massed and placed to reflect their prominence while being consistent with surrounding Downtown development patterns.

In the Downtown Core community character policy, commercial and office land uses are predominant and are complemented by growing residential and retail sectors. Buildings in the Downtown Core Community Character Policy have large footprints in relation to the lot size, creating a dense development pattern. Building heights in this policy may reach 70 stories. The height, massing and placement of buildings at the back of wide sidewalks

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in the Downtown Core policy create a strong street wall. While this creates a defined pedestrian space, it can also overwhelm the streetscape. Active uses, such as retail and restaurants with outdoor dining, are crucial to enlivening the street and creating a welcoming environment for Downtown residents, visitors and employees. Formal streetscaping, with coordinated planters, benches and trash receptacles also make the sidewalk and street more welcoming. Finally, residential uses above the street ensure that there is activity on and above the street at all hours of the day.

Retail and entertainment uses in the T6 Downtown Transect Area center around the Second and Broadway corridors. Here, residents, employees, and visitors shop, entertain and dine. These land uses are supported by surrounding Downtown residential neighborhoods, the civic and central business districts. Buildings along the Second and Broadway corridors consist primarily of historic buildings. Historic buildings vary in the mass and scale, but are conservative in their building heights, usually only reaching 5 stories. Where contemporary buildings exist, the mass and scale are in keeping with the historic buildings that are their neighbors. In both cases, buildings are oriented to face either Second Avenue or Broadway, and are placed closed to the corridor enhancing the pedestrian friendly environment attractive to residents, employees and visitors.

A grid street system and complete sidewalk network makes automobile and pedestrian travel easy in the Core Transect Area. Corridors and streets in the T6 Downtown Transect Area accommodate on-street parking, and feature street trees. Downtown residents, employees, and visitors have multiple travel options, as a pedestrian, bicyclist, automobile or transit user.

The T6 Downtown Transect Area features open spaces with a County-wide and regional draw including Bicentennial Mall, the Riverfront and Public Square. Open space is also provided in the form of pocket parks, open plazas, and unique roof top gardens.

T6 Downtown Open Space

Policy Intent

Preserve existing open space in the T6 Downtown Area. T6 Downtown Open Space is a general classification encompassing a variety of open spaces. They may be owned by the public or private sector, but are open to the public.

General Characteristics

T6 Downtown Open Space Areas accommodate passive and active open space land uses and features significant contextual design to blend with surrounding high intensity residential and commercial development. Land uses are generally passive open space land uses which may include urban gardens, hardscaped plazas, courtyards, pocket parks. Active open space land uses may include play grounds, picnic areas, multi-use paths, and areas associated with civic activities.

Civic buildings are placed prominently within the open space. The public realm and streetscape feature the consistent use of lighting, signage and amenities, and high access to street networks, sidewalks, and on-street parking. The edges of T6 Downtown Open Space Areas are firm, with clearly distinguishable boundaries identified by surrounding block structure, building placement, and associated civic land uses.

Application

T6 Downtown Open Space Policy is applied to identify existing open space that is to be preserved and enhanced. Enhancements to existing open space are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Examples of Appropriate Passive Uses (In alphabetical order)

» Greens and Lawns for Informal Recreational Use

Examples of Appropriate Active Uses (In alphabetical order)

» Amphitheaters
» Cultural, Community and/or Educational Centers
» Fountains or Water Play Features
» Multi Use Paths
» Play Structures
» Picnic Areas

Design Principles

Access – Open Spaces in T6 Downtown varies in form and draw from small, walk-to open spaces that do not require vehicular access, to larger open spaces with a regional draw requiring vehicular access. When vehicular access from an adjacent street entering the open space is necessary, the street access does not intrude into the open space; its character changes upon entering the open space. Entrances and the roads within an open space are designed and located to promote pedestrian and bicycle connectivity.

Block Length – Not applicable in this policy category.

Building Form and Site Design – Civic buildings are prominently located, serving as a focal point in the streetscape. Civic buildings are visible from the street. 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.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods,

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centers and corridors is high and is provided in the form of sidewalks, bikeways, and occasionally greenways, which link open spaces to other open spaces. Multi-use paths internal to the open space blend and align with sidewalks to the surrounding neighborhoods, centers or corridors. Open spaces are highly permeable allowing pedestrians and cyclists access through the open space to encourage its use as a lively space.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods is high due to the proximity of highly connected street networks to the open space. T6 Downtown Open Space areas however, are primarily a walk-to and bike-to destination and are accessed by pedestrians and bicyclists.

Landscaping – Landscaping is formal and is designed to enhance the programmatic plan for the open space. For example, if the open space is a hardscaped plaza intended for dining, the landscaping is different than for a pocket park with play equipment. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Buffering is provided whenever an open space abuts parking, neighboring building systems or other unsightly features. Landscaping or other buffering can also be used to create a visual separation from the street.

Lighting – Lighting is always provided. Lighting is used for safety surrounding buildings, active recreational uses such as play equipment and water play features, parking areas, and along multi-use paths. Lighting may also be provided to accent other features such as historic or cultural marker, public art and fountains. Lighting is designed to fit the context and character of an urban environment - consistently used and pedestrian-scaled. Lighting is directed onsite, does not intrude into residential areas, and does not contribute to light pollution.

Parking – Generally, no parking is provided on-site, given that open spaces in the Downtown are generally small and used by residents and guests visiting other sites in Downtown. For open spaces with a regional draw such as Bicentennial Mall or Riverfront Park, parking is provided through on-street or shared parking or limited on-site parking. If the open space includes a civic building for which parking must be provided, parking is behind, beside or beneath the building, but not between the building and street. Low impact design techniques (pervious paving, etc.) are used to minimize storm water runoff. Bicycle parking is provided.

Service Area – The open space typically serves guests to and residents of the Core. The open space may vary in size depending on its purpose. Open spaces may include pocket parks, squares and hardscaped plazas. Larger open spaces in conjunction with institutional uses with a regional draw may also be located in the Downtown. The open space is sized and located so that it does not significantly alter the street pattern.

Signage – Signage is scaled to the size, purpose and draw of the open space. Signage alerts motorists, pedestrians and cyclists to the open space and assist them in finding any particular amenities in the open space in a manner that is not distracting over overwhelming to the open space or the overall streetscape.

Unique Urban Open Space Opportunities – In T6 Downtown, there are unique situations that present additional opportunities for open space, such as roof top gardens, etc. Such an open space may be private for the use of the occupants of the particular structure or may be open to the public. When such a situation presents itself, the design of that open space is encouraged be site specific and determined in conjunction with the Metro Parks and Metro Planning Departments.

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Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

- Downtown Code
- SP

Building Types

Civic, Live-Work, Mixed Use, Mid-Rise

T6 Downtown Neighborhood

Policy Intent

Preserve and create Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development as characterized by the development pattern, building form, land use, and associated public realm of Downtown, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area.

General Characteristics

T6 Downtown Neighborhood Areas contain high density residential development, located in neighborhoods with diverse character. For example, the Gulch South neighborhood is characterized by modern, multistory, mixed use developments with residential above retail or office. Meanwhile, adjacent Lafayette, Rutledge Hill and Rolling Mill Hill neighborhoods are also relatively-high density, but the building form is mid-rise at most. The public realm and streetscape is intensely developed with the consistent use of lighting and formal landscaping. T6 Downtown Neighborhood Areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. Buildings accommodating attached residential, mixed use and civic and public benefit are found regularly spaced with shallow setbacks and building built to the back edge of the sidewalk, with minimal spacing between buildings.

Application

T6 Downtown Neighborhood Policy is applicable to areas that are zoned residential and mixed use, where the primary land use is residential and mixed use, or that are envisioned to become or remain primarily higher-density residential and mixed use. T6 Downtown Neighborhood Policy is applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types and greater connectivity, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high vacancy rates and/or vacant land, high potential for consolidation or subdivision of lots, incongruity between the existing land use and the zoning, proximity to evolving centers or corridors and/or age and condition of the existing development.

Commonly used boundaries to define T6 Downtown Neighborhood Policy Areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), man-made features (rail lines, major utility easements, prominent streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning Process or the Detailed Design Process.

Examples of Appropriate Land Uses (In order of appropriateness)

» Vertical Mixed Use
» Residential
» Institutional
» Commercial*

*New automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings are discouraged and those needing expansion have specific guidance in the Design Principles that follow.

Design Principles

Access – Access to lots is provided primarily by alleys.

T6 Downtown Neighborhood

When alley access is unavailable, shared access from side streets or less prominent streets is appropriate. The use of side streets and less prominent streets for access is necessary given the highly multi-modal nature of Downtown neighborhoods that rely on significant pedestrian activity and the limited number of prominent streets to efficiently move vehicles.

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

Building Form and Site Design – The massing of buildings results in footprints with intense lot coverage. Buildings are oriented to the street or an open space. When fronting on a street, the building's front building facade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. An active use with transparent windows is found at street level on prominent streets. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Residential building setbacks may be shallow or the building is built to the back edge of the sidewalk and the setbacks are regular. Stoops are common to provide for some interaction between the public and private realm and for a pedestrian friendly environment.

Where a consistent development pattern does not exist, the intensity of development in T6 Downtown Neighborhood policy serves to transition from the T6 Downtown Core policy (the most intense in the County) into the surrounding neighborhoods outside of Downtown. For example, the Gulch South and Gulch North serve as a transition from the Core to Midtown, therefore, the Gulch South and Gulch North will be less intense than the Core, but remain mid-rise to complement the intensity of development in Midtown. As another example, Sulphur Dell serves as a transition from the Core into Germantown, so a range of 5 to 7 stories is more appropriate in Sulphur Dell before reaching Germantown where heights are limited to 6 stories. In the Sulphur Dell, Bicentennial Mall, Gulch North, the James Robertson Subdistricts, heights are additionally limited to the elevation of 560 to preserve views of the State Capital. In all cases, the T6 Downtown Transect Area character and urban condition dictates that 1-story buildings are inappropriate and all buildings are a minimum of 3 stories. The height is based on the location within the Downtown Neighborhood area. Consideration is given to the following factors: proximity to other community character policies and the role of the building in transitioning between policies, height of surrounding buildings, relationship of the height of the building to the width of the street, prominence of the streets and adjacent historic buildings. New development adjacent to historic structures shall complement those structures and not threaten the integrity of the property and its environment.

Density and intensity are secondary to the form of development. T6 Downtown Neighborhood is intended to be high density and intensity, but is less dense and intense than the Downtown Core and SoBro neighborhoods. Density and intensity of development varies in the different neighborhoods of Downtown. Refinement of the appropriate form may be established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan. Development along the interface with adjoining Community Character Policies is designed to provide a cohesive transition from one Community Character Policy to another.

Some T6 DN Subdistricts contain sites where buildings could potentially impede views of the State Capitol. These include the Gulch North, Bicentennial Mall and Sulphur

T6 Downtown Neighborhood

Dell Subdistricts. Design of sites and buildings in these Subdistricts includes an assessment of whether proposed building heights would impede the view of the Capitol, and in such cases building heights do not rise above the base of the Capitol to preserve views of the Capitol.

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

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

Connectivity (Vehicular) – Vehicular connectivity is high. The street network in T6 Downtown Neighborhood Policy is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Neighborhood Areas, access to mass transit is provided, is located to provide easy access and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form or transit shelters and street cross-sections that can accommodate transit stops.

Landscaping – Landscaping is formal. Landscaping and street furniture will vary based on the neighborhood character as reflected in the building types and uses. Street trees and formal plantings are appropriate. For example, a residential building may have a courtyard with garden that reads as a private space, while a commercial/mixed use building may use a plaza with limited landscaping for outdoor patio space. Landscaping or structural treatments such as walls are used to screen ground utilities, automobile related uses, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is always provided. Lighting is used to create a safe, welcoming environment in T6 Downtown Neighborhood Areas and for safety at buildings and in vehicular and pedestrian travel. 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 and on-site. Lighting is designed to blend aesthetically with the character of the neighborhood. Flexibility in lighting is appropriate for civic buildings.

Parking – Parking is ideally provided in structures, which are located behind, beside or beneath the primary building and which utilizes a liner to avoid having parking structures on public streets. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as resemble other buildings with other types of uses. An exception is made for automobile related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the private and public realms. An example of such a technique would be a knee wall. Parking is accessed via alleys and side streets, but

T6 Downtown Neighborhood

not prominent streets. 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. Given the mixture of uses in T6 Downtown Neighborhood Policy, which will draw clients, employees and residents at different points in the day, shared parking is encouraged. 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 scale of the neighborhood or the streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. Monument signs may be appropriate.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian friendly design that complements the urban, pedestrian dense, form of development.

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.

Zoning Districts

» Downtown Code
» SP
» MUI-A (in the East Bank Subdistricts)

Building Types

Civic, Townhouses, Flats, Live-Work, Mixed Use, Mid-Rise, High-Rise, Stepped Back High-Rise

T6 Downtown Civic

Policy Intent

Preserve and enhance the existing city, regional, and state civic buildings and the overall T6 Downtown Civic District Area and create a vibrant mixture of supporting uses.

General Characteristics

The T6 Downtown Civic District 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. The public realm and streetscape features the consistent use of lighting and formal landscaping. The T6 Downtown Civic District is served high access to sidewalks, infrastructure, and mass transit with a highly connected street network. The edges of the T6 Downtown Civic District are firm with boundaries identified by block structure, development and land use patterns and lot sizes of historic properties. Intensification within the established boundaries is intended to integrate and enhance, rather than detract or threaten, historic resources. Development in the T6 Downtown Civic Policy areas should adaptively re-use historic buildings when possible. Buildings accommodating civic and public benefit land uses are found prominently placed, with regular and deep setbacks generally when associated with open space or may have a shallow setback, with buildings built to the back edge of the sidewalk, where no open space is provided. Buildings accommodating other uses are regularly spaced with buildings generally built to the back edge of the sidewalk and minimal spacing between buildings. Parking is behind or beneath the buildings or on-street.

Application

T6 Downtown Civic Policy is applicable to areas that are zoned commercial and office, where the primary land use is commercial, office and civic facilities serving the city, region and state, and that is envisioned to remain so.

Commonly used boundaries to define T6 Downtown Civic Policy Areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), existing and intended land uses focusing on civic and public benefit uses, and man-made features (rail lines, major utility easements, prominent streets). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design process.

Examples of Appropriate Land Uses (In order of appropriateness)

» Civic or Institutional
» Vertical Mixed Use

Design Principles

Access – Access is provided from side streets or alleys, and not from prominent streets. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – Building heights do not rise above the base of the Capitol to preserve views

T6 Downtown Civic

of the Capitol. Buildings, including pedestrian entrances, are oriented to the street. 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. Exceptions may be made to accommodate outdoor dining or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. When new development is adjacent to historic buildings, care is taken to ensure that the scale and massing of the new building enhances and does not detract from the historic building.

Density and intensity are secondary to the form of development. The density of residential development is high, to support the area's commercial, office and mixed use development. The appropriate form is critical to ensure that the density and intensity of development does not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown. The intensity of development is moderate with generally 5 to 7 story buildings, but could be less. The intensity and density of development is intended to be less than that of the Downtown Core Community Character Policy. It complements surrounding development and is respectful of prominent civic and historic buildings. Further refinement of appropriate form may be established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan.

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

Connectivity (Vehicular) – Vehicular connectivity is high. The street network in the T6 Downtown Civic Area is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Civic Area, access to mass transit is provided, is located to provide easy access and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form or transit shelters and street cross-sections that can accommodate transit stops.

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

Lighting – Lighting is always provided. Lighting is used to create a safe, welcoming environment in T6 Downtown Civic Areas and for safety and buildings and in vehicular and pedestrian travel. As a result, the scale and design of the lighting is appropriate for pedestrians and to the scale and character of the T6 Downtown Civic Area. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is designed to enhance the character of T6 Downtown Civic Areas. Flexibility in lighting is appropriate for civic buildings.

Parking – Parking is provided on-street or onsite in structures. Parking is located behind, or beneath the

T6 Downtown Civic

primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as resemble other buildings with other types of uses. Parking is accessed via alleys and side streets, but not prominent streets. 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. 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 adjacent civic buildings or the streetscape. The design and location of signage complements and contributes to the envisioned character of the civic district. Given the daily use of civic buildings by residents and visitors, a consistent, appropriately-themed wayfinding and signage program is appropriate. Signage is scaled for pedestrians and building mounted signs, projecting signs, awning signs or skyline signage are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed. Monument signs may be appropriate.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian friendly design that complements the urban, pedestrian dense, form of development.

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.

Zoning Districts

» Downtown Code
» SP

Building Types

Civic, Live-Work, Mixed Use, Mid-Rise, Stepped Back High-Rise, High Rise

T6 Downtown Core

Policy Intent

Preserve and enhance the "core" of Downtown (roughly the Central Business District) such that it will remain the commercial, civic and entertainment center of Nashville and Middle Tennessee. T6 Downtown Core is intended to have the highest intensity of development in the County.

General Characteristics

T6 Downtown Core constitutes the single largest concentration of non-residential development in Middle Tennessee. Offices are the predominant type of development, although the T6 Downtown Core contains a diverse array of land uses including retail, entertainment, civic and public benefit 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 Downtown Core, in the SoBro neighborhood.

The public realm and streetscape is intensely developed with the consistent use of lighting and formal landscaping. The T6 Downtown Core Area has high access to sidewalks, infrastructure, and mass transit with a highly connected street network. The edges of the T6 Downtown Core Area are defined with boundaries identified by block structure, development form and land use patterns and adjacent policy areas intended to preserve historic or civic areas. Buildings are regularly spaced, built to the back edge of the sidewalk and with minimal spacing between buildings. Parking is behind or beneath the buildings or on-street.

Application

T6 Downtown Core Policy is applicable to the Central Business District and the SoBro neighborhood. The boundaries used to define the T6 Downtown Core include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), boundaries defined by evolving or intended land uses, man-made features (rail lines, major utility easements, prominent streets), and adjacent Community Character Policies in place to preserve civic and historic areas and adjacent neighborhoods of Downtown. The general location of the T6 Downtown Core Policy is established in the General Plan and is only expanded to accommodate additional intensive commercial use – to ensure that there is enough property available to develop at the highest intensity without diluting the intensity of the Downtown Core.

Examples of Appropriate Land Uses (In order of appropriateness)

» Vertical Mixed Use
» Office
» Residential
» Commercial
» Institutional

Design Principles

Access – Access is provided from side streets or alleys, and not from prominent streets. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – Location within the

T6 Downtown Core

T6 Downton Transect Category, which is envisioned to be the most intense in the County, dictates that 1-story buildings are inappropriate. All buildings are a minimum of 3 stories in height. When determining a building's height, consideration is given to the following factors: proximity to other Community Character Policies and the role of the building in transitioning between policies, height of surrounding buildings and adjacent historic buildings.

Consideration is given to the following factors: proximity to other Community Character Policies and the role of the building in transitioning between policies, proximity to major thoroughfares, relationship of the height of the building to the width of the street, height of adjacent historic buildings and the building's ability to create a pedestrian-friendly streetscape. When new development is adjacent to historic buildings, care should be taken to ensure that the scale and massing of the new building enhances and does not detract from the historic building. Buildings, including pedestrian entrances, are oriented to the street. 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. Exceptions may be made to accommodate outdoor dining or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Active uses and transparent windows will be provided at street level on prominent streets.

Density and intensity are secondary to the form of development. The T6 Downtown Core Policy permits the most dense and intense development in Nashville/Davidson County. The appropriate form is critical to ensure that the density and intensity of development does not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown. The form of density and intensity complements surrounding development and be respectful of prominent civic and historic buildings.

Further refinement of appropriate form may be established through the Community Planning process or Detailed Design Plan process to be in keeping with the goals and objectives of the Community Plan.

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

Connectivity (Vehicular) – Vehicular connectivity is high. The street network in the T6 Downtown Core Area is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Core Area, access to mass transit is provided, is located to provide easy access and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form or transit shelters and street cross-sections that can accommodate transit stops.

Landscaping – Landscaping is formal and likely contains more hardscape to reflect the urban condition. Landscaping reflects the use and character of the building. For example, a residential building may have a courtyard with garden that reads as a private space, while a commercial or vertical mixed use building may use a plaza with limited landscaping for outdoor patio space. Street trees and other formal plantings are appropriate. Landscaping or structural treatments such as walls are 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

T6 Downtown Core

given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is always provided to create a safe, welcoming environment in the T6 Downtown Core and for safety at buildings and in vehicular and pedestrian travel. As a result, the scale and design of the lighting is appropriate for pedestrians and to the scale and character of the core. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings. Lighting is designed to enhance the character and liveliness of the core. Flexibility in lighting is appropriate for civic buildings.

Parking – Parking is provided on street or onsite in structures. Parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as resemble other buildings with other types of uses. Entrances to parking structures are not be located on prominent streets. 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. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character and intensity of the Downtown Core. Given the daily use of the Downtown Core by residents, employees and visitors, a consistent, appropriately-themed wayfinding and signage program is appropriate. Signage is scaled for pedestrians and building mounted signs, projecting signs, awning signs or skyline signage are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed. Monument signs may be appropriate.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian friendly design that complements the urban, pedestrian dense, form of development.

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.

Zoning Districts

» Downtown Code
» SP

Building Types

Civic, Live-Work, Mixed Use, Mid-Rise, Stepped Back High-Rise, High Rise

T6 Second and Broadway

Policy Intent

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.

General Characteristics

The T6 Second and Broadway Corridor is a prominent historic and cultural corridor in Nashville. It is a destination for residents and visitors, offering a variety of entertainment and dining options as well as a historic district that captures Nashville's history as a river town. It is home to famous entertainment venues, including the Ryman Auditorium. It also contains Riverfront Park and the Cumberland River Greenway, providing important connections to the river. The public realm and streetscape is intensely developed with the consistent use of lighting and formal landscaping. The T6 Second and Broadway Corridor has high access to sidewalks, infrastructure, and mass transit with a highly connected street network. The edges of the T6 Second and Broadway Corridor are defined with boundaries that represent the depth of properties with historic building and the complementary depth of adjacent properties without historic buildings. Intensification within the T6 Second and Broadway Corridor is located and designed to integrate and enhance, rather than detract or threaten, historic resources found in this policy area. Buildings are regularly spaced, built to the back edge of the sidewalk and with minimal spacing between buildings. Development in the T6 Second and Broadway Corridor Policy area should adaptively re-use historic buildings when possible.

Application

T6 Second and Broadway Corridor Policy is applicable to the prominent Second Ave. and Broadway corridors, where there is an expressed interest in maintaining the commercial and mixed uses and the historic character. The boundaries used to define the T6 Second and Broadway Policy area are the historic buildings on or near Second Avenue from Broadway to Public Square and Broadway from 10th Ave. to Broadway's terminus at the Cumberland River. The application and boundary delineation of this policy are established during the Community Planning Process or the Detailed Design Process.

Examples of Appropriate Land Uses (In order of appropriateness)

» Vertical Mixed Use
» Institutional

Design Principles

Access – Access is provided from side streets or alleys, and not Second Avenue or Broadway. The existing block pattern is maintained as redevelopment occurs, and is not fragmented with additional streets or driveways. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – Low to mid-rise historic buildings are preserved, maintaining a total height

T6 Second and Broadway

ranging from 2 to 8 stories. New development, including additions, respect the historic buildings and the overall character of the corridors by maintaining existing scale, massing, and building storefront rhythm. Buildings, including entrances, are oriented toward the T6 Second Avenue and Broadway Corridors. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Active uses with clear windows are provided at the street level of buildings.

Density and intensity of development are secondary to form and to the preservation and maintenance of the existing historic buildings. The appropriate form and design are critical to ensure that dense and intense development does not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown. The intensity and density of development is intended to be less than that of the T6 Downtown Core Policy. Density and intensity complements surrounding development and is respectful of prominent civic and historic buildings. In all cases, further refinements of 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.

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

Connectivity (Vehicular) – Vehicular connectivity is high. The street network in the T6 Second and Broadway Corridor Area is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Core Area, access to mass transit is provided, is located to provide easy access and allows for additional coordination with sidewalks and bikeways.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. Landscaping or structural treatments such as walls are 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. Consider reconfiguring the right-of-way on Broadway to include a median with plantings.

Lighting – Lighting is always provided. Lighting is used to create a safe, welcoming environment along the T6 Second and Broadway Corridor and for safety at buildings and 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 compatible with the architectural detailing of historic buildings. The scale and design of the lighting is appropriate for pedestrians and to the scale and character of the Corridor. Lighting is projected downward and onsite.

Parking – Parking is provided on-street or on-site in structures. Structured parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as

T6 Second and Broadway

resemble other buildings with other types of uses. Entrances to parking are not allowed on Second Avenue or Broadway. 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. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape or historic buildings. The design and location of signage complements and contributes to the unique historic and entertainment-related character of Second Avenue and Broadway. Given Second Avenue and Broadway's draw to residents of and visitors to Davidson County, a consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian friendly design that complements the urban, pedestrian dense, form of development.

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.

Zoning Districts

» Downtown Code

» SP

Building Types

Civic, Live-Work, Mixed Use, Mid-Rise

D District Overview

Introduction

District Transect Areas are areas within Davidson County that generally serve a special purpose and limited function. There are five types of Districts in Nashville/Davidson County: Civic, Destination Retail, Employment Center, Impact, Industrial, Major Institutional, Office Concentration, and Transition. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors and open space. In any case, District Transect Areas are designed to minimize negative impacts on adjacent development and, in the case of Civic, Destination Retail, Employment Center, Major Institutional, Office Concentration, and Transition Districts, complement surrounding development patterns and adjacent Transect Areas.

Industrial and Impact Districts often require seclusion or, at least very sensitive treatment of adjacent uses, because of these Districts' potential to have a significant potentially negative impact on surrounding neighborhoods, centers, corridors and open space. Industrial Districts include light to heavy, non-hazardous manufacturing, storage, distribution, contractor businesses and wholesaling. Impact districts include hazardous industrial operations, mineral extraction and processing, major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills as well as large amusement and entertainment complexes.

Industrial and Impact Districts contain uses that require buffering to lessen the impact on surrounding land uses. Heavy landscaping and limited and often controlled access reduce the permeability of the District. The Industrial or Impact Districts are not prominent; they are located near accommodating infrastructure, but generally secluded from neighborhoods and centers. Buildings in Industrial and Impact District areas have a scale and mass that best fits the function and use of the District. Buildings are generally low rise limited to three stories or less, with varying building footprints. Orientation of the building on the site and setbacks may vary, and in many cases depends on the function and operational needs of the land use.

In contrast, Civic, Destination Retail, Employment Center, Major Institutional, Office Concentration, and Transition Districts are generally located to interact with adjacent neighborhoods, centers, and corridors, with more permeable edges to provide a resource and positive benefits for the community. Civic Districts contain publicly owned facilities including schools, fire and police stations, courthouses, and libraries. Destination Retail Districts contain large footprint retail and a variety of secondary and supportive uses. Employment Center districts focus on creating major centers of employment with uses varying from office to select light industrial uses and secondary commercial and residential. Major Institutional Districts include colleges and universities, major health care facilities and other large-scale community services that do not pose a safety threat to the surrounding neighborhood or community. Office Concentration Districts include office and high density residential uses. Transition Districts contain primarily office, live-work, and multifamily uses.

Civic Districts are generally the smallest of the Districts. They are embedded within or adjacent to other Community Character Policies. The character of these areas will differ depending on which Transect they are located within, whether they are located in a Conservation, Open Space, Neighborhood, Center, or Corridor policy, and other locational characteristics such as the type of street they access. The relationship of such buildings to the street and streetscape may vary in relation to other buildings, although they are oriented to the street with most parking behind or beside the building to preserve open space in front of the building or to frame the street with the building.

D District Overview

Destination Retail Districts contain uses that, because of their unusually large building masses and surface parking areas and heavy traffic generation, require buffering to lessen their impact on their surroundings. Unlike Industrial and Impact Districts, Destination Retail Districts are prominent within the community because they require high levels of visibility to their customer bases. The edges of Destination Retail Districts are carefully designed to blend with surrounding Community Character Policy areas.

Major Institutional Districts are part of the fabric of the surrounding neighborhood, center or corridor. While their large geographical areas and singular land uses make them Districts, the Major Institutional Districts lend themselves to being permeable, accessible and beneficial to the community. Major Institutional Districts with educational or medical-related land uses may have controlled access to certain areas while less controlled access points welcome the surrounding community to enter and use the Districts as a community resource. The edges of educational and medical campuses are woven into the fabric of the surrounding community, only to be noticeably separated by gateway entrances and signage.

On college or university campuses, prominent buildings are oriented to the major streets to create a noticeable, but complementary transition from the surrounding neighborhoods, centers or corridors and to distinguish the campus. Meanwhile, internal to the college or university campus, buildings often have deep setbacks and are oriented to large green spaces and courtyards.

In a medical campus, setbacks along external corridors and street networks reflect the Transect Category surrounding the medical campus. Moderate to deep setbacks are appropriate in T2 Rural and T3 Suburban Areas while shallow or non-existent setbacks are present in T4 Urban, T5 Center and T6 Downtown settings. Buildings are oriented to the street with prominent pedestrian access from the corridor and vehicular access from side streets. Parking is generally beside, behind or beneath in T2 Rural and T3 Suburban settings and behind or beneath in T4 Urban, T5 Center and T6 Downtown settings.

In addition to office uses, Employment Center and Office Concentration District areas offer a number of amenities to employees including open space and accessory commercial uses. High density residential is appropriate as a supportive and secondary use in the Employment Center District, providing housing options for employees. Residential units within vertical mixed use buildings are secondary and supportive uses in Office Concentration Districts. Residential should be strategically located within these Districts, preferably near their edges to transition from the Districts to surrounding residential Community Character Policy Areas. Building height, scale, and orientation within the Employment Center and Office Concentration Districts are a reflection of their surrounding Transect Areas. Buildings are located and oriented, however, to create a pedestrian friendly environment. 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. Open space is also provided as hardscaped or green plazas and courtyard areas for the district employees or may be used to accommodate stormwater management or provide walking trails through the District.

Transition Districts are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high intensity and low intensity development. They, like Civic Districts, are highly integrated into their surroundings.

Destination Retail, Employment Center, Office Concentration, and Major Institutional Districts tend to be more compatible with, and beneficial to, the surrounding neighborhood, center or corridor. However, there

D District Overview

may some portions of the District that would require additional buffering, for example, loading docks or other more intensive features of the use.

With the exception of the Civic and Transition Districts, which are integrated into their surrounding Transect Areas, a connected system of few streets typifies the transportation network within Districts. Mobility is largely oriented towards the single occupant vehicle, although multiple travel modes are accommodated. Sidewalks, bikeways and mass transit service are provided.

While a moderate level of connectivity is provided within Districts, the District itself varies in how connected it is to adjacent land uses. As described above, Civic, Destination Retail, Major Institutional, and Transition Districts are integrated into the community. Employment Center and Office Concentration Districts will vary in their level of connectivity depending on the Community Character Policies adjacent to the District. Meanwhile, Industrial and Impact Districts are more isolated, with their location determined, in part, by the availability of infrastructure to serve them. This becomes an important issue with regard to truck traffic to Industrial and Impact Districts, where the ability to efficiently move goods to and from these Districts is balanced with the impact on neighborhoods, centers, corridors and open spaces surrounding the District, which trucks must pass through. In either case, surrounding infrastructure should accommodate the District without compromising the integrity of any surrounding neighborhoods, centers, corridors or open space.

D Civic

District Civic Community Character policy is found in all areas of Nashville/Davidson County. Its intent is to preserve and enhance existing publicly owned properties that are used for civic purposes. District Civic Policy includes a wide variety of publicly owned properties including fire stations, Head Start Centers, libraries, public office buildings, police stations, and public schools. It excludes correctional facilities not attached to courthouses, publicly owned housing, parkland or other publicly owned open space, and back tax properties.

Policy Intent

The intent of District Civic policy is twofold. The primary intent of District Civic policy is to preserve and enhance existing publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. This is in recognition that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of District Civic policy is to provide guidance for 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.

General Characteristics for Civic Sites to Remain in Public Use

District Civic areas include a broad variety of public activities, structures, and campuses that may differ significantly in size, scale, intensity, location, and function. The character of these areas will differ depending on which Transect they are embedded within, whether they are embedded in a Conservation, Neighborhood, Center, or Corridor policy, and other locational characteristics such as the type of street they access.

Despite these differences, Civic sites share certain common features. Civic buildings, particularly major buildings such as public schools, courthouses, and public libraries, are often found at prominent locations such as intersections or the termini of roads that provide a focal point for the surrounding Neighborhood, Center, or Corridor. The relationship of such buildings to the street and streetscape may vary in relation to other buildings, however, the buildings, including entrances, are oriented to the street with most parking behind or beside the building to preserve open space in front of the building or to frame the street with the building.

Application

District Civic Policy is applicable to existing publicly owned properties with the exception of the following:

Impactive uses such as large utility installations, airports, and correctional facilities not attached to courthouses. These are mapped as District Impact Community Character Policy because of public security requirements and design features that are generally incompatible with their surroundings but are necessary to ensure public safety.

Public housing and back tax parcels – These properties are mapped in the Community Character Policy Areas they lie within.

Parkland and other publicly owned open space – These properties are mapped as Open Space Policy Areas according to their Transect Areas. This includes the portions of public school sites that are officially designated as joint public school-park facilities.

Additional Guidance in Community Plans

and Detailed Plans

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

Examples of Civic Uses (In alphabetical order)

» Courthouses
» Fire stations
» Head Start Centers
» Libraries
» Public office buildings
» Police stations
» Post Offices
» Public schools
» Public theaters

Design Principles for Civic Sites to Remain in Public Use

Access – Access to District Civic sites is somewhat dependent on the intensity of the Transect Area they are embedded within and whether they are surrounded by a Conservation, Neighborhood, Center, or Corridor policy area. Civic sites in less intense Transect areas are more likely to be accessed by automobile because of the distances people must travel to reach them and the relative lack of public transportation. Despite these differences, most Civic sites are likely to be accessed by pedestrians, cyclists, transit, and automobiles alike because they serve the public. Vehicular access is from a prominent street such an arterial boulevard or collector avenue. Transit stops or stations are within the shortest possible walking distance. Pedestrian access is provided by wide sidewalks and walkways leading to the civic buildings on the site, and bicycle parking is provided.

Block Length – The block length varies with the Transect Area and whether the District Civic site is located in a Conservation, Neighborhood, Center, or Corridor policy area. District Civic sites are found on short blocks in the Urban, Center, and Downtown Transect Areas. District Civic sites are preferably located along short blocks in District Transect areas but with the understanding that some District Transect Areas may be surrounded by less intense Transect Areas and longer blocks may be warranted in these instances. Constraining environmental features may also affect block length in any given Transect Area.

Building Form and Site Design – Civic buildings are prominently located regardless of what Transect Area they are in, serving as a focal point in the streetscape. Civic buildings are visible from the street. 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.

Connectivity (Pedestrian/Bicycle) – Because of the public service function of most Civic sites, pedestrian and bicycle connectivity to surrounding Neighborhoods, Centers, and Corridors in the Suburban, Urban, Center, and Downtown Transect Areas is high and is provided in the form of sidewalks, multi-use paths, and bikeways. There are some exceptions, such as fire stations, where pedestrian/bicycle connectivity may be less important and may also present a safety risk for the public or a security risk for the Civic site. Pedestrian and bicycle connectivity to Civic sites in Rural Transect Areas is low to moderate. Some District Transect Areas may be surrounded by less intense Transect Areas and lower levels of pedestrian and bicycle connectivity may be warranted in these instances.

Connectivity (Vehicular) – Vehicular connectivity to

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surrounding Neighborhoods, Centers, and Corridors in the Suburban, Urban, Center, and Downtown Transect Areas is high. Vehicular connectivity to Civic sites in Rural Transect Areas is low to moderate. Some District Transect Areas may be surrounded by less intense Transect Areas and lower levels of vehicular connectivity may be warranted in these instances.

Landscaping – Landscaping varies with the Transect Area in which the Civic site is located. Landscaping in the Rural, Suburban, and District Transect Areas surrounded by less intense Transect Areas is informal while landscaping in the Urban, Center, Downtown, and more intense District Transect Areas is more formal. Native plants and natural rainwater collection is strongly encouraged for all Civic sites to minimize maintenance costs and burden on infrastructure and serve as a model for private development.

Lighting – Lighting for Civic sites is used for safety surrounding buildings, walkaways, and parking areas. Lighting may also be provided to accent other features such as historic or cultural markers, public art and fountains. Lighting is designed to fit the context and character of the Transect Area in which the Civic site is located. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

Parking – Parking may be located on-street depending on the scale and use of surrounding streets and/or with minimal visibility from the street. On-site parking is behind, beside or beneath the building, but not between the building and the street. Low impact design techniques (pervious paving, etc.) are used to minimize storm water runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Service Area – Civic sites serve a variety of areas, ranging from the surrounding neighborhoods or communities for uses such as branch libraries or elementary and middle schools to the entire county for the courthouses.

Signage – Signage is scaled to the size, purpose and Service Area of the Civic site and is in character with the Transect Area it is within. Signage alerts motorists, pedestrians and cyclists to the Civic site and assists them in finding any particular services within the Civic site in a manner that is not distracting or overwhelming to the overall streetscape.

Additional Guidance for Development of Historically Significant Civic Sites

Many Civic sites and buildings in Nashville/Davidson County are historically significant to Nashvillians and visitors alike. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any redevelopment of the site, whether it remains in public control or is conveyed to the private sector:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

Owners of public or private property that contains historic or archeological features or historic structures are encouraged to work with the Metropolitan Historical

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

Guidance for Zone Changes for Civic Sites that will be conveyed to the Private Sector

The following section is intended to guide decisions about changes in zoning for Civic sites where a decision has been made that conveying the site to the private sector is in the best interests of the public.

Determining the Appropriate New Community Character Policy Category – In most cases, the most appropriate Community Character to apply to Civic Sites when they change ownership from the public to the private sector is the one that surrounds them. There will, however, be cases where the decisions about which policy category to apply to the site are less obvious. These include cases where the Civic site is at the edge of two or more policy categories or when the site is unusually large in relation to other sites in the area, as is often the case with public school sites. Civic sites being considered for disposition are reviewed by the Metropolitan Planning Department staff and Metropolitan Planning Commission as part of the Mandatory Referral Process outlined in the Metropolitan Charter. The following procedures are followed when developing the Planning staff recommendation to the Commission regarding changes in Community Character Policy and/or zoning for such sites:

» Whether or not the Civic site in question is located in the midst of a Community Character Policy area or at the edge:
  » For those cases when a site is located in the midst of a given Community Character Policy area, that policy may be applied to the Civic site using the procedures for a Housekeeping Plan Amendment as outlined in the Rules and Procedures of the Metropolitan Planning Commission;
  » For those cases when a Civic site is located at the edge of one or more Community Character Policy Areas or is significantly larger than typical sites in the surrounding Community Character Policy area, Planning staff will conduct an analysis to determine a recommended Community Character Policy to apply to the site and will initiate a Community Plan Amendment process. The Executive Director will determine whether the Community Plan Amendment is a Major, Minor, or Housekeeping Plan Amendment and the required public participation procedures will be followed for the level of Plan Amendment that has been determined to be necessary.

Recommendations regarding changes in the Civic site's zoning will be based on the amended Community Character Policy with special consideration given to the civic, historical, or architectural significance of any structures on the site or of the site's layout and design.

If a subject site contains one or more areas of publicly accessible open space that can meet open space needs for the surrounding area, the Metropolitan Parks Department will review the site for possible acquisition as public open space prior to it being conveyed to the private sector and will make a recommendation to the Planning Department regarding the appropriateness of requiring the use of site plan-based zoning for the redevelopment of the site. Site plan-based zoning may be warranted even if no portion of the site is retained for public open space use because it may still be appropriate to incorporate open space features into the design of the development as amenities.

D Destination Retail

D Destination Retail

Policy Intent

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.

General Characteristics

D Destination Retail Districts are characterized by the presence of one or more large-footprint retail uses that are typically surrounded by large surface parking lots. Supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large-footprint establishment. Office and high density residential are also significant supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas. These 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.

Large-footprint retail buildings are generally single story and are located with direct access to large areas of surface parking. D Destination Retail Districts are served by major arterial boulevard streets, interstate interchanges, and mass transit. The edges of D Destination Retail Districts are firm with clearly distinguishable boundaries.

Application

D Destination Retail Policy is applicable to areas with the specific characteristics contained herein and are desired to have large footprint, auto-centric retail activities as their primary attractor. D Destination Retail policy is applied to locations with direct access from major arterial boulevard streets within 1/2 mile of an interstate or freeway interchange. However, internal mass transit circulation is not expected to be present.

Commonly used boundaries to define D Destination Retail Districts include, but are not limited to: boundaries defined by existing or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional).

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In order of appropriateness)

- Required Uses:
  - Large-footprint retail
- Other Uses:
  - Commercial, Educational, Medical, Multifamily Residential, Recreational/Entertainment, Transportation

Design Principles

Access, Block Structure, and Connectivity – D Destination Retail areas have frontage on or and direct access to major arterial boulevards with interstate access within 1/2 mile of the entrance to the site. Although the streets bounding a D Destination Retail area are expected to be designed to move destination and through vehicular traffic efficiently, they must include wide sidewalks, bikeways and access to available transit.

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Access to the D Destination Retail area is controlled through a comprehensive access management plans. Access to the major arterial is consolidated to the highest extent possible to avoid multiple curb cuts and pedestrian, bicyclist and vehicular conflict points and to optimize the operation of the arterial for all modes of transportation. Internal circulation and all other forms of access are provided by side streets, alleys or service lanes. Access to individual parcels and establishments within the D Destination Retail area is aligned with access points for development across the street. Cross access between multiple developments within a D Destination Retail area is required. Coordinated access and circulation create a District that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Blocks along the edges of the development will vary in length according to the adjacent Transect areas. Blocks internal to the development will vary and be designed to promote the operation of the uses within the D Destination Retail area. An internal block structure is formed within the District to move people efficiently and safely within it, aid them in finding their destinations, and to help create a sense of place and a distinct identity for the District.

Pedestrian and bicycle connections to surrounding neighborhoods are frequent to provide maximum access. Pedestrian and bicycle connections within the development are high. In both cases, these connections are provided in the form of sidewalks or multi-use paths and bikeways. All buildings in the District 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.

Vehicle connections to surrounding neighborhoods and corridors are moderate to high. D Destination Retail Areas are located along major arterial boulevard streets within 1/2 mile of interstate or freeway interchanges. Connectivity within the D Destination Retail Area is provided through coordinated access and circulation, which may include the construction of new streets or internal drives. All major internal drives within the District have sidewalks or multi-use paths along both sides. Pedestrian and multi-use facilities along major internal drives will be sized and designed to be consistent with comparably scaled public streets as required by the Major and Collector Street Plan.

Building Form, Mix, and Site Design – Building height, form, and orientation varies with the type of building within the District. Within a D Destination Retail district large-footprint retail use(s) are required. For the purposes of this policy, large-footprint retail uses are defined as buildings with individual first floor tenant spaces in excess of 150,000 square feet. The location of at least one large-footprint retail use shall be designated and preserved for this use. In cases where more than one location is identified for a large-footprint use, at least one of the potential sites shall be preserved until a large-footprint use is actually constructed within the district. These large-footprint primary retail buildings are generally single story but are taller than most single-story retail buildings. Large-footprint primary retail buildings are typically oriented to internal drives, with direct access to parking areas, or open space. Building entrances and walkways along long, blank building walls create a pedestrian friendly environment through the use of wide walkways, generous landscaping and trees, benches, art, plazas, and other similar enhancements.

Single-story retail buildings in D Destination Retail areas that are not large-footprint are oriented to public streets, internal drives, parking areas, or open space. At the boundary of a D Destination Retail area such buildings should be oriented to public streets. In cases where these buildings are oriented to public streets, no more than two rows of parking are placed between the building and the

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public street.

Commercial buildings that are not large-footprint but which contain more than 70,000 square feet of individual first floor tenant space:

» Articulate their front façades and include such elements as windows and doors;
» Design parking areas in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
» Provide wide walkways, generous landscaping and trees, benches, and other similar enhancements such as art;
» Located smaller outparcel buildings between the large footprint commercial buildings and internal drives or public streets to frame those interfaces; and,
» Place no more than two rows of parking in front of those smaller outparcel buildings.

One or more areas of publicly accessible, usable, and inviting open space within the development shall be provided within each designated development area.

Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms.

Within the District, building heights for office, hotel, mixed-use and residential uses may be up to mid-rise in height but should not exceed 15 stories except for particularly significant locations identified as part of a community planning process. Buildings become lower as they get closer to surrounding lower-scale Community Character policy areas such that a seamless transition is formed.

Smaller scale residential, office and mixed-use buildings may serve as a transition from taller commercial or mixed use activities in the District to smaller scale Community Character areas near the District.

Office buildings are generally oriented to internal streets or drives, open spaces, or public streets external to the development. Parking should generally be limited to two rows between buildings and streets or drives, with additional parking located beside or behind.

Regardless of their location within the District, residential buildings are oriented to the street or to an open space. Residential building setbacks are generally moderate and consistent, with minimal spacing between buildings. Foundations are raised to provide privacy and stoops are provided.

D Destination Retail areas also provide inviting, functional, and accessible open space as an integral part of the development. These open spaces serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities. Multi-use paths and greenways within the District connect to similar systems outside of the district in order to contribute to a larger network.

Some D Destination Retail District sites may contain sensitive natural features, cultural features, and easements that can present constraints to development and may require flexibility in building and site design while still remaining consistent with the Policy Intent and General Characteristics of D Destination Retail policy.

Landscaping – Landscaping is provided in the form of street trees and other plantings and is especially important in breaking up the large expanses of surface parking and providing relief from the heat and watershed impacts caused by the high impervious surface character of D Destination Retail areas. Low Impact Development (LID) stormwater management techniques shall be employed.

Consideration is given to the use of native plants and

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natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. 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.

Lighting – Lighting is provided to enhance the safety and operation of the D Destination Retail District. Lighting is used for safety at buildings and parking areas 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 projected downward. Lighting is designed to enhance the character of the D Destination Retail District, does not intrude onto adjacent residential uses or neighborhoods.

Parking – Parking is generally provided in the form of surface lots but may also be provided in above- or below-ground parking structures. Parking may be located in front of, behind, beside or beneath the primary building. Surface parking areas are heavily screened from adjacent Community Character policy areas and public streets at the boundaries of the District through generous landscaping, trees, berms and walls. Structured parking along public streets at the boundaries of the district or internal drives that are directly visible to the public is generally screened by liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing such streets and drives so as to resemble other buildings with other types of uses. On-street parallel parking along major internal drives that offsets parking needs and creates a buffer between the drive and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking shall be provided.

Service Area – D Destination Retail areas serve the Middle Tennessee region and beyond.

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 Destination Retail District or the streetscape. Interstate signs and main entrance signs are consistent with signage for big-box retail commonly found in similar locations in the County. The design and location of signage complements and contributes to the envisioned character of the District. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and pedestrians and building mounted signs, projecting signs, awning signs and monument signs are appropriate. Pillar signs may be considered subject to factors such as the overall signage needs of the District, their locations, and their sizes. Any lighting on signage is minimal and complies with the lighting design principles above.

Utilities – Utilities are placed underground. If this cannot be accomplished, they are placed at low-visibility locations within the District, such as behind buildings. Small utilities that cannot be placed in these locations are carefully screened from public view.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

Because of the special characteristics of D Destination Retail areas, Specific Plan (SP) zoning should be used to implement the policy. The SP will need to establish multiple subdistricts in the case of large D Destination Retail areas that contain a wide mixture of uses in order to be consistent with the policy.

D Employment Center

Policy Intent

Preserve, create, and enhance Districts where a mixture of office, commercial, and light industrial uses is predominant.

General Characteristics

D Employment Center Areas are 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. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D Employment Center areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium to high density residential are appropriate secondary and supportive uses within the D Employment Center Area. These uses may also be found in mixed use areas close to the D Employment Center area. In general, secondary and supportive uses do not occupy more than about quarter of the land in any given D Employment Center area in order to protect its primary function of providing intense concentrations of jobs.

Each D Employment Center Area has a high level of internal connectivity in its transportation network for pedestrians, automobiles, transit and service vehicles, and provides opportunities for access to and from the D Employment Center Area with entrances to and from major arterial boulevard and collector avenue streets. Connectivity to the regional transportation network and public mass transit is essential

Nonresidential uses are buffered from surrounding residential by the use of native vegetation or effective landscaping and through the use of transitions in building and site design including, but not limited to, the use of smaller buildings on the perimeter of the District. Secondary and supportive uses such as retail and restaurant that are within the District are encouraged to be in locations that allow them to be accessed externally by the general population and accessed internally by the employees working within the District so that they may remain sustainable businesses.

D Employment Center Areas may incorporate systems that are unique to the District. This applies to elements such as signage, street names, building architectural standards, and lighting. The form of each D Employment Center area is further guided by a framework of development standards that is prepared for each D EC area and that considers the surrounding Community Character policy areas and other elements of the local context.

Application

D Employment Center policy is generally applicable to three types of areas. First, areas that are zoned for a combination of commercial, office, and light industrial uses. Second, areas where the primary land use mixture is commercial, office, and light industrial. Third, areas that are envisioned to become a thoughtfully designed mixture commercial, office and in some cases compatibly designed and located light industrial. D Employment Center policy is appropriate where there is a concentration of non-retail employment uses and there is an expressed interest in the integration of those uses into the surrounding built environment while maintaining the predominance of the employment uses. Commonly used boundaries to define D Employment Center policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.),

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environmental features, man-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, higher density residential, institutional).

The application and boundary delineation of this policy are established during the Community Planning Process or the Detailed Neighborhood Design Process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In Order of Appropriateness)

Primary Uses:

- Office; Educational; Medical
- Vertical Mixed Use
- Industrial: Light or Medium Manufacturing;
- Commercial: Hotel/Motel; Communication
- Industrial: Distributive business/wholesale

Secondary and Supportive Uses:

- Commercial: All Other Uses
- Industrial: Warehouse
- Residential
- Institutional

Other uses may be appropriate subject to documentation that they will contribute to the policy intent of developing an area with a high concentration of jobs, ideally around 250 jobs per acre.

Design Principles

Access – Vehicular access from surrounding areas is obtained from arterial boulevards with four or more travel lanes and freeways. Such larger thoroughfares provide access to the perimeter of the District while, collector avenues, local streets and private streets provide access to buildings internal to the District.

Block Length – May vary.

Building Form and Site Design – A mix of building types is expected in District Employment Center areas. The mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the District's surrounding Community Character Policy Areas, the mass, orientation, and placement of surrounding buildings, and the role of the building in transitioning from the D Employment Center land use into the surrounding neighborhood or adjacent Community Character Policy Areas. The building form is appropriate to the street type.

The massing of vertical mixed-use, office, commercial, residential, and institutional buildings results in a footprint with moderate to high lot coverage. Buildings, including the main pedestrian entrance, are oriented to the street or open space. While setbacks of the buildings in relation to each other may vary, buildings are placed in shallow to moderate setbacks, creating a defined space for pedestrians.

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

The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a

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well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk, to enhance the pedestrian friendly environment.

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

Buildings of all types in District Employment Center policy areas are generally 1 to greater than 20 stories tall depending on the building type and location within the District Employment Center area and the character of surrounding Transect and Community Character Policy areas. When considering heights for proposed development, consideration is given to the following factors:

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

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

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

Connectivity (Pedestrian/Bicycle) – There is a high

level of connectivity between streets and sidewalks within and external to the District. Walkways for pedestrians are provided from streets and large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked. Greenways and bikeways are encouraged.

Connectivity (Vehicular) – D Employment Center Areas are generally located along or near arterial boulevard streets. Connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Employment Center Area. Connectivity within the D Employment Center Area is provided through coordinated access and circulation, which may include the construction of new streets.

Landscaping – Landscaping in the form of trees, bushes, and other plantings is widespread and is used to establish a unique sense of place, to assist with stormwater management, and to provide effective buffering for adjacent residential areas. Street trees and other plantings are appropriate. Landscaping is provided in surface parking lots. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

Lighting – 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 on the street and in parking lots supports the operation of the District and is projected downward.

Parking – Parking is ideally located behind or beside buildings, particularly when D Employment Center areas adjoin Urban, Center, or Downtown Transect areas. Up to two rows of parking in front of buildings may be appropriate. Other parking arrangements are designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of such parking lots are heavily landscaped to screen parking from view of the street. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

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. The design and location of signage complements and contributes to the envisioned character of the D Employment Center area. Consideration is given to surrounding Community Character policy areas in establishing the design and location of signage. 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.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

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

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- Worthy of Conservation
- Eligible for Listing on the National Register of Historic Places
- Listed on the National Register of Historic Places
- National Historic Landmark
- A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

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

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

A conceptual development plan may be developed by the Metro Planning Department for the entire District Employment Center area to guide rezoning of sites within District Employment Center area. The conceptual development plan will establish standards for the preferred method of implementing the District Employment Center policy for that area.

The following is the list of preferred zoning districts to implement the District Employment Center policy

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subject to the applicant's ability to prove that the requested zoning district is consistent with the Design Principles for D EC policy. A site's location within the D EC area, such as its location in relation to environmentally sensitive features, centers, corridors, and neighborhoods, will be weighed when considering which zoning districts would be appropriate in a given situation. Other factors, such as the size of the site, will also be considered.

» OR20-A, OR40-A, ORI-A, OR20, OR40, ORI
» OG
» MUG-A, MUI-A, MUG, MUI
» IWD, IR

If there are any unique conditions requiring a site specific approach an individual rezoning application may need to be accompanied by an Urban Design Overlay or Specific Plan to accomplish the policy objectives listed in D Employment Center.

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

D Impact

Policy Intent

Create and enhance 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.

General Characteristics

D Impact Community Character Policy Areas are dominated by one or more activities that have the possibility of having a significant, adverse impact on an area. Typical principal uses include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills, production facilities and large amusement and entertainment complexes.

Uses that support the primary use are appropriate. Examples include administrative and storage functions; food service and vehicle rentals serving passengers at transportation terminals; and hotels, shops, and food services supporting major amusement and entertainment complexes. Open space areas are appropriate as an amenity for workers and/or patrons of D Impact Districts and for transition and buffering. In general, permanent residential activities are not appropriate in D Impact Districts.

Application

D Impact Policy is applicable to areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding non-Impact District Policy areas or where there is an area with a concentration of a singular, impactful use and there is an expressed interest maintaining or enhancing the separation of the use from the surrounding community.

Commonly used boundaries to define D Impact Policy areas 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), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of D Impact District areas on surrounding communities and the availability of land for necessary buffering. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In alphabetical order)

- Airports and Other Major Transportation Terminals
- Correctional Facilities
- Hazardous Industrial Operations
- Landfills
- Major Public Utility
- Mineral Extraction and Processing

Commercial establishments are complementary to the major transportation terminals. Such uses may include retail, restaurants, and commercial designed to meet

daily needs of employees and visitors. Commercial businesses are at a scale that is compatible to the D District Impact Area and its surrounding community. Commercial establishments are not typically present in or near other D Impact District Areas.

Design Principles

Access – Vehicular access for larger Impact activities is from major arterial boulevards and freeways. Smaller Impact activities, such as electrical substations, may be accessed from collector avenue or even local streets. Larger thoroughfares provide access on the outer areas of the D Impact Area while private, local access and service streets provide access to buildings internal to the D Impact Area. Some uses may require limited and controlled access points for safety. 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 D Impact District.

Building Form and Site Design – 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 D Impact District's 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 Impact District Area into the surrounding neighborhood or adjacent Community Character Policy Areas. Where possible, buildings are oriented to the street.

Residential uses in or near D Impact Areas, if present, are highly specialized and their density will vary widely. Intensity of nonresidential development will also vary widely. Regardless of these variations, the following factors are considered when determining appropriate building heights and development intensities within District Impact areas:

- Proximity to other Community Character Policies and the role of the building or other structure in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- The contribution that the building or other structure makes to the overall function of the District Impact area and its impacts on adjacent Community Character Policy Areas in terms of reducing environmental impacts through such means as the use of high operational performance standards, innovative stormwater management techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography; and,
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces.

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

- Step down in height as they move closer to adjacent lower intensity areas. This may require different heights within an individual structure and/or more

D Impact

varied building types;

- Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- Avoid placing parking garage entrances and unlined parking structures opposite lower intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations;
- Be oriented so that there is a back-to-back relationship between the higher intensity buildings and lower intensity buildings; and
- Be widely separated and generously buffered from lower-intensity areas.

Connectivity (Pedestrian/Bicycle) – Pedestrian connectivity is high within the development and is provided in the form of sidewalks, walkways and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Impact Area. D Impact Areas are generally located along or near arterial boulevard streets. Connectivity within the D Impact Area is provided through coordinated access and circulation, which may include the construction of new streets.

Landscaping – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. 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. Generous and dense landscape buffers are utilized to aid in creating a transition between the D Impact District Area and adjacent non-Impact Community Character Policies.

Lighting – Lighting is provided to enhance the operation of the D Impact 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 Impact District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of parking lots are heavily landscaped to screen parking from view of the street.

Service Area – Not applicable in this policy category.

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

principles above.

Additional Design Principles for Major Public Utilities

These principles apply to major public utilities such as regional water and wastewater treatment facilities, electric power stations, waste transfer stations, and landfills. Considerations for the location of major public utilities outside of industrial zoning districts include:

- Major public utilities locate in areas where they will not interfere with the quality of existing or planned development. Adequate screening and buffering is established to minimize the visual impact of such facilities on surrounding areas. Facilities which generate noise or odor at a level which would not reasonably be expected in a residential area do not locate in those areas.
- Major public utilities do not locate in areas where their presence would have unacceptable impacts on water quality, air quality, vegetation, or wildlife.
- Traffic generation, especially traffic attributable to trucks, is considered in light of current and anticipated levels of service, road conditions, access points, intersections and adjacent non-Impact District Community Character Policies. Generated traffic is not hazardous and does not conflict extensively with the traffic patterns of surrounding development. Truck traffic is not routed through residential areas except along freeways and major arterial boulevard streets.
- With the exception of municipal landfills, major public utilities are central to their service areas.
- The location of major public utilities meets with any criteria specified in system plans such as master water and sewerage plans.

Additional Design Principles for Correctional Facilities

These principles apply to penal and correctional institutions where people are held long-term for a violation of law. Considerations for the location of a correctional facility outside of an industrial zoning district include:

- Any proposed site is large enough to provide an adequate buffer zone, on-site visitor and employee parking, and adequate security measures.
- The facility is visually screened from surrounding planned or existing development.
- Pedestrian and vehicular traffic generated by a facility does not conflict with existing and anticipated traffic in the surrounding area.
- Adequate utility, drainage, parking, loading, and other necessary facilities to serve the proposed use is available. Access via public transportation, proximity to hospitals, and adequate fire protection is also considered.

Additional Principles for Mineral Extraction Activities

These principles apply to any mine, surface mine, pit, or quarry operation. Considerations for siting mineral extraction activities:

- Such activities do not locate in areas of high erodability, or those susceptible to mudflows, soil creep, rockfalls, or settlement. Areas with unstable slopes are avoided.
- Operations are sited to avoid unacceptable effect on surface and ground water. In addition, adequate water and water pressure are available to meet worst-case safety requirements as well as day-to-day operational needs.
- Mineral extraction activities avoid sites or areas of archaeological or historic significance.
- Areas containing rare or endangered wildlife or plant species are avoided. Mineral extraction activities do not take place on sites where a sensitive ecological condition could not be restored.
- The normal pattern of air movement relative to existing and planned development is considered.

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- The nature and extent of existing, planned, and potential development surrounding the activity throughout the expected life of the operation is considered. Operations are an acceptable distance from residential development, and adequate buffering is established.
- The effects of truck traffic generated by the operation on the level of service, access points, intersections and adjacent non-Impact District Community Character Policies is considered. Maximum daily and peak hour traffic generated are examined. Roads in the area have adequate weight-bearing ability. Truck routes do not pass through residential areas or by hospitals, schools, or unique cultural or recreational activities such as parks or museums.
- The visual impact of the operation on adjacent non-Impact District Community Character Policies is considered.
- The extent of impact of the proposed operation on open space, parkland, tourism, recreational resources, and unique geologic formations is considered.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

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

- There is no territorial expansion of the inconsistent

use and/or zoning;
- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect Area in which the site is located;
- The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

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

The following is a list of zoning districts that may be appropriate within a given D I area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for D I policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

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

D Industrial

Policy Intent

Preserve, enhance, and create Industrial Districts in appropriate locations.

Create and enhance 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.

General Characteristics

D Industrial Community Character Policy Areas are dominated by one or more activities that are industrial in character. Types of uses in D Industrial 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 Industrial District are also found. Examples include administrative and storage functions, specialized retail, office, food service, and convenience services. Open space areas are also found as an amenity for workers and/or patrons of industrial activities and for transition and buffering to adjacent development.

D Industrial Districts typically have a highly connected internal street network adequate for the movement of freight traffic, which is also connected to external interstate systems and arterial boulevards. In general, permanent residential activities are not found in D Industrial Areas. An exception may be the edge of an industrial area along the interface with an area containing or planned to contain residential activities. Such exceptions are considered case by case, with careful attention to design in creating a complementary transition to residential areas.

The interface of large industrial areas is also designed to complement surrounding neighborhoods, centers and corridors.

Application

D Industrial Policy is applicable to areas that are zoned industrial, where the primary land use is industrial or those are envisioned to become industrial. D Industrial policy is applied in situations where there is an area with a concentration of a singular industrial use and there is an expressed interest in the separation of the use from the surrounding community.

Commonly used boundaries to define D Industrial Policy Areas 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), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of D Industrial District areas on surrounding communities and the availability of land for necessary buffering. The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In alphabetical

order)

- Ancillary Day Care
- Ancillary Residential
- Commercial
- Distribution
- Manufacturing
- Office
- Production Facilities
- Storage
- Warehousing
- Wholesaling

Design Principles

Access – Vehicular access is from major arterial boulevards and freeways. Larger thoroughfares provide access on the outer areas of the D Industrial District while private, local access and service streets provide access to buildings internal to the D Industrial District. Some uses may require limited and controlled access points for safety. 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 D Industrial District.

Building Form and Site Design – 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 D Industrial District's 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 Industrial District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented with the main entrances facing the street. Building heights are low-rise, with tall single story buildings being predominant. The setbacks vary throughout. For industrial areas that involve large campus-style sites, the layout of development, setbacks, and building orientation are established in a site plan.

Residential uses in D Industrial Areas, if present, are highly specialized and their density will vary widely. Intensity of nonresidential development is generally moderate.

Connectivity (Pedestrian/Bicycle) – Pedestrian connectivity is high and is provided in the form of sidewalks, walkways and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked.

Connectivity (Vehicular) – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Industrial Area. D Industrial Areas are generally located along or near arterial boulevard streets. Connectivity within the D Industrial Area is provided through coordinated access and circulation, which may include the construction of new streets.

Landscaping – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. 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. Generous and dense landscape

D Industrial

buffers are utilized to aid in creating a transition between the D Industrial District and adjacent non-Industrial Community Character Policies.

Lighting – Lighting is provided to enhance the operation of the D Industrial 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 Industrial District, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

Parking – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. There are no more than 2 rows of parking between the building and the street with the remainder of the parking behind or beside the building. The perimeters of parking lots are heavily landscaped to screen parking from view of the street. On-street parking is limited to delivery vehicles. Off-street parking is preferred to minimize moving truck/train conflicts with parked vehicles. Shared parking is appropriate for neighboring businesses.

Service Area – Not applicable in this policy category.

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

D Major Institutional

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

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

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

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

The following is a list of zoning districts that may be appropriate within a given D IN area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for D In policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

» OL
» OG
» CS
» IWD
» IR
» 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

D Major Institutional

Policy Intent

Preserve, enhance, and create Districts where major institutional uses are predominant and where 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

D Major Institutional Districts are dominated by one or more major institutional activities, often in a campus setting. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and government community facilities as well as uses that are ordinarily ancillary to the principal use. Appropriate ancillary activities within D Major Institutional Districts vary according to the primary use and may include different types of residential development, offices, and small scale convenience services supported mainly by the primary institutional activity.

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 Major Institutional Districts are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of D Major Institutional Districts are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

Application

D Major Institutional Policy is applicable to areas that are zoned institutional, mixed use, or office, where the primary land use is institutional and office, or that are envisioned to become institutional and office. D Major Institutional Policy is applied in situations where there is an area with a concentration of a singular institutional 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 institutional use.

Commonly used boundaries to define D Major Institutional 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). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In alphabetical order)

- Ancillary Commercial
- Ancillary Residential
- College and University Campuses
- Government Community Facilities
- Hospitals
- Medical Campuses

D Major Institutional

Design Principles

Access – Vehicular access is obtained from arterial boulevard streets, while local and service streets provide access to areas within the District. 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 D Major Institutional District.

Building Form and Site Design – 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 Major Institutional District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented to the street or open space.

Typically in urban areas, the building and main pedestrian entrance is oriented to the street with the front building façade generally built to the back edge of the sidewalk. The building may also have a shallow to moderate setback to indicate its prominence. In all cases, the orientation of the building and entrances engage the public realm and create a pedestrian friendly environment. In suburban areas, building orientation and setbacks may vary and a pedestrian friendly environment may be created through the use of landscaping, street trees, benches, and other similar streetscape enhancements.

Residential uses in D Major Institutional Districts generally take the form of dormitories or short-term housing that is high density. Intensity of non-residential development will vary widely and will tend to be higher near T4 Urban and T5 Center Transect Areas and moderate in T2 Rural and T3 Suburban Transect Areas. Determination of appropriate building heights in D Major Institutional Districts is based on the following factors:

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

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

- Step down in height as they move closer to adjacent lower intensity areas. This may require different heights within an individual structure and/or more varied building types;

D Major Institutional

» Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
» Avoid placing parking garage entrances and unlined parking structures opposite lower intensity areas;
» Respond to differences in topography to avoid buildings that loom over lower intensity buildings at lower elevations;
» Be oriented so that there is a back-to-back relationship between the higher intensity buildings and lower intensity buildings;
» Be separated from lower-intensity areas by rear alleys or service lanes; and,
» Pay particular attention to articulating facades that face lower intensity Community Character policy areas.

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 to high. D Major Institutional Areas are generally located along or near arterial boulevard streets. Connectivity within the D Major Institutional Area is provided through coordinated access and circulation, which may include the construction of new streets.

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. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. 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. Transitions between the D Major Institutional 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 D Major Institutional District. 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 projected downward. Lighting is designed to enhance the character of the D Major Institutional 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 building. 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 Major Institutional District or the streetscape. The design and location of signage complements and contributes to the envisioned character of the District. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs and monument signs are appropriate. 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.

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

» The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  » Worthy of Conservation
  » Eligible for Listing on the National Register of Historic Places
  » Listed on the National Register of Historic Places
  » National Historic Landmark
  » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

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

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency

D Office Concentration

with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

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

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

The following is a list of zoning districts that may be appropriate within a given D MI area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for D MI policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- MUG-A, MUI-A
- ORI-A
- MUG
- MUI
- OG
- ORI

Zone changes to the above districts to have an accompanying Institutional Overlay to insure policy objectives or zoning should be SP based on the use characteristics of one of the above base districts.

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

D Office Concentration

Policy Intent

Preserve, enhance, and create Districts where office use is predominant and may 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 their 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 their transportation networks for pedestrians, automobiles, and service vehicles, and provide opportunities for access to and from the District with entrances to and from major arterial boulevard and collector avenue 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, human-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.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed

D Office Concentration

Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

Examples of Appropriate Land Uses (In order of appropriateness)

» Office
» Vertical Mixed Use (may include residential, which is only supported in this form)
» Commercial
» Institutional

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 and Site Design – 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.

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

Buildings of all types in District Office Concentration policy areas vary in height depending on the building type and location within the District Office Concentration area and the character of surrounding Transect and Community Character Policy areas. When considering heights for proposed development, consideration is given to the following factors:

» Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
» Planned height of surrounding buildings and the impact on adjacent historic structures;
» The contribution that the building makes to the overall fabric of the District Office Concentration area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
» Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;

D Office Concentration

- Prominence of the street;
- The capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to transit stations;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

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

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

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 boulevard streets. Connectivity within the D Office Concentration Area is provided through coordinated access and circulation, which may include the construction of new streets.

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.

D Office Concentration

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.

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

Owners of property that contains historic or archeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with

archeological features should be carefully considered and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Zoning Districts

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

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

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

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

The following is a list of zoning districts that may be appropriate within a given D MI area subject to the applicant's ability to prove that the requested zoning district is consistent with Policy Intent, General Characteristics, Application, Potentially Appropriate Land Uses, and Design Principles for D MI policy. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- OR20-A, OR40-A, ORI-A
- OL
- OG
- OR20
- OR40
- ORI
- 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects

D Transition

on nearby environmentally sensitive features.

D Transition

Policy Intent

Preserve, enhance, and create Districts whose primary purposes are to serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices, live-work, and a mixture of mainly moderate to high density housing types. Housing in District Transition areas can include a mix of building types and is especially appropriate for "missing middle" housing such as duplexes, cottage courts, and multifamily housing with small to medium-sized footprints.

General Characteristics

The predominant uses in D Transition Districts are small scale offices and moderate to high density residential in various building types. Live-work uses may also be found in District Transition areas. District Transition areas may be used in situations where it would otherwise be difficult to provide a transition between higher intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for compatibly scaled office, live-work, and/or residential uses.

Buildings are 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. District Transition areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and mass transit. The edges of District Transition Areas are firm with clearly distinguishable boundaries identified by block structure, alley or street locations, lot pattern, building placement, and uses.

Application

D Transition Policy is applicable to areas where there is a need to provide a transition in scale and intensity between areas of intense development or major thoroughfares and lower intensity residential neighborhoods. District Transition areas are envisioned to contain a mix of small scale office, mixed housing, and live-work uses.

Commonly used boundaries to define District Transition areas 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, human-made features (rail lines, major utility easements, alleys, roads and streets), and other uses (ex: open space, mixed use, industrial, institutional, and residential). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses (In alphabetical order)

» Institutional
» Live-Work
» Office
» Residential

Design Principles

Access – Vehicular access is preferably obtained from rear

D Transition

alleys or service lanes. Access from side streets may also be considered, however, rear access from alleys or service lanes should be the norm unless it is not physically possible to provide it. Access from local streets, whether from rear, side, or front, should be avoided unless the District Transition area is providing a transition from a more intense use that is located along a local street. An example of this would be a District Transition area adjacent to a Neighborhood Center that is along a local street. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Is consistent with the block length that is generally appropriate in the surrounding Transect category.

Building Form and Site Design – The mix of building types expected in District Transition areas is limited to small scale offices, moderate to high density residential, and live-work because of the specific function of the policy in serving as a transition in use and intensity.

The building mass, orientation, and placement forms a transition between the buildings in higher intensity policy areas or the scale and traffic levels of arterial boulevard and busier collector avenue streets and adjacent lower intensity policy areas. Building setbacks are shallow to moderate, creating a defined space for pedestrians. Buildings on major thoroughfares are oriented to the street with setbacks or build-to lines consistent with the surrounding Transect Area(s). 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. Where there are different Transect areas, the Transition area is expected to also provide for a transition between the differing Transect areas.

Buildings are generally 1 to 3 stories in height, but taller buildings of up to 5 stories may be found along major thoroughfares in the T4 and T5 Transect areas. Consideration of heights of up to 5 stories is given based on the following factors:

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

All buildings in District Transition areas:

- Step down in height as they move closer to adjacent lower intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, quads, triplexes, detached accessory dwellings, etc.;
- Are not expected to exceed the permitted height of the adjacent Community Character policy area.

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Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;

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

The appropriate density of residential development will depend on the site's location. In general, residential uses in District Transition areas take the form of moderate density accessory dwelling units or alley houses, two-family, cottage court, and multifamily housing, which may take the form of triplexes, manor houses, courtyard flats, townhomes or smaller-scale stacked flats. Areas along the most heavily traveled thoroughfares, closest to major centers, and within walking distance to the highest level of transit service will generally be appropriate for higher density or intensity development. Sites closer to lower intensity or density policy areas should be developed less intensively. More specific guidance about appropriate density or intensity may be provided by a Community Plan or Detailed Design Plan.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity to surrounding neighborhoods is desired and at a minimum should be consistent with the level of connectivity appropriate in the surrounding Transect area. Pedestrian and bicycle connectivity is provided by 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 Transition Areas are generally located along arterial boulevard or collector avenue streets. Connectivity within the D Transition Area is provided through coordinated access and circulation.

Landscaping – Landscaping may be formal or informal depending on the character of the surrounding Transect area. Street trees and other plantings are provided. In surface parking lots, landscaping in the form of trees to reduce any heat island effect, 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 Transition 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 required to address a particularly difficult 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 Transition 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

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surface lots or small parking structures. Whether surface or structured, establishment of a pedestrian friendly streetscape is priority. Parking is located behind, beside or beneath the primary structure. Structured parking is screened with liner buildings. Surface parking is screened, if necessary, with landscaped buffering. 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 requirements, 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 Transition District, the streetscape, or adjacent neighborhoods. The design and location of signage complements and contributes to the envisioned character of the D Transition District. 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.

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

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - Worthy of Conservation
  - Eligible for Listing on the National Register of Historic Places
  - Listed on the National Register of Historic Places
  - National Historic Landmark
  - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district

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

Zoning Districts

The following is a list of zoning districts that may be appropriate within a given D Transition area subject to the applicant's ability to prove that the requested zoning district is consistent with the Design Principles for D Transition policy. A site's location within the D Transition

area, such as its location in relation to environmentally sensitive features, centers, corridors, and neighborhoods, will be weighed when considering which zoning districts would be appropriate in a given situation. Other factors, such as the size of the site, will also be considered.

- ON
- OR20-A, OR40-A
- OL
- OR20
- OR40
- RM20-A, RM40-A
- SP

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