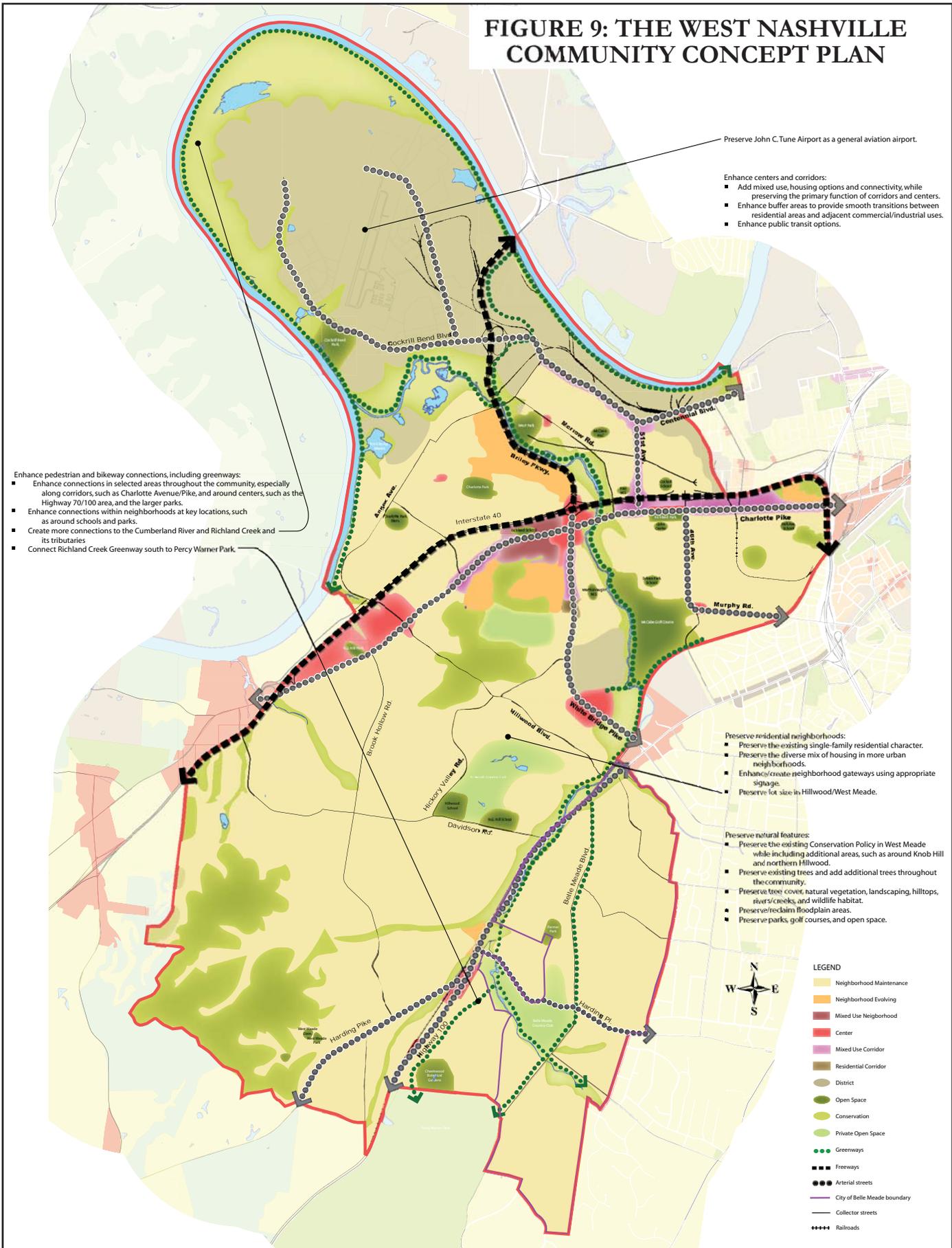


FIGURE 9: THE WEST NASHVILLE COMMUNITY CONCEPT PLAN



Preserve John C. Tune Airport as a general aviation airport.

- Enhance centers and corridors:
- Add mixed use, housing options and connectivity, while preserving the primary function of corridors and centers.
 - Enhance buffer areas to provide smooth transitions between residential areas and adjacent commercial/industrial uses.
 - Enhance public transit options.

- Enhance pedestrian and bikeway connections, including greenways:
- Enhance connections in selected areas throughout the community, especially along corridors, such as Charlotte Avenue/Pike, and around centers, such as the Highway 70/100 area, and the larger parks.
 - Enhance connections within neighborhoods at key locations, such as around schools and parks.
 - Create more connections to the Cumberland River and Richland Creek and its tributaries
 - Connect Richland Creek Greenway south to Percy Warner Park.

- Preserve residential neighborhoods:
- Preserve the existing single-family residential character.
 - Preserve the diverse mix of housing in more urban neighborhoods.
 - Enhance/create neighborhood gateways using appropriate signage.
 - Preserve lot size in Hillwood/West Meade.

- Preserve natural features:
- Preserve the existing Conservation Policy in West Meade while including additional areas, such as around Knob Hill and northern Hillwood.
 - Preserve existing trees and add additional trees throughout the community.
 - Preserve tree cover, natural vegetation, landscaping, hilltops, rivers/creeks, and wildlife habitat.
 - Preserve/reclaim floodplain areas.
 - Preserve parks, golf courses, and open space.

LEGEND

	Neighborhood Maintenance
	Neighborhood Evolving
	Mixed Use Neighborhood
	Center
	Mixed Use Corridor
	Residential Corridor
	District
	Open Space
	Conservation
	Private Open Space
	Greenways
	Freeways
	Arterial streets
	City of Belle Meade boundary
	Collector streets
	Railroads

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THE WEST NASHVILLE COMMUNITY GOALS AND OBJECTIVES

Open Space and Environmentally Sensitive Features

Goal: Preserve and enhance easily accessible open space and preserve and reclaim environmentally sensitive features and areas within the West Nashville Community.

Objectives:

1. Preserve and enhance existing public parks, golf courses and greenways.
2. Connect the Richland Creek Greenway north across Charlotte Pike and south to Percy Warner Park, create more access points along the greenway, and create a greenway along the Jocelyn Hollow Branch that is consistent with the *Metro Parks and Greenways Master Plan*.
3. Create access to the Cumberland River for additional recreational opportunities through the use of greenway and park systems that are consistent with the *Metro Parks and Greenways Master Plan*.
4. Preserve environmentally sensitive areas and features throughout the community, including tree cover, natural vegetation, rivers/creeks, floodway/floodplain areas, landscaping, hilltops, water quality, wildlife habitat areas and wildlife corridors. When the opportunity arises, reclaim environmentally sensitive areas that have been previously disturbed.
5. Preserve major ridgelines and identified view sheds for the protection of natural wildlife corridors, vegetation, and scenic views.
6. Minimize the physical and aesthetic impacts of excessive grading of hillsides and slopes by promoting residential design that blends with the surrounding natural environment.

Neighborhoods

Goal: Preserve the character of established neighborhoods, and strengthen transition areas between established neighborhoods and more intensely developed areas, such as centers and corridors, within the West Nashville Community.

Objectives:

1. Preserve the character of “maintenance” neighborhoods in suburban and urban areas by identifying the character details of these areas and applying appropriate Community Character Policies and associated design principles.
2. Enhance and create the character of “evolving” suburban and urban neighborhoods by identifying the envisioned character of these areas and applying appropriate Community Character Policies and associated design principles.
3. Preserve the existing Conservation Policy in West Meade and extend the

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policy to additional areas, including Knob Hill and northern Hillwood.

4. Encourage infill development that is compatible with the character of maintenance and evolving neighborhoods as defined by the Community Character Policies and associated high standards of design.
5. Identify and preserve structures or neighborhoods that may be deemed historic or worthy of conservation, using tools provided by the Metro Nashville Historic Zoning Commission.
6. Enhance housing choice with high levels of design in the form of townhomes, flats, and cottages in strategic locations (primarily transition “evolving” areas).

Centers

Goal: Enhance centers that provide consumer goods/services and employment opportunities for the West Nashville Community by encouraging vertical mixed use, accommodating multiple modes of transportation, better managing access, providing free-standing housing options at the edges of centers, and utilizing high standards of design in landscaping, signage, lighting, and the placement of buildings and parking.

Objectives:

1. Enhance the Charlotte Avenue/Richland Park urban center/corridor by maintaining its predominant pattern of street setbacks, encouraging the continued existence of vertically mixed use buildings, and improving transportation options, including pedestrian, bicycle, transit and vehicular options, through the center and into the neighborhoods.
2. Enhance the White Bridge/Charlotte Pike urban center and the Nashville West/Hillwood Plaza suburban center by creating more vertical mixed use options, improving access management, enhancing the streetscape, and establishing a defined pattern of building setbacks that frames the street.
3. Enhance the Lions Head suburban center by building on its strengths (which include proximity to educational facilities, a greenway and multiple housing options), improving access management and multimodal transportation access, framing the street through defined setbacks, and enhancing the streetscape.
4. Focus enhancements to the Highway 70/Highway 100 suburban center on establishing an environment that accommodates pedestrian and bicycle travel to and within the center, has defined setbacks that frame the street, and that features a cohesive and visually pleasing streetscape that contributes to its distinct identity.
5. Enhance urban and suburban centers by improving transportation options, including pedestrian, bicycle, transit and vehicular options, throughout the centers and connecting to adjacent areas.



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6. Enhance additional neighborhood centers, including 46th Avenue/Murphy Road, Morrow Road/60th Avenue, and Robertson Avenue/Croley Drive, by improving the streetscape and bicycle and pedestrian access.
7. Create appropriate transitions between high-intensity centers and surrounding neighborhoods.



Corridors

Goal: Enhance corridors that provide access to, from and within the West Nashville Community, including enhancements to pedestrian, bicycle and mass transit options, along with a balanced mix of commercial and residential land uses that display high standards of design.

Objectives:

1. Acknowledge the unique role of corridors, as both a throughway and a destination especially for surrounding neighborhoods, and encourage a mix of uses and high levels of design that make the corridors welcoming for people passing through and stopping.
2. Enhance mixed use corridors to create complete streets (streets designed and operated to enable safe, attractive, and comfortable access and travel for all users) through streetscape improvements, including adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements that emphasize high standards of design.
3. Enhance mixed use corridors by locating commercial activity at major nodes with higher-intensity housing in-between and by applying appropriate Community Character Policies and associated design principles to create complete streets.
4. Reduce the number of curb cuts and coordinate access and circulation along prominent corridors as redevelopment occurs to reduce the number of automobile and pedestrian conflicts, improve traffic flow, and create corridors that function as a whole instead of as separate building sites.
5. Enhance pedestrian and bicycle connections to and from corridors and other points of interest, such as the Richland Creek Greenway and the Cumberland River.



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Districts

Goal: Preserve and enhance appropriately located industrial, impact and institutional districts in the West Nashville Community.

Objectives:

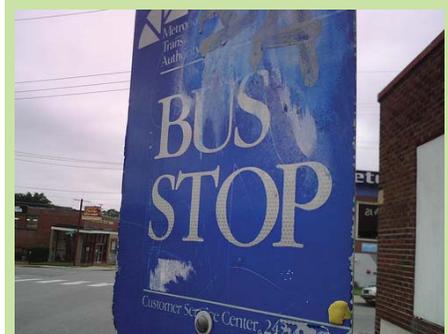
1. Create and/or enhance buffer areas by providing smoother transitions between impact/industrial district areas and established residential neighborhoods.
2. Preserve and enhance industrial areas by adding landscaping and signage treatments while limiting the expansion of industrial areas into adjacent areas.
3. Preserve the John C. Tune Airport as a general aviation airport.
4. Preserve historic buildings, such as the old State Prison building, the Ford Glass Plant and the Bruce Hardwood building, and adaptively reuse them to aid in building preservation.

Transportation

Goal: Improve vehicular and non-vehicular travel options to provide additional access to open space, neighborhoods and centers in the West Nashville Community.

Objectives:

1. Create and enhance sidewalk, bikeway and greenway systems in appropriate areas, such as connecting neighborhoods with centers and open space areas, and along major corridors.
2. Enhance streetscapes through improvements such as adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements.
3. Enhance corridors to create complete streets; streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users.
4. Enhance transit opportunities along Charlotte Avenue/Pike, White Bridge Road, and the Highway 70/Highway 100 area.
5. Preserve connectivity to major arterials and connectors, making improvements in accordance with the *Major and Collector Street Plan*.



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Community Appearance

Goal: Improve the West Nashville Community appearance in terms of additional trees, landscaping, lighting, signage, building form, building materials, and property maintenance.

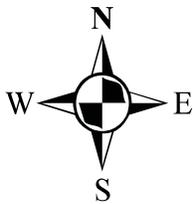
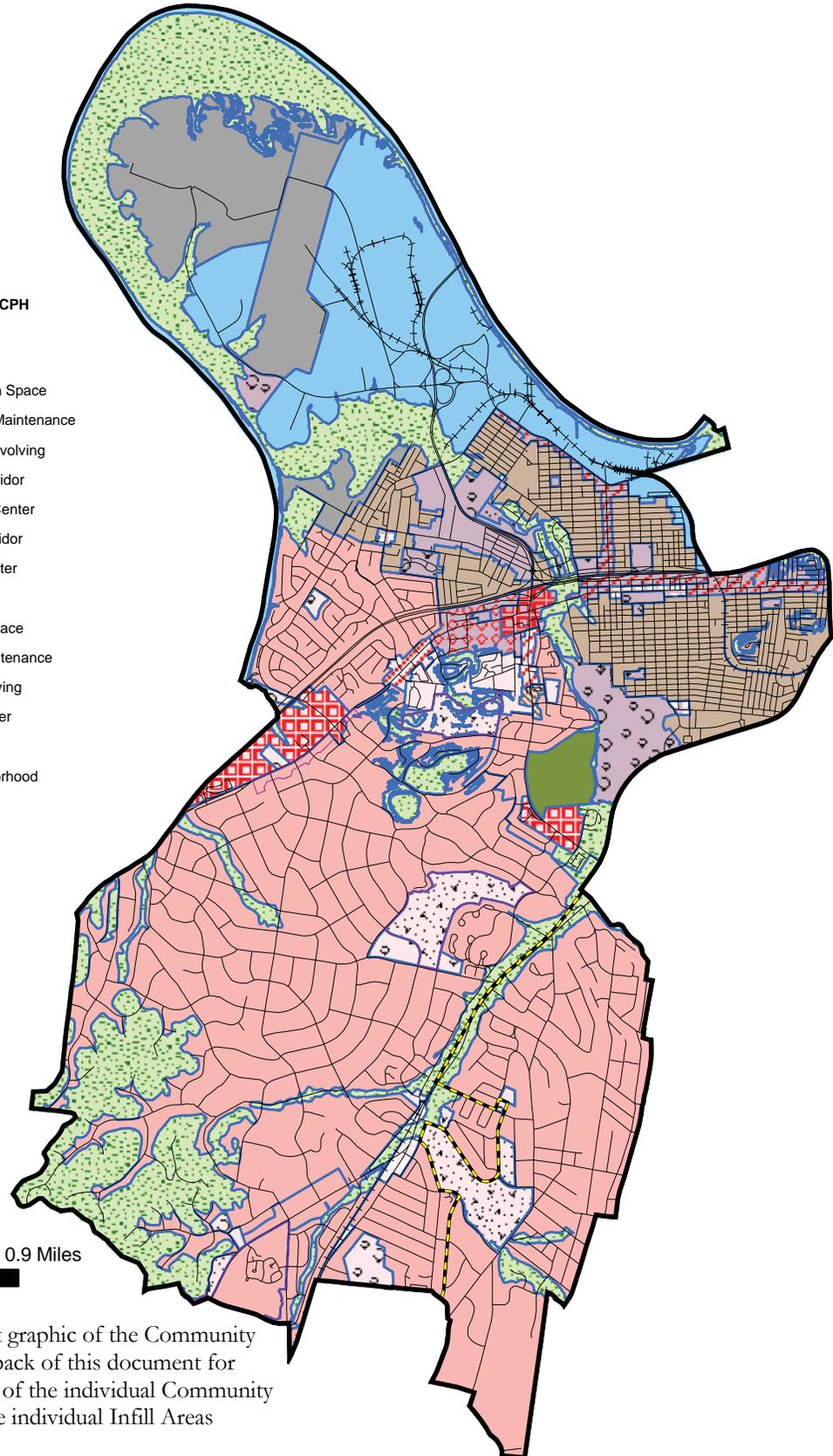
Objectives:

1. Enhance the community appearance by preserving existing trees and planting additional trees throughout the community while also creating neighborhood gateways through landscaping and signage treatments.
2. All buildings should be constructed of high quality building materials that require little maintenance in order to demonstrate sustained quality and a sense of permanence.
3. Work with the Metro Codes Department to address codes violations in the community.
4. In new or infill development in centers and corridors, relocate above ground utilities or shield utilities from public rights-of-way and adjacent property to have less visual impact by placing them underground, behind buildings in alleys or at the back of the property.
5. Utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Development to enforce high standards of design when creating new or infill development in open space, neighborhoods, centers or corridor areas.

FIGURE 10
WEST NASHVILLE COMMUNITY CHARACTER POLICY PLAN

Legend

-  City of Belle Meade
-  CCM Policy Boundary
- WNash_CCM_Policies_for_072309_MPCPH**
-  CO Conservation
-  T3 OS Suburban Open Space
-  T3 POS Suburban Potential Open Space
-  T3 NM Suburban Neighborhood Maintenance
-  T3 NE Suburban Neighborhood Evolving
-  T3 RC Suburban Residential Corridor
-  T3 NC Suburban Neighborhood Center
-  T3 CM Suburban Mixed Use Corridor
-  T3 CC Suburban Community Center
-  T4 OS Urban Open Space
-  T4 POS Urban Potential Open Space
-  T4 NM Urban Neighborhood Maintenance
-  T4 NE Urban Neighborhood Evolving
-  T4 NC Urban Neighborhood Center
-  T4 CM Urban Mixed Use Corridor
-  T4 MU Urban Mixed Use Neighborhood
-  T4 CC Urban Community Center
-  D MI District Major Institutional
-  D I District Impact
-  D IN District Industrial



0.9 0.45 0 0.9 Miles

NOTE: see the large fold-out graphic of the Community Character Policy Plan in the back of this document for text cross-reference numbers of the individual Community Character policy areas and the individual Infill Areas

THE WEST NASHVILLE COMMUNITY CHARACTER POLICY PLAN AND SPECIAL POLICIES

The West Nashville Community Character Policy Plan builds upon the vision and objectives expressed in the Concept Plan. The Community Character Policies take the Concept Plan to the next level of detail by addressing the form and character of areas, preservation and development, and land uses.

CONSERVATION COMMUNITY CHARACTER POLICIES

CO CONSERVATION POLICY

General Character of Conservation Areas in the West Nashville Community

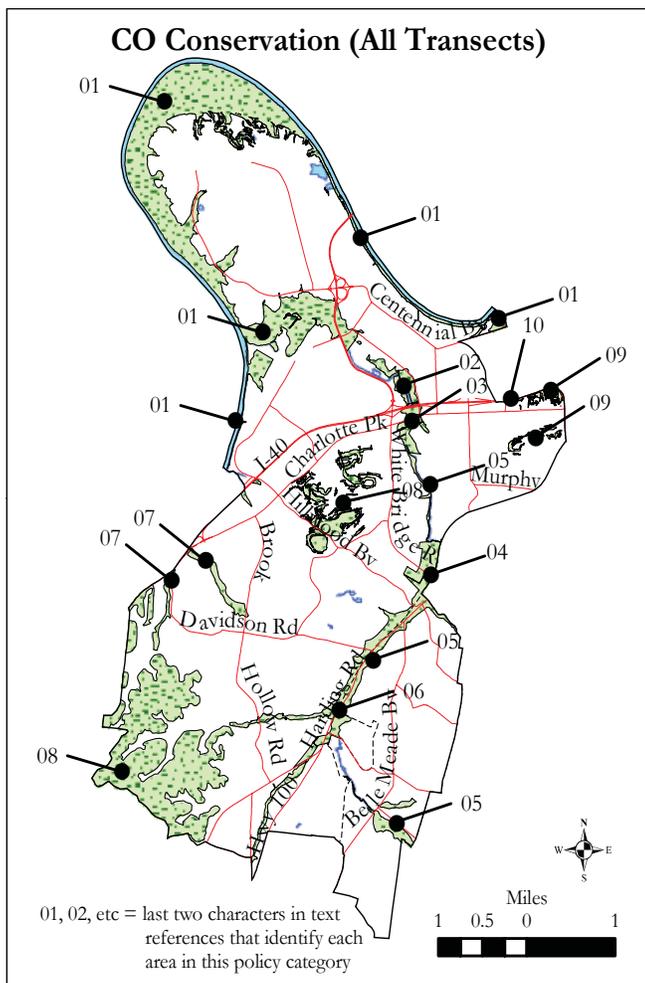
Conservation policy (CO) identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. Conservation policy is applied throughout all Transect Categories except T6 Downtown, with the intent of preserving or enhancing environmentally

sensitive features. Conservation policy is most commonly found in T2 Rural Areas, which remain rural in large part because of the widespread presence of environmentally sensitive features including steep slopes and floodplain/floodway. Meanwhile, Conservation policy is applied with the intent of enhancing environmentally sensitive features – either through maintenance of the feature or its remediation if it has been disturbed – in the more intensely developed Transect Categories including T3 Suburban, T4 Urban, and D District. An example of enhancement through maintenance would be steeply sloped land within a T4 Urban Transect Area that could be maintained in its current state by taking steps to avoid worsening alteration of the steep slopes and encouraging any new development to utilize site-sensitive construction techniques. An example of enhancement through remediation would be the day-lighting of a culverted stream in a T3 Suburban or T4 Urban Center.

While West Nashville does not have any areas designated as T2 Rural, the community has numerous suburban and urban areas that include steep slopes, the Cumberland River floodway/floodplain, and Richland Creek and its tributaries and associated floodway/floodplain. These areas have been designated Conservation Policy.

How to Use This Guidance

The intent for Conservation policy is to preserve and enhance environmentally sensitive land in all of Davidson County. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:



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- The Conservation policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual* (CCM);
- The existing character of the particular Conservation area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular Conservation area.

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

Conservation Community Character Policy Areas

The West Nashville Community Plan includes several areas where Conservation policy is applied. Each is titled “Conservation Policy Area” in the plan. These areas were identified by examining the general characteristics of the environmentally sensitive land and its need to be preserved or enhanced. Conservation policy may be applied in three circumstances. First, it is applied to undeveloped areas that are generally unsuitable for development due to environmentally sensitive features, such as sections of the Cumberland River floodplain in Cockrill Bend and steeply sloping areas in the southwestern section of the community. Second, it is applied to areas that have been developed, but retain environmentally sensitive features (for example, floodplain and floodway) that need protection if redevelopment or further intensification occurs, such as areas along segments of Richland Creek. Third, in cases of developed land, Conservation policy may be used for the remediation of environmentally sensitive features that may have been compromised during site construction, such as along segments of Richland Creek around the Highway 70/Highway 100 intersection.

Special Policies

The following provides additional guidance on unique conditions that may exist in a particular Conservation policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the Conservation Policy
- Appropriate Land Uses
- Transitions
- Historically Significant Sites or Features
- Nonconforming Land Uses

07-CO-01

West Nashville’s Conservation Area 1 is referenced as 07-CO-01 on the accompanying map. It applies to the floodplain, steep slopes, and hydric soils that are associated with the Cumberland River and the lower reaches of Richland Creek in the Cockrill Bend area. Much of this area is undeveloped with the exception of Rock Harbor Marina. While the marina is recognized as a community amenity, any future expansion should demonstrate sensitivity to the important natural features found here. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Greenways are planned along the Cumberland River and Richland Creek that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to those bodies of water. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - Efforts should be made to remediate the alteration of the floodplain that has occurred in this area as redevelopment occurs.

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- The water bodies and their floodplains should be used as amenities for this area as it redevelops.

07-CO-02

West Nashville's Conservation Area 2 is referenced as 07-CO-02 on the accompanying map. It applies to the floodplain that is associated with Richland Creek in the Urbandale area. This area is developed as a portion of a residential neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along Richland Creek that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to that creek. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - Because of the floodplain, the density of development in this area should not increase.
 - Efforts should be made to remediate the alteration of the floodplain that has occurred in this area as redevelopment occurs.
- Design Principle: Development Arrangement
 - Richland Creek and its floodplain should be used as amenities for this area as it redevelops.

07-CO-03

West Nashville's Conservation Area 3 is referenced as 07-CO-03 on the accompanying map. It applies to the floodplain of Richland Creek located near the intersection of Charlotte Avenue, 54th Avenue North, and Morrow Road. This area is largely developed with nonresidential uses. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along Richland Creek that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to that creek. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - Efforts should be made to remediate the alteration of the floodplain that has occurred in this area as redevelopment occurs, by reducing impervious surface.
- Design Principle: Development Arrangement
 - Richland Creek and its floodplain should be used as amenities for this area as it redevelops.
 - Refer to the Community Character Policies and Special Policies for T4 Urban Mixed Use Corridor Area 07-T4-CM-02 for guidance on the development of buildings, parking and other associated improvements in this area.

07-CO-04

West Nashville's Conservation Area 4 is referenced as 07-CO-04 on the accompanying map. It applies to floodplain of Richland Creek in the Lion's Head area. The parcels in this area are developed with multi-family housing and institutional uses. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along Richland Creek that should be taken into account in conjunction with

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development proposals involving any properties in this area that are adjacent to that creek. See the recommendations in Chapter IV: Open Space Plan regarding greenways.

- Design Principle: Density/Intensity
 - Because of the floodplain, the density of development in this area should not increase.
 - Efforts should be made to remediate the alteration of the floodplain that has previously occurred in this area as redevelopment occurs.
- Design Principle: Development Arrangement
 - Richland Creek and its floodplain should be used as amenities for this area as it redevelops.
- Historically Significant Sites or Features
 - A portion of the CSX railroad tracks, known as “Dutchman’s Curve,” the site of the point of impact of the deadly 1918 train collision, has been designated as Worthy of Conservation. Because of the Worthy of Conservation designation, owners of the private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on the site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

07-CO-05

West Nashville’s Conservation Area 5 is referenced as 07-CO-05 on the accompanying map. It applies to floodplain of Richland Creek and its tributaries, including the Jocelyn Hollow Branch and Vaughns Gap Branch, which are located throughout various neighborhoods. This area is partially developed with housing, but contains partially undeveloped land that is mostly part of residential yards. A portion of this area also includes land that is on the same parcels as District Major Institutional Area D-MI-01, the Nashville State Community College Campus and TVA properties. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along Richland Creek and its tributaries that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to that creek. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - Because of the floodplain, the density of development in this area should not increase.
 - Efforts should be made to remediate the alteration of the floodplain that has previously occurred in this area as redevelopment occurs.
- Design Principle: Development Arrangement
 - Richland Creek, its tributaries and floodplains should be used as amenities for this area as it redevelops.
- Historically Significant Sites or Features
 - Portions of several parcels within this Special Policy Area have been designated as Worthy of Conservation, National Register Eligible, or National Register Listed, including part of the Belle Meade Historic District and part of the National Register Listed Belle Meade Mansion property. Because of these designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on the sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

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07-CO-06

West Nashville's Conservation Area 6 is referenced as 07-CO-06 on the accompanying map. It applies to the floodplain of Richland Creek and its tributaries located in the Highway 70/Highway 100 shopping area. The parcels in this area are developed with nonresidential uses. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
 - A greenway is planned along Richland Creek that should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to that creek. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - Efforts should be made to remediate the alteration of the floodplain that has occurred in this area as redevelopment occurs, by reducing impervious surface.
- Design Principle: Development Arrangement
 - Richland Creek and its floodplain should be used as amenities for this area as it redevelops.
 - Refer to the Community Character Policies and Special Policies for T3 Suburban Neighborhood Center Area 07-T3-NC-02 for guidance on the development of buildings, parking and other associated improvements in this area.

07-CO-07

West Nashville's Conservation Area 7 is referenced as 07-CO-07 on the accompanying map. It applies to floodplain of Ewin Creek and its tributaries, which are located in the West Meade neighborhood. This area is partially developed with housing but contains partially undeveloped land that is mostly part of residential yards. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Density/Intensity
 - Because of the floodplain, the density of development in this area should not increase.
 - Efforts should be made to remediate the alteration of the floodplain that has occurred in this area as redevelopment occurs.
- Design Principle: Development Arrangement
 - Ewin Creek, its tributaries, and their floodplains should be used as amenities for this area as it redevelops.

07-CO-08

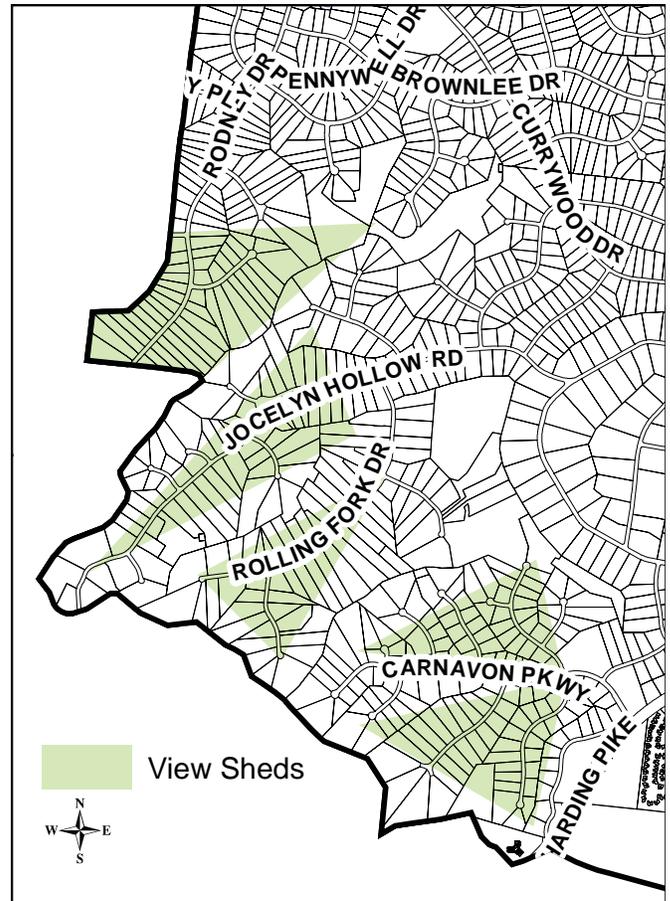
West Nashville's Conservation Area 8 is referenced as 07-CO-08 on the accompanying map. It applies to the steep slopes, unstable soils, defined major ridgeline, and identified viewsheds in the westernmost portion of the West Meade neighborhood and the northernmost portion of the Hillwood neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Access
 - The construction or extension of local streets, particularly on the ridgeline, is discouraged.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - The housing character in the area is typically a one-story, ranch style dwelling. However, other types of homes are found as well. Although the current zoning allows buildings up to three stories in height, buildings are encouraged to remain between one and two stories and not protrude above the defined ridgeline.
- Design Principle: Density/Intensity
 - The character of this area is mostly developed with access to sewer. However, because of the sensitive

characteristics of the land, the pattern of development has yielded a lower density, with single family homes on parcels an average of two acres or greater in the West Meade portion of the area and between about one and two acres in the Hillwood portion of the area. To balance the existing development pattern and availability of sewer with the sensitive nature of the land, it is recommended that the density remain low in the West Meade portion of the area at one dwelling unit per two acres and at between one dwelling unit per acre and one dwelling unit per two acres in the Hillwood portion of the area.

Design Principles per Environmentally Sensitive Feature

- View Sheds
 - Three view sheds have been identified in this area and are mapped as part of the Conservation policy: Jocelyn Hollow, Rolling Fork, and the central valley that includes Rodney Drive (this view shed extends from the Bellevue Community to the west). Front setbacks within these viewsheds are generally quite deep, typically around 140 feet, which far exceeds the required 40-foot zoning street setback of the districts found in the area. Specific Plan Zoning should be considered for the area to maintain the street setback. Refer to the viewshed map to the right.
- Ridgelines
 - The defined ridgeline in this area consists of land 760 feet in elevation and higher, including the highest peak elevations. Rooftops of buildings in this area should not protrude above this elevation, or if they do, they should be buffered by mature stands of trees.
- Historically Significant Sites or Features
 - The Belle Meade Plantation Wall is within this area and Area 07-T3-NM-02 and should be preserved.
 - There are two single-family dwellings designated Worthy of Conservation on Kendall Drive (Parcels 10309005800 and 10309005700). There are two single-family dwellings designated Worthy of Conservation on Hillwood Boulevard (Parcels 10309006200 and 10309006300). Because of the Worthy of Conservation designation, owners of these properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on the site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.



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- Stormwater
 - Because of the steep slopes, unstable soils, and creeks in this area, Low Impact Development stormwater management techniques are encouraged for this area. See “Stormwater and the Transect” in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.

07-CO-09

West Nashville’s Conservation Area 9 is referenced as 07-CO-09 on the accompanying map. It applies to steep slopes that are located north of Charlotte Avenue adjacent to the I-40/I-440 junction and also in the Sylvan Heights neighborhood. This area is partly developed with housing. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Density/Intensity
 - Because of the steep slopes, the density of development in this area should remain towards the low end of the ranges for T4 Neighborhood Maintenance and Evolving areas.
- Design Principle: Development Arrangement
 - Efforts should be made to remediate the alteration of the slopes that has occurred in this area as redevelopment occurs.
 - The hills and the views from them should be used as amenities for this area as it redevelops.

07-CO-10

West Nashville’s Conservation Area 10 is referenced as 07-CO-10 on the accompanying map. It applies to scattered areas of steep slopes that are located in various locations throughout the West Nashville Community. This area is partly developed with various uses. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the Conservation policy applies.

- Design Principle: Density/Intensity
 - Because of the steep slopes, the density and intensity of development in this area should remain towards the low end of the ranges of adjacent policy areas.
- Design Principle: Development Arrangement
 - Efforts should be made to remediate the alteration of the slopes that has occurred in these areas as redevelopment occurs.
 - The hills and the views from them should be used as amenities for these areas as they redevelop.

T3 SUBURBAN COMMUNITY CHARACTER POLICIES

T3 SUBURBAN OPEN SPACE POLICY

General Character of T3 Suburban Open Space in the West Nashville Community

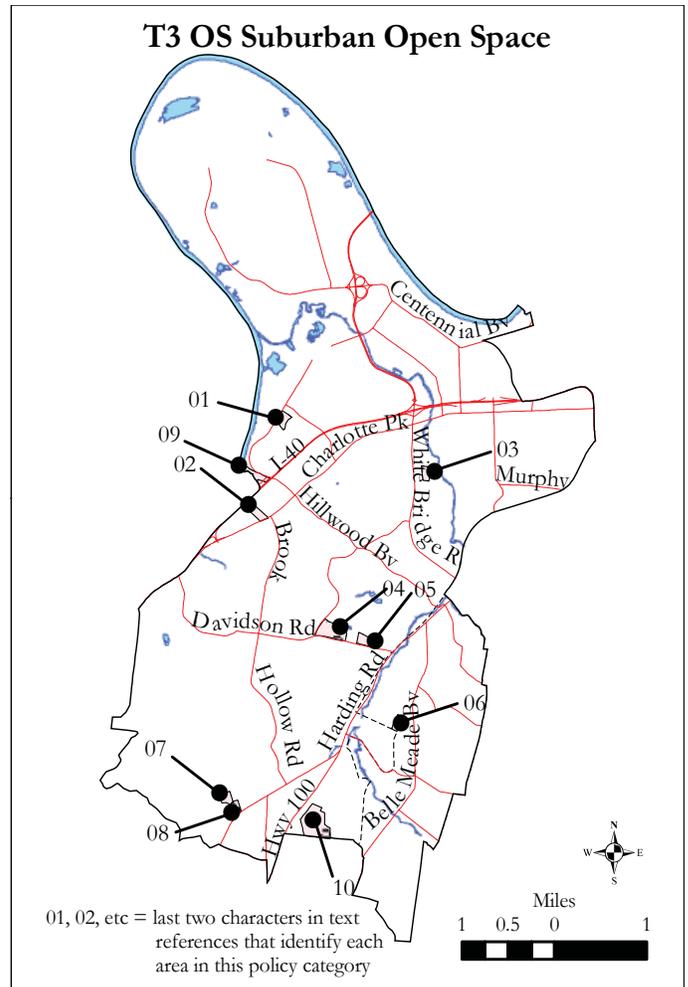
T3 Suburban Open Space areas include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T3 Suburban Open Space areas in the West Nashville Community include parks as well civic and public benefit uses with associated open space. In the West Nashville Community, civic and public benefit uses typically include Metro Nashville Public School sites in suburban communities, for example, Charlotte Park Elementary and Hillwood High School. Cheekwood Museum and Botanic Garden is also considered open space due to the visual relief it provides and the public benefit it serves.

The majority of West Nashville's T3 Suburban Open Space areas provide active and passive recreation opportunities and serve multiple neighborhoods or communities. Active land uses are generally associated with civic and public benefit activities, and include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include greenways, nature reserves, and cemeteries. In all cases, T3 Suburban Open Space areas may have moderate development to allow for active uses while leaving environmentally sensitive areas such as steep topography, dense vegetation, and view sheds undisturbed.

How to Use This Guidance

The intent for T3 Suburban Open Space policy is to preserve or enhance the general character of suburban open spaces areas. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Open Space policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Open Space area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Open Space area.



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

T3 Suburban Open Space Community Character Policy Areas

The West Nashville Community Plan includes several areas where the T3 Suburban Open Space policy is applied. They are titled “T3 Suburban Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the open space, the service area and recreational needs it meets, and its need to be preserved or enhanced. Land with privately held conservation easements may also be identified as T3 Suburban Open Space.

Special Policies

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

- Design Principles Found in the T3 Suburban Open Space Policy
- Appropriate Passive Uses
- Appropriate Active Uses
- Transitions
- Historically Significant Sites or Features

07-T3-OS-01

West Nashville’s T3 Suburban Open Space Area 1 is referenced as 07-T3-OS-01 on the accompanying map. It is the Charlotte Park Elementary School. While there are no unique features that warrant Special Policy, keeping the open space and park if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-02

West Nashville’s T3 Suburban Open Space Area 2 is referenced as 07-T3-OS-02 on the accompanying map. It currently contains the West Precinct Police Station, although the West Precinct is scheduled to move. When that happens, this property will remain public open space. While there are no unique features that warrant Special Policy, keeping the open space and park is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-03

West Nashville’s T3 Suburban Open Space Area 3 is referenced as 07-T3-OS-03 on the accompanying map. It is the Martha Vaught Middle School. While there are no unique features that warrant Special Policy, keeping the open space and park if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-04

West Nashville’s T3 Suburban Open Space Area 4 is referenced as 07-T3-OS-04 on the accompanying map. It is the Hillwood High School. While there are no unique features that warrant Special Policy, keeping the open space and park if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-05

West Nashville’s T3 Suburban Open Space Area 5 is referenced as 07-T3-OS-05 on the accompanying map. It is the H. G.

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Hill Elementary School. While there are no unique features that warrant Special Policy, keeping the open space and park if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-06

West Nashville's T3 Suburban Open Space Area 6 is referenced as 07-T3-OS-06 on the accompanying map. It is Parmer Park. While there are no unique features that warrant Special Policy, in the event that use of the site as a park ceases, continued public ownership and use with appropriate residentially-oriented civic and public benefit activities is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-07

West Nashville's T3 Suburban Open Space Area 7 is referenced as 07-T3-OS-07 on the accompanying map. It is the West Meade Elementary School. While there are no unique features that warrant Special Policy, keeping the open space and park if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-08

West Nashville's T3 Suburban Open Space Area 8 is referenced as 07-T3-OS-08 on the accompanying map. It is West Meade Park. While there are no unique features that warrant Special Policy, in the event that use of the site as a park ceases, continued public ownership and use with appropriate residentially-oriented civic and public benefit activities is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

07-T3-OS-09

West Nashville's T3 Suburban Open Space Area 9 is referenced as 07-T3-OS-09 on the accompanying map. It is the old Cleece's Ferry area that ceased operation in the early 1990s, but is still publicly-owned. While there are no unique features that warrant Special Policy, continued public ownership and use with appropriate residentially-oriented civic and public benefit activities is encouraged and therefore, the guidance of the T3 Suburban Open Space policy applies.

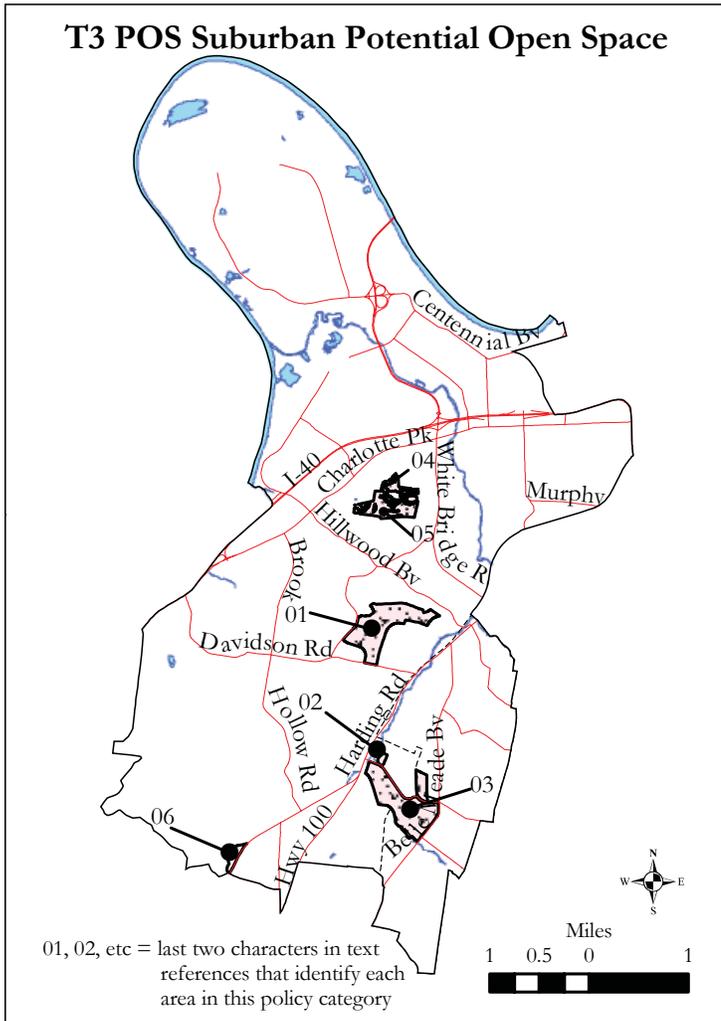
07-T3-OS-10

West Nashville's T3 Suburban Open Space Area 10 is referenced as 07-T3-OS-10 on the accompanying map. It is the Cheekwood Museum and Botanical Gardens. This site is a prominent feature in the West Nashville Community and a public benefit whose continued use is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Open Space policy applies.

- Historically Significant Sites or Features
 - Parcel 12912013400, the Cheekwood Museum and Botanical Gardens, is listed on the National Register of Historic Places.
 - Because of this historical designation, owners of the private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on this site. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.

T3 SUBURBAN POTENTIAL OPEN SPACE POLICY

General Character of T3 Suburban Potential Open Space in the West Nashville Community



T3 Suburban Potential Open Space areas include land that is encouraged to be used as open space in the future. This may include vacant properties, or privately-owned properties with the potential to be open space. T3 Suburban Potential Open Space should have the same character as described for T3 Suburban Open Space.

T3 Suburban Potential Open Space areas may also provide for active and passive recreation and serve multiple neighborhoods or communities. Active land uses are generally those associated with civic and public benefit activities, and include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include greenways, nature reserves, and cemeteries. In all cases, T3 Suburban Potential Open Space areas may have moderate development to allow for active uses while leaving environmentally sensitive areas such as steep topography, dense vegetation, and view sheds undisturbed.

How to Use This Guidance

The intent for T3 Suburban Potential Open Space policy is to identify areas that should be used for suburban open space in the future. Such open space can be created in the form of public parks or private land held in conservation by land trusts and private groups or individuals. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Potential Open Space policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Potential Open Space area;
- The alternate policy for the particular T3 Suburban Potential Open Space area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Potential Open Space area.

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

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T3 Suburban Potential Open Space Community Character Policy Areas

The West Nashville Community Plan has six locations where the T3 Suburban Potential Open Space policy is applied. These are titled “T3 Suburban Potential Open Space Policy Areas” in the plan. These areas were identified by examining the general characteristics of the proposed open space, the service area and recreational needs it could meet, and its need to be preserved or enhanced.

Special Policies

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

- Design Principles Found in the T3 Suburban Potential Open Space Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Alternate Policy

07-T3-POS-01

West Nashville’s T3 Suburban Potential Open Space Area 1 is referenced as 07-T3-POS-01 on the accompanying map. It is the privately-owned Hillwood Country Club. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy area may be found in T3 Suburban Neighborhood Maintenance policy area 07-T3-NM-02 and within the T3 Suburban Neighborhood Maintenance policy.

07-T3-POS-02

West Nashville’s T3 Suburban Potential Open Space Area 2 is referenced as 07-T3-POS-02 on the accompanying map. It is the private K-8 Harding Academy. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy area may be found in T3 Suburban Neighborhood Maintenance policy area 07-T3-NM-09 and within the T3 Suburban Neighborhood Maintenance policy.

07-T3-POS-03

West Nashville’s T3 Suburban Potential Open Space Area 3 is referenced as 07-T3-POS-03 on the accompanying map. It is the privately-owned Belle Meade Country Club. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T3 Suburban

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Neighborhood Maintenance. Guidance for this policy area may be found in T3 Suburban Neighborhood Maintenance policy area 07-T3-NM-08 and within the T3 Suburban Neighborhood Maintenance policy.

07-T3-POS-04

West Nashville's T3 Suburban Potential Open Space Area 4 is referenced as 07-T3-POS-04 on the accompanying map. It is the contiguous vacant portion of land around the northern side of Knob Hill and WSMV. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Evolving. Guidance for this policy area may be found in T3 Suburban Neighborhood Evolving policy area 07-T3-NE-01 and within the T3 Suburban Neighborhood Evolving policy.

07-T3-POS-05

West Nashville's T3 Suburban Potential Open Space Area 5 is referenced as 07-T3-POS-05 on the accompanying map. It is the portion of land around the southern side of Knob Hill that currently contains WSMV and includes adjacent vacant land. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy
 - If these properties are not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy area may be found in T3 Suburban Neighborhood Maintenance policy area 07-T3-NM-02 and within the T3 Suburban Neighborhood Maintenance policy.

07-T3-POS-06

West Nashville's T3 Suburban Potential Open Space Area 6 is referenced as 07-T3-POS-06 on the accompanying map. It is the land that currently contains the Harding Academy Athletic Fields, located on Highway 70 at Brookmont Terrace. Should the existing use cease, the intent is for the site to be retained as open space and placed in public use if the opportunity should arise. Where the Special Policy is silent, the guidance of the T3 Suburban Potential Open Space policy applies.

- Alternate Policy
 - If this property is not secured for public open space use, the alternate policy is T3 Suburban Neighborhood Maintenance. Guidance for this policy area may be found in T3 Suburban Neighborhood Maintenance policy area 07-T3-NM-06 and within the T3 Suburban Neighborhood Maintenance policy.



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T3 SUBURBAN NEIGHBORHOOD MAINTENANCE POLICY

General Character of T3 Suburban Neighborhood Maintenance Policy Areas in the West Nashville Community

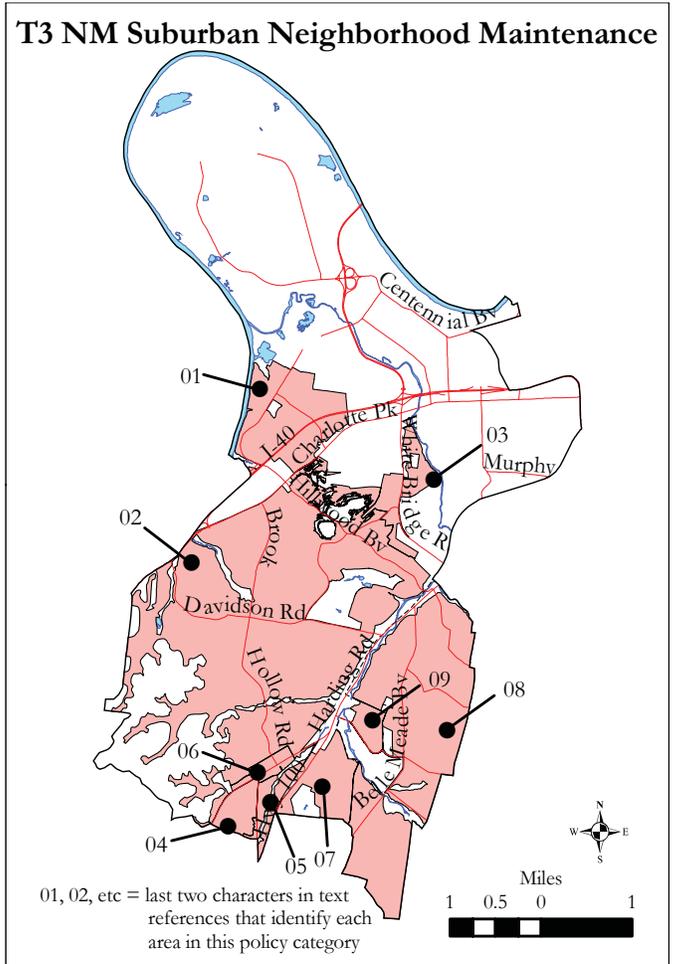
T3 Suburban Neighborhood Maintenance policy has been applied to suburban areas in the West Nashville Community including the Charlotte Park, Hillwood, West Meade, Belle Meade Links and Belle Meade Highlands neighborhoods as well as the City of Belle Meade. Some of these neighborhoods and subdivisions represent classic suburban development, which allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity on curvilinear streets. Classic suburban models generally separate residential and non-residential land uses, with non-residential land uses found in suburban commercial centers. It is recommended through this policy that these areas be preserved, with some improvements to vehicular and non-vehicular connectivity and, in some instances, increased housing choice. In the T3 Suburban Neighborhood Maintenance areas where this classic suburban development model does not exist, any enhancements that can be made to emulate the classic suburban model are encouraged.

How to Use This Guidance

The intent for T3 Suburban Neighborhood Maintenance policy is to preserve the general character of the suburban neighborhoods as characterized by their development pattern, building form, land use and associated public realm. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Maintenance policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing character of the particular T3 Suburban Neighborhood Maintenance area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Maintenance area.

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



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T3 Suburban Neighborhood Maintenance Community Character Policy Areas

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

Special Policies

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

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

07-T3-NM-01

West Nashville’s T3 Suburban Neighborhood Maintenance Area 1 is referenced as 07-T3-NM-01 on the accompanying map. It generally consists of the Charlotte Park and Croley-Wood neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
 - This is an affordable neighborhood of generally small, one- to two-story, ranch-style homes. In order to preserve the distinctive character of the neighborhood and housing affordability, it is worthwhile to consider developing a Specific Plan zone district for this area that limits the massing of new homes.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - This neighborhood is adjacent to the planned Cumberland River Greenway and connections should be explored to link the greenway and the neighborhood. The planned greenway should also be taken into account in conjunction with development proposals involving properties that are adjacent to the Cumberland River. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - The parcel pattern of this neighborhood is well-established and provides little opportunity for resubdivision. Unless a Specific Plan zone district is developed to address building massing and the location of duplexes, the current zoning of R10 should be retained. Any redevelopment of the existing multi-family housing should limit increases in density because of infrastructure limitations.
- Building Types
 - Flats should be limited to the existing multi-family development locations.
- Transitions
 - The existing transitions between this and adjacent Community Character Policy areas are generally effective. An exception is the interface between this area and T3 Suburban Mixed Use Corridor Area 07-T3-CM-01 along American Road, Mecomatic Drive, and Firestone Court. Currently, nonresidential uses in these locations face residential uses across the street. As nonresidential sites redevelop, the use of site and building design – thoughtful use of massing, scale and orientation of buildings, the location of

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- parking, pedestrian and vehicular access – and building types to transition between zone districts and their associated development patterns are encouraged.
- Nonconforming Land Uses
 - Three of the five multi-family developments in this area (515 Basswood Avenue, various condominium parcels; 510 Basswood Avenue, various condominium parcels; and Parcel 10203000100 at 411 Annex Avenue) are legally nonconforming uses within the R10 zoning. Another of the multi-family developments (404 Mercomatic Drive, various condominium parcels) is zoned OR20, which also does not conform to this policy, and is adjacent to additional vacant OR20 and R10 split-zoned land (Parcel 10301013300). See the accompanying graphic. If the uses should cease, it would be acceptable to rezone them to Specific Plan zone districts that permit multi-family development with a limited increase in density to reflect modern market conditions and improved site and building design. With reference to the vacant OR20 zoned land, although its location adjacent to a higher-intensity mixed use policy area (07-T3-CM-01) lends itself well to being a transitional land use, the property should not be rezoned to any district permitting a greater degree of non-residential use than what is allowed by right under the existing OR20 zoning.



- Historically Significant Sites or Features
 - The properties and streets that were part of the original Charlotte Park subdivision and its additions, which constitute the majority of this Special Policy Area, have been designated as Worthy of Conservation. Because of the historical significance of this area, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in this area. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

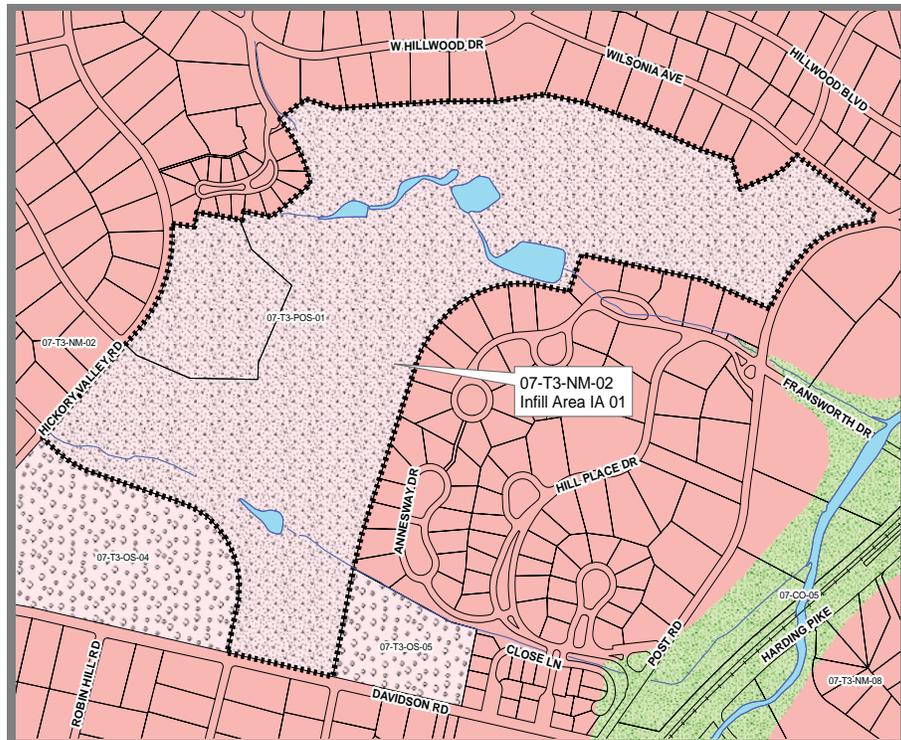
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07-T3-NM-02

West Nashville's T3 Suburban Neighborhood Maintenance Area 2 is referenced as 07-T3-NM-02 on the accompanying map. It is the West Meade and Hillwood neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Infill Area 01
 - Since this Suburban Neighborhood Maintenance area is largely built out, infill opportunities are extremely limited. The area does have a large private golf course. If that use should cease and the land is not permanently protected as open space, infill development is appropriate in this location because of the existing access, potential for additional access and connectivity, and the opportunity to provide housing choice. This potential infill area is referred to as IA 01 in the policies below and on the accompanying map. If the current use should cease and residential redevelopment is proposed, any infill should be guided by the following design principles.
 - Design Principle: Building Form (Mass, Orientation, Placement):
 - Buildings on Davidson Road and Hickory Valley Road should be placed on parcels in a manner where setbacks and spacing are consistent with existing contextual development. Setbacks in the area are generally 125 to 140 feet. More flexibility may be allowed on new streets created within the development, behind the parcels created along these roads.
 - The character of the area surrounding this infill area is generally suburban, single-family dwellings on parcels that are generally approximately one and a half acres in size. Parcels created along Davidson Road and Hickory Valley Road should maintain this pattern, although parcels created on new streets within the development behind these roads could be slightly smaller, subject to

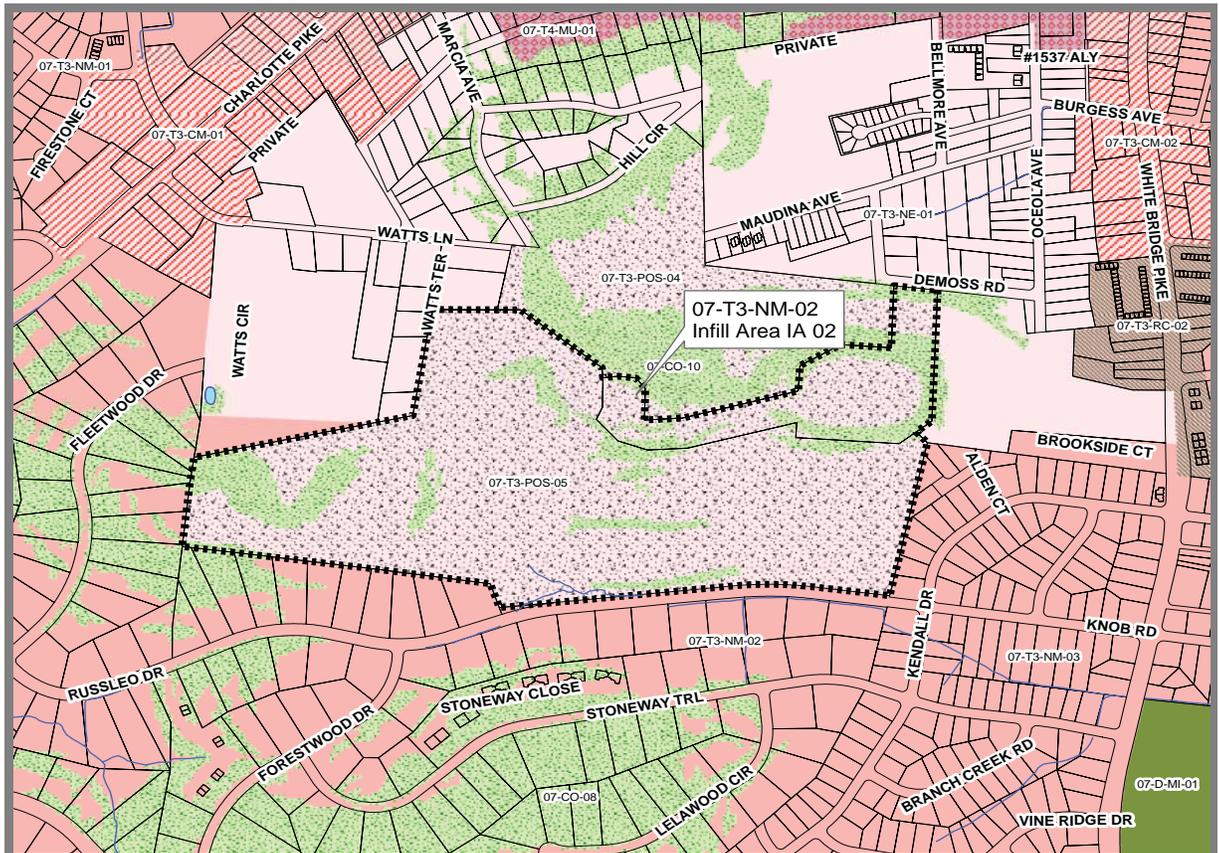


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the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and viewsheds. In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.

- Design Principle: Only the building type of “house” is permitted in this infill area.
- Infill Area 02
 - There are two parcels of vacant and under-developed land (10301012700 and 10306025800) in the northern portion of this policy area where infill development may be appropriate if the land is not permanently protected as open space. These areas are located north of Knob Road and contain nearly 80 acres. Infill development is appropriate in this location because of the existing access and potential for additional access and connectivity, and because of existing zoning entitlements. This potential infill area is referred to as IA 02 in the policies below and on the accompanying map. If the property’s current use should cease, any infill should be guided by the following design principles.
 - Design Principle: Building Form (Mass, Orientation, Placement)
 - Buildings on Knob Road should be placed on parcels in a manner where setbacks and spacing are consistent with existing contextual development. Setbacks in the area are generally 100 to 140 feet. More flexibility may be allowed on new streets created internal to the development, behind the parcels created along Knob Road.



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- The character of the area is suburban, primarily single-family dwellings on parcels that are generally slightly less than one acre in size. Parcels created along Knob Road should maintain this pattern, although parcels created on new streets behind Knob Road could be slightly smaller, subject to the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and view sheds. There is a stream that flows along Knob Road, and any development along Knob Road should be arranged to minimize the disturbance of the stream. In the configuration of parcels and any new right-of-way, priority should be given to the preservation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns.
- Building Types
 - The general character of surrounding development is single-family residential development. The R40 zone district also allows two-family residential development. Because of the zoning district, “houses”, which may be either single- or two-family homes, are appropriate in this infill area while other types of townhouses and flats would not be appropriate. Two-family dwellings should comprise a smaller portion of the total homes and should be dispersed across the site, rather than grouped in one portion of the redeveloped site.
- Stormwater
 - Because of the steep slopes and the streams that flow through this IA 02 area, Low Impact Development stormwater management techniques are encouraged. See “Stormwater and the Transect” in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.
- Infill Area 03
 - There are properties that front along Charlotte Pike, between Templeton Drive and Russleo Drive in the northern portion of this policy area, where infill development may be appropriate, if properties are consolidated, to form a transition that currently does not exist. Higher-density residential infill development is appropriate in this location because of its location across the street from the Nashville West shopping area and across the street from a shopping area undergoing redevelopment, its site topography and exposure, the existing access and potential for additional access and connectivity, and because of the opportunity that is provided to introduce strategically-located housing choice. This potential infill area is referred to as IA 03 in the policies below and on the accompanying map. If the properties are consolidated in the future, any infill should be guided by the following design principles.
 - Design Principle: Building Form (Mass, Orientation, Placement)
 - Given the intensity of development across Charlotte Pike and the street wall created by buildings, this section of Charlotte Pike should be framed by residential buildings, rather than by dense landscaping.
 - New multi-family development on parcels with frontage on two streets should place front facades and primary resident entrances along both streets.
 - New developments on corner parcels may have shallower setbacks than existing residential development on interior parcels. However, building setbacks on corner parcels should transition to the prevailing setbacks next to interior side property lines.
 - Design Principle: Density/Intensity
 - Any stacked flats should have a maximum of six units.

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- Design Principle: Landscaping
 - There is an existing tree row that should be preserved as an amenity. If these trees are negatively impacted by the planned widening of Charlotte Pike, the trees should be replaced by a new row of trees that defines the beginning of the residential frontage of Charlotte Pike, connects to the tree row that continues to the east, and serves as an amenity.
- Design Principle: Parking
 - Parking should be screened from abutting properties.
- Building Types
 - Appropriate buildings types are civic, single-family houses, alley houses, townhouses, and flats. However, flats should be in the form of a “manor house” that reads, from the street, as a single-family house, but has multiple dwelling units within it.
- Transitions
 - Site design, landscaping and other buffering as needed should be used to create an effective transition between Infill Area 03 and the remainder of the T3 Suburban Neighborhood Maintenance area.

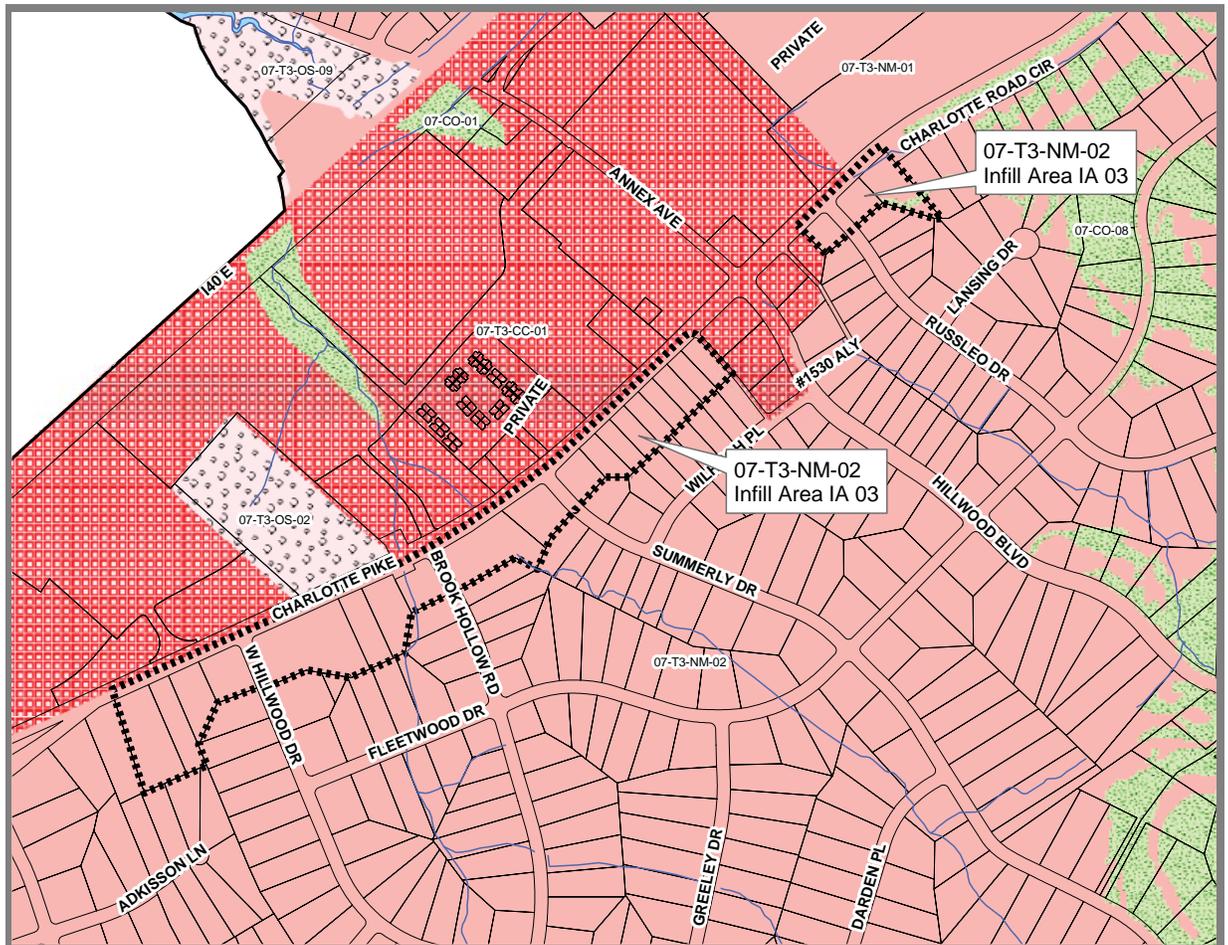




FIGURE 11: This conceptual scenario illustrates an example of infill redevelopment of a block in T3 Neighborhood Maintenance policy along Charlotte Pike. Development is oriented toward Charlotte Pike with the more intense stacked flat building type placed closer to the street. The smaller townhouse building type is located to the rear of the block as a more appropriate transition to the single-family residential neighborhood. Stacked flat buildings shown along Charlotte Pike are 2 to 3 stories in height. Townhouses are 2 stories in height.

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The following special policies apply to all of policy area 07-T3-NM-02, except the infill areas.

- Design Principle: Density/Intensity
 - The most common zone district throughout this area is RS40, although there are several other zone districts. Since this is an established area with limited opportunities for increasing the level of infrastructure, the density permitted within the current zone districts should be maintained.
 - An exception is those areas where the parcel sizes are 100 percent or more of the parcel size permitted by the base zone district. The areas in question that are possible opportunities for re-subdivision to smaller parcels are currently zoned RS40 (around Hillwood Boulevard and Wilsonia Avenue) and RS80 (Robin Hill/Brook Hollow/East Hill/Vaughns Gap Road area). Because there is expressed interest in preserving the built pattern, a rezoning to Specific Plan zone districts that match the areas' existing average parcel sizes and established setbacks is recommended.
 - Part of the Hillwood area is zoned RS40 and R40, where RS40 permits single-family homes and R40 permits single- and two-family homes, both on minimum parcel sizes of 40,000 square feet. Since this is an established area with limited opportunities for increasing the level of infrastructure, the density permitted within the current zone districts should be maintained as the upper limit for development. This area should be considered for rezoning to a Specific Plan district that matches the existing average parcel sizes and established setbacks, allowing a mix of primarily single-family homes with some dispersed two-family homes. This Specific Plan zone district should be combined with the guidance of Conservation policy area 07-CO-08 to preserve and enhance the sensitive environmental features that affect the two areas as a whole and provide much of their distinctive character.
 - The southwestern-most portion of West Meade is zoned RS40, which allows single-family homes on minimum parcels of 40,000 square feet. Since this established area has limited opportunities for increasing the level of infrastructure, the density permitted within the current zone district should be maintained as the upper limit for development. This area should be considered for rezoning to a Specific Plan zone district that matches the existing average parcel sizes and established setbacks. This Specific Plan zone district should be combined with Conservation policy area 07-CO-08 to preserve and enhance the sensitive environmental features that affect the two areas as a whole and provide much of their distinctive character.
- Building Types
 - This area is characterized primarily by single-family buildings. To maintain the established character, residential building types other than "house" (which includes single-family detached homes and two-family homes where zoning permits) are not recommended.
- Nonconforming Land Uses
 - The West Meade Swim and Tennis Club (Parcel 1157000200) does not conform with the T3 Neighborhood Maintenance policy. Continuation of the existing use or a change in use to one that is more compatible with residential uses is appropriate; however, expansion of this use is not recommended. (*Refer to graphic on following page.*)
- Historically Significant Sites or Features
 - There are 14 properties within this Special Policy Area that have been deemed historically significant. Two (the West Meade Mansion at 6204 Old Harding Pike and 825 Kendall Drive, a residence) are listed on the National Register of Historic Places; 5 are designated as National Register Eligible, and the remaining 7 are designated Worthy of Conservation.
 - The Belle Meade Plantation Wall is located within this area and associated area 07-CO-08. Since this wall

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contributes to the historical character of the area, it should be preserved.

- Because of these historical designations, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on these sites. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.
- Stormwater
 - Because of the steep slopes, unstable soils, and creeks in this area, Low Impact Development stormwater management techniques are encouraged. See “Stormwater and the Transect” in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.

07-T3-NM-03

West Nashville’s T3 Suburban Neighborhood Maintenance Area 3 is referenced as 07-T3-NM-03 on the accompanying map. It generally consists of the Knob Road, Orlando Avenue and White Bridge neighborhoods. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

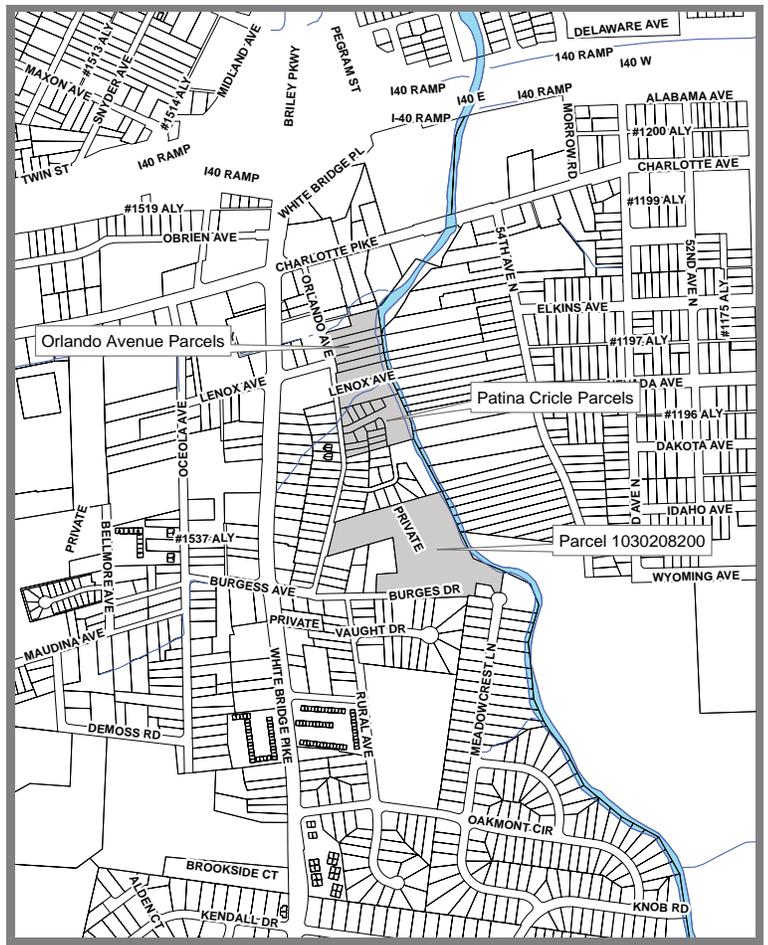
- Design Principle: Access
 - Shared driveways and cross-access among sites and developments should be established along White Bridge Road.
- Design Principle: Density/Intensity
 - This area contains six residential zone districts, four of which yield a generally low- to medium-density range of development: R6 and R20, which permit single- and two-family homes on minimum parcel

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sizes of 6,000 square feet and 20,000 square feet respectively, and RS7.5 and RS10, which permit only single-family homes on minimum parcel sizes of 7,500 and 10,000 square feet respectively. The fifth and sixth residential zone districts, RS3.75 and RM20, permit medium-high densities of development. The RS3.75 district permits only single-family homes on parcels as small as 3,750 square feet. The RM20 district permits single-, two- and multi-family housing at densities up to 20 units per acre. Because of the established character, healthy housing mix, and infrastructure of this area, the intent is to retain the existing zoning districts, although rezoning the R20 districts to an RS district would be acceptable. The R6 zoned area should not be rezoned to RS7.5 because too many duplexes would be made nonconforming by such a zone change. No further RS3.75 or RM20 zoning should be placed within the area because of its dominant established character and limited street network.

- Building Types
 - This area is characterized primarily by detached single-family houses mixed with occasional two-family buildings. To maintain the established character, residential building types other than “house” are not recommended.
 - The building type “alley house” may be appropriate along White Bridge Road to lessen the number of access points on White Bridge Road.
- Nonconforming Land Uses
 - There are several parcels zoned Office Limited (OL) at the north end of Orlando Avenue. This zoning and office uses on these properties do not conform to the policy, but they do provide a transition between the more intensive mixed use areas to the north and west and this Neighborhood Maintenance area. Therefore, it is acceptable to retain this zoning but it would not be acceptable to change the zoning to a more intensive district that permits nonresidential uses.
 - There are several parcels located on Orlando Avenue and Patina Circle that are zoned RS3.75 with a Planned Unit Development Overlay. This zoning does not reflect the overall character of the rest of the neighborhood and should be viewed as a unique infill situation and confined to its present location.
 - There is a large parcel (10302008200) located at the end of Burgess Avenue that contains apartments and is zoned RM20 Planned Unit Development.



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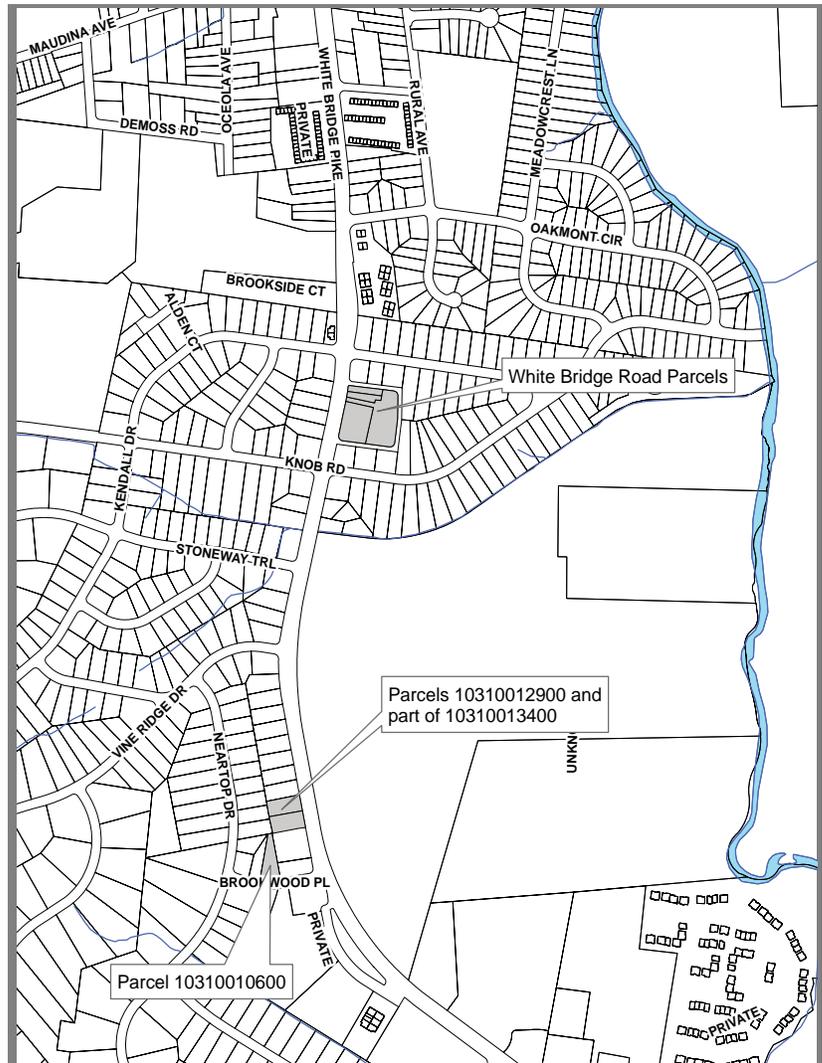
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This zoning and development pattern does not reflect the overall character of the rest of the neighborhood and should be viewed as a unique infill situation and confined to its present location. Redevelopment of this property should involve sensitive treatment and remediation of any alteration of the steep slopes and floodplain located on the parcel and provision of the planned greenway along Richland Creek. See the recommendations in Chapter IV: Open Space Plan regarding greenways.

- There is a group of parcels located on White Bridge Road that are zoned CS and used commercially. This zoning and development does not conform to the policy and should not be intensified. Efforts should be undertaken to move the zoning and development towards closer conformance with the policy over time.
- The existing area of OR20 zoning adjacent to Paddock Place serves as a land use transition between the neighborhood and the adjacent mixed use area and should remain, even though it does not conform to policy.

- Stormwater

- Because of the streams, including Richland Creek, that flow through this area, Low Impact Development stormwater management techniques are encouraged. See “Stormwater and the Transect” in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.



07-T3-NM-04

West Nashville's T3 Suburban Neighborhood Maintenance Area 4 is referenced as 07-T3-NM-04 on the accompanying map. It is a neighborhood with multi-family and civic and public benefit uses, located between Highway 70S and Vaughns Gap Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

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15,000 square feet) and the development pattern conforms well to the zoning with the exception that there are no two-family homes. Because of the intent to maintain the character of this neighborhood and the limitations for increasing the level of infrastructure, rezoning to an RS15 district should be considered.

- Building Types
 - This area is characterized by single-family homes. To maintain the established character, residential building types other than “houses” are not recommended.
- Stormwater
 - Because of the Vaughns Gap Branch Creek, which flows through this area, Low Impact Development stormwater management techniques are encouraged. See “Stormwater and the Transect” in the General Principles of the *Community Character Manual* and [http://www.nashville.gov/stormwater /LIDResources.htm](http://www.nashville.gov/stormwater/LIDResources.htm) for more detail.

07-T3-NM-06

West Nashville’s T3 Suburban Neighborhood Maintenance Area 6 is referenced as 07-T3-NM-06 on the accompanying map. It is a portion of the West Meade neighborhood that is along both sides of Highway 70 and is treated individually because of its distinctive, unusually deep setbacks and tree row. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Access
 - If infill or redevelopment occurs, minimal access points should be permitted along Harding Pike. Shared access and cross-access among development and sites is encouraged.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - The exceptionally deep setbacks in this area, ranging from 100 feet to almost 400 feet, are a distinctive feature of the character of this area that should be maintained. In addition, the parcel sizes in the area are often much larger (some are 3.5 acres) than that permitted by the base zoning, yet are too small for the next largest standard base zone district (AG). These characteristics contribute to a unique rhythm and spacing of homes. Therefore, it is recommended that a Specific Plan zone district be developed for this area that retains both the setbacks, spacing and average parcel sizes for the area.
- Design Principle: Density/Intensity
 - A Specific Plan zone district should be developed for this area that retains its exceptionally large (generally around 3 acres) parcel sizes, setbacks and spacing.
- Design Principle: Landscaping
 - There is a distinctive mature tree row along Harding Pike that should be retained.
- Building Types
 - This area is characterized by single-family buildings. To maintain the established character, residential building types other than “houses” are not recommended.

07-T3-NM-07

West Nashville’s T3 Suburban Neighborhood Maintenance Area 7 is referenced as 07-T3-NM-07 on the accompanying map. It consists generally of the Belle Meade Highlands neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Access
 - If infill or redevelopment occurs, minimal access points should be permitted along Page Road. Shared access and cross-access among development and sites is encouraged.

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- Building Types
 - This area is characterized by single-family buildings. To maintain the established character, residential building types other than “houses” are not recommended.
- Historically Significant Sites or Features
 - Numerous parcels in this area, particularly along Page Road between West Tyne Drive and Forrest Park Drive, have been identified as properties with structures that have historic significance and are Worthy of Conservation. Because of the Worthy of Conservation designation, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on the site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

07-T3-NM-08

West Nashville’s T3 Suburban Neighborhood Maintenance Area 8 is referenced as 07-T3-NM-08 on the accompanying map. It consists of the incorporated City of Belle Meade, which has its own planning and zoning. Consequently, the West Nashville Community Plan simply reflects its existing zoning and development pattern. The City is historically significant and is considered National Register Eligible. It also includes properties (the Belle Meade Apartments and the Belle Meade Mansion) that are currently listed on the National Register of Historic Places.

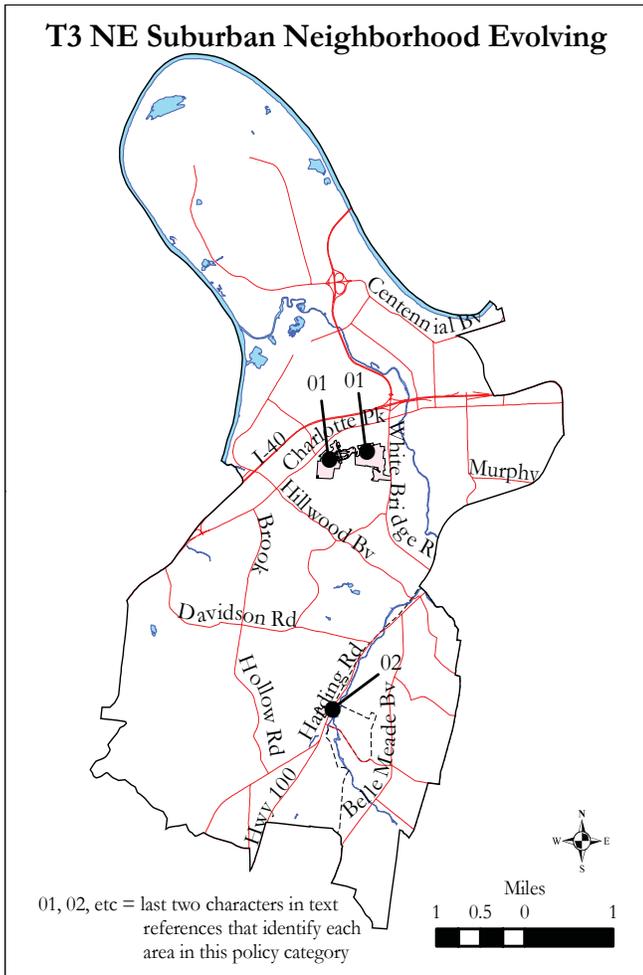
07-T3-NM-09

West Nashville’s T3 Suburban Neighborhood Maintenance Area 9 is referenced as 07-T3-NM-09 on the accompanying map. It consists generally of the Belle Meade Links neighborhood, including the vacant properties owned by Harding Academy. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance policy applies.

- Design Principle: Density/Intensity
 - This area is zoned RS10, R10, and R8 (RS10 allows single-family housing on parcels that are a minimum of 10,000 square feet; R10 and R8 allow single- or two-family housing on parcels that are a minimum of 10,000 and 8,000 square feet, respectively). The development pattern conforms well to the zoning. Because of the intent to maintain the character of this neighborhood and the limitations for increasing the level of infrastructure, the current mix of zoning should be maintained.
- Building Types
 - This area is characterized by single-family buildings. To maintain the established character, residential building types other than “houses” are not recommended.
- Historically Significant Sites or Features
 - This area has a Neighborhood Conservation zoning overlay applied to an area co-terminus with a district listed on the National Register of Historic Places. This district, including vacant properties, should be retained as enacted to ensure development and redevelopment are consistent with the character, history and design of this planned subdivision. Part of the historical significance of the district lies in its landscape design and so every effort to retain and restore the original design are encouraged. Alterations to the road pattern, original parks, tree line and natural grade should be avoided. Because of the historical significance of this area, owners of the private properties are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on the site. See Appendix C for a listing of historic features and “Historically Significant Areas and Sites” in the General Principles of the *Community Character Manual* for additional guidance.

T3 SUBURBAN NEIGHBORHOOD EVOLVING POLICY

General Character of T3 Suburban Neighborhood Evolving Policy Areas in the West Nashville Community



T3 Suburban Neighborhood Evolving policy has been applied to suburban areas around Watts Lane and Sedberry/Post Road. In the case of the Watts Lane area, the T3 Suburban Neighborhood Evolving policy is applied because the area is envisioned to support new suburban-style residential development in the future. In the case of the Sedberry/Post Road area, this area is currently development in a manner that generally reflects a classic suburban neighborhood. The area, however, is experiencing greater development pressure due to its proximity to the commercial development of Belle Meade and the access that Sedberry provides to Harding Pike. This area is expected to redevelop in the next planning period. In both cases, new development and redevelopment in the Watts Lane and Sedberry/Post Road areas are encouraged to emulate the classic suburban model, but with more housing options, a higher level of connectivity and greater transportation choice.

How to Use This Guidance

The intent for T3 Suburban Neighborhood Evolving policy is to create suburban neighborhoods that are compatible with the general character of classic suburban neighborhoods as characterized by their building form, land use and associated public realm, with opportunities for housing choice and improved pedestrian, bicycle and vehicular connectivity. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Evolving policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The proposed character of the particular T3 Suburban Neighborhood Evolving area;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Evolving area.

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

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T3 Suburban Neighborhood Evolving Community Character Policy Areas

The West Nashville Community Plan has two neighborhoods where the T3 Suburban Neighborhood Evolving policy is applied. These are titled “T3 Suburban Neighborhood Evolving Policy Areas” in the plan. These areas were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While T3 Suburban Neighborhood Evolving policy is only applied to two areas, each area is different in some respect due to the factors mentioned above.

Special Policies

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

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

07-T3-NE-01

West Nashville’s T3 Suburban Neighborhood Evolving Area 1 is referenced as 07-T3-NE-01 on the accompanying map. It is a multi-family neighborhood located on Watts Lane. The policy does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

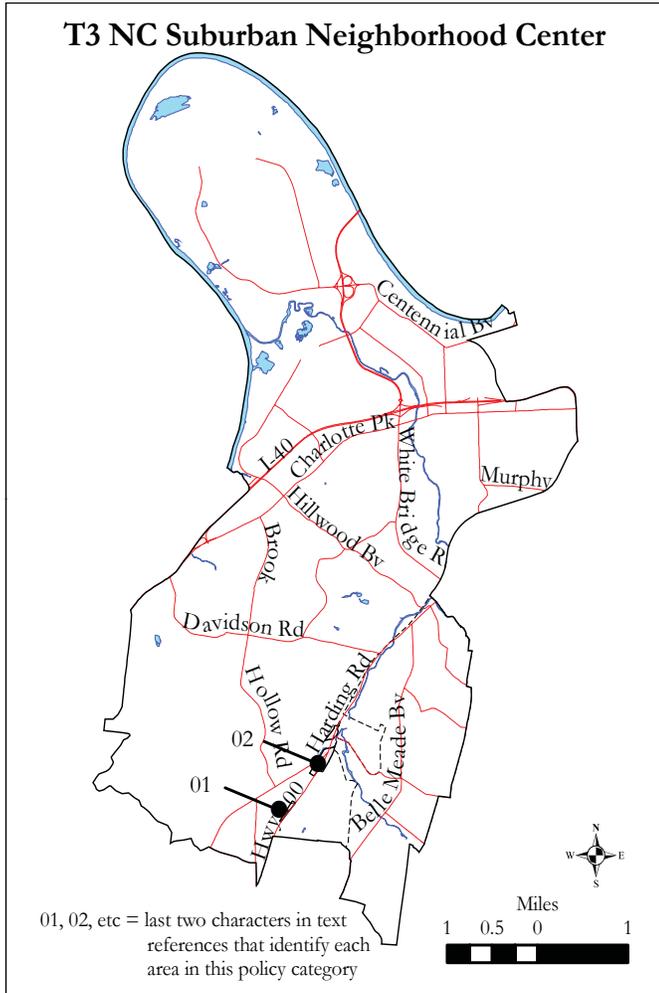
07-T3-NE-02

West Nashville’s T3 Suburban Neighborhood Evolving Area 2 is referenced as 07-T3-NE-02 on the accompanying map. It is a small pocket of homes at the corner of Sedberry and Post Road, adjacent to the Highway 70/Highway 100 T3 Suburban Neighborhood Center policy and is intended to provide a transition from the center to the single-family neighborhood to the west and north. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Neighborhood Evolving policy applies.

- Design Principle: Building Form
 - New multi-family development of parcels with frontage on two streets should place front facades and primary residences along both streets.
 - New development on corner parcels may have shallower setbacks than existing residential development on interior parcels. However, building setbacks on corner parcels should transition to the prevailing setbacks next to interior side property lines.
- Design Principle: Density/Intensity
 - Because this area forms a transition to the adjacent low-density Suburban Maintenance Neighborhoods, the density for this area should be at the low end of the T3 Suburban Neighborhood Evolving range.
- Building Types
 - Any stacked flats should contain a maximum of 6 units per building.

T3 SUBURBAN NEIGHBORHOOD CENTER POLICY

General Character of T3 Suburban Neighborhood Centers in the West Nashville Community



T3 Suburban Neighborhood Center policy has been applied to two suburban commercial areas around the Highway 70/ Highway 100 area. Currently, these centers contain development that is generally one-story, with parking in front of buildings. While the scale of these centers is complementary to their surroundings, additional enhancements are warranted to make these centers more pedestrian friendly and mixed use. The T3 Suburban Neighborhood Center policy encourages pedestrian friendly centers with a mix of commercial, office, and civic and public benefit land uses. Any residential is present only in mixed use buildings. These centers are generally located at intersections of prominent suburban streets and they serve suburban neighborhoods within a five minute drive.

How to Use This Guidance

The intent for T3 Suburban Neighborhood Center policy is to enhance or create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Neighborhood Center policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;

- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Neighborhood Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Neighborhood Center.

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

T3 Suburban Neighborhood Center Community Character Policy Areas

The West Nashville Community Plan has two areas where the T3 Suburban Neighborhood Center policy is applied. These

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are titled “T3 Suburban Neighborhood Center Policy Areas” in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While T3 Suburban Neighborhood Center policy is only applied to two areas, each area is different in some respect due to the factors mentioned above.

Special Policies

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

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

07-T3-NC-01

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

- Design Principle: Access
 - When redevelopment occurs, the number of individual curb cuts along Highway 100 should be minimized. Shared access and cross-access is encouraged among adjacent sites and developments in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and sites without having to re-enter Highway 100.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - While existing buildings are generally one-story in height, buildings may be up to two stories in height.
- Design Principle: Density/Intensity
 - This area is zoned CS, which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district in conformance with the T3 Suburban Neighborhood Center policy.
- Design Principle: Landscaping
 - Existing trees should be protected to the greatest extent possible to preserve the area’s tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.
 - Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Utilities
 - As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the rear of the property and off of Highway 100.

07-T3-NC-02

West Nashville’s T3 Suburban Neighborhood Center Area 2 is referenced as 07-T3-NC-02 on the accompanying map. It consists of the Highway 70/Highway 100 shopping area. This Neighborhood Center has received additional detailed

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planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T3 Suburban Neighborhood Center policy applies, except for the following Special Policies:

(See Chapter III: Transportation Plan for additional recommendations.)

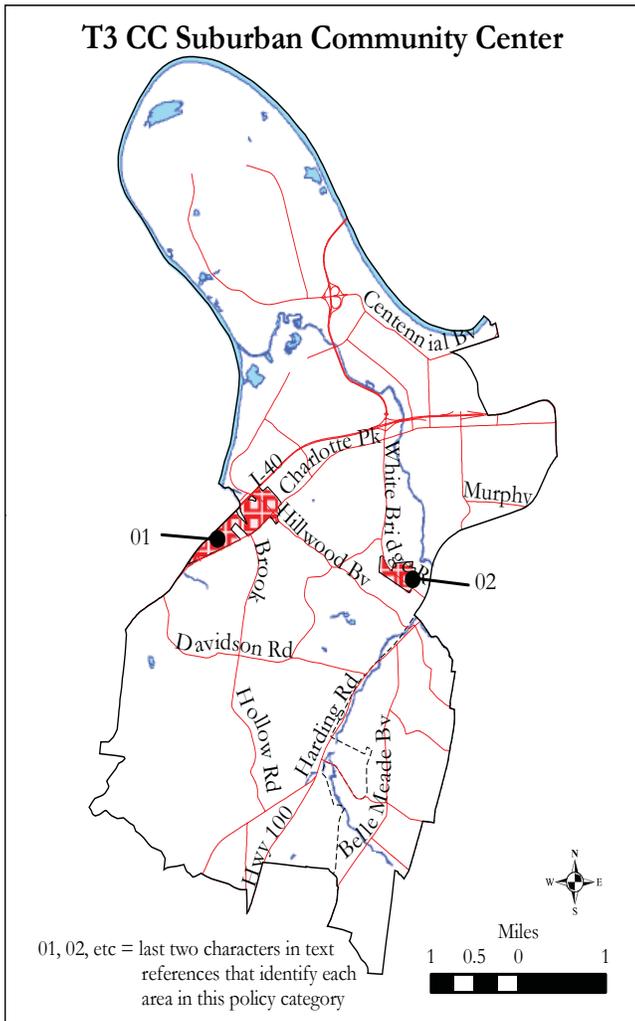
- Design Principle: Access
 - When redevelopment occurs, the number of individual curb cuts along Highway 100 and Highway 70 should be minimized. Shared access and cross access is encouraged among adjacent buildings and sites in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and sites without having to re-enter Highway 100 and Highway 70.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - There are floodplains affecting parts of this T3 Suburban Neighborhood Center. Development should be arranged to minimize the disturbance of the floodplain. In the configuration of parcels and any new right-of-way, priority should be given to the preservation and reclamation of the environmentally sensitive features over consistency with surrounding parcel and right-of-way patterns. Refer to the associated Conservation policy area 07-CO-06.
- Design Principle: Connectivity (Pedestrian/Bicycle)
 - Extension of the Richland Creek Greenway is proposed for this area and should be taken into account in conjunction with development proposals involving properties adjacent to Richland Creek or the greenway's proposed route. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
 - This area is zoned CS which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district in conformance with the T3 Suburban Neighborhood Center policy.
- Design Principle: Landscaping
 - Existing trees and mature vegetation should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted as replacements.
 - Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Design Principle: Signage
 - Monument signs may be appropriate.
- Historically Significant Sites or Features
 - One property within this Special Policy Area has been designated Worthy of Conservation, the old train depot at 5212 Harding Pike (Parcel 13001003700). Because of this historical designation, owners of the private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve features on the site. See Appendix C for a listing of historic features and "Historically Significant Areas and Sites" in the General Principles of the *Community Character Manual* for additional guidance.
- Stormwater
 - Richland Creek flows through the area. If the opportunity arises, areas of the floodway and floodplain need to be reclaimed and remediated.
 - Any redevelopment that occurs within the Richland Creek buffers is encouraged to pursue the use of Low Impact Development stormwater management techniques. See "Stormwater and the Transect" in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.
- Utilities
 - As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the rear of the property and off of Highway 70 and Highway 100.



FIGURE 12: This conceptual scenario is provided as an example and illustrates the development potential of the properties surrounding the Highway 70/Highway 100 split area under T3 Suburban Neighborhood Center policy. Generally, all of the new buildings shown in this scenario are two-story mixed use buildings consisting of commercial and office land uses. This scenario envisions a stronger pedestrian experience along Harding Pike with consolidated driveways, buildings with short front setbacks, continuous sidewalks, and a pedestrian-friendly realignment of the intersection of Highway 70 and Highway 100.

T3 SUBURBAN COMMUNITY CENTER POLICY

General Character of T3 Suburban Community Centers in the West Nashville Community



T3 Suburban Community Center policy has been applied to a suburban commercial area near the Charlotte Pike and I40 interchange and a commercial area along White Bridge Road. Currently, these suburban community centers are primarily commercial with no residential. The T3 Suburban Community Center policy envisions these areas to be pedestrian friendly areas, with multiple-story, mixed use buildings. In suburban areas, this may be a daunting task considering that market and land costs do not always encourage multi-story mixed use development. Therefore, in order for these areas to fully realize the character and form described in T3 Suburban Community Center policy, redevelopment of sites should include the ability to retrofit in the future, location of parking areas to be reconfigured for the creation of additional buildings and street networks in the future, out parceling to create street walls, and access for future connectivity to surrounding residential.

How to Use This Guidance

The intent for T3 Suburban Community Center policy is to enhance suburban community centers, encouraging their redevelopment as intense, mixed use areas that are compatible with the general character of the suburban neighborhood as characterized by the service area, development pattern, building form, land use and associated public realm. Where not present, enhancements should be made to infrastructure and transportation networks to improve pedestrian, bicycle and vehicular connectivity. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Community Center policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Community Center;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Community Center.

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

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T3 Suburban Community Center Community Character Policy Areas

The West Nashville Community Plan has two areas where the T3 Suburban Community Center policy is applied. These are titled “T3 Suburban Community Center Policy Areas” in the plan. These centers were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While T3 Suburban Community Center policy is only applied to two areas, each area is different in some respect due to the factors mentioned above.

Special Policies

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

- Design Principles Found in the T3 Suburban Community Center Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

07-T3-CC-01

West Nashville’s T3 Suburban Community Center Area 1 is referenced as 07-T3-CC-01 on the accompanying map. It consists of the Nashville West and Hillwood Plaza shopping centers. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Design Principle: Density/Intensity
 - This area is zoned CS, which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district in conformance with the T3 Suburban Community Center policy.
- Design Principle: Landscaping
 - Existing trees and mature vegetation should be protected to the greatest extent possible to preserve the area’s tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.
 - Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Transitions
 - To provide a transition between this T3 Suburban Community Center and the T3 Suburban Neighborhood Maintenance area to the south, uses south of Charlotte Pike along Hillwood Boulevard should be low intensity in massing and with a maximum of three stories to transition to the surrounding single-family neighborhood. While mixed use and commercial are appropriate for properties that front along Charlotte Pike, uses for the properties behind those that front on Charlotte Pike should be limited to office and residential.
- Utilities
 - As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the back of the property and off of Charlotte Pike.

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07-T3-CC-02

West Nashville's T3 Suburban Community Center Area 2 is referenced as 07-T3-CC-02 on the accompanying map. It consists of the Lion's Head shopping area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Community Center policy applies.

- Design Principle: Access
 - Access points on the south side of White Bridge Road should be consolidated to the largest extent possible in order to reduce turning movements from the arterial and allow vehicles to circulate between buildings and sites without having to re-enter White Bridge Road.
- Design Principle: Density/Intensity
 - On the south side of White Bridge Road, density in this area should be limited to twenty dwelling units per acre in order to limit negative impacts to surrounding maintenance neighborhoods and policy areas and to form a thoughtful transition.
 - This area is zoned CS, which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district in conformance with the T3 Suburban Community Center policy.
- Design Principle: Landscaping
 - Given the prominence of White Bridge Road, special treatment consisting of street trees should be provided.
 - Existing trees should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.
 - Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Stormwater
 - Richland Creek is adjacent to this center. Because of Richland Creek, any redevelopment that occurs within the buffers of such streams is encouraged to pursue the use of Low Impact Development stormwater management techniques. See "Stormwater and the Transect" in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.
- Transitions
 - On the west and south sides, this area is directly adjacent to T3 Suburban Neighborhood Maintenance areas that consist of single-family housing residential development. Development in this T3 Suburban Community Center area should therefore be cognizant of the character of adjacent maintenance policy areas. On the south side of White Bridge Road, buildings should be limited in height to three stories to transition to the adjacent single-family building pattern.
- Utilities
 - As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the back of the property and off White Bridge Road.

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T3 SUBURBAN RESIDENTIAL CORRIDOR POLICY

General Character of T3 Suburban Residential Corridors in the West Nashville Community

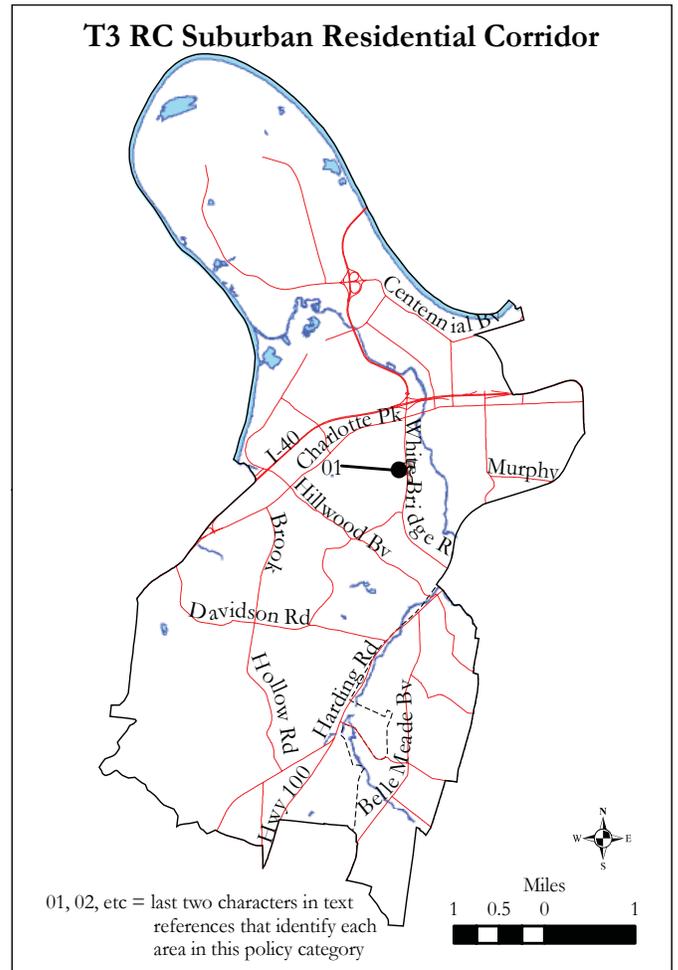
T3 Suburban Residential Corridor policy has been applied on a portion of White Bridge Road, roughly between Corbett Lane and Kendall Drive. T3 Suburban Residential Corridors are considered prominent corridors due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. This area already has a mix of housing types, and given the corridor's prominence, connectivity, and scale, it is ideal for providing housing choice with multiple transportation options.

In the West Nashville Community, White Bridge Road is a prominent corridor where opportunities for development are present, where increased massing, scale, and density will complement the prominence of the corridor while providing a transition from the intensity of the corridor to development behind the corridor. In addition to providing opportunities for a diversity of housing, T3 Suburban Residential Corridors should also feature multiple modes of transportation, creating a "Complete Street" – a street designed and operated to enable safe, attractive and comfortable access and travel for vehicles, transit, pedestrians and cyclists.

How to Use This Guidance

The intent for T3 Suburban Residential Corridor policy is to preserve, enhance, or create suburban residential corridors that are compatible with the general character of suburban neighborhoods as characterized by development pattern, building form, land use and associated public realm, and that move vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:

- The T3 Suburban Residential Corridor policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Residential Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Residential Corridor.



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

T3 Suburban Residential Corridor Community Character Policy Areas

The West Nashville Community Plan has one area where the T3 Suburban Residential Corridor policy is applied. It is titled “T3 Suburban Residential Corridor Policy Area” in the plan. This corridor was identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for the area.

Special Policies

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

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

07-T3-RC-01

West Nashville’s T3 Suburban Residential Corridor Area 1 is referenced as 07-T3-RC-01 on the accompanying map. It is located along White Bridge Road, and it is intended to provide a transition from the intensity of the White Bridge Road/Charlotte Pike center and corridor to the single-family neighborhoods to the south and east. The policy does not contain any unique features that warrant Special Policies; therefore, the guidance of the T3 Suburban Residential Corridor policy applies.



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T3 SUBURBAN MIXED USE CORRIDOR POLICY

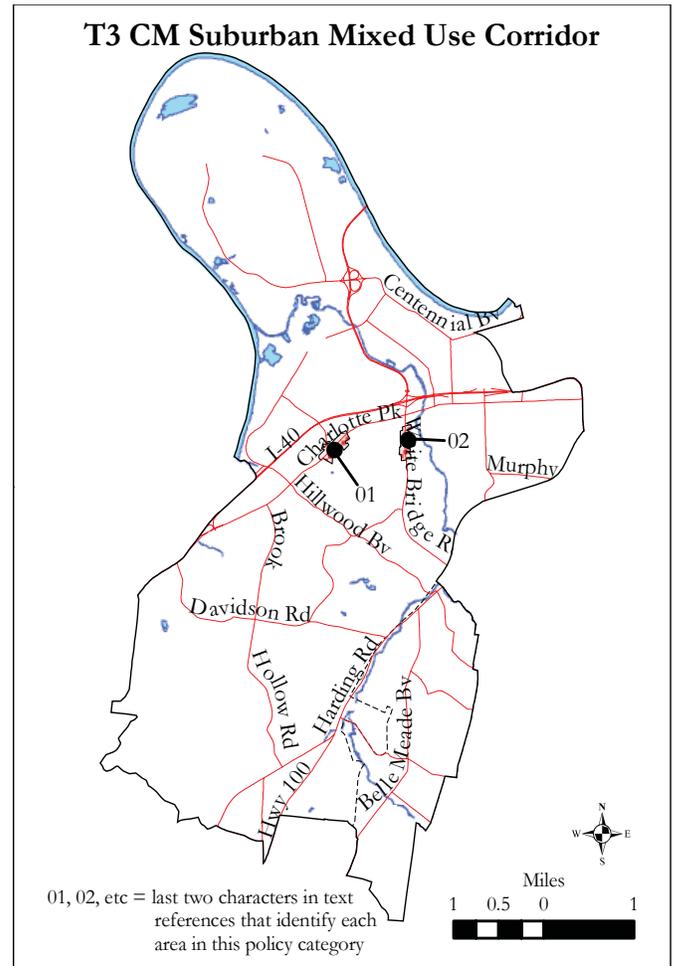
General Character of T3 Suburban Mixed Use Corridors in the West Nashville Community

T3 Suburban Mixed Use Corridor policy has been applied to a portion of Charlotte Pike west of Marcia Avenue and to a portion of White Bridge Road south of Lenox Avenue. T3 Suburban Mixed Use Corridors are prominent due to their role in connecting communities and other prominent streets, their size and scale, and/or their accessibility by a variety of transportation modes. These corridors often act as the boundaries to suburban neighborhoods or communities and can provide an intense mix of uses to support surrounding neighborhoods. T3 Suburban Mixed Use Corridors are intended to be pedestrian friendly, prominent corridors that accommodate residential, commercial, and mixed use development, as well as multiple modes of transportation creating a “Complete Street” – a street designed and operated to enable safe, attractive and comfortable access and travel for all users.

In the West Nashville Community, the portions of Charlotte Pike and White Bridge Road, where T3 Suburban Mixed Use Corridor policy is applied, currently provide commercial and some office uses for the community. The site and building design in these areas has room for improvement, however. Many of these areas have multiple “curb cuts” (vehicular access points) and spotty sidewalks and/or crosswalks, making them difficult or dangerous for pedestrians. With large parking areas between the street and the building, there is no “public realm” where buildings frame the street and create a sense of place. Visitors are greeted, instead, by unpredictable entrances and exits to properties, attention-grabbing signage and a lack of character. All of these site and building design issues represent opportunities for improvement that are addressed in the T3 Suburban Mixed Use Corridor policy and in the Special Policies below.

How to Use This Guidance

The intent for T3 Suburban Mixed Use Corridor policy is to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor; generally placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways and mass transit. Users of the *West Nashville Community Plan: 2009 Update* should meet the policy intent by creating and evaluating development and preservation plans in light of the following:



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- The T3 Suburban Mixed Use Corridor policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;
- The General Principles found in the *Community Character Manual (CCM)*;
- The existing or desired character of the particular T3 Suburban Mixed Use Corridor;
- The envisioned character of other surrounding policy areas; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T3 Suburban Mixed Use Corridor.

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

T3 Suburban Mixed Use Corridor Community Character Policy Areas

The West Nashville Community Plan has two corridors where the T3 Suburban Mixed Use Corridor policy is applied. These are titled “T3 Suburban Mixed Use Corridor Policy Areas” in the plan. These corridors were identified by examining the general characteristics, development patterns (parcel sizes, spacing of homes, and in some instances density and intensity, and zoning), environmental features, and man-made features for each area. While T3 Suburban Mixed Use Corridor policy is only applied to two corridors, each corridor is different in some respect due to the factors mentioned above.

Special Policies

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

- Design Principles Found in the T3 Suburban Mixed Use Corridor Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

07-T3-CM-01

West Nashville’s T3 Suburban Mixed Use Corridor Area 1 is referenced as 07-T3-CM-01 on the accompanying map. It consists of an area of nonresidential uses and zoning along Charlotte Pike, west of Marcia Avenue. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

- Appropriate Land Uses
 - While currently there are no residential uses in this area, residential uses that conform to Zoning Districts and Building Types in T3 Suburban Mixed Use Corridor policy are encouraged.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - Several of the buildings in this area are larger than the ‘10,000 square feet or less’ of individual first floor tenant space intended by this policy; some buildings are more than twice as large. While this existing condition is acceptable, it should not be repeated with future redevelopment. Meanwhile, care should be exercised so that parking needs for these larger buildings do not overwhelm the built environment.
- Design Principle: Density/Intensity
 - This area is zoned CS, which will create a development pattern that is not in keeping with the intent of the

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- policy. As the opportunity arises, it should be rezoned to a district in conformance with the T3 Suburban Mixed Use Corridor policy.
- Design Principle: Landscaping
 - Existing trees should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.
 - Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
 - Design Principle: Parking
 - As noted above, the larger buildings in this policy area create greater parking needs. Currently, parking is largely located in front of buildings, between buildings and the street, which diminishes the pedestrian experience. It is preferable to have parking relocated with redevelopment to be behind or beside the building with only one row of parking between the building and the street. In the interim, if the parking cannot be relocated, special attention should be paid to creating a pedestrian-friendly streetscape through tools such as sidewalks and crosswalks, knee walls, and access management.
 - Transitions
 - Although the boundary between this area and adjacent residential areas is generally formed by side and rear parcel lines, facilitating a stable condition, there are two areas where this condition does not exist. One is along American Road, Firestone Court, and Mercomatic Drive. The other is along Neighborly Avenue. Nonresidential uses in these locations face residential uses across the streets. When the nonresidential sites redevelop, special care should be taken to establish improved transitions through site design – the thoughtful use of massing, scale, and orientation of buildings – as well as location of parking, pedestrian and vehicular access.
 - Utilities
 - As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the back of the property and off of Charlotte Pike.

07-T3-CM-02

West Nashville's T3 Suburban Mixed Use Corridor Area 2 is referenced as 07-T3-CM-02 on the accompanying map. It consists of an area of nonresidential uses and zoning along White Bridge Road, south of Lenox Avenue. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T3 Suburban Mixed Use Corridor policy applies.

- Appropriate Land Uses
 - While currently there are no residential uses in this area, residential uses that conform to Zoning Districts and Building Types in T3 Suburban Mixed Use Corridor policy are encouraged.
- Design Principle: Building Form (Mass, Orientation, Placement)
 - Several of the buildings in this area are larger than the '10,000 square feet or less' of individual first floor tenant space intended by this policy; some buildings are more than twice as large. While this existing condition is acceptable, it should not be repeated with future redevelopment. Meanwhile, care should be exercised so that parking needs for these larger buildings do not overwhelm the built environment.
- Design Principle: Density/Intensity
 - This area is zoned CS, which will create a development pattern that is not in keeping with the intent of the policy. As the opportunity arises, it should be rezoned to a district in conformance with the T3 Suburban Mixed Use Corridor policy.

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- Design Principle: Landscaping
 - Given the prominence of White Bridge Road, special treatment consisting of street trees should be provided.
 - Existing trees should be protected to the greatest extent possible to preserve the area's tree cover. If trees are removed, quality trees should be planted to replace those that have been removed.
 - Landscaping should be used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.
- Design Principle: Parking
 - As noted above, the larger buildings in this policy area create greater parking needs. Currently, parking is largely located in front of buildings, between buildings and the street, which diminishes the pedestrian experience. It is preferable to have parking relocated with redevelopment to be behind or beside the building with only one row of parking between the building and the street. In the interim, if the parking cannot be relocated, special attention should be paid to creating a pedestrian friendly streetscape through tools such as sidewalks and crosswalks, knee walls, and access management.
- Utilities
 - As properties redevelop, locate overhead utilities underground if possible. If underground utilities are not feasible, locate utilities in alleys or at the back of the property and off of White Bridge Road.

