Nolensville Pike Corridor
Detailed Neighborhood Design Plan

Part of the South Nashville Community Plan: 2007 Update

Adopted December 13, 2007

Acknowledgements

The staff of the Metropolitan Planning Department thanks the many stakeholders who participated in the development of the Nolensville Corridor Detailed Neighborhood Design Plan. Their thoughtful engagement on the vision for this area has been invaluable.

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And to the numerous community stakeholders who spent their time working on this plan for a bright future for the Nolensville Corridor.

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Developing an Understanding

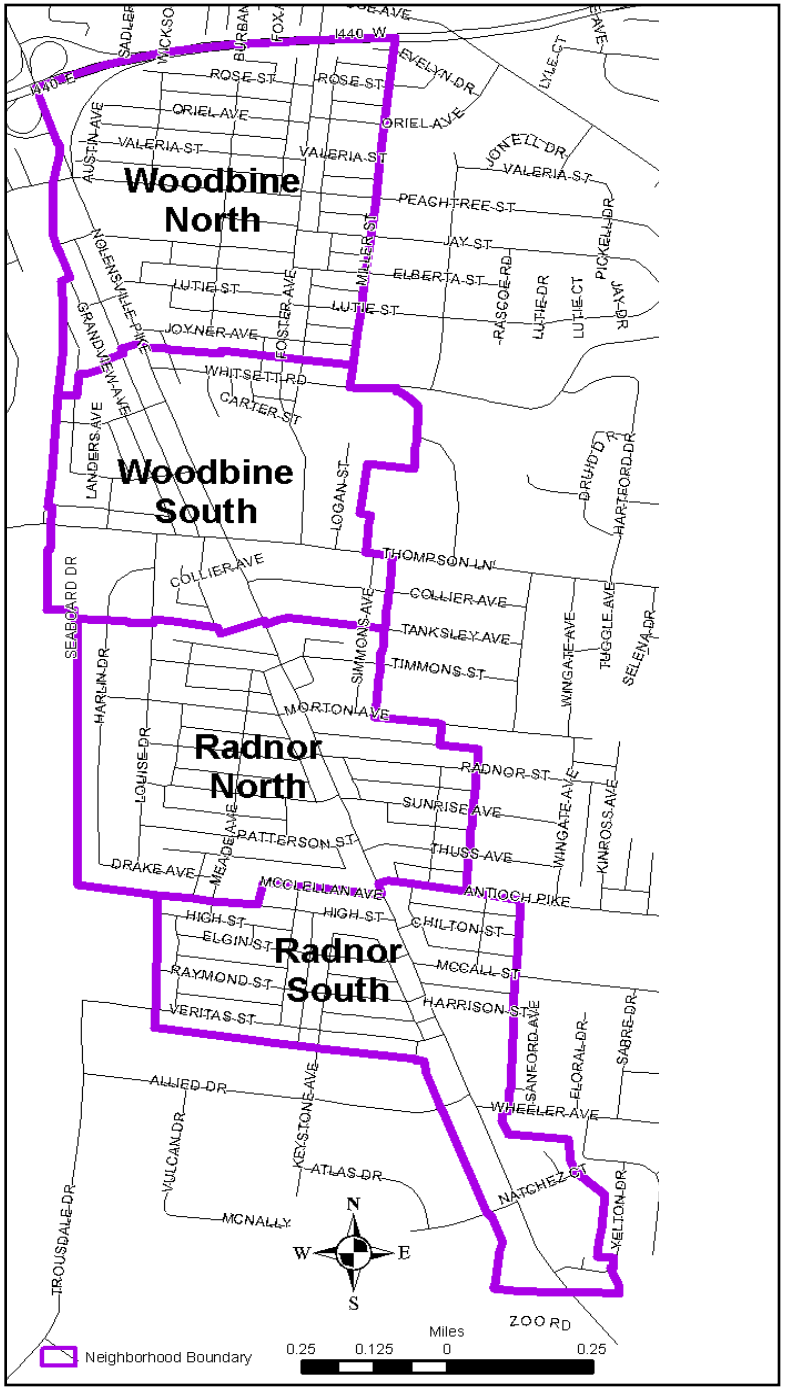
Introduction and Intent of Plan

The Nolensville Pike Corridor Detailed Neighborhood Design Plan is part of the South Nashville Community Plan. This plan, commonly referred to as a DNDP, takes a closer look at individual neighborhoods. A DNDP addresses land use, transportation, and community character at the neighborhood level.

DNDPs illustrate a particular community's vision for future growth and development. They guide, on a parcel-by-parcel basis, the appropriate land use and development character based upon the neighborhood's goals. Like community plans, DNDPs are developed through a participatory process that involves Planning Department staff working with residents, property owners, business owners, developers, and institutional representatives.

The Planning Department staff began meeting with the public to update the South Nashville Community Plan in March 2007. At these meetings, the community discussed the desire to improve the appearance of Nolensville Pike and increase the mix of businesses along the Corridor in order to obtain higher quality shopping, dining, and entertainment. Planning staff began work on this DNDP for this section of the Nolensville Pike Corridor, from I-440 to Grassmere in June 2007, to develop a plan with a variety of land uses and specific community character to encourage higher quality development as envisioned by the community. Both the South Nashville Community Plan and the Nolensville Pike Corridor Detailed Neighborhood Design Plan were adopted by the Planning Commission on December 13, 2007.

Figure 1: Detailed Design Plan Boundaries



History of Nolensville Pike Area

The first step in creating a plan is to develop an understanding of the area to be studied. To begin working on a design for the Nolensville Pike Corridor, Planning staff researched the history of the area.

THOMPSON LANE , NASHVILLE, TN

This stretch of Nolensville Pike housed Whitsitt Grocery Store at the far end and Dodd's Blacksmith Shop next to it. The photo was taken around 1910.

Corridor Background

Nolensville Pike was named for William Nolen, who settled around Nolensville in 1797 with his family. It stretches from just south of Downtown Nashville and runs through urban neighborhoods, suburban neighborhoods, and rural areas. At the road's earliest beginnings, it was a rural highway connecting the larger city of Nashville to the small town of Nolensville.

Native American groups valued this area as a rich hunting ground and agreed that they all could use the land and pass through, but should not settle here. Around 1800 this area came to be known as Flatrock due to a flat rock, 40 feet wide and 50 feet long, that was a landmark for the Native Americans and settlers. This rock sat behind what later became the intersection of Whitsett Road and Nolensville Pike in the low woody area near the creek. Unfortunately, the rock was destroyed in the early 1950s when Nolensville Pike was widened.

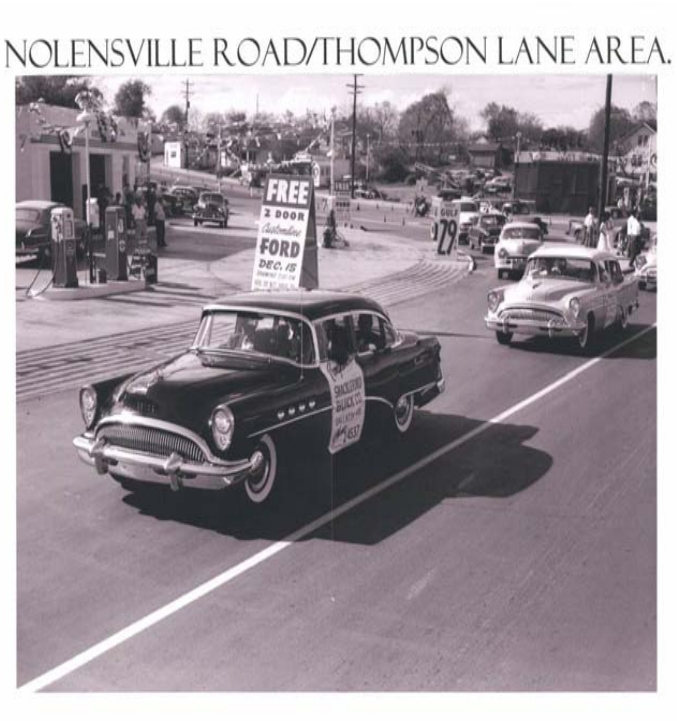
The late 1700s brought European settlers to the area. Several of the historic homes in the area were built in the early 1800s and have entertaining stories to accompany their long histories. In this area the new residents found good land and began building a town. The 1800s and 1900s were a period of steady growth. In the last 40 years, the area has experienced significant changes as the city has continued to grow, technology has expanded, and a new wave of immigrants has joined those who came before.

Commercial Development

Streetcars ran in the area from the 1890s until 1941. The streetcar line ran on the east side of Nolensville Pike to Veritas Street, then it crossed Nolensville Pike to the south side of Veritas Street and ended at Radnor Yards. During that time, the land south of Veritas Street was farmland. A stagecoach operated along the road from Nolensville to Nashville until 1910. Over the years, agricultural and residential uses have given way to auto-oriented commercial uses.

From the 1960s to today, Nolensville Pike has experienced the influence of suburbanization. Much of the commercial development along the Corridor dates from the 1950s, 1960s, and 1970s and is showing signs of age and disinvestment. Unfortunately, commercial development has occurred haphazardly along the Corridor, resulting in disorganized character. Building types from every era located along the Corridor, and there is no cohesive pattern of development that reflects the image of the community. The one recurring element in development is its auto-oriented nature. This pattern of development is common along corridors leading from urban to suburban areas. These corridors often project a poor image that discourages quality new investment that would benefit the surrounding neighborhoods. As mentioned previously, this pattern of development also caters to, and relies heavily upon, the use of the automobile. In conducting visioning sessions with the community, stakeholders expressed their intent to transform this over time into a community that includes options for walking, biking, and taking transit, in addition to driving.

Flatrock Community Historic Homes



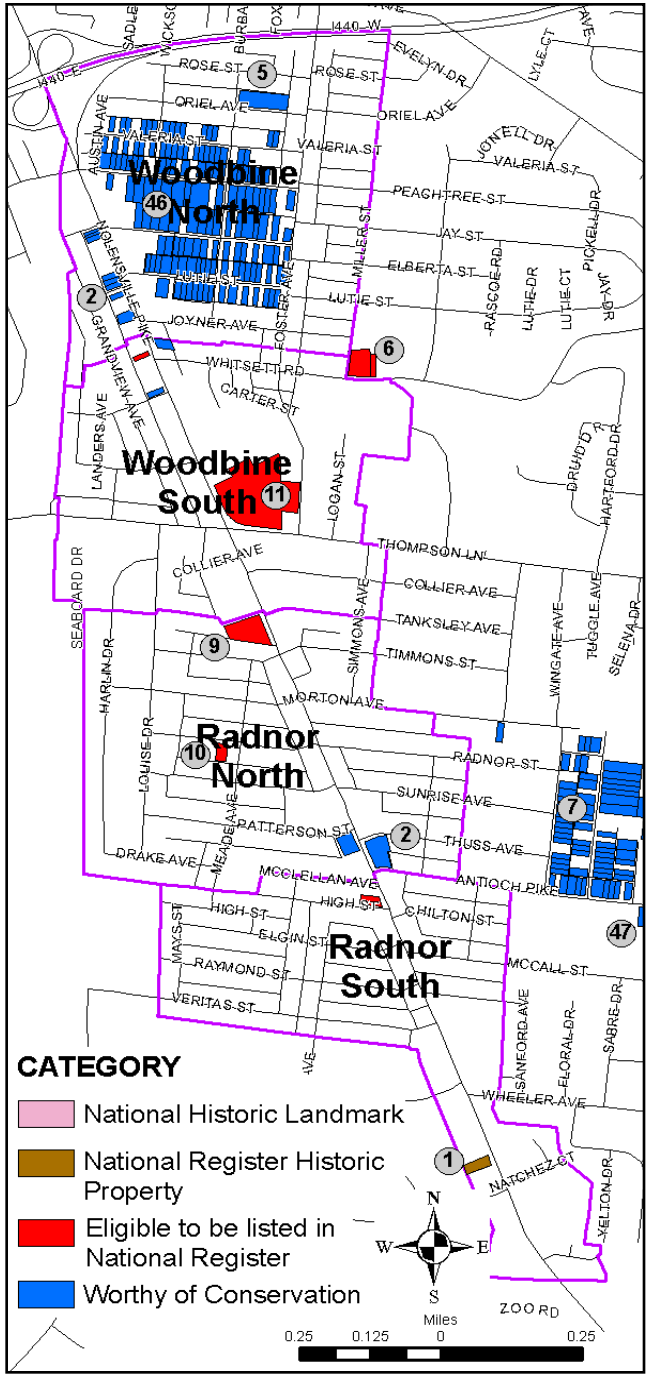
Historically Significant Features

There are eight historically significant sites and/or areas in the four Nolensville Pike Corridor Neighborhoods and two others shown on the graphic near the Radnor neighborhoods. The features are as follows, identified by the numbers on the graphic:

(1) Grassmere (Croft House)
(2) Woodbine/Nolensville Road Business District Properties (multiple properties in two general locations
(5) Woodbine Community Center
(6) Cumberland Association Tabernacle
(7) King Buell House
(9) Turner School
(10) Coleman House
(11) Coleman Park
(46) Woodbine Historic District (multiple parcels)
(47) Radnor Historic District (multiple parcels)

King Buell House: Flatrock Community

Figure 2: Historic Features Map



Inventory of Existing Land Use

An inventory of existing land use is presented in this section for both the entire Nolensville Pike Corridor and for each of the four design plan neighborhoods comprising the Corridor study area. This inventory was conducted to further develop an understanding of the area and the opportunities for changes that would foster more desirable and complete neighborhoods. Changes in land use since 1999 are also noted. At the end of this section, graphics of existing land use are presented for both the overall Corridor and each neighborhood. Each graphic is accompanied by a table that summarizes the land use illustrated.

Overall, the study area contains an estimated 724 acres. Of that, 554 acres, or 77 percent, are parceled property; the remaining 170 acres, or 23 percent, are right-of-way for streets, service lanes and railroads.

Residential Uses

The Overall Corridor. In terms of both residential acreage and number of units, residential development in the Nolensville Pike Corridor has been very stable for the past eight years. An estimated 56 percent of the Corridor's parceled land contains permanent residential uses, which is the same as in 1999 when the last community plan applicable to this area was adopted. The number of housing units declined slightly from 2,010 in 1999 to 2,001 in 2007. Single-family homes dropped by 34 units. That drop was partially offset by a modest 25 unit increase in all other housing types combined. As a percent of all housing, single-family units dipped slightly from 60 percent in 1999 to 58 percent in 2007. The percentage of 2- and 3-unit structures (mostly duplexes) increased slightly from 18 to 19 percent, while the percent of multifamily units (4-unit + structures) changed from 20 to 21 percent. Also, based on the land information records, there were 43 housing units in 1999 and 49 in 2007 on parcels with nonresidential land use codes (for example, a parcel that contains both an office use and a residential use and coded as "office.")

The overall density of residential development in the Corridor study area is 6.32 housing units per residential acre. Single-family homes average 4.32 units per acre, duplexes and triplexes are 8.88 units per acre, and multifamily structures average 43.51 units per acre.

The Neighborhoods. The neighborhood with the most housing units is Radnor North with 769 units (38 percent of the Corridor total), while Woodbine South contains the fewest at 142 units (7 percent). Radnor South contains 588 housing units (28 percent of the Corridor total) and Woodbine North has 533 housing units (27 percent of the Corridor total.)

Single-family is the dominant housing type. As a percent of all units in the neighborhood, single-family homes range from 48 percent in Radnor South to 75 percent in Woodbine North. Single-family homes are 57 percent of all units in Woodbine South and 54 percent in Radnor North. Duplex and triplex structures range from 13 percent of all units in Radnor South to 29 percent in Woodbine South; they are 23 percent in Woodbine North and 19 percent in Radnor North. Duplexes and triplexes are fairly scattered in all four neighborhoods.

While multifamily housing comprises 21 percent of the Corridor's housing stock, in contrast to duplexes, it is very concentrated. The 191-unit elderly high-rise on Thuss Avenue and one 4-unit structure are the only multifamily structures in the Radnor North neighborhood. They account for one-fourth of the housing units in Radnor North. There are two multifamily developments south of Natchez Court and one on Veritas Avenue in the Radnor South neighborhood. Together, they contain 210 units and account for 38 percent of Radnor South's housing units. The elderly high-rise in Radnor North and three complexes in Radnor South account for 98 percent of all multifamily housing in the Corridor. According to the land information records, the Woodbine North neighborhood contains one four-unit multifamily structure at the corner of Foster Avenue and Lutie Street, and the Woodbine South neighborhood has no multifamily structures.

The average density of single-family housing among the neighborhoods ranges from 4.11 units per acre in Woodbine South to 5.16 units per acre in Radnor South. In between are Radnor North and Woodbine North at 4.17 and 4.64 units per acre, respectively. Duplex housing averages from 8.21 units per acre in Radnor North and 10.00 in Radnor South. It averages 8.72 and 9.64 units per acre in Woodbine South and Woodbine North, respectively. The density of the few multifamily complexes in the Corridor varies considerably. The elderly high-rise complex in Radnor North is about 60 units per acre. The three conventional multifamily complexes in Radnor South range from 22 to 36 units per acre. Multifamily housing averages 20.00, 28.77, and 58.21 units per acre, respectively, in Woodbine North, Radnor South and Radnor North.

Office, Commercial and Industrial Uses

The Overall Corridor. Like residential, the office, commercial and industrial uses have undergone little net change since 1999. These uses occupied 29 percent of the Corridor's parceled land area in 2007 compared to 28 percent in 1999. With regard to acreage, the current mix is 15 percent office and medical, 56 percent commercial and 29 percent industrial, which is unchanged from 1999.

Most office and commercial uses are along Nolensville Pike and Thompson Lane. Industrial uses are concentrated in the area between Grandview Avenue and the CSX Radnor rail switchyard north of Thompson Lane, and to the east and west of Foster Avenue south of Whitsett Road.

The aggregate floor space in these uses in 2007 was slightly more than 2,000,000 sq. ft., with an overall floor area-to-land area ratio (FAR) of 0.30 to 1.00. The average FARs of office, commercial and industrial areas for the Corridor as a whole are 0.26, 0.27 and 0.37, respectively. Twenty-seven acres (31 percent) of the Corridor's 88 acres of commercial uses are new or used auto sales establishments or repair shops.

The Neighborhoods. The neighborhood with the most office, commercial and industrial development is Woodbine South. It has 88 acres (56 percent) of the Corridor's 158 acres of office, commercial and industrial development. Those uses occupy 31 acres in Radnor South, 22 acres in Woodbine North and 14 acres in Radnor North, which accounts for 20, 14, and 9 percent of the Corridor's total office, commercial and industrial uses, respectively.

In addition to the nonresidential uses along Nolensville Pike, the Woodbine North neighborhood contains a small center at the intersection of Peachtree and Burbank Streets, and another on Foster Avenue between Lutie and Joyner Streets. Woodbine North also contains a significant auto storage/salvage/repair use between Oriel Avenue and Rose Street west of Burbank Avenue, much of which does not conform to existing zoning and negatively impacts the surrounding area. Woodbine South, which is centered on the intersection of Nolensville Pike and Thompson Lane, is the neighborhood with the highest portion of its acreage—63 percent—in office, commercial and industrial uses. By comparison, those uses occupy 27 percent of the land in Radnor South, 15 percent in Woodbine North and only 9 percent in Radnor North. The location of office and commercial uses in the Radnor North and Radnor South neighborhoods is almost exclusively along Nolensville Pike.

The western edges of Woodbine North, Woodbine South, Radnor North and part of Radnor South abut and are impacted by the CSX Radnor Rail Switchyards. In addition, the southwest section of Radnor South abuts the Allied Drive industrial district, which also impacts that neighborhood.

Civic and Public Benefit Uses

The Overall Corridor. Civic and public benefit uses include public and private community-oriented services such as schools, libraries, fire and police stations, places of worship, day care centers, parks, social services, cultural centers and fraternal organizations. Altogether, these uses occupy about 39 acres or 7 percent of the Corridor's parceled land area. The only parks in the Nolensville Pike Corridor are the 9.4 acre Coleman Park and the three-quarter acre Turner Park, which together account for only 1.2 percent of the Corridor's parceled land area. The remaining 30 acres of community service uses are scattered throughout the Corridor, both along Nolensville Pike and in the Corridor's residential areas.

The Neighborhoods. The most prominent civic/public benefit activities in Woodbine North are the Woodbine Community Organization on Oriel Avenue and the Metro fire station on Joyner Avenue. Coleman Park and the Thompson Lane Branch Library are the major community services in Woodbine South. The main civic/public benefit uses in Radnor North are Metro's former Radnor water reservoir site on McClellan Street, Turner Park, the Youth Encouragement Center on McIver Street and three religious institutions along Nolensville Pike. The only sizable community service in Radnor South is a funeral home, which is classified the same as a cemetery.

Vacant Land

The Overall Corridor. There is very little vacant land in the Nolensville Pike Corridor. Only 33 acres (5.9 percent) of parceled land is vacant. Two-thirds of the vacant land is classified as "vacant residential" and one-third is classified as "vacant commercial." None of the vacant land is industrial.

The Neighborhoods. Woodbine South contains the least vacant land—6.7 acres or 4.8 percent of that neighborhood's parceled land. Radnor North has the second lowest amount—7.2 acres or 4.8 percent of that neighorhood's land area. Vacant land accounts for 8.8 acres (7.6 percent) of the parceled land in Radnor South and 10.3 acres (7.2 percent) in Woodbine North. All four neighborhoods contain some vacant land classified as commercial and some classified residential.

The graphics and tables of existing land use for the Nolensville Pike Corridor and its four design plan neighborhoods are presented on the following pages.

Figure 3: Existing Land Use Map

GENERALIZED EXISTING LAND USE SUMMARY
NOLENSVILLE PIKE CORRIDOR DESIGN PLAN NEIGHBORHOODS
SPRING 2007

RESIDENTIAL USES [1]		ACRES (%)[2]	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	256.8 ((46.3)	1,162 (58.1)	4.52
2 and 3 Unit Structures	Subtotal	42.9 (7.7)	381 (19.0)	8.88
4 Unit + Structures	Subtotal	9.4 (1.7)	409 (20.5)	43.51
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	49 (2.4)	--
HOUSEHOLD RESIDENTIAL	**TOTAL**	**309.1 (55.8)**	**2,001 (100.0)**	**6.32**
NONHOUSEHOLD RESIDENTIAL[3]	**TOTAL**	**0.2**	**--**	**--**
NONRESIDENTIAL USES		**ACRES (%)**	**TOTAL FLOORSPACE [SQ FT]**	**FLOOR/ AREA RATIO [4]**
Office, Commercial & Industrial	**Subtotal**	**158.1 (28.5)**	**2,060,720**	**0.30**
Office, Clinic or Hospital		24.2 (4.4)	270,030	0.26
Commercial		88.4 (15.9)	1,052,700	0.27
Industrial		45.5 (8.2)	738,000	0.37
Auto Parking (principle use)	**Subtotal**	**14.7 (2.7)**	**--**	**--**
Civic & Public Benefit Uses	**Subtotal**	**39.3 (7.1)**	**--**	**--**
Community Facilities		29.9 (5.4)	--	--
Parks, Golf Courses & Other Open Space		9.4 (1.7)	--	--
NONRESIDENTIAL USES	**TOTAL**	**212.1 (38.3)**	**--**	**--**
VACANT & FARMLAND		**ACRES (%)**	--	--
Vacant/Farm Residential Codes		21.4 (3.9)	--	--
Vacant Commercial Code		11.5 (2.1)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
VACANT LAND	**TOTAL**	**32.9 (5.9)**	**--**	**--**
PARCEL ACRES [1]	**TOTAL**	**554.3 (76.5)**	--	--
Estimated Right-of-Way	**TOTAL**	**170.0 (23.5)**	--	--
NEIGHBORHOOD LAND AREA	**TOTAL**	**724.3 / 100.0**	--	--

[1] All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not includes condominium common area that is not parceled land

[2] Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

[3] Includes uses such as dormitories, rooming units and other group quarters;

[4] Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

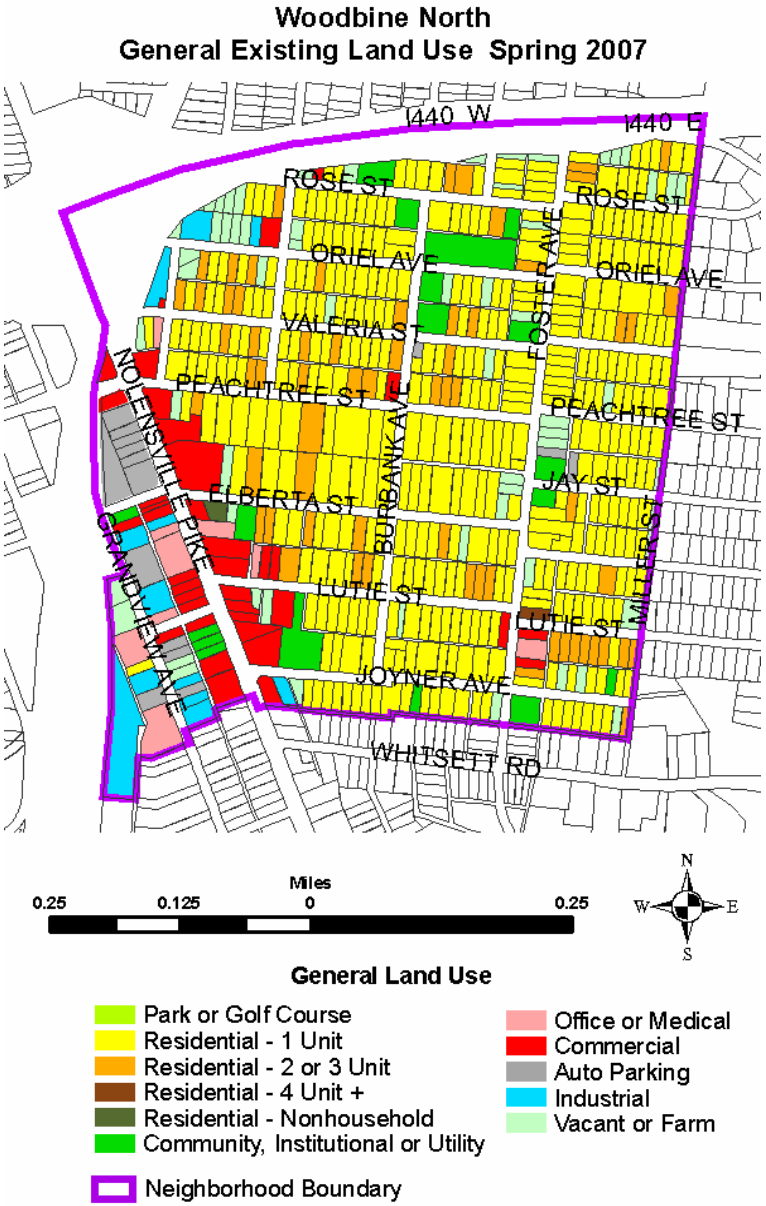


Figure 4: Woodbine North Existing Land Use Map

GENERALIZED EXISTING LAND USE
WOODBINE NORTH DESIGN PLAN NEIGHBORHOOD
SPRING 2007

RESIDENTIAL USES [1]		ACRES (%)[2]	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	85.7 (59.8)	398 (74.7)	4.64
2 and 3 Unit Structures	Subtotal	13.2 (9.3)	122 (22.9)	9.24
4 Unit + Structures	Subtotal	0.2 (0.1)	4 (0.7)	20.00
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	9 (1.7)	--
HOUSEHOLD RESIDENTIAL	**TOTAL**	**99.1 (69.2)**	**533 (100.0)**	**5.29**
NONHOUSEHOLD RESIDENTIAL[3]	**TOTAL**	**0.2 (0.1)**	**--**	**--**
NONRESIDENTIAL USES		**ACRES (%)**	**TOTAL FLOORSPACE [SQ FT]**	**FLOOR/ AREA RATIO [4]**
Office, Commercial & Industrial	**Subtotal**	**21.7 (15.2)**	**217,920**	**0.23**
Office, Clinic or Hospital		3.7 (2.6)	41,200	0.26
Commercial		11.1 (7.8)	170,480	0.35
Industrial		6.9 (4.8)	137,240	0.02
Auto Parking (principle use)	**Subtotal**	**4.4 (3.1)**	**--**	**--**
Civic & Public Benefit Uses	**Subtotal**	**7.5 (5.2)**	**--**	**--**
Community Facilities		7.5 (5.2)	--	--
Parks, Golf Courses & Other Open Space		0.0 (0.0)	--	--
NONRESIDENTIAL USES	**TOTAL**	**33.6 (23.5)**	**--**	**--**
VACANT & FARMLAND		**ACRES (%)**	--	--
Vacant/Farm Residential Codes		8.1 (5.7)	--	--
Vacant Commercial Code		2.2 (1.5)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
VACANT LAND	**TOTAL**	**10.3 (7.2)**	**--**	**--**
PARCEL ACRES [1]	**TOTAL**	**143.2 (72.6)**	--	--
Estimated Right-of-Way	**TOTAL**	**54.0 (27.4)**	--	--
NEIGHBORHOOD LAND AREA	**TOTAL**	**197.2(100.0)**	--	--

[1] All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not includes condominium common area that is not parceled land

[2] Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

[3] Includes uses such as dormitories, rooming units and other group quarters;

[4] Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

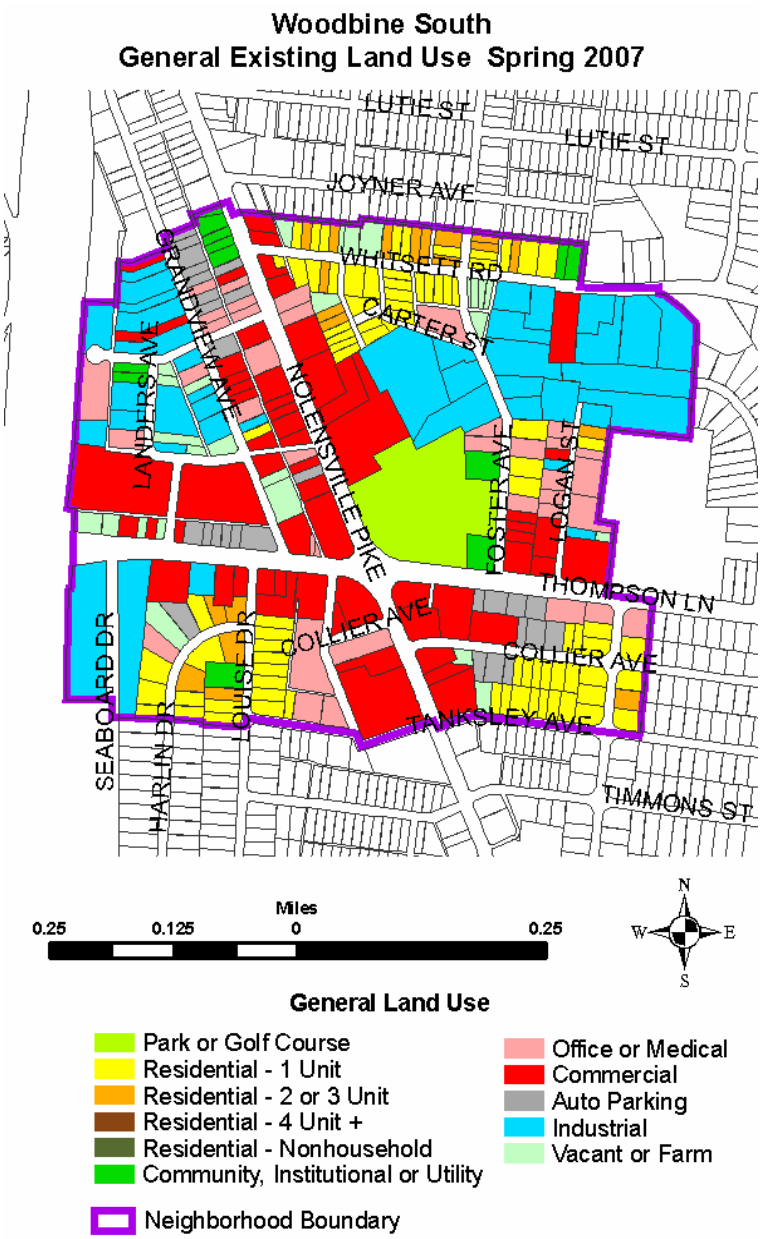


Figure 5: Woodbine South Existing Land Use Map

GENERALIZED EXISTING LAND USE
WOODBINE SOUTH DESIGN PLAN NEIGHBORHOOD
SPRING 2007

RESIDENTIAL USES [1]		ACRES (%)[2]	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	19.7 (14.2)	81 (57.0)	4.11
2 and 3 Unit Structures	Subtotal	4.7 (3.4)	41 (28.9)	8.72
4 Unit + Structures	Subtotal	0	--	--
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	20 (14.1)	--
HOUSEHOLD RESIDENTIAL	**TOTAL**	**24.5 (17.7)**	**142 (100.0)**	**5.00**
NONHOUSEHOLD RESIDENTIAL[3]	**TOTAL**	**0.0**	**--**	**--**
NONRESIDENTIAL USES		**ACRES (%)**	**TOTAL FLOORSPACE [SQ FT]**	**FLOOR/ AREA RATIO [4]**
Office, Commercial & Industrial	**Subtotal**	**88.0 (63.4)**	**1,284,300**	**0.34**
Office, Clinic or Hospital		13.9 (10.1)	173,890	0.29
Commercial		37.5 (27.1)	540,360	0.33
Industrial		36.6 (26.5)	570,050	0.36
Auto Parking (principle use)	**Subtotal**	**6.6 (4.8)**	**--**	**--**
Civic & Public Benefit Uses	**Subtotal**	**12.5 (9.0)**	**--**	**--**
Community Facilities		3.8 (2.7)	--	--
Parks, Golf Courses & Other Open Space		8.7 (6.2)	--	--
NONRESIDENTIAL USES	**TOTAL**	**107.1 (77.4)**	**--**	**--**
VACANT & FARMLAND		**ACRES (%)**	--	--
Vacant/Farm Residential Codes		2.8 (2.0)	--	--
Vacant Commercial Code		3.9 (2.8)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
VACANT LAND	**TOTAL**	**6.7 (4.8)**	**--**	**--**
PARCEL ACRES [1]	**TOTAL**	**138.3 (78.7)**	--	--
Estimated Right-of-Way	**TOTAL**	**37.5 (21.3)**	--	--
NEIGHBORHOOD LAND AREA	**TOTAL**	**175.8 (100.0)**	--	--

[1] All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not includes condominium common area that is not parceled land

[2] Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

[3] Includes uses such as dormitories, rooming units and other group quarters;

[4] Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

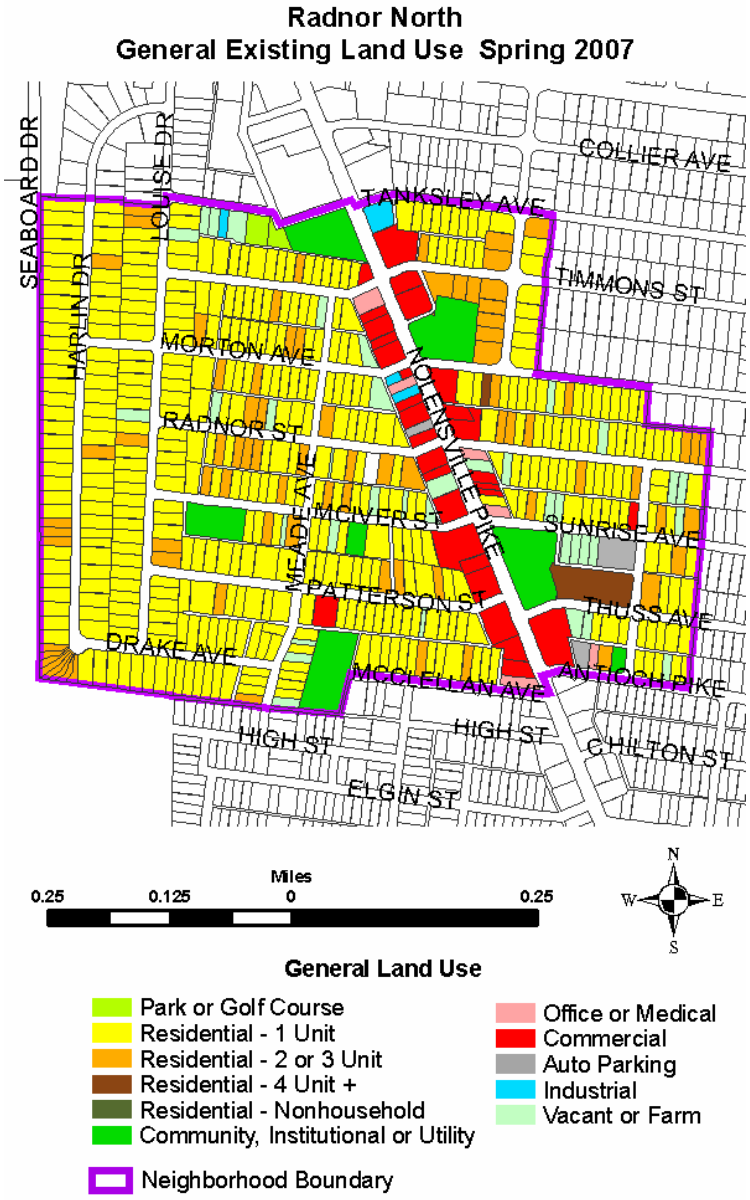


Figure 6: Radnor North Existing Land Use Map

GENERALIZED EXISTING LAND USE
RADNOR NORTH DESIGN PLAN NEIGHBORHOOD
SPRING 2007

RESIDENTIAL USES [1]		ACRES (%)[2]	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	99.7 (64.9)	416 (54.1)	4.17
2 and 3 Unit Structures	Subtotal	17.9 (11.6)	147 (19.1)	8.21
4 Unit + Structures	Subtotal	1.9 (1.3)	195 (25.4)	58.21[3]
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	11 (1.4)	--
HOUSEHOLD RESIDENTIAL	**TOTAL**	**119.5 (77.7)**	**769 (100.0)**	**6.34**
NONHOUSEHOLD RESIDENTIAL[4]	**TOTAL**	**0.0**	**--**	**--**
NONRESIDENTIAL USES		**ACRES (%)**	**TOTAL FLOORSPACE [SQ FT]**	**FLOOR/ AREA RATIO [5]**
Office, Commercial & Industrial	**Subtotal**	**13.9 (9.0)**	**121,790**	**0.20**
Office, Clinic or Hospital		1.3 (0.8)	17,380	0.31
Commercial		11.7 (7.6)	90,690	0.18
Industrial		0.9 (0.6)	13,720	0.35
Auto Parking (principle use)	**Subtotal**	**1.8 (1.2)**	**--**	**--**
Civic & Public Benefit Uses	**Subtotal**	**11.3 (7.4)**	**--**	**--**
Community Facilities		10.6 (6.9)	--	--
Parks, Golf Courses & Other Open Space		0.7 (0.5)	--	--
NONRESIDENTIAL USES	**TOTAL**	**27.0 (17.6)**	**--**	**--**
VACANT & FARMLAND		**ACRES (%)**	--	--
Vacant/Farm Residential Codes		4.4 (2.9)	--	--
Vacant Commercial Code		2.8 (4.4)	--	--
Vacant Industrial Code		0.0 (1.8)	--	--
VACANT LAND	**TOTAL**	**7.2 (4.7)**	**--**	**--**
PARCEL ACRES [1]	**TOTAL**	**153.7 (79.8)**	--	--
Estimated Right-of-Way	**TOTAL**	**39.0 (20.2)**	--	--
NEIGHBORHOOD LAND AREA	**TOTAL**	**192.7 (100.0)**	--	--

[1] All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not includes condominium common area that is not parceled land

[2] Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

[3] Calculation ncludes 1.45 acres coded vacant or parking that are part of the elderly high-rise complex.

[4] Includes uses such as dormitories, rooming units and other group quarters;

[5] Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

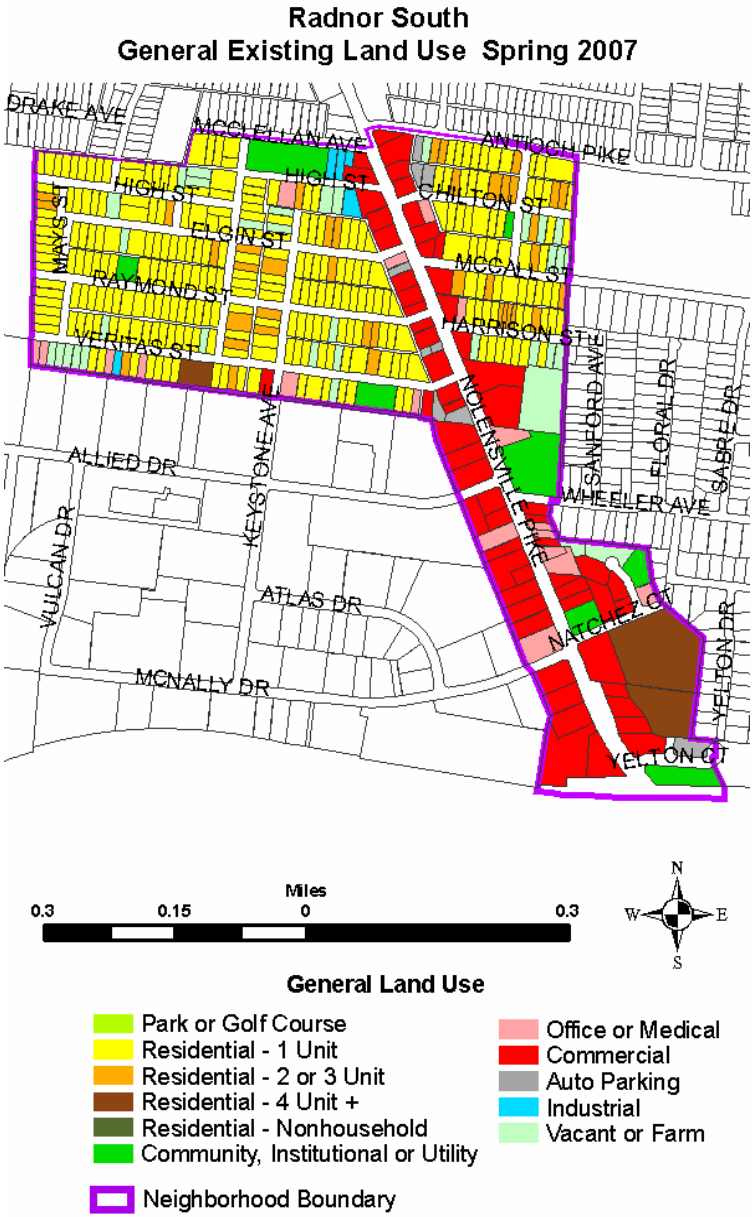


Figure 7: Radnor South Existing Land Use Map

GENERALIZED EXISTING LAND USE
RADNOR SOUTH DESIGN PLAN NEIGHBORHOOD
SPRING 2007

RESIDENTIAL USES [1]		ACRES (%)[2]	TOTAL DWELLING UNITS (%)	UNITS PER ACRE
Single Family Detached	Subtotal	51.7(44.5)	267 (47.8)	5.16
2 and 3 Unit Structures	Subtotal	7.1 (6.1)	71 (12.7)	10.00
4 Unit + Structures	Subtotal	7.3 (6.3)	210 (37.7)	28.77
Household Residential on Nonresidentially Coded Parcels	Subtotal	--	10 (1.8)	--
HOUSEHOLD RESIDENTIAL	**TOTAL**	**66.1 (57.0)**	**558 (100.0)**	**8.29**
NONHOUSEHOLD RESIDENTIAL[3]	**TOTAL**	**0.0**	**--**	**--**
NONRESIDENTIAL USES		**ACRES (%)**	**TOTAL FLOORSPACE [SQ FT]**	**FLOOR/ AREA RATIO [4]**
Office, Commercial & Industrial	**Subtotal**	**31.2 (26.9)**	**305,710**	**0.22**
Office, Clinic or Hospital		1.9 (1.6)	37,550	0.45
Commercial		28.2 (24.5)	251,170	0.20
Industrial		1.1 (0.9)	16,990	0.35
Auto Parking (principle use)	**Subtotal**	**1.9 (1.6)**	**--**	**--**
Civic & Public Benefit Uses	**Subtotal**	**8.0 (6.8)**	**--**	**--**
Community Facilities		8.0 (6.8)	--	--
Parks, Golf Courses & Other Open Space		0.0 (0.0)	--	--
NONRESIDENTIAL USES	**TOTAL**	**41.1 (35.4)**	**--**	**--**
VACANT & FARMLAND		**ACRES (%)**	--	--
Vacant/Farm Residential Codes		6.2 (5.3)	--	--
Vacant Commercial Code		2.6 (2.2)	--	--
Vacant Industrial Code		0.0 (0.0)	--	--
VACANT LAND	**TOTAL**	**8.8 (7.6)**	**--**	**--**
PARCEL ACRES [1]	**TOTAL**	**116.0 (100.0)**	--	--
Estimated Right-of-Way	**TOTAL**	**42.6 (26.9)**	--	--
NEIGHBORHOOD LAND AREA	**TOTAL**	**158.6 / 100.0**	--	--

[1] All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; acreage figures do not includes condominium common area that is not parceled land

[2] Percentage of Parcel Acres, except for Parcel Acres and Right-of-Way which are percentage of Neighborhood Land Area

[3] Includes uses such as dormitories, rooming units and other group quarters;

[4] Ratio of floor area of a building divided by land area of a lot

Note: this table does not include land use information related to any property leaseholds in the community; nor does it include residential development on parcels in other land use codes.

Source: Metropolitan Planning Commission, May 2007

Inventory and Analysis of Existing Zoning

Both current base zoning districts and overlay zoning districts are addressed in this section. Each type of zoning is also shown graphically and is summarized for the Corridor in the accompanying table. The acreage figures for base districts discussed in this section and presented in the table reflect parceled land and do not include areas in right-of-way. Figures for overlay districts *do* include right-of-way.

Base Zoning Districts

The Corridor contains 17 different base zoning districts—eight residential, eight mixed use and/or nonresidential and SP, a design-based district in which the uses are guided by applicable land use policies. Residential base zoning currently applies to 1,451 (74 percent) of the 1,966 parcels in the Corridor's four neighborhoods. These residentially zoned properties encompass 333 acres or 60 percent of the parceled land in the Corridor.

Three single-family only districts (RS5, RS 7.5 and RS10) account for about 96 percent of the residentially zoned areas. All of the "RS" zoning was applied in mass rezonings that occurred in late 2003 and early 2004. The single-family only zoned area contains 1,423 parcels, of which 112 (7.8 percent) are vacant; 174 parcels (12 percent) contain duplexes or other residential combinations. Of the 16 acres (3 percent) of residentially zoned property that is not zoned for single-family development, less than 3 acres are currently coded as vacant land. All of those vacant parcels are in the Radnor South neighborhood.

About 34 parcel acres, or six percent of the Corridor, have a nonresidential zoning district that allows some residential development by right. Most of this is transitional OR20 Office and Residential zoning next to commercial and industrial districts in the Woodbine South and Radnor South neighborhoods. Only 7 percent (2.3 acres) of the 34 acres is vacant.

An estimated 188 parcel acres or 34 percent of the Corridor's parceled land is in office, commercial and industrial base zoning districts that do not allow residential uses by right. The most prevalent of these are CS Commercial Services (127 acres) and IWD Industrial Warehousing/Distribution (46 acres), which account for 68 and 25 percent, respectively, of the total acreage in this group of districts. Of the 188 acres, only 8.7 (less than 5 percent) are classified as vacant. Adaptive reuse of properties for residential is conditionally possible in the otherwise nonresidential-only office and commercial districts, if they are in the Urban Zoning Overlay (UZO), have frontage on arterial or collector streets and meet design requirements. There are an estimated 141 acres of office and commercially zoned parcels in the Corridor that do not allow residential by right. Of those 141 acres, about 71 acres are estimated to be eligible for adaptive residential development. Most are along Nolensville Pike; a few are along Thompson Lane and Foster Avenue.

The SP zoning district currently applies to only two locations, both in Woodbine South, involving slightly over one acre. A third location in the southeast corner of Veritas Street and Keystone Avenue was being considered for rezoning to SP at the time this plan was being prepared.

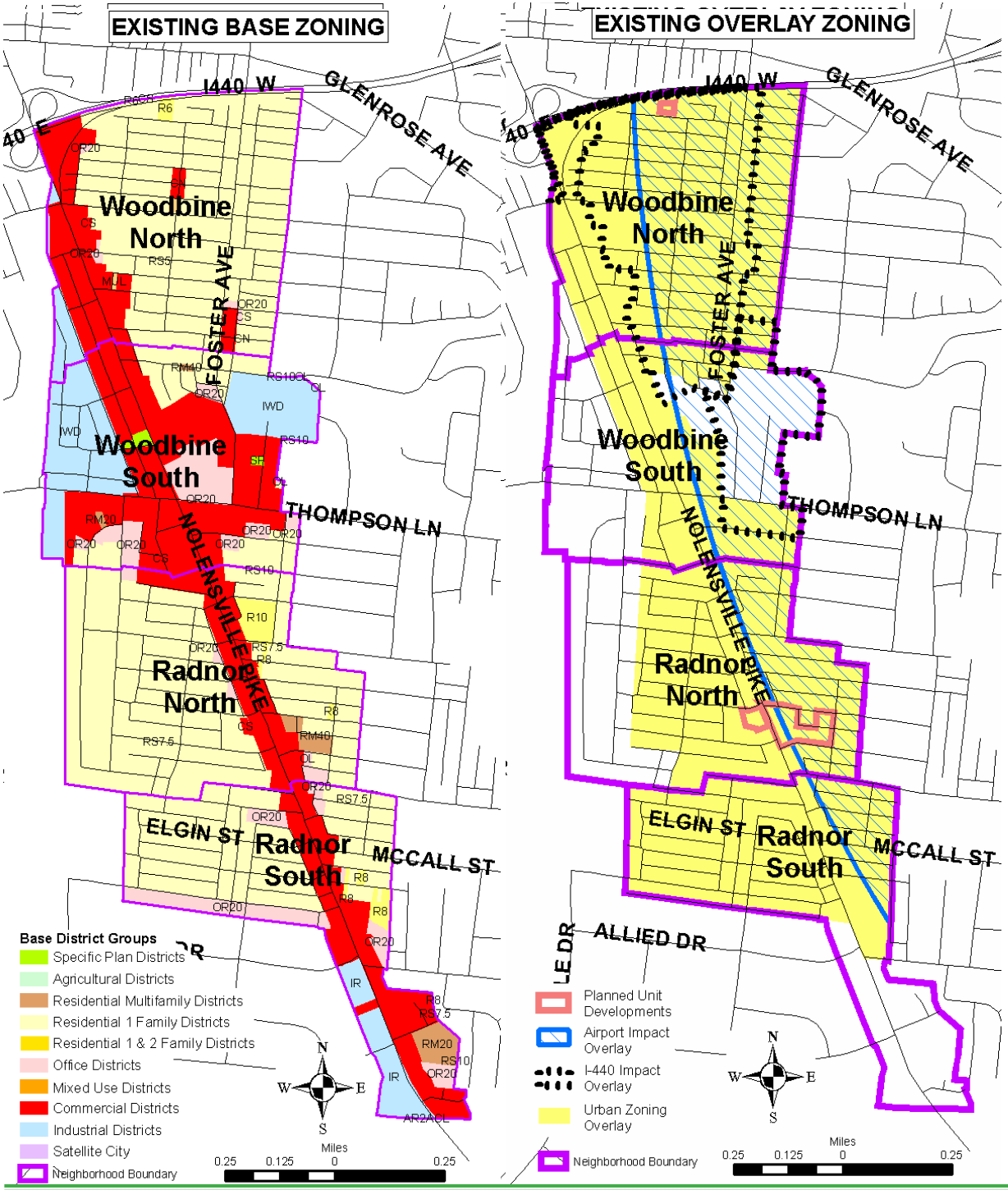
Overlay Districts

There are four different types of overlay zoning districts in the Nolensville Pike Corridor. As the graphic shows, a significant portion of the Corridor east of Nolensville Pike is on the edge of the Airport Overlay Zone (Zoning Code Sec. 17.36.230), which may affect building heights in development proposals.

The I-440 Impact Overlay (Zoning Code Sec. 17.36.360) applies to much of the residential area in Woodbine North and a portion of Woodbine South. The purpose of this overlay is to guide the type and character of residential development in these areas that may be influenced by the presence and proximity of I-440.

The Urban Zoning Overlay (UZO; Zoning Code Sec. 17.36.430) applies to almost three-fourths of the corridor. Its aim is to preserve and protect existing development patterns that predate the mid-1950s and ensure compatibility of new development in those areas. In the UZO, certain development standards, for example setbacks, building heights, floor space and parking, are different than those that apply outside of the UZO area.

Finally, there are three Planned Unit Development (PUD) overlay districts covering about 1 percent of the Corridor (Zoning Code Sec. 17.36.030 contains the provisions governing PUDs). PUDs provide design flexibility and, prior to January 1, 1998, the uses allowed in PUDs were governed by the provision for PUDs in the zoning ordinance. Since then, the uses allowed in PUDs have been and are governed by the underlying base zoning district(s). The largest PUD involves the Radnor Baptist Church and adjacent elderly high-rise residential. It, and the small PUD next to I-440 in Woodbine North, which contains a community service use, predate the January 1, 1998 changes in the PUD regulations.



NOLENSVILLE PIKE CORRIDOR DESIGN PLAN NEIGHBORHOODS JULY 2007

BASE ZONE DISTRICTS *

CATEGORY	ACRES	% of Corridor Total
Residential Districts Total	**332.8**	**60.0**
Residential Single Family (RS) Districts	317.0	57.2
Residential Single and Two-Family (R) Districts	8.8	1.6
Residential Multi-family (RM) Districts	7.0	1.3
Mixed Use and Nonresidential Districts Total	**221.8**	**40.0**
Office/Residential Districts	34.0	6.1
Office Only Districts	0.4	<0.1
Mixed Use Districts	0.4	<0.1
Commercial Districts	128.7	23.2
Industrial Districts	57.2	10.3
Specific Plan (SP) Districts	1.1	0.2
CORRIDOR TOTAL	554.6	100.0

OVERLAY DISTRICTS **

Airport	273.4	37.7
I-440 Impact Area	185.7	25.6
Urban Zoning (UZO)	528.8	73.0
Planned Unit Development	7.8	1.1

* Base District Acreage excludes areas in right-of-way; figures are not adjusted for split-zoned parcels

** Figures include area in right-of-way

Figure 8: Existing Zoning Map

Inventory and Analysis of Existing Systems

Natural Features

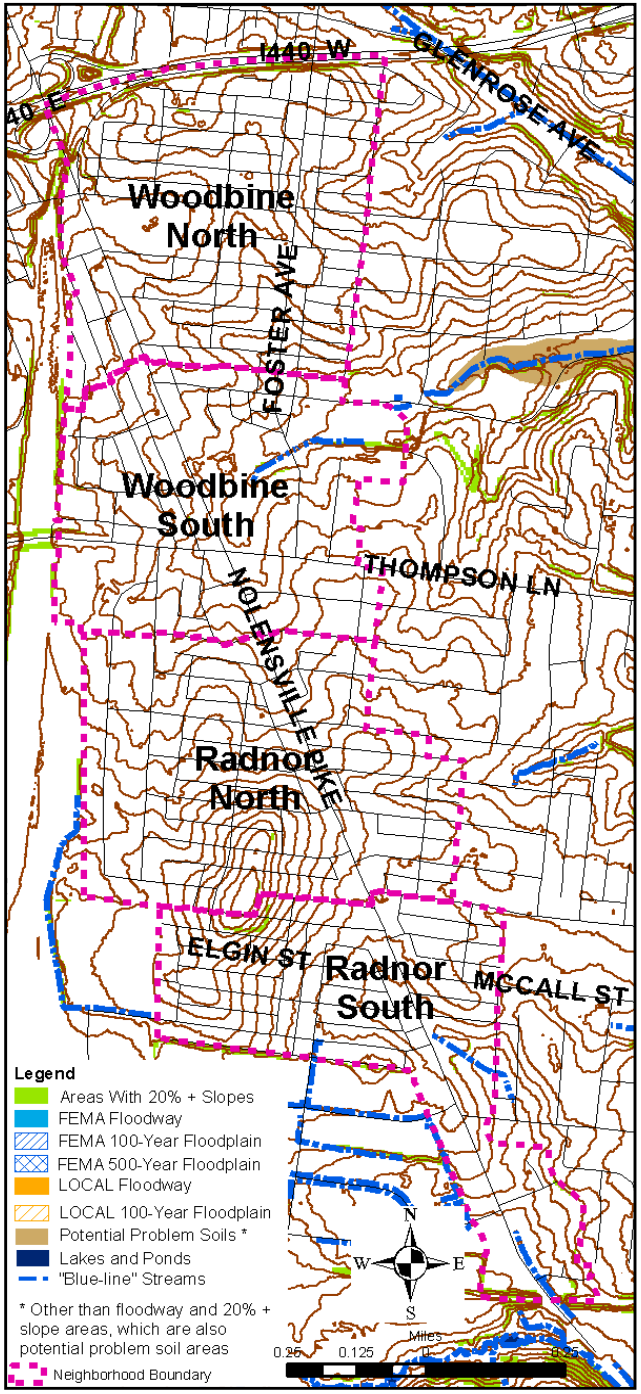
All four of the Nolensville Pike Corridor Detailed Design Plan Neighborhoods (DNDPs) have been predominantly developed for many years. What is perhaps most conspicuous about them is the absence of natural areas and environmentally sensitive natural features.

Very little of the area remains in an undisturbed natural state. As seen in the graphic of "Natural Features," areas with slopes of 20 percent or more are practically nonexistent. The brown lines on the map represent the topography of the area. While the terrain is somewhat hilly, it is generally suitable for urban development. The most prominent high spot is the hill at the western terminus of McClellan Avenue along the boundary between the Radnor North and Radnor South neighborhoods.

Whitsett Branch, located in the northeast section of the Woodbine South neighborhood, is the most significant "blue-line" stream in the area. But it, along with the few other "blue-line" streams along the Corridor, do not have large watersheds and none have defined 100-year floodplain associated with them within the neighborhoods.

Mill Creek in South Nashville

Figure 9: Natural Features Map



Street Network

The street network in the Nolensville Pike Corridor DNDPs is fully developed and highly interconnected. Major streets, shown in the "Street Network And Transit" graphic, include I-440 with six existing lanes along the northern edge of Woodbine North; Nolensville Pike which is currently four lanes; Thompson Lane with four existing lanes; Elgin/McCall Streets and Foster Avenue which are all two lanes. The only street segment currently designated as a "Collector" is the short section of Allied Drive in Radnor South extending west from Nolensville Pike.

An estimated 72 percent of the parcels containing about 61 percent of the parceled land in the four neighborhoods have alley access. As shown in the graphic entitled "Alley Service" on page 16, the eastern portion of Woodbine South and the western portion of Radnor North are the most sizable areas lacking alleys.

The CSX Radnor rail yard along the western edge of these neighborhoods is a major barrier to travel to and from the west. Thompson Lane and Melrose Avenue, a local road near I-440, are the only two means of crossing the rail yard between I-440 and Harding Place, which is almost one mile south of the Radnor South neighborhood. I-440 disected Woodbine North and severed several north-south and east-west local streets.

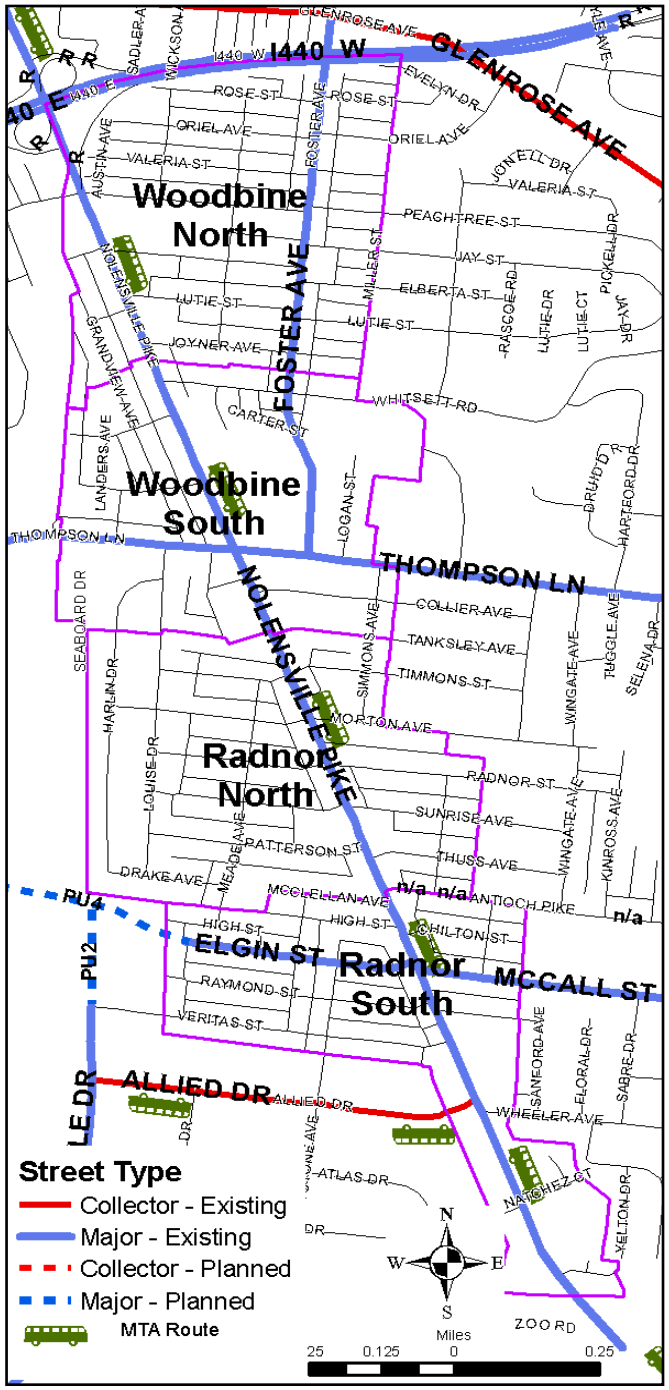
The intersection of Thompson Lane and Nolensville Pike is one of the busiest in Nashville. Congestion is a problem during morning and afternoon peak driving periods on all of the major streets in these neighborhoods. Speeding is a common complaint; Foster Avenue and Elberta Street are two particular streets mentioned as having speeding problems.

The adopted "Major Street Plan" calls for 1) widening Nolensville Pike to six lanes, 2) widening existing McCall Street and Elgin Street to four lanes and extending Elgin Street west across the CSX Radnor rail yard to Armory Drive. See the section entitled "Vehicular Circulation" on page 31 for recommendations about existing and planned major streets, collectors and alleys.

Transit System

One transit route currently serves the Corridor—the #12 Nolensville route, which is shown in the street network and transit graphic. It traverses the neighborhoods along Nolensville Pike and, on a limited basis, includes a service loop along Allied Drive to the south of the Radnor South neighborhood.

Figure 10: Street Network and Transit



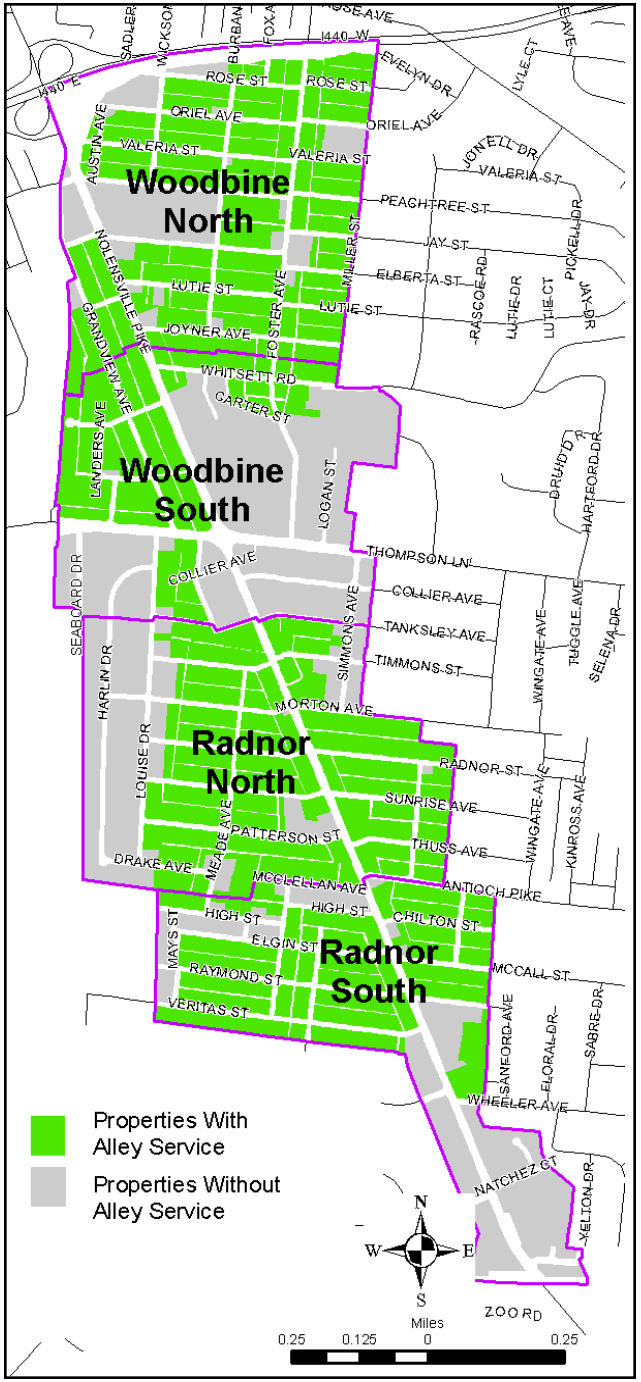


Figure 11: Alley Service

Bicycle and Pedestrian Systems

Existing bicycle and pedestrian systems and plans are shown in the graphic entitled "Bikeways and Sidewalks." The Nolensville Pike Corridor Neighborhoods contain only one existing bike lane. It is along Thompson Lane. Current plans call for a bike route along Nolensville Pike between I-440 and Thompson Lane; and bike lanes along 1) Nolensville Pike from Thompson Lane to the southern boundary of Radnor South and 2) along McCall Street from Nolensville Pike eastward to I-24.

About one-fourth of the properties in the Nolensville Pike Corridor Neighborhoods are withn fifty feet of an existing sidewalk. They are the properties shown in yellow on the graphic of bikeways and sidewalks. Streets within these neighborhoods that mainly have sidewalks include Nolensville Pike, Antioch Pike and McCall Street. Streets partially served with sidewalks include Foster, Oriel, and Joyner Avenues, Peachtree Street, and Whitsett Road. There is a pedestrian bridge over 1-440 at Dortch Avenue that links the Woodbine North neighborhood with the portion of that area that was severed by I-440. Currently, there are no existing or planned greenways in any of the Nolensville Pike Corridor Neighborhoods.

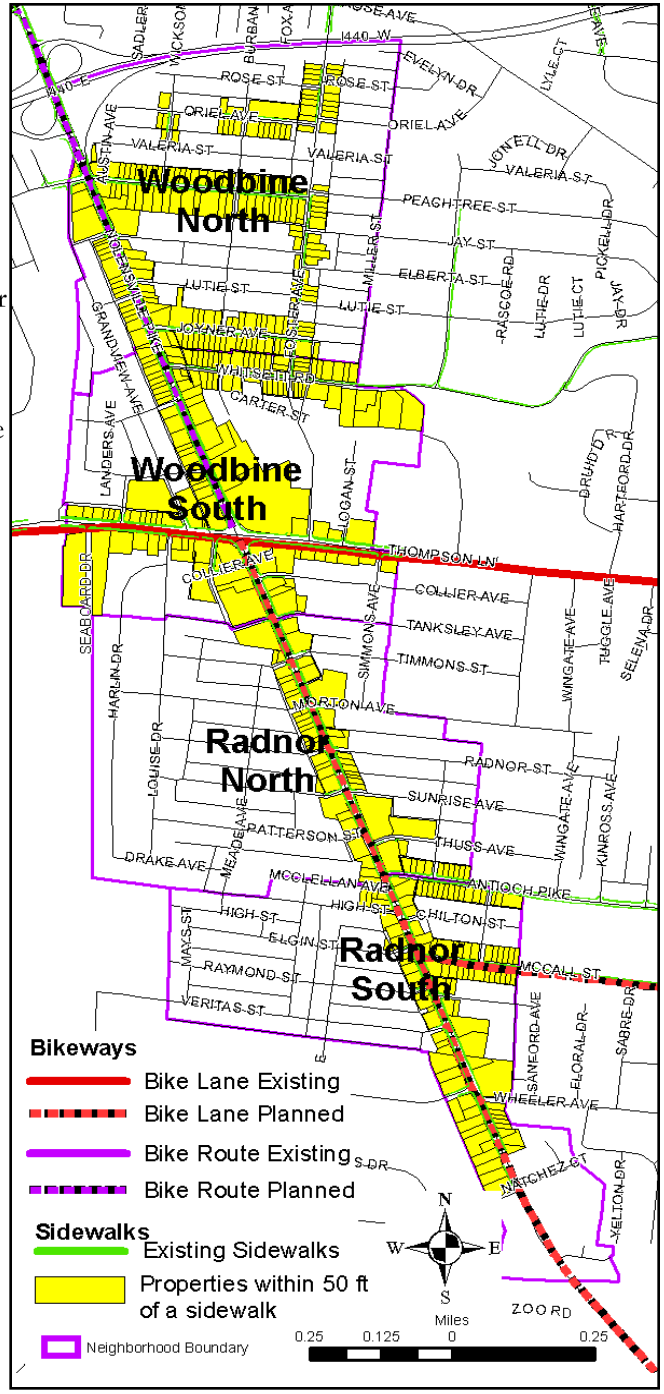
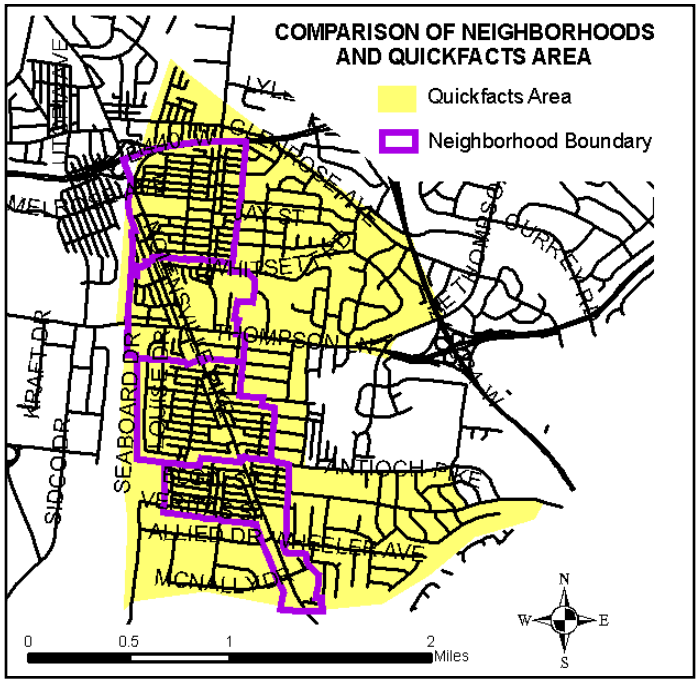


Figure 12: Bikeways and Sidewalks

Demographic Quickfacts

Demographic information is presented in the table entitled "Nolensville Pike Corridor Quickfacts." The area to which these facts apply is comprised of 2000 U.S. Census Block Groups for which data were readily available. It is larger than the Nolensville Pike Corridor study area, but contains the study area and is more representative of the Corridor's demographics than the quickfacts presented in the community plan for the entire South Nashville Community. The area covered by the quickfacts compared to the study area is shown in the graphic entitled "Quick-facts Area Compared To Nolensville Pike Corridor Neighborhoods."

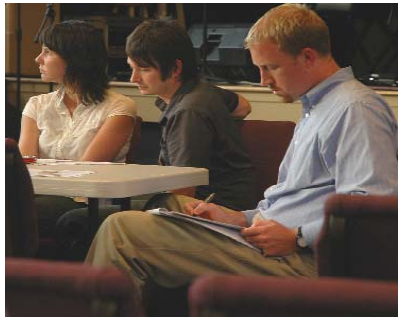
Figure 13: Census Area



NOLENSVILLE PIKE CORRIDOR QUICKFACTS		Davidson County		Nolen DNDPs	
Category	Facts	#	%	#	%
Population	Total	569,891	n/a	10,514	n/a
	Household Population	545,686	95.8%	10,505	99.9%
	Group Quarters Population	24,205	4.2%	9	0.1%
	Institutionalized Population	10,343	1.8%	0	0.0%
	Population Projection, 2010	619,771	n/a	9,721	n/a
	Population Change, 2000 - 2010	49,880	8.8%	-793	-7.5%
	Population Density (persons/acre)	1.69	n/a	5.32	n/a
	Average Household Size	2.30	n/a	2.39	n/a
	Male	275,530	48.3%	5,268	50.1%
	Female	294,361	51.7%	5,246	49.9%
Families	Total	139,234	58.6%	2,532	n/a
	Married Couple Families with Children	41,006	29.5%	821	32.4%
	Single Parent Families with Children	23,874	17.1%	362	14.3%
	Female Householder with Children	19,985	14.4%	285	11.3%
Race	White	382,008	67.0%	7,671	73.0%
	Black or African American	147,862	27.1%	1,083	10.3%
	American Indian/ Alaska Native	1,978	0.3%	30	0.3%
	Asian	11,691	2.1%	737	7.0%
	Native Hawaiian or Pacific Islander	400	0.1%	0	0.0%
	Other Race	13,535	2.4%	800	7.6%
	Two or More Races	12,417	2.2%	193	1.8%
Ethnicity	Hispanic or Latino	25,597	4.5%	1,306	12.4%
Age	Less than 18	126,409	22.2%	2,330	22.2%
	18-64	379,939	66.7%	6,784	64.5%
	Greater than 64	63,543	11.2%	1,400	13.3%
Housing Units	Total	252,977	n/a	4,649	n/a
	Owner Occupied	131,384	55.3%	2,415	54.9%
	Renter Occupied	106,021	44.7%	1,985	45.1%
	Occupied	237,405	93.8%	4,400	94.6%
	Vacant	15,572	6.2%	249	5.4%
Travel	Mean Travel Time to Work (min)	22.2	n/a	18.4	n/a
	Workers	285,980	n/a	5,054	n/a
	Drove Alone	225,060	78.7%	3,750	74.2%
	Carpooled	38,111	13.3%	976	19.3%
	Public Transportation	5,038	1.8%	56	1.1%
	Walked or Worked from Home	15,546	5.4%	246	4.9%
	Other	2,225	0.8%	26	0.5%
Income	Median Household Income	$39,797	n/a	n/a	n/a
	Per Capita Income	$22,684	n/a	$15,633	n/a
Education	Population 25 years and over	377,734	n/a	7,059	n/a
	Less than 9th grade	20,486	5.4%	872	12.4%
	9th to 12th grade, No Diploma	48,152	12.7%	1,421	20.1%
	High School Graduate (includes equivalency)	94,268	25.0%	2,282	32.3%
	Some College, No Degree	81,327	21.5%	1,340	19.0%
	Associate Degree	18,356	4.9%	301	4.3%
	Bachelor's Degree	75,948	20.1%	554	7.8%
	Graduate or Professional Degree	39,197	10.4%	289	4.1%
Employment	Population 16 Years and Over	456,655	n/a	8,417	n/a
	In Labor Force	307,653	n/a	5,448	64.7%
	Civilian Labor Force	307,250	99.9%	5,448	100.0%
	Employed	291,283	94.7%	5,176	95.0%
	Unemployed (actively seeking employment)	15,967	5.2%	272	5.0%
	Armed Forces	403	0.1%	0	0.0%
	Not in Labor Force	149,002	32.6%	2,969	35.3%

Community Input

On June 18th, Planning staff held a Visioning Workshop at New Song Church to discuss issues and ideas regarding the Nolensville Corridor's land use, streets and circulation system, transit, parking, and building types and placement. Participants recorded their ideas on aerial photographs of the Nolensville Corridor. The staff used this information to develop a vision statement with goals and objectives along with detailed land use plans for the Nolensville Pike Corridor. Some common themes heard at the Visioning Workshop included improving the appearance and mix of businesses along Nolensville Pike, creating more pedestrian connections and destinations, preserving the character of residential neighborhoods, and the importance of preserving trees and including more landscaping as development occurs.



The vision statement, goals, objectives and the land use plans were further refined at an additional community meeting on July 10th and then presented again to the community on July 31st for more fine-tuning before being crafted into a final draft plan that was presented to the community at an open house meeting in October 2007.

Participants at the Community Meetings

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Exploring Alternatives

After researching the Nolensville Corridor through an in-depth study of the existing and past conditions of the area and meeting with area stakeholders, Planning staff began the second phase of plan development: entertaining ideas and exploring alternatives for growth. Staff created conceptual land use plans, focusing on the development of "walkable centers" along Nolensville Pike with uses that cater to the surrounding neighborhoods. Walkable centers seek to achieve the community's goals of concentrating mixed use development at key intersections and buffering established residential areas from higher intensity uses.

The Planning Department staff used the comments and discussion from the June 18th Visioning Workshop to develop a Concept Plan that provides a graphic representation of the vision and shapes that vision into a Detailed Land Use Policy Plan.

How to Use this DNDP

The purpose of this Detailed Neighborhood Design Plan (DNDP) is to outline comprehensive and integrated planning solutions intended to achieve the community's vision and guiding principles.

The creation of community includes the interaction of many elements, including land use, urban design, public services and facilities, and infrastructure. Great places are established where those elements are balanced and supportive of each other. In other words, the land use pattern is supported by the scale, character and massing of the buildings; the buildings form a sense of place; the transportation systems support and enhance the development framework; public services, facilities, and civic activities are at the level necessary to serve the community demands; and parks, greenways, street furniture, and other elements are present to provide a supportive foundation for the level of development expected of the place.

Within this balanced and supportive environment, neighborhoods and community centers function within the larger context of regional forces and networks. Of particular note are regional economic, open space, environmental, and transportation networks.

DNDPs are used in the same way as the Community Plan. The community, the Planning Department, the Planning Commission, and Metro Council use the plan as a starting point to discuss public and private investment in the area, including proposed zone changes, subdivisions and public investments (including roads). Once adopted, the DNDP serves as the primary guide for the neighborhood's development. In the section below, any topic that is **bolded** is a section of the DNDP that you can refer to for more information.

In creating the DNDP, initial conversations with the community establish the direction of the plan, described through specific goals and an overall **Vision Statement** and **Concept Plan** for the neighborhood that can be achieved by following the DNDP. Development Scenarios and perspectives illustrate how development in the neighborhood might occur, and these are provided in the chapter **Designing a Solution**. These and land uses policies help the neighborhood consider how the land uses should be distributed in the neighborhood and what development should look like. To help us think about all the elements of the neighborhood, goals and objectives are outlined in two broad categories: **Land Use Goals and Objectives** and **Systems Goals and Objectives**.

The objectives in **Systems Goals and Objectives** focus on elements that make up the framework for development – circulation for vehicles, transit, pedestrians, and bicyclists as well as landscaping and signs. **Land Use Goals and Objectives** sets objectives for development of parks, different types of residential, neighborhood uses and more intense mixed use, commercial and office.

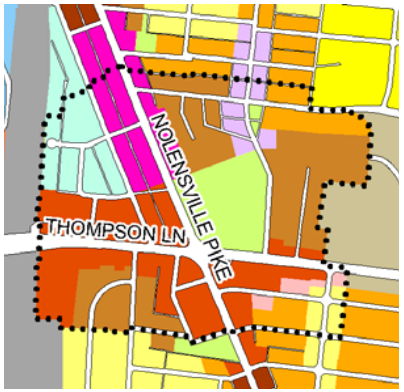
The final products of the DNDP are the **Detailed Land Use Plan** and the **Building Regulating Plan**. These plans must be used together. The **Detailed Land Use Plan** summarizes which land uses are allowed in which parts of the neighborhood. The **Building Regulating Plan** describes the appropriate building type and intensity for development in each subdistrict through analysis of actual building locations and lot patterns. Taken together, these plans provide detailed guidance for future zoning and design to achieve the vision of the community. Once officially adopted, development requests within the DNDP should be accompanied by a site plan such as a planned unit development, urban design overlay, or a specific plan, to ensure that the community vision is achieved. Both the Detailed Land Use Plan and the Building Regulating Plan have their beginnings with the work done in the South Nashville Community Plan with the Transect, a system for classifying land based on the intensity and character of its natural and built environment (see the South Nashville Community Plan for more details).

Figure 14: Interpreting the Maps

From Land Use Policy Plan . . .

To Concept Plan . . .

To Detailed Land Use Policy Plan . . .



To Building Regulating Plan . . .

Interpreting the Maps

The Nolensville Corridor DNDP has many maps including the Concept Plan, the Land Use Policy Plan, the Detailed Land Use Policy, and the Building Regulating Plan. An example of the progression from general to specific maps is shown above. This demonstrates the steps involved in refining the land use policy for each neighborhood to achieve the guiding principles.

The Land Use Policy Plan map, which was developed during the South Nashville Community Plan Update process displays the broad level land use policies. Recall that the land use policies guide decisions on the future use of land within the DNDP. While not displayed in this document, the Land Use Policy Plan is the main product of the South Nashville Community Plan and is the basis for developing the more detailed land use policies.

The Concept Plan map provides the grand vision for the Nolensville Corridor. The Concept Plan map contains the vision for how current land uses should transition, over time, into the land uses envisioned by the community. Although the South Nashville Community Plan is designed as a seven to ten year plan, the Concept Plan for the Nolensville Corridor is a much longer range plan and may not be fully realized in the next seven to ten years.

The Detailed Land Use Policy map, which is created during the Detailed Neighborhood Design Plan process, further refines the Land Use Policy Plan map to more specific land uses, types and intensities of development and patterns of development. This map describes "what" can be developed.

The Building Regulating Plan map describes "how" the various properties should be developed. The Building Regulating Plan map describes how, on a parcel-by-parcel basis, the guiding principles for the Nolensville Corridor are to be implemented on the ground through specific tools and guidelines.

Concept Plan and Community Vision

This section begins with the Concept Plan for the Nolensville Pike Corridor. The Concept Plan outlines the appropriate location of particular land uses. The Concept Plan also provides recommendations for street and pedestrian connectivity, for streetscape enhancement, and for parking and access. The Concept Plan is a broad graphic representation of the community's vision. It is summarized on the following page and discussed in more detail in the remainder of this chapter.

Vision Statement

The Nolensville Pike Corridor will be more than a thoroughfare, serving as a vital, attractive, and walkable community, with a mix of shopping, eating, entertainment, and employment choices with defined centers and multiple housing options.

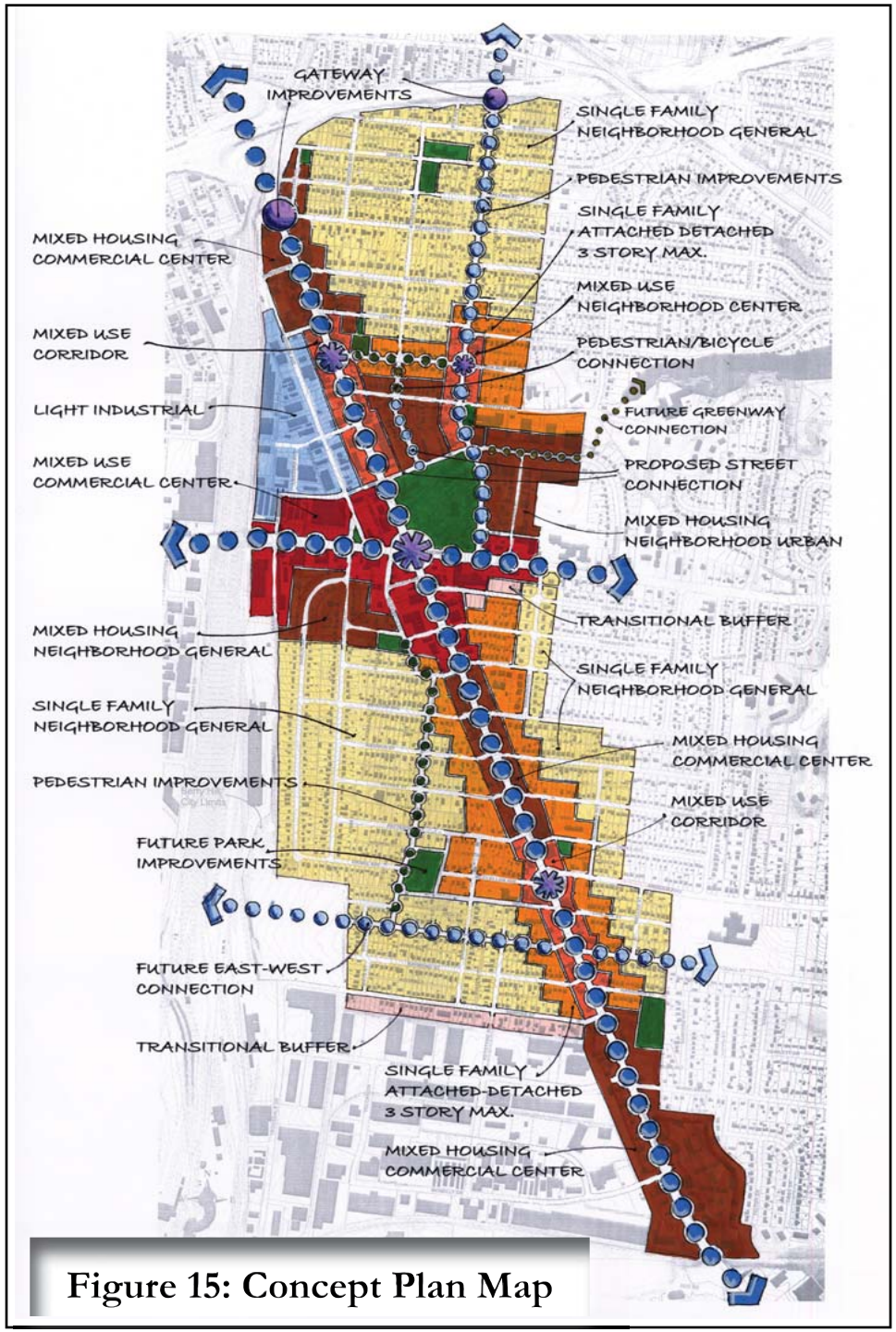


Figure 15: Concept Plan Map

Corridor Plan Summary

The Nolensville Pike Corridor has tremendous potential to grow new investment. The Corridor is attractive based on its proximity to Downtown and other destinations, access to Interstates, its rich history, and its diversity. This plan strives to achieve the Nolensville Corridor's potential by applying the community's vision to shape the Corridor into a walkable community with a mix of shopping, eating, entertainment, residential and employment opportunities.

There are many challenges to creating a land use pattern that caters to the needs of surrounding neighborhoods along a fully-developed Corridor, instead of solely serving through traffic. One of the major challenges in this case is the amount, type, and proximity of commercial and residential zoning. Although this is an urban area close to Downtown, the majority of residential property in this area is zoned for detached single-family houses. On the other hand, a majority of the commercial property is zoned for intensive commercial uses that serve a relatively wide market area, promoting automobile access.

The domination of the residential market by detached single-family houses works against the community's goal of creating a walkable community because there are not enough residences in walking distance to support walkable centers. The community noted, however, a commitment to preserving their existing neighborhoods. One way to protect existing established residential areas from more intense mixed uses is to provide a transition land use between these areas and single-family areas while also providing residences for more consumers to support improved commercial. In strategic locations, this plan proposes a transition of higher density residential development, referred to as Mixed Housing policy. In other areas, where the Mixed Use policy is less intense, a transition land use is provided with Single-Family Attached and Detached policy which allows for townhouse and cottages in addition to single-family homes.

The Mixed Housing policy areas, comprised of stacked flats, townhouses, and small residential lots, provides for the housing needs of a diverse population. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The land use policy within this plan allows for development that enables a person to grow up in a detached single-family house on a half-acre lot, rent a flat above a shop on Nolensville Pike or live in a garden apartment during college, buy a townhouse as a single professional, move into a small two-bedroom house after getting married, buy a larger house on a large lot when starting a family, and retire into a townhouse that requires no lawn maintenance. This can all be done within the same neighborhood if the proposed plan is realized, and can all be done within walking distance of a mixed-use center that provides shopping and entertainment needs, such as the one at Nolensville Pike and Thompson Lane.

The provision of diverse housing types also creates more opportunities for uses within the mixed use centers that serve the needs of surrounding neighborhoods, such as cafes, coffee shops, boutiques, and clothing stores. Currently, some businesses would argue it is not viable for them to locate here because there are not enough people living in the area to support their businesses. The existing zoning along Nolensville Pike is a reflection of this fact. As mentioned previously, predominate commercial zoning in the area is intended to serve people who are passing through the area in autos rather than people who actually live here. The result has been the development of fast food restaurants, gas stations, and commercial strip centers instead of those uses that reflect the wishes of the community.

In addition, providing more housing opportunities will help achieve the community's desire to enhance the pedestrian environment and increase transit and bicycle usage. The DNDP calls for new housing development in the area and new investment along Nolensville Pike to include the construction of sidewalks. These sidewalks will assist those living in existing residential areas to walk to retail centers, to parks and to work. Finally, as the number of people that infrastructure improvements will serve increases, most likely so will this area's priority rating for sidewalks, bikeways, trails, transit and streetscape improvements.

This plan strives to realize the Nolensville Pike Corridor's potential and the community's vision of creating a Corridor containing uses that serve the surrounding neighborhoods rather than people passing through these neighborhoods. The recommendations within the plan should be followed to create complete neighborhoods with a diverse mixture of housing, shops, offices and parks that fulfill the basic needs of people living within the community. Examples are provided of how this development might look along Thompson Lane at the intersection of Nolensville Pike and along Nolensville Pike at the intersection with Antioch Pike. The concept of creating "walkable centers" along Nolensville Pike should make transit a viable alternative to the automobile, offer new housing options, strengthen existing neighborhoods, provide new jobs, and create retail areas that help define the identified communities.

Guiding Principles

The Nolensville Pike Corridor Detailed Neighborhood Design Plan (DNDP) is an integrated systems approach to planning which provides strategies for land uses proposed along the Corridor and the systems that support them, such as open space and transportation. Each land use policy (open space, residential, mixed use, industrial, etc.) should be appropriately matched with its supportive system (bicycle and pedestrian system, vehicular transportation system, signage system, etc.) in order to create the proper character for areas along the Nolensville Pike Corridor. This plan considers not just the physical right-of-way of Nolensville Pike, but also the properties along the roadway. By looking beyond the public right-of-way, it is possible to understand the historic, scenic, natural features and built environment of the area, evaluate the existing land use and supportive systems, and provide broad recommendations regarding future development along Nolensville Pike and the surrounding neighborhoods. The overriding goal of the plan is to develop "walkable centers" along Nolensville Pike with uses that cater to the surrounding neighborhoods. These goals and objectives were created by the neighborhood and are a plan for neighborhood-led action.

Crosswalk in Downtown Woodbine

Wide Sidewalk with Planter and Bench

Outdoor Dining along Walkable Street

House in the Area

Land Use Goals and Objectives

These land use goals and objectives are described further and additional details are provided about design and building types within the different detailed land use policy categories in the Building Regulating Plan section in the Realizing the Vision chapter. **The following provide the overarching goals surrounding the land use categories and are to be used in conjunction with those goals and objectives found in the Systems Goals and Objectives section and the Building Regulating Plan section.**

Parks and Open Space

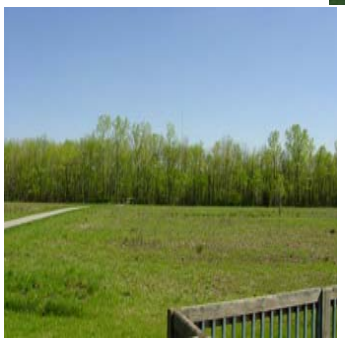
A major goal of the Metro Parks and Greenways Master Plan is to provide green space and recreational opportunities to better serve neighborhoods. Care should be taken to protect natural habitats and natural features. These protected parks and open spaces should be incorporated into walkable centers in order to create a unique character for the community. As the Parks Master Plan points out, preserving these natural features provides a place for people to move and play, cleans the air and water, nurtures wildlife, and connects people to nature. This plan strives to implement the Parks Master Plan by proposing to protect and enhance valuable open spaces along the Nolensville Corridor.

Goal 1: To preserve and enhance parks and open space.

Objectives:

1.1 Provide parks of varying sizes and functions that meet the needs of area residents.
1.2 Provide a diversity of facilities to meet the needs of neighborhood residents.
1.3 Improve pedestrian connections to the parks, including additional sidewalks and crosswalks.
1.4 Make Radnor Reservoir into a neighborhood park. Include a pedestrian connection at the end of Meade that ties this park to the park behind New Song Church.
1.5 Improve the park at Burbank and Oriel.
1.6 Consider a dog park as a component of Coleman Park if appropriate.
1.7 Connect Burbank Avenue to Coleman Park with a pedestrian connection as shown on the Concept Plan.

Centennial Park Playground: Nashville, TN



Shelby Bottoms Park: Nashville, TN

Picnic at Centennial Park: Nashville, TN

Civic Uses

Civic uses such as libraries, post offices, police and fire stations, and community centers are necessary to create vibrant, successful walkable centers. Public buildings should be situated on prominent sites in walkable centers. Civic structures should convey a sense of prominence and importance. Entrances to civic building should face public streets and terminate vistas. The importance of major public buildings should be enhanced through height, massing, materials and articulation.

Elementary schools and community buildings associated with parks may also be in walkable centers. These uses should be located in walkable centers with easy access from neighboring residences and the core area. Existing civic uses should be maintained within walkable centers, and new civic sites should be oriented toward potential public park spaces when possible. These civic uses and structures will contribute to the success of the walkable centers by increasing activity and by creating a strong sense of community and identity.

Goal 1: To create and maintain a civic identity and focus within walkable centers.

Objectives:

1.1 Preserve and enhance existing civic buildings within walkable centers, such as the Coleman Park Community Center and the Library, to make them focal points for the community.

1.2 Orient existing and proposed public buildings toward public rights-of-way and activity centers.

1.3 Create additional opportunities for civic buildings and gathering places. Civic buildings may include elementary schools or facilities associated with open spaces, and gathering places may include pavilions, amphitheaters, or picnic areas associated with public parks.

1.4 Civic buildings may be designed differently within the streetscape, with regards to setbacks and heights, in an effort to distinguish them from other buildings. However, entrances should face the street to create a lively streetscape.

Cole Auditorium: Woodbine Neighborhood

St. Patrick's Church: Chestnut Hill Neighborhood

New Song Church (former Turner School): Radnor Neighborhood

Residential Areas

A variety of housing is encouraged within the walkable centers. Housing types within the various policy areas include live/work units, townhouses, townhouse courts, cottages, cottage courts, stacked flats or courtyard flats. Examples of these housing types are illustrated to the right.

By providing a variety of housing types, the needs of varied age and income groups are more easily accommodated within the walkable centers, and the diversity of residents prized by the community is maintained.

The most intense residential uses should occur within mixed use buildings at the core of the walkable centers. This will house more people in close proximity to places to shop and work. Also, this will ensure activity at the core, increase the chances for retail success, add more "eyes on the street" for public safety and provide more potential riders for transit, which will benefit the entire community.

Residential uses should become less intense as they move away from the core of walkable centers. Townhouses, stacked flats, and courtyard flats should be prominent just outside of walkable center cores. Along the edges of walkable centers, as the center transitions into the surrounding residential neighborhoods, detached single-family houses should dominate.

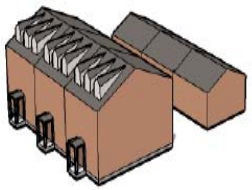
Goal 1: To provide for housing diversity while also protecting existing, stable residential areas from more intense non-residential uses.

Objectives:

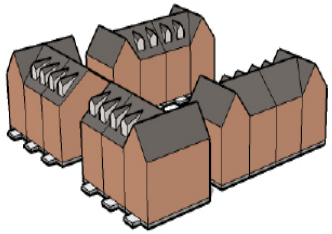
1.1 Provide a mix of housing types such as cottages, townhouses, stacked flats, and courtyard flats, in selected areas along the Corridor. These areas are fully described in the Designing a Solution and Realizing a Vision chapters of this document.

1.2 Decrease the intensity of uses on properties as they become farther from the core of the walkable, mixed use centers.

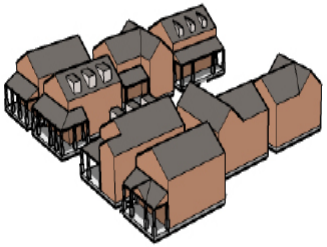
1.3 At the transition between higher-intensity centers and residential neighborhoods, special attention should be paid to massing, height, lighting and buffering to ensure preservation of the existing residential character of the neighborhood.



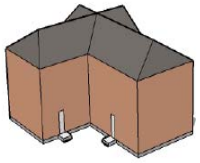
Townhouses Example



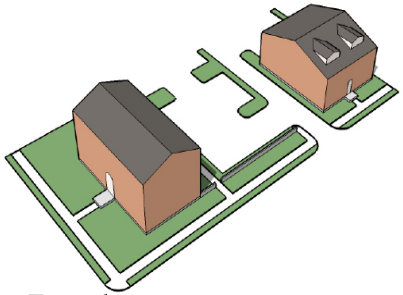
Townhouse Courts Example



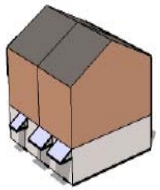
Cottage Courts Example



Courtyard Flats Example



Flats Example



Live Work Example

Single-Family House Example

Mixed Use Areas

Appropriate commercial uses within mixed use areas 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.

Mixed use buildings with upper-floor office and residential uses above commercial uses increase the vitality and round-the-clock nature of walkable center cores. Providing retail uses in close proximity to residential uses will permit 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.

Goal 1: To establish walkable centers that act as hubs of daily activity for people who live on the Corridor or in surrounding neighborhoods and/or work along the Corridor.

Objectives:

1.1 Encourage redevelopment of strip malls into mixed use centers with retail or office on the lower floor and residential uses on the upper floors.

1.2 Rehab historic buildings when appropriate to contribute to the streetscape and maintain the historical character of the area.

1.3 Discourage auto-oriented uses near neighborhoods.

1.4 Encourage buildings that are more pedestrian-friendly with uses that cater to the neighborhoods.

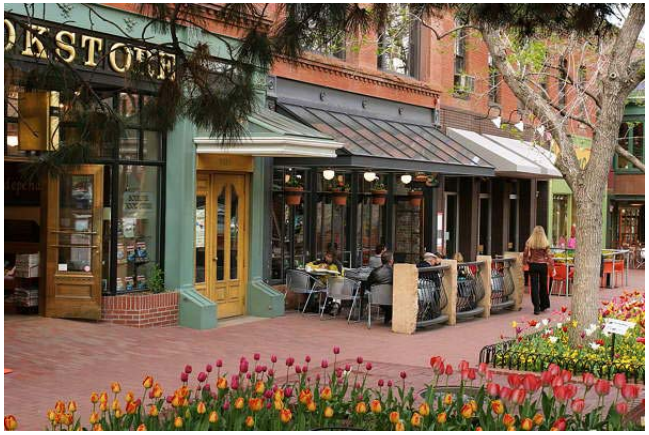
1.5 Locate buildings close to the street in order to frame the street and create a comfortable and interesting pedestrian environment.

1.6 Locate primary entrances on the street, provide wide sidewalks, and parking behind or beside the building to avoid pedestrian and auto conflicts.

1.7 Create a unique sense of place by constructing buildings of the appropriate scale, with proper orientation and architectural detailing.

1.8 Construct buildings of durable materials that reflect permanence and a traditional "Main Street" character.

1.9 Provide public gathering spaces, such as landscaped areas or plazas, within the cores of walkable centers.



Pedestrian Mall: Boulder, CO

Mixed Use Buildings with Outdoor Dining

Active Mixed Use Street

Systems Goals and Objectives

Pedestrian and Bicycle Circulation

Comfortable, safe, convenient pedestrian movement is vital to the success of walkable centers. A continuous sidewalk system is necessary in order to provide comfortable and direct access to the retail areas at the core of walkable centers. Safe pedestrian crossings should be incorporated at major intersections along Nolensville Pike and Thompson Lane in order to ease pedestrian movement across the arterials. A complete pedestrian circulation system paired with the creation of walkable centers will help to replace short auto trips by neighbors with walking and encourage the use of transit.

Pedestrian amenities are essential for creating lively public spaces. Pedestrian amenities such as benches, trash receptacles and bicycle racks should be strategically located within walkable centers. Pedestrian amenities are necessary in order to encourage walking and the use of bicycles as alternative modes of transportation to access work, shopping and recreation.

Bicycling can also be an alternative to driving when planned in coordination with walkable centers. A complete system of bikeways and greenways should be planned in order to link people to work, retail centers, parks and open spaces, and schools and community activity centers. A hierarchy of bikeways consisting of designated on-street bikelanes and marked shared-use bicycle routes is encouraged.

Goal 1: To encourage walking as a primary mode of transportation by building additional sidewalks, making sidewalks safer, pleasant and more comfortable for pedestrians.

Objectives:

1.1 Construct new sidewalks where gaps exist in the current sidewalk system.

1.2 Maintain and/or improve existing sidewalks and crosswalks.

1.3 Install crosswalks at major intersections where side streets intersect Nolensville Pike and Thompson Lane, similar to those that have been constructed as part of the Woodbine streetscape improvements, to improve pedestrian safety.

1.4 At intersections with high pedestrian volumes, utilize pedestrian countdown signals to more safely guide pedestrians in crossing situations.

1.5 Where appropriate provide curb extensions (bulb-outs) to reduce pedestrian crossing distance at major intersections.

1.6 Create a clear separation between pedestrians and automobiles along Nolensville Pike and Thompson Lane by providing street trees, planting strips or other buffers as appropriate.

1.7 Provide roadway medians as appropriate to allow for a "safe haven" for pedestrians crossing Nolensville Pike.

1.8 Install appropriately wide sidewalks, with street trees, benches, seat walls, trash receptacles and other pedestrian amenities within mixed use centers to create a comfortable place for pedestrians. "Street furniture" and other amenities should be commonly themed to create a sense of place and character in the walkable centers.

1.9 Locate buildings at the back of the sidewalk to frame the street and create a pedestrian-friendly environment at mixed use centers.

Metro Center Greenway: Nashville, TN

Downtown Greenway: Nashville, TN

Bicycles Along Greenway: Nashville, TN

Goal 2: To make bicycling a viable alternative to the automobile for traveling through and within the Nolensville Pike Corridor.

Objectives:

2.1 Implement the Metro Bike and Pedestrian Plan by providing bike lanes on Nolensville Pike and McCall Street.

2.2 Update the Bike and Pedestrian Plan by designating Foster Avenue as a bikeway.

2.3 Provide adequate bicycle parking at public and civic buildings. Bicycle parking should also be provided at mixed use centers as they redevelop.

Bike Lane with Street Trees, Lighting and Landscaping

Vehicular Circulation

A network of connector streets and sidewalks designed to accommodate bicycle and pedestrian traffic is essential in order to provide linkages from neighborhoods into walkable centers without requiring the use of Nolensville Pike or limiting visitors to the center to driving. Streets should be inter-connected to offer alternative routes through neighborhoods and to retail, civic and recreational destinations.

Streets within the mixed use areas of walkable centers should be designed to move traffic at slower, safe speeds while steadily moving traffic and creating pedestrian-oriented "Main Streets." Main Streets are designed to allow pedestrians to walk comfortably on sidewalks that are sheltered by street trees, building entries and parallel parking. Pedestrian, bicycle, parking and automobile circulation systems that already exist on properties along Nolensville Pike should be redesigned as they redevelop in order to encourage pedestrian and bicycle access between uses, public spaces and adjacent neighborhoods. It is important that Nolensville Pike should efficiently convey traffic, but a balance should be sought between the vehicle and the pedestrian at the core of the appropriate walkable centers.

Goal 1: To create a street and sidewalk network that allows pedestrians, bicycles and autos to easily, comfortably and safely move along the Corridor and within, between and through the Woodbine, Glencliff and Radnor Neighborhoods.

Objectives:

1.1 Clean up and maintain existing streets and alleys in the area. Work with Public Work's Alley Maintenance Program to regularly maintain the alleys.

1.2 Increase internal circulation within existing commercial areas and future new development.

1.3 Limit private curb cuts and driveways, and encourage the use of local streets and alleyways for short trips.

1.4 Enforce the Zoning Code's minimum spacing standards for curb cuts (Code 17.20.160; 17.20.170) for properties along the Corridor.

1.5 Restrict the width of access points to enhance driver and pedestrian safety.

1.6 Require shared access drives for adjacent parcels or groups of parcels.

1.7 **Reduce neighborhood speeding problems by implementing appropriate traffic control and traffic calming devices within neighborhoods.**

1.8 **Design streets through neighborhood centers (not located along Nolensville Pike or Thompson Lane) with traffic calming elements such as pedestrian bulb-outs, on-street parking and textured crosswalks.**

1.9 **Explore better connections around Coleman Park as illustrated on the Concept Plan, including constructing a new east-west street north of Coleman Park, linking to Foster Avenue as redevelopment occurs.**

Large Street Trees: Savannah, GA

Pleasant Streetscape with Landscaped Median, Street Trees and Sidewalks

Transit

As walkable centers and more intense residential develop along the Nolensville Pike Corridor, transit can support higher intensity development (residential, office, commercial) while reducing air and water pollution. Transit can increase mobility options for residents and employees. Convenient, accessible transit stops should be located within each walkable center.

In addition to the economic and environmental benefits provided by transit, it also serves an important social role. Transit provides a vital link for transit-dependent riders and offers a mobility choice to all citizens. Citizens with disabilities and senior citizens are able to remain actively involved in the community because of transit. Transit is also an essential transportation option that benefits public programs and community services.

High-quality, efficient transit services will play a vital role in the success of creating new walkable centers of activity along Nolensville Pike. Transit stops should be focal points within walkable centers. They should be centrally located and highly visible along Nolensville Pike.

Goal 1: To provide mobility options for the entire community.

Objectives:

1.1 Implement Metro Transit Authority's "5 Year Service Improvement Plan" to make transit safe, efficient, and convenient.

1.2 Maintain and enhance existing bus routes.

1.3 Ensure transit stops with appropriate spacing between bus stop locations (1,000 to 1,500 feet apart) along Nolensville Pike and Thompson Lane as properties redevelop into mixed use destinations. Bus stop spacing is important for balancing passenger accessibility with maintaining reliable travel times for the larger bus line network.

1.4 Transit stops should include appropriate lighting, comfortable seating and shelter from inclement weather.

1.5 Make bus stops visible and accessible focal points within centers.

Bus Shelter: Portland, OR

Parking and Access

Free and plentiful parking is key to the success of conventional "strip" commercial development. Unfortunately, parking lots along arterial streets with commercial strip buildings reduce pedestrian activity because pedestrians do not feel safe walking along developments with multiple auto access points or continuous curb cuts. Every development along the arterial typically provides for all of its parking needs on its own site in the form of large lots located between buildings and the roadway. The result is a "sea" of parking that is unsafe for pedestrians.

The establishment of walkable centers along Nolensville Pike will create an opportunity to restructure the retail strip center and locate parking lots behind buildings or in the interior of the block whenever possible. Shared and priced, on-street parking facilities should be explored in order to meet the demands of a mixture of uses with differing peak use times.

Access management guidelines (determining where autos enter and exit development) help to make areas like the Nolensville Pike Corridor safer, more convenient, and more attractive to pedestrians and bicyclists. Access management guidelines should be developed for Nolensville Pike that would allow access to properties, while preserving the function of the roadway. Safety, capacity and reliable traffic speeds on Nolensville Pike could be maintained by implementing access management controls. Moving autos should be balanced, however, with creating safe and comfortable pedestrian environments.

Goal 1: To use access management to create a safe, convenient and attractive roadway system for pedestrians, bicyclists and motorists.

Objectives:

1.1 Develop access management guidelines for Nolensville Pike and Thompson Lane in order to make travel safer for all modes, improve the appearance of the Corridor, reduce traffic delay and congestion and improve roadway safety conditions.

1.2 Improve the alley network throughout the neighborhood through paving, appropriate lighting and cleaning and maintenance.

1.3 Limit the width and number of parking accesses from local streets to minimize interruptions to the sidewalk network.

Pedestrian Access Provided by Sidewalks and Well-Defined Crosswalk

Parking Wayfinding and Pedestrian-Scaled Lighting

Goal 2: To provide parking that does not diminish the pedestrian environment.

Objectives:

2.1 Locate parking preferably behind, but at the very least beside structures.

2.2 Create well-defined sidewalks and cross-access that permit pedestrians to park once and move safely and comfortably from their vehicles into buildings.

2.3 Develop shared parking plans for developments with different peak parking demands and operating hours to minimize the total amount of parking spaces needed along the Corridor.

2.5 Provide cross-access between buildings and developments to minimize street curb cuts.

2.6 Parking needs to be screened with landscaping or low masonry walls.

Screened Parking along Sidewalk

Masonry Wall along Sidewalk to Screen Parking

A Well-Landscaped Parking Lot

Landscaping and Buffering

Landscaping is one of the most important components of the streetscape, creating a comfortable place to walk, bike and drive. A system of landscaping should be implemented along Nolensville Pike in order to provide visual relief and to provide continuity and character throughout the area. Street trees should be planted along all public streets in order to provide shade and a sense of protection to pedestrians. Landscaping should also be added as needed in order to improve air quality, lessen the impact of stormwater and buffer incompatible land uses.

Goal 1: To use landscaping to add value to the community and provide visual relief and a greater level of comfort for pedestrians.

Objectives:

1.1 Protect existing trees to the greatest extent possible, and plant quality trees to replace trees that must be removed for development and utility maintenance.

1.2 Plant street trees at neighborhood centers and along Nolensville Pike and Thompson Lane as properties redevelop. Street trees provide shade for residents and visitors, diminish noise, screen unwanted views, reduce glare, lessen air and water pollution, and create a sense of place. For these arterials, tree-lined streets provide orientation and contribute to the area's character.

1.3 Plant trees, shrubs and groundcover in parking areas to break up large expanses of paving, to divide masses of parked cars, and to provide shade for pedestrians, bicyclists and automobiles.

1.4 Include long-term maintenance provisions in landscaping and tree planting projects.

1.5 Screen utilities, meter boxes, heating and cooling units, and other building systems that are visible from a public right-of-way with landscaping and/or well designed fencing.

1.6 Screen surface parking lots that face a public right-of-way to minimize the visual impact of parked vehicles.

Parking Area Improved with Landscaping and Buffering: Lake Oswego, OR

Signage

A system of signage along Nolensville Pike should serve the dual purpose of providing information and direction for motorists and pedestrians, but also creating and maintaining community character. A good signage system provides a sense of place and local pride by incorporating details that are unique to the community.

A system of signage should be developed for walkable centers that is appropriate for both pedestrians and motorists. Signage should be at a human scale in order to create a pleasant, attractive and comfortable environment for pedestrians. Signage that is intended for motorists should be simple and legible. All signage should be well designed and consistent throughout walkable centers.

Commercial signage is also an important component of having an attractive commercial corridor. These principles apply to signage for businesses as well.

Goal 1: To let motorists, pedestrians and bicyclists know their location and assist them in finding their destinations.

Objectives:

1.1 **Signage in the public right-of-way should be designed in a manner that is not distracting or overwhelming to the overall streetscape.**

1.2 **Develop a signage program that creates guidelines for signage to be used in the public right-of-way, including limiting the number and size of signs. This serves to establish an identity for the area while reducing "sign clutter" along the Corridor.**

1.3 **Use signs to clearly convey a message. Design signs with simple, straightforward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.**

1.4 **Design street and directional signage to be compatible in material, color, character and scale with other signage and area buildings.**

1.5 **Create signage that is appropriate in scale for motorists, as well as for pedestrians and bicyclists. Place and illuminate signs in a manner that is appropriate for creating and maintaining a pedestrian environment.**

1.6 **Signage may be located on the building façade, attached to the façade overhanging the sidewalk, may be part of an awning above ground floor windows or may be monument signs. Pole-mounted signs are discouraged. Backlit and internally lit signs are discouraged.**

Signage Contributing to Pleasant Streetscape

Lighting and Utilities

Lighting not only promotes a safe and comfortable environment, but it can also contribute to a neighborhood's identity and create a unique sense of place. A lighting plan should be developed for the Nolensville Pike Corridor that focuses on pedestrian-scale lighting. Lighting can be designed for safe vehicular movement, without compromising the pedestrian environment. Lighting should enhance the overall appearance of the Nolensville Pike Corridor and should be coordinated with buildings, signage, landscaping and pedestrian amenities.

In addition to signage, there is also visual clutter from the above ground utilities. As development occurs, an emphasis on underground electric facilities should be pursued. In addition, any publicly-led opportunity to underground utilities beyond private investment should be seized. Where underground utilities are not feasible, efforts should be made to place power and communication lines in the alley network.

Pedestrian-Scaled Street Lighting and Nice Landscaping

Goal 1: To utilize lighting to promote safe, 24-hour bicycle, pedestrian and vehicular movement throughout the Corridor area.

Objectives:

1.1 Develop a lighting plan that builds upon existing lighting in the area and is appropriate in function and scale for pedestrians, bicyclists and motorists.

1.2 Select light fixtures for walkable centers that are coordinated with the architecture, signage, landscaping and pedestrian amenities to create a sense of place.

1.3 When non-residential development is adjacent to residential development, the lighting on non-residential development should be scaled and directed so as not to intrude on residential development.

Shelby Pedestrian Bridge:
Nashville, TN

Lighting: Lynnwood, WA

Goal 2: To improve the streetscape design by reducing the number of overhead wires and utility poles along the sidewalks and public right-of-way.

2.1 As properties redevelop, locate overhead utilites in alleys or underground within mixed use centers.

Gateways

The Nolensville Pike Corridor community should have an identifiable entrance along Nolensville Pike. The entrance should be designed and developed in such a way that it creates a good first impression in visitors, guests and neighbors as they enter the area. Visitors, residents and business owners should be rewarded with a sense of arrival and a positive, welcoming introduction as they enter the community.

Unified streetscape elements as mentioned in previous sections would provide consistency to the entrances and assist in creating a sense of transition into the unique Nolensville Corridor.

The Flatrock Community Association in the spring of 2007 painted a mural on the railroad bridge that crosses Nolensville Pike at the southern gateway of the Corridor area.

Goal 1: To provide visitors with a sense of arrival at a signature entrance into this portion of the Nolensville Pike Corridor.

Objective:

1.1 Utilize public art, landscaping, attractive lighting and monument signage at the northern entrance (at Peachtree Street) to this portion of Nolensville Pike in order to create a good first impression and develop a sense of pride for residents.

Flatrock Community Mural

Fairhaven Gateway: Bellingham, WA

Public Art along Sidewalk: Louisville, KY

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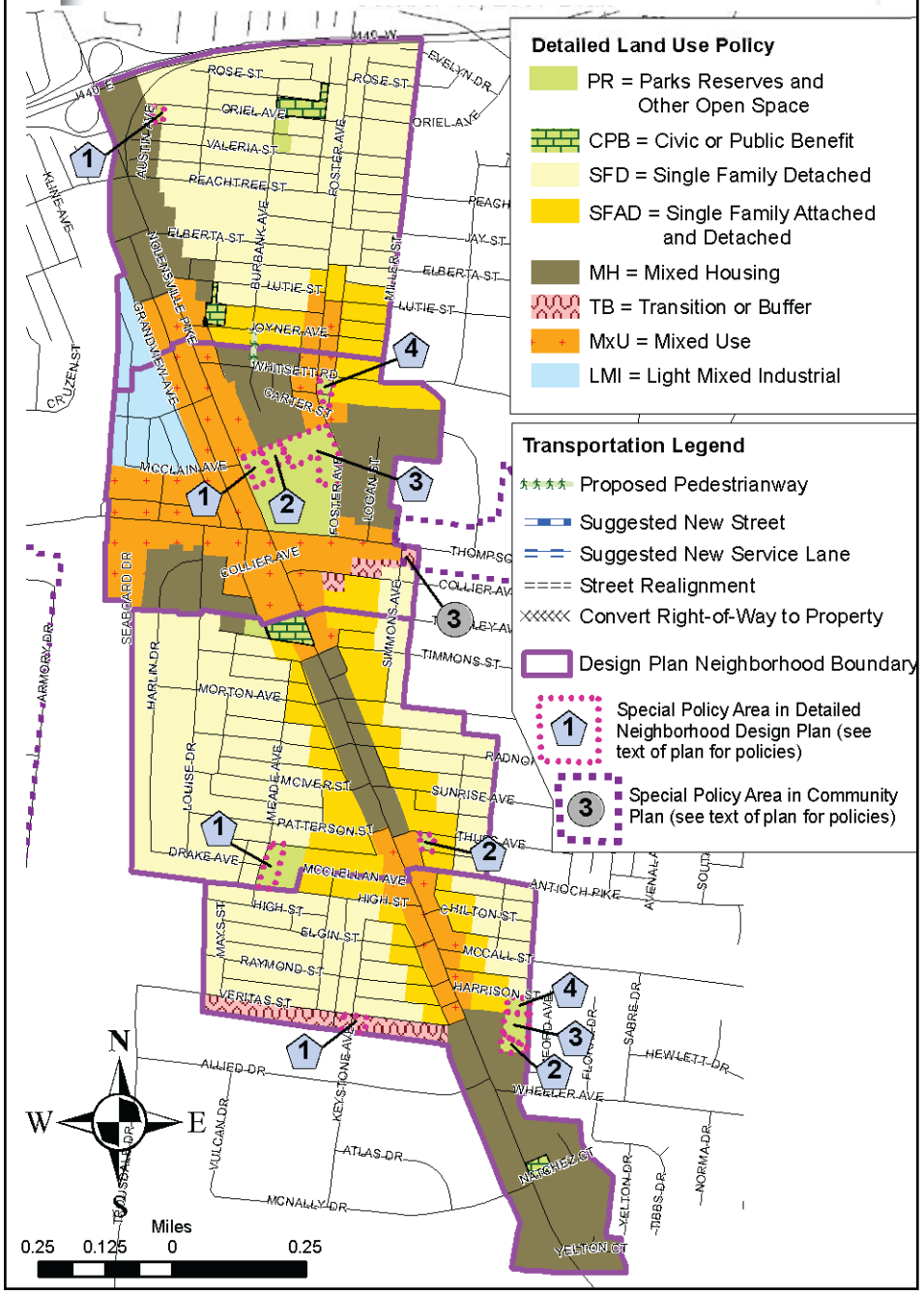
Figure 16: Detailed Land Use Policy Map



Designing a Solution

This section presents the Detailed Land Use Policy Plans for each of the four Planning Neighborhoods. The Detailed Land Use Policy provides further land use definition to the Concept Plan. The Detailed Land Use Plan illustrates the land use categories for individual parcels and guides the Planning Department staff in providing recommendations to the Planning Commission for future development proposals.

The Detailed Land Use Plan is intended to be used in conjunction with the Building Regulating Plan discussed in the next chapter. In addition, the Detailed Land Use Plan is accompanied by development scenarios and illustrative perspective drawings. These scenarios and perspectives show how development could occur over time, not the actual development pattern that is on the ground today. Developers interested in working in this area are encouraged to use the following plans, drawings and photographs in working with the Planning Department and the community to determine the appropriate location and character of all future development.

On July 31st Planning Staff held a meeting at New Song Church to present the draft plan containing the final vision statement with goals and objectives and the final walkable center concepts. Meeting participants provided comments on the plan that were incorporated into the final draft.

Description of Detailed Land Use Policy Categories

The Detailed Land Use Policy categories applied within the Nolensville Pike Corridor neighborhoods are briefly described in this section. Just as the Land Use Policies are guided by the Transect, the Detailed Land Use Policies are as well. The character of development within the land use described in the Detailed Land Use Policy should be in conformity with the Transect category where it is located. For example, a single-family detached housing unit will have an orientation, mass, and scale that would differ between the T2 Rural Transect and the T4 Urban Transect categories. For complete descriptions of both the Detailed Land Use Policy categories and the Transect categories, see the Land Use Policy Application.

See the section of this plan entitled **Building Regulating Plan** for guidance regarding the types of buildings intended in each category, intensity, bulk, height, site design and regulations for implementing development. Activities supported in the "PR" and "CPB" policy categories are appropriate in all of the other policy categories, subject to scale, intensity and other zoning standards.

The detailed land use policy categories area as follows.

Parks, Reserves and Other Open Space (PR). This category, similar to the Structure Plan component, is reserved for open space intended for active and passive recreation, as well as buildings that support such open space.

Civic or Public Benefit (CPB). This category includes various public facilities including schools, libraries, and public service uses. It may also include non-public community services deemed to be significant by the community.

Single-Family Detached (SFD). This category includes single-family housing that varies based on the size of the lot. Detached houses are single units on a single lot (e.g. typical single-family house).

Single-Family Attached and Detached (SFAD). This category includes a mixture of single-family housing that varies based on the size of the lot and building placement on the lot. Detached houses are single units on a single lot (e.g. typical single-family house). Attached houses are single units that are attached to other single-family houses (e.g. townhouses).

Mixed Housing (MH). This category includes single-family and multifamily housing that varies based on lot size and building placement on the lot. Housing units may be attached or detached, but are not encouraged to be placed at random. In addition to residential uses, ground floor office and commercial activities are appropriate in the areas designated "MH" that are within "Subdistrict 4" in the "Building Regulating Plan."

Transition or Buffer (TB). This category is intended to provide transition from intense commercial or industrial activity to residential. Appropriate uses include residential and offices. Uses should be residential in overall scale, character, and function. Intensity of development should not exceed that allowed in the OR20 base zoning district. Planned Unit Development, Urban Design Overlay or Specific Plan zoning options should be required for any development to help regulate size, use, and compatibility. Note that this description of "TB" policy, rather than the one in Land Use Policy Application, is intended to apply in the Nolensville Pike Corridor Neighborhoods.

Mixed Use (MxU). This category includes buildings that are mixed horizontally and vertically. The latter is preferable in creating a more pedestrian-oriented streetscape. This category allows residential as well as commercial uses. Vertically mixed use buildings are encouraged to have shopping activities at street level and residential above.

Light Mixed Industrial (LMI). This category includes industrial uses such as manufacturing, distribution, warehousing, wholesaling, and storage allowed in the IWD zoning district, but not uses requiring the IR or IG districts. Commercial uses and offices are appropriate secondary activities.

Special Policies Within the Woodbine North Neighborhood
The Woodbine North neighborhood contains one design plan special policy area, identified as #1 on the detailed land use plan map, as follows:

Design Plan Special Policy Area #1 – Proposed Austin/Oriel Avenue Corner Open Space. The alternate land use policy applicable to this area is "Single Family Detached in "Neighborhood General" (SFD in NG).

Special Policies Within the Woodbine South Neighborhood
The Woodbine South neighborhood contains one community plan special policy area, identified as #3 on the detailed land use plan map; and four design plan special policy area, identified with a different symbol as #1 - #4 on the detailed land use plan map. They are as follows:

Community Plan Special Policy Area #3 – Thompson Lane Corridor: Simmons

Avenue to Mashburn Road Intersection. [repeat of policy in the South Nashville Community Plan: 2007 Update]

1. Land uses intended in the NG, RM and RLM policy areas include all types of residential development, community services customarily allowed in residentially zoned areas, and offices. Land uses intended in the NC policy area are those allowed in MUL zone district.

2. Maximum recommended intensity (floor to area ratio, the ratio of the square footage allowed in the building compared to the area of the property) is 0.80 in the NG and NC policy areas, 0.60 in the RM policy area, and 0.40 in the RLM policy area. Maximum recommended residential density is 20.0 units/acre in the NG and NC policy areas. The standard maximum densities are recommended for the RM policy area (9.0 units/acre) and the RLM policy area (4.0 units/acre.)

3. Maximum recommended height is 3 stories (up to 45 feet) throughout the special policy area.

4. Parcel and access consolidation and, to the extent practical, cross-access between abutting uses are encouraged to reduce and manage traffic along Thompson Lane. New development and redevelopment should be pedestrian-friendly. Buildings should be oriented toward and placed closer to Thompson Lane, with parking areas consolidated beside and/or behind the building.

5. Design-based zoning (i.e. SP, appropriate base district + PUD or UDO) is recommended wherever a zone change is necessary to allow the desired use to assure the intended type and design of development and the provision of any needed infrastructure improvements.

Design Plan Special Policy Area #1 – Part of Proposed Coleman Park Open Space Expansion. The alternate land use policy applicable to this area is "Mixed Use" in "Community Center" (MxU in CC).

Design Plan Special Policy Area #2 – Part of Proposed Coleman Park Open Space Expansion. The alternate land use policy applicable to this area is "Mixed Housing" in "Community Center" (MH in CC)

Design Plan Special Policy Area #3 – Part of Proposed Coleman Park Open Space Expansion. The alternate land use policy applicable to this area is "Mixed Housing" in "Neighborhood Urban" (MH in NU)

Design Plan Special Policy Area #4 – Proposed Whitsett Road/Foster Avenue Corner Open Space. The alternate land use policy applicable to this area is "Mixed Use" in "Neighborhood Center" (MxU in NC).

Special Policies Within the Radnor North Neighborhood

The Radnor North neighborhood contains two design plan special policy areas, identified as #1 and #2 on the detailed land use plan map, as follows:

Design Plan Special Policy Area #1 – Proposed Radnor Reservoir Park Open Space Expansion. The alternate land use policy applicable to this area is "Single-Family Detached in "Neighborhood General" (SFD in NG).

Design Plan Special Policy Area #2 – Proposed Thuss Avenue Open Space Next to Mixed Use Policy. The alternate land use policy applicable to this area is "Single-Family Attached and Detached in "Neighborhood General" (SFAD in NG).

Special Policies Within the Radnor South Neighborhood

The Radnor South neighborhood contains four design plan special policy areas, identified as #1 - #4 on the detailed land use plan map, as follows:

Design Plan Special Policy Area #1 –Southeast and Southwest Corners of Veritas Street and Keystone Avenue. In addition to the uses supported by "Transition or Buffer (TB) policy, appropriate uses at this entrance to the neighborhood include those allowed in the MUN base zoning district. To ensure good design, all uses allowed only by the MUN district should be implemented through the SP zoning district, should be residential in scale and character, should be oriented toward Keystone Avenue, and should not exceed the bulk standards for the MUN district.

Design Plan Special Policy Area #2 – Part of Proposed Harrison Street Open Space. The alternate land use policy applicable to this area is "Mixed Housing" in "Community Center" (MH in CC)

Design Plan Special Policy Area #3 – Part of Proposed Harrison Street Open Space. The alternate land use policy applicable to this area is "Mixed Housing" in "Neighborhood General" (MH in NG)

Design Plan Special Policy Area #4 – Part of Proposed Harrison Street Open Space. The alternate land use policy applicable to this area is "Single-Family Detached" in "Neighborhood General" (SFD in NG).

Woodbine North Walkable Center

Woodbine North Walkable Center stretches from I-440 south to Joyner Avenue. The Concept Plan to the right (showing all four Walkable Centers) shows the distribution of proposed building types and land uses. An area of Mixed Housing along the Corridor provides opportunities for higher density housing with office uses on the first floor. At Lutie Street this transitions to Mixed Use which focuses on mixed use buildings containing retail on the bottom floor and office and/ or residential above. Mixed Housing helps support retail uses and increases their viability by providing a mix of housing options and increasing population. A Mixed Use Neighborhood Center areas is located along Foster Avenue that continues into the Woodbine South Neighborhood. These centers provide employment and service opportunities for the neighborhoods.

Other residential areas include areas of Single-Family Attached and Detached which allow for building types such as townhouses, cottages and cottage courts in addition to single-family homes. These types of housing are a transition building type from higher density residential to detached single-family homes. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The Detailed Land Use Policy Plan for just the Woodbine North neighborhood is provided on the following page.

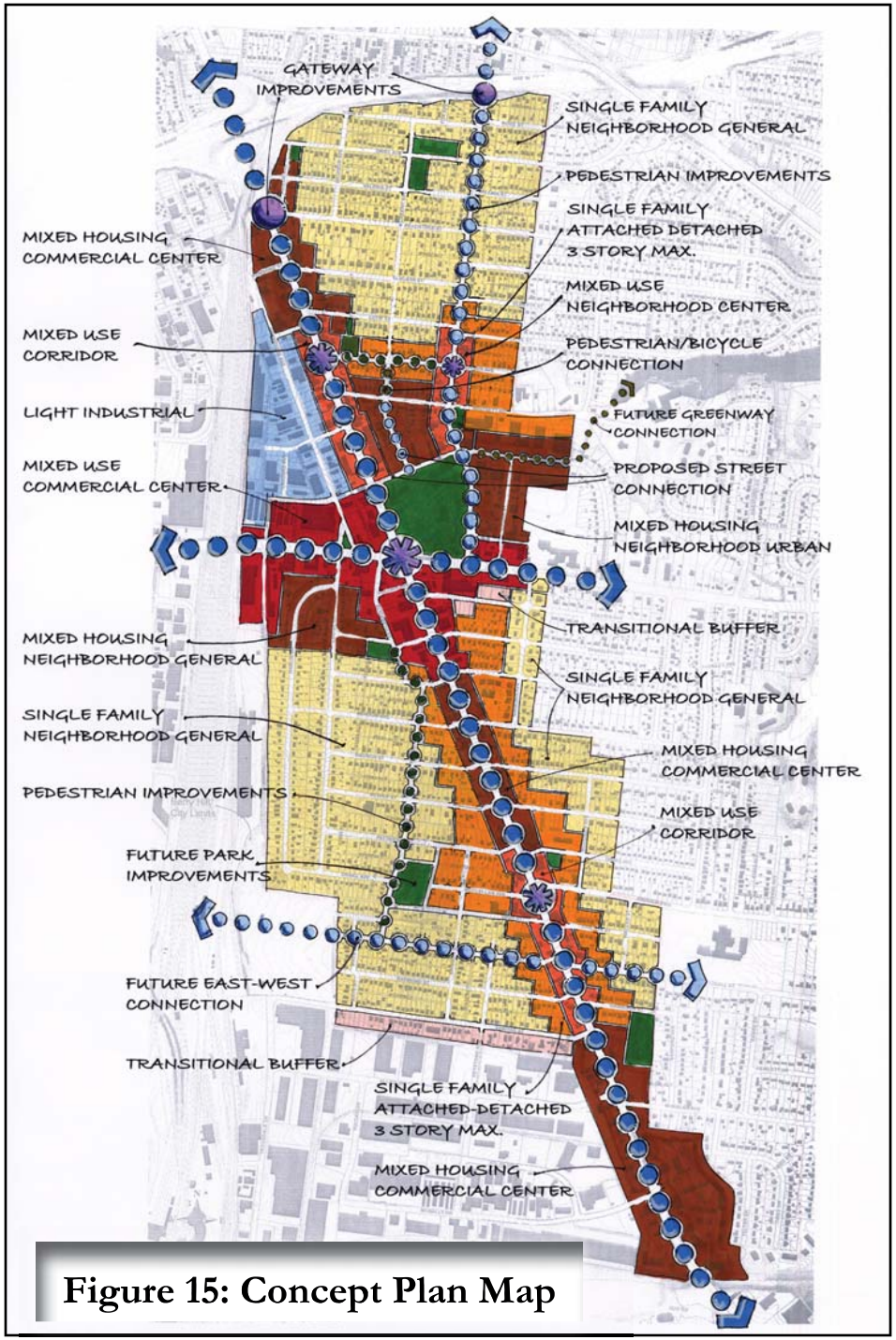
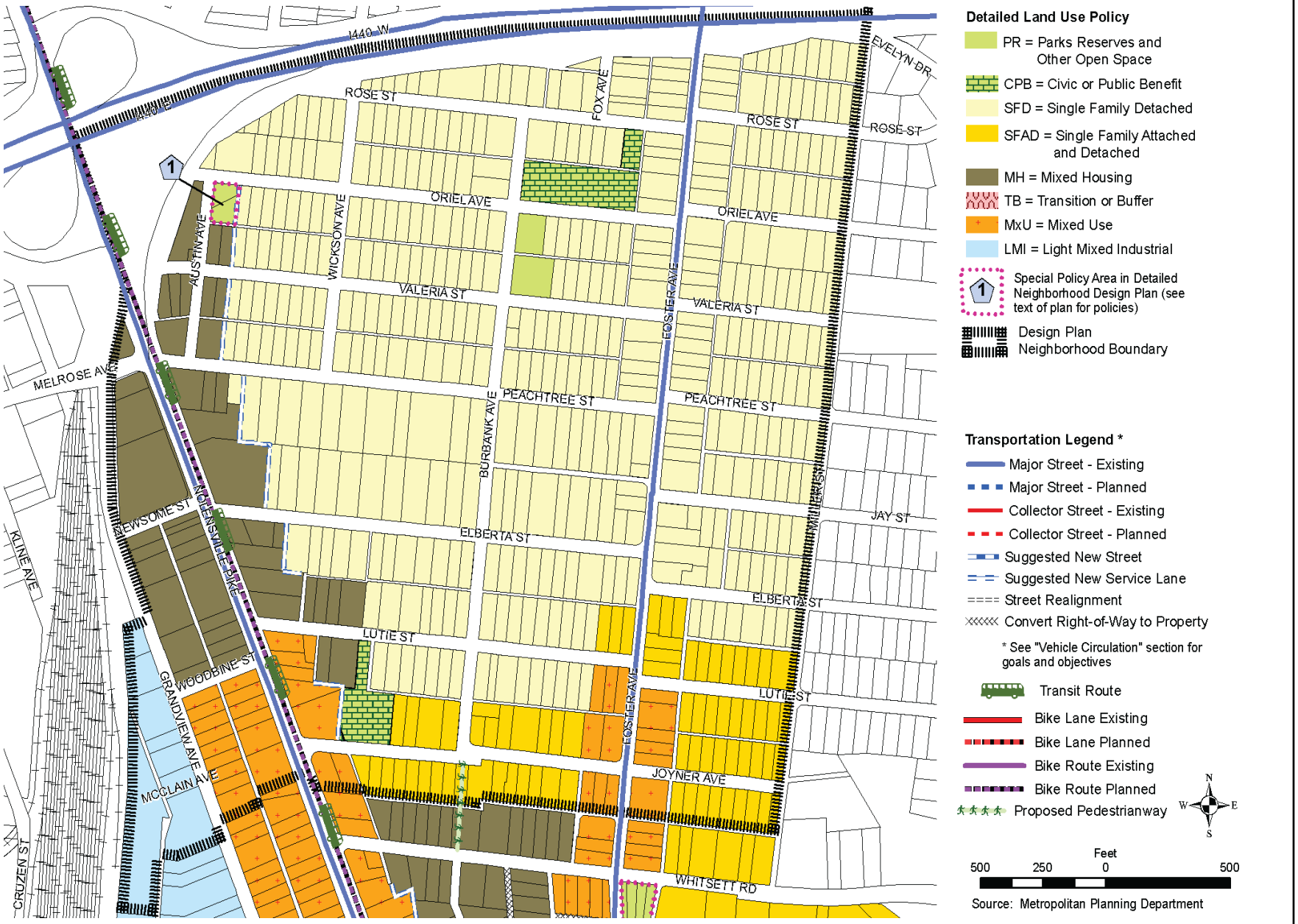


Figure 15: Concept Plan Map

Figure 17: Woodbine North Detailed Land Use Plan Map



Woodbine South Walkable Center

The Woodbine South Walkable Center stretches from between Joyner Avenue and Whitsett Road south to Tanksley Avenue. The Joyner/Nolensville intersection is important in the neighborhood, and in the last few years has been the focus of streetscape improvements, including a brick crosswalk. The map at right (showing all four Walkable Centers) shows the distribution of proposed building types and land uses within the Woodbine South Walkable Center which stretches from between Joyner Avenue and Whitsett Road south to Tanksley Avenue. Mixed Use, focusing on mixed use buildings containing retail on the bottom floor and office and residential above, stretches along this portion of the Corridor. It becomes a more intense Mixed Use Community Center at the Nolensville Pike /Thompson Lane intersection that allows for taller buildings and increased density.

Coleman Park, which is currently undergoing renovations, is further enhanced in the plan by a modest expansion to include more property on the north. The park is then surrounded with areas of Mixed Housing on the west and north. Mixed Housing provides a mixture of housing types such as townhouses, stacked flats, and cottage courts, and helps support retail uses and increases their viability. To strengthen pedestrian connections to the park, a pedestrian extension of Burbank Avenue is proposed. This connection provides more options for walking to destinations to the south and better links to Coleman Park. In addition, a new street connection is proposed south of Whitsett Road running along the northern edge of Coleman Park that also serves to better connect the park with its neighbors. A Mixed Use Neighborhood Center area is located along Foster Avenue from Joyner Avenue to Coleman Park. This Neighborhood Center area is small in scale to serve the adjacent neighborhood. Another area of Mixed Housing serves as a transition from the Mixed Use Community Center area along Thompson Lane to the Radnor North neighborhood to the south. The Building Regulating Plan proposes higher intensity in the Mixed Use Community Center area than will be found in the Mixed Use Neighborhood Center area.

Other residential areas include areas of Single-Family Attached and Detached which allow for building types such as townhouses, cottages and cottage courts in addition to single-family homes. These types of housing are a transition building type from higher density residential to detached single-family homes. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The Detailed Land Use Policy Plan is provided on the following page.

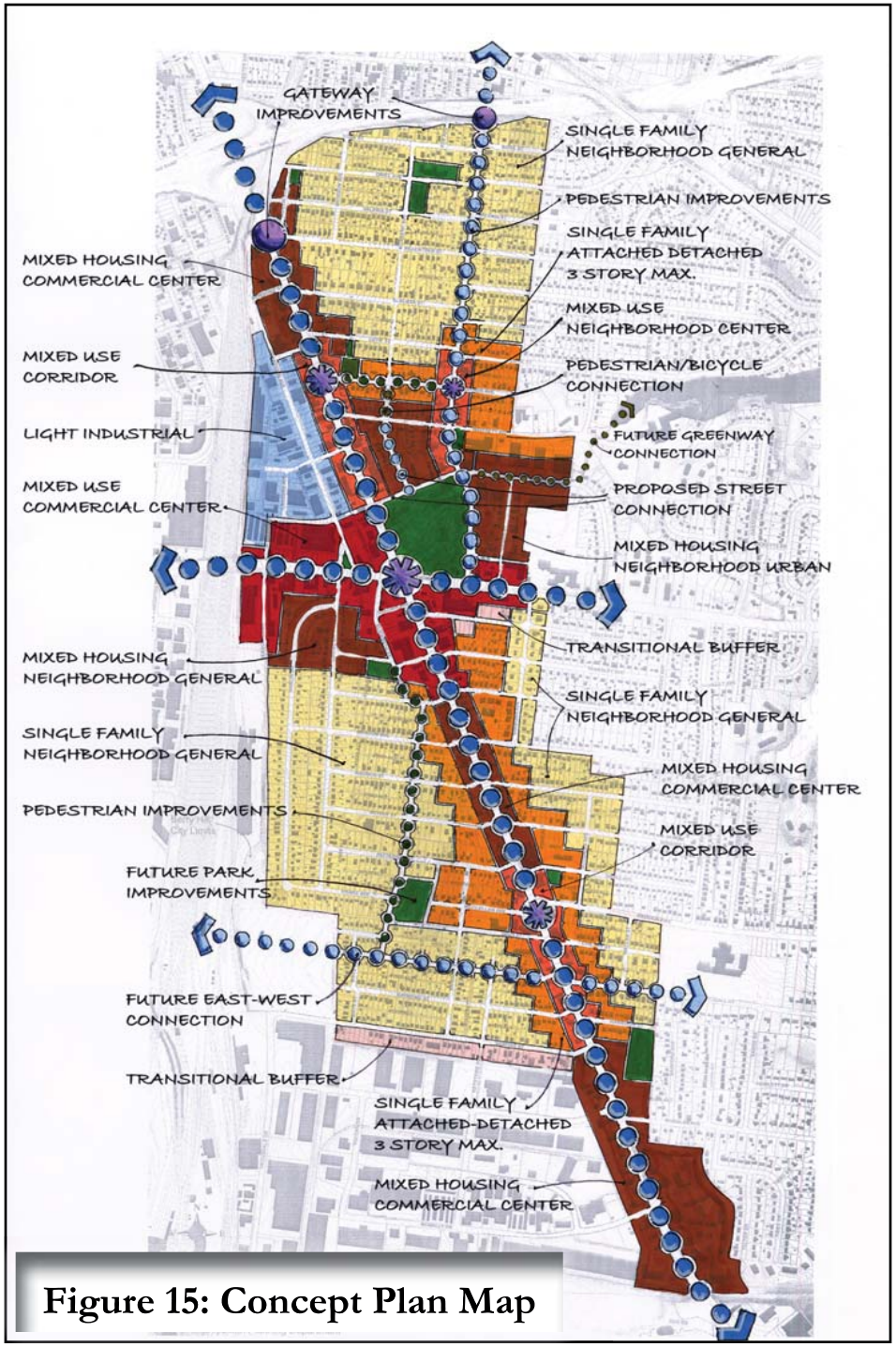
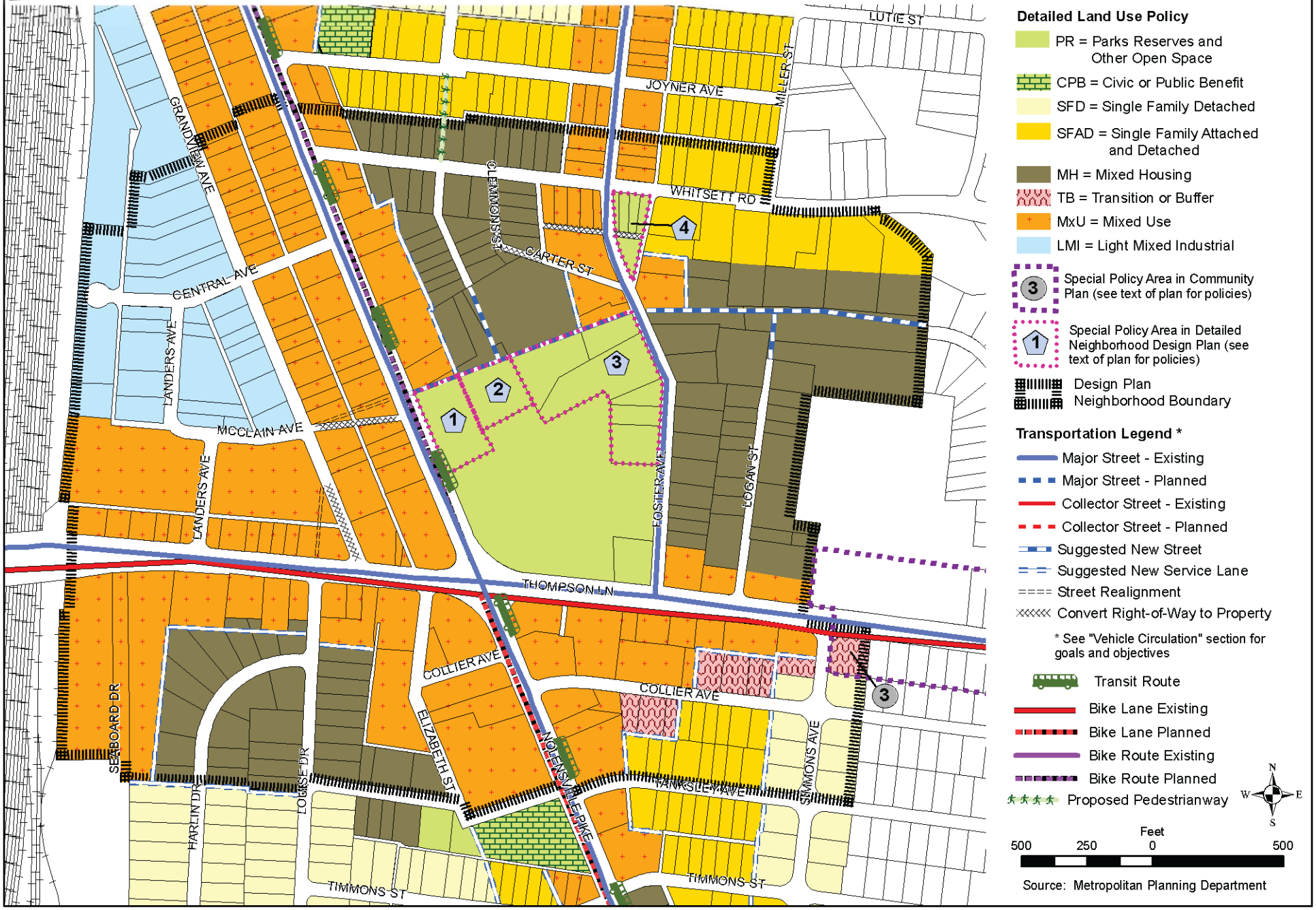


Figure 15: Concept Plan Map

Figure 18: Woodbine South Detailed Land Use Plan Map



Development Scenario for Coleman Park Area

The graphic on the next page shows a possible development scenario that utilizes the goals and objectives in this document. It should be reviewed as a guide for appropriate building placement, parking arrangement, landscaping and street design. It shows one way this area could develop in accordance with the Plan, but not the only way, as there is inherent flexibility in this Plan. This scenario for the area around Coleman Park was created with traditional planning principles and the community's vision to provide a more walkable, integrated community with a true sense of place by creating more connections to the park and providing more options for housing. To create this walkable center with a unique sense of place, new development must embrace the following design principles illustrated by this plan:

- Create an interconnected street system to the Coleman Park Area with sidewalks, street trees and building entrances facing the street.
- Re-establish the appropriate block structure in this area.
- Include a system of alleys to relieve the streets from being dominated by garage doors and curb cuts.
- Establish a clear hierarchy of streets with the appropriate types and intensities of buildings along the streets.
- Provide pedestrian and vehicular access into centers of activity from sidewalks and alleys without requiring residents to travel along Nolensville Pike.
- Locate parking behind buildings in order to screen parking from public view
- Develop a system of access to open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community
- Allow for a mixture of residential building types to provide a diversity of housing options with a range of affordability.
- Provide basic goods and services for residents within the neighborhood center located along Foster Avenue.
- Preserve the single-family residential character of neighborhoods further away from Nolensville Pike.

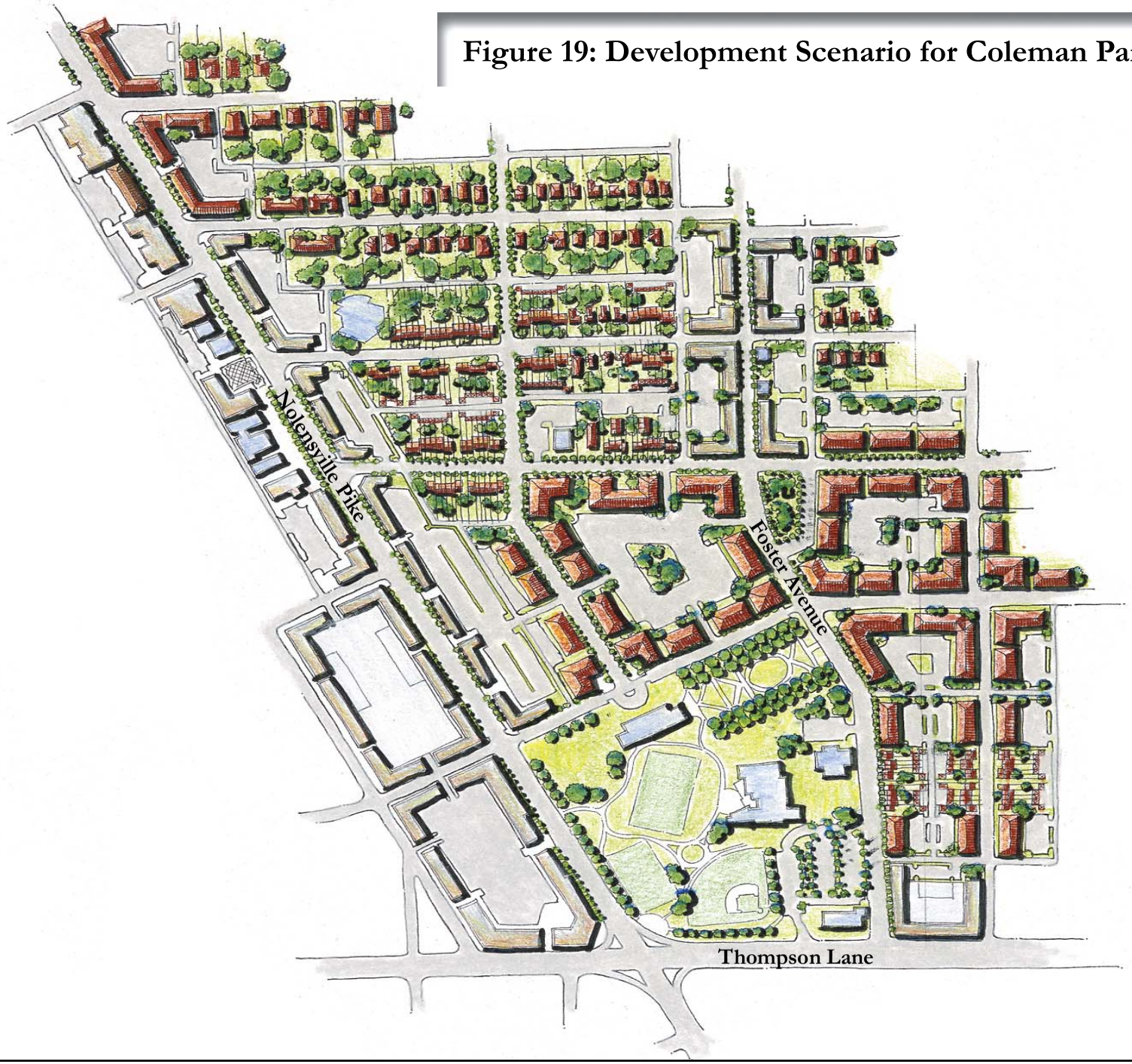


Figure 19: Development Scenario for Coleman Park Area

Perspective of Thompson Lane at Nolensville Pike

On the right is a photo of the existing intersection of Thompson Lane and Nolensville Pike looking west in the summer of 2007. This is a significant area of activity along the Nolensville Pike Corridor with older retail, commercial services and Coleman Park. Recent years have brought some new development along with deterioration of older properties.

The illustration below shows a concept of how the area could develop over time based on the Detailed Land Use Policy in the neighborhood. New mixed use buildings could replace much of the older development along Thompson Lane and Nolensville Pike. These mixed use buildings could be brought up to the street, and street trees could be planted to create a more active street life and complement the recent renovations at Coleman Park.

Thompson Lane / Nolensville Pike Area Today

Figure 20: Future Perspective of Thompson Lane Looking West at Nolensville Pike

Perspective of Foster Avenue Neighborhood Center

On the right is a photo of Foster Avenue looking north in the summer of 2007. This is an important street in the neighborhood that provides a north-south connection.

The illustration below shows a concept of how the area could develop over time based on the Detailed Land Use Policy in the neighborhood. Small neighborhood-center scale mixed use buildings could enhance the streetscape while remaining small enough in scale to create a smooth transition to neighboring homes. Sidewalks and street trees could be added to encourage pedestrian activity, create a sense of place, and slow traffic. Both on-street parking and bulb-outs provide better access and traffic calming to the area.

Foster Avenue Area Today

Figure 21: Future Perspective of Foster Avenue Neighborhood Center Area Looking North

Radnor North Walkable Center

The Radnor North Walkable Center stretches from Tanksley Avenue south to Antioch Pike / McClellan Avenue. This map (showing all four Walkable Center) shows the distribution of proposed building types and land uses. Just a small portion of the Mixed Use Community Center area from the north (which focuses on mixed use buildings containing retail on the bottom floor and office and/or residential above) stretches along this portion of the Corridor as the Mixed Use Community Center ends at Timmons Street. There it transitions to Mixed Housing Community Center policy, which is entirely residential except for allowing office or retail uses on the first floor. This Mixed Housing helps support retail uses and increases their viability. It extends south to Thuss Avenue. There Mixed Use picks up again and continues south to the boundary of the Radnor South planning neighborhood.

Mixed Housing Community Center and Mixed Use areas are buffered from single-family residential areas by Single-Family Attached and Detached which allow for building types such as townhouses, townhouse courts, cottages and cottage courts in addition to single-family homes. Single-Family Attached and Detached allows a physical transition in building types from more intense Mixed Use and Mixed Housing on the Corridor into the Single-Family Detached policy in the heart of the neighborhood. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The former Radnor Reservoir site is recommended to become a park with a pedestrian connection extending Meade to connect it with the Old Turner School Park.

The Detailed Land Use Policy Plan for just the Radnor North neighborhood is provided on the following page.

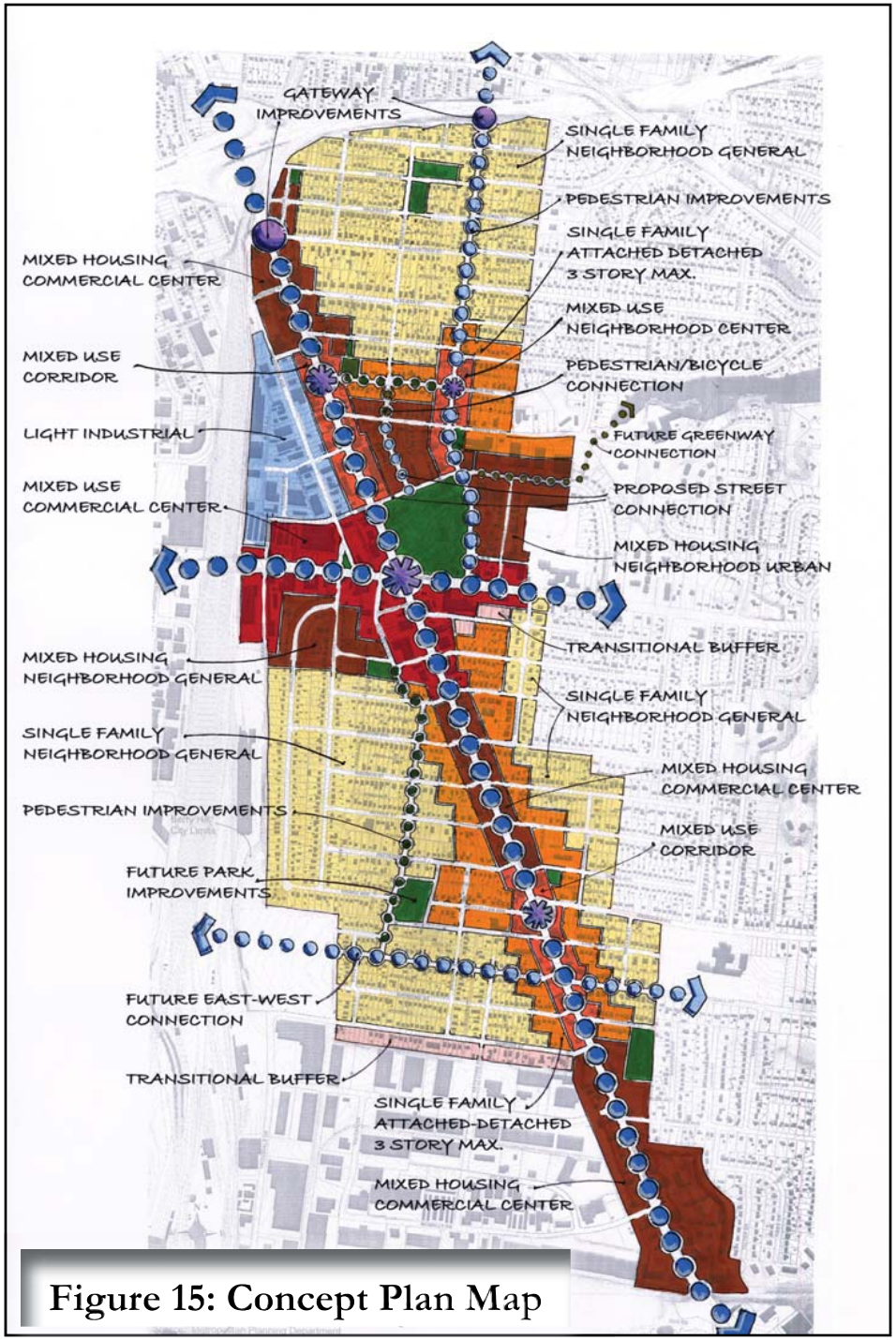
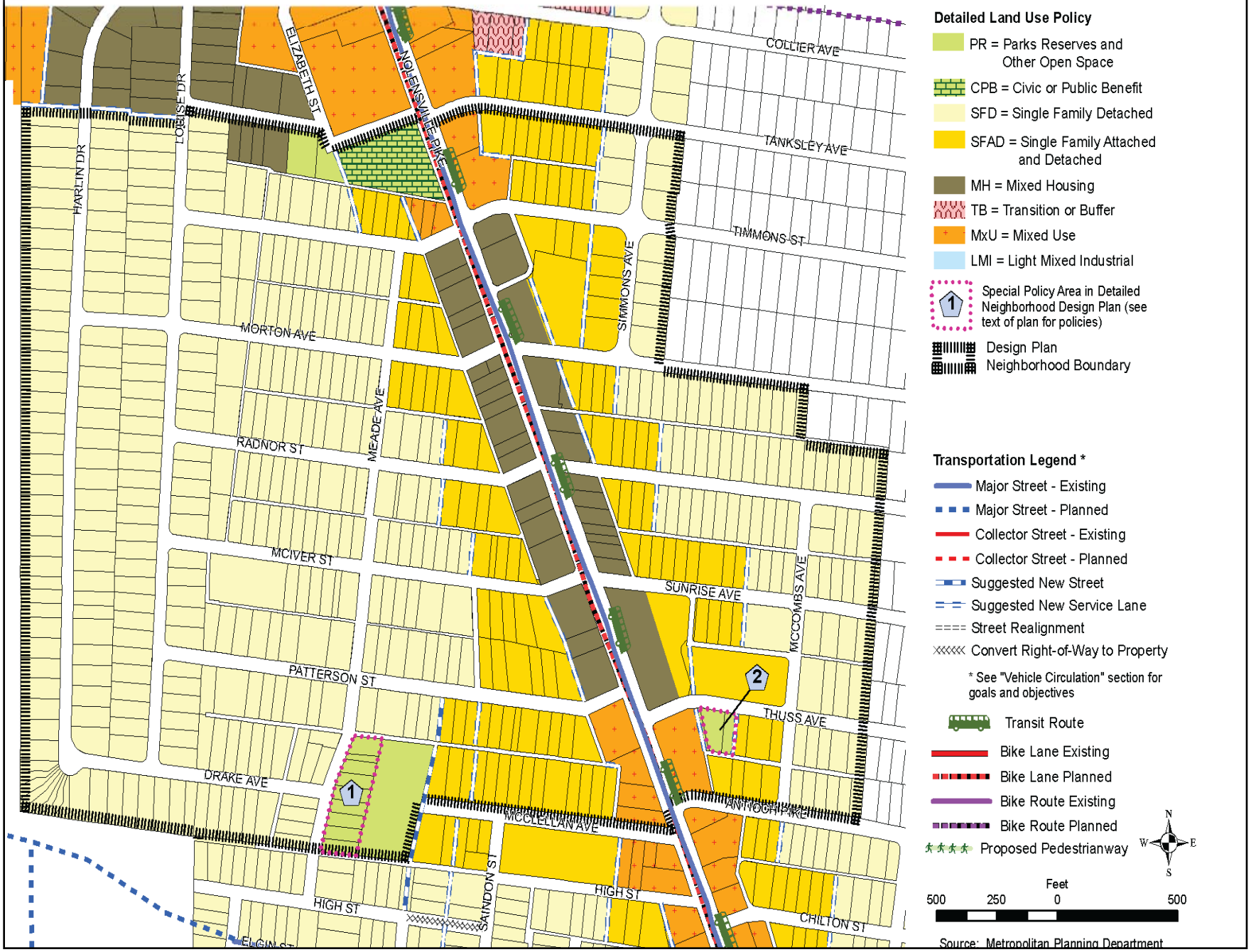


Figure 15: Concept Plan Map

Figure 22: Radnor North Detailed Land Use Plan Map



Development Scenario for Antioch Pike / Nolensville Pike Area

This image on the next page shows a possible development scenario that utilizes the goals and objectives in this document. It should be reviewed as a guide for appropriate building placement, parking arrangement, landscaping and street design. It shows one way this area could develop in accordance with the Plan, but not the only way, as there is inherent flexibility in this Plan. This scenario for the Antioch Pike / McCall Street intersection with Nolensville Pike was created with traditional planning principles and the community's vision to provide a more walkable, integrated neighborhood center. To create this walkable center with a unique sense of place, new development must embrace the following design principles illustrated by this plan:

- Create a system of connected streets with sidewalks, street trees and building entrances facing the street.
- Establish a clear hierarchy of streets with the appropriate types and intensities of buildings along the streets.
- Build upon the existing system of alleys to relieve the streets from being dominated by garage doors and curb cuts.
- Provide pedestrian and vehicular access into centers of activity from sidewalks and alleys without requiring residents to travel along Nolensville Pike.
- Locate parking behind buildings in order to screen parking from public view
- Develop a system of open spaces with both formal and informal areas that provide a variety of active and passive recreation for the community.
- Allow for a mixture of residential building types to provide housing options with a range of affordability.
- Provide basic goods and services for residents within the neighborhood center centered at the intersection of Antioch Pike and Nolensville Pike.

Figure 23: Development Scenario for Antioch Pike Area

Perspective of Nolensville Pike Streetscape

Here is a photo of the existing intersection of Nolensville Pike and Antioch Pike looking north in the summer of 2007. This important intersection along the Nolensville Pike Corridor features older retail, commercial and services. Recent years have brought some new development along with deterioration of older properties.

The illustration on the next page shows a concept of how the area could develop over time based on the mixture of Detailed Land Use Policies in the neighborhood. New mixed use buildings could replace much of the older development along Nolensville Pike while preserving some of the buildings with history that is significant to the neighborhood. Community members noted they liked stores such as Osborne's Grocery and Walgreen's and wanted to see some of the older buildings preserved and reused for stores, shops or other uses that better serve the needs of the community. These mixed use buildings could be brought up to the street, with street trees and pedestrian-scaled lighting added to enhance the pedestrian experience. Notice how in the illustration Walgreen's remains at its current location, but has been incorporated into the first floor of a mixed use building.

Antioch Pike / Nolensville Pike Area Today

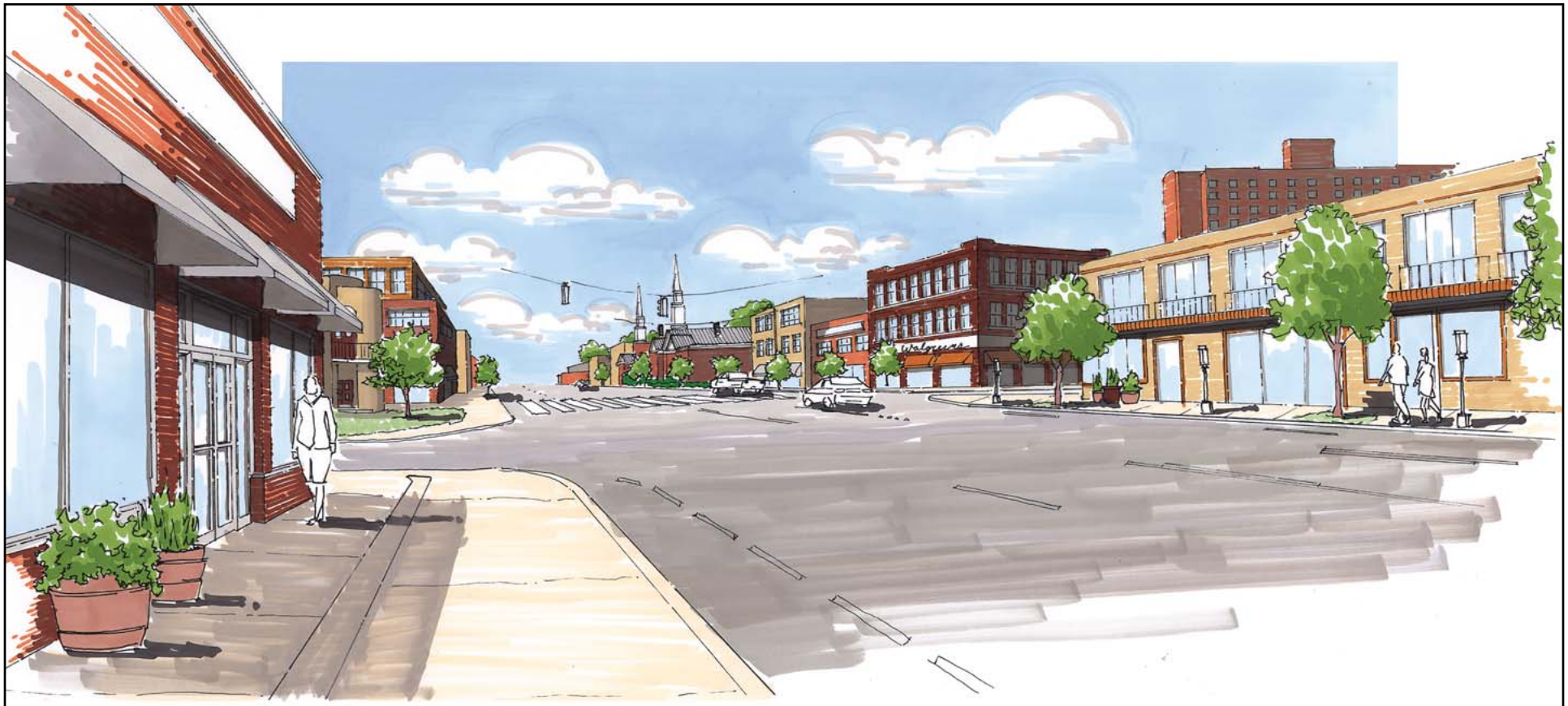


Figure 24: Future Perspective of Nolensville Pike/Antioch Pike Area Looking North

Radnor South Walkable Center

The Radnor South Walkable Center extends from the Antioch Pike / McClellan Avenue intersection south to the railroad overpass just north of Zoo Road. This map (showing all four Walkable Centers) shows the distribution of proposed building types and land uses within this area. The Antioch Pike / McClellan Avenue intersection is the critical intersection. Its possible development has been illustrated in the previous section. Mixed Use policy is located here and extends south to Veritas Street.

An area of Office Transitional Buffer land use policy has been placed along the south side of Veritas Street to serve as a buffer between the Single-Family Detached policy to the north and the more intense industrial area to the south. Mixed Housing Commercial Center, which allows retail or office uses on the first floor, begins at Veritas Street and stretches south to the railroad overpass. Mixed Housing helps support retail uses and increases their viability while also providing a range of housing options.

Mixed Housing and Mixed Use areas are buffered from single-family residential areas by Single-Family Attached and Detached which allow for building types such as townhouses, cottages and cottage courts in addition to single-family homes. There are also large areas of Single-Family Detached detailed policy to recognize the existing single-family and the community's focus on preserving this neighborhood character.

The Detailed Land Use Policy Plan for just the Radnor South neighborhood is provided on the following page.

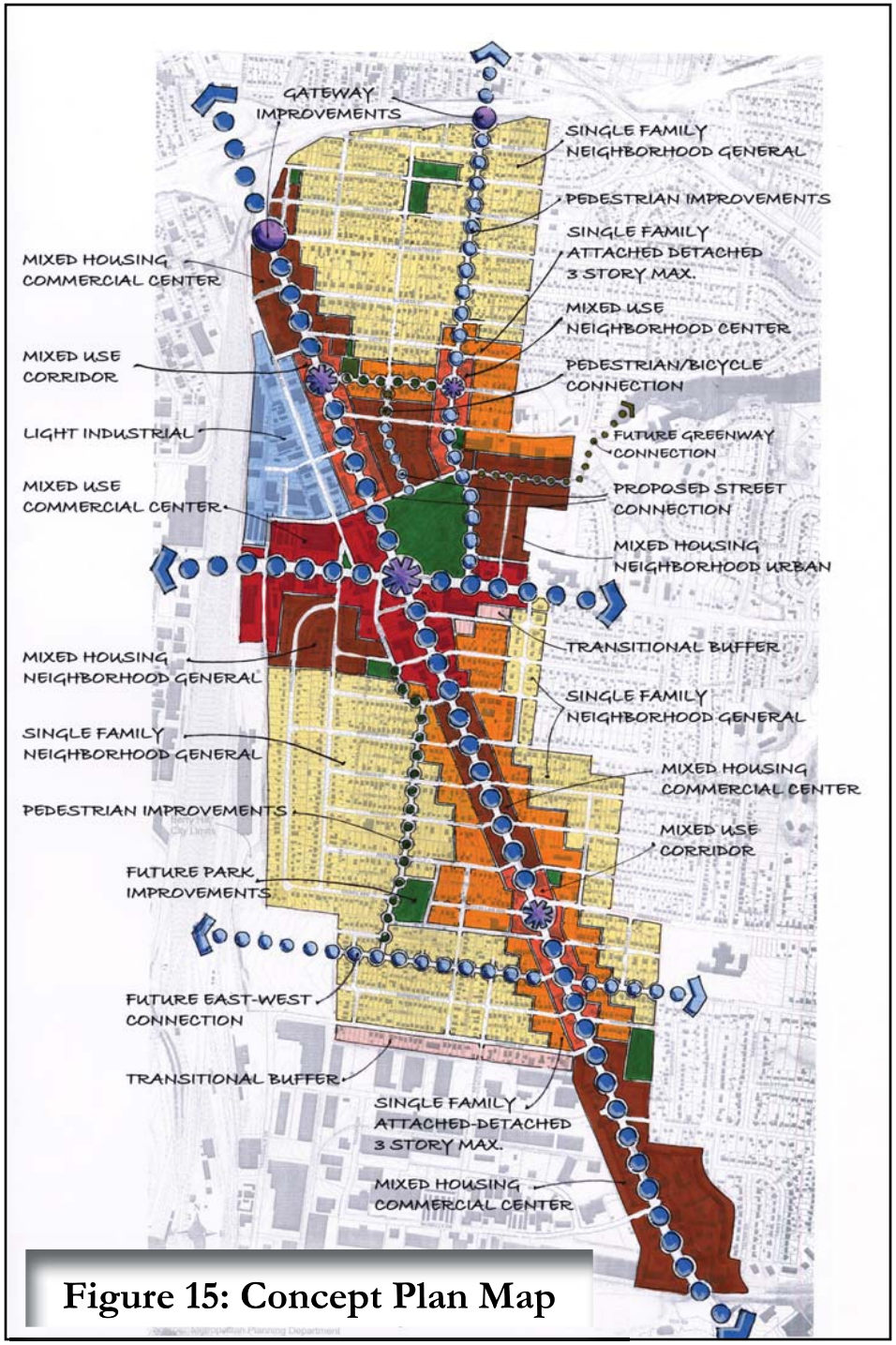
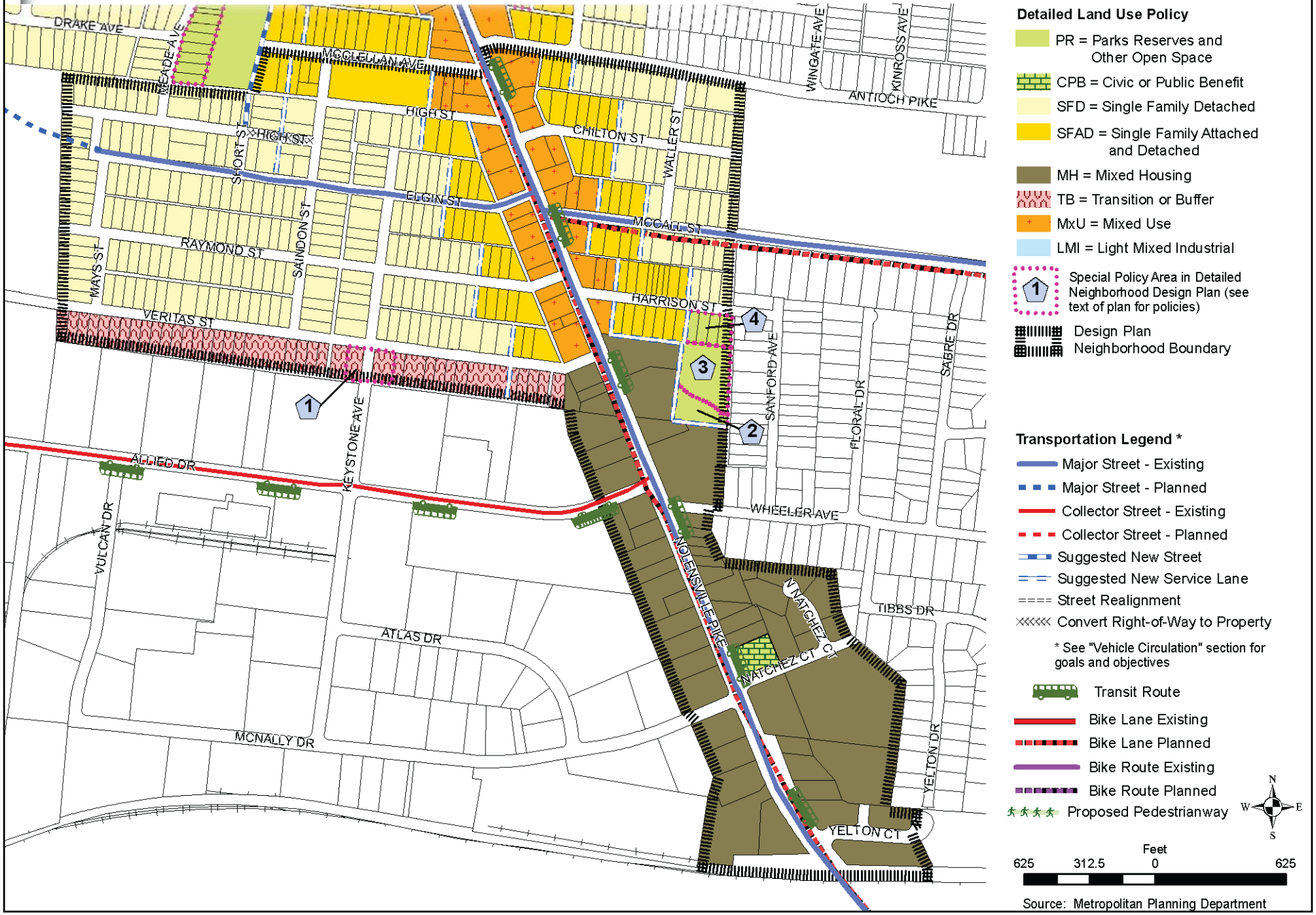


Figure 15: Concept Plan Map

Figure 25: Radnor South Detailed Land Use Plan Map



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Realizing the Vision

Building Regulating Plan

The Building Regulating Plan specifies how various properties should be developed in accordance with the Detailed Neighborhood Design Plan (DNDP), by providing specific urban design guidelines.

The Building Regulating Plan establishes subdistricts intended to create areas with specific design characteristics in order to achieve the overall vision of the community. These subdistricts distinguish areas that may have the same type of land use, but call for different sizes or types of buildings. For example, areas call for residential development, but the subdistrict proposes different heights and types of residential (for example single-family homes versus townhouses). This plan promotes incremental growth that results in coordinated and compatible design features throughout the subdistricts.

Each subdistrict specifies, among other standards, the following design characteristics for buildings:

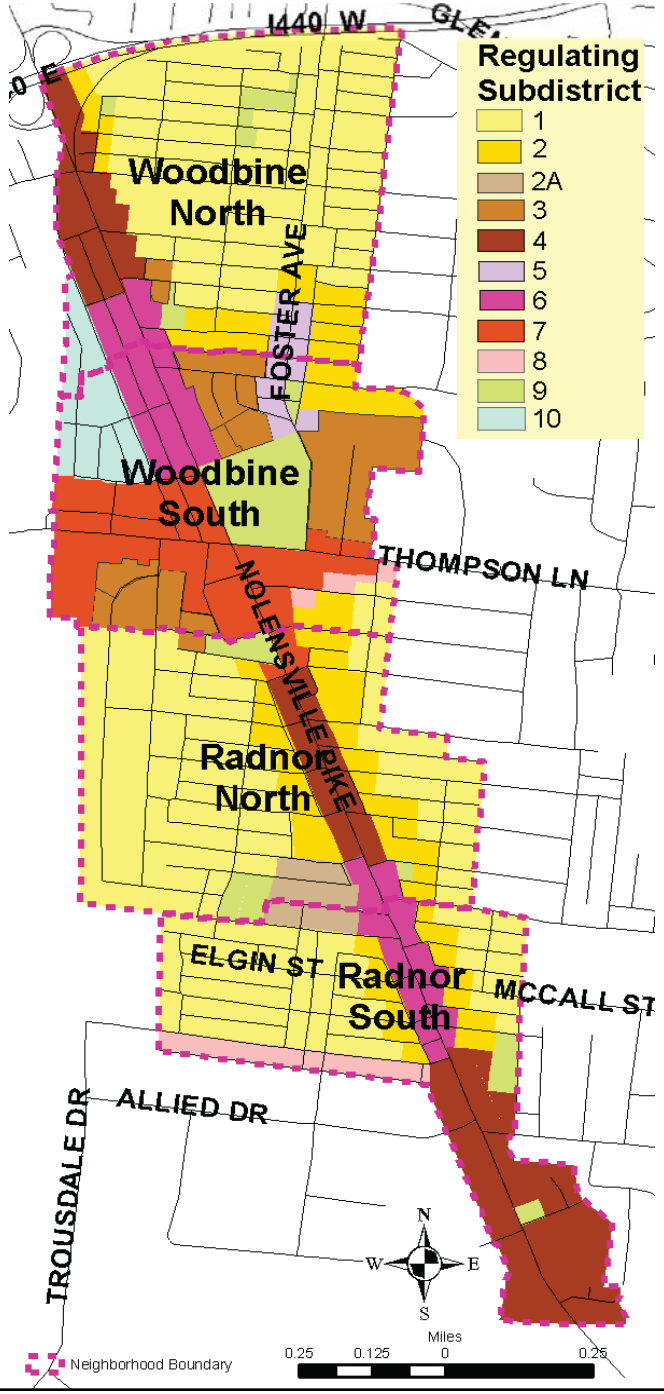
- Desired uses (residential, mixed use, etc.)
- Potential zoning
- Appropriate building types
- Appropriate height

When the Building Regulating Plan with its defined subdistricts is followed, it will facilitate predictable development that enacts the neighborhood's vision.

The Building Regulating Plan Map is shown on the right for the entire Nolensville Pike Corridor. At the end of this section are individual maps for each of the four Walkable Center Neighborhoods.

Any variations from the Building Regulating Plan that meet the intent of this document may be approved by the Executive Director of the Planning Department.

Figure 26: Building Regulating Plan Map



Subdistrict Summary

Subdistrict 1 – Single-Family Neighborhood General
Desired Uses: Residential, Civic and Public Benefit
Potential Zoning: Current RS5, RS7.5 and RS10 or SP based on use and density of these districts
Appropriate Building Types: Single-Family Houses and Cottages
Appropriate Height: Maximum 3 stories

Subdistrict 2 – Single-Family Attached and Detached
Desired Uses: Residential, Civic and Public Benefit
Potential Zoning: SP based on use and density of R6 or RM6 – RM9
Appropriate Building Types: Single-Family Houses, Townhouses, Cottages, and Cottage Courts
Appropriate Height: Maximum 3 stories

Subdistrict 2A – Radnor Single-Family Attached and Detached
Desired Uses: Residential, Civic and Public Benefit
Potential Zoning: SP based on use and density of R6 or RM6 – RM20
Appropriate Building Types: Houses, Townhouses, Townhouse Courts, Cottages, and Cottage Courts
Appropriate Height: Maximum 3 stories

Subdistrict 3 – Mixed Housing Neighborhood General
Desired Uses: Residential
Potential Zoning: SP based on use and density of RM6 – RM20
Appropriate Building Types: Cottages, Cottage Courts, Flats, Courtyard Flats, Townhouses, and Townhouse Courts
Appropriate Height: Maximum 3 stories

Subdistrict 4 – Mixed Housing Community Center
Desired Uses: Residential with option of first floor mixed-use
Potential Zoning: SP based on use and density of RM20 – RM60 and MUL for mixed-use buildings
Appropriate Building Types: Flats, Courtyard Flats, Townhouses, Townhouse Courts, Manor Houses, and Live / Work
Appropriate Height: Maximum 5 stories

Subdistrict 5 – Mixed Use Neighborhood Center
Desired Uses: Mixed Use
Potential Zoning: SP based on use and density of MUN, MUL, OR20, or RM20
Appropriate Building Types: Flats, Courtyard Flats, Townhouses, Townhouse Courts, Mixed Use / Commercial, and Live / Work
Appropriate Height: Maximum 3 stories

Subdistrict 6 – Mixed Use
Desired Uses: Mixed Use
Potential Zoning: SP based on use and density of MUL, OR20, or RM20
Appropriate Building Types: Flats, Courtyard Flats, Mixed Use / Commercial, and Live / Work
Appropriate Height: Maximum 4 stories

Subdistrict 7 – Mixed Use Community Center
Desired Uses: Mixed Use
Potential Zoning: SP based on use and density of MUG or ORI
Appropriate Building Types: Flats, Courtyard Flats, and Mixed Use / Commercial
Appropriate Height: Maximum 6 stories

Subdistrict 8 – Office Transitional Buffer
Desired Uses: Residential or Office
Potential Zoning: SP based on use and density of OR20
Appropriate Building Types: Work with Planning Staff to determine
Appropriate Height: Maximum 3 stories

Subdistrict 9 – Parks and Open Space
Desired Uses: Parks or Open Space
Potential Zoning: Zoning Regulations determine character and placement
Appropriate Building Types: Civic
Appropriate Height: Regulations determine

Subdistrict 10 – Light Industrial
Desired Uses: Light Industrial
Potential Zoning: SP based on use and density of IWD
Appropriate Building Types: Work with Planning Staff to determine
Appropriate Height: Maximum 2 stories

Building Types Definitions

There are many different building types that would be appropriate for each of the subdistricts. This section describes and illustrates the building types permitted in the Nolensville Pike Corridor subdistricts.

Mixed-Use / Commercial
A mixed use / commercial building type that spans the full right-of-way frontage of its lot, except for instances of public pedestrian passages from the rear of the lot where parking areas are located. The building is oriented with the main entrance facing the street and built to the back of the sidewalk to engage the public realm.

Live-work
A mixed use, single family residential building type that occupies the full frontage of its lot except for instances of pedestrian passages from the rear of the lot. Vehicular access is via a rear alley. A primary pedestrian entrance is located along the street frontage of the building.

Stacked Flats and Courtyard Stacked Flats
A flat is a living unit that occupies all or part of a floor of a multistory building. Often, there is a common stairway in the front and sometimes in the back of the building.

Townhouse
A townhouse is a row of identical or mirror-image houses that share side walls. The first unit and last unit of a townhouse are called the end terrace. Stacked townhouses have multiple units vertically, typically two, normally each with its own private entrance from the street.

Townhouse Courts
A cluster of townhouses sited closely together to surround courtyard space.

Cottage
A cottage is a relatively small one, one-and-a-half story, or two-story single-family detached house on a small lot, usually with alley loaded parking.

Cottage Courts
A cluster of cottages sited closely together to form a courtyard space.

Manor House
This is a multi-family building that looks like a large single-family house, with a single entrance and parking located behind.

Subdistricts and Building Standards

The goals and objectives found in this section for each of the Subdistricts also work in conjunction with the goals and objectives found in the previous sections **Land Use Goals and Objectives** and **Systems Goals and Objectives.** Please refer to these sections for accompanying design principles such as landscaping, lighting, and sidewalks.

Refer to the figures on the pages following each Subdistrict for illustrations of building types and accompanying building standands that are appropriate in that subdistrict. Refer to regulatory standards for bulk requirements.

Subdistrict 1 – Single-Family Neighborhood General

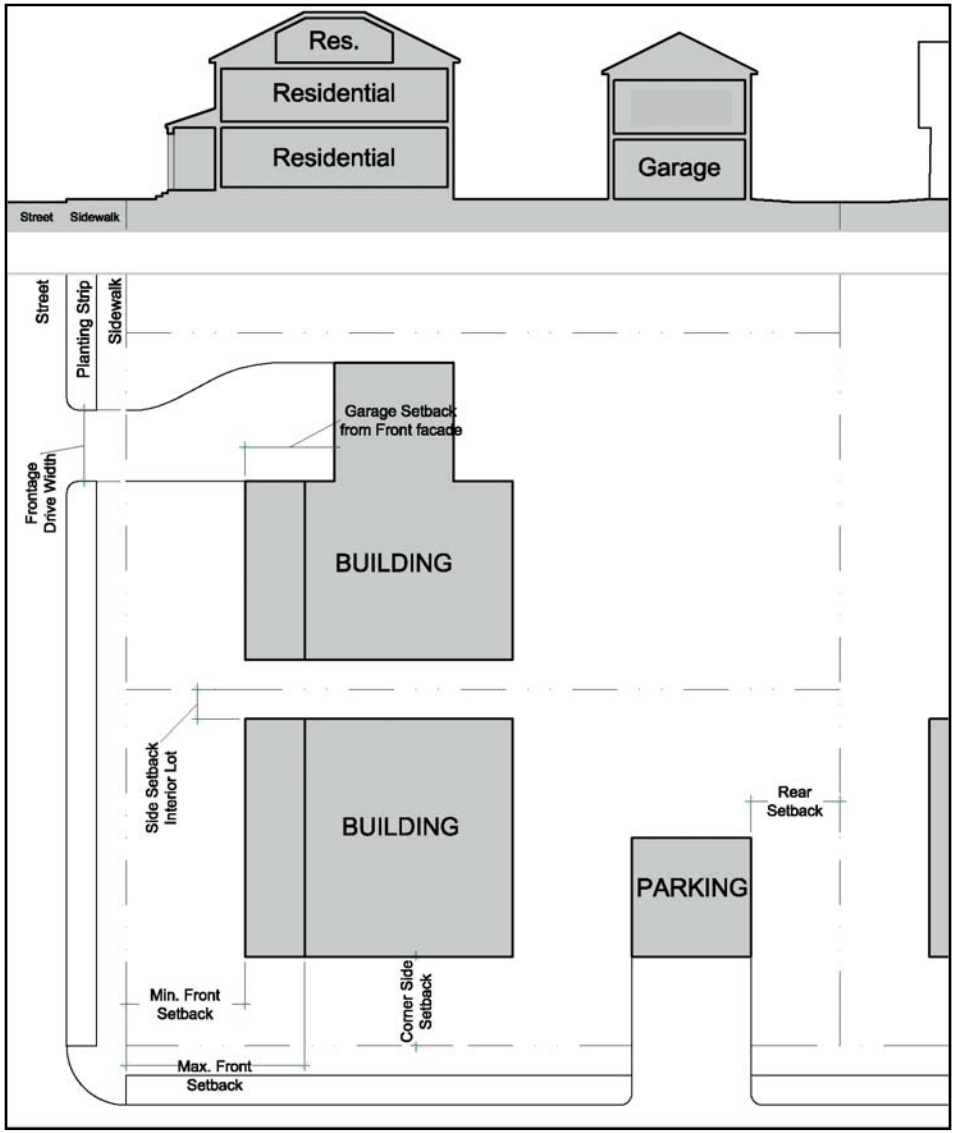
Goal – To preserve the existing single-family character within the core of the neighborhood.

Objectives:

1.1 Maintain single-family zoning, such as RS5, RS7.5, RS10 or rezone to SP based on these districts.
1.2 Preserve historic homes to the greatest extent possible. Homes in this area should be rehabilitated in such a way that does not compromise their historic integrity.
1.3 Work with appropriate Metro agencies, developers and property owners to eliminate housing code violations and rehabilitate the greatest number of single-family houses possible.
1.4 Promote the redevelopment of vacant lots for single-family housing with infill consistent with the intensity of surrounding area.

Single-Family Homes in the Area

Single-Family Home with Attractive Landscaping



SUB DISTRICT 1. (Refer to Maps on pages 112-115)

Building Standards: House.

Bulk Provisions.

Min. Lot Area:	5000 sq. ft.
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min.
Rear:	20 ft. min.
Maximum Height:	3 stories.

Parking, Loading, and Access.

Parking Required:	2 spaces/ unit + 1 space for secondary dwelling unit.
Parking Access:	Street, or Alley.
Parking Location:	Behind or Beside. If Beside, driveway width shall be 12 ft. max; if parking is accessed directly from street, recess from front facade 15 ft. min.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 1. (Refer to Maps on pages 112-115)
Building Standards: Cottage.

Bulk Provisions.

Min. Lot Area: 4000 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 5 ft. min.
- Rear: 20 ft. min.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street or Alley

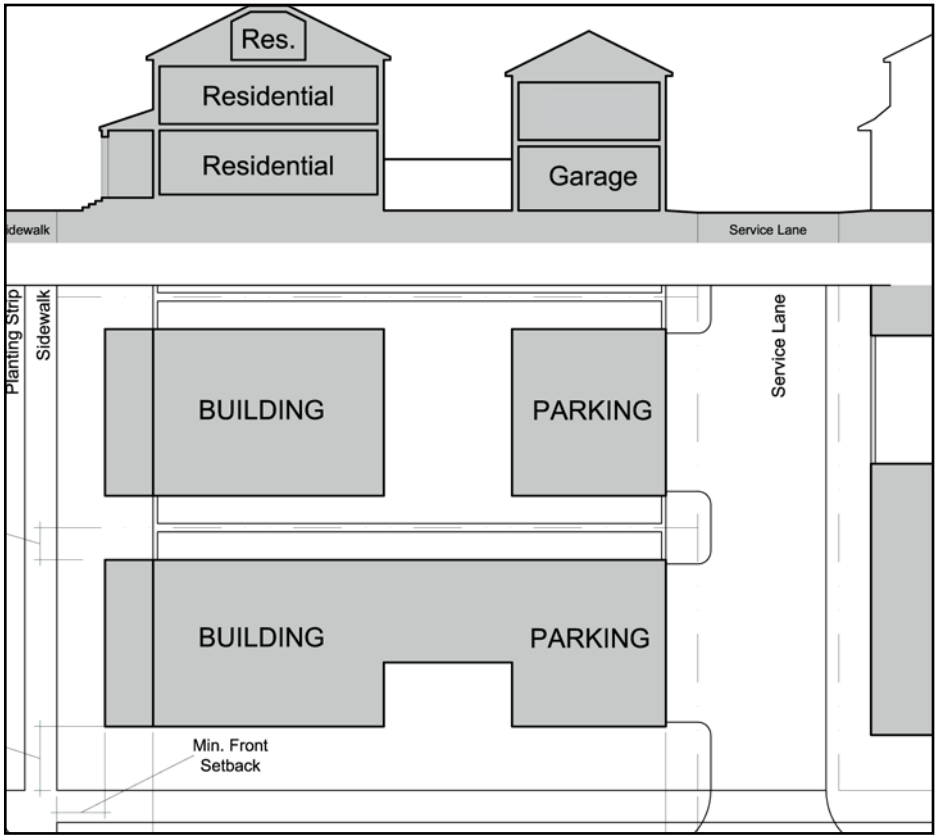
Parking Location: Parking is placed behind principal buildings (opposite side to street). Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.



Subdistrict 2 – Single-Family Attached and Detached

Goal – To provide opportunities for a moderately-intense mixture of single-family housing types in the appropriate locations within the neighborhood.

Objectives:

2.1 Redevelop properties within Subdistrict 2 with a mixture of housing types, including houses, cottages, townhouses and cottage courts.
2.2 Rezone properties within this subdistrict to SP based on R6, or RM6 – RM9 zoning districts as properties redevelop. Residential development should be more intense along major streets and adjacent to centers of activity. Intensity should decrease closer to Subdistrict 1.
2.3 Integrate small-lot cottages with townhomes to transition from more intense housing and retail uses located along Nolensville Pike.
2.4 Limit building heights to three stories.
2.5 Provide small private yards and court yards with cottages and townhouses that cater to people who want the feel of a detached house without the required maintenance.
2.6 Encourage access from alleys for cottages and townhouses along major streets in the area.
2.7 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.
2.8 Construct the first floor of residences to be above the level of the sidewalk to increase privacy.
2.9 Allow variations in the architecture of new buildings, while ensuring that they are compatible with and complementary to area historic buildings regarding height and massing.

Ireland Street Townhomes: Nashville, TN

Single-Family Homes in Greenwood Neighborhood: Nashville, TN

Cottages

Row 8.9 Townhomes: Nashville, TN

SUB DISTRICT 2. (Refer to Maps on pages 112-115)
Building Standards: House.

Bulk Provisions.

Min. Lot Area: 5000 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 5 ft. min.
- Rear: 20 ft. min.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Street, or Alley.

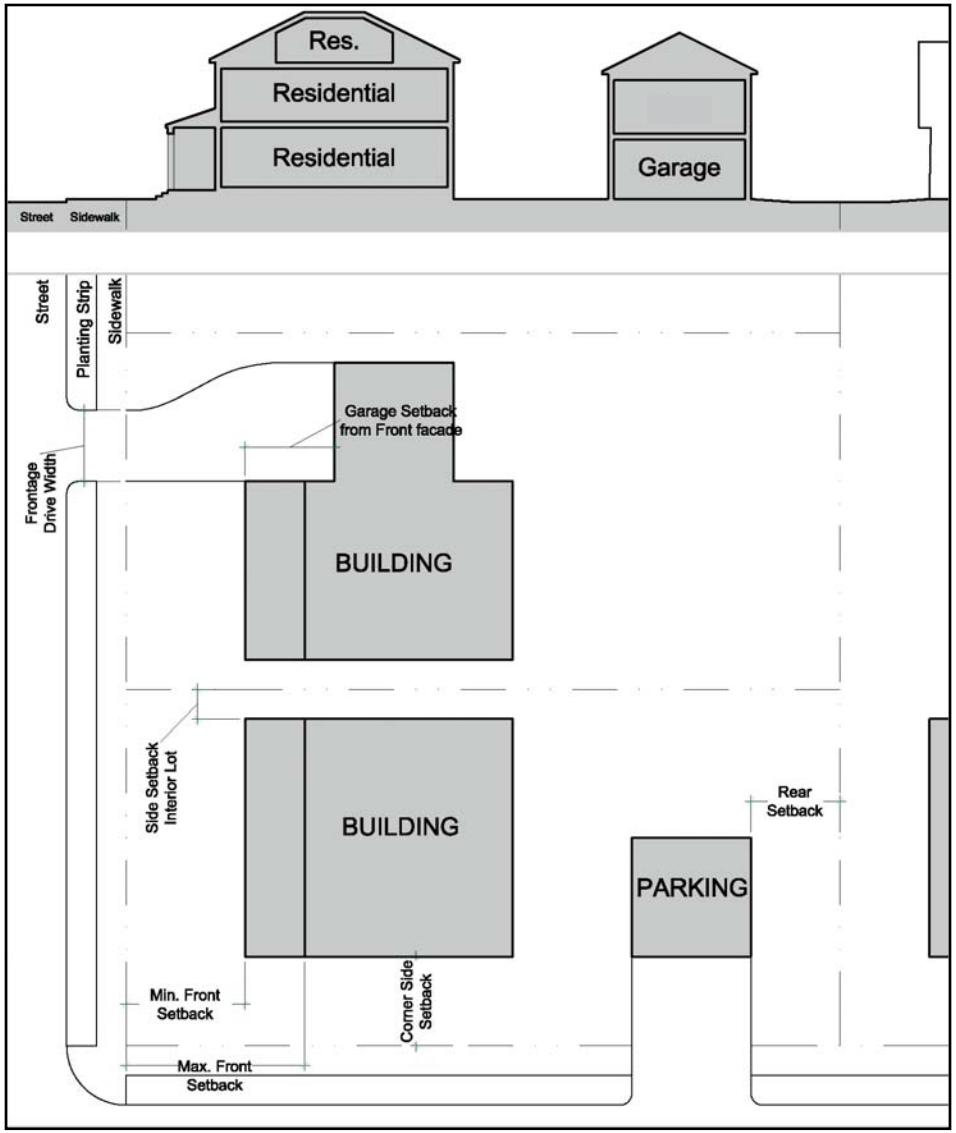
Parking Location: Behind or Beside Principal Buildings. If Beside, driveway width shall be 12 ft. max; if parking is accessed directly from street, recess from front facade 15 ft. min.

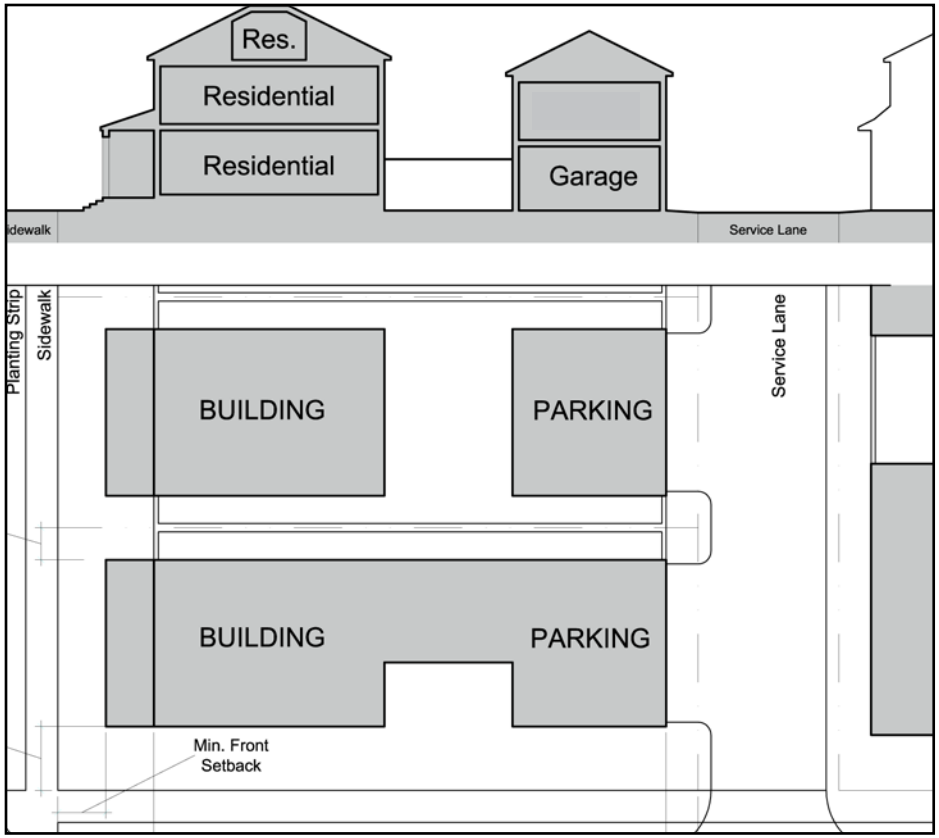
Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





SUB DISTRICT 2. (Refer to Maps on pages 112-115)

Building Standards: Cottage.

Bulk Provisions.

Min. Lot Area:	4000 sq. ft.
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min.
Rear:	20 ft. min.
Maximum Height:	3 stories.

Parking, Loading, and Access.

Parking Required:	2 spaces/ unit + 1 space for secondary dwelling unit.
Parking Access:	Side Street or Alley
Parking Location:	Behind Principal Building. Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 2. (Refer to Maps on pages 112-115)
Building Standards: Cottage Courts.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Buildings facing a street: Contextual.
Buildings facing open space: 5ft. min- 15 max. from edge of sidewalk.
NOTE: Criteria for contextual setbaks shall be constitent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. from property lines
6 ft. min. spacing between interior buildings

Rear: 20 ft. min.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 1 space per unit for one bedroom; 1.5 spaces per unit for two bedrooms or larger.

Parking Access: Alley, Side Street, or Shared Drive.

Parking Location: Rear of lot and screened by fence or year around hedge.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

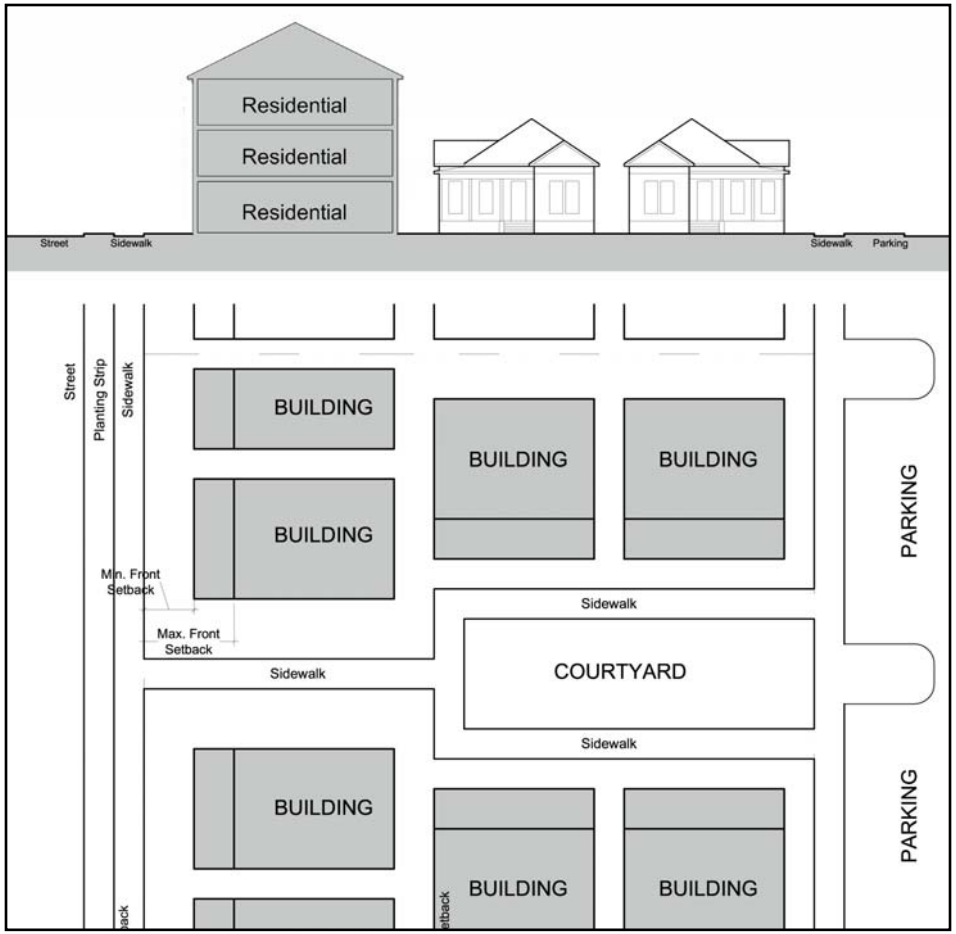
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

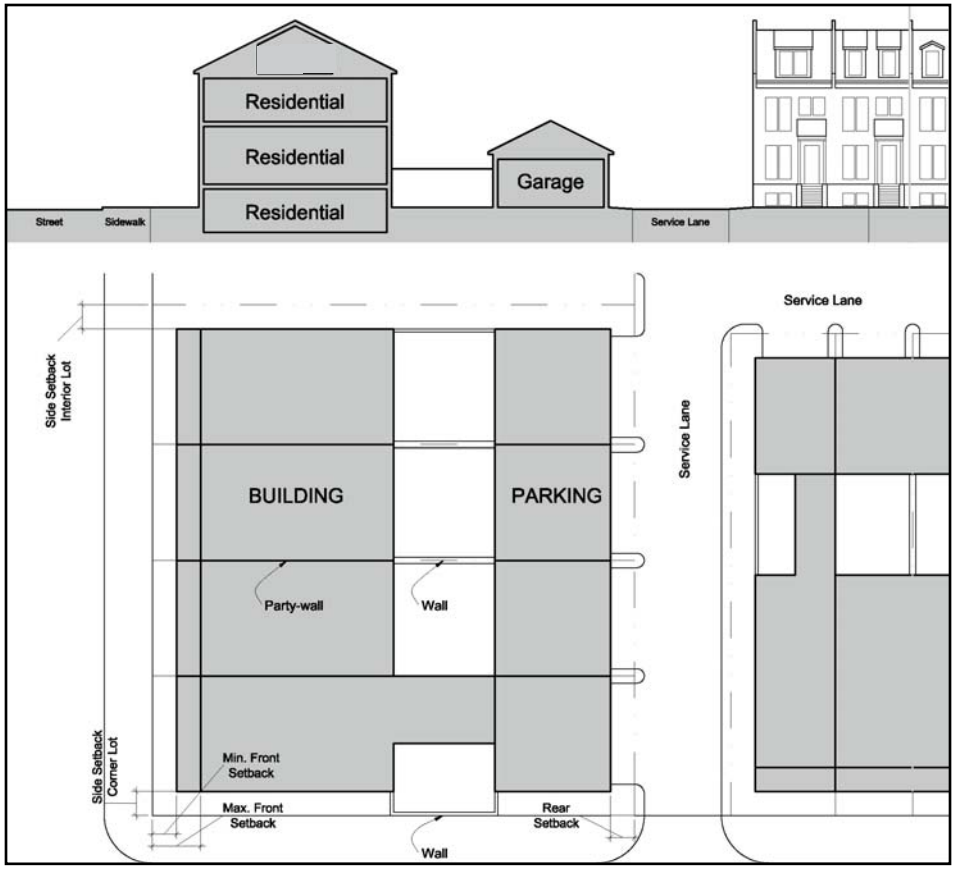
For DNDP: In no case shall the back of a building face a street.

For Specific Plan (SP): Require short setbacks along streets to preclude space for backyards. Incentivize covered porches and/or bay windows along streets by allowing them to encroach into setbacks.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





SUB DISTRICT 2. (Refer to Maps on pages 112-115)

Building Standards: Townhouse.

Bulk Provisions.

Min. Lot Area: 1400 sq. ft.

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.

Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street, or Alley.

Parking Location: Parking is placed behind principal buildings (opposite side to the street). Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

Subdistrict 2A Radnor – Single-Family Attached and Detached

Goal – To provide opportunities for an additional mixture of single-family housing types in the appropriate locations within the neighborhood around the potential Radnor Reservoir Park.

Objectives:

2A.1 Redevelop properties within Subdistrict 2A with a mixture of housing types, including houses, cottages, townhouses, cottage courts and townhouse courts.

2A.2 Rezone properties within this subdistrict to SP based on R6, or RM6 – RM20 zoning districts as properties redevelop. Residential development should be more intense along major streets and adjacent to centers of activity, and intensity should decrease closer to Subdistrict 1.

2A.3 Integrate small-lot cottages with townhomes to transition from more intense house and retail uses located along Nolensville Pike.

2A.4 Limit building heights to three stories in this subdistrict.

2A.5 Provide small private yards and court yards with cottages and townhouses that cater to people who want the feel of a detached house without the required maintenance.

2A.6 Encourage access from alleys for cottages, townhouses and courts along major streets in the area.

2A.7 Construct housing in these areas with shallow setbacks and front porches to encourage interaction with pedestrians and neighbors.

2A.8 Construct the first floor of residences to be above the level of the sidewalk to increase privacy.

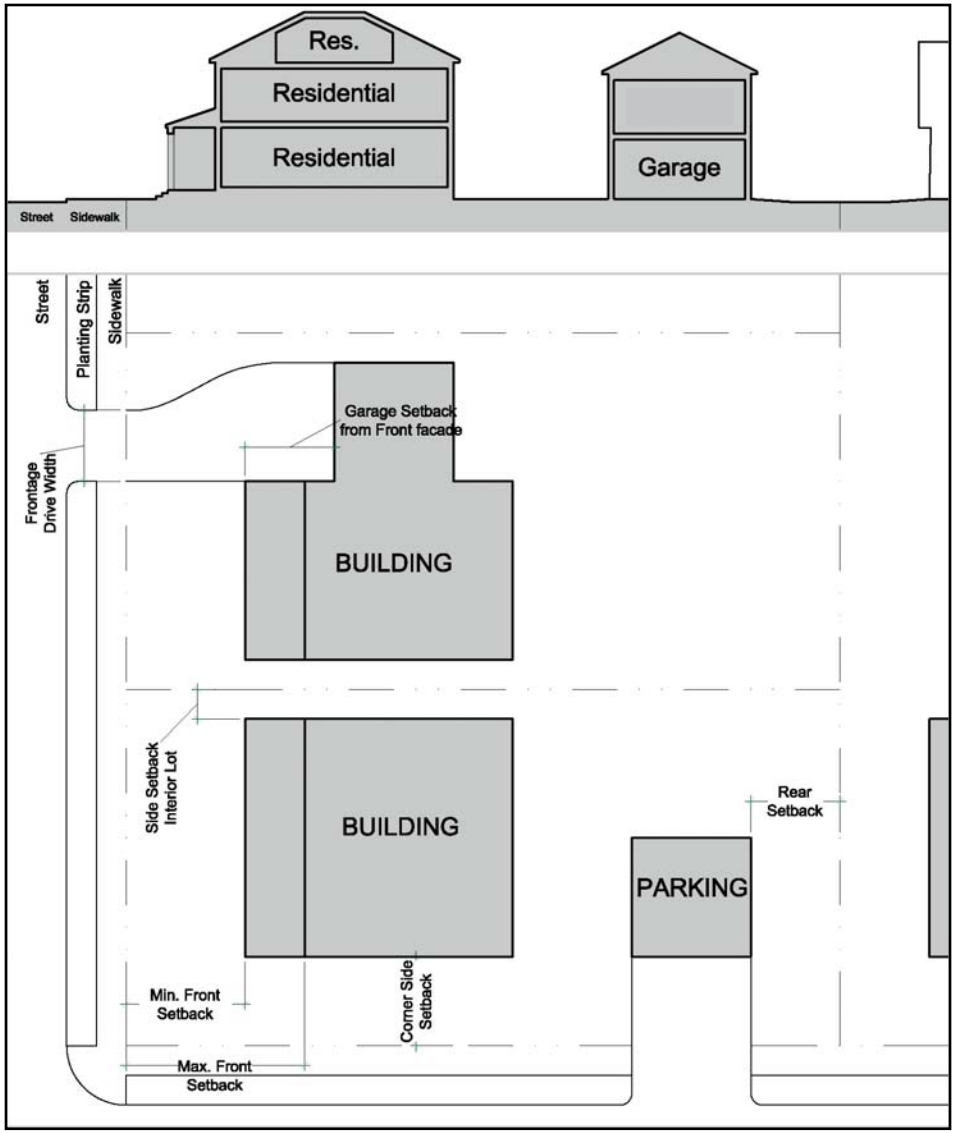
2A.9 Allow variations in the architecture of new buildings, while ensuring that they are compatible with and complementary to area historic buildings regarding height and massing.

New Single-Family Homes Germantown Neighborhood: Nashville, TN

Townhouses

Townhouses with Attractive Street Frontage

Cottage Courts



SUB DISTRICT 2a Radnor. (Refer to Maps on pages 112-115)

Building Standards: House.

Bulk Provisions.

Min. Lot Area:	5000 sq. ft.
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min.
Rear:	20 ft. min.
Maximum Height:	3 stories.

Parking, Loading, and Access.

Parking Required:	2 spaces/ unit + 1 space for secondary dwelling unit.
Parking Access:	Street, or Alley.
Parking Location:	Behind or Beside. If Beside, driveway width shall be 12 ft. max; if parking is accessed from street, recess from front facade 15 ft. min.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 2a Radnor. (Refer to Maps on pages 112-115)
Building Standards: Cottage.

Bulk Provisions.

Min. Lot Area: 4000 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 5 ft. min.
- Rear: 20 ft. min.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street or Alley

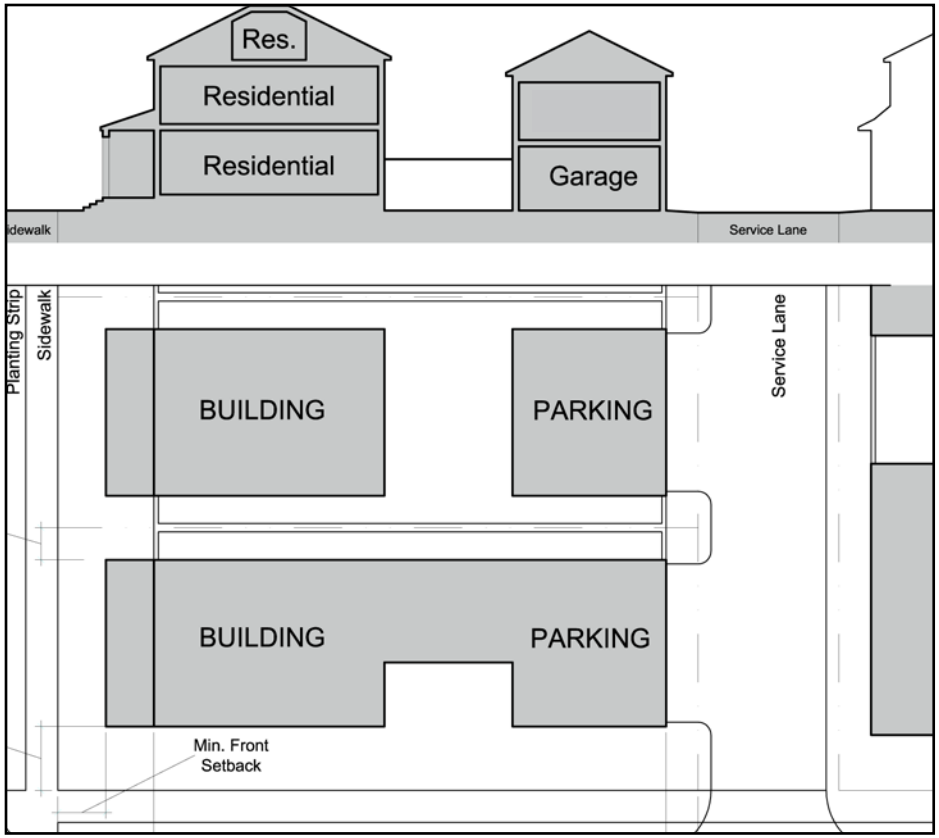
Parking Location: Parking is placed behind principal buildings (opposite side to the street). Garages required on corner lots and shall be built 5 ft. from rear property line.

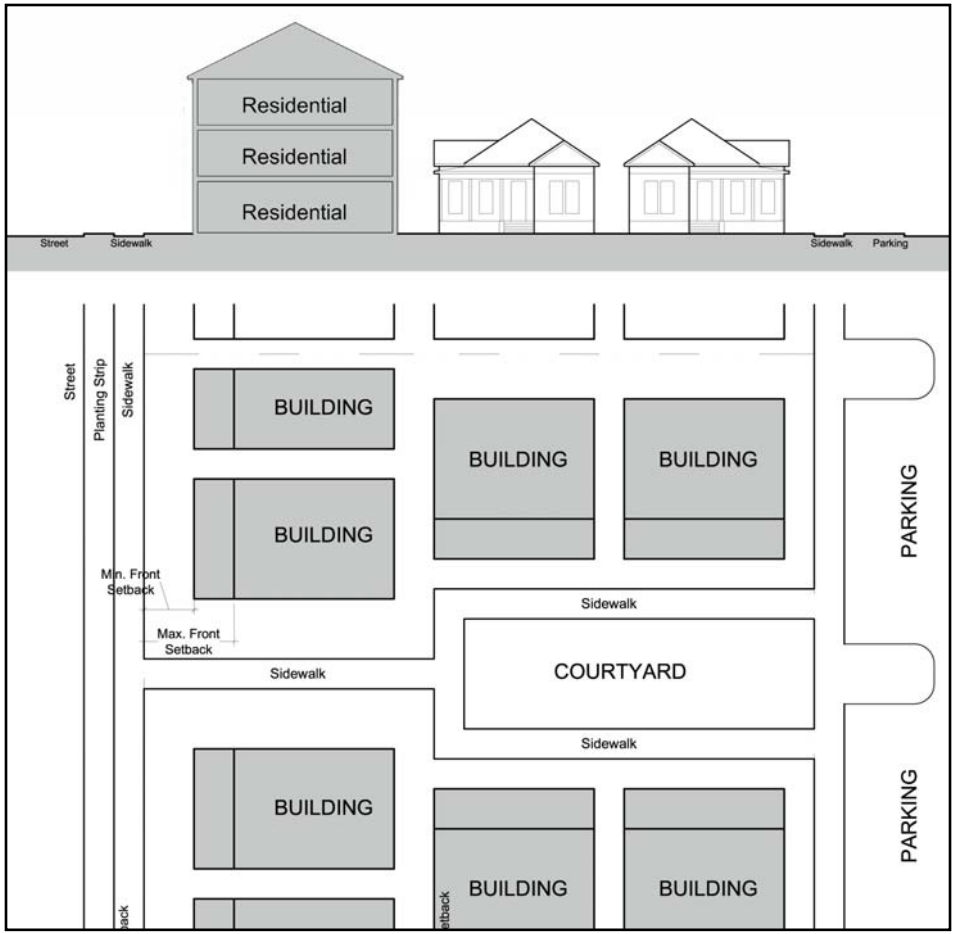
Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





SUB DISTRICT 2a Radnor. (Refer to Maps on pages 112-115)

Building Standards: Cottage Courts.

Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Buildings facing a street: Contextual. Buildings facing open space: 5ft. min- 15 max. from edge of sidewalk. NOTE: Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. from property lines 6 ft. min. spacing between interior buildings
Rear:	20 ft. min.
Maximum Height:	3 stories.

Parking, Loading, and Access.

Parking Required:	1 space per unit for one bedroom; 1.5 spaces per unit for two bedrooms or larger.
Parking Access:	Alley, Side Street, or Shared Drive.
Parking Location:	Rear of lot and screened by fence or year around hedge.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.
For DNDP:	In no case shall the back of a building face a street.
For Specific Plan (SP):	Require short setbacks along streets to preclude space for backyards. Incentivize covered porches and/or bay windows along streets by allowing them to encroach into setbacks.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

SUB DISTRICT 2a Radnor. (Refer to Maps on pages 112-115)
Building Standards: Townhouse.

Bulk Provisions.

Min. Lot Area: 1400 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street, or Alley.

Parking Location: Behind. Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

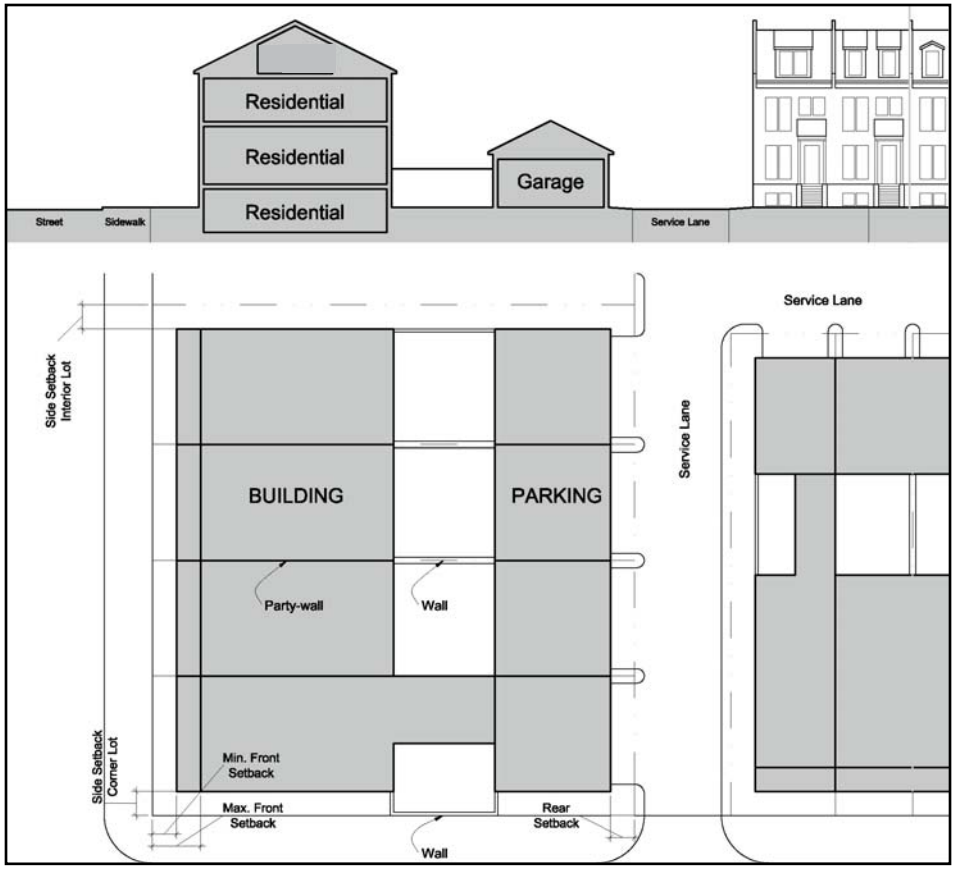
Raised Foundations: 18 in. min.- 48 in. max.

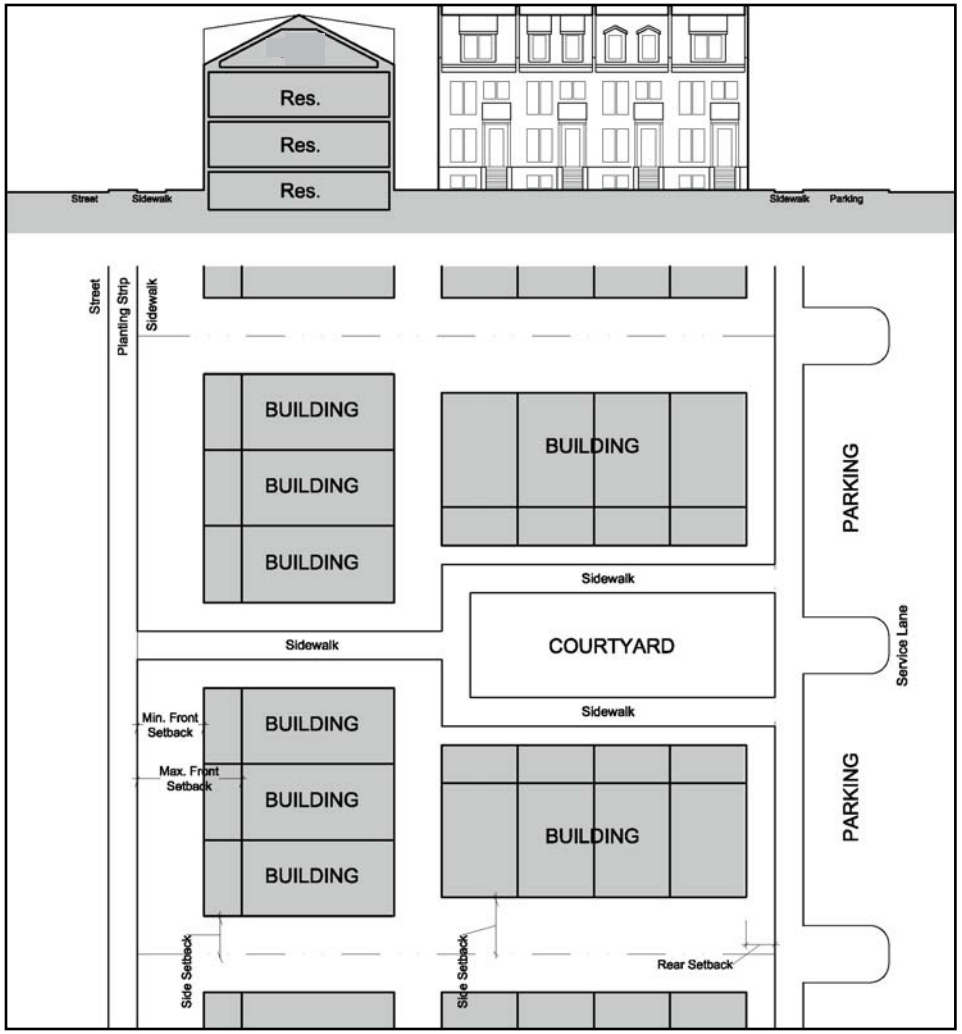
For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3





SUB DISTRICT 2a Radnor. (Refer to Maps on pages 112-115)
Building Standards: Townhouse Courts.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be constitent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County; 6 ft. min. from front of one unit to side of other unit.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.

Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

Subdistrict 3 – Mixed Housing Neighborhood General

Goal – To encourage additional residential opportunities and a mixture of housing types in selected areas near the Nolensville Pike Corridor.

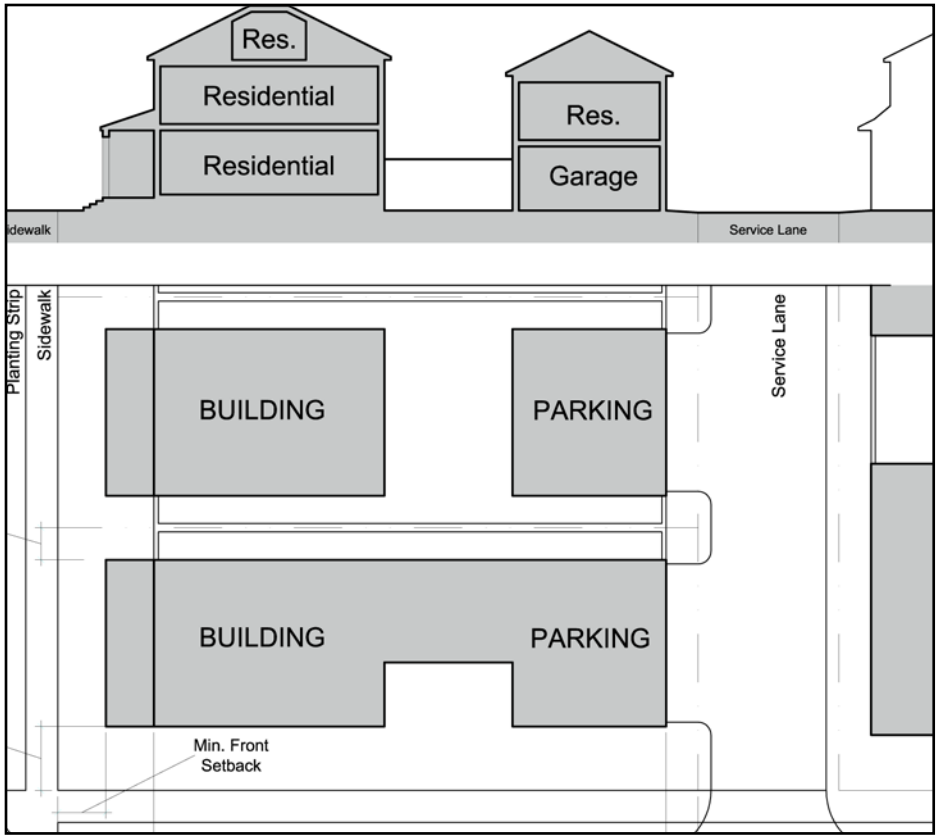
Objectives:

3.1 Redevelop properties within Subdistrict 3 with cottages, cottage courts, flats, courtyard flats, townhouses or townhouse courts residential buildings.
3.2 Rezone properties within this subdistrict to SP with the density of RM9 – RM20 as they redevelop. Residential development should be more intensive adjacent to mixed use centers of activity, and intensity should decrease closer to Subdistricts 1, 2, and 2A.
3.3 Limit building heights to three stories in this subdistrict as properties redevelop.
3.4 Encourage stacked condominiums in these locations to provide for single people or elderly people who no longer wish to climb stairs.
3.5 Locate residential buildings back slightly from the street to provide some distinction between the public realm of the sidewalk and the private realm of the residence, but close enough to the street to contribute to a safer and more active street.
3.6 Access should be provided by alleys in order to limit curb cuts along streets.

Townhouse Courts

Townhouses: Cincinnati, OH

Courtyard with Attractive Landscaping



SUB DISTRICT 3. (Refer to Maps on pages 112-115)

Building Standards: Cottage.

Bulk Provisions.

Min. Lot Area:	4000 sq. ft.
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min.
Rear:	20 ft. min.
Maximum Height:	3 stories.

Parking, Loading, and Access.

Parking Required:	2 spaces/ unit + 1 space for secondary dwelling unit.
Parking Access:	Side Street or Alley
Parking Location:	Parking is placed behind principal buildings (opposite side to street). Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 3. (Refer to Maps on pages 112-115)
Building Standards: Cottage Courts.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Buildings facing a street: Contextual.
Buildings facing open space: 5ft. min- 15 max. from edge of sidewalk.
NOTE: Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. from property lines
6 ft. min. spacing between interior buildings

Rear: 20 ft. min.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 1 space per unit for one bedroom; 1.5 spaces per unit for two bedrooms or larger.

Parking Access: Alley, Side Street, or Shared Drive.

Parking Location: Rear of lot and screened by fence or year around hedge.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

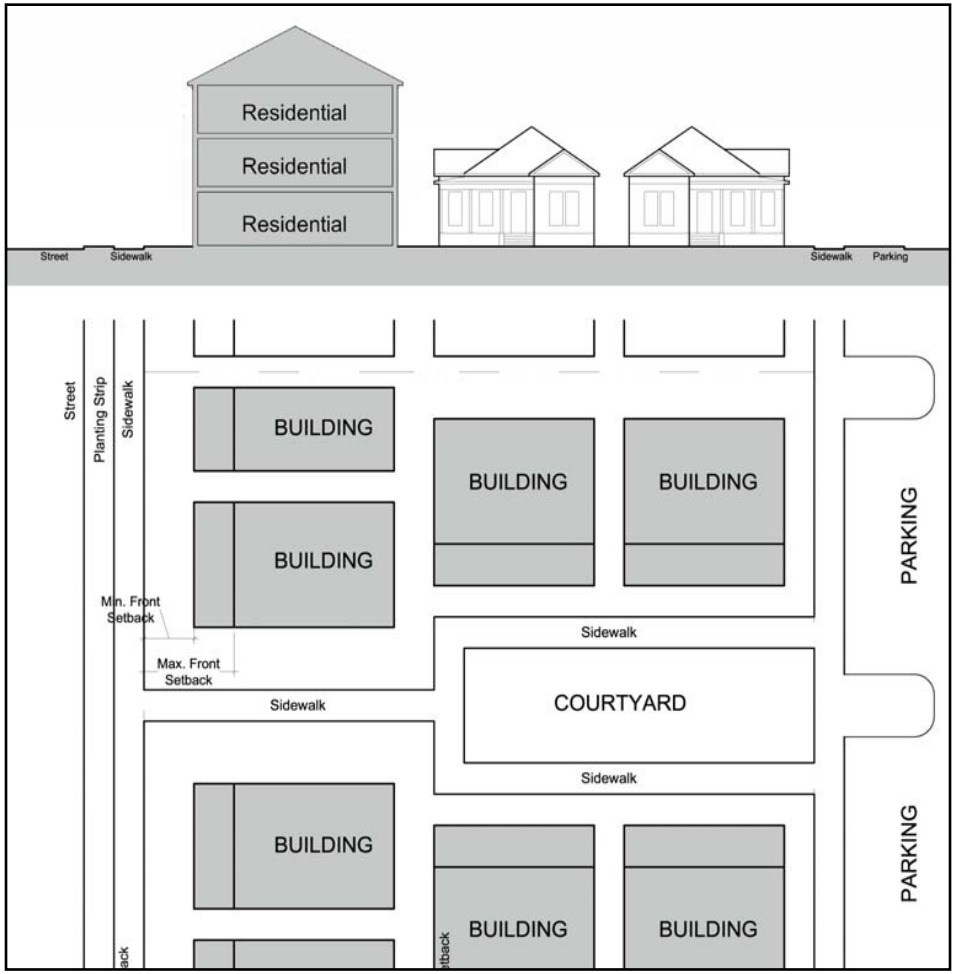
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

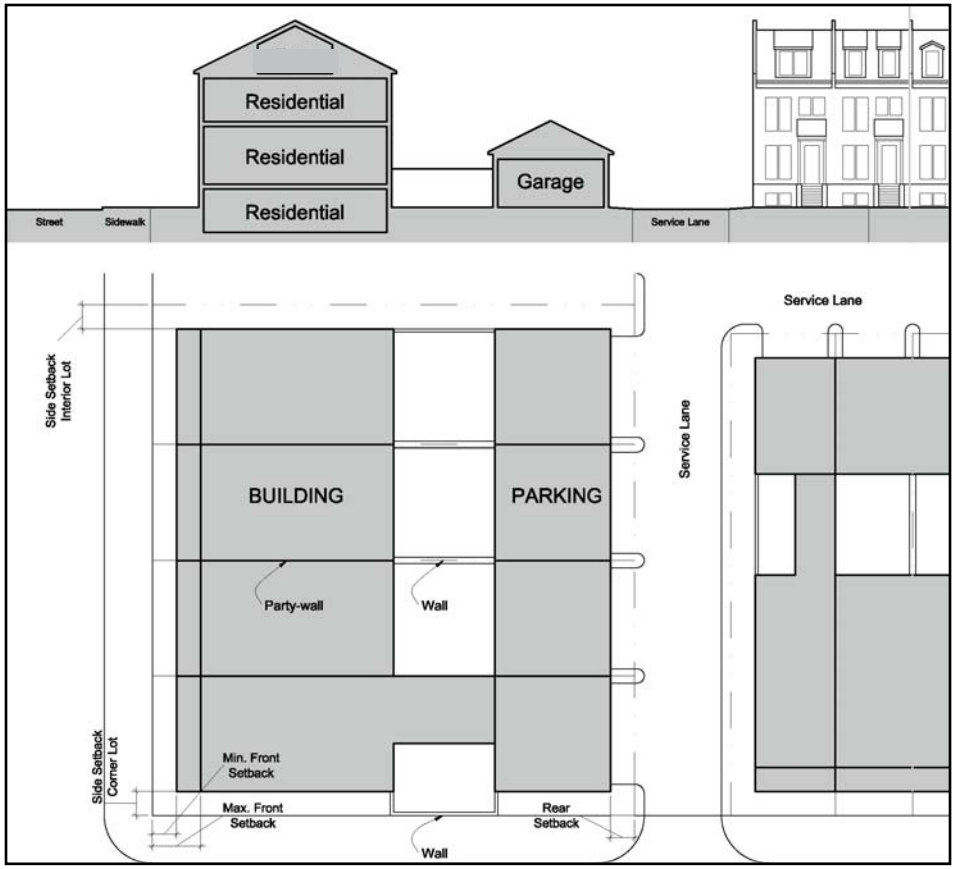
For DNDP: In no case shall the back of a building face a street.

For Specific Plan (SP): Require short setbacks along streets to preclude space for backyards. Incentivize covered porches and/or bay windows along streets by allowing them to encroach into setbacks.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





SUB DISTRICT 3. (Refer to Maps on pages 112-115)

Building Standards: Townhouse.

Bulk Provisions.

Min. Lot Area: 1400 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street, or Alley.

Parking Location: Behind. Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

SUB DISTRICT 3. (Refer to Maps on pages 112-115)
Building Standards: Townhouse Courts.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots; 6 ft. min. spacing between interior buildings.

Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

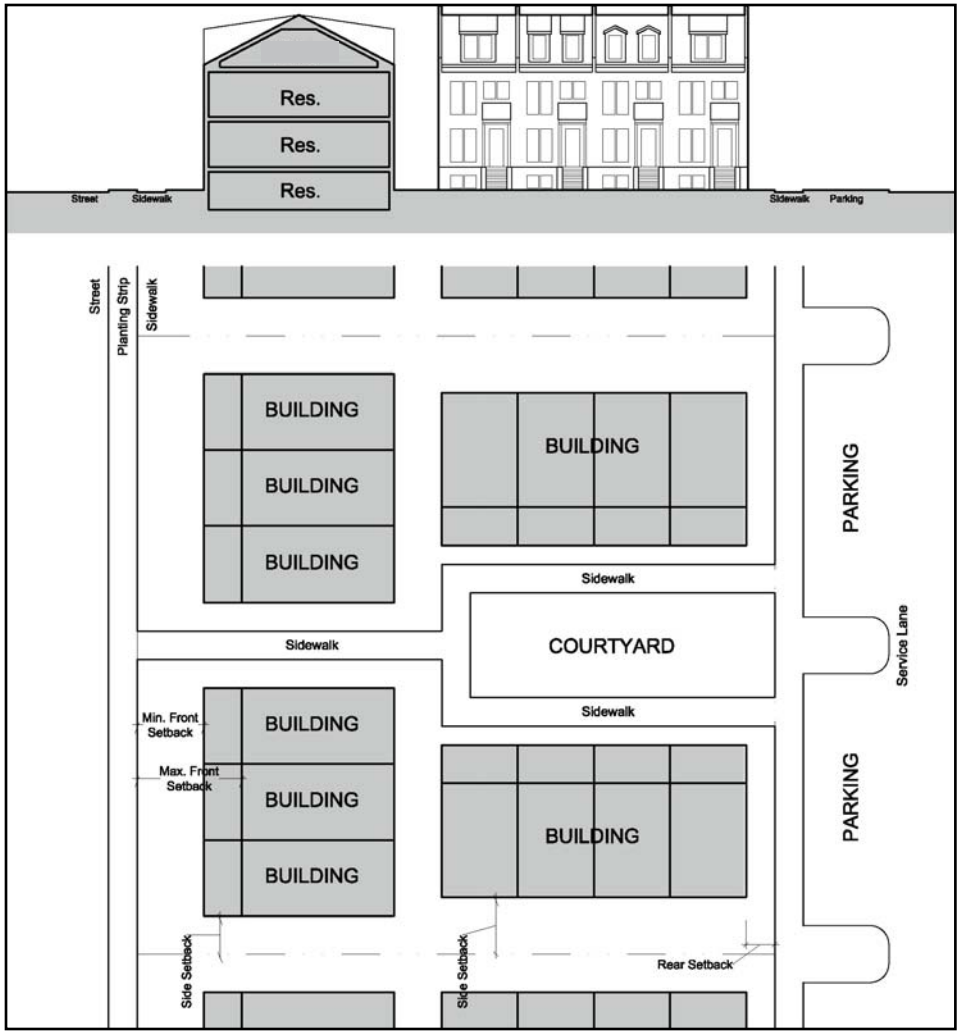
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

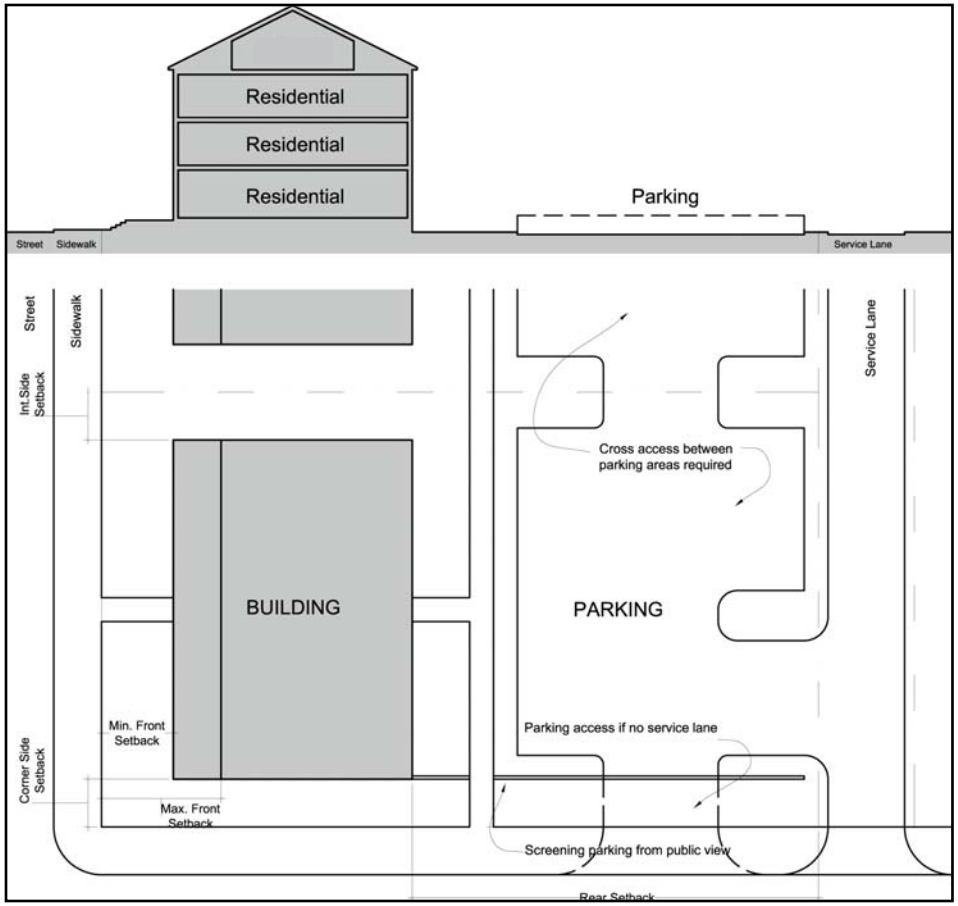
Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





SUB DISTRICT 3. (Refer to Maps on pages 112-115)

Building Standards: Flats.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front & Street Side: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principal structure.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 3. (Refer to Maps on pages 112-115)

Building Standards: Courtyard Flats.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front & Side Street: Contextual. Criteria for contextual setbacks shall be constitent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principle structure.

Maximum Height: 3 stories.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

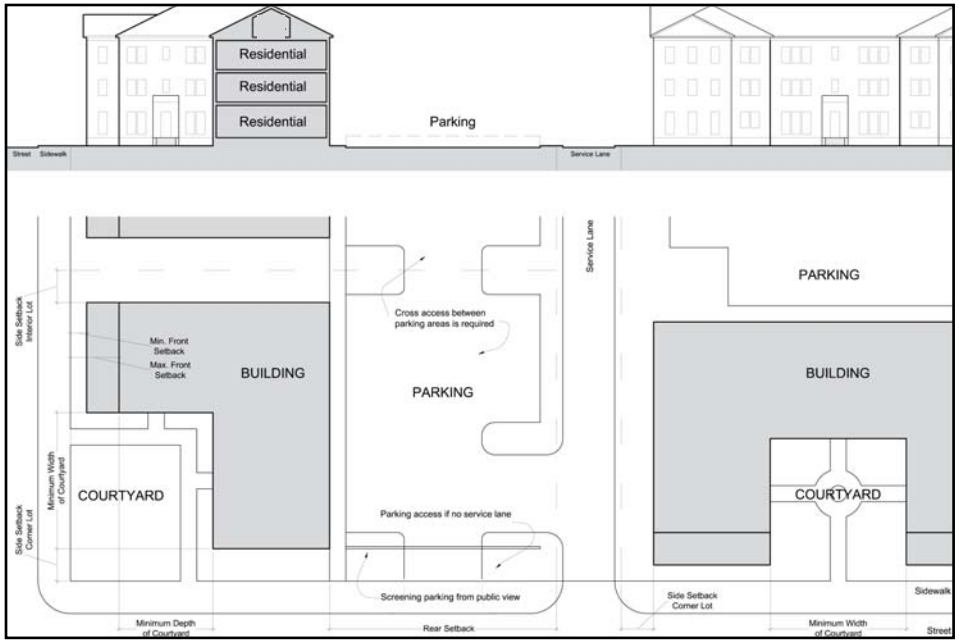
Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 feet above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.



Subdistrict 4 – Mixed Housing Community Center

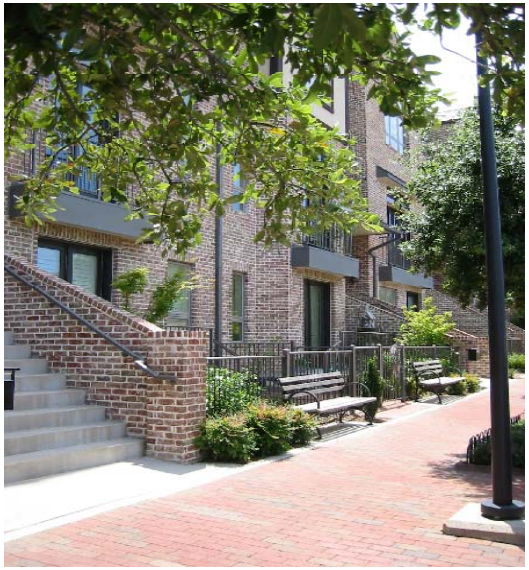
Goal – To encourage additional residential opportunities, a mixture of housing types, a component of first-floor mixed use, and the redevelopment of properties in selected areas along the Nolensville Pike Corridor.

Objectives:

4.1 Redevelop properties within Subdistrict 4 with higher intensity townhouses, townhouse courts, flats, courtyard flats, manor houses or live/work buildings.
4.2 Allow site plans to include a component of first floor mixed use based on uses allowed in MUL.
4.3 Rezone properties within this subdistrict to SP with the density of RM40 - RM60 as they redevelop.
4.4 Limit building heights to five stories in this subdistrict as properties redevelop.
4.5 Encourage stacked flats in these locations to provide for single people or elderly people who no longer wish to climb stairs.
4.6 Locate residential buildings back slightly from Nolensville Pike to provide some distinction between the public realm of the sidewalk and the private realm of the residence, but close enough to the street to contribute to a safer and more active street.
4.7 Place buildings so that the primary pedestrian entrance is oriented to the street.
4.8 Access should be provided by alleys in order to limit curb cuts along streets.

Townhouses Above Mixed-Use: Birkdale Village, NC

Flats Above Retail



Townhouse Entrance from Sidewalk: Dallas, TX

SUB DISTRICT 4. (Refer to Maps on pages 112-115)
Building Standards: Townhouse.

Bulk Provisions.

Min. Lot Area: 1400 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street, or Alley.

Parking Location: Behind. Parking is accessed directly from street. Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

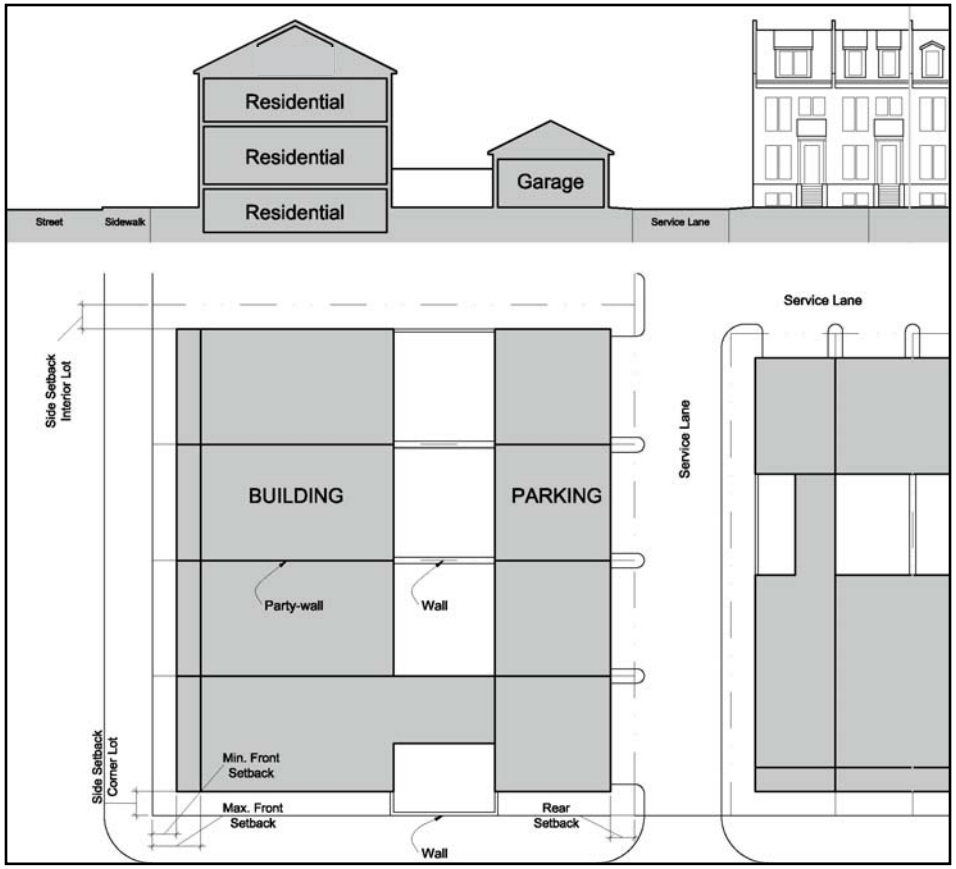
Raised Foundations: 18 in. min.- 48 in. max.

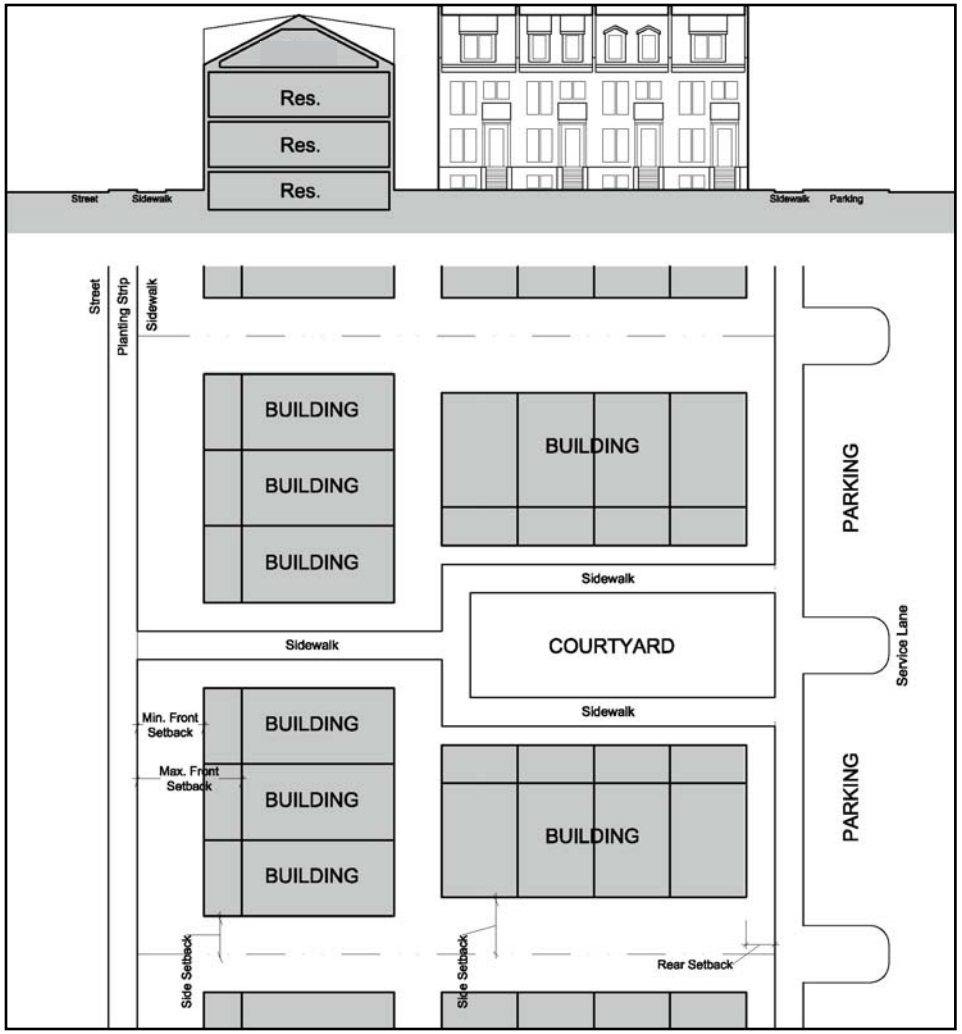
For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3





SUB DISTRICT 4. (Refer to Maps on pages 112-115)

Building Standards: Townhouse Courts.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots; 6 ft. min. spacing between front of one building and side of other interior building.

Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 feet above street grade.

Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

SUB DISTRICT 4. (Refer to Maps on pages 112-115)
Building Standards: Flats.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front & Side Street: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principal structure.

Maximum Height: 5 stories in 75 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

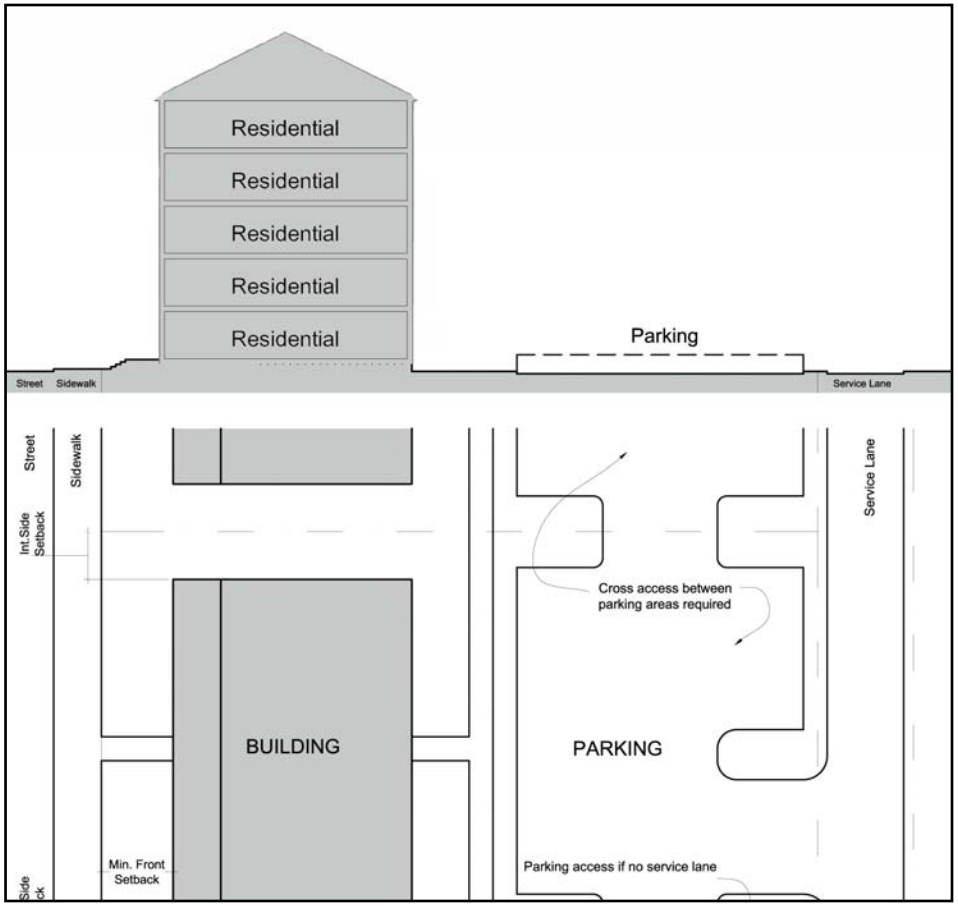
Parking Location: Rear of lot and screened from public right of way.

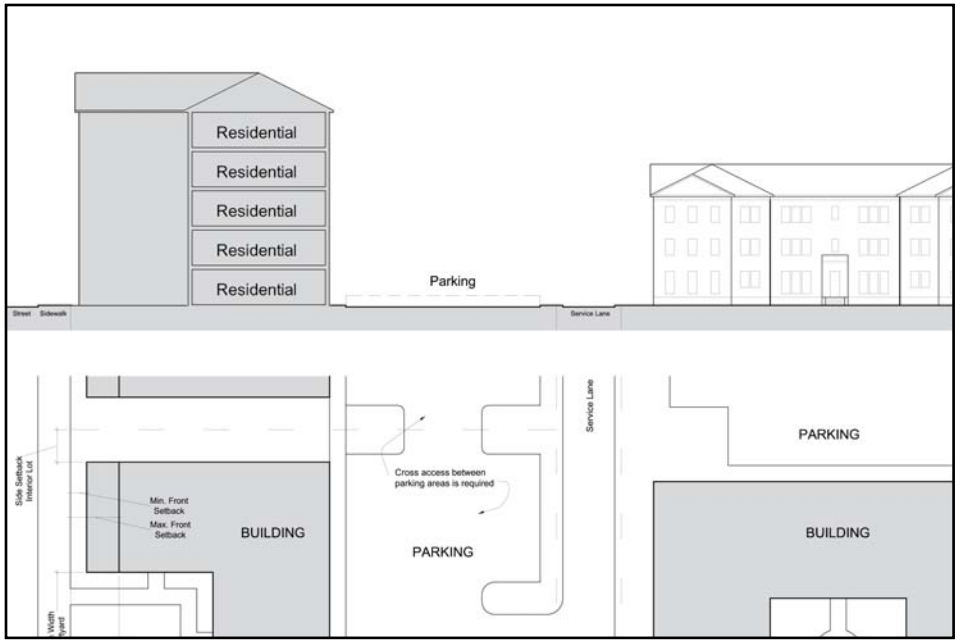
Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





SUB DISTRICT 4. (Refer to Maps on pages 112-115)

Building Standards: Courtyard Flats.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front & Steet Side: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principle structure.

Maximum Height: 5 stories in 75 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

SUB DISTRICT 4. (Refer to Maps on pages 112-115)
Building Standards: Manor House.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min.

Rear: 20 ft. min. for principal structure.

Maximum Height: 5 stories in 75 ft.

Parking, Loading, and Access.

Parking Required: 1.5 spaces per unit.

Parking Access: Side Street, or Alley.

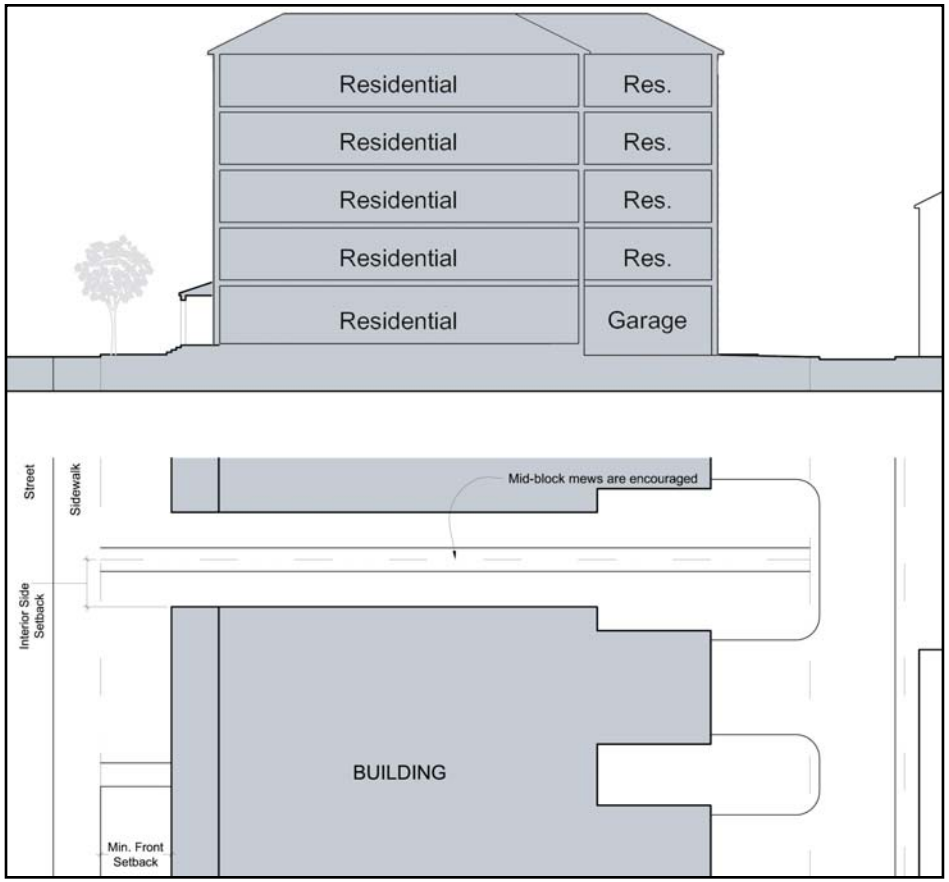
Parking Location: Behind and screened from public right of way.

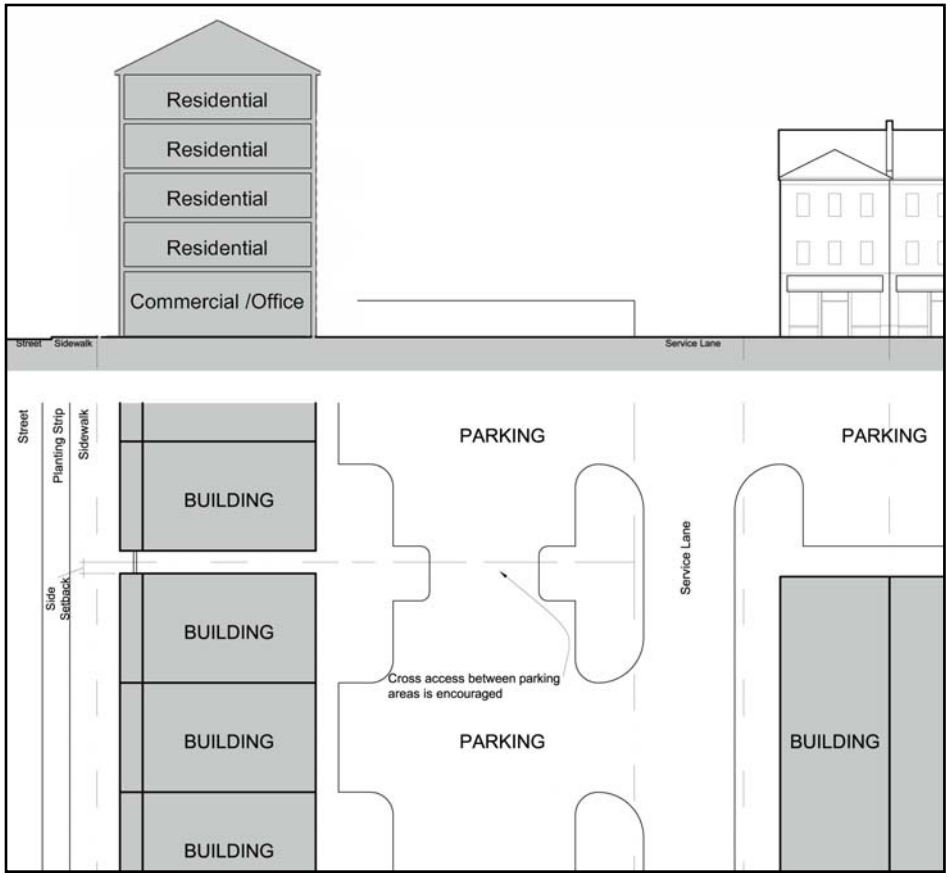
Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





SUB DISTRICT 4. (Refer to Maps on pages 112-115)

Building Standards: Live/Work.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.

Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 5 stories in 75 ft.

Parking, Loading, and Access.

Parking Required: According to UZO.

Parking Access: Side Street, or Alley.

Parking Location: Behind Principal Structure.

Additional Standards.

Building shall have a minimum first floor height of 12 ft.

Subdistrict 5 – Mixed Use Neighborhood Center

Goal – To establish a neighborhood-scale center of activity within the neighborhood to serve the daily needs of residents.

Objectives:

5.1 Redevelop a neighborhood center at the intersection of Foster and Joyner to create a center of activity with a mixture of retail, office and residential uses. Appropriate building types are flats, courtyard flats, townhouses, townhouse courts, mixed use/commercial or live/work.

5.3 Rezone properties within Subdistrict 5 to SP using the zoning districts of MUN, MUL, OR20 or RM20 as guides.

5.4 Limit building heights to three stories.

5.5 Create buildings that are pedestrian-friendly with uses that cater to the neighborhoods. Smaller retail uses, such as coffee shops, small restaurants, dry cleaners, small book stores, corner markets and barber shops are appropriate in these locations. Other uses may include apartments, condominiums or small professional offices. Civic uses that may be appropriate would include post office, library, police precinct, church or school.

5.6 Mixed use buildings should have retail or office on the first floor and residential uses above.

5.7 Locate buildings close to the street as appropriate in order to create a comfortable and interesting pedestrian environment.

5.8 Place buildings so that the primary pedestrian entrance is oriented to the street.

5.9 Create a unique sense of place at neighborhood centers by constructing buildings of the appropriate scale with proper orientation.

5.10 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.

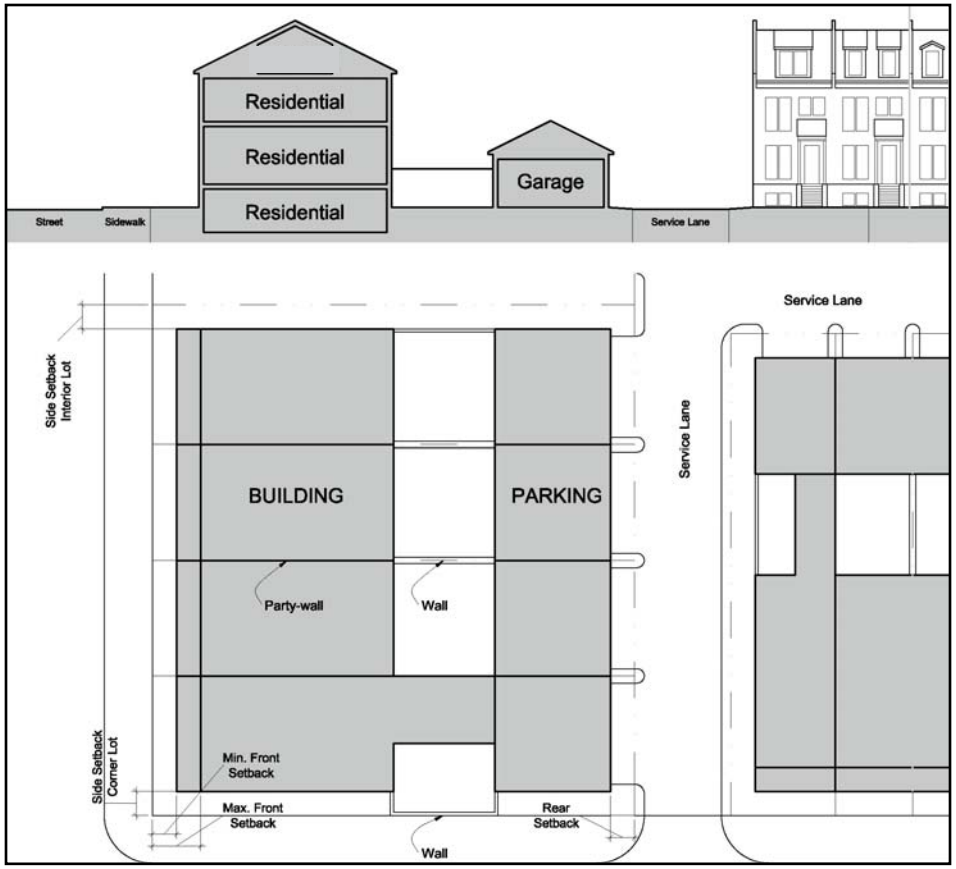
5.11 Access should be provided by alleys in order to limit curb cuts along streets.

Townhouses

Courtyard Flats

First Floor Retail with Residences Above

Outdoor Dining in First Floor of Mixed Use Building: Boulder, CO



SUB DISTRICT 5. (Refer to Maps on pages 112-115)

Building Standards: Townhouse.

Bulk Provisions.

Min. Lot Area: 1400 sq. ft.

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required: 2 spaces/ unit + 1 space for secondary dwelling unit.

Parking Access: Side Street, or Alley.

Parking Location: Parking is placed behind principal buildings (opposite side to street). Garages required on corner lots and shall be built 5 ft. from rear property line.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

Maximum units per building: 6

Minimum units per building: 3

SUB DISTRICT 5. (Refer to Maps on pages 112-115)
Building Standards: Townhouse Courts.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County; min. 6ft. from front of one unit to side of another interior building.

Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.

Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

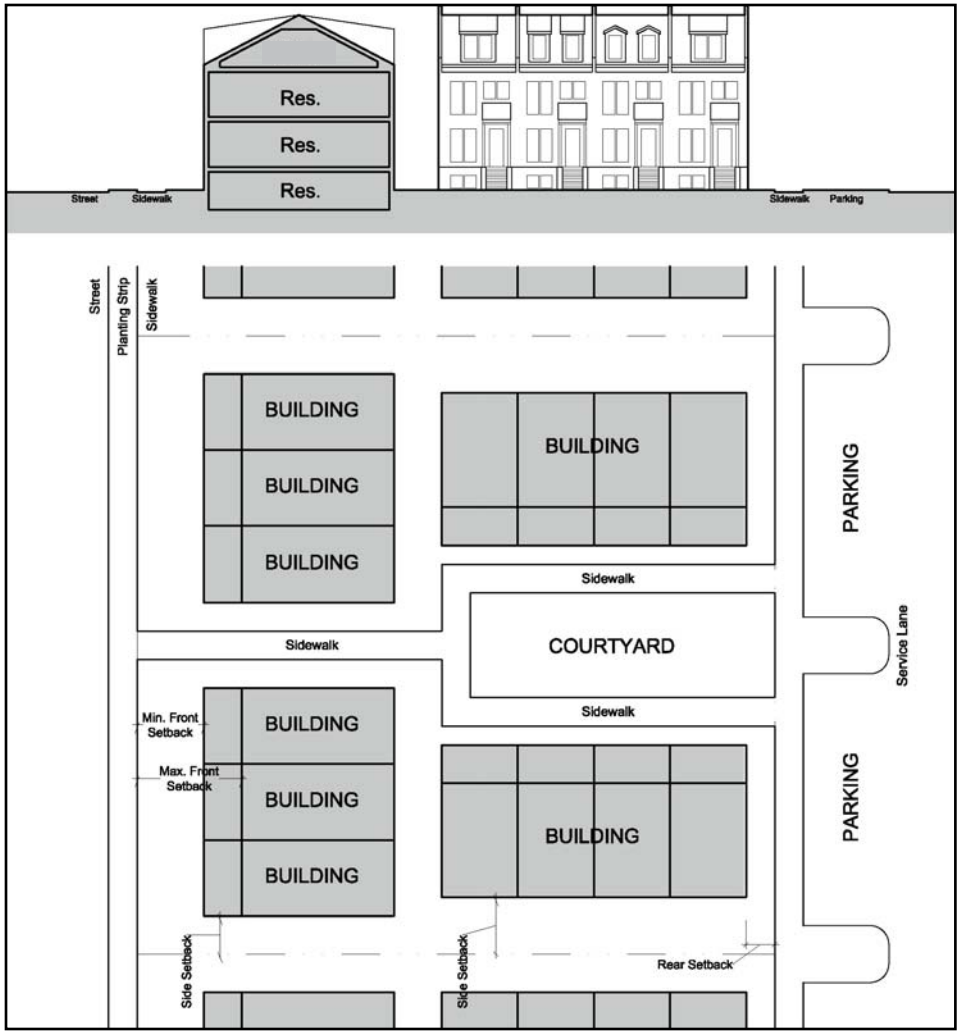
For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

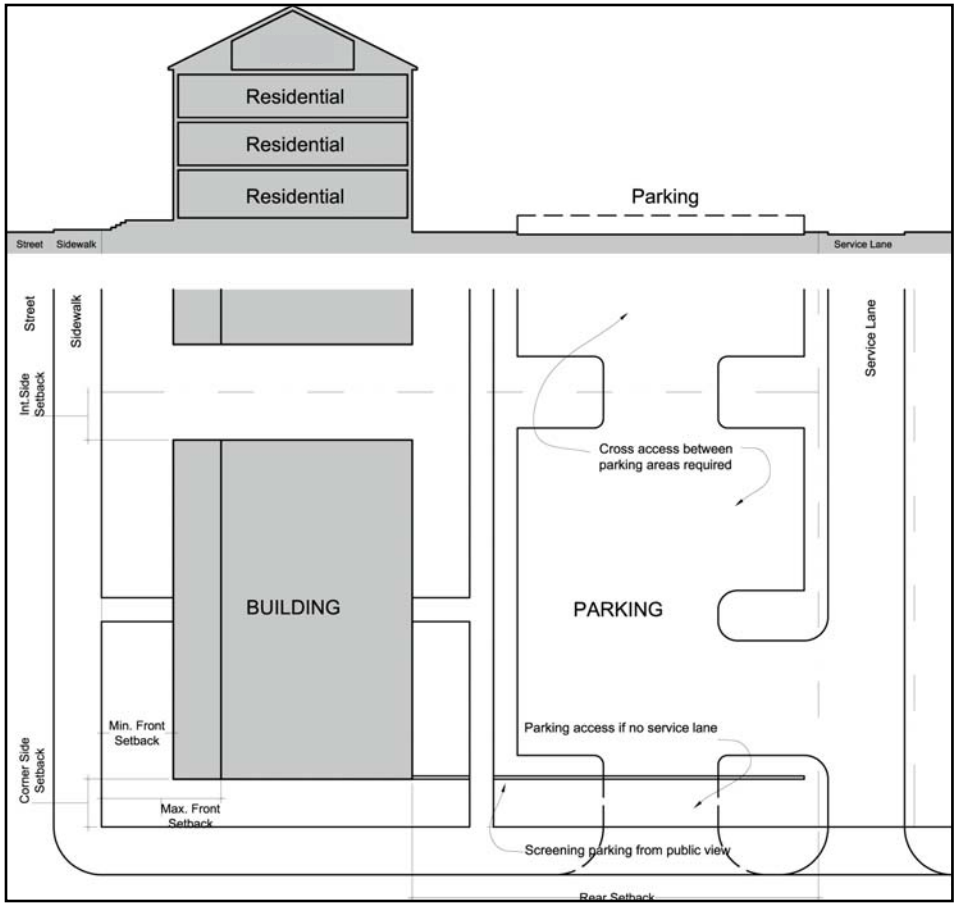
Maximum units per building: 6

Minimum units per building: 3

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





SUB DISTRICT 5. (Refer to Maps on pages 112-115)

Building Standards: Flats.

Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principle structure.
Maximum Height:	3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 5. (Refer to Maps on pages 112-115)
Building Standards: Courtyard Flats.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 5 ft. min. on interior side and adjacent to alley.
- Rear: 20 ft. min. for principal structure.

Maximum Height: 3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

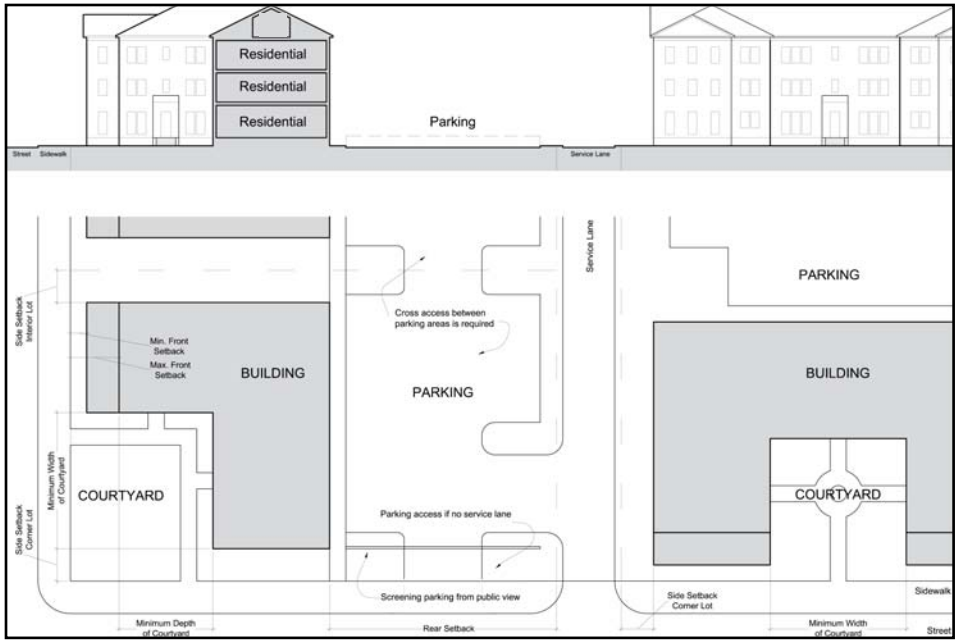
Raised Foundations: 18 in. min.- 48 in. max.

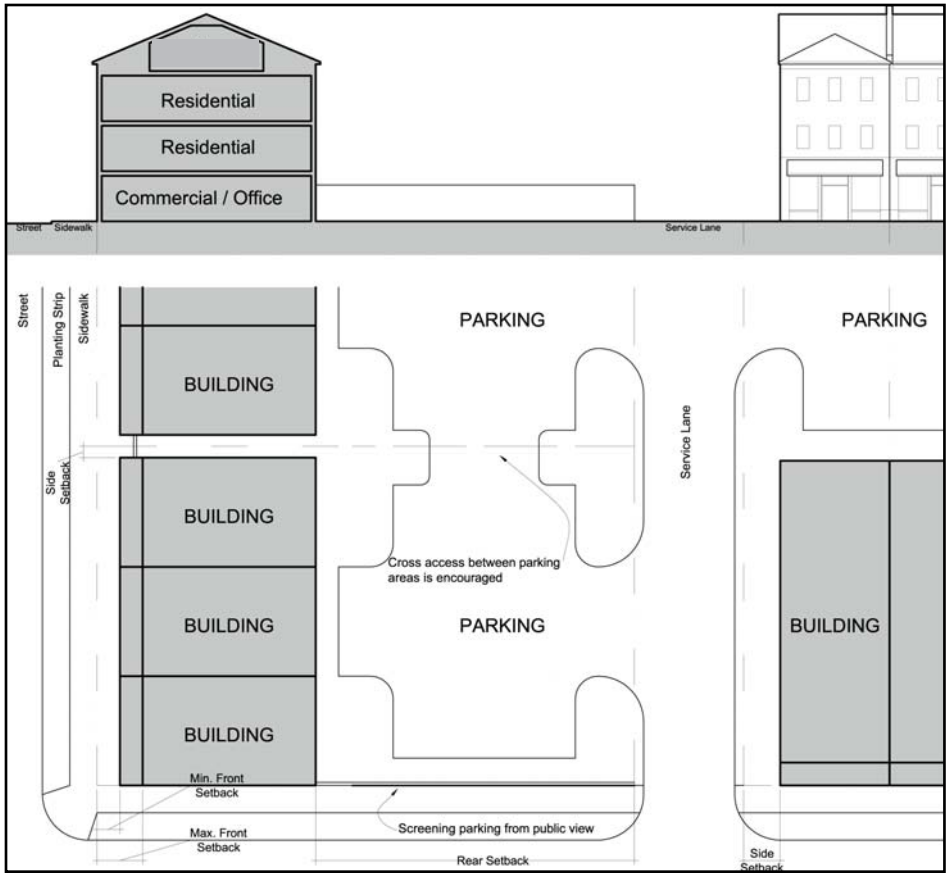
For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.





SUB DISTRICT 5. (Refer to Maps on pages 112-115)

Building Standards: Live/Work.

Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
Rear:	20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.
Maximum Height:	3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required:	According to UZO.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind.

Additional Standards.

Building shall have a minimum first floor height of 12 ft.

SUB DISTRICT 5. (Refer to Maps on pages 112-115)
Building Standards: Mixed Use/Commercial.

Bulk Provisions.

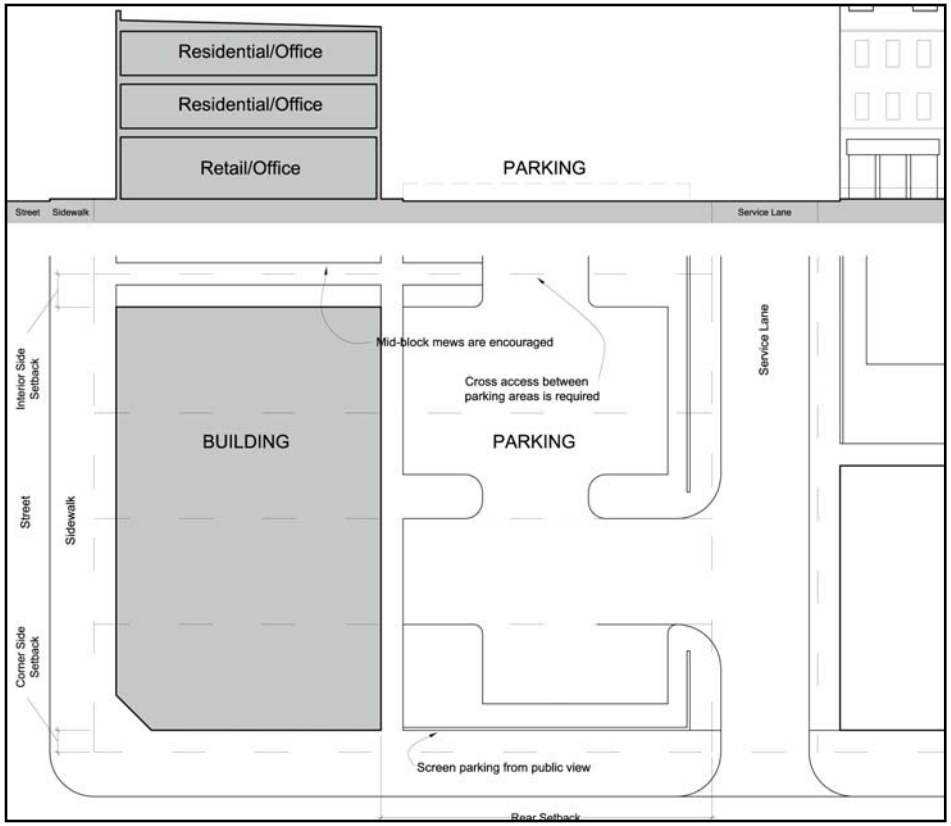
Min. Lot Area:	NA
Setbacks.	
Front:	0 ft. min.- 10 ft. max.
Side:	0 ft. min.
Rear:	5 ft. min.
Maximum Height:	3 stories in 45 ft.

Parking, Loading, and Access.

Parking Required:	According to the UZO.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind or Beneath.

Additional Standards.

Main (public) entrances shall be located on the street.



Subdistrict 6 – Mixed Use

Goal – To create mixed use, walkable centers of activity along the Nolensville Pike Corridor.

Objectives:

6.1 Redevelop properties with a mixture of retail, office and residential uses that are appropriately scaled for this heavily traveled street. Appropriate building types are flats, courtyard flats, mixed use/commercial and live/work.
6.2 Rezone properties within this subdistrict to SP with the zoning districts of MUL, OR20 or RM20 as guides.
6.3 Limit building heights to four stories in this subdistrict as properties redevelop.
6.4 Construct buildings that contain predominantly commercial and mixed use development with offices and/or residential above ground level commercial. Larger retail uses, such as grocery stores, large sit-down restaurants, pharmacies, office-supply stores, department stores, etc., are appropriate in these locations. Office and residential uses on the upper floors can provide opportunities to live and work in the same area.
6.5 Residential development within this subdistrict, that is not above commercial or offices, should be higher intensity flats. Stand-alone office buildings should also be relatively intense.
6.6 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
6.7 Access should be provided by alleys in order to limit curb cuts along streets.

Corner Retail with Offices Above: Wantage, NJ

Mixed Use Building with Street Trees and Pedestrian-Scaled Lighting

Outdoor Dining in First Floor of Mixed Use Building

SUB DISTRICT 6. (Refer to Maps on pages 112-115)
Building Standards: Flats.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.

Side: 5 ft. min. on interior side and adjacent to alley.

Rear: 20 ft. min. for principal structure.

Maximum Height: 4 stories in 60 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

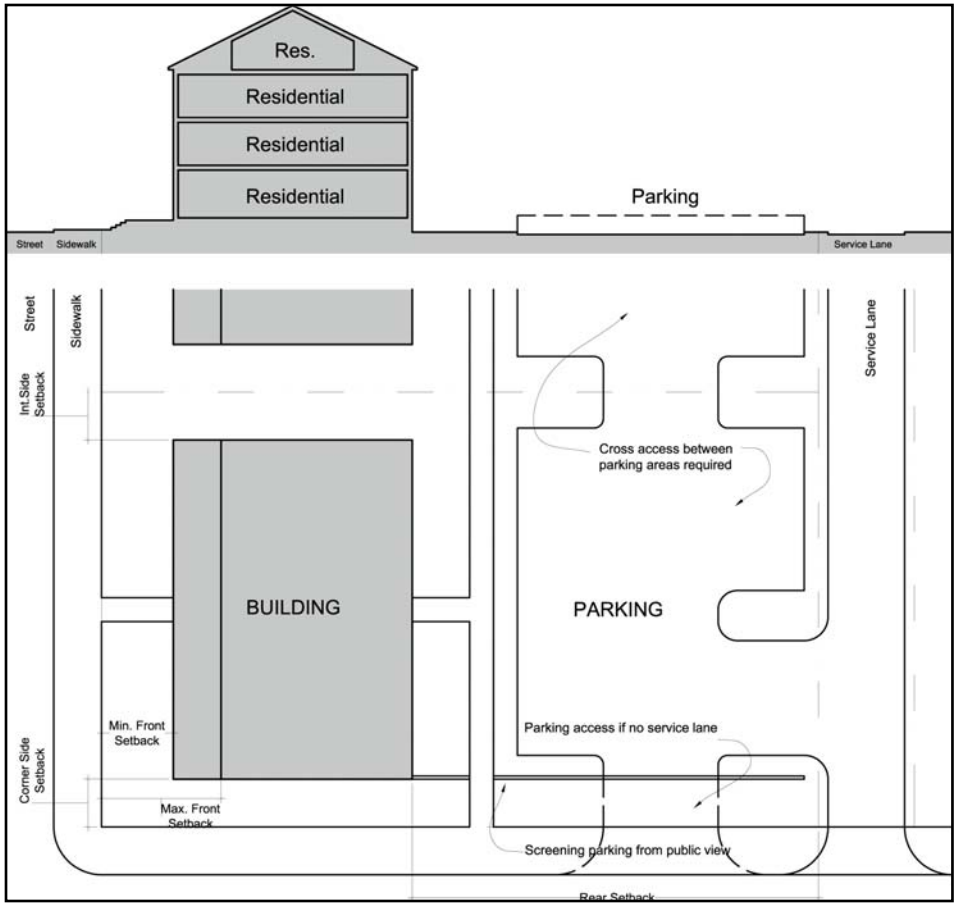
Parking Location: Rear of lot and screened from public right of way.

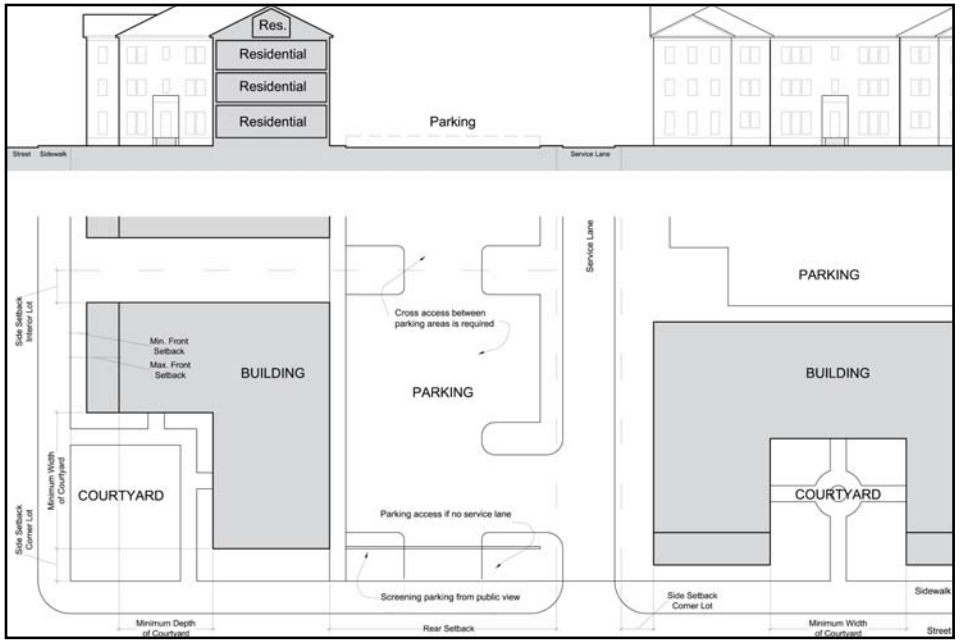
Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

For DNDP: Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.

For Specific Plan (SP): Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.





SUB DISTRICT 6. (Refer to Maps on pages 112-115)

Building Standards: Courtyard Flats.

Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principle structure.
Maximum Height:	4 stories in 60 ft.

Parking, Loading, and Access.

Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

The width of the central open space, measured between buildings, shall be no less than the height of the buildings.

Parking, driveways, and detention areas shall not be located within the central open space.

SUB DISTRICT 6. (Refer to Maps on pages 112-115)
Building Standards: Live/Work.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principal structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 4 stories in 60 ft.

Parking, Loading, and Access.

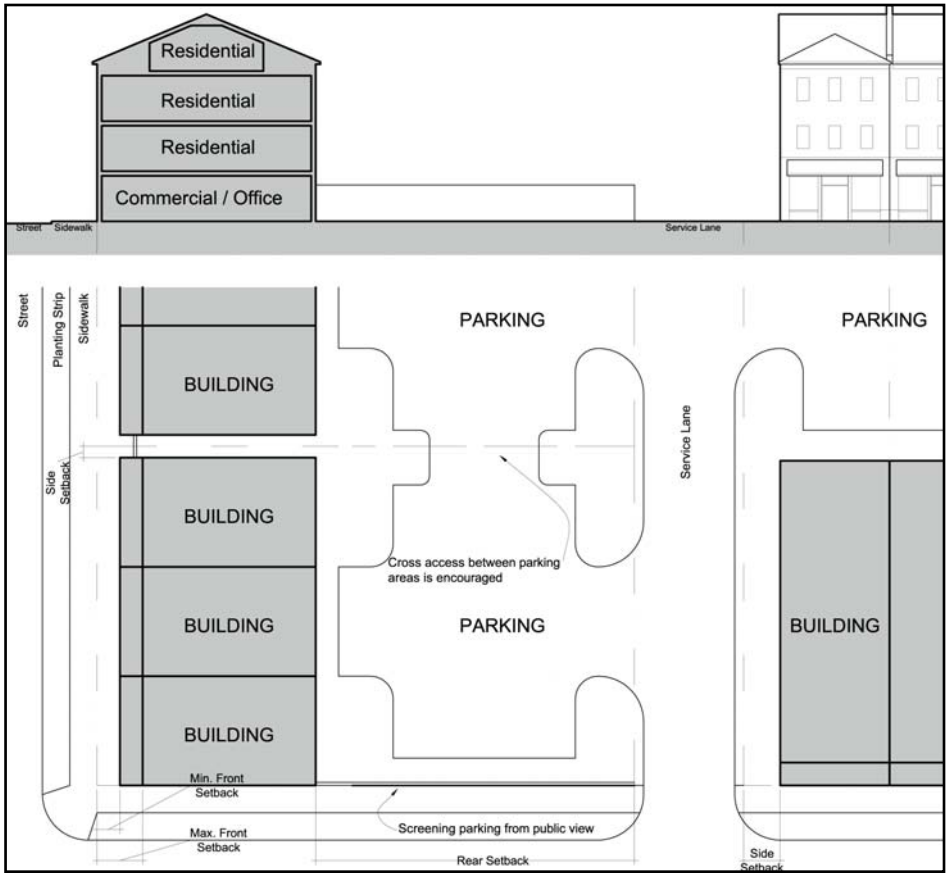
Parking Required: According to UZO.

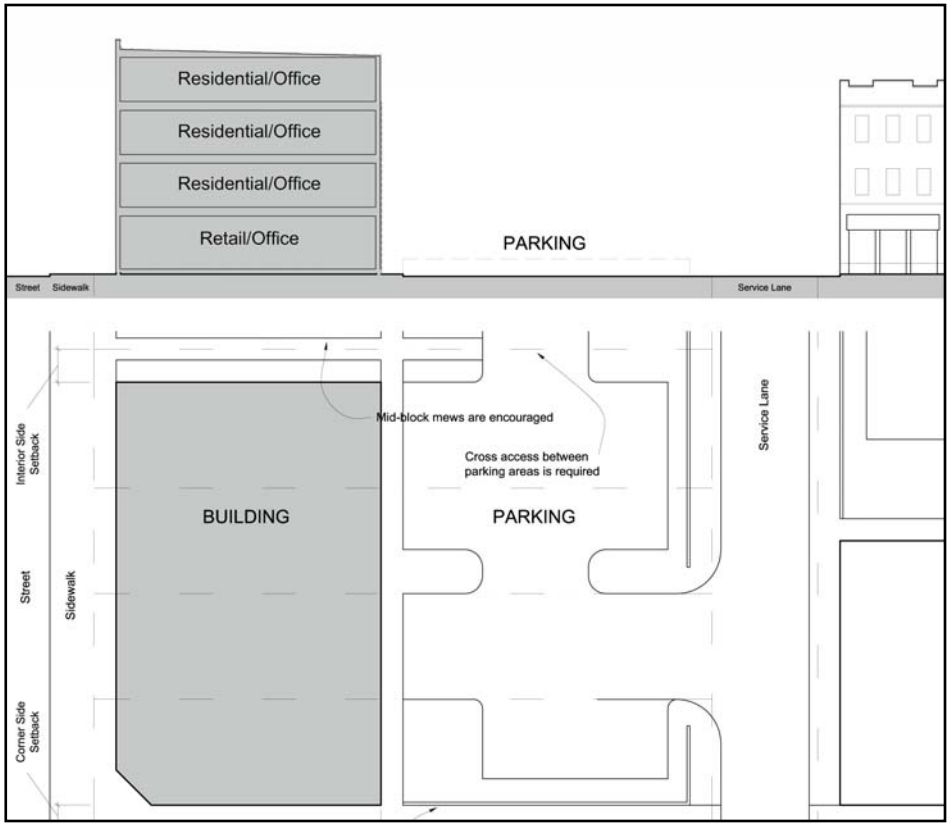
Parking Access: Side Street, or Alley.

Parking Location: Behind.

Additional Standards.

Building shall have a minimum first floor height of 12 ft.





SUB DISTRICT 6. (Refer to Maps on pages 112-115)

Building Standards: Mixed Use/Commercial.

Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	0 ft. min.- 10 ft. max.
Side:	0 ft. min.
Rear:	5 ft. min.
Maximum Height:	4 stories in 60 ft.

Parking, Loading, and Access.

Parking Required:	According to the UZO.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind or Beneath.

Additional Standards.

Main (public) entrances shall be located on the street.

Subdistrict 7 – Mixed Use Community Center

Goal – To create an intense, mixed use walkable center of activity at the intersection of Nolensville Pike and Thompson Lane.

Objectives:

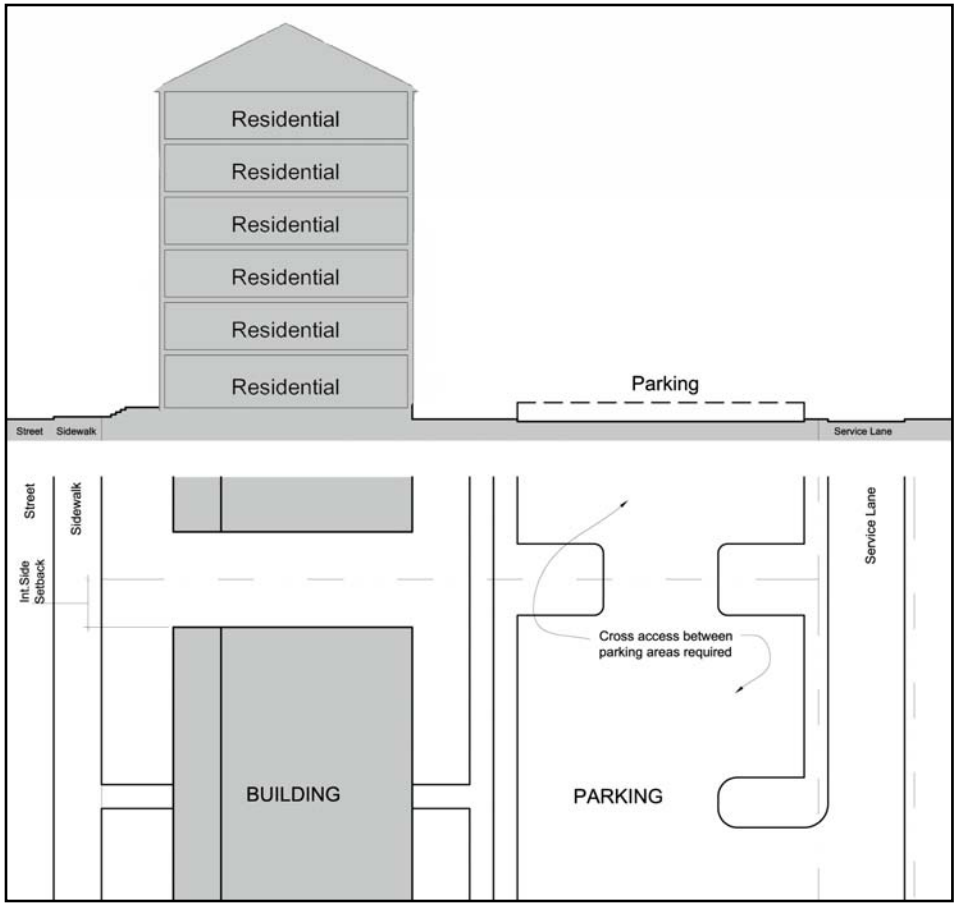
7.1 Redevelop properties with a mixture of retail, office and residential uses that are appropriately scaled for these heavily traveled streets. Appropriate building types are flats, courtyard flats and mixed use/commercial.
7.2 Rezone properties within this subdistrict to SP with the zoning districts of MUG or ORI as guides.
7.3 Limit building heights to six stories.
7.4 Construct buildings that contain predominantly commercial and mixed use development with offices and/or residential above ground level commercial. Larger retail uses, such as grocery stores, large sit-down restaurants, pharmacies, office-supply stores, department stores, etc., are appropriate in these locations. Office or residential uses on the upper floors can provide opportunities to live and work in the same area.
7.5 Residential development within this subdistrict, that is not above retail or offices, should be higher intensity flats. Stand-alone office buildings should also be intense.
7.6 Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
7.7 Access should be provided by alleys in order to limit curb cuts along streets.

Pleasant Shopping Experience: Lake Oswego, OR

Retail with Offices and Residences Above

Corner Retail in Mixed Use Building: Portland, OR

Retail with Offices Above; Attractive Street Furniture



SUB DISTRICT 7. (Refer to Maps on pages 112-115)

Building Standards: Flats.

Bulk Provisions.

Min. Lot Area:	NA
Setbacks.	
Front:	Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
Side:	5 ft. min. on interior side and adjacent to alley.
Rear:	20 ft. min. for principal structure.
Maximum Height:	6 stories in 90 ft.

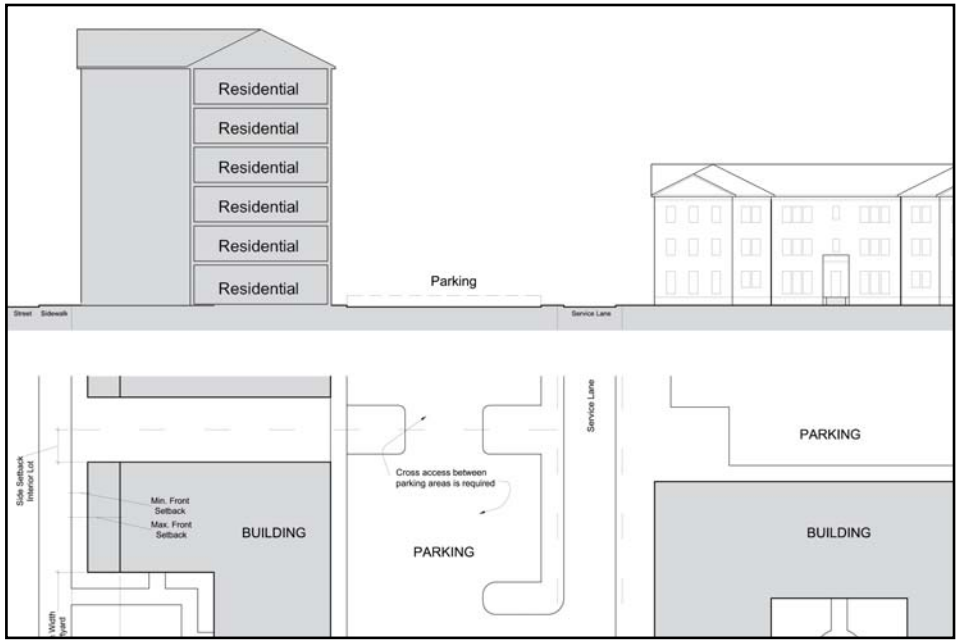
Parking, Loading, and Access.

Parking Required:	1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.
Parking Access:	Side Street, or Alley.
Parking Location:	Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations:	18 in. min.- 48 in. max.
For DNDP:	Residential buildings should provide raised foundations of greater than 18 inches and less than 48 inches.
For Specific Plan (SP):	Single-family residential dwellings shall provide a raised foundation between 18 and 48 inches in height unless the top of foundation will be at least 4 ft. above street grade.

SUB DISTRICT 7. (Refer to Maps on pages 112-115)
Building Standards: Courtyard Flats.



Bulk Provisions.

Min. Lot Area: NA

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 5 ft. min. on interior side and adjacent to alley.
- Rear: 20 ft. min. for principle structure.

Maximum Height: 6 stories in 90 ft.

Parking, Loading, and Access.

Parking Required: 1 space per one bedroom unit. 1.5 spaces for 2 bedroom unit or larger.

Parking Access: Side Street, or Alley.

Parking Location: Rear of lot and screened from public right of way.

Additional Standards.

Raised Foundations: 18 in. min.- 48 in. max.

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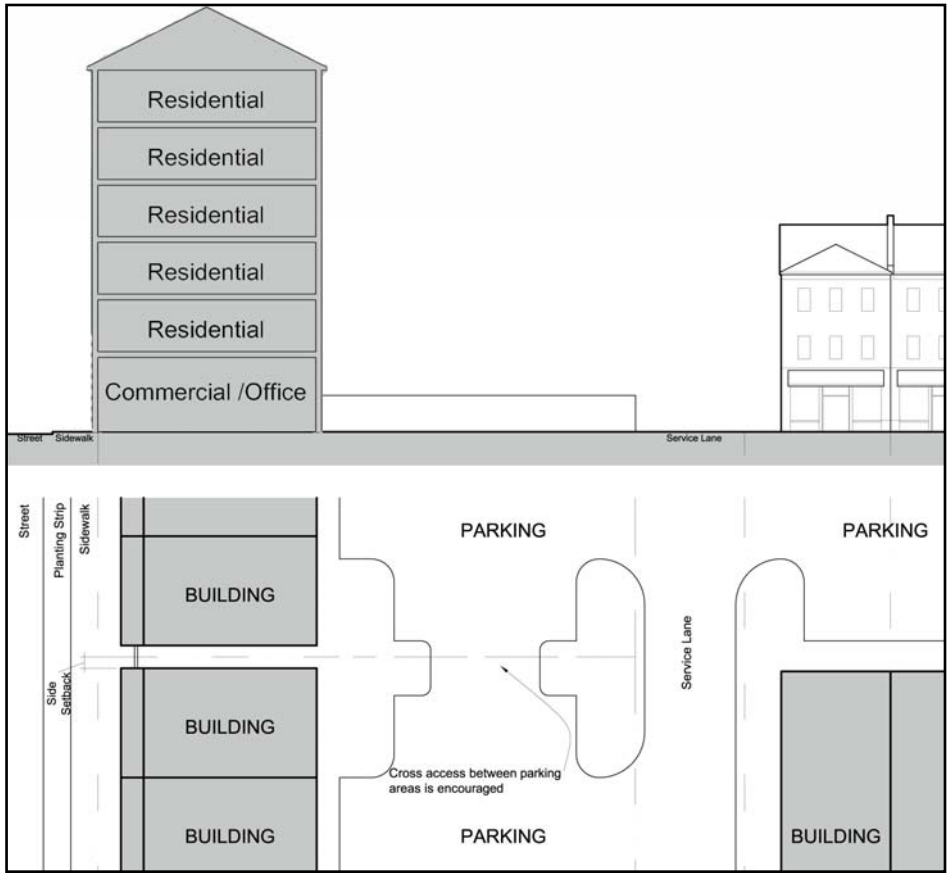


SUB DISTRICT 7. (Refer to Maps on pages 112-115)

Building Standards: Live/Work.

Bulk Provisions.

Min. Lot Area: NA

Setbacks.

- Front: Contextual. Criteria for contextual setbacks shall be consistent with Section 17.12.035 of The Zoning Code for Metropolitan Nashville and Davidson County.
- Side: 0 ft. min. on interior lots; 5 ft. min. on end units; 10 ft. on corner lots.
- Rear: 20 ft. min. for principle structure. 5 ft. or greater than 15 ft. for garages.

Maximum Height: 6 stories in 90 ft.

Parking, Loading, and Access.

Parking Required: According to UZO.

Parking Access: Side Street, or Alley.

Parking Location: Behind.

Additional Standards.

Building shall have a minimum first floor height of 12 ft.

SUB DISTRICT 7. (Refer to Maps on pages 112-115)
Building Standards: Mixed Use/Commercial.

Bulk Provisions.

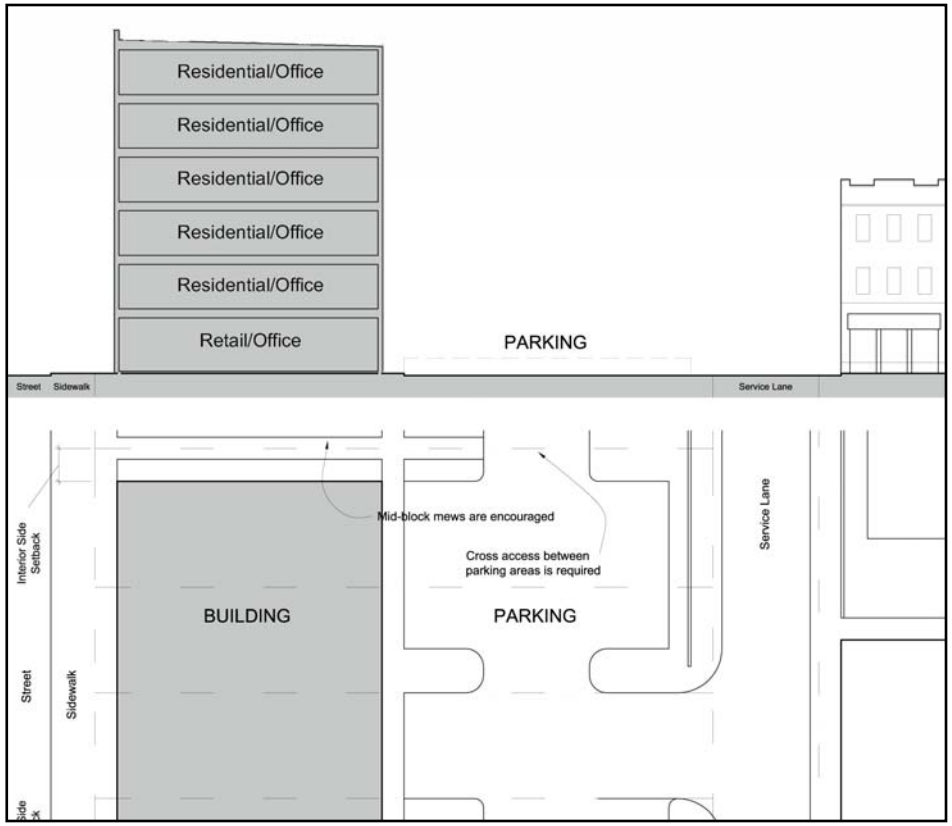
Min. Lot Area:	NA
Setbacks.	
Front:	0 ft. min.- 10 ft. max.
Side:	0 ft. min.
Rear:	5 ft. min.
Maximum Height:	6 stories in 90 ft.

Parking, Loading, and Access.

Parking Required:	According to the UZO.
Parking Access:	Side Street, or Alley.
Parking Location:	Behind or Beneath.

Additional Standards.

Main (public) entrances shall be located on the street.



Subdistrict 8 – Office Transitional Buffer

Goal – To provide a buffer between more intense uses, such as commercial and industrial, and single-family residential.

Objectives:

8.1 Rezone properties to SP with the zoning district OR20 as a guide as they redevelop.

8.2 Work with Planning Staff to determine the appropriate character of new development to ensure a successful transition between divergent land uses. Items to consider include height, massing, acces, parking, signage, lighting and landscaping/buffering.

Examples of Low-Rise Office Buildings along with Residential Uses

Subdistrict 9 – Parks and Open Space

Goal – To provide parks of varying sizes and functions that meet the needs of residents.

Objectives:

9.1 Provide parks of varying sizes and functions that meet the needs of area residents. Current zoning regulations and the Parks and Greenways Master Plan govern the character and design of parks and open spaces.
9.2 Improve pedestrian connections to the parks, including additional sidewalks and crosswalks.
9.3 Make Radnor Reservoir into a neighborhood park. Include a pedestrian connection at the end of Meade that links this park to the park behind New Song Church.
9.4 Improve the neighborhood park at Burbank and Oriel.
9.5 Provide a pedestrian link that links Burbank Avenue to Coleman Park.
9.6 Include a dog park as a component of Coleman Park if appropriate.

Shelby Park's Popular Dog Park: Nashville, TN

Warner Park: Nashville, TN

Small Park along a Corridor

Subdistrict 10 – Light Industrial

Goal – To recognize and preserve an existing area of light industrial that is adjacent to Radnor Yards.

Objective:

9.1 Work with Planning Staff to determine the appropriate character of new development that provides an opportunity for light industrial that is thoughfully designed with regard to surrounding uses. To ensure compatability, items to consider include intensity of use, height, massing, access, parking, signage, lighting and landscaping/buffering..

Examples of Light Industrial Buildings

Figure 27: Woodbine North Building Regulating Plan Map

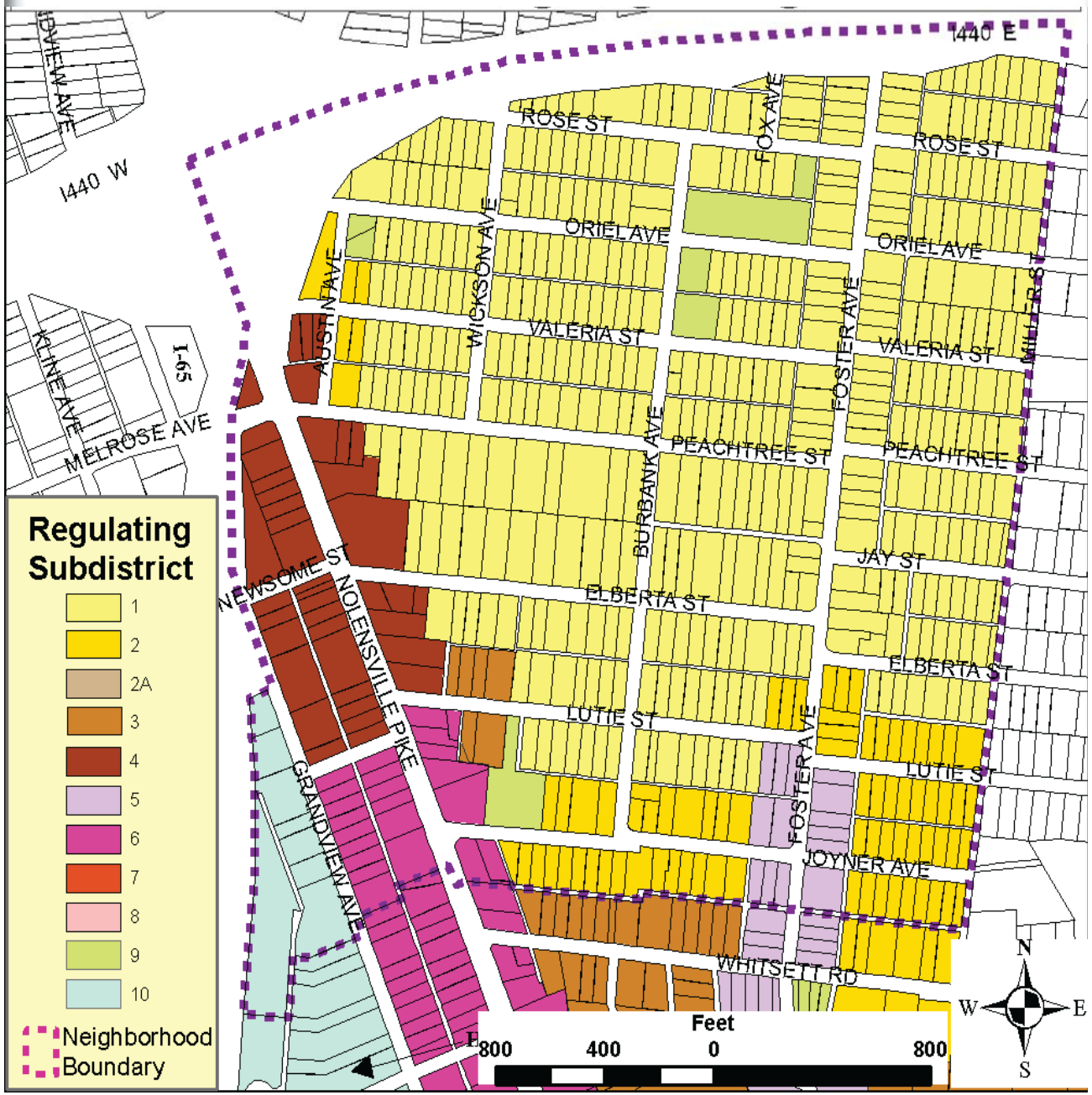


Figure 28: Woodbine South Building Regulating Plan Map

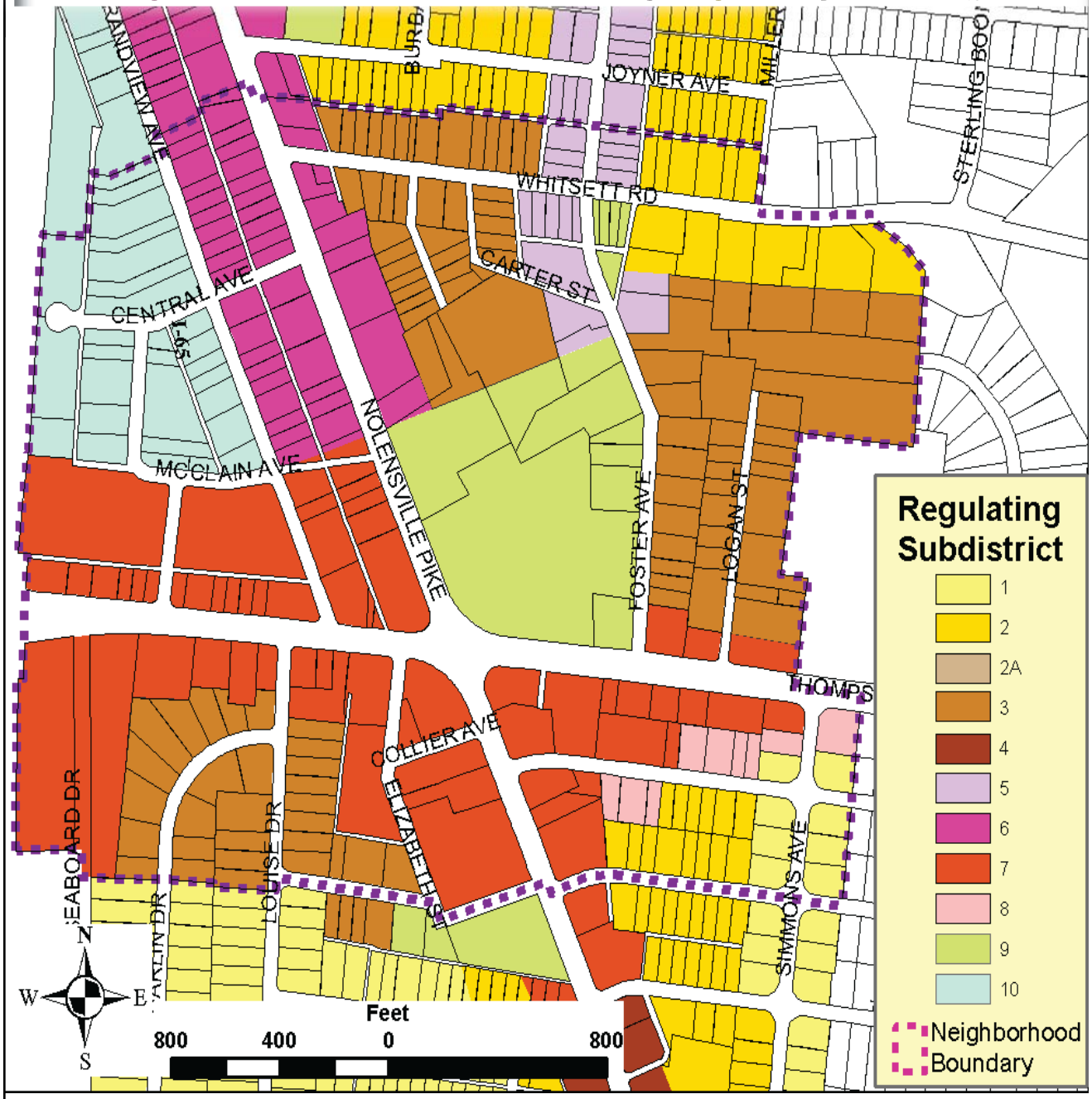
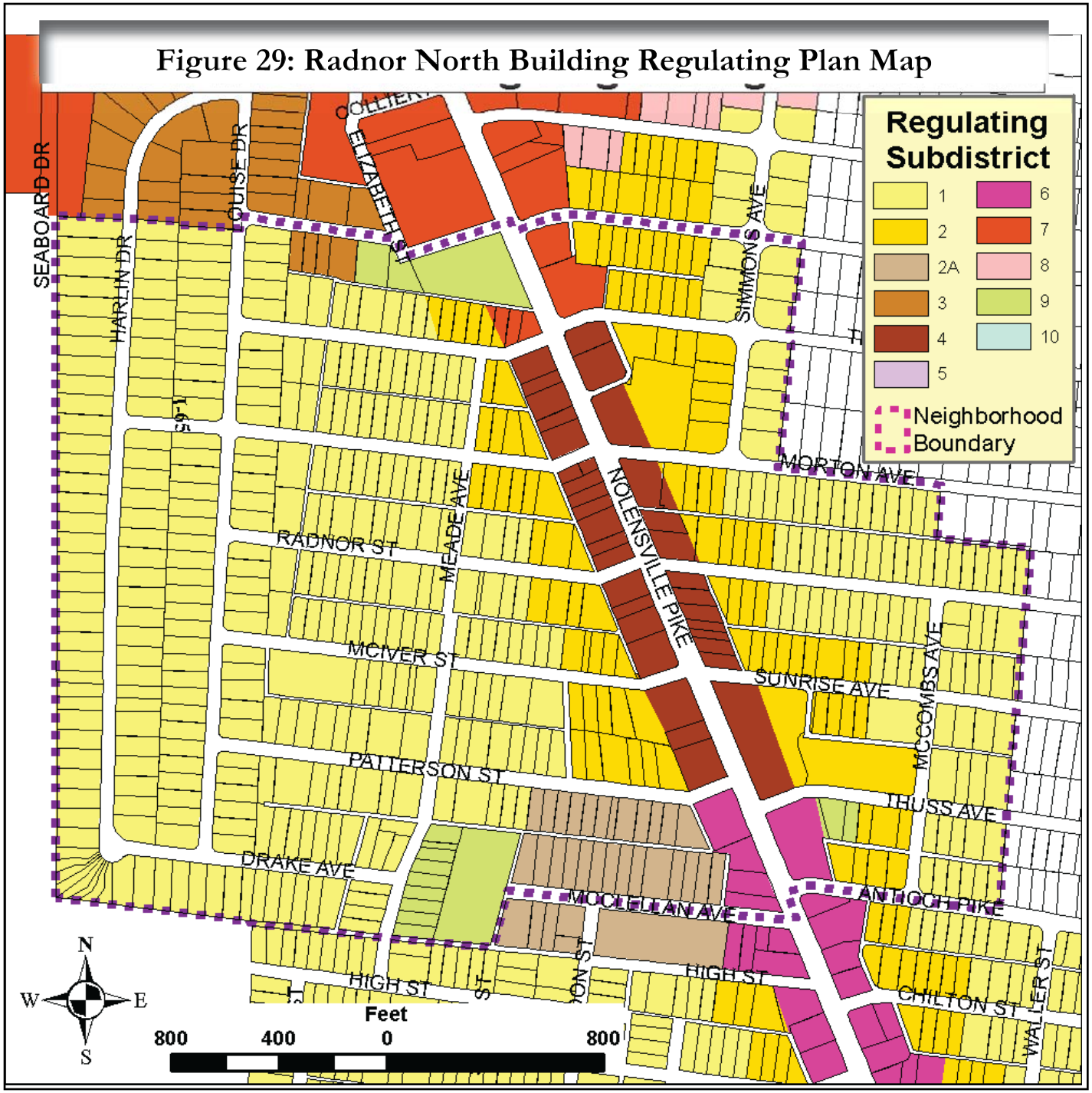


Figure 29: Radnor North Building Regulating Plan Map



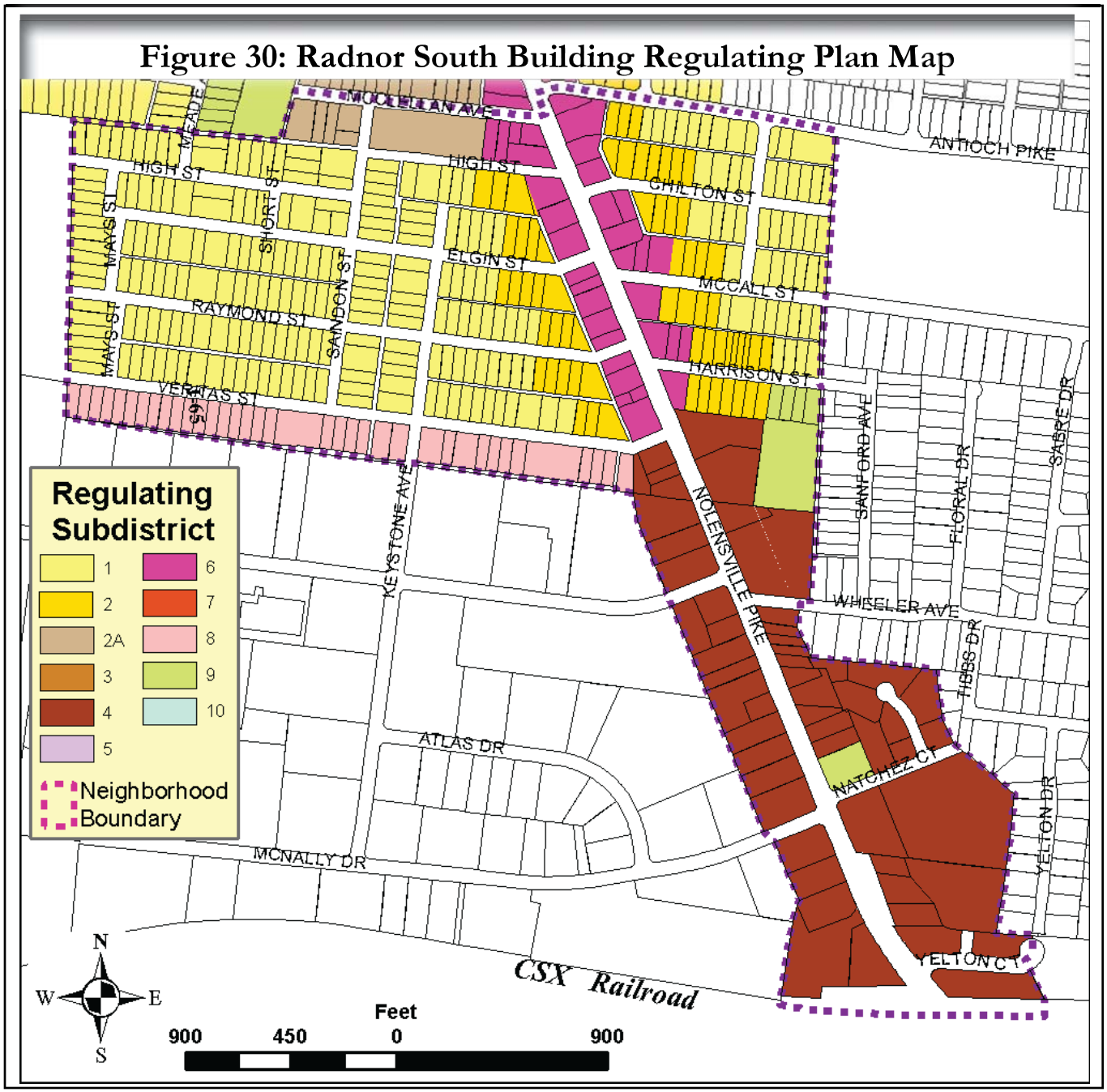


Figure 30: Radnor South Building Regulating Plan Map
MCCLELLAN AVE
ANTIOCH PIKE
HIGH ST
HIGH ST
CHILTON ST
MAYS ST
SHORT ST
ELGIN ST
MCCALL ST
RAYMOND ST
SANDON ST
MAYS ST
HARRISON ST
VERMAS ST
SANFORD AVE
FLORAL DR
SABRE DR
KEYSTONE AVE
NOLENSVILLE PIKE
WHEELER AVE
TIBBS DR
ATLAS DR
NATCHEZ CT
YELTON DR
MCNALLY DR
YELTON CT
CSX Railroad
Regulating Subdistrict
1
2
2A
3
4
5
6
7
8
9
10
Neighborhood Boundary
N
W
E
S
Feet
900
450
0
900

Implementing the Plan

With this plan, these neighborhoods have a vision for the future of this portion of the Nolensville Pike Corridor. Making this vision a reality is possible through hard work, persistence and cooperation among public and private stakeholders. Guarding the ideas of the plan and implementing the community vision will take neighbors, businesses, faith-based groups, institutions, property owners and government working together. Many of the changes in the community will occur over time as the result of individual zone changes and development projects. The following is a list of implementation strategies to assist the community through the process in creating these Walkable Centers.

First: Continue to Work Together to Implement the Plan

The community along this stretch of the Nolensville Pike Corridor is already organized with groups, including the Woodbine Neighbors, the Glencliff Neighborhood Association, the Radnor Neighborhood Association, and their collective Flatrock Heritage Foundation, Inc. They also participate in the business group, the Nolensville Road Community Partnership. Members of these groups have participated in the development of this Plan and will continue to be its stewards in the future.

Second: Work with the District 16 Councilmember and Metro Planning Department Staff to take the Plan to the next level of regulation, the Specific Plan zoning district.

As Planning Staff began work on this plan for the Nolensville Pike Corridor, the current Councilmember expressed a desire to rezone this stretch of the Corridor to a Specific Plan zoning district to deal with design issues in a similar manner to what the Councilmembers were doing along Gallatin Pike. Creating this Detailed Neighborhood Design Plan is the first step in that process. Rezoning properties along the Corridor to Specific Plan would add additional design guidelines, such as sign regulations, and land use restrictions. Rezoning properties to Specific Plan is a separate, public process that will involve more discussions and community stakeholder involvement.

Third: Work with government agencies to begin implementation of the goals and objectives.

The community groups mentioned above already have a good working relationship with their elected officials and have numerous contacts within Metro Government. These relationships can have a significant impact on realizing the community vision. For instance, there are several recommendations for Parks, so working with the Metro Parks Department is important for achieving those objectives. The various Metro Departments can be of assistance in implementing this plan.

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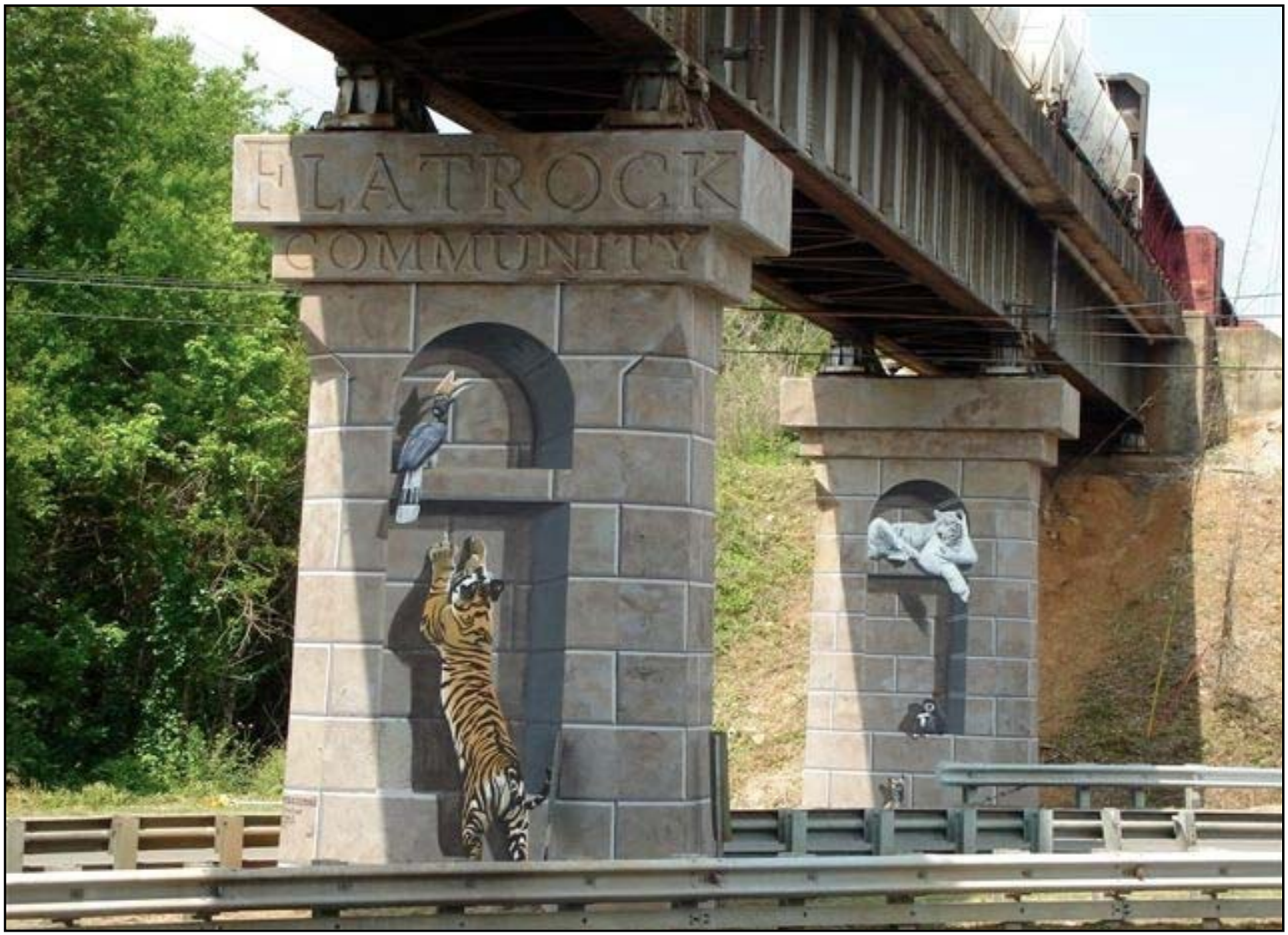
Appendix



Flatrock Community Gateway Mural

VISIONING WORKSHOP JUNE 18TH 2007
NOTES FROM EACH OF THE 5 VISIONING TABLES

TABLE 1

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Access (Interstate / Downtown / Airport)
- Tree canopy in neighborhood
- Ethnic restaurants
- Record shop (Photo Lux), Osborne's Grocery, Walgreen's
- Walking track at New Song
- Farmer's Market on Saturdays at Cumberland Presbyterian Church
- Cultural aspects
- Walkable
- Housing types / Architecture / Materials
- Schools involved in neighborhood
- Woodbine Community Organization (culture / community / education)
- Retail is contained

-- What are things you like LEAST about the study area?

- Nolensville Road is bad / lack of aesthetic appeal
- No shopping / no variety in retail
- No sidewalks
- Crossing intersections at anytime
- Drunk drivers / unsafe drivers
- Car lots out of control
- Sign / balloon ordinance is not enforced
- Cars parked on grass
- Tarps on fences
- Graffiti
- Traffic at Nolensville Road & Thompson Lane / Light at Thompson Lane
- Lack of upkeep along alleys

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- More neighborhood / family-owned (coffee shop, eateries, clothing, small boutiques)
- Eclectic mix of stores along Nolensville
- Create a center
- Rehab single-family homes
- Limit car lots
- More programs for children / child care
- Greenways / Parks
- Dog Park at Thompson Lane
- Need turn lanes along Nolensville Rd. at McClellan

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- Georgetown
- 12South
- Douglas Corner
- Old Hickory
- Charm of Berry Hill
- Sub-pocket of New Orleans
- Hillsboro
- East Nashville / rehab

-- What is the most important area where new development should be encouraged?

- Area around Aurora Bakery
- South Nashville Resource Center
- Lutie Street & Nolensville Road

-- What qualities are important to you for future development within the neighborhood?

- Safety
- Landscaping
- More Walkability / Sidewalks / Accessibility
- Lighting
- More family activities
- Community education
- Services for homebuyers
- Health services
- Ethnic festivals

3. How do your comments change or affect your initial vision?

- Thought of "Main Street" off of Nolensville (Lutie Street)
- 5 minute walk is good idea
- The potential for Nolensville Road (thought it was forsaken)
- More positive!

TABLE 2

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Commercial potential
- Historic homes
- Centralized location
- Trees and older foliage
- Small businesses (locally-owned outside of Nolensville Pike)
- Diversity
- Library
- Zoo

-- What are things you like LEAST about the study area?

- Tiny Library
- Not enough locally-owned businesses that are easily reached
- No sidewalks
- Not enough parking / lighting at Coleman Park
- Nothing for kids to do / Long drive to places for kids' activities
- Car lots
- Gangs in South Nashville
- Parks stink
- Signage
- Overhead wires

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- More restaurants
- Safer streets
- More parking
- Better Library
- More diverse uses of Coleman Park with connections
- More parks like Bellevue's Red Caboose Park
- Small boutique businesses
- Good grocery
- More stores like Johnson's Hardware
- Entertainment venues
- Multi-level business center
- Closer police precinct
- More pedestrian friendly
- More connections and traffic calming along Foster Avenue
- Multi-family along Nolensville near I-440 (several stories like in East Nashville)
- Parking for Nolensville Road businesses along Grandview Avenue

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- 8th South
- Berry Hill boutiques
- Lockeland Springs
- Sylvan Park with McCabe's Pub
- Historic homes with mixed use (first floor retail with residential on top)
- Hillsboro
- East Nashville's 5 Points

-- What is the most important area where new development should be encouraged?

- Thompson Lane and Nolensville Road
- Focus commercial on Nolensville Road

-- What qualities are important to you for future development within the neighborhood?

- Keep historic feel
- Cohesion
- Keep people here for shopping
- Intensity
- Diversity
- More feeling of neighborhood / community
- More streetscaping "nodes" like in front of La Hacienda

3. How do your comments change or affect your initial vision?

- N/A

TABLE 3

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Single-family houses
- Numerous old trees
- Quiet
- Great soil
- Very convenient locale
- Can walk to restaurants
- Good size lots
- Close to fire station

-- What are things you like LEAST about the study area?

- Too many used car lots

- Spread of businesses off Nolensviller Road onto residential streets
- Lack of business variety
- Crime (drugs, gangs, prostitution)
- Lack of sidewalks
- Businesses don't follow codes / codes aren't enforced adequately

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- Coffee shop
- Café / deli
- Indoor live music venue
- Small-scale grocery store with local produce
- Meat & 3
- Local park
- Office space for professionals
- Breakfast place
- Sidewalks on Foster & Elberta
- Traffic calming at Elberta & Burbank
- Better park at Oriel & Burbank

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- Sylvan Park commercial area with McCabe's Pub

-- What is the most important area where new development should be encouraged?

- Mixed-use retail on Nolensville Road from Peachtree to Joyner (coffee house)
- Salvage yard by I-440 & Oriel

-- What qualities are important to you for future development within the neighborhood?

- Single-family dwellings scaled to current style
- Pedestrian-oriented (sidewalks, preserving trees, crosswalks)
- Height restriction on businesses on Nolensville (around 3 to 4 stories)
- Sign restrictions (size & quantity)
- Mixed-use (businesses and residences) on Nolensville Road only
- Neighborhood-oriented retail / commercial

3. How do your comments change or affect your initial vision?

- Our visions haven't changed, but they have been refined.

TABLE 4

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Older buildings (want to reuse these)
- Keep up the landscaping
- Trees (leave them alone)

-- What are things you like LEAST about the study area?

- Car lots
- Signs
- Trash along Nolensville Road and on sidewalks
- Speeding
- Cut through traffic
- Don't keep up the streetscape at La Hacienda

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- Redesign bicycle paths
- Median to protect bike lanes
- Traffic calming
- Coffee houses
- Small grocery store in neighborhood
- Stores in our area are not stocked well enough
- Sidewalks in neighborhood (some lots too small to give up space)
- Need clean underground utilities
- Sidewalk cafe
- More places for kids activities
- Potential center at Peachtree and Burbank

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- Modern Mayberry
- Disneyland
- Boulder, Colorado (good monument signs)
- Conyers, Georgia (restored historic town)
- Williamsburg, Virginia

-- What is the most important area where new development should be encouraged?

- Just south of I-440
- Thompson Lane

- Grandview Avenue (it's too much cement, because it's near Nolensville it has potential)
- Around La Hacienda

-- What qualities are important to you for future development within the neighborhood?

- Good landscaping and good lighting
- Character based on what was here
- Parking (structured, behind, underground, and, of course, free)
- Historic preservation
- Crossing Nolensville (enclosed bridge or tunnel)

3. How do your comments change or affect your initial vision?

- More interest / curiosity in multi-family on Nolensville
- Concern about parking in too many families in one unit

TABLE 5

1. Decide the strengths, weaknesses and needs of the area:

-- What are things you like MOST about the study area?

- Little houses / older houses / affordability
- Vintage look
- Small town feel
- Sense of community / knowing neighbors
- Mature trees
- Access to Downtown (potential)

-- What are things you like LEAST about the study area?

- Lack of mix of businesses / need more variety
- Lack of community services
- Library is too small
- Power lines on Nolensville Road
- Signage (too much / disrepair)
- Too many driveways
- Unwalkable / requires driving
- Traffic
- Types of businesses (used cars, pawn shops, etc.)
- Lack of landscaping
- Poor condition of buildings
- Buildings adapted for inappropriate uses

-- What type of businesses, services, public facilities, or residential opportunities would you like to have?

- Landscaping
- Median along Nolensville Road
- Brick crosswalks
- Trees
- Larger library
- More bike facilities
- Department store / coffee shop / bakery / bookstore / smaller grocery
- More / better sidewalks (ADA compliant)
- Traffic calming
- Improved street lighting (pretty and/or vintage)
- International cuisine
- Amphitheatre at Coleman Park

2. Determine location and character of new development:

-- What is the best real-world example that reflects the type of place you want your neighborhood to be?

- Berry Hill along Thompson Lane
- Hillsboro Village
- 12South
- 5 Points

-- What is the most important area where new development should be encouraged?

- Near Coleman Park

-- What qualities are important to you for future development within the neighborhood?

- Diversity of businesses
- Historic character
- Quality of construction / durable materials (Wedgewood)
- Trees in commercial areas & landscaping
- Parking behind buildings
- Walkability
- Bury utilities
- Monument signs

3. How do your comments change or affect your initial vision?

- Vision is for a community, not a thoroughfare

PLACES IN MY NEIGHBORHOOD SURVEY:

This survey was conducted at the Jume 18th Visioning Workshop. Here are the summarized results.

Shopping

1. There is a business area in my neighborhood where I can go for things I might need on an average day. (Example: restaurants, grocery stores, etc.)

Yes, and it offers many things I need most often – 13 responses
Yes, but it offers few of the things I usually need – 10 responses
No, there is not a business area in my neighborhood – 2 responses

2. If you do not already have one, would you like to have a business area as part of your neighborhood?

Yes – 10 responses
No – 3 responses

3. What types of businesses would you like to see in your neighborhood?

Restaurants (upscale, meat & 3, café/deli, American food) -- 10 responses)
Coffee shop – 8 responses
Grocery store (quality food, including organic foods) – 6 responses
More retail small businesses – 6 responses
Office space – 2 responses
Book store – 2 responses
Drug store / Hardware store / Ice cream shop / Bakery
Casual gathering place / Music venue / Bar / Fine arts
Mixed use
Professional services
Improve public library
Stores that don't need to have police / Fewer car lots

4. I can easily walk or bike from my home to the nearest business area.

Yes – 15 responses
No – 9 responses ("Not very safely")

5. If you do not or cannot easily walk or bike from your home to the nearest business area, why not? (Example: it is too far, there are no sidewalks, it is not safe)

No sidewalks / lack of sidewalks – 10 responses (specifically mentioned Neece Drive) "I have to walk in the street."
Not safe – 3 responses "Walking to Kroger is not safe-have had things thrown at me by motorist."
Lack of crosswalks – 2 responses (specifically mentioned Southlake, Briley Parkway, E. Thompson Lane, Nolensville Pike)
Too much traffic – 2 responses "Nolensville Road is way too busy with no protection for walkers or bikers."
Businesses don't serve day-to-day needs – 2 responses "There are no businesses that serve my needs, only used car lots and Hispanic foods."
"Roads are not finished to be good for bicycles, better planning of streets."
"I have to use my car on Nolensville Pike it is noisy, ugly, and hot. I don't like it."
"Bikelanes used for turn lanes and parking."
"Too far."

Housing

6. Different types of people and families can find the types of housing they need in my neighborhood.

Strongly Agree – 9 responses
Somewhat Agree – 12 responses
Somewhat Disagree – 2 responses
Strongly Disagree – 0 responses

7. What types of housing are missing in your neighborhood that would meet the needs of different people?

"Housing for elderly"
"Housing that is secure from the criminal element, perhaps gated communities."
"None"
"Revive existing wonderful housing. Don't tear down and replace with ugly cheap housing."
"There are no condos or trailiers and that's the way I like it."
"There are no McMansions or projects which is good, small houses are nice."
"Upscale condos or apartments"
"Too small for intergenerational –elderly & younger relatives/families"
"Nice single-family house,s could covert some of the current 2-family houses"
"Mixed use-1st floor retail, 2nd floor-business, 3rd or 4th floor residential"
"More duplexes"
"Multi housing"
"None, but I would prefer a Woodbine community center that is diverse not predominatly Hispanic & immigrant."

Civic Places

8. There are one or more civic places in my neighborhood. (Ex: libraries, post offices, community centers, places of worship.)

Yes, and they meet my needs – 14 responses
Yes, but they do not meet my needs – 11 responses
No, there are no civic places in my neighborhood – 0 responses

9. What types of civic places would you like to have in your neighborhood, if any?
Community center (including space for senior citizens with workout area) – 5 responses
Larger library – 4 responses "The expanded community center will be great, a larger library branch would be nice."
Parks (including a dog park) – 4 responses "City park not a ball park."
Greenways – 2 responses "More greenspace, more walkable/bikeable sidewalks."
Post office (post office back in Krogers) – 2 responses
Police station
Art galleries
"Space for community meetings in Metro Buildings"
"Cleaner more organized green space around Woodbine community center."

10. I can easily walk or bike from my home to the nearest civic place, such as a library, post office, community center, or place of worship.
Yes – 10 responses
No – 9 responses

11. If you do not or cannot easily walk or bike from your home to the nearest civic place, why not? (Example: it is too far, there are no sidewalks, it is unsafe, etc.)
No sidewalks – 6 responses (specifically mentioned Foster Avenue) "No sidewalks or crosswalks."
Too far – 4 responses "37210 post office is too far from Woodbine."
"Cannot easily cross street like Thompson Lane. The city does not consider streets for bikes."
"Drivers do not respect people on bicycles."
"Bike lanes used improperly by cars."
"Civic place is for immigrants. Can walk to library but unsafe because no sidewalks & bad crime spots."

12. I or my children can easily walk or bike from my home to the nearest school.
Yes – 10 responses
No – 7 responses

13. If you or your children cannot easily walk or bike from your home to the nearest school, why not? (Example: it is too far, there are no sidewalks, it is unsafe)
No sidewalks / lack of sidewalks – 6 responses
"Too far" – 3 responses
"Speeding cars"
"Busy cross streets"
"Not safe"

14. Is the school in your neighborhood used as a gathering place? (Example: community events, playgrounds, play fields, etc.)
Yes – 7 responses
No – 5 responses

15. If not, why not?
"Metro has prohibited use by community groups in the past."
"I live close to Coleman Park which is nice but I don't see it used much as a community gathering place, I'd like to see it better lit and more organized."
"Glencliff High is scary."
"Not safe."

16. There is a park and/or greenway (trail) in my neighborhood.
Yes, and it offers many things I need most often – 5 responses
Yes, but it offers few of the things I usually need – 6 responses
No, there is not a business area in my neighborhood – 5 responses

17. What types of parks would you like to see in your neighborhood, if any?
Dog park – 2 responses "I would like a park/greenway for walking dogs, with trees and dog cleanup facilities."
"Any and everywhere"
"More ball fields" / "Biking, basketball"
"Trails – greenspace to connect various parks like Coleman."
"Pocket parcks, grrenways, larger parks (if land available)"
"Park in process already"
"I'd like to see a community garden at Woodbine Community Center."
"A path with walking trails or path of decent length."
"Well lit playground, safe equipment!"
"Walking space, playground for smaller and older children, landscaping and green spaces."
"There is Coleman Park, but its too small."
"A nice park with trees & possibly community garden/fountain."
"None"

18. I can easily walk or bike from my home to the nearest park or greenway.
Yes – 10 responses
No – 11 responses

Access and Pedestrian Uses

19. I can easily walk or bike from my home to other neighborhood locations.
Yes – 8 responses
No – 10 responses ("must cross Thompson Lane & Nolensville Road")

20. If you do not or cannot easily walk or bike from your home to other neighborhood locations, why not? (Example: it is too far, there are no sidewalks, it is unsafe, etc.)

No sidewalks / lack of sidewalks – 7 responses "Not enough bikeways or sidewalks."
Interstates – 2 responses "I-440 and Thompson Lane make biking/walking difficult."
Railroad tracks – 2 responses
Not safe – 2 responses "Gang activity"
"Lack of crosswalks"
"Narrow streets"
"Traffic"
"Too far"
"We still need easier ways to ride a bike."

21. The following things in my neighborhood make walking and biking safe and comfortable:

Sidewalks

Strongly Agree – 4 responses
Somewhat Agree – 5 responses
Somewhat Disagree – 4 responses
Strongly Disagree – 9 responses

Why or why not?

No sidewalks – 12 responses
"We need more sidewalks, they make a neighborhood feel more like a neighborhood- more pedestrian oriented."
"A lot of streets that need sidewalks don't have them."
"There isn't enough room to make good sidewalks and I don't want my yard used for sidewalks."
"Need more sidewalks on all cross streets."
"This would give people a safe designated place to walk."
"None in the neighborhood and along Nolensville Road & Thompson Lane not safe."
"Only sidewalk are along Nolensville Road & Antioch Pike for Wright & Glencliff schools."
"Speed humps would make Dobbs street safer."
"Unsafe rise in crime in this area."

Landscaping and street trees

Strongly Agree – 7 responses
Somewhat Agree – 5 responses
Somewhat Disagree – 4 responses
Strongly Disagree – 6 responses

Why or why not?

"Landscaping & trees would be wonderful."
"Love old trees that are still in area but there is no planned landscaping."
"Lack of care for them on Nolensville Road."
"Lack of trees."
"Buried cables and shade trees would completely change Nolensville Pike."
"Few trees, no greenscape, businesses lack interest in their landscaping."
"We only have a little at Woodbine & 440, however the city does not maintain it very well – can we continue what was done there south."
"It's much easier to create a new safer place to walk than to curb driving habits."
"Get rid of billboards."

Bikeways or other multi-use paths (Example: greenways)

Strongly Agree – 4 responses
Somewhat Agree – 2 responses
Somewhat Disagree – 5 responses
Strongly Disagree – 7 responses

Why or why not?

"Need all of these things."
"More sidewalks"
"Lot of trees, please grow more."
"Multi-use paths are good."
"Bikeways only on Thompson Lane instead of in Neighborhood."
"Only bikelanes on busy streets."
"Need a real bikeway to connect the neighborhoods."
"Greenways"
"No greenways" – 3 responses

22. The sidewalks/bikeways are properly lit for me to walk/bike safely at night.

Strongly Agree – 1 response
Somewhat Agree – 4 responses ("I don't go out on foot at night.")
Somewhat Disagree – 7 responses
Strongly Disagree – 11 response

23. The sidewalks in my neighborhood are in good condition.

Strongly Agree – 1 response
Somewhat Agree – 4 responses
Somewhat Disagree 7 – responses
Strongly Disagree – 12 responses ("No sidewalks")

24. The sidewalks in my neighborhood meet my needs.
Strongly Agree – 1 response
Somewhat Agree – 2 responses
Somewhat Disagree – 2 responses
Strongly Disagree – 18 responses

25. The bikeway or other multi-use paths are in good condition.
Strongly Agree – 0 responses
Somewhat Agree – 3 responses
Somewhat Disagree – 5 responses
Strongly Disagree – 14 responses

26. The bikeway or other multi-use path system meets my needs.
Strongly Agree – 0 responses
Somewhat Agree – 3 responses
Somewhat Disagree – 6 responses
Strongly Disagree – 16 responses

27. People drive too fast in my neighborhood.
Strongly Agree – 17 responses ("Speed limit needs to be 25mph on Radnor St.")
Somewhat Agree – 2 responses
Somewhat Disagree – 4 responses
Strongly Disagree – 2 responses

28. Many people ride bikes in my neighborhood.
Strongly Agree – 1 response
Somewhat Agree – 4 responses ("Very little")
Somewhat Disagree – 8 responses
Strongly Disagree – 10 responses

29. There is adequate bicycle parking located in my neighborhood, including business areas, civic areas, and parks.
Strongly Agree – 0 responses
Somewhat Agree – 3 responses
Somewhat Disagree – 2 responses
Strongly Disagree – 14 responses

30. If the bicycle parking is not adequate, where is it not adequate?
"Don't see bike racks anywhere." – 5 responses "No bicycle parking at all"
"Everywhere" – 3 responses "It is not adequate anywhere!"
"Thompson Lane & Nolensville and adjoining areas" – 2 responses
"Put more on Nolensville Road."
"Off the main street (Nolensville Road)"
"Along commercial areas, MTA bus service"
"Not sure"

Safety and Condition of My Neighborhood

31. I feel safe in my neighborhood.
Strongly Agree – 3 responses
Somewhat Agree – 10 responses
Somewhat Disagree – 9 responses
Strongly Disagree – 2 responses

32. If there are any areas where you do not feel safe, where are they and why do they not feel safe?
"Streets are not well lighted at night."– 5 responses (Nolensville Road, Foster, Radnor)
"Don't feel safe to walk along Nolensville Road, Thompson Road, & Glenrose has problems with drugs and crime."
"Nolensville Pike traffic is too fast and it's difficult to cross." – 2 responses
"At most apartments."
"Gangs, too many speeders."
"When I walk on Nolensville people honk at me and men whistle."
"Lutie Street"
"Anywhere on the East side of Foster is pretty dangerous."
"Alleys"
"It's not safe, one who thinks so is an illusion."
"None"

33. My neighborhood is in good condition.
Strongly Agree – 1 response
Somewhat Agree – 8 responses
Somewhat Disagree – 13 responses
Strongly Disagree – 3 responses

34. What places are not in good condition and why?
"See few signs of renewal but not the majority."
"Junky houses, yards, and businesses" – 8 responses (Glenrose, Woodbine, Nolensville Road)

Public Transportation

35. I can easily walk from my home to the nearest public transportation stop.
Strongly Agree – 12 responses
Somewhat Agree – 7 responses
Somewhat Disagree – 3 responses
Strongly Disagree – 1 response

36. Do you use public transportation in your community?

Yes – 3 responses

No – 19 responses

37. If so, does it meet your needs? If it does not, what would make it better?

"Bus is not reliable enough or frequent enough for me to ride."

"I used to take the bus to work, but it was so frequently late that I stopped."

"Not dependable with time."

"No, MTA does not run along Thompson Lane. One does not feel safe to walk to and from bus stop area, need for sidewalks and better lighting."

"More stops closer to the area of town I like to shop etc."

"Door-to-door MTA mini-bus service needed – especially for seniors & handicapped persons."

"I was going to once, but a friend gave me a ride."

"Change Nolensville Pike."

"I don't really understand the bus schedule."

38. I feel safe waiting for the bus.

Strongly Agree – 2 responses

Somewhat Agree – 6 responses

Somewhat Disagree – 8 responses

Strongly Disagree – 3 responses ("Improve bus stops-add shelters")

Buildout Potential for the Development Scenarios

This information is to be used in conjunction with the Development Scenarios presented in **Designing A Solution** and in evaluating development proposals.

Development Scenario #1- Woodbine.

Stories	Retail	Office	Residential	Parking
1.	14,000			47 spaces

Site Information:

Lot Area: .9 acres
FAR (1): 35283.6
Total sq. ft. 14,000 (40% of FAR)

Required parking

Retail- UZO: 48 spaces required

NOTE: No parking reductions required.

Development Scenario #2- Woodbine.

Stories	Retail	Office	Residential	Parking
1.	7,000			21 spaces
2.			7,000	

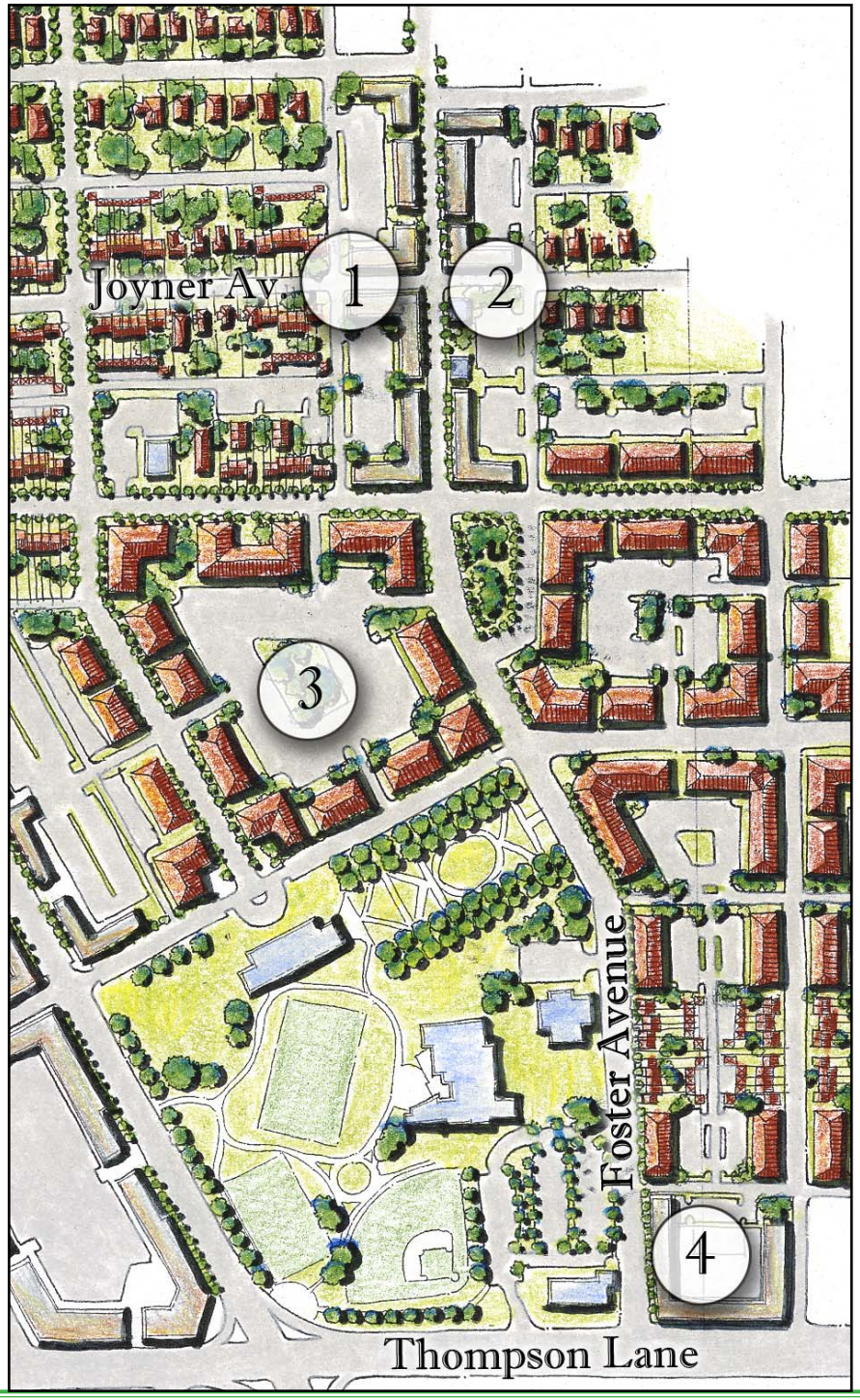
Site Information:

Lot Area: .47 acres
FAR (1): 18,425.9
Total sq. ft. 14,000 (76% of FAR)

Required parking

Retail- UZO: 20 spaces required.
Residential- UZO: 9 spaces required.

NOTE: Parking reflects a 20 percent reduction based on proximity to transit and shared parking.



Development Scenario #3- Woodbine.

	Retail	Office	Residential	Parking
Stories				
1.			79,500	208 spaces
2.			79,500	
3.			38,000	

Site Information:

Lot Area:	5.5 acres
FAR (1):	215,622
Total sq. ft.	19,700 (91% of FAR)

Required parking

Residential- UZO:	238 spaces required.

NOTE: Parking reflects a 20 percent reduction based on proximity to transit and shared parking.

Development Scenario #4- Woodbine.

	Retail	Office	Residential	Parking
Stories				
1.	19,000			309 spaces
2.		19,000		
3.		19,000		
4.		19,000		
5.			19,000	
6.			19,000	

Site Information:

Lot Area:	1.1 acres
FAR (1):	147,668
Total sq. ft.	114,000 (77% of FAR)

Required parking

Retail- UZO:	68 spaces required.
Office- UZO	171 spcaes required
Residential- UZO:	57 spaces required.

NOTE: No parking reductions required.

Development Scenario #1- Radnor.

	Retail	Office	Residential	Parking
Stories				
1.	20,500			174 spaces
2.		20,500		
3.			20,500	

Site Information:

Lot Area:	1.6 acres	
FAR (1):		69,696
Total sq. ft.	61,500	(88% of FAR)

Required parking

Retail- UZO:	74 spaces required
Office- UZO:	62 spaces required
Residential- UZO:	39 spaces required

NOTE: No parking reductions required.

Development Scenario #2- Radnor.

	Retail	Office	Residential	Parking
Stories				
1.		22,000		104 spaces
2.			19,000	

Site Information:

Lot Area:	1.05 acres	
FAR (1):		45,738
Total sq. ft.	41,000	(90% of FAR)

Required parking

Office- UZO:	66 spaces required
Residential- UZO:	36 spaces required

NOTE: No parking reductions required. Site is over parked.

Development Scenario #3- Radnor.

	Retail	Office	Residential	Parking
Stories				
1.		22,000		104 spaces
2.			19,000	

Site Information:

Lot Area:	1.2 acres
FAR (1):	52,272
Total sq. ft.	23,800 (46% of FAR)

Required parking

Retail- UZO:	23 spaces required.
Office- UZO:	24 spaces required.
Residential- UZO:	15 spaces required.

NOTE: Parking reflects a 20 percent reduction based on shared parking, and proximity to transit.

Development Scenario #4- Radnor.

	Retail	Office	Residential	Parking
Stories				
1.	20,000			118 spaces
2.		11,000		
3.			16,000	

Site Information:

Lot Area:	1.7 acres
FAR (1):	74,052
Total sq. ft.	47000 (63% of FAR)

Required parking

Retail- UZO:	58 spaces required.
Office- UZO:	58 spaces required.
Residential- UZO:	30 spaces required.

NOTE: Parking reflects a 20 percent reduction based on shared parking, and proximity to transit.

Development Scenario #5- Radnor.

	Retail	Office	Residential	Parking
Stories				
1.	23,000			106 spaces
2.			16,000	

Site Information:

Lot Area:	1.3 acres
FAR (1):	56,628
Total sq. ft.	39,000 (69% of FAR)

Required parking

Retail- UZO:	84 spaces required.
Residential- UZO:	30 spaces required.

NOTE: Parking reflects a 10 percent reduction based on proximity to transit.

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