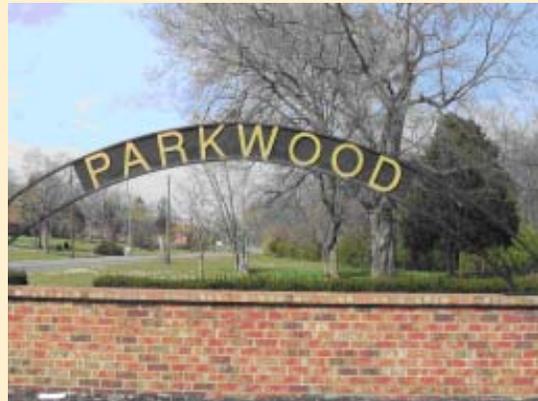


Parkwood – Union Hill Community Plan 2006 Update

Adopted September 28, 2006



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 October 25, 2007.

Richard C. Bauhant

Executive Secretary



**Planning Department
Metropolitan Nashville-Davidson County, Tn.**



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**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE
Resolution No. RS2007-343**

“WHEREAS, the *Parkwood – Union Hill Community: 2006 Update* [the Community Plan] was adopted by the Metropolitan Planning Commission on September 28, 2006; and

WHEREAS, the Community Plan includes Special Policy Area #1 that establishes certain conditions under which development based on “Neighborhood General” land use policy can occur; and

WHEREAS, staff reviewed the provisions of Special Policy Area #1 in response to a development proposal in that area to determine whether changes in the conditions would be appropriate; and

WHEREAS, property owners within and near Special Policy Area #1 were notified by mail of a public hearing at which the merits of revising the language of Special Policy Area #1 would be considered, and said public hearing was held by the Metropolitan Planning Commission on October 25, 2007, and the Commission found that a change in language 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 master or general plans for smaller areas of the county;

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS as Amendment Number 1** to the *Parkwood – Union Hill Community: 2006 Update* the revised language for Special Policy Area #1 as described 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: October 25, 2007

Attest:

/S/ Rick Bernhardt

Rick Bernhardt
Secretary and Executive Director

Attachment A to Resolution RS2007-343

The *Parkwood-Union Hill Community Plan: 2006 Update* is amended by deleting the text in the section entitled “Special Policy Area #1 [Davidson Academy Area]” on page 29 in its entirety and inserting in place thereof the following new text:

Special Policy Area # 1. [Davidson Academy Area]

- A. Application of “Neighborhood General (NG)” policy shall be as follows:
 - 1) NG policy shall apply to the properties that a) have frontage on Old Hickory Boulevard and b) are west of the Davidson Academy site, as shown on Figure 1, without regard to the future disposition of Davidson Academy.
 - 2) For all of the properties in Special Policy Area #1 except those described in paragraph 1), the NG policy shall apply only if both of the following conditions are met:
 - Davidson Academy relocates and
 - the Davidson Academy site is proposed to be residentially redeveloped in accordance with NG policy, rather than continue to be used for an institutional, civic or public benefit purpose.

- B. Residential Low Density (RL) policy shall apply to the properties described in paragraph A. 2) until the conditions for development based on “NG” policy are met.

- C. Throughout Special Policy Area #1, all development and zoning proposals based on “NG” policy should be implemented only through the “SP” (Specific Plan) base zone district or a “UDO” (Urban Design Overlay) district combined with appropriate base districts to assure the type and character of development intended in NG policy.

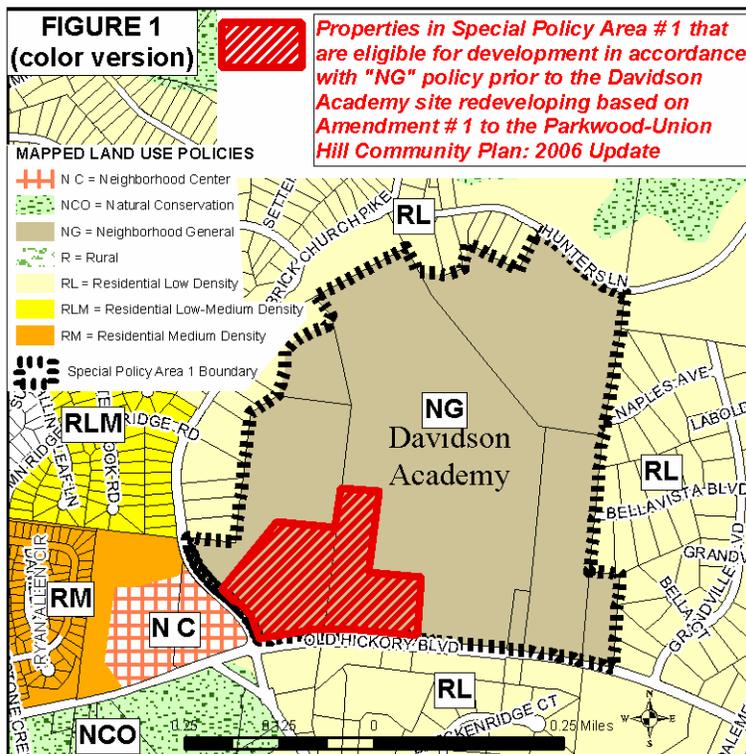


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PLANNING COMMISSION RESOLUTION

METROPOLITAN PLANNING COMMISSION OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. 2006-317

“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 2 Plan* that was adopted on June 29, 1995; and

WHEREAS, from March to July 2006, the Metropolitan Planning Department staff working extensively with residents, Councilmembers, property owners, and civic and business interests, including conducting 9 meetings in the community, prepared an updated plan for the Parkwood – Union Hill community, also known as Subarea 2; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on September 28, 2006 to obtain additional input regarding the proposed *Parkwood – Union Hill Community Plan: 2006 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 *Parkwood – Union Hill Community Plan: 2006 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 as the basis for the Commission’s development decisions in that area of the county. The *Parkwood – Union Hill Community Plan: 2006 Update* is also adopted as part of the General Plan.

/S/ James Lawson

James Lawson, Chairman

Adoption Date: September 28, 2006

Attest:

/S/ Rick Bernhardt

Rick Bernhardt, Secretary and Executive
Director

COUNCIL ACCEPTANCE RESOLUTION

RESOLUTION NO. RS2006-1601

A resolution accepting the 2006 Plan Update for the Parkwood – Union Hill Community adopted by the Metropolitan Planning Commission on September 28, 2006.

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 2 encompasses the community traditionally known as Parkwood – Union Hill; and

Whereas, the Metropolitan Planning Commission directed its staff to work with Parkwood – Union Hill citizens to conduct public meetings and take such other steps deemed necessary to provide public input and review needed to update the Subarea 2 Plan; and

Whereas, nine community meetings were held between March and July 2006, at which community members worked extensively with Planning Department staff to develop their vision for the future of Parkwood - Union Hill, and

Whereas, the 2006 Plan Update for the Parkwood - Union Hill Community was approved by the Metropolitan Planning Commission, following a public hearing, on September 28, 2006; and

Whereas, it is fitting and proper that the Metropolitan Council recognize the efforts of Parkwood - Union Hill citizens in developing the updated community plan and detailed design plans.

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 Updated Plan for the Parkwood - Union Hill Community which was adopted by the Metropolitan Planning Commission on September 28, 2006.

SECTION 2. The Metropolitan Council further resolves to work with members of the Parkwood - Union Hill community and the Metropolitan Planning Commission to discuss and develop measures that will contribute to the achievement of these community and neighborhood plans.

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. [Adopted November 21, 2006]

INTRODUCED BY:

/S/ Michael Craddock

/S/ Walter Hunt

/S/ Jason Hart

/S/ Rip Ryman

The *Parkwood - Union Hill Community Plan: 2006 Update* replaces the *Subarea 2 Plan* adopted in 1995 and will guide the community’s development over the next seven to ten years. The update occurred over a five-month period with the participation of over 90 residents, civic and community leaders, property owners, and business owners.

Current Conditions. *Despite some growth, Parkwood - Union Hill is one of Nashville’s least developed communities. The community consists of two distinct areas: the southern - portion, which is developed in a predominantly suburban pattern, and the northern portion which is largely rural. Development in both portions of the Parkwood-Union Hill community is mainly residential. The southern portion encompasses about*



one-fourth of the community’s land area and is about 75 percent developed. Single family subdivisions, townhomes and garden apartments are common including developments from the 1950s, like Parkwood and Bellshire, and newer developments, such as Quail Ridge and Mulberry

Downs. The southern portion of the community also contains most of the community’s businesses, civic activities and public benefit services. In contrast, large farms and open land are prominent in the northern portion of the community. *Much of the land in the northern portion has environmentally-sensitive features that are constraints to development.*



The community faces modest development pressure. Forecasts show a population increase of about 6.6 percent from 2000 to 2010, somewhat below the 8.8 percent increase forecasted for the county. Available land suitable for development is more than adequate to accommodate the expected growth. Growth and development are guided primarily by the Structure Plan land use policies and by “Special Policies” that apply to selected areas.

Dickerson Pike. *The most important corridor in the community is Dickerson Pike. In addition to its role as a major transportation artery, it functions as the principal service center with the community’s largest “concentration” of nonresidential development, mostly south of Old Hickory Blvd. Land uses along Dicker-*

son Pike include mainly neighborhood-scale commercial businesses, some light industry, civic and public benefit activities, plus a significant amount of undeveloped land, particularly north of Old Hickory Blvd. The most prominent development is the Skyline Medical complex near Dickerson Pike and Briley Parkway. Aside from Dickerson Pike, smaller amounts of commercial and/or light industrial development can be found in the vicinity of I-24 and Old Hickory Blvd., beside I-24 near Briley Parkway and near Ewing Dr., and along Springfield Hwy. north of Goodlettsville.

The pattern of development and the overall appearance of the Dickerson Pike corridor are a major focus of the plan. This is due to the corridor’s high visibility as a transportation artery and its role as a major business district and retail service area. In addition to the land use policies (found in the Structure Plan section) that guide development, special policies that promote a “nodal” development concept are proposed for the Dickerson Pike corridor. These special policies envision centers or nodes of consumer



EXECUTIVE SUMMARY

retail and mixed services at intersections that are key entrances to neighborhoods. Meanwhile, less intense business, civic/public benefit, and residential uses are proposed for the segments of the corridor between these centers.

The center closest to Briley Parkway, where a new major shopping center has been approved, is expected to become the community's most intensely developed center of activity. The smaller centers, which are located along the corridor approximately every one-third mile, would be less intense than the one near Briley Parkway, but more intense than the development between them.

This community plan includes a detailed land use plan and development principles to create the nodal concept. The development principles address building size and height, lot layout, parking and access, landscaping and buffering, and signage. These principles encourage the ability to walk to the nodes; convenient and safe traffic flow, access and vehicle circulation; sensitivity toward neighboring properties; a mixture of residential and non-residential uses; and development patterns that are more likely to encourage transit service. Finally, the community plan proposes that a streetscape plan be created for the Dickerson Pike corridor to guide development within and along the corridor.

Preserving Existing Neighborhoods and Creating New Neighborhoods.

The community plan calls for preserving the community's rural and pre-existing suburban neighborhoods, for example Parkwood, Bellshire and Union Hill. These neighborhoods make up about 80 percent of the community. Some infill development is expected, but the intent of the plan is to maintain the existing character of these areas.

The plan encourages development of more urban "walkable" neighborhoods in a few areas of the community. Aside from the Dickerson Pike corridor, the plan also supports continued use and development of the areas that are currently committed to commercial and industrial development. The plan does not call for expansion of these areas.

Transportation. *The transportation plans encourage increased connections between streets to offer alternate routes and reduce pressure on major streets.* The plan does recognize that some existing neighborhoods were consciously developed with patterns that prevent some important connections from occurring.

The transportation plan calls for widening some major and collector streets, although none of those projects are currently funded. As mentioned above, one goal for the development

pattern on the Dickerson Pike corridor is to increase the likelihood of transit service.

In the Strategic Plan for Bike-ways and Sidewalks, bikeways are already envisioned on most of the major streets throughout the southern portion of the community. Because of its suburban intensity and character of development, most developed parts of the community do not rank high for Metro to provide sidewalks. The plan does encourage sidewalks in areas of high pedestrian traffic, and in new development that is urban in character.

Open Space. The open space plan proposes enhancing the park system with several small parks within or near the proposed "walkable" neighborhoods. Additionally, the plan calls for community parks and a network of greenways that follow most of the major streams and creeks in the community.

Conclusion. *The Parkwood - Union Hill Community Plan: 2006 Update* reflects the values and vision of the participants in the planning process, balanced with sound planning principles to achieve a realistic long-term plan. The land use policies, special policies, Transportation Plan and Open Space Plan should be used by elected officials, government agencies, property owners, business owners, and community residents to guide growth over the next seven to ten years.

In 1988, Nashville was divided into fourteen communities for the purpose of future planning. Each community has a unique character and faces specific growth challenges and opportunities. Focusing on smaller geographic areas allows for greater citizen participation in the planning process, and ensures that community plans are responsive to community desires. The Parkwood – Union Hill Community is highlighted in the map to the right.

Community Plan Purpose:

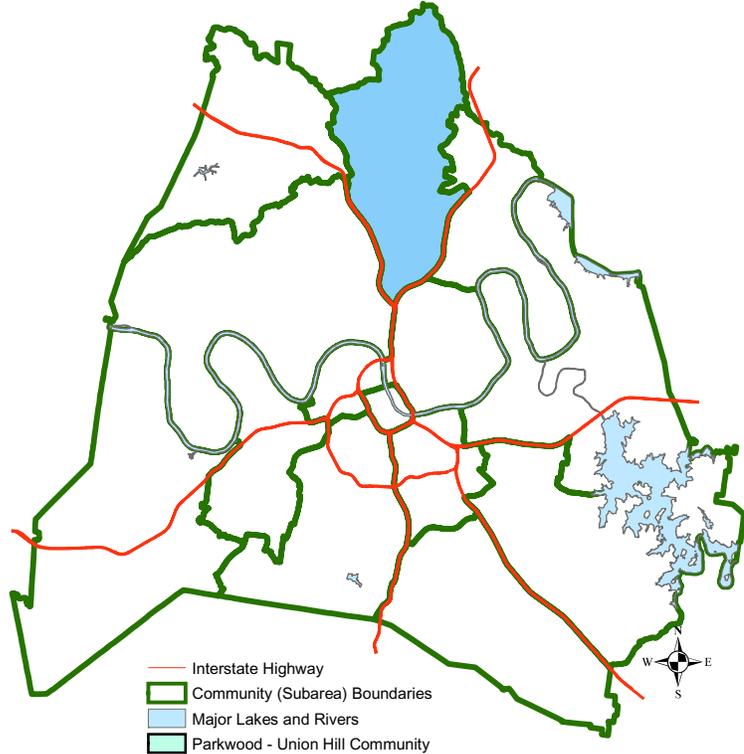
- To establish a clear vision of the kind of place the community’s residents, businesses and institutions would like it to be in the future, and
- To provide a course of action that strengthens the process of building the envisioned community.

Community Plan Function:

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

- Public and private investment decisions about where to build infrastructure and buildings,
- Planning Commission’s recommendations and

**FIGURE 1
PARKWOOD - UNION HILL
COMMUNITY IN NASHVILLE/
DAVIDSON COUNTY**



- Council’s actions regarding zone change proposals,
- Planning Commission’s actions regarding subdivisions, and
- Planning Commission’s recommendations to Council about the creation, extension and replacement of public facilities such as sidewalks, roads, bridges, etc. and the sale of surplus public property.

The community plan also guides Metro Government’s annual Capital Improvements Budget and Program that is prepared and recommended by

the Planning Commission and adopted by Metro Council. Additionally, the community plan serves as the basis for more detailed planning, such as small area commercial and neighborhood design plans. Because community plans are intended to represent the vision of the entire community, the community’s constituents — neighborhood and business organizations, residents, developers, institutions and property owners — are among the most important participants in creating and using the plan.

ABOUT COMMUNITY PLANNING

Relationship to the General

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

The other documents that make up the General Plan are the fourteen community 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 departments, include transportation, economic development, historic preservation, parks and recreation, and housing. The community plans and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently.

The Parkwood – Union Hill Community extends from the junction of I24 and I65 north to the Davidson/ Robertson County line. It is bounded on the east by I65, Goodlettsville and Sumner County; and bounded on the west by I24, Crocker Springs Rd. and Ivey Point Rd.

The community consists of a mixture of urban, suburban, and rural residential areas as well as commercial services that serve a regional area and some strip commercial.

For the purposes of the Community Plan Update process, the Parkwood – Union Hill Community was divided into two study areas.

Study Area 1 is the northern portion of Parkwood/Union Hill, bounded by Campbell Road to the south, Goodlettsville and the County line to the east and north, and Crocker Springs Road to the west. This area has retained its rural character due to environmental constraints to development and the absence of key infrastructure such as roads and sewer necessary for development.

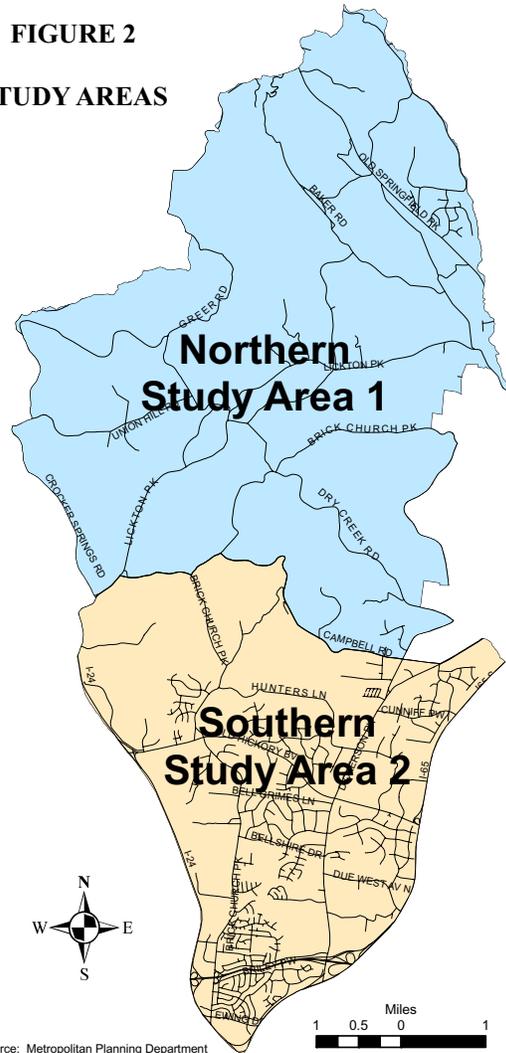
Study Area 2 is the southern portion of Parkwood/Union Hill, bounded by Campbell Road to the north, I65 to the East, and I24 and Crocker Springs Road to the west. This area has experienced more

extensive residential and commercial development. It contains a mix of older, established neighborhoods and newer subdivision development, and provides access to major transportation corridors. Direct access to I24, I65, Briley Parkway, and Dickerson Pike makes this area attractive for regional commercial activity. Currently, the 59-acre campus Skyline Medical Center is located just north of the I65/ Dickerson Pike/Briley Parkway

interchanges. The Nashville Commons at Skyline, an approximately 718,000 sq. ft. regional retail and restaurant complex, is planned to locate across from the hospital complex along Dickerson Pike.

The Parkwood-Union Hill Community’s total population was 17,797 in 2000. It is projected to increase by 6.6 percent to 18,988 in 2010. In comparison, the County population is projected to

FIGURE 2
STUDY AREAS



COMMUNITY PROFILE

increase by 8.8 percent to 619,771 by 2010.

In 2000, 50.7 percent of the Parkwood-Union Hill Community classified their race as White, compared to 67.0 percent for the County.

Meanwhile, 46.9 percent of Parkwood-Union Hill Community members classified their race as Black or African American compared to 25.9 percent for the County.

In the same year, a little over a half of one percent (.6) of the Parkwood-Union Hill Community population had an ethnicity classified as Hispanic or Latino, compared to 4.5 for the County.

Parkwood - Union Hill Community Quickfacts

Characteristic	QuickFacts	Davidson County		Parkwood - Union Hill		
		#	%	#	% of County	% of Community
Population	Total	569,891	100.0%	17,814	3.1%	100.0%
	Household Population	545,686	95.8%	17,797	3.3%	99.9%
	Group Quarters Population	24,205	4.2%	17	0.1%	0.1%
	Male	275,530	48.3%	8,366	3.0%	47.0%
	Female	294,361	51.7%	9,448	3.2%	53.0%
	Population Density (persons/acre)	1.69	n/a	0.66	n/a	n/a
	Average Household Size	2.30	n/a	2.53	n/a	n/a
	1990 Population	510,784	n/a	16,351	3.2%	n/a
	1990 - 2000 Population Change	59,107	11.6%	1,463	2.5%	n/a
	2005 Population Estimate	602,679	n/a	18,769	3.1%	n/a
	2010 Population Projection	619,771	n/a	18,988	3.1%	n/a
	2000 - 2010 Population Change	49,880	8.8%	1,174	2.4%	n/a
Families	Total	139,234	58.6%	4,974	3.6%	70.7%
	Married Couple Families with Children	41,006	29.5%	1,286	3.1%	25.9%
	Single Parent Families with Children	23,874	17.1%	1,006	4.2%	20.2%
Race	White	382,008	67.0%	9,033	2.4%	50.7%
	Black or African American	147,862	25.9%	8,358	5.7%	46.9%
	American Indian/ Alaska Native	1,978	0.3%	48	2.4%	0.3%
	Asian	11,691	2.1%	27	0.2%	0.2%
	Native Hawaiian or Pacific Islander	400	0.1%	0	0.0%	0.0%
	Other Race	13,535	2.4%	90	0.7%	0.5%
	Two or More Races	12,417	2.2%	258	2.1%	1.4%
Ethnicity	Hispanic or Latino	25,597	4.5%	107	0.4%	0.6%
Age	Less than 18	126,409	22.2%	4,577	3.6%	25.7%
	18-64	379,939	66.7%	11,329	3.0%	63.6%
	Greater than 64	63,543	11.2%	1,908	3.0%	10.7%

1990 and 2000 data are from U.S. Census

COMMUNITY PROFILE

Parkwood - Union Hill Community Quickfacts (continued)

Characteristic	QuickFacts	Davidson County		Parkwood - Union Hill		
		#	%	#	% of County	% of Community
Housing Units	Total	252,977	n/a	7,391	2.9%	n/a
	Vacant	15,572	6.2%	353	2.3%	4.8%
	Occupied	237,405	93.8%	7,038	3.0%	95.2%
	Owner Occupied	131,384	55.3%	4,648	3.5%	66.0%
	Renter Occupied	106,021	44.7%	2,390	2.3%	34.0%
Travel	Mean Travel Time to Work (min)	22.2	n/a	24.4	109.9%	n/a
	Workers	285,980	100.0%	8,734	3.1%	100.0%
	Drove Alone	225,060	78.7%	7,026	3.1%	80.4%
	Carpooled	38,111	13.3%	1,209	3.2%	13.8%
	Public Transportation	5,038	1.8%	161	3.2%	1.8%
	Walked or Worked from Home	15,546	5.4%	326	2.1%	3.7%
	Other	2,225	0.8%	12	0.5%	0.1%
	Income	Median Household Income	\$39,797	n/a	n/a	n/a
	Per Capita Income	\$22,684	n/a	\$20,413	90.0%	n/a
Education	Population 25 years and over	377,734	100.0%	11,474	3.0%	100.0%
	Less than 9th grade	20,486	5.4%	416	2.0%	3.6%
	9th to 12th grade, No Diploma	48,152	12.7%	2,300	4.8%	20.0%
	High School Graduate (includes equivalency)	94,268	25.0%	3,701	3.9%	32.3%
	Some College, No Degree	81,327	21.5%	2,725	3.4%	23.7%
	Associate Degree	18,356	4.9%	389	2.1%	3.4%
	Bachelor's Degree	75,948	20.1%	1,286	1.7%	11.2%
	Graduate or Professional Degree	39,197	10.4%	657	1.7%	5.7%
	Employment	Population 16 Years and Over	456,655	100.0%	13,686	3.0%
	Not in Labor Force	149,002	32.6%	4,249	2.9%	31.0%
	In Labor Force	307,653	67.4%	9,437	3.1%	69.0%
	Employed	291,283	94.7%	8,924	3.1%	94.6%
	Unemployed (actively seeking employment)	15,967	5.2%	495	3.1%	5.2%
	Armed Forces	403	0.1%	18	4.5%	0.2%

1990 and 2000 data are from U.S. Census

TRANSECT

The Parkwood – Union Hill Community Plan is organized around a planning concept called the “Transect.” The Transect is a system for classifying land based on the intensity of its natural and built environment. It guides the characteristics and design of the elements that make up the physical environment of a community or neighborhood. There are six Transect categories that range from the most natural to the most heavily developed. The six Transect categories include: T1 Natural land, T2 Rural, T3 Suburban, T4 Neighborhood, T5 Center, T6 Core, and D District.

While different Transect categories can sit side by side, it is crucial that within a Transect category, *each element of development should be harmonious with the category*. The Transect system is used in Davidson County to ensure diversity of development, instead of letting the entire County develop in a conventional suburban pattern, the Transect encourages a range of intensity of development – protecting Davidson County’s rural areas, established suburban areas while also promoting urban neighborhoods and the Downtown Core.

While certain types of physical features are common to all or most of the transects (ie. roads,

buildings, open space), it is the characteristics and design of those features that vary and distinguish one transect from another. For example, if an area is T4, Neighborhood, then it will be required to have sidewalks. Meanwhile, if an area is T2, Rural, then a trail or walking path may be more appropriate. Likewise, a road in T5, Center, will be required to have curb and gutter, while a road in T2, Rural, would be encouraged to have a street with drainage swales.

The Transect can gradually change as development or redevelopment occurs within an area. To provide guidance for the future, the Transect must depict the area as it will grow and develop, reflecting any significant changes in the natural or built environment anticipated over time.

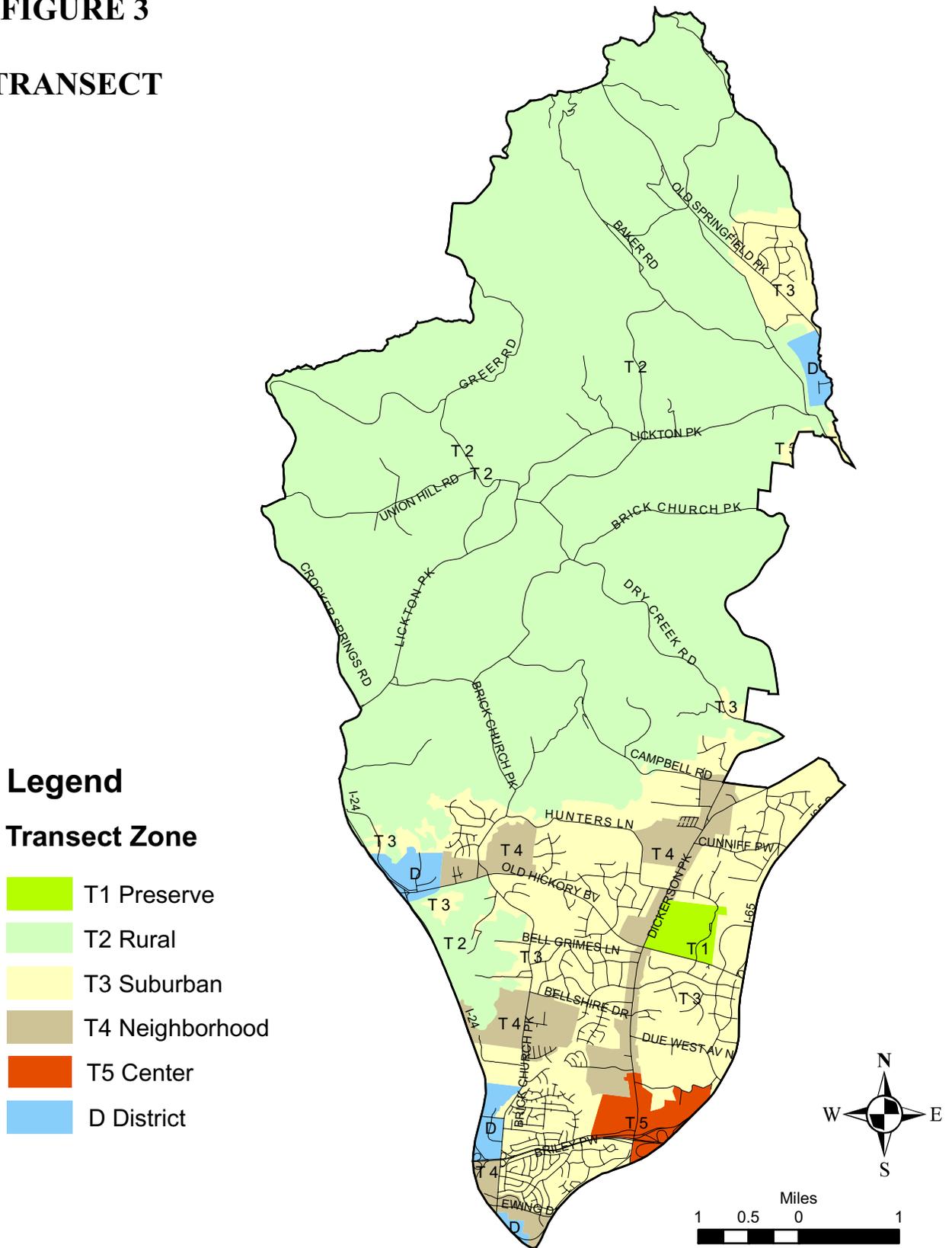
The key to the Transect is *consistency of development within each Transect*. The policies and regulations that govern land development in Metro should promote development that is consistent within each Transect category. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are appropriate) all the way down to the specific regulations that implement the policies (for example, how a sidewalk should look in different Transect categories).

The Parkwood - Union Hill Transect Map is shown on Figure 3. It relates to the Community Plan Update in a number of ways.

First, it is related to the Structure Plan, which includes land use policies that guide future decisions on zone change and subdivision requests (see the Structure Plan map at the back of this document along with a separate publication, *Land Use Policy Application*, which explains the land use policies and transect). The land use policy categories used in this community plan are designed to be consistent with the various Transect categories.

Sometimes a land use policy can be found in more than one Transect. For example, Residential Medium Density (RM) policy can fit within both the T3 Suburban and T4 Neighborhood Transects, depending on the character of the particular area. Virtually all of the existing and approved medium density development in the Parkwood – Union Hill Community is T3 Suburban in character. Examples include the Mulberry Downs, Village Tr., Chesapeake Dr. and Bellshire Terrace Dr. While these areas may have some characteristics of T4 Neighborhood Transect, like density and fairly well connected streets, other key features of T4 areas, such as sidewalks, a variety of housing

FIGURE 3
TRANSECT



Source: Metropolitan Planning Department

TRANSECT

choices, a center of some type and/or close (walk-to) proximity to daily services, are missing.

Another example is the land use policy category “Community Center (C C),” which is typically applied along mixed use corridors and nodes of community-scale mixed use development. An entire corridor may be designated “C C,” but on the transect map, the concentrated clusters of development may be T5 Center type transect areas. Meanwhile, the lower intensity mixed uses along the thoroughfare may be more neighborhood-oriented and scale. These may be considered T4 Neighborhood transect areas. In Parkwood - Union Hill, “C C” policy applies to much of the Dickerson Pike corridor. Most of the “C C” policy is in the T4 Neighborhood transect, but the segment closest to Briley Parkway, where more intense development is expected, is designated T5 Center.

The Transect also relates to the transportation section of the Community Plan. When the Transect is used, then the type and design of transportation “facilities” (roads, bikeways, sidewalks, etc.), vary by Transect category. For example, consider Dickerson Pike and Old Hickory Blvd. The portion of Dickerson Pike that is in the T5 Center and T4

Neighborhood transects should reflect the urban environment envisioned in those areas. So it should have raised curb and gutters, wide sidewalks, street trees, parking on both sides of the street, and a bike lane. Meanwhile, Old Hickory Blvd in the T3 Suburban transect should reflect a different design, including open swales, a bicycle or multi-purpose trail, no parking and natural plantings buffering the roadway from buildings that have more generous setbacks from the street. The roadway design features in the T4 Neighborhood and T5 Center transects would be out of place in the T3 Suburban transect, and vice versa.

The Transect also relates to the Parkwood-Union Hill Community Plan’s open space (park and greenways) recommendations. Smaller walk-to neighborhood parks are the focus in the T4 Neighborhood transect, while larger drive-to community parks are appropriate in the T3 Suburban transect where the larger yards help make up for some of the needs that would otherwise be met by neighborhood parks. A growing greenway system not only falls within the T1 Natural Transect category, but helps provide connections to other parts of the community.

The following are brief descriptions of each of the

Transect categories that apply to Parkwood - Union Hill. For full descriptions of all of the Transect categories, including which land use policies fit within each Transect category, see *Land Use Policy Application* found on the Metro Planning Department web site at www.nashville.gov/mpc.

T1 – Natural: T1 areas include major parklands, protected wilderness and floodplain areas, farmlands that have sold their development rights, and areas such as wetlands that have high environmental value. The only example of a community-scale T1 Natural area in Parkwood - Union Hill is Cedar Hill Park.



T2 – Rural: T2 areas are privately owned areas intended and designed to remain rural. T2 may also include environmentally-sensitive land, open space and other areas appropriate for protection or future public acquisition. As shown on Figure 3, Parkwood – Union Hill is dominated by the T2 Rural transect. Based on this plan, an estimated 70

TRANSECT

percent of the community is envisioned to remain rural in character. The T2 Rural transect does not include any areas where urban or suburban development is planned.



T3 – Suburban: T3 areas are primarily low intensity, single use (for example, only residential or only commercial) areas. In the Parkwood-Union Hill Community, T3 Suburban is largely residential, mostly detached single family, and stand-alone multifamily homes.



Commercial uses are typically found at the edges of neighborhoods along major roads. Civic and religious buildings are also found throughout the T3 Suburban areas. Low walls, fences, or natural, irregular pattern of trees and shrubs typically front the edges of streets, occasionally there is on-street parking. T3 Suburban areas make up about one-fifth of the Parkwood - Union Hill Community, including Parkwood, Northbrook, Willow Creek, Bellshire, Dalemere, Quail Ridge, Kemper Heights,

Ozark Hills, Pleasant Hill, and Grizzard Manor in the Tinnin Rd. area.

T4 – Neighborhood: T4 areas are primarily medium density (greater than 3 dwelling units per acre and often ranging between 6 and 20 units per acre) residential uses. They may also include other moderate-intensity commercial or office uses. Uses are a mix of single-family, townhouses, condominiums, apartments, and accessory units; civic and religious buildings; and small uses. Little, if any of Parkwood Parkwood-Union



is currently T4 Neighborhood. The plan proposes for small, specific areas to be developed as T4, including the Dickerson Pike corridor and the three

TRANSECT

areas along Brick Church Pk. These are shown on Figure 3.



T5 – Center: T5 areas are a mixture of uses with the commercial uses serving multiple neighborhoods. Centers can range from those that serve a group of neighborhoods (ie. Parkwood and Bellshire), to those that serve an even larger market area (ie. Parkwood-Union Hill plus parts of Madison and East Nashville). Some centers are pedestrian scale town centers with a row of attached buildings and a mixture of uses, for example, Hillsboro Village. Other centers are more suburban shopping districts. The plan calls for one area in Parkwood-Union Hill to develop as a T5 Center. It includes the Skyline Medical complex, the approved shopping center at Dickerson

Pk. and Briley Pkwy., and the Dickerson Pk. corridor from Briley Pkwy. northward to about Old Due West Ave.



D – District: District areas include land uses that are generally focused on a single purpose or limited range of uses. These are land uses that occur infrequently, and do not lend themselves to a mixed-use

environment. Examples of districts include industrial parks, office parks, self-contained major institutions and airports. Parkwood - Union Hill contains four relatively small District areas. The areas along Springfield Hwy. north of Goodlettsville, next to I24 south of Ewing Dr., and next to I24 north of Briley Pkwy. are all industrial in character. The area next to I24 north of Old Hickory Blvd. includes some industrial uses, but contains more of a mixture of businesses.



EXISTING LAND USE

The Parkwood – Union Hill community includes about 8 percent of the land area in the County. The number of housing units (single and multi-family) is less than 3 percent of the County total housing units. The office, commercial and industrial development is estimated to be only 1.2 percent of the County total.

The community includes both rural and urban development, resulting in two distinct development patterns. To adequately address the needs for each area, Parkwood – Union Hill was divided into two study areas for the Community Plan update.

The North Study Area has a predominately rural character. It has experienced limited development due to environmental constraints (this area contains most of the community's steeply sloping land), the lack of sewer services, and effects of current zoning and land use policies. These factors have contributed to a slow pace of development for this portion of the County. This is especially noteworthy in contrast to the remainder of the Parkwood-Union Hill Community and other parts of the County, such as the Antioch, Hermitage and Bellevue communities.

The current rural development pattern and environmental constraints as well as community preference to keep

the rural feel of the community result in the need for land use policies to preserve the existing rural character of this area.

The South Study Area contains both urban and suburban characteristics. There is a mix of older, established neighborhoods, such as Parkwood and Bellshire, along with newer suburban-type development. Some of the newer development, such as Mulberry Downs and Quail Ridge, is close to the commercial services offered on Old Hickory Blvd and Dickerson Pike. Access to major roads, such as Briley Parkway and Interstates 65 and 24, availability of community services (such as water and sewer), and increased commercial development have all encouraged a more dense and urban development pattern.

Dickerson Pike winds through the southeast portion of the community north to Goodlettsville. The corridor consists of predominately strip commercial centers south of Old Hickory Blvd. Farther north, the land use pattern includes a mix of parks and recreation, vacant, residential, industrial, and commercial uses. A key factor in determining the character of development along Dickerson Pike is the nearly continuous Commercial Service (CS) zoning that exists from the I65 interchange to Dry Creek Road.

When creating land use policies to guide future development, planners must balance the community's vision with the existing land use pattern and the opportunities permitted by the current zoning. In balancing the current land use pattern and the zoning rights, land use policies can be created to guide future development and preserve the existing character of the neighborhoods in Parkwood – Union Hill.

EXISTING LAND USE

RESIDENTIAL USES ¹	ACRES	% OF TOTAL PARCEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
Single Family Detached Subtotal	15,252	59.3%	4,973	68.9%	0.33
Conventional Rural/Large-lot (3+ ac/du)	12,225	47.5%	1,003	13.9%	0.08
Conventional Urban/Suburban (< 3 ac/du)	3,027	11.8%	3,970	55.0%	1.31
Condominiums ²	131	0.5%	324	4.5%	2.47
Townhomes and Multifamily Subtotal	664	2.6%	2,243	31.1%	3.38
Conventional Duplexes, Triplexes & Zero Lot-line Units	559	2.2%	1,053	14.6%	1.88
Conventional 4+ Unit Structures	105	0.4%	1,190	16.5%	11.33
Condominiums ²	n/a	n/a	n/a	n/a	n/a
HOUSEHOLD RESIDENTIAL TOTAL	15,916	61.9%	7,216	100%	0.45
Non-household Residential³ TOTAL	0	0	0	0	n/a
NONRESIDENTIAL USES	ACRES	% OF TOTAL PARCEL ACRES	TOTAL FLOORSPACE (SQ FT)	% OF SUBTOTAL	FLOOR/ AREA RATIO ⁴
Office, Commercial & Industrial Subtotal	492	1.9%	2,515,375	100.0%	0.12
Office, Non-medical	12	<0.1%	57,159	2.3%	0.11
Office, Medical	1	<0.1%	2,496	0.1%	0.06
Clinic or Hospital	58	0.2%	624,966	24.8%	0.25
Commercial: Retail	183	0.7%	486,877	19.4%	0.06
Commercial: Other	71	0.3%	89,644	3.6%	0.03
Industrial	167	0.6%	1,254,233	49.9%	0.17
Auto Parking (principle use) Subtotal	9	<0.1%	--	--	--
Civic & Public Benefit Uses Subtotal	814	3.2%	--	--	--
Community Facilities	570	2.2%	--	--	--
Parks, Golf Courses & Other Open Space	244	0.9%	--	--	--
NONRESIDENTIAL USES TOTAL	1,315	5.1%	--	--	--
VACANT & FARMLAND					
Vacant/Farm Residential Codes	7,861	30.5%	--	--	--
Vacant Commercial Code	238	0.9%	--	--	--
Vacant Industrial Code	121	0.5%	--	--	--
VACANT LAND TOTAL	8,220	31.9%	--	--	--
Miscoded or uncoded parcels	142	0.6%	--	--	--
TOTAL PARCEL ACRES ²	25,733	100.0%	--	--	--
Estimated Right-of-Way	1,132	--	--	--	--
LAND AREA TOTAL	26,865	--	--	--	--
MAJOR WATER AREAS	0	--	--	--	--
COMMUNITY GRAND TOTAL AREA	26,865	--	--	--	--

¹ All household residential acreage figures include accessory parcels with residential land use codes and no dwelling units; 2 & 3 Unit Structures" includes parcels with residential units in two or more residential use codes

² Does not include condominium common area that is not parceled land

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

⁴ Ratio of floor area divided by land area

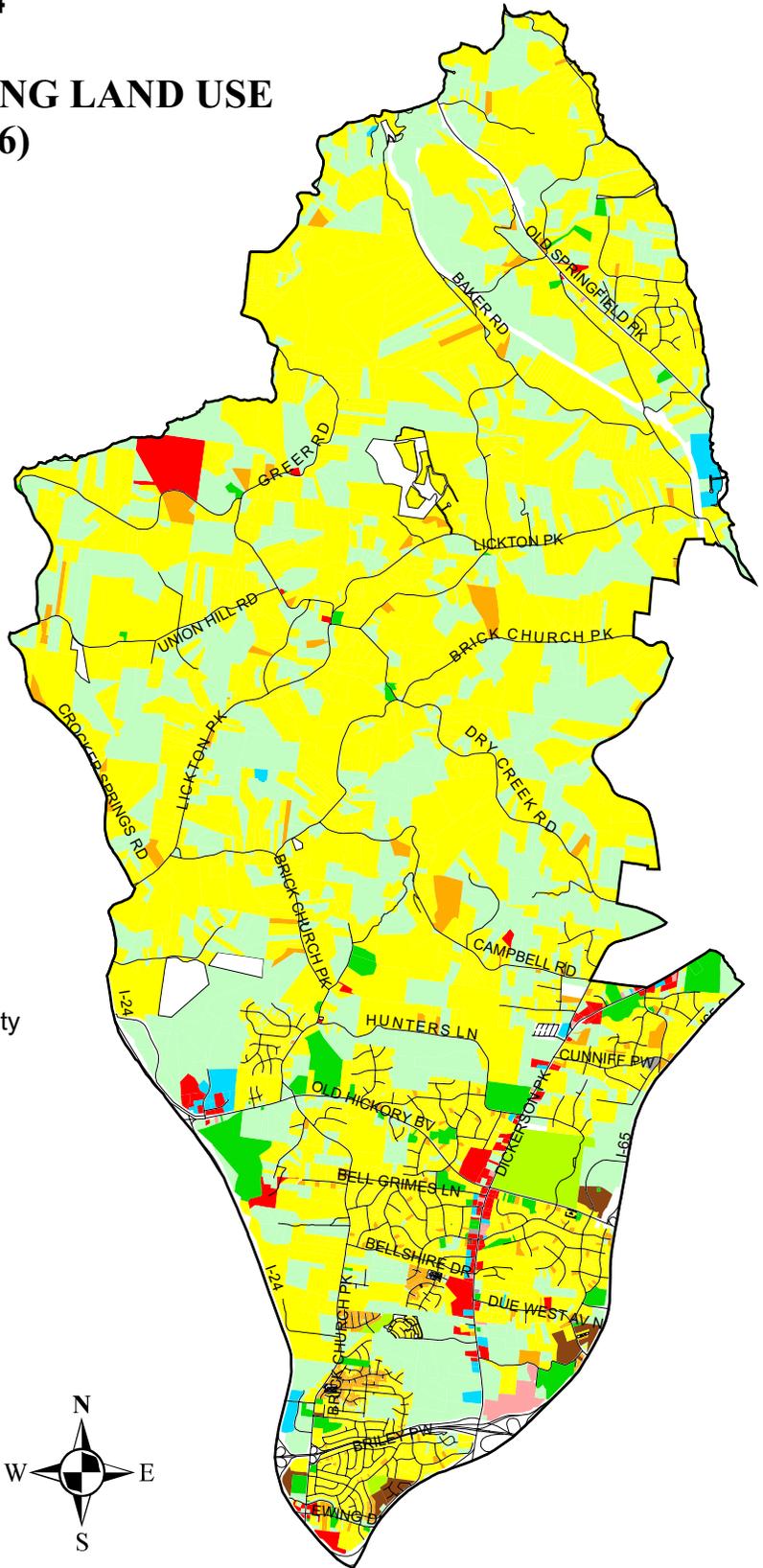
Note: this table does not include land use information related to any property leaseholds in the community

Source: Metropolitan Planning Commission, June 2006

FIGURE 4
GENERALIZED EXISTING LAND USE
(Spring 2006)

General Land Use

- Park or Golf Course
- Residential - 1 Unit
- Residential - 2 or 3 Unit
- Residential - 4 Unit +
- Residential - Nonhousehold
- Community, Institutional or Utility
- Office or Medical
- Commercial
- Auto Parking
- Industrial
- Vacant or Farm
- Unused - Code Error

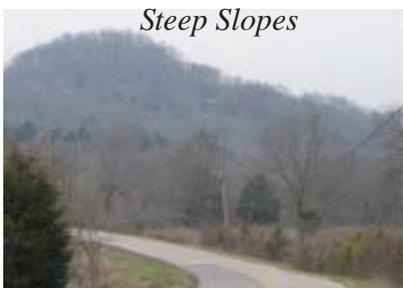


Source: Metropolitan Planning Department

NATURAL FEATURES

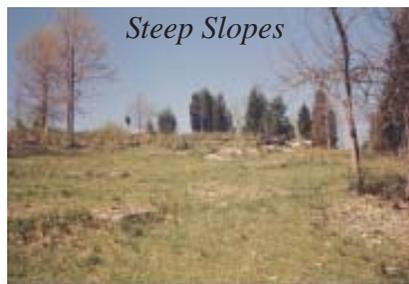
The Metro Nashville/ Davidson County General Plan calls for attention and care to natural features and the impact of development on natural features. Natural features and systems include floodplains and stormwater management; slopes, soils and geologic formations; water quality, air quality, and solid waste management. The Parkwood-Union Hill Community has sensitive environmental features including steeply sloping terrain, major waterways and floodplains, problem soils, sinkholes and wetlands, and rare and endangered species. Figure 5 shows the areas that contain these sensitive environmental features.

Terrain: Steep slopes are defined as areas of slope steeper than 20 percent (20 feet rise or fall in a horizontal distance of 100 feet). An estimated 11,000 + acres (41 percent) of the Parkwood-Union Hill Community's land



have slopes that are 20 percent or greater. The northern section of Parkwood – Union Hill, generally north of Hunter's Lane, is very hilly and

dominated by terrain with slopes exceeding 20 percent. In addition, there is a sizeable area south of Old Hickory Blvd. between I24 and Brick Church Pk. with slopes greater than 20 percent. Finally, there is another very hilly area from west of Dickerson Pk. eastward to I65 and extending from Briley Pkwy. to north of Due West Ave.



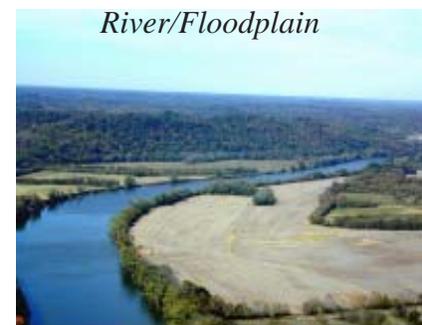
Steeply sloping land is generally considered suitable only for very low intensity development. This is particularly true in Davidson County, where such slopes are also covered by unstable soils and are often composed of fragile geological formations. Three types of development problems are commonly associated with steep slopes:

1. *Mechanical cut and fill* in which slopes are severely altered by straightening, steepening, and cutting. This results in a loss of the balance associated with natural conditions.
2. *Deforestation*, which results in a weakened slope because the stabilizing effect of the vegetation's roots is removed.

Deforestation also increases stress from run-off and groundwater. Once vegetation is removed from steep slopes, it is a long, slow process to replace it.

3. *Improper placement and construction* of buildings and related facilities. This leads to imbalance in the slope equilibrium because of the alteration of vegetation, slope materials, and drainage.

Major Waterways and Floodplains: Floodplains are the areas along rivers and streams most prone to flooding, based on the 100-year floodplains. The one hundred year floodplain is defined as a probability of 1 in 100 that



flooding will occur to the extent shown on Federal Flood Insurance Maps. Despite the name, one hundred year events may occur in close succession.

In the Parkwood – Union Hill Community, waterways with defined 100-year floodplains include the following creeks: east and north forks of Ewing, Little, Whites, Lickton, Bakers, Dry, and Mansker, as well as

NATURAL FEATURES

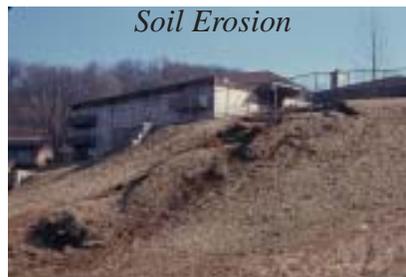
several unnamed major tributaries to those named creeks. In all, about 6 percent of the community's land area is within defined 100-year floodplain and floodway. Most of the land along the creeks with defined floodplain is



owned residential development, with floodplain in a portion of the yards. Floodplain can be an excellent location for greenways. Greenways are being planned along many of the creeks mentioned above. Details about those greenways are presented in the 'Open Space Plan' section of this document. Excluding the incorporated cities (such as Goodlettsville), floodplain development in Nashville is governed by the *Metropolitan Zoning Ordinance* and *Stormwater Management Regulations*, which are administered by the Metro Water Services Department and the Codes Department.

Problem Soils: Figure 5 shows soils in Parkwood-Union Hill that can be a problem when associated with steep slopes or flooding. In the Parkwood-Union Hill Community, there

are soils that can be a problem when associated with water. These include arrington, lindell and Wofever silt loams; egam silty clay loam; lindell urban complex; and newark.



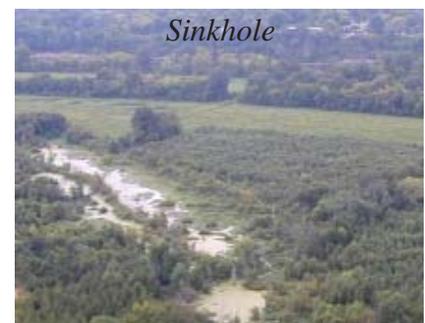
Meanwhile, there are soils that present a problem when involved with steep slopes including barfield rock outcrop 20-50 percent, bodine-sulfura 20-50 percent, delrose 12-20 percent, mimosa 12-25 percent, mimosa rock outcrop 20-35 percent and stiversville loam urban 3-25 percent. Most of these soils are found in or near areas with steep slopes, or those that are subject to flooding.

Sinkholes and Wetlands:

There are additional environmental features that are not shown on the graphic, but that can still be a constraint to development. These include:

1) *Sinkholes:* Sinkholes are an important part of the drainage

system, however their presence poses a potentially difficult problem for development. Sinkholes are often found in areas with underground caves formed through years of weathering and erosion of mostly limestone rock formations. Sinkholes should be thoroughly investigated for three reasons. First, because of the role they play in the areas' drainage. Second, because they may have a low load-bearing capacity due to underground caves that have eroded near the surface which have not yet caved in. Third, because of the potentially high costs associated with structural improvements or other measures necessary to ensure safety around sinkholes.



2) *Wetlands:* Wetlands have year-round or seasonally wet conditions due to periodic flooding, fluctuations in the water table, seepage of underground water or other factors. While there are some small wetlands scattered throughout the Parkwood – Union Hill community, there are no large concentrated wetland areas.

NATURAL FEATURES

At the state level, activities in wetlands are regulated through the State Water Quality Act. The Department of Environment and Conservation (TDEC), Division of Water Pollution Control is responsible for administering the state permitting process for the alteration of wetlands. At the federal level, wetlands are controlled through several regulatory programs, mainly the Section 404 program administered by the Environmental Protection Agency and the U.S. Corps of Engineers.



Sinkhole



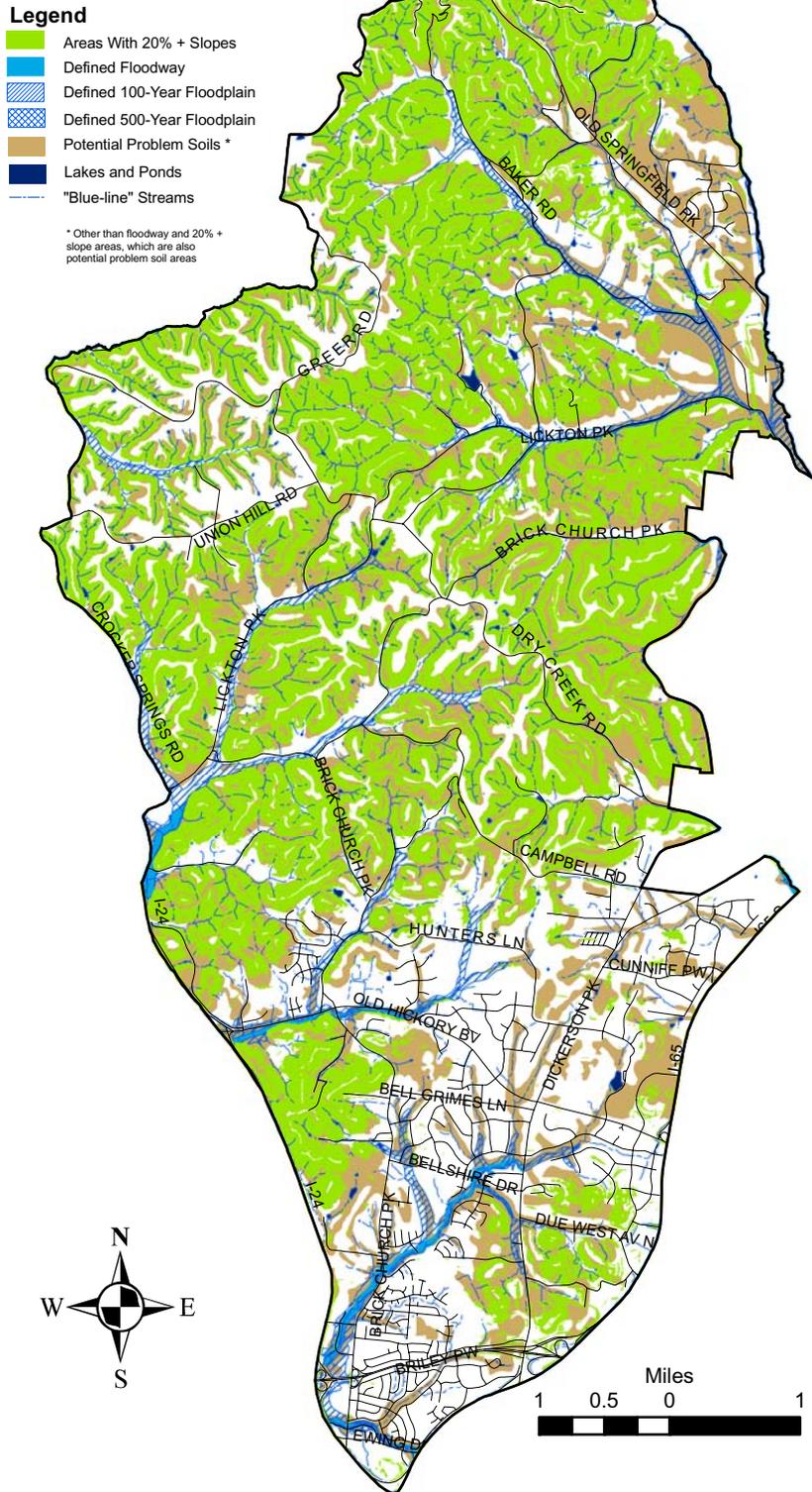
Sinkhole

Rare and Endangered Species.

The Parkwood – Union Hill Community contains a variety of rare or endangered plant and animal species. TDEC maintains information about these species.

FIGURE 5

NATURAL FEATURES



Source: Metropolitan Planning Department

Figure 6, “Historically Significant Sites and Areas” shows historic features. They are also listed on page 21. The Parkwood – Union Community contains a number of historically significant sites. There are three categories of historic properties in Nashville-Davidson County:

National Register (NR):

Properties that are listed on the *National Register of Historic Places*.

National Register Eligible

(NRE): Properties that potentially qualify for listing on the *National Register*. In some cases, eligibility is clear because of significant architecture. In other cases additional historical research may be necessary to determine eligibility. If additional historical research reveals that a property does not meet the *National Register* criteria, it will still be considered Worthy of Conservation.

Worthy of Conservation

(WOC): WOC properties do not meet *National Register* criteria, but have above average historic or architectural merit and value in the community context.

In addition to the three categories of historic properties, there are two historic zoning districts that can be applied to an entire neighborhood. These are the Historic Preservation District

and the Neighborhood Conservation District. Both districts are used to preserve the historic character and value of properties located in the designated area. They do this through a design review process. The Historical Commission reviews all applications for construction, alteration, repair, relocation, or demolition in Historical Preservation Districts and for construction, relocation, or demolition in Neighborhood Conservation Districts.

The majority of historically significant sites in Parkwood – Union Hill are scattered throughout the northern portion of the community. Much of the history of the North Study Area is not well documented, but found in the rolling hills, farm landscape, and sense of traditions that characterize the smaller communities within the area. The Abner T. Shaw House is the only property in the community that is listed on the National Register of Historic Places. Built before the Civil War in the 1850s, the house and its outbuildings represent an intact rural farm and the earliest known use of concrete construction in Davidson County. Two features in the North Study Area have been designated National Register Eligible – the Butterworth House at 5387 Lickton Pike and the Williamson House at 1151 Springfield Hwy.

A number of other sites have been deemed Worthy of Conservation (WOC) by the Metro Historical Commission. The former Union Hill School, which is located at 1538 Union Hill Road, is one such community asset. Originally built in 1940-41 to replace an earlier school that burned, the existing school structure retains a great deal of exterior integrity and includes an unusual Art Deco-detailed entry.

The South Study Area has had more widespread recent development and, as a result, has fewer historic sites. A number of older and more conventional neighborhoods were built in the late 1950s and early 60s. Historically significant features associated with these areas may have been lost as development occurred. The Jackson House, located at 3500 Brick Church Pike, is the only site in South Study Area that has been designated National Register Eligible (NRE) by the Historical Commission.

Archeological Features And

Cemeteries. Parkwood - Union Hill contains some archeological features and old private cemeteries. The locations of these features are protected. *Prior to development, applicants should check with the Tennessee Department of Environment and Conservation to ensure that these features are not harmed.*

HISTORIC RESOURCES

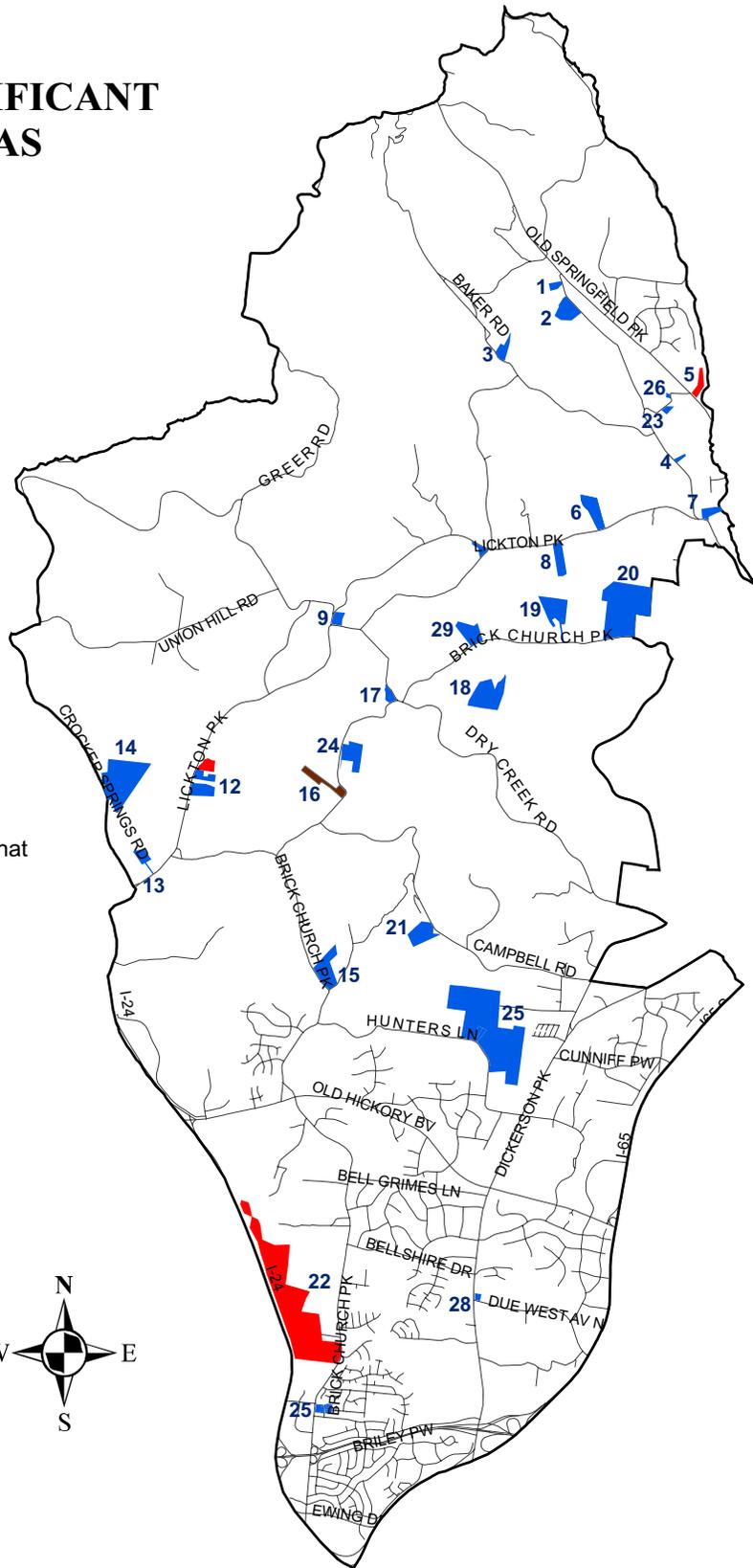
FIGURE 6

HISTORICALLY SIGNIFICANT SITES AND AREAS

Legend

- NR - National Register
- NRE - National Register Eligible
- WOC - Worthy of Conservation

00 = Reference numbers on graphic that correspond with numbers on List of Historically Significant Sites and Areas beginning on p. 21



Source: Metropolitan Planning Department and Metropolitan Historical Commission

HISTORIC RESOURCES

Parkwood - Union Hill Community Historic Properties List

No.	Properties	Address	Map/Parcel	Status
1	Luton's United Methodist Church	8363 Old Springfield Pike	7-00-20	WOC
2	Old Willis Store	8333 Old Springfield Pike	7-00-22	WOC
3	Duncan House	2141 Baker Rd	11-00-39	WOC
4	Trotter House	7970 Old Springfield Pike	12-00-192	WOC
5	Williamson House	1151 Springfield Hwy	12-00-42	NRE
6	Residence	6388 Lickton Pike	12-00-23	WOC
7	Residence	7832 Old Springfield Pike	12-00-188	WOC
8	Draper House	6325 Lickton Pike	18-00-151	WOC
9	Union Hill School	1538 Union Hill Rd	17-00-78	WOC
10	Butterworth House	5387 Lickton Pike	23-00-87	NRE
11	Old Cool Springs School/Residence	5373 Lickton Pike	23-00-80; 23-00-88	WOC
12	Cummings House	5321 Lickton Pike	023 00 0 172.00	WOC
13	Webber House	5124 Lickton Pike	23-00-146	WOC
14	Spangler House	2382 Crocker Springs	23-00-50	WOC
15	Residence	4401 Brick Church Pike	32-00-16	WOC
16	Shaw House	4866 Brick Church Pike	24-00-155	NR
17	Union Hill Baptist Church	1301 Union Hill Rd	17-00-151	WOC
18	Blair House/Root Hollow	5327 Brick Church Pike	17-00-265	WOC
19	Crosswy House	5396 Brick Church Pike	18-00-82	WOC
20	Drake House	5508 Brick Church Pike	18-00-23	WOC
21	Dauntless	1467 Campbell Rd	32-00-30	WOC
22	Jackson House	3500 Brick Church Pike	50-00-129	NRE
23	Residence	1754 Williamson Rd	12-00-196	WOC
24	Double-pen house	4941 Brick Church Pike	024 00 0 064.00	WOC
25	Rubble cottages	1400-1452 Hunters Ln	032 00 0 178.00, 032 00 0 179.00, 032 00 0 047.00	WOC
25	Rubble cottages	3309, 3311, 3315 Brick Church Pk; 3404, 3405, 3408, 3409, 3412, 3416, 3417 Gwen Dr	050 10 0 260.00, 050 10 0 262.00, 050 10 0 265.00, 050 10 0 261.00, 050 10 0 258.00, 050 10 0 264.00, 050 10 0 259.00, 050 10 0 257.00	WOC
26	Bungalow	1737 Williamson Rd	012 00 0 075.00	WOC
27	Walkers Methodist Church	6153 Lickton Pk	017 00 0 095.00	WOC
28	Dickerson Pike Baptist Church	3601 Dickerson Pk	050 00 0 058.00	WOC
29	Residence	5250 Brick Church Pk	017 00 0 125.00	WOC
Historic Features Demolished Since 1995				
No.	Properties	Address	Map/Parcel	Status
	Old Center School	1245 Dickerson Pike	033 00 0 078.00	WOC
	Titus/Minton House	1310 Dickerson Pike	033 00 0 095.00	WOC

PLANNING PROCESS

Pre-Planning. The Metropolitan Planning Commission created the original Parkwood – Union Hill Community Plan in 1995. At that time, it was called the “Subarea 2 Plan.” Metro Planning Department staff began the 2006 update by meeting with the Metro Council members whose districts were included in the Parkwood-Union Hill Community. Next, planners held a meeting with other Metro departments in order to begin to identify the most important issues facing the community. Following that, the planners began working with community members at public meetings, some of which focused on either the north or south study area, and others on the entire community. Altogether, over 90 community members participated in the update process.

Open House Kick-Off. The first meeting, involving the entire Parkwood-Union Hill Community, was held March 30, 2006. Planning staff reviewed the community planning process, its intended goals and products, and the preliminary schedule. Representatives from several Metro departments were present to respond to initial concerns in an informal, open house-style format.

Vision Workshop. The Metro Planning Department held two Vision Workshop meetings. At

the Vision Workshops, property owners, business owners, and residents met in small groups and discussed issues related to growth and quality of life. Participants outlined many issues and started to define the vision for the future of their community. This meeting was held in the South Study Area on April 3 and in the North Study Area on April 6, 2006.

Structure Plan Workshop. After defining a vision, the Planning staff again worked with residents of each study area at three separate Structure Plan Workshops. The Structure Plan includes the land use policies that will guide decisions on zone change and subdivision requests in the future. Residents in the North Study Area met with planners on April 24th to discuss suggested changes to the current land use policy. Similarly, a meeting to discuss land use policy suggestions for the South Study Area was held on April 20th. Due to low attendance at the April 20th meeting, an additional meeting was held on May 18, 2006.

Dickerson Pike Corridor. After discussing the land use policy options for the South Study Area at the Structure Plan Workshop, it became clear that



the community plan needed more specific land use policies along Dickerson Pike. In response, Planning staff held an additional meeting on June 1st to discuss suggested changes in land use policy along the Dickerson Pike Corridor with Dickerson Pike property owners and other community members.

Draft Structure and Community Services Plans. After refining the land use policies in the Structure Plan for the North, South, and Dickerson Pike areas, Planning staff met with community members on June 19th to review the changes and the community services and transportation plans for the entire Parkwood-Union Hill Community.

Final Draft Presentation and Open House Celebration. Planning staff combined comments from the previous meetings and made changes to create a draft plan. Planning staff reviewed the draft document and told the meeting participants about major changes made due to comments at previous meetings. Staff answered questions and took comments from the community members in attendance.



At the Vision Workshops, Planning staff asked that attendees about the issues faced by their community. The following is a combined list of issues, strengths and needs brought up at the Vision Workshops.

North Study Area 1

What do you like about your community?

Existing Character (rural landscape, proximity to Downtown, farmland and animals, smaller communities and small grocery service)

Natural Resources (streams, rolling hills, and trail riding)

Agricultural Zoning

Limited Sewer Availability

What do you dislike about your community?

Trash and Litter (dumping on Baker Station Road and pollution)

Availability of Community Services (fire, police, codes, snow removal and distance to County dump)

Closing of Union Hill School

Excessive Traffic and Noise at the Raceway Strip

What would you like to see in your community?

Traffic (less traffic, widen rural roads, more lights and reflective dots, and add 3-way stops (old Dickerson/Dry Creek and Lickton Pike/Union Hill)

Rezoning (from R20 to Agriculture in particular areas and expand notification boundaries for all public hearings)

Redevelopment of Union Hill School (library or community center)

South Study Area 2

What do you like about your community?

Cedar Hill Park

Neighborhoods (quiet, abundance of trees, and strong neighborhood associations)

Commercial services (smaller commercial, convenient access to Rivergate and Madison/ Gallatin Pk. areas and proposed Skyline Commons shopping center)

What do you dislike about your community?

Traffic (congestion and heavy traffic on Old Hickory Blvd (OHB) and Lickton Pk.

Maintenance of public parks (especially Willow Park)

Location of post office (difficulties with ingress/ egress)

Public transit service (not enough routes on OHB between the community and shopping and job opportunities to the east and northeast (Goodlettsville))

Newer subdivision development (issues with

detention areas, landscaping and narrow street widths)

Sewer services (not available throughout the community)

What would you like to see in your community?

Community services (a community center, Metro trash pickup availability, better sidewalks along Dickerson Pk, and more lighting in neighborhoods)

Less commercial opportunities (due to existing traffic problems, change from hotels/motels on Dickerson Pk, and no more commercialization of OHB between Brick Church Pk. and existing commercial on Dickerson Pk.)

Traffic (need signal at the intersection of Dickerson Pk. and Mulberry Downs Circle and reduced cut-through traffic on OHB)



DEVELOPMENT GOALS

After the Vision Workshops developed an overall vision, the Community Plan Update process focused on developing goals for the entire community. The list on page 24 highlights the issues and goals that are crucial elements of the community's land use policy. The overall goals for Parkwood – Union Hill are presented to the right. The general areas in Parkwood-Union Hill where goals 1-6 apply are shown on Figure 7. Goals 7 and 8 apply community-wide and are not included on Figure 7.

1

Natural Preservation and Open Space

Preserve and protect the community's rural, environmentally sensitive and major open space areas. Establish a greenway network to provide recreational opportunities and conserve area streams and creeks.

2

Established Residential Areas

Protect the character of established residential areas; support infill residential development that reflects and reinforces the established character of the surrounding development.

3

New Residential Development

In emerging residential areas, provide a mixture of new housing to meet diverse needs and apply design principles that foster more complete, sustainable neighborhoods.

4

Major Community Center

Develop the Dickerson Pike/Briley Parkway area as the community's major mixed employment/service center.

5

Employment Districts and Service Centers

Support the continued use and development of the established and committed areas of industrial, mixed commercial and neighborhood centers in the vicinity of I-24 & Old Hickory Blvd.; Brick Church Pk. & Old Hickory Blvd.; Briley Pkwy & Brick Church Pk.; I-24 & Ewing Dr.; Dickerson Pk next to Goodlettsville; and along Springfield Hwy. north of Goodlettsville..

6

The Dickerson Pike Corridor

Enhance the overall appearance and pedestrian-friendliness of the corridor. Develop nodes of mixed uses serving neighborhoods at the key entrances to those areas; and a mixture of employment- generating office and commercial activities, community services and residential uses between the neighborhood service nodes.

7 *

Health and Well-being (community-wide)

Establish development patterns and design that provide the opportunity for a higher level of physical activity and promote the health and well-being of the community's residents, such as walkable pedestrian-friendly neighborhoods and service centers.

8 *

Transportation (community-wide)

Reduce congestion and travel needs by increasing the connectivity of the community's street network to an acceptable level. Increase travel choices by encouraging both the types and patterns of development that support expanded transit service along major corridors and in new neighborhoods.

* Not illustrated on Figure 7

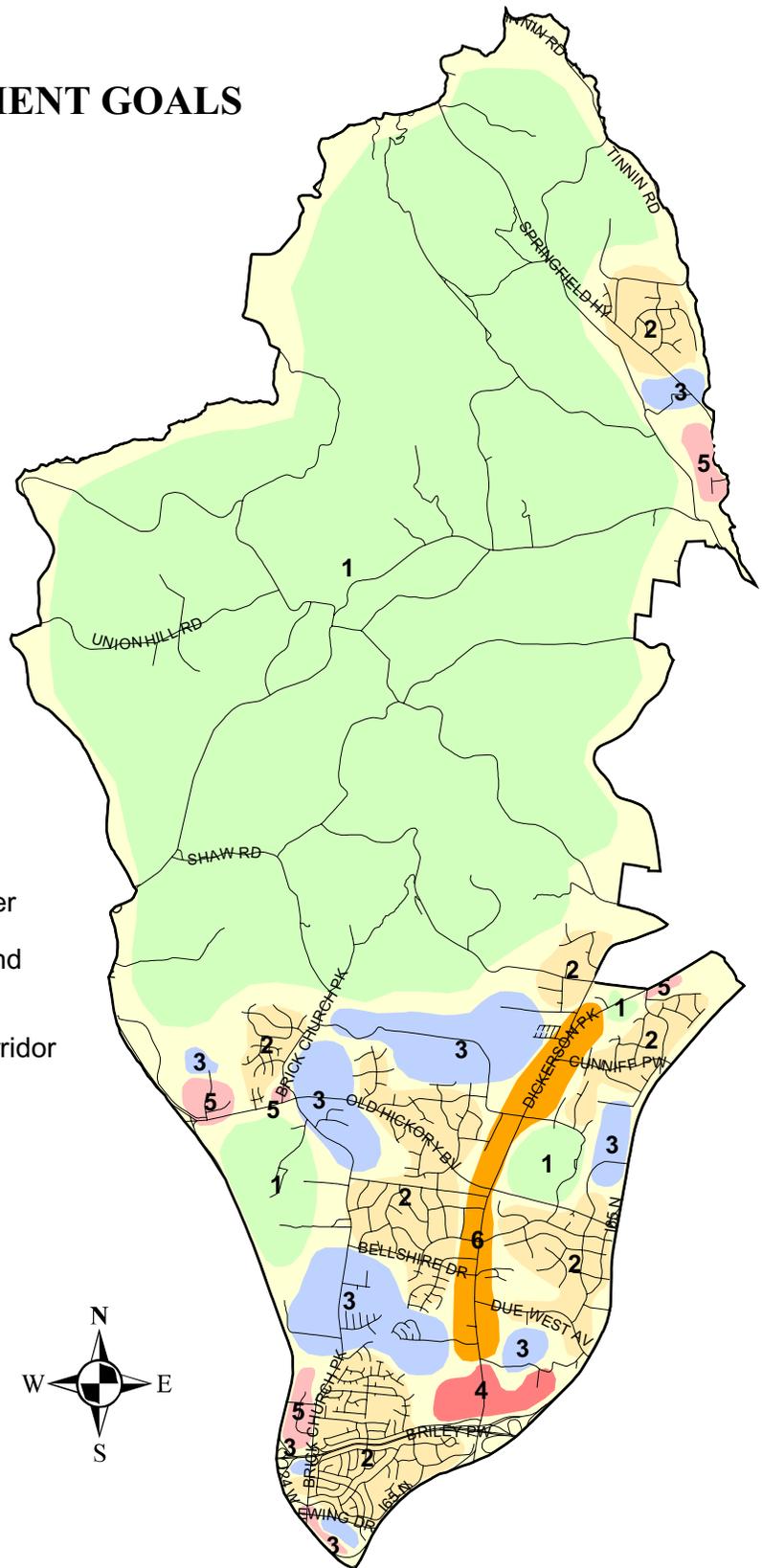
FIGURE 7

GENERAL DEVELOPMENT GOALS

Legend *

- 1 - Natural Preservation and Open Space
- 2 - Established Residential Areas
- 3 - New Residential Areas
- 4 - Major Community Center
- 5 - Employment Districts and Service Centers
- 6 - The Dickerson Pike Corridor

* See goal statements on p. 24



Source: Metropolitan Planning Department

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The Structure Plan map (Figure 8 on page 32) is the core product of the Parkwood - Union Hill Community Plan update. A large fold-out version is in the back pocket of this document. The Structure Plan map displays land use policies. The land use policies guide decisions on the future use of land within the Parkwood - Union Hill community. The policies of the Structure Plan reflect the development goals found on page 24. The policies match the Community Transect discussed on page 8-12, and work with the Vehicular Transportation Plan, the Pedestrian and Bicycle Network Plan and the Open Space Plan discussed in later sections of the overall Parkwood-Union Hill Community plan.

The land use policies on the Structure Plan map will be used to guide:

- a) the Metro Planning Commission's decisions on subdivision requests,
- b) the Metro Planning Commission's recommendations to Metro Council regarding proposed changes in zoning, and
- c) recommendations to Metro Council and/or other departments regarding the provision or upgrading of public facilities in the Parkwood - Union Hill community.

Property owners and developers will also consult the land use policies on the Structure Plan map when deciding how to develop property. Even prospective homebuyers rely on the map to help them decide where to buy a home in the community.

The Structure Plan includes 16 different land use policy categories. The definitions, standards, and description of all of these land use policy categories are in a document entitled "Land Use Policy Application (LUPA)." That document should be used in conjunction with this plan to determine what development is intended at a particular location or area. A copy of LUPA is provided with a hard copy of the Parkwood-Union Hill Community plan. LUPA can also be viewed on-line on the Planning Department's web site at www.nashville.gov/mpc/pubprice.htm. The standard policies in LUPA guide development in each policy area, except where special policies apply. The following sections highlight the key features of the Structure Plan and provide an overview of the land use policies.

The Dickerson Pike Corridor. Dickerson Pike is a gateway, a major thoroughfare, and the most significant provider of services to the community. Because of this corridor's importance to the community,

its development is a major focus of this plan.

The Structure Plan land use policy applied along most of Dickerson Pike is "Community Center (C C)." Small amounts of "Mixed Use (MU)," "Corridor General (CG)," "Open Space (OS)," and "Retail Concentration Super-Community (RCS)" policy also apply along the corridor. The section of the "C C" policy area south of Due West Ave., combined with the adjacent Skyline Medical complex ("Office Concentration (OC)" policy) and the planned shopping center ("RCS" policy), will become the Community's only major center. Together, these policies involve about 2 percent of the Parkwood-Union Hill Community's land area. These policies are aimed at creating a mixed use corridor that:

- 1) is functionally well-designed for both traffic and the adjacent land uses,
- 2) promotes and enhances the possibility of transit service, and
- 3) is pleasant and inviting to pedestrians and motorists.

By itself, the Structure Plan land use policies do not provide enough guidance to achieve a particular development pattern within the corridor. Without further guidance, the land use pattern is likely to be random

and disorganized, much like many of Nashville's major arterials. As an alternative, this plan envisions a more nodal development concept along Dickerson Pike, with retail and mixed use service centers at the key intersections leading to adjacent residential areas. Between these nodes, the plan envisions mostly employment-oriented, civic, institutional and residential activities. To achieve the nodal concept, special policies are applied to the corridor. These special policies:

- 1) establish a detailed land use plan that refines and guides the pattern of development within the "C C" policy area,
- 2) guide the size, height, placement and layout of development, and
- 3) expand land use flexibility in areas currently calling for residential use by allowing some commercial and office uses in these areas.

See Special Policy # 5 on page 30 and in Appendix A for the special policies that apply to the corridor. See LUPA for the policies applicable to the detailed land use plan categories.

The policies in this plan will guide the pattern and arrangement of land uses. Additional design-oriented plans and regulations are needed to fully realize the

vision for this corridor. In particular, to improve the overall appearance of the corridor, manage accessibility better and increase pedestrian-friendliness, a "Streetscape Plan" should be prepared to guide the future development of the public right-of-way in the corridor. For further information about the "Streetscape Plan," see the discussion of vehicular transportation plans on page 33.

Rural and Environmentally Constrained Areas.

Participants in the Community Plan update process valued the undisturbed natural area within the community and its wildlife. This plan envisions about 70 percent of the community's land area remaining rural in character. The area to remain rural includes areas designated "Natural Conservation (NCO)" and "Rural (R)" on the Structure Plan. Unlike the 1995 plan, this plan makes a distinction between 1) the major undeveloped areas that are environmentally sensitive ["Natural Conservation (NCO)" policy areas] and 2) undeveloped areas that are not environmentally constrained, but which are intended to remain rural ["Rural (R)" policy area].

The combined area of "NCO" and "R" policy on the Structure Plan is slightly larger than the area designated Natural Conservation in the 1995 plan.

This is because some areas in the northeastern section of the community that were in low-medium density residential (RLM) policy in the old plan have been reclassified to "R" and "NCO" policy in this plan. Some areas with "NCO" and "R" policy are zoned for more intense development than desired. The plan encourages rezoning to appropriate lower intensity districts. The community may explore other tools for long-term protection of the rural and natural character including 1) conservation easements through public conservation programs or private land trust organizations or 2) larger-lot agricultural zoning. The Metropolitan Zoning Ordinance includes a 5-acre agricultural zoning district (AG) that could be appropriate.

Pressure for urban or suburban development could occur along the edges of "NCO" and "R" policy areas that are next to developed or developing suburban or urban areas. This is especially likely if sewers are available. If and when utility extensions are proposed into "NCO" and "R" policy areas, the Planning Department should be alerted so it can work closely with other service providers.

Besides the former Union Hill elementary school and other historically significant features discussed earlier, the most

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notable unique feature in this area is the Union Hill racetrack. It has been a fixture in the community for generations, yet a chief complaint about it is the noise it generates. The racetrack has a land use policy of “Rural”, which will guide development if the racetrack closes in the future.

Established Residential Areas. The Structure Plan land use policies applied to much of the community’s existing suburban residential development recognize and reflect the established character. These are areas designated “RL,” “RLM,” “RM,” and “RMH” on the Structure Plan. In all, these land use policies include about 21 percent of the community. For the most part, these land use policies are the same policies that were in place in the previous plan from 1995. In some areas, however, a different policy has been used that more closely matches the actual character of the area. This occurs in the southern part of the community except for the Grizzard Manor development in the Tinnin Rd. area.

About 80 percent of the area in these policy categories is developed with existing subdivisions. The remaining 20 percent (about 1,000 acres) includes suburban infill opportunities and expansion at

the edges of the existing subdivision. The land use policies intend to preserve and protect the established character, unless special policies are used to change the character of the area. The plan encourages rezoning when the existing zoning district does not support the areas established character.

“Walkable” Neighborhood Opportunities. The plan uses some policies that are intended as a placeholder and the foundation for more detailed neighborhood design planning in the future. Areas designated “Neighborhood General (NG)” on the Structure Plan are intended, in the future, to develop as “walkable” neighborhoods. This will occur with additional detailed neighborhood planning.

The transition at the edge of “NG” areas is very important, especially when the edge is next to rural and low density areas, where the edge is next to areas with an established development pattern, and where the edge of the “NG” area coincides with a change in the transect. Creating a gradual transition from the “NG” policy to less intense policies is very important to respect the adjoining neighbors. These “NG” policy areas provide a very modest development opportunity. They apply to only about 2.5 percent of the

Parkwood-Union Hill Community.

All of the areas in the plan where “NG” policy has been applied are vacant, except for the one that encompasses the Davidson Academy complex. The basic principles of a “walkable” neighborhood can be found in the “Neighborhood Guidebook – A Philosophy on Creating Neighborhoods.” A link to this guidebook can be found on the Planning Department’s website at www.nashville.gov/mpc/neigh.htm. It is also available at the Planning Department office.

Parks And Open Space Areas. The most significant public open space in the Parkwood-Union Hill Community is Cedar Hill Park, a 221 acre regional park that serves much of the northern part of Nashville/Davidson County. It is the largest area designated Open Space (“OS”) land use policy on the Structure Plan. In all, “OS” policy applies to about 490 acres, or 1.8 percent of the community. It includes a variety of sites that are mostly neighborhood parks and schools, plus two sizeable cemeteries next to Dickerson Pk. in the Old Center area.

The Structure Plan also shows the general locations where neighborhood parkland (preferably public) is envisioned in the future. The

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general areas where these parks are proposed are symbolized on the plan as pine trees. Four are proposed and all of them are associated with the areas of “NG” policy. See the discussion in the Open Space Plan section for more information about parks and open space.

Industrial Areas. “Industrial (I N)” policy applies to less than 1 percent of the community. Except for one small adjustment in the “I N” policy area north of Goodlettsville, the use of “I N” policy in the Community plan is the same as in the previous plan from 1995.

Neighborhood and Mixed Commercial Concentrations. Other than the policies along the Dickerson Pike corridor discussed above, office, retail and other commercial uses are limited to a few scattered locations at major intersections and at freeway interchanges. On the Structure Plan, they are the areas designated:

- “Neighborhood Center (NC)” at Brick Church Pk. and Old Hickory Blvd. The future character of this area depends in part on whether the neighboring “NG” policy area develops into a walkable neighborhood.
- “Commercial Mixed Concentration (CMC)” in the area of I24 and Old

Hickory Blvd., near Briley Pkwy. and Brick Church Pk., and around Brick Church Pk. and Ewing Dr. and

- “Office Concentration (OC)” east of Dickerson Pk. along I65, which includes the Skyline Hospital campus and the old Due West landfill site.

These policy categories cover 1.5 percent of the community.

Social Policy Areas. In addition to the Dickerson Pike Corridor, special policies apply to six locations around the community. The special policies are used to add clarity about the type of development intended and/or the level of planning or regulation for new development. The locations of the special policy areas are shown on the Structure Plan. The policies that apply within these areas are described below, with references in some cases to more detailed provisions presented in Appendix A.

Special Policy Area # 1. **[Davidson Academy Area]**

- The “NG” (Neighborhood General) policy for this special policy area applies only if:
 - (1) Davidson Academy relocates and
 - (2) the Davidson Academy facilities and campus will redevelop, rather

than be used by another institutional, civic or public benefit use.

- “NG” type redevelopment and rezoning should be based on a single unified plan for the entire special policy area. Proposals should be implemented only through the “SP” (Specific Plan) base zone district or a “UDO” (Urban Design Overlay) district combined with appropriate base districts. Without a single unified plan, partial rezoning and redevelopment of this area based on “NG” policy is not recommended. Instead RL (Residential Low Density) should be the applicable policy.

Special Policy Area # 2 **[Richmond Hills Dr. Area].**

- The special policy calls for preserving the existing low density and pattern of lots in this area.
- The special policy recommends rezoning to a residential district that most closely matches the existing character.

Special Policy Area # 3. **[Oakview/Vailview Dr. Area]**

- The special policy calls for preserving the existing low density and pattern of lots in this area.
- The special policy recommends rezoning to a

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residential district that most closely matches the existing character.

Special Policy Area # 4.

[Former Union Hill School Site] The Union Hill school building is historically significant. It is considered “worthy of conservation” by the Metro Historical Commission and should be preserved. The plan recommends applying a “NL” (Neighborhood Landmark) overlay district to this site to protect the building from demolition and provide necessary flexibility for its reuse. If the historic building is not reused, then Rural policy applies to this site. It should be noted that several community members expressed a strong preference for the Union Hill School to be re-opened as a school in the future.

Special Policy Area # 5.

[Dickerson Pike Corridor]

- Development within the Dickerson Pike Corridor special policy area should be guided by the identified detailed land use policies and the development principles found in Appendix A. These development principles relate to access and site design, size, height and placement of the buildings.
- Proposals should be implemented only through the “SP” (Specific Plan)

base zone district or a “UDO” (Urban Design Overlay) district combined with appropriate base districts.

- Several sections of this special policy area are next to areas designated “NG” (Neighborhood General). The plan calls for complete “Detailed Neighborhood Design Plans” [DNNDPs] for these areas in the future. When those DNNDPs are prepared, they should (1) include the segments of this special policy area that lie between them and Dickerson Pike and (2) incorporate the land use and design provisions associated with this special policy or any detailed plan adopted later for the corridor.

Special Policy Area # 6. [I24/Brick Church Pike “NG” Area].

The plan calls for the gross average residential density of this area to be no greater than 7 housing units per acre. Some areas of residential development at higher densities are appropriate as long as the average is not exceeded. Transition and buffering is important along the edge of this area next to the NCO policy.

Special Policy Area # 7. [I24/Brick Church Pike “RM/RLM” Area].

Development proposals designed in accordance with the policies and guidelines applicable to the

“Neighborhood General (NG)” structure plan category are appropriate and should be considered on their merits. The average gross residential density of “NG” type development in this area should not exceed 7.0 dwelling units per acre.

Additional Development Potential Based On The Structure Plan.

The table below provides an estimate of how much additional development is possible if the community were to fully develop according to the plan. It includes a rough estimate of the potential number of housing units in the residential and mixed use policy categories, and the potential number of employees (jobs) in all policy categories, including residential policy categories where schools, religious institutions and similar activities that provide some jobs are common. The estimates were created by applying growth factors for each policy category to the vacant and underutilized land in each policy. The growth factors come from typical average suburban development. They do not reflect maximum yield based on zoning.

It is important to note that only a fraction of the potential growth is expected to occur in the foreseeable future. The amount of growth that occurs longer-term will depend on the availability of infrastructure

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and services necessary to support it. It is also noteworthy that this plan does not significantly increase the

residential development potential in the community compared to the 1995 plan. It also does not significantly

increase the nonresidential development potential based on current zoning.

ESTIMATED ADDITIONAL DEVELOPMENT POTENTIAL¹

Policy Category	Add'l Housing Units	Add'l Jobs
OS	0	0
NCO	2,429	445
R	1,371	348
RL	1,669	2,726
RLM	377	429
RM	2,178	578
RMH	33	51
NG	3,315	456
CG	17	1

Policy Category	Add'l Housing Units	Add'l Jobs
IN	0	2,665
OC	372	782
MU	178	302
NC	71	214
CC	2,332	2,280
CMC	837	1,977
RCS	0	1,198
TOTAL	15,179	12,531

¹ Key variables that went into the calculation of the growth factor for each structure plan land use policy category included the following: 1) % of area in street right-of-way, in civic & public benefit uses in each policy category and in residential use for all residential-only policy categories; 2) items in 1) above plus % of area in retail, non-retail commercial & office, and industrial, as applicable, in mixed use and nonresidential policy categories; 3) average density of residential development by policy category derived from analysis of actual development in the southeast part of Davidson County where available; 4) ratios of floorspace to land area (FARs) derived from actual development by policy category; and 5) average number of square feet of floorspace per employee based on industry averages for retail, office, non-retail commercial, and industrial. For further information about these factors, contact the Metropolitan Planning Department.

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FIGURE 8

STRUCTURE PLAN

Adopted September 28, 2006

STRUCTURE PLAN LAND USE POLICY CATEGORIES

-  NCO Natural Conservation
-  R Rural
-  OS Open Space
-  RL Residential Low Density
-  RLM Residential Low-Medium Density
-  RM Residential Medium Density
-  RMH Residential Medium High Density
-  NG Neighborhood General
-  CG Corridor General
-  OC Office Concentration
-  N C Neighborhood Center
-  C C Community Center
-  MU Mixed Use
-  CMC Commercial Mixed Concentration
-  RCS Retail Concentration Supercommunity
-  I N Industrial District

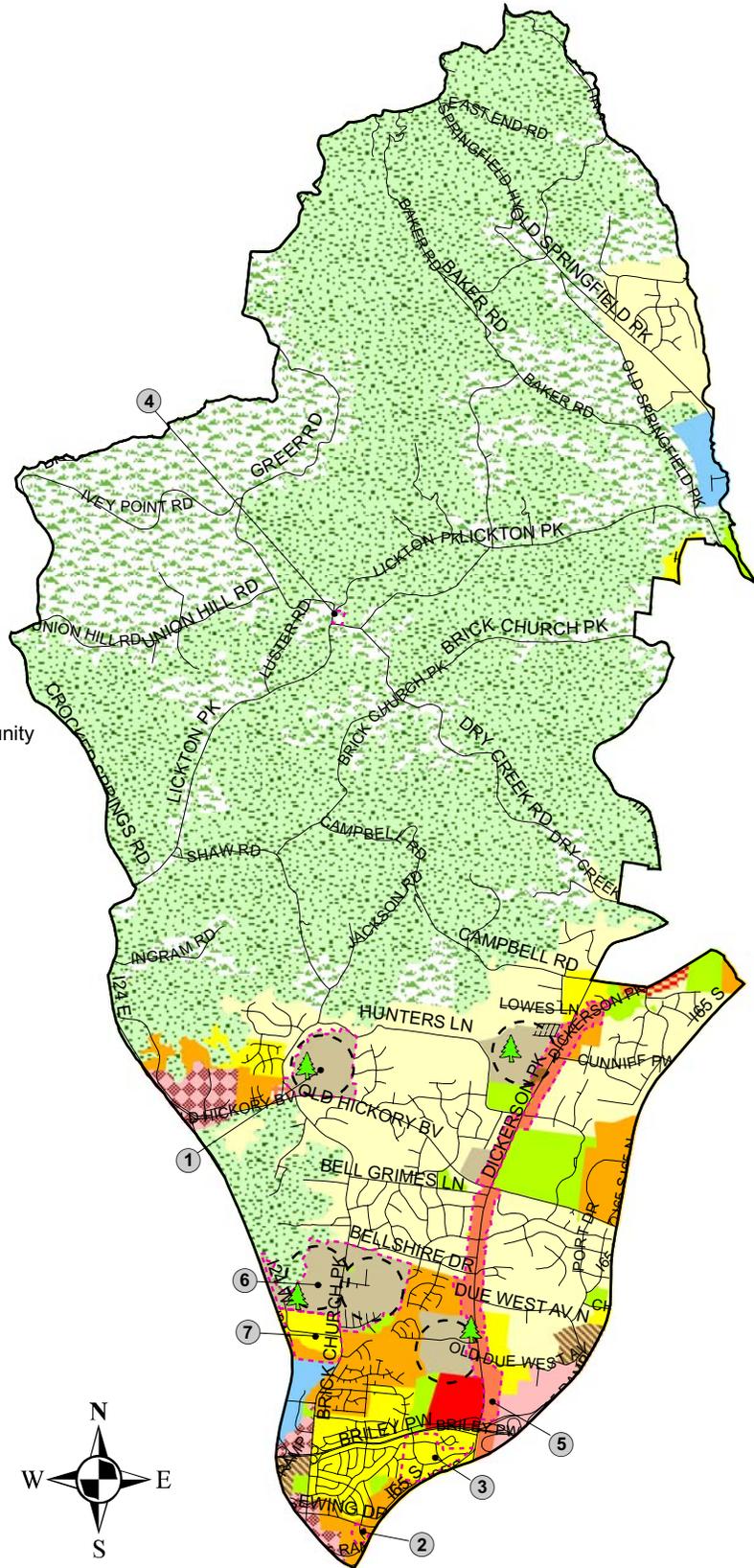
 Special Policy Area

 # = Special Policy Area Cross-reference #
(The policies applicable to these areas are presented, in part, beginning on p. 29, and in part in Appendix A.)

 PP Potential Park

 Potential 1/2 mile diameter "walkable" neighborhood

See pocket in the back of this plan for a foldout map of the Structure Plan



Vehicular Transportation Overview. The transportation system is one of the major structural elements and most enduring features of a community. One component of the transportation system is the network of streets and roads designed mainly to meet the vehicular travel needs of the community. The design of the network is critical in determining how easy or difficult travel will be within the community. The design is also important because a well-designed network can knit together the community, while a poorly-designed network can separate parts of the community.

Figure 9 shows the *Vehicle Transportation Plan* for Parkwood – Union Hill. A larger illustration of this transportation plan is on the reverse side of the fold-out map of the Structure Plan in the back of the community plan. Much of the framework of the community’s vehicle transportation network – the major streets and collectors – is in place. Projects discussed below and shown on Figure 9 are intended to increase the capacity of some existing facilities, but no new major streets are planned at this time. Some changes to the collector street system are discussed below and shown on Figure 9. Development of the local street network and transit service are also discussed in this section.

Major and Collector Streets. The adopted Major Street Plan (MSP) and Collector Street Plan (CSP) are the official Metro plans for these types of streets. The Parkwood-Union Hill Community Plan recommends some changes to the MSP and CSP. These changes can be made when the community plan is adopted or they can be considered later as part of the Countywide transportation planning process. Implementation of the MSP and CSP occurs through the programming and funding of projects at both the regional and local levels. Projects that involve Federal and State funds are planned by the regional Metropolitan Planning Organization (MPO). The MPO’s “Long Range Transportation Plan (LRTP) includes all of the projects that are planned long-term. Of the projects in the LRTP, those that are implemented short-term are included in the MPO’s 3-year “Transportation Improvements Program (TIP).” Locally funded projects, including those with both local and non-local funds, are programmed and funded in Metro’s 6-year “Capital Improvements Program and Budget (CIB).”

Seven projects are currently in line for funding. They are:

- I65 — concrete rehabilitation between Dickerson Pike and I24, included in the TIP;

- I65 — widen to 10 lanes including 2 High Occupancy Vehicle (HOV – carpool) lanes between Dickerson Pike and I24, in the LRTP to be completed by 2016;
- Old Hickory Blvd. — widen to 5 lanes between Dickerson Pk. and I24, in the LRTP to be completed by 2016;
- Due West Avenue — widen to 5 lanes between I65 and Dickerson Pike, in the LRTP to be completed by 2016; also in Metro’s CIB, planned for 2006-2010, but not funded;
- Brick Church Pike – add a center left turn lane between Old Hickory Blvd. and Briley Pkwy., in the LRTP to be completed by 2025; also in Metro’s CIB planned for 2008-12, but not funded;
- Brick Church Pike – straighten curve between Old Hickory Blvd. and Bell Grimes Ln., in Metro’s CIB planned for 2006-07, but not funded (this is a segment of the above project); and,
- Dickerson Pk./Ewing Ln./ Broadmoor Dr. – intersection improvement (near Parkwood – Union Hill), in Metro’s CIB, planned for 2008-10, but not funded.

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Recommendations Involving Major and Collector Streets.

1. As a part of the review and updating of the CSP:

- delete from the CSP the existing segment of Tuckahoe Dr. south of Bellshire Dr. and the planned unbuilt collector extending from Tuckahoe Dr. southward to Doverside Dr.,
- delete from the CSP the existing segment of Village Tr. from Brick Church Pike eastward and the planned unbuilt collector linking the Tuckahoe Dr. extension and Village Trail;
- delete from the CSP the segment of Nesbitt Ln. from Dickerson Pk. to Cedar Hill Park and the unbuilt planned connections of it to Old Hickory Blvd. and to Nesbitt Ln. at I65,
- re-evaluate the 5-lane cross-section proposed for Due West Ave. between I65 and Dickerson Pk. and redesign it as a 2-lane road with a continuous center left turn lane, or as a divided 2-lane road with periodic alternating-direction left turn lanes if projected traffic volumes do not warrant a 5-lane roadway.

2. Study whether a traffic signal at the intersection of Dickerson Pk. and Cunniff Pkwy. is warranted now. Require a traffic signal if a mixed use center develops at that intersection and/or if Cunniff Pkwy. is extended to the west of Dickerson Pike in conjunction with development of the “NG” policy area.

3. Monitor the need for a traffic signal at the intersection of Dickerson Pk. and Mulberry Downs Dr, especially if roadway connections are established between Mulberry Downs and any of the areas to the north or west.

4. As noted earlier in the plan a streetscape plan is recommended for the Dickerson Pike corridor. This plan should guide the design and character of the public right-of-way of Dickerson Pike, including the roadway cross-section, landscaping, aesthetics, and “street furniture.” It should address bicycle and pedestrian facilities and emphasize pedestrian-friendliness.

Local Street System

Connectivity. Connectivity, or how well-connected the individual streets in the network are, is key to how well the community’s street system functions. A completely “connected” network is one that does not have any dead-end street segments. Meanwhile, a poorly-connected network with many cul-de-sacs increases

travel distances, concentrates traffic on fewer streets causing increased congestion and travel time, and creates barriers to effective emergency access and to non-motorized travel. As connectivity increases, travel distances decrease and route options increase. Well-connected networks spread trips over more roads, cutting down on congestion.

Overall, the current level of connectivity in Parkwood – Union Hill is estimated to be 0.65 on a scale of 0-1.0, with 0.75 being the desired minimum. Some older developed areas with excellent connectivity include the Parkwood neighborhood and the Bellshire area between Bell Grimes Lane and Bellshire Dr. They measure 0.82 and 0.94, respectively. In contrast, the newer developments north of Parkwood and the Quail Ridge development measure 0.62 and 0.52, respectively.

This plan recommends increased connectivity to provide greater safety and convenience, to reduce unnecessary traffic pressure and congestion on major streets, and to minimize the need for costly and disruptive projects to increase the capacity of major streets. Although increasing connectivity will be difficult to achieve in established areas, a high level of connectivity is strongly recommended in all future developments. To

encourage improved connectivity, the *Vehicle Transportation Plan* shown on Figure 9 includes what are referred to as “required street connections” that should be incorporated in new development. While it is important to provide these connections, it is less important whether they are direct or indirect connections, so developments have some choices in *how* to make connections.

The required street connections shown on Figure 9 are the *minimum* connections planned. They are intended to establish a basic grid with about a one-quarter mile spacing between streets. In addition to the street connections shown on Figure 9, local street networks within and among individual developments should be interconnected to the greatest extent possible. Dead-end streets should be avoided, except where connectivity is impractical due to steep slopes or other barriers.

Transit Service. Currently, there is only one transit route providing service to the community. This is because of the scattered, low-density pattern of development that can’t support more transit routes. The current route serves the Parkwood area, Bellshire Dr. area and sections of Dickerson Pk. The land use policies established for the Dickerson Pk corridor are

intended to create a different land use pattern that is more likely to allow an expanded transit network.



If the Nashville Commons at Skyline shopping center is built, then the plan recommends a transit station in the shopping center and changes in the existing route.

In addition to those changes, it is recommended that the Metro Transit Authority (MTA) regularly evaluate the possibility of providing local transit service all along Dickerson Pk. This should include connections to communities to the east and north, as well as the Downtown area. Neighborhood groups and retail and businesses with clientele and employees that use transit should work directly with the MTA on how to

provide transit service. As additional transportation improvements occur, such as High Occupancy Vehicle (HOV) lanes, opportunities for park-and-ride lots or lanes dedicated to transit vehicles only, such as “Bus Rapid Transit (BRT),” should be evaluated.

Finally, the plan recommends that opportunities for “park and ride lots” or alternative lane routes be evaluated as additional transportation improvements occur.

Recommendations for Urban Design Overlay and “Detailed Neighborhood Design Plan” Areas. The plan calls for a number of areas in the community to eventually have Urban Design Overlays [UDOs] and Detailed Neighborhood Design Plans [DNDPs]. UDOs and DNDPs usually contain transportation-related recommendations, in addition to those contained in this community plan. Therefore, if a UDO or DNDP is in place for any neighborhood or area, the reader should review the UDO or DNDP for additional transportation recommendations.

Miscellaneous Recommendations.

Safety Improvements. During the plan update, community members specifically mentioned the lack of

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guardrails, especially along segments of Baker Rd., and the lack of white lines along the edges of travel lanes (referred to as fog lines), as safety concerns. The Metro Public Works Department has policies and guidelines for providing these and other safety features. For example, fog lines are common along the edges of arterial streets, and perhaps certain rural roads, but not local residential streets.



Traffic safety concerns are addressed on a case by case basis as inquiries are made to the Public Works Department. Residents should contact and work directly with that department regarding specific concerns they have. Additionally, streets with guardrails and fog lines should be regularly monitored and

required maintenance performed as needed.

“Stop bar” and Lane Dividers. The plan recommends “stop bars” and lane divider lines (at intersections with separate turn lanes). These should be verified or provided, if absent, in all high-pedestrian areas.



Traffic Management/Calming. During the plan update, community members asked about traffic calming. The Metro’s Neighborhood Traffic Management program has specific criteria. Only local streets are eligible and the area must show cut-through traffic and excessive speeding. Requests must be made by Neighborhood Organizations.

FIGURE 9

VEHICLE TRANSPORTATION PLAN

Legend of Street Plans

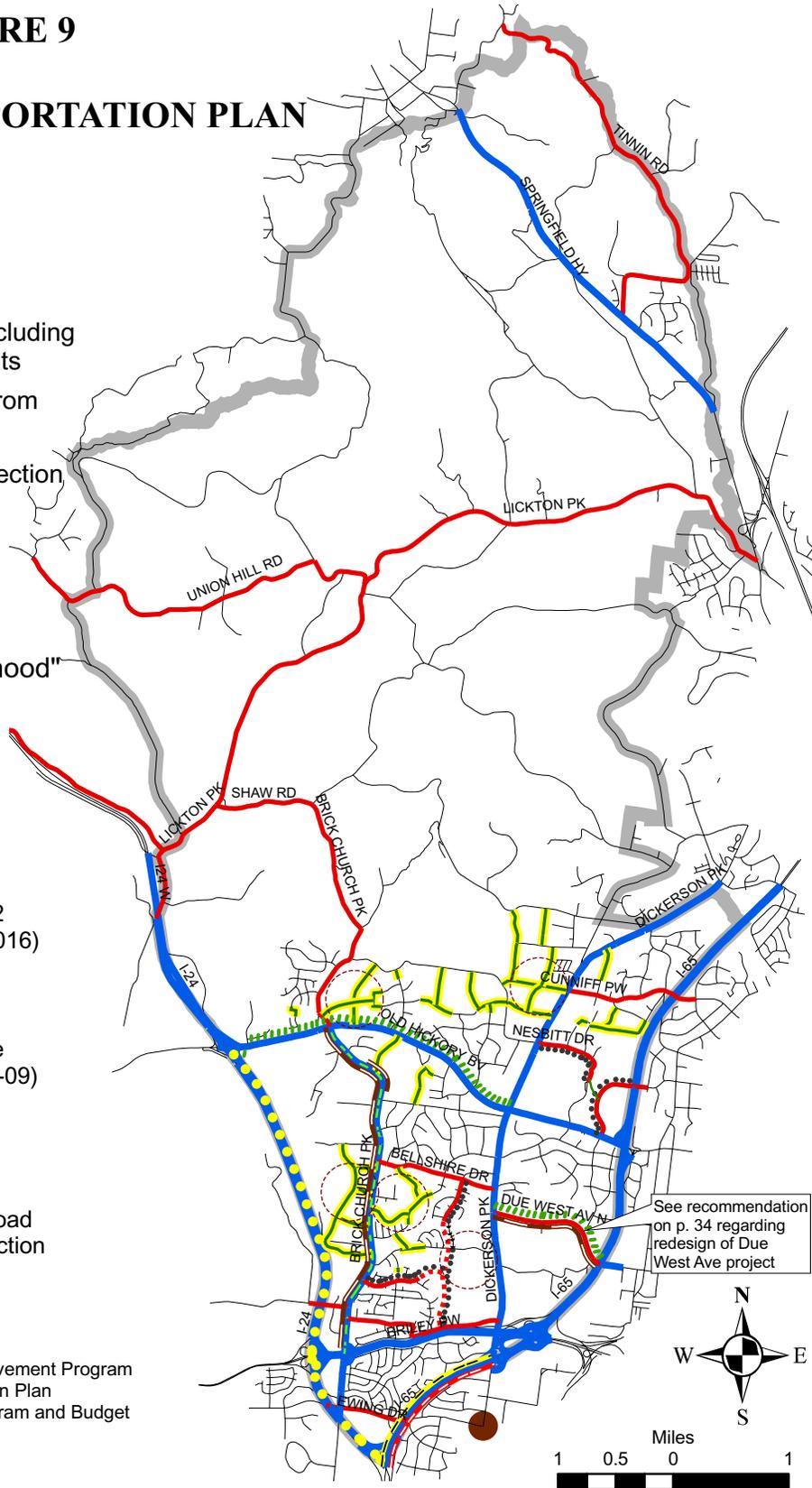
- Major - Existing
- Collector - Existing
- - - Collector - Planned including suggested realignments
- Suggested Deletion From Collector Street Plan
- ▬▬▬ Required Street Connection
- + + + + + Convert to "Required Street Connection"
- Potential 1/2 Mile "Walkable Neighborhood"

Legend of Projects

- ▬▬▬ Concrete Rehabilitation (2006-08 TIP)
- ▬▬▬ Widen to 10 lanes incl 2 HOV lanes (LRTP by 2016)
- ▬▬▬ Widen to 5 lanes (LRTP by 2016)
- - - Add center left turn lane (LRTP by 2025; CIB 08-09)
- Widen to 6 lanes (LRTP by 2025)
- ▬▬▬ Metro Proposed CIB Road Widening or Reconstruction
- Metro Proposed CIB Intersection Project

TIP = State 3-year Transportation Improvement Program
 LRTP = State Long Range Transportation Plan
 CIB = Metro Capital Improvements Program and Budget

Source: Metropolitan Planning Department
 September 2006



See recommendation on p. 34 regarding redesign of Due West Ave project

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Pedestrian and Bicycle Plan

Overview. The community plan includes recommendations on the following non-auto transportation networks: sidewalks, crosswalks, greenways, shouldered roads and bikeways. The “Strategic Sidewalk Plan” includes future sidewalk projects already planned for the Parkwood – Union Hill community. This plan can be found at www.nashville.gov/pw/div_engineering.htm. That website also outlines the Bikeways Vision Plan for the area. The existing conditions, goals, objectives, policies and plans for greenways in Parkwood – Union Hill are in the adopted Metropolitan Parks and Greenways Master Plan. To see them, go to www.Nashville.gov/parks/master_plan.htm. The sections below outline important parts of the plans mentioned above and include recommendations regarding pedestrian networks and bicycle facilities in the community.

Planned Sidewalks and Other Pedestrian Facilities.

In Nashville/Davidson County, future sidewalks projects are planned based on the “Sidewalk Priority Index.” If a segment of road scores 20 or higher on the Index, it is planned to have a sidewalk built. Those street segments are seen on Figure 10 -

Pedestrian and Bicycle Network Plans. These planned sidewalk projects include new sidewalks, sidewalk gap extensions, and sidewalk repairs. New sidewalks planned for the suburban (Parkwood) areas include: Masonwood Dr., Austin Dr., Healy Dr., Leondale Dr., Doverside Dr., Spears Dr., Wilmoth, Cynthia, Sennadale, Moorewood, Crislynndale, Vailview, Hunley, Starlight, Robwood, Brickdale, Carterwood, Richmond Hill and Creekwood Drive.



In the Bellshire area, future sidewalks are planned for the following streets: Westchester, Thackery, Darbytown, Hickory (along Bellshire Elementary) Marydale, and Hunters Lane between Dalemere Dr. and Dickerson Pike.

One major road is planned to have future sidewalks: Dickerson Pike between Westchester and Cunniff Road. For more information on these projects visit the engineering department website at Public Works at www.nashville.gov/pw/div_engineering.htm. The prioritization of sidewalks is based, in part, on the transect

category for the area. Established residential areas between Old Hickory Blvd. and Ewing Dr. that were originally defined as “T4 Neighborhood” transect are being redefined as “T3 Sub-Urban”. This will affect priorities if existing sidewalk creation programs are re-evaluated or new ones are developed.



Crosswalks. Crosswalks along commercial corridors and near schools should be monitored regularly and upgraded, as necessary, to increase pedestrian safety.



Shoulders. Shoulders are the least preferred of pedestrian paths, but paved shoulders do provide a walking area that is separate from moving automobile traffic. In rural areas or areas with very low development density, paved

shoulders can meet the needs of both pedestrians and cyclists. If any area is not likely to receive sidewalks, then any design decisions regarding shoulders should consider possible pedestrian use of the shoulder. Shoulders intended for pedestrian use should be at least four feet wide.



Planned and Recommended Greenways. A majority of Nashville’s planned greenway system is based on the existing network of rivers, lakes, and streams. By locating greenway corridors along these waterways, communities utilize land that would not otherwise be available to development because of flooding hazards. Greenways provide a vegetative buffer that protects water quality and conserves open space in addition to providing recreational and transportation opportunities. The following are greenways recommendations in the Parkwood – Union Hill Community: *Ewing Creek Greenway, North Fork Ewing Creek Greenway, Dry Creek Greenway, Little Creek Greenway, Shanes Fork Creek Greenway, Bakers Creek*

Greenway, Mansker Creek Greenway and the Shaw Branch and Cummings Branch of Whites Creek. The plan recommends that these recommended greenways be added to the adopted Greenways Master Plan. These greenways are illustrated on Figure 11 on p. 45.

Only two greenways from the current Parks Master Plan are in the Parkwood-Union Hill community. The *Whites Creek Greenway* is an “Identified Greenway” that appears in the Parkwood-Union Hill community from I24 to the Shaw Branch of Whites Creek. The Parks Master Plan also recommends a greenway connection between Little Creek and Dry Creek. For additional discussion and plans for greenways, see the Open Space Plan section beginning on p. 43.



Planned Bikeways. The Vision Map of the *Strategic Plan for Bikeways* in Nashville/ Davidson County recommends a Countywide bicycle network that does not include existing constraints. Instead of ruling out bicycle paths, the vision plan recognizes that roadways

will be improved and, at that time, options for including bicycle paths should be considered. The Strategic Plan for Bikeways recommends that if a roadway is called out in the Vision Plan to have bicycle paths, that any roadway improvement projects on those roads should include bicycle paths as an important component of the total project budget.

The following roads in the Parkwood-Union Hill Community are on the Vision Plan of the adopted Strategic Plan. They are also shown on Figure 10.

Bike Lanes: Old Hickory Blvd, Hunters Lane, Brick Church Pike, Dickerson Pike, and Due West Avenue.

Bike Routes: Nesbitt Rd and Ewing Drive.

Note: The bike route for Nesbitt Ln. should be re-evaluated if the connection of Nesbitt Ln. between Cedar Hill Park and the I65 underpass is deleted from the “Collector Street Plan” as recommended in the “Vehicle Transportation Plan.”



FIGURE 10

PEDESTRIAN AND BICYCLE NETWORK PLAN

Bikeways and Sidewalks Plan

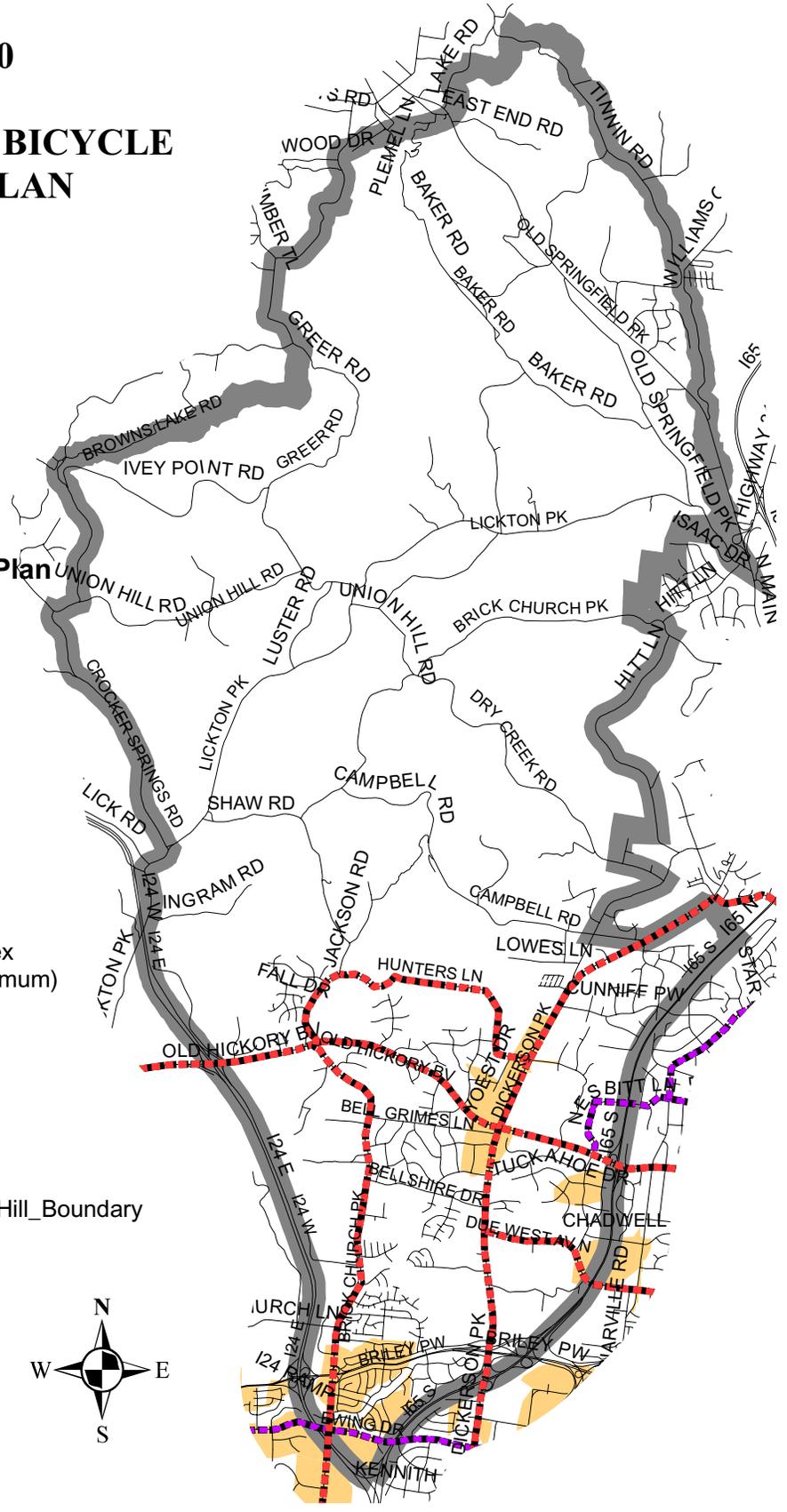
-  Bike Lane Existing
-  Bike Lane Planned
-  Bike Route Existing
-  Bike Route Planned

 Sidewalk Priority Index
20-30 (out of 60 maximum)
[mid-level priority]

 Parkwood_Union_Hill_Boundary



Source: Metropolitan Planning Department
September 2006



DESIGN PRINCIPLES

This plan encourages use of specific design principles to ensure a desirable and well-planned community. The elements in this section should be used by community members, Metro Planning Commission, Metro Council and Metro Departments to guide how public investment and private development occur in the entire Parkwood – Union Hill community.

Infill and Intensification.

Thoughtful design and addition of new infill housing is critical, especially in the largely developed areas of the Parkwood – Union Hill community. This infill may be more intense than the existing community. Design elements such as building size, building placement, and setbacks need to be carefully considered to ensure that new housing fits the existing character of pre-existing neighborhoods. This is particularly relevant for the older neighborhoods located in the South Study Area, as well as for new developments occurring near Dickerson Pike.

Pedestrian Enhancements.

More sidewalks and amenities for pedestrians are needed in the community. Some improvements include: relocation of utility lines and poles, combining auto access points in commercial areas, crosswalk improvements, and adding amenities such as bus shelters and benches. These

changes are necessary to make the area safe and comfortable for pedestrians and transit riders.

Detailed Neighborhood Design Plans. Development in some areas planned to be more “urban” in character is to be guided by plans and policies that are more detailed than the Structure Plan. This will create sustainable neighborhoods that benefit future generations, as well as today.

These areas are primarily designated “Neighborhood General” (NG) and/or “Neighborhood Urban” (NU)



DESIGN PRINCIPLES

on the Structure Plan, and may include a “Neighborhood Center” (N C) area. The detailed plans are called Detailed Neighborhood Design Plans or DNDPs. A DNDP refines and seamlessly integrates the elements of the Structure Plan into a specific fine-grained pattern of building types and land uses for the neighborhood. DNDPs put an emphasis on design. DNDPs have detailed land use policies that guide future zone change and subdivision decisions. To make the vision of the DNDP *regulatory* so that it must be followed, the area can be rezoned to a design-oriented zoning district, such as the “Urban Design Overlay” (UDO) district or the “Specific Plan” (SP) base district. When DNDPs are prepared, they are adopted as amendments to this community plan and are incorporated by reference into it as appendices. DNDPs are envisioned for all of the areas designated “NG” on the Structure Plan for Parkwood – Union Hill, including, but not limited to, any contiguous areas of “N C” and “C C” policy.

Dickerson Pike Corridor.

During the community plan update, community members expressed dissatisfaction with the current uncoordinated and haphazard pattern of building types on Dickerson Pk. They were also frustrated with traffic congestion and the unsafe pedestrian environment.

Improving the appearance and function of the Dickerson Pike Corridor is an important goal of this plan. Design considerations such as building size, height, and placement are important factors in creating a mixed use corridor that is well-designed for traffic and pedestrian needs. More detailed development guidelines for Dickerson Pike can be found in Special Policy # 5 and Appendix A



The “*Metropolitan Parks & Greenways Master Plan*” (November 2002) [the Master Plan] describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout the County. That document can be found at www.Nashvillegov/parks/master_plan.htm. It should be consulted for information about existing parks, parkland needs, and the vision for parks and greenways in Parkwood – Union Hill. To reach the vision in that Master Plan, this plan makes the following recommendations regarding parks for the Parkwood-Union Hill community. Neighborhood/mini park recommendations are shown on Figure 11 entitled “Open Space Plan.” In addition to neighborhood/mini parks, which serve the nearby neighbors, there is also a regional park serving a larger area. These are discussed below. Greenway recommendations are in the Pedestrian and Bicycle Network Plan.

Existing Master Plan Parks.

The existing neighborhood parks in the community are: Willow Creek Park and Parkwood Park. Elementary schools with open space serving as parks include: Old Center, Bellshire and Chadwell Elementary.

Neighborhood/Mini-Park Recommendations. The Parks Master Plan established a Level of Service (LOS) standard for Nashville based on the National Recreation and Park Association standards. The recommended LOS for neighborhood parks in the Master Plan is 2 acres for every 1,000 residents. The Parkwood-Union Hill community is projected to have a deficit in park LOS of approximately 19 acres without including the open space at elementary schools. By including elementary schools open space, the community would have a deficit in LOS of about 10 acres. The plan also has established a service radius standard of a maximum one-half mile for neighborhood parks. That means that a park should serve the residents within one-half mile.

This plan recommends that the former Brick Church Elementary school be added to the list of elementary schools designated as neighborhood parks in the Parks Master Plan. This will provide parks within a walkable one-quarter mile distance of the medium-high density residential area between Brick Church Pike and I-24 south of Briley Parkway. If the former Brick Church Elementary school site is no longer used as a school, then a small portion of the site should be kept as a small public park.

A park at this location will be walkable from the western edge of the Parkwood neighborhood and can serve residential areas on the west side of I24 adjacent to Parkwood – Union Hill.

The plan recommends new neighborhood/mini parks in the following areas to meet the one-half mile service radius standard for neighborhoods in the Parkwood-Union Hill community:

- The area north of Old Hickory Blvd. and east and west of Brick Church Pk. – a park is recommended in this area to serve the Neighborhood Center, Residential Low Medium Density, Residential Medium Density and Neighborhood General policy areas.
- The “Neighborhood General” policy area between I-24 and Brick Church Pk. south of Hillenglade Dr.
- The “Neighborhood General” policy area east of Hunters Lane near Dickerson Pike
- The “Neighborhood General” policy area in the vicinity of Dickerson Pike and Mulberry Downs Dr.

The parks recommended above are shown as “green trees” on Figure 11 *Open Space Plan*.

Community Park Recommendations. Currently,

OPEN SPACE PLAN

there are no community parks in Parkwood – Union Hill.

The Parks Master Plan mistakenly treats Cedar Hill Park as a community park in the LOS table for community parks, but Cedar Hill Park is a regional park, not a community park.

Because the Cedar Hill Park is mis-labeled in the plan, there will be an estimated deficit of 76 acres of community parks by 2010 in the southern urban/suburban section of the community. Any opportunities to reduce the acreage deficiency should be discussed with the community, particularly those involving potential community park sites in the portion of the service area south of Old Hickory Blvd. Exact locations for new community parks are not marked on the Structure Plan.

Greenways and Paths.

Adding greenways or other trails can improve the area's quality of life as residential, commercial, employment, and recreational uses develop. Trail connections, additional greenways, improved roadway crossings, and paths increase connectivity among residential, schools, and commercial centers. This adds value to a neighborhood by providing residents with alternative transportation options. It also encourages healthier and more active lifestyles.

The greenways recommended in Parkwood – Union Hill, which were discussed earlier in the section on Pedestrian and Bicycle Plans (see p. 38.), are shown on Figure 11. The greenways that are in the northern rural section of the community are identified primarily as appropriate for conservation of open space and natural areas that remain in private ownership. Their future potential for greenway dedication or conservation easement for public trails as part of proposed new subdivisions or

other new developments is secondary. These illustrations show some options for creating a network of greenways, from greenway trails through natural settings to roadside trails that take the place of sidewalks along more rural highways, such as Lickton Pike and Baker Road. The Metro Parks' Greenways Commission and Public Works Department make decisions about new greenways, which should include community involvement.



FIGURE 11
OPEN SPACE PLAN

PARKS LEGEND

-  Existing Parks
-  Existing Neighborhood Schools Providing Park Service
-  1/2 mile service radius for neighborhood parks and schools designated as parks in the Parks Master Plan
-  Recommended Addition to List of Elementary Schools In Parks Master Plan Designated as Neighborhood Parks
-  Areas Recommended for Neighborhood or Mini Park Additions to the Master Parks Plan (areas of existing or planned development at urban intensity)

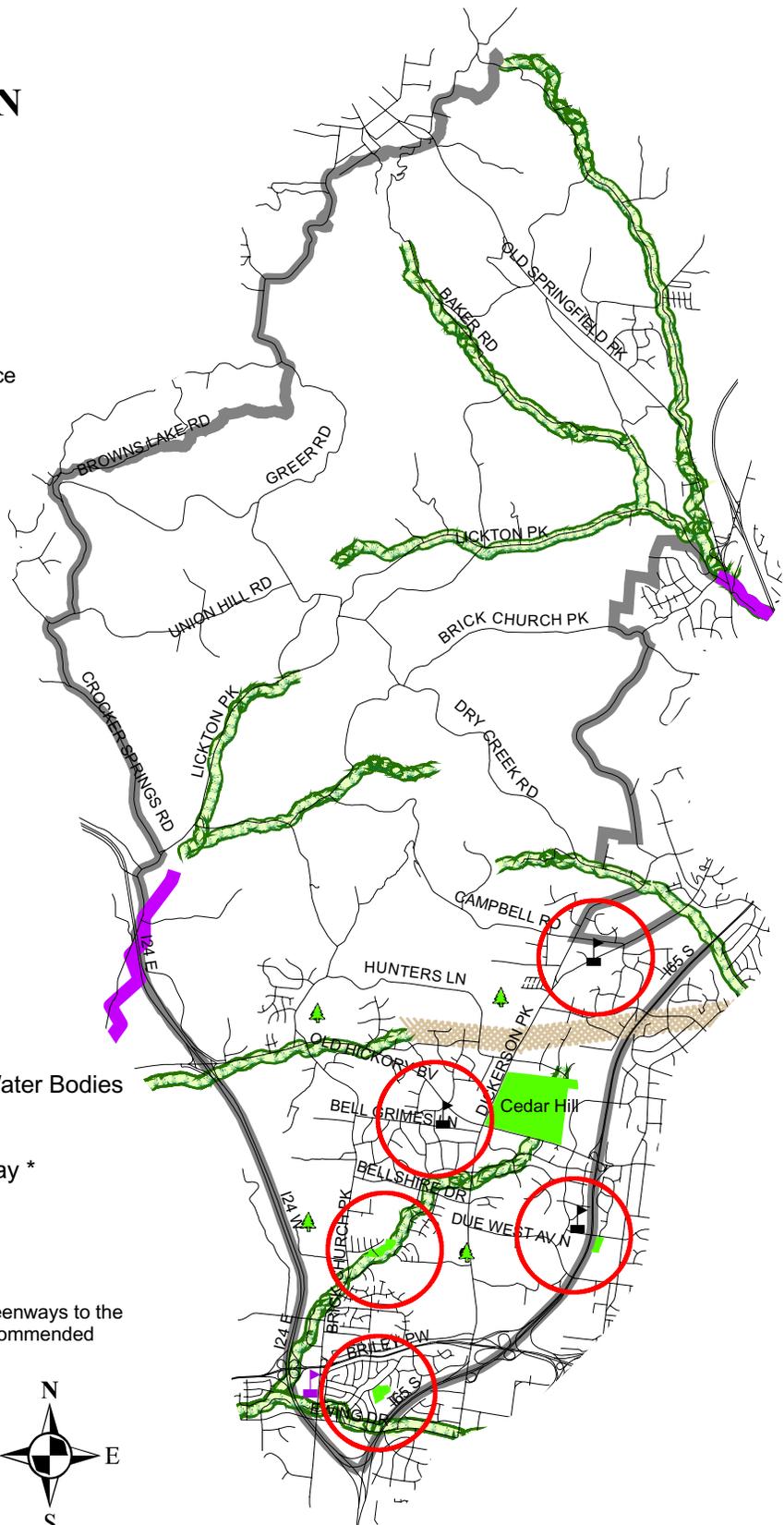
GREENWAYS LEGEND

-  Existing Trail
-  Trail Under Development
-  Lakes, Ponds and Other Water Bodies
-  Identified Greenway
-  Community Plans Greenway *
-  Greenway Corridor

* Addition of these planned greenways to the Greenways Master Plan is recommended



Source: Metropolitan Planning Department
September 2006



CAPITAL IMPROVEMENTS BUDGET PROJECTS

Listed below are the projects in Metro's 2006/07 – 2012/13 Capital Improvements Budget and Program (CIB) that are either in Parkwood-Union Hill or would serve part of the community. The CIB is prepared annually and covers projects for the next six years. It is amended periodically as funds become available or priorities change.

WATER SERVICES

06WS0016: Whites Creek Wastewater Treatment Plant

To replace hand rails at old final basins.

2009-2010: Miscellaneous Funds: \$147,000

99SC0007: Dry Creek Wastewater Treatment Plant – improvements

2005-06: Operating Budget: \$370,000

2006-07: Operating Budget: \$470,000

2007-08: Operating Budget: \$2,195,000

2008-09: Operating Budget: \$175,000

2009-10: Operating Budget: \$225,000

Total: \$3,440,000

96SC0014: Whites Creek Sewer Pump Station Upsizing – Construct

2005-06: Operating Budget: \$500,000

2006-07: Operating Budget: \$5,910,000

Total: \$6,410,000

SCHOOLS

03BE0027: Alex Green Renovations

Beyond 2010-11: Proposed General Obligation Bonds: \$506,000

04BE0008: Bellshire Design Center Renovation

Beyond 2010-11: Proposed General Obligation Bonds: \$744,000

03BE0006: Chadwell Elementary renovation

2006-07: Proposed General Obligation Bonds: \$1,592,000

Total: \$1,592,000

04BE0012: Ewing Park Middle Renovation

2010-11: Proposed General Obligation Bonds: \$1,908,000

Total: \$1,908,000

04BE0014: Goodlettsville Elementary School Renovation

Beyond 2010-11: Proposed General Obligation Bonds: \$912,000

03BE0026: Goodlettsville Middle School Renovation

2006-07: Proposed General Obligation Bonds: \$3,721,000

Total: \$3,721,000

03BE0041: Maplewood High School Renovation

2006-07: Proposed General Obligation Bonds: \$8,094,000

Total: \$8,094,000

CAPITAL IMPROVEMENTS BUDGET PROJECTS

04BE0034: Whites Creek High Renovation

Beyond 2010-11: Proposed General Obligation Bonds: \$4,256,000

PUBLIC WORKS

96PW005: Brick Church Pike – Briley Pkwy to Old Hickory Bv. Widen – State Route 155 to State Route 45

2008-09: Proposed General Obligation Bonds: \$500,000

2009-10: Proposed General Obligation Bonds: \$860,000

2011-12: Proposed General Obligation Bonds: \$5,000,000

Total: \$6,360,000

Beyond: \$6,450,000

06PW0028: Brick Church Pike – Reduces and straightens the curve between Bell Grimes Lane and Old Hickory Bv.

2006-07: Proposed General Obligation Bonds: \$4,000,000

Total: \$4,000,000

06PW0009: Due West Ave Widening

2005-06: Proposed General Obligation Bonds: \$1,000,000

2006-07: Proposed General Obligation Bonds: \$2,000,000

2007-08: Proposed General Obligation Bonds: \$4,000,000

2008-09: Proposed General Obligation Bonds: \$4,000,000

Total: \$11,000,000

97PW032: Dickerson Pk/Ewing Dr/Broadmoor – Intersection Improvements

2008-09: Proposed General Obligation Bonds: \$500,000

2009-10: Proposed General Obligation Bonds: \$500,000

2010-11: Proposed General Obligation Bonds: \$60,000

Total: \$1,060,000

PUBLIC LIBRARY

97PL003: Inglewood Library – Expansion and Renovation

2007-08: Proposed General Obligation Bonds: \$2,054,900

2007-08: Proposed General Obligation Bonds: \$600,000

Total: \$2,054,900

Total: \$600,000

97PL002: Goodlettsville Library – Replacement

2005-06: Approved General Obligation Bonds: \$400,000

2007-08: Proposed General Obligation Bonds: \$3,770,000

Total Approved: \$400,000

Total Proposed: \$3,770,000

IMPLEMENTATION ACTIVITIES

As a complement to the Development Goals (see page 24), staff identified key activities that serve as primary steps in implementing the overall vision of this plan. These actions should be taken in the one to three years following adoption of this plan. **Community interest and involvement are paramount in achieving success.** Key groups and agencies the community needs to work with are noted. This section contains a list of these actions and who should be involved in performing them.

1. Neighborhood Landmark Overlay (NLO) Zoning for Former Union Hill School Site.

PLAN RECOMMENDATION OR SUGGESTION:

Application of NLO district is recommended (see Special Policy Area # 4 on p. 30.)

KEY PARTICIPANTS:

Community members, Metro Planning Department, Real Property Services and District Councilmember

ACTION: Determine appropriateness of NLO overlay and if appropriate, process an application for a NLO zoning district for the former Union Hill School site.

2. Rezoning Selected Developed Residential Areas.

PLAN RECOMMENDATION OR SUGGESTION:

Rezoning is recommended for an the area along a segment of Richmond

Hills Dr. and in the Oakview/Vailview Dr. area to provide better protection of their established character (see Special Policy Areas # 2 and 3 on pp. 29-30.)

KEY PARTICIPANTS:

Community, Metro Planning Department and District Councilmember(s)

ACTION: Where community interest exists, apply the base district zoning that most closely matches the existing lot sizes in these areas.

3. Rezoning Selected Undeveloped Rural Areas.

PLAN RECOMMENDATION OR SUGGESTION:

Rezoning to more appropriate districts is encouraged for areas envisioned to remain rural that are currently zoned for more intense development than that desired (see p. 27.) [An example noted during the update process was the R20-zoned area west of Goodlettsville that is designated “Rural” and “Natural Conservation.”]

KEY PARTICIPANTS:

Community, Metro Planning Department and District Councilmember(s)

ACTION: Identify areas for potential rezoning, determine the level of interest in the community for rezoning, and proceed with preparation and application of more appropriate base district zoning for areas where community interest and support exist.

4. Streetscape Plan for Dickerson Pike Corridor.

PLAN RECOMMENDATION OR SUGGESTION:

Prepare a streetscape plan for the Dickerson Pike corridor (see pages 27, 30 and 34.)

KEY PARTICIPANTS:

Community, Merchants/Business Groups, Metro Planning Department and Public Works

ACTION: Initiate the process for preparation of a “Streetscape Plan” for the Dickerson Pike corridor between Briley Parkway and Old Center School. Tasks include:

- Identify and involve potential stakeholders;
- Research funding sources and the process for securing funding; start effort to obtain funds;
- Prepare a “scope of work” for the plan to be prepared;
- Prepare a “Request for Proposal” (RFP) if the plan is to be prepared by consultants.

5. Design of Due West Avenue.

PLAN RECOMMENDATION OR SUGGESTION:

Re-evaluate the proposed 5-lane cross-section for Due West Avenue and redesign as a 2-lane with provisions for center lefts if projected traffic volumes do not justify a 5-lane roadway. (see p. 34)

KEY PARTICIPANTS:

Community, Metro Planning

IMPLEMENTATION ACTIVITIES

Department and Public Works Department

ACTION: Review the basis for widening and reconstructing Due West Avenue between I65 and Dickerson Pike and redesign it as a 2-3 lane roadway if a 5-lane section cannot be justified. Revise the capital improvements budget for this project as needed.

6. Open Space Preservation.

PLAN RECOMMENDATION

OR SUGGESTION: The plan lists conservation easements, land trusts, and larger-lot agricultural zoning as tools the community can explore for long-term protection of the rural and environmentally sensitive areas (see p. 27.)

KEY PARTICIPANTS:

Community, Metro Planning Department, Nature Conservancy of Tennessee, Land Trust for Tennessee and similar organizations

ACTION: Compile information about the large-lot agricultural (AG) zoning district and programs involving conservation easements and/or land trusts and disseminate it to the community to determine the level of interest in pursuing any of these tools.

7. Amend Collector Street Plan.

PLAN RECOMMENDATION

OR SUGGESTION: As part of the update of the Collector Street Plan, delete the existing and planned collectors in the

vicinity of Mulberry Downs and Nesbitt Lane and its connection to Old Hickory Blvd. (see p. 34.)

KEY PARTICIPANTS:

Community, Metro Planning Department

ACTION: Consider the recommendations on page 34 if the Collector Street Plan is updated in the year following this plan's adoption.

8. Traffic Signals Along Dickerson Pk. at Cunniff Pkwy and at Mulberry Downs Cr.

PLAN RECOMMENDATION

OR SUGGESTION: Consider the need for a traffic signal at the intersection of Dickerson Pike and Cunniff Pkwy. Monitor the need for a traffic signal at Dickerson Pike and Mulberry Downs Circle. (see p. 34)

KEY PARTICIPANTS:

Community, Public Works - Traffic Section in consultation with TDOT

ACTION: Conduct the studies and initiate the process of programming and funding the projects as warranted.

9. Bikeways.

PLAN RECOMMENDATION

OR SUGGESTION: Any new roadway improvement projects on roadways identified on the Vision Plan (for Bikeways) should incorporate bicycle facilities and the cost as a part of the total project budget. (p. 39)

KEY PARTICIPANTS:

Community, Metro Planning Department and Implementing Agency

ACTION: Identify the CIB and TIP projects involving streets that are on the Vision plan. Review the design of each project identified, determine whether the design includes a bikeway, and redesign those that do not.

10. Neighborhood Parks.

PLAN RECOMMENDATION

OR SUGGESTION: Add the former Brick Church elementary school to the list of schools in the Parks Master Plan that serve as neighborhood parks to provide service to the RMH policy area south of Briley Parkway next to I24 and other nearby residential development. (see p. 43)

KEY PARTICIPANTS:

Community, Metro Parks Department and Metro Department of Education

ACTION: Amend the Parks Master Plan by adding the former Brick Church elementary school to the list of schools serving as neighborhood parks.

PARTICIPANT LIST

Anderson, Lucille
Armistead, Lester
Azad, Naser
Bass, Alvin E.
Beasley, Charles
Becton, Lanesha
Blocker, Harold
Bois, Doris and Ray
Bowman, Mellie J.
Brewer, Kim
Brown, Sandra
Chrisman, Glenda
Christy, Robert
Clark, Don
Cox, Billy and Becky
Craddock, Michael
Dowell, Nathaniel
Drake, Barbara
Edwards, Carol
Evilcizer, Charles and J.
Felton, Howard
Foster, L.A.
Galbreath, Bob
Galbreath, Ed
Gamble, Lucretia A.
Gregory, Rick
Hady, Chester and Tammy
Hady, Tammy
Hardin, Doug and Ann
Harris, Emmett
Haskell, Dan
Hodges, Owen and Margaret
Holmes, Charlsier
Holmes, Susan and David
Housholder, Alan
Huff, David O.
Hughes, Helen
Hunt, Walter
Jata, Kevin and Susan
Johnson, Myron
Jordan, William
Lawrence, Patricia
Mason, William D. JR
Matarazzo, Stan
McCasland, Robert M
McClasland, Bessie and Cindy
McClendon, Amanda
McMurty, Tracey
McNair, Anne
Meadors, Dewey
Mendenhall, Kelly
Meyers, Tony
Miller, Luis
Moon, Robert S.
Neff, John
Newbell, Mrs.
Newell, Paul and Martha
Nixon, Kevin
Obolensky, Cathy Hicks
Ogles
Parker, Ms. Minnie
Parrish, Jerry and Shirley
Piercey, Sandra
Redding, Debby
Rice, Harold and Nancy
Rosiak, Jeff
Russell, James and Cheryl
Ryman, Rip
Sanders, Owen
Shaw, Donna L.
Shull, Betty
Smith, Dr. Gerald/Greater Faith Christian Center
Smith, Edrienne
Smith, J
Snyder, Charles
Steele, Michelle
Stringfield, John (Mr. and Mrs.)
Talley, Barbara
Talley, Jason
Talley, Read
Talmadge, Kenneth
Taylor, Sophie
Tucker, Carolyn
Tucker, Jesse
Tyus, Guin
Waggner, Ann
Williams, Erin
Wingo, Robert
Winn, Carol
Winters, Wayne
Woodard, Randy
Wooten, Melanie
Wooten, Rocky
Young, William R.

Dickerson Pike Corridor Detailed Land Use Policies And Development Principles

Overview. Because the Dickerson Pike corridor is such an important focus in the Parkwood – Union Hill Community, the Structure Plan includes a special policy for the corridor to establish more detailed plans. Special Policy Area # 5 calls for development within the Dickerson Pike corridor to be guided by a detailed land use plan and development principles related to the access and site design, size, height, and placement of buildings. When completed and adopted, the “Streetscape Plan” recommended for this corridor (see the discussion of the Structure Plan and the Vehicular Transportation Plan), or other more detailed element such as an Urban Design Overlay should be consulted for additional guidance.

Concept. The Detailed Land Use Plan and the Development Principles presented below are based on the following development concept for the corridor.

The corridor is envisioned to develop into three distinct types of areas.

1. One area is the major center around Dickerson Pike and Briley Parkway generally south of Due West Avenue.

This center would be the most intensively developed. Buildings in this area are envisioned to be generally larger and taller than those in the other two types of areas. While considerable pedestrian traffic is expected, this area will be more automobile and

transit-oriented than the others, mainly because of the scale and amount of development and the communities it serves.

2. The second type of area consists of nodes or centers of commercial and mixed uses at the key entrances to neighborhoods. These



APPENDIX A

centers will function mainly as neighborhood-oriented service centers.

Development in the nodes will be less intense than the major center. They are expected to be the most pedestrian-oriented of the three areas.

3. The segments of Dickerson Pike between the nodes are the third type of area. These are areas for a mix of employment-oriented office and commercial uses mixed with areas for civic and public benefit activities, and areas for mainly residential development. These areas will be the least intensely developed of the three.

The detailed land use plan and development principles below are written to achieve this concept.

1. Dickerson Pike Corridor Detailed Land Use Plan. The detailed land use plan (DLUP) presented in this section is a refinement of the Structure Plan policy categories “Community Center” (“C C”) and “Corridor General” (“CG”) that apply along Dickerson Pike. The Structure Plan alone gives little certainty about the mix or pattern of development along the corridor. The land use policy categories that make up this DLUP are the same ones used in “Detailed Neighborhood Design Plans (DNDPs).” In addition to this appendix, the

document “Land Use Policy Application” (found at the Metro Planning Department web site, www.nashville.gov/mpc) should be consulted for definitions and the intent within each of the land use policy categories on the DLUP.

This detailed land use plan for Dickerson Pk. is not meant to be a complete DNDP. It is expected that additional tools and standards will be prepared both for the corridor and the new neighborhoods along it. Figure A-1 illustrates the detailed land use plan for the Dickerson Pike corridor.

The detailed land use policy categories in the plan are as follows.

Commercial (Com): This policy envisions land uses including mostly retail and commercial services; offices and civic and public benefit uses are appropriate; the DLUP should be amended to “Mixed Use” with any development proposals that include residential uses.

Mixed Use (MxU): These areas are intended for a mixture of residential uses and well-matched office, commercial, civic and public benefit uses. The plan encourages mixed use buildings with ground-floor nonresidential uses and residential uses on upper floors.

Civic or Public Benefit (CPB): This policy envisions land uses including religious, health,

educational and other community service activities, and the uses that support them, such as household or non-household residential.

Transition or Buffer (TB): This policy envisions land uses including mainly low intensity office activities that provide land use transition.

Mixed Housing (MH): This policy envisions land uses including all types of residential and civic and public benefit activities that are compatible with residential uses.

Special Provisions for Areas Designated MH. Residential developments that are within areas designated “Community Center” (not “Corridor General”) on the Structure Plan may include commercial or office uses. These can only be included if the retail and commercial services are neighborhood scale and neighborhood-oriented uses and they are on the ground floor of a multi-story mixed use building.

Special Provisions for Neighborhood Groceries. The best locations for neighborhood groceries are the areas designated MxU or Com in the nodes, shown in the graphic below. However, on their own, none of the corners at these key intersections may be large enough to hold a larger neighborhood grocery store.

FIGURE A-1
DICKERSON PIKE
CORRIDOR DETAILED
LAND USE PLAN
 Adopted September 28, 2006

DETAILED LAND USE POLICIES
ALONG DICKERSON PIKE

-  MH = Mixed Housing
-  CPB = Civic or Public Benefit
-  TB = Transition or Buffer
-  MxU = Mixed Use
-  Com = Commercial

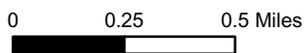
Adopted Major and Collector
Street Plans

-  COL
-  Major Street
-  Collector - Planned

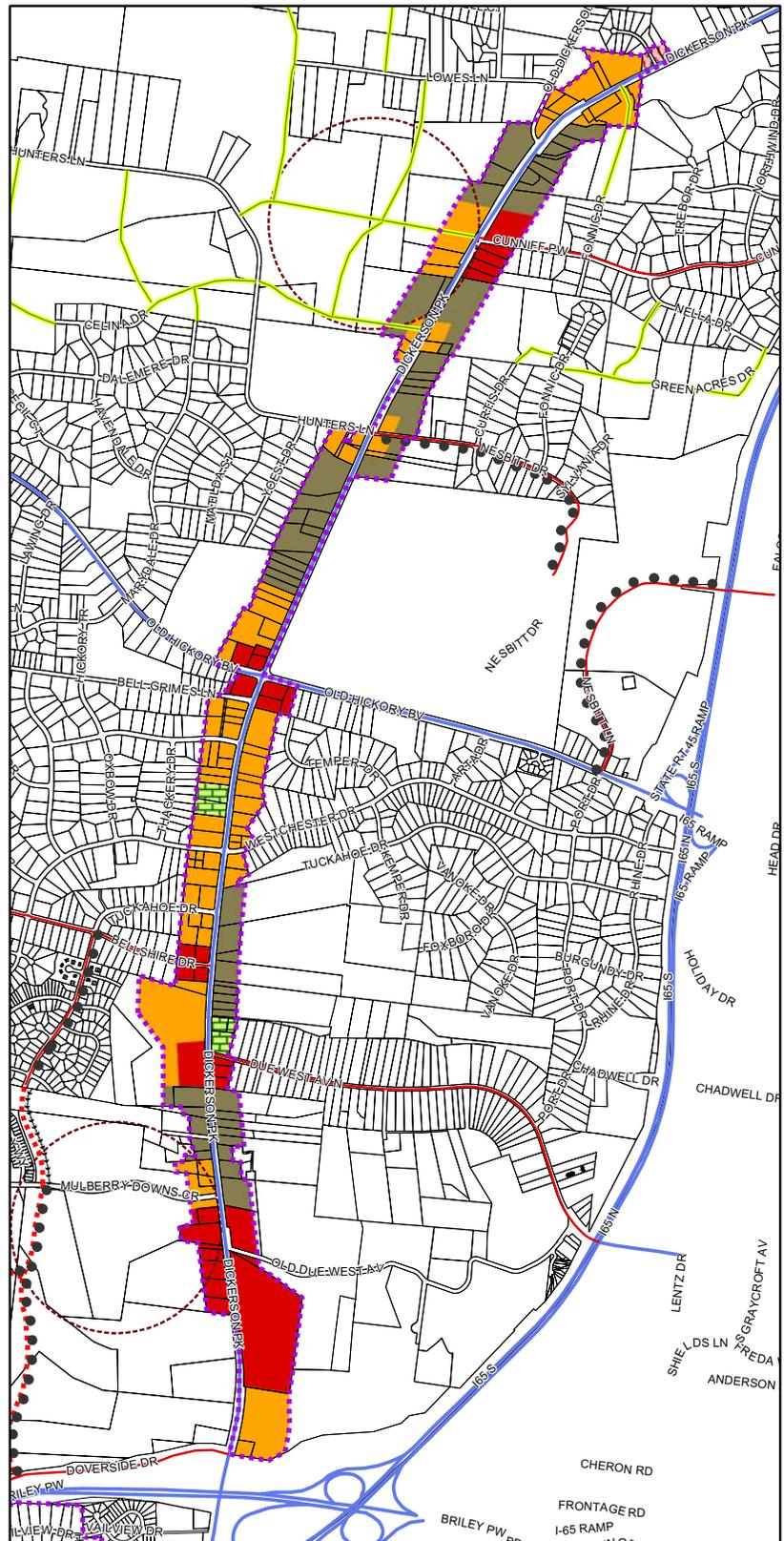
Proposed Street
System Changes

-  Delete from Collector Plan
-  Convert to "Required Street Connection"
-  Required Street Connection

-  Planned 1/2 Mile Diameter "Walkable Neighborhood"
-  Special Policy Area



Source: Metropolitan Planning Department
 September 2006



APPENDIX A

Therefore, a proposal that includes a grocery store with more than 25,000 sq. ft. of floor space may be considered on its merits without amending the DLUP. It can only be considered, though, if it meets the following requirements:

- it is a corner location in a node at a key entrance to a residential area;
- its design is urban, walkable and pedestrian-friendly in character, with the building placed and oriented to create a “main street” feel, especially along the side street leading into the adjoining neighborhood;
- the design provides adequate buffering or transition to the adjacent residential areas;
- the portion of the site not designated “MxU” or “Com” is either “Community Center (C C)” or “Neighborhood General (NG)” on the Structure Plan; and,
- the site does not exceed 5 acres.

These rules won’t apply to proposals that include grocery stores with 25,000 sq. ft. of floor space or less. The mapped areas designated MxU and Com should contain sufficient area to work for proposals with smaller grocery stores.

2. Dickerson Pike Corridor Development Principles. The purpose of this section is to provide principles for guiding the character of development that occurs within Special Policy Area # 5. The goal is to create a corridor that is: 1) aesthetically attractive and pleasant to visit, 2) well-designed for both travelers and the land uses along the corridor, 3) pedestrian-friendly and 4) supportive of transit service.

These general principles apply throughout the corridor, except where noted. This community plan calls for the preparation of a “Streetscape Plan” to guide the design and character of the public right-of-way in the Dickerson Pike corridor. When completed, the Streetscape Plan should be used to guide access, sidewalks, bikeways, transit facilities, landscaping and buffering, in each development proposal. Until the streetscape plan is finished, the review of development proposals should include review of features such as, landscaping, transit stops, and appropriate sidewalks along the corridor.

General Development

Principles. Figures A-1 and A-2 on pages 55 and 56 illustrate of some of the development principles described in this section.

Building and Lots

- Decrease building bulk and intensity with increased

distance from Dickerson Pike.

- Provide transition in the height and type of buildings next to established residential development.
- Encourage diversity and choice in the size and cost of housing to meet needs of residents in all stages of life. For example, stacked flats with elevators would provide for people who do not require much space or are elderly and no longer wish to climb stairs. Another example is attached townhouses with small private yards or courtyards that would cater to people who want the feel of a detached house without all of the maintenance.
- Articulate building facades oriented toward public streets and civic open spaces in order to avoid expanses of uninterrupted walls.
- Orient residential buildings toward the street. Means of orientation include, but are not limited to, entries, windows, porches, and balconies. Orient the primary entrance to either the street or civic open space.
- Access townhouses and stacked flats from rear

service lanes to minimize curb cuts along Dickerson Pk and new internal streets.

- Provide a high level of pedestrian access within and between individual developments.
- In Key Nodes and the segments between them, buildings should be constructed close to the right-of-way line in order to create safer and more active streets.
- Building heights should be as follows:
 - **Major Center:** Support low-rise (1-3 story) and mid-rise (4-6 story) building heights for all types of development in this area.
 - **Key Nodes:** Limit nonresidential building heights to 3 stories; consider 4-6 story mixed use and

residential buildings on their merits.

- **Segments between Key Nodes:** Limit all buildings to a maximum of 3 stories.

Parking and Access

- Lay out and screen parking that is located in the front of buildings oriented to Dickerson Pk to minimize direct views of parked vehicles from the arterial.
- Create well-defined sidewalks and pathways that permit pedestrians to move safely and comfortably from their vehicles into buildings or transit stops. At a minimum, this should include providing sidewalks and safe crossing areas across parking lots and between commercial structures through such means as markings,

textured pavement, or other walkways.

- Develop shared parking agreements for properties characterized by differing peak user times or days in order to minimize the total requirements for off-street parking.
- Reduce the number of individual curb cuts, especially along Dickerson Pk, and require cross access among adjacent parking lots in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings without having to re-enter Dickerson Pk.
- Limit the width of driveways to minimize the interruption to the sidewalk and bikeway networks.
- In Key Nodes, locate parking to the rear of structures (most preferable)

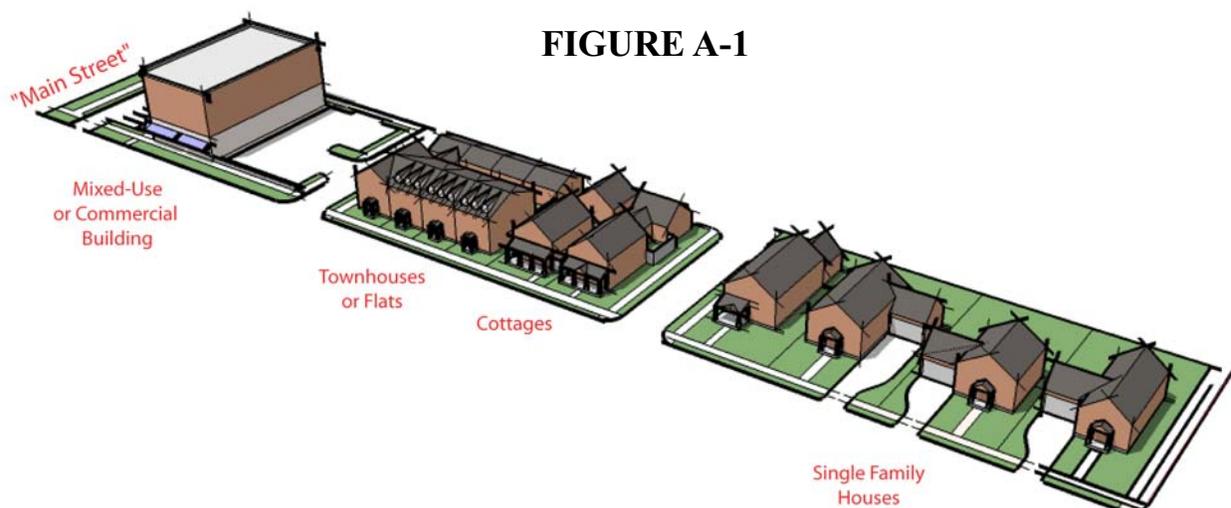


FIGURE A-1

APPENDIX A

or to the sides of structures (less preferable) when possible. Allow up to a single-loaded aisle of parking between retail uses and Dickerson Pk to encourage retail tenants that will not want all of their parking to the rear of the building.

- For areas between Key Nodes, locate parking to the rear or sides of structures when possible. Allow up to a double-loaded aisle of parking

between retail uses and Dickerson Pk to encourage retail tenants that will not want all of their parking to the rear of the building.

Landscaping and Buffering

- Soften the visual impact of new development and provide a greater level of comfort for pedestrians with appropriate landscaping and buffering.
- Protect existing trees to the greatest extent possible, and plant quality trees to

compensate for trees that must be removed for development.

- Screen ground and rooftop utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Provide a planting strip between the sidewalk and street.

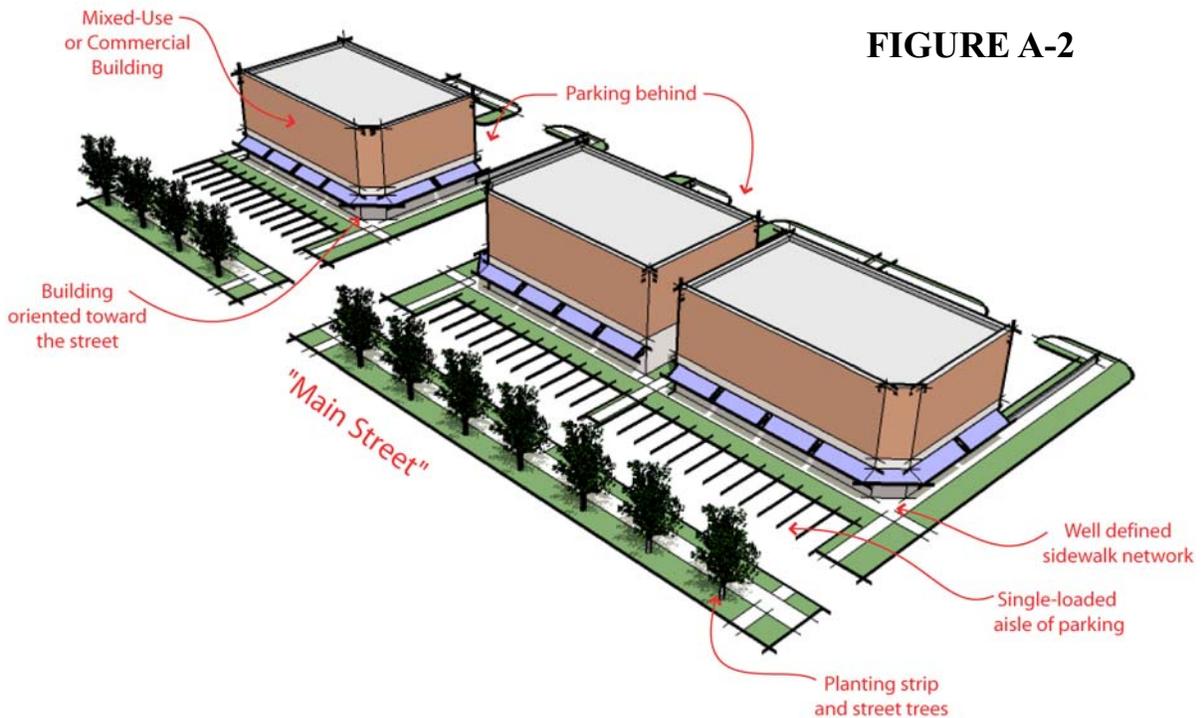


FIGURE A-2

**METROPOLITAN PLANNING COMMISSION
COMMISSIONERS**

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Mr. Stewart Clifton

Ms. Judith Cummings

Ms. Tonya Jones

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Fred Schwartz, MPO Director

PRODUCTION

The production of this plan was primarily the responsibility of the Community Plans Division

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Metropolitan Planning Commission

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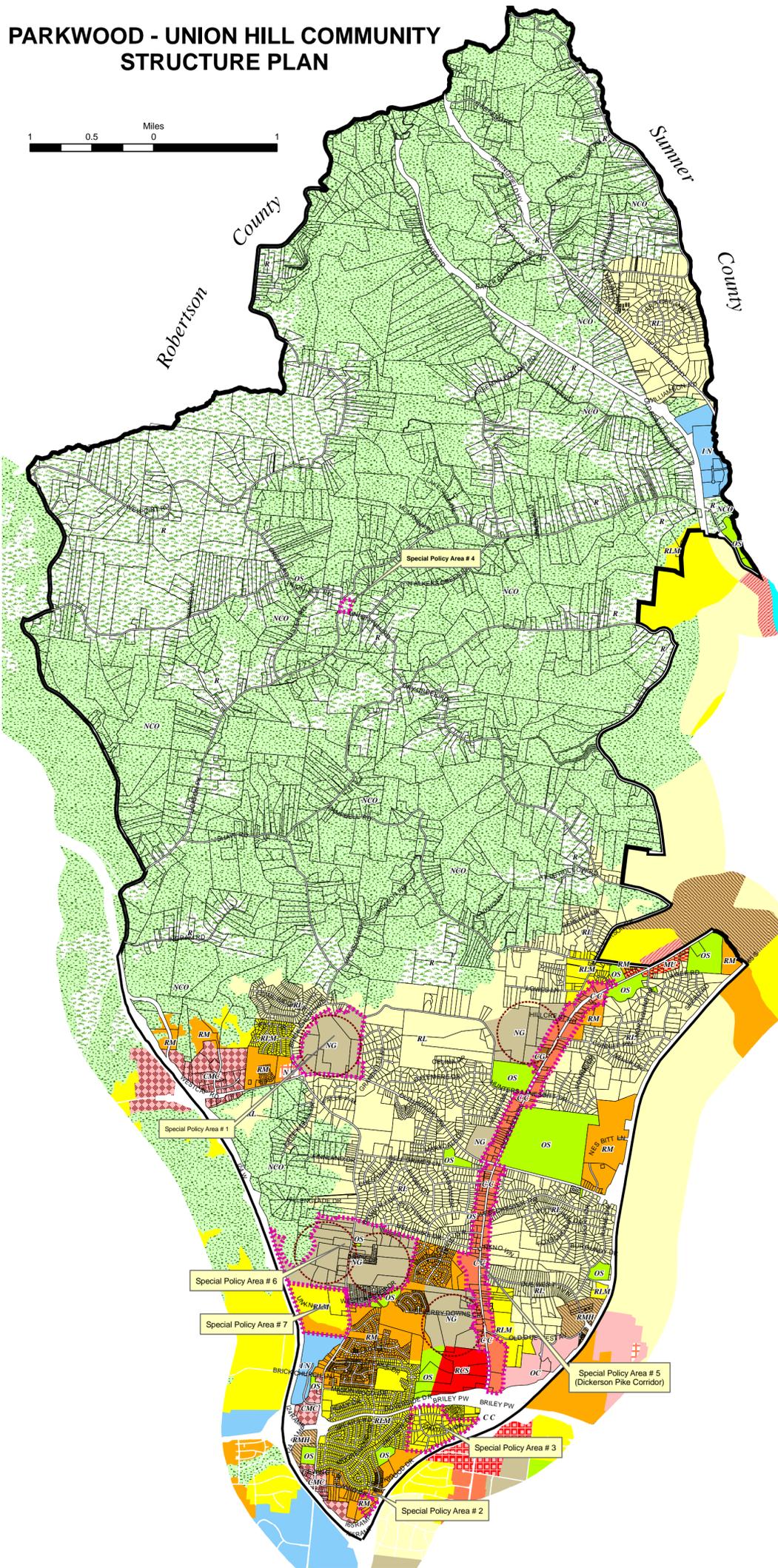
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PARKWOOD - UNION HILL COMMUNITY STRUCTURE PLAN



SPECIAL POLICIES

Special Policy Area # 1 [Davidson Academy Area]

- The "NG" (Neighborhood General) policy for this special policy area applies only if:
 - Davidson Academy relocates and
 - the Davidson Academy facilities and campus will redevelop, rather than be used by another institutional, civic or public benefit use.
- "NG" type redevelopment and rezoning should be based on a single unified plan for the entire special policy area. Proposals should be implemented only through the "SP" (Specific Plan) base zone district or a "UDO" (Urban Design overlay) district combined with appropriate base districts. Without a single unified plan, partial rezoning and redevelopment of this area based on "NG" policy is not recommended. Instead RL (Residential Low Density) should be the applicable policy.

Special Policy Area # 2 [Richmond Hills Dr. Area]

- The special policy calls for preserving the existing low density and pattern of lots in this area.
- The special policy recommends rezoning to a residential district that most closely matches the existing character.

Special Policy Area # 3 [Oakeview/Vailview Dr. Area]

The special policy calls for preserving the existing low density and pattern of lots in this area. The special policy recommends rezoning to a residential district that most closely matches the existing character.

Special Policy Area # 4 [Former Union Hill School Site]

The Union Hill school building is historically significant. It is considered "worthy of conservation" by the Metro Historical Commission and should be preserved. Plan recommends applying a "NL" (Neighborhood Landmark) overlay district to this site to protect the building from demolition and provide necessary flexibility for its reuse. If the historic building is not reused, then Rural policy applies to this site. It should be noted that several community members expressed a strong preference for the Union Hill School to be re-opened as a school in the future.

Special Policy Area # 5 [Dickerson Pike Corridor]

- Development within the Dickerson Pike Corridor special policy area should be guided by the identified detailed land use policies and the development principles found in Appendix A. These development principles relate to access and site design, size, height and placement of the buildings.
- Proposals should be implemented only through the "SP" specific Plan) base zone district or a "UDO" (Urban Design Overlay) district combined with appropriate base districts.
- Several sections of this special policy area are next to areas designated "NG" (Neighborhood General). The plan calls for complete "Detailed Neighborhood Design Plans" [DNDPs] for these areas in the future. When those DNDPs are prepared, they should (1) include the segments of this special policy area that lie between them and Dickerson Pike and (2) incorporate the land use and design provisions associated with this special policy or any detailed plan adopted later for the corridor.

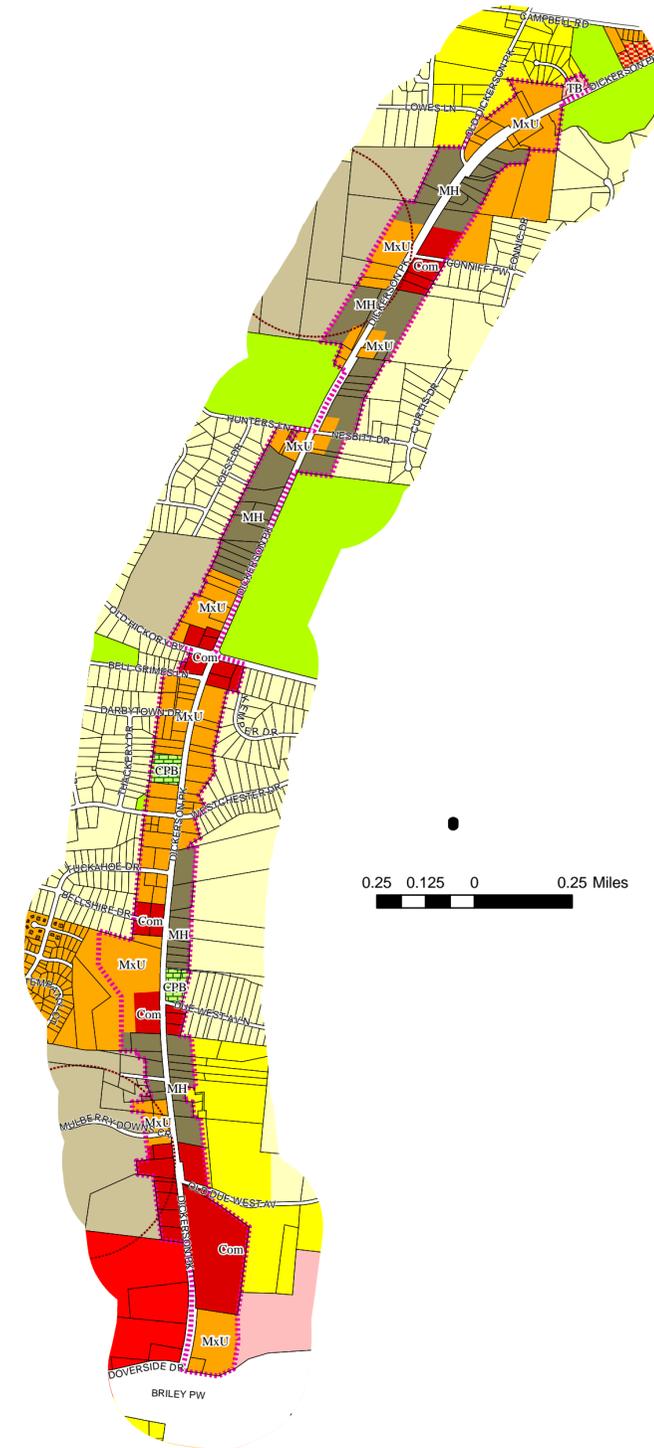
Special Policy Area # 6 [I24/Brick Church Pike "NG" Area]

The plan calls for the gross average residential density of this area to be no greater than 7 housing units per acre. Some areas of residential development at higher densities are appropriate as long as the average is not exceeded. Transition and buffering is important along the edge of this area next to the NCO policy.

Special Policy Area # 7 [I24/Brick Church Pike "RM/RLM" Area]

Development proposals designed in accordance with the policies and guidelines applicable to the "Neighborhood General (NG)" structure plan category are appropriate and should be considered on their merits. The average gross residential density of "NG" type development in this area should not exceed 7.0 dwelling units per acre.

DICKERSON PIKE CORRIDOR DETAILED LAND USE PLAN



Parkwood - Union Hill Structure Plan

Adopted September 28, 2006

The Structure Plan presents the land use policy for the community. It provides parcel-specific information about the type of development envisioned on the property. All boundaries of the Structure Plan areas are intended to be definitive lines that are subject to being modified only by amendment. These boundaries consist mainly of lot and property lines, center-lines of public street and railroad right-of-way, steep slope areas, or other easily identifiable features. The land use policy categories are as follows:

Structure Plan Policy Categories

- NCO** **Natural Conservation**
mostly undeveloped areas, characterized by wide-spread steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development at suburban or urban intensities. NCO areas are intended to be rural in character, with very low intensity development.
- OS** **Open Space**
encompasses a variety of public private not-for-profit, and membership-based open space and recreational activities.
- R** **Rural**
areas without environmental constraints that are mostly undeveloped and the intent is to maintain the existing rural character with only very low intensity development.
- RL** **Residential Low Density**
accommodates residential development within a density up to 2 dwelling units per acre.
- RLM** **Residential Low-Medium Density**
accommodates residential development within a density range of 2 - 4 dwelling units per acre.
- RM** **Residential Medium Density**
accommodates residential development within a density range of 4 - 9 dwelling units per acre.
- RMH** **Residential Medium High Density**
accommodates residential development within a density range of 9 - 20 dwelling units per acre.
- CG** **Corridor General**
appropriate for civic, institutional, educational, and higher-intensity residential development along a major corridor.
- NG** **Neighborhood General**
allows for residential development in a more traditional neighborhood pattern, with a mixture of housing types at moderate intensity.
- OT** **Office Transition**
accommodates limited neighborhood scale offices.
- OC** **Office Concentration**
significant employment center with emphasis on office development.
- NC** **Neighborhood Center**
a "walk-to" area for the surrounding neighborhood for gathering or providing daily convenience needs.
- CC** **Community Center**
mix of retail and service that serves several neighborhoods. Also contains higher-intensity residential.
- MH** **Mixed Use**
areas intended for a mixture of residential uses and compatible office, commercial and civic/public benefit activities.
- CM** **Commercial Mixed Concentration**
accommodates wide range of commercial, office, and employment activities to serve the surrounding community.
- RC** **Retail Concentration Community**
concentration of several retail and service uses to serve the surrounding community.
- IN** **Industrial**
allows light industry/manufacturing, as well as distribution uses.
- Special Policy Area in Community Plan**
indicated by a dashed line.
- Potential Park**
indicated by a green triangle.
- Planned 1/2 Mile Diameter "Walkable Neighborhood"**
indicated by a dashed circle.

Dickerson Pike Corridor Detailed Land Use Plan

The Detailed Land Use Plan refines the Structure Plan for the Dickerson Pike corridor. The land use pattern established through this refinement is designed to achieve a nodal development concept in the corridor.

Detailed Land Use Policy Categories

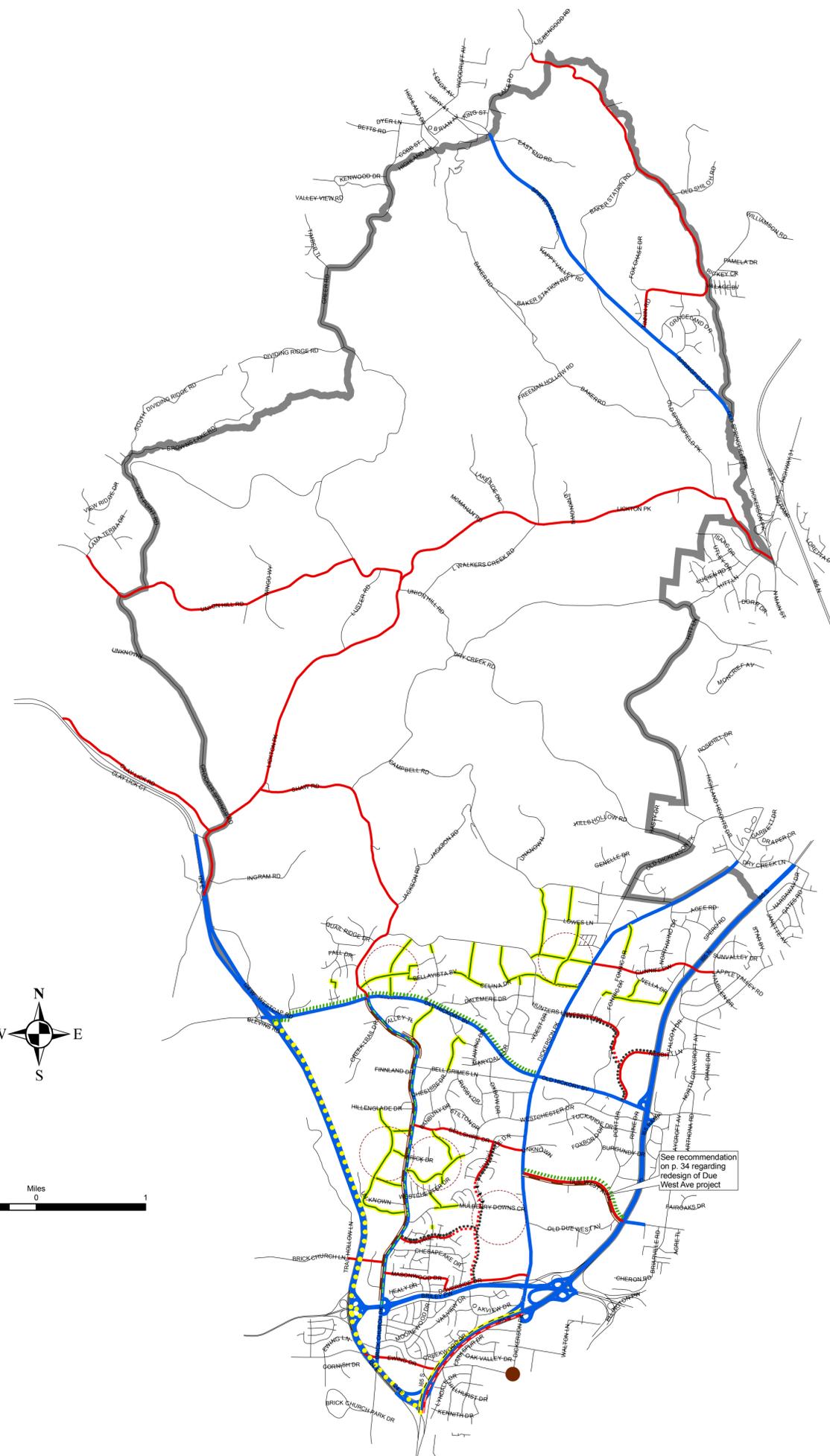
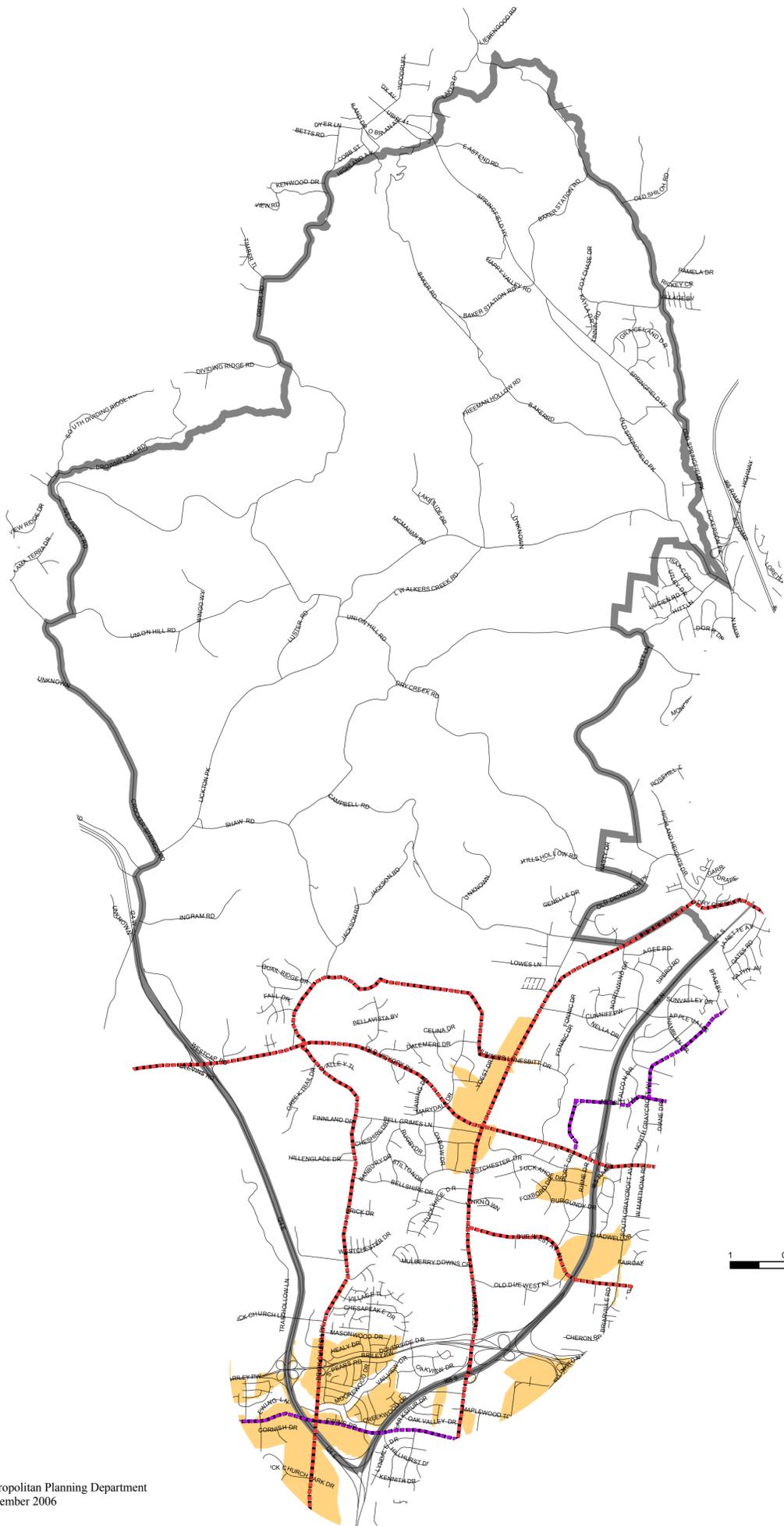
- MH** **Mixed Housing**
accommodates a mixture of housing types including single-family attached and detached, stacked flats, and courtyard housing.
- CPB** **Civic or Public Benefit**
supports a variety of public and not-for-profit activities.
- TB** **Transition or Buffer**
supports uses with limited commercial or mixed use component; should be residential in overall scale, character and function.
- MxU** **Mixed Use**
accommodates retail, office, and a mixture of housing types, preferably in the form of vertically integrated mixed use.
- Com** **Commercial**
accommodates a mixture of retail and services.



PEDESTRIAN AND BICYCLE NETWORK PLAN

VEHICLE TRANSPORTATION PLAN

Parkwood - Union Hill TRANSPORTATION PLANS



VEHICLE TRANSPORTATION PLAN

Legend of Street Plans

- Major - Existing
- Collector - Existing
- - - Collector - Planned including suggested realignments
- - - - - Suggested Deletion From Collector Street Plan
- Required Street Connection
- - - - - Convert to "Required Street Connection"
- Potential 1/2 Mile "Walkable Neighborhood"

Legend of Projects

- - - - - Concrete Rehabilitation (2006-08 TIP)
- - - - - Widen to 10 lanes incl 2 HOV lanes (LRTP by 2016)
- - - - - Widen to 5 lanes (LRTP by 2016)
- - - - - Add center left turn lane (LRTP by 2025; CIB 08-09)
- - - - - Widen to 6 lanes (LRTP by 2025)
- Metro Proposed CIB Road Widening or Reconstruction
- Metro Proposed CIB Intersection Project

TIP = State 3-year Transportation Improvement Program
LRTP = State Long Range Transportation Plan
CIB = Metro Capital Improvements Program and Budget

PEDESTRIAN AND BICYCLE NETWORK PLAN

Bikeways and Sidewalks Plan

- Bike Lane Existing
- - - - - Bike Lane Planned
- Bike Route Existing
- - - - - Bike Route Planned
- Sidewalk Priority Index 20-30 (out of 60 maximum) [mid-level priority]

Parkwood - Union Hill Boundary

