

WEST NASHVILLE COMMUNITY PLAN

APRIL REVIEW DRAFT

This is the review draft of the West Nashville Area Community Plan 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)

WEST NASHVILLE

Description of the West Nashville Community

The West Nashville Community is bounded by the Cumberland River to the north; I440, the CSX Railroad and the City of Belle Meade to the east; and by Percy Warner Park to the south. The southwestern boundary is the property lines that follow the ridgeline that defines the top of Nine Mile Hill. The community is bounded to the west by I40 and the Cumberland River. The West Nashville Community contains approximately 16,250 acres (not including the 1,984 acres of Belle Meade), representing five percent of all land in Metro.

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

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

The northern portion of the West Nashville Community, bounded on three sides by the Cumberland River, is called Cockrill Bend. Cockrill Bend provides unique, needed services to Nashville/Davidson County. It is the location of the John C. Tune Airport, built in 1986 to serve the regional travel needs of corporate and private aircraft. Cockrill Bend is also home to multiple prisons housing high- and medium-risk male offenders as well as the Lois M. DeBerry Special Needs Facility that provides medical care

to inmates with complex medical problems. While no longer in use as a prison, the Tennessee State Penitentiary is also located in Cockrill Bend. The facility closed in 1992 after a century of use by the state. It has been featured in several movies and is National Register Eligible. Finally, Cockrill Bend is home to numerous industrial and warehousing businesses. The industrial portion of West Nashville extends from Cockrill Bend to the portion of the West Nashville Community that is north of Centennial Boulevard, capitalizing on the Cumberland River, rail lines, and easy access to Briley Parkway and I40.

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

West Nashville's diverse development areas – urban neighborhoods, suburban neighborhoods and industrial and “impact” areas – are connected with natural and human-made infrastructure. Charlotte Pike and White Bridge Road/Briley Parkway traverse the West Nashville Community, flanked by a mixture of retail, restaurants, services, some office, institutions such as Nashville State Community College, and denser residential development in the form of stacked flats. These corridors are experiencing redevelopment in many forms – reinvestment in existing buildings and businesses, new businesses in existing structures, and new development from Nashville West on the western edge of the Community to corridor redevelopment of commercial and residential development in the 4000 blocks of Charlotte Pike on the eastern boundary of the Community. While other Communities in Nashville have been experiencing corridor redevelopment for over a decade, the corridor redevelopment on Charlotte Pike and White Bridge Road is relatively new and presents tremendous opportunity for the Community.

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

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

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

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

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

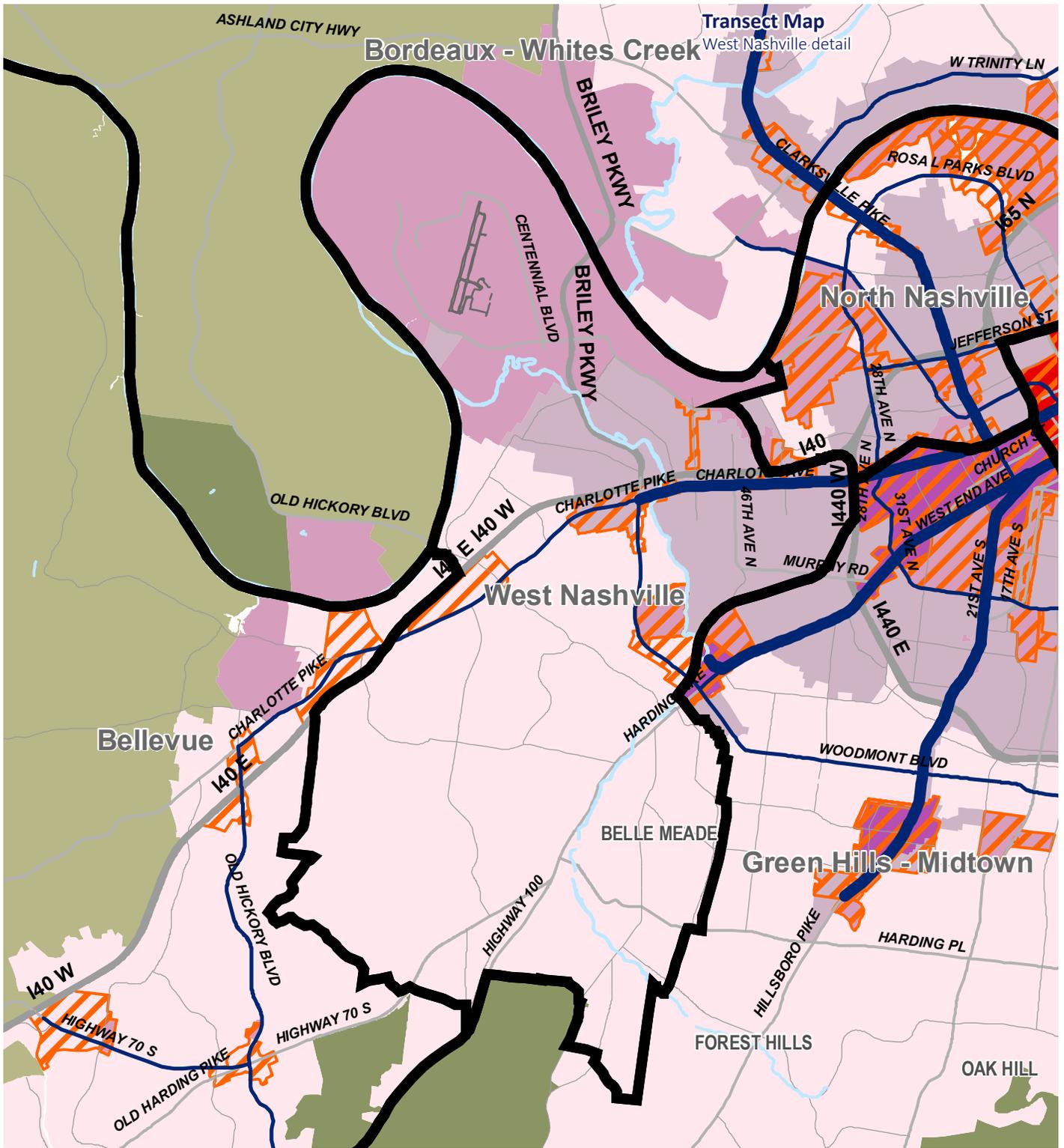
- T1 Natural – This Transect Category is not present in West Nashville
- T2 Rural – This Transect Category is not present in West Nashville
- T3 Suburban – This Transect Category includes neighborhoods such as Hillwood, West Meade and Charlotte Park
- T4 Urban – This Transect Category includes neighborhoods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

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that West Meade is a classically suburban neighborhood and should be encouraged to remain that way, while Sylvan Park is an urban neighborhood that should also be preserved. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

The Growth and Preservation map for the West Nashville Community represents the vision for the West Nashville Community. The starting point for the map was the most recent West Nashville Community Plan update (2009) and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the West Nashville Community has faced. The Growth and Preservation map also reflects the input received during NashvilleNext including specifically on how West Nashville should grow, but also input on what the vision for Nashville is in the future and deliberation on what role West Nashville should play in the future. This is discussed in greater detail below.

West Nashville Community History

When the Robertson and Donelson expeditions arrived in Middle Tennessee in 1779 and 1780, they reached the western frontier of the American colonies. The first settlers spread quickly, living in small groups and building stations or walled forts for protection from area Native Americans. By the early 1800s, the settlers had a growing sense of permanence



Transect Map
West Nashville detail

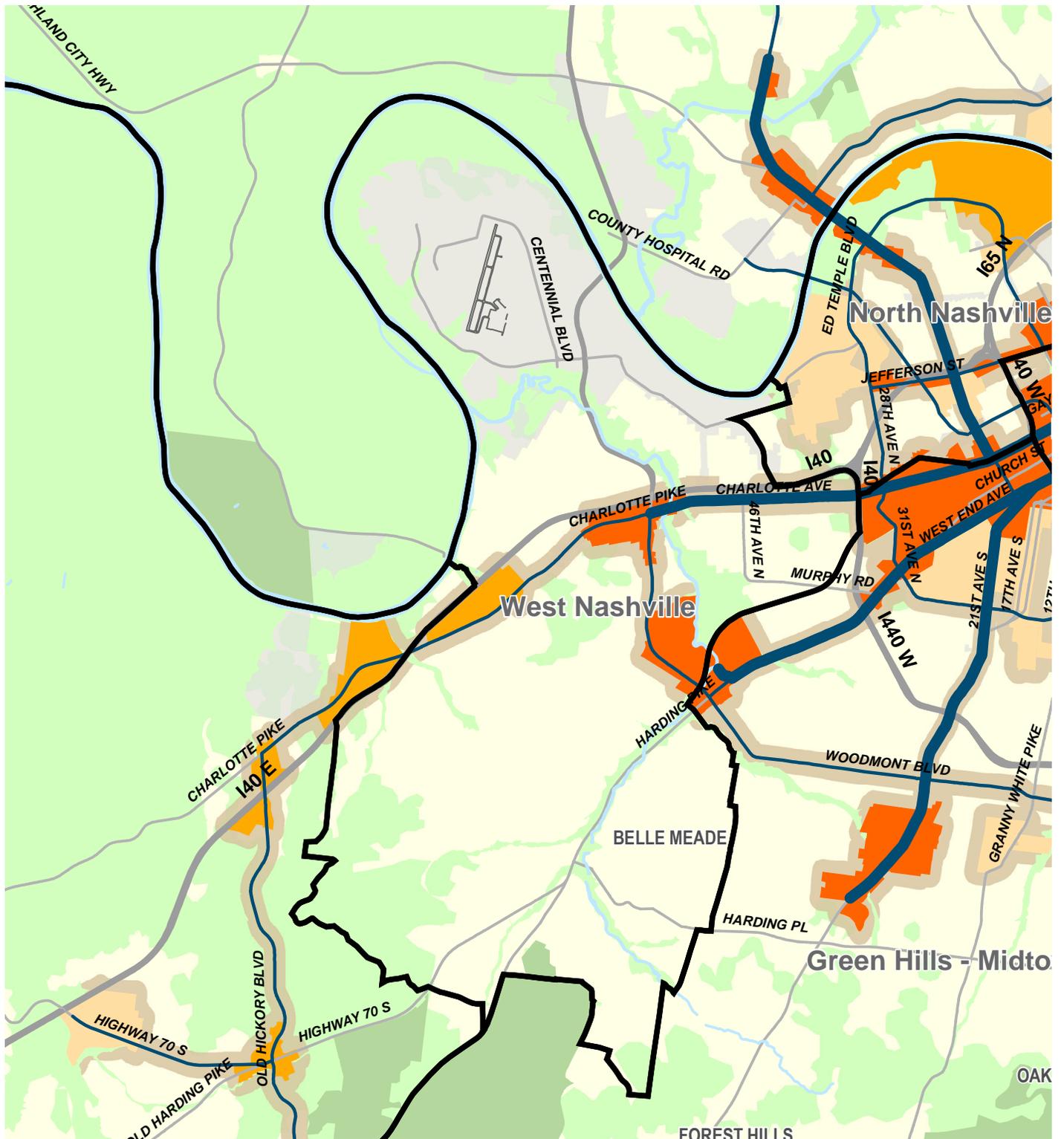
Transects

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



Growth & Preservation Concept Map

West Nashville detail



- | | | | |
|--|--|--|---|
| <ul style="list-style-type: none"> ● Centers ● Tier One ● Tier Two ● Tier Three | <ul style="list-style-type: none"> ○ Green network ○ Open space anchor ○ Missing an anchor | <ul style="list-style-type: none"> ○ Neighborhood ○ Transition ○ Special impact area | <ul style="list-style-type: none"> — High capacity transit corridors — Immediate need — Long-term need ← Regional connection |
|--|--|--|---|

and stability. Rutledge Hill, just south of Downtown, was Nashville's first residential community. In the mid-1800s, other neighborhoods grew to the north and east, and finally to the west, encircling the downtown area. Natural spring, rich soil, and abundant game made West Nashville valuable to early Native Americans, pioneers, and plantation owners. The pioneer "Father of Nashville," Gen. James Robertson named it "rich land" and claimed it for his homestead. West Nashville was one of the latest suburbs of the city to be developed. Envisioned as an independent satellite city of Nashville, the area became home to businesses, schools, grocery stores, and churches.¹ Several neighborhoods developed over the coming decades, representing different eras of Nashville's growth.

Figure XX illustrates the characteristics and major property owners in the area in 1871.

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

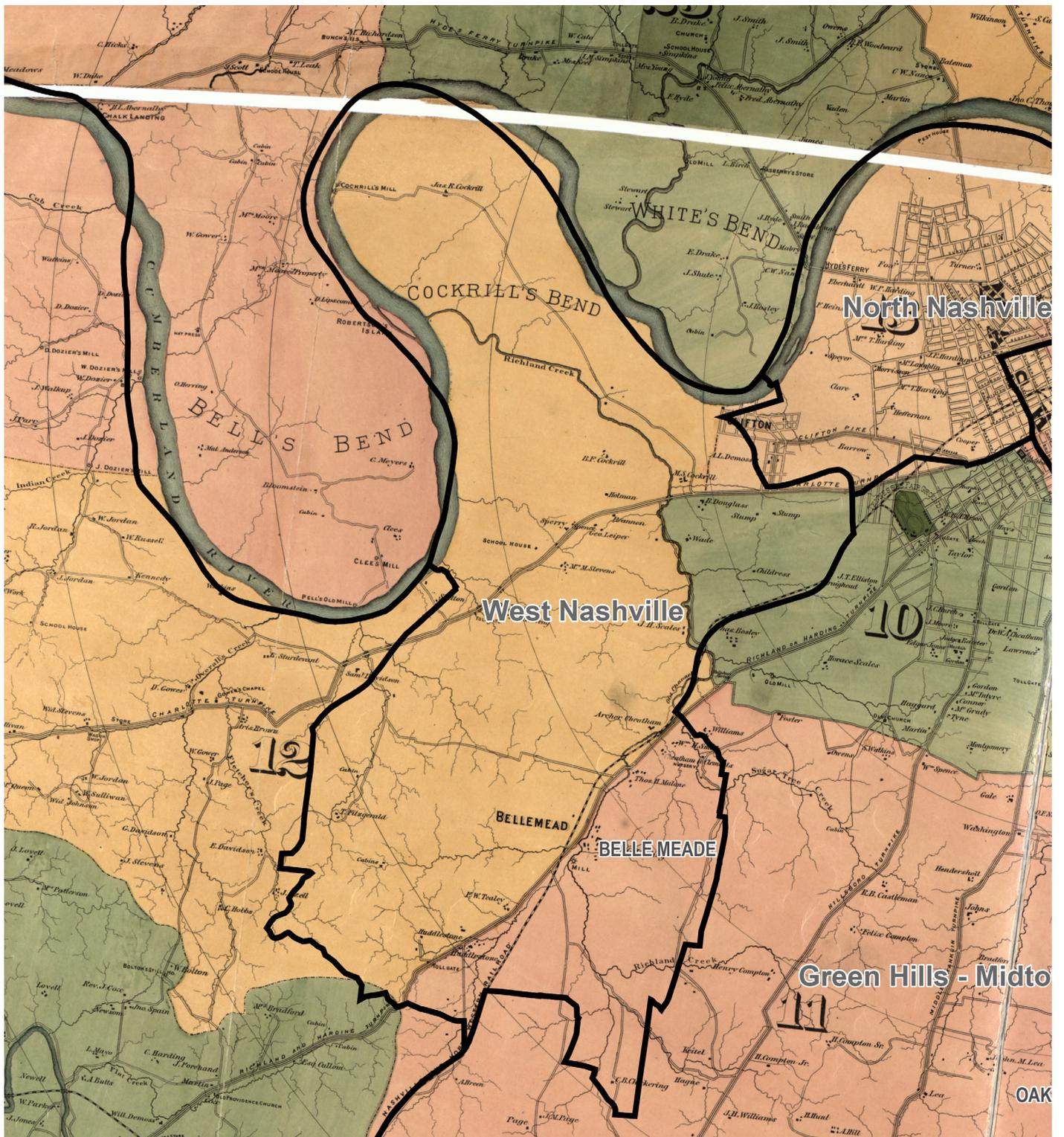
Sylvan Park is filled with 1910-1940 frame-and-brick bungalows as well as 1900-1915 Princess Anne cottages. The neighborhood is going through a transitional phase now with some homes preserved and renovated and others lost to new construction. According to a survey by the Metro Historical Commission, more than half of the original houses remained in the mid '90s, but this number is declining.²

The Nations neighborhood is located north of Charlotte Pike. It is named after the Chickasaw Nations of Native Americans that lived here in the eighteenth century and traded with early settlers. The Chickasaw leader

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

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

1871 Map
West Nashville detail



Piomingo and his tribe allied with white settlers in 1780. In 1783, James Robertson and tribal leaders met at the Treaty Oak (which once stood at the corner of 61st and Louisiana Avenues) to sign a pact guaranteeing the rights of the Chickasaw Nations in exchange for their help in protecting the Nashville settlement.

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

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

Between 1906 and 1915, Bransford Realty Company, the largest real estate company in the Southeast, acquired approximately 70 acres of land from the Belle Meade Land Company. The Belle Meade Links subdivision is one of the few surviving examples in Nashville of subdivision planning that

follows the City Beautiful movement first started by Frederick Law Olmstead (1822-1903).

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

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

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

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

West Meade/Hillwood, located northwest of Belle Meade, is an area is full

of beautiful rolling lots, typically an acre each in size, with many 1950s and 60s ranch-style houses amongst lush woodlands and creeks.

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

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

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

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

History of the Planning Process

History of Planning for the Community

In 1988, the Metro Planning Department began creating "community plans" as a means of fine tuning the countywide general plan. These community plans examined specific issues and needs, projected growth,

development and preservation in fourteen communities. The West Nashville Community Plan was first adopted by the Planning Commission in January 1994, after working with a Citizens' Advisory Committee. The West Nashville Community Plan was the tenth of the fourteen community plans created.

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

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

West Nashville Community Demographic Information

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

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

		Davidson County		West Nashville	
		#	%	#	%
Population	Total, 2010	626,681		38,475	6.1%
	Household Population	605,463	96.2%	35,379	93.9%
	Group Quarters Population	23,650	3.8%	2,313	6.1%
	Population, 1990	510,784		41,008	8.0%
	Population, 2000	569,891		38,072	6.7%
	Population Change, 1990- 2000	59,107	11.6%	-2,936	-7.2%
<i>U.S. Census (1990, 2000, 2010)</i>	Population Change, 2000- 2010	56,790	10.0%	403	1.0%
	Population Density (persons/acre)	1.69	n/a	1.43	n/a
<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Average Household Size	2.37	n/a	2.35	n/a
	Male	304,566	48.4%	19,609	52.0%
	Female	324,547	51.6%	18,083	48.0%
Population	Total, 2010	626,681		38,475	6.1%
Race	White	385,039	61.4%	30,785	80.0%
	Black or African American	173,730	27.7%	4,407	11.5%
	American Indian/ Alaska Native	2,091	0.3%	155	0.4%
	Asian	19,027	3.0%	1,360	3.5%
	Native Hawaiian or Pacific Islander	394	0.1%	9	0.0%
	Other Race	30,757	4.9%	1,041	2.7%
<i>U.S. Census (2010)</i>	Two or More Races	15,643	2.5%	718	1.9%
Ethnicity	Hispanic or Latino	359,883	57.4%	2,314	6.0%
Age	Less than 18	136,391	21.8%	7,650	19.9%
	18-64	424,887	67.8%	25,551	66.4%
<i>U.S. Census (2010)</i>	Greater than 64	65,403	10.4%	5,274	13.7%
Families	Total	142,821		8,305	n/a
	Married Couple Families with Children	37,098	26.0%	2,271	27.3%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>	Single Parent Families with Children	26,291	18.4%	1,313	15.8%
	Female Householder with Children	21,528	15.1%	951	11.5%

		Davidson County		Bellevue	
		#	%	#	%
Housing Units	Total	284,328		16,592	5.8%
	Owner Occupied	141,805	49.9%	9,076	54.7%
	Renter Occupied	114,082	40.1%	6,002	36.2%
	Occupied	255,887	90.0%	15,078	90.9%
	Vacant	28,441	10.0%	1,514	9.1%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Travel	Mean Travel Time to Work (min)	23.1		20.4	
	Workers	309,633		17,465	5.6%
	Drove Alone	246,391	79.6%	13,693	78.4%
	Carpooled	32,633	10.5%	1,912	10.9%
	Public Transportation	6,588	2.1%	445	2.5%
	Walked or Biked	6,806	2.2%	299	1.7%
	Other	3,232	1.0%	256	1.5%
	Worked from home	13,983	4.5%	860	4.9%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Income	Per Capita Income	\$28,513		\$40,921	143.5%
Education	Population 25 years and over	419,807		26,625	6.3%
	Less than 9th grade	20,687	4.9%	1,582	5.9%
	9th to 12th grade, No Diploma	38,664	9.2%	2,332	8.8%
	High School Graduate (includes equivalency)	103,024	24.5%	5,473	20.6%
	Some College, No Degree	86,498	20.6%	4,264	16.0%
	Associate Degree	23,963	5.7%	1,225	4.6%
	Bachelor's Degree	92,765	22.1%	7,097	26.7%
	Graduate or Professional Degree	54,206	12.9%	4,652	17.5%
<i>American Community Survey (2008 - 2012 5-year estimate)</i>					
Employment	Population 16 Years and Over	505,034	80.6%	29,461	76.6%
	In Labor Force	348,250	69.0%	18,556	63.0%
	Civilian Labor Force	347,862	99.9%	18,523	99.8%
	Employed	317,719	91.2%	17,462	94.1%
	Unemployed (actively seeking employment)	30,143	8.7%	1,061	5.7%
	Armed Forces	388	0.1%	33	0.2%
	Not in Labor Force	156,784	31.0%	10,905	37.0%
	<i>American Community Survey (2008 - 2012 5-year estimate)</i>				

West Nashville's Role in the County and Region

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

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

(INSERT WEST NASHVILLE LAND USE CHART AND WEAVE IN MORE REFERENCES)

Industrial and Impact Uses – Providing Employment and Meeting Regional Needs

As discussed above, the Cockrill Bend area of West Nashville is home to land uses that every region needs, including industrial development, prisons and airports, which provide needed services and employment. Yet these land uses can be difficult to thoughtfully locate so that the resources are accessible without be a hazard or nuisance to neighbors. The state prison system is a prominent land use, occupying almost 2,000 acres. John C. Tune airport occupies about 400 acres of land. The location of these uses is driven, in part, by the accessibility of West Nashville via I40 and Briley Parkway, the railroad system and the Cumberland River. These land uses have long provided stable employment for residents in the nearby neighborhoods and across Nashville/Davidson County.

Now redevelopment in the area is beginning to set new expectations for the co-existence of these land uses and nearby neighborhoods. The industrial and impact uses in Cockrill Bend itself are still well-insulated from

nearby neighborhoods and the surrounding neighborhoods have not yet experienced significant infill or redevelopment.

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

The redevelopment of the Nations, with residents that are new to the neighborhood, is prompting the redevelopment of 51st Avenue North into a more mixed use, walkable corridor. The redevelopment of the Nations and one of its gateway corridors – 51st Avenue North – can place pressure on the industrial uses in the area to redevelop to non-industrial uses. This is currently underway with some of the more scattered industrial properties that were in the Nations or on the eastern boundary of the Nations around 44th Avenue North as well as on some sites on Centennial Boulevard. The relationship between the redeveloping Nations neighborhood and the existing industrial and impact uses is evolving. These land uses can co-exist, especially in a day and age where many industrial uses are not nearly as hazardous or onerous to neighborhoods. The issue of preservation of industrial and impact land uses is a regional question, however, as these land uses have regional draw and meet regional needs.

Residential

The Nations is not the only neighborhood in West Nashville experiencing significant infill development (the addition of new homes within neighborhoods) and redevelopment (the reuse or demolition of existing structures for new development). West Nashville has numerous desirable urban and suburban neighborhoods that are home to increasing number of new neighbors. From 2010 to March 2015, the West Nashville Community had

Local workforce assets in West Nashville

According to the 2008-2012 American Community Survey (ACS), the West Nashville Community has 18,556 workers. These workers reported a mean travel time of 20 minutes to employment, suggesting that the majority of workers work outside the West Nashville area. In addition, 860 workers reported working from home, slightly more than the percentage of the work force, 4.5 percent, that do so in Davidson County overall. In the West Nashville Community, more residents have advanced degrees compared with Davidson County as a whole. The 2008-2012 ACS reported that 7,097 people, or 27 percent, held bachelor's degrees and 4,652 people, or 18 percent, held graduate or professional degrees. This compares to 22 percent holding bachelor's degrees and 13 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the West Nashville Community is also higher at \$40,921 compared to Davidson County's \$28,513, suggesting more disposable income in the West Nashville Community compared to some other areas of Davidson County.

1,212 permits for residential new construction, with a total value of nearly \$219 million.

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

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

Commuting patterns of residents and employees in West Nashville

West Nashville residents who work in these areas	20,049	Employees who work in West Nashville come from these areas	23,952
West Nashville	3,937	West Nashville	3,937
Green Hills Midtown	4,659	Southeast	1,859
Downtown	2,645	Green Hills Midtown	1,596
North Nashville	1,333	Antioch Priest Lake	1,302
South Nashville	987	Donelson Hermitage Old Hickory	1,259
East Nashville	836	Bellevue	1,193
Donelson Hermitage Old Hickory	697	East Nashville	923
Madison	564	South Nashville	848
Bordeaux Whites Creek	535	Madison	654
Bellevue	427	North Nashville	551
Antioch Priest Lake	413	Bordeaux Whites Creek	529
Southeast	319	Parkwood Union Hill	315
Parkwood Union Hill	318	Joelton	200
Joelton	55	Downtown	120
Beyond Davidson County	2,324	Beyond Davidson County	8,666

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

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

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

Residential development on the urban portions of Charlotte Pike is a recent addition to the residential mix in the West Nashville Community and an opportunity to address housing diversity and potentially affordability. Just in the past few years, two new residential developments have been proposed on Charlotte Pike between I440 and 46th Avenue North – one in a mixed use development and the other as a residential stacked flats building. Encouraging residential development on primary corridors such as Charlotte Pike and White Bridge Road is a key component of the NashvilleNext Growth and Preservation map. Higher density housing along prominent corridors can serve three purposes for the community. First, it can locate population density on the corridor, in walking distance from services, retail and restaurants and along existing and future transit routes. Second, it can provide housing types and locations that are attractive to the significant population cohorts of downsizing Baby Boomers and Millennials entering the housing market. Finally, with proper transitions through thoughtful site and building design, the residential development on prominent corridors can create a successful transition back into the established neighborhoods that flank the corridors.

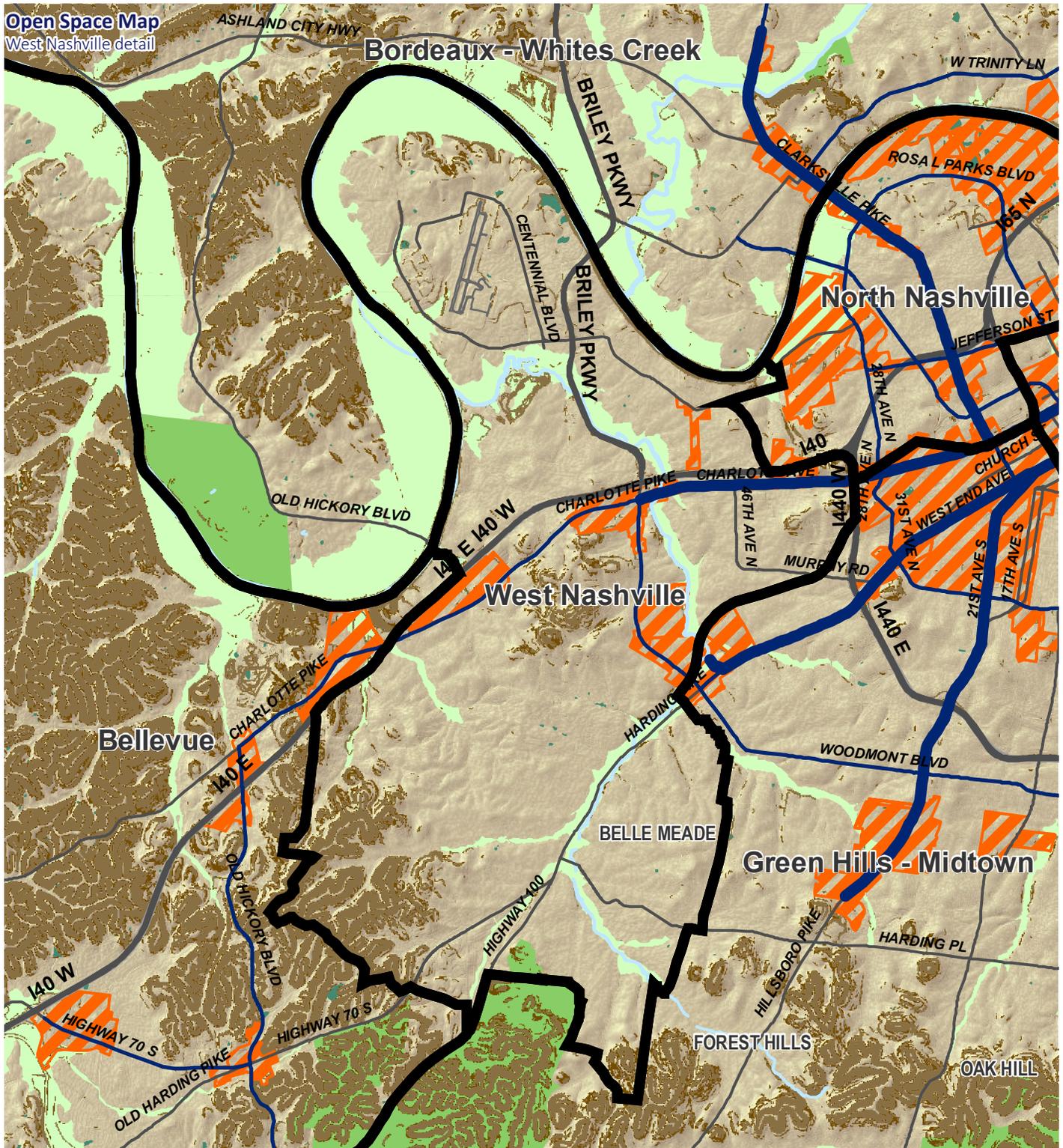
Community Services and Open Space

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

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

Natural Features and Environmental Treasures

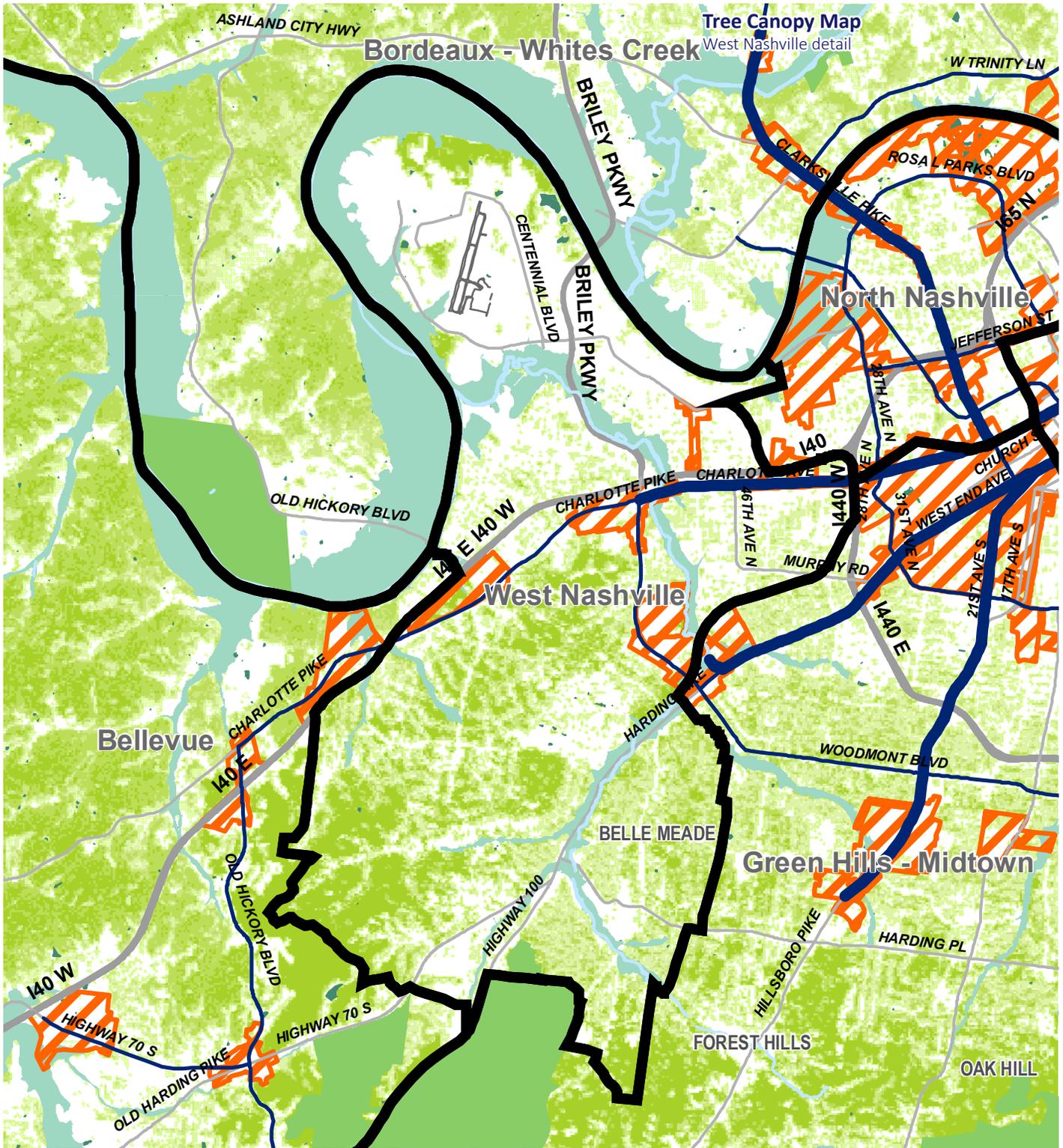
Although West Nashville is primarily developed, the community still has environmentally sensitive features that add tremendously to the character of the area and should be preserved. Natural features in the West Nashville Community include numerous creeks, steep slopes, and a segment of the Cumberland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



Slopes & Terrain Legend

- | | | |
|---|--|--|
|  Water Bodies |  Slope 20-25% |  High |
|  Anchor Parks |  Slope > 25% | |
|  Floodplain Areas | | |
|  Wetlands | | |





Tree Canopy Map
West Nashville detail

Tree Canopy Legend

- Water Bodies
- Anchor Parks
- Floodplain Areas
- Wetlands

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



Sidebars: Relationship of Community to other Nashville Next Plan Elements

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

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

Conclusion

The West Nashville Community has significant assets to provide to the Middle Tennessee Region in terms of serving as home to unique, necessary land uses such as the airport, prisons and industrial, its diversity of housing settings, enjoyable recreational offerings, and environmental treasures, such as rolling hills, forests, streams, creeks and rivers that define the character of Middle Tennessee. West Nashville's future vitality depends, however, on how it capitalizes on these assets – particularly on how the Community finds co-existence between the industrial and impact areas and their neighbors; how the Community redevelops its prominent corridors (Charlotte Avenue/Pike and White Bridge Road) to offer a mix of uses, including a mix of housing, with densities and intensities to support commercial development and transit; and how the Community preserves and enhances its neighborhoods, open spaces and environmentally sensitive features.

Growth and Preservation Concept Map and the Community's Role – West Nashville

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

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

To see the entire Growth and Preservation Concept Map, please refer to XX.

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

Green Network

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

In the West Nashville Community, the green network is mainly in the form of large areas of steep slopes and floodways and floodplains along the Cumberland River and Richland Creek and its tributaries. McCabe Golf Course and Park is the community's largest public open space. It includes a portion of the Richland Creek greenway. Since the West Nashville Community is predominantly developed, very little of the area remains in an undisturbed natural state.

Neighborhoods

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

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

Transitions and Infill

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

The Community Character Manual includes a variety of Community Character Policies that can be applied to transition and infill areas shown on the Concept Map. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called District Transition that can be applied in transition and infill locations where small-scale offices, live-work buildings, or multifamily housing would be appropriate. The East Nashville Community contains one District

Transition Area, which is located along Highway 100 just west of the intersection with Highway 70S.

Centers

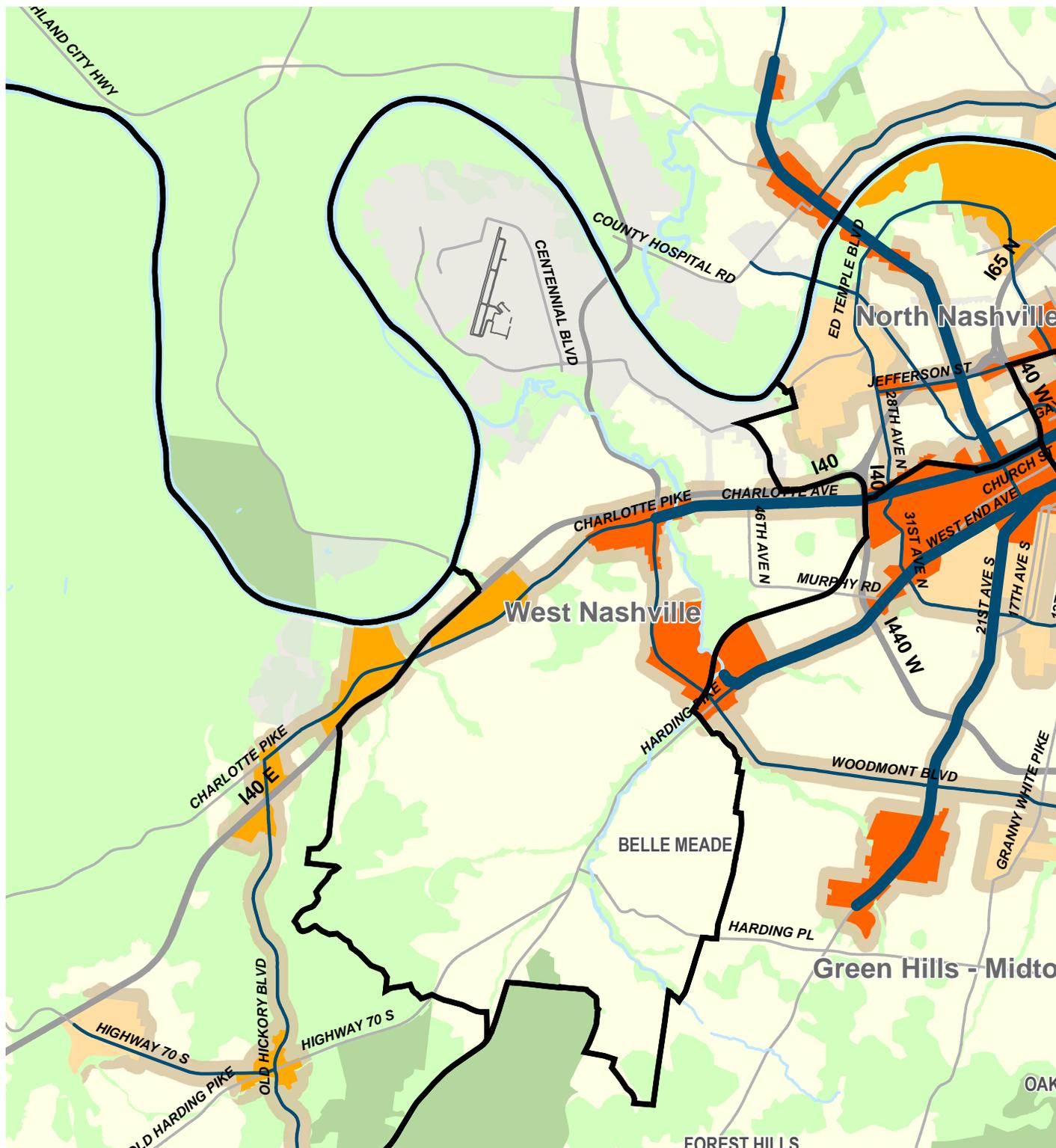
The centers included in the Concept Map build on existing commercial center areas to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes,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

- » Tier One – These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » Tier Two – These centers receive some investments to manage growth, though less than Tier One centers.
- » Tier Three – These centers show areas that could receive coordinated investments in response to opportunities identified by the private sector.

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

Growth & Preservation Concept Map

West Nashville detail



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

West Nashville – Community Character Policy Plan

The West Nashville Community Character Policy Plan builds upon the Growth and Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the West Nashville Community. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

To view the adopted Community Character Policies in detail for the West Nashville Community, please go to www.nashville.gov/mpc.

The West Nashville Community Plan provides guidance, applying to every property in West Nashville, through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated so that the intended character of an area is achieved. To view the entire Community Character Manual, please refer to the beginning of Volume III (this volume).

West Nashville's natural and open space areas include areas with environmentally sensitive features, mainly floodplains, as well as public parks and open space. The plan encourages the preservation of *all* environmentally sensitive features, but particularly floodplains and floodways, through the use of Conservation policy. The policy encourages the preservation and/or reclamation of these features. Conservation policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

Another area of emphasis is enhancing centers and corridors. The prominent corridors in the West Nashville Community are Charlotte Avenue / Pike and White Bridge Road. West Nashville also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as the one along 46th Avenue / Murphy Road in Sylvan Park, to larger community centers such the one at Nashville West. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through well-designed land use transitions to adjacent residential areas. Community members over the years have voiced a vision for

How to use the community plan and special policies with the larger CCM

Within some Community Character Policy areas there are unique features that were identified during the community planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each community plan. The Special Policies may provide additional specificity to the broad language in CCM or it may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the separate CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area. Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the special policies in the text. The Community Character Policy Plan and Special Policies are found in Chapter II.

re-creating a historically proven pattern of providing commercial services that meet the daily needs of residents at strategically placed nodes within walking distance of existing neighborhoods.

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

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

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

Throughout Nashville, there are various older development plans that were approved, but that are not built. These development plans have existing development rights that allow residential development within an approved density and intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance for the Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought; in that case, the policies of the West Nashville Community Plan may provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

How to use the community plan and special policies with the larger CCM

Within some Community Character Policy areas there are unique features that were identified during the community planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each community plan. The Special Policies may provide additional specificity to the broad language in CCM or it may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the separate CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area. Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the special policies in the text. The Community Character Policy Plan and Special Policies are found in Chapter II.

West Nashville – Special Policies

The West Nashville Community Plan provides guidance through the policies found in the Community Character Manual. Those policies are intended to ensure that the elements of development are coordinated so that the intended character of an area is achieved. They provide guidance on appropriate building types/designs, appropriate location of buildings on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In addition to the guidance found in the Community Character Manual, there are also associated special policies contained in this section that provide additional detailed guidance in a few select areas. (For additional information, refer to Community Character Manual and how to use it at the beginning of Volume III.)

To view the Special Policy areas, please refer to Community Character Policies for the West Nashville Community. These may be found at: www.nashville.gov/mpc.

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

Building Form and Site Design

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

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

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

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

Zoning Districts

The most common zone district throughout this area is RS40, although there are several other zone districts. Since this is an established area with limited opportunities for increasing the level of infrastructure, the density permitted within the current zone districts should be maintained. An exception is those areas where the parcel sizes are 100 percent or more of the parcel size permitted by the base zone district. The areas in question that are possible opportunities for re-subdivision to smaller parcels are currently zoned RS40 (around Hillwood Boulevard and Wilsonia Avenue) and RS80 (Robin Hill/Brook Hollow/East Hill/Vaughns Gap Road area). Because there is expressed interest in preserving the built pattern, a rezoning to Specific Plan zone districts that match the areas’ existing average parcel sizes and established setbacks is recommended.

Part of the Hillwood area is zoned RS40 and R40, where RS40 permits single-family homes and R40 permits single- and two-family homes, both on minimum parcel sizes of 40,000 square feet. Since this is an established area with limited opportunities for increasing the level of infrastructure, the density permitted within the current zone districts should be maintained as the upper limit for development. This area should be considered for rezoning to a Specific Plan district that matches the existing average parcel sizes and established setbacks, allowing a mix of primarily single-family homes with some dispersed two-family homes. This Specific Plan zone district should be combined with the guidance of Conservation policy area 07-CO-08 to preserve and enhance the sensitive environmental features that affect the two areas as a whole and provide much of their distinctive character.

The southwestern-most portion of West Meade is zoned RS40, which allows single-family homes on minimum parcels of 40,000 square feet. Since this established area has limited opportunities for increasing the level of infrastructure, the density permitted within the current zone district should be maintained as the upper limit for development. This area should be considered for rezoning to a Specific Plan zone district that matches the existing average parcel sizes and established setbacks. This Specific Plan zone district should be combined with Conservation policy area 07-CO-08 to preserve and enhance the sensitive environmental features that affect the two areas as a whole and provide much of their distinctive character.

Building Types

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

Infill Area Special Policy Area 07-T3-NM-02-IA01 – Hillwood Country Club

Since this Suburban Neighborhood Maintenance area is largely built out, infill opportunities are extremely limited. The area does have a large private golf course. If that use should cease and the land is not permanently protected as open space, infill development is appropriate in this location because of the existing access, potential for additional access and connectivity, and the opportunity to provide housing choice. This potential infill area is referred to as IA 01 in the policies below and on the accompanying map. If the current use should cease and residential redevelopment is proposed, any infill should be guided by the following design principles.

Building Form and Site Design

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

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

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

Infill Area 07-T3-NM-02-IA02 – Knob Hill

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

Building Form and Site Design

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

The character of the area is suburban, primarily single-family dwellings on parcels that are generally slightly less than one acre in size. Parcels created along Knob Road should maintain this pattern, although parcels created on new streets behind Knob Road could be slightly smaller, subject to the creation of permanently protected open space within the development

that prioritizes the protection of steep slopes, mature vegetation, and view sheds. There is a stream that flows along Knob Road, and any development along Knob Road should be arranged to minimize the disturbance of the stream. In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.

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

Infill Area 07-T3-NM-02-IA03 – Charlotte Pike across from Nashville West

There are properties that front along Charlotte Pike, between Templeton Drive and Russleo Drive in the northern portion of this policy area, where infill development may be appropriate, if properties are consolidated, to form a transition that currently does not exist. Higher-density residential infill development is appropriate in this location because of its location across the street from the Nashville West shopping area and across the street from a shopping area undergoing redevelopment, its site topography and exposure, the existing access and potential for additional access and connectivity, and because of the opportunity that is provided to introduce strategically located housing choice. This potential infill area is referred to as IA 03 in the policies below and on the accompanying map. If the properties are consolidated in the future, any infill should be guided by the following design principles.

Building Form and Site Design

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

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

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

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

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

Side Street Properties (Map/Parcel #s 10211001400, 10211002000, 10211002100, 10211005600, 10211004700, 10211005900, 10212000800, and 10208006900):

Redevelopment in parts of this Special Policy area has begun and there is a strong community interest in maintaining a buffer and providing for a smooth transition between the interior of the T3 Suburban Neighborhood Maintenance Policy and this Special Policy Area. If the Side Street Properties listed above were to redevelop, the following design principles should be followed:

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

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

Landscaping

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

Parking

Parking should be screened from abutting properties.

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

Special Policy Area 07-T3-NM-03 contains one Infill Area, Area 07-T3-NM-03-IA01. Specific policy guidance is provided for those Infill Areas. The additional “Zoning Districts” guidance below applies to the remainder of Special Policy Area 07-T3-NM-03.

Zoning Districts

This area contains six residential zone districts, four of which yield a generally low- to medium-density range of development: R6 and R20, which permit single- and two-family homes on minimum parcel sizes of 6,000 square feet and 20,000 square feet respectively, and RS7.5 and RS10, which permit only single-family homes on minimum parcel sizes of 7,500 and 10,000 square feet respectively. The fifth and sixth residential zone districts, RS3.75 and RM20, permit medium-high densities of development. The RS3.75 district permits only single-family homes on parcels as small as 3,750 square feet. The RM20 district permits single-, two- and multi-family housing at densities up to 20 units per acre. Because of the

established character, healthy housing mix, and infrastructure of this area, the intent is to retain the existing zoning districts, although rezoning the R20 districts to an RS district would be acceptable. The R6 zoned area should not be rezoned to RS7.5 because too many duplexes would be made nonconforming by such a zone change. No further RS3.75 or RM20 zoning should be placed within the area because of its dominant established character and limited street network.

Building Types

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

The building type “Detached Accessory Dwelling Unit” may be appropriate along White Bridge Road to lessen the number of access points on White Bridge Road.

Infill Area 07-T3-NM-04-IA01 – Neighborhoods between Highway 70S and Vaughns Gap Road Road

This potential infill area is referred to as 07-T3-NM-04-IA01 in the policies below and on the accompanying map. Because of its location and highway access, this entire area is subject to infill and redevelopment if the current uses should cease. The addition of single-family housing to the housing mix and the addition of an interconnected public street network are recommended elements of redevelopment and infill within this area.

Access

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

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

Access

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

Zoning Districts

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

Building Types

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

Special Policy Area 07-T3-NM-06 – Highway 70S Residential

Landscaping

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

Zoning Districts

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

Building Types

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

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

Zoning Districts

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

Building Types

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

Special Policy Area 07-T3-NM-09 – Belle Meade Links Triangle

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

Special Policy Area 07-T3-NE-02 – Sedberry and Post Roads

This area is adjacent to a T3 Suburban Neighborhood Center policy area and is intended to provide a transition from the center to the single-family neighborhood to the west and north. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

Building Form and Site Design

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

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

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

Building Types

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

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

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

Access

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

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

Building Form and Site Design

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

Landscaping

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

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

Special Policy Area 07-T3-NC-02 consists of the Highway 70S / Highway 100 shopping area. This Neighborhood Center has received additional planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T3 Suburban Neighborhood Center policy applies, except for the following Special Policies:

Access

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

Building Form and Site Design

There are floodplains affecting parts of this T3 Suburban Neighborhood Center. Development should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation Special Policy area 07-CO-06.

Landscaping

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

Signage

Monument signs may be appropriate.

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

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

Building Form and Site Design

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

Landscaping

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

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

Special Policy Area 07-T4-MU-01 is the area to the west of the T4 Urban Community Center at White Bridge Road/Charlotte Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies.

Appropriate Land Uses

Uses along O'Brien Avenue and Eastboro Drive should remain some type of residential, as guided by the policy.

Connectivity (Vehicular)

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

Special Policy Area 07-T4-NM-03 – Westlawn Drive Transition

- » There are two parcels (10308027200 and 10308007200) located at 4424 and 4414 Westlawn Drive that, although zoned RS7.5, are currently used for a greenhouse/nursery business (#4424) and a residential use (#4414).
 - » The greenhouse/nursery business is a nonconforming use that has been in operation for many years. As such, this established and small neighborhood business may continue its operation on parcel 10308027200 only and may seek Specific Plan zoning to legitimize its operations and provide improved buffering at its interfaces with properties to the rear and with parcel 10308007200. The site should continue to be limited to one access point.
 - » Parcel 10308027200 may be considered for parking use subject to generous buffering at its interfaces with properties to the rear and with parcel 10308007200. Specific Plan zoning would be needed to properly accomplish these aims. This use may be appropriate for this parcel because of the parcel's location where it can serve the parking needs of the adjacent neighborhood commercial area and also because an appropriately-designed and buffered parking lot can serve as a transition to the south. In no case, should either of the properties be used for expansion of the commercial node found at the intersection of 46th Avenue North and Murphy Rd.
 - » The use of parcels 10308027200 and 10308007200 for small offices and/or residential use at densities higher than that permitted by RS7.5 zoning may also be considered on its merits subject to the following design principles:

Access

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

Building Form and Site Design

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

- » Buildings are oriented to Westlawn Drive. Street setbacks for #4424 Westlawn are shallow to moderate, reflecting its closer proximity to the commercial development fronting on Murphy Road and 46th Avenue North. Street setbacks for #4414 Westlawn are more moderate and are consistent with the established residential setbacks to the south to aid in firmly establishing the transition from the Neighborhood Center on Murphy Road and 46th Avenue North and the residential development further south on Westlawn Drive and Sloan Road. Within these setbacks, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment.
- » Because these properties form a transition between a Neighborhood Center and the rest of the Neighborhood Maintenance area, spacing between buildings reflects the residential spacing found to the south and east along Westlawn Drive.
- » Buildings on #4424 Westlawn Drive may be 1 to 3 stories in height, in keeping with the heights allowed for housing in the neighborhood. If used for offices, the house on #4414 Westlawn Drive should be retained on the site with any additions resulting in a building containing less than 2,000 square feet. The reason for this is to maintain a micro-business environment with low-impact on-site parking and appropriate buffering. If used for housing, buildings may be 1 to 3 stories in height.
- » Residential use of these sites is consistent with the T4 Urban Neighborhood Maintenance “Building Form and Site Design” Design Principle subject to the provision of adequate and sensitively placed, on-site parking.
- » With reference to intensity, nonresidential use of these properties is very limited in terms of the appropriate range of activities and degree of intensity because this is an area of development transition between higher and lower intensity areas. The limited mass of buildings as described above is one factor controlling this intensity. Intensity is further controlled by the provision of on-site parking adequate to fully meet the needs of any uses placed on the properties. Building coverage is moderate and the overall amount of impervious surface is more comparable to a residential than to a commercial development environment.

Landscaping

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

Parking

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

Signage

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

Special Policy Area 07-T4-NC-03 – Neighborhood Center across from Richland Park

Special Policy Area 07-T4-NC-03 consists of a small area of nonresidential uses and zoning on Charlotte Avenue across from Richland Park. This Neighborhood Center has received additional detailed planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T4 Urban Neighborhood Center policy applies, except for the following Special Policies:

Access

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

Building Form and Site Design

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

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

Connectivity (Pedestrian/Bicycle)

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

Parking

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

Special Policy Area 07-T4-CC-01 – Charlotte Pike / White Bridge Center

Special Policy Area 07-T4-CC-01 consists of the Charlotte Pike/White Bridge Road intersection/shopping area. This Special Policy Area is a Tier One Center on the Concept Plan. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Community Center policy applies.

Building Form and Site Design

While height is based primarily on building type and location within the center, the ability to provide adequate parking for the building on-site will also factor into determining building form.

Landscaping

Given the prominence of Charlotte Pike and White Bridge Road, special treatment consisting of street trees should be provided.

Signage

Given the uses and classification of Charlotte Pike and White Bridge Road, monument signs may be appropriate in this area and should be considered on their merits.

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

Building Form and Site Design

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

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

Access

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

Building Form and Site Design

This area allows a minimum height of two stories and a maximum height of four stories, with the exception of the Richland Creek Shopping Center site which is allowed a maximum of five stories. Site and building design should enhance Charlotte Avenue as a walkable corridor. Development on the south side of Charlotte Avenue should provide a transition, through reduced massing and scale, to the neighborhoods to the south of Charlotte Avenue. In selected areas buildings are limited to two or three stories in height to provide this transition on the south side of Charlotte. See Figure XX.

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

If the Richland Creek Shopping Center site is redeveloped, Richland Creek and the greenway extension should be treated as amenities. Refer to Figure XX for an example of a possible redevelopment.

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

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

Connectivity (Pedestrian/Bicycle)

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

Parking

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

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

Zoning Districts

Zoning Districts are limited to Specific Plan, or MUL, OR20, and RM20, along with an accompanying Urban Design Overlay or Planned Unit Development. Some additional density may be considered on the merits of a proposed plan, provided it meets the intent of this plan.

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

This T4 Urban Mixed Use Corridor area has received additional detailed planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T4 Urban Mixed Use Corridor policy applies, except for the following Special Policies:

Appropriate Land Uses

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

Access

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

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

Building Form and Site Design

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

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

Parking

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

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

Zoning Districts

Zoning Districts are limited to Specific Plan, or MUL, OR20, and RM20, along with an accompanying Urban Design Overlay or Planned Unit Development, or the uses of CS with an accompanying SP. Some additional density may be considered on its merits, provided it meets the intent of this plan.

West Nashville – Development Scenarios

Development scenarios illustrate fundamental concepts that may be applied throughout the community. Over time when actual development and redevelopment occurs in West Nashville, stakeholders will begin to see those development principles realized. Until then, development scenarios can provide a glimpse into the future and an example of what type of development *could* occur under the guidance of the Community Character Policies and special policies.

Development scenarios may highlight conserving environmental features, building type mix and arrangement, differing types of open space, streetscape improvements, and civic building placement. Each development scenario explains what is being highlighted and can show a variety of views. *Plan views*, or a “bird’s eye view,” emphasize the location of buildings on property, building entrances, and the location of streets and parking. Development scenarios can also be shown as a perspective or a “street view.” The perspective typically shows how the building interacts with the street. Further, the perspective view shows what a typical person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

In some of the following policy areas, development scenarios are included to help the reader envision what development may look like under the guidance of the policies. The development scenarios are:

- » Charlotte Pike across from Nashville West Area (part of Special Policy Area 07-T3-NM-02-IA03)
- » Highway 70S / 100 Neighborhood Center (Special Policy Area 07-T3-NC-02)
- » Charlotte Pike / White Bridge Road Center (part of Special Policy Area 07-T4-CC-01)
- » Two development scenarios for Charlotte Avenue between I-440 and Richland Creek (Special Policy Area 07-T4-CM-02). One is for heights recommended in different segments of the corridor and the other shows a hypothetical redevelopment of the Richland Creek Shopping Center site.

It is important to note, however, that development scenarios are only examples and illustrations of what the land use policy would support in the specific area. There are other ideas and examples beyond what is illustrated

in these scenarios that would also meet the intent of the community character policies. The development scenarios are not actual or required development plans, but can be used to help inspire new development in the West Nashville Community and in other areas of the county with similar characteristics and land use policies.

Development Scenario – Charlotte Pike across from Nashville West Area (part of Special Policy Area 07-T3-NM-02-IA03)

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

(INSERT GRAPHIC ON PG. 58 OF WEST NASHVILLE COMMUNITY PLAN.)

Development Scenario – Highway 70S / 100 Suburban Neighborhood Center

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

(INSERT GRAPHIC ON PG. 71 OF WEST NASHVILLE COMMUNITY PLAN.)

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

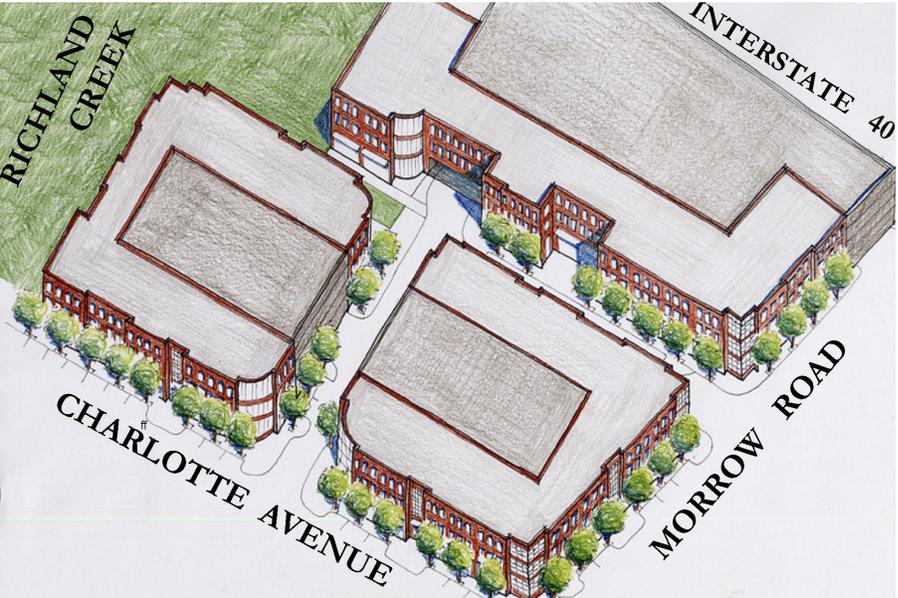
Figure XX represents one way the Tier One Center around the intersection of Charlotte Pike and White Bridge Road could develop. This scenario illustrates the benefits and design of a walkable center.

(INSERT GRAPHIC ON PG. 108 OF WEST NASHVILLE COMMUNITY PLAN.)

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

Figure XX illustrates a site plan for a hypothetical redevelopment of the

Richland Creek Shopping Center, located within T4 Urban Mixed Use Corridor policy area at the intersection of Charlotte Avenue and Morrow Road.



Richland Creek Shopping Center Redvelopment

Development Scenario – Lions Head Transition

(PLACEHOLDER – THIS DEVELOPMENT SCENARIO IS BEING PREPARED BY STUDENTS IN THE DESIGN STUDIO OF THE UNIVERSITY OF TENNESSEE / KNOXVILLE COLLEGE OF ARCHITECTURE AND PLANNING)

Development Scenario – Nashville State Community College Campus

(PLACEHOLDER – THIS DEVELOPMENT SCENARIO IS BEING PREPARED BY STUDENTS IN THE DESIGN STUDIO OF THE UNIVERSITY OF TENNESSEE / KNOXVILLE COLLEGE OF ARCHITECTURE AND PLANNING)

Development Scenario – Centennial Boulevard

(PLACEHOLDER – THIS DEVELOPMENT SCENARIO IS BEING PREPARED BY STUDENTS IN THE DESIGN STUDIOS OF THE UNIVERSITY OF TENNESSEE / KNOXVILLE COLLEGE OF ARCHITECTURE AND PLANNING AND GEORGIA INSTITUTE OF TECHNOLOGY)

West Nashville – Enhancements to the Open Space Network

Each of the Community Plans complements and relies on the *Nashville Open Space Plan* and the *Metropolitan Park and Greenways Master Plan* (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways. Both the Open Space Plan and the Parks Master Plan along with current project information may be found at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>

Adding greenways or other trails can improve the area’s quality of life as residential, commercial, employment and recreational developments bring more residents, workers and visitors to the area. Trail connections, additional greenways, improved roadway crossings, and paths increase connectivity among residential, schools, and mixed use centers. This adds value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In addition, greenways encourage healthier and more active lifestyles.

In some areas, a multi-use path may be a more appropriate solution that separate sidewalks, bikeways and greenways to maintain community character. A multi-use path can be thought of as a greenway – it will be used by pedestrians and cyclists – but instead of following a river or creek, it follows a corridor. It has the benefit of efficient provision of infrastructure (it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway design can be more in keeping with the rural and suburban nature of these corridors.

Recommended Greenway System Connections and Multi-Use Paths in the Bellevue Community

The following greenway segments and multi-use paths are recommended to complement the existing greenway system:

West Nashville – Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. It does so by utilizing Access Nashville 2040 as its foundation along with the Major and Collector Street Plan (MCSP). The MCSP is part of, and implements, Access Nashville 2040. The MCSP maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. The *Strategic Plan for Sidewalks and Bikeways* establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program.

Please refer to Access Nashville 2040 in Volume V for details and information on these plans, the city-wide vision for various modes of transportation, recommended projects, and other details.

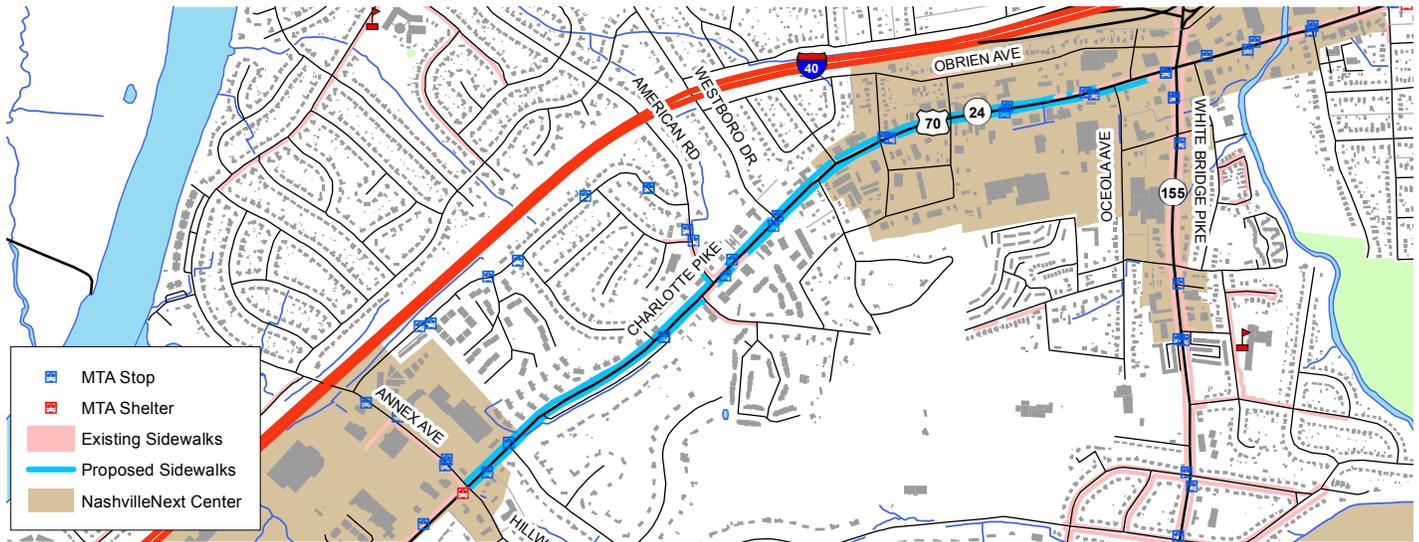
Recommended Transportation Network Enhancements for the West Nashville Community

Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multi-modal” network. Needless to say, funding is limited, and the need to improve a multi-modal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in West Nashville compete against street projects, the urgent nature to maintain existing infrastructure investments across the County, and projects that are regionally significant. The following priority projects reflect a consensus between community concerns, development pressure and project feasibility.

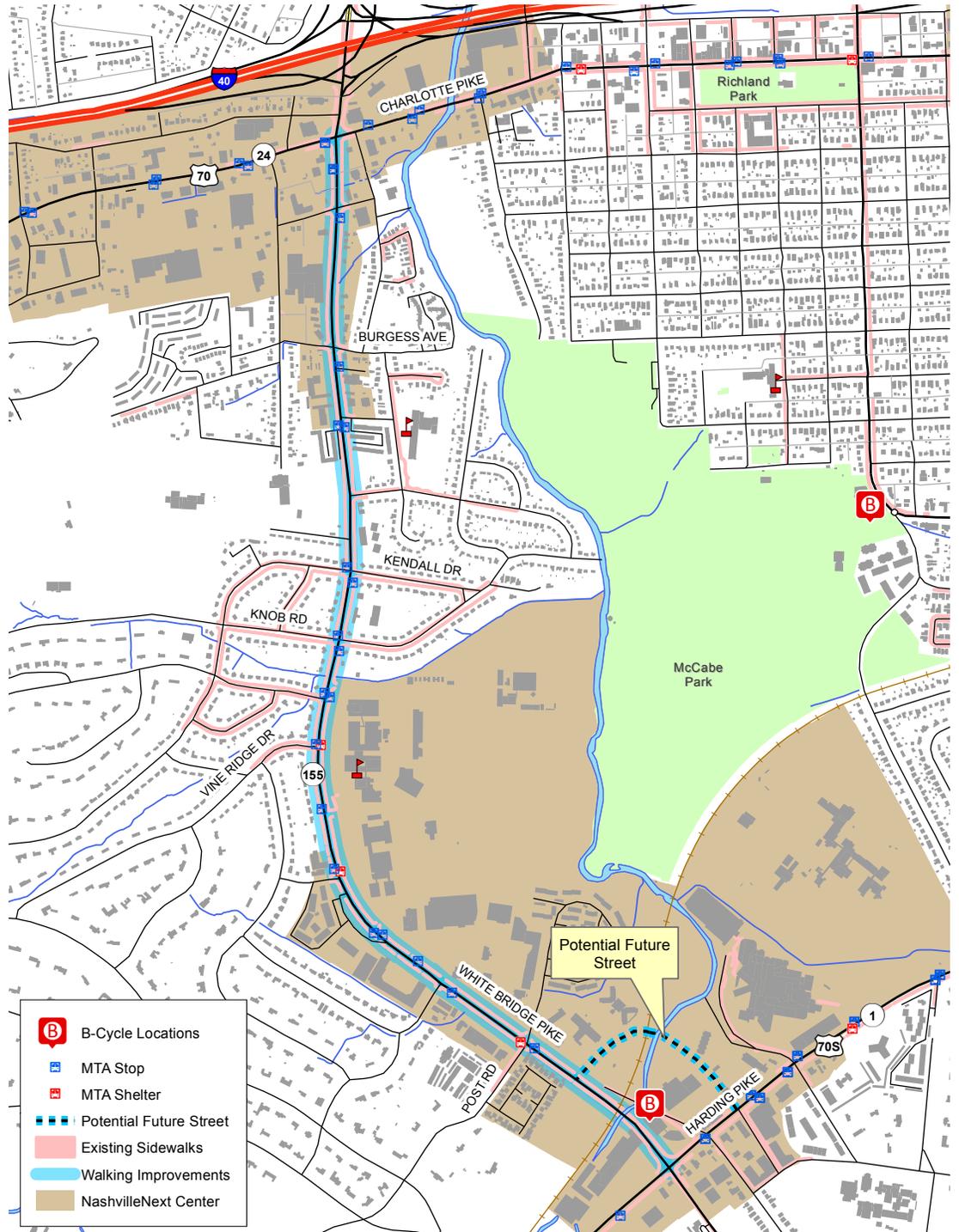
Pedestrian Priorities for the West Nashville Community

- » 1. Charlotte Pike Sidewalks - Construct sidewalks along Charlotte Pike from White Bridge Road to Annex Avenue. (see Charlotte Pike Widening)
- » 2. White Bridge Pike Walking Improvements - Improve street crossings on White Bridge Pike at Fountain Place and Brookwood Terrace.

Charlotte Pike Sidewalks - Construct sidewalks along Charlotte Pike from White Bridge Road to Annex Avenue. (see Charlotte Pike Widening)



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



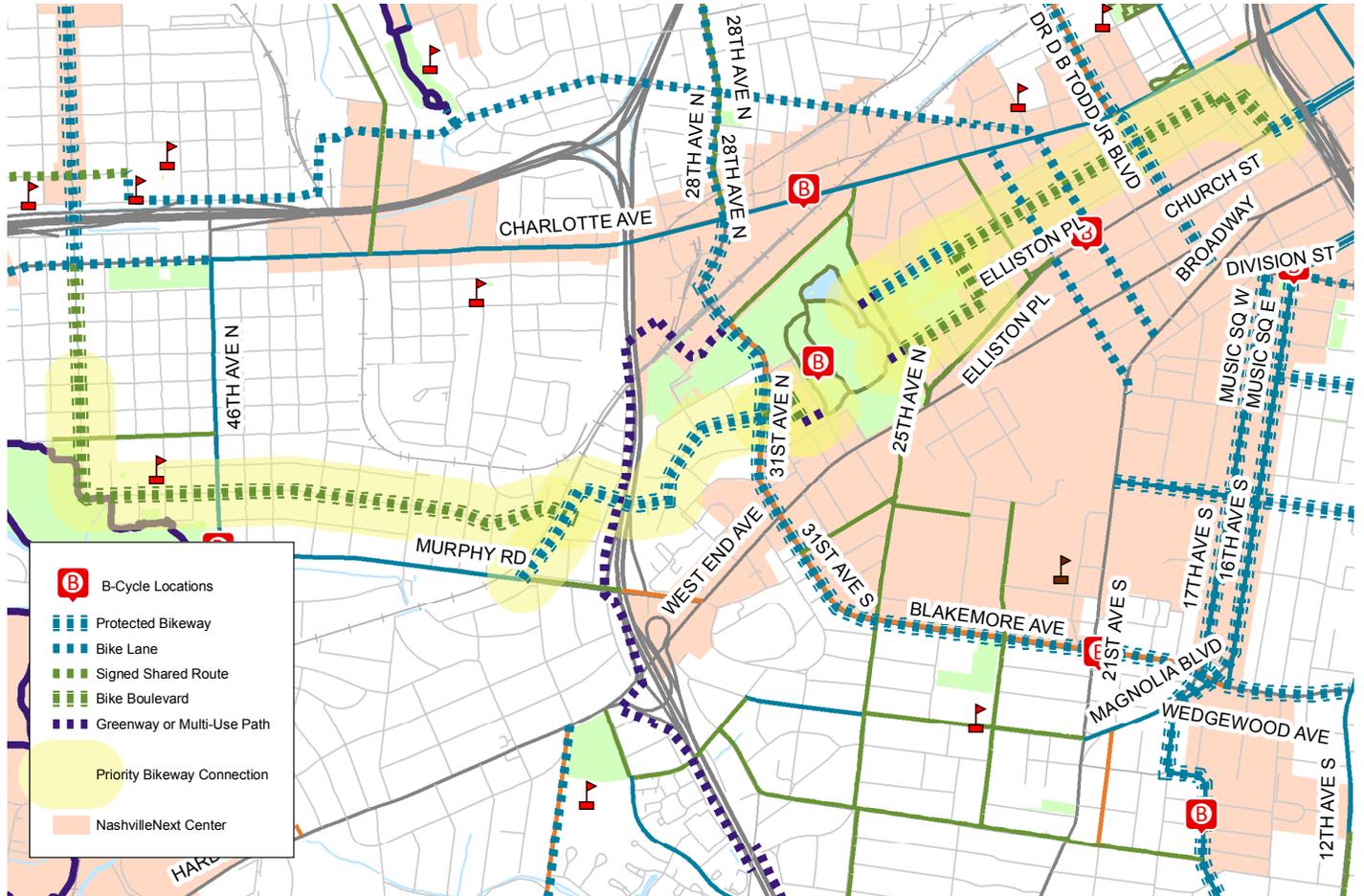
Bikeway Priorities for the West Nashville Community

The bikeway priorities for the West Nashville Community are:

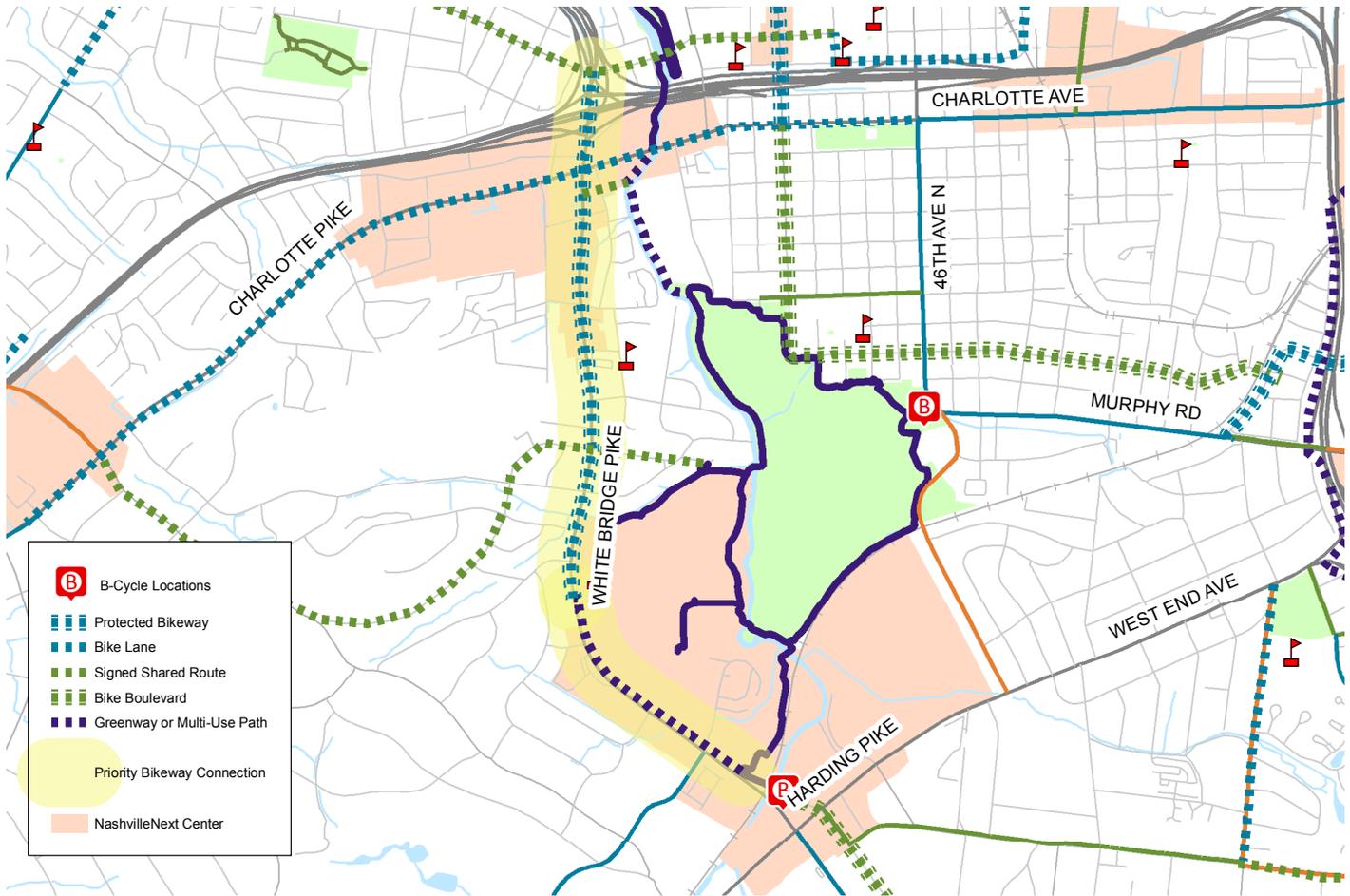
- » Richland Park to Downtown Neighborhood Greenway - Implement a neighborhood greenway along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.
- » White Bridge Pike Multi-Use Path - Develop a multi-use path adjacent to White Bridge Pike to the Richland Creek Greenway to Kenner to existing Woodmont-Thompson Bike Lanes.
- » 51st Avenue Protected Bikeway - Implement a protected bikeway along 51st Avenue from Centennial Boulevard to Charlotte Pike.
- » England Park Greenway Connector - Develop a greenway between England Park and Richland Park.
- » Bells Bend Greenway Bridge - Connect people walking and biking with a bridge over the Cumberland River from West Nashville to Bells Bend .

Mill Creek Greenway – Complete the Mill Creek Greenway from Antioch (in the Hickory Hollow area) to the Donelson area.

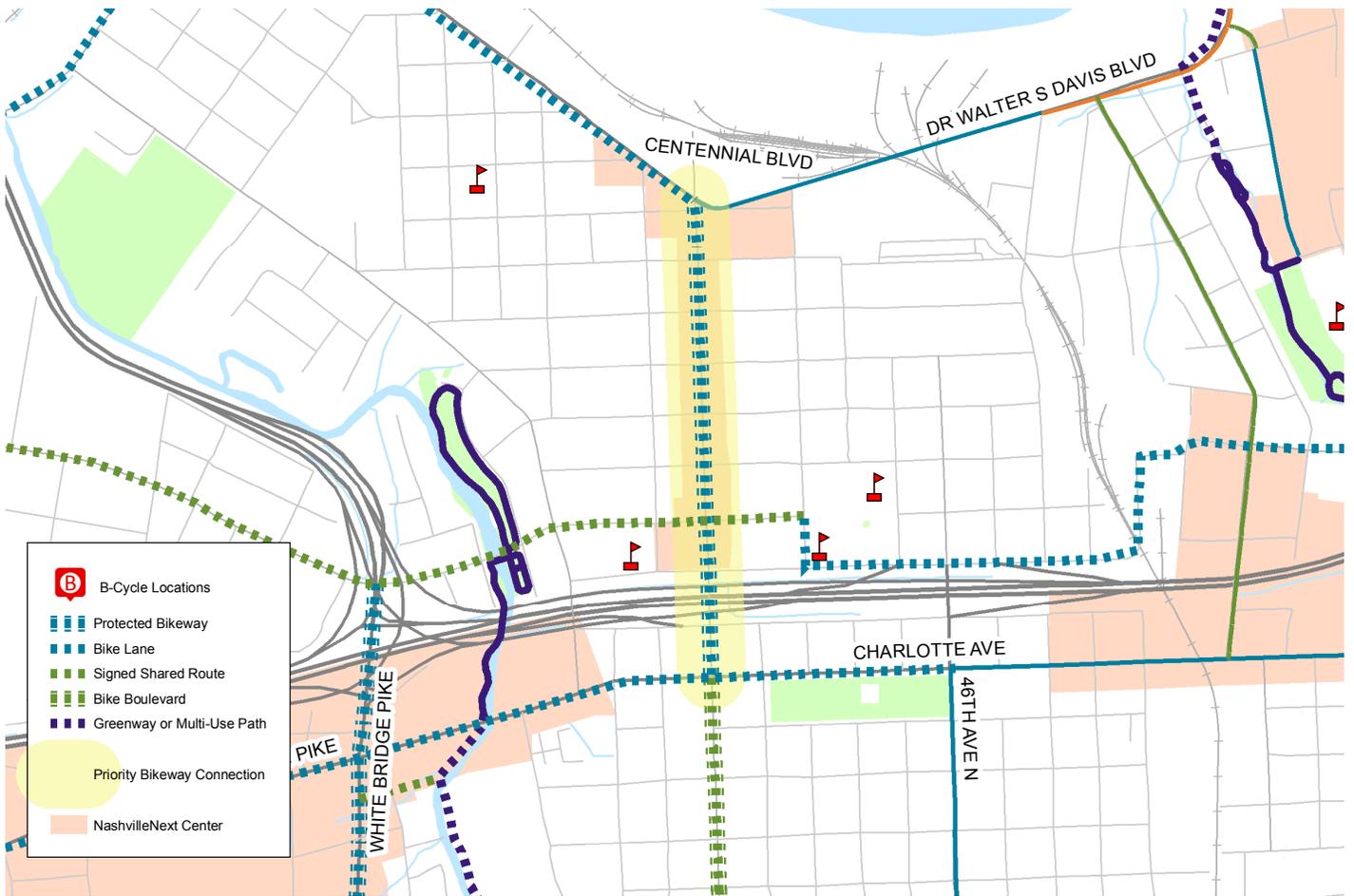
Richland Park to Downtown Neighborhood Greenway - Implement a neighborhood greenway along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.



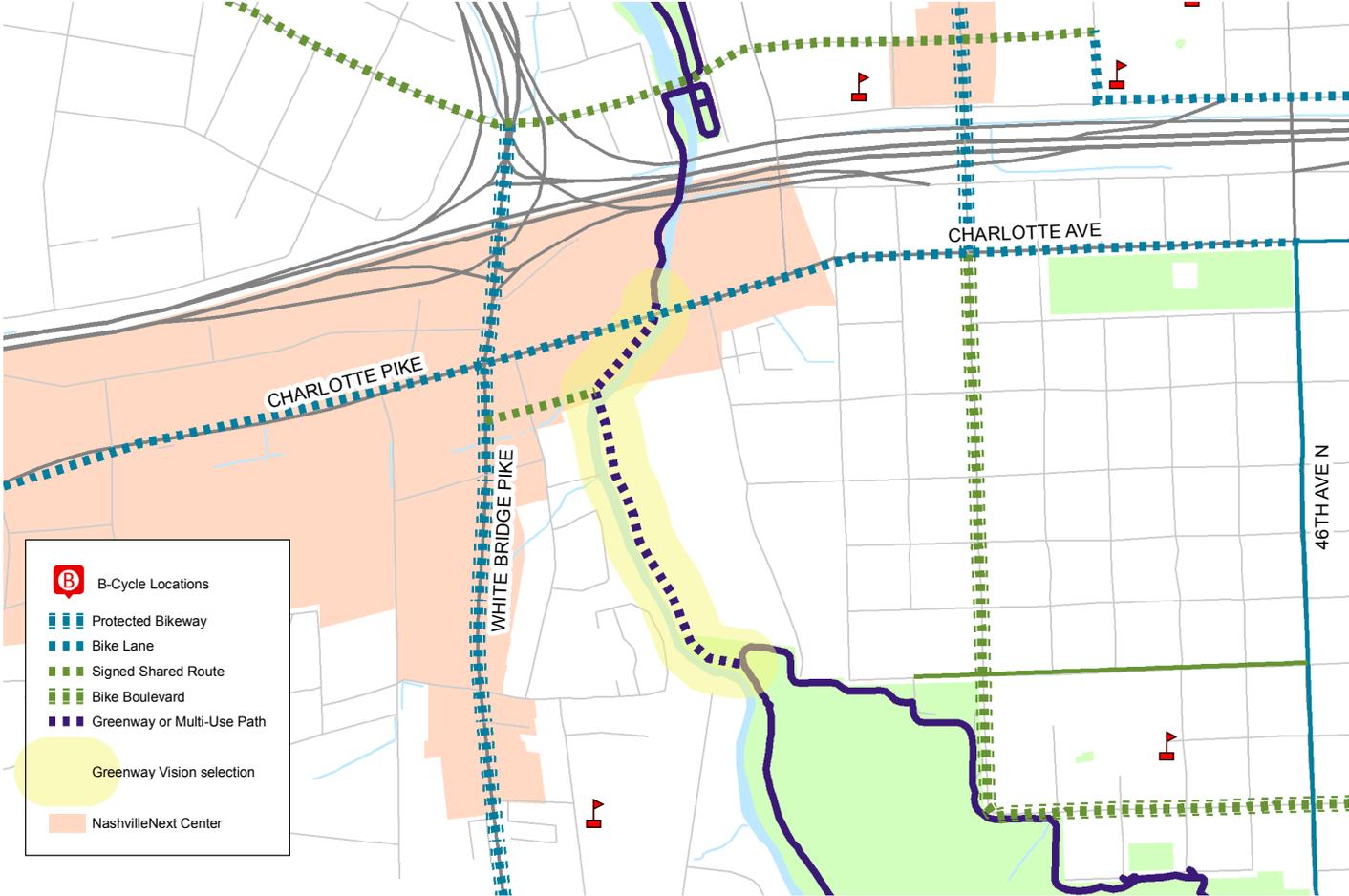
White Bridge Pike Multi-Use Path - Develop a multi-use path adjacent to White Bridge Pike to the Richland Creek Greenway to Kenner to existing Woodmont-Thompson Bike Lanes.



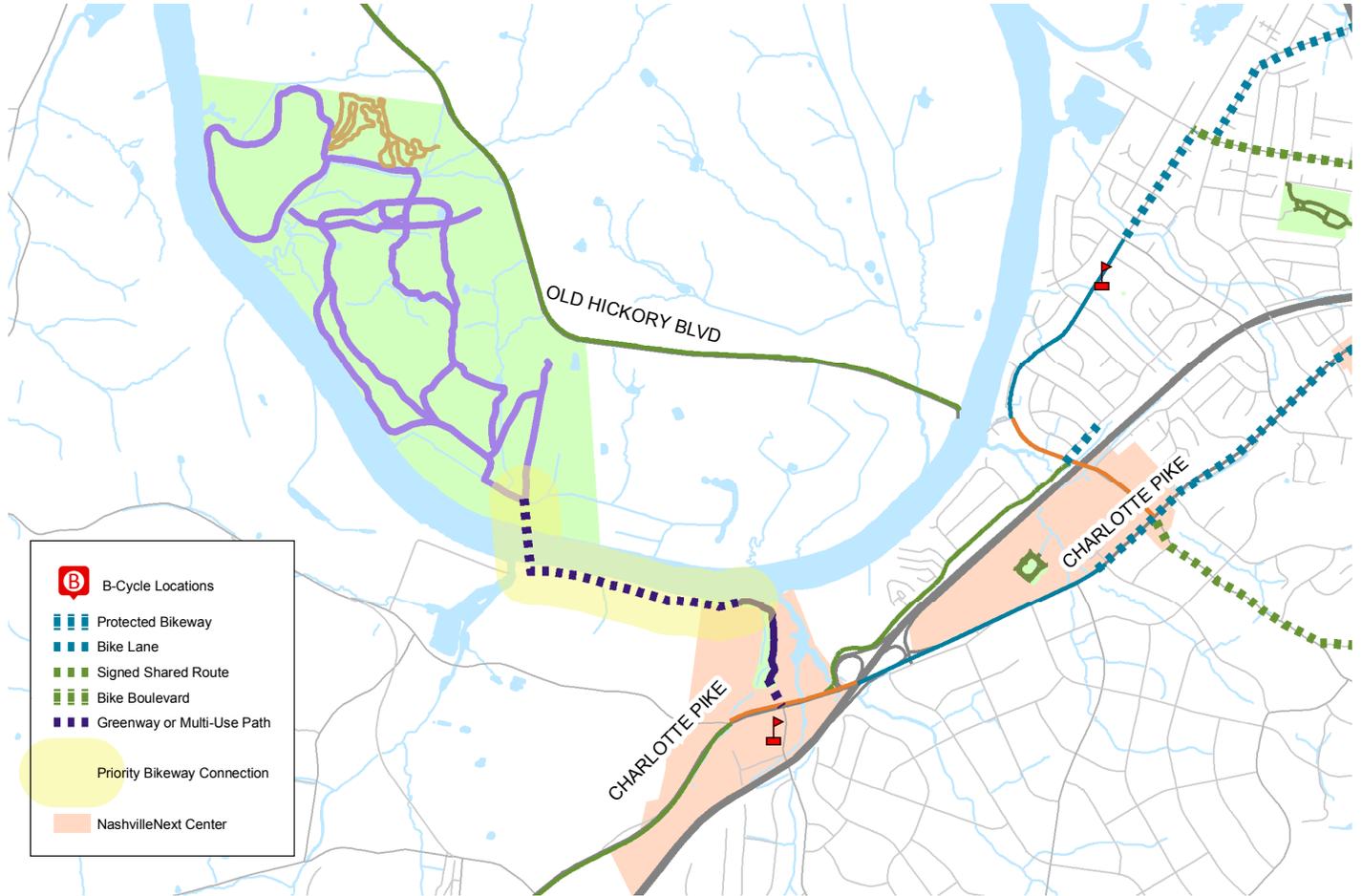
51st Avenue Protected Bikeway - Implement a protected bikeway along 51st Avenue from Centennial Boulevard to Charlotte Pike.



England Park Greenway Connector - Develop a greenway between England Park and Richland Park.



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



Vehicular Network Priorities for the West Nashville Community

The following connectivity and improvement projects are depicted in the accompanying maps.

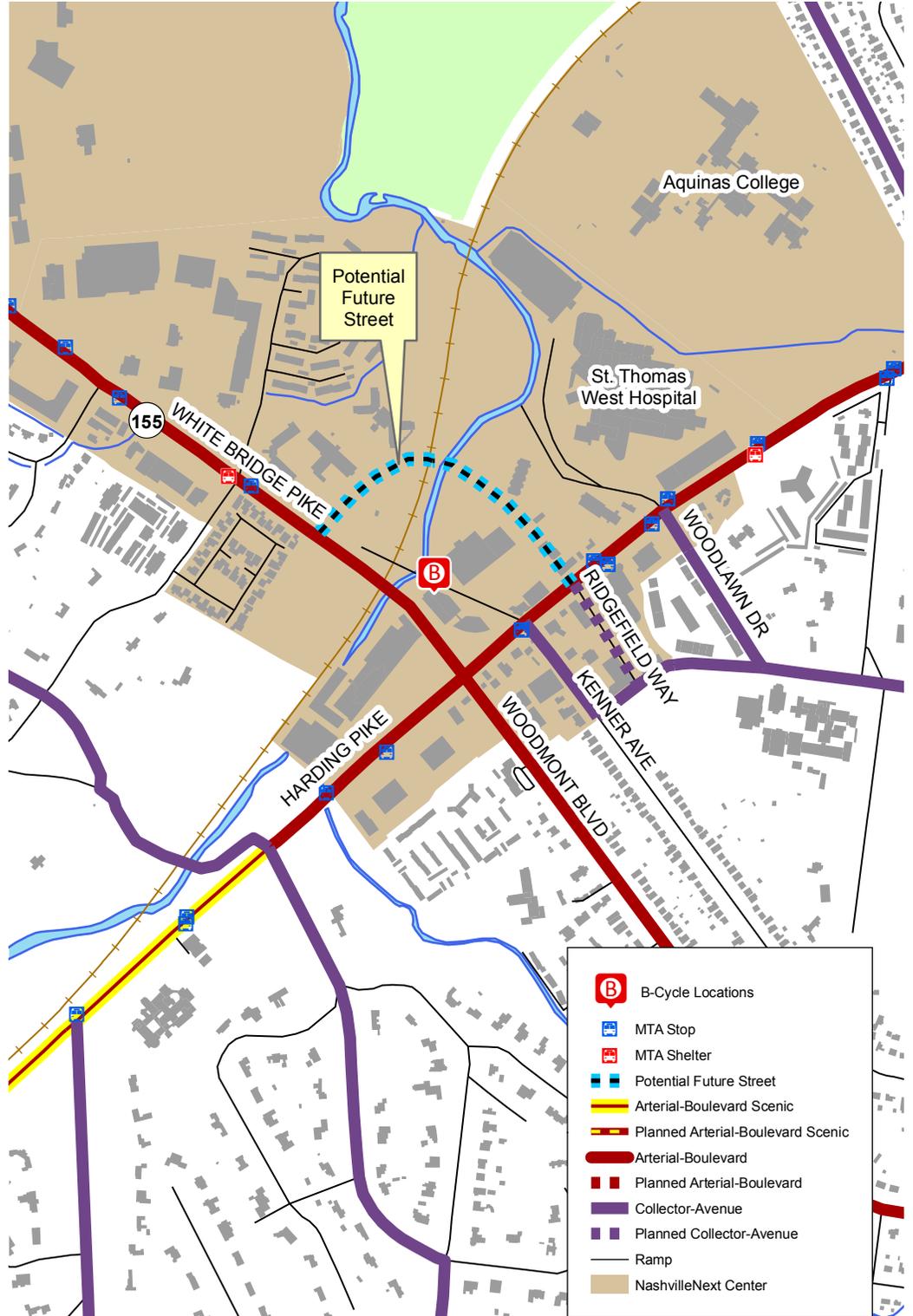
- » Bosley Springs Connector - Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.
- » Charlotte Pike Widening - Widen Charlotte Pike from 2/3 lanes to 5 lanes between White Bridge Pike and Hillwood Boulevard include sidewalks and bike lanes. (see Charlotte Pike Sidewalks)
- » Highway 100 & Highway 70 Improvements Study - Study the intersection of Highway 100 and Highway 70 for traffic and walking improvements.
- » Sylvan Park Mobility Study - Study the need for strategic left-turn lanes at key intersections along Charlotte Pike between the I-440 Overpass and White Bridge Pike

Conclusion

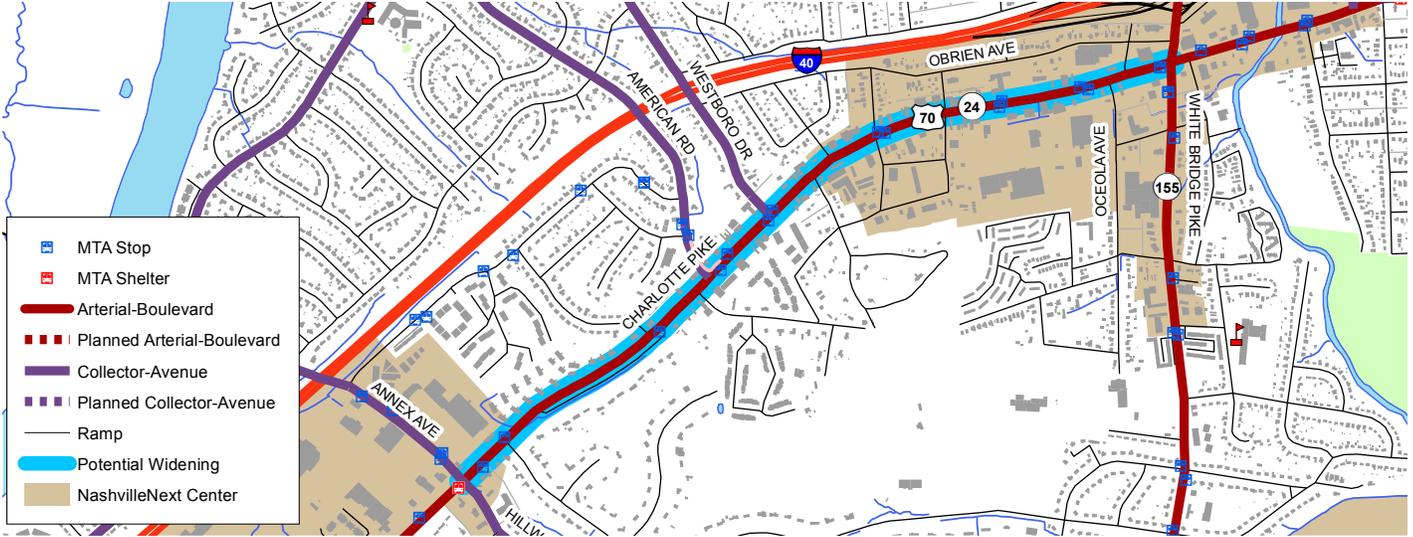
The information provided in this chapter builds on the guidance found in other components of NashvilleNext:

- » For land use policy guidance, please refer to the Community Character Manual at the beginning of Volume III of this document.
- » For transportation network guidance – including streets, bikeways, sidewalks, greenways, multi-use paths, and transit, please refer to Access Nashville 2040 in Volume V of this document.
- » For open space network guidance – including parks, greenways, and project information – please refer to the Nashville Open Space Plan and the Parks and Greenways Master Plan at: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>.

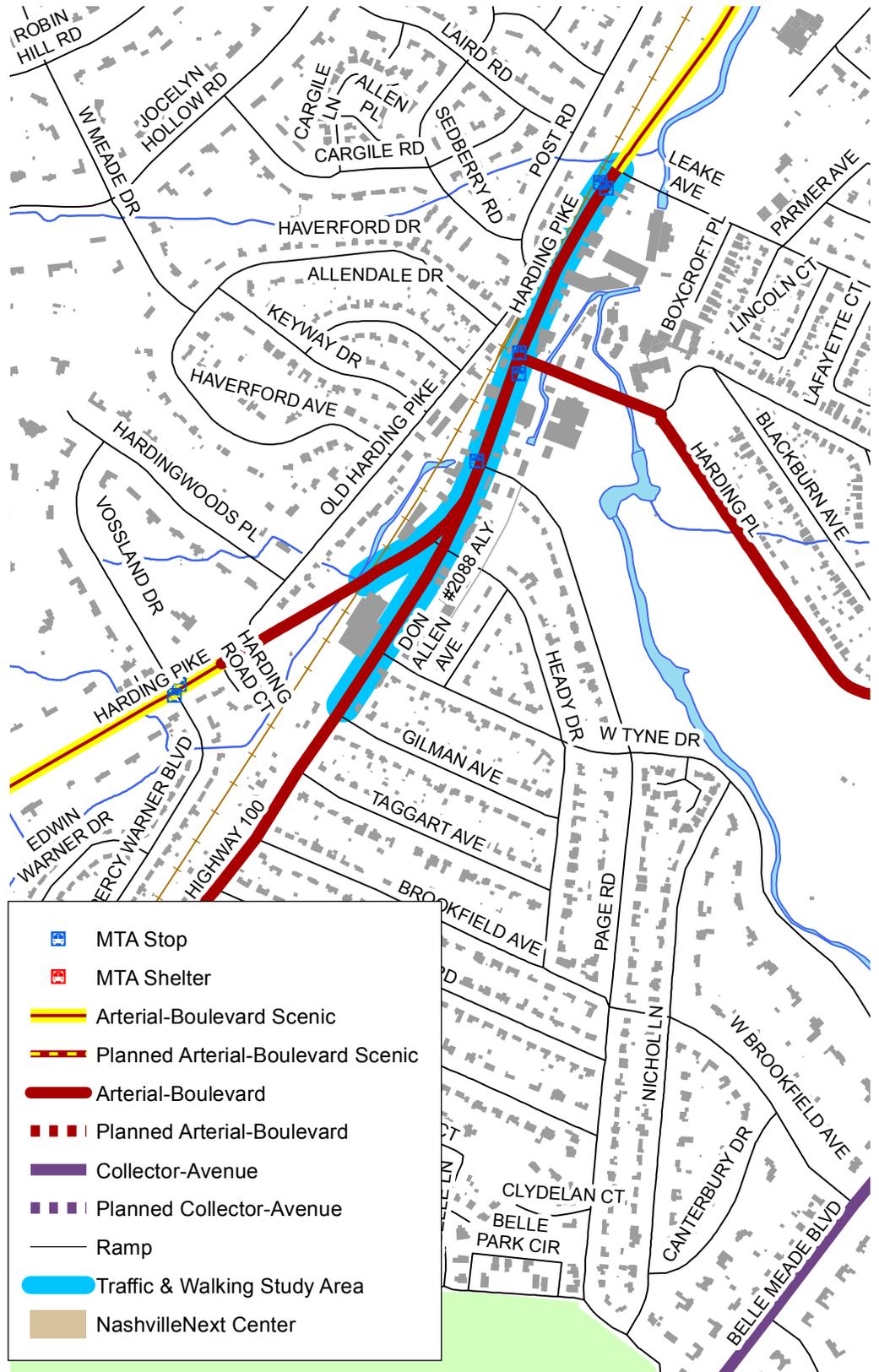
Bosley Springs Connector - Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.



Charlotte Pike Widening - Widen Charlotte Pike from 2/3 lanes to 5 lanes between White Bridge Pike and Hillwood Boulevard include sidewalks and bike lanes. (see Charlotte Pike Sidewalks)



Highway 100 & Highway 70 Improvements Study - Study the intersection of Highway 100 and Highway 70 for traffic and walking improvements.



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

