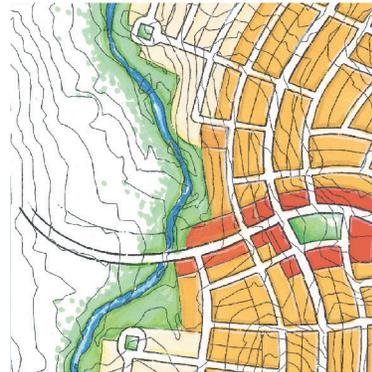


# Antioch - Priest Lake Community Plan 2003 Update

adopted July 10, 2003  
including amendments through  
February 9, 2012



PLANNING  
  
A GREAT  
CITY

	<p>Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of February 9, 2012.</p>
<p>■ NASHVILLE PLANNING COMMISSION A GREAT CITY DEPARTMENT</p>	<p> Executive Secretary</p>

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For ADA inquiries, contact Josie Bass, ADA Compliance Coordinator, at (615)862-7150 or e-mail her at [josie.bass@Nashville.gov](mailto:josie.bass@Nashville.gov). For Title VI inquiries contact Shirley Sims-Saldana or Denise Hopgood of Human Relations at (615)880-3370. For all employment-related inquiries, contact Human Resources at 862-6640. For the most recent version of this statement, please see [www.nashville.gov/mpc/](http://www.nashville.gov/mpc/).

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. 2004-02**

WHEREAS, the Metropolitan Planning Commission adopted the Antioch-Priest Lake Community Plan: 2003 Update on July 10, 2003; and

WHEREAS, Industrial, Natural Conservation, and Residential Low-Medium Density policy were applied in that plan to the property on Franklin Limestone Road that is shown on Attachment A to this resolution; and

WHEREAS, public hearings were held on December 11, 2003 and January 8, 2004 to consider the merits of changing the policy for this property to Residential Medium Density and Natural Conservation policy as shown on Attachment A to this resolution; and

WHEREAS, the Metropolitan Planning Commission finds that this change is warranted;

NOW THEREFORE BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** Amendment No. 1 to the Antioch-Priest Lake Community Plan: 2003 Update as set forth in Attachment A to this resolution and incorporates the amendment into the Antioch-Priest Lake Community Plan: 2003 Update.

*151 James Lawson*

James Lawson, Chairman

Adoption Date: January 8, 2004

Attest:

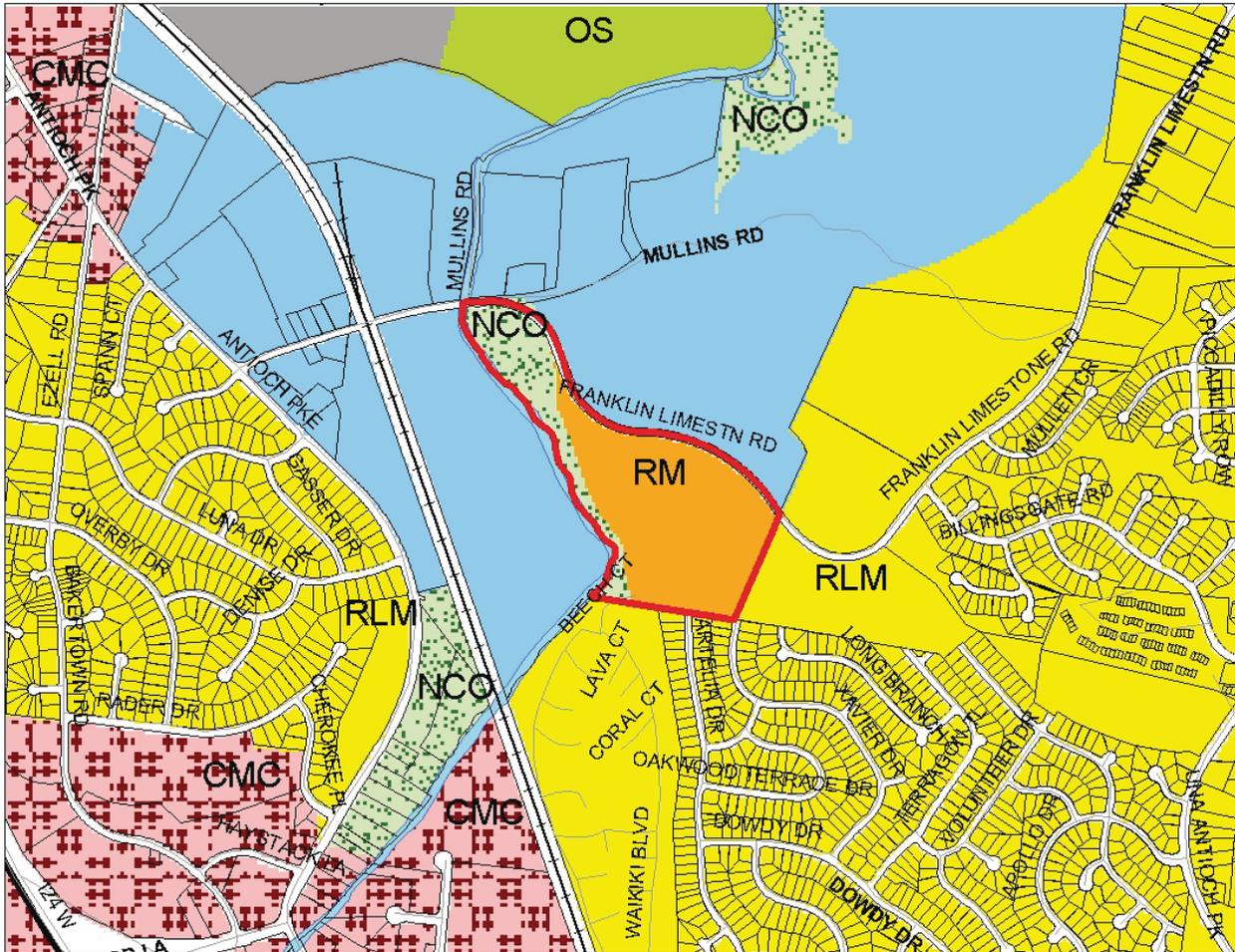
*151 Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

Attachment A to Resolution 2004-02  
**AMENDMENT NO. 1 TO THE ANTIOCH PRIEST LAKE  
COMMUNITY PLAN: 2003 UPDATE**

The *Antioch-Priest Lake Community Plan: 2003 Update* is amended by changing Figure 3 on page 21 to reflect the change from Industrial policy to Residential Medium Density policy as outlined in red Figure 1 below.

Figure 1



**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. 2004-156**

“WHEREAS, the Metropolitan Planning Commission adopted the *Antioch-Priest Lake Community Plan: 2003 Update* on July 10, 2003; and

WHEREAS, the *Antioch-Priest Lake Community Plan: 2003 Update* contains land use policies that were taken from the Planning Department’s most current working draft of the update to *Land Use Policy Application*, which is the document that contains the county’s land use policies; and

WHEREAS, countywide community meetings were held on December 9 and 15, 2003 and January 13, 2004 to discuss the proposed changes to *Land Use Policy Application*; and

WHEREAS, the Metropolitan Planning Commission adopted the updated *Land Use Policy Application* document on May 27, 2004 and incorporated it as part of the General Plan; and

WHEREAS, the Metropolitan Planning Commission finds it necessary to amend the *Antioch-Priest Lake Community Plan: 2003 Update* in order to incorporate the current versions of the land use policies that are in the recently adopted Land Use Policy Application; and

WHEREAS, public hearings were held by the Metropolitan Planning Commission on May 13 and 27, 2004 to obtain input regarding this amendment; and

WHEREAS, the Metropolitan Planning Commission finds that the changes are warranted;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** Amendment Number 2 to the *Antioch-Priest Lake Community Plan: 2003 Update* as set forth in Attachment A to this resolution, in accordance with Section 11.504(e) of the Charter of the Metropolitan Government of Nashville and Davidson County.

*James Lawson*

James Lawson, Chairman

Adoption Date: May 27, 2004

Attest:

*Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

**Attachment A to Resolution No. 2004- 156**

The *Antioch-Priest Lake Community Plan: 2003 Update* is hereby amended as follows:

1. By changing the first paragraph on page 15 to read as follows. Added language is shown in italics and deletions are indicated by strike-through:

The Structure Plan is intended to guide the future development of the Antioch/Priest Lake community. To form the Structure Plan, the four basic physical or structural elements of communities and neighborhoods (rural and open space, general residential areas, centers, and special districts) have been expanded into a set of Structure Plan area classifications. *The complete Structure Plan policies are contained in a document called Land Use Policy Application, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan.* ~~For complete descriptions and standard policies that guide development in structure plan areas without detailed neighborhood design plans, see Appendix C.~~ The basic structural elements and the corresponding structure plan area classifications are:

2. By deleting Appendix C.
3. By changing the Table of Contents to reflect the deletion of Appendix C.

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. RS2005-333**

“WHEREAS, the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003; and

WHEREAS, Neighborhood General and Neighborhood Center policies were applied in that plan to an area along the north side of Mt. View Road in the vicinity of Baby Ruth Lane; and

WHEREAS, an amendment was proposed to change the policy for this area to Residential Medium High Density; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on September 22, 2005 to consider the merits of amending the *Antioch-Priest Lake Community Plan* to enact the aforementioned amendment, as shown on Attachment A; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 3** to the *Antioch-Priest Lake Community Plan: 2003 Update* (Subarea Plan), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County.

*James Lawson*

James Lawson, Chairman

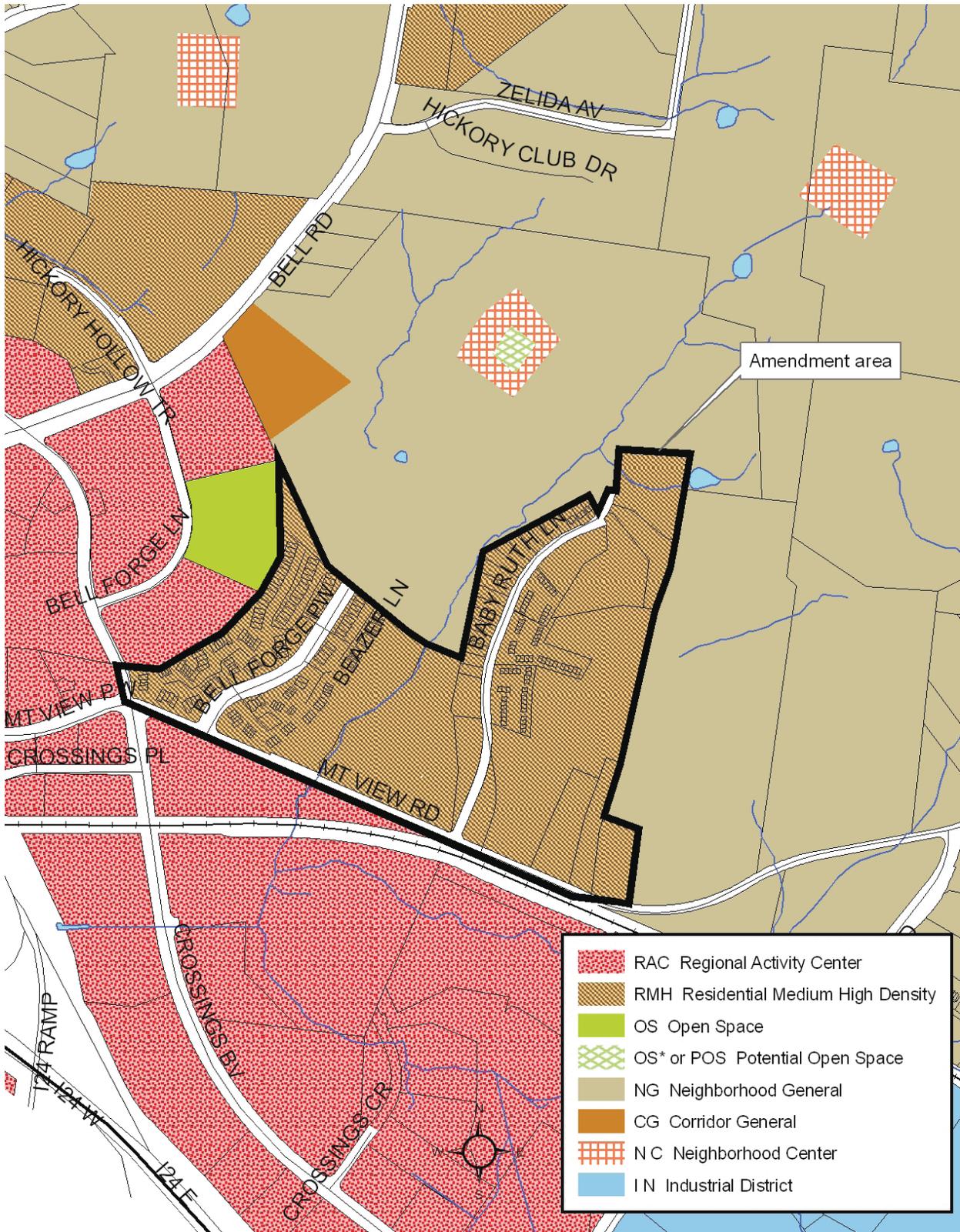
Adoption Date: September 22, 2005

Attest:

*Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

Attachment A to Resolution RS2005-333



**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. RS2006-135**

“WHEREAS, the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003; and

WHEREAS, Corridor Edge, Neighborhood Center, and Community Center land use policies were applied in that plan to an area along Hobson Pike and Hamilton Church Road; and

WHEREAS, an amendment was proposed to change the land use policies for this area to Corridor General, Community Center, Neighborhood Center, and Neighborhood General and apply a Special Policy to help guide development in the area until a Detailed Neighborhood Design Plan can be prepared for it; and

WHEREAS, a community meeting was held to discuss the proposed amendment on April 20, 2006; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on April 27, 2006 to consider the merits of amending the Antioch-Priest Lake Community Plan to enact the aforementioned amendment, as shown on Attachments A and B; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 4** to the *Antioch-Priest Lake Community Plan: 2003 Update* (Subarea Plan), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County.

*James Lawson*

James Lawson, Chairman

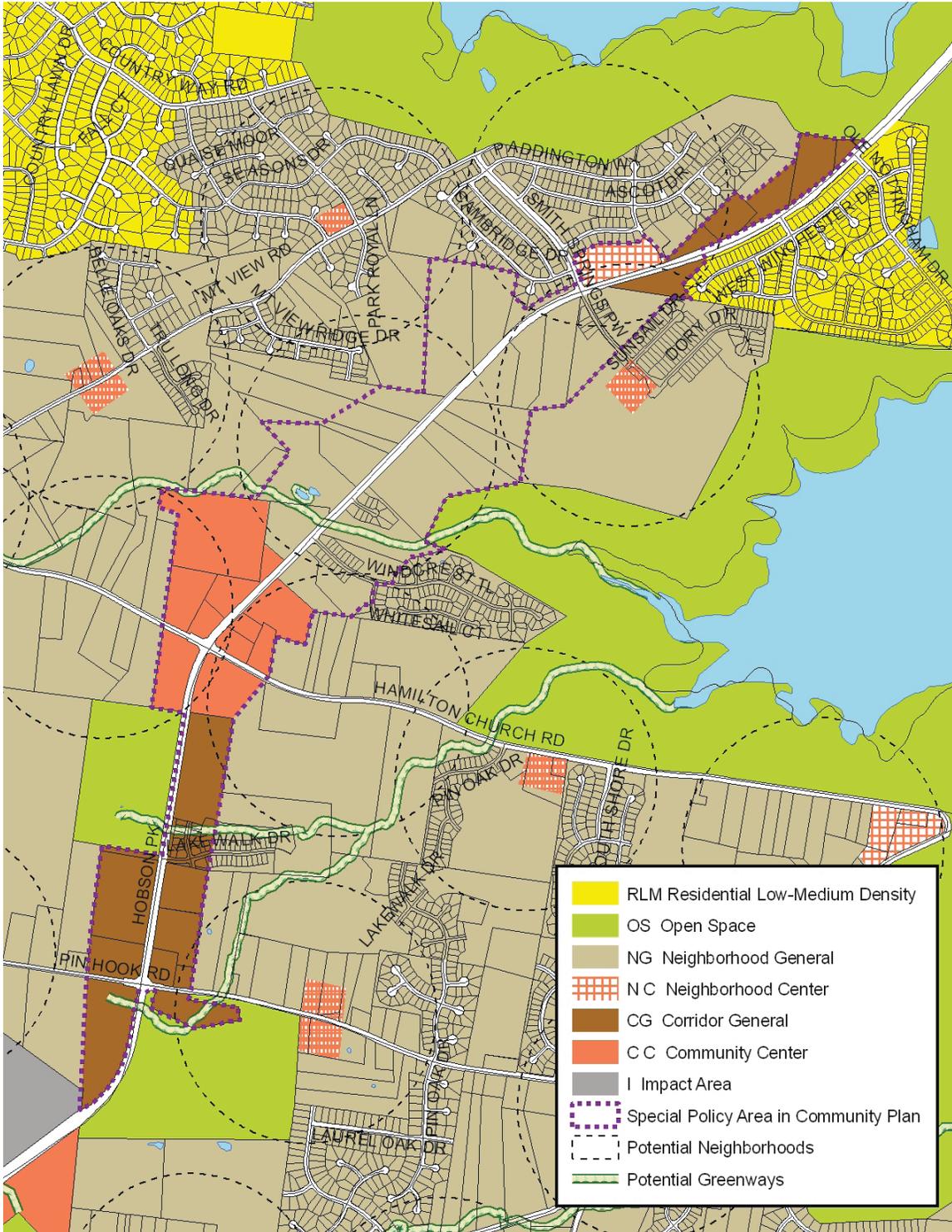
Adoption Date: April 27, 2006

Attest:

*Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

Attachment A to Resolution RS2006-135  
 Land Use Policies as Amended



**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. RS2006-206**

“WHEREAS, the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003; and

WHEREAS, Residential Medium High Density policy was applied in that plan to an area along the west side of Bell Road in the vicinity of Rural Hill Road; and

WHEREAS, an amendment was proposed to change the policy for this area to Community Center; and

WHEREAS, community meetings were held in the affected area on April 13 and May 23, 2006 to obtain public input on the amendment; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on June 22, 2006 to consider the merits of amending the Antioch-Priest Lake Community Plan to enact the aforementioned amendment, as shown on Attachment A; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 5** to the *Antioch-Priest Lake Community Plan: 2003 Update* (Subarea Plan), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County.

*151 James Lawson*

James Lawson, Chairman

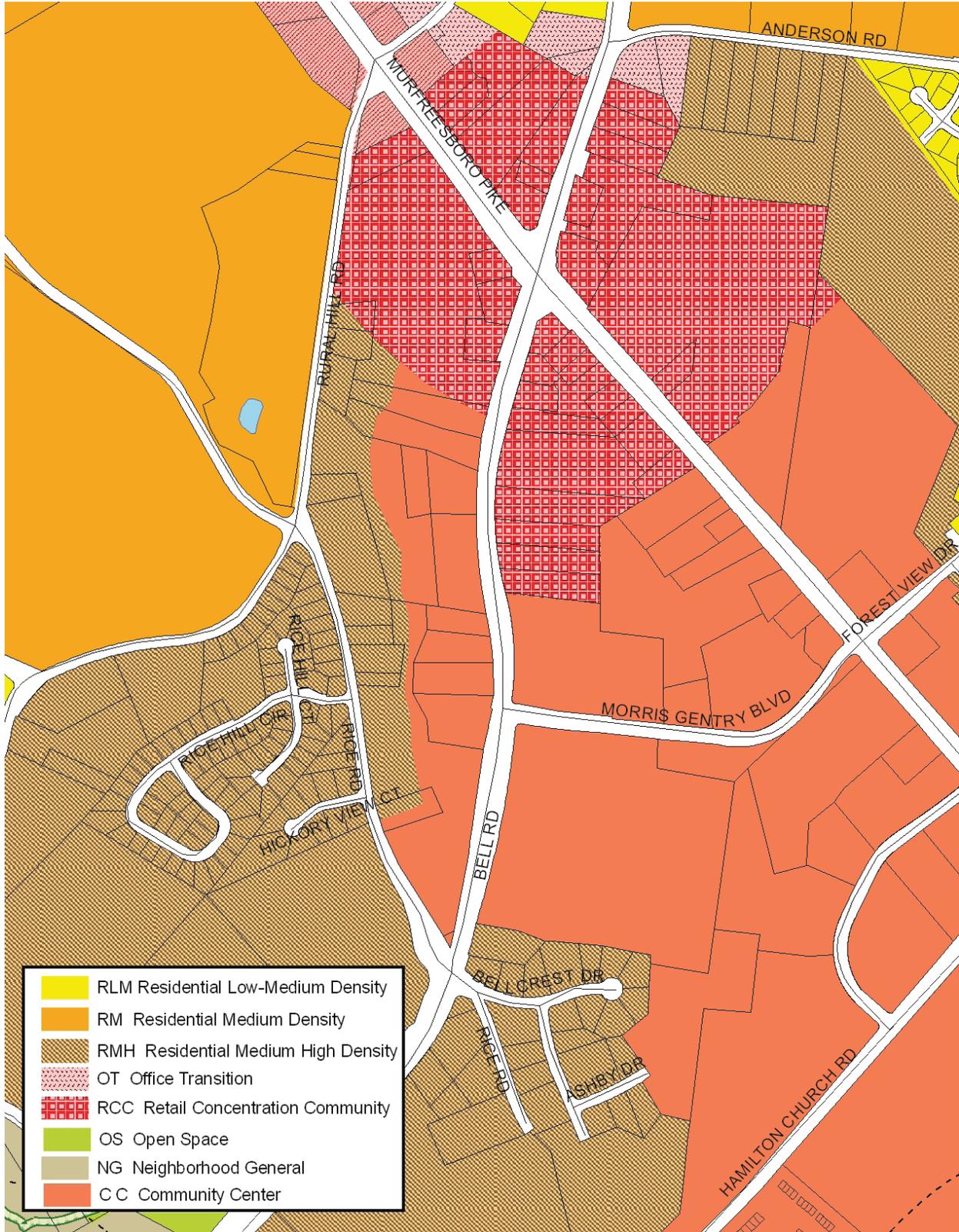
Adoption Date: June 22, 2006

Attest:

*151 Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

Attachment A to Resolution RS2006-206



### Special Policy Area 1

This Special Policy applies to the Hobson Pike corridor between Murfreesboro Pike and Ole Nottingham Drive. The purpose of this Special Policy is to provide guidance, particularly with reference to design, that will aid in developing this corridor into a distinctive, attractive, livable environment that takes advantage of existing natural features and successfully accommodates vehicular, pedestrian, and bicycle circulation. It is also the intent of this Special Policy to manage access along the corridor to preserve its transportation function while accommodating a diverse range of uses along it. This Special Policy is intended to be replaced by a future Detailed Neighborhood Design Plan or Urban Design Overlay for the area that will incorporate and further specify the guidance provided below.

1. For all portions of Special Policy Area 1, the only applications for rezonings that should be supported, unless there are exceptional circumstances, are those that:

- Meet the general intent of the applicable policy category;
- Achieve a high standard of urban design;
- Are for a Specific Plan district or are accompanied by an Urban Design Overlay or Planned Unit Development application; and
- Have been presented to the local public for input at one or more community meetings prior to the Planning Commission public hearing on the application.
- The following design objectives apply within Special Policy Area 1:
  - Connect residential, shopping, employment, and recreation uses within the area with a clear pattern of blocks, streets, service lanes, and drive aisles and design all streets to directly correspond with the type and intensity of development proposed along them.
  - Consolidate access points to Hobson Pike to the maximum extent feasible as the area develops and avoid the construction of residential culs-de-sac along Hobson Pike.
  - Dedicate or reserve property with frontage along Hobson Pike to accommodate bike lanes as envisioned by The Strategic Plan for Sidewalks and Bikeways and construct bike lanes along Hobson Pike to standards established by The Strategic Plan for Sidewalks and Bikeways if upgrades to that street are required for development.
  - Construct parking lots behind or beside buildings as appropriate, and screen them from public view.
  - Provide cross access between parking areas to minimize street curb cuts and adjacent driveways.
  - Protect existing trees, especially those that are native to the area such as Cedar trees, to the greatest extent possible, and plant quality trees to replace trees that must be removed for development.
  - Plant street trees as appropriate, especially along Hobson Pike and along the edges of parking areas, to provide summer shade for the pedestrians and residents, diminish traffic noise, screen unwanted views, reduce glare, absorb heat, filter air

pollution and dust, and create a sense of place - tree lined streets provide orientation and contribute to the area's character.

- Provide a transition from uses in Community and Neighborhood Centers to planned detached single-family housing. Attached housing or small cottages should provide a transition from retail and higher-intensity residential uses to detached housing. Decrease the intensity of uses on properties as they become farther from arterials and centers of activity.
- Avoid orienting buildings so that they turn their backs to Hobson Pike.
- Create a unique sense of place at Neighborhood and Community Centers by constructing buildings of the appropriate scale, with proper orientation and architectural detailing. Construct buildings of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
- Building heights should not exceed three stories.

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. RS2007-053**

“WHEREAS, the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003; and

WHEREAS, Industrial policy was applied in that plan to an approximately 500-acre area located between Old Hickory Boulevard, the CSX railroad tracks, the Crossings business park, and I-24; and

WHEREAS, an amendment was proposed to change the policy for this area to Neighborhood General, Neighborhood Urban, Open Space, Potential Open Space, and Community Center; and

WHEREAS, community meetings were held in the affected area on September 11, 2006 and February 1, 2007 to obtain public input on the amendment; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on February 22, 2007 to consider the merits of amending the Antioch-Priest Lake Community Plan to enact the aforementioned amendment, as shown on Attachment A; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 6** to the *Antioch-Priest Lake Community Plan: 2003 Update* (Subarea Plan), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County.

*James Lawson*

James Lawson, Chairman

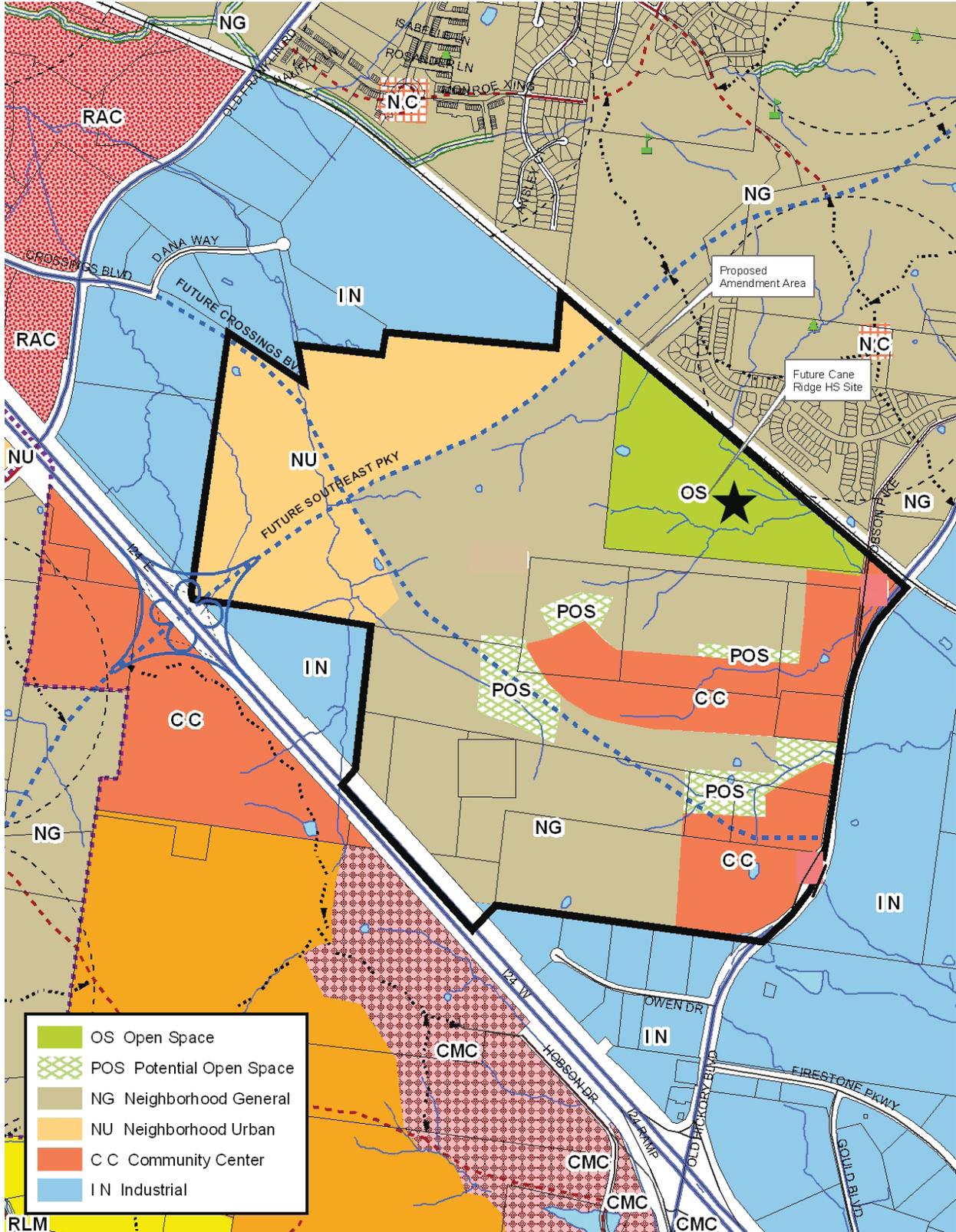
Adoption Date: February 22, 2007

Attest:

*Rick Bernhardt*

Rick Bernhardt  
Secretary and Executive Director

Attachment A to Resolution RS2007-053



**Resolution No. BL2007-362**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2007CP-19U-13 is **APPROVED INCLUDING REVISIONS TO SPECIAL POLICY AREA 2. (7-0)**”

WHEREAS the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003; and

WHEREAS Open Space, Potential Open Space, Neighborhood General, Neighborhood Urban, and Community Center policies were applied in that plan to an approximately 500-acre area located between Old Hickory Boulevard, the CSX railroad tracks, the Crossings business park, and I-24; and

WHEREAS a public hearing was held by the Metropolitan Planning Commission on November 8, 2007 to consider the merits of amending the land use policies within the *Antioch-Priest Lake Community Plan: 2003 Update* for this area to Industrial with a Special Policy; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS Amendment Number 7 to the *Antioch-Priest Lake Community Plan: 2003 Update* as set forth in Attachment A to this resolution and incorporates this amendment into the *Antioch-Priest Lake Community Plan: 2003 Update*.

*15/ James McLean*

James McLean, Chairman

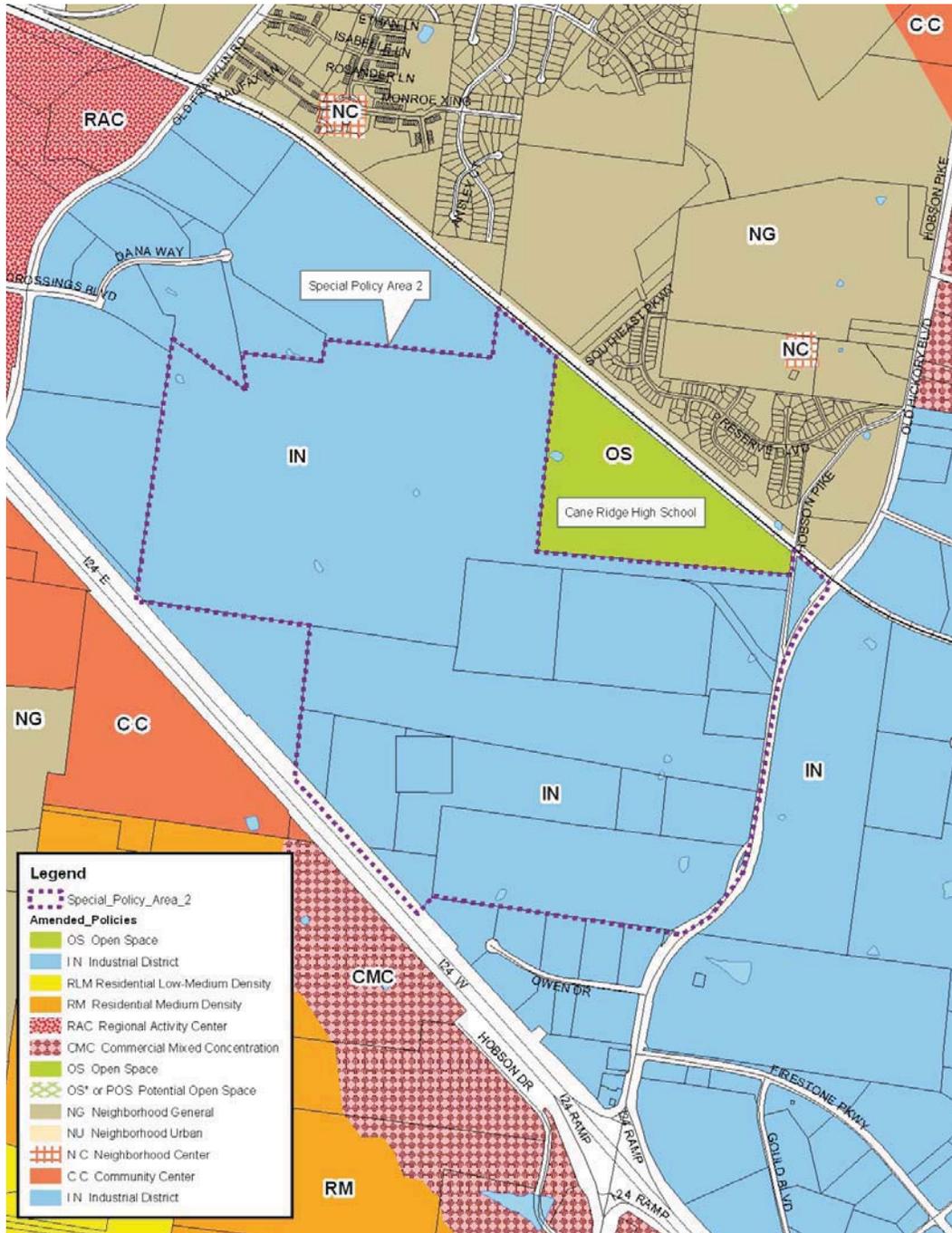
Date: November 8<sup>th</sup>, 2007 (Adoption Date)

Attest:

*15/ Rick Bernhardt*

Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. BL2007-362



*Special Policy Area 2*

*Industrial, mixed use or residential development may take place within this Special Policy area subject to the approval of site plan based zoning such as a Planned Unit Development, Urban Design Overlay, or Specific Plan. IWD base zoning is the only base district that may be used without a site plan overlay to implement the land use policies for this area.*

**Resolution No. RS2008-128**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2007CP-021U-13 is **APPROVED. (10-0)**”

WHEREAS the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003; and

WHEREAS Corridor General and Commercial Mixed Concentration policies were applied in that plan to an area located at the intersection of Old Hickory Boulevard, Hobson Pike, and Murfreesboro Pike; and

WHEREAS a community meeting was held by the Metropolitan Planning Department staff on February 7, 2008 to discuss the merits of amending the land use policies within the *Antioch-Priest Lake Community Plan: 2003 Update* for this area to Community Center and Neighborhood Center with Special Policies; and

WHEREAS a public hearing was held by the Metropolitan Planning Commission on June 12, 2008 to consider the merits of said amendment; and

WHEREAS the Metropolitan Planning Commission finds that these changes are warranted;

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 8** to the *Antioch-Priest Lake Community Plan: 2003 Update*, as set forth in Attachment A to this resolution, in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County.”

*151 James McLean*

James McLean, Chairman

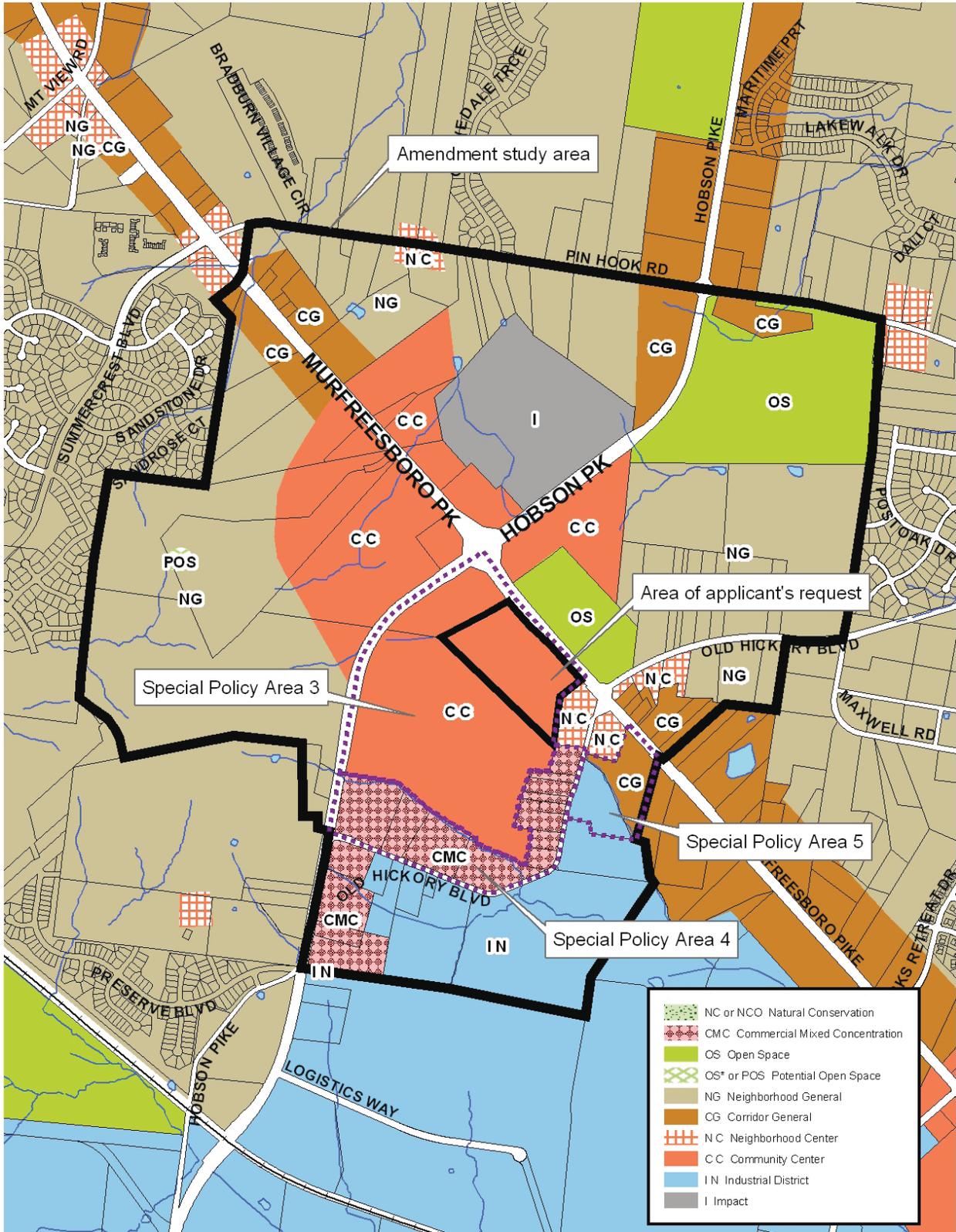
Date: June 12, 2008 (Adoption Date)

Attest:

*151 Rick Bernhardt*

Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. RS2008-128



**Special Policy Area 3 – Former Starwood Site Community Center Policy Area**

The following design principles should be followed in the development of this site:

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

**Block Length** – Curvilinear and linear block structure with moderate to short distance between intersections is appropriate. It is recognized that this is a suburban environment but it is still intended to be compact, mixed-use, and pedestrian friendly.

**Building Placement (Mass, Orientation, Scale)** - Buildings are massed and scaled to complement the emerging and planned adjacent neighborhoods that the center serves and the infrastructure to which it has access. The massing of buildings results in a footprint with moderate lot coverage, ideally with 70,000 square feet or less of individual first floor tenant space. To accommodate greater mass, buildings are encouraged to add stories.

Buildings, including entrances, are oriented to the street. If the building is internal to the development, it may be oriented to an internal street, private drive, or open space, but is not be oriented to parking.

Buildings are generally one to three stories, and in some locations up to five stories. The height is based on the building type and location within the Community Center policy area. Consideration is given to the following factors: proximity to other community character policies and the role of the building in transitioning between policies, height of surrounding buildings, and adjacent civic buildings.

Setbacks are shallow and consistent; they may be deep enough to allow for one row of parking in front of the building or where additional pedestrian access and areas for patios and street furniture are needed. Buildings lining Murfreesboro Pike opposite Mt. View Elementary School should form a strong street wall.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is moderate and is provided by sidewalks, bikeways, and greenways. Pedestrian connectivity within the Community Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections and vehicular access points and are clearly marked.

**Connectivity (Vehicular)** – Connectivity to surrounding neighborhoods and suburban corridors is moderate. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives and alleys. Mass transit is provided near easily accessed areas of the center, such as major entrances, and coordinated with sidewalks and bikeways.

**Density/ Intensity** – The density and intensity of the Community Center is secondary to form. The density of residential development is envisioned to be slightly higher than that of the developing neighborhoods surrounding it, which typically do not exceed 20 dwelling units per acre in any location. Residential development should serve the purpose of providing transitional land uses between the center and less intense residential areas. The density of residential development is moderate to support the center's commercial, office and mixed use development. The intensity of non-residential development is moderate with generally one to three story buildings and the potential for up to five story buildings, and a moderate geographic scale, generally centered around the intersection of Murfreesboro and Hobson Pikes and not to exceed a half-mile in diameter. Intensification should take place within the defined boundaries of the Community Center policy rather than through expansion of the policy.

**Landscaping** – Landscaping is formal. Street trees, bushes, and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings are provided. Nonresidential uses and surface parking lots are buffered when they abut residential development. Consideration should be given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure.

**Lighting** – Lighting is provided to create a safe, welcoming environment in the Community Center policy area without encroaching into surrounding non-center policies. As a result, the scale and design of the lighting is appropriate for pedestrians and to the scale and character of the center, and lighting is projected downward and onsite. Street lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

**Parking** – Parking is provided on-street, on-site in surface lots, or on-site in structured parking. Whether structured or surface, parking is located behind, beside or beneath the primary structure. If parking is located in front of the primary structure, then the parking is screened, from the primary street(s), by buildings on out-parcels. Out-parcels may have one row of parking is allowed between the structure and the street. Those buildings are oriented to face the primary street with setbacks that frame the street and spacing to create a “wall” along the street. Surface parking is divided into sections by landscape islands and internal street networks designed to allow future development or infill as a street with buildings lining it. In all cases, parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. It is especially important to break up the parking that is visible from Mt. View Elementary School.

**Service Area** – This Community Center policy area provides services to meet the daily needs of residents within a ten to twenty minute drive as well as services that are needed less frequently and provide a draw to the larger community.

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

be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs.

**Special Policy Area 4 – Old Hickory Boulevard Commercial Mixed Concentration Area**

The following design principles should be followed in the development of this Commercial Mixed Concentration policy area, and the use of urban design-based zoning (Planned Unit Development or Urban Design Overlay or Specific Plan District) is required for its implementation:

**Access (Pedestrian/Bicycle)** - There is a high level of connectivity between streets and sidewalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked.

**Access (Vehicular)** – Vehicular access is obtained from Old Hickory Boulevard.

**Building Placement (Orientation, Mass, Scale)** - Building height, scale, and orientation within this Commercial Mixed Concentration Area provides a transition between the adjacent Industrial policy area and the residential component of the adjacent Community Center policy area. Buildings are located and oriented to create a pedestrian friendly environment. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians.

**Landscaping** - Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, shrubs, and other plantings is provided. Nonresidential uses and surface parking lots are buffered when they abut residential development. Additional buffering may be necessary at the interface of this and other policy areas. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs.

**Lighting** – Lighting is provided to enhance the streetscape and provide safety. Lighting is designed to blend with the character of the adjacent neighborhoods and Community Center policy area. Lighting near residential areas is down lighting and does not intrude into residential areas.

**Parking** - Parking contains heavily landscaped medians and is designed to minimize visibility and/or the appearance of vast contiguous areas of parking.

**Signage** – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complements and contributes to the envisioned character of the Commercial Mixed Concentration area, which is expected to be at a moderate scale with a mixture of uses ranging from residential and institutional to office and business park uses. Signage is generally scaled for vehicles, but some pedestrian activity is expected in the area because of the emerging adjoining residences and the adjacent Community Center. Monument signs are appropriate and

are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building mounted signs, projecting signs, or awning signs.

**Special Policy Area 5: Transitional Industrial Parcel on Murfreesboro Pike East of Old Hickory Boulevard**

This parcel is zoned IWD and contains a light industrial use. The portion of the parcel that is south of the stream that bisects the property is in Industrial policy while the northern portion, which adjoins Murfreesboro Pike, is in Corridor General policy. To aid in implementing these policies, the property should not be rezoned to IR or IG, but rather should be rezoned to either a base district that would create a transition towards the intended policy arrangement combined with either a Planned Unit or Urban Design Overlay, or should be rezoned to a Specific Plan District that achieves the same intent. Applicants are encouraged to work with the Planning Department to establish the most appropriate combination of uses and urban design on the site, with the understanding that the site's Murfreesboro Pike frontage is most appropriate for shallow setbacks with very limited parking in front of the building and a solid street wall.

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**AMENDMENT # 9 TO THE ANTIOCH-PRIEST LAKE  
COMMUNITY PLAN: 2003 UPDATE**

**Resolution No. RS2008-203**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2008CP-013-09 is **APPROVED. (7-0)**”

“WHEREAS, the *Antioch-Priest Lake Community Plan: 2003 Update* was adopted by the Metropolitan Planning Commission on July 10, 2003, and,

WHEREAS, Residential Low-Medium Density Policy was applied in that plan to an area along the west side of Antioch Pike between Ezell Road and Haystack Lane; and,

WHEREAS, an amendment was proposed (Case No. 2008CP-13-09) to change the policy for that area to T3 Suburban Mixed Use Corridor, T3 Suburban Neighborhood Evolving, and T3 Suburban Potential Open Space with an Alternate Policy of T3 Suburban Mixed Use Corridor; and,

WHEREAS, community meetings were held on June 19, July 17, and July 31, 2008 about which property owners in and around the amendment area and affected community groups and organizations were notified, and that the amendment would be considered in a public hearing by the Metropolitan Planning Commission on September 25, 2008; and,

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on September 25, 2008 to consider the merits of amending the *Antioch-Priest Lake Community Plan: 2003 Update* to enact the aforementioned amendment, as presented in Attachment A, and the Planning Commission found that said amendment would be appropriate; and,

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS Amendment Number 9** to the *Antioch-Priest Lake Community Plan: 2003 Update* (Subarea Plan), as set forth in Attachment A, in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County.”

*/s/ James McLean*

\_\_\_\_\_  
James McLean, Chairman

Adoption Date: September 25, 2008

Attest::

*/s/ Rick Bernhardt*

\_\_\_\_\_  
Rick Bernhardt  
Secretary and Executive Director

**AMENDMENT # 9 TO THE  
ANTIOCH-PRIEST LAKE COMMUNITY PLAN: 2003 UPDATE  
Adopted September 25, 2008**

The *Antioch-Priest Lake Community Plan: 2003 Update* is hereby amended by:

1. Adding the following text to the “Structure Plan” section that begins on page 15 after the list of Structure Plan Land Use Policies and deleting the final sentence of that section; and
  2. Changing Figure 3, Sheet 4 of 8 to reflect the new Community Character Policies for the Bakertown Amendment Area as shown on Figure 1 of this Attachment A.
- 

Text to be added on page 15:

**Community Character Plan**

The Community Character Plan is similar to the Structure Plan in that it is intended to guide the future development of the areas within the Antioch-Priest Lake Community to which it applies. The Community Character Plan is intended to be the eventual successor to the Structure Plan, gradually replacing Structure Plan land use policies with Community Character Policies through plan amendments and regular community plan updates. The Community Character Policies are shown on the same maps as the Structure Plan policies. This amendment to the Antioch-Priest Lake Community Plan is the first application of the Community Character Policies.

The Community Character Plan is based on the Community Character Policies contained in the *Community Character Manual*, which was adopted by the Planning Commission on August 14, 2008. The *Community Character Manual (CCM)* is a functional plan component of Nashville’s *Concept 2010: A General Plan for Nashville and Davidson County*. The CCM has three main functions:

- to explain and institute the Community Character Policies that will be applied in each Community Plan;
- to provide direction for the creation of implementation tools such as zoning; and
- to help shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The CCM replaces the *Land Use Policy Application (LUPA)* document, on which the Community Plan Structure Plans were based. As Community Plans are updated, Detailed Design Plans are created, and plan amendments are undertaken, Land Use Policies will be replaced with Community Character Policies. Until the Community Plan or Detailed Design Plan is updated or amended, the existing Land Use Policies will remain in effect.

Complete descriptions of these Community Character Policies may be found in the CCM located at [http://www.nashville.gov/mpc/ccm\\_manual.htm](http://www.nashville.gov/mpc/ccm_manual.htm). Any variations to the Community Character Policies found in the CCM that pertain to the numbered areas to which they are applied are noted below.

**T3 Suburban Potential Open Space**

T3 Suburban Potential Open Space Policy is applied to Area 13\_T3\_POS\_1. The alternate policy for this area is T3 Mixed Use Corridor, 13\_T3\_CM\_1. Even if the site is developed in accordance with T3 Mixed Use Corridor policy, a substantial amount of usable and focal open space needs to be included within the development, and sensitive treatment of the floodplain and steep slopes that exist on the site is necessary. The maximum density for this area is 20 dwelling units per acre.

**T3 Suburban Neighborhood Evolving**

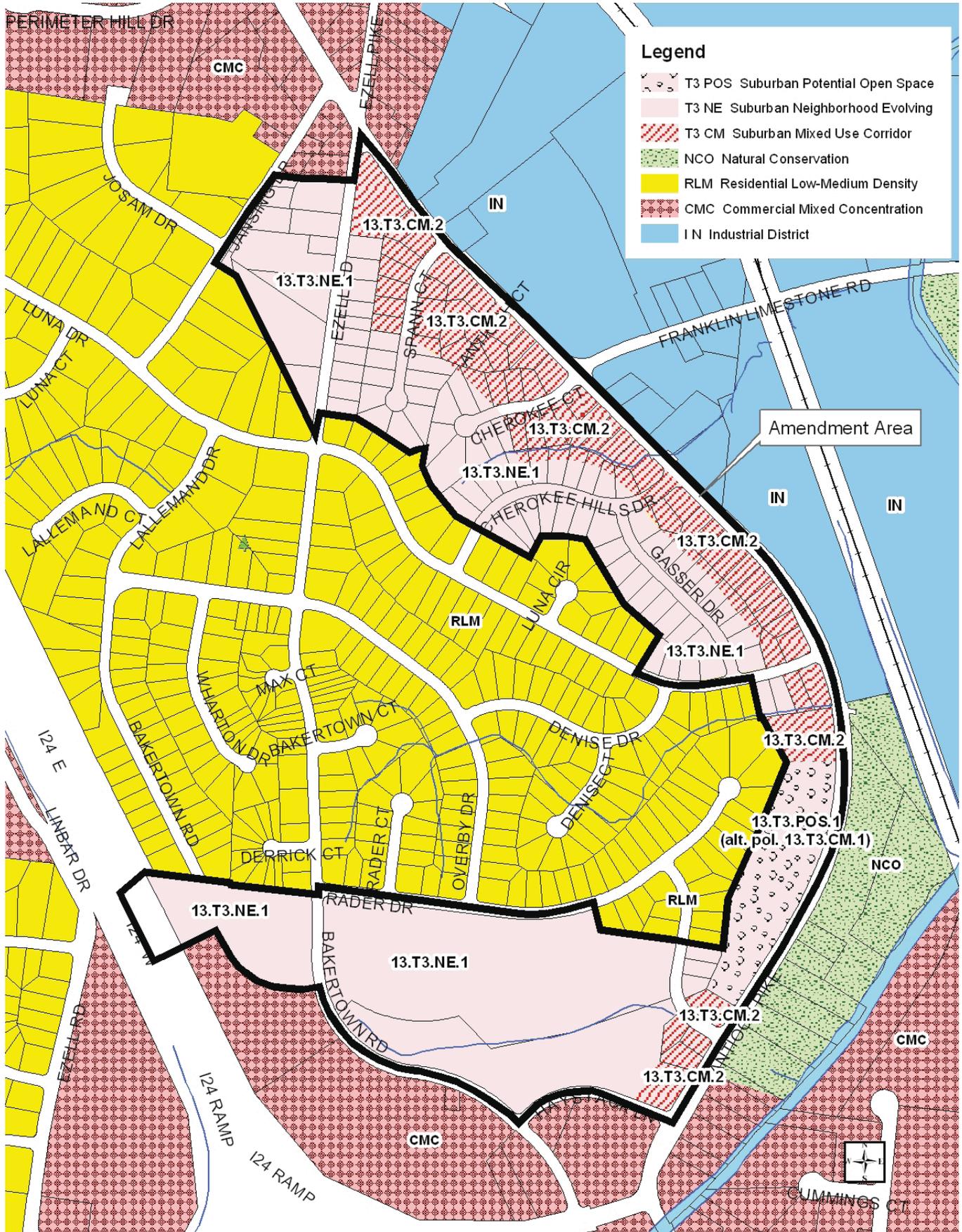
T3 Suburban Neighborhood Evolving Policy is applied to Area 13\_T3\_NE\_1. The maximum density for this area is 20 dwelling units per acre.

**T3 Suburban Mixed Use Corridor**

T3 Suburban Mixed Use Corridor Policy is applied to Area 13\_T3\_CM\_2. The maximum density for this area is 20 dwelling units per acre.

The locations of the various Structure Plan and Community Character Policy areas in the community are shown on the maps that follow.

Figure 1: Community Character Policies as Amended



**AMENDMENT # 10 TO THE  
ANTIOCH-PRIEST LAKE COMMUNITY PLAN: 2004 UPDATE**

**THE**

**“RURAL HILL – MOSS ROAD DETAILED DESIGN PLAN”**



# **Rural Hill - Moss Road Detailed Design Plan**

**Adopted January 28, 2010  
Part of the Antioch - Priest Lake Community Plan:  
2003 Update**

# Mission Statements

The Planning Commission guides growth and development as Nashville and Davidson County evolve into a more socially, economically and environmentally sustainable community, with a commitment to preservation of important assets, efficient use of public infrastructure, distinctive and diverse neighborhood character, free and open civic life, and choices in housing and transportation.

The Planning Department helps Nashville and Davidson County evolve into a more sustainable community, guided by a commitment to efficient use of infrastructure, distinctive and diverse community character, open and vibrant civic life, and choices in housing and transportation focused on improving the quality of life.

# Acknowledgements

The staff of the Metropolitan Planning Department thanks the many stakeholders who participated in the development of the Rural Hill - Moss Road Detailed Design Plan. Their thoughtful engagement on the vision for this area has been invaluable.

Special thanks are due to the following persons and entities:

St. Ignatius Church for graciously hosting the majority of the community meetings.

Apollo Middle School for hosting the Visioning Workshop.

Councilmen Duane Dominy and Robert Duvall for their leadership and participation.

And to the numerous community stakeholders who spent their time working on this plan for a bright future for the Rural Hill - Moss Road Community.

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METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

**Resolution No. RS2010-14**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2008CP-002G-13 is **APPROVED WITH CONDITION, AND THE DELETION OF THE WORD “SLIGHTLY” FROM PAGE 80, SECOND COLUMN, SECOND PARAGRAPH, LAST SENTENCE. (9-0)**

**Conditions of Approval:**

1. *Add the following item to the Special Policies for each of the Community Character Policies applied in the Rural Hill-Moss Road Detailed Design Plan:*

Historically Significant Sites or Features: There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.”

WHEREAS the Metropolitan Planning Commission directed the Planning Department staff to conduct open community meetings to provide the community the opportunity to work with the staff on the creation of a Detailed Design Plan for the Rural Hill – Moss Road Community, an area that lies within the larger Antioch – Priest Lake Community , and

WHEREAS from October 2008 through December 2009, the Metropolitan Planning Department staff worked extensively with residents, Council members, and property owners, conducting seven community meetings, and prepared a Detailed Design Plan for the Rural Hill – Moss Road Community, hereafter known as the *Rural Hill – Moss Road Detailed Design Plan*; and

WHEREAS the *Rural Hill – Moss Road Detailed Design Plan* provides more detailed guidance on planning for growth and preservation in the Rural Hill – Moss Road Community than that provided solely by the *Antioch – Priest Lake Community Plan: 2003 Update*; and

WHEREAS a public hearing was held by the Metropolitan Planning Commission on January 28, 2010 to obtain additional input regard the proposed *Rural Hill – Moss Road Detailed Design Plan*; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt functional plans as part of the general plan for the county;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS the *Rural Hill – Moss Road Detailed Design Plan* as an amendment [ed. #10] to the *Antioch – Priest Lake Community Plan: 2003 Update*, a component of the General Plan, in accordance with sections 11.504(e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county.

James McLean  
James McLean, Chairman

Adoption Date: January 28th, 2010

Attest:  
Rick Bernhardt  
Rick Bernhardt, Secretary and Executive Director

## Adoption Resolution

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# Plan Summary

The Rural Hill-Moss Road Community is a developing community that has a unique opportunity to develop into a walkable, sustainable community that preserves characteristics of its rural heritage. The community's location in close proximity to a regional mall, interstate access to Downtown Nashville, and other points of interest in Davidson, Rutherford, and Wilson Counties make it an attractive location for future development. Rather than developing in a disjointed, conventional suburban pattern, however, the Rural Hill-Moss Road Community could develop in a coordinated fashion that provides some housing choice, and unique amenities such as an extended open space network that provides recreational opportunities and preserves the rolling hills that give the community its unique semi-rural character.

The Rural Hill-Moss Road Community is currently split between new, suburban residential development and longstanding rural development. It is directly adjacent to high intensity mixed use development (Hickory Hollow Mall) and community facilities such as schools, public open space, and the Southeast Branch Library. Despite the proximity of services, it is difficult for community members to travel to these services because of a disconnected street network and a lack of sidewalks and crosswalks. Much of the newer suburban development has taken place in such a way that it does not connect to, or identify with, the existing community fabric. The pattern of development surrounding these remaining rural areas makes preservation in their current undeveloped state unlikely. Meanwhile, the community is uninterested in continuing the disconnected development pattern currently encroaching into the area. Therefore, the Rural Hill-Moss Road Detailed Design Plan seeks to create a new development pattern and a new community identity.

The Rural Hill-Moss Road Detailed Design Plan reflects the community's desire to create a sense of place and neighborhood identity for the area by capitalizing on the rural heritage and providing a different type of neighborhood than is found elsewhere in Antioch. The Rural Hill-Moss Road Plan weaves together the dissimilar elements of the community in a way that creates an integrated whole through the use of appropriate and seamless transitions between existing

and new development patterns, the preservation of significant natural features, the provision of vehicular and pedestrian connectivity, and necessary infrastructure to support new development.

Throughout the community meetings, attendees consistently expressed a desire to preserve the natural beauty of the community. The Rural Hill-Moss Road Detailed Design Plan proposes significant open space preservation for recreation, stormwater management and the protection of natural features. The proposed open space network preserves environmental features such as steep slopes, stream corridors, and viewsheds and ties the community together and to adjacent points of interest such as commercial centers, parks, community facilities, and adjoining neighborhoods. The open space network acts as a focal point and organizing feature of the community to help further the goal of building a sense of identity and creating a unique community in Antioch.

The plan anticipates that the community will remain largely residential in character, with future development contributing to the sustainability, cohesiveness and unique character of the community. Residents expressed a desire for a range of housing types and values. Providing varied housing choices allows individuals to remain living in the Rural Hill-Moss Road community even as their housing needs and circumstances change. Housing choices predominantly take the form of single-family houses and cottages. Strategically located, higher intensity development such as townhomes serves as a transition between the existing development of Bell Road and the primarily single-family development within the Rural Hill-Moss Road community. All housing should be designed keeping in mind the environmental constraints and natural beauty of the remaining undeveloped lands.

The Rural Hill-Moss Road Plan calls for the preservation and enhancement of the historic neighborhood center located at Una Antioch Pike, Moss Road, and Mt. View Road to re-establish the center of the community. This center should provide a mixture of housing, small-scale commercial, and community services. New development should capture the character of downtown Antioch.



*A multi-use path envisioned along Rural Hill Road, Una Antioch Pike and Mt. View Road provides pedestrian connections and a place for landscaping and natural stormwater management.*



*Trails within the proposed open space area provide recreational opportunities for the community.*



*Open space enhancements can create a sense of place and identity for the community.*



*Multi-family units should be limited in scale and number and be compatible with single-family character.*

Pedestrian enhancements should be included with new development to ensure walkability and pedestrian safety within and surrounding downtown Antioch.

Overall, this plan emphasizes creating a development pattern with connections provided via roads, sidewalks, bikeways and open space. All new development is expected to provide for vehicular and pedestrian connectivity within their development proposals. There is also a need to modify the existing corridors to support new development and connect to services and shopping. The existing corridors of Rural Hill Road, Moss Road, Una Antioch Pike and Mt. View Road are envisioned to become complete streets that safely serve pedestrian, bicycle and vehicular travel. Access management techniques should be incorporated into

future development proposals to minimize the number of curb cuts and coordinate access and circulation among adjacent developments to optimize traffic flow and reduce pedestrian and automobile conflicts.

This plan strives to create a cohesive and sustainable new identity for the Rural Hill-Moss Road community that builds on its history and the asset of its existing semi-rural character. The recommendations within this plan should be followed to ensure the community's vision for preserving their natural beauty and becoming a sustainable community by incorporating a mix of housing types and values, creating recreational opportunities, and providing supportive infrastructure for stormwater management and multiple modes of travel.

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# Chapter 1: Background

## Introduction and Intent of Plan

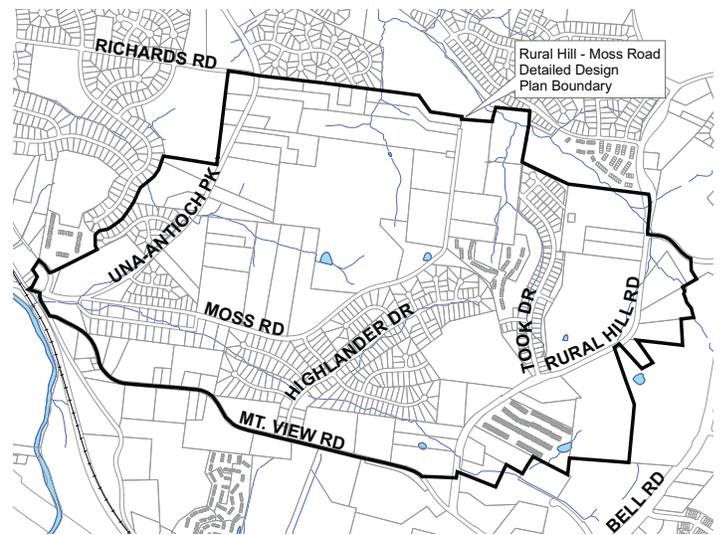
The Rural Hill-Moss Road Detailed Design Plan (DDP) is a part of the *Antioch-Priest Lake Community Plan: 2003 Update*, which was adopted by Metro Planning Commission in July, 2003 and has subsequently been amended. The DDP provides planning guidance at a more detailed level than a community plan. The DDP addresses land use, transportation, and community character at the neighborhood level. The DDP is adopted as an amendment to the Antioch-Priest Lake Community Plan.

A DDP illustrates a particular neighborhood's vision for future growth, development, and preservation. DDPs guide, on a parcel-by-parcel basis, the appropriate land use, development character, and urban design intent of future development based upon the neighborhood's goals and sound planning principles. Like community plans, DDPs are developed through a participatory process that involves Planning Department staff working with the residents, property owners, business owners, developers, institutional representatives and elected and appointed officials.

Generally, the next step after the adoption of a DDP is to make the plan regulatory through the adoption of zoning that implements the plan – usually an Urban Design Overlay or Specific Zoning District. Since the adoption of the Antioch-Priest Lake Community Plan, staff has worked with the community to create regulatory tools for four neighborhoods in the area: Rural Hill-Rice-Bell Roads, Hickory Woods, Hamilton Hills and Bakertown. Because the Rural Hill-Moss Road area is currently generally zoned in a low-intensity agricultural zoning district, rezoning for *any* redevelopment will be required. Therefore, rather than rezoning the area, implementation will occur as individual property owners decide to redevelop and request a rezoning, which should be in conformance with this plan.



*Example of the natural beauty that existing along Moss Road.*



*Figure 1: Detailed Design Plan Boundaries*

### Site Description

For the purposes of this DDP, the Rural Hill-Moss Road neighborhood is bounded by properties fronting Rural Hill Road to the east; Mt. View Road and Hickory Hollow Mall to the south; properties fronting Una Antioch Pike to the west; and the Cambridge Forest and Hunter's Run subdivisions to the north. The study area contains new, suburban development and longstanding rural development. It is directly adjacent to high intensity mixed use development and community facilities such as schools, public open space, and the Southeast Branch Library. The community's close proximity to the Hickory Hollow Mall area, interstate access to Downtown Nashville, and other points of interest in Davidson, Rutherford, and Wilson Counties and its unique semi-rural quality make it a convenient community in which to live.

## History of the Rural Hill-Moss Road Community

Creating the Detailed Design Plan (DDP) for the Rural Hill-Moss Road Community requires understanding its historical background and evolution.

### Antioch

The Rural Hill-Moss Road neighborhood contains part of the original town of Antioch. In past years, the term “Antioch” has been used incorrectly to describe a large swath of Davidson County stretching from Hermitage to Brentwood. The actual town of Antioch encompassed an area of one or two miles in each direction from the railroad station in the center of the village near Blue Hole Road and Antioch Pike. Beyond that point lay the various communities that surrounded Antioch, including Una, Mt. View, Cane Ridge, Tusculum and Bakertown, which now all fall under the present-day reference of “Antioch.” Exactly when the community took the name of Antioch is not known, but the name came from Antioch First Baptist Church, established in 1810.

### Background

The village of Antioch was molded by several influences. The Mill Creek floodplain and waters were attractive for early farms. Most of the lands deeded in the early settlement of the area are described as being located, “on the waters of Mill Creek.” Charles Hays is considered to have been the first major settler in the area, and initially owned most of the land that later comprised the town of Antioch. He was also the founder of the Baptist Church at Antioch (later known as the Antioch First Baptist Church). Unfortunately, however, the flood waters of Mill Creek would later damage churches and buildings. Very few of the early structures remain.

Construction of Mill Creek Valley Pike (now known as Antioch Pike) was completed in 1846. The first passenger train from Nashville ran to a point ten miles south of town to Antioch in 1851. The construction of the railroad tracks later made it convenient for people to travel to jobs in Nashville. The first train station stood southwest of the present Una Antioch Pike between the old Baptist church building and the railroad – very likely the spot where Hickory Hollow Parkway runs today.

Following a common pattern of settlement, the



*Antioch First Baptist Church.*

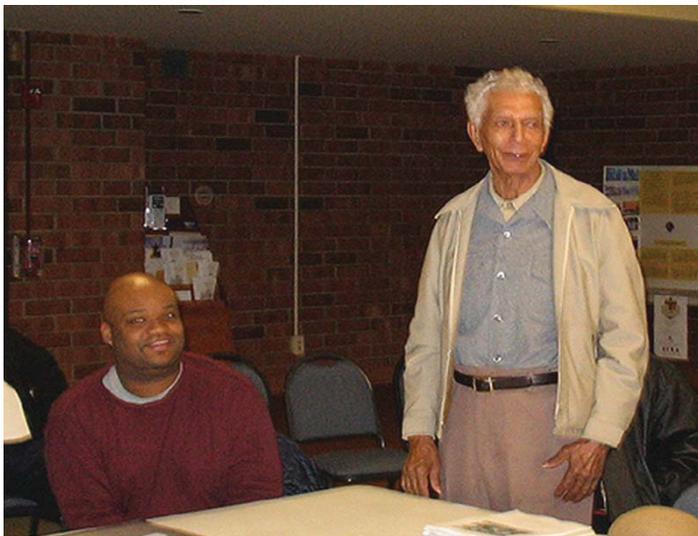


*St. John Missionary Baptist Church.*

village of Antioch expanded along Mill Creek. In the early 1900s, Davidson County began making road improvements to create what are now known as Nolensville Road and Haywood Lane, to connect neighboring communities. The highway department made improvements to what was Cane Ridge Road in 1916. The northern end of Cane Ridge Road was built and joined Mt. View Road. Mt. View Road wound around the former Antioch Baptist Church and continued on across the railroad to become Antioch Pike. The small stretch of land that is now Hickory Hollow Parkway (between Una Antioch Pike to the end of Mt. View Road) did not exist at that time. Sometime later, this land was bought by the Baptist Church and transferred to the highway department to construct the



*Kidd Family Cemetery on Moss Road.*



*Charles M. Blackman, Sr. (right) providing a brief history of the area at a community meeting.*

road.

The area that is today Moss Road was originally the land of Charles Hayes and Joe Morgan. It was an unpaved dirt road ending near the Kidd and Blackman homes until the late 1940s and early 1950s when the road was improved and renamed Moss Road in honor of magistrate Claude Orville Moss, Sr.

Just off Moss Road is St. John Missionary Baptist Church, whose pastor Rev. Joseph Mullins was instrumental in encouraging African-American citizens to own land and build homes. The Shields Antioch Lands (encompassing Moss Road and Ottenville Road) became one of the first African-American subdivisions

in Davidson County. In April 1870, John H. Oney purchased 113 acres of Mill Creek land with Eugene Ottenville. Mr. Oney, also the local postmaster, named the roads as they were settled near the village, hence the name Ottenville Road. One lot in the original subdivision was set aside for a church and the St. John Missionary Baptist Church building was constructed on that lot through the work of Rev. Mullins and other church members. The congregation is still located Ottenville Road today, and several of the families who originally settled the area still have descendants living in the area.

Due to its close proximity to Nashville, Antioch did not develop an industrial base. The railroad and train depot were an important part of the town. The popularity of the automobile caused the demise of the rail service, and after World War II the train no longer stopped in Antioch and the depot was razed. The interstate highway of the fifties brought expansion to the southeastern corner of Davidson County; however it bypassed Antioch and placed exit ramps on the north and south sides of the town rather than engaging the town center.

Hickory Hollow Mall was developed in the 1970s, bringing an influx of surrounding commercial development, large apartment complexes, and disjointed subdivisions. The gathering of commercial establishments provided services for residents, yet displaced many farmlands and was developed in a way that did not complement or integrate the existing community. In many ways, however, the disjointed development pattern that has developed at the edges of the community has left much of the natural beauty of the area untouched, largely because the undeveloped portion of the Rural Hill-Moss Road community has natural features that have made development more difficult.

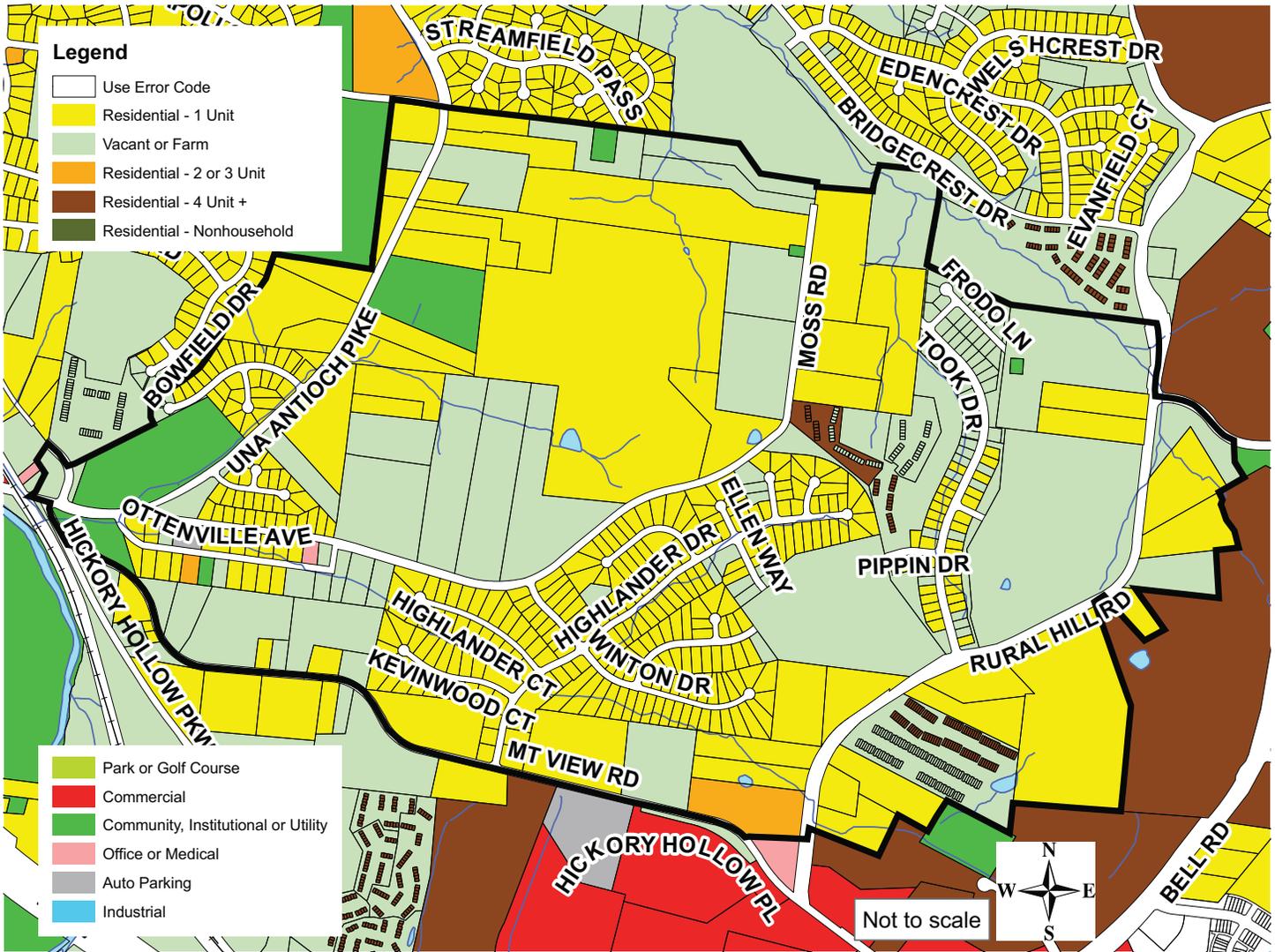


Figure 2: Existing Land Use Map

RESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
<b>Single Family Detached Subtotal</b>	327.24	54.43	383	74.51	1.17
Conventional Rural/Large-lot (3+ ac/du)	200.29	33.31	27	5.25	0.13
Conventional Urban/Suburban (< 3 ac/du)	126.95	21.11	356	69.26	2.80
<b>Townhomes and Multifamily Subtotal</b>	12.28	2.04	127	24.71	10.34
Conventional Duplexes, Triplexes & Zero Lot-line Units	5.99	1.00	3	0.58	0.50
Conventional 4+ Unit Structures	6.29	1.05	124	24.12	19.71
<b>Household Residential on Nonresidentially Coded Parcels Subtotal</b>	0.36	0.06	4	0.78	11.11
<b>RESIDENTIAL GRAND TOTAL</b>	339.88	56.53	514	100.00	1.51
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ. FT.)	% OF SUBTOTAL	FLOOR/ AREA RATIO
<b>Office, Commercial &amp; Industrial Subtotal</b>	0.36	0.06	3,876	100.00	0.04
Office, Non-medical	0.36	0.06	3,876	100.00	0.04
<b>Auto Parking (principal use) Subtotal</b>	0.73	0.12	n/a	100.00	n/a
<b>Civic &amp; Public Benefit Uses Subtotal</b>	23.10	3.84	n/a	100.00	n/a
Community Facilities	23.10	3.84	n/a	100.00	n/a
<b>NONRESIDENTIAL USES TOTAL</b>	24.19	4.02	3,876	100.00	n/a
VACANT AND FARMLAND	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ. FT.)	% OF SUBTOTAL	FLOOR/ AREA RATIO
Vacant/Farm Residential Codes	236.45	39.33	n/a	n/a	n/a
<b>VACANT LAND TOTAL</b>	236.45	39.33	n/a	n/a	n/a
Miscoded, uncoded or miscellaneous parcels	0	0.00	n/a	n/a	n/a
<b>TOTAL PARCEL ACRES</b>	601				

Table 1: Existing Land Use Table

## Inventory and Analysis of Existing Land Use

As noted above, for planning purposes, the community referred to as Rural Hill-Moss Road includes the area between Una-Antioch Pike (including both sides of Una-Antioch Pike), the Cambridge Forest subdivision, Rural Hill Road (including both sides of Rural Hill Road), and Mt. View Road.

The Rural Hill-Moss Road Community is partially urbanized with residential development, however, much of it remains rural despite its location between the intense development of the Hickory Hollow Mall area to the south, the Bell Road corridor to the east, and the Murfreesboro Pike corridor to the north. The Rural Hill-Moss Road Community has long been planned to develop as a suburban residential community, although it has only begun to see such development over the past 15-20 years.

Altogether, the Rural Hill-Moss Road planning area covers about two tenths of a percent of Nashville/Davidson County. It contains approximately 636 acres comprised of the following:

- **Parceled Land:** About 94.5 percent of the area consists of privately owned parcels of land, including the common area portion of condominium complexes.
- **Right-of-Way and Water:** An estimated 5.5 percent is public street right-of-way or small bodies of water.

The community's existing generalized land use is shown on Figure 2 and in Table 1 and described below.

### Residential Uses

- **Total Residential:** About 54 percent of the area (parceled acres) is currently being used for residential, totaling 327 acres. This residential development is predominantly single-family, reflecting the semi-rural character of much of the community. Nevertheless, 12 percent of the housing units in the community are forms of housing other than single-family. These two-through multi-family units are most commonly found in the eastern portion of the community where the neighborhoods are closer to the large

multi-family developments along nearby Bell Road.

- **Single-Family:** Of the total residential, single-family housing accounts for 74.5 percent and averages 1.17 units per acre.
- **Multi-Family:** Townhomes, duplexes and multi-family account for 24.7 percent of the total housing units and average 19.7 units per acre.

These figures are subject to change because some residential areas were still under construction at the time this information was compiled (April 2009).

### Non-Residential Uses

There are very few non-residential uses in the Rural Hill-Moss Road Community, and most of them are houses of worship. The broader "non-residential use" category includes offices, civic and public benefit uses, and parking. Together these uses comprise around 4.0 percent of the area.

- **Civic and Public Benefit Uses:** These uses comprise the largest percentage, 3.8 percent, of the non-residential land uses in the Rural Hill-Moss Road Community. They are located mainly along Una Antioch Pike.
- **Office:** An office use between Ottenville Avenue and Moss Road accounts for approximately 0.06 percent of the Rural Hill-Moss Road Community. This building also contains four residential units.
- **Parking:** Surface parking as a principal use (also found between Ottenville Avenue and Moss Road) accounts for approximately 0.12 percent of the area.

### Vacant Land

Vacant land is scattered throughout the Rural Hill-Moss Road Community. All of it is classified as either residential or agricultural. There are approximately 236.5 acres of vacant land in the area, representing about 39 percent of the total parceled acres.

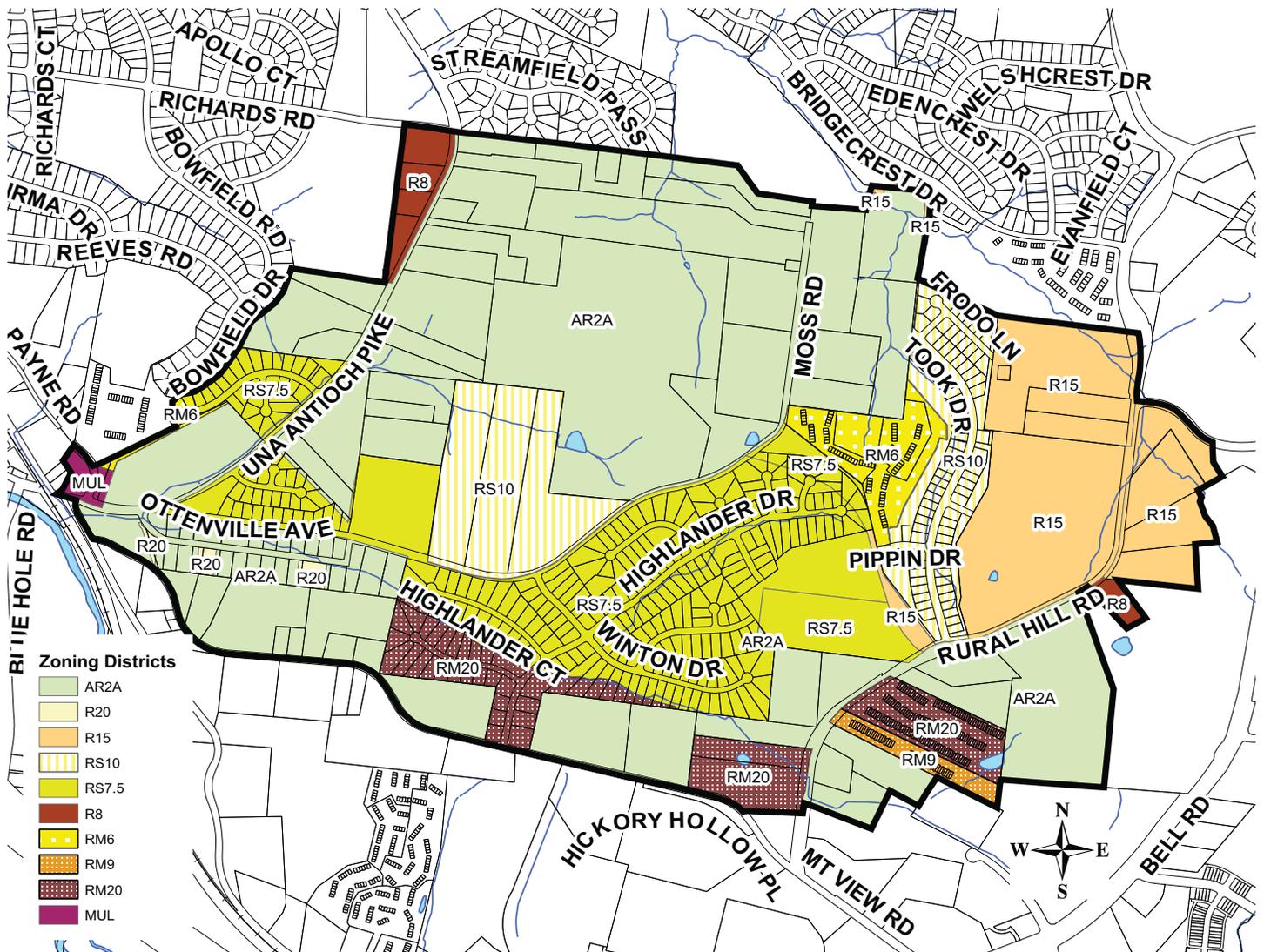


Figure 3: Existing Base Zoning Map

Category	Acres	% of Total
Agricultural	316.67	49.80
Res 1- and 2-Family Districts	263.12	41.38
Res Multi-Family Districts	53.84	8.47
<b>Total Res Districts</b>	<b>316.96</b>	<b>49.85</b>
Mixed Use Districts	2.21	0.35
Community		
<b>Total</b>	<b>635.84</b>	<b>100.00</b>

Table 2: Existing Base Zoning

## Inventory and Analysis of Existing Zoning

Both the current base zoning districts and overlay district zoning are addressed in this section. Each type of zoning is also shown graphically and is summarized for the Rural Hill-Moss Road Community in Figures 3 and 4 and Tables 2 and 3.

An understanding of the existing zoning is crucial, because the DDP is *primarily implemented through zone changes*. The guidance of the DDP does not apply to properties that develop within their existing zoning (i.e., properties that seek building permits within their current zoning). Rather, when a property owner requests a zone change, subdivision request, variance, or other change in their development opportunities, *then* the proposal is judged for its conformance with the DDP. If the current zoning is very permissive toward development, there will be little need or incentive to rezone and follow the DDP. Therefore, during creation of the DDP, the Planning staff and the community discussed tradeoffs in development rights, to provide incentives to property owners to seek rezoning and be subject to the guidance of the DDP.

### Base Zoning Districts

The zoning pattern of the Rural Hill-Moss Road Community reflects its partially developed and predominantly residential condition. The study area contains one agricultural/residential, eight residential, and one mixed use zoning district classifications. The agricultural zoning district applies to 317 acres in the study area, accounting for slightly less than 50 percent of its zoned land. The residential zoning districts apply to 317 acres in the study area, again slightly less than 50 percent of its zoned land. Of the residential districts, 263 acres are residential single- and two-family districts while 54 acres permit single-, two-, and multi-family housing. Meanwhile, 2.2 acres or less than half a percent of the zoned land in the study area is zoned for mixed use.

The residentially zoned properties are zoned with a variety of zoning districts that result in a diverse mixture of housing that is appropriate to the community's landform and its convenient and accessible location, and fulfill the expected housing needs of people at all stages of life. Currently, most of the residentially zoned land is developed at the densities envisioned under the

DDP except for most of the R15 land (this land is part of a larger circa-1979 Planned Unit Development that is mostly developed) and small percentages of the RS7.5, RS10, and RM20 zoned land. This land remains vacant or very sparsely developed, along with the agriculturally zoned land. The minimum lot sizes for single- and two-family housing permitted by these residential districts ranges from 7,500 to 20,000 square feet. Multi-family housing may be developed at densities between 6 and 20 units per acre, yielding a range of housing options from townhomes to low-rise stacked flats. The zoning districts are generally appropriately located within the study area, with most of the higher intensity housing permitted near the mall area and busier streets on the edge of the community.

The residential zoning districts currently present in the community, however, lack the design standards and incentives needed to achieve the development pattern envisioned for the Rural Hill-Moss Road Community. This is especially true of the multi-family districts and those lower-density residential districts (ex: R15) that have been combined with older Planned Unit Development Overlays (see next section, "Overlay Zoning Districts") that have dated or inadequate design standards. This DDP includes Community Character Policies in Chapter 3 that call for the use of design-based zoning to achieve the envisioned future development pattern. In addition, this DDP provides incentives through a Transfer of Development Rights (TDR) program described in Chapter 4 to achieve the desired mixture of diverse housing options and a comprehensive open space network.

Mixed-Use Limited or MUL is a zoning district encompassing a small area containing one parcel and a portion of another totaling only 2.2 acres at the intersection of Payne Road and Una Antioch Pike. The MUL zoning district allows a mixture of uses in one building. This MUL zoned land is at the end of a larger commercially zoned area extending to the west along Antioch Pike outside the study area. This is the commercial portion of the original downtown Antioch referred to in the Historic section. Currently, this MUL zoning is undeveloped and although it has a Planned Unit Development Overlay (PUD), the PUD is inadequate to meet the policy objectives of this DDP

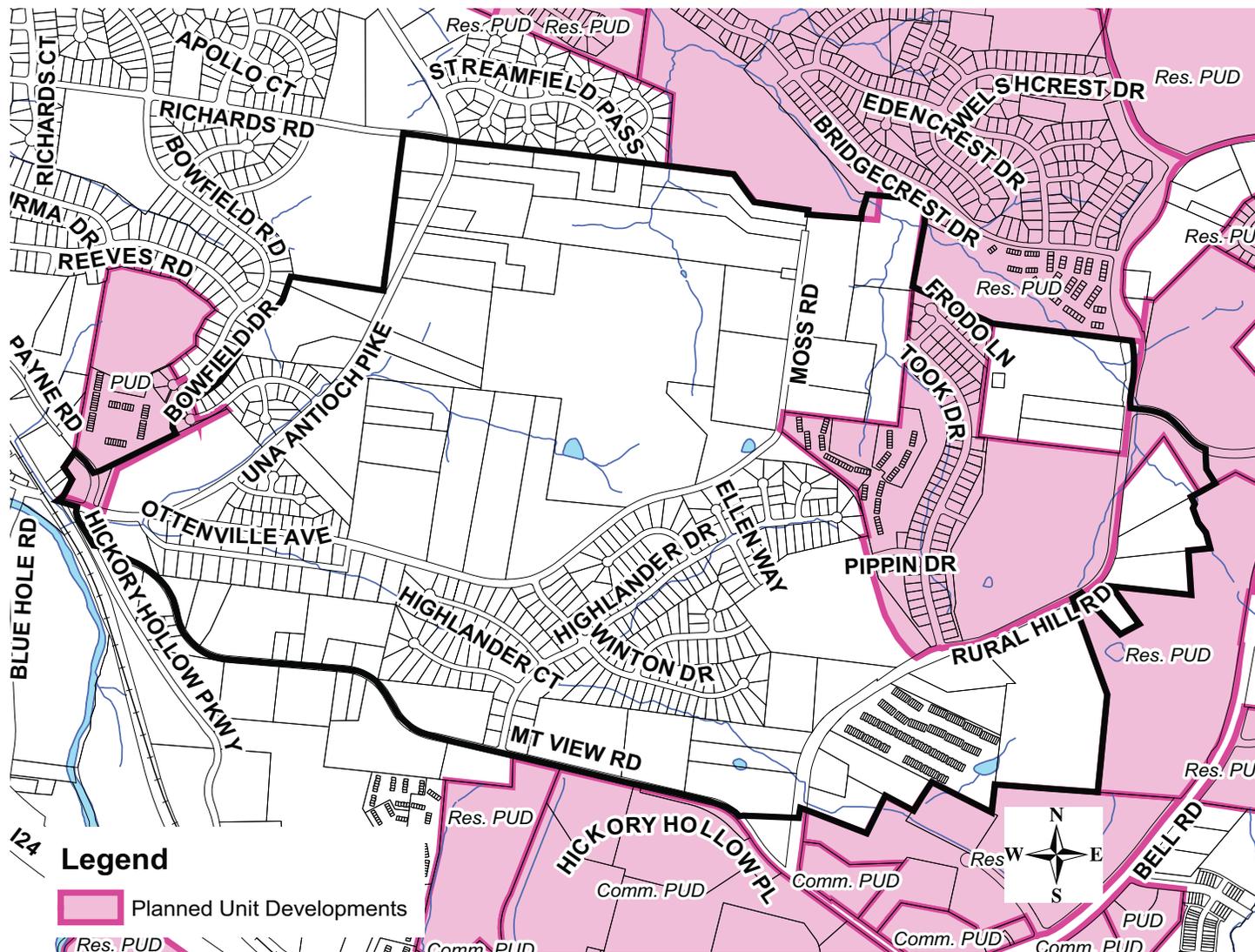


Figure 4: Existing Overlay Zoning Map

Category	Acres	% of Total
Res PUD	80.07	12.59
Mixed Res/ Nonres PUD	3.7	0.58
No Overlay	552.31	86.83
<b>Total</b>	<b>636.08</b>	<b>100.00</b>

Table 3: Existing Overlay Zoning

for the type of mixed-use development envisioned for the T3 Suburban Neighborhood Center planned here (see Chapter 3).

### **Overlay Zoning Districts**

Overlay districts are zoning districts that add additional regulatory protections, but do not restrict the use of the land allowed under the base zoning. There is one type of overlay district that affects the study area, the Planned Unit Development Overlay District, or PUD. The acreage in each category of PUD is outlined in Table 3. The location of the PUDs is shown on Figure 4.

The PUD is an older form of design-based zoning that has been superseded by the Urban Design Overlay (UDO) and the Specific Plan (SP) base zoning district. Although the option still exists in the zoning code, new PUDs are rarely established and are not anticipated or recommended for the study area in the future. The use of the more flexible and updated UDO and SP tools is preferred. This DDP provides incentives in Chapters 3 and 4 for the replacement of the existing PUDs in the study area with these preferred zoning tools.



## Inventory and Analysis of Existing Systems

### Natural Features

The Rural Hill-Moss Road study area contains sensitive environmental features, primarily steep slopes, floodplains, and streams. These are shown on Figure 5. There are approximately 115 acres of steep slopes in the study area, or 18 percent of its land. The steep slopes are primarily undeveloped and are part of the reason the area remains semi-rural despite its accessible and convenient location. Steep slopes - any slope greater than 20 percent - are located throughout the study area, but are primarily concentrated in its central area. Steep slopes present a variety of development related issues relating to road and building construction and stormwater management. For slopes exceeding 20 percent, the best practice is to avoid altering the landform or the vegetation that acts to stabilize it and aid in its drainage function.

In Davidson County, steep slopes are protected from potential adverse effects of development through both policies and regulations. The Community Character Policies of this DDP provide protection for slopes greater than 20 percent, and supporting regulatory protection is currently provided for much of the residentially zoned land for those slopes of 25 percent and greater. Future zoning changes under the policies of this plan have the potential to provide even greater protection, and this DDP incorporates the majority of the steep slopes into the planned, comprehensive open space network, employing Transfer of Development Rights (TDR) as a tool for incentivizing its protection.

There is a small area of floodplain in the study area that is located around the intersections of Una Antioch Pike, Hickory Hollow Parkway, Ottenville Avenue, and Moss Road. There is also an even smaller area of floodplain at the confluence of three unnamed streams in the undeveloped northeast portion of the study area. Together, these areas contain approximately five acres or 0.75 percent of the land in the study area. This floodplain area is part of the larger Mill Creek floodplain that continues to the south and west and has sometimes hampered access to the study area through the occasional submergence of adjacent roads such as Antioch Pike and Blue Hole Road. Although Mt. View Road is part of this complex intersection, steep slopes separate it from the floodplain area. These slopes and floodplains present challenges for realigning the intersection to function properly to serve existing and envisioned development and traffic.

Floodplains are also protected through both policies and regulations. Floodplains consist of two areas:

- the *floodway*, which means the channel of a stream that has current, direction and velocity to it during a flood, and in which debris may be carried; and, the larger *floodplain*, which means land area, including the floodway of any river, stream or watercourse, susceptible to being inundated by water as identified by the 100-year flood

The term “100-year” flood refers to there being a one in one hundred chance that the area shown within the 100-year flood plain will flood to the extent shown in any given year. Both the floodway and 100-year flood plain are shown on Figure 5. Development within the floodway is strictly prohibited by regulation. Development within the floodplain portion that is outside of the floodway is controlled and restricted through regulation.

The locations of the floodplain and some of the steep slopes in this DDP area present challenges for balancing competing goals and objectives of the DDP and will require creative and innovative approaches to achieve the needed balance. As discussed further in Chapter 4, the major realignment of the Una Antioch-Hickory Hollow-Mt. View-Moss-Ottenville intersections is critical to the future growth and preservation of this study area and adjacent areas. It is important to the future development of the area to have safe and efficient mobility, but it is also important to protect its environmentally sensitive features. The land occupied by this street network is environmentally sensitive and will need to be disturbed to accommodate the needed solution to the tangled complex of interrelated intersections. Careful management of any disturbance will be required to minimize the environmental damage that may be caused by the intersection realignments.

The many streams in the study area are also sensitive and likewise require protection from the potential adverse impacts of development. There is, at a minimum, a required regulatory buffer of 30 feet on either side of all “blue-line” streams (those which convey water throughout most of the year), which is to remain undisturbed. Streams that have not been previously disturbed by development, and to the extent possible, those that have been, are incorporated into the planned, comprehensive open space network for the study area. Those undertaking a development project are advised to

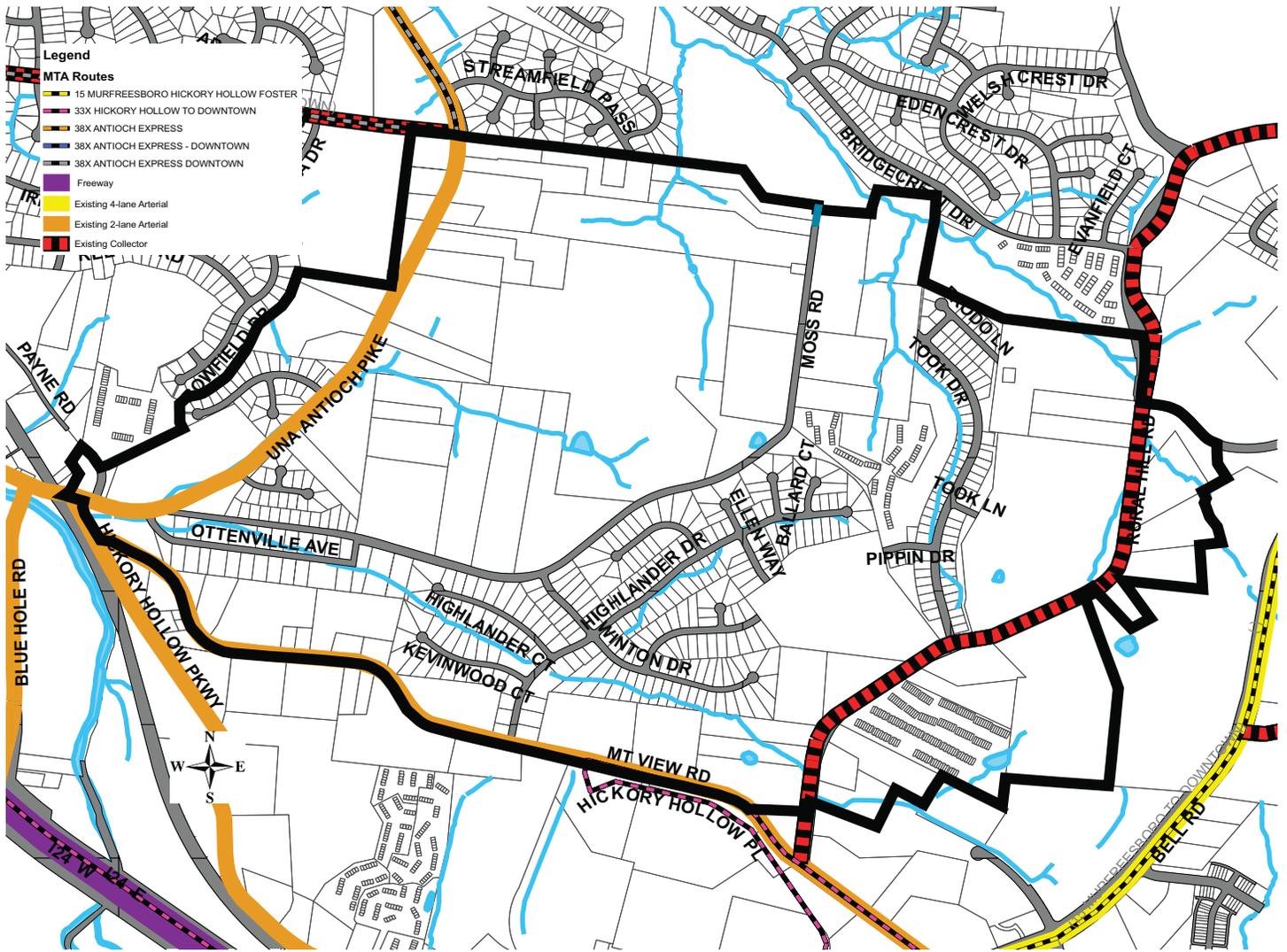


Figure 6: Street Network and Transit Map



Intersection of Ottenville Avenue, Moss Road and Una Antioch Pike.



Moss Road is a narrow road without sidewalks.

consult with Metro Stormwater for requirements based on the specifics of the project location.

### Street Network

The Rural Hill-Moss Road study area has a street system that is partly developed and insufficient for either the existing or envisioned development pattern. The street network is shown on Figure 6. Most of the streets are poorly connected, failing to provide multiple routes by which to move throughout the community, and require improvements for the safety of all modes of transportation.

There are two arterial streets (the most major level of street that is not a freeway) on the edges of the study area. These are Una Antioch Pike, which is on the west side of the study area, and Mt. View Road, which is on the south side of the study area. A very small portion of Hickory Hollow Parkway, also an arterial street, touches the southwestern edge of the study area and forms part of the problematic Una Antioch-Hickory Hollow-Mt. View-Moss-Ottenville intersection complex. Rural Hill Road, which is on the eastern side of the study area, is classified as a collector, the level of street that falls between arterial streets and local streets. All of these are two-lane roads with occasional left and right turn lanes provided at the entrances to individual developments. Took Drive, also with two travel lanes, but without striping or turn lanes, forms part of a planned east-west collector that is intended to connect to Una Antioch Pike. Of these important streets, only Took Drive and a small section of Rural Hill Road have sidewalks.

The Una Antioch-Hickory Hollow-Mt. View-Moss-Ottenville intersection complex is among the chief impediments to the successful future development and preservation of the Rural Hill-Moss Road Community and adjacent areas whose traffic must pass through the community. The operational difficulties of this series of intersections are compounded by its close proximity to an active at-grade railroad crossing at the west boundary of the study area and the presence of steep slopes and floodplain around it. The ability to move people safely and efficiently to and from the central portion of the study area, while providing for alternate forms of transportation, is dependent on significantly reconfiguring the streets, properties, and landforms in this area. Due to anticipated high costs and environmental limitations, it will also be important to develop a street network *within* the Rural Hill-Moss

Road Community that can relieve some of the burden currently placed on this as-yet unsignalized intersection complex. Chapters 3 and 4 of this DDP address potential land use and transportation solutions.

### Transit System

The Rural Hill-Moss Road Community is served by mass transit bus routes at the edges of the study area, shown on Figure 6. Metropolitan Transportation Authority (MTA) routes are located along Mt. View Road, Bell Road, Richards Road, and Una Antioch Pike with multiple bus stops along these corridors. Bus routes change periodically and the reader is recommended to visit the MTA web site [www.nashvillemta.org](http://www.nashvillemta.org) for the most up to date information.

### Bicycle and Pedestrian Systems

The Rural Hill-Moss Road Community has a very limited pedestrian network (see Figure 7). There are sidewalks along one side of the streets in the Hickory Highland Place subdivision (containing Highlander Drive, etc.), and on both sides of the streets in the Berkeley Hall subdivision (containing Took Drive, etc.). There are scattered sidewalks found elsewhere in the study area in the few places where there has been development that has taken place since the mid-1990s.

There are currently no bicycle facilities in the community. Recommendations for enhanced bicycle and pedestrian facilities are provided in Chapter 4.



*Took Drive is constructed to collector street standards, with 37 feet between curbs.*

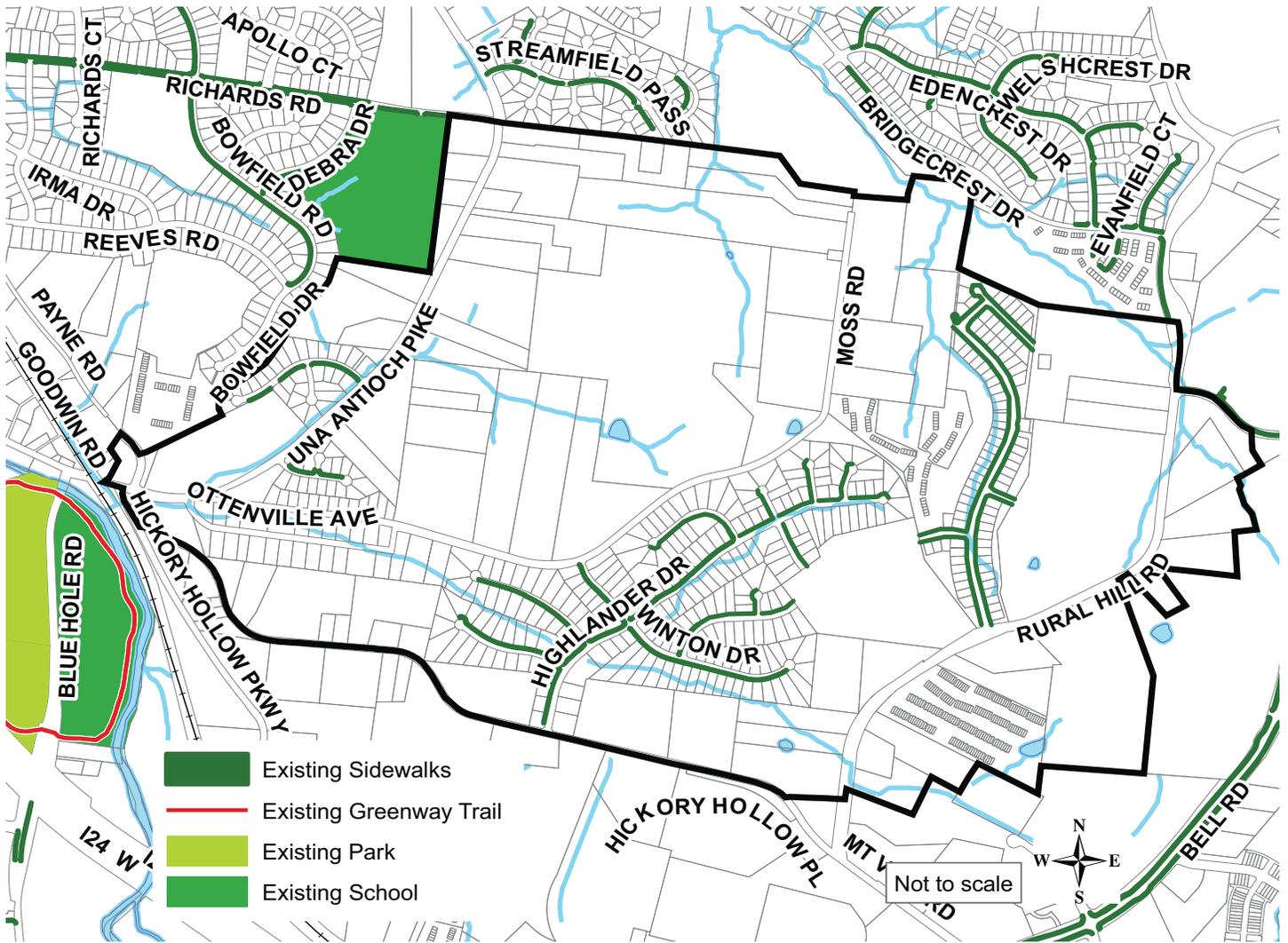


Figure 7: Bike, Pedestrian, and Open Space Map



The lack of sidewalks of Rural Hill Road creates hazards for both pedestrians and drivers.

## How to Use This Detailed Design Plan

After researching the history and existing built environment within the Rural Hill-Moss Road Community, community stakeholders envisioned the possibilities for future growth and development at a Visioning community meeting. A Concept Plan was created from the initial visioning session, which balanced community stakeholders' visions for residential and commercial development while preserving the unique character of the Rural Hill-Moss Road Community, including significant open space preservation. The stages of translating this conceptual plan into Community Character Policies to guide the form of development are described below and shown graphically in Figure 8, guiding the reader in how to use and understand this plan.

The purpose of this DDP is to outline a comprehensive and integrated planning strategy to achieve the community's vision for future growth, development, and preservation. A community requires the interaction of many elements including land use, the built form and character, public services and facilities, infrastructure, transportation options, and presence of civic activity. 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 placement and orientation of buildings in relation to streets, sidewalks and open spaces creates sense of place; the transportation systems support and enhance the land uses; and public services and facilities, as well as civic activities and open spaces meet community needs.

DDPs are used in the same way as the Community Plan. The community, private developers, 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 investment (including roads). Once adopted, the DDP serves as the primary guide for the neighborhood's development. In the section below, any topic that is **bolded** is a section of the DDP that the reader can refer to for more information.

In creating the DDP, initial conversations with the community establish the direction of the plan,

described through a **Vision Statement, Concept Plan, and Development and Preservation Goals and Objectives** for the Rural Hill-Moss Road Community. To create a plan that considers all the elements of the neighborhood, the goals and objectives address not only development of different types of residential, mixed use, and civic / open space development, but also elements that make up the framework for this development – circulation for vehicles, transit, pedestrians, and bicyclists as well as landscaping and signs.

The final products of the DDP are the **Community Character Policies and Plan**, which must be used together. The Community Character Policy Plan summarizes which land uses and character are allowed in which parts of the community. The Community Character Policies describe the appropriate building type and form in each policy area through analysis of actual and proposed buildings and lot patterns. Taken together, these tools provide detailed guidance on zoning and urban design (the relation of the building to the street, other buildings, and open space) to achieve the vision of the community.

Once officially adopted by Metro Planning Commission, rezoning requests within the DDP should be accompanied by a site plan – either by using a plan-based zoning district, preferably the Specific Plan (SP) District – to ensure that the community vision is met. Rezoning requests will be measured by Metro Planning staff, Planning Commission and Council on their conformance with the Community Character Policies.

The policies, goals and objectives in this plan will be the basis for Metro Planning Commission staff recommendations relative to rezoning requests, subdivision requests, variances and special exceptions. The policies, goals and objectives are intended to implement the guiding principles of this plan; they provide specific steps to create development that transforms the guiding principles into practices. All development is also encouraged, however, to offer additional or alternative innovative ways to achieve the guiding principles.

## Community Character Manual, Community Character Policies and Special Policies

The Community Character Manual (CCM) is a functional plan component of Nashville's *Concept 2010: A General Plan for Nashville and Davidson County*. Adopted by the Planning Commission in 2008, the CCM has three main functions:

- to explain and institute the Community Character Policies that will be applied in each Community Plan;
- to provide direction for the creation of implementation tools such as zoning; and
- to help shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The CCM is the dictionary of Community Character Policies that are applied to land in the Rural Hill-Moss Road Community. All Community Character Policies for the Rural Hill-Moss Road Community can be found in the T3 Suburban Transect Category. The following is step-by-step instruction of how to read and use the Rural Hill-Moss Road DDP.

*First find the Community Character Policy and read about it in the CCM.*

Users of the Rural Hill-Moss Road DDP should first determine what Community Character Policy is applied to the property that interests them. Look at the Community Character Policy Map in this DDP or online at [www.nashville.gov/mpc](http://www.nashville.gov/mpc) and find the Community Character Policy Area (see "Interpreting Maps" below). The user can find the Community Character Policy in the CCM, which provides guidance on a variety of design principles, appropriate zoning districts, and building types.

*Next, read the Rural Hill-Moss Road Detailed Design Plan to determine if there are any Special Policies for the area.* Within some Community Character Policy areas there are unique features that were identified during the detailed design planning process where guidance is needed that is in addition to the guidance provided in CCM. This additional guidance is called *special policy*. The special policies may provide additional specificity to the broad language in CCM or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM to understand the

policy's intent, its application, general characteristics, and design principles, but then look to the Rural Hill-Moss Road DDP and the special policies to understand any unique conditions that may exist. The Special Policies are not identified as a separate graphic on the map, but are found within the text of a Community Character Policy Area (see Chapter 3). Thus, when a user looks up a Community Character Policy Area on a map, its number will correspond with the special policies in the text.

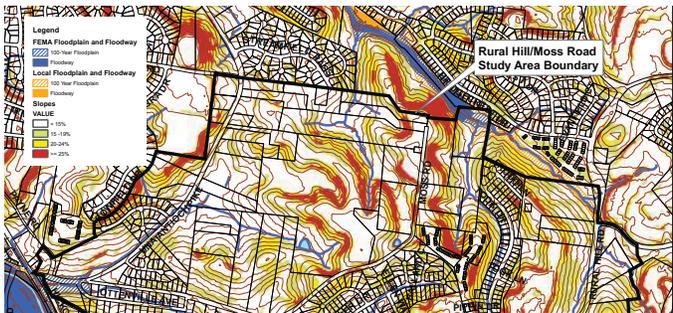
*Finally, read the "General Principles" in the CCM for additional guidance on specific development and preservation topics.*

In addition to the Community Character Policy and Special Policies unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as historically significant properties, transitions between Community Character Policies and stormwater are addressed.

Essentially, the CCM provides general principles and is where the Community Character Policies contained in the Rural Hill-Moss Road DDP are defined, but with generalities for flexibility in the use of the policies. The Rural Hill-Moss Road DDP is where the Community Character Policies are applied and where generalities are made more specific through the use of Special Policies. The Community Character Policies and Special Policies should be used in the creation of development proposals and neighborhood, center, corridor and community planning efforts.

The CCM provides information that enables residents, business owners, property owners, institutional representatives, developers, and elected officials to take a proactive role in the community development by establishing standards against which development proposals can be judged.

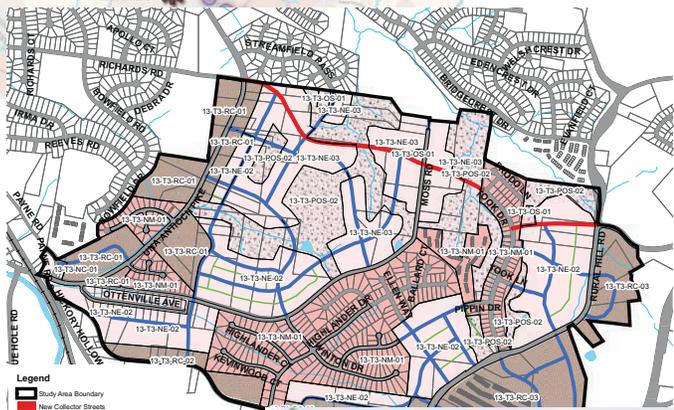
From existing conditions and community vision...



...to the broad direction set by the Concept Plan...



...to the specific direction set by the Community Character Policy Plan...



...and illustrated by future character illustrations.



Figure 8: Building the Plan

## Interpreting Maps in the Rural Hill-Moss Road Detailed Design Plan

The Rural Hill-Moss Road DDP includes several maps. The Concept Plan illustrates many of the ideas that the community shared during the visioning session about its future growth, development and preservation. Additionally, the Rural Hill-Moss Road DDP includes four primary maps that guide future growth, development and preservation – the Community Character Policy map, and the Vehicular Transportation Plan map, the Pedestrian and Bicycle Network Plan map, and the Open Space and Stormwater Management Plan map.

### Community Character Policy Map

The Concept Plan is translated into a *Community Character Policy Map*, found in Chapter 2, where the vision for the community is enacted through Community Character Policies. When using the Rural Hill-Moss Road Character Map to determine the guidance for a particular property, there are several items on the map to be aware of – the Community Character Policies and their symbols, and the Community Character Policy Areas including their numbers and Special Policies. The following describes how to read and understand the Community Character Policy Map.

#### *Community Character Policy Symbolology*

Community Character Policies are applied to all land in the Rural Hill-Moss Road Community. Each Community Character Policy has a unique symbol that is a combination of a color and a pattern. The color indicates the Transect Category and the pattern indicates the Community Character Policy. For example, all T3 Suburban Transect areas are denoted by a base color that is a shade of pink. The various Community Character Policies have different patterns layered on the base color to create its unique symbol. See Figure 9.

#### *Community Character Policy Areas Symbolology and Numbering*

Because different areas can have the same Community Character Policy (for example, there may be multiple residential areas), but still have different character, the community character policies are further identified by *areas* and are called Community Character Policy (CCP) Areas. The CCP Areas have policy boundaries that are identified by the development patterns (lot sizes, spacing of homes, in some instances density and intensity, and

zoning), and unique features in the area. To further identify these areas, a *CCP Area Number* is assigned to them and is mapped on the Rural Hill-Moss Road Community Character Policy Plan Map as shown in Figure 10.

The CCP Area Number in Figure 10 is displayed as: **13-T3-NM-01**. The **13** identifies the Subarea or community planning area. The Antioch – Priest Lake Community is Subarea 13. The **T3** identifies the Transect Category. In this case the Transect Category is T3 Suburban. The **NM** identifies the Community Character Policy. In this case the Community Character Policy is Neighborhood Maintenance. Finally, the **01** identifies the Community Character Policy area. In this case, it is Area 1.

Note that there may be areas with the same Community Character Policies applied in different neighborhoods or areas that are non-contiguous, but because the character is the same, their CCP Area Numbers are the same. See Figure 11.

### Systems Strategies Maps

The Systems Strategies Maps include: The Vehicular Transportation Plan map, the Pedestrian and Bicycle Network Plan map, and the Open Space Plan and Stormwater Management Plan map.

The primary purpose of the Vehicular Transportation Plan map is to display proposed street connections, and proposed changes to the Major and Collector Street Plan. The Vehicular Transportation map also may display capital improvement budget items, Long Range Transportation Projects and projects in the Transportation Improvement Program. Similarly, the Pedestrian and Bicycle Network map displays where sidewalks and bikeways currently exist and recommended locations for future sidewalks and bikeways. The Open Space Plan and Stormwater Management Plan map displays existing parks and greenways, and shows where new parks and greenways are proposed and their scale. Note that the proposed open space for Rural Hill-Moss Road serves not only a recreational function, but also a stormwater management function.

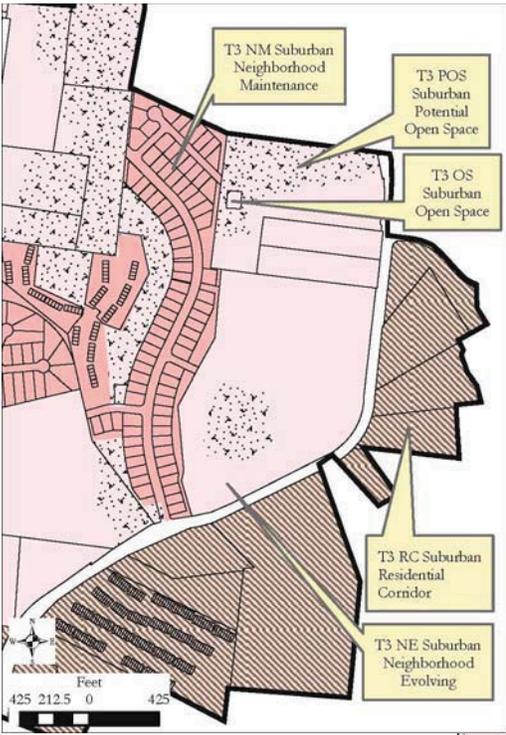


Figure 9: Example of Symbology for Community Character Manual policy categories



Figure 10: Numbering System for Community Character Manual policy categories

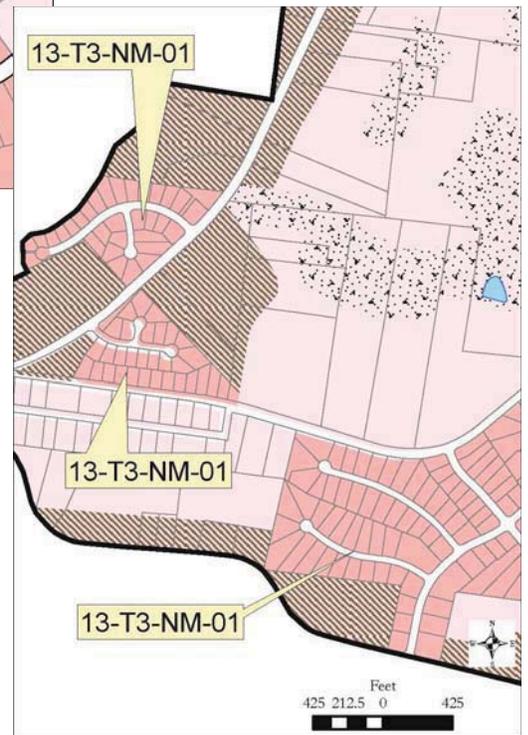


Figure 11: Example of Multiple Areas with Same Area Number

## **Community Character Policies and System Strategy Maps Influence Future Development**

The Rural Hill-Moss Road Detailed Design Plan (DDP) is a policy document. Unlike zoning, it is not regulatory. The Plan does not alter the existing zoning on properties, nor does it initiate the taking of property. Rather, the Rural Hill-Moss Road DDP is used to guide Metro Planning staff recommendations to Metro Planning Commission and Metro Council on future zoning decisions, which is when the future land uses and densities/intensities of the property are determined. Zone change proposals are encouraged to follow the guidance of the Rural Hill-Moss Road DDP. The DDP also guides decisions on Metro's Capital Improvements Budget and Program and also on decisions regarding surplus properties. The DDP guides subdivision decisions to a lesser degree.

The Community Plan and any Detailed Design Plans can set the stage for individual property owners or groups of owners to change their zoning to fully realize the future plan. The Rural Hill-Moss Road DDP may be the first step toward rezoning an area to a Specific Plan District (SP) that implements the DDP.

The SP is a base zoning district where the rules of development are created to be more specific to the proposed development or to achieve a specific vision. It is used to achieve more specific, higher design standards than traditional base zoning would allow.

The SP is a logical next step from the DDP if the community wishes to fully implement its vision. While the Detailed Design Plan applies the more specific policy guidance, which guides decisions on future zone change and subdivision requests, the SP *actually changes zoning and has a regulatory effect*. After a SP is adopted at Council, any final development construction plans submitted for approval of development within the SP must be reviewed to ensure that they follow the standards stipulated in the SP. A SP rezoning could be pursued by the community with the Council members as the applicants, or SP rezoning to implement the plan could occur on a property-by-property basis, when individual property owners decide to develop.

## Community Input

The Community Input for this plan consisted of a series of seven meetings held from October, 2008 to December, 2009. After the first Kick-off meeting, which was largely educational in nature, a Visioning Workshop was held on October 20<sup>th</sup> at Apollo Middle School to discuss the community members' issues and ideas regarding their neighborhood's land use, streets and circulation system, open space and recreation, building types and placement. Participants recorded their ideas on aerial photographs of the study area. The staff used this information to develop a Concept Plan and Vision Statement with Development and Preservation Goals and Objectives. Some common themes heard at the Visioning Workshop included preserving the natural beauty and environmental features of the community, a dislike for the disjointed character of recent development, a desire to connected the community to nearby destinations through streets, sidewalks and recreational corridors, and utilizing design standards to achieve a mix of high quality housing choices in the future.

The concept plan and vision statement, goals and objectives were further refined at a later community meeting on December 4<sup>th</sup>, 2008. The feedback received at that meeting was used to inform the Community Character Policy Plan and System Strategies and Implementation. These pieces were presented at later meetings and refined based on input received. The revised draft plan was presented to the community on March 19<sup>th</sup>. During the remainder of 2009, Planning staff worked with other Metro Departments and Councilmembers to further refine the plan. A final community meeting was held on December 3, 2009. The Planning Commission also received two educational work sessions on the plan, once of which was a video about issues facing the area that was also made available to the public through the Planning Commission website. The plan was presented to the Planning Commission at a public hearing on January 28, 2010 and was adopted on that date.



*Participants at the Community Meetings.*

## *Vision Statement*

*Rural Hill-Moss Road is a developing community that has the potential to create a stronger identity and a unique development pattern. It is currently split between new, suburban residential development and longstanding rural development. It is directly adjacent to high intensity mixed use development and community facilities such as schools, public open space, and the Southeast Branch Library. The community's close proximity to a regional mall, interstate access to Downtown Nashville, and other points of interest in Davidson, Rutherford, and Wilson Counties make it an attractive and convenient community in which to live, work, and recreate.*

*Building a strong sense of community in the Rural Hill-Moss Road community could be based on the appreciation of its attractive natural areas, convenience to commercial services and major points of employment and interest in the Nashville region, and diverse neighborhoods. The Rural Hill-Moss Road community seeks to build on these assets to become a more livable and sustainable community where:*

- The area's natural beauty is preserved and enhanced through the development of an open space network that preserves environmental features such as steep slopes, stream corridors, and viewsheds and ties the community together and to adjacent points of interest such as commercial centers, parks, community facilities, and adjoining neighborhoods;*
- Established neighborhoods throughout the Rural Hill-Moss Road community are preserved with enhancements tailored to each neighborhood to contribute to a more sustainable development pattern;*
- New sustainable neighborhoods are created utilizing high standards of design to provide housing choice, connectivity, and convenient access to commercial, employment and civic and public benefit services;*
- The historic neighborhood center located at Una Antioch Pike, Moss Road, and Mt. View Road is preserved and enhanced to provide a mixture of housing, small-scale commercial, and community services;*
- The corridors of Una Antioch Pike, Rural Hill Road, Moss Road, and Mt. View Road are preserved and enhanced to provide a balanced mixture of housing and community services behind a deep setback and connected through a multi-modal transportation network that balances automobile, pedestrian, and bicycle travel and features a parkway character;*
- Supporting community character policies and design-based regulatory tools are used to realize these goals and objectives, with special attention paid to employing high standards of design.*

*The Rural Hill-Moss Road community seeks to maintain its community spirit by engaging all stakeholders in achieving the vision to create a more livable and sustainable community.*

# Chapter 2: Concept Plan, Community Vision and Goals

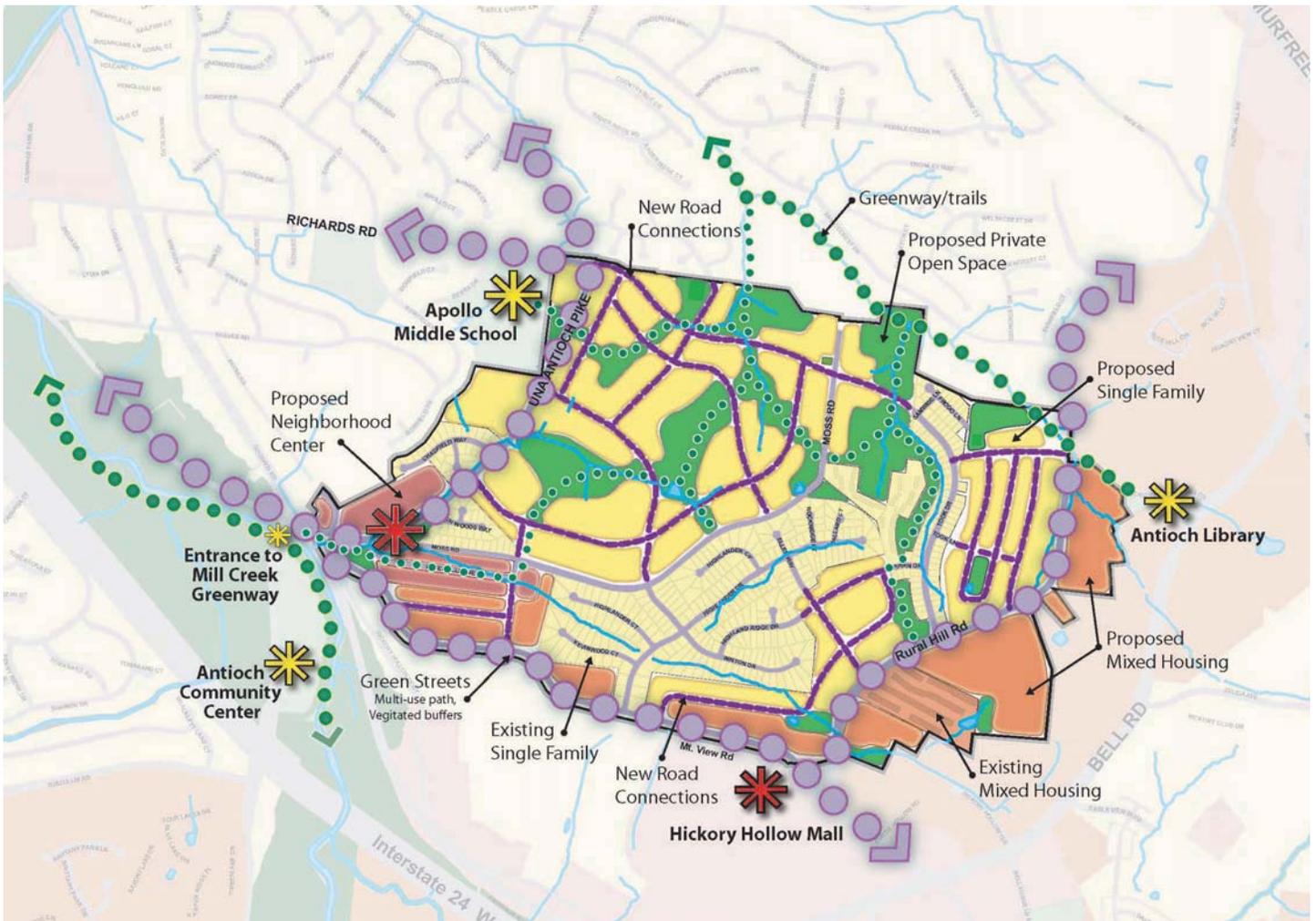


Figure 12: Concept Plan

## Concept Plan

The Concept Plan (Figure 12) is a broad graphic representation of the community's vision for future development and preservation of the Rural Hill-Moss Road community. The Concept Plan outlines the appropriate location of particular land uses and provides recommendations for street and pedestrian connectivity, for streetscape enhancement, and for parking and access. Perhaps most importantly, the Concept Plan highlights the open space network that will be a unique feature for this community. The Concept Plan is summarized on the following page and refined into more detail through the Guiding Principles, Vision Statement, and Development Goals and Objectives.

## Guiding Principles

### Sustainable Development

The Rural Hill-Moss Road Detailed Design Plan reflects a commitment to “sustainable development.” Sustainable development is understood as having four core elements. The Rural Hill-Moss Road Plan meets the four core elements, each of which is discussed below:

*1. A commitment to balancing growth with the social/cultural identity of the community and with protection of the environmental assets of the County;*

The Rural Hill-Moss Road Plan encourages the preservation of existing, sustainable neighborhoods, while identifying locations for additional housing choice in evolving neighborhoods and in the center and the corridors. The Plan encourages the enhancement and intensification of these areas to add housing choice, support area commercial establishments, and support transit while preserving established neighborhoods. By encouraging intensification in strategic locations, some rural land and land with environmentally sensitive features such as the steep slopes, creeks and floodplains in the area can be preserved.

*2. A commitment to creating development that is beneficial to the community today and in the future;*

The Rural Hill-Moss Road Plan sets forth development standards that ensure that development will be beneficial to the community today and in the future. The Plan recognizes that Rural Hill-Moss Road, like other communities in Nashville/Davidson County, struggles with the aesthetic and functional qualities of its development. The Rural Hill-Moss Road Plan encourages a form and character of development that creates viable and functional neighborhoods and a key mixed-use portion of historic “downtown Antioch” that will enhance the community by creating a sense of place, providing more services and housing to the community and setting the stage for enhanced transit opportunities. Similarly, the Rural Hill-Moss Road Plan encourages the preservation of sustainable neighborhoods and the enhancement or creation of neighborhoods where additional housing types provide housing choice for today and for the future. Finally, by creating an extended, connected open space and stormwater management space in the community the Rural Hill-Moss Road Plan creates a unique asset

for the community that will distinguish it from other communities in Antioch in the future.

*3. A commitment to engaging all stakeholders in planning for growth and development in Nashville/Davidson County;* Stakeholders in the Rural Hill-Moss Road community include residents, property owners, institutional leaders, developers, and elected or appointed officials. Community Planning in Nashville/Davidson County relies on stakeholder engagement. The Metro Planning Department utilizes community meetings and other channels for public input in creating the community plans. Community members met over the course of six months to create the Rural Hill-Moss Road Plan.

*4. A commitment to thinking regionally in planning for the growth and development of Nashville/Davidson County.*

Rural Hill Moss Road’s unique location – immediately adjacent to the Hickory Hollow Mall and its surroundings, which are planned to become a regional-level mixed use center – provides both challenges and opportunities for the future health of the community. On the one hand, the mall is experiencing the negative changes common to malls around the country as the retail environment undergoes a major transformation. This has a direct effect on adjoining neighborhoods. On the other hand, this transformation has the potential to bring about a new era of local growth and prosperity that features a more urban, mixed use form of development that capitalizes on concentrated infrastructure and planned multi-modal transportation.

In creating the Rural Hill-Moss Road Plan community members recognized several assets that their community can build upon. These include their highly accessible location; established neighborhoods and room for new neighborhoods; the direct proximity to the Hickory Hollow Mall area; the convenience to public facilities and services such as the library, schools, park, and greenway; and the beautiful, rolling, semi-rural landscape. All of these assets make the Rural Hill-Moss Road community unique in the region. The Rural Hill-Moss Road Plan recognizes these assets and attempts to capitalize on them in positioning the community for growth and preservation in the future.

## The Transect

The Transect is the central organizing tool of the Community Character Policies, which are the main product of the Rural Hill-Moss Road Plan. The Transect is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect Category within which they are located.

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

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

The Transect system is used to ensure diversity of development in Davidson County. The Transect system discourages homogeneous development. The Rural Hill-Moss Road community is evolving from its T2 Rural state in the past to a T3 Suburban community. T3 Suburban Transect areas have a mixture of uses, including residential, civic and public benefit, and mixed uses, that are generally separated from one another, with residential as the predominant use. Building patterns vary, but T3 Suburban Transect areas are generally characterized by moderate to deep setbacks and side yards, curvilinear streets, and informal landscaping. Residential building types include single- and two-family structures as well multi-family structures. The Rural Hill-Moss Road Plan proposes to keep some of the elements of the T2 Rural character of the area – primarily the preservation of significant open space – to create a unique T3 Suburban community.

## The Community Elements

The Transect describes the built environment from the most natural and rural areas to the most urban

areas across a region. The “built environment” that the Transect describes is comprised of four basic Community Elements – Open Space, Neighborhoods, Centers and Corridors. Each of these Community Elements is found within most of the Transect Categories, but the scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located. For example, a Center in the T2 Rural Transect Category may consist of two storefronts at a rural intersection, a Center in the T4 Urban Transect Category may be an entire block or more of shops and offices built to the sidewalk.

### The Rural Hill-Moss Road Community Elements

Open space is the least developed Community Element in each Transect Category. In many instances, it preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community. Open space can take many different forms within a Transect Category, but requires planning in order to create a space that is truly beneficial to its users.

While the Rural Hill-Moss Road community has significant undeveloped land, very little of it is *preserved* open space. The preserved open space that does exist is in the form of three small private cemeteries. A key feature of the Rural Hill-Moss Road Plan is the planned, comprehensive, multi-purpose open space network shown on the Concept Plan and described in later chapters.

Neighborhoods are the backbone of the larger community, providing a diversity of housing for residents at every point in the life cycle. The Rural Hill-Moss Road Plan encourages a carefully integrated, well-designed mixture of housing. To strike balance between providing diversity in housing and maintaining the existing or envisioned character of the neighborhood, several factors are considered including building type and location, and the building’s mass, placement, and orientation.

The neighborhoods within the Rural Hill-Moss Road community range from neighborhoods that are primarily single-family housing to neighborhoods that contain

a mixture that ranges from single- and two-family to multi-family housing. The Community Character Policies place neighborhoods in one of two categories – “maintenance neighborhoods,” which indicates that the neighborhood is not anticipated to change significantly within the planning period of seven to ten years, and “evolving neighborhoods,” which indicates that the neighborhood or undeveloped residential land is likely to experience significant change over the planning period. In the Rural Hill-Moss Road community, maintenance neighborhoods exist in the Highlander and Berkeley Hall subdivisions between Moss Road and Rural Hill Road and the Chadwick Hall and Antioch Woods subdivisions off Una Antioch Pike. Evolving neighborhoods exist in most of the remainder of the study area.

Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public benefit uses such as schools, churches and post offices, employment and, in some cases, residential options as well. Centers vary in form, character and intensity across the Transect. In T2 Rural settings, centers are encouraged to be smaller main street areas and village centers where the intensity and scale are smaller to complement the rural character. In T3 Suburban and T4 Urban, and T5 Center areas, centers become larger concentrated areas of commercial, residential, employment, entertainment, and civic/public benefit uses that may serve the immediate neighborhood, community, or region.

There is one small center planned for the Rural Hill-Moss Road community that is at the edge of a center that continues to the west along Antioch Pike outside the study area. This undeveloped small scale neighborhood center is located at the end of Payne Road. The Rural Hill-Moss Road Plan encourages the center to develop into a walkable, mixed use area of activity.

Corridors link neighborhoods, communities and the region. The scale and character of the corridor can vary depending on its use and location in a particular Transect Category – T2 Rural, T3 Suburban, T4 Urban, T5 Centers or District. Corridors are intended to be designed and to function differently depending on the Transect Category through which they pass. As corridors pass through Transect Categories from a more natural

setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. In T3 Suburban areas, corridors act as throughways, moving people to and from the outer areas of the region into more densely populated urban areas. Land uses adjoining these corridors range from residential to commercial uses contributing to the increase in usage of the corridor. Land uses in suburban areas are preferably centered on corridor intersections, but are also found in a linear fashion along the corridor with deeper setbacks, where possible, to accommodate landscaping.

There are three residential corridors in the Rural Hill-Moss Road community that connect open space, neighborhoods, and centers. These are Mt. View Road, Rural Hill Road, and Una Antioch Pike. These corridors are planned to contain a mix of housing, multi-modal transportation facilities, and generously landscaped buffers between the buildings and the street.

## Development and Preservation Goals and Objectives

### Open Space and Natural Areas

Goal:

Create and enhance open space that serves multiple functions, acts as a focal point and organizing feature of the community, and preserves natural features and areas within the Rural Hill-Moss Road community.

Objectives:

1. Develop an interconnected open space network throughout the neighborhood that takes advantage of topography, water features, and viewsheds.
2. Preserve sensitive natural areas and features such as steep slopes and stream corridors throughout the community.
3. Preserve important viewsheds.
4. Connect the community to the Mill Creek Greenway and to other civic uses such as schools and the library.
5. Seek funding to develop a community park with a regional community center in or near the community, preferably to include an expanded library and with consideration given to using the Hickory Hollow Mall site.
6. Protect and preserve scenic vistas through the application of conservation easements, Transfer of Development Rights, and subdivisions designed to group housing around functional open space areas that also preserve important natural features.



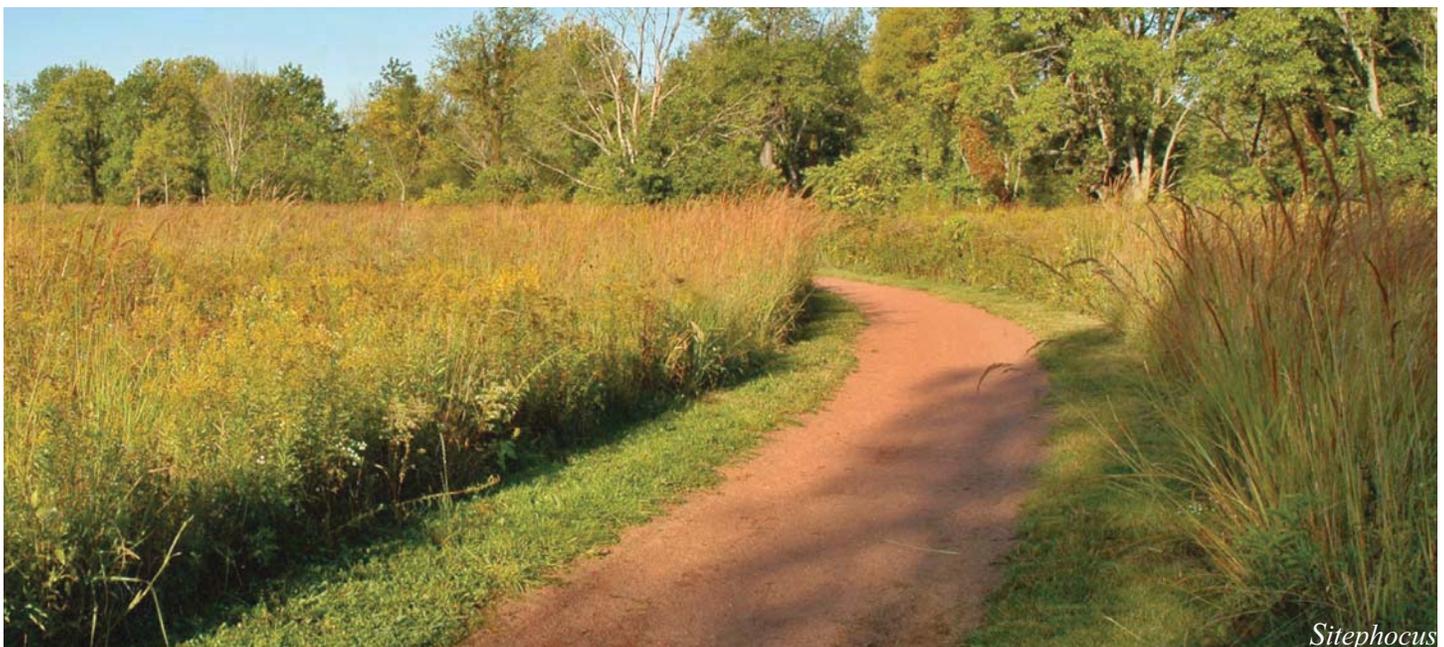
*Sitephocus*

*Houses front on a common open space so it is a recreational asset for the entire community.*



*Sitephocus*

*Natural open space can provide recreational opportunities and preservation of scenic vistas.*



*Sitephocus*

## Neighborhoods

### Goal:

Preserve and enhance the character of established neighborhoods, and create new neighborhoods that contribute to the sustainability, cohesiveness and unique character of the community.

### Objectives:

1. Preserve the character of “maintenance” neighborhoods by identifying the character of these areas through the use of community character policies and associated design principles.
2. Enhance and create the character of “evolving” neighborhoods by identifying the envisioned character of these areas through the use of community character policies and associated design principles.
3. In all cases, encourage infill development that is compatible with the character of maintenance and evolving neighborhoods as defined by the community character policies and associated high standards of design.
4. Create housing choices that attract varied age and income groups. Housing choices will predominantly take the form of houses and cottages. Strategically located, higher intensity development such as townhomes and small stacked flats buildings serves as a focal point or a transition between the existing development of Bell Road and the primarily single-family development within the Rural Hill-Moss Road community.
5. Utilize new development as an opportunity to create a cohesive community by providing an interconnected vehicular and pedestrian network and housing options that are compatible in terms of design elements such as scale, orientation, and massing.
6. Recognize the environmental constraints and natural beauty of the remaining undeveloped lands. Design future development to protect and preserve land, maintain natural view sheds, and create interconnected greenway/open space systems. Employ building types and construction techniques that are the least impactful and most compatible with the terrain.



*Sitefocus*

*Cottage court developments can provide a single-family character without the maintenance of a large yard and can blend well with the character of established neighborhoods.*



*Single-family attached homes are a way to provide a variety of housing types and values in neighborhoods.*



*Front porches help provide for an active neighborhood streetscape.*

## Centers

### Goal:

Create a visually-cohesive and accessible mixed use center at the intersection of Una Antioch Pike, Moss Road, Mt. View Road, and the railroad tracks that promotes neighborhood and community-serving commercial and civic services and that features compatible housing variety within walking distance.

### Objectives:

1. Create a neighborhood center in historic downtown Antioch by identifying significant features worth preserving, while encouraging new development that captures the character of downtown Antioch, and works to create a center that may include vertical mixed use development, and that supports a varied selection of civic, commercial, and residential uses.
2. Enhance street connectivity within and immediately surrounding mixed-use centers both in, and adjacent to, the study area.
3. Enhance walkability and pedestrian safety within and surrounding mixed use centers both in and adjacent to the study area through street design that will slow traffic, enhance landscaping, provision of sufficient separation from vehicle traffic for pedestrians and improved sidewalks and crosswalks.



Sitephocus

*Buildings in the neighborhood center may be two story and contain a mixture of uses.*



Sitephocus

*Wide front sidewalks in the neighborhood center enhance walkability and provide spaces for outdoor dining or displays.*

## Corridors

### Goal:

Enhance corridors that provide access to and from the Rural Hill-Moss Road community with a balanced mix of residential and open space land uses with mixed use development located at specified intersections, all of which display high standards of design.

### Objectives:

1. Enhance corridors in the Rural Hill-Moss Road community to create complete streets – streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users.
2. Preserve residential corridors as an economically viable option to commercial along all corridors, by encouraging multiple housing options along them.
3. Minimize the number of curb cuts and coordinate access and circulation along corridors such as Rural Hill Road, Moss Road, Una Antioch Pike, and Mt. View Road as development occurs to reduce the number of automobile and pedestrian conflicts, improve traffic flow, and create corridors that function as a whole instead of as separate building sites.
4. Enhance corridors in the neighborhood by locating commercial activity at major intersections or nodes such as Moss Road and Una Antioch Pike and Mt. View Road and Rural Hill Road with a variety of housing mixed with open space.
5. Make streetscape improvements along the corridors including adding pedestrian-scale coordinated signage, sidewalks and crosswalks, landscaping, transit stops, and other streetscape elements that emphasize high standards of design.
6. Create a transition in development intensity between the high-intensity development along Bell Road and the eastern portion of Mt. View Road and the lower-intensity single-family interior of the Rural Hill-Moss Road community through new mixed housing development at an intermediate density.
7. Preserve sensitive environmental features along the corridors through measures such as site and building design.



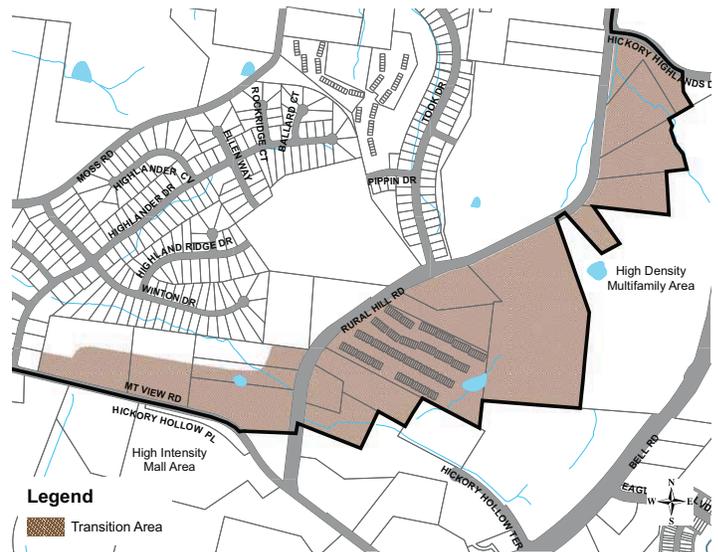
Sitephocus

*More intense forms of residential development, such as town homes, are appropriate along Corridors.*



Sitephocus

*Heavily traveled corridors are still a viable location for residential uses when they are designed to include options for bike and pedestrian travel, as well as appropriate landscaping.*



*Transition area between higher intensity development outside of the Rural Hill-Moss Road Community and the lower intensity single family development within it. See Objective 6.*

## Community Appearance

### Goal:

Improve the community appearance in terms of building form, landscaping, lighting, signage, and building materials and maintenance.

### Objectives:

1. Create major gateways into the Rural Hill-Moss Road community through enhanced landscaping and signage treatments.
2. Enhance corridors and new streets through landscaping and street furniture where appropriate.
3. Relocate above ground utilities or shield utilities from public rights of way and adjacent property to have less visual impact.
4. Work with the Metro Codes Department to address codes violations in the Rural Hill-Moss Road community.
5. Promote the harmony and unique character of downtown Antioch through sign standards that are appropriate in scale and design.
6. Construct buildings with durable materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.



*Incorporating special landscape design features into developments creates a sense of place and adds value for the developer and future residents.*



*Special signage can be used to help create a sense of place and community identity.*



# **Chapter 3:**

## **Community Character Policy Plan and Special Policies**

The Rural Hill-Moss Road Community Character Policy Plan builds upon the vision and objectives expressed in the Concept Plan. The Community Character Policies take the Concept Plan to the next level of detail by addressing the form, character, preservation and development of areas.

### **T3 Suburban Open Space Policy**

#### **General Character of T3 Suburban Open Space in the Rural Hill-Moss Road Community**

In general, T3 Suburban Open Space areas may include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. The T3 Suburban Open Space areas in the Rural Hill-Moss Road community consist of three small private cemeteries.

#### **How to Use This Guidance**

The intent for T3 Suburban Open Space Policy is to preserve and enhance existing open space in suburban areas. T3 Suburban Open Space Policy includes public parks and may also include private land held in conservation by land trusts and private groups or individuals. Users of the *Rural Hill-Moss Road Detailed Design Plan* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Open Space Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);
- The existing character of the particular T3 Suburban Open Space Area; and
- Additional guidance provided by the Rural Hill-Moss Road Detailed Design Plan including any Special Policies for the particular T3 Suburban Open Space Area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Open Space policy and the General Principles in the CCM are controlling.

### **T3 Suburban Open Space Community Character Policy Areas**

The Rural Hill-Moss Road Detailed Design Plan has three cemeteries where the T3 Suburban Open Space policy is applied. These are titled “T3 Suburban Open Space Policy Areas” in the plan.

#### **Special Policies**

The following provides additional guidance on unique conditions that exist in the T3 Suburban Open Space Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Open Space Policy
- Transitions
- Non-Conforming Land Uses
- Historically Significant Sites or Features
- Stormwater

#### **13-T3-OS-01**

Rural Hill-Moss Road’s T3 Suburban Open Space Area 01 is referenced as 13-T3-OS-01 on the accompanying map. It consists of three small private cemeteries. This policy area does not contain any unique features that warrant Special Policies, therefore, the guidance of the T3 Suburban Open Space policy applies.



*Small family cemetery on Moss Road..*

## T3 Suburban Potential Open Space Policy

### General Character of T3 Suburban Potential Open Space in the Rural Hill-Moss Road Community

The T3 Suburban Potential Open Space areas are land that is encouraged to be used as open space in the future as part of a comprehensive open space network that is intended to serve recreational, stormwater management, and amenity purposes. This land is generally vacant and contains undisturbed stream corridors, undisturbed steep slopes, lands adjacent to stream corridors and steep slopes, and lands that when adjacent lands are developed can serve as part of an open space network that provides a combination of stormwater management and active or passive recreational open space functions. The open space network is also intended to contribute to a distinctive identity that will add value to the community as it continues to develop.

Active land uses allowed in open space are generally those associated with civic and public benefit activities, and include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include the undeveloped portions of the greenways, nature reserves, and cemeteries. In all cases, T3 Suburban Potential Open Space Areas may have moderate development to allow for active uses while leaving environmentally sensitive areas such as steep topography, dense vegetation, and view sheds undisturbed.

### How to Use This Guidance

The intent for T3 Suburban Potential Open Space Policy is to identify areas that should be used for suburban open space in the future. Such open space can be created in the form of public parks or private land held in conservation by land trusts and private groups or individuals. Users of the *Rural Hill-Moss Road Detailed Design Plan* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Potential Open Space Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);
- The proposed character of the particular T3 Suburban Potential Open Space Area;

- The alternate policy for the particular T3 Suburban Potential Open Space Area; and
- Additional guidance provided by the Rural Hill-Moss Road Detailed Design Plan including any Special Policies for the particular T3 Suburban Potential Open Space Area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Potential Open Space policy and the General Principles in the CCM are controlling.

### T3 Suburban Potential Open Space Community Character Policy Areas

The Rural Hill-Moss Road Detailed Design Plan has a planned comprehensive open space network where the T3 Suburban Potential Open Space policy is applied. This is titled “T3 Suburban Potential Open Space Policy Area” in the plan.

### Special Policies

The following provides additional guidance on unique conditions that exist in the T3 Suburban Potential Open Space Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Potential Open Space Policy
- Transitions
- Non-Conforming Land Uses
- Historically Significant Sites or Features
- Stormwater

### 13-T3-POS-02

Rural Hill-Moss Road’s T3 Suburban Potential Open Space Area 02 is referenced as 13-T3-POS-02 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Potential Open Space Policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Pedestrian and bicycle connectivity to surrounding neighborhoods is high because of this neighborhood’s proximity to adjacent community facilities and services, interstate access, and a major mixed-use center, and also because of an envisioned character that

is built around a comprehensive open space system. Required greenways are included within this open space system. Refer to the Open Space, Pedestrian, and Bikeways Plan Map in Chapter 4 for additional guidance.

- Design Principle: Connectivity (Vehicular)
  - The Rural Hill-Moss Road Detailed Design Plan requires the construction of numerous new streets and alleys. Refer to the Vehicular Transportation Plan in Chapter 4 for additional guidance on street connections in this policy area.
- Design Principle: Density and Intensity
  - Because some small areas of level land without environmental constraints are captured within this POS area, densities of Area 13-T3-NE-03 may apply to such unconstrained land within this POS area when the alternate policy of Conservation otherwise applies.
- Design Principle: Landscaping
  - In general, landscaping in this area is intended to consist of existing vegetation that is left in its natural state. Preservation of existing trees is highly recommended.
- General Principle: Historically Significant Sites or Features:
  - There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.
- General Principle: Stormwater
  - This open space network will also serve as part of the comprehensive stormwater management network for the portions of the Rural Hill-Moss Road Detailed Design Plan area that are adjacent to it. Low Impact Development stormwater



*Land such as this, with slopes and drainage features, is planned to be part of the comprehensive multi-purpose open space network for the Rural Hill-Moss Road community.*



*Local developments such as Carothers Crossing in Nashville provide examples of how a comprehensive open space network can provide recreational, stormwater management, and community amenity and identity features for neighborhoods.*

management techniques should be used in this area to the greatest extent possible (see <http://www.nashville.gov/stormwater/LIDResources.asp> for more detail).

- Stormwater management devices in this area should be treated as community amenities in addition to their other functions. Examples of this include the planned greenway system through this POS area, rain gardens, benches, and plantings and retention of native vegetation.

- At the date of publication of this Detailed Design Plan, Metro Water Services Department’s Stormwater division was researching and evaluating best practices for creating stormwater management devices and techniques that also serve as aesthetic amenities to the community. Future development in the Rural Hill-Moss Road DDP area is required to at a minimum incorporate the current best practices as specified by the Metro Water Services Department as they may be updated or amended in the future.
  - Alternate Policy: Conservation

- Additional guidance provided by the Rural Hill-Moss Road Detailed Design Plan and the Antioch – Priest Lake Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Maintenance Area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

### **T3 Suburban Neighborhood Maintenance Community Character Policy Areas**

The Rural Hill-Moss Road Detailed Design Plan has one area consisting of four subdivisions where the T3 Suburban Neighborhood Maintenance policy is applied. This is titled “T3 Suburban Neighborhood Maintenance Policy Area” in the plan. This Area was identified by examining the general characteristics, development pattern (lot sizes, spacing of homes, density, and zoning), environmental features, and man-made features for the area.

### **Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Maintenance Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Infill Areas
- Design Principles Found in the T3 Suburban Neighborhood Maintenance Policy
- Building Types
- Transitions
- Non-Conforming Land Uses
- Historically Significant Sites or Features
- Stormwater

## **T3 Suburban Neighborhood Maintenance Policy**

### **General Character of T3 Suburban Neighborhood Maintenance Policy Areas in the Rural Hill-Moss Road Community**

T3 Suburban Neighborhood Maintenance policy has been applied to the Highlander and Berkeley Hall subdivisions between Moss Road and Rural Hill Road and the Chadwick Hall and Antioch Woods subdivisions off Una Antioch Pike. These are recent subdivisions that are anticipated to remain largely as they are throughout the planning period of seven to ten years. It is recommended through this policy that these areas be preserved, with some improvements to vehicular and non-vehicular connectivity.

### **How to Use This Guidance**

The intent for T3 Suburban Neighborhood Maintenance Policy is to preserve the general character of the suburban neighborhood. Users of the *Rural Hill-Moss Road Detailed Design Plan* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Maintenance Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);
- The existing character of the particular T3 Suburban Neighborhood Maintenance Area; and

### 13-T3-NM-01

Antioch – Priest Lake’s T3 Suburban Neighborhood Maintenance Area 01 is referenced as 13-T3-NM-01 on the accompanying map. In this area, the following Special Policy applies. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

- Design Principle: Connectivity (Vehicular)
  - The Rural Hill-Moss Road Detailed Design Plan recommends an extension of Ellen Way to the south to ultimately intersect with Rural Hill Road after first intersecting with two other planned new streets. Refer to the Vehicular Transportation Plan in Chapter 4 for additional guidance on street connections in this policy area.
- General Principle: Historically Significant Sites or Features:
  - There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.



*Other established developments in the community include the Hickory Highlands subdivision between Mt. View and Moss Roads.*



*The Antioch Woods subdivision off Una Antioch Pike is another established subdivision.*



*The Berkley Hall Subdivision off Rural Hill Road is one of the most recent developments in the community.*



*Townhouses in the Berkley Hall Subdivision.*

## T3 Suburban Neighborhood Evolving Policy

### General Character of T3 Suburban Neighborhood Evolving Policy Areas in the Rural Hill-Moss Road Community

T3 Suburban Neighborhood Evolving policy has been applied to a large proportion of the study area, most of which is undeveloped or very sparsely developed. These areas are intended to evolve as single-family neighborhoods with a mixture of lot sizes. The neighborhoods will generally correspond to the gross density of the neighboring T3 Suburban Neighborhood Maintenance areas, but will reflect the presence of the comprehensive open space network, which will cause some variation in the sizes of individual lots. The variation in lot sizes will also result in some of the lots being accessed through alley networks rather than through front driveways.

### How to Use This Guidance

The intent for T3 Suburban Neighborhood Evolving Policy is to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. Users of the *Rural Hill-Moss Road Detailed Design Plan* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Evolving Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);
- The proposed character of the T3 Suburban Neighborhood Evolving Areas;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Rural Hill-Moss Road Detailed Design Plan including any Special Policies for the particular T3 Suburban Neighborhood Evolving Area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Evolving policy and the General Principles in the CCM are controlling.



*Single-family alley accessed housing types envisioned in the Neighborhood Evolving Policy.*



*Single-family with driveways accessing the street directly are envisioned in the portions of the Neighborhood Evolving Policy that are environmentally constrained.*

### T3 Suburban Neighborhood Evolving Community Character Policy Areas

The Rural Hill-Moss Road Detailed Design Plan has several neighborhoods where the T3 Suburban Neighborhood Evolving policy is applied. These are titled “T3 Suburban Neighborhood Evolving Policy Areas” in the plan. These Areas were identified by examining the general characteristics, development patterns (lot sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T3 Suburban Neighborhood Evolving Policy is applied, each area is different in some respect due to the factors mentioned above.

## Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Evolving Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Evolving Policy
- Building Types
- Transitions
- Non-Conforming Land Uses
- Historically Significant Sites or Features
- Stormwater

### 13-T3-NE-02

Rural Hill-Moss Road's T3 Suburban Neighborhood Evolving Area 02 is referenced as 13-T3-NE-02 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Evolving Policy applies.

- Design Principle: Access
  - Alleys are the preferred form of access. The use of single-access driveways from the street should be avoided wherever possible.
- Design Principle: Building Form (Mass, Orientation, Form)
  - Buildings should be oriented to streets or open space, but should never have double-frontage on two streets.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Pedestrian/Bicycle connectivity is higher than in a typical T3 Suburban Neighborhood Evolving Area because of this neighborhood's proximity to adjacent community facilities and services, interstate access, and a major mixed-use center, and also because of an envisioned character that is built around a comprehensive open space system. Refer to the Open Space, Pedestrian, and Bikeways Plan Map in Chapter 4 regarding greenways and open space.

- Sidewalks are required on both sides of all new public and private streets developed within this Special Policy Area as well as along both sides of any existing streets that border any new developments requiring development approval within this Special Policy Area.
- Design Principle: Connectivity (Vehicular)
  - The Rural Hill-Moss Road Detailed Design Plan requires the construction of numerous new streets and alleys.. Refer to the Vehicular Transportation Plan in Chapter 4 for additional guidance on street and alley connections in this policy area.
- Design Principle: Density/Intensity
  - Because of the locational characteristics noted above, the carrying capacity of the somewhat environmentally constrained land, and local infrastructure capacity, the gross density of the area should be similar to that permitted within the adjacent 13-T3-NM-01, which is zoned RS7.5. The SP Zoning Template in Chapter 5 represents the preferred choice for future rezonings in this Special Policy Area. Deviations from this Template will need to conform closely to the Vision, Goals and Objectives, and Community Character Policies of this Detailed Design Plan and must meet the general intent of the Rural Hill-Moss Road Detailed Design Plan.
- Design Principle: Landscaping
  - Preservation of existing trees is highly recommended.
- Design Principle: Parking
  - Driveway parking from the street is generally avoided. Instead, parking is provided via the planned alley system.
- Building Types
  - Building types are limited to houses and alley houses, with alley houses being substantially predominant and houses being the rare exception. Houses are justified only when physical site limitations prevent the construction of alleys, which is expected to be a rare occurrence.

- General Principle: Historically Significant Sites or Features:
  - There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.
- General Principle: Stormwater
  - As much of the stormwater management infrastructure for this area as is feasible should be provided within adjacent POS Area 13-T3-POS-02.
  - Low Impact Development stormwater management techniques should be used in this area to the greatest extent possible (see <http://www.nashville.gov/stormwater/LIDResources.asp> for more detail).
  - Stormwater management devices in this area should be treated as community amenities in addition to their other functions. Examples of this include rain gardens, benches, and plantings and retention of native vegetation.
  - At the date of publication of this Detailed Design Plan, Metro Water Services Department's Stormwater division was researching and evaluating best practices for creating stormwater management devices and techniques that also serve as aesthetic amenities to the community. Future development in the Rural Hill-Moss Road DDP area is required to at a minimum incorporate the current best practices as specified by the Metro Water Services Department as they may be updated or amended in the future.

### 13-T3-NE-03

Rural Hill-Moss Road's T3 Suburban Neighborhood Evolving Area 03 is referenced as 13-T3-NE-03 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Evolving Policy applies.

- Design Principle: Access
  - Driveways from the street are the preferred form of access, except when cottage courts are being developed, in which case other forms of access such as shared rear parking accessed via drive aisles should be considered.
- Design Principle: Building Form (Mass, Orientation, Form)
  - Buildings should be oriented to streets or open space, but should never have double-frontage on two streets.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Pedestrian/Bicycle connectivity is higher than in a typical T3 Suburban Neighborhood because of this neighborhood's proximity to adjacent community facilities and services, interstate access, and a major mixed-use center, and also because of an envisioned character that is built around a comprehensive open space system. Refer to the Open Space, Pedestrian, and Bikeways Plan Map in Chapter 4 regarding greenways and open space.
  - Sidewalks are required on both sides of all new public and private streets developed within this Special Policy Area as well as along both sides of any existing streets that border any new developments requiring development approval within this Special Policy Area.
- Design Principle: Connectivity (Vehicular)
  - The Rural Hill-Moss Road Detailed Design Plan requires the construction of numerous new streets and alleys. Refer to the Vehicular Transportation Plan in Chapter 4 for additional guidance on street connections in this policy area.

- Design Principle: Density/Intensity
  - Because of the arrangement of planned open space in this area, the carrying capacity of the somewhat environmentally constrained land, the intended access system for properties, and local infrastructure capacity, gross density should be slightly lower than that permitted within 13-T3-NM-01, which is zoned RS7.5. This area should correspond more closely with the lot sizes permitted under the R10 and RS10 districts. There may be locations where lot sizes are smaller when homes are grouped in arrangements such as cottage courts wherein homes are sited around common open spaces. The SP Zoning Template in Chapter 5 represents the preferred choice for future rezonings in this Special Policy Area. Deviations from this Template will need to conform closely to the Vision, Goals and Objectives, and Community Character Policies of this Detailed Design Plan and must meet the general intent of the Rural Hill-Moss Road Detailed Design Plan.
- Design Principle: Landscaping
  - Preservation of existing trees is highly recommended.
- Building Types
  - Building types are limited to houses and alley houses when part of a cottage court development.
- General Principle: Historically Significant Sites or Features:
  - There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.



*Lenox Village is a local development that provides some good examples to emulate in the Rural Hill-Moss Road Community.*

- General Principle: Stormwater
  - As much of the stormwater management infrastructure for this area as is feasible should be provided within adjacent POS Area 13-T3-POS-02.
  - Low Impact Development stormwater management techniques should be used in this area to the greatest extent possible (see <http://www.nashville.gov/stormwater/LIDResources.asp> for more detail).
  - Stormwater management devices in this area should be treated as community amenities in addition to their other functions. Examples of this include rain gardens, benches, and plantings and retention of native vegetation.
  - At the date of publication of this Detailed Design Plan, Metro Water Services Department's Stormwater division was researching and evaluating best practices for creating stormwater management devices and techniques that also serve as aesthetic amenities to the community. Future development in the Rural Hill-Moss Road DDP area is required to at a minimum incorporate the current best practices as specified by the Metro Water Services Department as they may be updated or amended in the future.

## T3 Suburban Neighborhood Center Policy

### General Character of the T3 Suburban Neighborhood Center in the Rural Hill-Moss Road Community

T3 Suburban Neighborhood Center policy has been applied to the undeveloped small scale area of mixed use zoning located at the end of Payne Road on Una Antioch Pike. This area is part of a larger neighborhood center that extends westward outside of the study area along Antioch Pike and forms the heart of historic “downtown Antioch.” The T3 Suburban Neighborhood Center policy encourages pedestrian friendly centers with a mix of commercial, office, mixed use, civic and public benefit land uses. Any residential is present only in mixed use buildings. These centers are generally located at intersections of prominent suburban streets and they serve suburban neighborhoods within a five minute drive.

### How to Use This Guidance

The intent for T3 Suburban Neighborhood Center Policy is to enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of this plan should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Center Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);
- The proposed character of the T3 Suburban Neighborhood Center Areas;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the Rural Hill-Moss Road Detailed Design Plan including any Special Policies for the particular T3 Suburban Neighborhood Center Area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Neighborhood Center policy and the General Principles in the CCM are controlling.



*Buildings in the neighborhood center may be two story and contain a mixture of uses.*

### T3 Suburban Neighborhood Center Community Character Policy Area

The Rural Hill-Moss Road Detailed Design Plan has one area where the T3 Suburban Neighborhood Center policy is applied. This is titled “T3 Suburban Neighborhood Center Policy Area” in the plan. This center was identified by examining the general characteristics, development patterns (lot sizes, street setbacks, spacing of buildings, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Neighborhood Center Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Neighborhood Center Policy
- Building Types
- Transitions
- Non-Conforming Land Uses
- Historically Significant Sites or Features
- Stormwater

### 13-T3-NC-01

Rural Hill-Moss Road’s T3 Suburban Neighborhood Center 01 is referenced as 13-T3-NC-01 on the accompanying map. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Center Policy applies.



*Although a small area, the planned neighborhood center can provide goods, services, and a gathering place for area residents and visitors.*

- Design Principle: Access
  - Alleys are the preferred form of access. The use of single access driveways from the street should be avoided wherever possible.
- Design Principle: Connectivity (Vehicular)
  - The Rural Hill-Moss Road Detailed Design Plan requires the construction of numerous new streets and alleys and street realignments. Refer to the Vehicular Transportation Plan in Chapter 4 for additional guidance on street and alley connections and street realignments in this policy area.
- Design Principle: Density / Intensity
  - The SP Zoning Template in Chapter 5 represents the preferred choice for future rezonings in this Special Policy Area. Deviations from this Template will need to conform closely to the Vision, Goals and Objectives, and Community Character Policies of this Detailed Design Plan and must meet the general intent of the Rural Hill-Moss Road Detailed Design Plan.
- Design Principle: Parking
  - With the exception of Una Antioch Pike, where on-street parking would be problematic due to traffic patterns in the area, parking is provided on-street or on-site on surface lots. When provided on-site, no parking is allowed between the building and the street unless the building

is “L” shaped and the portion of the building that comes up to the edge of the right-of-way occupies the majority of the lot frontage.

- Design Principle: Signage
  - Monument signs are acceptable in this area.
- General Principle: Historically Significant Sites or Features:
  - There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.
- General Principle: Stormwater
  - Low Impact Development stormwater management techniques should be used in this area to the greatest extent possible (see <http://www.nashville.gov/stormwater/LIDResources.asp> for more detail).
  - Stormwater management devices in this area should be treated as community amenities in addition to their other functions. Examples of this include rain gardens, benches, and plantings and retention of native vegetation.
  - At the date of publication of this Detailed Design Plan, Metro Water Services Department’s Stormwater division was researching and evaluating best practices for creating stormwater management devices and techniques that also serve as aesthetic amenities to the community. Future development in the Rural Hill-Moss Road DDP area is required to at a minimum incorporate the current best practices as specified by the Metro Water Services Department as they may be updated or amended in the future.



Figure 14: Future Character Illustration for Residential Corridor Policy Buffer: Townhouses and other moderately intensive residential building forms are envisioned along the Residential Corridor Policy areas of Una Antioch Pike, Rural Hill Road and Mt. View Roads. While oriented to the street, these buildings are set back behind a sizeable buffer from the street.

### T3 Suburban Residential Corridor Policy

#### General Character of T3 Suburban Residential Corridors in the Rural Hill-Moss Road Community

T3 Suburban Residential Corridor policy has been applied along Una Antioch Pike, the north side of Mt. View Road, and along the east side of Rural Hill Road. T3 Suburban Residential Corridors are prominent due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. Given the prominence, connectivity, and scale of these corridors, they are ideal for providing housing choice. Moreover, the planned land use pattern provides a transition from more intense land uses outside the study area to less dense development within the study area. In addition to providing opportunities for a diversity

of housing, T3 Suburban Residential Corridors should also feature multiple modes of transportation, creating “Complete Streets” – streets designed and operated to enable safe, attractive and comfortable access and travel for vehicles, transit, pedestrians and cyclists.



Figure 15: Future Character Illustration for Residential Corridor Policy Housing Mix: The interior drives within larger multi-family developments should either be designed to be public streets or to conform to public street standards, and should include sidewalks and other pedestrian friendly streetscape elements.

### How to Use This Guidance

The intent for T3 Suburban Residential Corridor Policy is to preserve, enhance and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use, and associated public realm; and that move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit. Users of the *Rural Hill-Moss Road Detailed Design Plan* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Residential Corridor Policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the Community Character Manual (CCM);

- The proposed character of the particular T3 Suburban Residential Corridor Area; and
- Additional guidance provided by the Rural Hill-Moss Road Detailed Design Plan including any Special Policies for the particular T3 Suburban Residential Corridor Area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T3 Suburban Residential Corridor policy and the General Principles in the CCM are controlling.

### T3 Suburban Residential Corridor Community Character Policy Areas

The Rural Hill-Moss Road Detailed Design Plan has several neighborhoods where the T3 Suburban Residential Corridor policy is applied. These are titled “T3 Suburban Residential Corridor Policy Areas” in the plan. These Areas were identified by examining the general characteristics, development patterns (lot sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While there are multiple areas where T3 Suburban Residential Corridor Policy is applied, each area is different in some respect due to the factors mentioned above.



*Examples of housing types that might be expected to develop in the future within Area 13-T3-RC-01.*

### Special Policies

The following provides additional guidance on unique conditions that may exist in a particular T3 Suburban Residential Corridor Policy Area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T3 Suburban Residential Corridor Policy
- Building Types
- Transitions
- Non-Conforming Land Uses
- Historically Significant Sites or Features
- Stormwater

#### 13-T3-RC-01

Rural Hill-Moss Road’s T3 Suburban Residential Corridor Area 01 is referenced as 13-T3-RC-01 on the accompanying map. This Special Policy Area is located along both sides of Una Antioch Pike, along the north side of Mt. View Road, and along the east side of Rural Hill Road. In this area, the following Special Policies apply. Where the special policy is silent, the guidance of the T3 Suburban Residential Corridor Policy applies.

- Design Principle: Access
  - Alleys are the preferred form of access. The use of single-site access driveways from the street should be avoided wherever possible, but is expected to be more common in locations where property depths are shallow or there are steep slopes. Frontage roads are not supported in this area.

- Design Principle: Block Length
  - Where environmental conditions such as topography permit, blocks are between 300 and 600 feet long to foster appropriate mixing of building types in a neighborhood environment as well as to help maintain reasonable traffic speeds and ensure pedestrian safety and comfort.
- Design Principle: Building Form (Mass, Orientation, Form)
  - The first tier of buildings closest to the three corridors should orient to those corridors behind a substantial vegetated open space buffer (mature trees are strongly preferred to be included) while any tiers of buildings behind the first tier of buildings will orient to an internal, interconnected street network or to open space. It is understood that there are some constrained properties where this buffer may not be feasible. There may also be exceptions where, depending on how properties are combined for development and the distance between intersections, buildings arranged around loop roads in a “close” or “court” pattern may be developed. In such instances, at least some of those buildings should orient to Una Antioch Pike, Mt. View Road, or Rural Hill Road due to their prominence as corridors.

- The mass of individual buildings should not exceed approximately 15,000 square feet. Ideally, there should be at least 2 buildings on shorter blocks and at least 3 buildings on the longest blocks. In addition, building facades should be articulated to break up long frontages. Where topography does not permit the ideal building massing and spacing, the use of functional open space that includes pedestrian connections to break up building mass may be considered. The purpose of these standards is to foster appropriate mixing of building types within each block and to create a pedestrian friendly streetscape.
- Construction techniques should be used that minimize the alteration of the land form, particularly in areas of steep slopes.
- Consideration may be given to up to five stories in this area where adjacent existing and permitted future buildings outside the study area are of equal or higher elevation.
- “Tuck-under” parking (industry term for partial underground parking enabled by topographic conditions) levels do not count as stories.

■ Design Principle: Connectivity (Pedestrian/Bicycle)

- Sidewalks are required on both sides of all new public and private streets developed within this Special Policy Area.
- For developments requiring development approval that are bordered by Una Antioch Pike, a multi-use greenway path is required along the east side of Una Antioch Pike.
- For developments requiring development approval that are bordered by Mt. View Road, a multi-use greenway path is required along the north side of Mt. View Road.
- For developments requiring development



Sitephocus

*A mix of building designs along with carefully designed open space adds variety and interest to higher intensity developments.*



Sitephocus

*Building facades of larger scale buildings should be articulated to break up long frontages and establish a rhythm and proportion to create a pedestrian friendly block structure.*



Sitephocus

*Private drives within individual developments should be designed to look and function like public streets, with the inclusion of sidewalks and street trees.*

approval that are bordered by Rural Hill Road, a sidewalk is required along the east side of Rural Hill Road.

- Design Principle: Connectivity (Vehicular)
  - The Rural Hill-Moss Road Detailed Design Plan requires the construction of numerous new streets and alleys. Street construction techniques should be used that minimize the alteration of the landform, particularly in areas of steep slopes. Refer to the Vehicular Transportation Plan in Chapter 4 for additional guidance on street and alley connections in this policy area.
- Design Principle: Density / Intensity
  - Densities within this area will vary with the carrying capacity of the land, which contains areas of steep slopes that will

limit densities. Densities may be higher than otherwise achieved within the area in cases where exceptional development design is achieved. The SP Zoning Template in Chapter 5 represents the preferred choice for future rezonings in this Special Policy Area. Deviations from this Template will need to conform closely to the Vision, Goals and Objectives, and Community Character Policies of this Detailed Design Plan and must meet the general intent of the Rural Hill-Moss Road Detailed Design Plan.

- Design Principle: Landscaping
  - Preservation of existing trees is highly recommended.
- Design Principle: Parking
  - Driveway parking from streets is avoided and is instead provided via the planned alley system. Parking lots in front of buildings are inappropriate and on-street parallel parking is the preferred method of providing parking in front of buildings.
- General Principle: Historically Significant Sites or Features:
  - There are small family cemeteries that have been documented within the study area, some of which share parcels with other uses. Because of the historic settlement patterns within the Rural Hill-Moss Road Community, it is likely that there may be additional such cemeteries located within the community that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys if warranted are recommended prior to development of properties within the Rural Hill-Moss Road community.



*Local examples of residential multifamily buildings where the mass does not exceed 15,000 square feet. Generally 2-3 of these buildings fit on each block.*

- General Principle: Stormwater
  - Low Impact Development stormwater management techniques should be used in this area to the greatest extent possible (see <http://www.nashville.gov/stormwater/LIDResources.asp> for more detail).
  - Stormwater management devices in this area should be treated as community amenities in addition to their other functions. Examples of this include rain gardens, benches, and plantings and retention of native vegetation.
  - At the date of publication of this Detailed Design Plan, Metro Water Services Department’s Stormwater division was researching and evaluating best practices for creating stormwater management devices and techniques that also serve as aesthetic amenities to the community. Future development in the Rural Hill-Moss Road DDP area is required to at a minimum incorporate the current best practices as specified by the Metro Water Services Department as they may be updated or amended in the future.



*Examples of site and building design that is sensitive to steep slopes and retains existing vegetation.*



# Chapter 4: Systems Strategies

## **Introduction**

This chapter addresses several systems that must be thoughtfully planned to ensure the future success of the Rural Hill-Moss Road community. These include vehicular transportation, pedestrian and bicycle transportation, the comprehensive open space network, and schools. The planning for these systems is closely tied to the vision, goals, and objectives contained in Chapter 2 and the Community Character Policies of Chapter 3.

## **Vehicular Transportation Plan**

### **Introduction**

The Rural Hill-Moss Road area's existing transportation system lacks overall connectivity and functionality, indicating a need for a more comprehensive system as the area continues to develop. I-24 serves controlled-access traffic while Una Antioch Pike, Mt. View Road, Rural Hill Road, Hickory Hollow Parkway, and Murfreesboro Pike provide major surface street transportation. Richards Road provides significant east-west movement to I-24, Haywood Lane and points west. Local streets, primarily built in a disconnected web between the 1970s and today, tend to funnel traffic onto a limited number of the area's overburdened major streets.

Given these conditions, any future development in the area needs support from an adequate number of interconnected local, collector and arterial streets and an adequate public transit system. Figure 16 shows the planned vehicular transportation system for the study area, the recommendations for which are discussed below.

### **Major and Collector Streets**

The adopted Major Street Plan (MSP) and Collector Street Plan (CSP) are the official Metro Nashville/Davidson County Government plans for these types of streets. Implementation of the MSP and CSP occurs through the programming and funding of projects at both the regional and local levels.

Locally funded projects, including those with both Metro and non-Metro funds, are programmed and

funded in Metro's 6-year Capital Improvements Program and Budget (CIB).

Projects under the following funding programs include:

### **2007-2013 Capital Improvements Budget (CIB)**

The Mayor and Metro Council are responsible for approving funding for Capital Improvement projects and Metro Public Works is the lead agency for building projects. Projects for the area include (project #):

Una Antioch Pike Phase 3, Reconstruct and Widen (85PW016A) – Widen and reconstruct from Murfreesboro Pike to 800 feet east of Hickory Hollow Parkway, 2.5 mi., planned for 2011-2013, \$500,000 general obligation bond proposed but not funded.

Una Antioch Pike at Hickory Hollow Parkway (06PW0002) – Reconstruct two intersections with existing CSX Transportation grade crossing and includes bridge work for Blue Hole Road over Mill Creek, planned for 2011-2012, \$300,000 general obligation bond proposed but not funded.

Antioch Pike (92PW003) – Phase 1 – widen on present alignment from Richards Road to Reeves Road; Phase 2 – construct on new alignment from Reeves Road to Blue Hole Road, includes new bridge over Mill Creek, planned for 2011-2012 (\$700,000), 2012-2013 (\$2.7 million), 2013-2014 (\$4.692 million), 2014 (\$800,000), total \$8.892 million general obligation bond proposed but not funded.

Rural Hill Road (87PW004C) – Widen from Mt. View Road to Murfreesboro Pike, Rural Hill Road Phase 4 – Engineering, right-of-way acquisition and construction, planned for 2013-2014 (\$1.5 million), 2014-2015 (\$1.7 million), total \$3.2 million general obligation bond proposed but not funded.

Rural Hill Road (06PW0044) – Rural Hill Road Phase 4, engineering, right-of-way acquisition and construction, 1.9 mi., planned for 2007-2008 (\$1.5 million), 2008-2009 (\$1.7 million), 2009-2010 (\$1.7 million), 2010-2011 (no funding), 2011-2012 (\$1.7 million), 2012-2013 (no funding), total \$14.3 million obligation bond proposed but not funded.

Mt. View Road (between Curtis Hollow Parkway and Bell Road) (08PW0016) – Construct sidewalk and handicap access on Mt. View Road, planned for 2009-2010, \$200,000 general obligation bond proposed but not funded.

Hickory Hollow Parkway Extension (91PW002A) – From Blue Hole Road to Hickory Hollow Parkway, includes Phase 1 engineering and right-of-way, construct on new alignment bridge and approaches over Mill Creek and CSX railroad, planned for 2012-2013 (\$500,000), 2013-2024 (\$1 million), 2014 (\$1 million), total \$2.5 million general obligation bond proposed but not funded.

**CIB Recommendation:** The older CIB projects listed above will need review in order to assess their actual costs and account for any changed conditions that may affect them. A potential alternative to Project 91PW002A above for the Una Antioch Pike / Mt. View Road / Moss Road / Ottenville Avenue / Hickory Hollow Parkway intersection complex could include (see Figure 17):

- Aligning Hickory Hollow Parkway at a 90-degree intersection with Una Antioch Pike and closing leftover right-of-way/alignment.
- Realigning Moss Road for a closer to 90-degree intersection with Una Antioch Pike, which still provides a 300 foot block face between Moss Road and Antioch Woods Way.
- The potential realignment of Mt. View Road at a north-south 90-degree intersection with Una Antioch Pike, which would also have the benefit of allowing a connection of Ottenville Avenue and a planned east-west street just south of Ottenville Avenue, was studied. The expense and environmental constraints involved in this potential project were determined to be excessive and it will be difficult for this project to be successfully undertaken. If this potential project were ever to be deemed feasible, it would provide additional relief to the problems at the intersection complex. The resulting block face between Una Antioch Pike and Ottenville Avenue would be 230 feet. After closing the leftover right-of-way/alignment from Mt. View Road (portion south of the church and daycare) and small portion of Ottenville Avenue, the resulting block face for the church and daycare is 600 feet.

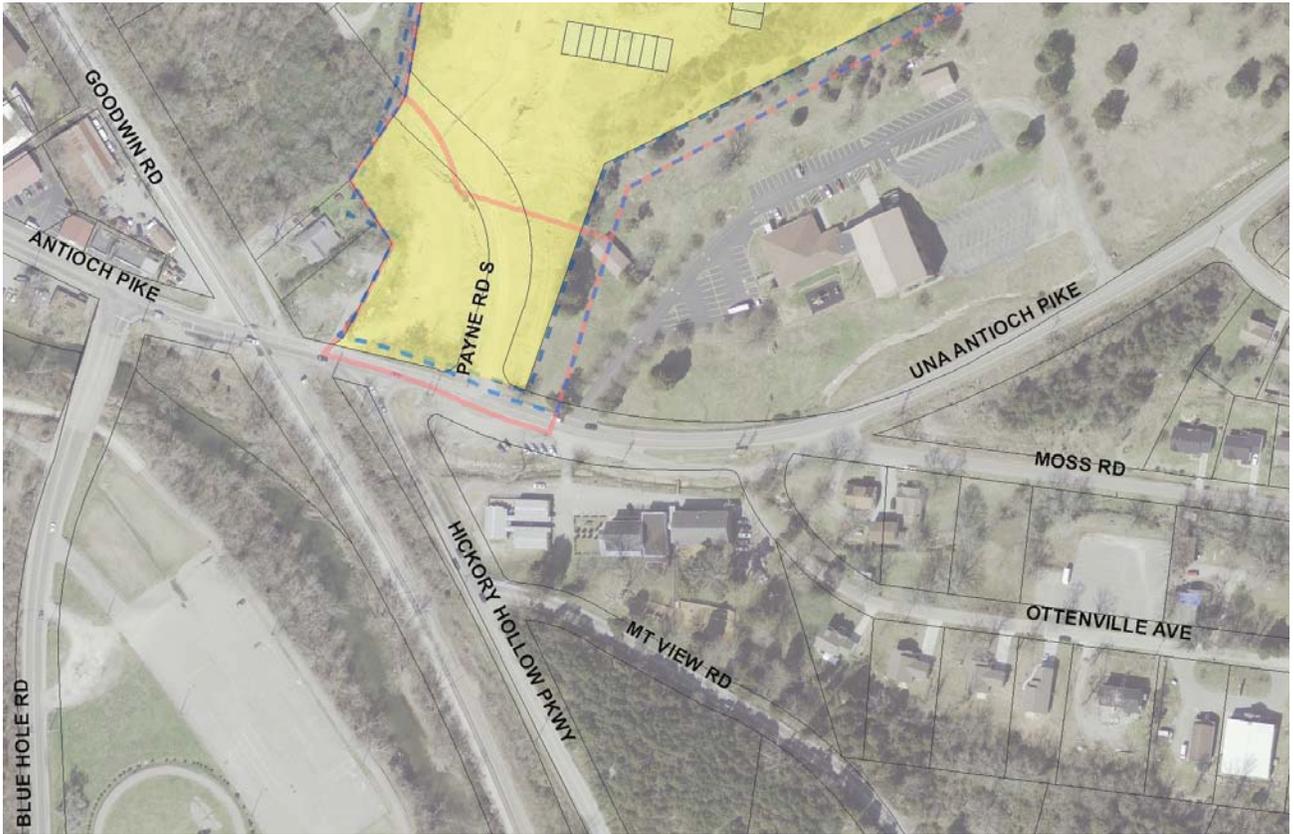
## Major Street Plan (MSP) & Collector Street Plan (CSP) Recommendations

Consideration of the cost-benefit impact of many MSP / CSP projects makes the wisdom of pursuing these projects questionable. A five-lane surface street generally has a traffic capacity of 35,000-40,000 Average Daily Traffic (ADT). Given recent ADT trends for MSP / CSP projects in the area, the following projects do not appear to warrant large-scale widening.

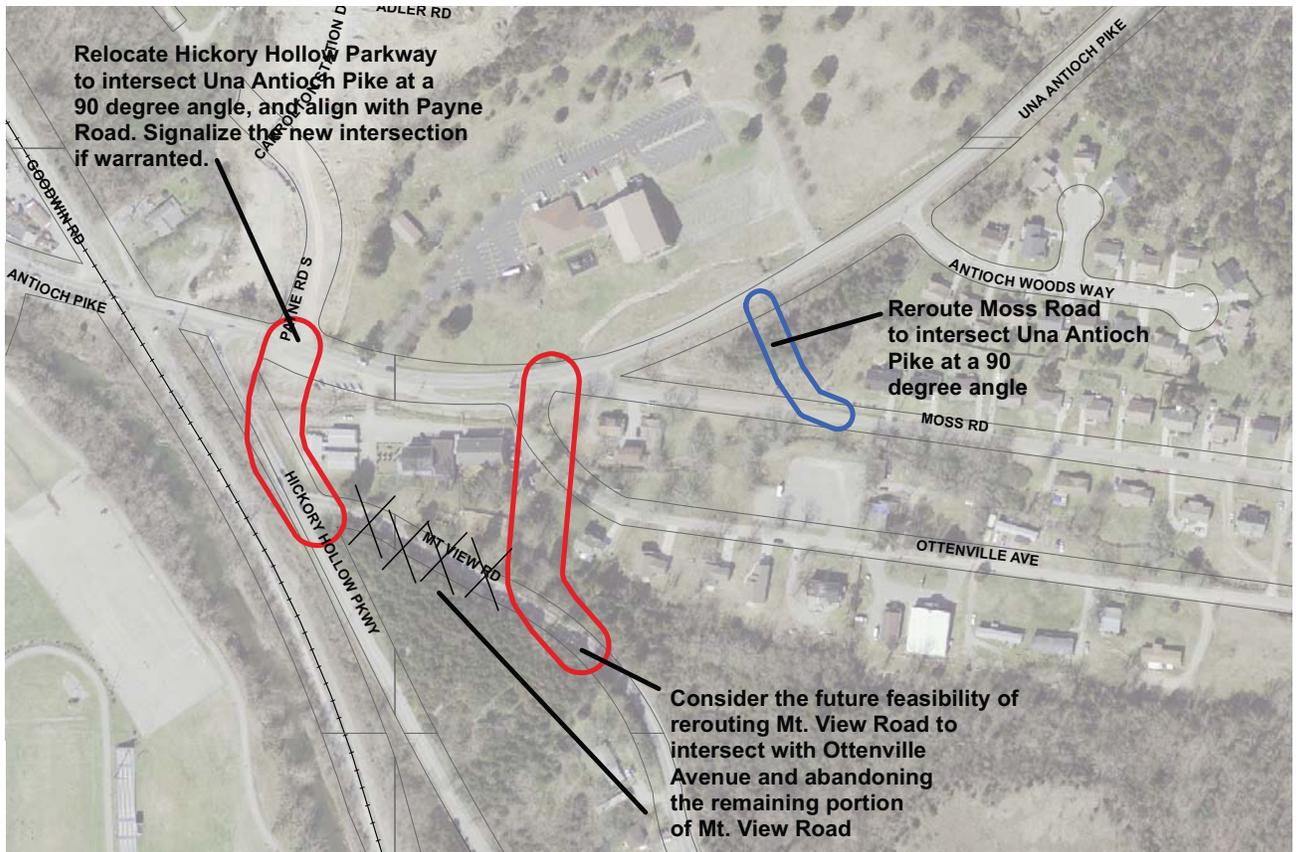
Any future widening or reconstruction of collector and arterial streets in the area should examine the feasibility of using variations of Metro Public Works' ST-255 as a standard street cross-section in an attempt to increase the area's "green infrastructure" (see Figures 18 and 19 for examples).

The following streets may be candidates for the ST-255 as a standard street cross-section:

- Rural Hill Road
- Mt View Road
- Una Antioch Pike
- Moss Road
- New east-west collector extension of Richards Road to Moss Road
  - At this street's intersection with Moss Road, consider studying a traffic circle as an alternative to a four-way or three-way stop, providing a speed-break at the street's midpoint in the plan area.
  - Due to the importance of this street to future connectivity within and beyond the study area, some flexibility should be given to the amount of grading warranted in constructing this street. The logical route for this planned street from a connectivity and development standpoint causes it to pass through a few areas of steep slopes. To compensate for this, some variance in the right-of-way's cross sections in such areas should be considered in order to achieve the most sensitive design. Techniques could include narrowed lanes, parking prohibitions, and separated and/or meandering lanes and sidewalks.



*Una Antioch-Hickory Hollow-Mt. View-Moss-Ottenville intersection complex - Existing Conditions*



*Figure 17: Una Antioch-Hickory Hollow-Mt. View-Moss-Ottenville intersection complex - Sample Solution*

Table 4 in the Appendix summarizes staff recommendations for streets in terms of:

- Functional Classification (i.e. local, collector, arterial)
- Number of travel lanes
- Use and placement of center turn lanes
- Preferred drainage system (i.e. urban curb and gutter or natural swales)

### Local Streets Recommendations

Figure 16 shows a conceptual network of proposed new local streets designed to provide additional street connectivity throughout the Rural Hill-Moss Road community. The conceptual street network is also designed to provide a strong and cohesive block structure to support the Community Character Policies applied in Chapter 3 of this Detailed Design Plan. The reasoning and benefits behind street connectivity include more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved emergency access, and efficient subdivision of land. Many evolving and maintenance areas of the Rural Hill-Moss Road Detailed Design Plan have opportunities to improve street connectivity, which should be provided through the zoning and subdivision processes.

The planned local street network that is shown on Figure 16 is not intended to be precisely followed but is instead intended to be used as a guide to providing increased connectivity and a cohesive block structure. In general, the numbers of east-west and north-south connections shown on Figure 16 are intended to be provided, although actual alignments may vary due to factors such as topographic conditions and property consolidation patterns. The numbers of planned intersections shown on Figure 16 along Una Antioch Pike and Moss Road are especially important because of the lack of connectivity in this large area and the potential for undesirably long blocks along these two existing streets.

In providing the planned local street network, consideration should be given to the following:

- Minimizing alteration of natural slopes,
- Avoiding stream buffers,
- Avoiding other sensitive environmental features such as rare plant species and sinkholes

- Creating a cohesive block structure that allows for an efficient lot layout that corresponds to the appropriate Community Character Policies and the Specific Plan Template contained in Chapter 5 of this Detailed Design Plan,
- Providing substantially improved east-west and north-south vehicular connectivity in the study area particularly to a degree that is sufficient to relieve the proportion of traffic that must use the Una Antioch Pike / Mt. View Road / Moss Road / Ottenville Avenue / Hickory Hollow Parkway intersection complex,
- Aligning new intersections with existing intersections, and
- Using alleys where possible.

### Transit Recommendations

The Metropolitan Transit Authority (MTA) currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes (Charlotte, Nolensville, Gallatin, Lebanon, Elm Hill, Murfreesboro Pike) rather than crossing each other on a widespread grid.

Route 38X, Antioch Express, currently skirts the Rural Hill-Moss Road community via Richards Road and Una Antioch Pike. MTA plans to increase the service frequency of this route and Route 33X, the Hickory Hollow –Hickory Plaza Express, which also serves the study area, over the next 5 years.

Given these existing conditions, recommendations for future transit include:

- MTA and/or private developers creating “complete transit stops” (shelter, seating, timetable, lighting, trash can, clearly-marked sign with route number, etc.) through the development review process (zoning, subdivision) as collector and arterial streets redevelop with more intense land uses over time.
- MTA creating bus stop spacing guidelines; recommended guidelines for consolidating existing bus stops and improving service would be placing stops every 780 feet in dense areas (Neighborhood Center) and placing stops every 1,000 feet in medium to low density areas (remainder of study area).

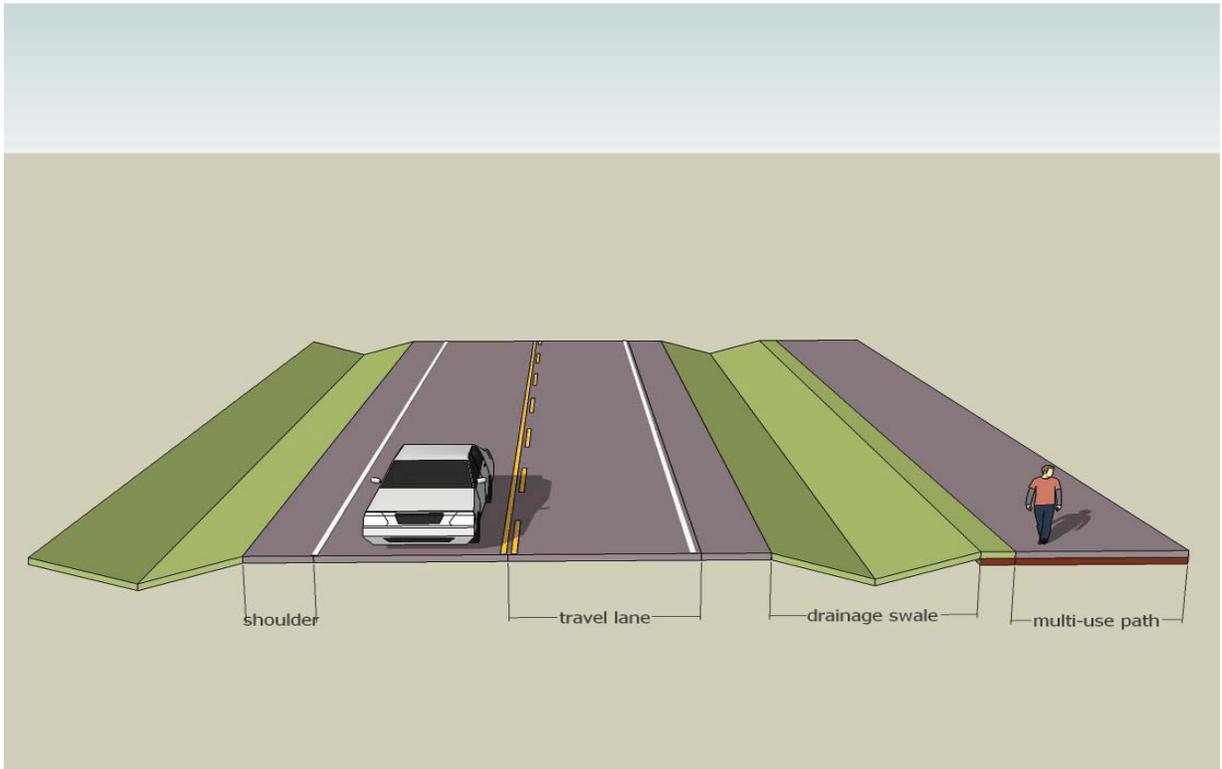


Figure 18: ST-255, Non-Curb and Gutter Section, Light Imprint Development

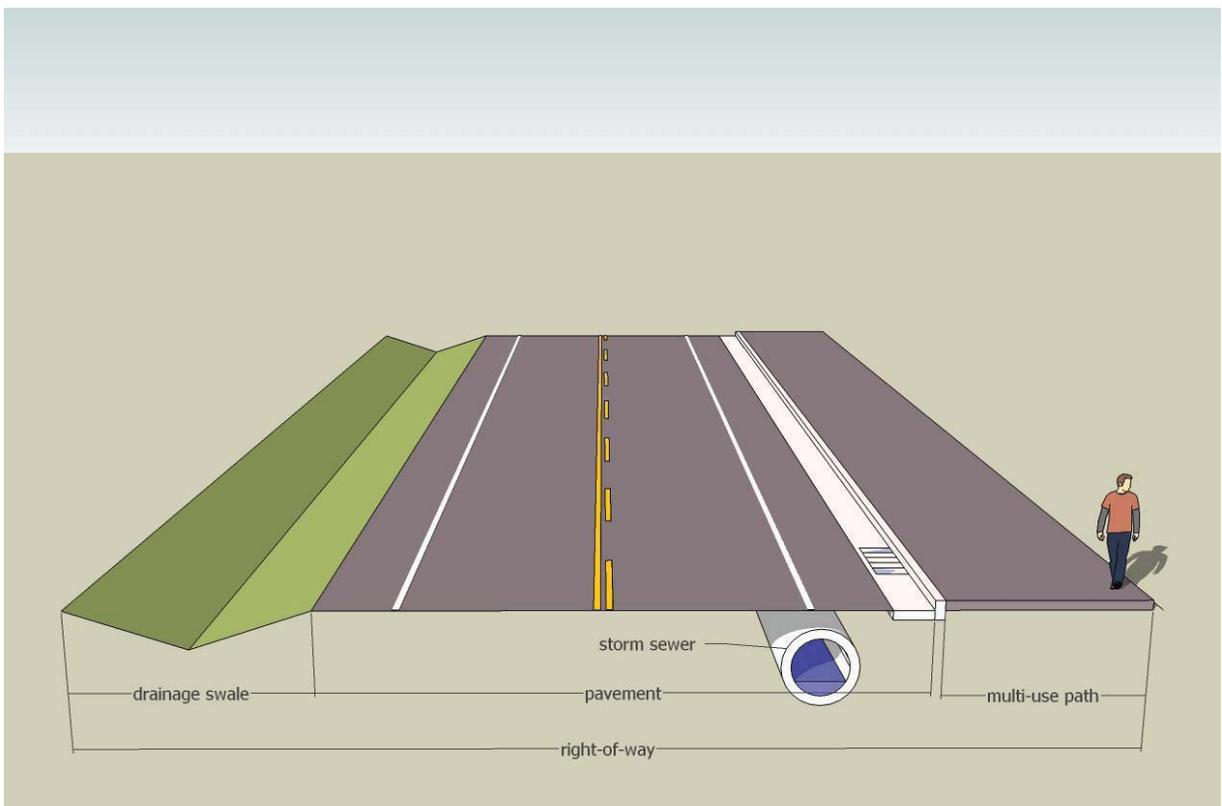


Figure 19: ST-255, Non-Curb and Gutter Section, Hybrid

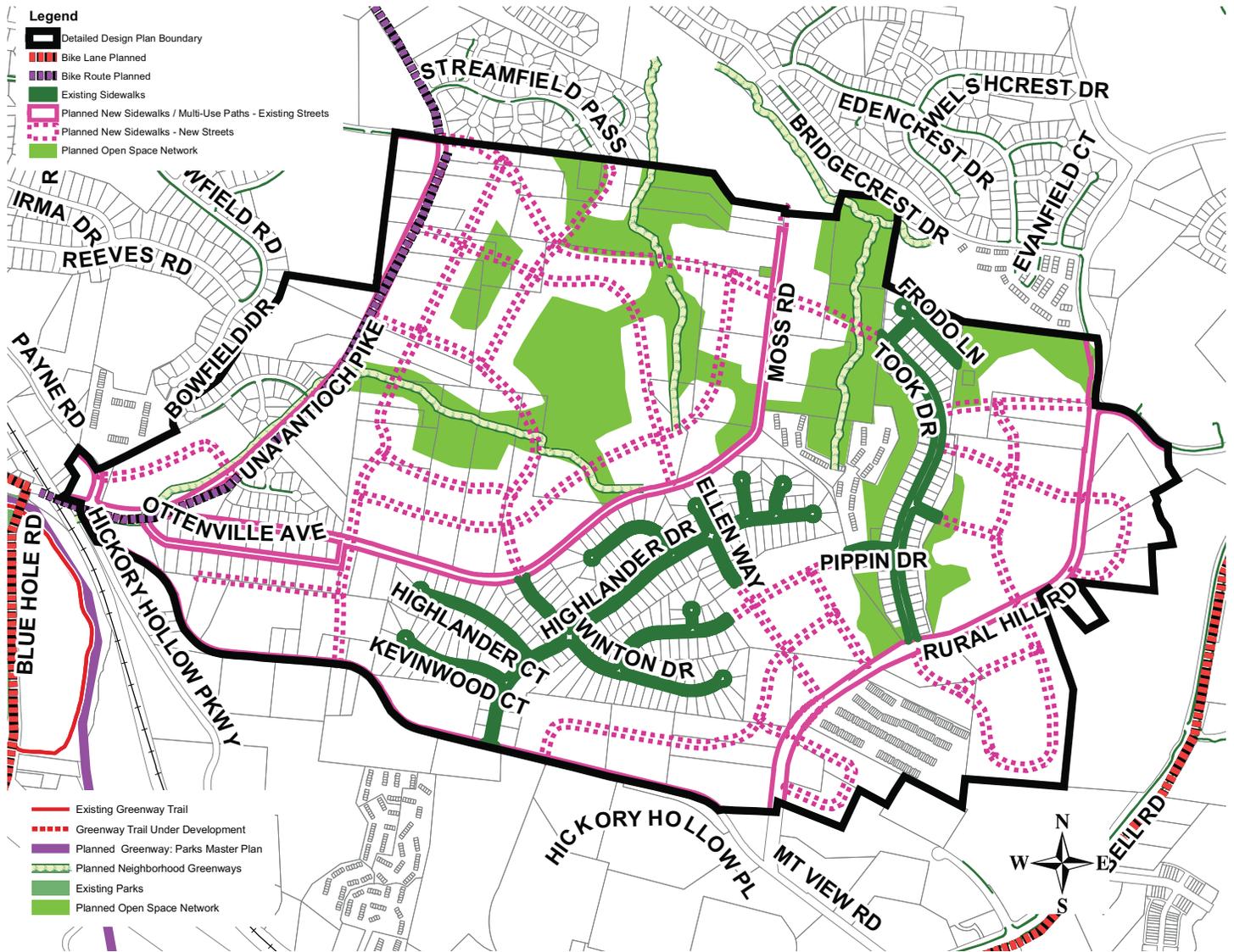


Figure 20: Open Space, Pedestrians and Bikeways Plan Map



Greenway trails provide a safe place for walkers and bikers to enjoy the outdoors.



Pedestrian facilities provided by future development along roadways will provide options for alternate modes of travel as well as recreation.

# Bicycle and Pedestrian Transportation Plan

## Introduction

A complete transportation network provides options for pedestrians and cyclists in addition to vehicles and transit. Providing viable transportation options makes a community more welcoming to more residents, employees and visitors and encourages healthy living. In addition, communities with complete transportation systems help create a more sustainable environment, and can improve the economic viability of a neighborhood. This section, therefore, includes recommendations on the following non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals. Figure 20 shows the recommended Open Space, Pedestrian, and Bikeways Plan for the community.

The *Strategic Plan for Sidewalks and Bikeways* (adopted by the Planning Commission in March, 2003 and updated in 2008), establishes priority sidewalk areas and outlines future sidewalk projects planned for the Antioch-Rural Hill neighborhood. The *Plan* can be viewed online at [mpw.nashville.gov/IMS/stratplan/](http://mpw.nashville.gov/IMS/stratplan/). The *Strategic Plan* also includes the *Bikeways Vision Plan* for the community. The *Vision Plan* identifies major and minor roadways that are ideal for bike lanes and bike routes. The overall purpose of the *Strategic Plan* is to enable Metro Nashville to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians.

The sections below and Figure 20 outline existing on-road pedestrian and bikeway facilities in the Rural Hill-Moss Road community and planned components of the *Strategic Plan for Sidewalks and Bikeways*. Also included are recommendations from community meetings during the creation of the Detailed Design Plan and Planning Department staff analysis regarding pedestrian networks and bicycle facilities in the community.

## Pedestrian Facilities

Creating a walkable community involves more than installing a sidewalk or crosswalk. A truly viable pedestrian system involves both the big picture and small details — from how the sidewalk network is planned and developed to the actual materials used during construction of sidewalks and crosswalks. Pedestrian facilities should be accessible to all potential users, including those with

disabilities. Also important when creating a walkable community is the consideration of important amenities like pedestrian signals, street furnishings/buffers, and raised medians or pedestrian refuges. Below are descriptions and definitions of important pedestrian facilities:

A *sidewalk* is a walkway that provides people with space to travel within the public right-of-way that is separated from roadway vehicles. The *Strategic Plan* design guidelines recommend a minimum width of five feet for a sidewalk, which allows two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near commercial areas, in urban areas, or anywhere with a high concentration of pedestrian traffic.

The *furnishing zone* is the area parallel to the roadway and sidewalk that provides a buffer between pedestrians and vehicles. It may contain landscaping, public street furniture, transit stops, public signage, and/or utilities. The *Strategic Plan* recommends that furnishing zones be a minimum of four feet to six feet, depending on the roadway classification.

The *curb extension/bulb out* is the extension of the sidewalk curb into the roadway that serves the purpose of reducing crossing time for a pedestrian crossing the street, minimizing the pedestrian's exposure to vehicular traffic, and increasing convenience and safety of people crossing a roadway. Curb extensions/bulb outs are most effective on streets that include on-street vehicle parking.

A *multi-use path* is a path that is physically separated from motor vehicle traffic by an open space or barrier, used by bicyclists, pedestrians, joggers, skaters and other non-motorized travelers. The separation from the roadway should be at least six feet and in rural areas the separation should be incorporated through a swale or ditch.

*Pedestrian connections* are public walkways or pathways not adjacent to a street. They may connect between two public streets, or between a public street and a public facility such as a school, library, park, or community center. The standard pedestrian connection includes a minimum five-foot sidewalk and landscaped buffers on each side (which may also provide access for maintenance). Pedestrian connections may include other items (such as lighting for safety and security).

*Pedestrian signals* provide specific guidance to pedestrians as to when they have the right-of-way in the crosswalk; they are set to provide enough time for pedestrians to cross a roadway. All signalized intersections should include pedestrian signals and crosswalk markings at each leg of the intersection and are extremely important in areas with high pedestrian volumes, such as areas near schools or mixed use centers or corridors.

### **Existing Pedestrian Facilities in the Rural Hill-Moss Road Neighborhood**

Sidewalks are relatively sparse in the Rural Hill-Moss Road community due to the prevalence of T3 Suburban development in the community and previous Metro government regulations that did not require sidewalks. Only eight streets within the study area have sidewalks including: Highlander Court, Highlander Drive, Kevinwood Court, Frodo Lane, Took Drive, Ellen Way, Ballard Court and Winton Drive. Sidewalks outside the study area are mostly located in fragments along major roadways including Richard Road, Bell Road, and Hickory Highlands Drive. Sidewalks are also being built along streets in new developments and areas near Metro public schools throughout the community area.

Crosswalks are located at some major roadway intersections in the community including Bell Road at Murfreesboro, but new crosswalks and upgrades are still needed throughout the study area.

### **Planned Pedestrian Facilities in the Rural Hill-Moss Road Community - The Strategic Plan for Sidewalks and Bikeways**

In Nashville/Davidson County, future publicly-constructed sidewalks projects are planned based on the Pedestrian Generator Index or “PGI” (detailed explanation of PGI can be found in the 2008 update of the *Strategic Plan* noted above). If the segment of a roadway scores PGI-rating ranges between low-medium and high (or 20 to 60), it is planned to have a sidewalk built within a ten year period (2008 - 2018), pending the availability of funding. No street segments within the study area have a 20 and above score rating, so public funding is not expected to occur until a longer time into the future. The PGI’s criteria’s for sidewalks are generally based on the Transect Categories, proximity to schools, location of public parks and greenways, roadway classifications, and existing transit routes. Other higher scoring factors for new sidewalks include proximity to hospitals, community centers, and public housing. For

more detailed information on the sidewalk projects noted above and information about sidewalk maintenance and repairs per the *Strategic Plan*, visit the Public Works engineering department website at: [www.nashville.gov/pw/div\\_engineering.htm](http://www.nashville.gov/pw/div_engineering.htm).

### **Recommended Pedestrian Facilities for the Rural Hill-Moss Road Community**

A majority of the arterial and collector roadways in the Rural Hill-Moss Road community have segments of future planned sidewalks along them, but a few other major corridors need to be added to the priority list including sections of Una Antioch Pike, Rural Hill Road and Mt View Road. These streets are encouraged by the Rural Hill-Moss Road Detailed Design Plan to redevelop with a significant open space buffer and a multiuse path along the street. These sidewalks will need to receive funding through the development process in order to happen in the 7 to 10 year time horizon of this plan. The Rural Hill-Moss Road DDP contains an Infrastructure Deficiency Area (IDA) policy, which is detailed in Chapter 5, to help fund these needs.

In the future, new development is required to provide pedestrian facilities on both sides of new and most existing streets in the study area. In most cases these will be standard sidewalks with curb, gutter, and planting strip but along the west side of Rural Hill Road, the north side of Mt. View Road, and the east side of Una Antioch Pike, pedestrian facilities will take the form of a multi-use path with a swale instead of gutter for stormwater drainage. No sidewalk is required to be provided by private developers on the west side of Una Antioch Pike. Additional pedestrian facilities in the Rural Hill-Moss Road community would include crosswalks. Crosswalks should be added to the intersection of Hickory Highlands Road and Bell Road to improve pedestrian access to the Public Library. When sidewalks are completed crosswalks should be added to the intersection at Rural Hill Road and Mt View Road to improve access to the commercial area at Hickory Hollow mall. Crosswalks are also needed at the Ottenville Road, Una Antioch, and Hickory Hollow Parkway intersections. The crosswalk at Murfreesboro and Bell Road should be upgraded to during any roadway improvements. This intersection should also include a pedestrian countdown signal. Some crosswalks are also appropriately located near schools within the community. Crosswalks within neighborhood centers, commercial corridors, parks and near schools should be monitored regularly and upgraded, as necessary, to improve

pedestrian safety. Also as the neighborhood center develops it is recommended that it include stamped crosswalks at major crossings. This will add to the character for the center and increase the visibility of pedestrians.

### **Bicycle Facilities**

The *Bikeways Vision Plan* of the *Strategic Plan for Sidewalks and Bikeways* recommends a county-wide bicycle network. Rather than considering current constraints and ruling out potential bikeways, the Vision Plan recognizes that roadways will be improved and, at that time, options for including bikeways should be considered. The Strategic Plan recommends that if a roadway is called out in the Vision Plan to have bikeways, any future roadway improvement projects on those roads should include bikeways as an important component of the overall project plan and budget.

Bicycling has long been a form of transportation, yet modern-day cyclists face problems related to suburban sprawl, motor vehicle speed and traffic volume. Bicycling on local streets can be an enjoyable form of recreation, but is also a viable transportation option for many. The various kinds of facilities needed to maintain bicycling as a feasible transportation mode have been frequently overlooked in creating our transportation systems. This situation has been changing in recent years, and now people want more ways to get around their communities and elsewhere via bicycle. People want to be able to make bicycling trips in a safe and enjoyable manner. Below are descriptions and definitions of important bikeway facilities:

A *bikeway* is a generic term used to describe a roadway or path that in some form is specifically designated for bicycle travel.

*Bike lanes* are sections of a roadway that have been designated by striping, signing and pavement marking for the exclusive use of bicycles.

A *bike route* is a roadway designated with appropriate directional and informational route signage for bicycle travel. This type of roadway is mostly a “shared use” road with wide curb lanes or paved shoulders.

*Shared use roadway and/ or wide outside lane* are sometimes synonymous with a bike route. It is a roadway which is open to both bicycle and motor vehicle travel. This may

be an existing roadway, a street with wide curb lanes, or road with paved shoulders.

*Bike parking* includes a designated area and secured equipment (rack) for safely parking bicycles. A lack of bicycle parking is still recognized as a significant deterrent to bicycle use. The availability of safe and convenient parking is important at land uses such as commercial shops, libraries and schools in a community. Rack designs should either be an “Inverted U” or a single loop post. Metro Nashville should adopt a bicycle parking ordinance with design requirements and standards that outline requirements for certain new developments.

### **Existing Bikeways in the Rural Hill-Moss Road Community - The Strategic Plan for Sidewalks and Bikeways**

There are no existing bikeways in or near the community.

### **Planned Bikeways in the Rural Hill-Moss Road Community - The Strategic Plan for Sidewalks and Bikeways**

The following roads in the community are on the *Vision Plan* for bikeways in the adopted *Strategic Plan*. This planned network of bikeways can also be seen on Figure 16.

- Planned Bike Lanes: Antioch Pike, Blue Hole Road, and Bell Road
- Planned Bike Routes: Una Antioch Pike

### **Recommended Bikeways Facilities for the Rural Hill-Moss Road Community**

The following roads were recommended for bikeways by stakeholders and/or the Planning Department staff during the creation of the detailed design plan:

- Multi-use path along Una Antioch Pike, Rural Hill and Mt.View Road (see section on greenways for descriptions).

### **Bike Parking**

It is also recommended that all T3 Suburban Centers include an appropriate amount of bicycle parking. Since Metro Nashville has yet to adopt a standard or ordinance for bike parking, the general standard is that the number of parking spaces for bikes should reflect five percent of the number of spaces provided for cars. It is recommended that all schools, parks, and centers currently without bike parking should add it where appropriate.

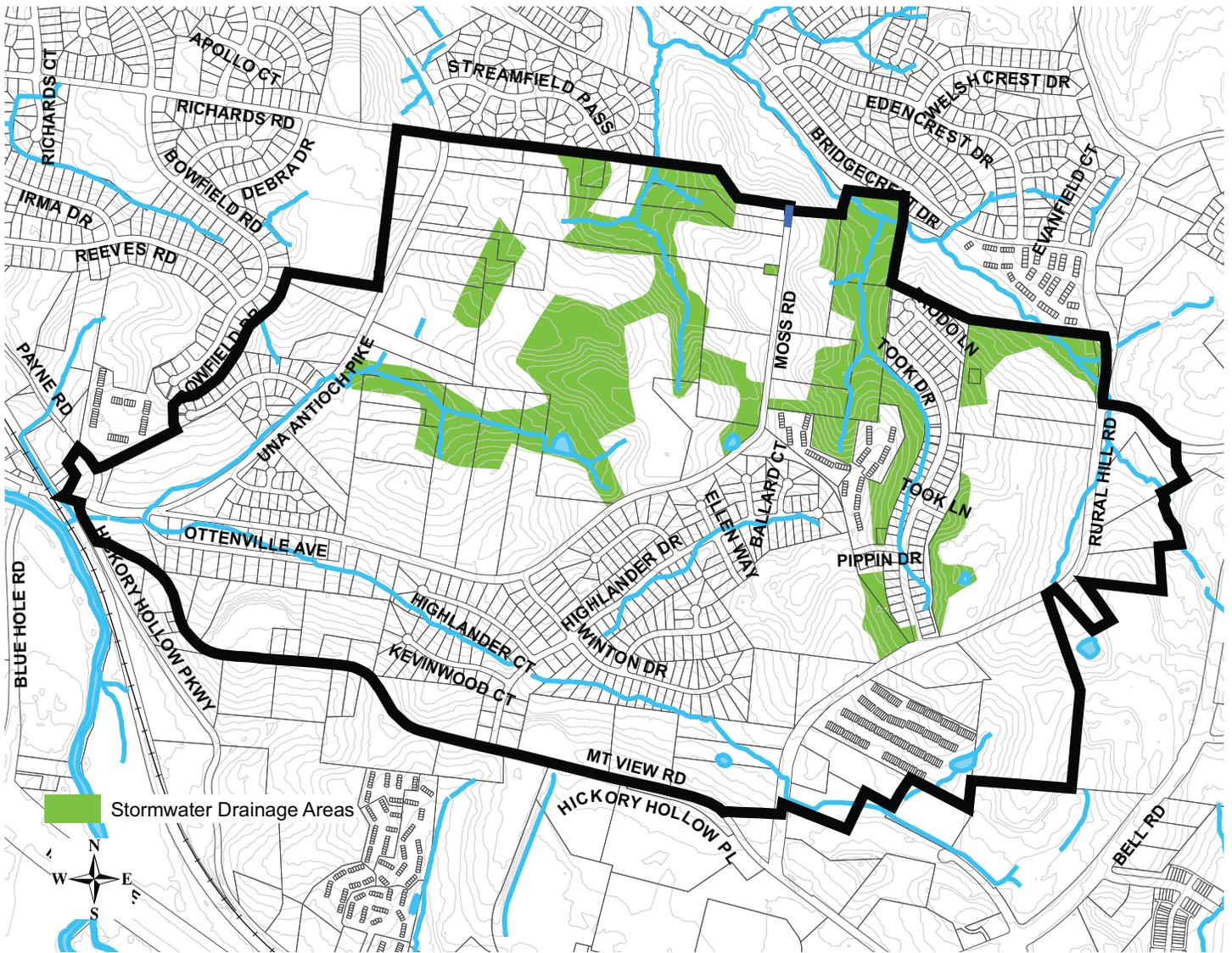


Figure 21: Planned Stormwater Drainage System



Fully vegetated buffers require minimal maintenance and help reduce stormwater mitigation requirements.



In this image, runoff from the street is guided to a vegetated swale through breaks in the curb.

## Comprehensive Open Space Network

One of the key features of the Rural Hill-Moss Road Detailed Design Plan is the planned, comprehensive open space network. The community will need this open space network to serve recreational purposes as it reaches a more suburban level of development. In addition, this planned open space network is intended to serve as the main component of the stormwater management system for the entire community. Finally, the open space network is intended to serve as one of the developing community's chief amenities, providing not only enjoyment, but also value and contributing to the community's distinct identity and successful market positioning. This open space network is expected to be partly public (the greenways system) and partly private (the open lands that may be held by a variety of ownership entities ranging from homeowner associations to conservation easements held by nonprofits), but is intended to be widely accessed by residents of the Rural Hill-Moss Road Community.

It is important to understand that because this planned open space network will take place through the process of developing privately owned property through the rezoning and subdivision processes, its exact layout and size will be determined over time and may not exactly match the graphics shown in the plan. Nonetheless, these graphics provide a good indication of the expected configuration and extent of this planned network. The sections that follow describe its intended functions.

### Recreation

The planned open space network in the Rural Hill-Moss Road Community is intended to serve recreational purposes. This open space network contains both a planned greenway system, which will become part of the Metro Parks Department's greenway system and will link to the nearby Mill Creek Greenway, and unprogrammed open space that can also provide opportunities for exercise, socialization among community residents, constructive activities for young people, and quiet reflection. These elements are shown on Figure 20. The greenways system will contain multi-use paths for pedestrian and bicycle use, and the remainder of the open space could be used for a variety of active and passive recreational activities depending on the suitability of the land and its tree cover, which should be preserved to the greatest extent possible.



*Pervious pavement and curbless planting islands work together to minimize stormwater impacts.*

### Stormwater Management Best Practices

The purpose of open space is not only to provide for natural beauty and recreational opportunities, but also to minimize the negative impact on environmental resources, including but not limited to: streams, ponds, floodplains, wetlands, steep slopes, scenic views, open fields, farmland, wildlife habitat, habitat of rare and endangered species, and historic sites and features. Figure 21 shows the Planned Stormwater Drainage System – the connected network of open space that will serve not only as a recreational site and amenity, but also as a stormwater management tool for the community.

The term “Stormwater” means precipitation that falls most often as rain, but can also take the form of snow, sleet or hail. Stormwater is best understood in terms of the water cycle. Under natural conditions, about 10 percent of precipitation runs over the land surface and about 50 percent infiltrates the soil to replenish groundwater flow and base flow to streams. Plant uptake and evapo-transpiration account for about 40 percent. Stormwater flows from higher points on the land to lower points, and is best understood from a “watershed” perspective. A watershed is a natural region defined by the land area from which precipitation drains into a particular body of water — a river or lake. One watershed may be part of a larger one, or contain several smaller sub-watersheds. All watersheds, no matter what their size, function in the same manner. Precipitation falls on the land, and then drains from the higher areas over and through the soil until it eventually reaches rivers, streams, lakes, or the ocean.

As land is covered with more impervious surface (streets, driveways and rooftops), larger quantities of runoff, traveling faster, carry more pollutants from the pavement to our waterways. As stormwater runoff travels across the land surface, it picks up a number of pollutants that can pose serious health risks to humans and can disrupt and seriously damage water ecosystems.

All development sites are required to comply with Metro's Stormwater Management Manual for water quality and water quantity to ensure that the adverse impacts of new development are mitigated. This mitigation traditionally has included the use of detention and retention ponds and manufactured water quality units. The maintenance of these devices can be costly for homeowner associations over time. In this plan, an emphasis has been placed on retaining significant portions of open space in an undisturbed state to serve as a piece of the Rural Hill-Moss Road community's future stormwater infrastructure network.

Non-structural "Best Management Practices" can enhance the function of structural controls (detention and retention ponds, etc.) by reducing the amount of work structural controls have to perform. When filtration of water can be accomplished through the use of vegetated swales or strips, particulates and sediment can pre-treat runoff before it reaches retention or detention areas. Preserving natural vegetation promotes filtration and infiltration. The use of native vegetation in new plantings is recommended.

Principles for future development projects:

- Minimize disturbance of the site and retain natural features that perform stormwater functions;
- Minimize impervious surfaces; and
- Structural stormwater management facilities should only be used in conjunction with non-structural practices and not as stand alone solutions.

### **Amenity**

Throughout the community meetings, attendees consistently expressed a desire to preserve the natural beauty of the community. The comprehensive open space network is a key component of achieving this aspect of the community's vision and setting the Rural Hill-Moss Road Community apart from other areas. The

proposed open space network preserves environmental features such as steep slopes, stream corridors, and viewsheds and ties the community together and to adjacent points of interest such as commercial centers, parks, community facilities, and adjoining neighborhoods. The open space network acts as a focal point and organizing feature of the community to help further the goal of building a sense of identity and creating a unique community in Antioch. The form and character of the new residential neighborhoods of this community in the future will be shaped by the open space network. Opportunities will often be provided for houses to front onto the open space, lending a distinctive identity, sense of place, and value to the residential environment.

## Public Schools

School-age children in the Rural Hill-Moss Road community who attend public schools are currently zoned for J.E. Moss Elementary School on Richards Road, Apollo Middle School on Richards Road, and Antioch High School on Hobson Pike. These schools are shown on Figures 22-24.

### Capacity

J.E. Moss Elementary School is currently operating at 113 percent of capacity. Adjacent elementary schools are also operating at or above capacity: A.Z. Kelly at 105 percent, Cole at 132 percent, Lakeview Design Center at 123 percent, Henry Maxwell at 98 percent, and Una at 154 percent. Apollo Middle School is currently operating at 83 percent of capacity. Antioch High School is currently operating at 97 percent of capacity.

### Construction

Cole Elementary School is currently adding 14 classrooms. Two of these are music rooms. Two existing rooms are being converted to art rooms with a completion date of July, 2009. J.E. Moss Elementary School is currently adding four classrooms and one art room with a completion date of August, 2009. Apollo Middle School is currently adding 16 classrooms and four in the existing building for a total of 20 classrooms with a completion date of December, 2009. Una is currently adding 16 classrooms.

### School Growth Needs Generated by this Detailed Design Plan

The development anticipated by this DDP will add enough students to warrant an additional elementary school that will need to be provided in or near the study area. In addition, the growth will affect capacity at the middle and high schools serving the study area. The Planning Department will work with the Schools Department to find appropriate locations to serve these needs.

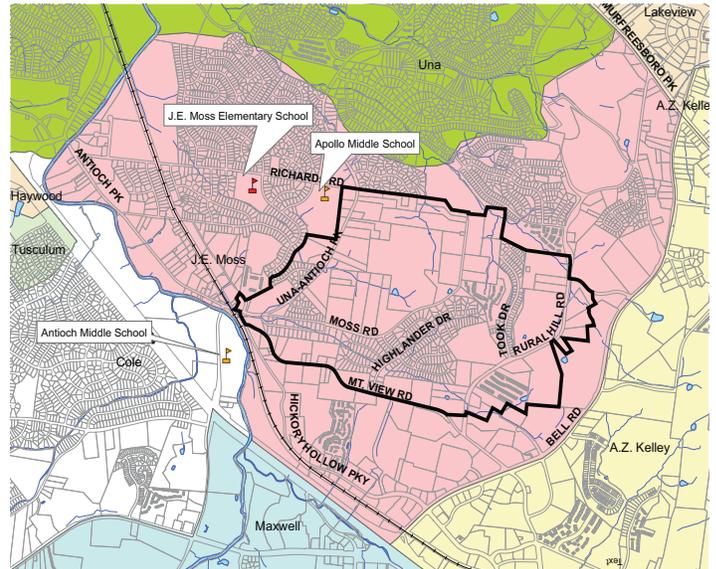


Figure 22: Elementary Schools

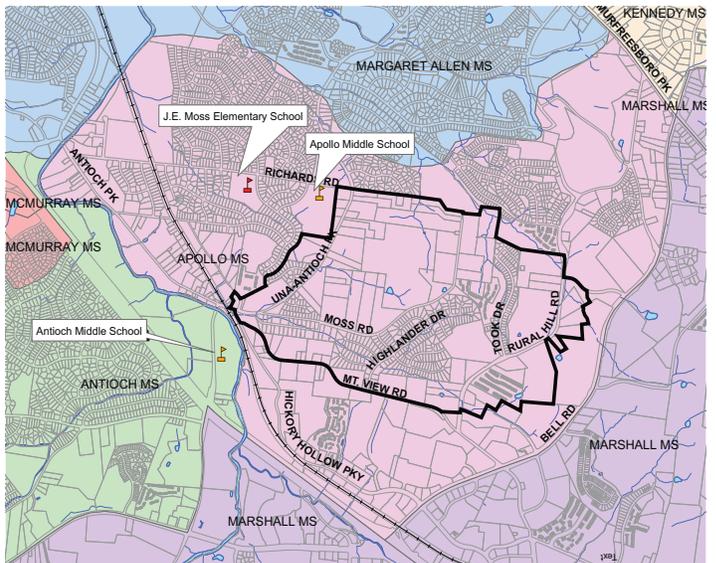


Figure 23: Middle Schools

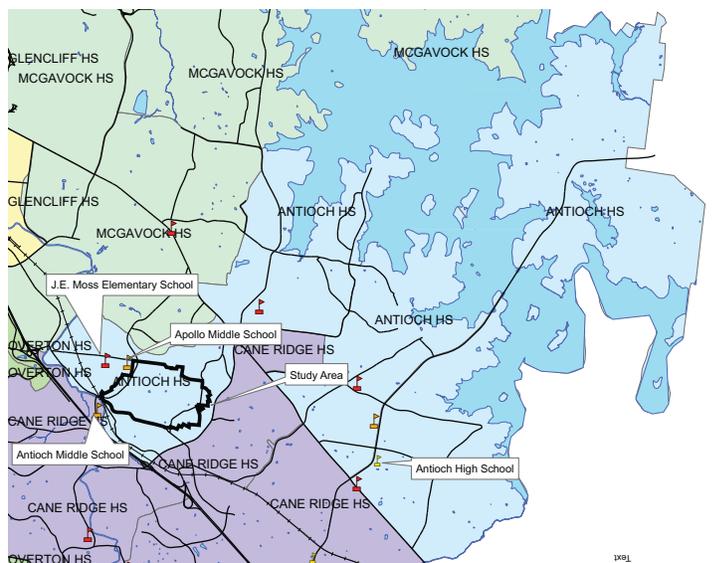


Figure 24: High Schools



# Chapter 5: Implementation

## Implementing the Plan

With this plan, community members have a vision for the future of the Rural Hill-Moss Road area. Making this vision a reality is possible through the efforts and cooperation of public and private stakeholders. Implementing the community vision will take residents, businesses, property owners, institutions, private developers and the public sector working together to measure future public and private investments and development by the Detailed Design Plan (DDP). Many of the changes in the community will occur over time as the result of individual zone changes and development projects. The community can, however, be proactive in implementing the plan by working with private property owners, developers, Council members and Metro Government, to ensure that all investments in the Rural Hill-Moss Road community implement the DDP.

### **First: Continue to Work Together**

The community members within the Rural Hill-Moss Road area include property owners, business owners, residents, institutional representatives, and Council members. Each of these stakeholders have a vision and goals for their property or their neighborhood, but these individuals are encouraged to champion the common vision, goals and objectives within this DDP. These individuals and groups came together collectively to create this DDP and are encouraged to continue to work together to be stewards of the DDP, and the Rural Hill-Moss Road area, in the future. By working together with partners in the private and public sector, these community members can ensure that the Rural Hill-Moss Road area remains “home” to current residents and businesses and welcoming to future residents and businesses.

### **Second: Work with government agencies to begin implementation of the goals and objectives.**

The stakeholders mentioned above can work with their Council members and the public sector to seek funding and support for implementing portions of the DDP. This may take a variety of forms. For instance, the DDP

includes recommendations for bikeway, sidewalk and greenway improvements. Working with the Metro Public Works and Parks Departments and Council members to fund various improvements is an option.

### **Third: Work with the district Council members and Metro Planning staff to implement the plan through design-based zoning.**

The DDP will largely come to fruition if and when properties redevelop. Redevelopment often involves rezoning. As rezonings are requested by property owners, they will be measured for consistency with the Rural Hill-Moss Road DDP. Future rezonings are expected to be in the form of a Specific Plan District. A template for the Specific Plan is included in this chapter.

Alternately, community members and their Council members may decide to implement the DDP through rezoning of all or part of the area to fit the DDP. If the community decides to proceed with a rezoning, Metro Planning staff can assist the Council members in leading a separate series of community meetings on the rezoning. Rezoning properties is a separate, public process that will involve more discussions and community stakeholder involvement.

## Infrastructure Deficiency Area Policy

There are areas within the Rural Hill-Moss Road community where existing infrastructure and facilities are insufficient to handle current or expected population needs. Public facilities and services for which this is particularly true are streets, sidewalks and bikeways. Infrastructure and facilities are, in limited cases, provided by the public sector. More frequently, however, they are provided in conjunction with new development, i.e., when a new development is proposed, it is required to improve streets, build new streets, provide sidewalks and bikeways, etc. The Rural Hill-Moss Road Detailed Design Plan (DDP) proposes to harness future development to address infrastructure deficiencies in the area. The Rural Hill-Moss Road community will, with the adoption of this DDP, be named an “Infrastructure Deficiency Area”, and new development will be responsible for assisting the community in upgrading its needed infrastructure.

### The Need for an IDA

The Rural Hill-Moss Road area is appropriately named an Infrastructure Deficiency Area (IDA) due to its existing street network and design. The Rural Hill-Moss Road area’s lack of connectivity, street layout, and street design, reflect a rural development pattern rather than the emerging and planned suburban pattern. The rural street network characteristics create problems for traffic capacity, circulation, and residential livability for existing and future development. The rural pattern and design of streets places an undue burden on the few streets that do exist, and contributes to traffic congestion on major streets and speeding on local, collector, and major streets. While the Rural Hill-Moss Road DDP calls for improvements to be made to the transportation system that would alleviate some of the existing and anticipated problems, the timing of those improvements will affect the ability to implement the community character policies of this plan.

Closely related to the deficiencies of the vehicular transportation system are deficiencies in the pedestrian and bicycle transportation system for the area. Although sidewalks will be required on both sides of all new public and private streets constructed in the area, some portions of existing streets will remain without needed sidewalks unless additional provisions are made to construct them. The lack of sidewalks in the area

is especially unfortunate given that the area is near an existing greenway, two public schools, a community center, and commercial areas to which it lacks appropriate pedestrian and bicycle access. The Rural Hill-Moss Road DDP calls for access to be provided through a greenway and multi-use path system, part of which will be located within the community’s planned open space network and part of which will follow existing streets.

### Implementation of the IDA

To a degree, vehicular, pedestrian and bikeway improvements will occur through the development process as rezonings and subdivisions take place and housing is built according to this plan. However, there will be cases in which such redevelopment does not occur for a long time or does not occur at all. In those cases, the needed vehicular, bicycle, and sidewalk improvements must wait for other funding sources and gaps will appear in the infrastructure network.

Therefore, approval of any development proposal within the identified IDA (see Figure 25) is required to make the following improvements. A “development proposal” is defined as including, but not limited to, rezoning, UDO, PUD, SP or other overlay as well as a subdivision of property or Special Exception. Any recommendation for rezoning within this designated IDA will include the recommendation language to the Metro Council that is listed below. In the review of any subdivision proposal within this designated IDA, the Metropolitan Planning Commission will include the following recommendation as a condition of the approval of the subdivision or other development proposal. A “subdivision proposal” is defined as including, but not limited to, site plans reviewed by the MPC as part of a PUD, UDO, SP or other overlay as well as a subdivision of property or Special Exception.

### Vehicular, Pedestrian, and Bicycle Transportation Improvement Requirements for Existing Streets

- Una Antioch Pike:
  - Requires developer construction of swale and multi-use greenway path on the east side; see Figure 26 for locations.

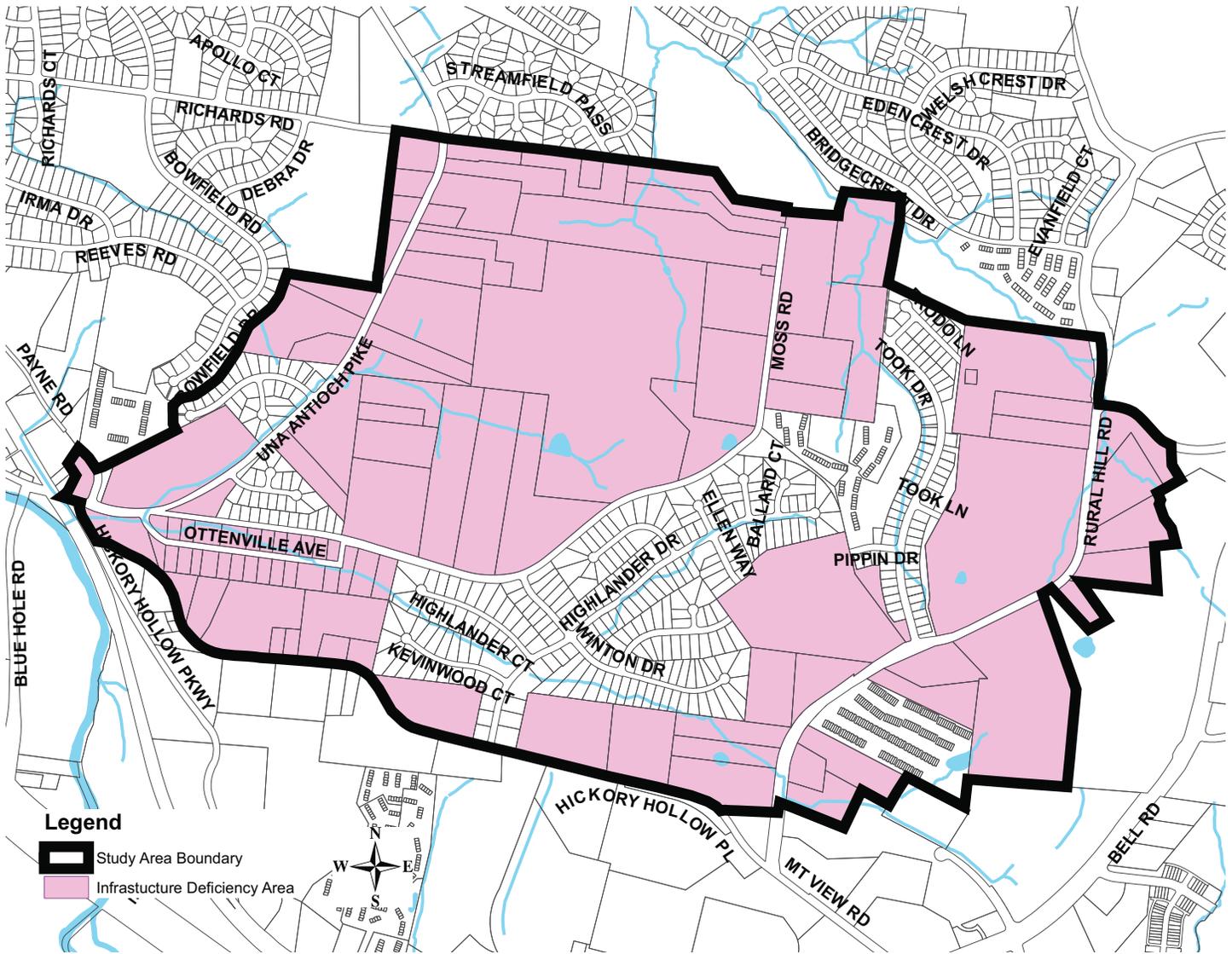


Figure 25: Infrastructure Deficiency Area Map

- Moss Road:
  - Requires developer construction of standard curb and gutter sidewalk on both sides, see Figure 26 for locations.
- Rural Hill Road:
  - Requires developer construction of swale and multi-use greenway path on the west side and standard curb and gutter sidewalk on the east side, see Figure 26 for locations.

2. All site-related roadway, pedestrian, and bicycle improvements required by the Department of Public Works shall be constructed.
3. Any required right-of-way within the project site that is identified as necessary to meet the adopted roadway plans shall be dedicated.
4. In order to accommodate additional traffic volumes and population growth, the applicant shall contribute to improving the above-identified roadways within the identified infrastructure deficiency area as specified above at a level acceptable to the Department of Public Works.

Additional Requirements:

1. All collectors, required street connections, pedestrian and bicycle facilities, and greenways identified on the adopted Detailed Design Plan and within the subject property shall be constructed.

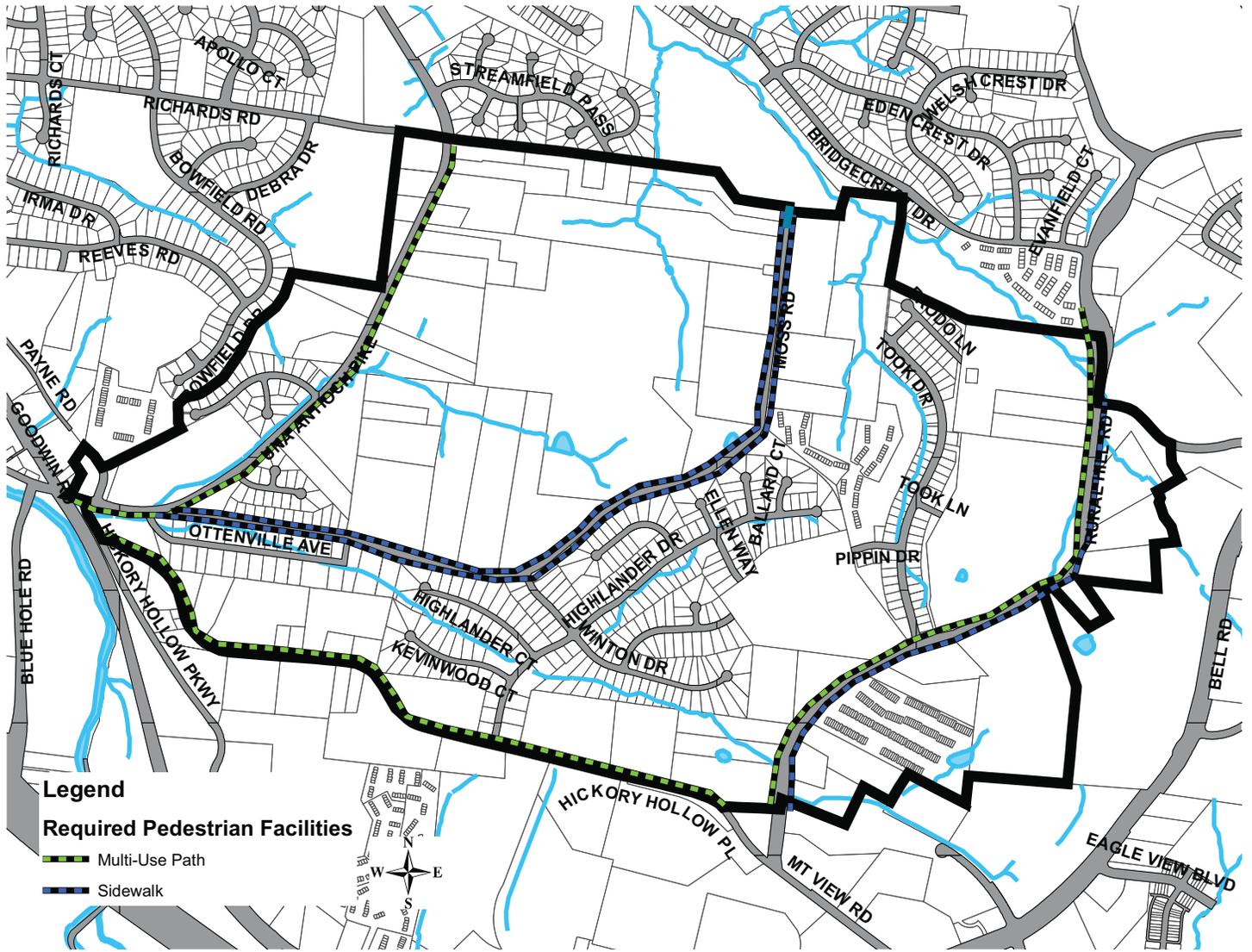


Figure 26: Required Pedestrian Facilities

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## Specific Plan Zoning District Template

It is expected that all new zone changes within the Rural Hill-Moss Road Detailed Design Plan (DDP) will be submitted in the form of a Specific Plan or “SP” Zoning District. “SP” refers to a type of base zoning district, not an overlay, which is not subject to traditional zoning districts’ development standards. Instead, design standards are established *for the specific development in its specific context* and are written into the zone change ordinance, which becomes law. Elements that can vary from district bulk standards include height and size of buildings, setbacks, buffers, signage, and materials. The Rural Hill-Moss Road DDP has detailed the form that future development should take and these details are to be included as components in future SP rezoning requests. Developers who use SP zoning must still follow subdivision and stormwater regulations, and the goals and objectives of the General Plan, which include the Rural Hill-Moss Road DDP. As a result, the SP zoning district is the best tool to implement the vision of the DDP.

Below are the elements that, at a minimum, are to be included in any SP zoning application (please refer to the current SP application [www.nashville.gov/mpc/applic.htm](http://www.nashville.gov/mpc/applic.htm)) for all current submittal requirements):

- A development plan,
- A description of existing conditions on the site,
- An explanation of the purpose and intent of the proposed SP District,
- An explanation of the proposed plan’s consistency with the goals/objectives of the Rural Hill-Moss Road DDP,
- Density/intensity of development and land uses,
- Bulk standards per the SP templates,
- Any site specific development standards,
- Landscape plans,
- Light Imprint Stormwater Concepts,
- Greenway or Open Space designations and dedications per the DDP,
- IDA requirements, road and sidewalk improvements, and
- A development phasing and construction schedule.

## Subdistricts and Bulk Standards Templates

The Rural Hill-Moss Road DDP was designed with a set of building types with specific design characteristics intended to implement the overall community vision. The different subdistricts call for different types and sizes of buildings. Refer to Figure 26: SP Template Map to determine the particular subdistrict each property is located in and then look up that “bulk standards” (basic design standards) for each subdistrict.

This plan promotes growth that is both coordinated and compatible. To that end, the bulk standards templates are designed to guide the design of individual future development projects and to promote a compatible and similar built environment throughout the DDP area. For each building type listed below there is a corresponding bulk standards template on the following pages. These standards are recommended to guide design and may be varied to suit an individual development request as long as the overall proposal complies with the intent of the DDP.

### Appropriate Building Types by Subdistrict

#### Subdistrict 1

House

#### Subdistrict 2

Alley House  
House  
Cottage Court

#### Subdistrict 3

Alley House  
Cottage Courts

#### Subdistrict 4

Alley House  
Cottage Courts

Townhouse  
Townhouse Courts  
Manor House  
Stacked Flats  
Courtyard Flats

#### Subdistrict 5

Mixed Use/Commercial  
Live/Work  
Stacked Flats  
Courtyard Flats

#### Building Materials

Building walls shall be finished in brick, stone, wood siding, shingles, fiber cement siding/shingles, or stucco. The use of highly durable and sustainable products and materials is encouraged.

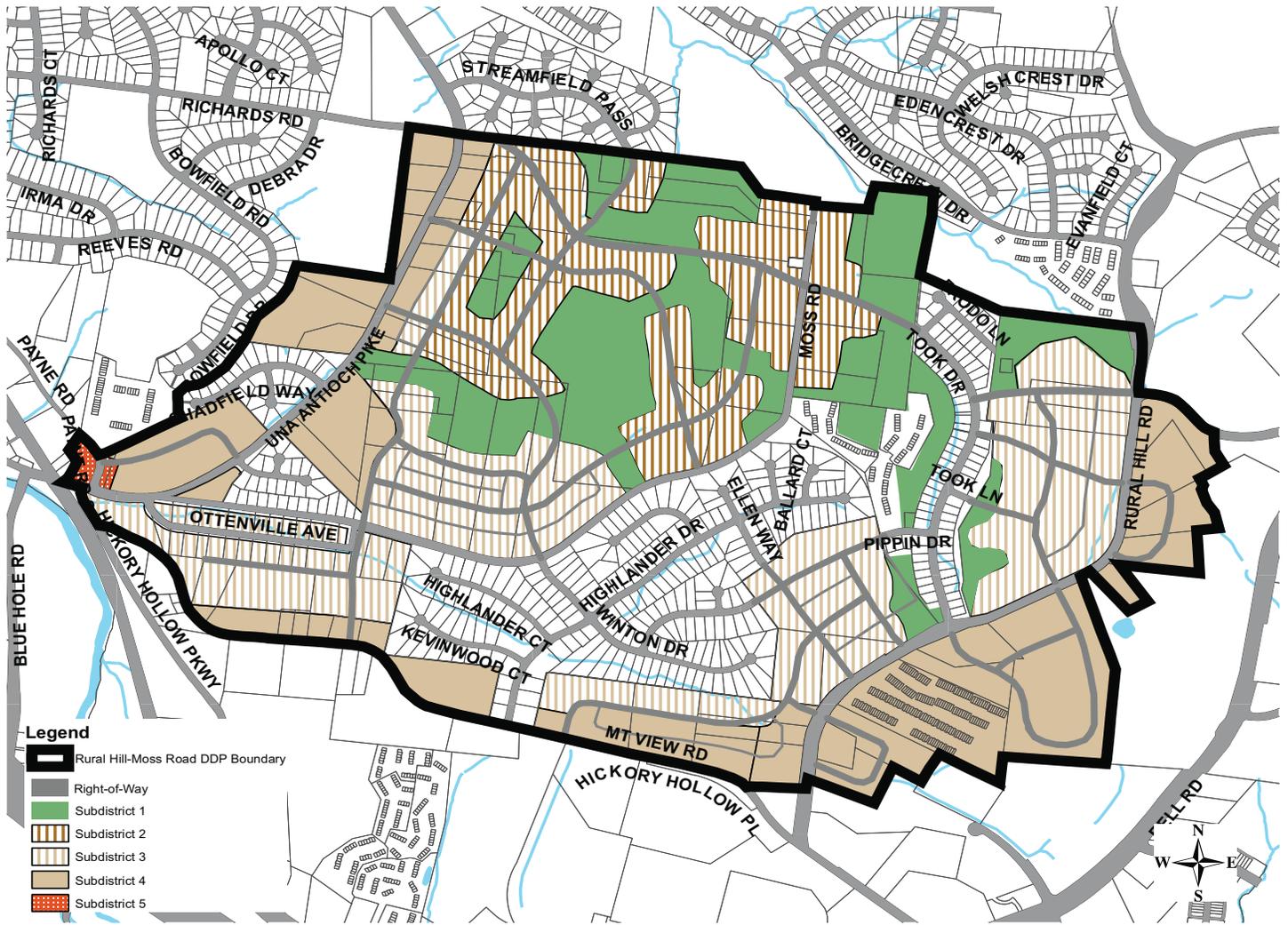


Figure 27: SP Template Map

### Subdistrict 1

#### Bulk Standards: House

**BULK PROVISIONS** - Refer to the AR2a District in the Zoning Ordinance

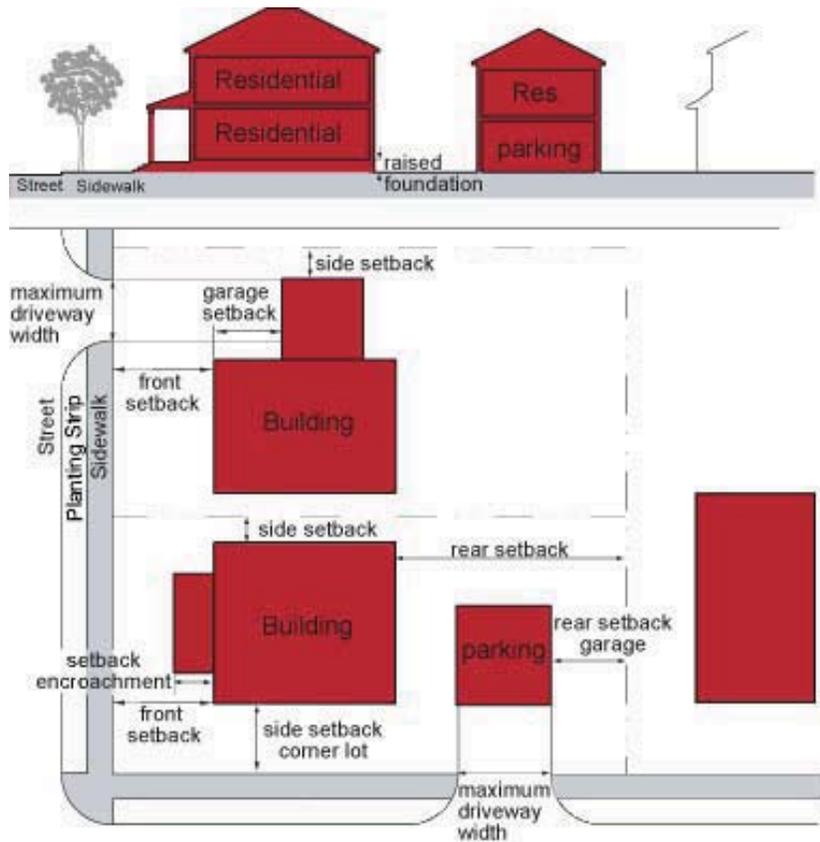
**PARKING, LOADING & ACCESS** - Prefer to the AR2a District in the Zoning Ordinance

#### ADDITIONAL STANDARDS -

Raised Foundation: 18” minimum, 48” maximum, as measured from at highest point along front property line.

## Subdistrict 2

### Bulk Standards: House



#### **BULK PROVISIONS**

Min. Lot Area: 7,500 sq. ft.

Min. Lot Width: 50'

Setbacks:

Front: 15' min. / 20' max.

Side: 10 ft. min on corner, 5 ft. min. on interior.

Rear: 5' min. or > 15'

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

#### **PARKING, LOADING & ACCESS**

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

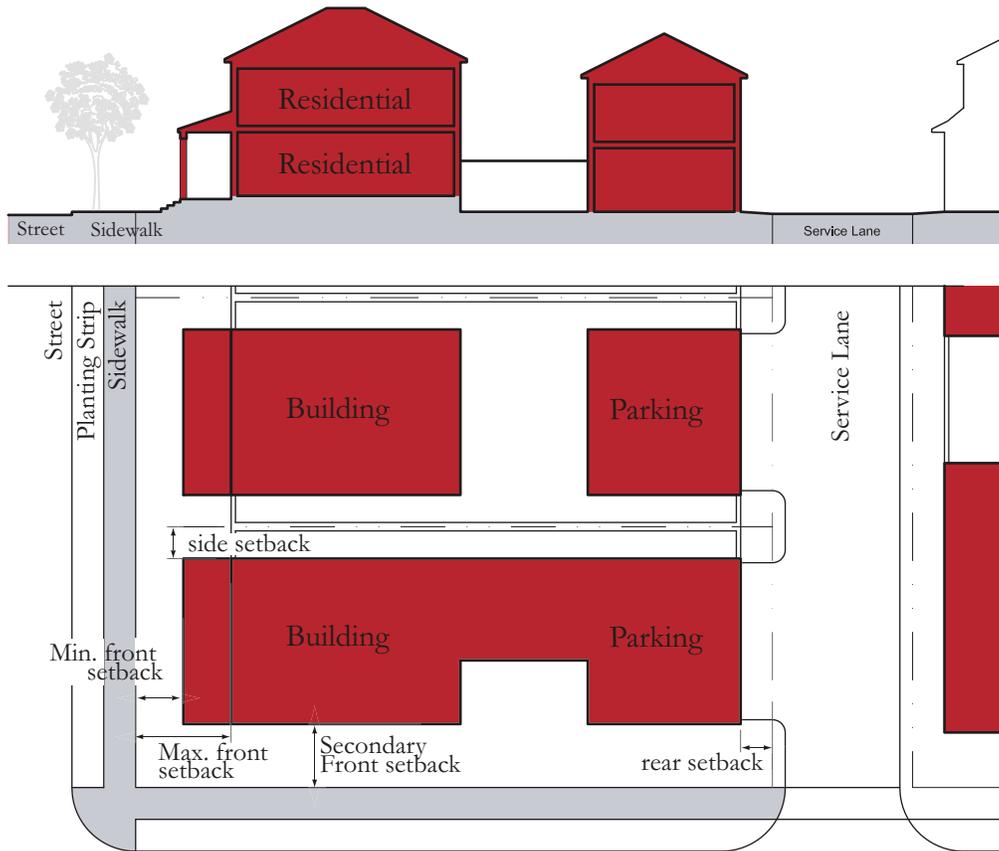
#### **ADDITIONAL STANDARDS**

-Raised Foundation: 18" minimum, 48" maximum, as measured from highest point along front property line.

Secondary Dwelling-

-There shall be no more than one secondary dwelling per lot.

Bulk Standards: Alley House



**BULK PROVISIONS**

- Min. Lot Area: 7,500 sq. ft.
- Min. Lot Width: 50'
- Setbacks:
- Front: 15' min. / 20' max.
- Side: 10 ft. min on corner, 5 ft. min. on interior.
- Rear: 5' min. or > 15'
- Additional Setback Encroachments:
- Covered Porches: 8'
- Covered Stoops & Balconies: 6'
- Bay windows: 2'
- Height: 3 Stories max. at highest point along front property line

**PARKING, LOADING & ACCESS**

- Parking Required: According to UZO
- Parking Access: Side street or service lane.
- Parking Location: Behind, beside, or beneath building.

**ADDITIONAL STANDARDS**

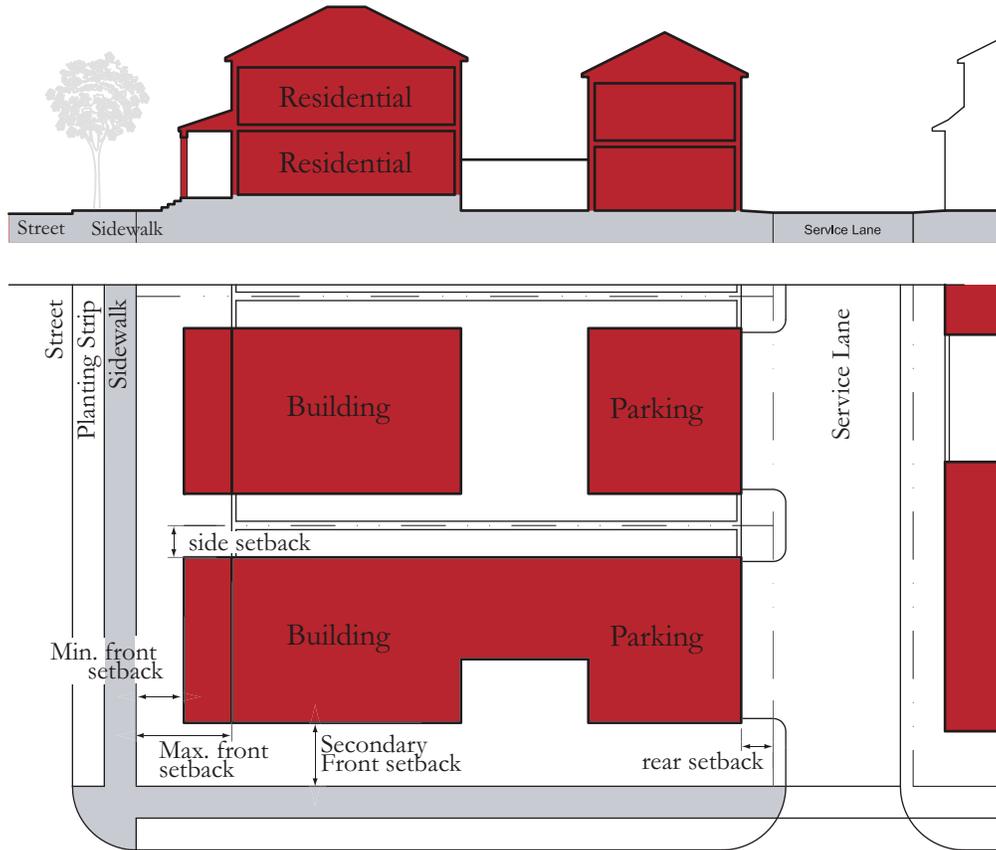
- Raised Foundation: 18" minimum, 48" maximum, as measured from highest point along front property line.



*Sitephocus*

## Subdistrict 3

### Bulk Standards: Alley House



#### **BULK PROVISIONS**

Min. Lot Area: 7,500 sq. ft.

Min. Lot Width: 40'

Setbacks:

Front: 15' min. / 20' max.

Side: 10 ft. min on corner, 5 ft. min. on interior.

Rear: 5' min. or > 15'

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

#### **PARKING, LOADING & ACCESS**

Parking Required: According to UZO

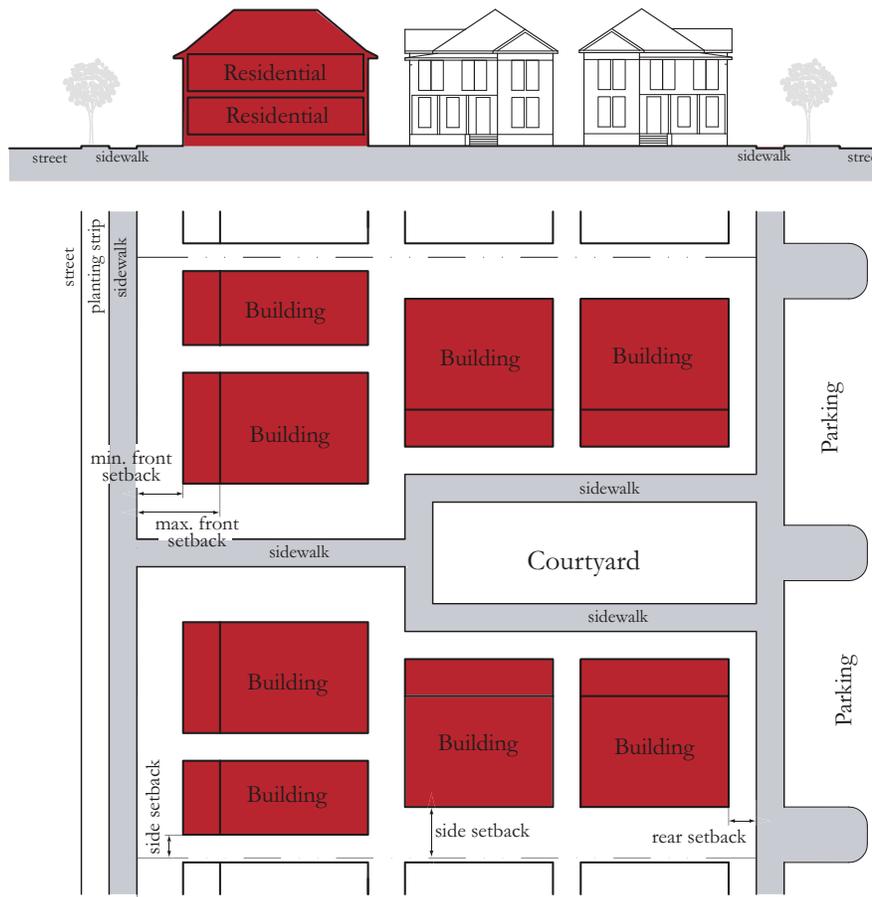
Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

#### **ADDITIONAL STANDARDS**

-Raised Foundation: 18" minimum, 48" maximum, as measured from highest point along front property line.

Bulk Standards: Cottage Court



**BULK PROVISIONS**

Min. Area: 10,000 sq. ft.

Setbacks:

Front: For buildings that front the street: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all others.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

**PARKING, LOADING & ACCESS**

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

**ADDITIONAL STANDARDS**

- Raised Foundation: 18" minimum as measured from highest point along front property line.

- Buildings shall abut both sides of the central open space.

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

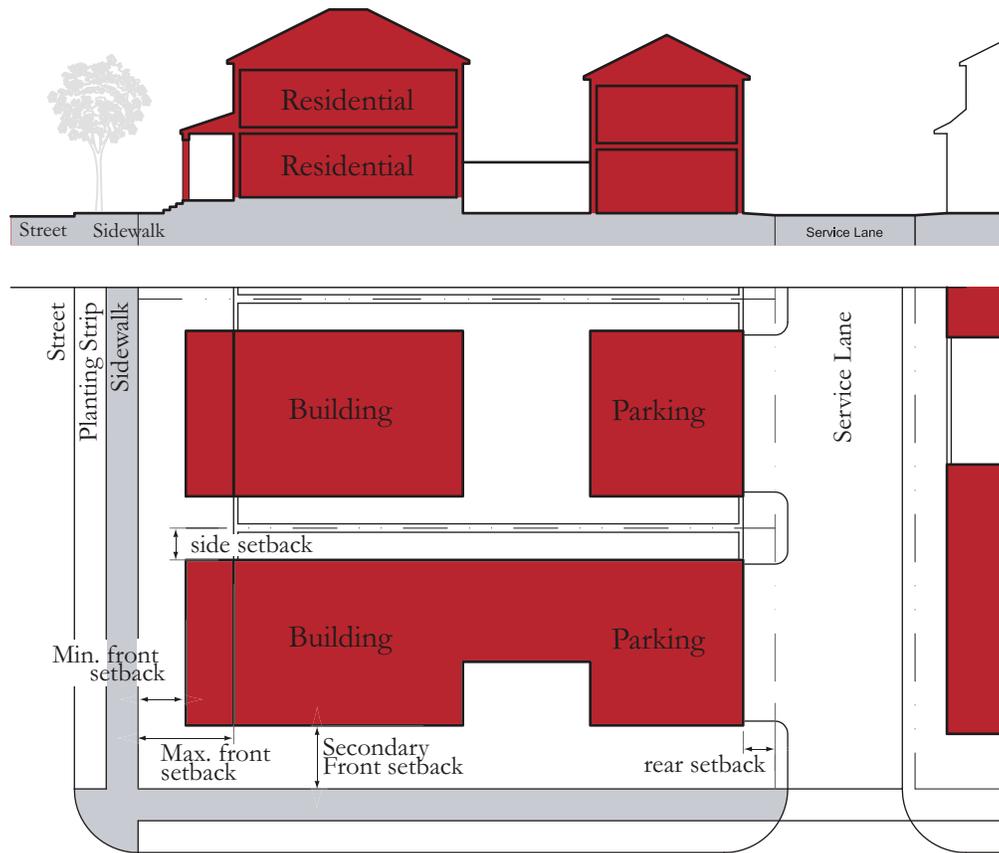


- Parking adjacent to the central open space shall be separated from it by landscaping or an architectural screen.

- The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.

# Bulk Standards: Alley House

## Subdistrict 4



### BULK PROVISIONS

Min. Lot Area: 3,750 sq. ft.

Min. Lot Width: 35'

Setbacks:

Front: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all others.

Side: 10 ft. min on corner, 5 ft. min. on interior.

Rear: 5' min. or > 15'

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

### PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

### ADDITIONAL STANDARDS

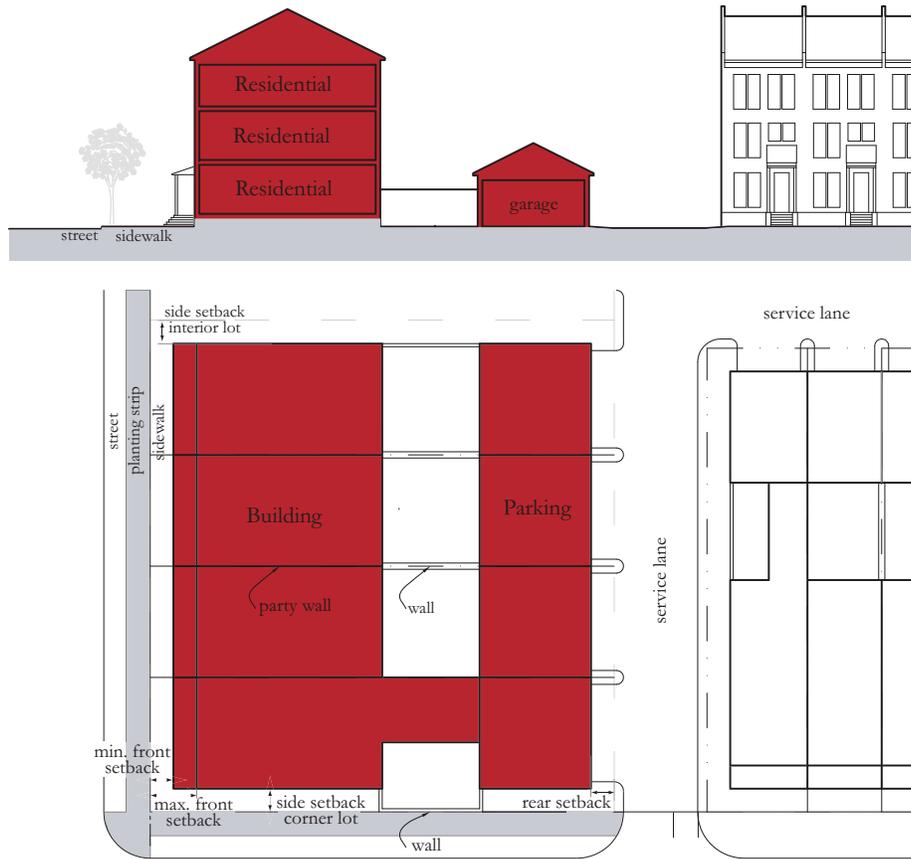
-Raised Foundation: 18" minimum, 48" maximum, as measured from highest point along front property line.

Secondary Dwelling-

-There shall be no more than one secondary dwelling per lot.



Sitephocus



**BULK PROVISIONS**

Min. Lot Area: 1,080 sq.ft.

Setbacks:

Front: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all others.

Side: 5' min. on all corner lots, 0' min. on interior lots.

Rear: 20' min.; 5' min. or > 15' for garage.

Additional Setback Encroachments:

Covered Porches: 8'

Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories max. at highest point along front property line

**PARKING, LOADING & ACCESS**

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

**ADDITIONAL STANDARDS**

-Raised Foundation: 18" minimum as measured from highest point along front property line

-There shall be no more than one secondary dwelling per lot

# Bulk Standards: Town House Courts

## Subdistrict 4



### BULK PROVISIONS

Min. Lot Area: 10,000 sq. ft.

Setbacks:

Front:

For buildings that front the street: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all other streets.

For buildings that front central open space: 5' min. / 10' max. from property line adjacent to open space or edge of walk.

Side: 5' min.

Rear: 10' min. from back of building to side property line abutting neighboring lot; 20' min. from back of building to rear property line abutting neighboring lot; 5' min. or > 15' for garage.

Height: 3 Stories max. at highest point along front property line

### PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

### ADDITIONAL STANDARDS

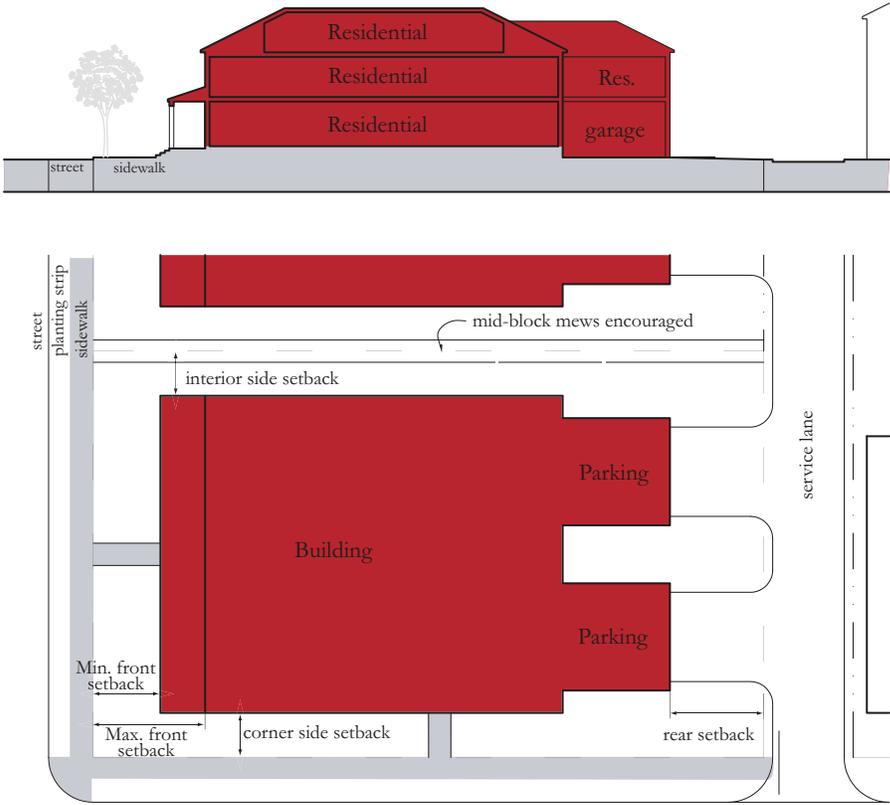
- Raised Foundation: 18" minimum as measured from highest point along front property line

- Buildings shall abut both sides of the central open space.

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

- Parking adjacent to the central open space shall be separated from it by landscaping or an architectural screen.

- The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.



**BULK PROVISIONS - Limit of 6 units per building**

Min. Lot Area: 7,200 sq. ft.

Min. Lot Width: 60'

Setbacks:

Front: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all other streets.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Additional Setback Encroachments:

Covered Porches: 8'

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 2 and 1/2 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

**PARKING, LOADING & ACCESS**

Parking Required: According to UZO

Parking Access: Side street or service lane.

Parking Location: Behind, beside, or beneath building.

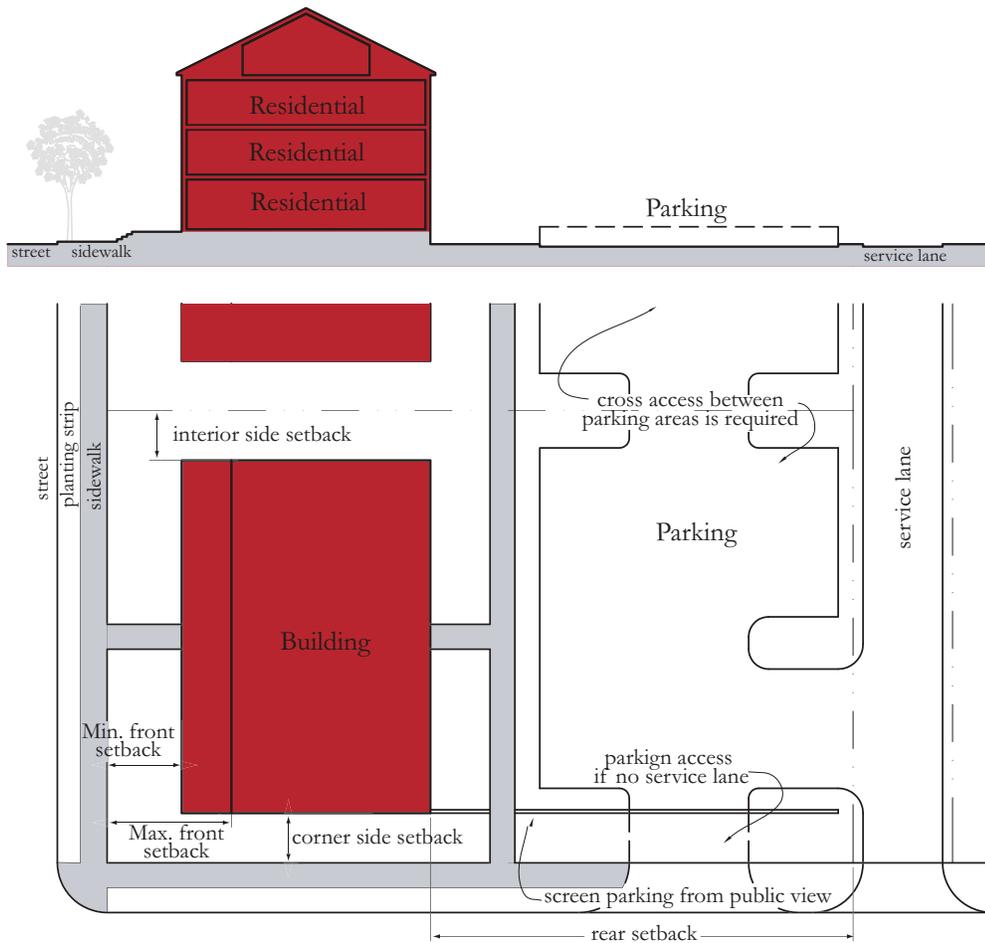
**ADDITIONAL STANDARDS**

-Raised Foundation: 18" minimum as measured from highest point along front property line.

-There shall be no more than one secondary dwelling per lot.

# Bulk Standards: Stacked Flat

## Subdistrict 4 & 5



### **BULK PROVISIONS - Building shall be a maximum of 15,000 square feet**

Min. Lot Area: N/A

Setbacks:

Front: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all others.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

### **PARKING, LOADING & ACCESS**

Parking Required: According to UZO

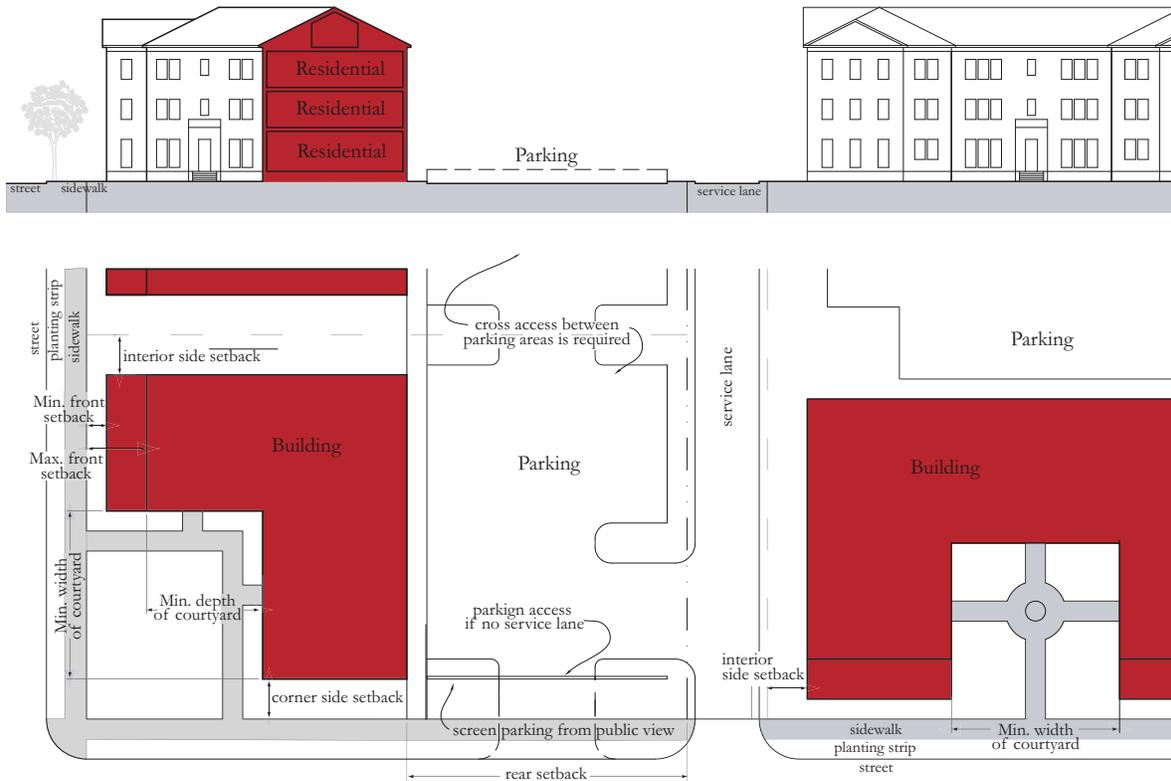
Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building

### **ADDITIONAL STANDARDS**

Raised Foundation: 18" minimum as measured from highest point along front property line.



**BULK PROVISIONS- Building shall be a maximum of 15,000 square feet**

Min. Lot Area: N/A

Setbacks:

Front: 30' min. / 40' max. along Rural Hill Road, Mt. View Road and Una Antioch Pike; 15' min. / 20' max. along all others.

Side: 5' min.

Rear: 20' min.

Additional Setback Encroachments:

Covered Stoops & Balconies: 6'

Bay windows: 2'

Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

**PARKING, LOADING & ACCESS**

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Behind, beside, or beneath building.

Loading: Behind or beside building

**ADDITIONAL STANDARDS**

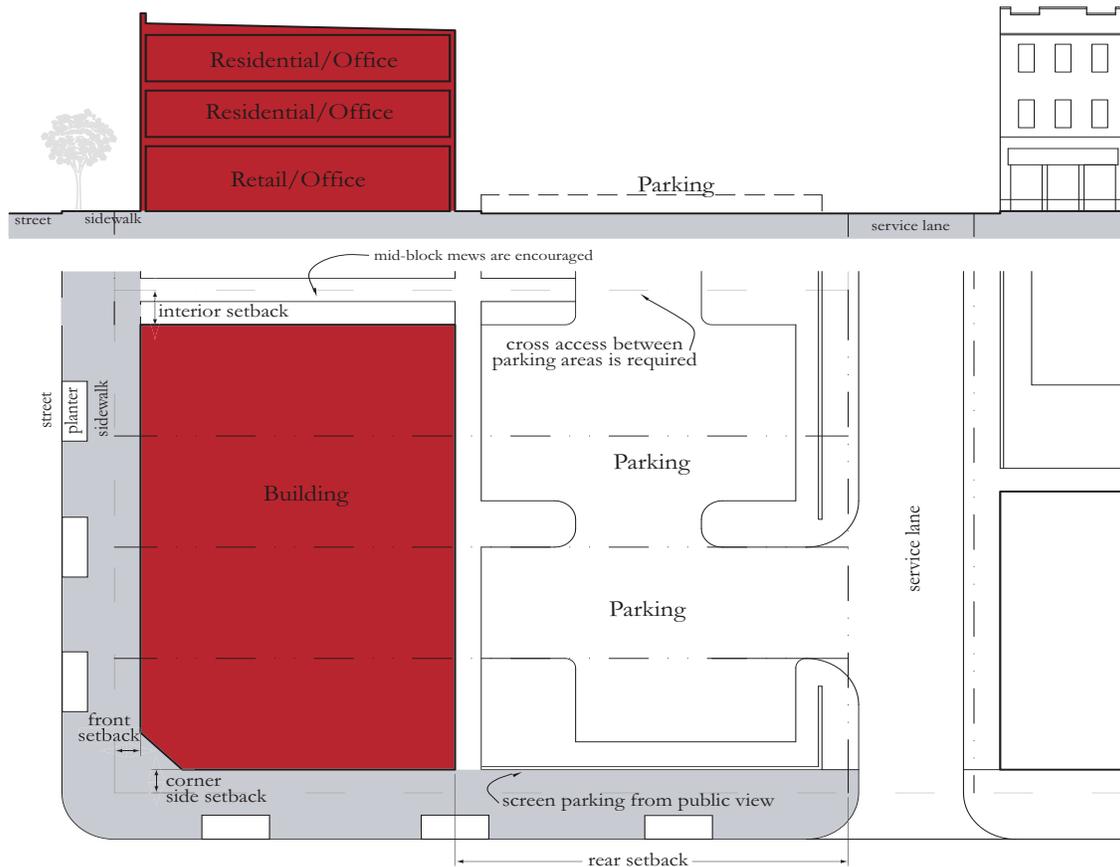
-Raised Foundation: 18" minimum as measured from highest point along front property line.

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

-The width of the central open space, measured between buildings, shall be no less than the height of the buildings, measure to the bottom of the eave or top of parapet.

# Bulk Standards: Mixed Use/Commercial Building

## Subdistrict 5



### BULK PROVISIONS

Min. Lot Area: N/A

Setbacks:

Front: 15' min. / 20' max. along Una Antioch Pike; 50' min. / 60' max. if parking between Una Antioch Pike and the building; 0' min. / 10' max. along internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

Minimum Height: 14 feet, as measured from the highest point along the front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

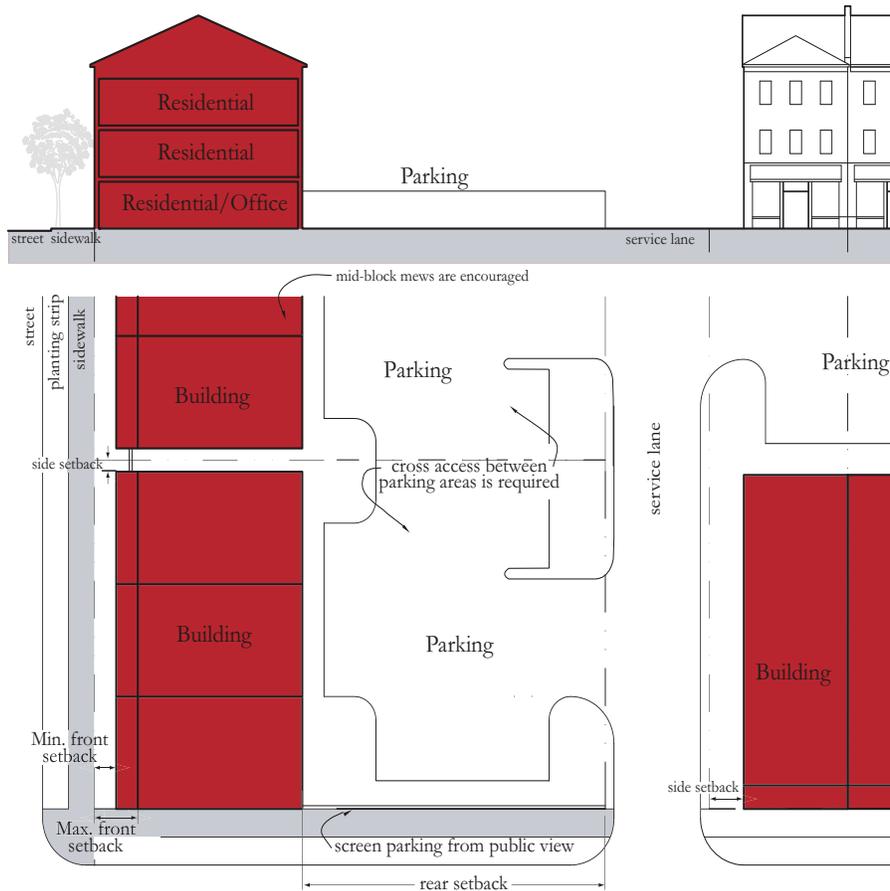
### PARKING, LOADING & ACCESS

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: One double-loaded aisle of parking shall be allowed between Bell Road and building; all other parking shall be behind, beside, or beneath building.

Loading: Behind or beside building



**BULK PROVISIONS**

Min. Lot Area: N/A

Setbacks:

Front: 15' min. / 20' max. along Una Antioch Pike; 0' min. / 10' max. along internal streets. Setback measured from ultimate right-of-way.

Side: 5' min.

Rear: 20' min.; 5' min. or > 15' for garage

Maximum Height: 3 Stories, as measured from the highest point along front setback to the bottom of the eave of a sloped roof and the top of the parapet of a flat roof.

**PARKING, LOADING & ACCESS**

Parking Required: According to UZO

Parking Access: Street, side street or service lane; Cross access between parking areas is required.

Parking Location: Parking shall be behind, beside, or beneath building.

Loading: Behind or beside building.

# Appendix A

## VISIONING WORKSHOP NOTES MONDAY, OCTOBER 20<sup>th</sup> 2008

### Likes

#### Open Space / Rural

- Rural character (2)
- Mature trees (2)

#### Neighborhoods

- Affordable houses – good range of housing prices (2)
- Diversity of people (2)
- Quiet (2)
- Diversity of housing
- Know neighbors
- Kid Friendly (in Berkeley Hall)
- Familial

#### Transportation

- Access/Convenience – to highway, work, business (3)

#### Character

- Old Community pride [long time residents]
- 

### Dislikes

#### Community Facilities and Services

- Overhead utilities
- Infrastructure inadequate
- Infrastructure is not keeping pace with development – streets and septic system issues, lack of sidewalks
- Need for social services and city services, parks, Health Department
- Code enforcement

#### Neighborhoods

- Apartments (2) – there are just way too many, it is overloading the schools. They are bad clientele and are the reason the mall is collapsing.
- There is no longevity with apartments – it doesn't help make a community

- Newer communities need to be integrated more with older communities/residents
- Lack of walkability
- Issues with old Planned Unit Developments (PUDs) – homes built cheaply and fast (2)
- Overcrowded housing
- Yard parking

#### Centers

- Business/restaurants are lacking [limited choices]

#### Corridors

- Messiness of Bell Road – businesses moving out, properties and medians not being maintained

#### Transportation

- Congestion [traffic] @ Blue Hole & Hickory Hollow Parkway
- Lack of walkability
- Need sidewalks (2) [Rural Hill Road, Una Antioch Pike]
- Roads are dangerous
- Need for alternate transportation

#### Other

- The crime rate is up - Tagging
  - Perception of Antioch (2)
  - Noise from incompatible uses
  - Flooding during rain events at the Una Antioch Pike, Mt. View Road, Hickory Hollow Parkway, railroad intersection
  - Dumping of trash in the area
- 

### Preserve

#### Open Space / Rural

- Country atmosphere/rural character (5)
- Green space, trees (2)
- Views from hill – preserve view sheds
- Natural habitat
- Open Space

#### Neighborhoods

- Single family homes
- Character [older homes]

**Centers**

- Convenience – concern as mall dies, area may not be convenient without close areas to shop

**Other**

---

**Enhance**

# Appendix B

## Community Issues Survey Results

Rural Hill – Moss Road Kick-Off Meeting

October 8th, 2008

Number of Surveys Completed: 5

What are 3 things you **really like** about your community?

1. Convenience to interstate; Convenience; Diverse; Good mixture of housing but future development needs to be more consistent with character; affordable housing
2. Quiet
3. Family-oriented

What are 3 things you **do not like** about your community?

1. Lack of community; Area turning into rental housing; Not enough parks, bikeways, bicycle lanes, and open greenspace; Safety.
2. Too many apartments; Crime; Lack of a Regional recreational Community center; Schools.
3. Crime; Lack of community; Not enough walk-up small businesses with outdoor tables and patios, lacks natural character – greenspace/ walking/biking; Neighborhood.

What street do you live on? Highlander Court (2); Rice Road

Any additional comments: Would love to see same Transect as the new Hill Center around Hickory Hollow Mall area. This could help move the area towards revitalized development around the mall. Could the library have a neighborhood park attached to it? It would promote more families utilizing the library.

# Appendix C

## Rural Hill-Moss Road IDA Calculations

### Development Potential Under the Plan Based on the SP Zoning Template

Category	Acres	% of Acres	Units	% of New Units	Units Per Acre
Potential Open Space	92	32.08	46	3.08	0.50
RM Areas*	110.3	38.46	660	44.18	5.98
RS75 Areas	33.3	11.61	194	12.99	5.83
RS10 Areas	141.28	49.26	583	39.02	4.13
MUL Area	1.9	0.66	11	0.74	0.00
Totals	286.78	100.00	1494	100.00	5.21

\*Based on an average expected density of 6 dwelling units per acre.

### Cost Estimates

In-lieu sidewalk fee per foot	91
Feet of Sidewalk Needed	2,880
Gap cost for sidewalks	262,080

Multi-Use Path Cost per foot	170
Feet of Paths Needed	2,670
Multi-Use Path Cost per foot	453,900

Sidewalks and Paths	715,980
<b>Per Dwelling Unit Contribution</b>	<b>\$479</b>





## CREDITS

### Metropolitan Planning Commission Commissioners

Mr. James McLean, Chairman  
Mr. Phil Ponder, Vice-Chairman  
Mr. Hunter Gee  
Mr. Stewart Clifton  
Ms. Judy Cummings  
Mr. Derrick Dalton  
Ms. Tonya Jones  
Ms. Ann Nielson  
Mr. Victor Tyler

Mayor Karl Dean, Ex-Officio

Andree LeQuire, Ex-Officio Representing Mayor Karl Dean

Councilmember Jim Gotto, Chair, Metropolitan Council Planning Committee, Ex-Officio

### Planning Department

Executive Office / Administration  
Rick Bernhardt, Executive Director

### Planning

Ann Hammond, Assistant Executive Director / Planning  
Jennifer Carlat, Planning Manager II, Community Plans  
Hilary Kahnle, Planning Manager I, Design Studio  
Bob Leeman, Planning Manager II, Land Development and Design

### Operations

Metropolitan Planning Organization / Transportation  
Michael Skipper, MPO Director

The production of this plan was primarily the responsibility of the Community Plans and Design Studio Divisions. The Rural Hill-Moss Road Detailed Design Plan team included:

Cindy Wood, Planner III, Community Plans  
Kathryn Withers, Planner III, Design Studio  
Rebecca Ratz, Planner I, Design Studio  
Scott Adams, Planner I, Community Plans  
Toks Omishakin, Planner II, Community Plans  
Craig Owensby, Public Information Officer

For more information on the Metropolitan Nashville Planning Department and to learn about a particular plan or part of Nashville, please visit our website at:

[www.nashville.gov/mpc](http://www.nashville.gov/mpc)

Metropolitan Planning Department  
Metro Office Building  
800 Second Avenue South  
Nashville, TN 37201

615.862.7150

METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

**Resolution No. RS2011-193**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2011CP-013-003 is **APPROVED. (7-0-1)**”

WHEREAS the *Antioch-Priest Lake Community Plan: 2003 Update* [the plan] was adopted on July 10, 2003 and in the plan Residential Low-Medium Density (RLM) policy was applied to an area that included the property identified as Map/Parcel 12001016700, 0 Murfreesboro Pike [the subject site]; and,

WHEREAS on April 14, 2011 the Planning Commission recommended approval of a change in zoning from residential to commercial for the subject site and, in conjunction with that recommendation, directed staff to prepare a housekeeping amendment to the plan that would change the land use policy applicable to the subject site from RLM to Commercial Arterial Existing (CAE); and,

WHEREAS surrounding property owners were notified about the proposed amendment in accordance with the rules and procedures for housekeeping amendments, and a public hearing was held by the Metropolitan Planning Commission on October 13, 2011 to obtain public input regarding the proposed amendment of the land use policy applicable to the subject site; and,

WHEREAS the Metropolitan Planning Commission finds that the proposed policy change from RLM to CAE is appropriate; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend functional plans as part of the general plan for the county;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS AMENDMENT NUMBER 11 to the *Antioch-Priest Lake Community Plan: 2003 Update*, a component of the General Plan, as illustrated by Attachment A to this resolution, in accordance with sections 11.504(e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county, and a certified copy of the *Antioch-Priest Lake Community Plan: 2003 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James McLean /s/* \_\_\_\_\_  
James McLean, Chairman

Adoption Date: October 13, 2011

Attest:

*Richard C. Bernhardt /s/* \_\_\_\_\_  
Richard C. Bernhardt, Secretary and Executive Director

**Amendment No. 11 to the Antioch-Priest Lake Community Plan: 2003 Update**

The *Antioch-Priest Lake Community Plan: 2003 Update* is hereby amended by changing the Residential Low-Medium Density (RLM) policy shown in the area identified as the Amendment Site outlined in red in Figure 1 to Commercial Arterial Existing (CAE) policy as shown in Figure 2.

Figure 1

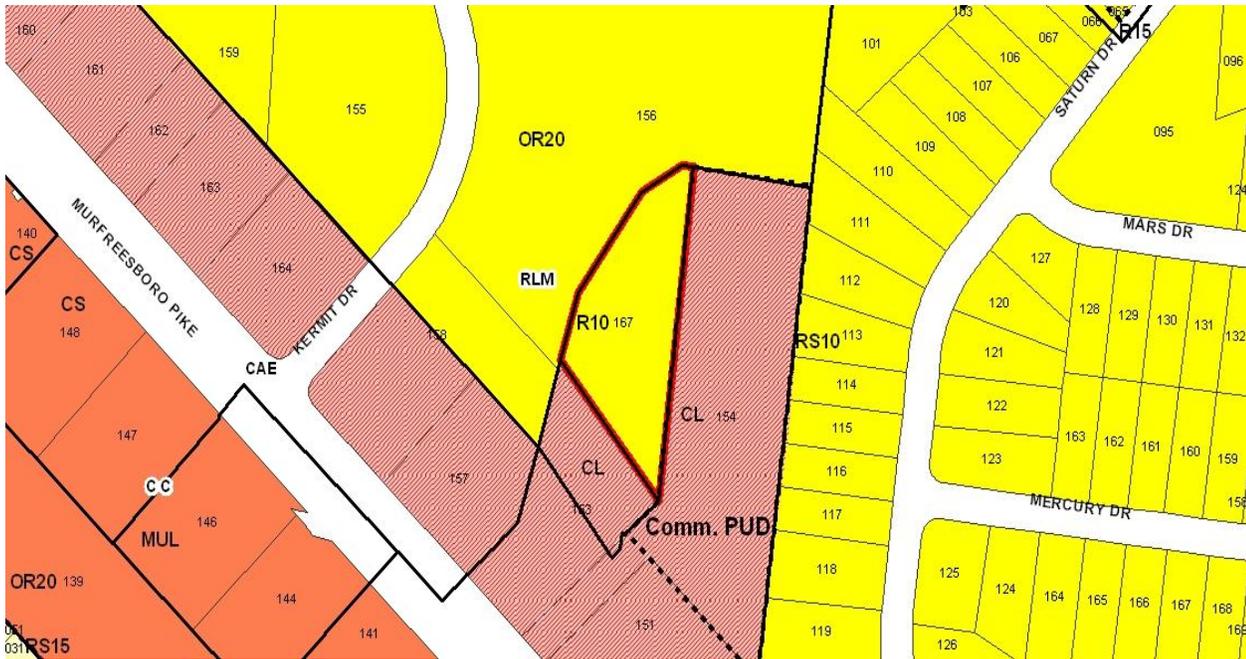
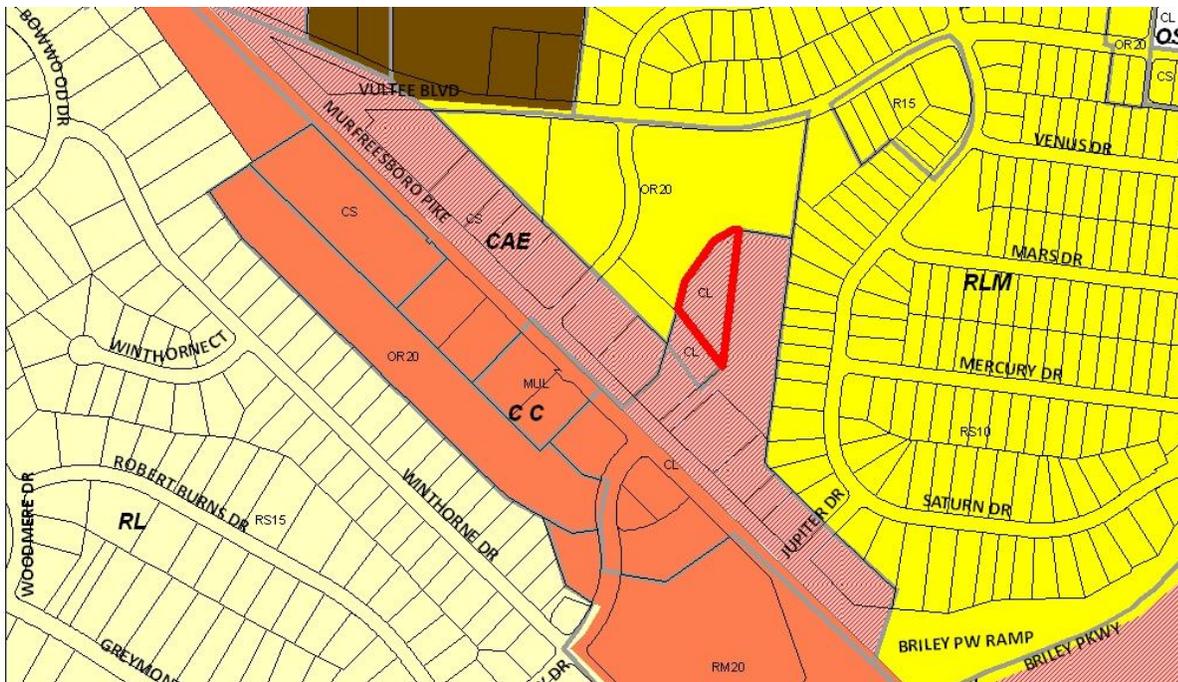


Figure 2



METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. RS2012-29

“BE IT RESOLVED by The Metropolitan Planning Commission that 2012CP-013-001 is **APPROVED with a Special Policy requiring a rezoning to an SP District to address environmental and safety issues. (8-1)**”

WHEREAS the *Antioch-Priest Lake Community Plan: 2003 Update* [the plan] was adopted on July 10, 2003 and in the plan Industrial (IN) and Natural Conservation (NCO) policies were applied to property located on Franklin Limestone Road (unnumbered), approximately 1,725 feet east of Antioch Pike; and

WHEREAS at the request of an applicant, the IN policy was amended to Residential Medium (RM) policy and was adopted on January 8, 2004; and

WHEREAS an amendment was proposed in 2011 at the request of an applicant to change the policy from RM and Natural Conservation (NCO) to District – Industrial (D IN) and Conservation (CO) policy; and,

WHEREAS a community meeting was held on January 10, 2012 to obtain public input regarding the proposed amendment of the land use policy applicable to the subject site; and,

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on January 26, 2012 to consider the merits of amending the Antioch-Priest Lake Community Plan to enact the aforementioned amendment, as shown on Attachment A; and,

WHEREAS the Metropolitan Planning Commission finds that the proposed policy change from Residential Medium (RM) and Natural Conservation (NCO) to District – Industrial (D IN) and Conservation (CO) policies is appropriate; and,

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend functional plans as part of the general plan for the county;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS AMENDMENT NUMBER 12 to the *Antioch-Priest Lake Community Plan: 2003 Update* - a component of the General Plan - as illustrated by Attachment A to this resolution, in accordance with sections 11.504(e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county, and a certified copy of the *Antioch-Priest Lake Community Plan: 2003 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James McLean /s/*

James McLean, Chairman

Adoption Date: January 26, 2012

Attest:

*Richard C. Bernhardt /s/*

Richard C. Bernhardt, Secretary and Executive Director

**Amendment No. 12 to the *Antioch-Priest Lake Community Plan: 2003 Update***

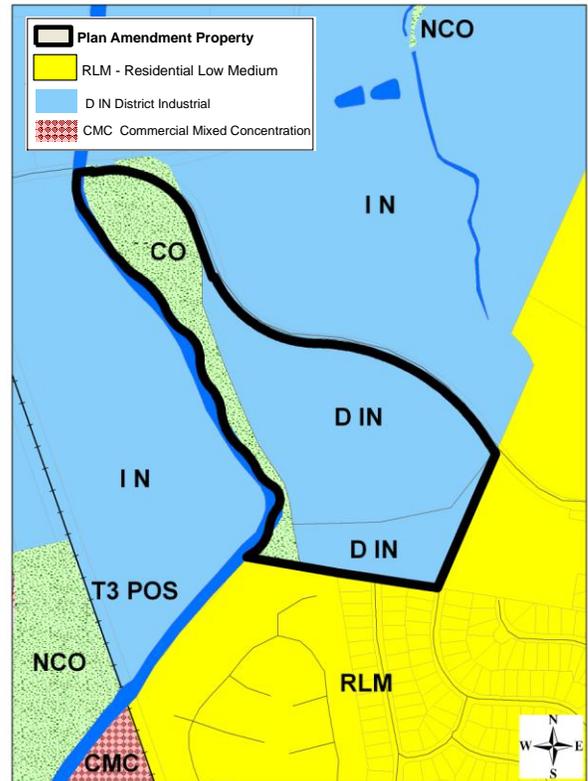
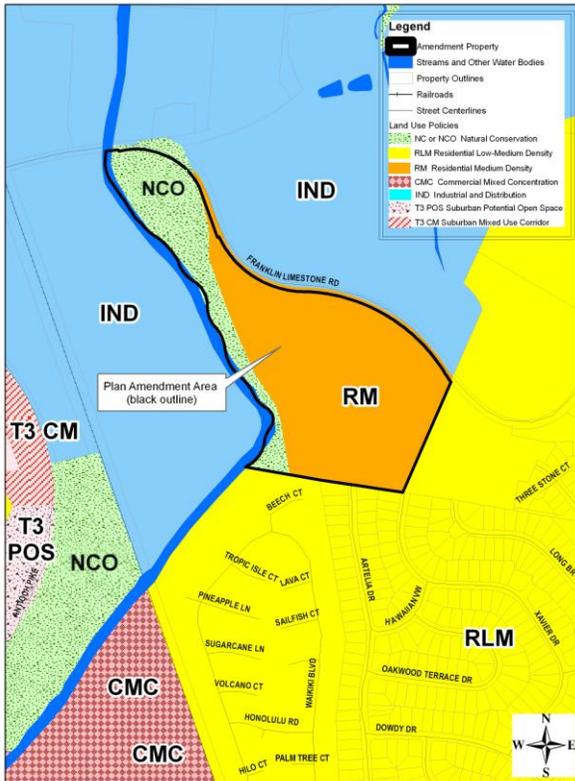
The *Antioch-Priest Lake Community Plan: 2003 Update* is hereby amended by changing the Residential Medium Density (RM) and Natural Conservation (NCO) policy shown in the area identified as the Plan Amendment Property outlined in black in Figure 1 to District – Industrial (D-IN) ) and Conservation (CO) policy as shown in Figure 2.

**Figure 1 Existing Policies**

**Figure 2 Adopted Policies**

Franklin Limestone Road Property Amendment Request

2012CP-013-001  
Franklin Limestone Road Property Amendment Request



METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

**Resolution No. RS2012-38**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2011CP-013-004 is **APPROVED. (7-2)**”

WHEREAS the *Antioch-Priest Lake Community Plan: 2003 Update* [the plan] was adopted on July 10, 2003 and in the plan Residential Low-Medium Density (RLM) policy was applied to property located at 2158 Una Antioch Pike; and,

WHEREAS an amendment was proposed to change the policy from RLM to T3 Suburban Neighborhood Evolving (T3 NE) and Conservation (CO); and,

WHEREAS a community meeting was held on October 27, 2011 at the Southeast Branch Library to obtain public input regarding the proposed amendment of the land use policy applicable to the subject site; and,

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on February 9, 2012 to consider the merits of amending the Antioch-Priest Lake Community Plan to enact the aforementioned amendment, as shown on Attachment A; and,

WHEREAS the Metropolitan Planning Commission finds that the proposed policy change from RLM to T3 NE policy and CO policy is appropriate; and,

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt and amend functional plans as part of the general plan for the county;

NOW THEREFORE, BE IT RESOLVED, that the Metropolitan Planning Commission hereby ADOPTS AMENDMENT NUMBER 13 to the *Antioch-Priest Lake Community Plan: 2003 Update* - a component of the General Plan - as illustrated by Attachment A to this resolution, in accordance with sections 11.504(e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county, and a certified copy of the *Antioch-Priest Lake Community Plan: 2003 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James McLean /s/*

James McLean, Chairman

Adoption Date: February 9, 2012

Attest:

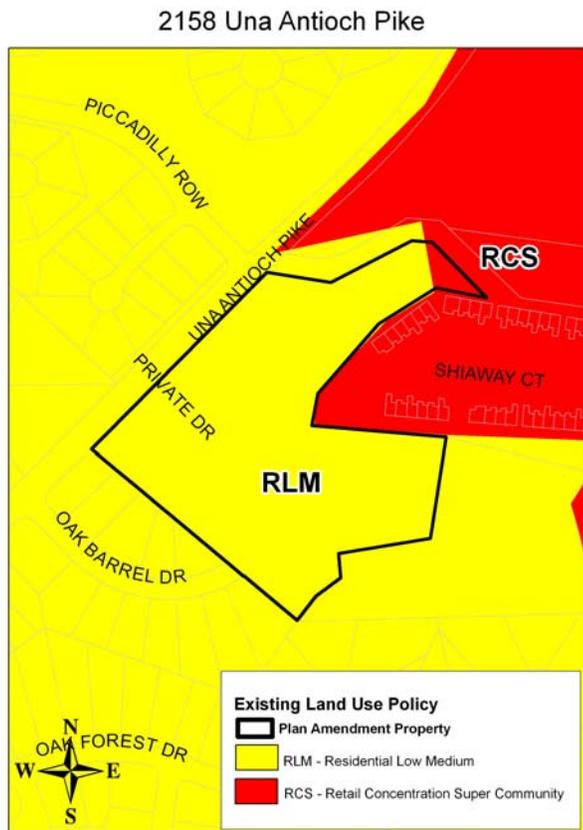
*Richard C. Bernhardt /s/*

Richard C. Bernhardt, Secretary and Executive Director

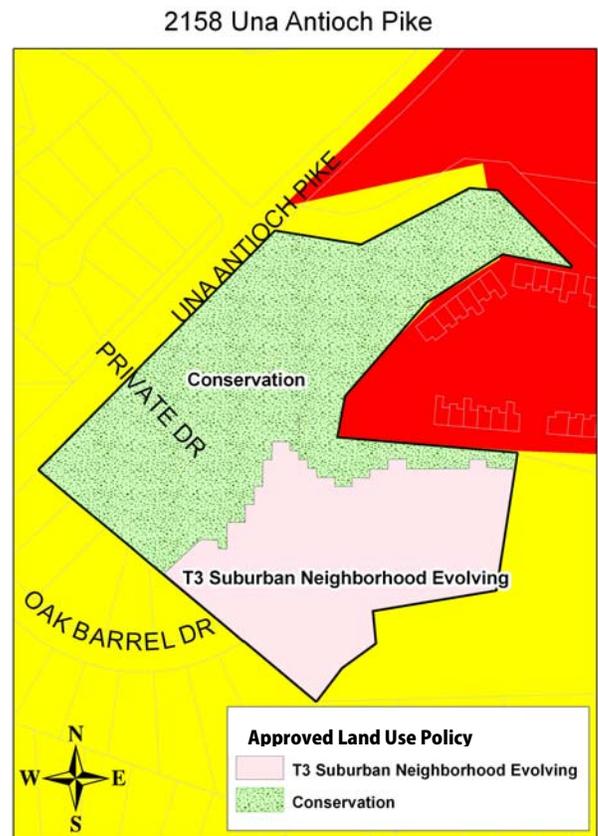
**Amendment No. 13 to the *Antioch-Priest Lake Community Plan: 2003 Update***

The *Antioch-Priest Lake Community Plan: 2003 Update* is hereby amended by changing the Residential Low-Medium Density (RLM) policy shown in the area identified as the Plan Amendment Property outlined in black in Figure 1 to T3 Suburban Neighborhood Evolving Policy (T3 NE) and Conservation (CO) policy as shown in Figure 2.

**Figure 1**



**Figure 2**



**BEGINNING OF ORIGINAL**

*Antioch-Priest Lake Community Plan:  
2003 Update*

**adopted July 10, 2003**

**RESOLUTION NO. RS2003-1563**

**A resolution accepting the 2003 Plan Update for the Antioch/Priest Lake Community adopted by the Metropolitan Planning Commission on July 10, 2003.**

Whereas, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council "only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;" and

Whereas, the Metropolitan Planning Commission, in order to fulfill its duty to develop and maintain the General Plan to provide the basis for zoning decisions, has divided the County into fourteen subareas and developed specific plans for each such subarea; and

Whereas, the Plan for Subarea 13 encompasses the community traditionally known as Antioch/Priest Lake; and

Whereas, the Metropolitan Planning directed its staff to work with Antioch/Priest Lake citizens to conduct public meetings and take such other steps deemed necessary to provide public input and review needed to update the Subarea 13 Plan; and

Whereas, thirteen community meetings were held between October 2002 and April 2003, at which community members worked extensively with Planning Department staff to develop their vision for the future of Antioch/Priest Lake; and

Whereas, the 2003 Plan Update for the Antioch/Priest Lake Community was unanimously approved by the Metropolitan Planning Commission, following a public hearing, on July 10, 2003; and

Whereas, it is fitting and proper that the Metropolitan Council recognize the efforts of Antioch/Priest Lake citizens in developing the 2003 Plan Update for the Antioch/Priest Lake Community.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:**

**SECTION 1.** The Metropolitan Council hereby goes on record as accepting the Plan for the Antioch/Priest Lake Community, which was adopted by the Metropolitan Planning Commission on July 10, 2003.

**SECTION 2.** The Metropolitan Council further resolves to work with members of the Antioch/Priest Lake community and the Metropolitan Planning Commission to discuss and develop measures that will contribute to the achievement of the Plan.

SECTION 3. This Resolution shall take effect from and after its adoption, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

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Councilmember Jason Alexander

---

Councilmember Tony Derryberry

---

Councilmember Saletta Holloway

---

Councilmember Phil Ponder

---

Councilmember Janis Sontany

---

Councilmember Bruce Stanley

mpc/cw

**METROPOLITAN PLANNING COMMISSION  
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

**Resolution No. 2003-281**

“WHEREAS, the Metropolitan Planning Commission directed Planning Department staff to conduct open community meetings to provide the community the opportunity to work with the staff on the updating of the *Subarea 13 Plan: 1996 Update* that was adopted on October 17, 1996; and

WHEREAS, from October 28, 2002 to April 22, 2003, the Metropolitan Planning Department staff working extensively with residents, Councilmembers, property owners, and civic and business interests, including conducting nine community meetings and a four-day community design charrette in the community, prepared an updated plan for the Antioch/Priest Lake community, also known as Subarea 13; and

WHEREAS, public hearings were held by the Metropolitan Planning Commission on May 8, 2003 and June 12, 2003 and continued to July 10, 2003 to obtain additional input regarding the proposed *Antioch/Priest Lake Community Plan: 2003 Update*; and

WHEREAS, the Metropolitan Planning Commission is empowered under state statute and the charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS** the *Antioch/Priest Lake Community Plan: 2003 Update* (Subarea Plan), including those actions taken by the Planning Commission on July 10, 2003, in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. In addition, the Major and Collector Street Plans and the Greenways Master Plan are hereby amended to reflect changes set forth in the *Antioch/Priest Lake Community Plan: 2003 Update*. The *Antioch/Priest Lake Community Plan: 2003 Update* is also adopted as part of the General Plan.

*151 James Lawson*

\_\_\_\_\_  
James Lawson, Chairman

Adoption Date: July 10, 2003

Attest:

*151 Rick Bernhardt*

\_\_\_\_\_  
Rick Bernhardt  
Secretary and Executive Director

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## EXECUTIVE SUMMARY

The *Antioch/Priest Lake Community Plan: 2003 Update* replaces the *Subarea 13 Plan: 1996 Update* and will guide development in the Antioch/Priest Lake community over the next five to seven years. The Planning Department developed the update with substantial community participation during a six-month period, in late 2002 and early 2003.

The Antioch/Priest Lake community faces high growth pressures, as it has for many years. The community's population has increased 37% over the past decade, from 44,101 in 1990 to 60,380 in 2000, and is projected to grow another 25% by 2010. In the face of growth pressures, Antioch/Priest Lake residents seek to preserve a substantial measure of the community's character – rural areas, unique environmental features, and a diverse population – while dealing with additional growth.

During the plan update process, participants and planners discussed the differences between the northern part of the area with a more established development pattern and the more undeveloped southern part of the community where there is still the opportunity to influence the shape of future growth. The 2003 community plan updates the 1996 plan, then, in three important areas:

- In relatively undeveloped residential areas, the new structure plan policy of "Neighborhood General" (NG) replaces "Residential Low-Medium Density" (RLM) policy. The significance of the change is twofold: First, "NG" policy more accurately reflects the community's desire to minimize the impact of future residential development through neighborhoods that have a more traditional form. Second, because "NG" policy calls for a mix of housing types, it is also associated with interconnected streets and nearby amenities, such as neighborhood centers, schools, parks and greenways, and the plan locates policies that support these other neighborhood elements in "NG" policy areas.
- In the area east of the airport, "Industrial District" (I N) policy has been expanded south on Reynolds Road to just north of Smith Spring's Road and east along Couchville Pike to Bell Road. The area along Reynolds Road fell under "Residential Medium Density" (RM) policy in the 1996 plan while the Couchville Pike area was designated "Office Concentration" (OC). Because both areas are difficult for residential development, participants recommended the change to "I N" policy with the stipulation that industrial development be limited to warehousing and distribution.
- Finally, reflecting zoning changes and development that has occurred over the past seven years, the plan update expands the retail policy at the intersection of Murfreesboro Pike and Hamilton Church Pike, "Community Center" (CC) policy in the update, and "I N" policy north along I-24 to Old Franklin Road.

Community participants had many concerns, including the loss of open space, traffic congestion, poor road quality, lack of sidewalks, school overcrowding, loss of too much land to development, poor development design, and inadequate sewer service. The policies and recommendations in the 2003 community plan update incorporate the community's concerns and build on the community's vision and goals.



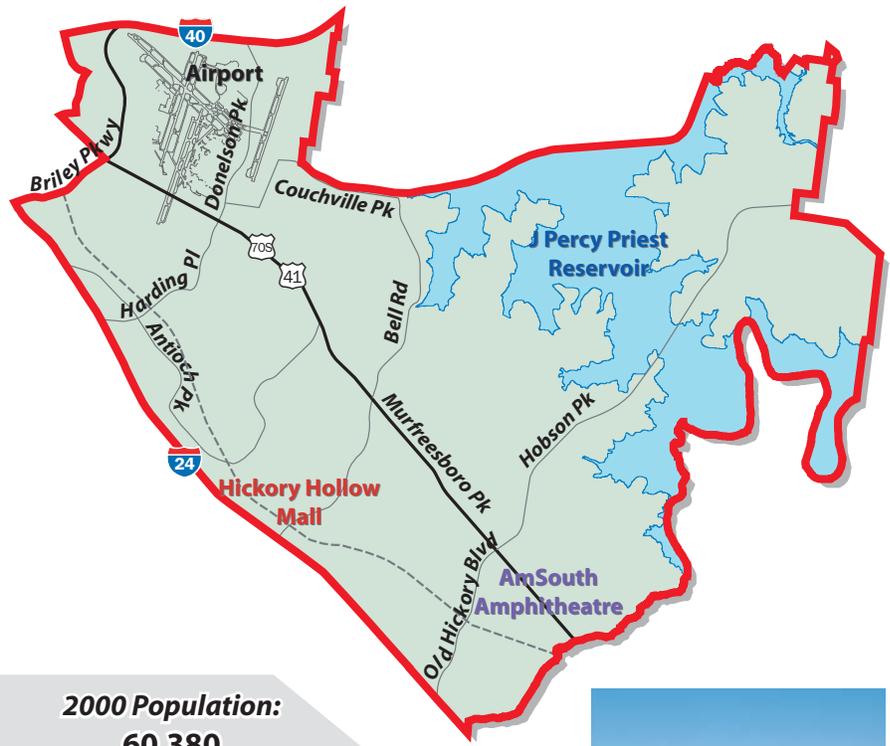
## COMMUNITY SETTING

The Antioch/Priest Lake Community Plan is the long-range vision for this particular area in Davidson County. The document lays out in detail the result of research, public input, and the desire for a new direction for the community's development.

The Plan establishes the land use policy for the community and is the guiding document when considering development proposals and zone changes.

The Antioch/Priest Lake Community is located in southeast Davidson county and contains a diverse mixture of land uses, natural settings, services, housing options, and transportation components. The area includes older suburban subdivisions, new development, large employers, and rural lands. The community is home to Nashville International Airport, an important part of the area's major employment center. Hickory Hollow Mall anchors one of Nashville's regional activity centers, an area that continues to evolve and mature into a more complete mixture of residential, office, retail, and services.

Murfreesboro Pike traverses the entire length of the community and links it to downtown Nashville, Murfreesboro, and beyond. Its inconsistent character and development pattern present challenges to the community's future. Likewise, the opportunity exists to make this important artery a



**2000 Population:**  
**60,380**  
**2010 Population projection:**  
**75,309**



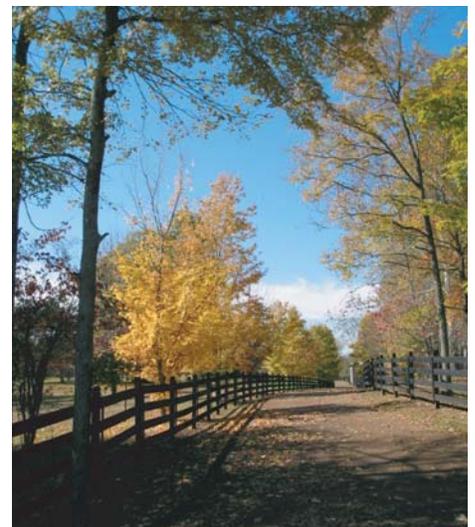
The J. Percy Priest Reservoir defines much of the community's character.

livable, attractive, yet functional street.

Antioch and Priest Lake continue to experience one of Davidson County's highest growth rates. The very character of the community is being tested by constant pressure to accommodate more people, more services, and more cars. The area's natural environment creates an attractive setting for new development, but it is quickly being displaced by developments seeking cheaper land.

This plan sets a new tone for development in the area and presents a clear vision for a different community in the future.

Many rural areas are under pressure to develop as the community grows.



**Figure 1**  
**The Antioch - Priest Lake Community**  
**Within the Nashville Metropolitan Region**



## PLANNING PROCESS

### About Subarea Planning

In 1988, Nashville was divided into fourteen planning subareas, or major communities. Each community has a unique character and faces specific problems. Focusing on smaller geographic areas promotes greater citizen participation in the planning process, and ensures that subarea plans are responsive to community desires.

### Purpose and Function of the Subarea Plan

The primary purposes of the subarea plan are:

- To establish a clear vision of the kind of place the community's residents, businesses and institutions would like it to be in the future, and
- To provide a course of action that strengthens the process of building the community envisioned.

The main function of the plan is to guide the many decisions and actions that will shape the community. Among the key decisions guided by this plan are:

- Planning Commission's recommendations and Council's actions regarding zone change proposals and other regulatory measures that affect development,
- Planning Commission's actions regarding the subdivision of land, and
- Planning Commission's recommendations to Council about the provision, extension and replacement of public facilities and the disposal of surplus public property.

The subarea plan also guides Metro's annual Capital Improvements Budget and Program that is prepared and recommended by the Planning Commission and adopted by Metro Council. Additionally, the subarea plans serve as the basis for more detailed planning, such as small area commercial and neighborhood design plans. Because subarea plans are intended to be the entire community's plan, the community's constituents -- neighborhood and business organizations, residents, entrepreneurs, institutions and property owners -- are among the most important users of this plan. Finally, it is a reference, and serves as the basis, for many of the functional service plans prepared and maintained by many Metropolitan Government agencies.

### Relationship to the General Plan

The General Plan for Nashville/Davidson County establishes guidelines for making decisions about land use, growth and development. It also contains recommendations for housing services, education, and economic development. The General Plan is not a single document, but a group of related documents. Foremost among these is *Concept 2010*, which establishes the most general level of policies. *Concept 2010* contains broad, long-term countywide policies designed as a foundation to guide future more detailed land use decisions.

The other documents that make up the General Plan are the fourteen subarea plans and several functional plans. The functional plans supply an in-depth study of specific topics covered in *Concept 2010*. These plans, developed in conjunction with other Metropolitan Government agencies, include transportation, the statistical database, economic development, historic preservation, parks and recreation, and housing. The subarea and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently.

## **Update Process For Antioch/Priest Lake**

The update of the Antioch/Priest Lake community plan was officially launched at the October 3, 2002 community meeting. The planning process featured an intensive workshop called a “charrette” that was held over a four-day period at the Apollo Middle School. The charrette was completely open to the public and featured both daytime and evening sessions. In addition to the charrette, nine community meetings were held between October 2002 and April 2003. Mailing and e-mail lists of groups and individuals were created and those on the lists, which ultimately included over 350 recipients, received information about the meetings and overall process. Information was also made available at the Southeast branch library and on the Planning Commission website at [www.nashville.gov/mpc](http://www.nashville.gov/mpc).

The result of the community meetings was a final draft of The Antioch/Priest Lake Community Plan: 2003 Update, which was considered in formal public hearing by the Planning Commission on June 12, 2003. In advance of the public hearing, copies of the draft were made available for public viewing at the Planning Commission office, the Southeast branch library, and the Planning Commission website.

## **Issue Identification**

An important part of the planning process was the identification of issues that affect the Antioch/Priest Lake community. The issue identification process took place at the first two community meetings. Participants raised 46 issues, covering transportation, schools, development, parks and community centers, environmental and open space, and sewer service. While the full list of issues compiled throughout the planning process follows, many dominant issues were summarized on an issues map produced for the charrette and shown on Figure 2.

### ***TRANSPORTATION***

- Problem with development continuing and roads not being widened
- Widening roads is not always the answer to traffic problems
- Couchville Pike and other roads between Murfreesboro Pike and I-40 need widening
- Problems at the intersection complex at Hickory Hollow Parkway, Una-Antioch Pike, Blue Hole Road and the railroad tracks need to be corrected.
- Problems at the intersection of Rural Hill Road and Murfreesboro Pike (especially the south side going back towards the mall) need to be corrected.
- Bell Road needs to be widened between Murfreesboro Pike and Smith Springs Road, it is only two lanes wide.
- Sidewalks are needed along Hobson Pike to connect the schools.
- Sidewalks are needed along Murfreesboro Pike near Una Elementary School.
- Overall traffic issues need to be addressed so that traffic does not keep getting worse.

### ***SCHOOLS***

- Planning for schools to meet current demand and forecasted growth is important.
- There are safety and security issues involved with the use of portable classrooms (especially with the back doors being open).

### ***DEVELOPMENT***

- Retaining open space as development occurs
- Light pollution is a problem
- Dense buffers are needed along railroads and interstates
- Do not duplicate the Hickory Hollow area “mistake” (development pattern) elsewhere.
- Overbuilding in the Nashboro Village area
- Some rural areas should remain rural
- The density of new development is too high
- Concern about “urban” development in the Seven Points area
- Concern about urbanization of the Rural Hill Road corridor
- Concern about new housing not being comparable to existing housing values – also the character needs to be similar
- Plans for development along Murfreesboro Pike from Mt. View Road to the county line need to be discussed.
- Affordable and attractive housing is needed.
- “Move up” housing is needed.
- Senior housing is needed (possible appropriate site: nine acres at Pin Hook Road and LaVergne-Couchville Pike).
- The future use of large tracts of land needs to be addressed, some of this land would be good to use as open space.
- There are conflicts between the community’s vision for future development and developers’ ideas.
- There are problems with the quantity of multifamily housing in the Hickory Hollow area, particularly traffic.
- The character of development along Murfreesboro Pike lacks cohesion. The services provided are needed but design needs to be coordinated.
- Spotty development is a problem in the community. Infill development should be considered as an alternative, especially given the problem of abandoned buildings.

### ***PARKS AND COMMUNITY CENTERS***

- There is a need for a community center that includes a swimming pool.
- There is a need for parks, green space preservation, and preservation of rural qualities.
- There was a previous commitment to build a public golf course, which has not been kept. The status of this commitment needs to be checked.

### ***ENVIRONMENTAL AND OPEN SPACE***

- Wildlife habitat needs to be preserved.
- Can Metro purchase some of the undeveloped land for green space?
- Air pollution problems caused by vehicles need to be addressed.

***SEWER SERVICE***

- Concern about “new tech” sewer in Arbor Crest subdivision near Long Hunter State Park
- Problems in areas that do not have access to sewers but are not allowed to have septic systems need to be addressed.
- Metro had promised both water and sewer service when outlying areas of the county were annexed but the promise for sewer service has not been kept.
- The fact that people cannot build homes on one acre lots without sewers is a problem.
- Can existing homes be hooked up to sewers? Politics seems to be involved in the decisions.
- It seems unfair for people who have septic tanks to have to pay for sewer service when sewer service comes to an area.

***OTHER***

- Participants in the planning process need information about current Capital Improvements Budget projects.
- Participants in the planning process need information about what has already been approved but has not yet been built.
- Cable television service is not available in some areas.
- Stormwater management problems need to be addressed. Flooding in the Pin Hook Road area near Priest Lake was mentioned as a specific problem.

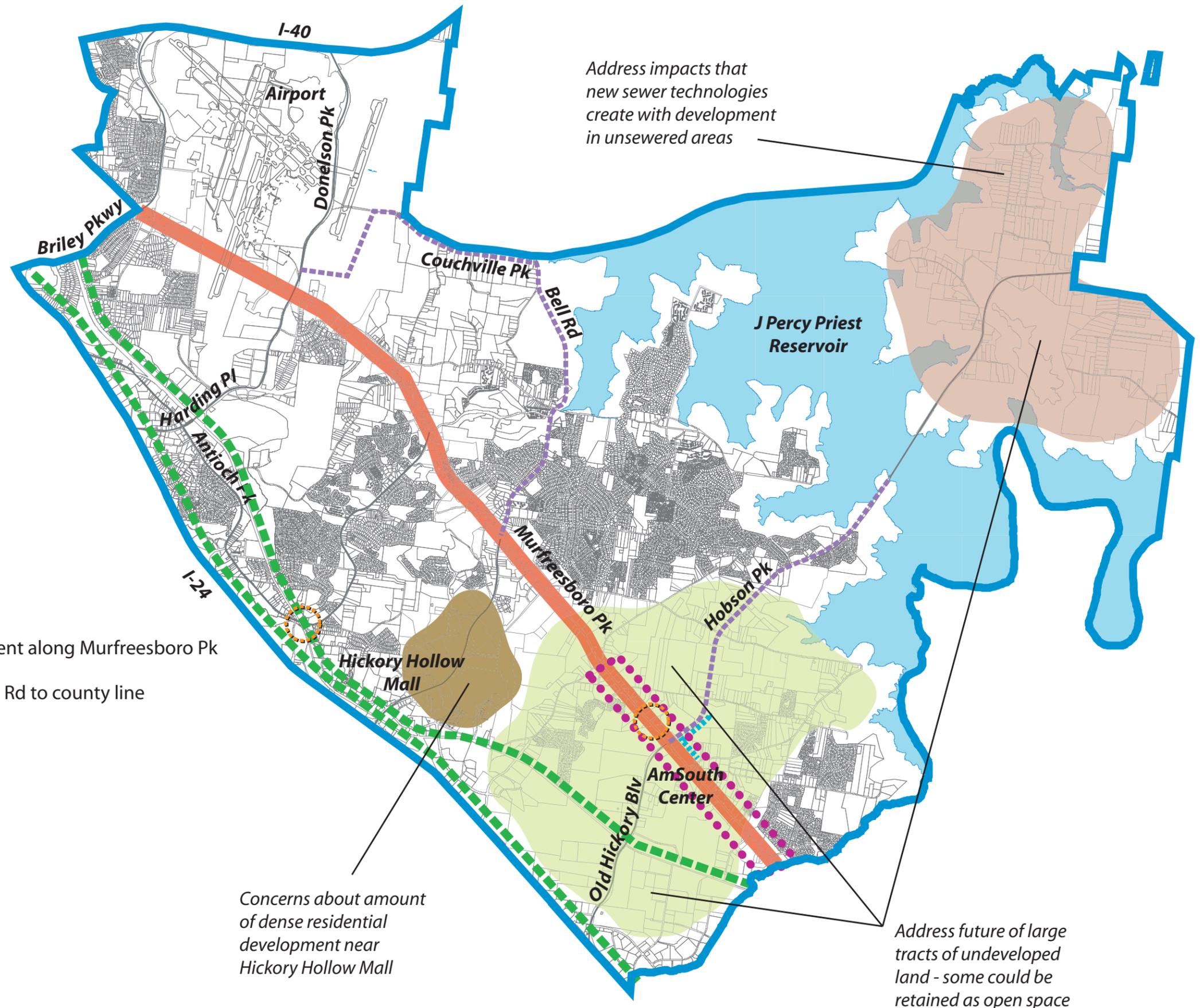
# Issues Map

Figure 2  
November 2002

The Issues Map highlights many of the major issues identified at the Community Design Charrette, held in November, 2002. These important topics helped guide the subsequent land use policy, design, and transportation discussions and decisions for The Antioch/Priest Lake Community Plan.

## Legend

-  Buffers needed along I-24 and railroads
-  Better coordination and design of development along Murfreesboro Pk
-  Discuss plans for development from Mt. View Rd to county line
-  Explore widening or traffic congestion relief
-  Sidewalks needed near schools
-  Problem intersections



## COMMUNITY POLICIES

### Vision Statement

This section presents the community's vision for the future of Antioch/Priest Lake. The planning staff developed the vision statement from citizen input collected at meetings throughout the planning process.

The vision for the Antioch/Priest Lake community is to build a community that:

- Celebrates its social and economic diversity*
- Plans for new growth with adequate infrastructure and services*
- Preserves areas of rural character*
- Preserves natural features*

### Goals for Guiding Development and Priority Actions

In order to guide development, the community established general goals during the planning process. The 1990 plan originally established these goals and the 1996 plan update validated them. The planning staff and community reviewed and discussed these goals again during this update and considered these goals valid. The community did, however, want the goals written more clearly and with greater specificity than in the past two plans.

#### Commercial and Residential Development

- Goal: Promote a high quality of life by offering a wide range of housing opportunities in response to the residents' needs.*
- Goal: Serve the area with a commercial mix at appropriate locations.*
- Goal: Establish better controls for commercial development, including design, building materials, landscaping, and signage.*

#### Natural Environment

- Goal: Preserve important features of the natural environment such as trees, cedar glades plant communities, hills, and open space.*

#### Schools, Parks, and Community Centers

- Goal: Provide an adequate system of community facilities, such as parks, schools, fire, and police service that ensures social equity, cost efficiency, environmental quality, and convenience to users.*
- Goal: Support the establishment of recreational facilities around Percy Priest Lake.*

#### Transportation and Utilities

- Goal: Match the location, extent, and timing of utilities and transportation facilities with intensity of proposed development.*

Building on the community goals, participants had an opportunity to identify their action priorities from the list of planning issues identified during the process. At a community meeting on November 19, people highlighted 23 issues of special importance to them. The actions below include only those actions for which the Planning Department is primarily responsible or may coordinate with other departments. Actions that received five or more votes

are categorized as Priority 1, the most urgent. The least urgent actions are identified as Priority 5.

#### Commercial and Residential Development

##### *Actions:*

- Provide cohesion and coordination in the design of development along Murfreesboro Pike (4)
- Consider infill development as an alternative to spotty development patterns, especially given the problem of abandoned buildings (4)
- Retain open space as development occurs (4)
- Address light pollution problems (4)
- Provide dense buffers along railroads and interstates (4)
- Do not duplicate the Hickory Hollow “mistake” (development pattern) elsewhere (4)
- New housing should be comparable to existing housing values and the character needs to be similar (4)

#### Natural Environment

##### *Actions:*

- Preserve wildlife habitat (5)

#### Schools, Parks, and Community Centers

##### *Actions:*

- Plan for schools to meet current demand and forecasted growth (1)
- Provide new parks, and preserve green space and rural qualities (2)
- Address safety and security issues involved with the use of portable classrooms (5)
- Provide a community center that includes a swimming pool (5)

#### Transportation and Utilities

##### *Actions:*

- Address overall traffic issues so that traffic does not keep getting worse (2)
- Provide sewer service to outlying areas of the community (2)
- Provide sidewalks along Hobson Pike to connect the schools (3)
- Improve the intersection complex at Hickory Hollow Parkway, Una-Antioch Pike, Blue Hole Road, and the railroad tracks (3)
- Widen Couchville Pike and other roads between Murfreesboro Pike and I-40 (3)
- Widen roads as development occurs (3)
- Widen Bell Road between Murfreesboro Pike and Smith Springs Road (3)
- Address problems in areas that do not have access to sewers but are not allowed to have septic systems (4)
- Improve the problems at the intersection of Rural Hill Road and Murfreesboro Pike (especially the south side going back towards the mall) (5)

## STRUCTURE PLAN

The Structure Plan is intended to guide the future development of the Antioch/Priest Lake community. To form the Structure Plan, the four basic physical or structural elements of communities and neighborhoods (rural and open space, general residential areas, centers, and special districts) have been expanded into a set of Structure Plan area classifications. The complete Structure Plan policies are contained in a document called *Land Use Policy Application*, which like this community plan is a component of the General Plan. It is incorporated by reference into this community plan. The basic structural elements and the corresponding structure plan area classifications are:

### Basic Structural Element: Rural and Open Space

*Structure Plan Areas and Map Symbols:*

Corridor Edge (CE)  
 Natural Conservation (NCO)  
 Open Space (OS for existing areas, OS\* for potential future areas)  
 Potential Park (PP)  
 Rural (R)  
 Water (W)

### Basic Structural Element: General Residential Areas

*Structure Plan Areas and Map Symbols:*

Corridor General (CG)  
 Neighborhood General (NG)  
 Residential Low-Medium Density (RLM)  
 Residential Medium Density (RM)  
 Residential Medium-High Density (RMH)  
 Residential High Density (RH)

### Basic Structural Element: Centers

*Structure Plan Areas and Map Symbols:*

Commercial Arterial Existing (CAE)  
 Commercial Mixed Concentration (CMC)  
 Mixed Use (MU)  
 Neighborhood Center (NC)  
 Regional Activity Center (RAC)

### Basic Structural Element: Special Districts

*Structure Plan Areas and Map Symbols:*

Impact (I)  
 Industrial (IN)  
 Office Transition (OT)  
 Office Concentration (OC)  
 Retail Neighborhood (RN)  
 Retail Concentration Community (RCC)  
 Retail Concentration Supercommunity (RCS)

The locations of the various structure plan areas in the community are shown on the Structure Plan maps that follow.

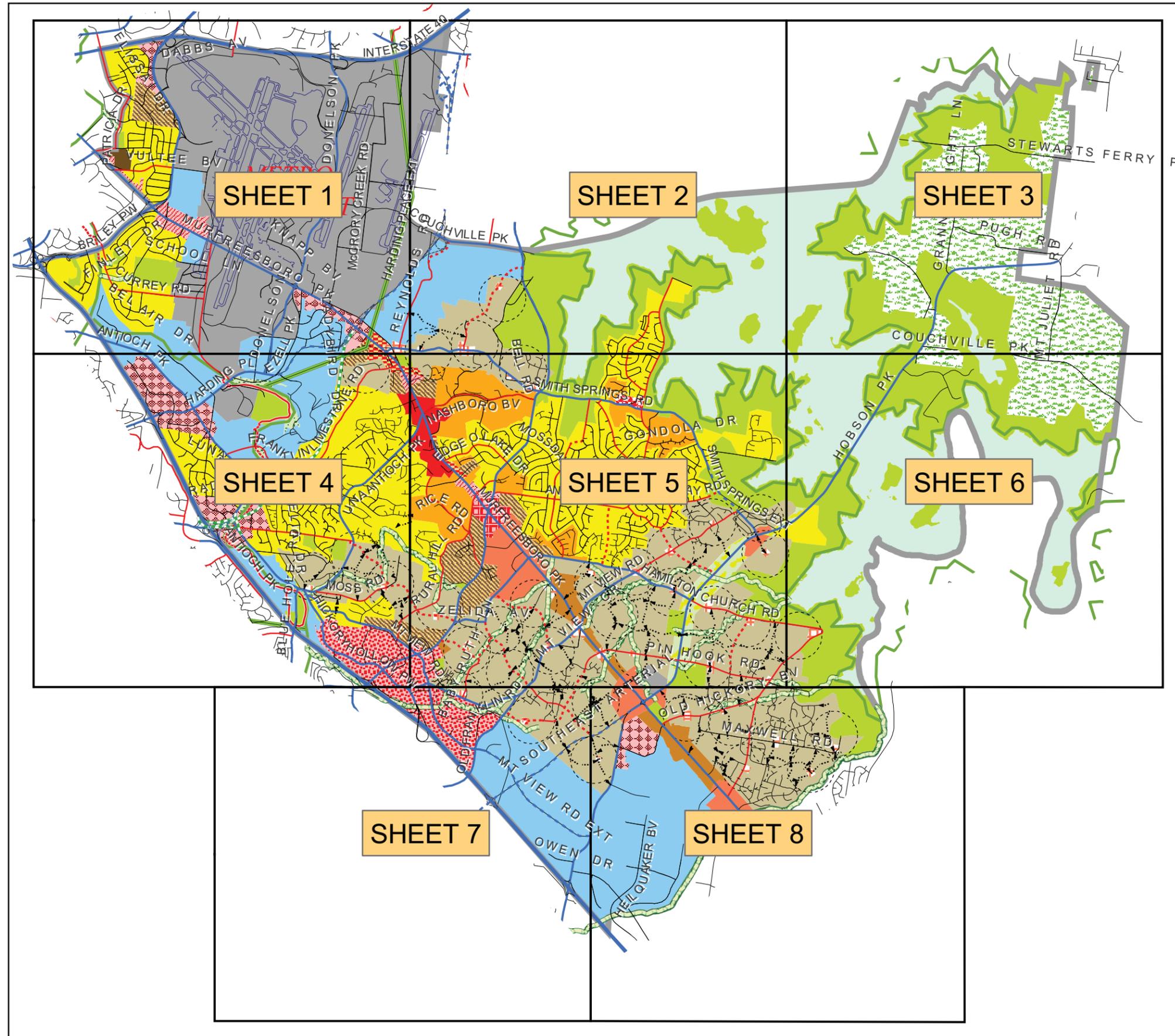


FIGURE 3 (INDEX of SHEETS 1-8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN

Adopted July 10, 2003

Sheet Index

1	2	3
4	5	6
7	8	

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See individual map  
sheets for legends

**FIGURE 3 (Sheet 1 of 8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN**

Adopted July 10, 2003



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	7	8



**LAND USE POLICY CATEGORIES**

- NCO Natural Conservation
- RN Retail Neighborhood
- CE Corridor Edge
- RLM Residential Medium Density
- RM Residential Medium Density
- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
- Water
- R Rural
- OS Open Space
- OS\* or POS Potential Open Space
- NG Neighborhood General
- NC Neighborhood Center
- CG Corridor General
- CC Community Center
- I Impact Area
- IN Industrial District
- PP Potential Park
- PS Potential School

**OTHER FEATURES**

- Boundary of Community
- Greenways Plan Features**
  - Existing Greenway Trail
  - Planned Greenway Trail
  - Planned Rails with Trails
  - Greenway
  - Greenway Corridor
- Community Plan Greenway**
  - Additional Greenway
- Railroad**
  - Existing
  - Future
- Potential Neighborhood [0.25 mile "walkable" radius]**
  - Existing
  - Future

**STREET LEGEND**

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Street Realignment
- Required Street Connection
- Ramp
- Ramp Optional

Boundaries of IN that are not property lines follow ridge lines; only light industrial storage and distribution recommended in the IN area east of the airport

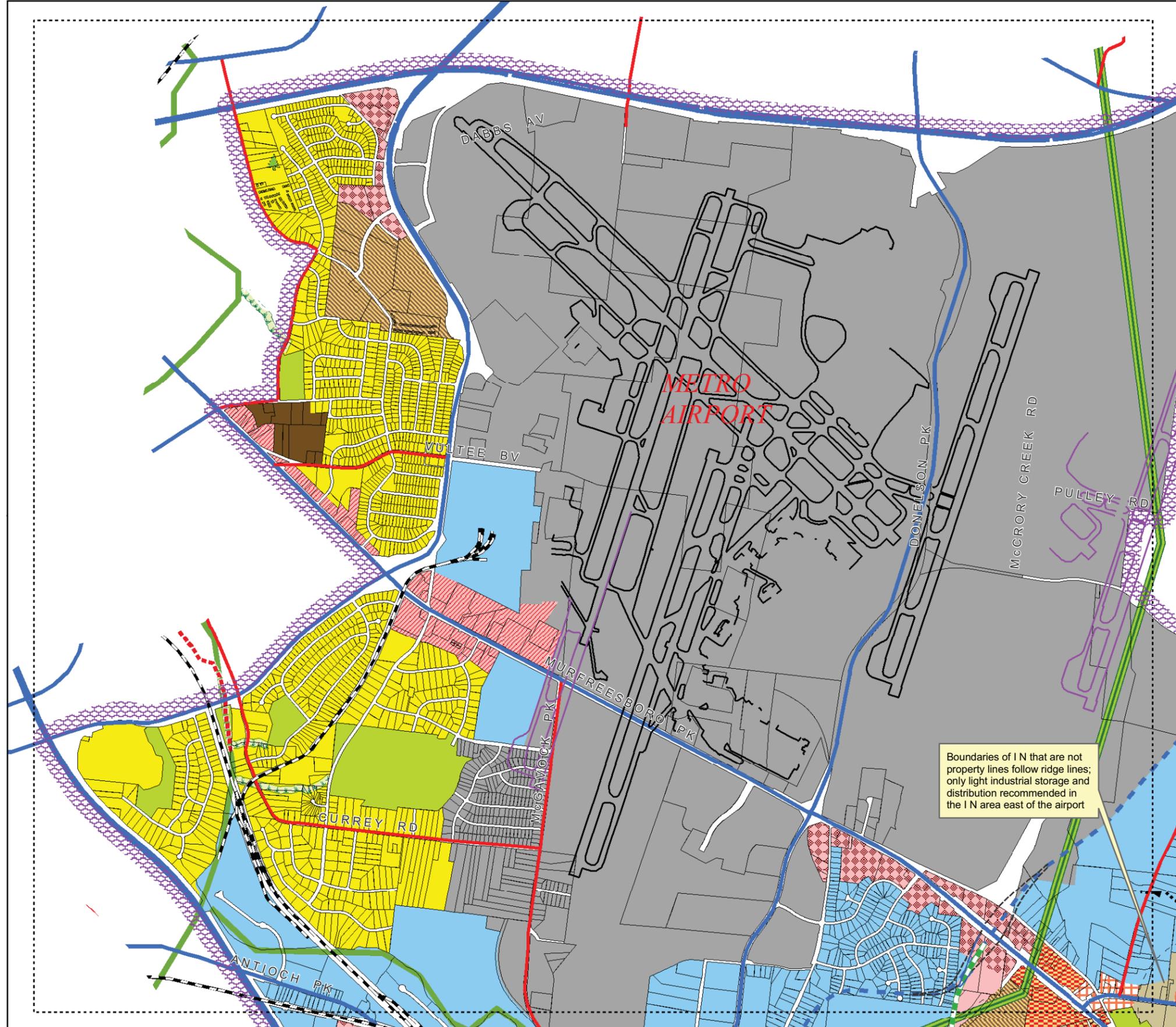


FIGURE 3 (Sheet 2 of 8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN

Adopted July 10, 2003

Sheet Index		
1	2	3
4	5	6
7	8	

2,000 1,000 0 2,000 Feet



LAND USE POLICY CATEGORIES

- NCO Natural Conservation
- RN Retail Neighborhood
- CE Corridor Edge
- RLM Residential Medium Density
- RM Residential Medium Density
- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
- Water
- R Rural
- OS Open Space
- OS\* or POS Potential Open Space
- NG Neighborhood General
- NC Neighborhood Center
- CG Corridor General
- CC Community Center
- I Impact Area
- IN Industrial District
- PP Potential Park
- PS Potential School

OTHER FEATURES

- Boundary of Community
- Greenways Plan Features**
- Existing Greenway Trail
- Planned Greenway Trail
- Planned Rails with Trails
- Greenway
- Greenway Corridor
- Community Plan Greenway**
- Additional Greenway
- Railroad
- Airport**
- Existing
- Future
- Potential Neighborhood [0.25 mile "walkable" radius]

STREET LEGEND

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Street Realignment
- Required Street Connection
- Ramp
- Ramp Optional

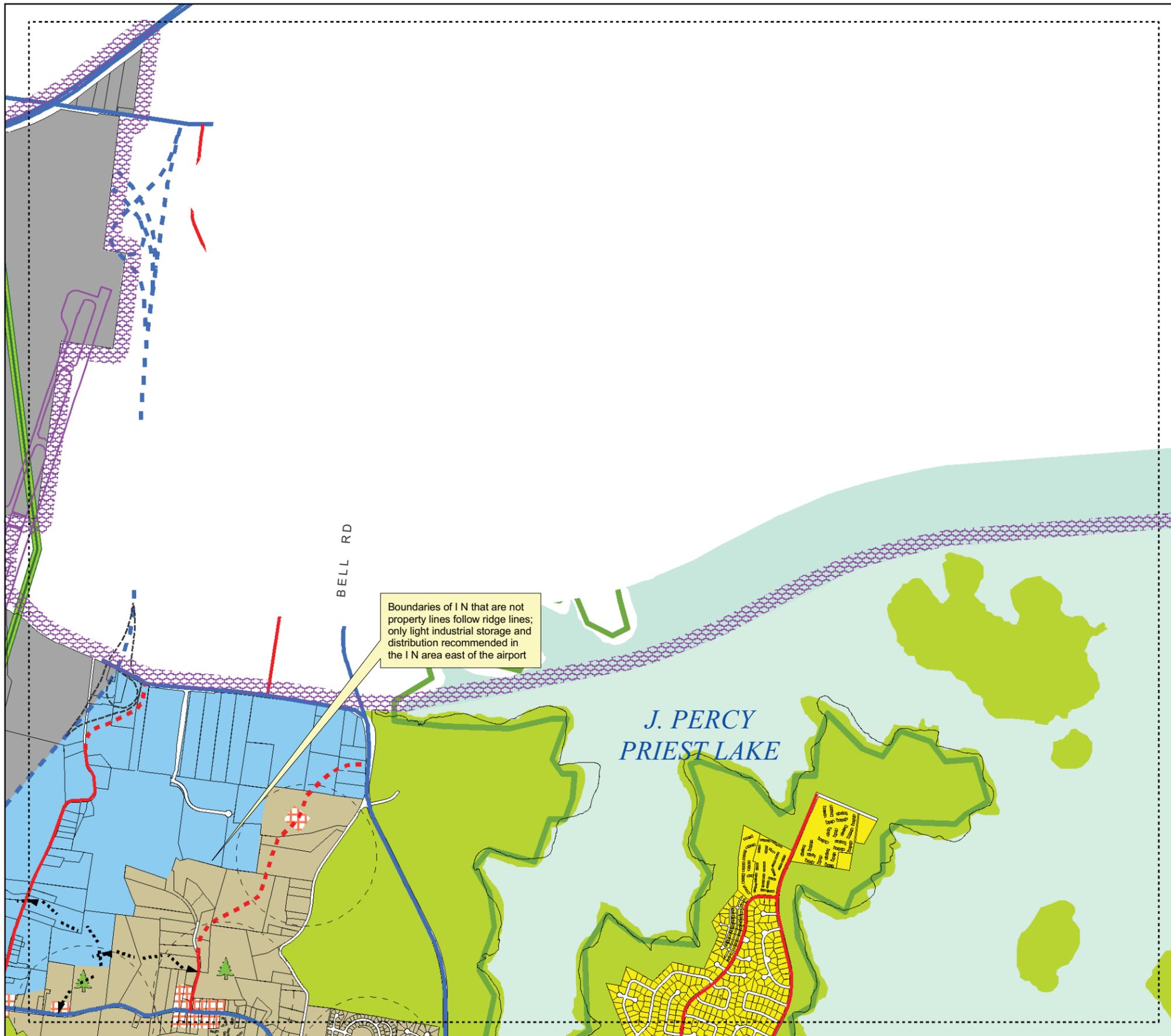
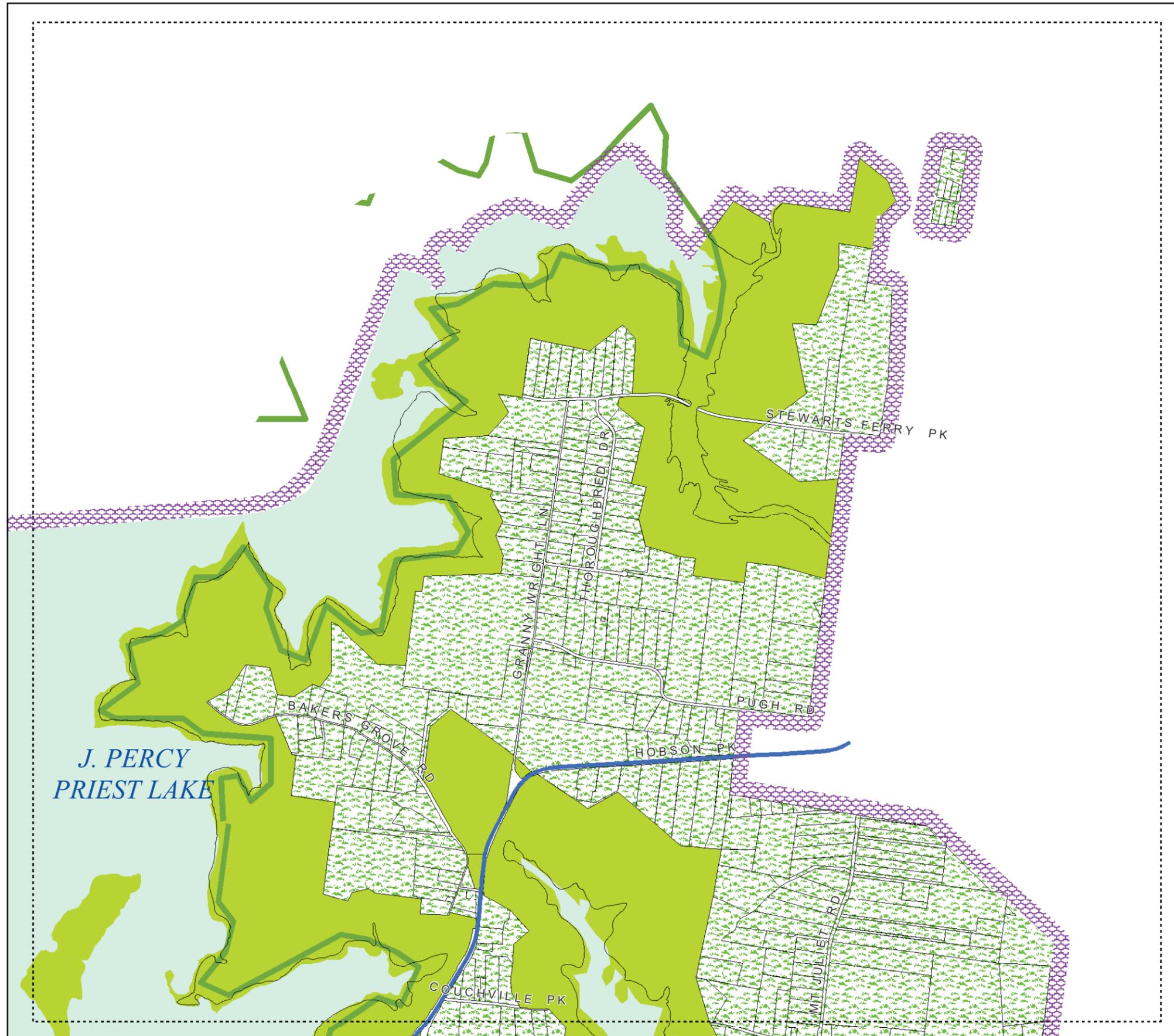


FIGURE 3 (Sheet 3 of 8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN

Adopted July 10, 2003

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1	2	3
4	5	6
7	8	

2,000 1,000 0 2,000 Feet



**LAND USE POLICY CATEGORIES**

- NCO Natural Conservation
- RN Retail Neighborhood
- CE Corridor Edge
- RLM Residential Medium Density
- RM Residential Medium Density
- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
- Water
- R Rural
- OS Open Space
- OS\* or POS Potential Open Space
- NG Neighborhood General
- N C Neighborhood Center
- CG Corridor General
- C C Community Center
- I Impact Area
- I N Industrial District
- PP Potential Park
- PS Potential School

**OTHER FEATURES**

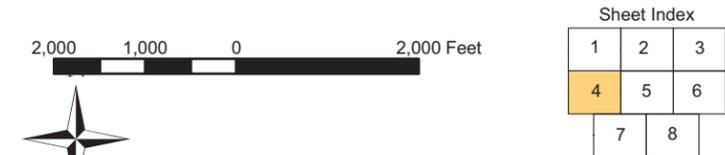
- Boundary of Community
- Greenways Plan Features**
  - Existing Greenway Trail
  - Planned Greenway Trail
  - Planned Rails with Trails
  - Greenway
  - Greenway Corridor
  - Community Plan Greenway**
    - Additional Greenway
  - Railroad**
    - Existing
    - Future
  - Airport**
    - Existing
    - Future
  - Potential Neighborhood [0.25 mile "walkable" radius]

**STREET LEGEND**

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Street Realignment
- Required Street Connection
- Ramp
- Ramp Optional

**FIGURE 3 (Sheet 4 of 8)**  
**ANTIOCH-PRIEST LAKE COMMUNITY**  
**STRUCTURE PLAN**

Adopted July 10, 2003,  
 as amended through May 27, 2004



**LAND USE POLICY CATEGORIES**

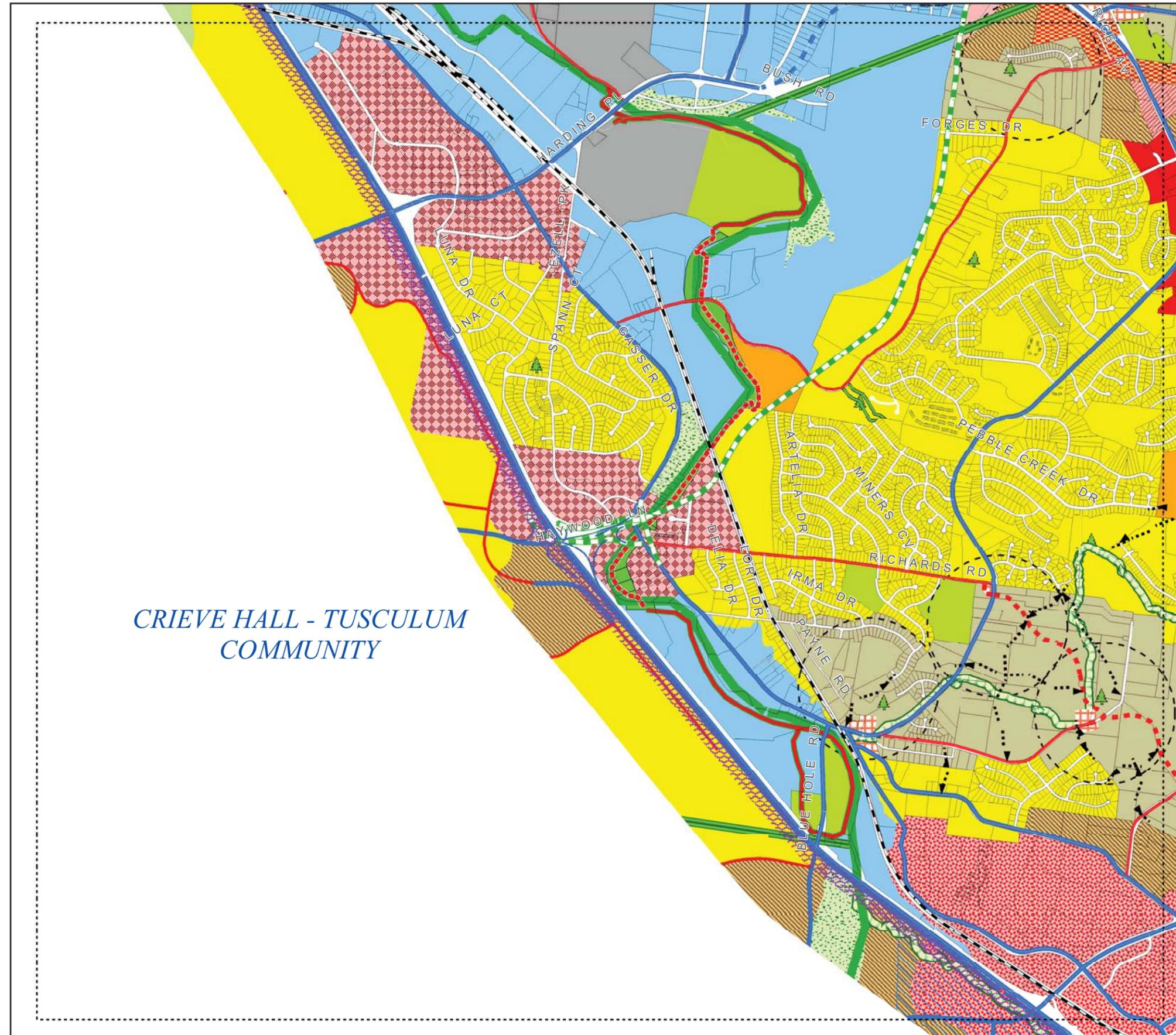
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- RN Retail Neighborhood
- CE Corridor Edge
- RLM Residential Medium Density
- RM Residential Medium Density
- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
- Water
- R Rural
- OS Open Space
- OS\* or POS Potential Open Space
- NG Neighborhood General
- N C Neighborhood Center
- CG Corridor General
- C C Community Center
- I Impact Area
- I N Industrial District
- PP Potential Park
- PS Potential School

**OTHER FEATURES**

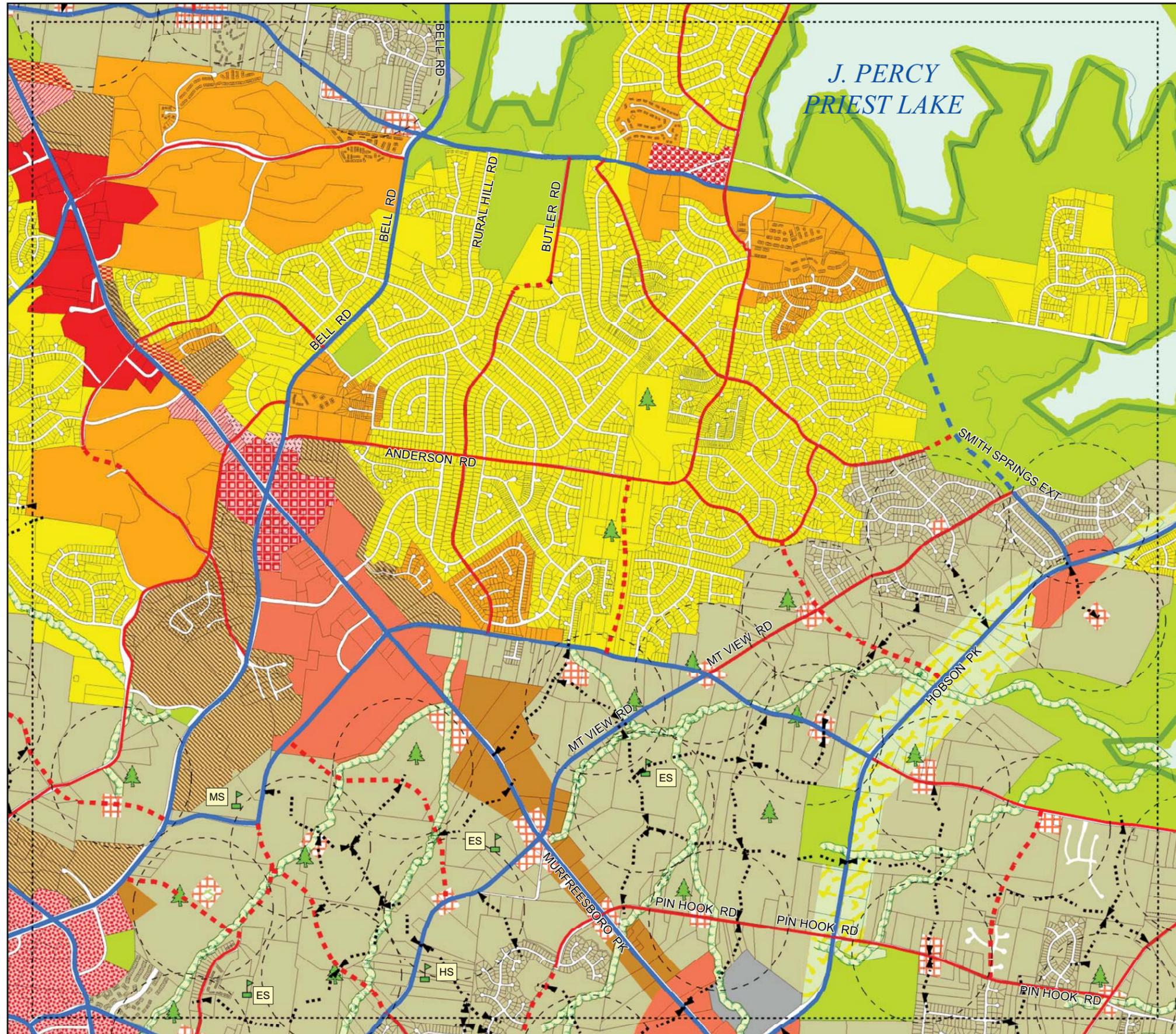
- Boundary of Community
- Greenways Plan Features**
- Existing Greenway Trail
- Planned Greenway Trail
- Planned Rails with Trails
- Identified Greenway
- Greenway Corridor
- Community Plan Greenway**
- Additional Greenway
- Railroad
- Airport**
- Existing
- Future
- Potential Neighborhood [0.25 mile "walkable" radius]

**STREET LEGEND**

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Street Realignment
- Required Street Connection
- Ramp
- Ramp Optional



*CRIEVE HALL - TUSCULUM*  
*COMMUNITY*



**FIGURE 3 (Sheet 5 of 8)**  
**ANTIOCH-PRIEST LAKE COMMUNITY**  
**STRUCTURE PLAN**

Adopted July 10, 2003

1,900 950 0 1,900 Feet



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**LAND USE POLICY CATEGORIES**

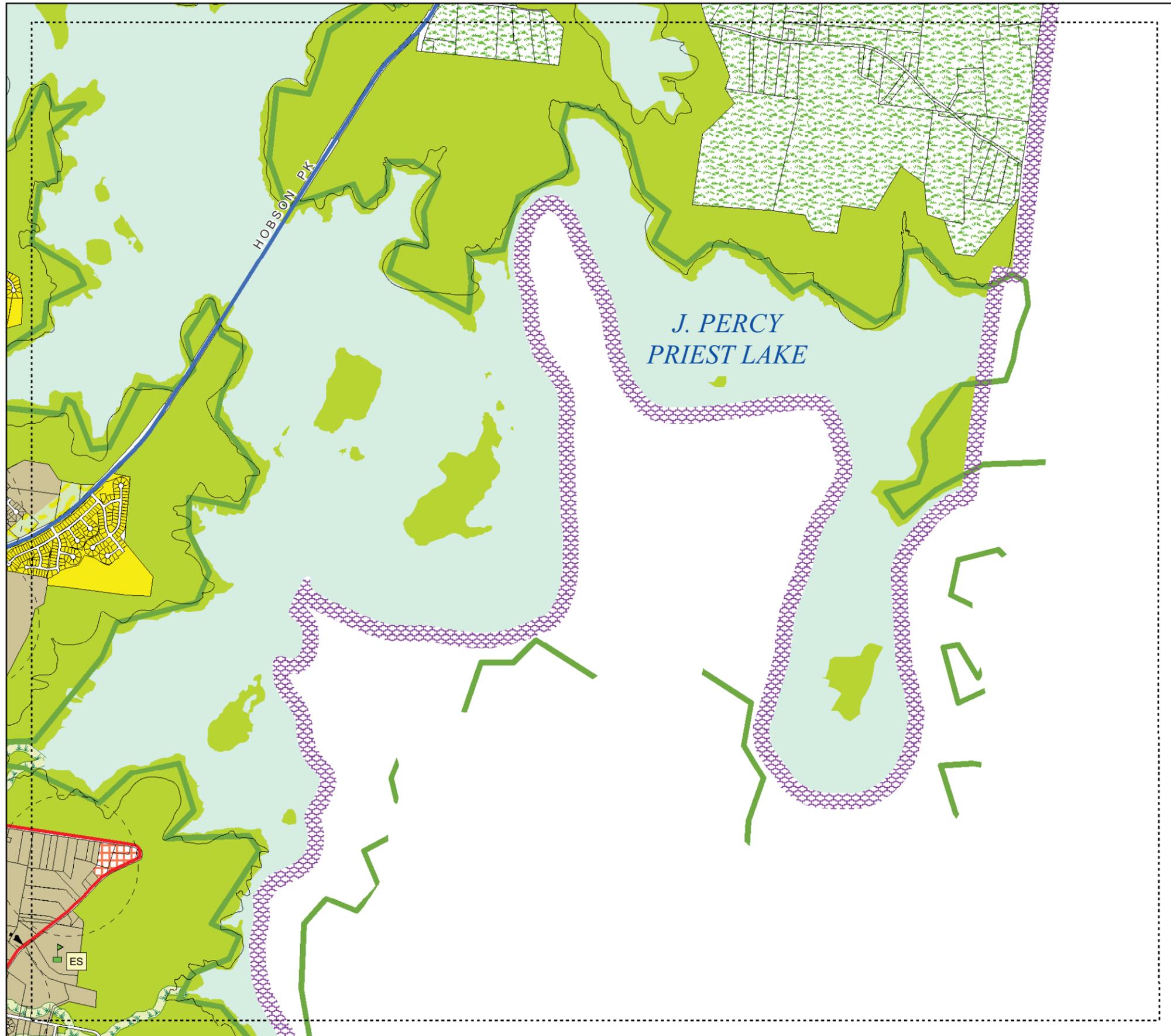
- NCO Natural Conservation
- RN Retail Neighborhood
- CE Corridor Edge
- RLM Residential Medium Density
- RM Residential Medium Density
- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
- Water
- R Rural
- OS Open Space
- OS\* or POS Potential Open Space
- NG Neighborhood General
- N C Neighborhood Center
- CG Corridor General
- C C Community Center
- I Impact Area
- I N Industrial District
- PP Potential Park
- PS Potential School

**OTHER FEATURES**

- Boundary of Community
- Greenways Plan Features**
  - Existing Greenway Trail
  - Planned Greenway Trail
  - Planned Rails with Trails
  - Greenway
  - Greenway Corridor
- Community Plan Greenway**
  - Additional Greenway
- Railroad**
  - Existing
  - Future
- Airport**
  - Existing
  - Future
- Potential Neighborhood [0.25 mile "walkable" radius]

**STREET LEGEND**

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Local - Proposed Relocation
- Required Street Connection
- Ramp
- Ramp Optional



**FIGURE 3 (Sheet 6 of 8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN**

Adopted July 10, 2003

2,000 1,000 0 2,000 Feet



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LAND USE POLICY CATEGORIES	
	NCO Natural Conservation
	RN Retail Neighborhood
	CE Corridor Edge
	RLM Residential Medium Density
	RM Residential Medium Density
	RMH Residential Medium High Density
	RH Residential High Density
	OT Office Transition
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	RCC Retail Concentration Community
	RCS Retail Concentration Super-Community
	RAC Regional Activity Center
	CMC Commercial Mixed Concentration
	Water
	R Rural
	OS Open Space
	OS* or POS Potential Open Space
	NG Neighborhood General
	NC Neighborhood Center
	CG Corridor General
	C Community Center
	I Impact Area
	IN Industrial District
	PP Potential Park
	PS Potential School

OTHER FEATURES	
	Boundary of Community
<b>Greenways Plan Features</b>	
	Existing Greenway Trail
	Planned Greenway Trail
	Planned Rails with Trails
	Greenway
	Greenway Corridor
<b>Community Plan Greenway</b>	
	Additional Greenway
	Railroad
<b>Airport</b>	
	Existing
	Future
	Potential Neighborhood [0.25 mile "walkable" radius]

STREET LEGEND	
	Major Street - Existing
	Major Street - Planned
	Major Planned Optional
	Collector - Existing
	Collector - Planned
	Street Realignment
	Required Street Connection
	Ramp
	Ramp Optional

**FIGURE 3 (Sheet 7 of 8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN**

**Adopted July 10, 2003**

Sheet Index

1	2	3
4	5	6
7	8	

2,000 1,000 0 2,000 Feet



**LAND USE POLICY CATEGORIES**

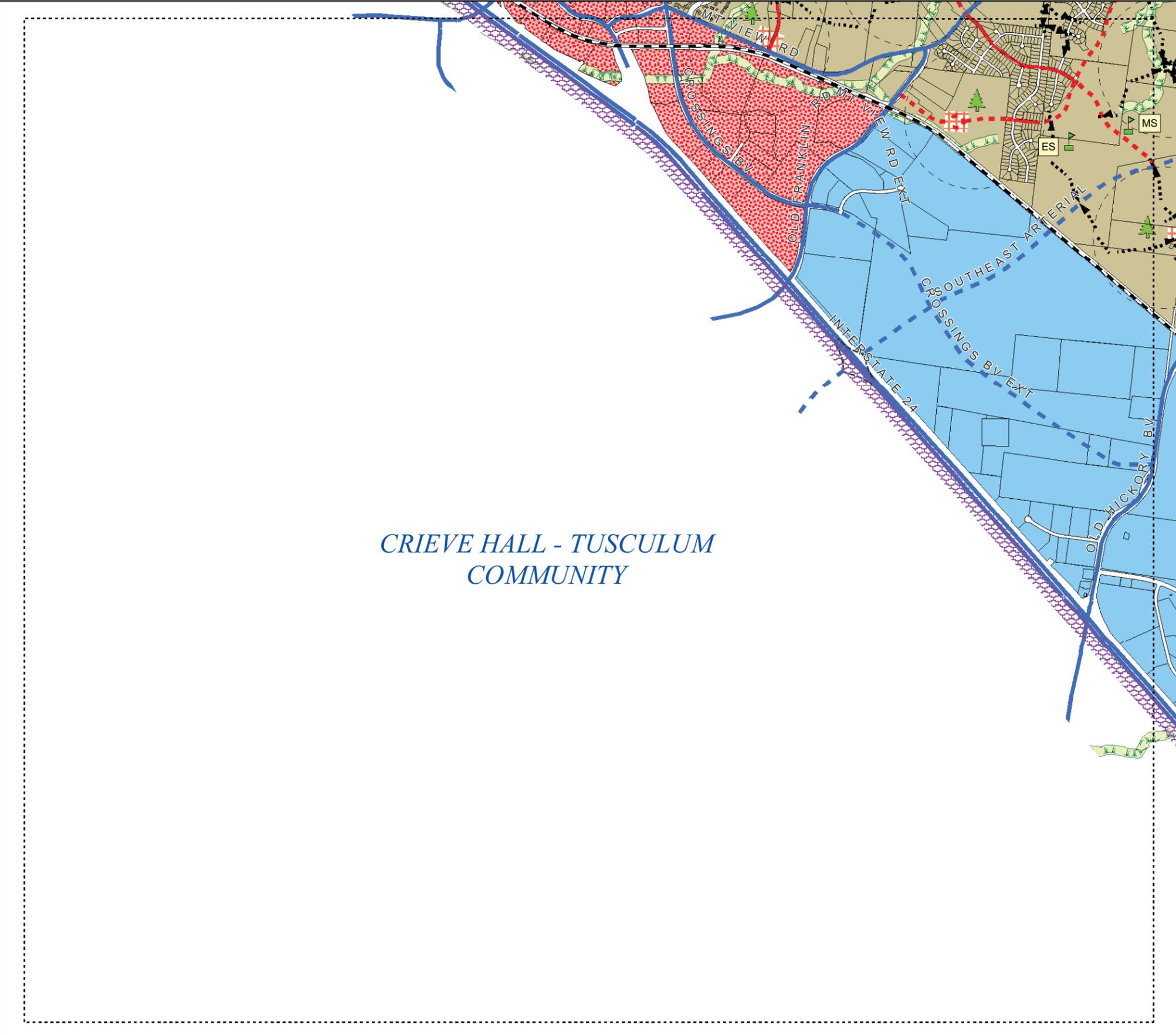
- NCO Natural Conservation
- RN Retail Neighborhood
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- N C Neighborhood Center
- CG Corridor General
- C C Community Center
- I Impact Area
- I N Industrial District
- PP Potential Park
- PS Potential School

**OTHER FEATURES**

- Boundary of Community
- Greenways Plan Features**
  - Existing Greenway Trail
  - Planned Greenway Trail
  - Planned Rails with Trails
  - Greenway
  - Greenway Corridor
  - Community Plan Greenway
  - Additional Greenway
- Railroad
- Airport**
  - Existing
  - Future
  - Potential Neighborhood [0.25 mile "walkable" radius]

**STREET LEGEND**

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Street Realignment
- Required Street Connection
- Ramp
- Ramp Optional



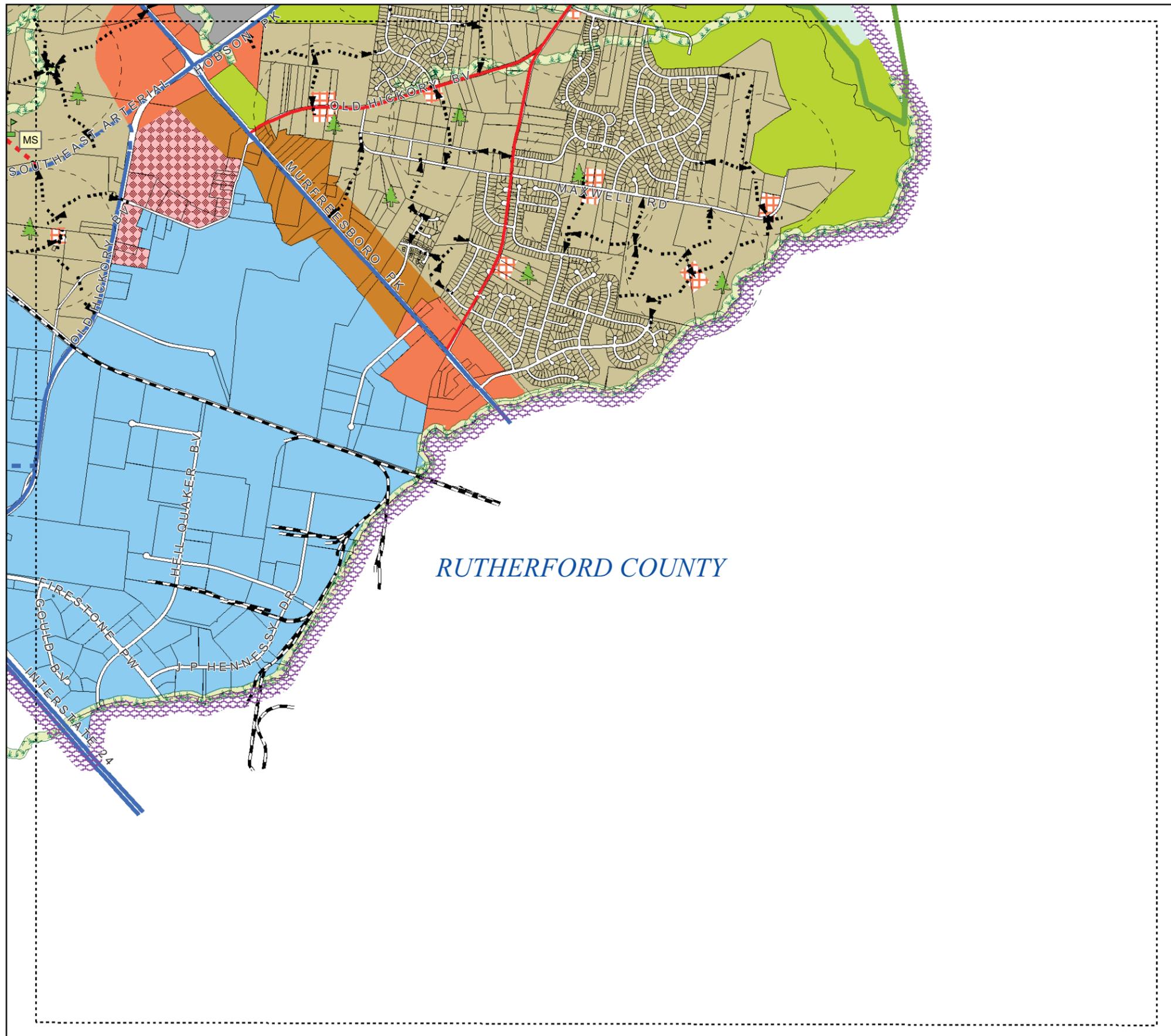
**FIGURE 3 (Sheet 8 of 8)  
ANTIOCH-PRIEST LAKE COMMUNITY  
STRUCTURE PLAN**

Adopted July 10, 2003

2,000 1,000 0 2,000 Feet



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RUTHERFORD COUNTY

**LAND USE POLICY CATEGORIES**

- NCO Natural Conservation
- RN Retail Neighborhood
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- RLM Residential Medium Density
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- RMH Residential Medium High Density
- RH Residential High Density
- OT Office Transition
- OC Office Concentration
- MU Mixed Use
- CAE Commercial Arterial Existing
- RCC Retail Concentration Community
- RCS Retail Concentration Super-Community
- RAC Regional Activity Center
- CMC Commercial Mixed Concentration
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- R Rural
- OS Open Space
- OS\* or POS Potential Open Space
- NG Neighborhood General
- N C Neighborhood Center
- CG Corridor General
- C C Community Center
- I Impact Area
- I N Industrial District
- PP Potential Park
- PS Potential School

**OTHER FEATURES**

- Boundary of Community
- Greenways Plan Features**
- Existing Greenway Trail
- Planned Greenway Trail
- Planned Rails with Trails
- Greenway
- Greenway Corridor
- Community Plan Greenway**
- Additional Greenway
- Railroad
- Airport**
- Existing
- Future
- Potential Neighborhood [0.25 mile "walkable" radius]

**STREET LEGEND**

- Major Street - Existing
- Major Street - Planned
- Major Planned Optional
- Collector - Existing
- Collector - Planned
- Street Realignment
- Required Street Connection
- Ramp
- Ramp Optional

## TRANSPORTATION PLAN

The transportation network in Antioch/Priest Lake consists primarily of streets and roads. There are only two bus routes serving parts of the community, one of which is an express route. Roads are divided into three categories: major streets, collector streets, and local streets. The plan for major streets is known as the Major Street Plan, which is adopted by the Planning Commission and is updated periodically. The Major Street Plan shows the planned number of lanes for each major street. It covers a twenty-year time horizon. The plan for collector, also known as connector, streets is called the Collector Street Plan. It is also adopted by the Planning Commission. It covers a less definite time horizon than the Major Street Plan. At the time this plan was being updated, both documents were in the process of being updated and were expected to be very different from their predecessors.

Another important document that contains planned road improvements for major streets is the Long Range Transportation Plan (LRTP) for the Nashville Area Metropolitan Planning Organization (MPO). The MPO is the overall transportation planning body for the five-county MPO region. A new LRTP was recently adopted by the MPO. It covers a twenty-year time period. Metro also budgets for road improvements in its Capital Improvements Budget and Program (CIB), which covers a six-year period and is adopted annually. See Figure 4 for the Antioch/Priest Lake Community Transportation Plan.

### Long Range Transportation Plan Improvements

#### *2006 Projects*

- Briley Parkway at Murfreesboro Road: Interchange improvement
- Murfreesboro Road, Briley Parkway to Harding Place Extended: Widen to six lanes
- Antioch Pike, Richards Road to Murfreesboro Pike: Widen to 4 lanes
- Briley Parkway, Murfreesboro Pike to I-40: Reconstruction
- I/24 E at Hickory Hollow Parkway: Interchange improvement
- Rural Hill Road, Murfreesboro Pike to Mt. View Road: Add a center turn lane

#### *2015 Projects*

- Bell Road, Murfreesboro Pike to Smith Springs Road (interim) to Stewarts Ferry Pike (ultimate): Add a center turn lane
- Couchville Pike, Bell Road to relocated SR 255: Widen to 4 lanes plus a center turn lane
- Franklin-Limestone Road, Antioch Pike to Murfreesboro Road: Widen to 4 lanes plus a center turn lane
- Harding Place Extension, Ezell Pike to I-40: New 4-lane roadway
- Hickory Hollow Parkway, Una-Antioch Pike to north of Bell Road: Widen to 4 lanes
- Hobson Pike, Murfreesboro Pike to the Wilson County line: Add a center turn lane
- I-24 E at Bell Road: Interchange improvement
- I-24 E at Harding Place: Interchange improvement
- Lavergne-Couchville Pike, Murfreesboro Pike to Maxwell Road: Reconstruction
- Maxwell Road, Old Hickory Boulevard to Lavergne-Couchville Pike: Reconstruction
- Smith Springs Road, Bell Road to Hobson Pike: Widen to 4 lanes
- Southeast Parkway, Concord Road to Murfreesboro Pike: Construction of a 4-lane road
- Una-Antioch Pike at Hickory Hollow Parkway: Intersection improvement

### Capital Improvement Budget Projects

- 92PW003 ANTIOCH PIKE COMBINED IMPROVEMENTS: Haywood Lane to Hickory Hollow Parkway, engineering, right-of-way, acquisition, and construction
- 97PW028 BELL ROAD/SMITH SPRINGS ROAD INTERSECTION IMPROVEMENTS: Widen and improve intersection
- 01PW005 BELL ROAD: I-40 TO NASHBORO VILLAGE ROAD WIDENING
- 98PW014 CROSSINGS BOULEVARD EXTENSION
- 95PW007 FRANKLIN LIMESTONE ROAD – COMBINED IMPROVEMENTS: Mill Creek to Murfreesboro Pike; Safety Improvements near Mullins
- 96PW506 HARDING PLACE EXTENSION – I-24 TO I-40E
- 91PW002A HICKORY HOLLOW PARKWAY EXTENSION – COMBINED IMPROVEMENTS: Mt. View Road to Hickory Hollow Mall and Antioch Pike to Blue Hole Road
- 87PW004C RURAL HILL ROAD – MURFREESBORO PIKE TO MT. VIEW ROAD: Right-of-way acquisition and construction
- 99PW001 SMITH SPRINGS ROAD – CONSTRUCT: Anderson Road to Hobson Pike; Engineering, right-of-way, construction
- 85PW043 SMITH SPRINGS ROAD – CONSTRUCT: Anderson Road to Bell Road; Engineering, right-of-way, construction
- 85PW016A UNA-ANTIOCH PIKE PHASE III, RECONSTRUCT AND WIDEN: Murfreesboro Pike to 800 feet east of Hickory Hollow Parkway; Reconstruct and widen

This community plan update identifies ***Required Street Connections*** on Figure 4. The connections are also shown on the Structure Plan maps (Figure 3). In addition to providing increased neighborhood access to the network of streets with greater functional classifications [i.e. collectors and arterials], the purpose and intent of these required roadways is to allow multiple options for movements of all types facilitating short trips within the community at a speed appropriate for and supportive of neighborhood livability. These connections provide strong connectivity among neighborhoods that will result in less dependence, hence less congestion, on streets with greater functional classifications.

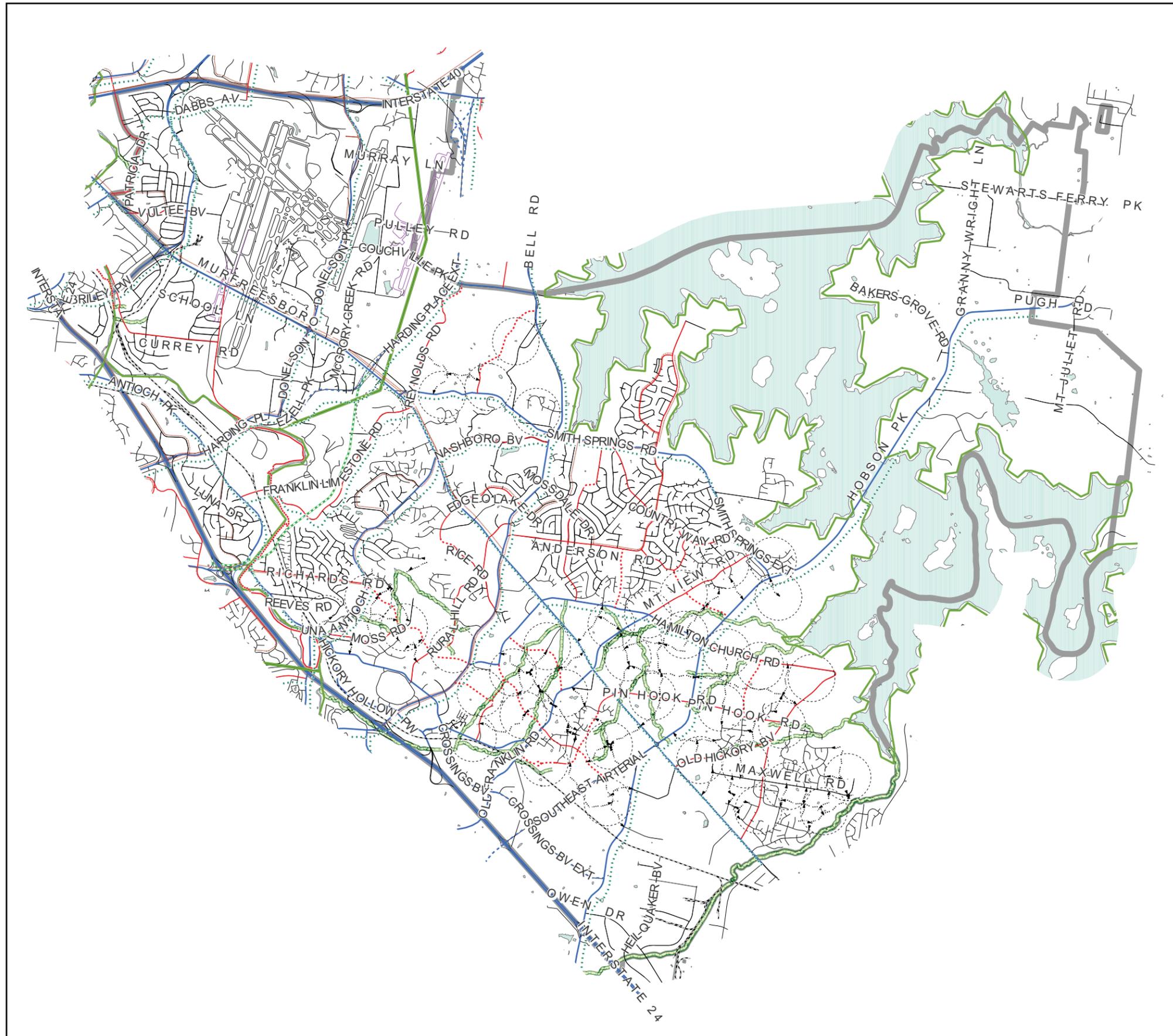
The local street network as a result of ‘required street connections’ is intended to support reduced travel distances by accommodating multiple travel modes with careful attention paid to non-motorized modes. The emphasis on non-motorized travel modes will create a transportation environment that encourages walking and cycling and provides increased access to transit, while creating a strong sense of community.

The ‘required street connections’ are meant to show the minimum degree of roadway connectivity and the general locations of where roadway connections are necessary. This roadway network has been designed to reflect a highly interconnected pattern of streets. These facilities are located at a sufficient distance from the existing and proposed collector and arterial roadway system, as well as each other, to support the efficient movement of motorized and non-motorized travel modes. In most instances, these new streets are classified as local roads.

The design of the local streets providing ‘required street connections’ will support the goal of improved neighborhood connectivity and mobility while discouraging “high speed” or “cut through” traffic. Examples of typical street and network design techniques are:

1. Creating a discontinuous path of travel through the design and alignment of intersections or the location of formal public spaces such as greens and squares;
2. Framing the street through landscape treatments, on-street parking, pavement markings, and building setbacks;
3. Using street geometric designs consistent with a design speed appropriate to the neighborhood context. The preferred target speed of such roadways will recognize adjacent land uses, a lower degree of through movement and a higher focus on neighborhood livability.

Roadways classified as Collector Streets may also provide connections between residential neighborhoods. The design of such collectors shall provide a greater degree of through movement, but shall be designed to support alternative modes such as walking and cycling and be given design consideration appropriate to the neighborhood context. The preferred target speed of such roadways will recognize the greater degree of through movement of such roadways and be given design consideration appropriate to the neighborhood context.



**FIGURE 4  
ANTIOCH-PRIEST LAKE COMMUNITY  
TRANSPORTATION PLAN**

Adopted July 10, 2003

6,100 3,050 0 6,100 Feet



**STREET LEGEND**

- Major Street - Existing
- - - Major Street - Planned
- - - Major Planned Optional
- Collector - Existing
- - - Collector - Planned
- - - Street Realignment
- - - Required Street Connection
- Ramp
- - - Ramp Optional

**OTHER FEATURES**

- Boundary of Community
- Greenways Plan Features*
- Existing Greenway Trail
- - - Planned Greenway Trail
- - - Planned Rails with Trails
- Greenway
- - - Greenway Corridor
- Community Plan Greenway*
- - - Additional Greenway
- - - Existing Bus Route
- - - Planned Bikeway
- Railroad
- AIRPORT**
- Existing
- Future
- Potential Neighborhood [0.25 mile "walkable" radius]

## OTHER COMMUNITY SERVICES

Other community services discussed during the planning process were schools, parks, greenways, libraries, and stormwater management. Most of the recommended actions for these services are not the primary responsibility of the Planning Department and can be found in Appendix C. There are projects in the 2002/03 – 2007/08 Capital Improvements Budget and Program (CIB) for schools and libraries.

### Schools

01BE009 NEW MIDDLE SCHOOL "A"/SE DAVIDSON COUNTY - PURCHASE  
LAND/CONSTRUCT

Construct new middle school for 800 students on new site in southeast Davidson County (Glenclyff/Antioch area)

### Parks

02PR006 ANTIOCH PARK AND COMMUNITY CENTER

Development of park and indoor track

### Libraries

00PL001 SOUTHEAST EXPANSION AND RENOVATION

Expand existing facility by 2,000 square feet and make renovations to existing building. Will also renovate HVAC system.

### Water and Sewerage Services

02SG0006 HURRICANE CREEK EQ BASIN

Construction of an equalization basin at the Hurricane Creek sewage pumping station (component of Overflow Abatement Program)

96SC0016 MILL CREEK BASIN SEWER REHAB - CONSTRUCT

Funding Type: State funds

02SG0003 SMITH SPRINGS EQUALIZATION BASIN

Construction of an equalization basin at the Smith Springs sewage pumping station (component of the Overflow Abatement Program)

# Community Design Goals

## Building Neighborhoods

A major emphasis of the Antioch/Priest Lake Community Plan is the intent to reintroduce the concept of true neighborhoods into the future development patterns of the community. Recent decades have produced an environment that creates little in the way of community pride and continues to result in increased traffic congestion, loss of open space, and limited choices for the community's thousands of new residents. This

plan sets forth new ways to accommodate the expected growth in the area.

By creating neighborhoods (*below*) that have definable centers, mixtures, and edges, we create places that people can identify with and feel a part of. Instead of "pods" development separated strictly by land use, neighborhoods provide the same overall intent of the larger community in a smaller, walkable, livable package. A small mixed-use center anchors the neighborhood, with



townhouses or small apartment buildings framing the center and small open spaces. Single-family homes ring the outer areas and continue to provide a viable option for families. Streets are designed to be friendly to people first so as to slow down traffic, and to connect with each other so as to disperse it. Greenways (below) are integral parts where possible and provide ways for recreation, longer trips, and even getting to and from school.



## Community Centers

An important goal of the Community Plan, along with the creation of identifiable and well-designed neighborhoods, is to create larger mixed-use destinations that serve the larger community. Similar in market size and scale to the supermarket-anchored strip shopping center (above, right), the Community Center serves a much larger population than would a small neighborhood center. Usually located at major intersections and the center of a 1- to 2-mile radius, these Community Centers provide larger services such as supermarkets, large retailers, offices, and supporting services.

This plan intends portions of these drive-to destinations to develop as walkable centers where services, offices, and residences are developed in pedestrian-scaled mixed-use buildings on walkable streets (right).



*Primary commercial areas should be redeveloped or built as mixed-use Community Centers. Outdated shopping centers (above) can be rebuilt into attractive, viable, pedestrian-friendly activity centers (below) that offer a full range of services, residential, and office uses.*



## APPENDIX A

### LIST OF ANTIOCH/PRIEST LAKE PLANNING PROCESS PARTICIPANTS

Letha L. Adams	Shain Dennison, Metro Parks Department (Greenways)
Willard Adams	
Jim Adamson	Councilman Tony Derryberry
George Anton	Mary A. Duncan
Amy Baker	Gary DuVan
D. Barrett	Gayle DuVan
Janet Bayless	Bob Eadler, Metro Planning Department
Wayne Bayless	Debbie Eaton
Albert Bender	Russell Eaton
Faye Bennett	Raymond Estes
Johnnie Bennett	Georgia Faircloth
Rick Bernhardt, Metro Planning Department	Anita Field
Matt Blakney	Peter Finney
Harry G. Blirkin	Jim Fischer
Tommy Bradley	Jacquelyn Fisher
Ed Branding	Joyce Fowler
Glibert Brandon Jr.	John Froeschauer
John A. Brewer	Robert Fuqua
John Bridges	Janet Garey
Denzel Carbine	Isaac R. Garner
Joe Casey	Curt Garrigan, Metro Parks Department
Phyllis O. Chambers	Evelyn Gleaves
Dan Clark	Herbert Gleaves
Sue Clark	Paul E. Goodwin
Robert T. Cochran III	Jack Goodwin
Fran Cole	Kevin Guenther
Ollie Cole	Chris H. Harper
Staci Coleman	Mary Harrell
Gloria L. Coleman	Tommy Harston
Diana Coombs	Jennifer Herbert
Bobbie Covington	Byron Hillblom
Charles Covington	R. Hoffman
Ollen Crowder	Paula Hough
Juanita Culbertson	Peter Hough
Susie Cumming	John Houghton, Metro Planning Department
Richard Curran	Darrell Howard, Metro Planning Department
Jane Curtis	Wayne Huggins
Rhea Curtis	Todd Hukill
Roy Dale	Dave Ingram, Metro Nashville Airport Authority
Sheila Kelvin Davis	Earl Johnson
Eugene P Davis	

Karen Y. Johnson	Kristina Rogers
James R. Jones	Gayton Ross
Karen Jordan	Joyce Ross
Jim Kirby	Herbert Rowlett
Browder Ledbetter	James Rowlett
Grady Leeman	Jean Rowlett
Marilyn Spurlock Lepomer	Harold Salyer
Mark Leuellen	Jo-Ann Salyer
John Lewis	Stan Scott
Marjorie Lewis	Mary Duncan Scott
Lillie Love	Charles Sellars
Bob Mansolino	Marty Sewell, Metro Planning Department
Joy Marshall	Jim Sloan
Mark Marshall	Peggy Sloan
Linda Maurice	Dorothy W. Smith
Anita McCaig, Metro Planning Department	Vickie Starks
Joe McConnell	Deloris Stephenson
David McDowell	Judy Tackett
Janie McKinney	William B. Talley
Adriane Mealar	Melinda Thiele
James Mealar	Leigh Anne Thompson
Nancy Miley	Chris Tobe
Steve Moore	Kay Tobe
Betty Mullican	Brian Wallace, Metro Planning Department
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## **APPENDIX B**

### **HISTORICALLY SIGNIFICANT PROPERTIES IN ANTIOCH/PRIEST LAKE**

#### Historic Properties Summary

Since Subarea 13's plan was last updated in 1996, the rapid pace of change in the area has dramatically altered the historic landscape as well as its historic building stock. The area has been historically defined by good access to transportation networks, including roads, the Nashville, Chattanooga, and St. Louis Railroad, and the Dixie Highway (U.S. 41), built in the 1920s. That access continues to shape the development of the area, as proximity to Interstate 24 and other highways and the location of the Nashville airport in its midst makes this subarea attractive to manufacturing and distribution businesses as well as to commuters.

Since the 1996 update, nine of thirty-two previously identified historic properties have been demolished, including the National Register-eligible Central State complex and Smith and Son Store. Others have experienced physical changes or changes to their environment that threaten their historic qualities. Additional survey work during the current revision by the staff of the Metro Historical Commission has resulted in the inclusion of several new properties. Several are antebellum, often log, houses that have been covered with newer exterior materials but still evidence nineteenth century forms. Other new listings include properties significant to the more recent past of the area, including the Travelers Court Motel, a reminder of the pre-interstate era when Murfreesboro Road was the principal route for tourist and commercial traffic between Nashville and Murfreesboro, as well as to Atlanta and Florida farther south. The Genesco Park Administration Building, the youngest entry in the list, is a notable example of the New Formalist style of the 1960s and a distinctive local corporate symbol.

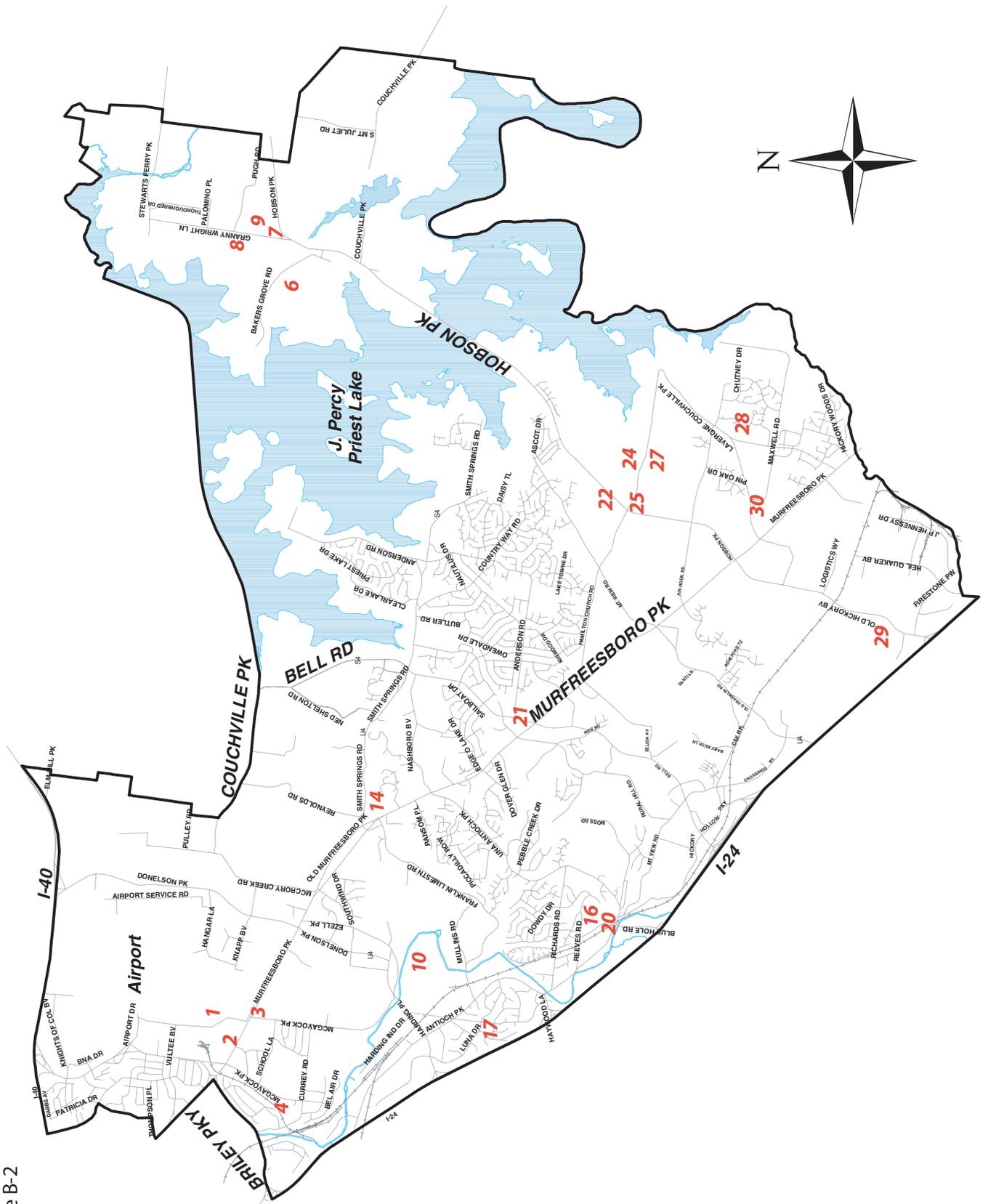
Historic rural landscapes persist in the southeastern corner of the subarea, although they face increasing pressure from nearby suburban developments. Farmsteads tend to have small or medium-sized houses and groups of small outbuildings, representing the independent small farmers that settled this fertile portion of the Nashville Basin. The most undisturbed section of rural properties is near Percy Priest Reservoir in the extreme northeastern part of the study area. The boundaries of crossroads communities like Una and Antioch have been challenged by modern development and road realignment but are still visible to careful observers, although their historic buildings are all but vanished.

Blythe Semmer  
Metro Historical Commission  
September 18, 2002

LIST OF HISTORICALLY SIGNIFICANT PROPERTIES IN THE ANTIOCH/PRIEST LAKE COMMUNITY					
NO.	PROPERTY NAME (Historic)	ADDRESS	DATE	MAP/PARCEL #	STATUS
1	Cole House/Colemere Club	1400 Murfreesboro Pike	1930-31	12000012000	WOC
2	Arlington Methodist Church	1360 Murfreesboro Pike	1873	12000003900	WOC
3	Genesco Park Administration Building	1415 Murfreesboro Pike	1963-65	12000005600	WOC
4	Currey House	934 Currey Rd.	c.1850	12000006400	WOC
5	Sullivan House	1911 Bakers Grove Rd.		12300001600	WOC
6	Castleman House and cemetery	1741 Bakers Grove Rd.		12300002300	WOC
7	Single-pen log house	2119 Granny Wright Lane		12300005500	NRE
8	Wiley House	2173 Granny Wright Lane		12300008800	NRE
9	Double-pen log house	2184 Granny Wright Lane		12400001400	WOC
10	State Asylum for the Criminally Insane	5135 Harding Place	c.1930	13400014500	WOC
11	Ezell-Shriver House	652 Old Ezell Rd.	1888	13400020500	WOC
12	Meeks House	1907 Old Murfreesboro Rd.	c.1860	13500009101	WOC
13	Ellis Service Station Garage	2000 Old Murfreesboro Rd.	1929	13500023600	NR
14	Old Una Schoolhouse	2018 Old Murfreesboro Rd. (moved)	c.1918	13500023700	WOC
15	Gran Dale	behind 2234 Murfreesboro Pike (moved)	c.1870	13500024700	WOC
16	Old Jones Home (still standing?)	4830 Payne Rd.	c.1870	14800012900	WOC
17	Luna House	3501 Lallemand Dr.	c.1920	14802007200	WOC
18	Templeton House/Country Manor	107 Bakertown Rd.	c.1920	14803017900	WOC
19	Locust Hill	834 Reeves Rd.	c.1805	14816001600	NR/Landmark
20	McPherson House	2368 Antioch Pike	1893	14816010900	WOC
21	Travelers Court Motel	2622 Murfreesboro Pike	1947	14908002000	WOC
22	Double-pen house	3506 Hamilton Church Rd.		15000013500	WOC
23	Hall Memorial Missionary Baptist Church	6005 Mt. View Rd.	1917	16400005100	WOC
24	Brent House	3681 Hamilton Church Rd.		16400005700	WOC
25	Single-pen house	3649 Hamilton Church Rd.		16400005900	WOC
26	Farview (Wallace House)	5797 Mt View Rd	c.1840, c.1874	16400021300	WOC
27	Farmstead with center hall house	3731 Hamilton Church Rd.		16500000900	WOC
28	Hill Farmstead	4265 Lavergne-Couchville Pike	c.1850	16500005000	NRE
29	Fairview Farm and cemetery	12924 Old Hickory Blvd	c.1935	17500002700	NRE
30	Buchanan Tavern	4020 Murfreesboro Pike	c.1810	17500004900	NRE

# HISTORIC SITES

Refer to list on page B-2



## **METROPOLITAN PLANNING COMMISSION COMMISSIONERS**

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The production of this plan was primarily the responsibility of the Community Plans Section.

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