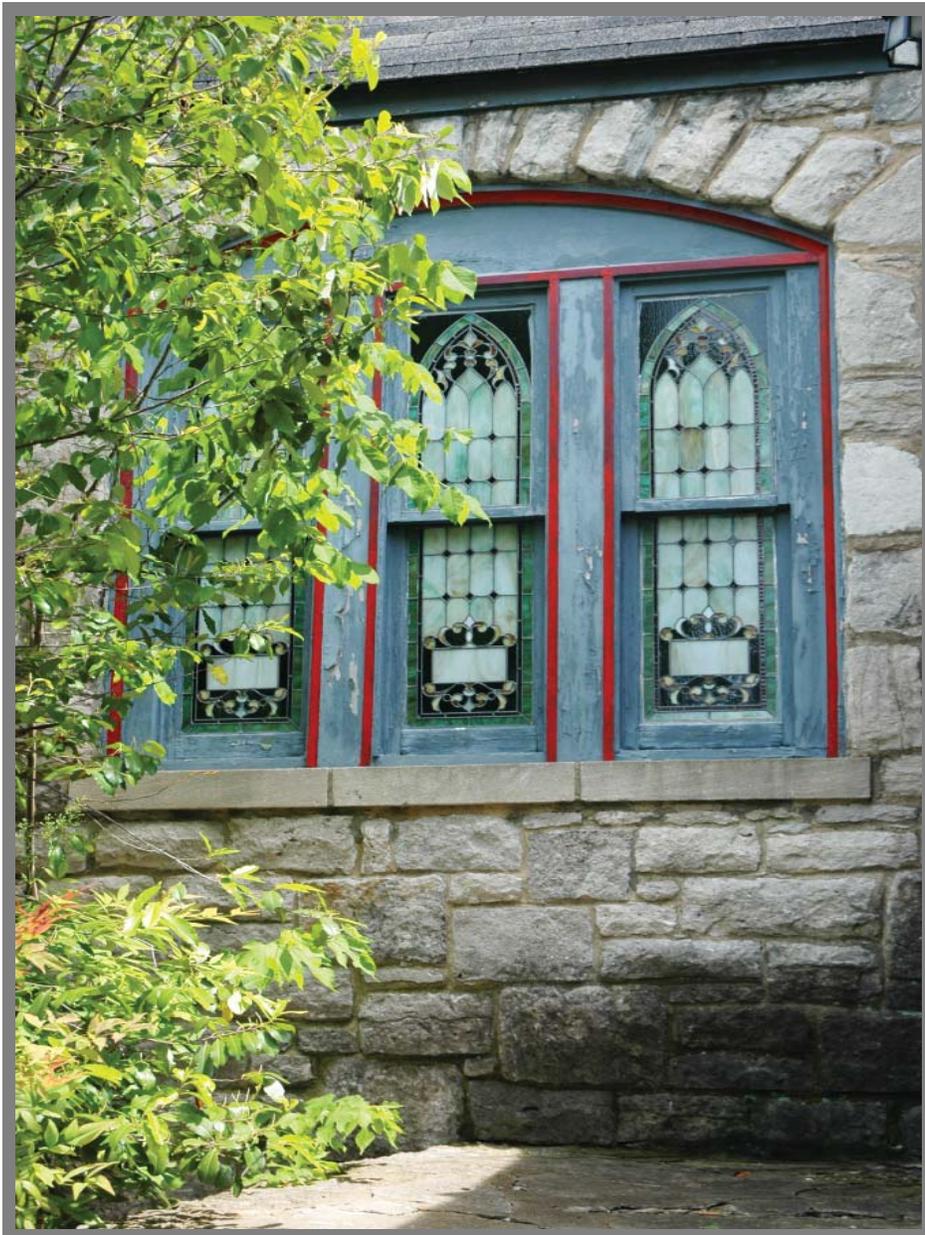


# West Nashville Community Plan: 2009 Update

*Adopted July 23, 2009  
including amendments through  
May 23, 2013*

Planning Department  
Metropolitan Nashville - Davidson County, TN





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

**Resolution No. RS2010-48**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2010CP-007-001 is **APPROVED. (8-2)**”

WHEREAS, the *West Nashville Community Plan: 2009 Update* (the Community Plan) was adopted by the Metropolitan Planning Commission on July 23, 2009 and the Community Plan included T4 Urban Neighborhood Maintenance (Area 07-T4-NM-03) policy along Westlawn Drive in the Sylvan Park neighborhood of the community; and

WHEREAS, a request was made to amend the Community Plan by applying Special Policy language for #4414 Westlawn Drive that would allow for use of that residential property as small offices within the existing house; and

WHEREAS, Planning Department staff determined it necessary to add #4424 Westlawn Drive to the proposed amendment area; and

WHEREAS, 1) a meeting was held in the community on March 23, 2010 to discuss the request and 2) a public hearing was held by the Metropolitan Planning Commission on April 22, 2010 to consider the merits of amending the Community Plan to enact the aforementioned amendment request and the Commission found that the proposed changes are appropriate; and

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

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS as Amendment Number 1** to the *West Nashville Community Plan: 2009 Update*, the changes to the text and the addition of the graphic as described in Attachment A and shown on Figure 1 of Attachment A, in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. **Amendment Number 1** to the *West Nashville Community Plan: 2009 Update* is also adopted as part of the General Plan, and a certified copy of the *West Nashville Community Plan: 2009 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

James McLean /s/  
James McLean, Chairman

Adoption Date: April 22nd, 2010

Attest:

Rick Bernhardt /s/  
Rick Bernhardt, Secretary and Executive Director

## Attachment A to Resolution No. RS2010-48

*The West Nashville Community Plan: 2009 Update is hereby amended as follows:*

### Table of Contents

1. By revising the Table of Contents found on pages vii-viii at the beginning of the *West Nashville Community Plan: 2009 Update* to reflect adjustments in pagination and this amendment;
2. By inserting the following text after the last bulleted paragraph found at the bottom of page 94 in the *Special Policies for Area 07-T4-NM-03*;

#### Transitions

- There are two parcels (10308027200 and 10308007200) located at 4424 and 4414 Westlawn Drive that, although zoned RS7.5, are currently used for a greenhouse/nursery business (#4424) and a residential use (#4414).
  - The greenhouse/nursery business is a nonconforming use that has been in operation for many years. As such, this established and small neighborhood business may continue its operation on parcel 10308027200 only and may seek Specific Plan zoning to legitimize its operations and provide improved buffering at its interfaces with properties to the rear and with parcel 10308007200. The site should continue to be limited to one access point.
  - Parcel 10308027200 may be considered for parking use subject to generous buffering at its interfaces with properties to the rear and with parcel 10308007200. Specific Plan zoning would be needed to properly accomplish these aims. This use may be appropriate for this parcel because of the parcel's location where it can serve the parking needs of the adjacent neighborhood commercial area and also because an appropriately-designed and buffered parking lot can serve as a transition to the south. In no case, should either of the properties be used for expansion of the commercial node found at the intersection of 46<sup>th</sup> Ave. N. and Murphy Rd.
  - The use of parcels 10308027200 and 10308007200 for small offices and/or residential use at densities higher than that permitted by RS7.5 zoning may also be considered on its merits subject to the following design principles:
    - **Access** – Access is limited to a maximum of one point per property with shared access used wherever feasible to avoid multiple curb cuts and pedestrian and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments is required. Coordinated access and circulation create a transitional area that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.
    - **Building Form (Mass, Orientation, Placement)** – The building form is in character with the existing development pattern of the surrounding urban neighborhood in terms of its mass, orientation and placement. The massing of buildings results in a building footprint with moderate lot coverage to allow for adequate on-site parking and buffering in the form of landscaping and fencing.

- Buildings are oriented to Westlawn Drive. Street setbacks for #4424 Westlawn are shallow to moderate, reflecting its closer proximity to the commercial development fronting on Murphy Road and 46<sup>th</sup> Avenue North. Street setbacks for #4414 Westlawn are more moderate and are consistent with the established residential setbacks to the south to aid in firmly establishing the transition from the Neighborhood Center on Murphy Road and 46<sup>th</sup> Avenue North and the residential development further south on Westlawn Drive and Sloan Road. Within these setbacks, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian friendly environment.
- Because these properties form a transition between a Neighborhood Center and the remainder of the Neighborhood Maintenance area, spacing between buildings reflects the residential spacing found to the south and east along Westlawn Drive.
- Buildings on #4424 Westlawn Drive may be 1 to 3 stories in height, in keeping with the heights allowed for housing in the neighborhood. If used for offices, the house on #4414 Westlawn Drive should be retained on the site with any additions resulting in a building containing less than 2,000 square feet. The reason for this is to maintain a micro-business environment with low-impact on-site parking and appropriate buffering. If used for housing, buildings may be 1 to 3 stories in height.
- **Density/Intensity** – Residential use of these sites is consistent with the default T4 Urban Neighborhood Maintenance density range of 4 and 20 dwelling units per acre subject to the provision of adequate and sensitively placed, on-site parking.

With reference to intensity, nonresidential use of these properties is very limited in terms of the appropriate range of activities and degree of intensity because this is an area of development transition between higher and lower intensity areas. The limited mass of buildings as described above is one factor controlling this intensity. Intensity is further controlled by the provision of on-site parking adequate to fully meet the needs of any uses placed on the properties. Building coverage is moderate and the overall amount of impervious surface is more comparable to a residential than to a commercial development environment.

- **Landscaping** –Landscaping on these properties is used in part to aid in defining the development transition through buffering.
- **Parking** – Unless developed as a generously landscaped and buffered parking lot, parking for any buildings on #4424 is located behind or beside buildings and is screened from view. Because of the limitations presented by the street setback of the existing building, and the desire for the building form to present a transition to residential to the south, parking for #4414 is located behind the building.
- **Signage** – Signage alerts motorists, pedestrians and cyclists to their location and assists them in finding their destination in a manner that complements and contributes to the envisioned residential character of the neighborhood. Signage is scaled for pedestrians and slow-moving vehicles, is smaller than that found in

the adjacent T4 Urban Neighborhood Center area, and is in keeping with residential property name and address signage.

3. By inserting the following graphic after the text inserted above:



Figure 1

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

**Resolution No. RS2012-235**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2012CP-007-001 is **APPROVED. (9-0)**”

---

WHEREAS, the *West Nashville Community Plan: 2009 Update* (the Community Plan) was adopted by the Metropolitan Planning Commission on July 23, 2009; and

WHEREAS, on the community character policy element of the *West Nashville Community Plan: 2009 Update*, T3 Suburban Neighborhood Evolving (Area 07-T3-NE-01) policy was applied to parcels along Oceola Avenue; and

WHEREAS, a housekeeping amendment was proposed to change the policy for these parcels to T4 Urban Mixed Use Neighborhood (T4 MU) policy, and to be included in Area 07-T4-MU-01, due to a previously approved zone change for office uses on April 24, 2012 for properties located at 200, 202, 204 and 206 Oceola Avenue; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on December 13, 2012, to consider the merits of amending the policies within the *West Nashville Community Plan* from T3 Suburban Neighborhood Evolving (T3 NE) to T4 Urban Mixed Use Neighborhood (T4 MU) for these four parcels; and

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

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS as Amendment Number 2** to the *West Nashville Community Plan: 2009 Update*, the addition of the graphic as shown on Figure 1 of Attachment A (no additions to the text are needed), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. **Amendment Number 2** to the *West Nashville Community Plan: 2009 Update* is also adopted as part of the General Plan, and a certified copy of the *West Nashville Community Plan: 2009 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James McLean /s/*  
James McLean, Chairman

Adoption Date: December 13, 2012

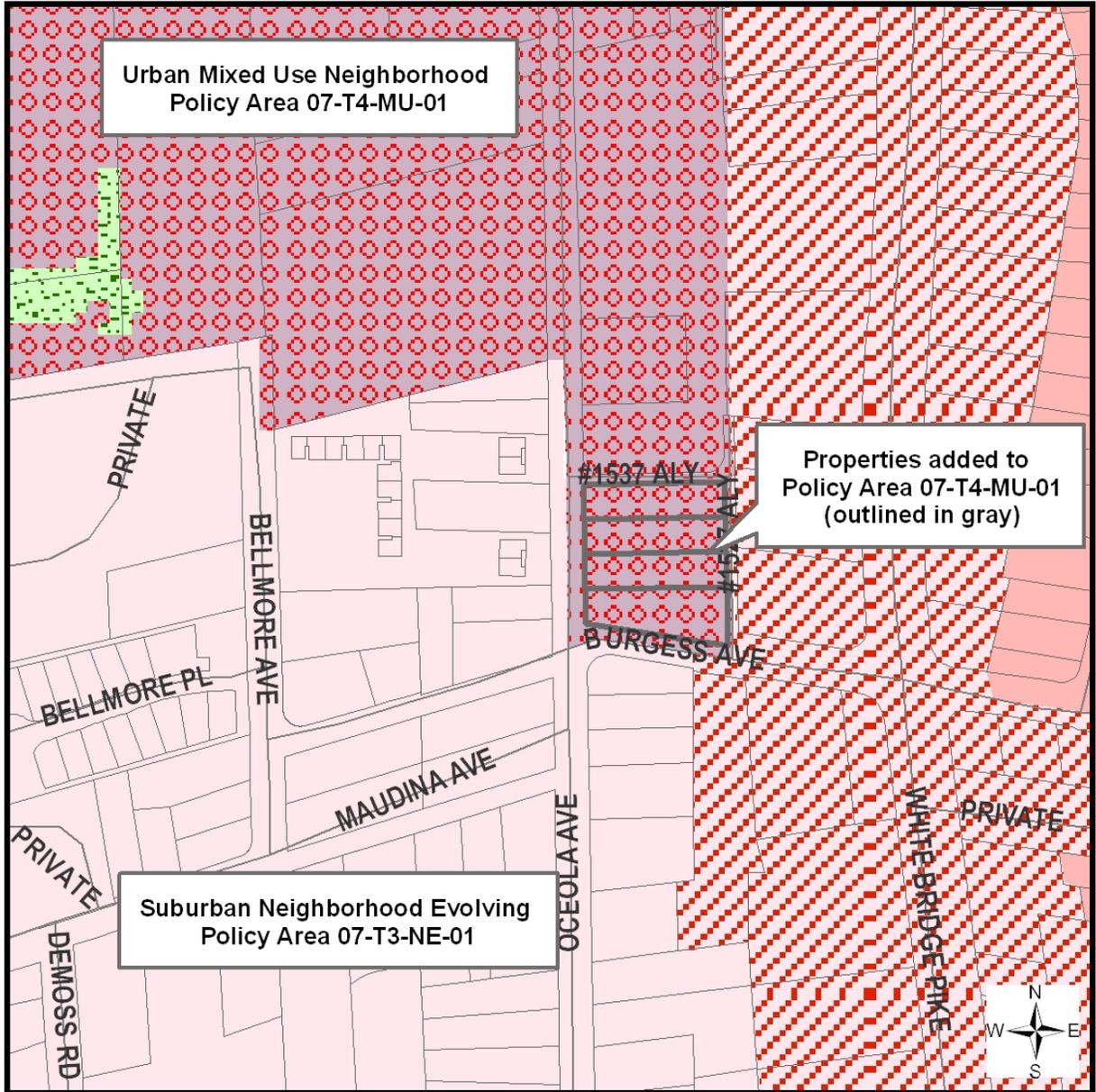
Attest:

*Rick Bernhardt /s/*  
Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. RS2012-235

The West Nashville Community Plan: 2009 Update is hereby amended as follows by revising the policy map:

Figure 1



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

**Resolution No. RS2013-95**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-007-001 is **APPROVED. (7-0-1)**”

---

WHEREAS, the *West Nashville Community Plan: 2009 Update* (the Community Plan) was adopted by the Metropolitan Planning Commission on July 23, 2009; and

WHEREAS, on the community character policy element of the *West Nashville Community Plan: 2009 Update*, Urban Neighborhood Maintenance (Area 07-T4-NM-03) policy was applied to parcels along 46<sup>th</sup> Avenue North; and

WHEREAS, a major amendment was proposed by the property owners to change the policy for these parcels to Urban Neighborhood Center (T4 NC) policy, along with a proposed zone change for properties located at 132 and 134 46<sup>th</sup> Avenue North; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on May 9, 2013, to consider the merits of amending the policies within the *West Nashville Community Plan* from Urban Neighborhood Maintenance (T4 NM) to Urban Neighborhood Center (T4 NC) for these two parcels; and

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

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS as Amendment Number 3** to the *West Nashville Community Plan: 2009 Update*, the addition of the text and graphic as shown on Attachment A, in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. **Amendment Number 3** to the *West Nashville Community Plan: 2009 Update* is also adopted as part of the General Plan, and a certified copy of the *West Nashville Community Plan: 2009 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James McLean /s/*  
James McLean, Chairman

Adoption Date: May 23, 2013

Attest:

*Rick Bernhardt /s/*  
Rick Bernhardt, Secretary and Executive Director

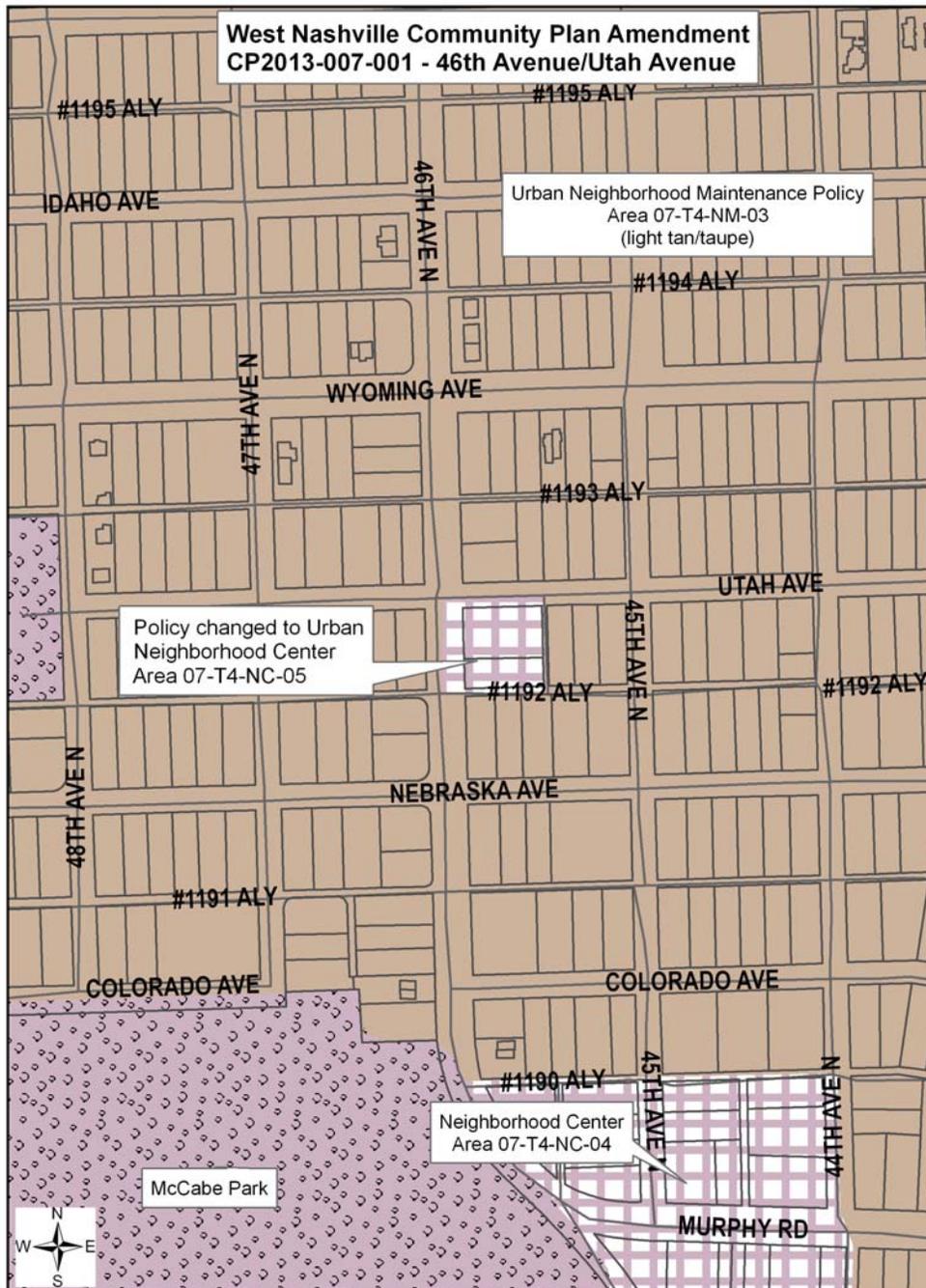
Attachment A to Resolution No. RS2013-95

The West Nashville Community Plan: 2009 Update is hereby amended as follows by adding the following to the Community Character Policy areas on page 105:

**07-T4-NC-05**

West Nashville's T4 Urban Neighborhood Center Area 5 is referenced as 07-T4-NC-05 on the accompanying map. It consists of a very small area in the southeast quadrant of 46<sup>th</sup> Avenue North and Utah Avenue. This policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Neighborhood Center policy applies.

The West Nashville Community Plan: 2009 Update is hereby amended as follows by revising the policy map: Figure 1



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

**Resolution No. RS2013-84**

“BE IT RESOLVED by The Metropolitan Planning Commission that 2013CP-007-002 is **APPROVED. (6-0)**”

---

WHEREAS, the *West Nashville Community Plan: 2009 Update* (the Community Plan) was adopted by the Metropolitan Planning Commission on July 23, 2009; and

WHEREAS, on the community character policy element of the *West Nashville Community Plan: 2009 Update*, Suburban Open Space (Area 07-T3-OS-02) policy was applied to a portion of the property located at 6734 Charlotte Pike; and

WHEREAS, a major amendment was proposed by the property owners to change the policy for 4.22 acres of one parcel to Suburban Community Center (T3 CC) policy, along with a proposed zone change for a portion of the property located at 6734 Charlotte Pike; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on May 9, 2013, to consider the merits of amending the policies within the *West Nashville Community Plan* from Suburban Open Space (T3 OS) to Suburban Community Center (T3 CC) for this portion of the property; and

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

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby **ADOPTS as Amendment Number 4** to the *West Nashville Community Plan: 2009 Update*, the addition of the graphic as shown on Attachment A (no additional text is needed), in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. **Amendment Number 4** to the *West Nashville Community Plan: 2009 Update* is also adopted as part of the General Plan, and a certified copy of the *West Nashville Community Plan: 2009 Update* as amended is authorized to be filed with the Register of Davidson County, as required by Section 13-4-202, Tennessee Code Annotated.

*James McLean /s/*  
James McLean, Chairman

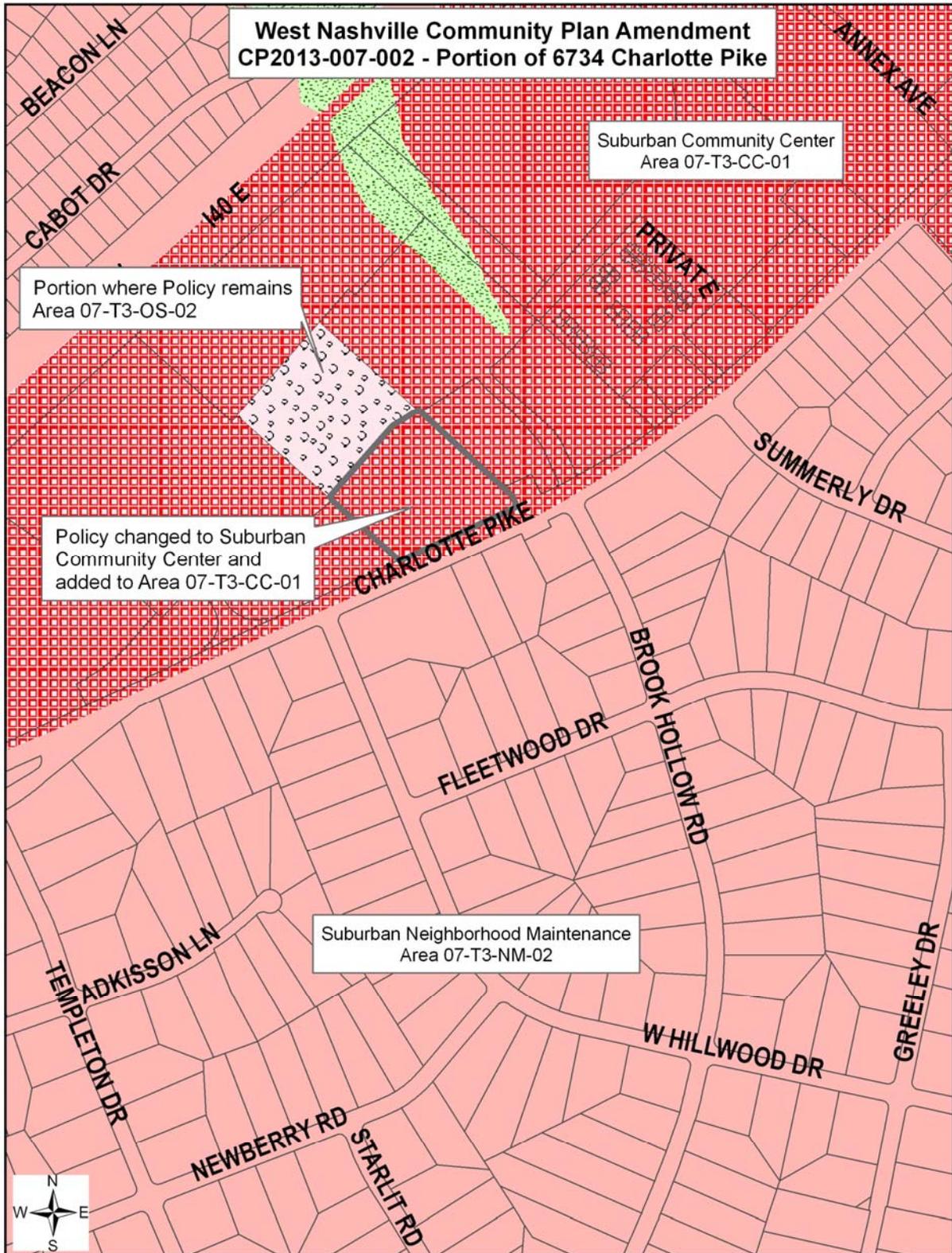
Adoption Date: May 9, 2013

Attest:

*Rick Bernhardt /s/*  
Rick Bernhardt, Secretary and Executive Director

Attachment A to Resolution No. RS2013-84

The West Nashville Community Plan: 2009 Update is hereby amended as follows by revising the policy map: Figure 1



*West Nashville Community Plan: 2009 Update*

beginning of main document

***West Nashville Community Plan: 2009 Update***

Adopting Resolution

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

**Resolution No. RS2009-92**

“WHEREAS, the Metropolitan Planning Commission directed Planning Department staff to conduct open community meetings to provide the community the opportunity to work with staff on the updating of the *Subarea 7 Plan: 1999 Update* that was adopted on January 20, 2000; and

WHEREAS, from September 2008 through May 2009, the Metropolitan Planning Department staff working extensively with residents, Councilmembers, property owners, and civic and business interests, including conducting ten meetings in the community, prepared an updated plan for the West Nashville Community, previously referred to as Subarea 7; and

WHEREAS, a public hearing was held by the Metropolitan Planning Commission on July 23, 2009 to obtain additional public input regarding the proposed *West Nashville Community Plan: 2009 Update*; and

WHEREAS, at the public hearing Planning Department staff recommended adding language to Chapter II of the draft plan as described in Attachment A to the resolution; and

WHEREAS, the Metropolitan Planning Commission finds that the updated plan for the West Nashville Community, including the addition recommended by staff, is appropriate; and

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

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS the *West Nashville Community Plan: 2009 Update* including the additional language in Chapter II as set forth in Attachment A, in accordance with sections 11.504 (e), (j), and 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County as the basis for the Commission’s development decisions in that area of the county. The *West Nashville Community Plan: 2009 Update* is also adopted as part of the General Plan.”

/S/ James McLean  
James McLean, Chairman

Adoption Date: July 23, 2009

Attest:  
/S/ Rick Bernhardt  
Rick Bernhardt, Secretary and Executive Director

## ***West Nashville Community Plan: 2009 Update***

### Adopting Resolution: Attachment A

#### **Attachment A**

Planning Department staff recommends the following addition to the July 23, 2009 Public Hearing Draft of the “West Nashville Community Plan: 2009 Update.” As part of the section on page 49, Chapter II, add the following language:

#### **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.

## **MAJOR AND COLLECTOR STREET PLAN AMENDMENTS**

Along with adopting the *West Nashville Community Plan: 2009 Update*, the Metro Planning Commission also amended the Major and Collector Street Plans to incorporate the roadway recommendations contained in the community plan update.

### **Resolution No. RS2009-93**

“BE IT RESOLVED by the Metropolitan Planning Commission that 2009CP-007-002 is APPROVED. (8-0)”

*Please refer to the minutes of the July 23, 2009 Metro Planning Commission meeting for the details of these amendments:* <http://www.nashville.gov/mpc/pdfs/meetings/2009/090723m.pdf>

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## INTRODUCTION

The *West Nashville Community Plan: 2009 Update* (West Nashville Plan) replaces the Subarea 7 Plan updated in 1999. It will guide the community's growth, development and preservation over the next seven to ten years. The community plan update occurred over a nine month period with the participation of 300 residents, civic and community leaders, property owners, business owners, elected and appointed officials and developers working to assess growth, development and preservation options, to discern a shared vision for future growth, and to adopt development goals, design principles, Community Character Policies and other tools to achieve that vision.

West Nashville is a developed community, and its land use pattern has changed little since the 1999 plan update. The lack of change in overall land use patterns during the last ten years belies the fact that West Nashville has several neighborhoods and corridors that are growing – areas that are stronger and more attractive to new businesses and residents. The growing strength of neighborhoods and corridors in West Nashville was evident in the participation by residents, business owners, property owners, institutional representatives, and development professionals in the community plan update process and in the vision voiced by these stakeholders.

### **Realistically Facing Challenges and Building on Strengths**

The West Nashville Plan takes a realistic approach to the challenges and opportunities that face the community – primarily how to maintain and enhance neighborhoods while enhancing corridors and centers with housing choices, improved services and transit – by offering policy goals that can be realized within the seven to ten year planning period. The West Nashville Plan builds on the strengths of West Nashville – its strong neighborhoods including revitalizing inner-ring neighborhoods; its mix of commercial, industrial, institutional, and office uses that provide employment in the community; its proximity to Downtown, Midtown and other employment centers; its easy access provided by major thoroughfares; and its diverse mixture of urban and suburban development. The West Nashville Plan identifies strengths to build upon and concrete strategies for land use, urban design and coordinated transportation and open space systems, to capitalize upon the strengths and address the community's challenges in the future.

### **Honoring Community Character**

West Nashville stakeholders voiced a clear vision for creating a new development pattern on corridors – providing mixed use, office and commercial services at nodes along major corridors and providing design guidance to ensure that the mixed use development complements and serves the surrounding neighborhoods. Stakeholders were committed to maintaining current neighborhood centers at



## **West Nashville Community Plan: 2009 Update**

### Introduction



strategically placed nodes, within walking distance of existing neighborhoods, that provide commercial services to meet residents' daily needs.

Community members remain committed to preserving existing neighborhoods, which are largely single-family with some two-family homes and higher density multi-family development, and to providing new housing options, including townhomes and flats, in strategic locations primarily in neighborhood evolving areas and along the corridors.



Because land use and transportation planning are closely linked, the West Nashville Plan includes transportation recommendations that emphasize a well connected transportation system that supports and links multiple modes of transportation – pedestrian, vehicular, bicycle and transit. The West Nashville Plan also includes open space recommendations that identify existing and proposed park space, and encourage the use of parks, open space, and greenways to create active and sustainable communities.



Throughout areas of growth and areas of preservation, the West Nashville Plan uses Community Character Policies that are tailored to suburban and urban character and honor the diversity of character in West Nashville from the classic suburbs of West Meade and Hillwood, to the urban neighborhoods of the Nations and Sylvan Park. The West Nashville Plan uses Community Character Policies to avoid one-size-fits-all development and to reinforce and enhance the development pattern of existing neighborhoods, to thoughtfully locate additional housing options in strategic locations, to enhance the character of commercial nodes and mixed use corridors, and to preserve green spaces and natural areas.

### **The Vision for the West Nashville Community**



The West Nashville Plan reflects the values and vision of the participants in the planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. West Nashville community members envision a community that – in ten years – will see their existing neighborhoods maintained and enhanced with greater transportation options; a community that will provide additional housing options for long-time residents and new residents; a community that will have economically viable, attractive centers and corridors that are welcoming to walkers, cyclists and transit; a community that will have greater access to parks and greenways; a community that will preserve and enhance its diversity of employment centers; and a community that will preserve its environmentally sensitive features for better air and water quality and also as a distinctive feature of West Nashville.

## West Nashville Community Plan: 2009 Update

### Introduction

To bring about this vision, the *West Nashville Community Plan: 2009 Update* encourages development that is forward thinking in its approach to regionalism, sustainability, and creating complete communities. Development in the West Nashville Community should support the vision, goals, and objectives of the West Nashville Plan and the general intent of the Community Character Policies. Doing so will create the community that West Nashville stakeholders envision and a community that makes significant, positive contributions to the county and the region.



*Photo courtesy of Dennis Corrieri*

*West Nashville Community Plan: 2009 Update*

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## CHAPTER I: PLANNING FUNDAMENTALS

### INTRODUCTION

The *West Nashville Community Plan: 2009 Update* (West Nashville Plan) was created with the help of West Nashville residents, property owners, business owners, institutional leaders, development professionals, and elected and appointed officials, working together with planners from the Nashville/Davidson County Metropolitan Planning Department. This collaborative effort created a plan that establishes a vision for the future of the West Nashville Community and provides guidance for future development and preservation decisions.

The primary purpose of the West Nashville Plan is to provide a course of action to build the envisioned community established by stakeholders. In doing so, the West Nashville Plan guides public and private decisions and actions that shape the future development and preservation in West Nashville. Key decisions guided by the West Nashville Plan include:

- 1) Public and private investment decisions about where to build infrastructure and buildings;
- 2) Metro Planning Commission's recommendations and Metro Council's actions regarding zone change proposals;
- 3) Metro Planning Commission's actions regarding subdivisions; and
- 4) Metro Planning Commission's recommendations to Metro Council for Metro Government's annual Capital Improvements Budget Program (CIB). Prepared by the Metro Planning Commission and adopted by Metro Council, the CIB guides the creation, extension and replacement of public facilities such as sidewalks, roads, bridges, etc. and the sale of surplus public property.

The creation of the West Nashville Plan takes the participation of all stakeholders. During the process, a great deal of education occurs on the fundamentals of planning and the tools used to achieve the community's vision. This includes understanding Metro Nashville/Davidson County's commitment to sustainable development and understanding the role of the individual community in the larger Cumberland Region. This chapter begins with discussions about the West Nashville Community in the region and the impacts of the West Nashville Plan on the region. The chapter then turns to explaining the call for, and legal basis of, community planning. Finally, the chapter discusses how to use the community plan to realize the vision for growth and preservation in the West Nashville Community.



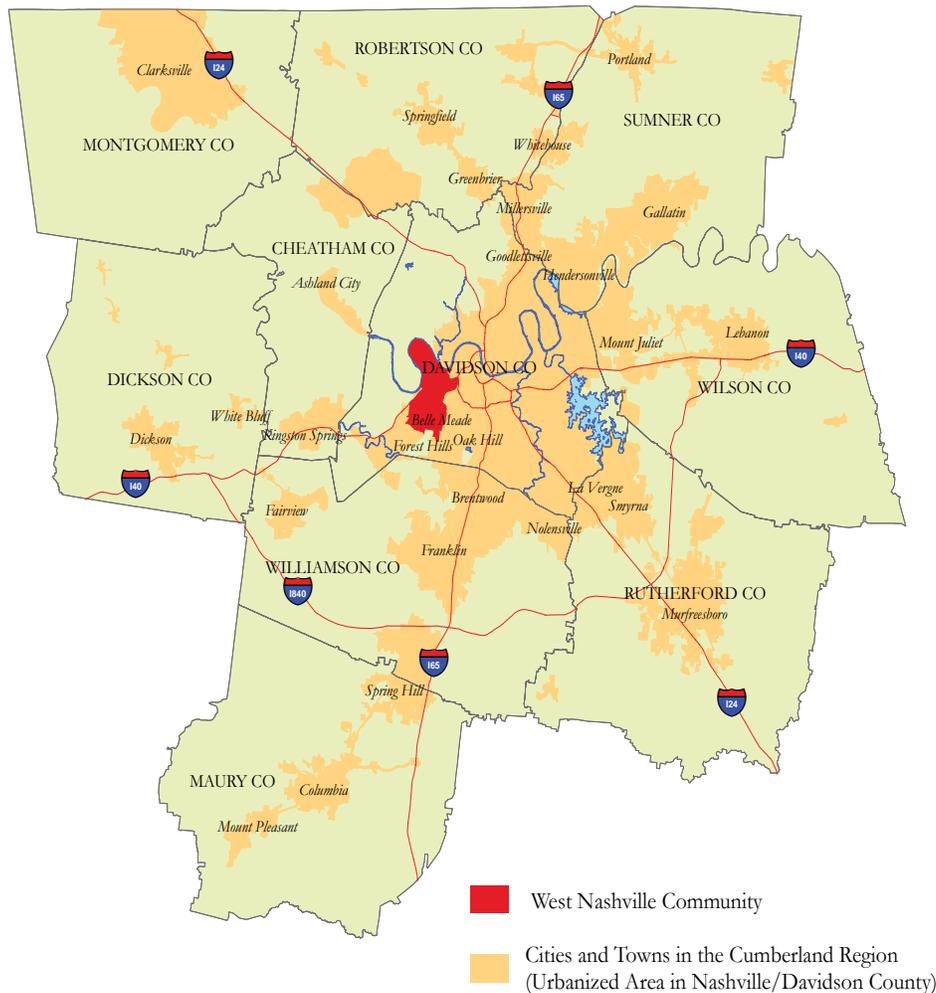
## West Nashville Community Plan: 2009 Update

### Chapter I: Planning Fundamentals

#### THE WEST NASHVILLE COMMUNITY PLAN IN RELATION TO LARGER PLANNING EFFORTS

In 1988, the Metro Planning Department began creating “community plans,” looking at growth, development and preservation in fourteen “communities,” each of which has its own Community Plan. The impact of growth, development and preservation in these communities rarely stops at their borders, however. West Nashville, for example, has many unique resources whose growth, development or preservation impact surrounding communities in Davidson County, and also impact the larger region. West Nashville’s unique resources include solid urban and suburban neighborhoods, active shopping areas along Charlotte Pike and White Bridge Road, well-located industrial districts, access to the Cumberland River, and a greenway system along Richland Creek as well as numerous parks. The health of each of these assets impacts Davidson County and helps Davidson County play a unique role in the larger Middle Tennessee region. This section considers the West Nashville Community in the context of the region, and the community’s impact on the county and the region. See Figure 1 for West Nashville’s location in the region.

**FIGURE 1: WEST NASHVILLE IN THE CUMBERLAND REGION**



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#### Regional Growth – The Cumberland Region

Cumberland Region Tomorrow (CRT), a private, non-profit, citizen-based regional organization, outlines principles used in their work on regional growth. While CRT provides principles for *regional* planning, its tenets shed light on West Nashville's role in the larger region. These tenets are below in italics, followed by discussion of how each tenet is addressed in the West Nashville Plan.

*Guide our communities' growth with comprehensive, community plans;*

Planning for future growth, development and preservation of a community establishes the role of the community in the region. Identifying existing and projected economic, residential, recreational and transportation conditions and needs in light of what growth and development is occurring in the region is planning for growth comprehensively.

West Nashville has long been an employment center for Davidson County with 1,387 acres of industrial land, extensive state prison facilities, and numerous businesses and offices along Charlotte Pike and White Bridge Road, including the recent addition of the Nashville West shopping center. West Nashville also boasts strong neighborhoods and amenities such as parks and greenways. Despite these assets, some commercial centers in West Nashville struggle as development – both residential and commercial – continues at a brisk pace in communities and counties to the west of – essentially passing over West Nashville and encouraging sprawling development on greenfields. The West Nashville Plan recognizes the community's need to stay competitive in terms of the housing, employment and commercial services it offers. The West Nashville Plan creates a unique sense of place in West Nashville and encourages additional development in locations and forms that are compatible with, and that enhance, existing development.

*Update zoning, subdivision and building codes to implement community plans;*

The West Nashville Plan identifies where regulatory tools such as zoning should be used to implement the intent and goals of the Plan. The West Nashville Plan focuses on community character and form – design standards for the building and the site – rather than land use and density, to create compatible types of development and a mixture of uses.

*Use design to protect and enhance our region's diversity of community character;*

As mentioned above, the West Nashville Plan focuses primarily on community character and the form of development. In the West Nashville Community, focusing on diversity of community character means that residential development in the Nations should look different than residential development in West Meade, which should look different than residential development along Charlotte Avenue or in Belle Meade Highlands. The West Nashville Plan recognizes the diversity of development in West Nashville and provides guidance on how future development should occur to maintain that unique character.



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*Redevelop and strengthen our region's cities, towns and rural communities to ensure a range of unique lifestyle choices; create a variety of housing choices for our region's diverse workforce;*

The West Nashville Community includes both suburban and urban neighborhoods. To strengthen West Nashville's residential base, the West Nashville Plan encourages the preservation of its established neighborhoods and the enhancement of neighborhoods that are evolving and could benefit from additional development. The West Nashville Plan promotes growth – in the form of infill development – in areas with existing infrastructure and access to transportation, jobs, and services. This not only represents wise stewardship of Nashville/Davidson County's resources, it also allows the West Nashville Community to preserve areas with limited access to these resources and to protect environmentally sensitive areas.



Suburban neighborhoods are found in the central and southern portions of West Nashville. These neighborhoods have the typical features of suburban development – curvilinear streets, large lots, and primarily single-family detached homes with some two-family structures. These areas benefit from relative proximity to urban development and by a short commute to Downtown Nashville. To maintain their suburban character, the West Nashville Plan encourages the preservation of these areas by speaking to building type, building location, street design and natural features. The plan encourages compatible infill and creates opportunities for housing choice in strategic locations, primarily in prominent centers and corridors.



Urban areas in the West Nashville Community are the most appropriate for higher density residential development due to their existing infrastructure and proximity to corridors, centers and transit. As with suburban neighborhoods in West Nashville, the West Nashville Plan establishes which urban neighborhoods will be “maintained” largely in their current state with some enhancements and limited opportunities for compatible infill over the next planning period, and which neighborhoods are considered “evolving” and will likely experience greater change over the planning period.



By preserving and enhancing neighborhoods throughout West Nashville, and specifically by calling out particular areas for infill development and greater housing choice, the West Nashville Plan creates a stronger community and provides a range of housing choice for residents who live, work and recreate in the West Nashville Community. Providing housing choice, which also provides diversity in lifestyle options, allows residents to live near where they work, provides a choice of housing for residents regardless of their housing needs, and provides employees and consumers for local businesses and riders for transit.

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*Conserve our region's land, water and natural resources for our future economic, health and cultural well-being;*

While choices about use of land, water and natural resources may be made by individuals, the impacts of the choices are felt by the entire community and region. Approximately 11 percent, or 1,676 acres, of the West Nashville Community has steeply sloping land, with slopes 20 percent or greater. The West Nashville Community also has an estimated 1,862 acres within the 100-year floodplain, due to having a segment of the Cumberland River and Richland Creek and its tributaries within the area. The preservation of these natural features not only preserves the character of West Nashville, it also promotes water and air quality, provides wildlife corridors and may provide transportation corridors across the region. The West Nashville Plan encourages the preservation of these areas by limiting or prohibiting development where it has not occurred, or by remediation in areas where development has occurred on land with environmentally sensitive features.

*Link land use and transportation planning to promote an integrated framework to guide growth and development;*

One of West Nashville's assets is its multiple routes to Downtown Nashville and surrounding communities, cities and counties. The West Nashville Community is served by several major roads and has access to Briley Parkway and the Interstate system. Charlotte Avenue/Pike and Highway 100/Highway 70/Harding Road provide major east-west corridors that connect Downtown Nashville with the Bellevue Community and Cheatham County. Also, White Bridge Road serves as a primary north-south connection to the Green Hills Community.

Too often the non-Interstate corridors are thought of solely as thoroughfares through communities. These corridors should, however, also serve as destinations for the community. The West Nashville Plan strives to improve the dual role of these prominent corridors – as both passageways through the community and centers for the community. The West Nashville Plan enhances the transportation function of these corridors by encouraging land uses along the corridor that will support transit – encouraging higher-density housing, mixed use, commercial and office uses along these corridors. These corridors are encouraged to intensify over time to support multiple methods of transportation such as Bus Rapid Transit (BRT) and commuter rail. Along the corridors, the West Nashville Plan encourages nodal development at major intersections – concentrating mixed use development at prominent intersections, which prepares these areas for future transit stops and transit oriented development. The West Nashville planning process included collaboration with the Metro Transit Authority (MTA) on plans for transit service in the area, and collaboration with the Metropolitan Planning Organization (MPO), the regional transportation planning body, to consider appropriate mass transit options for corridors in a regional context.



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*Guide public and private investment to efficiently use pre-existing infrastructure and developed land.*

Sustainable development requires public and private entities to efficiently use land and resources. Infill development should be privileged over greenfield development to capitalize on existing infrastructure and services. This reduces the strain on a community's monetary and environmental resources, and provides greater transportation choice for residents. The West Nashville Plan encourages the use of existing land by emphasizing the redevelopment of underutilized land. Where entitlements do not exist, the West Nashville Plan supports the use of regulatory tools to spur growth and development in these areas. The implementation section of the West Nashville Plan outlines where public and private interests should intersect to ensure that the general principles of sustainability found within the West Nashville Plan and the *General Plan: Concept 2010* are met.



#### **The West Nashville Community Plan in a Regional Context**

Nashville plays several crucial roles in the Middle Tennessee Region, including economic engine; center of government, culture and recreation; host to unique natural features and environmental treasures; and home to hundreds of thousands of residents in settings from rural Joelton to the urban core of Downtown. West Nashville contributes to a number of these roles.



Community members who participated in the West Nashville Plan update understand the strengths of the community and that those strengths are the foundation on which the community's vision stands. The strengths of the West Nashville Community point to the unique role the community serves in Nashville/Davidson County and the larger region. The West Nashville Plan considers the elements of the natural and built environment in West Nashville – from open space and natural features to buildings and streets – as part of a larger system that must work cohesively to be successful. Likewise, West Nashville is part of a larger system of communities within Nashville/Davidson County and is part of the greater Middle Tennessee Region. This section briefly describes West Nashville's role in Nashville/Davidson County and the larger Middle Tennessee Region.

#### **Economic Engine – Commercial and Industrial Development**

West Nashville provides several employment centers for Davidson County, with significant industrial sites, extensive state prison facilities in Cockrill Bend, numerous businesses and offices along Charlotte Avenue/Pike and White Bridge Road, and the recently-built Nashville West shopping center. The West Nashville Plan recognizes the community's need to stay competitive and plans for additional development in a form that enables West Nashville to be competitive with surrounding counties, but that is unique to the West Nashville Community.



West Nashville contributes to Nashville's role as the economic engine of the region by hosting a significant portion of industrial land. In 2008, 1,162 acres of

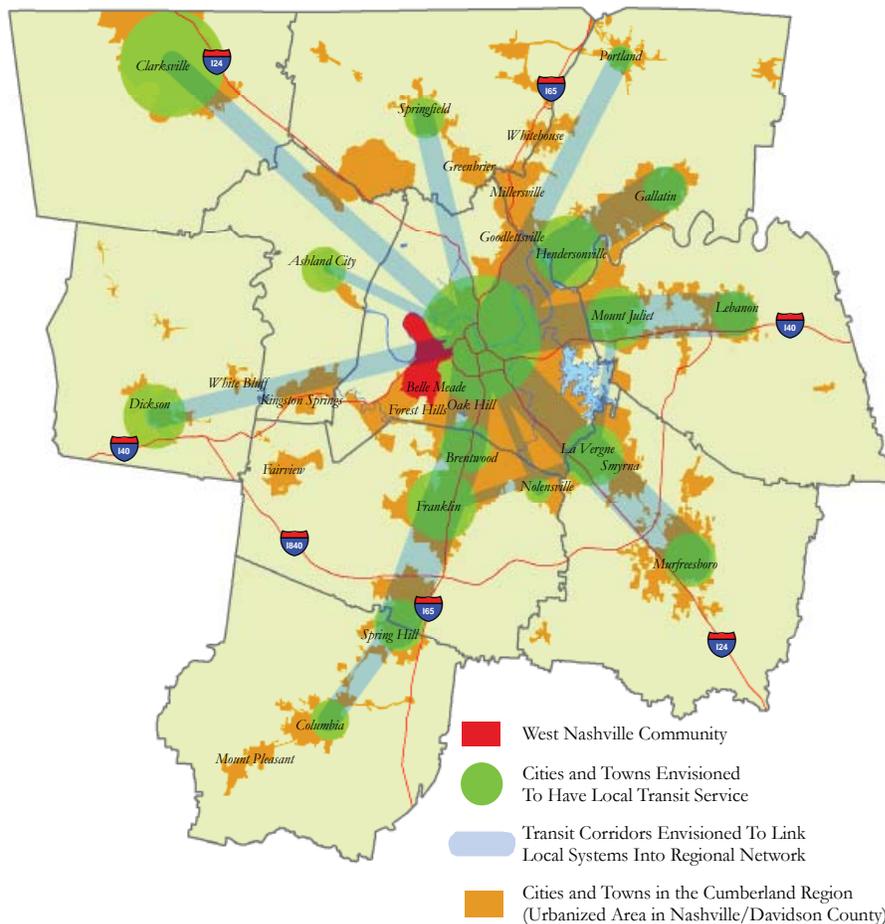
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the West Nashville Community were used for industrial uses, 8.2 percent of the community's land. The state prison system, also located in Cockrill Bend, is another prominent land use, occupying almost 2,000 acres. These uses are located in Cockrill Bend and, for the most part, are buffered from adjacent established neighborhoods. The location of these uses is driven, in part, by the accessibility of West Nashville, which is connected to I-40 and Briley Parkway, the railroad system, and the Cumberland River. The permeability of West Nashville to these corridors and rail lines makes the community an attractive home for industrial and commercial uses, meeting a critical need for the city and region.

Redevelopment of the Charlotte Avenue/Pike corridor with a greater mix of uses, higher density and intensity and more transit oriented development is critical to the future health of the West Nashville Community. The Transit Vision for the Cumberland Region and West Nashville's location within the envisioned transit system is shown in Figure 2. A redeveloped Charlotte Avenue/Pike can provide greater housing choice to those who want to live in a community that features the amenities and convenience that West Nashville does. By placing housing choice on Charlotte Avenue/Pike, the surrounding neighborhoods are also relieved of the pressure of redevelopment – allowing them to be maintained. A redeveloped Charlotte Avenue/Pike with additional housing would provide more consumers for area businesses and would support future transit improvements. For these reasons, the redevelopment of this regional transit corridor is beneficial to West Nashville and to a sustainable development pattern in the larger region.

**FIGURE 2: WEST NASHVILLE IN THE CUMBERLAND REGION: TRANSIT CORRIDORS**



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#### Residential Development

West Nashville is an attractive residential location as evidenced by 7,887 acres, or 55.8 percent of land, being used for residences, in both suburban and urban settings, for a total of almost 19,000 housing units. There is a diversity of housing types and settings in West Nashville. Some areas are predominantly single-family detached housing, and the housing choice options are more limited in these areas than in other portions of the community. Inner-ring neighborhoods, such as Sylvan Heights, Sylvan Park, the Nations, Robertson and Urbandale, provide urban housing options, while Charlotte Park, Hillwood, West Meade, Belle Meade Links and Belle Meade Highlands offer a more suburban setting.



The predominance of housing in West Nashville points to West Nashville's role in Davidson County of providing housing. While other communities in Davidson County host major employment centers (such as Downtown, West End or MetroCenter) or industrial centers, West Nashville provides housing in a diversity of settings in close proximity to employment centers.



While West Nashville has a range of housing options, additional housing choice can be provided with more housing opportunities in strategic locations, such as in mixed use centers and along corridors. Providing additional housing options in strategic locations addresses the issue of "aging in place." There are a variety of housing types in West Nashville, but most neighborhoods have only one predominant building type – usually single-family detached homes. If, for example, a long-time resident of the Hillwood area wanted to remain in that neighborhood, but no longer wanted the maintenance of a large-lot single-family home, there would be few, if any, choices available. During the plan update process, West Nashville stakeholders were open to additional housing types, ranging from townhomes to flats, so long as the additional housing types were strategically located (generally in centers and along corridors as a transition between more intense development and less intense development) and thoughtfully designed to complement and/or enhance existing neighborhoods.



To offer housing choice to current residents and new residents, keeping West Nashville competitive in the region, the West Nashville Plan encourages mixed uses and higher density residential surrounding and within West Nashville's centers and corridors and encourages additional housing types in neighborhood evolving areas.

#### Recreation – Community Services and Open Space

One of West Nashville's primary contributions to the Middle Tennessee Region is in providing community services and open space. West Nashville hosts the Richland Creek Greenway System and numerous parks and golf courses throughout the community. The West Nashville Community currently contributes over 480 acres of park land to the region (and another 3,051 acres of community facilities). This

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includes the Richland Creek Greenway, larger parks such as McCabe Park and Golf Course and the Cockrill Bend natural area, community parks such as Charlotte and West Parks, and neighborhood parks such as Richland, H.G. Hill and Parmer Parks. There are also two private golf courses located in the community.

In addition, open space is provided via Metro school sites as well as libraries and civic and public benefit areas, linking open space and community facilities in West Nashville. The Richland Branch Library is an example of a prominent community facility that is a focal point along Charlotte Avenue.

West Nashville stakeholders value existing open space and encourage the addition of open space and enhanced community facilities. Community members recognize the value of natural areas in Cockrill Bend and along creeks as well as the benefits to the surrounding neighborhoods from parks and open spaces related to the schools. While the current parks and open spaces in West Nashville are beloved by the community, they also are important components of a plan for open space preservation on a countywide and even regional scale, as shown in Figure 3 on page 15. The West Nashville Plan recommends extending the Richland Creek Greenway system to connect parks and to add to this larger network of open space and connections between open spaces.

#### Natural Features and Environmental Treasures

Although West Nashville is primarily developed, the community still has environmentally sensitive features that add tremendously to the character of the area and should be preserved. Natural features in the West Nashville Community include numerous creeks, steep slopes, and a segment of the Cumberland River. Refer to Figure 3, which shows how these environmentally sensitive features are part of a larger, regional open space network including parks and environmentally sensitive features.

The primary environmentally sensitive features in West Nashville surround the major waterways that pass through the community – segments of the Cumberland River, and Richland Creek and its tributaries. Given restrictions on building structures in the floodplain, floodplain areas are excellent locations for greenways. Greenways protect sensitive land and habitats near the water, provide improved water quality, and may be used to create a network of recreational open space in the form of a greenway trail. A two-mile greenway segment is already present along a central portion of Richland Creek and there are plans for expanding it to eventually connect with the Cumberland River and to the south with Percy Warner Park. A greenway is also envisioned along the Cumberland River. These greenways provide benefits to West Nashville, but also connect the community to a county-wide and regional open space preservation network. Additional details for these greenways are included in Chapter IV: Open Space Plan of this document.



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



In conclusion, the West Nashville Community has significant assets to provide to the Middle Tennessee Region in terms of a diversity of housing settings, enjoyable recreational offerings, prominent corridors that provide employment and services, and environmental treasures, such as rolling hills, forests, streams, creeks and rivers that define the character of Middle Tennessee. West Nashville's future vitality depends, however, on how it capitalizes on these assets – particularly on how it redevelops its prominent corridors (Charlotte Avenue/Pike and White Bridge Road) to offer a mix of uses, including a mix of housing, with densities and intensities to support commercial development and transit and how it preserves and enhances its neighborhoods, open spaces and environmentally sensitive features.



FIGURE 3: WEST NASHVILLE IN THE CUMBERLAND REGION: OPEN SPACE



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#### THE FOUNDATIONS OF THE WEST NASHVILLE COMMUNITY PLAN

##### Concept 2010

State law (TCA 13-3-301 through 304 and TCA 13-4-201 through 203) charges municipal governments with creating a general plan to guide future development decisions. *Concept 2010: A General Plan for Nashville and Davidson County* (Concept 2010) is Nashville/Davidson County's general plan, adopted by the Metro Planning Commission in 1992. The General Plan is not a single document, but a group of related documents. The Concept 2010 document establishes the general philosophy and vision for the future growth and development in the County. Concept 2010 contains broad, long-term, foundational, countywide policies for the more detailed planning conducted for each community.

In addition to Concept 2010, the General Plan includes fourteen community plans (formerly called "subarea plans") and several functional plans that provide in-depth study of specific topics. The functional plans, developed in conjunction with other Metropolitan Government departments, include plans for transportation, economic development, historic preservation, parks and recreation, and housing. The community plans and functional plans are adopted as part of the General Plan, but are reviewed and updated more frequently than the General Plan.

The authors of Concept 2010 thoughtfully chose to structure the General Plan to ensure that the plan would be a timely, relevant, meaningful guide rather than a static document. As the document states, "Rather than formatting a plan in one document that might remain static for twenty or even thirty years, this Commission has chosen a general plan consisting of a twenty year overview, which is the guiding document, and various functional plans, locational or subarea plans and various implementation tools that would be reviewed on a more frequent basis." The West Nashville Community Plan is one of fourteen community plans, updated every seven to ten years and designed to guide public and private development decisions to create the community envisioned by community stakeholders.

##### Sustainable Development

The 2009 update of the West Nashville Community Plan reflects the spirit of Concept 2010 and adheres closely to Concept 2010's main tenets. Most importantly, the West Nashville Plan embodies Concept 2010's commitment to what the Metro Planning Commission has come to discuss as "sustainable development."

Sustainable development is understood as having four core elements, each of which is introduced in Concept 2010. The West Nashville Plan meets the four core elements of sustainable development, each of which is discussed below.



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

The West Nashville Plan encourages the preservation of existing, sustainable neighborhoods, in both suburban and urban areas, while identifying locations for additional housing choice in evolving neighborhoods and in some centers and corridors. The plan encourages the enhancement and intensification of these identified areas to add housing choice, support area commercial establishments, and support transit while preserving established neighborhoods. By encouraging intensification in strategic locations, other less intensely developed areas and areas with environmental assets may be preserved.

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

The West Nashville Plan sets forth development standards that ensure that development will be beneficial to the community today and in the future. The plan recognizes that West Nashville, like other communities in Nashville/Davidson County, struggles with the aesthetic and functional qualities of its commercial corridors and centers. Past developments may have been economically successful in their time, but they have not always enhanced the community. The West Nashville Plan emphasizes the form and character of development in centers and corridors, creating viable and functional commercial areas that enhance the community, create a sense of place, provide more services and housing to the community, and set the stage for enhanced transit opportunities. Similarly, the West Nashville Plan encourages the preservation of existing sustainable neighborhoods and the enhancement or creation of sustainable neighborhoods where additional housing types provide housing choice for today and for the future.

3. *A commitment to engaging all stakeholders in planning for growth and development in Nashville/Davidson County;*

Stakeholders in the West Nashville Community include residents, property owners, businesses, institutional leaders, development professionals and elected or appointed officials. Community Planning in Nashville/Davidson County relies on stakeholder engagement as set forth in Concept 2010. A series of growth management forums to gather public input informed Concept 2010. Likewise, the Metro Planning Department utilizes community meetings and other channels for public input in updating the community plans. West Nashville stakeholders met over the course of seven months to update the West Nashville Plan.

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

West Nashville's unique location – located close to Downtown Nashville on one end, but extending to the more suburban area of neighboring Bellevue – provides both challenges and opportunities for its future health. While growth outward from Downtown Nashville created new opportunities for the area in the past, now the



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growth continues beyond West Nashville and into the surrounding communities and counties, potentially leaving West Nashville behind as new “greenfields” are developed elsewhere. West Nashville is now at a unique point in its development. The inner ring neighborhoods such as Sylvan Park and Sylvan Heights are experiencing renewed interest and redevelopment that is just now beginning in the Nations and Urbandale. The neighborhoods of Hillwood, West Meade and Belle Meade continue to be highly desirable places to live, but face additional pressure from the increasing traffic that passes through these neighborhoods continuing on to destinations in surrounding communities.



In updating the West Nashville Plan, community stakeholders recognized several assets that the community can build upon, including: the community’s location (especially its proximity to Downtown Nashville); established neighborhoods and room for new neighborhoods; areas of commercial, office and industrial uses with opportunities for well-designed, increased intensity; and natural treasures such as Richland Creek and the community’s rolling hills. The plan recognizes these assets and attempts to capitalize on them in positioning West Nashville for growth and preservation in the future and a unique role in the region.

#### The Transect

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



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

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



The Transect system is used to ensure diversity of development in Nashville/Davidson County by discouraging homogenous development. Instead, it recognizes that West Meade is a classically suburban neighborhood and should be encouraged to remain that way, while Sylvan Park is an urban neighborhood form that should also be preserved. The Transect recognizes that the neighborhoods along Charlotte Avenue east of White Bridge Road are more urban while neighborhoods west of White Bridge Road are classically suburban, and that both development

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patterns are viable and desirable in the larger West Nashville Community. While different Transect categories can sit side-by-side, it is crucial that within each Transect category, each element of development should be harmonious with that category. Just as a curb, gutter and sidewalk would look out of place in the hills of West Meade, having suburban spacing and setbacks in West Nashville's urban neighborhoods would also be inappropriate.

Determining the Transect category for each area in the West Nashville Community was the first step in creating the West Nashville Plan. In working with the community, Planning staff determined which areas of the West Nashville Community were considered to be T3 Suburban, T4 Urban and D Districts. The character of each of these areas was then refined by determining which community elements were present (see discussion below) and which Community Character Policies should be applied to each area. Figure 4 shows the West Nashville Community Transect.

#### *The West Nashville Transect*

Currently, the West Nashville Community does not have any T1 Natural, T2 Rural, T5 Center, or T6 Downtown areas.

T3 Suburban Transect areas have a mixture of uses, including residential, civic and public benefit, and mixed use areas that are generally separated from one another, with residential as the predominant use. Building patterns vary, but T3 Suburban Transect neighborhoods are generally characterized by moderate to deep setbacks and side yards, curvilinear streets, and informal landscaping. Residential building types include single-family and two-family structures as well as multi-family structures. T3 Suburban Transect areas dominate much of the West Nashville Community and are found in the central and southern portions of the community, including the neighborhoods of Charlotte Park, Hillwood, West Meade, Belle Meade Links, Warner Park Valley and Belle Meade Highlands.

T4 Urban Transect areas also have a mixture of uses – residential, civic and public benefit, and mixed use – but these are more likely to be found in closer proximity to one another. Mixed use and commercial buildings are characterized by shallow setbacks where buildings may be built to the back edge of sidewalks. Residential buildings generally have shallow setbacks and spacing. Streets are linear with a higher level of connectivity, and landscaping is more formal with street trees and other formal plantings. T4 Urban Transect areas generally contain a greater mixture of housing as well. Single-family and two-family homes may be located in close proximity to multi-family, and building types are ideally mixed, creating a cohesive development pattern. In West Nashville, T4 Urban Transect areas are concentrated in the eastern and central portions of the community, near the Charlotte Avenue corridor, and include the neighborhoods of Robertson, Urbandale, Nations, Sylvan Heights and Sylvan Park.





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District Transect areas are for singular uses that may interact differently from their surroundings. District Transect areas may need to be isolated from surrounding uses, or may need to engage with surrounding uses, while still recognizing the difference in use and built form. District Transect areas include Impact, Industrial, Major Institutional and Office Concentration Community Character Policies. As an example of the unique situation of Districts, Industrial Districts may need special isolation so as not to be a nuisance to residential areas. Meanwhile, a Major Institution, such as a college or university, may encourage interaction with the surrounding neighborhoods – providing a resource to the neighborhoods. In West Nashville, District Transect areas are concentrated in Cockrill Bend and include the Impact Districts of the state prison facilities, the John C. Tune Airport, and the quarry as well as the large Industrial District. A Major Institutional District, the Nashville Tech campus, is located off White Bridge Road. In West Nashville, there are not any identified Office Concentration Districts.

A detailed description of each Transect category is contained in the Community Character Manual in the introduction for each Community Character Policy. Understanding the Transect, how it is applied, and the character that it establishes, creates consistency in development in Nashville/Davidson County. The policies and regulations that govern land development in Nashville/Davidson County should promote development that is consistent within each Transect category. This consistency needs to extend from the broad policy level (for example, what land uses or transportation elements are appropriate) all the way down to the specific regulations that implement the policies (for example, how a sidewalk should look in different Transect categories).

#### The Community Elements

The Transect describes the built environment from the most natural and rural areas to the most urban areas across a region. The “built environment,” that the Transect describes, is comprised of four basic Community Elements:

- Open Space
- Neighborhoods
- Centers
- Corridors

Each of these Community Elements is found within most of the Transect categories, but the scale, character, and intensity of the Community Element varies depending on the Transect category in which it is located. For example, a Center in the T2 Rural Transect may consist of two storefronts at a rural intersection, while a Center in the T4 Urban Transect may be an entire block of walkable shops and offices built to the sidewalk.

Ideally, each area in the West Nashville Community would have easy access to all of the Community Elements. For instance, every neighborhood would have access to Open Space and Centers and/or Corridors where residents could work,



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shop, or visit. In the West Nashville Plan, where a community element does not exist, the policy encourages its incorporation into the fabric of the community or the creation of the Community Element in nearby proximity.

#### *The West Nashville Community Elements*

Open Space is the least developed Community Element in each Transect category. In many instances, it preserves the natural environment from growth and development. In other instances, open space may be developed in a low-impact manner to provide recreation opportunities for the community. Open space can take many different forms within a Transect category, but requires planning in order to create a space that is truly beneficial to its users. In T1 Natural and T2 Rural settings, open space is generally passive, utilizing the natural vegetation as its landscape with few, if any, additional amenities. In T3 Suburban and T4 Urban settings, open space becomes more formal to accommodate active recreational uses, with passive uses accommodated by plazas, courtyards, and squares. As described in the *Nashville and Davidson County Metropolitan Parks and Greenways Master Plan*, open spaces do not exist in isolation and should be designed to reflect the needs and context of the surrounding neighborhood and community.

In West Nashville, examples of open space include Richland Park, West Park, Parmer Park and Charlotte Park. Open space may also exist as a portion of public benefit uses, such as schools, community centers, and post offices. Refer to Chapter IV: Open Space Plan, for additional details.

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

Neighborhoods within West Nashville range from neighborhoods comprised primarily of single-family housing to neighborhoods that contain a mixture ranging from single-family and two-family to multi-family housing. The Community Character Policies generally place neighborhoods in one of two categories – “maintenance neighborhoods” which indicate that the neighborhood is not anticipated to change significantly within the planning period of seven to ten years and “evolving neighborhoods” which indicate that the neighborhood or undeveloped residential land is likely to experience significant change over the planning period. The majority of neighborhoods in West Nashville are maintenance neighborhoods. A few evolving neighborhoods exist adjacent to prominent centers and corridors.

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Centers are gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public benefit uses such as schools, churches and post offices, employment and, in some cases, residential options. Centers vary in form, character and intensity across the Transect. In T3 Suburban and T4 Urban Center areas, centers are concentrated areas of commercial, residential, employment, entertainment, and civic/public benefit uses that may serve the immediate neighborhood or community and vary in size and scale.

In West Nashville, centers range from small-scale neighborhood centers such as the neighborhood center at 46<sup>th</sup> Avenue and Murphy Road, to larger community centers such as the Nashville West shopping area or the area around the intersection of Charlotte Pike and White Bridge Road. To be sustainable, centers are encouraged to be mixed use and accessible to pedestrians, cyclists, transit and vehicles. The West Nashville Plan encourages the existing centers to develop into walkable, mixed use areas of activity at a scale appropriate to their service area and to the character of surrounding development.

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

As corridors pass through Transect categories from a more natural setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. For example, in T1 Natural and T2 Rural settings, corridors should be designed to not overwhelm the landscape, and are often built to follow the natural topography of the land. Buildings may be clustered near corridor intersections in towns and hamlets. In these areas, land uses along the corridors are limited to residential and are often removed, with deep setbacks, from view.

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

In T4 Urban areas, buildings more closely frame the corridors, and sidewalks, bikeways and transit offer additional mobility options. Land uses along the corridor include residential, civic and public benefit buildings, as well as mixed use and commercial. Buildings are placed and oriented so that they address the street.



## West Nashville Community Plan: 2009 Update

### Chapter I: Planning Fundamentals



Because the street grid is generally more complete in urban areas, people have multiple routes and the corridors begin to function not only as throughways, but also as destinations. Corridors that serve neighborhoods, centers, and open space are designed to accommodate the changing community elements (neighborhood, center, open space) they encounter and the changing form and character of the Transect categories through which they pass.



In West Nashville there are several prominent corridors that connect open space, neighborhoods, and centers throughout the community. Charlotte Avenue/Pike, Briley Parkway, and White Bridge Road are corridors in West Nashville that travel through one or more Transect category. For example, Charlotte Avenue/Pike extends through T3 Suburban and T4 Urban Transect areas.



#### HOW TO USE THE WEST NASHVILLE COMMUNITY PLAN

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

The *Community Character Manual* (CCM) is a functional plan component of Nashville's *Concept 2010: A General Plan for Nashville and Davidson County*. Adopted by the Planning Commission in 2008, the CCM has three main functions: to explain and institute the Community Character Policies that will be applied in each Community Plan; to provide direction for the creation of implementation tools such as zoning; and to help shape the form and character of open space, neighborhoods, centers, corridors and districts within communities. The West Nashville Plan is the second community plan update to utilize the Community Character Policies in the CCM.



The CCM is the dictionary of Community Character Policies that are applied to land in the West Nashville Community. The CCM organizes the policies first by Transect category, then by Community Element as discussed previously. The West Nashville Plan is structured in this way as well. For example, all T3 Suburban Community Character Policies are found in one chapter and are discussed starting with Open Space, then Neighborhoods, then Centers, and finally Corridors.

##### *Step 1 – Read the Community Character Policy in the CCM*

Users of the West Nashville Plan should first determine what Community Character Policy is applied to the property that is of interest. Users should look at the West Nashville Community Character Policy Map and find the Community Character Policy Area (see “Interpreting Maps” below). The user can then refer to that specific Community Character Policy in the CCM (a separate document), which provides guidance on a variety of design principles, appropriate zoning districts, and building types.

## West Nashville Community Plan: 2009 Update

### Chapter I: Planning Fundamentals

#### *Step 2 – Read the West Nashville Community Plan to determine if there are any Special Policies for the area, including Infill Areas*

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

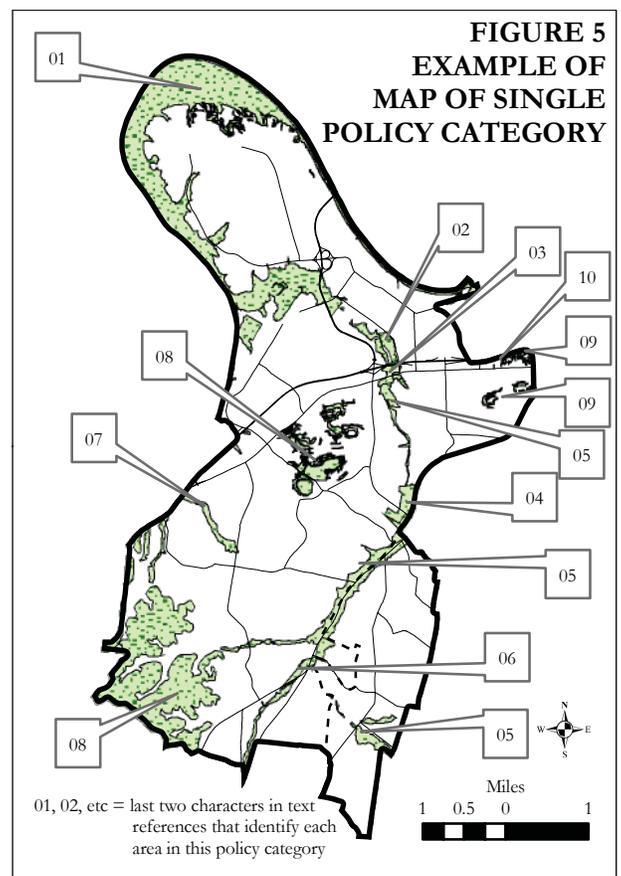
Some Neighborhood Maintenance Community Character Policy areas have Infill Areas, which are denoted on the Community Character Policy Map with purple dashed lines. Infill areas are those that are under-utilized or under-developed properties in mostly developed areas that might develop over the seven to ten year planning period. Infill areas are highlighted so that the West Nashville Plan can provide guidance on how the properties should develop, generally stating whether the development should preserve, enhance, or create community character.

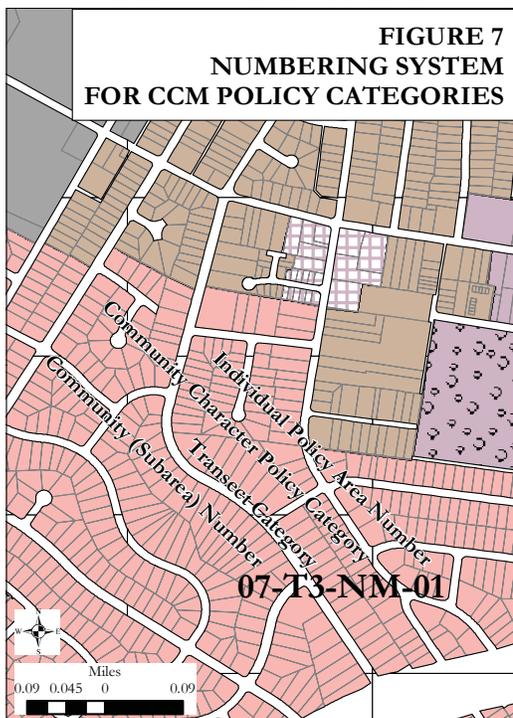
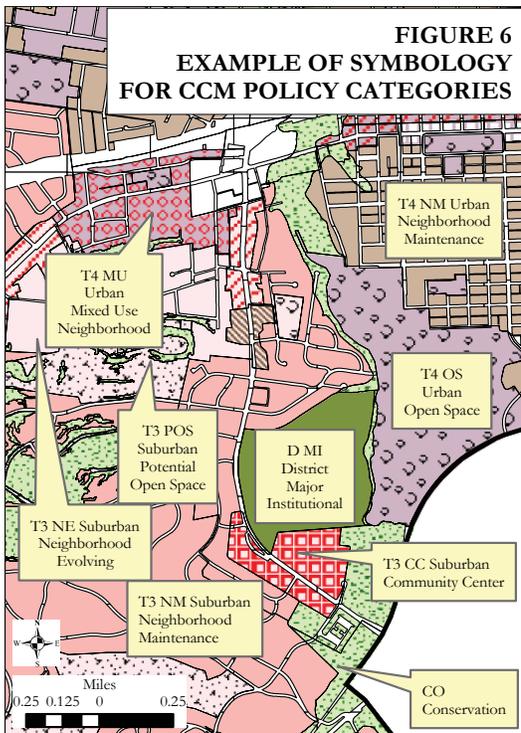
A small map is included at the beginning of each Community Character Policy in Chapter II, which displays all of the areas in West Nashville with that Community Character Policy. See Figure 5.

#### *Step 3 – Read the “General Principles” in the CCM for additional guidance on specific development and preservation topics*

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

The CCM provides General Principles that are further defined in the West Nashville Plan. The Community Character Policies and Special Policies should be used in the creation of development proposals and neighborhood, center, corridor and community planning efforts. The CCM provides information that enables residents, business owners, property owners, institutional representatives, developers, and elected officials to take a proactive role in the community planning process to preserve the diversity of development that is a hallmark of Nashville/Davidson County and create sustainable development for the future.





### Interpreting Maps in the West Nashville Community Plan

The West Nashville Plan includes several maps. The *Transect Map* (Figure 4 above) shows the first assessment of the envisioned character of the West Nashville Community, determining which areas, if any, will be rural, suburban, urban, centers and districts. The Transect Map is refined and enhanced in the *Concept Plan* found in Chapter II (Figure 9). The Concept Plan reveals many of the ideas that the community has about its future growth, development and preservation.

The Concept Plan is translated into a *Community Character Policy Map*, found in Chapter II (Figure 10), where the vision for the West Nashville Community is enacted through Community Character Policies. When using the West Nashville Community Character Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of – the Community Character Policies and their symbols; Community Character Policy Areas (their numbers and Special Policies); and Infill Areas.

### Community Character Policy Symbolology

Community Character Policies are applied to all land in West Nashville, and each Community Character Policy has a unique symbol that is a combination of a color and a pattern. The color indicates the Transect category and the pattern indicates the Community Character Policy. For example, all T3 Suburban Transect areas are denoted by a pink base color. The various Community Character Policies have different patterns layered on the base color to create a unique symbol. See Figure 6.

### Community Character Policy Areas Numbering

Because different areas can have the same Community Character Policy, but still have different character, the Community Character Policies are further identified by areas and are called Community Character Policy (CCP) Areas. The *CCP Areas* have policy boundaries that are identified by the development patterns (lot sizes, spacing of homes, in some instances density and intensity, and zoning), and unique features in the area. To further identify these areas, a *CCP Area Number* is assigned to them and they are subsequently mapped on the West Nashville Community Character Policy Plan Map as shown in Figure 7.

The CCP Area Number is displayed as: **07-T3-NM-01**. The **07** identifies the Community Planning area. The West Nashville Plan is Subarea 7 and is referenced as **07**. The **T3** identifies the Transect category. In this case, the Transect category is T3 Suburban. The **NM** identifies the Community Character Policy. In this case, the Community

Character Policy is Neighborhood Maintenance. Finally, the **01** identifies the Community Character Policy Area. In this case, it is Area 1.

Note that there may be areas with the same Community Character Policies applied in different neighborhoods or areas that are non-contiguous, because these areas generally have the same character, thus their CCP Area Numbers are the same. See Figure 8.

### **Community Character Policies Influence Future Development**

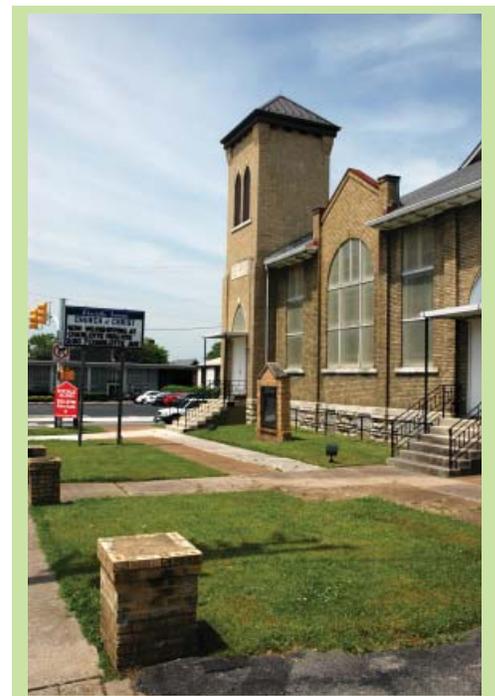
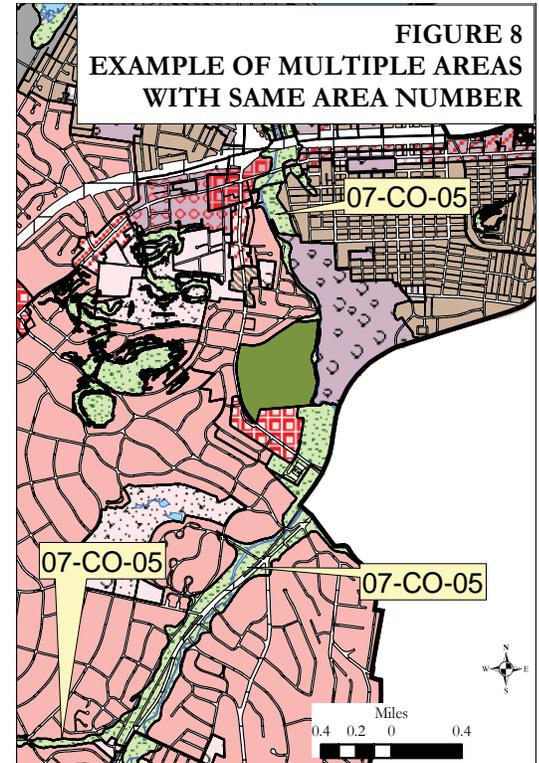
The West Nashville Plan is policy document. Unlike zoning, it is not regulatory. The West Nashville Plan does not alter the existing zoning on properties, nor does it initiate the taking of property. Rather, the West Nashville Plan is used to guide Metro Planning staff recommendations to the Metro Planning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

The Community Plan can set the stage for individual property owners or groups of owners to change their zoning to fully realize the future plan. Additional planning may occur to develop a Detailed Design Plan or an Urban Design Overlay (UDO) or to rezone an area to a Specific Plan District (SP).

The UDO is an additional layer of zoning that overlays base zoning districts and allows for additional urban design regulations. The SP is a base zoning district where the rules of development are created to be more specific to the proposed development or to achieve a specific vision. Both tools are used to achieve more specific, higher design standards than traditional base zoning districts would allow.

In some cases, either the UDO or the SP is a logical next step from the Community Plan if the community wishes to fully implement its vision. While the Community Plan applies specific policy guidance, which guides decisions on future zone change and subdivision requests, the UDO and the SP actually change zoning and have regulatory effect.

After a UDO or SP is adopted at Council, any final development construction plans submitted for approval of development within the UDO or the SP must be reviewed to ensure that they follow the standards stipulated in the UDO or the SP.



*West Nashville Community Plan: 2009 Update*

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## CHAPTER II: ENVISIONED WEST NASHVILLE COMMUNITY CHARACTER

### INTRODUCTION

This section begins with the Concept Plan and Vision Statement for the West Nashville Community. The Concept Plan is a broad graphic representation of the community's vision for future growth and preservation, blended with sound planning principles, and outlines the appropriate location of particular land uses. The Vision Statement and Concept Plan are accompanied by the Development Goals which provide additional details regarding each of the systems that support the proposed land uses. The chapter concludes with the Community Character Policy Plan, a map and text references that complement and build upon the policy guidance found in the Community Character Manual (CCM). This also includes any Special Policies uniquely tailored for the West Nashville Community.

### THE WEST NASHVILLE COMMUNITY CONCEPT PLAN

The Concept Plan, shown in Figure 9, is a visual representation of the West Nashville Community's vision for future growth and preservation. The Concept Plan illustrates the focus on maintaining the character of existing stable urban and suburban residential neighborhoods. This is shown in the beige color. The character of these areas varies across the West Nashville Community, and the character is further defined by the application of Community Character Policies.

Another area of emphasis is the preservation of the community's numerous natural areas, including areas with environmentally sensitive features, such as floodplains and steep slopes, and public parks and open space. These are shown on the Concept Plan in three shades of green. An important aspect included in this is preserving existing trees and over time adding additional trees throughout the community. The plan also encourages the preservation and/or reclamation of floodplain areas. The Richland Creek Greenway is a well used amenity for the community and numerous stakeholders would like to see the greenway expanded to connect with the Cumberland River and south to Percy Warner Park.

Another area of emphasis is on enhancing centers and corridors. The West Nashville Community has numerous centers, ranging from small-scale, such as the corner market, to large-scale, such as the Nashville West shopping area. The centers are shown in various shades and patterns of pink and red. These areas should, however, be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional transportation options such as transit as well as by creating well designed land use transitions to adjacent residential areas.



## **West Nashville Community Plan: 2009 Update**

### Chapter II: Envisioned West Nashville Community Character



A common goal for the community is providing additional pedestrian, bikeway and greenway connections. For example, additional connections are needed along prominent corridors, in centers, around schools, and around parks.

The Concept Plan was created by asking community members their vision for the West Nashville Community (see a synopsis of the community's comments in Appendix B). These comments are then balanced with sound planning principles and Metro Nashville/Davidson County's commitment to sustainable growth.

Drawing from the conversations held at the visioning session, a vision emerges. The Vision Statement is a narrative that accompanies the Concept Plan. The West Nashville Vision Statement creates a definition for growth, development and preservation in the community over a seven to ten year time period.



#### **THE WEST NASHVILLE COMMUNITY VISION STATEMENT**

West Nashville is a collection of several unique areas ranging from classic suburban neighborhoods to urban neighborhoods boasting housing diversity and walk-to-conveniences. What this diverse group of neighborhoods shares is a strong sense of identity and spirit. West Nashville's proximity to Downtown Nashville, West End, Vanderbilt and Green Hills commercial centers as well as the Cumberland River, Richland Creek, Percy Warner Park and other points of interest in Davidson County make it an attractive and convenient community in which to live, work, shop, and recreate.



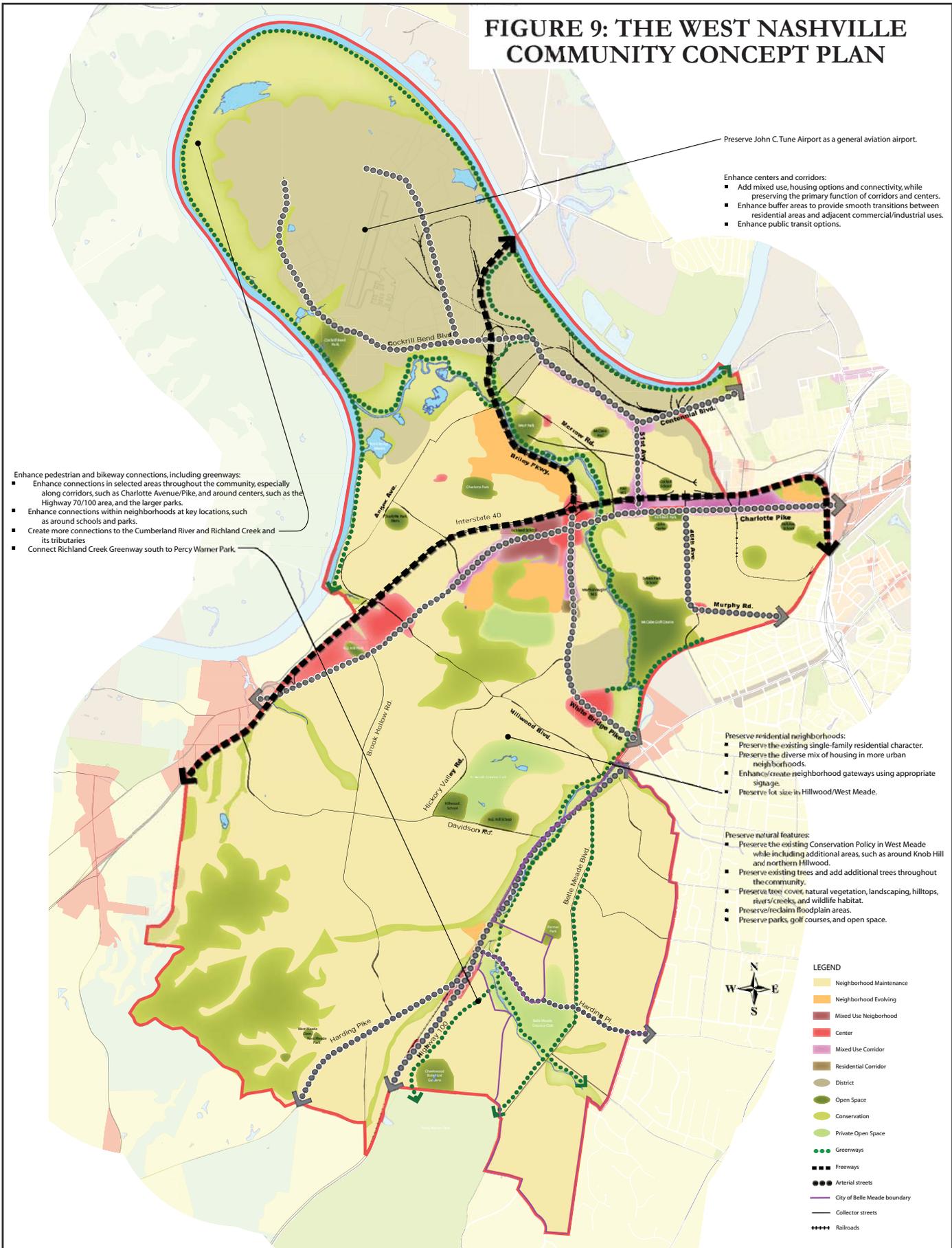
West Nashville's strong sense of community is based on the appreciation of its diversity of neighborhoods and built environments, its parks and natural areas, convenient commercial services, and areas of historic character and natural features. The West Nashville Community seeks to build on these assets to become an even more livable and sustainable community where:

- ❖ Established neighborhoods throughout the community are preserved;
- ❖ Trees, natural areas, open space, rivers/creeks, floodplains, steep slopes and wildlife habitat are preserved or reclaimed;
- ❖ Choices in housing and transportation are provided; and
- ❖ Centers and corridors, such as Charlotte Avenue/Pike and White Bridge Road, are enhanced utilizing high standards of design to provide a more varied selection of commercial services, access for pedestrians and bicyclists, and a balanced mixture of housing, employment opportunities, and community services.



West Nashville seeks to maintain its community spirit by engaging all residents, property owners, business owners, institutional leaders, and elected officials in the achievement of the vision to create a more livable and sustainable community.

# 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**

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<span style="display:inline-block; width:15px; height:15px; border-top:1px dashed black;"></span>	Freeways
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<span style="display:inline-block; width:15px; height:15px; border-top:1px solid purple;"></span>	City of Belle Meade boundary
<span style="display:inline-block; width:15px; height:15px; border-top:1px solid black;"></span>	Collector streets
<span style="display:inline-block; width:15px; height:15px; border-top:1px dashed black;"></span>	Railroads

## **West Nashville Community Plan: 2009 Update**

### Chapter II: Envisioned West Nashville Community Character



#### **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

## West Nashville Community Plan: 2009 Update

### Chapter II: Envisioned West Nashville Community Character

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.



## West Nashville Community Plan: 2009 Update

### Chapter II: Envisioned West Nashville Community Character



6. Enhance additional neighborhood centers, including 46<sup>th</sup> Avenue/Murphy Road, Morrow Road/60<sup>th</sup> 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.



## West Nashville Community Plan: 2009 Update

### Chapter II: Envisioned West Nashville Community Character

#### Districts

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

Objectives:

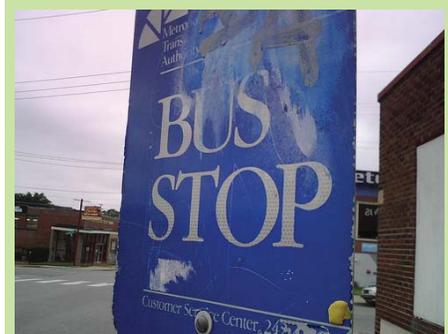
1. Create and/or enhance buffer areas by providing smoother transitions between impact/industrial district areas and established residential neighborhoods.
2. Preserve and enhance industrial areas by adding landscaping and signage treatments while limiting the expansion of industrial areas into adjacent 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*.



## ***West Nashville Community Plan: 2009 Update***

### Chapter II: Envisioned West Nashville Community Character



#### **Community Appearance**

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

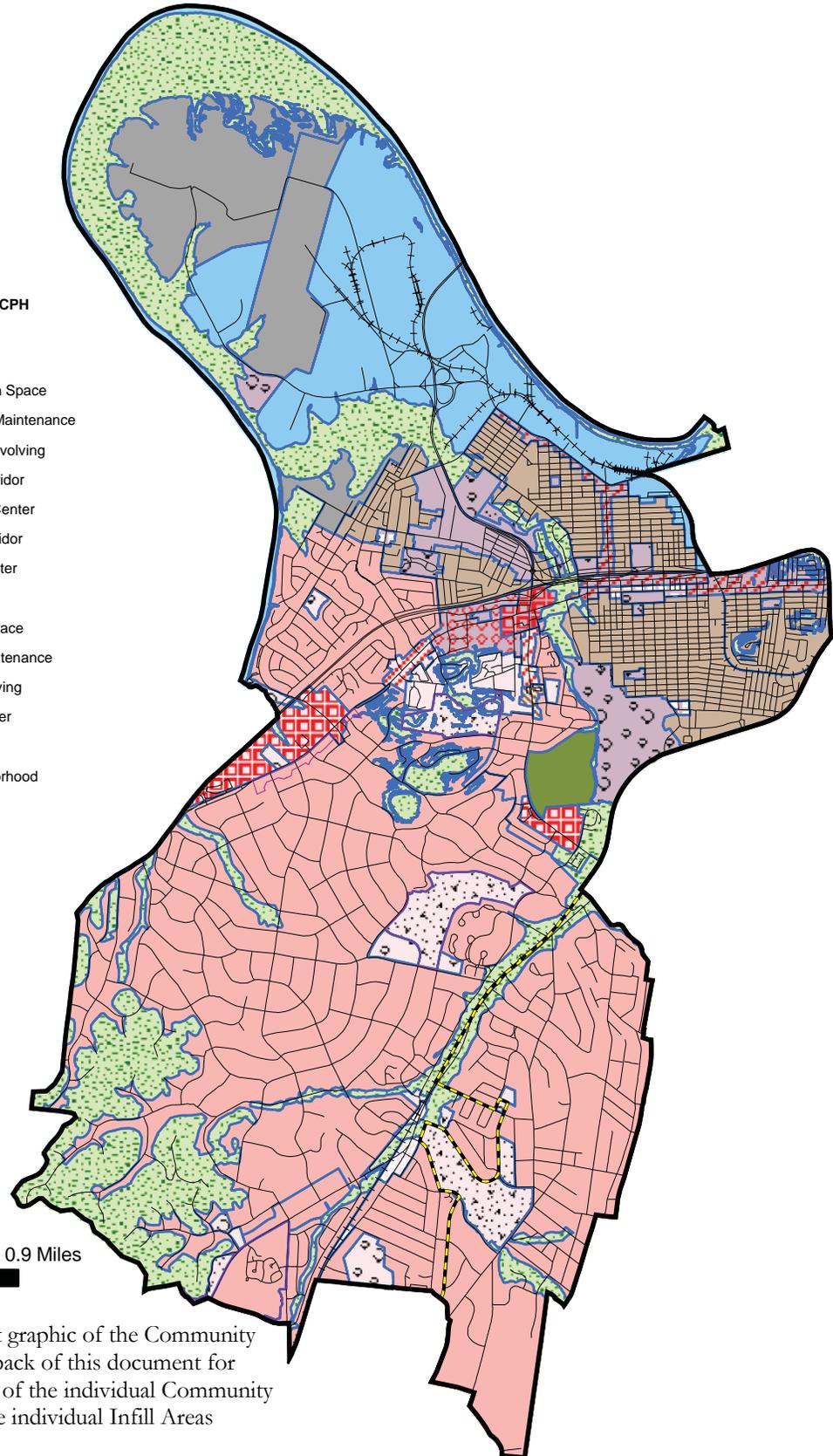
#### Objectives:

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

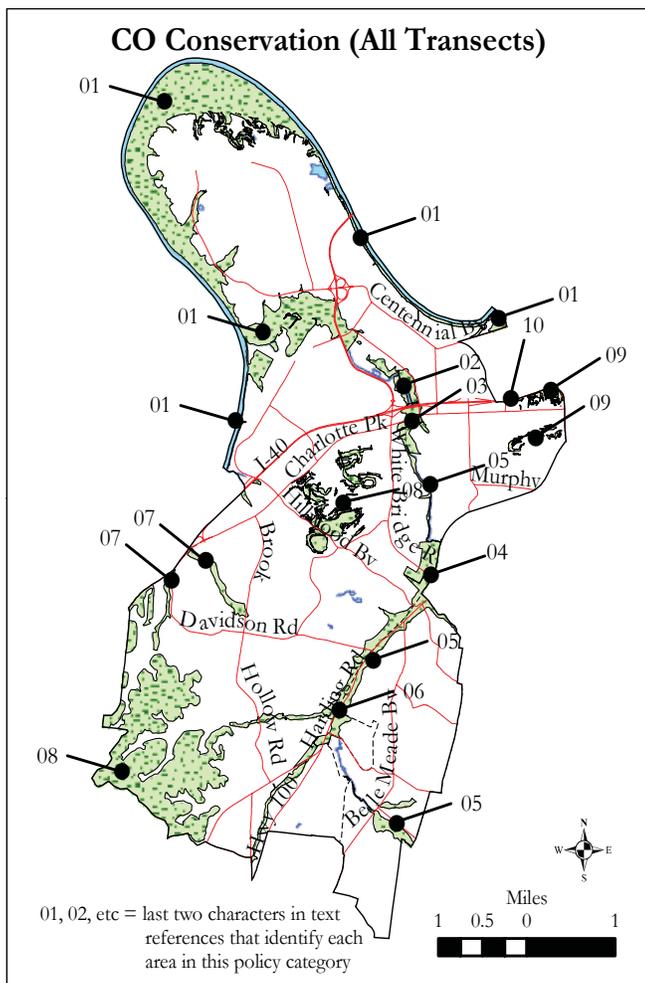
Conservation policy (CO) identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands and unstable or problem soils. Conservation policy is applied throughout all Transect Categories except 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, 54<sup>th</sup> 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**

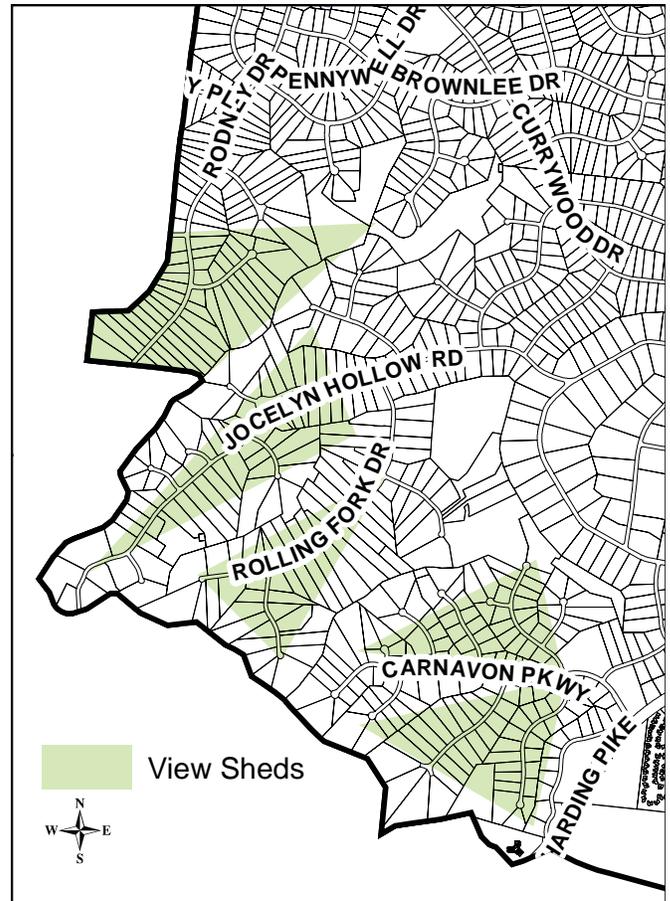
West Nashville's Conservation Area 8 is referenced as 07-CO-08 on the accompanying map. It applies to the steep slopes, unstable soils, defined major ridgeline, and identified viewsheds in the westernmost portion of the West Meade neighborhood and the northernmost portion of the Hillwood neighborhood. 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

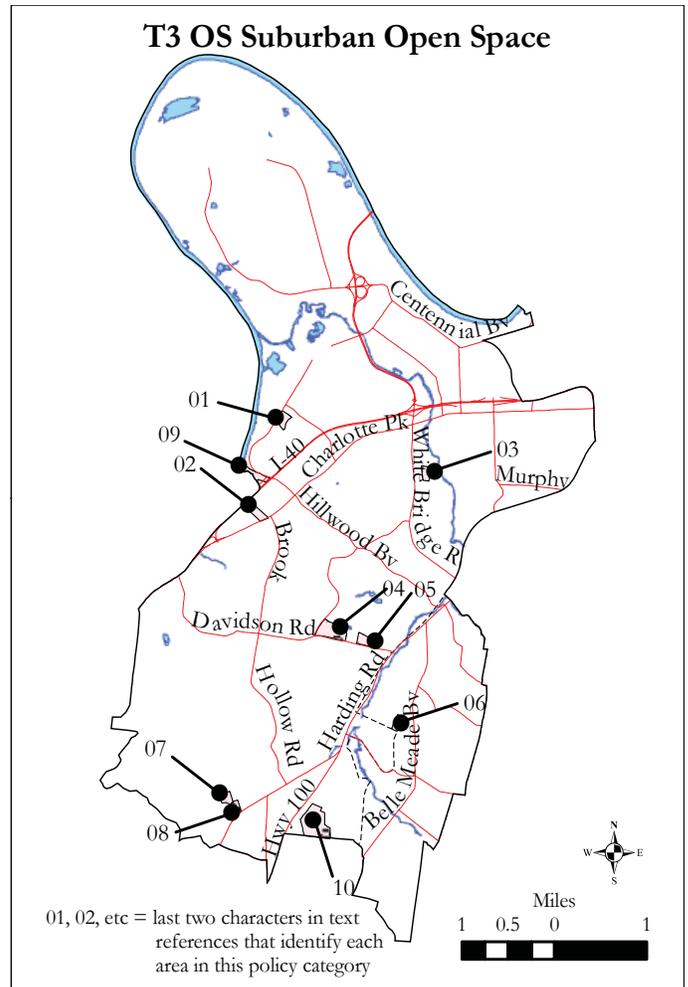
T3 Suburban Open Space areas include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T3 Suburban Open Space areas in the West Nashville Community include parks 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.

## **West Nashville Community Plan: 2009 Update**

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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.

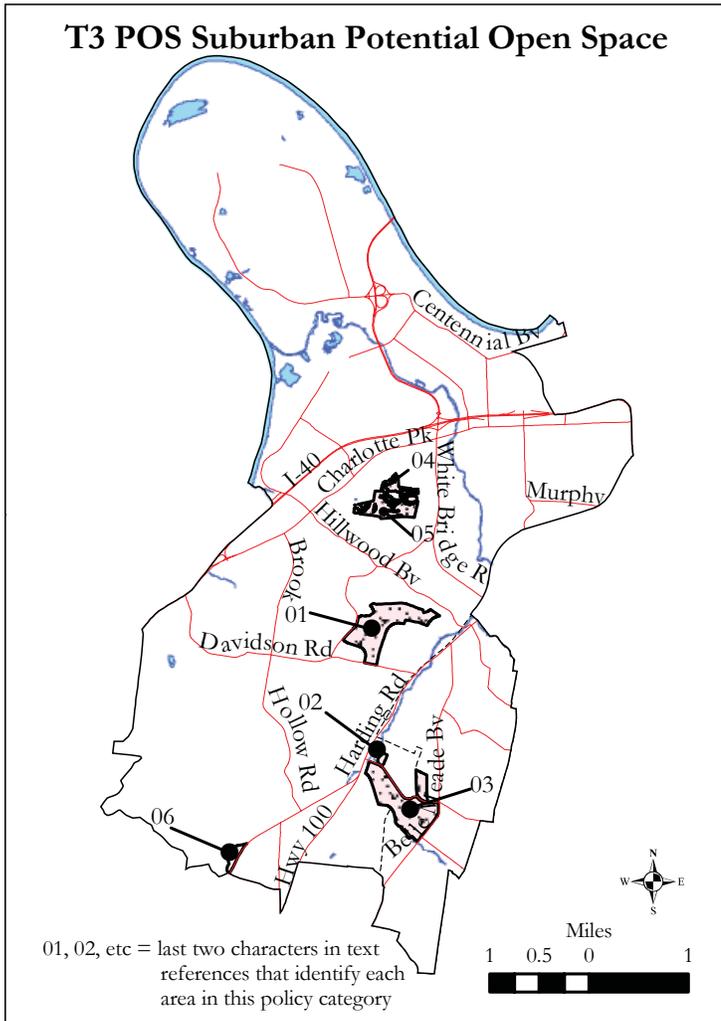
#### **07-T3-OS-10**

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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### Chapter II: Envisioned West Nashville Community Character

#### T3 SUBURBAN NEIGHBORHOOD MAINTENANCE POLICY

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

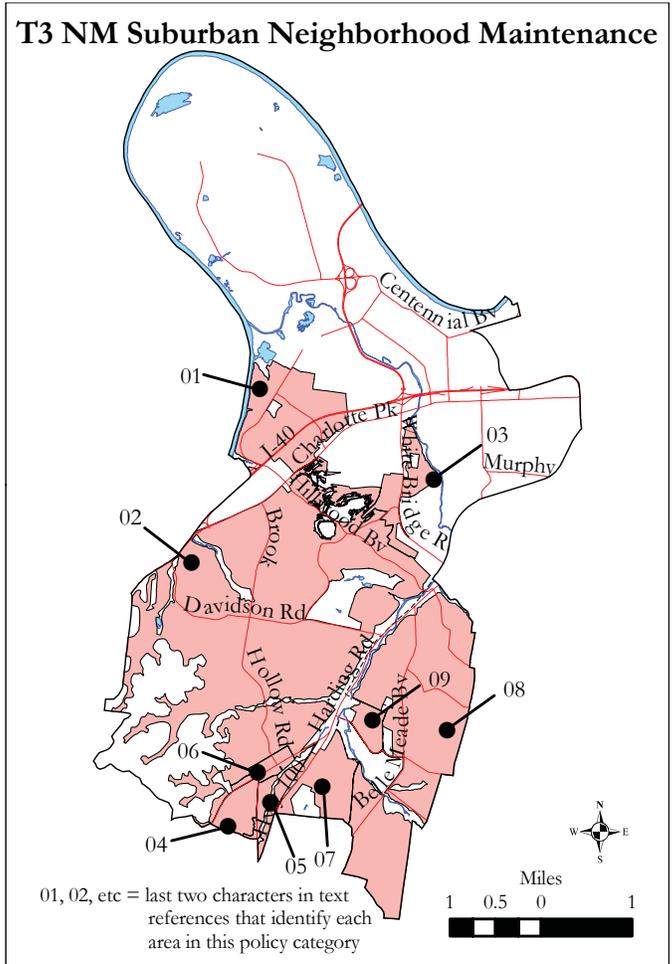
T3 Suburban Neighborhood Maintenance policy has been applied to suburban areas in the West Nashville Community including the Charlotte Park, Hillwood, West Meade, Belle Meade Links and Belle Meade Highlands neighborhoods as well as the City of Belle Meade. Some of these neighborhoods and subdivisions 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.



### **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

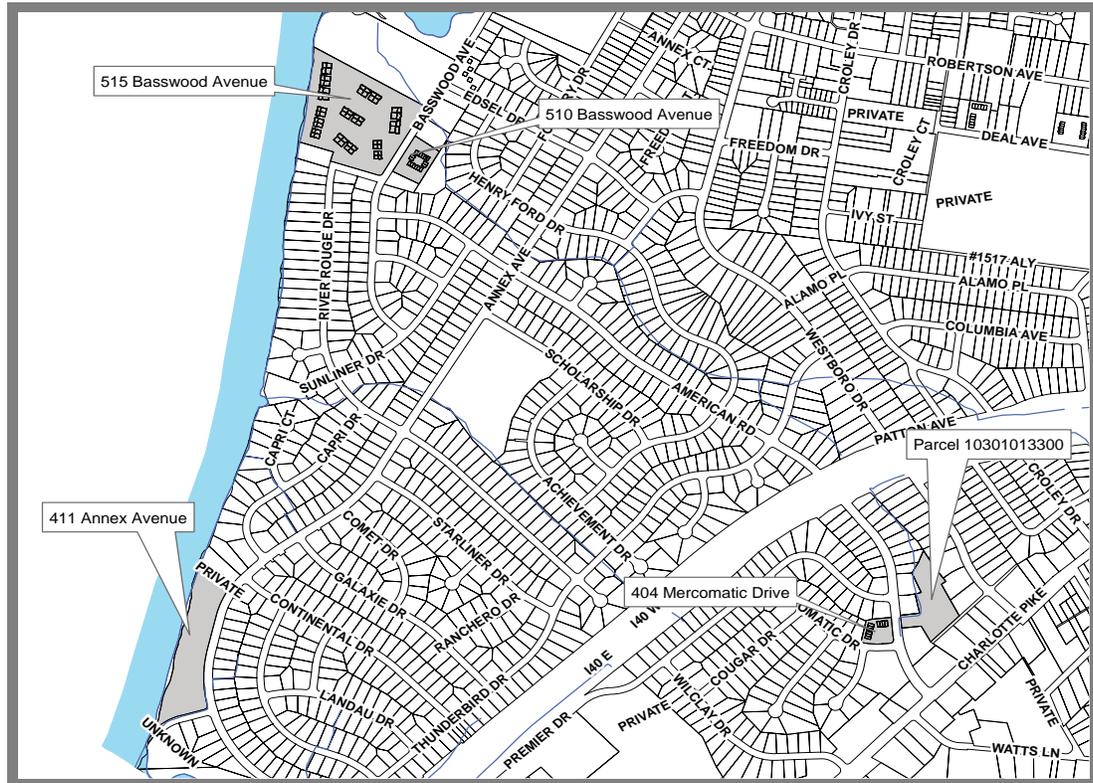
## West Nashville Community Plan: 2009 Update

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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.

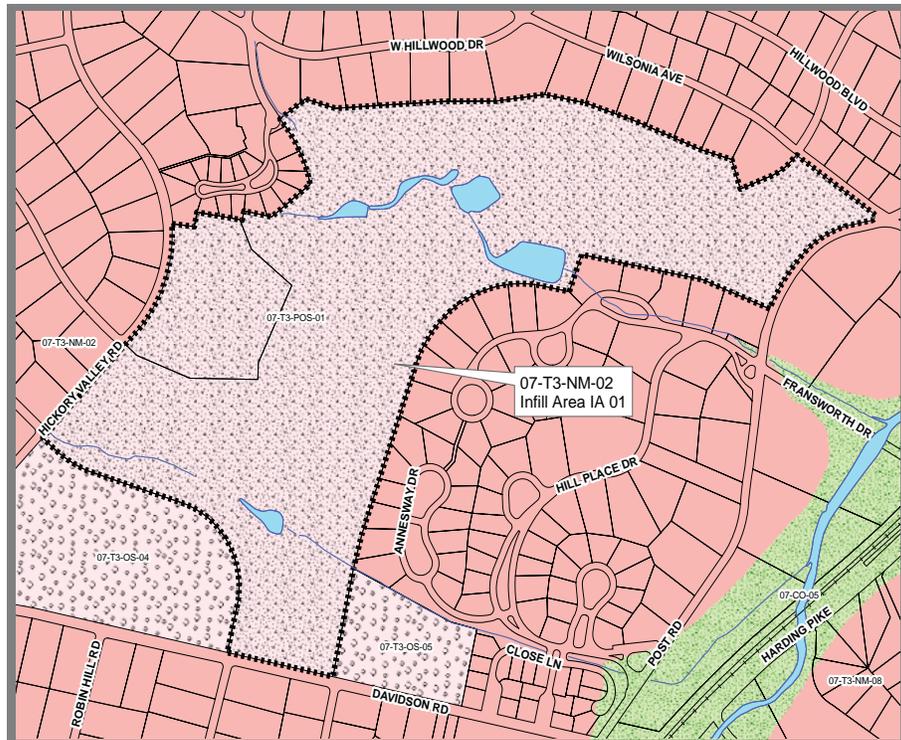
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#### 07-T3-NM-02

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

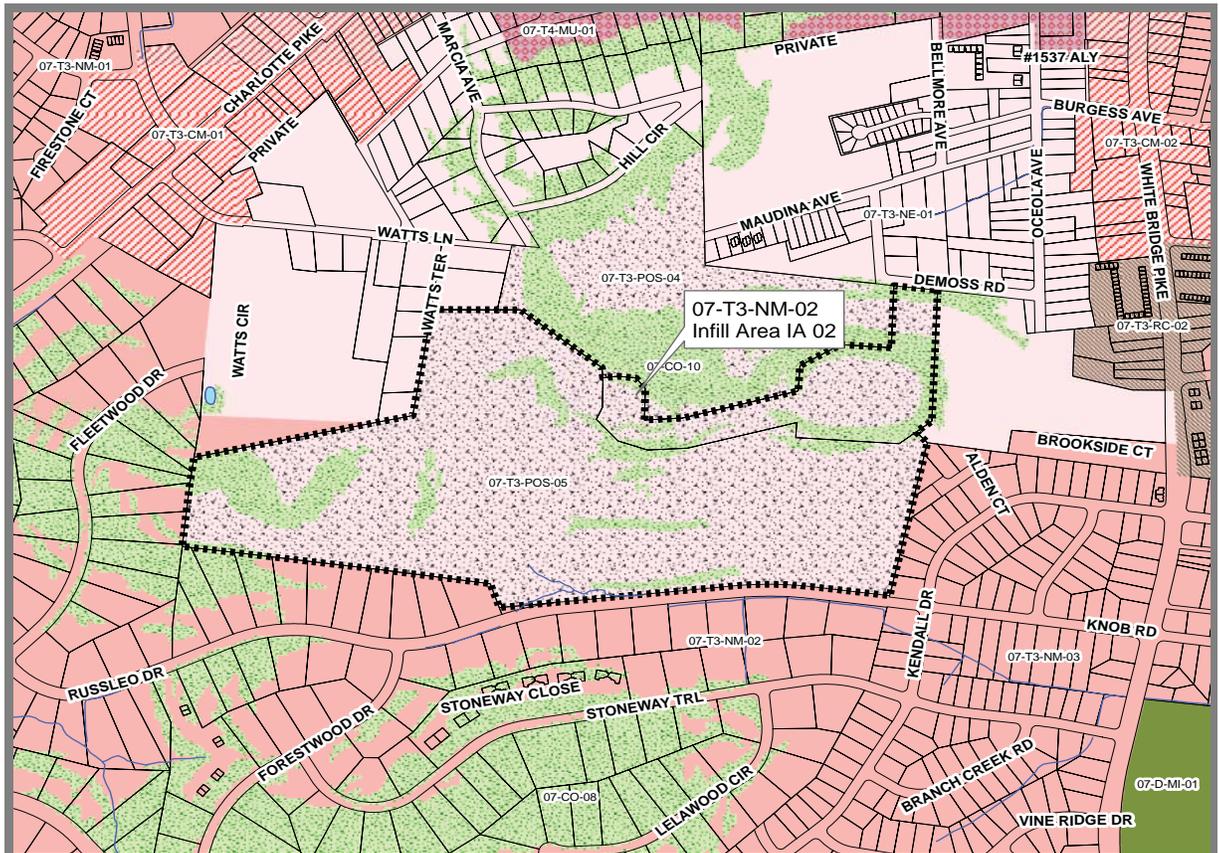


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the creation of permanently protected open space within the development that prioritizes the protection of steep slopes, mature vegetation, and viewsheds. In the configuration of parcels and any new right-of-way, priority should be given to the preservation 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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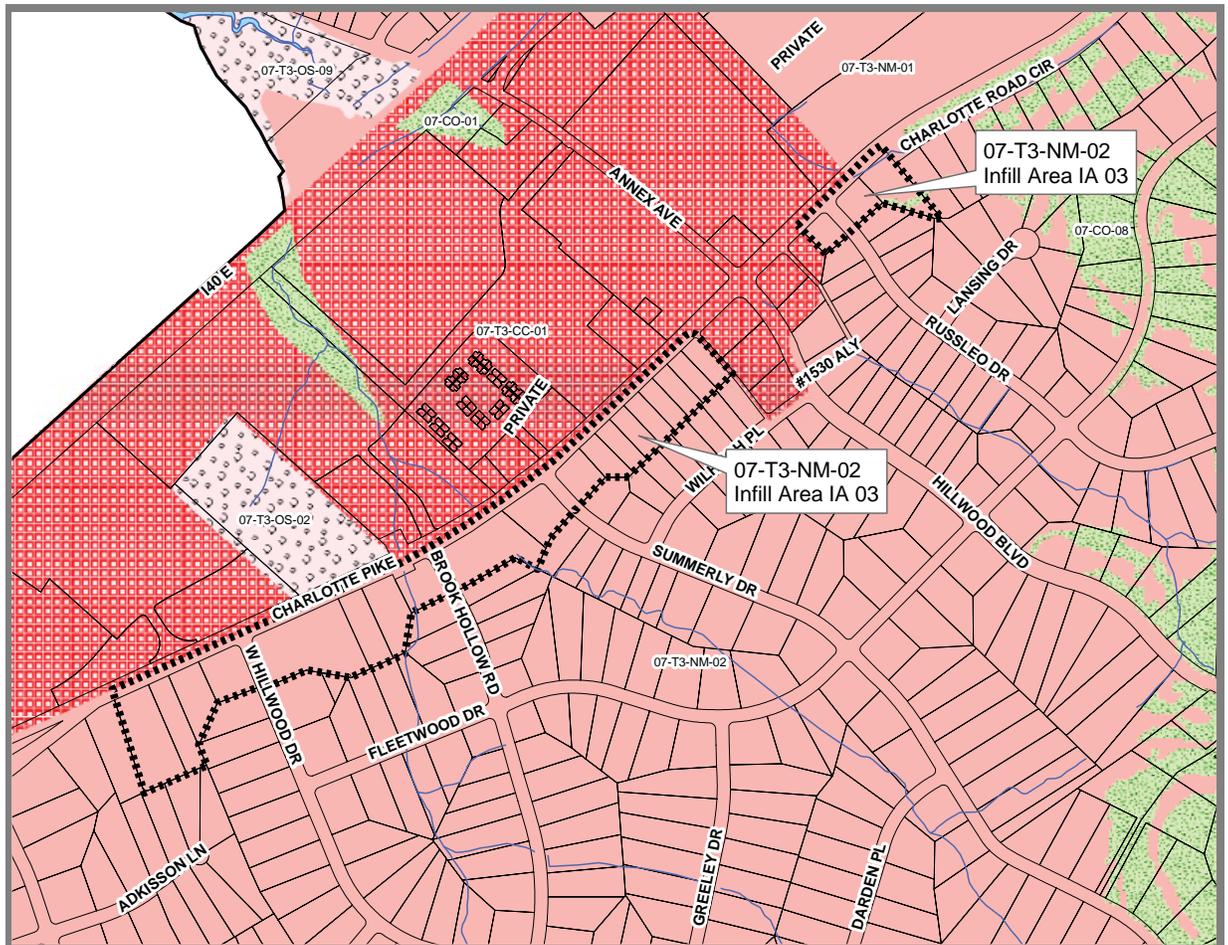
### Chapter II: Envisioned West Nashville Community Character

- 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.

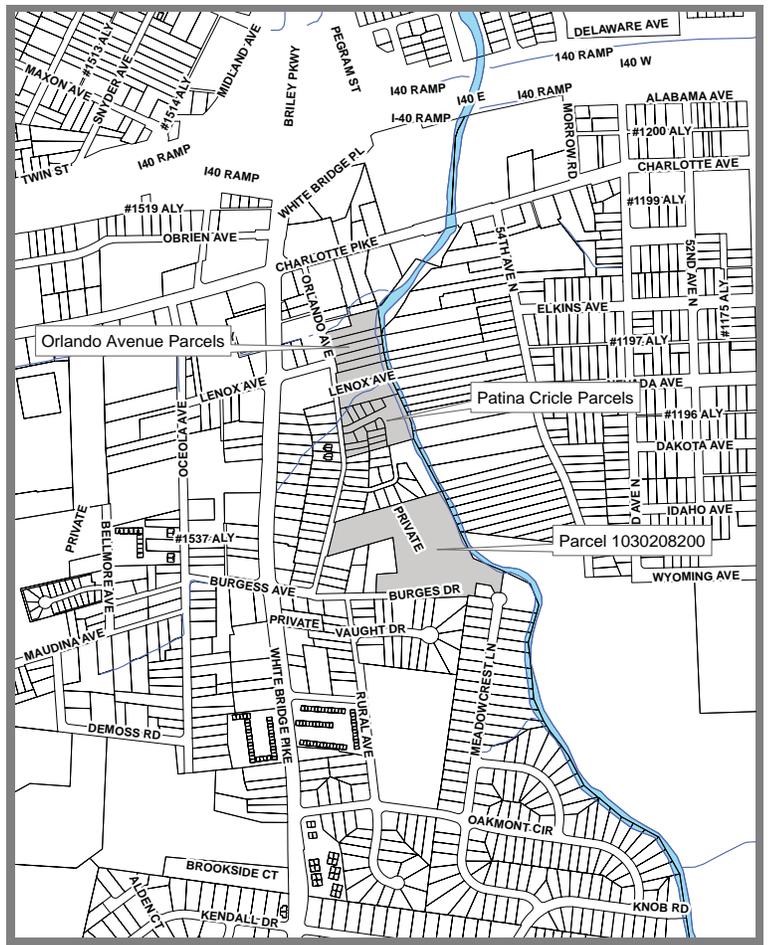
- Design Principle: Access
  - Shared driveways and cross-access among sites and developments should be established along White Bridge Road.
- Design Principle: Density/Intensity
  - This area contains six residential zone districts, four of which yield a generally low- to medium-density range of development: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

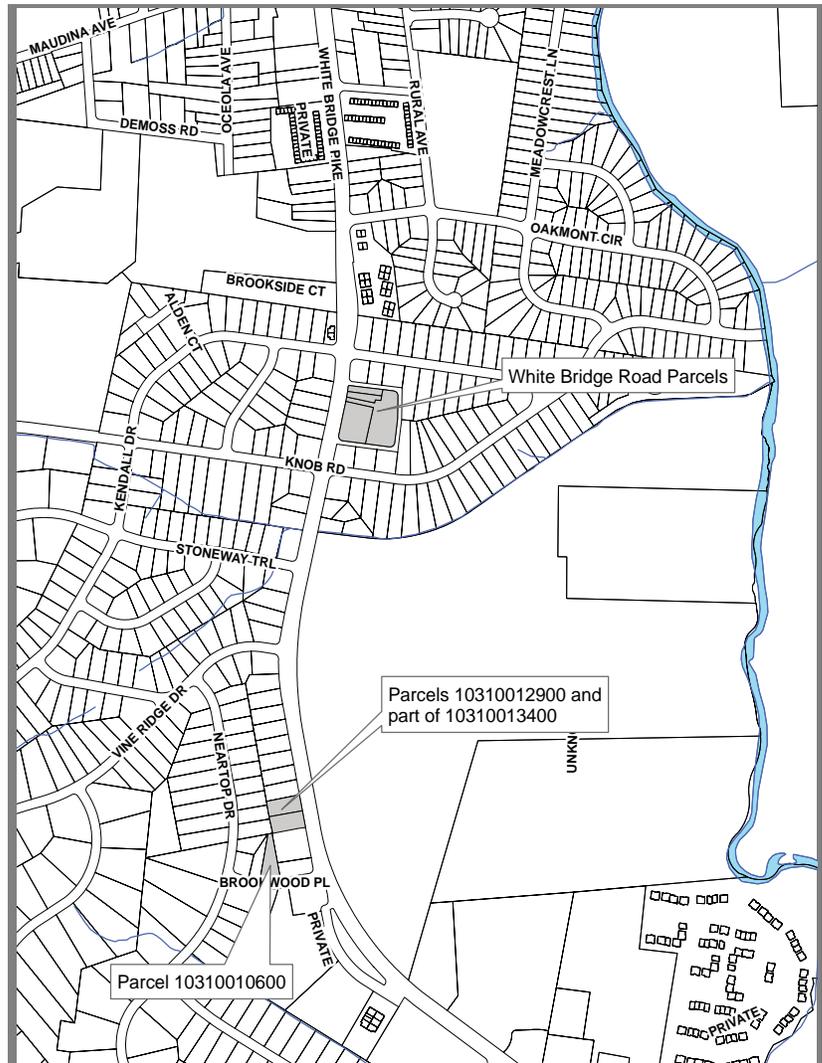
- There is a group of parcels located on White Bridge Road that are zoned CS and used commercially. This zoning and development does not conform to the policy and should not be intensified. Efforts should be undertaken to move the zoning and development towards closer conformance with the policy over 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.

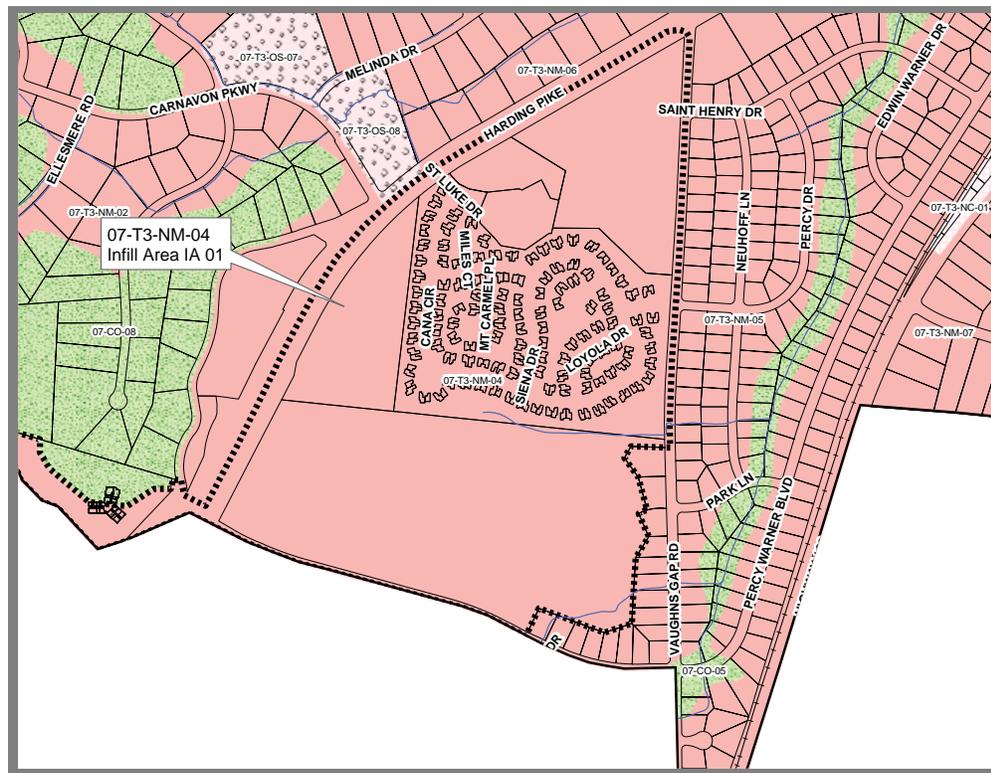
#### 07-T3-NM-04

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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- Infill Area 01
  - This potential infill area is referred to as IA 01 in the policies below and on the accompanying map. Because of its location and highway access, this entire area is subject to infill and redevelopment if the current uses should cease. The addition of single-family housing to the housing mix and the addition of an interconnected public street network are recommended elements of redevelopment and infill within this area.
  - Design Principle: Access
    - If infill or redevelopment occurs, minimal access points should be permitted along Harding Pike, Percy Warner Boulevard, and Vaughns Gap Road. Shared access and cross-access among developments and sites is encouraged.

#### 07-T3-NM-05

West Nashville's T3 Suburban Neighborhood Maintenance Area 5 is referenced as 07-T3-NM-05 on the accompanying map. It generally consists of the Warner Park Valley 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 Vaughns Gap Road. Shared access and cross-access among developments and sites is encouraged.
- Design Principle: Density/Intensity
  - This neighborhood is zoned R15 (which permits single- and two-family homes on minimum parcel sizes of

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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.

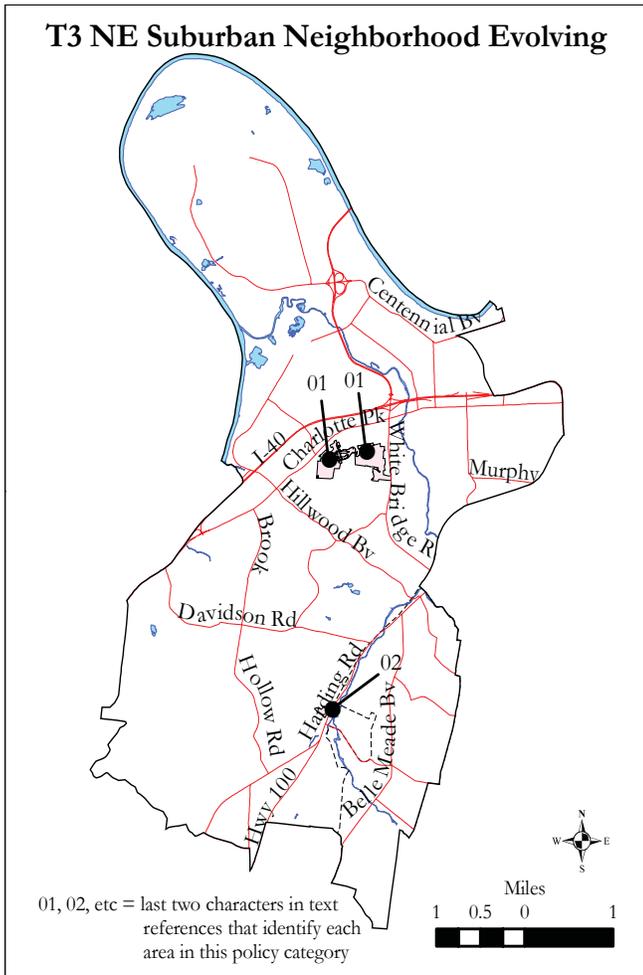
#### 07-T3-NM-09

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.

## ***West Nashville Community Plan: 2009 Update***

### Chapter II: Envisioned West Nashville Community Character

#### **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.

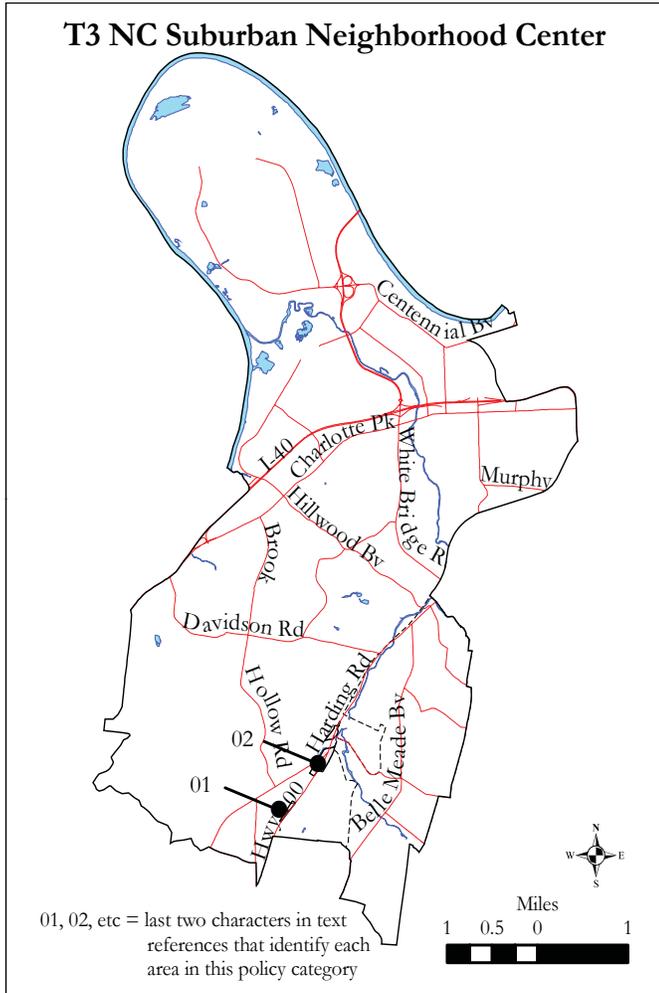
#### **07-T3-NE-02**

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

## *West Nashville Community Plan: 2009 Update*

### Chapter II: Envisioned West Nashville Community Character

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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### Chapter II: Envisioned West Nashville Community Character

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.)

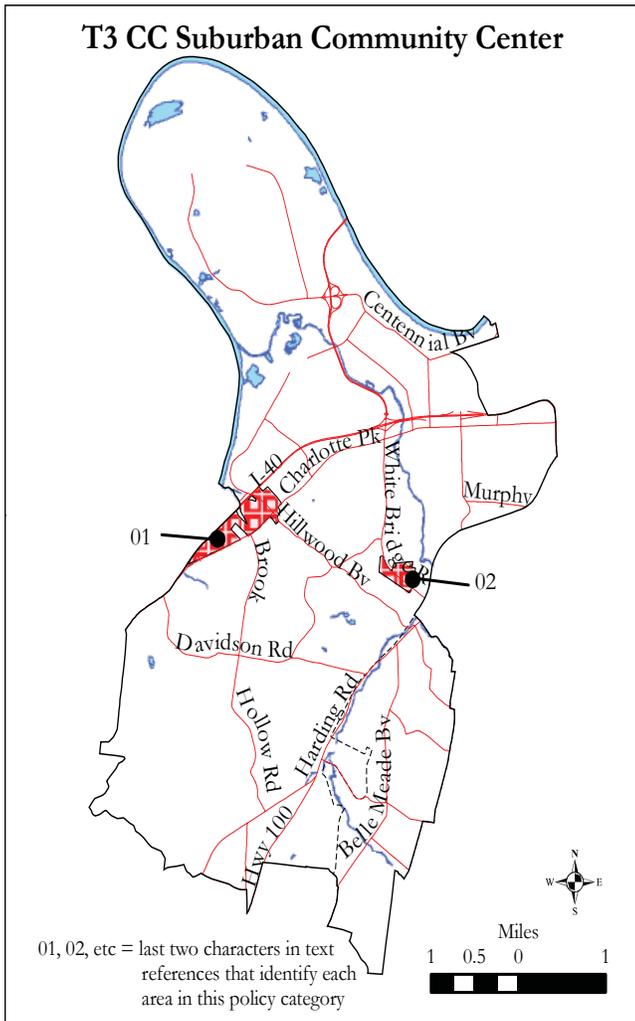
- Design Principle: Access
  - When redevelopment occurs, the number of individual curb cuts along Highway 100 and Highway 70 should be minimized. Shared access and cross access is encouraged among adjacent buildings and sites in order to reduce turning movements from the arterial and allow vehicles 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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### Chapter II: Envisioned West Nashville Community Character

#### T3 SUBURBAN RESIDENTIAL CORRIDOR POLICY

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

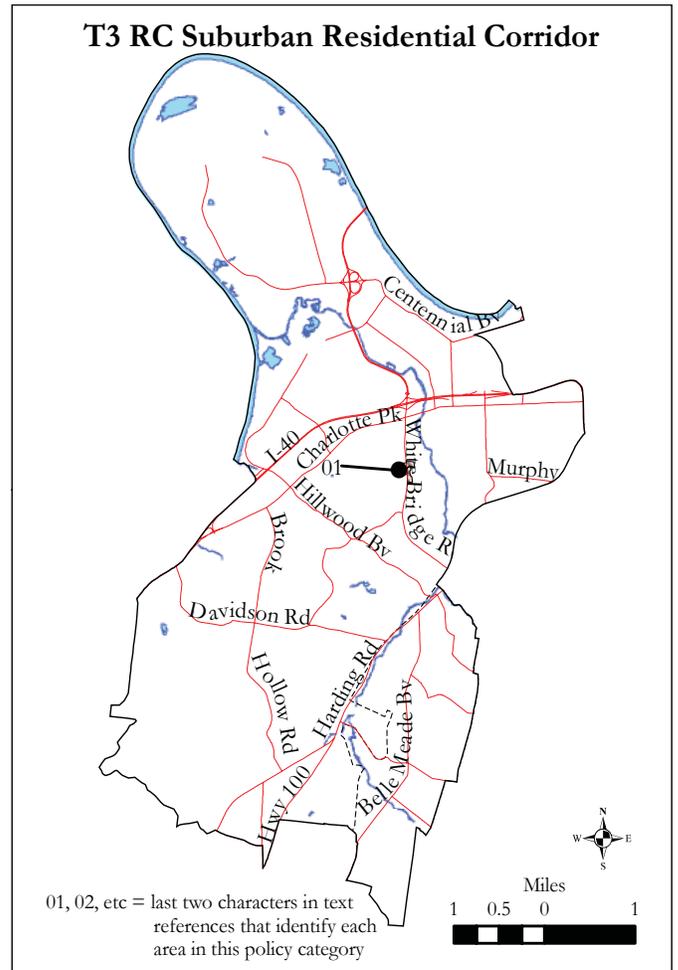
T3 Suburban Residential Corridor policy has been applied on a portion of White Bridge Road, roughly between Corbett Lane and Kendall Drive. T3 Suburban Residential Corridors are considered prominent corridors due to their role in connecting communities and other prominent streets, their size and scale, 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

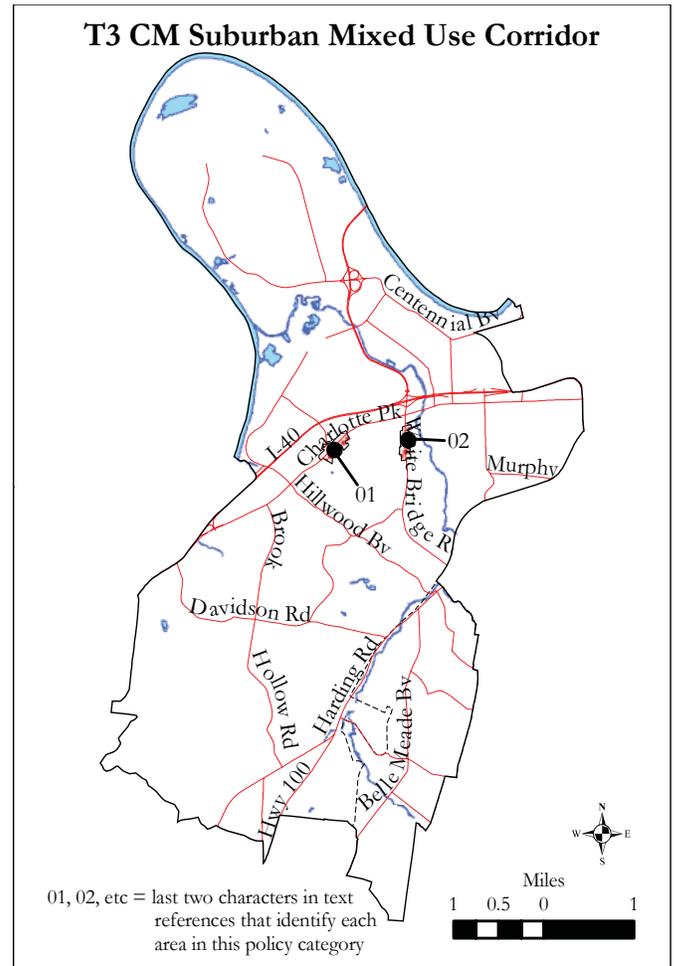
##### General Character of T3 Suburban Mixed Use Corridors in the West Nashville Community

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.



## T4 URBAN COMMUNITY CHARACTER POLICIES

### T4 URBAN OPEN SPACE POLICY

#### General Character of T4 Urban Open Space Areas in the West Nashville Community

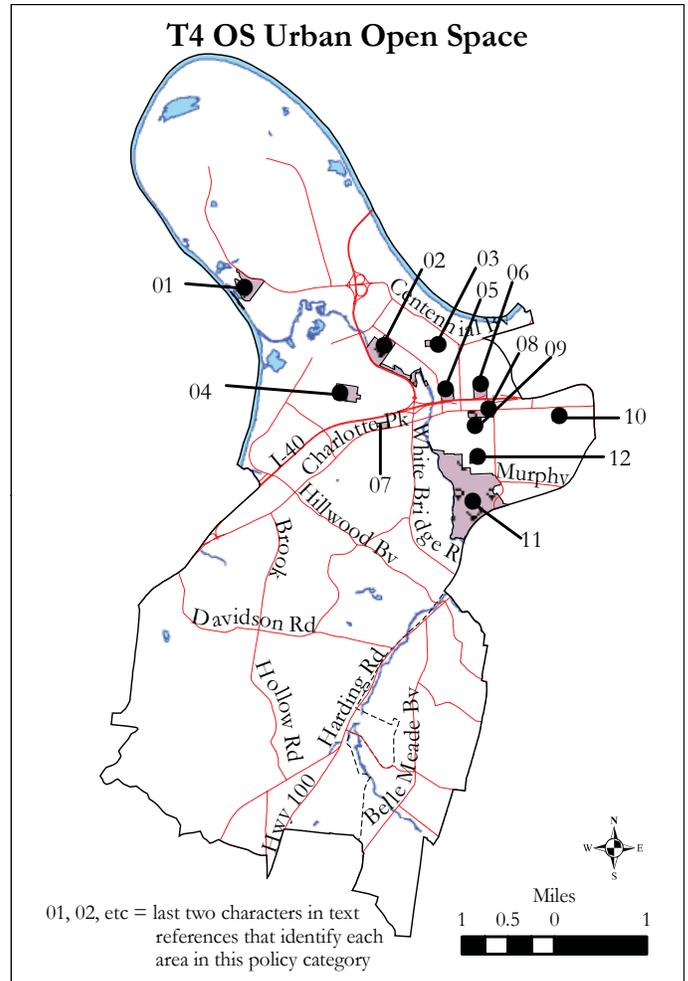
In general, T4 Urban Open Space areas include publicly-owned parks and open spaces associated with civic and public benefit uses, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T4 Urban Open Space areas in the West Nashville Community include parks as well as civic and public benefit uses with associated open space, including Metro Nashville public libraries, government and civic uses, as well as Metro Nashville school sites. Richland Park, the Richland Park Branch Public Library, West Park, and the Cohn Adult Learning Center are all examples of both civic and public benefit uses, and general parks, identified as T4 Urban Open Space.

The majority of West Nashville's T4 Urban Open Space areas provide active and passive recreation spaces 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 urban gardens, hardscaped plazas, courtyards, and pocket parks. T4 Urban Open Space areas are also unique in that they are encouraged to be walk-to areas that are designed to be part of the fabric of a neighborhood or community.

#### How to Use This Guidance

The intent for T4 Urban Open Space policy is to preserve or enhance the general character of urban 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 T4 Urban 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 T4 Urban Open Space area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T4 Urban 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 T4 Urban Open Space policy and the General Principles in the CCM are controlling.

#### **T4 Urban Open Space Community Character Policy Areas**

The West Nashville Community Plan includes several areas where the T4 Urban Open Space policy is applied. They are titled “T4 Urban 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 T4 Urban Open Space.

#### **Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban 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 T4 Urban Open Space Policy
- Appropriate Passive Uses
- Appropriate Active Uses
- Transitions
- Historically Significant Sites or Features

#### **07-T4-OS-01**

West Nashville’s T4 Urban Open Space Area 1 is referenced as 07-T4-OS-01 on the accompanying map. It is Cockrill Bend 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 T4 Urban Open Space policy applies.

#### **07-T4-OS-02**

West Nashville’s T4 Urban Open Space Area 2 is referenced as 07-T4-OS-02 on the accompanying map. It is West 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 T4 Urban Open Space policy applies.

#### **07-T4-OS-03**

West Nashville’s T3 Urban Open Space Area 3 is referenced as 07-T4-OS-03 on the accompanying map. It is the McCann Alternative Learning Center. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. 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 T4 Urban Open Space policy applies.

#### **07-T4-OS-04**

West Nashville’s T4 Urban Open Space Area 4 is referenced as 07-T4-OS-04 on the accompanying map. It is Charlotte 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 T4 Urban Open Space policy applies.

#### **07-T4-OS-05**

West Nashville’s T4 Urban Open Space Area 05 is referenced as 07-T4-OS-05 on the accompanying map. This property,

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owned by Metro Nashville/Davidson County, is used for the Bass Middle School site. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. 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 T4 Urban Open Space policy applies.

#### **07-T4-OS-06**

West Nashville's T4 Urban Open Space Area 6 is referenced as 07-T4-OS-06 on the accompanying map. This property, owned by Metro Nashville/Davidson County, is used for the Cockrill Elementary School site. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
  - Parcel 09111028400, the old portion of the Cockrill Elementary School, is National Register Eligible. Because of this historical designation, Metro Schools is 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.

#### **07-T4-OS-07**

West Nashville's T4 Urban Open Space Area 7 is referenced as 07-T4-OS-07 on the accompanying map. This property is owned by Metro Nashville/Davidson County and is the Richland Head Start Center site. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
  - Parcel 09113030500, the Richland Head Start Center, which was once the Richland School, is Worthy of Conservation. Because of this historical designation, Metro Schools is 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.

#### **07-T4-OS-08**

West Nashville's T4 Urban Open Space Area 8 is referenced as 07-T4-OS-08 on the accompanying map. It is Richland Park. In fall of 2008, a Master Plan for Richland Park was completed by the Metro Parks Department. Details of this plan may be found at: [www.nashville.gov/parks/master\\_plan.htm](http://www.nashville.gov/parks/master_plan.htm). In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Open Space Policy applies.

- Design Principle: Access
  - No additional vehicular access should be provided from Charlotte Avenue.
- Historically Significant Sites or Features
  - Parcel 09115026500, Richland Park, and Parcel 09115037300, the Richland Park Branch Library, are National Register Eligible as part of the overall Park Avenue Historic District. Because of this historical designation, Metro Parks and Metro Public Library 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.

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#### **07-T4-OS-09**

West Nashville's T4 Urban Open Space Area 9 is referenced as 07-T4-OS-09 on the accompanying map. It is the Cohn Adult Learning Center. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
  - Parcel 09115033300, the Cohn Adult Learning Center, is National Register Eligible as part of the overall Park Avenue Historic District. Because of this historical designation, Metro Schools is 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.

#### **07-T4-OS-10**

West Nashville's T4 Urban Open Space Area 10 is referenced as 07-T4-OS-10 on the accompanying map. This property is owned by Metro Nashville/Davidson County and is the Park Avenue Enhanced Option Elementary School site. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. 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 T4 Urban Open Space policy applies.

#### **07-T4-OS-11**

West Nashville's T4 Urban Open Space Area 11 is referenced as 07-T4-OS-11 on the accompanying map. It is McCabe Park and Golf Course and includes one vacant parcel that Metro owns that is not officially part of the park. While there are no unique features that warrant Special Policy, keeping the open space if the civic and public benefit use should cease is encouraged and therefore, the guidance of the T4 Urban Open Space policy applies.

#### **07-T4-OS-12**

West Nashville's T4 Urban Open Space Area 12 is referenced as 07-T4-OS-12 on the accompanying map. This property is owned by Metro Nashville/Davidson County and is the Sylvan Park Paideia Elementary School site. There is open space identified for use as a school park in association with the civic and public benefit uses on this site. Keeping the open space and park if the civic and public benefit use should cease is encouraged. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Open Space policy applies.

- Historically Significant Sites or Features
  - Parcel 10303022100, the Sylvan Park Paideia Elementary School, is Worthy of Conservation and is also part of the overall Sylvan Park Historic District. Because of this historical designation, Metro Schools is 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.

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#### T4 URBAN POTENTIAL OPEN SPACE POLICY

##### General Character of T4 Urban Potential Open Space in the West Nashville Community

T4 Urban Potential Open Space areas include land that is encouraged to be used as open space in the future. This could include vacant properties, or privately-owned properties with the potential to be open space. T4 Urban Potential Open Space should have the same character as described for T4 Urban Open Space.

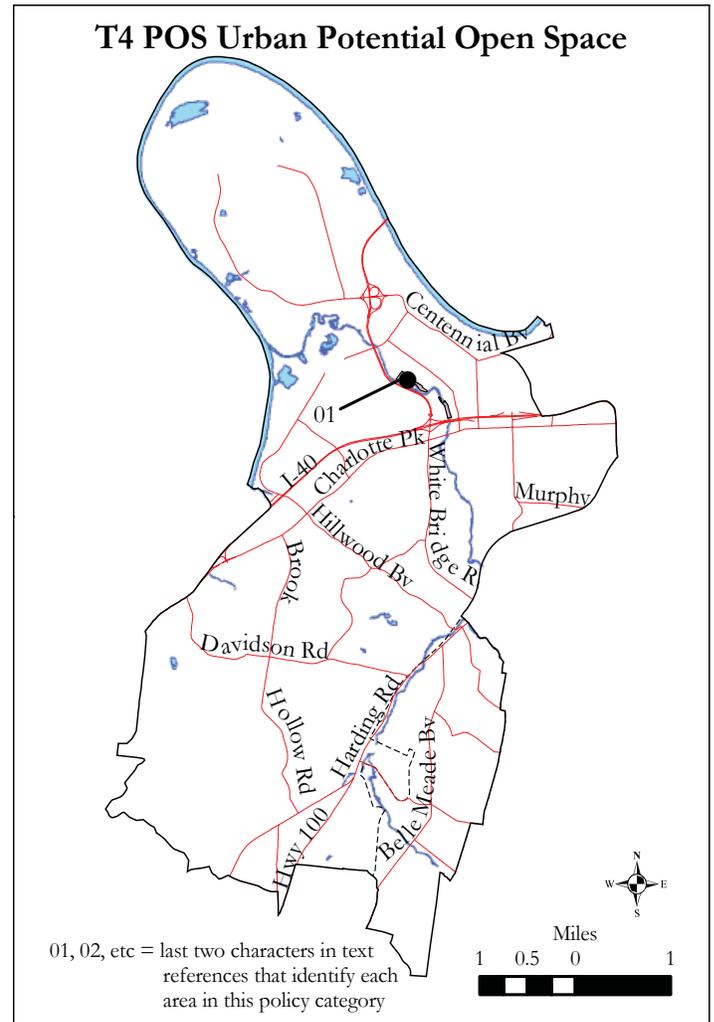
T4 Urban Potential Open Space areas provide active and passive recreation opportunities and serve multiple neighborhoods or communities. Active land uses are generally those associated with civic and public benefit activities, and include play grounds, picnic areas, recreational sports fields, and multi-use paths. Passive open space land uses may include urban gardens, hardscaped plazas, courtyards and pocket parks.

##### How to Use This Guidance

The intent for T4 Urban Potential Open Space policy is to identify areas that should be used for urban 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 T4 Urban 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 T4 Urban Potential Open Space area;
- The alternate policy for the particular T4 Urban Potential Open Space area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T4 Urban Potential Open Space area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Potential Open Space policy and the General Principles in the CCM are controlling.



## West Nashville Community Plan: 2009 Update

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#### T4 Urban Potential Open Space Community Character Policy Areas

The West Nashville Community Plan has one location where the T4 Urban Potential Open Space policy is applied. It is titled “T4 Urban Potential Open Space Policy Area” in the plan. This area was 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 T4 Urban 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 T4 Urban Potential Open Space Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Alternate Policy

#### 07-T4-POS-01

West Nashville’s T4 Urban Potential Open Space Area 1 is referenced as 07-T4-POS-01 on the accompanying map. It is vacant floodplain land adjacent to West Park, and the intent is for it to be secured as public open space and added to West Park. Where the Special Policy is silent, the guidance of the T4 Potential Urban Open Space policy applies.

- Alternate Policy
  - If these properties are not secured for public open space use, the alternate policy is Conservation policy and the property should be developed in accordance with the Special Policies for the adjacent 07-CO-01 area and with Conservation policy.



*T4 URBAN NEIGHBORHOOD MAINTENANCE POLICY*

**General Character of T4 Urban Neighborhood Maintenance Areas in the West Nashville Community**

T4 Urban Neighborhood Maintenance policy has been applied to urban neighborhoods in the West Nashville Community including the northeast and central areas of West Nashville that are located north and south of Charlotte Avenue. Neighborhoods within T4 Urban Neighborhood Maintenance policy include the Nations, Urbandale, Robertson, Sylvan Heights and Sylvan Park.

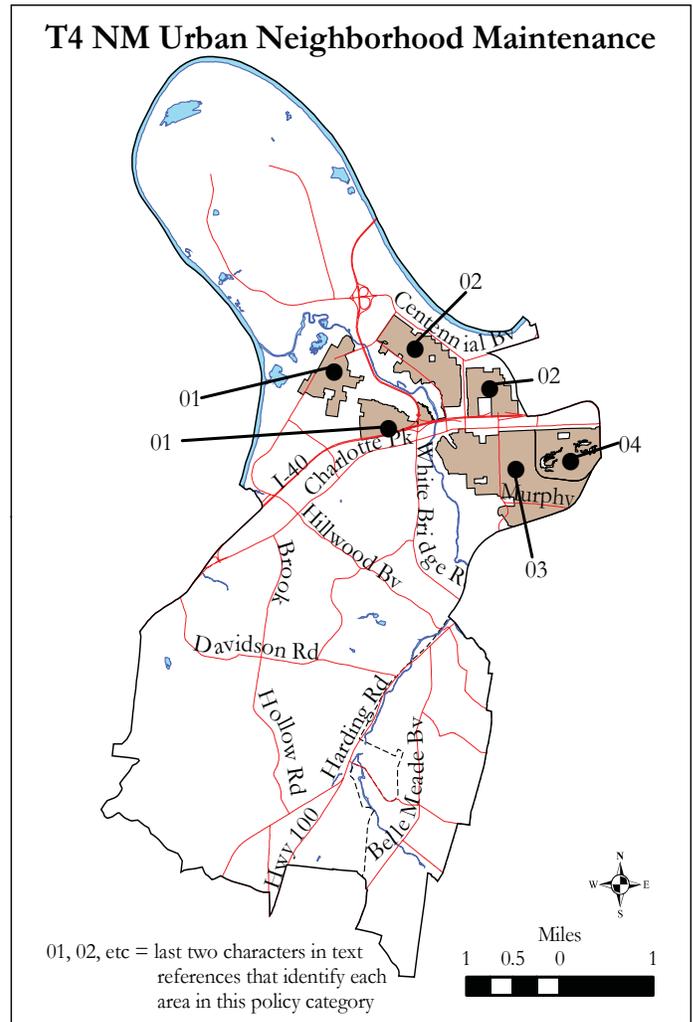
These neighborhoods demonstrate an established development pattern of mostly moderate density residential development that includes a mixture of housing types and civic and public benefit land uses. Attached and detached residential buildings and civic and public benefit buildings are regularly spaced with shallow setbacks and minimal spacing between buildings. Although T4 Urban neighborhoods are ideally accessed from alleys, numerous properties in West Nashville’s T4 Urban neighborhoods are accessed from streets. The public realm and streetscape features the consistent use of lighting, but variably informal to formal landscaping. West Nashville’s T4 Urban Neighborhood Maintenance areas are served by moderate to high levels of connectivity with complete street networks. In contrast to the envisioned character of T4 Urban Neighborhood Maintenance areas, these neighborhoods generally lack sidewalks and bikeways, and have limited mass transit service.

**How to Use This Guidance**

The intent for T4 Urban Neighborhood Maintenance policy is to preserve the general character of the urban 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 T4 Urban 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 T4 Urban Neighborhood Maintenance area; and
- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T4 Urban Neighborhood Maintenance area.



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Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Neighborhood Maintenance policy and the General Principles in the CCM are controlling.

#### **T4 Urban Neighborhood Maintenance Community Character Policy Areas**

The West Nashville Community Plan has several neighborhoods where the T4 Urban Neighborhood Maintenance policy is applied. These are titled “T4 Urban Neighborhood Maintenance 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 there are multiple areas where T4 Urban 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 T4 Urban 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 T4 Urban Neighborhood Maintenance Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater

#### **07-T4-NM-01**

West Nashville’s T4 Urban Neighborhood Maintenance Area 1 is referenced as 07-T4-NM-01 on the accompanying map. It consists of the Robertson neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

- Design Principle: Access
  - This area lacks alleys, which are the preferred type of access in urban neighborhoods. While alley access is encouraged in new infill development, proposals with shared street access may be appropriate where alleys are impractical.
- 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.
- Building Types
  - This area contains a mixture of building types, but these are sometimes randomly located rather than thoughtfully placed in relation to corridors and centers and to avoid concentrations of two-family or multi-family uses. Any future mix should arrange building types in more strategic locations through zoning decisions that place higher intensity buildings nearer to centers and corridors and use the building types as land use transitions.
- Historically Significant Sites or Features
  - Parcels 09109015700 and 09109024800, Hilltop Farm which lies between Eastboro Drive and Stevenson Street, are designated as National Register Eligible. 576 Annex Court (Parcel 09012034000) is designated

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Worthy of Conservation. Because of the historic designations, owners of the private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic 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.

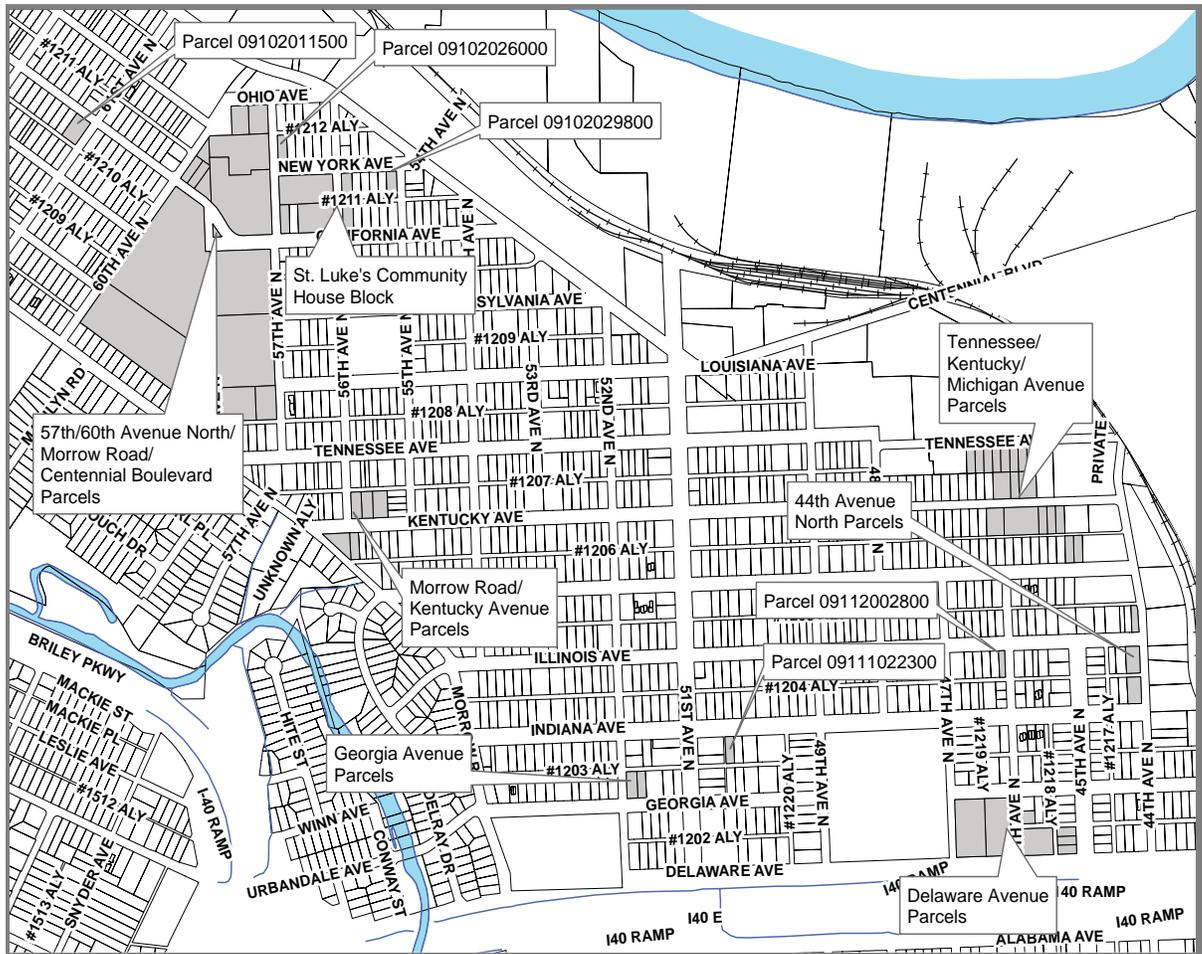
#### **07-T4-NM-02**

West Nashville’s T4 Urban Neighborhood Maintenance Area 2 is referenced as 07-T4-NM-02 on the accompanying map. It consists of the Nations or Historic West Nashville neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

- Design Principle: Access
  - Part of this area lacks alleys, which are the preferred type of access in urban neighborhoods. While alley access is encouraged in new infill development, proposals with shared street access may be appropriate where alleys are impractical.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Since this area contains a unique mixture of building types, a zoning district should be created for this area that thoughtfully locates the housing mix in more strategic locations and creates appropriate transitions through site design – thoughtful use of massing, scale, orientation, location of parking, pedestrian and vehicular access – and that places higher intensity buildings nearer to centers and corridors and that uses the building types as land use transitions.
  - Corner parcels are preferable for any future two-family building locations, with entrances oriented to each of the streets.
- Building Types
  - This area contains a full mix of building types, but these are sometimes randomly located rather than thoughtfully placed in relation to corridors and centers and to avoid concentrations of two-family or multi-family uses. Any future mix should arrange building types in more strategic locations through zoning decisions that place higher intensity buildings nearer to centers and corridors and that use the building types as land use transitions.
- Nonconforming Land Uses (*Refer to graphic on following page.*)
  - The following parcels have zoning and existing land uses that are not in conformance with policy.
    - There are several parcels located between 57<sup>th</sup> Avenue North, 60<sup>th</sup> Avenue North, Morrow Road and Centennial Boulevard that contain light manufacturing (zoned IR), lumber yards/sawmills (zoned CS), an architectural granite and marble facility (zoned CS), an urban community farm (zoned CS), and vacant land/homes (zoned CS and IR). The farm should be retained. However, the other zonings and land uses should not be allowed to expand or intensify, and future zone changes should bring these parcels into conformance with the policy.
    - The St. Luke’s Community House is located in the block bordered by 56<sup>th</sup> Avenue North, 57<sup>th</sup> Avenue North, New York Avenue and California Avenue and is zoned OL. Retention of this use and its expansion is acceptable. If St. Luke’s expands, however, a rezoning to the Specific Plan zone district should be used.
    - There is a parcel (09102026100) zoned OR20 located north of St. Luke’s on New York Avenue that contains a house. While this zoning may be retained, neither the zoning nor the land use should be allowed to expand or intensify.
    - There is a parcel (09102026000) zoned OR20 located north of St. Luke’s on New York Avenue

## West Nashville Community Plan: 2009 Update

### Chapter II: Envisioned West Nashville Community Character



that contains a house. While this zoning may be retained, the zoning should not be allowed to expand or intensify.

- There is a vacant parcel (09102029800) on the corner of 55<sup>th</sup> Avenue North and New York Avenue that is zoned MUN. This zoning should not be allowed to expand or intensify, and future zone changes should bring this parcel into conformance with the policy.
- There is a small warehouse (Parcel 09102011500) located at the corner of 61<sup>st</sup> Avenue North and California Avenue that is zoned CS. This zoning and land use should not be allowed to expand or intensify, and future zone changes should bring this parcel into conformance with the policy.
- There is an area at Morrow Road and Kentucky Avenue that contains vacant land, an office building, a small store and a house that is zoned CS and CN. It is acceptable to retain these uses, but the land uses and zoning should not be allowed to expand or intensify and should be rezoned to a district that more closely reflects the area's current small scale. This area does not warrant T4 Urban Neighborhood Center policy because of the desire to maintain its current scale and intensity, which is smaller than Neighborhood Center policy would support. Furthermore, it is located in close proximity to a neighborhood center at 60<sup>th</sup> and Morrow. It is inadvisable to have

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two full-scale neighborhood centers in such close proximity given the surrounding neighborhood's moderate level of intensity and the need to draw mixed use development to the mixed use corridor along Centennial Boulevard and 51<sup>st</sup> Avenue North.

- There is a parcel (09111022300) on Indiana Avenue, east of 51<sup>st</sup> Avenue North, that is zoned OL and currently contains a house. The zoning should not be allowed to expand or intensify, and future zone changes should bring this parcel closer to conformance with the policy.
- Parcel 09111021800, which contains a house, and Parcel 09111021900, which is vacant, on Georgia Avenue are zoned OL. The zoning does not conform to the policy, and although it can act as a transition between the more intensive zoning along 51<sup>st</sup> Avenue North and this Neighborhood Maintenance area, the zoning should not be expanded or intensified.
- There are three parcels on 44<sup>th</sup> Avenue North, two of which are zoned OR20 and one of which is zoned CS. The OR20 zoned parcels contain houses and the CS zoned parcel is vacant. The zoning of these parcels should not be expanded or intensified, and future zone changes should bring these parcels closer to conformance with the policy.
- There are several parcels at the eastern edge of this Special Policy Area that are zoned IR. Most are vacant, although some are used as businesses. This zoning does not conform to the policy and should not be expanded or intensified. Instead, any zone changes should bring these parcels closer to conformance with the policy.
- There is a small area located on Delaware Avenue that contains a motorcycle store and vacant land that is zoned SP-C, OR20 and CS. The use and zoning do not conform to the policy. While this small area does not warrant T4 Urban Neighborhood Center policy, it may be retained, but expansion and intensification of the zoning and land use should not be allowed.
- There is a small supermarket (Parcel 0911202800) located at the corner of Illinois Avenue and 46<sup>th</sup> Avenue North and is zoned R6. The zoning conforms to policy but the use does not. While this small area does not warrant T4 Urban Neighborhood Center policy, the use should be retained and the parcel should be rezoned in accordance with the existing land use.
- Historically Significant Sites or Features
  - Parcels 09111023300-238 and 09111027700-280, the Cockrill Elementary School Historic District, have been designated as Worthy of Conservation. They are located adjacent to Parcel 09111028400, the old portion of the Cockrill Elementary School, which is National Register Eligible. 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 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-T4-NM-03**

West Nashville's T4 Urban Neighborhood Maintenance Area 3 is referenced as 07-T4-NM-03 on the accompanying map. It consists of the Sylvan Park neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

- Building Types
  - The current pattern of building types is predominantly detached single-family mixed with a dispersed pattern of two-family buildings and multi-family housing. Existing two-family homes should be preserved. Additional two-family homes that complement the massing, spacing and setbacks of surrounding single-

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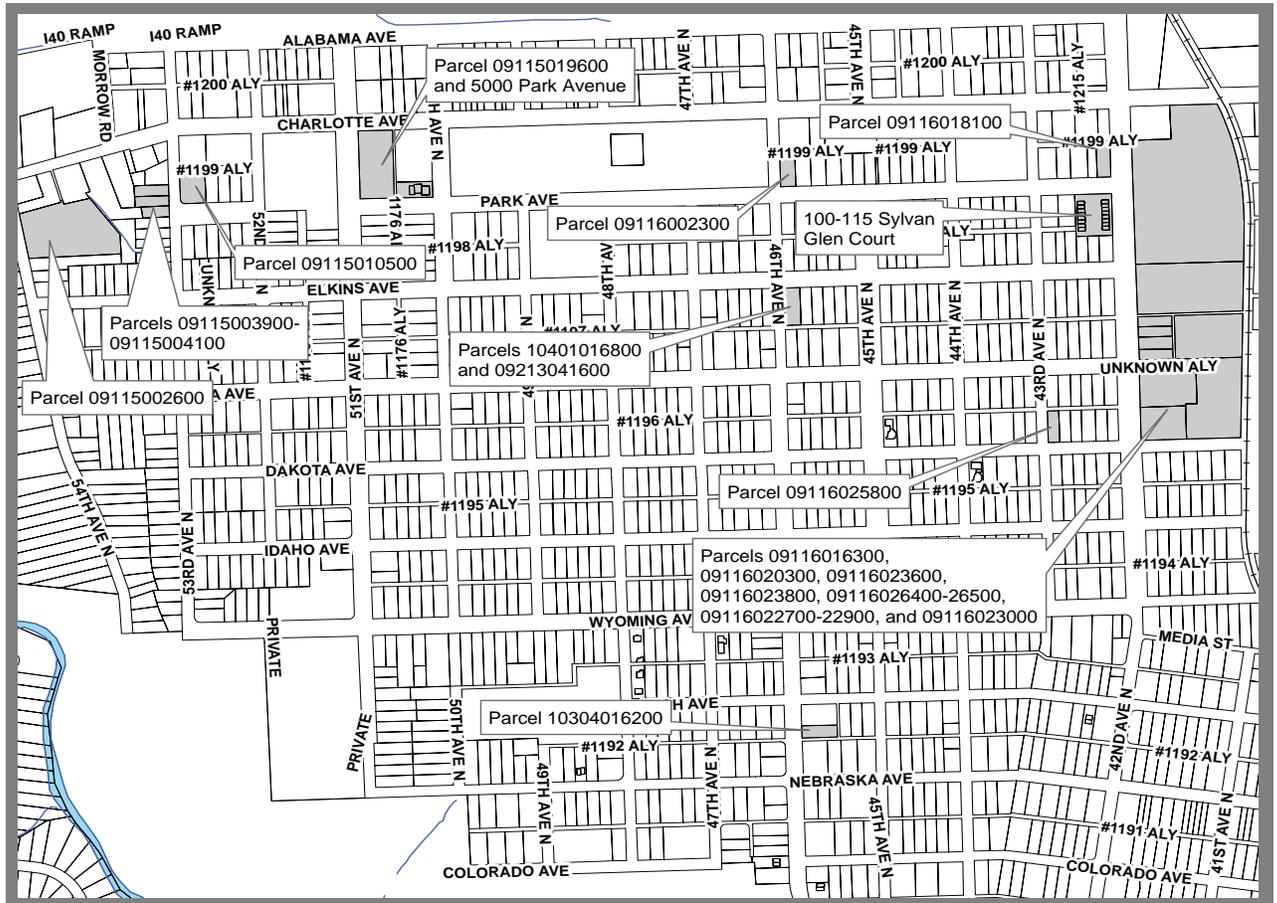
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family homes may be considered in strategic locations (such as on prominent corridors, on corner parcels and near centers), in a dispersed pattern and in a manner that does not significantly alter the overall mix of housing types. The building types of flats and townhouses are not permitted outside locations where they currently exist.

- Nonconforming Land Uses (*Refer to graphic on following page.*)
  - The following parcels have zoning and existing land uses that are not in conformance with policy.
    - There are several parcels located on 42<sup>nd</sup> Avenue North south of Charlotte Avenue that are zoned IR. Parcel 09116016300, which also has CS zoning on its Charlotte Avenue frontage, contains the Madison Mill. Four of the parcels (09116020300, 09116023600, 09116023800, and 09116026500) contain Montgomery Bell Academy's off-site athletic complex. Four of the parcels (09116022700, 09116022800, 09116022900, and 09116026400) contain office buildings. Parcel 09116023000 contains a small warehouse. Over time, the use and rezoning of this area should move towards conformity with the T4 Urban Neighborhood Maintenance policy. The Madison Mill property could serve as a transition if it were rezoned to a district in conformance with policy.
    - A small business (Parcels 10401016800 and 09213041600), zoned CN, is located at the corner of 46<sup>th</sup> Avenue North and Elkins Avenue. It is acceptable for this zoning and current use to be retained, since it is an established and small neighborhood business, but the zoning and use should not be allowed to expand or intensify.
    - A small business (Parcel 10304016200) is located at the corner of 46<sup>th</sup> Avenue North and Utah Avenue that is zoned CN. It is acceptable for this zoning and current use to be retained, since it is an established and small neighborhood business, but the zoning and use should not be allowed to expand or intensify.
    - Parcel 09115002600, located on the east side of 54<sup>th</sup> Avenue North just south of its intersection with Charlotte Avenue, is split-zoned CS and RS7.5. The parcel currently contains a church. Although the use conforms to the T4 Urban Neighborhood Maintenance policy, the CS zoning does not. This parcel presents the opportunity to serve as a transition between the more intense commercial and mixed use development along Charlotte Avenue and this Neighborhood Maintenance area, but the zoning and use should not be allowed to expand or intensify. Rezoning should be pursued that permits residential use of this parcel at a maximum of three stories with parking provided beside or behind the buildings.
    - There are four parcels located on both sides of 53<sup>rd</sup> Avenue North that are either partly or entirely zoned OR20. Two of these parcels (09115003900 and 09115004100) contain single-family homes and two parcels (09115004000 and 09115010500) contain surface parking parcels. Although this zoning and the parking parcels do not conform to the T4 Urban Neighborhood Maintenance policy, the OR20 zoning may be retained because of this area's ability to serve as a transition from the more intense commercial and mixed use development along Charlotte Avenue to this Neighborhood Maintenance area, but the zoning should not be allowed to expand. Any future rezoning should move closer to conformance with the Neighborhood Maintenance policy.
    - The rear portion of a parcel (09115019600) on the east side of 51<sup>st</sup> Avenue North that fronts onto Charlotte Avenue is within this Neighborhood Maintenance area because the parcel occupies the entire depth of the block on which it sits. This parcel is zoned CS, which does not conform to the T4 Urban Neighborhood Maintenance policy. This portion of the parcel is used for parking. This parcel presents the opportunity to serve as a transition between the more intense commercial and

## West Nashville Community Plan: 2009 Update

### Chapter II: Envisioned West Nashville Community Character



mixed use development along Charlotte Avenue and this Neighborhood Maintenance Area, but the zoning and use should not be allowed to expand or intensify. Rezoning is recommended that permits office and/or residential use of this parcel at a maximum of three stories with parking provided beside or behind the buildings.

- There is a group of residential condominium parcels at the northwest corner of Park Avenue and 50<sup>th</sup> Avenue North (Parcel 091150A00100CO et al) that is zoned OR20. Although this zoning does not conform to the T4 Urban Neighborhood Maintenance policy, it may be retained because of this area's ability to serve as a transition from the more intense commercial and mixed use development along Charlotte Avenue to this Neighborhood Maintenance area. Any future rezoning should move closer to conformance with the Neighborhood Maintenance policy.
- There is a parcel (09116002300) at the northeast corner of 46<sup>th</sup> Avenue North and Park Avenue that is zoned OR20 and is currently used as a surface parking lot. Although this zoning and the parking parcel do not conform to the T4 Urban Neighborhood Maintenance policy, the OR20 zoning may be retained because of this area's ability to serve as a transition from the more intense commercial and mixed use development to this Neighborhood Maintenance area. Any future rezoning should move closer to conformance with the Neighborhood Maintenance policy.

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### Chapter II: Envisioned West Nashville Community Character



- There is a parcel (09116018100) currently containing a single-family house and a group of condominium parcels at 100 to 115 Sylvan Glen Court (including Parcel 091160A11500CO) that are all on Park Avenue at the corner of 42<sup>nd</sup> Avenue North and are zoned OR20, a zoning district that does not conform to the T4 Urban Neighborhood Maintenance policy. This zoning may be retained because of this area's ability to serve as a transition from the more intense commercial and mixed use development along Charlotte Avenue to this Neighborhood Maintenance area. Any future rezoning should move closer to conformance with the Neighborhood Maintenance policy.
- A small business (Parcel 10308001300) is located at the corner of Murphy Avenue and 40<sup>th</sup> Avenue North that is zoned CN. It is acceptable for this zoning and current use to be retained, since it is an established and small neighborhood business, but the zoning and use should not be allowed to expand or intensify.
- There are parcels (104050059600 and 10405006000) located at Murphy Avenue and 37<sup>th</sup> Avenue North that are zoned CS and IR and currently contain a florist and office/storage. Preferably, these should be rezoned to a Specific Plan zone district that provides buffering at the rear of the mini-storage. Otherwise, since these are established and small neighborhood businesses, it is acceptable for the use to remain, but the zoning and use should not be allowed to expand or intensify.
- Historically Significant Sites or Features
  - There are numerous historical properties in this area.

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- The Park Avenue Historic District, located along Park Avenue between 50<sup>th</sup> Avenue North and 42<sup>nd</sup> Avenue North, is designated as National Register Eligible. The National Register Eligible Designation also applies to Parcel 09115015200, which contains St. Ann's Church and School, 4501 Nebraska Avenue, and 4404 Nebraska Avenue.
- The Worthy of Conservation designation applies to the Murphy Road Historic District located along Murphy Road between 44<sup>th</sup> Avenue North and 37<sup>th</sup> Avenue North; the Sylvan Park Historic District, located between Elkins Avenue, 42<sup>nd</sup> Avenue North, Colorado Avenue, and 52<sup>nd</sup> Avenue North; 5210 Nevada Avenue; 4102, 4104, and 4110 Idaho Avenue; and 233, 237, and 241 54<sup>th</sup> Avenue North.
- Because of these designations, 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.

#### 07-T4-NM-04

West Nashville's T4 Urban Neighborhood Maintenance Area 4 is referenced as 07-T4-NM-04 on the accompanying map. It consists of the Sylvan Heights neighborhood. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Maintenance policy applies.

- Building Types
  - The current pattern of building types is predominantly single-family detached structures with a limited number of duplexes and multi-family buildings. Existing two-family homes should be preserved. Additional two-family homes that complement the massing, spacing and setbacks of surrounding single-family homes may be considered in strategic locations (such as on prominent corridors, on corner parcels and near centers), in a dispersed pattern and in a manner that does not significantly alter the overall mix of housing types. The building types of flats and townhouses are not permitted outside locations where they currently exist.
- Nonconforming Land Uses (*Refer to graphic on following page.*)
  - The following parcels have zoning and existing land uses that are not in conformance with policy.
    - There are four adjoining parcels (Parcels 09213042100 – 423 and 09213046700), located on the top of a hill along Dakota Avenue, that are zoned RS5 and currently contain small multi-family buildings. These are also in the adjacent Conservation policy area 07-CO-09. If any redevelopment occurs, a Specific Plan zone district should be pursued that would allow multi-family, but that would improve treatment of the steep slopes.
    - There is an area located south of Charlotte Avenue, west of 40<sup>th</sup> Avenue North and adjacent to the railroad, that is zoned IR. This area contains vacant land (Parcels 09116030300, 09116030400, 09116031900, 09116031800, and 09116031700), a single-family home (Parcel 09116031700), and a warehouse (Parcel 09116032000). The zoning should not be allowed to expand. Any future rezoning should move closer to conformance with the T4 Urban Neighborhood Maintenance policy.
    - A small business is located at the corner of 35<sup>th</sup> Avenue North and Park Avenue that is zoned CN. It is acceptable for this zoning and current use to be retained, but the zoning should not be allowed to expand or intensify.
    - Facilities at 3622-3630 Redmon Court (various condominium parcels), including an indoor climbing establishment, the Noah Liff Opera Center, and the Nashville Ballet, are located adjacent to the



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#### T4 URBAN NEIGHBORHOOD EVOLVING POLICY

##### General Character of T4 Urban Neighborhood Evolving Areas in the West Nashville Community

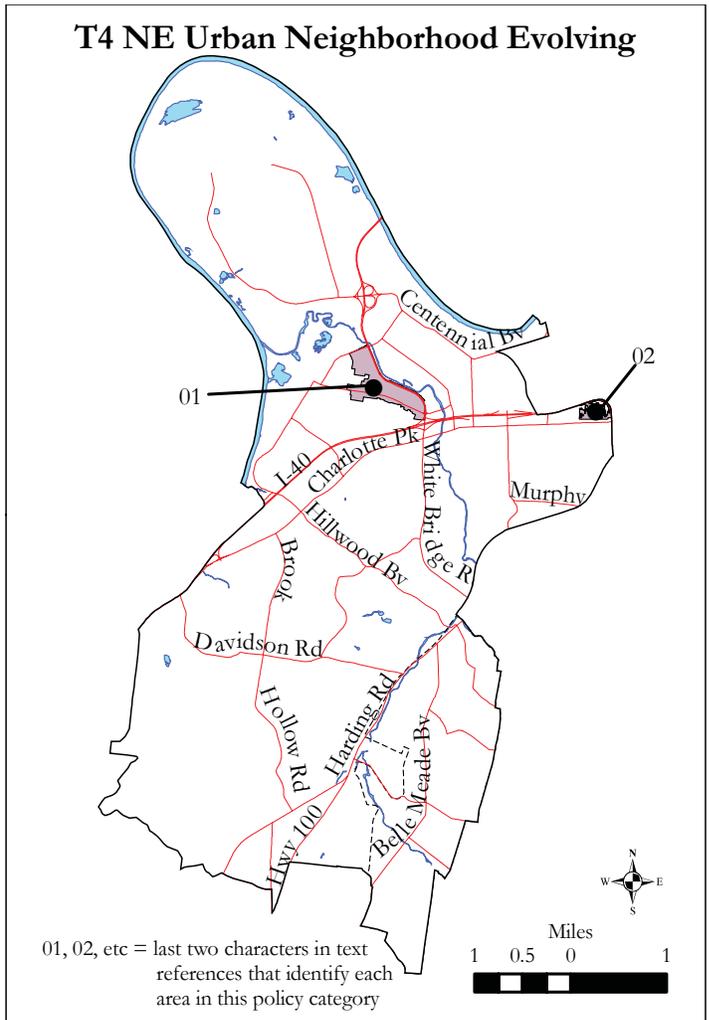
T4 Urban Neighborhood Evolving policy has been applied to two neighborhoods in the West Nashville community, including along Robertson Avenue and an area north of Charlotte Avenue, as a transition between more intense corridor policies and adjacent established neighborhoods.

The existing development within West Nashville's T4 Neighborhood Evolving areas exhibits few of the ideal characteristics of T4 Urban Neighborhoods. Street connectivity is moderate and development generally has street, rather than alley access. The bicycle and sidewalk networks are mostly incomplete although sidewalks are increasingly commonplace in newer developments. Building form is inconsistent and varies among developments. Unfortunately, building types are not thoughtfully dispersed throughout developments, but generally segregated. While these neighborhoods have assets, there is opportunity for these neighborhoods to change and evolve. It is recommended that future development in these areas emulate the traditional urban model, but with more housing options, alley access and a higher level of connectivity for vehicles, bicycles and pedestrians.

##### How to Use This Guidance

The intent for T4 Urban Neighborhood Evolving policy is to create urban neighborhoods that are compatible with the general character of urban 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 T4 Urban 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 T4 Urban 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 T4 Urban Neighborhood Evolving area.



## **West Nashville Community Plan: 2009 Update**

### Chapter II: Envisioned West Nashville Community Character

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Neighborhood Evolving policy and the General Principles in the CCM are controlling.

#### **T4 Urban Neighborhood Evolving Community Character Policy Areas**

The West Nashville Community Plan has two neighborhoods where the T4 Urban Neighborhood Evolving policy is applied. These are titled “T4 Urban 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 there are multiple areas where T4 Urban Neighborhood Evolving policy is applied, each area is different in some respect due to the factors mentioned above.

#### **Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban 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 T4 Urban Neighborhood Evolving Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater

#### **07-T4-NE-01**

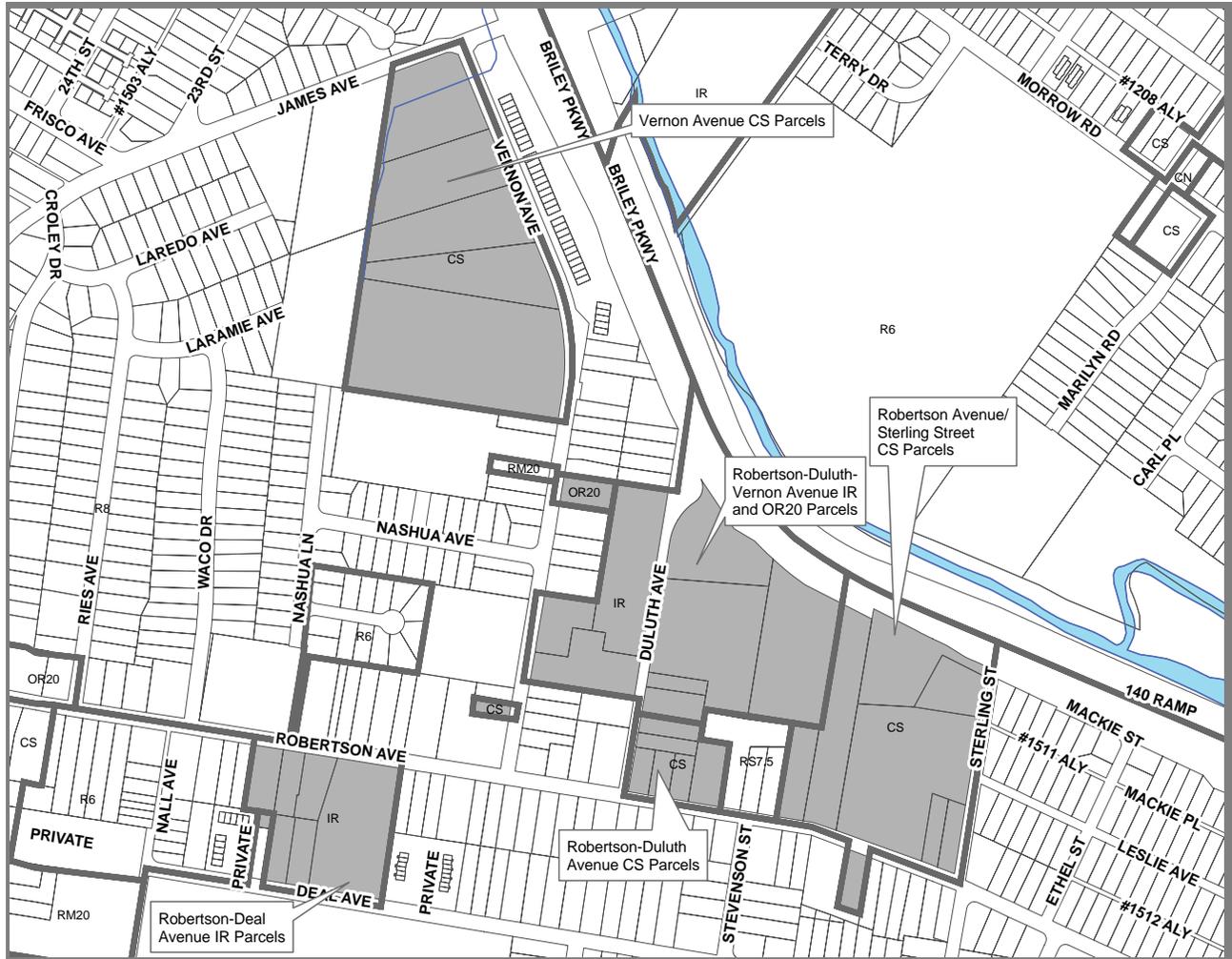
West Nashville’s T4 Urban Neighborhood Evolving Area 1 is referenced as 07-T4-NE-01 on the accompanying map. It is a portion of the Robertson neighborhood that flanks both sides of Robertson Avenue and contains a diverse mixture of residential and nonresidential zoning and a mix of housing types. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Evolving policy applies.

- Nonconforming Land Uses (*Refer to graphic on following page.*)
  - There is a mulch and landscaping facility on Vernon Avenue and parcels with homes and vacant land at the corner of Robertson Avenue and Duluth Avenue, all of which are zoned CS. The CS zoning should be rezoned to residential zoning that conforms to the T4 Urban Neighborhood Evolving policy.
  - A cluster of businesses and vacant land along Duluth Avenue are zoned IR, with one parcel zoned OR20 that faces Vernon Avenue. The vacant land should be rezoned to residential since the land provides no services or employment. Since these businesses provide services and employment, there is some merit to continuing the current use, but the zoning and use should not be allowed to expand or intensify. Any future rezoning should move closer to conformance with the T4 Urban Neighborhood Evolving policy.
  - Along Sterling Avenue is a cluster of businesses, vacant land, and housing that is zoned CS. The houses and vacant land should be rezoned to residential since they do not provide services or employment. Since these businesses provide services and employment, there is some merit to continuing the current use, but the zoning and use should not be allowed to expand or intensify. Any future rezoning should move closer to conformance with the T4 Urban Neighborhood Evolving policy.
  - There is an auto body shop on Vernon Avenue (Parcel 09109002000) that is zoned CS. The zoning and use should not be allowed to expand or intensify. Any future rezoning should move closer to conformance with the T4 Urban Neighborhood Evolving policy.

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- There is a manufacturing facility, auto body shop, and houses on Robertson Avenue and Deal Avenue that are zoned IR. The houses should be rezoned to residential. Since these businesses provide services/employment, there is some merit to continuing the current use, but the zoning and use should not be allowed to expand or intensify. Any future rezoning should move closer to conformance with the T4 Urban Neighborhood Evolving policy.

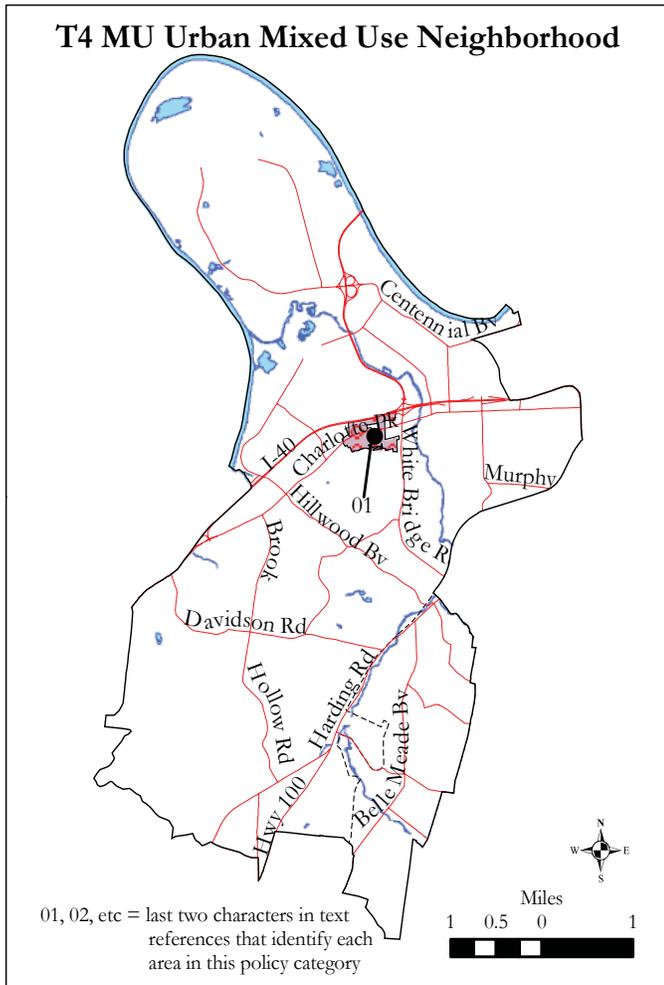


#### 07-T4-NE-02

West Nashville's T4 Urban Neighborhood Evolving Area 2 is referenced as 07-T4-NE-02 on the accompanying map. It is a small neighborhood north of Charlotte Avenue, north from Sylvan Heights and adjacent to I-40 and I-440, and contains many vacant parcels and a mixture of housing types. This policy area does not contain any unique features that warrant Special Policies, therefore, the guidance of the T4 Urban Neighborhood Evolving policy applies.

T4 URBAN MIXED USE NEIGHBORHOOD POLICY

General Character of T4 Urban Mixed Use Neighborhood Areas in the West Nashville Community



T4 Urban Mixed Use Neighborhood policy has been applied to one neighborhood in the West Nashville Community, an area surrounding the center at Charlotte Pike/White Bridge Road. In comparing the existing development within this West Nashville T4 Urban Mixed Use Neighborhood and the *ideal* neighborhood described by this policy, one should consider an existing example of the type of neighborhood envisioned by this policy – the Germantown neighborhood north of Downtown Nashville on Jefferson Street.

The existing development within West Nashville’s T4 Urban Mixed Use Neighborhood area reflects only a few of the characteristics ideally found in these neighborhoods. T4 Urban Mixed Use Neighborhoods are envisioned to host a wide variety of uses including higher density housing, mixed use, commercial, office and even light industrial. Most of this West Nashville T4 Urban Mixed Use Neighborhood contains a variety of non-residential uses. In the limited area that has residential uses, the residential does not have the building types or densities envisioned in T4 Urban Mixed Use Neighborhood policy. Existing buildings in these areas generally have shallow to moderate setbacks and are irregularly spaced. Parking in front of buildings is common, which is discouraged in the policy. Lighting and formal landscaping, which is encouraged in the policy, is minimal under today’s built environment. Street connectivity is generally good; however, the sidewalk and bicycle networks envisioned in the T4 Urban Mixed Use Neighborhood policy are not present. Instead, sidewalk networks range from non-existent to partially complete. None of these areas have bikeway

networks today, but most are generally within convenient walking or cycling distance of mass transit. Alley access, which is the preferred model of access, is mostly non-existent in this T4 Urban Mixed Use Neighborhood.

The neighborhood where T4 Urban Mixed Use Neighborhood policy is applied has an opportunity to evolve to serve a unique role in the West Nashville Community – as a transition between more intense and less intense community character policies, and a unique environment where a variety of uses are encouraged.

**How to Use This Guidance**

The intent for T4 Urban Mixed Use Neighborhood policy is to preserve, enhance and create mixed use neighborhoods characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are

## ***West Nashville Community Plan: 2009 Update***

### Chapter II: Envisioned West Nashville Community Character

envisioned to remain or develop in a mixed use pattern. 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 T4 Urban Mixed Use Neighborhood 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 T4 Urban Mixed Use Neighborhood 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 T4 Urban Mixed Use Neighborhood area.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Mixed Use Neighborhood policy and the General Principles in the CCM are controlling.

#### **T4 Urban Mixed Use Neighborhood Community Character Policy Areas**

The West Nashville Community Plan has one neighborhood where the T4 Urban Mixed Use Neighborhood policy is applied. It is titled “T4 Urban Mixed Use Neighborhood Policy Area” in the plan. This area was identified by examining their general characteristics, internal and surrounding development patterns (use mix, land use relationships, zoning), environmental features, and man-made features for each area.

#### **Special Policies**

The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Mixed Use Neighborhood policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Mixed Use Neighborhood Policy
- Appropriate Land Uses
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater

#### **04-T4-MU-01**

West Nashville’s T4 Urban Mixed Use Neighborhood Area 1 is referenced as 07-T4-MU-01 on the accompanying map. It is the area to the west of the T4 Urban Community Center at White Bridge Road/Charlotte Pike. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Neighborhood policy applies.

- Appropriate Land Uses
  - Uses along O’Brien Avenue and Eastboro Drive should remain some type of residential, as guided by the policy.
- Design Principle: Connectivity (Vehicular)
  - As redevelopment and intensification occurs, an expanded network of streets is needed. That network should be designed to connect multiple developments and create safe, comfortable multi-modal transportation options including facilities for pedestrians, cyclists and transit.
- Historically Significant Sites or Features
  - Parcel 09114012500, the West Nashville Heights Church of Christ, has been identified as being Worthy of

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Conservation. Because of the historic designation, owners of the private property are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features on these sites.

- Parcel 09113030500, which lies between O'Brien Avenue and Charlotte Pike, contains the old Richland School building, which is designated as Worthy of Conservation. Metro Government currently owns the property.
- 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.
- Transitions
  - As this area intensifies and redevelops over time, transitions through site design – thoughtful use of massing, scale, orientation, location of parking, pedestrian and vehicular access – are encouraged along this area’s border with the abutting properties in policy area 07-T3-NM-01 to the west.



## West Nashville Community Plan: 2009 Update

### Chapter II: Envisioned West Nashville Community Character

#### T4 URBAN NEIGHBORHOOD CENTER POLICY

##### General Character of T4 Urban Neighborhood Centers in the West Nashville Community

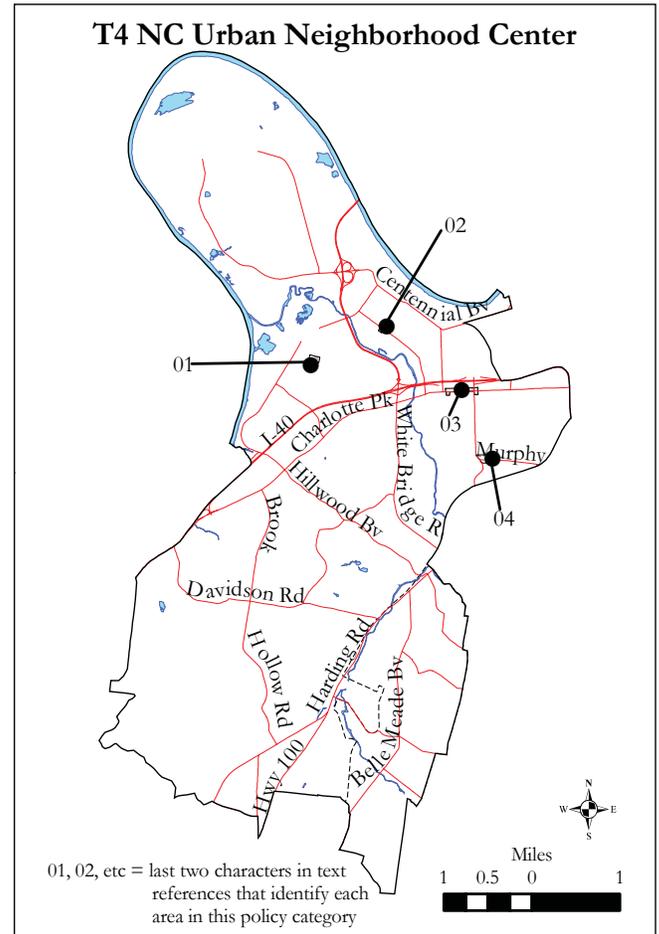
T4 Urban Neighborhood Center policy has been applied to urban commercial areas at the intersections of Robertson Avenue and Croley Drive; Morrow Road and 60<sup>th</sup> Avenue North; and Murphy Road and 46<sup>th</sup> Avenue North. It has also been applied to an area along Charlotte Avenue surrounding Richland Park. T4 Urban Neighborhood Centers are envisioned to be pedestrian friendly areas that contain commercial, mixed use, civic and public benefit land uses. Any residential is present only in mixed use buildings. While some areas currently have a limited mix of uses, there is a lack of residential development and multi-story, mixed use development. Some areas feature sidewalks, which are prominent in T4 Urban Neighborhood Centers, but there is a general lack of a pedestrian friendly streetscape – there are multiple vehicular access points, creating conflicts between pedestrians and autos. There is also parking in front of many buildings, which T4 Urban Neighborhood Center policy discourages, while encouraging moving buildings to the sidewalk to frame the street. Finally, there is room in these areas to improve upon signage, landscaping and lighting to create more welcoming centers.

##### How to Use This Guidance

The intent for T4 Urban Neighborhood Center policy is to preserve, enhance or create urban neighborhood centers that are compatible with the general character of urban 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 T4 Urban 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 T4 Urban 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 T4 Urban Neighborhood Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Neighborhood Center policy and the General Principles in the CCM are controlling.



## ***West Nashville Community Plan: 2009 Update***

### Chapter II: Envisioned West Nashville Community Character

#### **T4 Urban Neighborhood Center Community Character Policy Areas**

The West Nashville Community Plan has several areas where the T4 Urban Neighborhood Center policy is applied. These are titled “T4 Urban 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 there are multiple areas where T4 Urban Neighborhood Center policy is applied, each center 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 T4 Urban 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 T4 Urban Neighborhood Center Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

#### **07-T4-NC-01**

West Nashville’s T4 Urban Neighborhood Center Area 1 is referenced as 07-T4-NC-01 on the accompanying map. It consists of a small area of nonresidential uses and zoning around the intersection of Robertson Avenue and Croley Drive. This policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Neighborhood Center policy applies.

#### **07-T4-NC-02**

West Nashville’s T4 Urban Neighborhood Center Area 2 is referenced as 07-T4-NC-02 on the accompanying map. It consists of a small area of nonresidential uses and zoning around the intersection of Morrow Road and 60<sup>th</sup> Avenue North. This policy area does not contain any unique features that warrant Special Policies; therefore, the guidance of the T4 Urban Neighborhood Center policy applies.

#### **07-T4-NC-03**

West Nashville’s T4 Urban Neighborhood Center 3 is referenced as 07-T4-NC-03 on the accompanying map. It consists of a small area of nonresidential uses and zoning on Charlotte Avenue across from Richland Park. This Neighborhood Center has received additional detailed planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T4 Urban Neighborhood Center policy applies, except for the following Special Policies:

- Appropriate Land Uses
  - In addition to the “Appropriate Land Uses” permitted in the T4 Urban Neighborhood Center policy, residential land uses are also appropriate.
  - Any use that cannot meet the building and site design standards in the T4 Urban Neighborhood Center policy and Special Policies below is discouraged along Charlotte Avenue.
- Design Principle: Access
  - No additional vehicular access points should be provided to Richland Park from Charlotte Avenue.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - For buildings on corners, utilize urban design techniques that ensure that the corner is addressed in a

## *West Nashville Community Plan: 2009 Update*

### Chapter II: Envisioned West Nashville Community Character

- manner that recognizes its role as a focal point, such as the placement of pedestrian entrances, architectural detailing, and building design that is responsive to the distinctive role of the corner and the streetscape.
- Redevelopment along 46<sup>th</sup> Avenue North should contribute – through site design and building design – to safe, comfortable, and convenient pedestrian and bicycle connections between the Nations neighborhood and the Sylvan Park neighborhood.
  - Design Principle: Connectivity (Pedestrian/Bicycle)
    - Install appropriately wide sidewalks with street trees, benches, knee walls, trash receptacles and other pedestrian amenities along Charlotte Avenue and 46<sup>th</sup> Avenue to create a comfortable place.
    - A greenway is planned along Richland Creek, including a connection to Richland Park. These should be taken into account in conjunction with development proposals involving any properties in this area that are adjacent to the planned greenway or connection to Richland Park. See the recommendations in Chapter IV: Open Space Plan regarding greenways and open space.
  - Design Principle: Parking
    - On-site parking is only provided behind the building – not in front or beside the building.
    - If the opportunity arises, provide on-street parking on both sides of 45<sup>th</sup> Avenue North between Charlotte and Alabama Avenues.
  - Building Types
    - Given that stand-alone residential is a use that is uniquely permitted in this T4 Urban Neighborhood Center, in addition to the building types permitted in T4 Urban Neighborhood Center, the following building types are also permitted – townhouses and flats.
  - Historically Significant Sites or Features
    - This entire Special Policy Area has been designated as the Worthy of Conservation Charlotte Avenue Historic District. There are several historically significant sites within this area with various historical designations, and one, Richland Hall at 4822 Charlotte Avenue, is listed on the National Register of Historic Places. Because of the various historical designations, 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.
    - The adaptive reuse of historic buildings is encouraged to maintain the historical character of the area.
  - Design Principle: Landscaping
    - 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 back of the property, off of Charlotte Avenue and 46<sup>th</sup> Avenue.

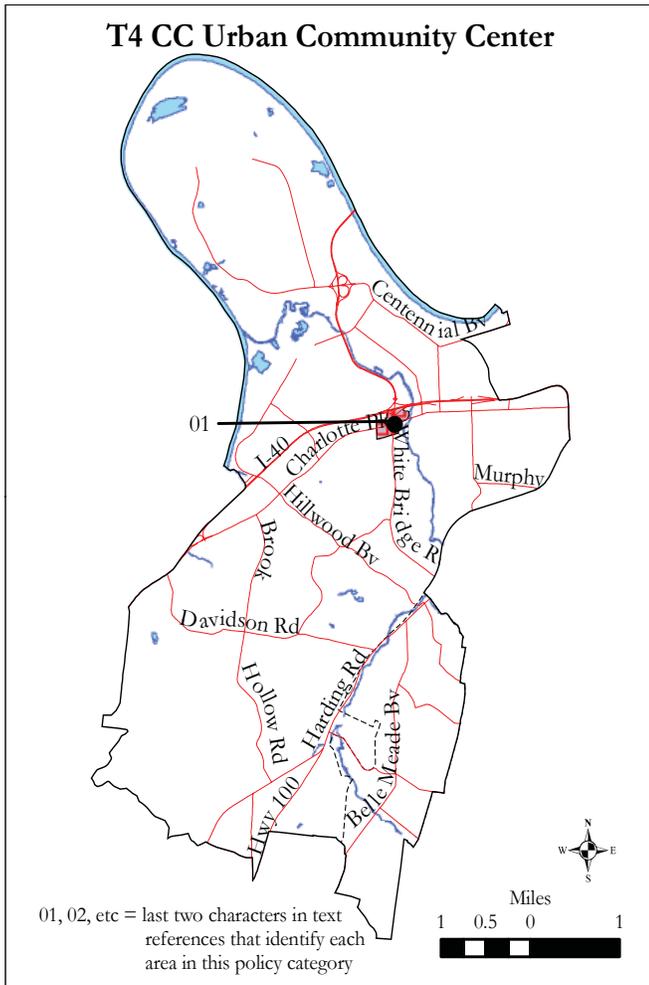
#### **07-T4-NC-04**

West Nashville’s T4 Urban Neighborhood Center Area 4 is referenced as 07-T4-NC-04 on the accompanying map. It consists of a small area of nonresidential uses and zoning on Murphy Road and 46<sup>th</sup> Avenue North across from McCabe Park and Golf Course. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Neighborhood Center policy applies.

- 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 Murphy Road and 46<sup>th</sup> Avenue.

*T4 URBAN COMMUNITY CENTER POLICY*

**General Character of T4 Urban Community Centers in the West Nashville Community**



T4 Urban Community Center policy has been applied to only one urban commercial area in the West Nashville Community – the area around the intersection of Charlotte Pike and White Bridge Road. This commercial center area has historical significance to the community and presents an opportunity for large-scale redevelopment. Aside from some mix of uses, this center does not currently possess many features of the ideal T4 Urban Community Center. These centers are envisioned to be pedestrian friendly areas that contain commercial, mixed use, civic and public benefit land uses. Residential land uses generally serve as a transition from the community center to adjacent lower intensity residential. T4 Urban Community Centers have coordinated access into and through development, with high vehicular, pedestrian and bicycle connectivity to surrounding neighborhoods. These centers are welcoming to pedestrians and cyclists with ample sidewalks and crosswalks, pedestrian-scaled signage and lighting and formal landscaping. Because T4 Urban Community Centers can be a drive-to or walk-to destination, they are generally located at intersections of prominent urban streets serving urban neighborhoods within a five-to ten-minute walk. The location of this center area at the intersection of two prominent corridors is ideal to serve the surrounding neighborhoods with higher intensity, mixed use development.

**How to Use This Guidance**

The intent for T4 Urban Community Center policy is to preserve, enhance or create urban community centers, encouraging their development and redevelopment as intense

mixed use areas that are compatible with the general character of urban 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 T4 Urban 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 T4 Urban Community Center;
- The envisioned character of other surrounding policy areas; and

## ***West Nashville Community Plan: 2009 Update***

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- Additional guidance provided by the West Nashville Community Plan including any Special Policies for the particular T4 Urban Community Center.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Community Center policy and the General Principles in the CCM are controlling.

#### **T4 Urban Community Center Community Character Policy Areas**

The West Nashville Community Plan has one area where the T4 Urban Community Center policy is applied. This is titled “T4 Urban Community Center Policy Area” in the plan. This center 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.

#### **Special Policies**

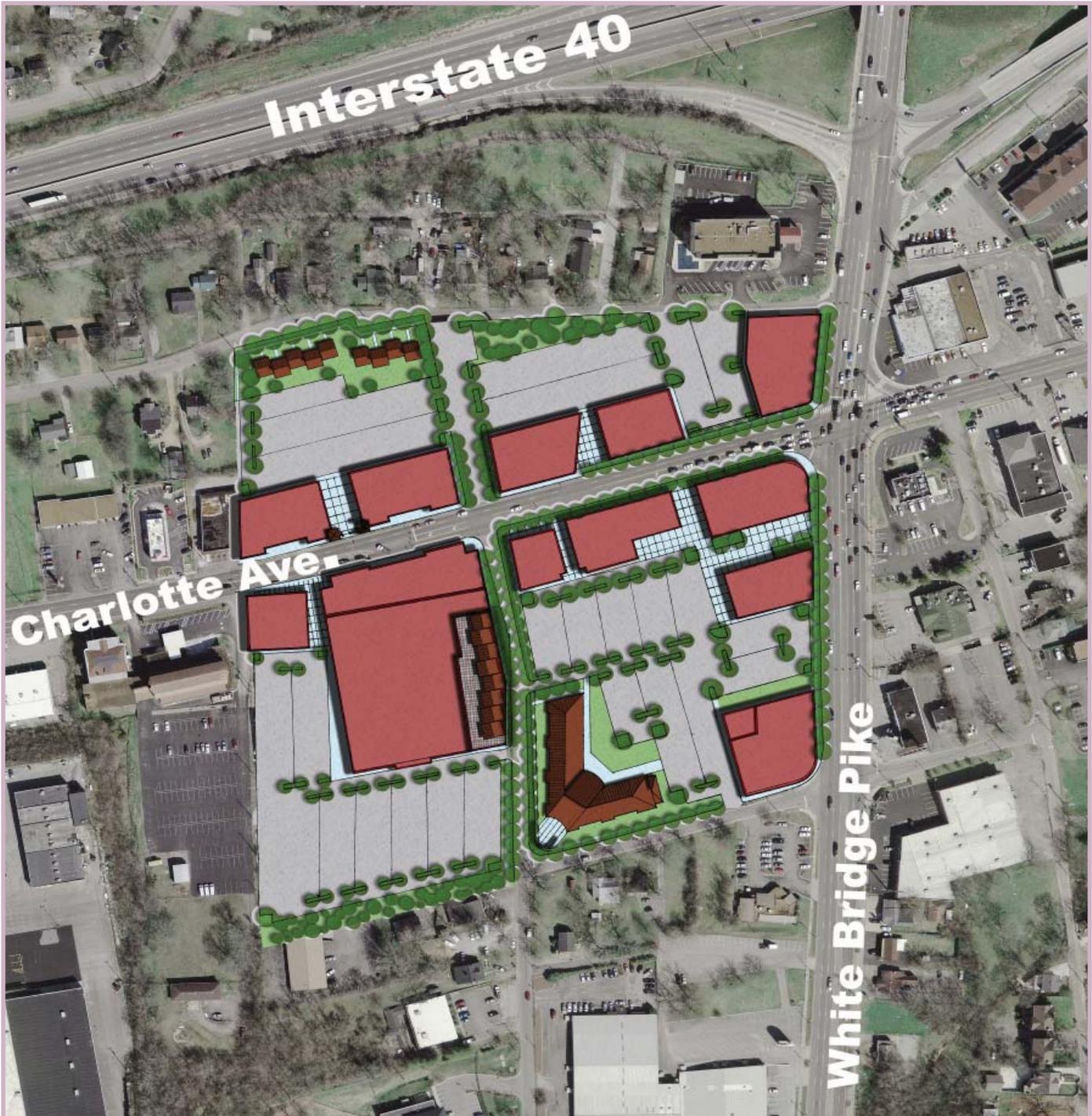
The following provides additional guidance on unique conditions that may exist in a particular T4 Urban Community Center policy area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the T4 Urban Community Center Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

#### **07-T4-CC-01**

West Nashville’s T4 Urban Community Center Area 1 is referenced as 07-T4-CC-01 on the accompanying map. It consists of the Charlotte Pike/White Bridge Road intersection/shopping area. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Community Center policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
  - While height is based primarily on building type and location within the center, the ability to provide adequate parking for the building on-site will also factor into determining building form.
- Design Principle: Landscaping
  - Given the prominence of Charlotte Pike and White Bridge Road, special treatment consisting of street trees should be provided.
  - 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
  - Given the uses and classification of Charlotte Pike and White Bridge Road, monument signs may be appropriate in this area and should be considered on their merits.
- 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 Avenue and White Bridge Road.



**FIGURE 13:** This conceptual scenario illustrates the development potential of a portion of the Charlotte Pike corridor to the west of White Bridge Pike under T4 Urban Community Center policy. Buildings shown in this scenario are generally 2 to 3 story mixed use buildings consisting of commercial and office land uses. Several residential buildings and townhouses are shown on side streets. Development along White Bridge Pike and Charlotte Pike has short setbacks with parking located in the middle of each block.

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#### T4 URBAN MIXED USE CORRIDOR POLICY

##### General Character of T4 Urban Mixed Use Corridors in the West Nashville Community

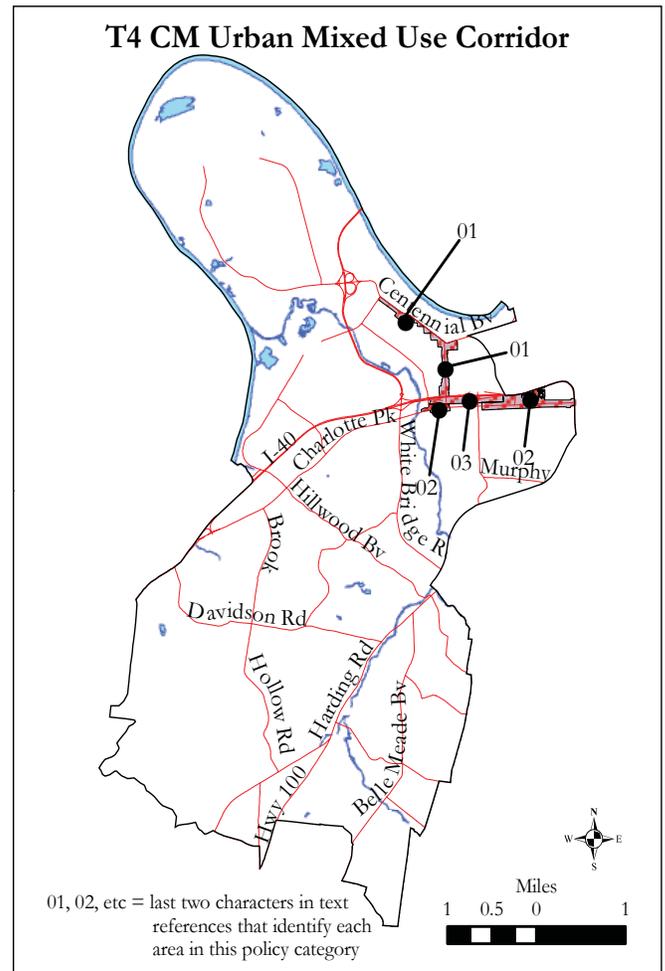
In the West Nashville Community, T4 Urban Mixed Use Corridor policy has been applied to portions of Charlotte Avenue and Alabama Avenue, east of White Bridge Road, and to an area of Centennial Boulevard and 51<sup>st</sup> Avenue North. T4 Urban Mixed Use Corridors are prominent due to their role in 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 urban neighborhoods or communities and can provide an intense mix of uses to support surrounding neighborhoods. T4 Urban 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 T4 Urban Mixed Use Corridors currently provide commercial and office uses for the community and have a significant economic presence. 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, limited landscaping, and a general lack of character that alerts the visitor that they have arrived in a special place. All of these site and building design issues represent opportunities for improvement that are addressed in the T4 Urban Mixed Use Corridor policy and in the Special Policies below.

##### How to Use This Guidance

The intent for T4 Urban Mixed Use Corridor policy is to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor; placing commercial uses at intersections with residential uses generally between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a 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:

- The T4 Urban Mixed Use Corridor policy including the policy intent, general characteristics, design principles and all other guidance provided in the policy;



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- The General Principles found in the *Community Character Manual* (CCM);
- The existing or desired character of the particular T4 Urban 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 T4 Urban Mixed Use Corridor.

Note that if the Special Policy for an area does not provide additional guidance, then the guidance in the T4 Urban Mixed Use Corridor policy and the General Principles in the CCM are controlling.

#### **T4 Mixed Use Corridor Community Character Policy Areas**

The West Nashville Community Plan has three corridors where the T4 Urban Mixed Use Corridor policy is applied. These are titled “T4 Urban 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 there are multiple corridors where T4 Urban Mixed Use Corridor policy is applied, each 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 T4 Urban 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 T4 Urban Mixed Use Corridor Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

#### **07-T4-CM-01**

West Nashville’s T4 Urban Mixed Use Corridor Area 01 is referenced as 07-T4-CM-01 on the accompanying map. It consists of an area of nonresidential uses and zoning along the south side of Centennial Boulevard and along both sides of 51<sup>st</sup> Avenue North, north of I-40. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the T4 Urban Mixed Use Corridor policy applies.

- Appropriate Land Uses
  - Commercial uses are expected to be prevalent in this T4 Urban Mixed Use Corridor area because of its exposure to an older industrial area, the challenging size and configuration of most of its parcels, heavy tractor-trailer traffic, and lack of an adequate market for diverse consumer goods and services.
  - Automobile-oriented uses are expected to continue to occur in significant numbers within this T4 Urban Mixed Use Corridor area, and this condition is considered acceptable given the area’s circumstances.
  - Vertical mixed use and residential are expected to be uncommon in this area.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - The appropriate massing of non-residential buildings in this particular T4 Urban Mixed Use Corridor area should be considered on a case-by-case basis for each parcel or group of parcels that is submitted for rezoning. In no case, however, should it exceed 10,000 square feet of individual first floor tenant space, since the intent is to improve the transition between this area and the adjacent T4 Urban Neighborhood Maintenance area.

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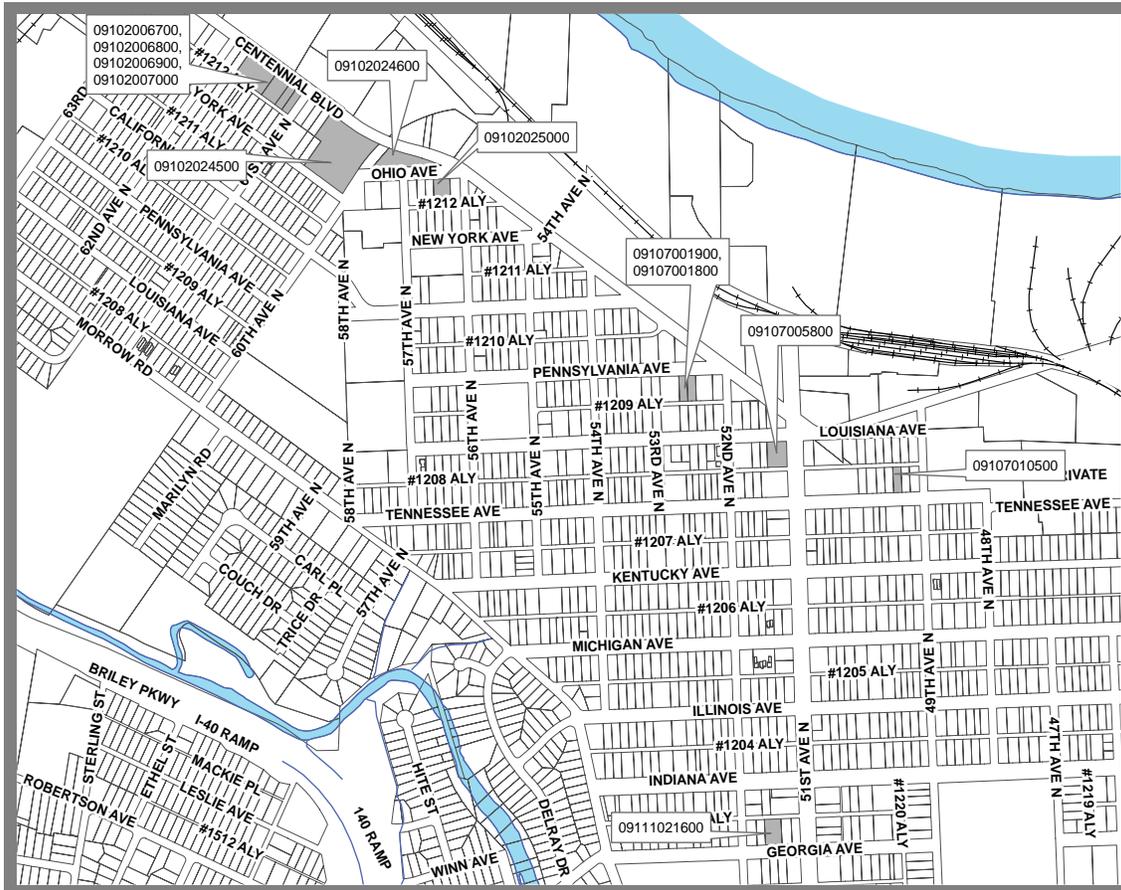
### Chapter II: Envisioned West Nashville Community Character

- Transitions
  - The transitions between this T4 Urban Mixed Use Corridor area and adjacent Community Character Policy areas are quite poor. The area faces an older industrial area on the north side of Centennial Boulevard that provides no transitional or buffering elements. Alleys do not exist between this corridor area and the adjacent T4 Urban Neighborhood Maintenance area, which could provide a transition. Along Centennial Boulevard, the boundary between this T4 Urban Mixed Use Corridor area and the adjacent T4 Urban Neighborhood Maintenance area is in the form of a saw-tooth pattern where some houses face directly onto the nonresidential uses. The following actions are recommended:
    - As redevelopment occurs over time, transitions through design – thoughtful use of massing, scale, and orientation of buildings as well as location of parking, pedestrian and vehicular access – are encouraged to improve this transition.
    - Along 51<sup>st</sup> Avenue North, the parcels within the T4 Urban Mixed Use Corridor area are often residential parcels that face onto the side streets. Consolidation of such parcels and reorientation of buildings on them to face 51<sup>st</sup> Avenue North is important, and – in the case of parcels that are not yet zoned for mixed or nonresidential use – is a requirement of any rezoning. The exception would be the parcels at the south end of this area between Georgia Avenue and Delaware Avenue. Uses along Georgia Avenue may face Georgia Avenue subject to lower intensity uses (e.g. office, vertical mixed use, residential) being placed on the parcels. Uses along Delaware Avenue, which is a frontage road to I-40, may face onto Delaware Avenue without any use restrictions.
- Nonconforming Land Uses
  - There are several industrially used and zoned properties within this area that do not conform to policy. The intent is for these uses to be replaced over time with uses that more closely conform to the policy. It is understood that doing so will take considerable time given this area’s exposure to an older industrial area and the poor size and configuration of most of its parcels. (*Refer to graphic on following page.*)
- Historically Significant Sites or Features
  - There is one historically significant site in this T4 Mixed Use Corridor area, which is Laverte’s Market, designated 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.



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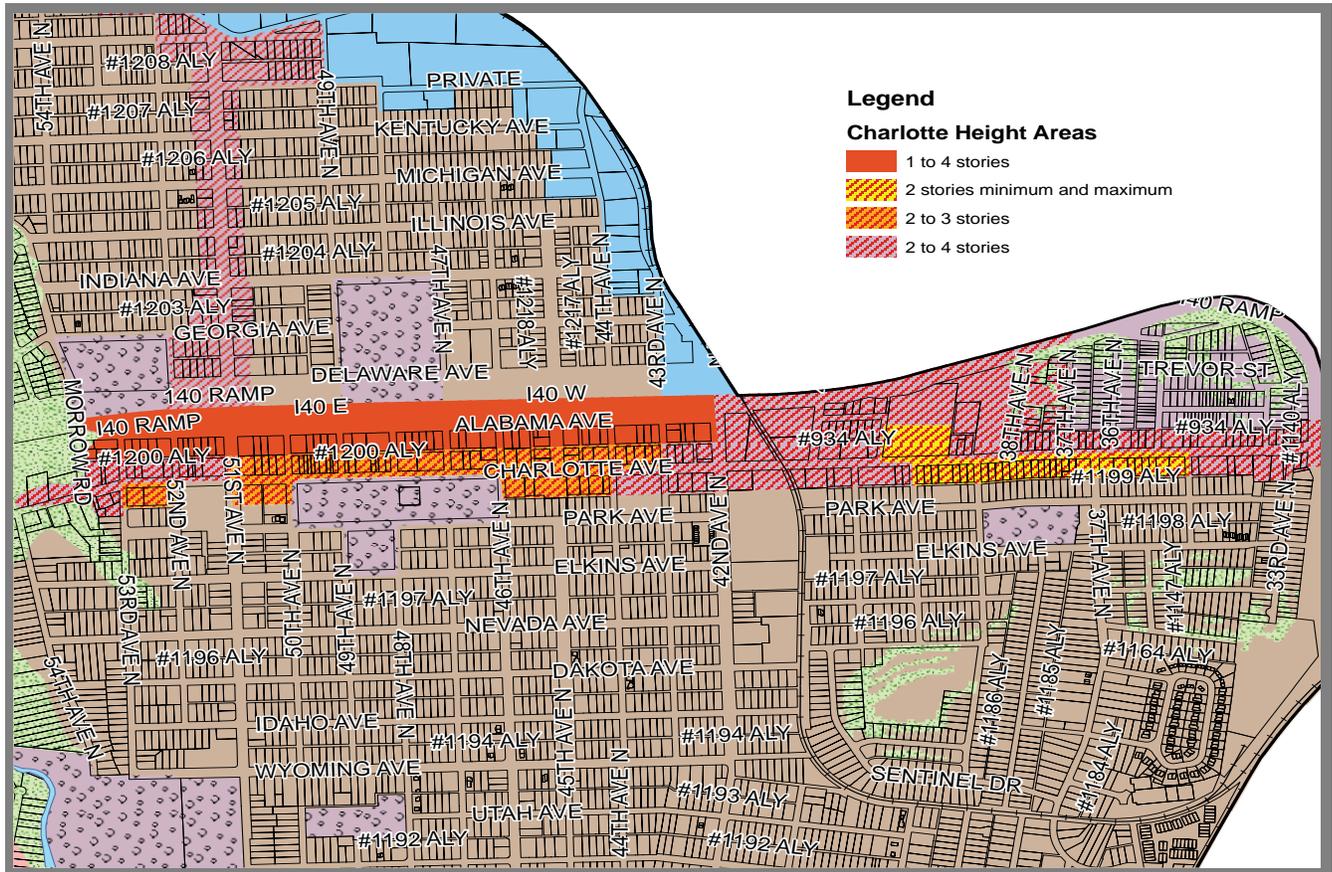


#### 07-T4-CM-02

West Nashville's T4 Urban Mixed Use Corridor Area 02 is referenced as 07-T4-CM-02 on the accompanying map. It consists of an area of primarily nonresidential uses and zoning along both sides of Charlotte Avenue, from I-440 to Richland Creek, minus a "center" around Richland Park. This T4 Urban Mixed Use Corridor area has received additional detailed planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T4 Urban Mixed Use Corridor policy applies, except for the following Special Policies:

- Appropriate Land Uses
  - Any use that cannot meet the building and site design standards in the T4 Urban Mixed Use Corridor policy and the Special Policies below is discouraged along Charlotte Avenue.
- Design Principle: Access
  - No additional vehicular access points should be provided along Charlotte Avenue, Morrow Road, 51<sup>st</sup> Avenue and 46<sup>th</sup> Avenue. Access may be provided from other side streets and alleys.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - This area allows a minimum height of two stories and a maximum height of four stories, with the exception of the Richland Creek Shopping Center site which is allowed a maximum of five stories. Site and building design should enhance Charlotte Avenue as a walkable corridor. Development on the south side of Charlotte Avenue should provide a transition, through reduced massing and scale, to the neighborhoods to the south

FIGURE 14: RECOMMENDED BUILDING HEIGHTS ALONG CHARLOTTE AVENUE



of Charlotte Avenue. In selected areas buildings are limited to two or three stories in height to provide this transition on the south side of Charlotte. See Figure 14.

- Redevelopment along Morrow Road and 51<sup>st</sup> Avenue North should contribute, through site design and building design, to a safe, comfortable, and convenient pedestrian and bicycle connection between the Nations neighborhood and the Sylvan Park neighborhood.
- Design Principle: Connectivity (Pedestrian/Bicycle)
  - Install appropriately wide sidewalks with street trees, benches, knee walls, trash receptacles and other pedestrian amenities along Charlotte Avenue to create a comfortable place for pedestrians.
  - Extend the proposed Richland Creek Greenway along Richland Creek and include a connection to Richland Park. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Density/Intensity
  - Zone Districts are limited to Specific Plan, or MUL, OR20, and RM20, along with an accompanying Urban Design Overlay or Planned Unit Development. Some additional density may be considered on the merits of a proposed plan, provided it meets the intent of this plan.
  - If the Richland Creek Shopping Center site is redeveloped, Richland Creek and the greenway extension should be treated as amenities. Refer to Figure 15 for an example of a possible redevelopment.
    - This site is eligible for two to three stories at Charlotte Pike and up to five stories off of Charlotte

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Pike if the floodplain is reclaimed, restored and used as an amenity for the community.

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

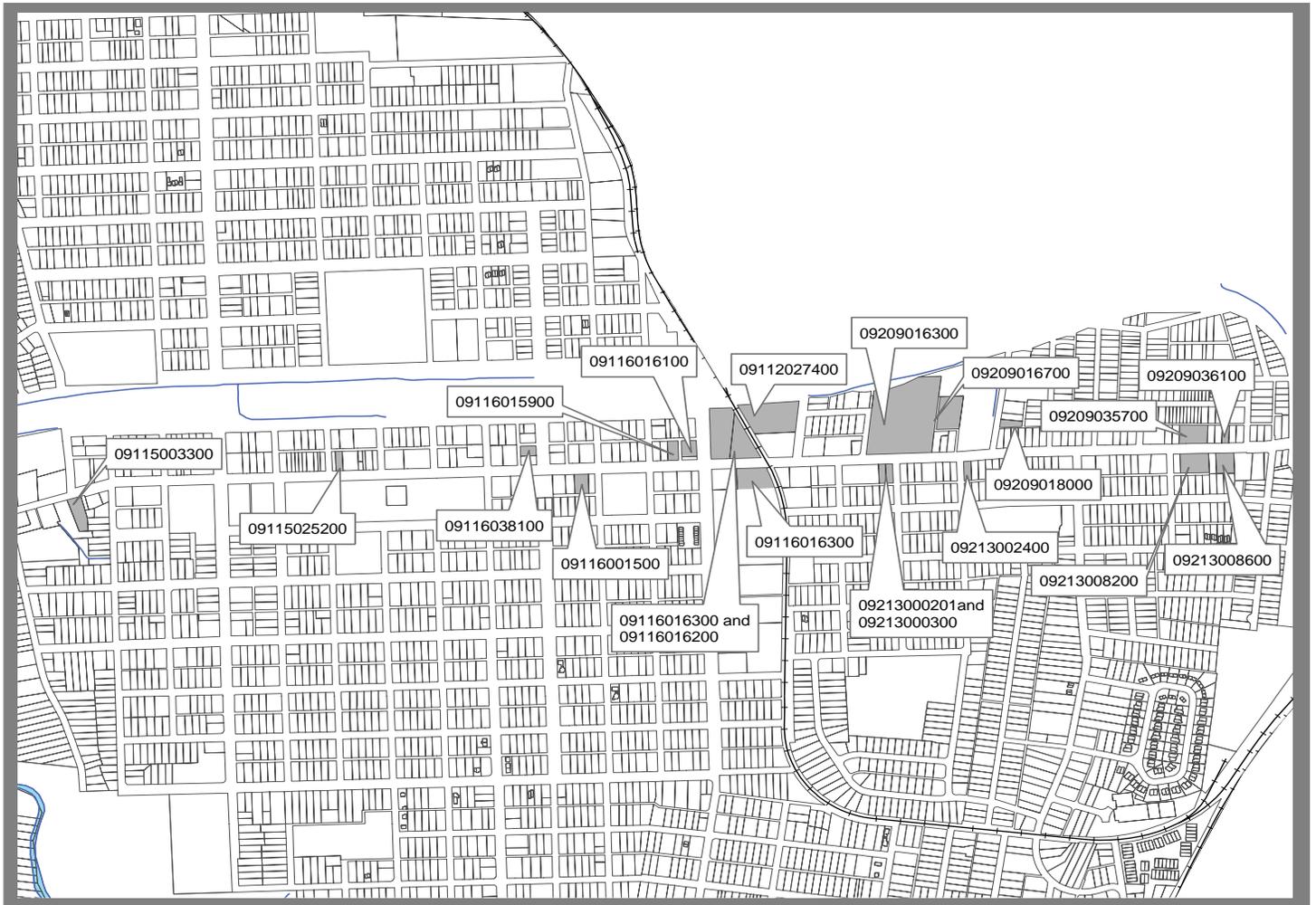


**FIGURE 15:** This conceptual scenario illustrates a possible redevelopment of the Richland Creek Shopping Center. The buildings have been brought up to the street while preserving the creek floodplain as an amenity.

- Design Principle: Landscaping
  - 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
  - Parking is primarily behind the building. Limited parking may be allowed beside the building if it can be demonstrated that the design of the building and parking will cause minimal disruption to active street-level land uses, and will not diminish a pedestrian friendly environment on Charlotte Avenue.
  - If the opportunity arises, provide on-street parking on both sides of 42<sup>nd</sup> Avenue North between Charlotte and Alabama Avenues.
- Nonconforming Land Uses
  - There are several industrially-used properties within this T4 Urban Mixed Use Corridor. The intent is for these uses to be replaced over time with uses that more closely conform to the policy. *(Refer to graphic on following page.)*
- Historically Significant Sites or Features
  - There are several historically significant sites within this T4 Urban Mixed Use Corridor. Because of the various historical designations, owners of the private properties are encouraged to work with the

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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.

- The adaptive reuse of historic buildings is encouraged to maintain the historical character of the area.
- Stormwater
  - Richland Creek is adjacent to this corridor. 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.
- 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 Avenue.

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#### 07-T4-CM-03

West Nashville's T4 Urban Mixed Use Corridor Area 03 is referenced as 07-T4-CM-03 on the accompanying map. It consists of an area of nonresidential uses and zoning along both sides of Alabama Avenue. This T4 Urban Mixed Use Corridor has received additional detailed planning review. In lieu of creating a separate Detailed Design Plan, Special Policies and supporting graphics are included below. The guidance of the T4 Urban Mixed Use Corridor policy applies, except for the following Special Policies:

- Appropriate Land Uses
  - Current auto-oriented uses and light industrial uses may be retained and future auto-oriented uses and light industrial uses (within the range provided by the current CS zoning and accompanied by a SP) are encouraged to provide a location for these uses while preserving Charlotte Avenue as a walkable corridor.
- Design Principle: Access
  - No additional vehicular access points should be provided along Morrow Road, 51<sup>st</sup> Avenue and 46<sup>th</sup> Avenue. Access is provided from other side streets, alleys and Alabama Avenue.
  - Vehicular access from Alabama Avenue is appropriate, but access points should be consolidated to the greatest extent possible and be clearly marked.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - Alabama Avenue allows a minimum height of one story and a maximum height of four stories due to the area's unique focus on automobile-oriented uses.
  - The front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian friendly environment. However, exceptions may be made along much of Alabama Avenue, where buildings may have a greater setback. At the following locations along Alabama Avenue, buildings should be built to the streets named below to create safe, comfortable, and convenient pedestrian and bicycle connections between the Nations neighborhood and the Sylvan Park neighborhood – at Morrow Road, at 51<sup>st</sup> Avenue North, and at 46<sup>th</sup> Avenue North.
- Design Principle: Density/Intensity
  - Zone Districts are limited to Specific Plan, or MUL, OR20, and RM20, along with an accompanying Urban Design Overlay or Planned Unit Development, or the uses of CS with an accompanying SP. Some additional density may be considered on its merits, provided it meets the intent of this plan.
- Design Principle: Landscaping
  - 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
  - Parking is allowed behind, beside or in front of the building, but must be properly separated from the sidewalk by a knee wall.
  - If the opportunity arises, provide on-street parking on both sides of 45<sup>th</sup> and 42<sup>nd</sup> Avenues between Charlotte and Alabama Avenues.
- Historically Significant Sites or Features
  - There is one historically significant site (Parcel 09111031800), designated Worthy of Conservation, within this T4 Urban Mixed Use Corridor area. Because of the historical 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.
  - The adaptive reuse of historic buildings is encouraged to maintain the historical character of the area.

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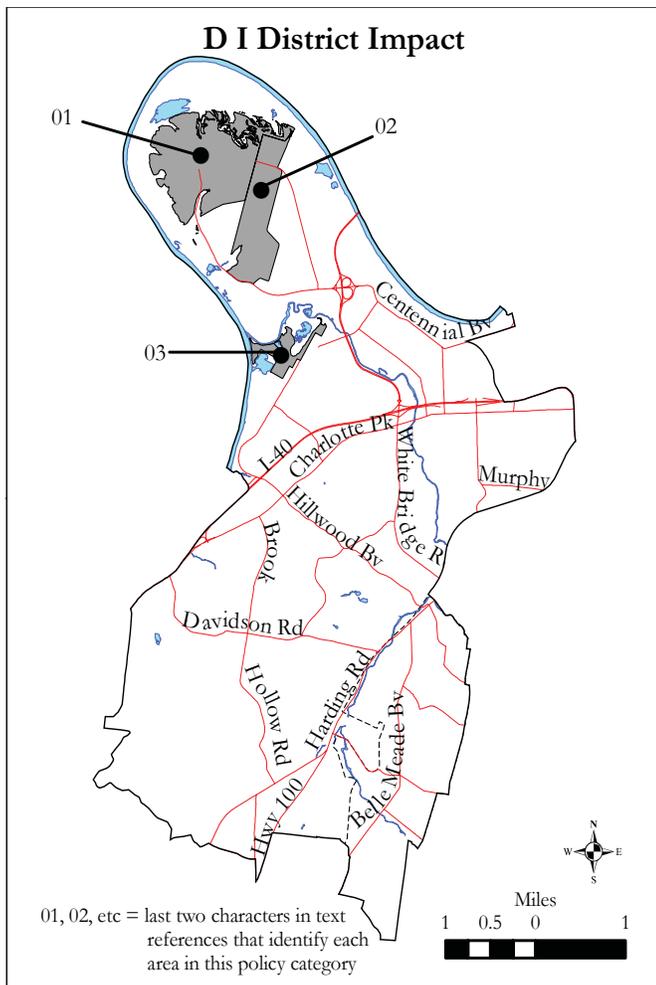
- Stormwater
  - Richland Creek is adjacent to this corridor. Because of Richland Creek, any redevelopment that occurs within the buffers of such streams is encouraged to pursue the use of Low Impact Development stormwater management techniques. See “Stormwater and the ‘Transect’” in the General Principles of the *Community Character Manual* and <http://www.nashville.gov/stormwater/LIDResources.htm> for more detail.
- 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 Alabama Avenue.



## D DISTRICT COMMUNITY CHARACTER POLICIES

### D DISTRICT IMPACT POLICY

#### General Character of Impact District Areas in the West Nashville Community



Impact policy is applied to areas in Cockrill Bend where there is land dominated by an activity that has the potential for adverse impacts on the surrounding area. This policy is used in areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding areas or where there is an area with a concentration of a singular, impactful use and there is an expressed interest in maintaining or enhancing the separation of that use from the surrounding community. In West Nashville, Impact policy applies to the areas containing state prison facilities, the John C. Tune Airport, and the quarry. The airport and prison areas are bordered by the Cumberland River and an adjacent industrial area and are removed from established neighborhoods. The quarry is adjacent to both a conservation area and an established neighborhood.

#### How to Use This Guidance

The intent for D District Impact policy is to create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area. Impact areas should be placed in appropriate locations so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. 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 D District Impact 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 D District Impact 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 D District Impact area.

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

#### **D District Impact Character Policy Area**

The West Nashville Community Plan has three areas where the D District Impact policy is applied. These are titled “D District Impact Areas” in the plan. These areas were identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features for each area. Each has unique characteristics that make it distinctive.

#### **Special Policies**

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

- Design Principles Found in the D District Impact Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

#### **07-D-I-01**

West Nashville’s D District Impact Area 1 is referenced as 07-D-I-01 on the accompanying map. It consists of the State Prison facilities in Cockrill Bend. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

- Design Principle: Connectivity (Pedestrian/Bicycle)
  - This area is adjacent to the Cumberland River and a large area of Conservation Policy. The Parks Department envisions a large park in part of this impact area and in the adjacent Conservation policy area 07-CO-01 in the future. Since these sensitive environmental features affect portions of the D District Impact Area, development should be arranged to minimize the disturbance of these features. 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.

#### **07-D-I-02**

West Nashville’s D District Impact Area 2 is referenced as 07-D-I-02 on the accompanying map. It consists of the John C. Tune Airport. This area does not contain any unique features that warrant Special Policies; therefore, the guidance of the D District Impact policy applies.

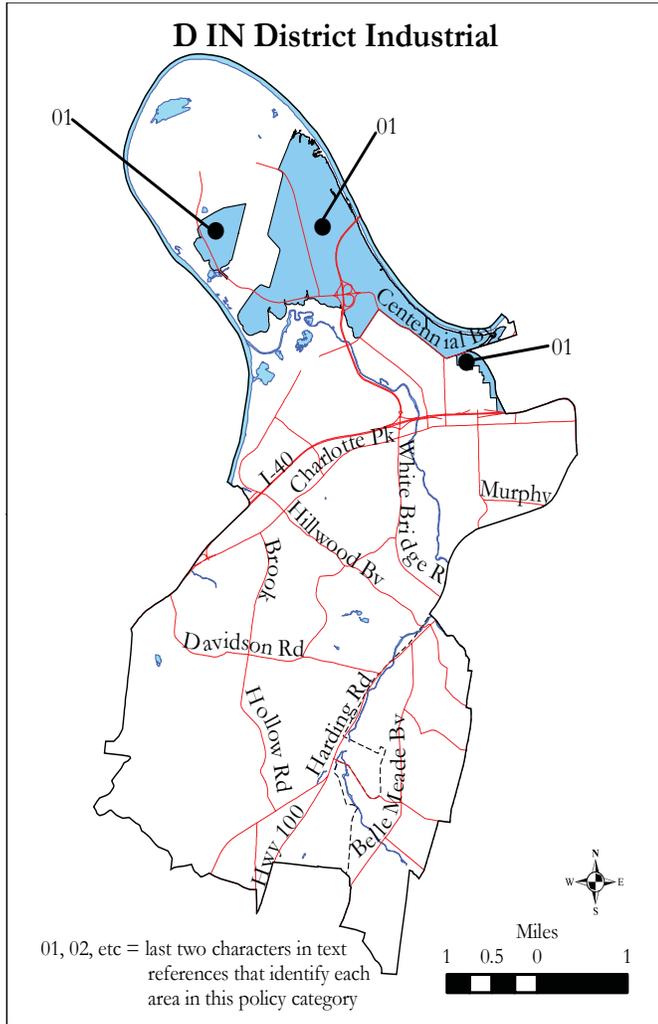
#### **07-D-I-03**

West Nashville’s D District Impact Area 3 is referenced as 07-D-I-03 on the accompanying map. It consists of the quarry and ancillary facilities on Robertson Avenue. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Impact policy applies.

- Appropriate Land Uses
  - If the current quarry use should cease, this land should be reclaimed and joined with the surrounding Conservation Policy area (07-CO-01), since it is adjacent to the Cumberland River.

*D DISTRICT INDUSTRIAL POLICY*

**General Character of Industrial District Areas in the West Nashville Community**



Industrial policy is applied to an area in Cockrill Bend where there is land that is currently zoned and used for industrial, warehousing and other related uses. This area includes limited opportunities for infill, but numerous opportunities for reuse of existing industrial sites or redevelopment for new industrial uses. This area generally has good access through arterials and/or proximity to the interstate and Briley Parkway, and by rail. This area is also well-located, in that it is bounded by rail lines, the Cumberland River and other District policy areas, and has limited interface with residential neighborhoods.

As the Industrial policy indicates, flexibility is key in the site and building design for each development to meet the needs of the individual industry/development. Flexibility is balanced, however, with site design that considers the impact of the use on any immediate neighbors. This industrial area could, in general, make improvements in terms of providing sidewalks and crosswalks – especially in the case of developments that act more as small business/industry incubators and have multiple tenants – and provide more attractive landscaping and signage.

**How to Use This Guidance**

The intent for D District Industrial policy is to preserve, enhance, and create Industrial Districts in appropriate locations so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. 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 D District Industrial 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 D District Industrial 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 D District Industrial area.

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

#### **D District Industrial Character Policy Area**

The West Nashville Community Plan has one large area where the D District Industrial policy is applied. It is titled “D District Industrial Area” in the plan. This area was identified by examining its general characteristics, development pattern (parcel sizes, placement of buildings and parking, intensity, and zoning), environmental features, and man-made features.

#### **Special Policies**

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

- Design Principles Found in the D District Industrial Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater
- Appropriate Land Uses

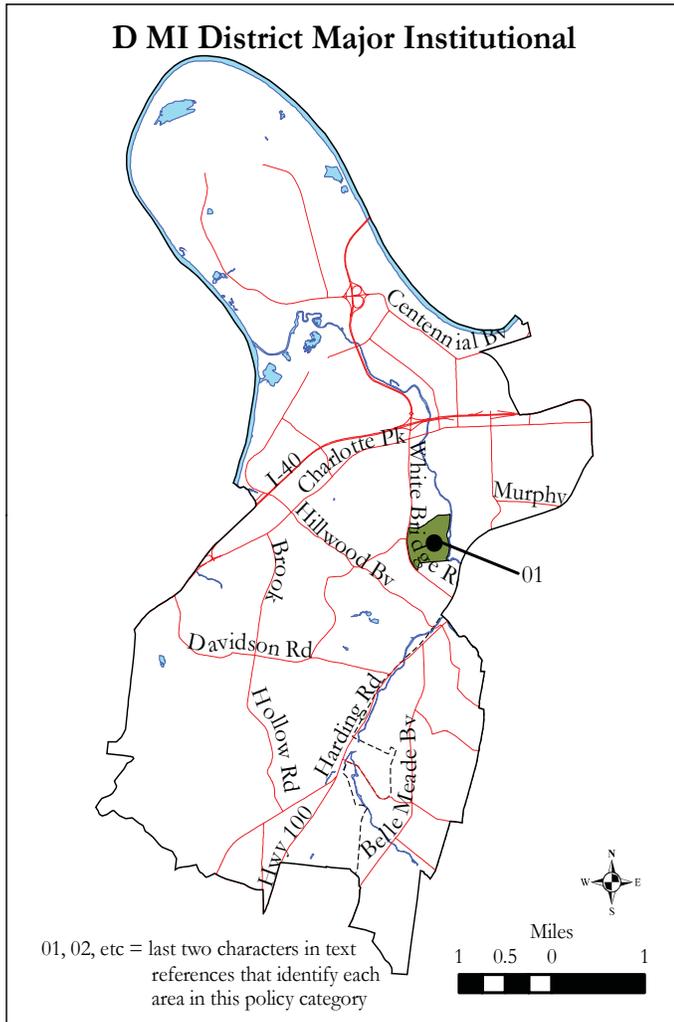
#### **07-D-IN-01**

West Nashville’s D District Industrial Area 1 is referenced as 07-D-IN-01 on the accompanying map. It consists of the large industrial area in Cockrill Bend that extends along the north side of Centennial Boulevard and then south along 44<sup>th</sup> Avenue North and the railroad tracks. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Industrial policy applies.

- Appropriate Land Uses
  - To preserve this area for needed industrial, warehousing, distribution, and other related uses, only ancillary commercial should be permitted. Ancillary commercial – as permitted with conditions in the Industrial zoning districts – offers commercial that benefits the employees and guests of these areas, without drawing outside visitors and diminishing the use of the area for industry.
- Design Principle: Building Form (Mass, Orientation, Placement)
  - This area is adjacent to the Cumberland River and Richland Creek and large areas of Conservation policy intended to protect and preserve environmentally sensitive features. Within the adjacent Conservation policy area 07-CO-01, there are steep slopes and floodplains. When designing building and site plans, care should be taken to avoid impacting these adjacent environmentally sensitive areas.
- Historically Significant Sites or Features
  - The Old State Penitentiary building (Parcel 08000000400) is located along Centennial Boulevard and designated as Eligible for the National Register. The former Ford Glass Plant (Zeledyne) building (Parcel 08000007700), the Bruce Hardwood building (Parcel 09100003700), and the Continental Grain Elevator (Parcel 09100001200) are designated as Worthy of Conservation. Because of these historic designations, 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.
  - The adaptive reuse of these historical buildings is strongly encouraged.

*D DISTRICT MAJOR INSTITUTIONAL POLICY*

**General Character of Major Institutional District Areas in the West Nashville Community**



Major Institutional policy is applied to the Nashville State Technical Community College area along White Bridge Road. Given its location near established neighborhoods and along a prominent corridor, this Major Institutional site provides needed services to the community in a manner where it blends into the community.

The Major Institutional policy calls for some flexibility in site and building design for each development to meet the needs of the individual institutions/development. That said, the policy also calls for site design that considers the impact of the use on any immediate neighbors. This Major Institutional policy area is well located to be welcoming to the community and provides open space surrounding the campus. The area could benefit, however, from improvement in terms of pedestrian-scaled signage and lighting, and more access and connectivity both to the surrounding neighborhoods and within the campus area for bicyclists and pedestrians.

**How to Use This Guidance**

The intent for D District Major Institutional policy is to preserve, enhance, and create Districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, 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 D District Major Institutional 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 D District Major Institutional 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 D District Major Institutional area.

## ***West Nashville Community Plan: 2009 Update***

### Chapter II: Envisioned West Nashville Community Character

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

#### **D District Major Institutional Character Policy Area**

The West Nashville Community Plan has one area where the D District Major Institutional policy is applied. It is titled “D District Major Institutional Area” in the plan. This area was identified by examining the general characteristics, development pattern (parcel sizes, placement of buildings and parking, 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 D District Major Institutional area. The Special Policies may cover one or more of the following issues. This list is not exhaustive:

- Design Principles Found in the D District Major Institutional Policy
- Building Types
- Transitions
- Nonconforming Land Uses
- Historically Significant Sites or Features
- Stormwater

#### **07-D-MI-01**

West Nashville’s D District Major Institutional Area 1 is referenced as 07-D-MI-01 on the accompanying map. It consists of the Nashville State Technical Community College and Army Reserve facilities on White Bridge Road. In this area, the following Special Policies apply. Where the Special Policy is silent, the guidance of the D District Major Institutional policy applies.

- Design Principle: Building Form (Mass, Orientation, Placement)
  - This area is adjacent to Richland Creek and the Richland Creek Greenway. Development should be arranged to minimize the disturbance of the floodplain and creek. 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: Connectivity (Pedestrian/Bicycle)
  - This area is adjacent to Richland Creek Greenway and would benefit from connection to the greenway system. See the recommendations in Chapter IV: Open Space Plan regarding greenways.
- Design Principle: Landscaping
  - Landscaping in D District Major Institutional areas is formal. However, more naturalistic plantings are preferable on the eastern area of this property as it abuts the Conservation policy area 07-CO-05 of Richland Creek and the Richland Creek Greenway.
- Transitions
  - This area is surrounded to the north and west by T3 Suburban Neighborhood Maintenance areas, to the east and south by Conservation areas and open space, and to the south by a T3 Suburban Community Center. Intensity and density of development should be higher near the T3 Suburban Community Center and transition to lower intensity and density uses closer to the T3 Suburban Neighborhood Maintenance and Conservation areas.

***West Nashville Community Plan: 2009 Update***

Chapter II: Envisioned West Nashville Community Character

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## CHAPTER III: TRANSPORTATION PLAN

### INTRODUCTION – TRANSPORTATION PLAN

Community planning in Metro Nashville/Davidson County recognizes the interconnected nature of community character, land use and transportation. Land use and transportation are connected and their patterns impact how people live, work and play. For example, some types of land uses, such as mixed use, require multiple transportation options and an interconnected street network. There is also a connection between transportation and community character since providing transportation options in the appropriate form helps a community to preserve or to create a sense of place. A complete transportation network provides options for pedestrians and cyclists in addition to vehicles and transit. Providing true transportation options makes a community more welcoming to residents, employees and visitors and encourages healthy living. The West Nashville Community Plan includes recommendations for non-vehicular transportation networks – bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals – in the *Pedestrian and Bicycle Network Plan*. The West Nashville Community Plan also makes recommendations for street improvements and connectivity in the *Vehicular Transportation Plan*. Taken together these create a *Transportation Plan* for West Nashville that incorporates multiple modes of travel to create a more complete, sustainable community.

### THE WEST NASHVILLE COMMUNITY PEDESTRIAN AND BICYCLE NETWORK PLAN

The *Strategic Plan for Sidewalks and Bikeways* (adopted by the Planning Commission in March 2003) establishes high-priority sidewalk areas and outlines future sidewalk projects planned for the West Nashville Community. The *Strategic Plan* can be viewed online at <http://mpw.nashville.gov/IMS/stratplan/>. The *Strategic Plan* includes the *Bikeways Vision Plan* for the County. The *Vision Plan* identifies major and minor roadways that are ideal for bikeways. The overall purpose of the *Strategic Plan* is to enable Metro Nashville/Davidson County to effectively plan and implement sidewalks and bikeways that improve safety, enhance mobility, and promote a higher quality of life for Nashvillians.

Figure 16: *West Nashville Community Sidewalk Analysis* and Figure 17: *Open Space Plan: Parks, Greenways and Bikeways* (shown in this chapter and again in Chapter IV: Open Space Plan) and the sections below outline existing on-road pedestrian and bikeway facilities in the West Nashville Community and planned components of the *Strategic Plan for Sidewalks and Bikeways*. A larger illustration of this transportation plan is on the reverse side of the Community Character Policy Plan fold-out map in the back of the West Nashville Community Plan. Also included are recommendations from community meetings during the West Nashville Plan update process and Planning



## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan



Department staff analysis regarding pedestrian networks and bicycle facilities in the community. Note that while bikeways are discussed in this chapter because they are means of travel, bikeways are discussed in further detail in Chapter IV: Open Space Plan because these also contribute to the open space network.

#### THE WEST NASHVILLE COMMUNITY PEDESTRIAN FACILITIES

Creating a walkable community involves more than installing a sidewalk or crosswalk. A truly viable pedestrian system involves both the big picture and small details — from how the sidewalk network is planned and developed to the actual materials used during construction of sidewalks and cross walks. Pedestrian facilities should be accessible to all potential users, including those with disabilities. Also important when creating a walkable community is consideration of amenities like pedestrian signals, street furnishings/buffers, and raised medians or pedestrian refuges. Below are descriptions and definitions of important pedestrian facilities.

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

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

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

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

*Pedestrian connections* are public walkways or pathways not adjacent to a street. They may connect between two public streets, or between a public street and a public facility such as a school, library, park, or community center. The standard pedestrian connection includes a minimum five-foot sidewalk and landscaped

buffers on each side (which may also provide access for maintenance). Pedestrian connections may include other items (such as lighting for safety and security).

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

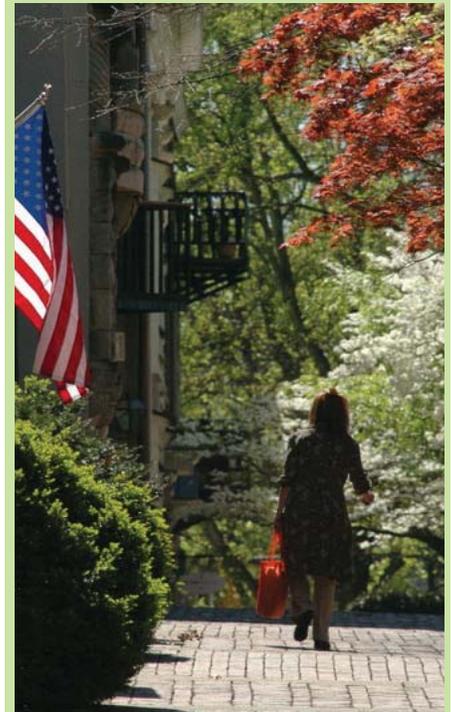
*Shoulders* are the least preferred of pedestrian paths, but paved shoulders do provide a walking area that is separate from moving automobile traffic. In rural areas or areas with very low development density, paved shoulders can meet the needs of both pedestrians and cyclists. If a road is not likely to receive future sidewalks, then any planned upgrades to the roadway should consider possible pedestrian use of the shoulder. Shoulders intended for pedestrian use should be a minimum of four feet wide.

The sections below outline existing on-road pedestrian and bikeway facilities in the West Nashville Community and pedestrian facilities that are planned for West Nashville per the *Strategic Plan*. Also included are recommendations from community meetings during the West Nashville Plan update process and Planning Department staff analysis regarding pedestrian networks and bicycle facilities in the community.

### **Existing Pedestrian Facilities in the West Nashville Community**

Sidewalks are predominantly located in the more urban areas of the West Nashville Community in neighborhoods along Charlotte Avenue/Pike and White Bridge Road. Overall, sidewalks are relatively sparse in the West Nashville Community due to the prevalence of T3 Suburban development and previous Metro Government regulations that did not require sidewalks for these forms of development for several decades. Sidewalks are mostly located in fragments near Metro Schools, Metro Parks and major roadways like White Bridge Road, Charlotte Pike, 51<sup>st</sup> Avenue North, Knob Road, 49<sup>th</sup> Avenue North, and Murphy Road.

Crosswalks are located at most major roadway intersections in the community including at 46<sup>th</sup> Avenue North and Charlotte Avenue, and at Charlotte Pike and White Bridge Road. Crosswalks are also appropriately located near schools within the community. Treated crosswalks/textured crosswalks are also located in the certain areas within the community. Textured and/or colored crosswalks are an aesthetic treatment used to make a crosswalk surface more visible and visually attractive. These types of crosswalk treatments should be considered for other areas in the West Nashville Community.



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#### Planned Pedestrian Facilities in the West Nashville Community

In Metro Nashville/Davidson County, future publicly-constructed sidewalks projects are planned based on the “Pedestrian Generator Index” or “PGI” (a detailed explanation of PGI can be found in the 2008 update of the *Strategic Plan* noted above). If a segment of roadway index rating ranges between medium-low and high (20 to 60), it is planned to have a sidewalk built within a ten-year period (2008 to 2018) provided that funding is available. These street segments are located within the PGI buffers as seen on Figure 16: *West Nashville Community Sidewalk Analysis*. The planned sidewalk projects in the community include new sidewalks, sidewalk gap extensions, and sidewalk repairs.

New sidewalks planned on the major roadways for the northern section (north of Hillwood Boulevard) of the West Nashville Community include: Charlotte Pike (White Bridge Road to River Road), Charlotte Avenue, Thunderbird Drive, American Road, Premier Drive, River Rouge Drive, O’Brien Avenue, Morrow Road, Kentucky Avenue, Wyoming Avenue, Elkin Avenue, Alabama Avenue, and Nebraska Avenue.

New sidewalks planned for the southern section (south of Hillwood Boulevard) of the West Nashville Community include: Davidson Road, Highway 100, Highway 70, Hickory Valley Road, Leake Avenue, Shawnee Drive, and Hillwood Boulevard.



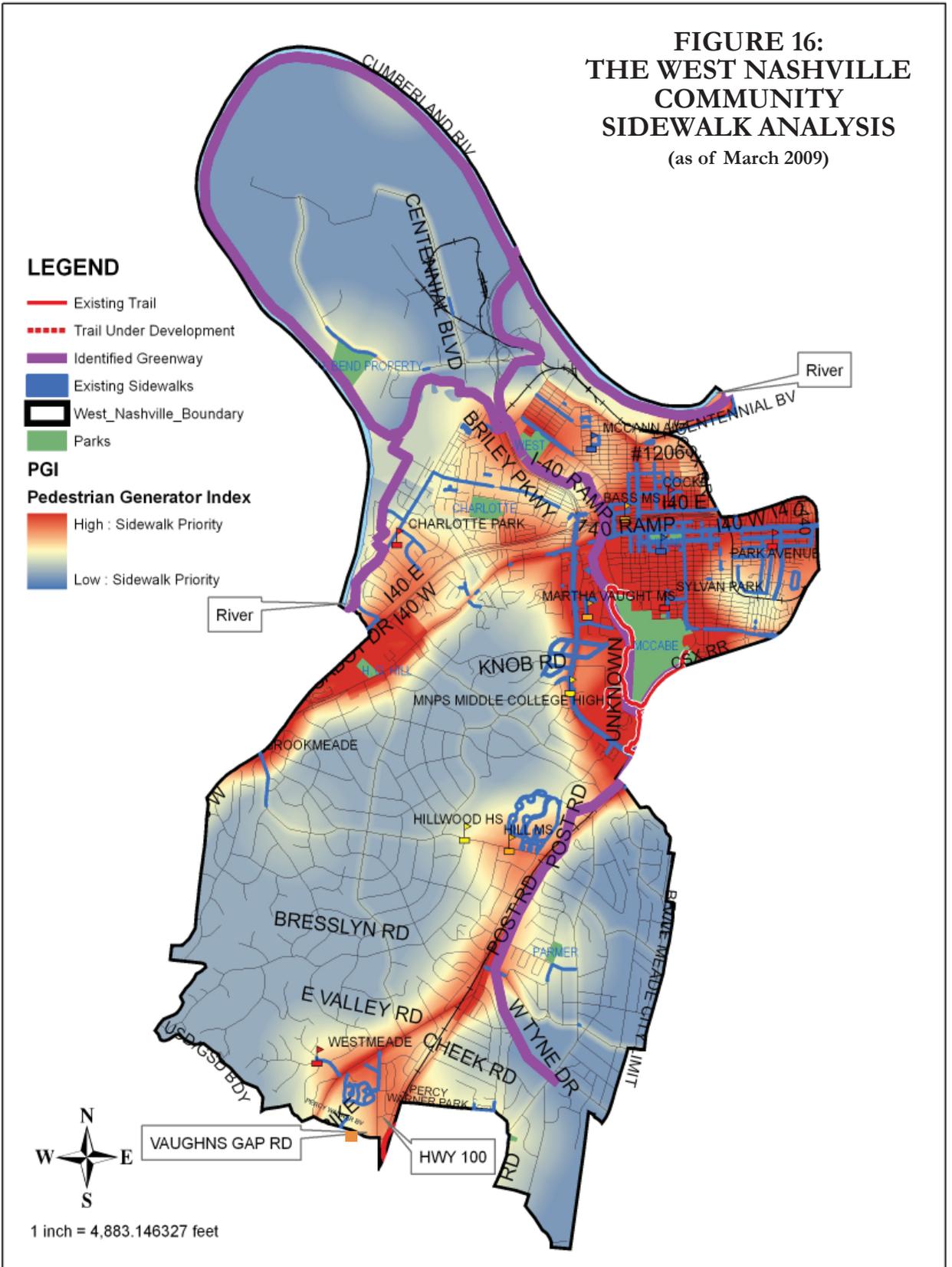
The PGI’s prioritization for new sidewalks is generally based on the Transect categories (density and character of communities discussed in Chapter I), proximity to schools, location of public parks and greenways, roadway classifications, and existing transit routes. Other higher scoring factors for new sidewalks include proximity to hospitals, community centers, and public housing.

For more detailed information on these projects and information about sidewalk maintenance and repairs per the *Strategic Plan*, visit the Public Works Department’s Division of Engineering website at: [www.nashville.gov/pw/div\\_engineering.htm](http://www.nashville.gov/pw/div_engineering.htm).



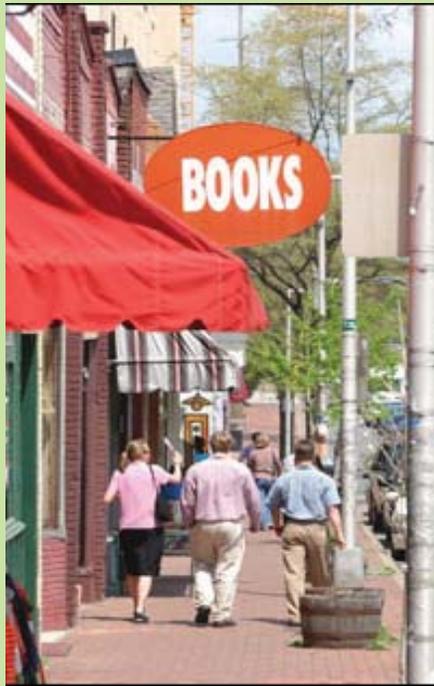
While the PGI determines the priorities for *publicly-provided sidewalks*, the private sector is required, in many circumstances, to provide sidewalks in conjunction with new development as well.

**FIGURE 16:  
THE WEST NASHVILLE  
COMMUNITY  
SIDEWALK ANALYSIS**  
(as of March 2009)



## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan



#### Recommended Pedestrian Facilities in the West Nashville Community

During the update of the West Nashville Community Plan, the Public Works Department and Planning Department worked together to achieve uniformity in sidewalk requests from the community, the recommendations of the *Strategic Plan for Sidewalks and Bikeways*, and staff analysis on the need for sidewalks in other areas. A majority of the arterial and collector roadways in the West Nashville Community have segments of future-planned sidewalks along them, but a few other areas deemed important for pedestrian connectivity were added to the priority list including: the intersection of Highway 100 and Highway 70 and Vaughn's Gap Road. Refer to Figure 16.

In addition, crosswalks within neighborhood centers, commercial corridors, near parks and near schools should be monitored regularly and upgraded as necessary to improve pedestrian safety. Crosswalk improvement needs are identified at the following locations in the community:

- Cockrill Elementary School: (47<sup>th</sup> Avenue and Indiana, Delaware Street and 47<sup>th</sup> Avenue, Georgia Avenue and 47<sup>th</sup> Avenue)
- Bass Middle School: (52<sup>nd</sup> Avenue and Delaware Street)
- Charlotte Avenue: (at 52<sup>nd</sup>, 53<sup>rd</sup>, 54<sup>th</sup> Avenues North and Orlando Avenue)

Major pedestrian enhancements including new crosswalks and pedestrian countdown signals are recommended at the White Bridge Road and Charlotte Pike intersection.



#### THE WEST NASHVILLE COMMUNITY BICYCLE FACILITIES

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



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

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### Chapter III: Transportation Plan

via bicycle. People want to be able to make bicycling trips in a safe and enjoyable manner. Below are descriptions and definitions of important bikeway facilities.

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

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

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

*Shared use roadway and/or wide outside lane* are sometimes synonymous with a bike route. It is a roadway which is open to both bicycle and motor vehicle travel. This may be an existing roadway, a street with wide curb lanes, or road with paved shoulders.

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

#### Existing Bikeway Facilities in the West Nashville Community

Existing bikeways in the West Nashville Community include:

- 46<sup>th</sup> Avenue – Bike lanes connect residents of the community and Sylvan Park to Charlotte Avenue, McCabe Park, Metro Public Schools, and civic areas like the Richland Park Branch Library and the Post Office.
- Murphy Road – Bike lanes provide direct access to bike lane on 46<sup>th</sup> Avenue and provide non-vehicular connections to McCabe Park and West End Avenue.
- Cherokee Avenue – Bike route (shared use) extends from Murphy Road to West End Avenue and is the only existing bike route in the West Nashville Community.

#### Planned Bikeway Facilities in the West Nashville Community

The following roads in the West Nashville Community are on the *Vision Plan* for Bikeways in the adopted *Strategic Plan*. This planned network of bikeways can also be seen on Figure 17.

- Planned Bike Lanes: Davidson Road, Charlotte Avenue, White Bridge Road, Highway 70, Highway 100, Harding Pike and Centennial Boulevard.



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- Planned Bike Routes: Harding Place, Tyne Drive, Belle Meade Boulevard, Harding Pike, Hillwood Boulevard and Brook Hollow Road.

#### **Recommended Bikeways Facilities in the West Nashville Community**

The following roads were recommended for bikeways by stakeholders and/or the Planning Department staff during the community plan update process:

- 51<sup>st</sup> Avenue North – Bike lanes to connect planned bike lanes on both Charlotte Avenue and Centennial Boulevard.
- Vaughn's Gap Road – Bike lane or route to connect area residents to Highway 100 and Highway 70 via non-vehicular means.
- Percy Warner Boulevard – Bike lane to connect to Percy Warner Park from planned extensions of the Richland Creek Greenway.
- Nebraska Avenue – Bike lane to provide additional east to west connections for the community and to provide non-vehicular access from McCabe Park to commercial areas on West End Avenue.

#### **Bike Parking**

It is recommended that all T3 Suburban and T4 Urban Centers and Mixed Use Corridors should include an appropriate amount of bicycle parking. Since Metro Nashville/Davidson County has yet to adopt a standard or ordinance for bike parking, the general standard is that the number of parking spaces for bikes should reflect five percent of the number of spaces provided for cars. It is also recommended that all schools, parks and centers currently without bike parking should add it where it is appropriate.





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### Chapter III: Transportation Plan



#### THE WEST NASHVILLE VEHICULAR TRANSPORTATION PLAN

As mentioned before, community planning recognizes the interconnected nature of community character, land use and transportation. The connection between land use and transportation is clear – some land uses, such as mixed use, residential, office and commercial, require multiple transportation options and an interconnected street network to be viable and available to a variety of residents, consumers and employees. Other uses, such as industrial or impact uses, may demand fewer modes of transportation, but still require sufficient access.



The connection between transportation and community character is also important – providing transportation options in the appropriate *form* helps a community to preserve or to create a sense of place. For example, neighborhoods are located in rural, suburban and urban settings, yet the street network and the character of the streets themselves, will vary in the different settings. Where rural roads are often narrower and curvilinear (following the land), streets in suburban areas may be slightly wider and may have more frequent intersections. Meanwhile, streets in urban neighborhoods are often linear with short block lengths and are designed to accommodate bikes and pedestrians. With these relationships in mind, Figure 18 shows the *Vehicle Transportation Plan* for the West Nashville Community. A larger illustration of this transportation plan is on the reverse side of the Community Character Policy Plan fold-out map in the back of the West Nashville Plan.



The West Nashville Plan's overall transportation system is largely established in terms of surface streets, highways and rail lines. Interstate 40 and Briley Parkway serve controlled-access traffic. Charlotte Pike, Harding Pike, Highway 100, White Bridge Road, 46<sup>th</sup> Avenue/Murphy Road, Brook Hollow Road, Davidson Road, Centennial Boulevard and 51<sup>st</sup> Avenue provide major and collector surface street transportation. Local streets, primarily built in a loosely connected grid from the 1880s to 1960s, provide further network connectivity.



A street or transit line's character should reflect its Transect category. Streets and transit stops in T4 Urban areas will redevelop over time to more formal urban standards with sidewalks, crosswalks and bike lanes. T3 Suburban streets will have sidewalks and varying levels of urban (curb and gutter) and natural (vegetated swales) drainage.

Although the transportation network is largely in place, a number of widening projects are proposed by Metro Government's *Major Street Plan* and by the Nashville Area Metropolitan Planning Organization (MPO – a regional transportation planning entity) for major streets in the West Nashville Community. Additionally, as the overall community develops and redevelops, it should develop an underlying grid of well-connected local streets that transition easily into existing streets. Major

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streets and highways currently planned for widening include:

- Interstate 40
- Centennial Boulevard
- Cockrill Bend Road
- Briley Parkway
- Charlotte Pike
- Harding Pike
- White Bridge Road
- Murphy Road
- 46<sup>th</sup> Avenue

Overall, traffic count trends over the last 20 years do not support the fiscal and social costs of widening the majority of these major roads. Access management, managed highway lanes (whether via pricing, such as tolls, or mode preference, such as carpool and transit) and enhanced transit and pedestrian service are more cost-effective, long-term sustainable solutions to transportation needs in the area.

Given that significant street widenings appear unlikely due to the factors discussed above, the design of the existing network and opportunities to supplement the network become critical in determining how easy or difficult travel will be within the community. Given the developed nature of the area, surface street improvements, in addition to limited highway changes, will influence the community's future transportation network.

Refer to Figure 18: *The West Nashville Community Vehicle Transportation Plan*.

#### **RECOMMENDATIONS FROM PLANS CURRENTLY IN PLACE**

The adopted *Major Street Plan* (MSP) and *Collector Street Plan* (CSP) are the official Metro plans for these arterial and collector streets. Implementation of the MSP and CSP occurs through the programming and funding of projects at both the regional and local levels.

#### **Federal and State Funded Projects**

Projects that involve Federal and State funds are planned by the Nashville Area Metropolitan Planning Organization (MPO), the regional transportation planning agency. The MPO's *Long Range Transportation Plan* includes all of the projects that are planned long-term (25 to 30 years). Of the projects in the LRTP, those that are implemented short-term are included in the MPO's 3-year Transportation Improvement Program (TIP).

#### **Locally Funded Projects**

Locally funded projects, including those with both Metro and non-Metro funds, are programmed and funded in Metro's 6-year Capital Improvements Program and Budget (CIB).

The following is a list of projects impacting the West Nashville Community, under the programs listed above:

**FIGURE 18:  
WEST NASHVILLE  
COMMUNITY  
VEHICULAR  
TRANSPORTATION  
PLAN**

**Legend**

**Major Street Plan Recommendations**

- Major - Existing
- Collector - Existing
- - - - - Upgrade to Collector
- - - - - Existing - Delete from Adopted Collector Plan
- - - - - Unbuilt - Delete from Adopted Collector Plan

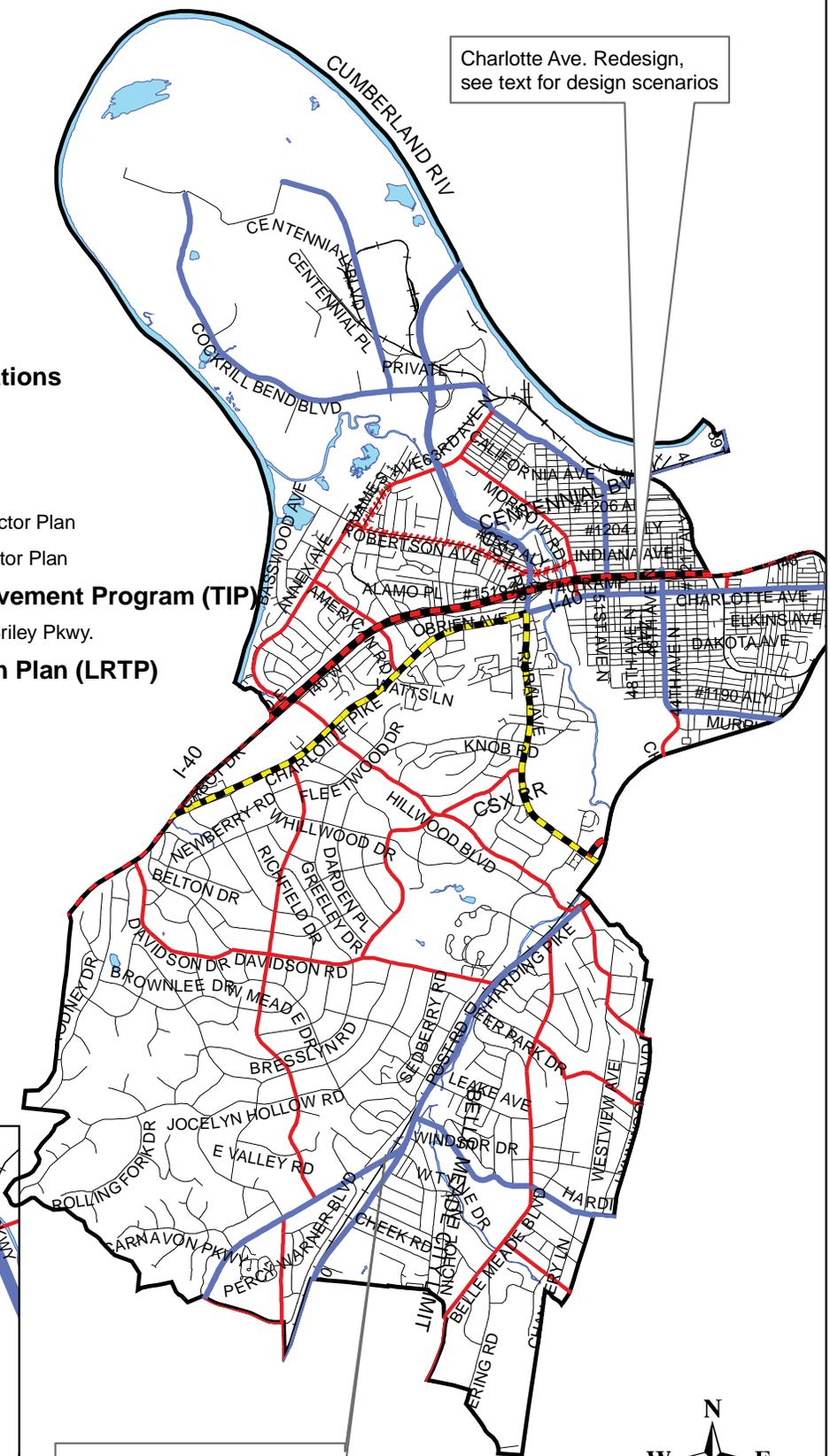
**2006-2011 Transportation Improvement Program (TIP)**

- Construct directional ramps at I-40/Briley Pkwy.

**2030 Long Range Transportation Plan (LRTP)**

**Planned Year of Construction**

- - - - - 2016 - see recommendation in text
- - - - - 2025 - see recommendation in text



Charlotte Ave. Redesign,  
see text for design scenarios

70/100 Intersection Redesign,  
see text for design scenarios



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#### **2030 Long Range Transportation Plan (LRTP)/Major Street Plan (MSP)/Collector Street Plan (CSP) Recommendations**

Consideration of the cost-benefit impact of many LRTP/MSP/CSP projects makes the wisdom of pursuing these projects questionable. A five-lane surface street generally has a traffic capacity of 35,000 to 40,000 Average Daily Traffic (ADT). Given this fact and the current traffic counts on these streets, some of the streets do not appear to warrant large-scale widening and the recommendation is to remove these from the various plans. Access management and traffic signal coordination are more likely changes to existing streets rather than large-scale widening projects, requiring purchase of right-of-way.

On the following pages, projects (with their project number) listed for the area include the recommended action above them (i.e. Remove), in addition to the year of planned funding and construction in bold.



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#### Maintain in the LRTP/MSP/CSP

- **Proposal: Charlotte Pike** (Long Range Transportation Plan #1079) – Widen from two to five lanes (including center turn lane) from Old Hickory Boulevard to west of Briley Parkway/White Bridge Road, 4.4 miles, estimated cost: \$10 million, 2025.

**Recommendation: Suburban Section (west of White Bridge Road)** – Keep in LRTP, given existing traffic volumes (capacity of a two-lane road is 11,000 vehicles/day; 15,000 vehicles/day with center left turn lane) and need for turning movements to side streets.

Widening Charlotte Pike would impact parking lots and buildings of businesses along it; widening would also face significant topography in the section that parallels Charlotte Road Circle (see images below showing 93 foot-wide right-of-way “footprint” needed for a consistent five-lane street section).

Widening the street to allow for a median should be done in conjunction with development phasing, and the intended character of the Mixed Use Corridor policy proposed between American Road and Marcia Avenue.

**Recommendation: Urban Sections (east of White Bridge Road)** – Most of Charlotte Pike has enough existing pavement width to re-stripe and accommodate four travel lanes and two bike lanes. The section from 42<sup>nd</sup> to 53<sup>rd</sup> Avenues has 60 feet of pavement width, enough room to allow one side of on-street parking in addition to four travel lanes and two bike lanes. The section from 53<sup>rd</sup> to 54<sup>th</sup> Avenues currently only supports four narrow travel lanes; a minimum of 14 feet of additional right-of-way is needed to accommodate four travel lanes and two bike lanes in this section, with additional feet of right-of-way or pedestrian easements needed to create an urban arterial-standard sidewalk (eight feet wide).

Any future land use changes need to pay attention to access management and parking management in order to balance Charlotte Pike’s ability to move traffic safely and efficiently and still provide safe, comfortable access for vehicles, pedestrians and cyclists to the businesses along the corridor. Generally, the capacity of a five-lane road is 35,000 to 40,000 vehicles per day. Overall, I-40 has seen considerable traffic growth over the last 20 years. The interstate’s section between Briley Parkway and I-440 has seen the greatest increase in traffic, with 117,000 ADT as of 2006. Charlotte Pike’s traffic levels have remained more or less the same, at around 25,000 ADT, for the last 20 years.

Lane widths on Charlotte Pike can be re-striped between 10 to 11 feet wide since the area’s section carries three percent truck traffic; streets with greater than five percent truck traffic generally need 12-foot lanes. Additionally, narrowing lanes from 12 to 11 or 10 feet has no appreciable effect on traffic capacity. Access management and traffic signal timing are more important long-term factors in a street’s traffic capacity.

Wider curb lanes, between 13 to 15 feet for short distances, can be used to help buses negotiate bus stops and help trucks and buses negotiate right turns, as long as they do not encroach into adjacent or opposing travel lanes.

The following are Average Daily Travel (ADT – traffic counts) at various points along Charlotte Pike, which suggest that the road currently has capacity.

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Charlotte Pike at I-440

2008 ADT: 20,522

Highest ADT: 22,149 (2004)

Lowest ADT: 16,671 (1992)

25-year average ADT: 20,594

Charlotte Pike just East of White Bridge Road

2007 ADT: 26,741

Highest ADT: 30,009 (2005)

Lowest ADT: 22,505 (1988)

25-year average ADT: 26,564

Charlotte Pike just West of White Bridge Road

2008 ADT: 23,612

Highest ADT: 26,188 (1996)

Lowest ADT: 21,353 (2003)

25-year average ADT: 22,629

Charlotte Pike at Nashville West Shopping Center

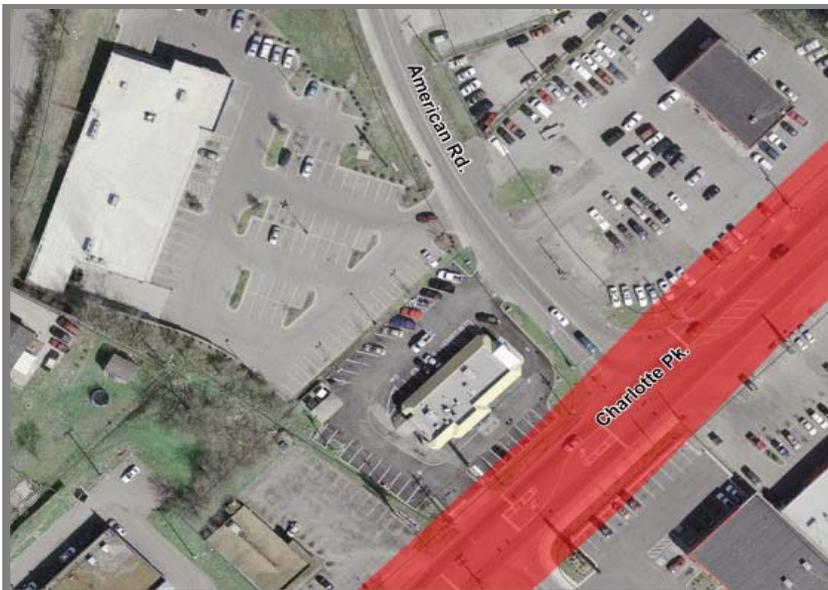
2008 ADT: 17,169

Highest ADT: 21,113 (2000)

Lowest ADT: 11,103 (1991)

25-year average ADT: 15,717

*Refer to Figures 19, 20, 21 and 22, below and on the following page, for a conceptual footprint of a widened Charlotte Pike at various points.*



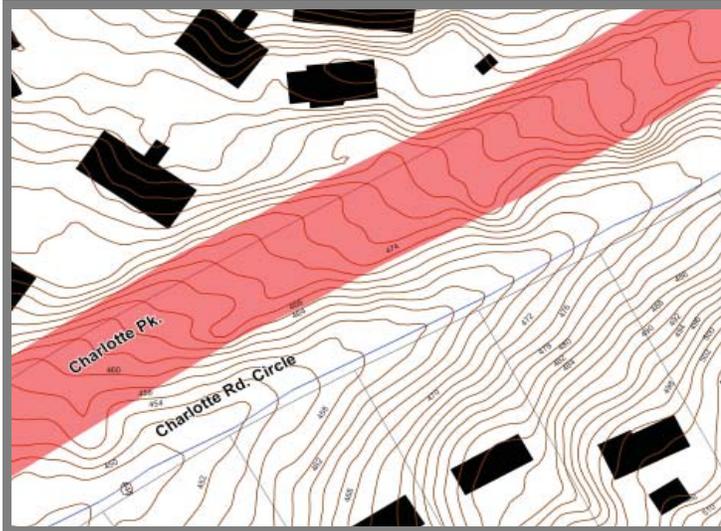
**FIGURE 19: Commercial area of Charlotte Pike at American Road. The red line represents the estimated amount of right-of-way needed to widen to a five-lane cross-section.**

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**FIGURE 20:** Constrained section of Charlotte Pike at Charlotte Road Circle. The red line represents the estimated amount of right-of-way needed to widen to a five-lane cross-section.



**FIGURE 21:** Constrained section of Charlotte Pike at Charlotte Road Circle. Circle showing topography. The red line represents the estimated amount of right-of-way needed to widen to a five-lane cross-section.



**FIGURE 22:** Charlotte Pike at Nashville West Shopping Center. The red line represents the estimated amount of right-of-way needed to widen to a five-lane cross-section.

## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

- **Proposal: Harding Pike** (Long Range Transportation Plan #1064) – Widen from five to seven lanes (includes center turn lane) from Hillwood Boulevard to Bosley Springs Road, 0.7 miles, estimated cost: \$5 million, 2016.

**Recommendation:** Keep in LRTP and advance into MPO's Transportation Improvement Program (TIP) or build as a Metro-funded project. This project is crucial for distributing traffic around and through the Harding Town Center Urban Design Overlay (UDO).

- **Proposal: Bosley Springs Connector** (Long Range Transportation Plan #1008) – Construct three-lane roadway with sidewalks, grade separated at Harding Pike, from White Bridge Road to Ridgefield Road, 0.8 miles, estimated cost: \$7 million, 2016; Tier II air quality impact analysis completed 1/21/07.

**Recommendation:** Keep in LRTP and advance into MPO's Transportation Improvement Program (TIP) or build as a Metro-funded project. The collector street connection between Harding Pike and White Bridge Road is crucial for distributing traffic within and around the Harding Town Center Urban Design Overlay (UDO).

*Refer to Figure 23 below for a conceptual drawing of the alignment and 60 foot-wide right-of-way needed for project.*

**FIGURE 23: Bosley Springs Connector - conceptual alignment and 60 foot-wide right-of-way needed.**



## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

- **Proposal: Briley Parkway** (Major Street Plan) – Widen from four to six lanes.

**Recommendation:** Keep in MSP given existing traffic volumes (see below, capacity of a four-lane freeway is 55,000 ADT) and need for by-pass function if interstate Inner Loop is removed or downgraded per Plan of Nashville. The fly-over ramp from I-40 eastbound to Briley Parkway northbound (see TIP project below) is likely to induce greater demand for Briley Parkway as a by-pass route for non-local traffic. *Refer to Figure 24 below.*

The following are Average Daily Travel (ADT – traffic counts) at various points along Briley Parkway:

Briley Parkway south of Centennial Boulevard

2008 ADT: 42,783

Highest ADT: 53,622 (2007)

Lowest ADT: 8,809 (1985)

25-year average ADT: 29,892

Briley Parkway north of prisons at Cumberland River

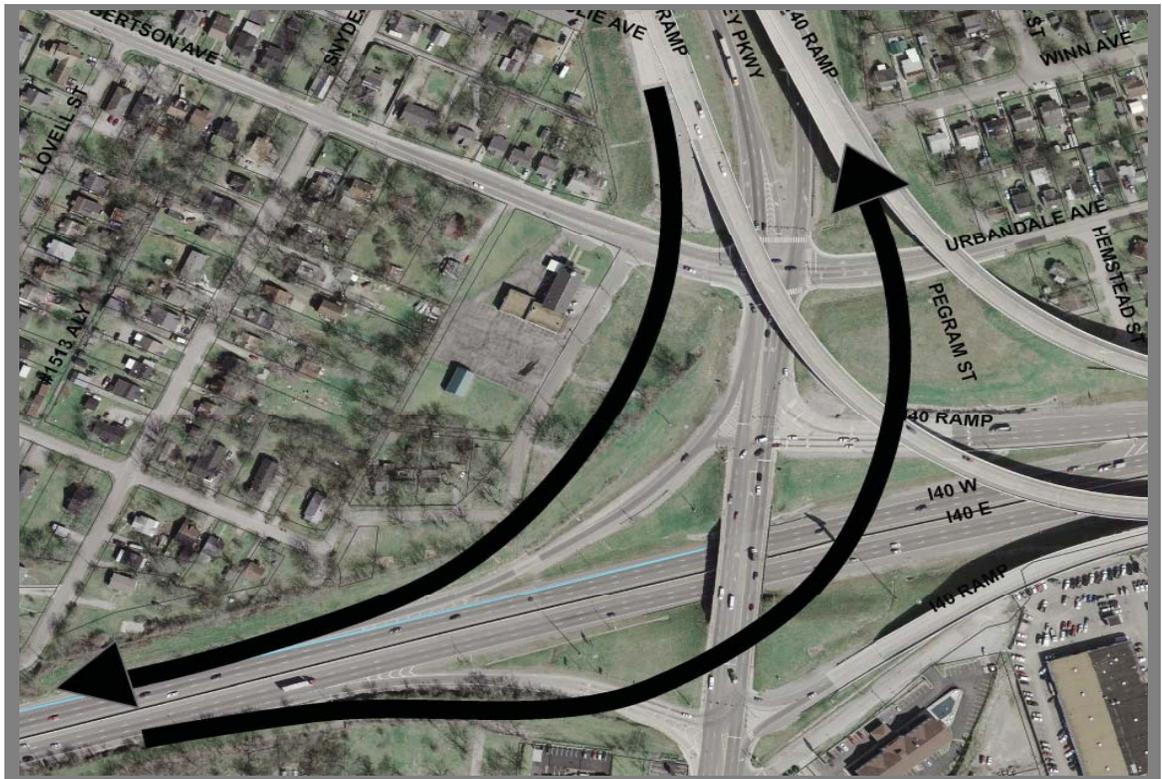
2008 ADT: 36,474

Highest ADT: 36,474 (2008)

Lowest ADT: 9,842 (1993)

25-year average ADT: 29,073

**FIGURE 24: Planned directional ramps at Briley Parkway and I-40.**



## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

#### Amend in the LRTP/MSP/CSP

- **Proposal: Interstate 40** (Long Range Transportation Plan #1093) – Widen from six to eight travel lanes (including two HOV lanes) between U.S. Highway 70 South and I-440, 7.5 miles, estimated cost: \$24.9 million, 2016.

**Recommendation:** Remove from LRTP, given that much of I-40 already has eight-lane sections from Briley Parkway east heading into downtown Nashville (where traffic volumes exceed 100,000 vehicles per day). I-40 west of Briley Parkway has a six-lane section and the addition of two lanes would require noise and appearance mitigation for the adjacent neighborhoods of Hillwood and Charlotte Park. A six-lane interstate generally has a traffic capacity of 100,000 to 110,000 ADT.

The following are Average Daily Travel (ADT – traffic counts) at various points along I-40, which suggest that the road currently has capacity.

I-40 West of Davidson Road  
2008 ADT: 82,217  
Highest ADT: 82,217 (2008)  
Lowest ADT: 29,784 (1985)  
25-year average ADT: 60,841

I-40 at Westboro Drive  
2008 ADT: 90,201  
Highest ADT: 90,201 (2008)  
Lowest ADT: 36,435 (1985)  
25-year average ADT: 67,782

I-40 near 51<sup>st</sup> Avenue  
2008 ADT: 124,306  
Highest ADT: 124,306 (2008)  
Lowest ADT: 54,963 (1986)  
25-year average ADT: 90,761

I-40 at 46<sup>th</sup> Avenue Exit  
2008 ADT: 132,339  
Highest ADT: 132,339 (2008)  
Lowest ADT: 67,000 (1985)  
25-year average ADT: 100,585

I-40 at East of I-440 Interchange  
2008 ADT: 98,959  
Highest ADT: 98,959 (2008)  
Lowest ADT: 60,000 (1985)  
25-year average ADT: 81,937

## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

- **Proposal: White Bridge Road** (Long Range Transportation Plan #1114) – Widen from five to six lanes (seven-lane section resulting), with median in commercial area, from Charlotte Pike to Harding Pike, 2.2 miles, estimated cost: \$3.2 million, 2025.

**Recommendation:** Remove from LRTP, given that traffic volume trends have been relatively stable over the last 25 years and the street's current cross-section (four travel lanes, center left-turn lane in places) has a capacity of 35,000 to 40,000 ADT. The street has prevailing 80 foot-wide right-of-way, with wider sections (90 to 100 feet of right-of-way) on either of its commercial ends. Building a consistent six travel lane section, with a center median and adequate arterial street sidewalks, would require at least 121 feet of right-of-way. As illustrated in Figures 25, 26 and 27, on the following page, widening White Bridge Road would have the greatest impact on its residential mid-section.

The following are Average Daily Travel (ADT – traffic counts) at various points along White Bridge Road, which suggest that the road currently has capacity.

White Bridge Road South of Charlotte Pike

2008 ADT: 29,554

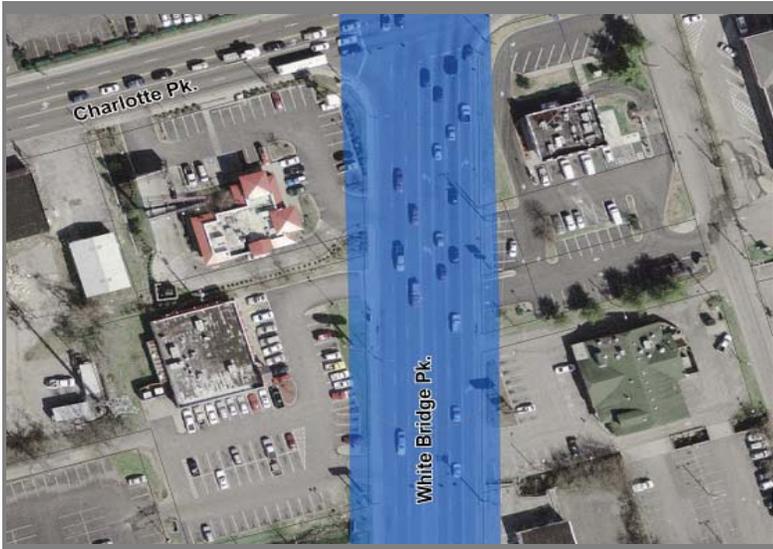
Highest ADT: 34,716 (2002)

Lowest ADT: 22,535 (1992)

25-year average ADT: 30,018

*Refer to Figures 25, 26 and 27 on the following page.*





**FIGURE 25:** White Bridge Road Commercial Area at Charlotte Pike. The blue line represents the estimated amount of right-of-way needed to widen to a seven-lane cross-section.



**FIGURE 26:** Residential mid-section of White Bridge Road. The blue line represents the estimated amount of right-of-way needed to widen to a seven-lane cross-section.



**FIGURE 27:** Commercial area of White Bridge Road at Lions Head Shopping Center. The blue line represents the estimated amount of right-of-way needed to widen to a seven-lane cross-section.

## *West Nashville Community Plan: 2009 Update*

### Chapter III: Transportation Plan

- **Proposal: Harding Pike/Highway 70** (Major Street Plan) – Widen from five to seven lanes (includes center turn lane) from I-40 at Coley Davis Road to Murphy Road (at which point Harding Pike is West End Avenue), 9.8 miles.

**Recommendation:** Remove from MSP, since the street's current cross-section (four travel lanes, center left-turn lane in places) has a capacity of 35,000 to 40,000 ADT. LRTP project # 1064 (discussed above – widening Harding Pike from five to seven lanes [between Hillwood Boulevard and Bosley Springs Road]) provides a targeted and needed capacity improvement. Widening the remainder of Harding Pike (west to Coley Davis Road) would conflict with the desired scenic character of the street, decrease the likelihood of constructing a greenway parallel to the street and face significant topographical and environmental constraints on its mid-section, with the CSX rail line on its west and Richland Creek on its east.

The following are Average Daily Travel (ADT – traffic counts) at various points along Harding Pike/Highway 70, which suggest that the road currently has capacity.

Harding Pike Southwest of White Bridge Road

2008 ADT: 31,479

Highest ADT: 46,438 (1991)

Lowest ADT: 30,169 (1986)

25-year average ADT: 34,963

Harding Pike South of Harding Place

2008 ADT: 31,709

Highest ADT: 36,508 (2000)

Lowest ADT: 20,000 (1986)

25-year average ADT: 32,616

Harding Pike after Highway 70/Highway 100 Split

2008 ADT: 17,682

Highest ADT: 21,924 (2001)

Lowest ADT: 14,933 (1987)

25-year average ADT: 18,933

West of Brook Hollow Road

2008 ADT: 19,817

Highest ADT: 22,825 (1999)

Lowest ADT: 16,924 (1993)

25-year average ADT: 21,246

Highway 100 at Cheek Road

2007 ADT: 12,733

Highest ADT: 14,195 (1999)

Lowest ADT: 9,826 (1993)

25-year average ADT: 12,476

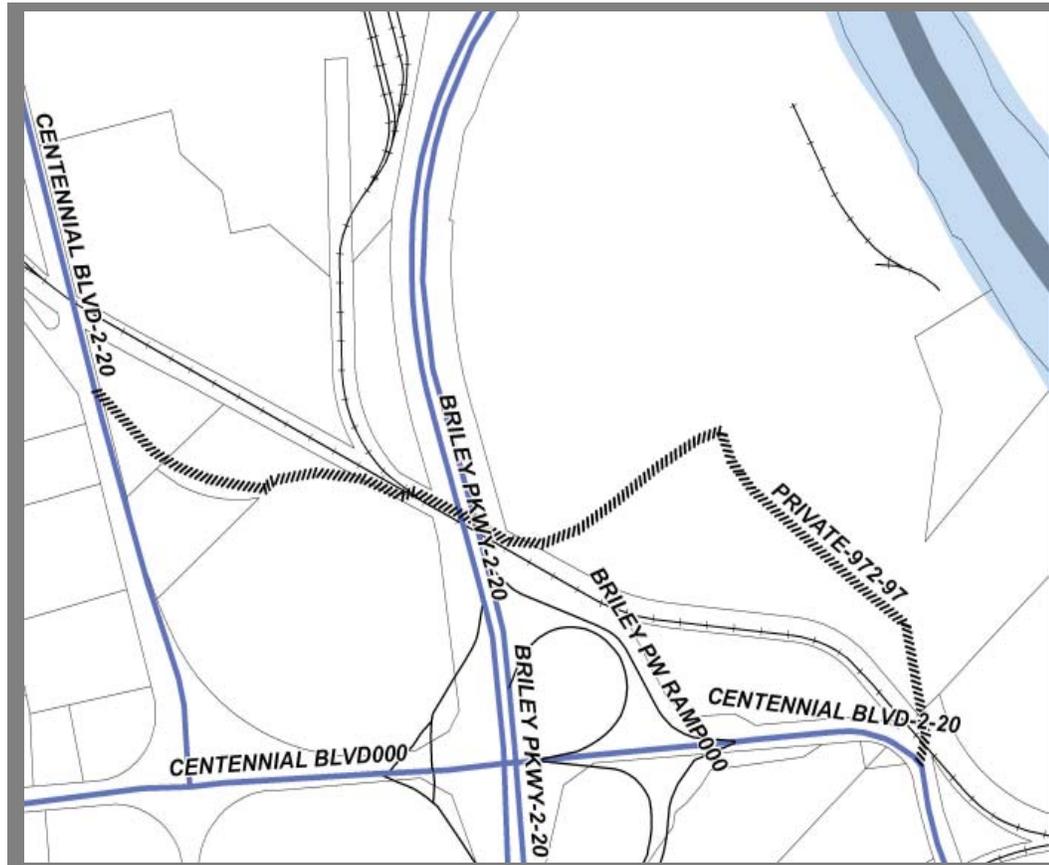
## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

- **Proposal: Centennial to Centennial Boulevard Connection** (Community Plans Major Street Plan) – The previous West Nashville Community Plan in 1999 recommended upgrading a series of private roads to one public road as an emergency access road alternative to Centennial Boulevard.

**Recommendation:** Remove the recommendation from the Community Plans Major Street Plan, since the 0.9 mile connection would require two at-grade railroad crossings and extensive property takings in order to create a public street. The overall goal of having a second emergency route is still valid, and the existing series of private roads and driveways would still serve this purpose in the event of an emergency cutting off Centennial Boulevard in Cockrill Bend.

*Refer to Figure 28 below for the 1999 recommendation.*



**FIGURE 28: Centennial Boulevard Connection.**  
The hatched line represents the proposed connection.

## *West Nashville Community Plan: 2009 Update*

### Chapter III: Transportation Plan

- **Proposal: Re-design of Highway 70 (Harding Pike)/Highway 100 Intersection** (suggested LRTP or CIB item)

**Recommendation:** Study the feasibility of a modified 90 degree intersection or a large-scale roundabout at the intersection of Highway 70/Highway 100. The intersection area currently has multiple conflict points due to multiple turning movements which complicate the intersection for drivers, pedestrians and bicyclists. Roundabouts can handle varying volumes of traffic, with 35,000 ADT considered the maximum amount. Constructing an urban double-lane roundabout would require a central circle with a diameter between 130 to 200 feet, with two 15 foot-wide travel lanes revolving around it. The images on the next three pages show existing conditions and a conceptual roundabout layout and intersection realignment of the area.

The following are Average Daily Travel (ADT – traffic counts) at various points along Harding Pike/Highway 70 and Highway 100:

Harding Pike southwest of White Bridge Road

2008 ADT: 31,479

Highest ADT: 46,438 (1991)

Lowest ADT: 30,169 (1986)

25-year average ADT: 34,963

Harding Pike south of Harding Place

2008 ADT: 31,709

Highest ADT: 36,508 (2000)

Lowest ADT: 20,000 (1986)

25-year average ADT: 32,616

Harding Pike after Highway 70/Highway 100 Split

2008 ADT: 17,682

Highest ADT: 21,924 (2001)

Lowest ADT: 14,933 (1987)

25-year average ADT: 18,933

West of Brook Hollow Road

2008 ADT: 19,817

Highest ADT: 22,825 (1999)

Lowest ADT: 16,924 (1993)

25-year average ADT: 21,246

Highway 100 at Cheek Road

2007 ADT: 12,733

Highest ADT: 14,195 (1999)

Lowest ADT: 9,826 (1993)

25-year average ADT: 12,476

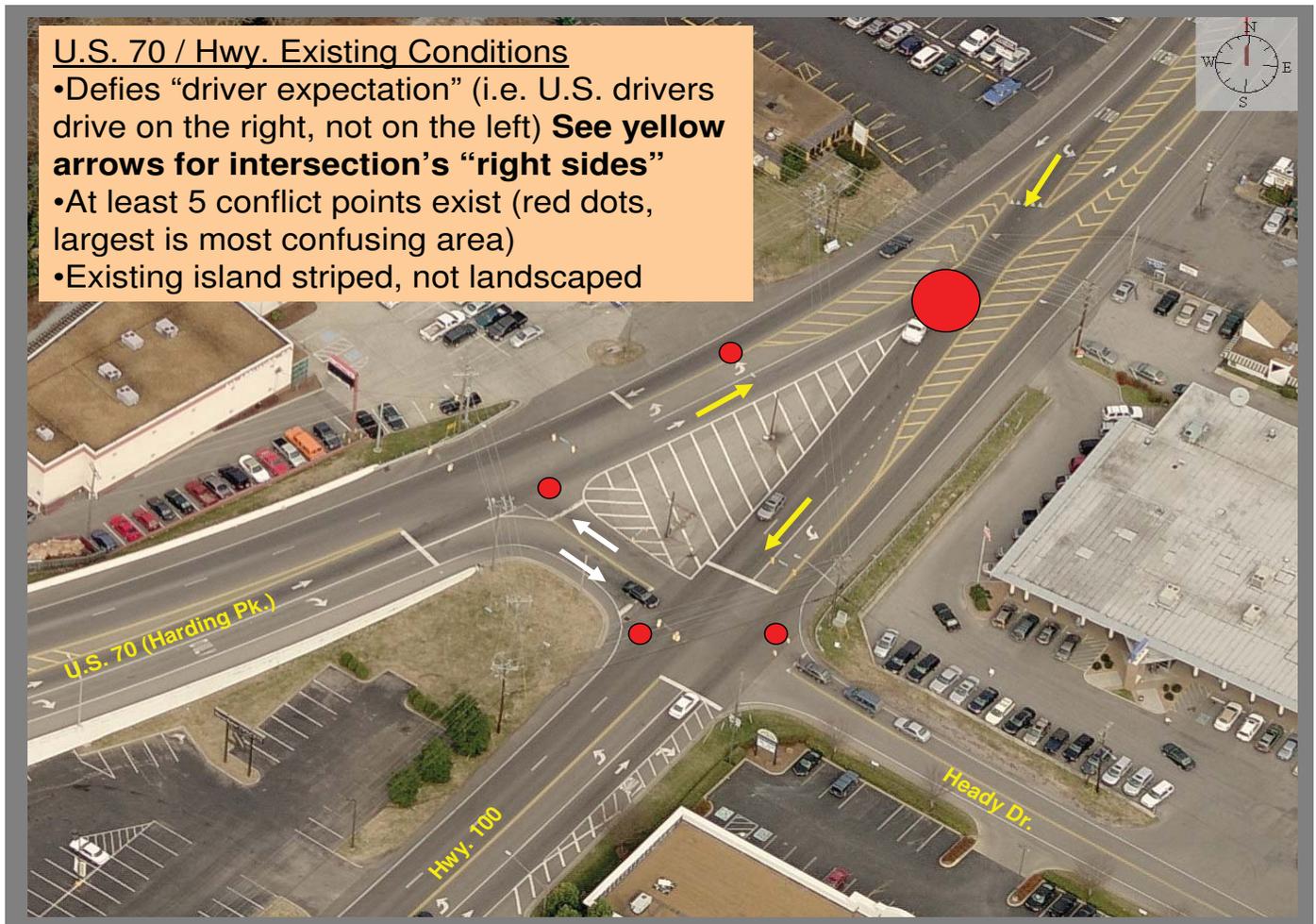
*West Nashville Community Plan: 2009 Update*

Chapter III: Transportation Plan

The conceptual figures (Figures 29 to 34, below and on the following pages) illustrate road re-alignments and improvements that may foster a more walkable center area for the Highway 70/Highway 100 split area. The figures complement the Community Character Policy for the area (07-T3-NC-02) found in Chapter II.

Refer to Figure 29 below and Figures 30, 31, 32, 33 and 34 on the following pages.

**FIGURE 29: Highway 70/Highway 100 Area - Existing Conditions**



*West Nashville Community Plan: 2009 Update*

Chapter III: Transportation Plan

FIGURE 30



FIGURE 31

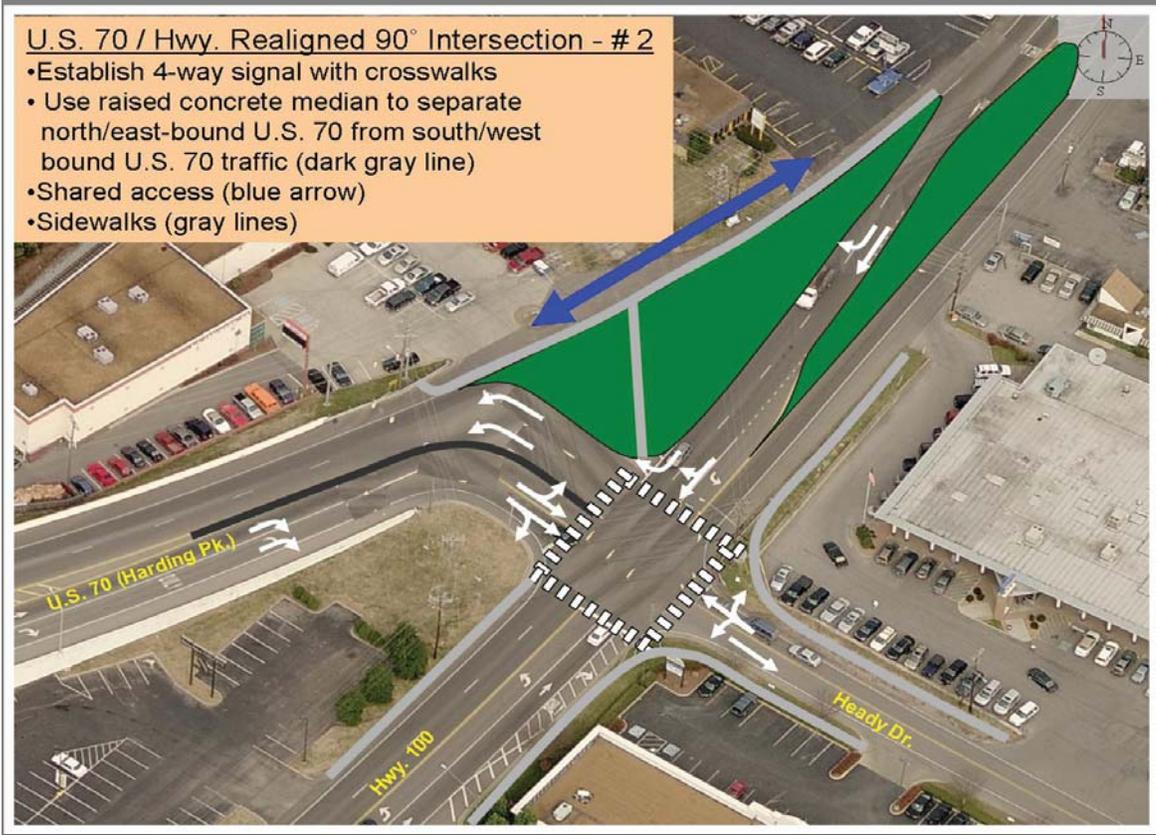


FIGURE 32

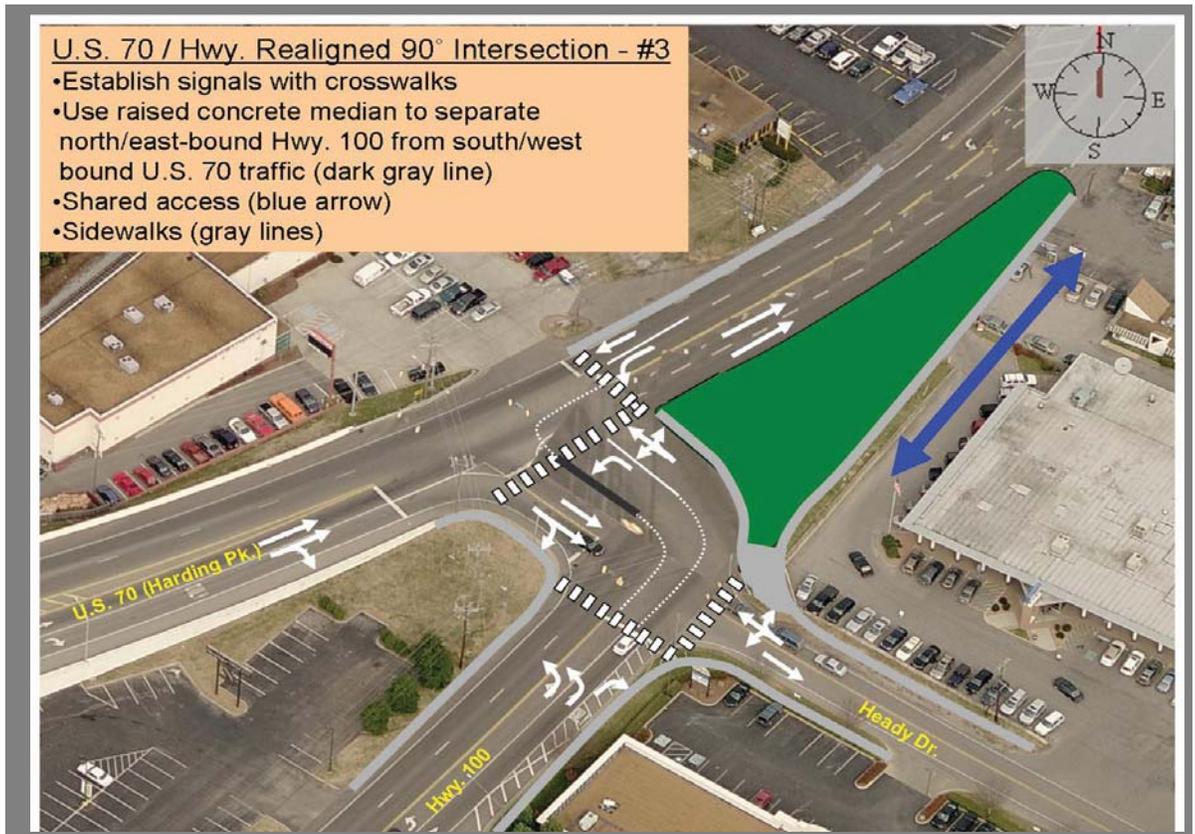
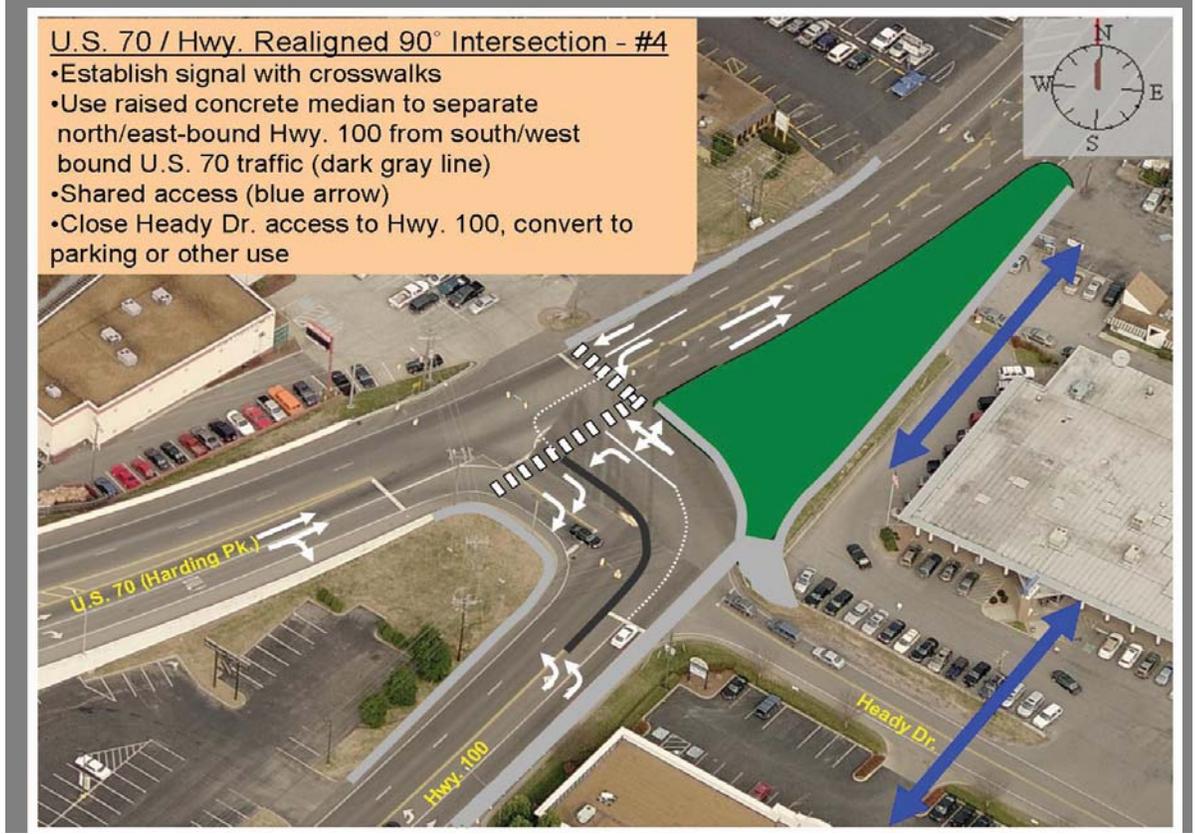


FIGURE 33



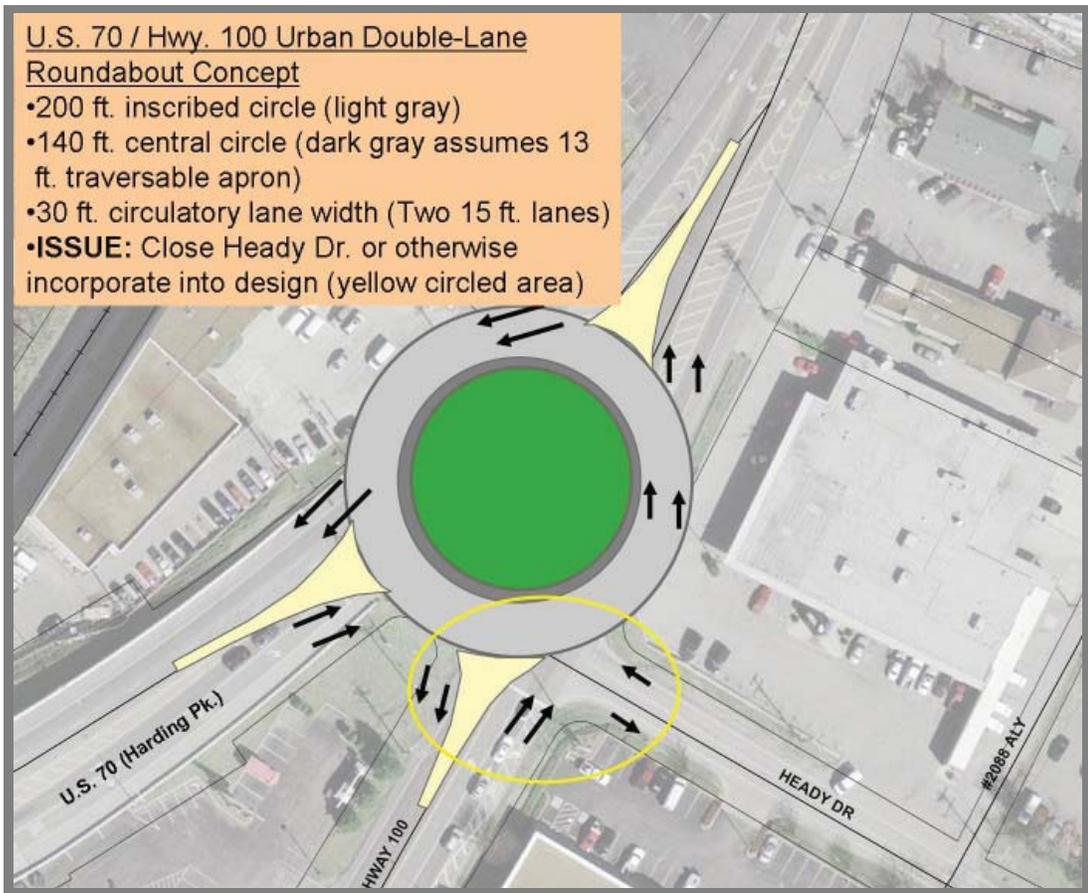


FIGURE 34:  
Roundabout  
Concept

- **Proposal: Murphy Road/46<sup>th</sup> Avenue** (Major Street Plan)

**Recommendation:** Downgrade from a U4 (four-lane urban arterial) to a U2 (two-lane urban arterial) from Interstate 40 south and east to Park Circle. (Murphy Road east of Park Circle, intersecting with West End Avenue, remains a U4.) The street has 80 feet of right-of-way and 40 feet of pavement, enough for four travel lanes, yet traffic levels do not warrant four travel lanes. Additionally, this extra space is currently used for two eight-foot bike lanes and two 12-foot travel lanes. Eight feet is the same dimension needed for parallel parking, which currently occurs illegally in bike lanes. If the neighborhood needs parking, the street has enough room to re-stripe 46<sup>th</sup> Avenue and Murphy Road to accommodate one side of parallel parking, two bike lanes and two travel lanes. Planning Department staff recommends this configuration to provide for both parking and bike lanes while preventing illegal use of either.

## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

- **Proposal: Robertson Road** (Collector Street Plan)

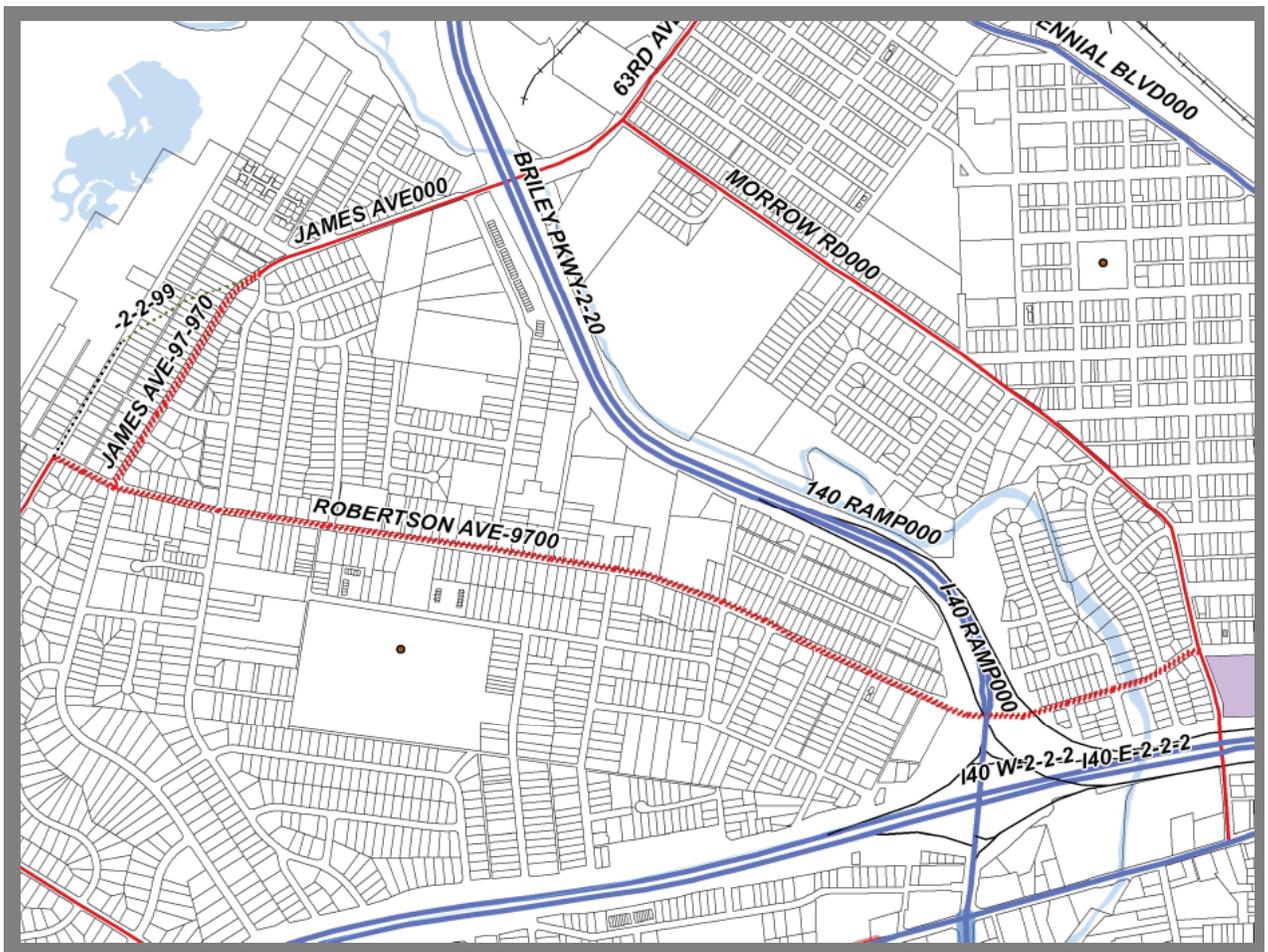
**Recommendation:** Upgrade functional classification from local street to collector street for Robertson Road from Annex Avenue east to Morrow Road, encompassing the common street that is made up of Robertson Avenue, Urbandale Avenue and Georgia Avenue. Collector streets are appropriately placed about one-half mile apart. Robertson Road is roughly one-half mile between Charlotte Pike and Morrow Road, and provides an important connection from Annex Avenue to Morrow Road. Refer to Figure 35 below.

- **Proposal: James Avenue** (Collector Street Plan)

**Recommendation:** Upgrade functional classification from local street to collector street between Croley Drive and Robertson Avenue, reflecting connection between Annex Avenue and Robertson Road as part of larger collector street system.

Refer to Figure 35 below.

**FIGURE 35: Robertson Road, half-mile spacing between Charlotte Pike and Morrow Road.**





## *West Nashville Community Plan: 2009 Update*

### Chapter III: Transportation Plan

#### **2008-2011 Transportation Improvement Program (TIP) Recommendations**

Projects (with project number) in line for funding include:

- **Proposal: Briley Parkway/Robertson Avenue** (Phase 2 construction) (2006-412) – Construct directional ramps from eastbound I-40 to northbound Briley Parkway and from southbound Briley Parkway to westbound I-40 including noise walls and replace Robertson Avenue bridge over I-40, \$26.1 million, construction starts 2010.

**Recommendation:** This project should proceed according to schedule, as it completes the intended function of Briley Parkway as a by-pass route for non-local traffic moving through Nashville. Refer to Figure 24, regarding planned directions ramps, above.

#### **2008-2014 Capital Improvements Budget (CIB) Recommendations**

The CIB lists projects by project number for each proposal. While there are few projects listed specifically for the West Nashville community, there are several countywide items that could impact the West Nashville Community. These include general paving and street lighting upgrades, in addition to an Intelligent Transportation System (traffic cameras, electronic message signs) program for arterial streets. Metro Public Works is the lead agency for the following projects:

- **Proposal: Charlotte Park (06PW0044)** – New projects initiated by a council member. Richland Business Area, sidewalks, lighting, landscaping, signage, planned for 2006-2008, \$2 million general obligation bond proposed but not funded.
- **Proposal: Page Road and Estes Road Sidewalks (04PW0052)** – Construct sidewalks on Page Road and Estes Road, planned for 2011-2012, \$2.9 million general obligation bond proposed but not funded.

**Recommendation:** Both projects should remain priority items in the CIB. Streetscaping along Charlotte Avenue in the Richland Park area would support further redevelopment of the area. Completing sidewalks on Page Road would create meaningful pedestrian connections to Percy Warner Park. CIB projects are prioritized and subsequently funded by the Mayor's Office with support from Metro Council.

#### **Local Streets Recommendations**

The reasoning and benefits behind street connectivity include more efficient service delivery, increased route options, decreased vehicle miles traveled (VMT), improved emergency access, and efficient subdivision of land. Many evolving and maintenance areas of the West Nashville Community Plan have opportunities to improve street connectivity and should seek it through the zoning and subdivision process.

#### **Miscellaneous Transportation Recommendations**

- **Proposal: Pigeon Control on I-40 Overpasses**  
In considering how to better connect the Nations neighborhood with Sylvan Park and services on Charlotte Avenue, the problem of pigeon control under I-40 has been raised. Companies offer low-cost plastic (\$1.70/ft.) or stainless steel (\$1.95/ft.) "pigeon spikes" which humanly prevent pigeon landings or roosting.

**Recommendation:** Encourage local business or neighborhood groups to provide funding (all or partial match) for the Tennessee Department of Transportation (TDOT) to install anti-pigeon devices on the I-40 overpasses at Morrow Road, 51<sup>st</sup> Avenue and 46<sup>th</sup> Avenue.

## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

- **Proposal: Parking in Charlotte Avenue/Richland Park Area**

To assist the Charlotte Avenue/Richland Park area in becoming a destination for visitors, while maintaining its historic structures and urban feel, on-street parking can provide parking for residents, employees and guests. Richland Park currently has 130 spaces in a long row along Charlotte Avenue, with park and library visitors using it in addition to customers at nearby businesses.

Planning Department staff analysis of street dimensions found potential for an additional 190 on-street parking spaces, including:

- 88 spaces on Charlotte Pike
- 60 spaces, one-sided parallel parking, on 49<sup>th</sup>, 48<sup>th</sup>, 47<sup>th</sup>, 44<sup>th</sup> and 43<sup>rd</sup> Avenues
- 42 spaces, both sides parallel parking, on 42<sup>nd</sup> and 45<sup>th</sup> Avenues (parallel parking is possible on both sides of these streets because they are wider)

**Recommendation:** Pursue on-street parking, whose benefits include increasing business visibility/viability, buffering pedestrians on sidewalks from passing vehicles, reducing the need for parking lots, and providing the option to park a car once and walk to multiple locations (thereby reducing localized congestion and air pollution. For Richland Park, designate a portion of the existing parking for park and library visitors, ensuring predictable parking availability for these uses. On-street parking can occur as redevelopment happens.

- **Proposal: Traffic Management**

During the plan update, community members asked about traffic calming. Metro Public Works' Neighborhood Traffic Management Program has specific eligibility criteria for traffic calming measures. Only local streets are eligible and the area must show cut-through traffic and excessive speeding. Requests can be made by neighborhood organizations to the Public Works Department.

- **Proposal: 54th Avenue Traffic Calming**

During the plan update, community members asked about traffic calming on 54<sup>th</sup> Avenue. Review by Planning Department staff found that existing on-street parking physically and visually narrows streets. East-west stop sign pairs, in addition to a 4-way stop at Nevada Avenue and 51<sup>st</sup> Avenue, diminish the ability to speed.

**Recommendation:** Improvements along Charlotte Avenue in this area, such as access management via driveway consolidation and possibly creating a turn-lane on Charlotte Avenue, could also improve the attractiveness of Charlotte Avenue for through-traffic, thereby reducing traffic on 54<sup>th</sup> Avenue.

- **Proposal: 37<sup>th</sup> Avenue Railroad Underpass**

During the plan update, concerns were raised regarding the safety of this underpass for drivers, pedestrians, and bicyclists, since the underpass currently has two narrow travel lanes, limited sight distance and does not have sidewalks.

**Recommendation:** CSX Transportation and neighborhood groups should assess the railroad structure's original construction date and expected design life. When the structure's useful design life is over, CSX Transportation will need to replace the structure. At such time, Metro should consider a CIB project to partner with the CSX replacement project to cover any costs above and beyond the simple replacement value to create two standard travel lanes (10 – 11 feet lanes) and an 8 foot sidewalk on a minimum of one side of the underpass.



## West Nashville Community Plan: 2009 Update

### Chapter III: Transportation Plan

#### Transit Recommendations

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

During the 2009 update of the West Nashville Plan, MTA was creating a county-wide Master Plan update for its services. Go to <http://www.nashvillemta.org/> for more information on MTA’s master plan.

Bus Rapid Transit on West End Avenue/Harding Pike is a transit mode and alignment that is most feasible within the seven- to ten-year scope of this community plan. Incremental steps toward this type of service could include:

- Consolidated stops, or designation of selected stops as “express stops;”
- Pre-paid boarding, using ticket machines at stops;
- Bus priority at traffic signals and bus-only lanes (during peak hours or all-day); and
- Larger-capacity buses (65 foot-long buses or double-decker buses vs. standard 40 foot-long buses).

#### Existing Bus Lines

Existing lines in the West Nashville Plan area as of 2009 include:

- Route 10, Charlotte Pike
- Route 19, Herman Street
- Route 29, Jefferson Street
- Route 3, West End Avenue
- Route 24, Bellevue Express (does not stop in the West Nashville area, yet has potential to mitigate traffic on I-40)

#### Recommendations for Future Transit

Given these existing conditions, recommendations for future transit include:

- Preserve the existing lines in the West Nashville Plan area including the ones mentioned above.
- Enhance existing lines by:
  - MTA and/or private developers creating “complete transit stops” (shelter, seating, timetable, lighting, signs, etc.) through the development review process (zoning, subdivision) as Charlotte Pike, Harding Pike, White Bridge Road and other arterial streets redevelop with more intense land uses over time.
  - MTA creating bus stop spacing guidelines; recommended guidelines for consolidating existing bus stops and improving service would be placing stops every 780 feet in dense areas (Charlotte Avenue at Richland Park) and placing stops every 1,000 feet in medium to low density areas (Charlotte Pike west of Hillwood Boulevard, Harding Pike south of White Bridge Road).



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## CHAPTER IV: OPEN SPACE PLAN

### INTRODUCTION – OPEN SPACE AND GREENWAY PLAN

Parks, greenways and open space are a crucial component to a community – providing spaces for rest, relaxation and recreation for community members, while establishing a sense of place in the community. The West Nashville Plan provides guidance, through Open Space and Potential Open Space Community Character Policies, to various properties throughout the community. This guidance can be found in Chapter II, in the Open Space and Potential Open Space Policies in each Transect category. This guidance is supplemented by the West Nashville Plan’s *Open Space Plan* – see Figure 17 (*shown in the previous chapter and repeated here*).

The guidance provided in the West Nashville Plan is intended to complement the *Metropolitan Parks and Greenways Master Plan* (adopted November 2002 and updated July 2008), which describes Nashville’s existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Metro Nashville/Davidson County. This document can be found at [www.Nashvillegov/parks/master\\_plan.htm](http://www.Nashvillegov/parks/master_plan.htm) and should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways in the West Nashville Community.

### GREENWAYS

The majority of Nashville’s planned greenway systems are based on existing networks of rivers, lakes, streams and other natural features. By locating greenway corridors along these natural areas, communities may utilize land that would otherwise be unused because of flooding hazards. Greenways provide a vegetative buffer that protects water quality and conserves open space and in some cases wildlife habitats and corridors. Greenways may be exclusively for preservation or may also be used for trails. The increased networks of greenway trails in Metro Nashville also offer both recreational and transportation opportunities by providing bicycle and pedestrian friendly routes between schools, homes, shopping, employment and other destinations.

Adding greenways or other trails can improve an area’s quality of life as residential, commercial, employment, and recreational uses develop. Trail connections, improved roadway crossings, and paths increase connectivity among residential, schools, and commercial centers. They add value to a neighborhood by providing residents with alternative transportation and recreational options as greenways encourage healthier and more active lifestyles.

The greenway corridors identified and proposed in the West Nashville Plan most frequently have Conservation (CO) policy applied to the land. CO is a Community



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### Chapter IV: Open Space Plan



Character Policy designed for areas with environmentally sensitive features such as steeply sloping terrain, unstable soils, floodplains or other environmental features that are constraints to development. This policy is intended to protect the natural environment and should include the floodway plus a corridor of at least 75 feet width, measured from the outer edge of the floodway. It is within this area that a greenway may be provided.

#### Existing Greenways in the West Nashville Community

The planned Richland Creek Greenway will connect the West Nashville Community with the Green Hills Community area, and follow the entire length of Richland Creek to the Cumberland River. The existing greenway trail is approximately two miles and connects White Bridge Road, the Cherokee Park and Sylvan Park neighborhoods, Nashville State Community College and McCabe Park. The trail includes four access points that are easily accessible by the adjacent neighborhoods. This greenway serves as a significant transportation option for the community due to its well planned and located trails and access points. Important access points include trail heads at the Target Shopping Center, Cherokee Crossing, and White Bridge Road.



#### Planned Greenways in the West Nashville Community – Parks Master Plan for Parks and Greenways

There is only one major segment of a planned greenway (called an “identified greenway”) from the *Parks Master Plan* in the West Nashville Community; it is located along the Cumberland River. In Nashville, identified greenways are protected natural pathways that are preserved from any development. The pathways may stay in a natural state or eventually include a paved or unpaved trail. In either form, the identified greenway will maintain natural areas and protect the river and its floodway from future building development. The identified greenway along the Cumberland River in the West Nashville Community currently does not have plans for any forms of trail development.



#### Recommended Greenways and Multi-Use Trails for the West Nashville Community Plan Update

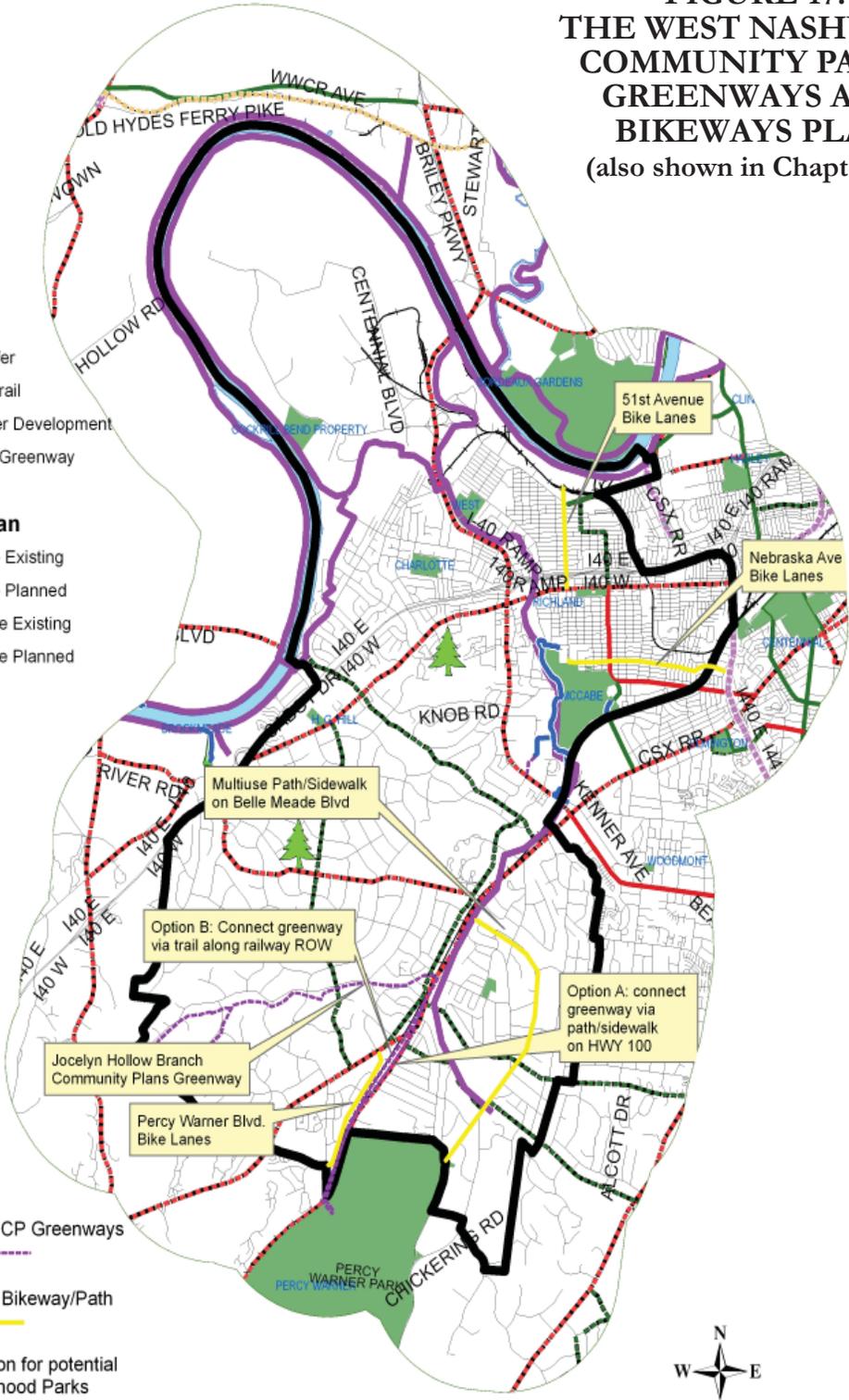
In addition to the proposed greenways identified in the *Parks Master Plan*, the West Nashville Plan makes two additional greenway recommendations. The first is a greenway along Jocelyn Hollow Creek, a tributary of Richland Creek. The greenway is proposed to follow the entire length of the creek. This potential greenway would serve as a way to preserve the area around the creek and/or actually be developed with a trail.

The second proposed greenway or multiuse path should follow along the right of way on the CSX railroad immediately adjacent to Highway 100. It should start at Davidson Road and terminate at the Deep Well entrance of Percy Warner Park. This recommended greenway or multi-use path will provide non-motorized

**FIGURE 17:  
THE WEST NASHVILLE  
COMMUNITY PARKS,  
GREENWAYS AND  
BIKEWAYS PLAN**  
(also shown in Chapter III)

- LEGEND**
- 1mile Buffer
  - Existing Trail
  - Trail Under Development
  - Identified Greenway
  - Parks
- Bikeways Plan**
- Bike Lane Existing
  - Bike Lane Planned
  - Bike Route Existing
  - Bike Route Planned

- New Proposed CP Greenways
- Proposed new Bikeway/Path
- General location for potential new Neighborhood Parks



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connections from McCabe Park to Percy Warner Park. Due to the topography of this area, it may be necessary for a portion of this connection to be provided by sidewalks.

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

This plan recommends that these additional non-vehicular pathways be added to the *Parks Master Plan*. Refer to Figure 17 on the previous page for all planned and additional recommended greenways.

**PARKS AND OPEN SPACE**

The *Parks Master Plan* establishes a park Level of Service (LOS) for each planning community in Nashville, including the West Nashville Community. The LOS is based on the standards established by the National Recreation and Park Association. The recommended LOS for neighborhood parks in the *Master Plan* is two acres for every 1,000 residents; mini-parks are one-half acre for every 1,000 residents; and for community parks a maximum of 5 acres for every 1,000 residents. The West Nashville Community is projected to have a total deficit in neighborhood and mini-park LOS of approximately 50 acres without including the open space at elementary schools. By including elementary schools’ open space, the West Nashville Community’s park deficit would decrease to about 39 acres. The *Master Plan* also has established a *service radius standard* that addresses the area that the park is intended to serve (Refer to Figure 37 below).



Facility	Service Radius Standard
Regional Park	30 Minute Drive
Community Park	½ to 3 miles
Neighborhood Park	¼ to ½ mile
Mini-Park	<¼ mile
Greenway	2 miles
Special Facility	Variable

**FIGURE 37:  
THE PARKS MASTER PLAN LEVEL OF SERVICE STANDARDS**

**Existing and Planned Parks and Open Space in the West Nashville Community – Parks Master Plan**

*Mini-Parks/Pocket Parks*

Mini-parks are generally located in dense urban settings where there is limited acreage for park or open space development. These types of parks are typically less than five acres and may include urban plazas, playgrounds, and other small-scale open spaces. There is currently a deficit of neighborhood and mini-parks in the West Nashville Community. This is determined by measuring how much parkland is available in relation to the number of people living in the community. By this measure, the West Nashville Community should have approximately 50 more acres of neighborhood and mini-parks combined. Refer to Figure 37 for additional details regarding the level of service.

*Neighborhood Parks*

Neighborhood parks are generally designed to serve immediate surrounding neighborhoods and are between five to 20 acres. This type of park typically includes playgrounds, tennis or basketball courts, ball fields and sitting areas for passive recreation. Richland, H.G. Hill and Parmer are the neighborhood parks located in the West Nashville Community. The West Nashville Community is one of four communities in Nashville with a neighborhood park acreage deficit that is less than 50 acres.

Richland Park has about 10 acres of green space and is located near the Sylvan Park neighborhood directly facing Charlotte Avenue. A master plan was recently created for the park in a process that included input from the community on proposed improvements. Potential new park features include: separate 0.5 mile and 0.65 mile walking trail loops, and a new sidewalk on 50<sup>th</sup> Avenue side of the park to improve pedestrian access. In addition, the current parking lot will be removed and replaced with pervious pavement to improve storm water flow. All of the existing playgrounds will be improved, a new bandshell will be added near Cohn School for any performances and both tennis and basketball courts will undergo significant improvements. Additional information may be found at: [www.nashville.gov/parks/master\\_plan.htm](http://www.nashville.gov/parks/master_plan.htm)

The H.G. Hill Park is also a neighborhood park with approximately nine acres and is located near the Hillwood Heights neighborhood. The park contains a replica of James Robertson’s log house which also serves as the West Nashville Founders’ Museum.

Parmer Park is approximately eight acres and is located in the southernmost area of the community. The park includes picnic shelters, a playground, walking trails, and a basketball court. No additional improvements are currently planned.



## West Nashville Community Plan: 2009 Update

### Chapter IV: Open Space Plan



#### *Community Parks*

Community Parks are designed to serve several neighborhoods and typically focus on providing intensive active recreational facilities. They are typically between 20 to 50 acres and may include tennis and basketball courts, soccer or football fields, and community centers that include indoor gyms. Charlotte Park and West Park are the existing community parks in the West Nashville Community and create a surplus in LOS for community parks. The West Nashville Community is one of only four communities in the county with a community park surplus.

Charlotte Park, located in the Charlotte Park and Croley-Wood neighborhood area, has more than 25 acres. The park includes three tennis courts, a picnic shelter, a playground, a junior baseball field, a t-ball field, concession stands, and a walking trail. There are no additional facilities or improvements currently planned for Charlotte Park.



West Park is a 34-acre park, located in the northern area of the Nations neighborhood. The park includes a playground, a junior baseball field, an adult baseball field, a softball field, a t-ball field, a concession stand, restrooms, and a community center. There are no additional facilities or improvements currently planned for West Park.



#### *Regional Parks*

Regional Parks provide large undisturbed tracts of land that are important for the protection of wildlife habitats and ecological communities. They also provide active and passive use recreation experiences, including hiking, cycling, horseback riding and picnicking.

McCabe Park is a 202-acre park located in south-central part of the community area between Charlotte Avenue and Harding Pike. It includes a golf course and ballfield. McCabe Park recently underwent a master plan and design process that will add a new two-story community center and driving range. The design was completed in 2008 and construction of the new facility began in 2009.



#### *Metro Schools – Parks*

Nashville often utilizes existing elementary school properties as a cost efficient method to improve community access to parks and open space in underserved areas. In the West Nashville Community there are four Metro School sites with green space designated as park land for public use. The schools include: Sylvan Park Elementary School, Charlotte Park Elementary School, Cohn Adult School and Martha Vault Middle School.

## West Nashville Community Plan: 2009 Update

### Chapter IV: Open Space Plan

#### Recommended Parks and Open Space for the West Nashville Community Plan Update

The West Nashville Plan recommends that a minimum of two additional mini/neighborhood parks be added to neighborhoods where open space has been determined as deficient or underserved. The parks recommended below are shown as “green trees” on Figure 17, the Open Space Plan map.

A neighborhood park is being recommended in the Hillwood neighborhood near the 07-T3-NE-01, 07-T3-NM-02, and the 07-T3-POS-05 Community Character Policy areas. A park here will provide green spaces for the existing T3 Suburban neighborhoods and the T4 Urban land uses in the area.

A park is being recommended in the West Meade neighborhood of the West Nashville Community near the 07-T3-NM-02 Community Character Policy areas. A park in this location will serve T3 Suburban neighborhoods and other commercial land uses in the area.

In addition to Metro Parks and Metro School park land, which are labeled with Open Space Community Character Policy (OS), either T3 Suburban or T4 Urban, there are civic uses such as libraries and cemeteries that are also labeled OS. If the uses on these properties were to cease, it is recommended that all or a section of the property remain in public use as open space. Meanwhile, areas that may be appropriately used as open space in the future are labeled Potential Open Space. Guidance for each of these areas is found by reading the Open Space and Potential Open Space Community Character Policies in the *Community Character Manual* (CCM) and by reading the specific Community Character Policy Areas in Chapter II.



Park Type	2000 Acreage	2000 Pop.	Rec. Park Acreage	Surplus/ Deficit 2000	2006 Acreage	2006 Pop.	Rec. Park Acreage	Surplus/ Deficit 2000
Neighborhood/Mini Park LOS	27.67	42,385	84.77	57.1	27.67	38,947	77.89	-50.22
Community Park LOS	317.83	42,385	211.93	105.91	317.83	38,947	194.77	123.09

**FIGURE 38:  
THE PARKS MASTER PLAN PARK LEVEL OF SERVICE FOR WEST NASHVILLE**

*West Nashville Community Plan: 2009 Update*

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## CHAPTER V: IMPLEMENTATION

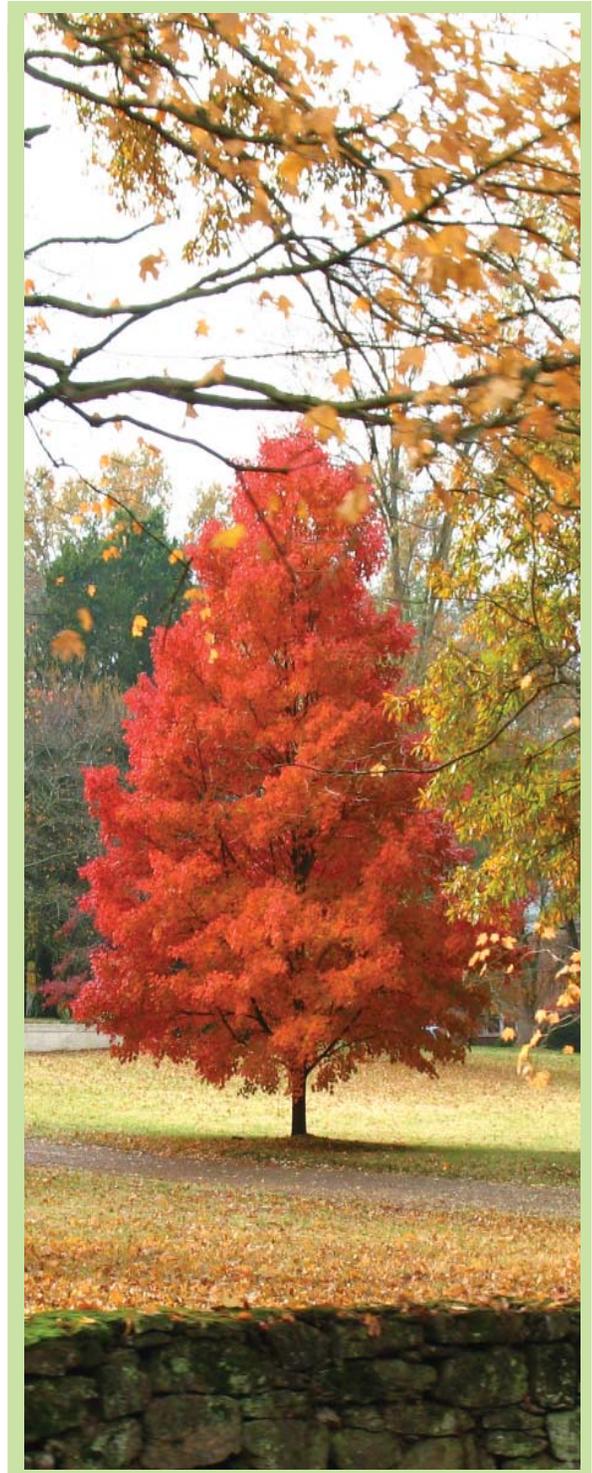
### INTRODUCTION

The *West Nashville Community Plan: 2009 Update* (West Nashville Plan) will be implemented through the efforts of numerous stakeholders. While Metro Planning Department staff will use the West Nashville Plan to provide guidance on future zone change and subdivision decisions, community stakeholders can also use the document to seek funding and champion projects that meet the vision and goals of the West Nashville Plan.

The West Nashville Plan is primarily implemented as private property owners make the decision to rezone or subdivide their property. As they decide to develop or redevelop their land, the Community Character Policies in the West Nashville Plan provide guidance on how that development or redevelopment should take shape. As a result, much of the change proposed in the West Nashville Plan will only take place as the market supports it – when individual property owners decide that the time and market are right for development or redevelopment.

There are, however, many recommendations in the West Nashville Plan that can be implemented outside of private development with the initiative of community stakeholders – residents, business owners, property owners, institutional representatives, and elected and appointed officials. These stakeholders can use the guidance in the West Nashville Plan as a starting point in pursuing grants for a variety of projects, such as streetscape improvements. Stakeholders could also use the data in the West Nashville Plan to “pitch” their community to new businesses and residents, highlighting West Nashville’s many assets. Finally, stakeholders can use information in the West Nashville Plan to track proposed public-sector projects, such as improvements to parks, additional greenways and street connections and/or improvements.

The purpose of this chapter is to describe the standard tools involved in implementation of this West Nashville Plan. Whether creating an urban mixed use center, preserving environmentally sensitive features, or building new infrastructure, the West Nashville Plan provides clear guidance for future development, redevelopment and preservation through the Community Character Policy and associated special policies. This chapter explains how to implement the West Nashville Plan’s vision, goals, and objectives by identifying stakeholder responsibilities and appropriate partnerships.



## West Nashville Community Plan: 2009 Update

### Chapter V: Implementation



#### IMPLEMENTING THE WEST NASHVILLE COMMUNITY PLAN – PRIVATE SECTOR ACTIONS

Metro Planning Department staff use the West Nashville Plan whenever a zone change or subdivision request is made within the West Nashville Community. When these applications are made by private property owners, they are reviewed by the Metro Planning Department and several other Metro Departments involved in the development process. Metro Planning staff reviews the proposed zone change or subdivision request to see how well it conforms to the guidance of the West Nashville Plan and specifically the guidance in the Community Character Policy and Special Policies for the area. Metro Planning staff provides a recommendation to the Metro Planning Commission (a ten-member board of volunteers appointed by the Mayor and confirmed by Council) on subdivision requests and the Commission makes the final decision on subdivisions. Metro Planning staff provides a recommendation to the Metro Planning Commission on zone change requests and the Commission makes a recommendation to the Metro Council, which then makes the final decision on zone changes. West Nashville stakeholders are encouraged to track development proposals and insist that the proposals honor the goals and objectives outlined in the West Nashville Plan. The relationship of the West Nashville Plan to other planning regulations and guidance is discussed below.



#### Zoning Regulations

The primary purpose of the West Nashville Plan is to serve as the guide for approval or disapproval of future zoning applications. The Zoning Code is Chapter 17 of the *Code of the Metropolitan Government of Nashville and Davidson County, Tennessee*. The Zoning Code regulates land use and how development occurs on a site. The West Nashville Plan outlines the vision for what future growth, development and preservation should look like in West Nashville, and zoning is one tool used to achieve that vision. While the Community Character Policies contained within the West Nashville Plan are non-regulatory, zoning is regulatory with the force of law. To ensure that the design objectives associated with the Community Character Policies contained within the West Nashville Plan are realized in new development, zoning is needed to make these objectives regulatory.



Each Community Character Policy discussed within the West Nashville Plan has accompanying, recommended zoning districts that can be used to implement the design principles of that particular policy. In many residential policies, the typical base zone districts that allow residential development are recommended, with additional design-based zoning districts recommended for multi-family developments to ensure higher levels of design. In center and corridor policies, design-based zoning districts are recommended to ensure higher levels of site and building design. Design-based zoning includes Specific Plan (SP), Urban Design

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### Chapter V: Implementation

Overlay (UDO), and Planned Unit Development (PUD). In each of these, specific standards are set to provide certainty in site and building design that is tailored to the particular property in its particular context. These are the most powerful zoning tools to implement the West Nashville Plan.

#### Subdivision Regulations

The zoning district classification determines the types of uses and levels of density/intensity that will be allowed on a particular property. Meanwhile, the *Subdivision Regulations of the Metropolitan Government of Nashville and Davidson County* (Subdivision Regulations) control the pattern of development and how each lot relates to one another. Essentially, zoning decisions are a legislative decision made by the Metropolitan Council that confers development entitlements, while subdivision decisions are made by the Metropolitan Planning Commission. The Subdivision Regulations include standards for how property is divided as well as locations for streets and utilities, and provide patterns of development consistent with the types of uses and densities/intensities permitted in the various zoning districts.

The Subdivision Regulations were last updated in 2006. At that time, additional tools were added that allow for residential development that better reflects the rural, suburban and urban neighborhoods found and desired in Metro Nashville/Davidson County. Many of the planning principles incorporated into the Subdivision Regulations during that update are also found in the *Community Character Manual* and the West Nashville Plan.

The Subdivision Regulations provide several options for implementing subdivision design with either a suburban or urban character. Walkable Subdivisions are subdivisions that promote urban forms of development. These are most appropriately used in the T4 Urban Transect category and may be used in T4 Urban Neighborhood Maintenance, Neighborhood Evolving, and Mixed Use Neighborhood policy areas as identified in the West Nashville Plan. Lastly, classic suburban design with improved pedestrian, bicyclist and vehicular connectivity is most appropriate in T3 Suburban Transect areas, and in T3 Suburban Neighborhood Maintenance and Neighborhood Evolving policy areas.

The Community Character Policies and special policies found in the West Nashville Plan play a smaller role in future subdivision decisions than they play in future zoning decisions in terms of future land uses. However, the Community Character Policies do play an important role in determining future road locations and infrastructure decisions that become reality when a new subdivision plat is proposed. Individual property owners and developers are still encouraged to consult the West Nashville Plan when proposing subdivisions, as the plan represents the form of development that reflects the vision of the community.



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Metro Planning Department staff also uses the West Nashville Plan in conjunction with other planning documents that guide public sector-led development projects such as building of streets, greenways, sidewalks, bikeways, parks and schools. For example, when Planning staff is called on to give recommendations for the Capital Improvements Budget and Program (CIB and CIP), Planning staff looks to the West Nashville Plan and the other thirteen community plans in Metro Nashville/Davidson County for suggested projects.

#### **IMPLEMENTING THE WEST NASHVILLE COMMUNITY PLAN – PUBLIC SECTOR ACTIONS**

##### **Capital Improvements Budget and Program (CIB and CIP)**

The CIB is Metro Nashville/Davidson County Government’s listing of proposed publicly-funded infrastructure projects. Projects in the CIB range from street improvements (such as new streets and widenings), to sidewalks and bikeways as well as parks and schools. While the CIB lists all proposed projects, the CIP is the final list of projects that are planned and funded for the subsequent six years. The purpose of the CIB and CIP is to identify short- and long-term capital needs; prioritize capital improvement projects; allow for the coordination of all projects in Metro Nashville/Davidson County allowing more efficiency and cost savings; and to develop a financial plan for funding projects. The Metro Planning Commission makes a recommendation for capital improvement projects to the Metro Council, which adopts the CIB and CIP. The CIB and CIP are prepared annually, and review of the West Nashville Plan by Metro Planning Department staff for proposed capital projects is an important recurring implementation task.



##### **Major Street Plan (MSP) and Collector Street Plan (CSP)**

The MSP and CSP are the official Metro Government plans for arterial and collector streets. The MSP and CSP outline the envisioned use and features of arterial and collector streets – their locations, function, and design. The guidance of the MSP and CSP is implemented when its proposed projects are programmed and funded using local, State and Federal funds. When updating a community plan, Metro Planning Department staff considers the recommendations of the MSP and CSP for the community (in this case, the West Nashville Community) and simultaneously studies whether the recommendations of the MSP and CSP should remain, given the community’s input and Planning staff’s analysis on the role of the arterial and collector streets in the area. As a result Planning staff may make recommendations on whether or not the MSP and CSP should be amended to add, remove or modify recommendations on specific streets. In recommending, adding or removing streets from the MSP and CSP, Planning staff is essentially evaluating transportation impacts on the built and un-built environment, overall connectivity, and on providing multiple modes of transportation.



**IMPLEMENTING THE WEST NASHVILLE COMMUNITY PLAN –  
ADDITIONAL PLANNING EFFORTS**

**Detailed Design Plans (DDP)**

In many instances, community plans are refined by identifying areas where detailed planning should occur, conducting detailed design planning work on an area of smaller geographic scale, and by subsequently considering pursuing zoning to make the design recommendations regulatory. While the Community Character Policies applied during the community plan update process provide general guidance on land use, site design, building design and form of development for areas that may be several blocks and many acres large, a DDP provides more specific guidance on land use, site design, building design, and the form of development on a block-by-block and parcel-by-parcel basis. DDP's are typically created for a neighborhood with a commercial center or edge and surrounding residential development and open space. More recently, however, the larger community planning process has revealed a need to concentrate detailed design work on commercial centers and corridors because of their outdated development patterns, underperformance and lack of appeal to residents, consumers and other stakeholders.

If a DDP is to be implemented through zoning, there are several tools available. Tools that are most commonly used to do this are the Urban Design Overlay (UDO) or the Specific Plan (SP) zone districts. The creation of a UDO or an SP zone district requires a separate planning process that involves residents, property owners, business owners, developers, institutional leaders and elected and appointed officials. Any rezoning process would include meetings, separate from the West Nashville Plan update process, and would not only require approval by the Metro Planning Commission, but also Metro Council. The Community Character Policies established during the West Nashville Plan update process inform the intent of the UDO or SP zone districts, with further refinement of the intent through the UDO or SP process. If future DDP's are undertaken, they would be adopted as amendments to the West Nashville Plan.

During the update to the West Nashville Plan, several areas were studied in detail and special policies have been applied to guide future development and preservation decisions. One area, in particular, is recognized as needing a DDP in the future – the urban community center around the Charlotte Pike/White Bridge Road intersection. In addition, stakeholders are welcome to approach the Planning Department in the future if they would like to propose an area for a DDP.

**THE WEST NASHVILLE COMMUNITY PLAN IMPLEMENTATION TABLE**

As the vision for future growth and preservation of the West Nashville Community, the West Nashville Plan should be used by community stakeholders in evaluating and supporting future private and public sector development and preservation decisions. Each West Nashville stakeholder (residents, property owners, business



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### Chapter V: Implementation

owners, appointed/elected officials, institutional leaders, developers and the public sector) should play a key role in the implementation of the West Nashville Plan. The following **Implementation Table** provides a summary on what that role should be and outlines the appropriate time frame for the completion of tasks. In the Implementation Table, the goals and objectives from the West Nashville Plan are divided into three categories of action: Policy-Programmatic, Zoning-Regulatory, and Capital Improvements.

- **Policy-Programmatic** objectives translate the land use and urban design recommendations, included in the Community Character Policies and any future Detailed Design Plans, into development. The bulk of the policy-programmatic objectives will be achieved after the West Nashville Plan is adopted and as individual properties are redeveloped. As individual properties are developed or redeveloped, the Community Character Policies and associated Special Policies are applied during rezoning or subdivision. The role of community stakeholders is to work with the Metro Planning Department and the Metro Council to ensure that each rezoning and subdivision follows the guidance of the adopted West Nashville Plan and any related Detailed Design Plans. Keep in mind that community plans are dynamic, not static, documents, and amendments to community character policies may be appropriate in the future.
- **Zoning-Regulatory** objectives are best carried out by rezoning using special zoning tools such as Specific Plan (SP) Zoning, Urban Design Overlays (UDO), Planned Unit Developments (PUD) and appropriate Historic or Conservation Zoning. West Nashville stakeholders should partner with area Council members to pursue regulatory actions to further implement the West Nashville Plan and any Detailed Design Plans. Community members will work most closely with the District Council member to pursue rezoning. Many of the corridor and center properties that would benefit from rezoning have frontages on State routes and are part of a larger regional transportation system. Therefore, the following agencies should be involved in any rezoning discussion – Metro Public Works, Tennessee Department of Transportation (TDOT), and the Metropolitan Planning Organization (MPO).
- **Capital Improvements** (publicly-funded infrastructure projects) objectives are those best championed by the Council member and constituents to ensure that the recommended improvements to sidewalks, bike lanes/routes, streets, greenways and transit are budgeted for and implemented through the appropriate Metro and State agencies.

For each goal and objective, “Implementation Responsibility” lists responsible agencies that should assist in the implementation of the objective. The agencies are generally listed in the order of what agency holds the most responsibility in the implementation of the goals and objectives.

“Implementation Tools and Actions” includes a strategy for each objective and the tools that may be used by the responsible agency to carry out each goal and objective. Each list is not exhaustive and may not represent all of the tools that may be utilized for successful implementation. Stakeholders are encouraged to seek additional implementation tools to carry out the goals and objectives of the West Nashville Plan and any Detailed Design Plans. Innovation is encouraged in achieving these overarching goals and putting them into practice.

The actions proposed in the Implementation Table vary in their timeframes from “Short” (one to three years), to “Medium” (three to seven years), “Long” (seven to ten years), and “Ongoing” (throughout the ten-year period of the community plan). The time frames act as a general measure for the initiation and completion of the implementation strategy, but may be shorter or longer.

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Open Space and Natural Areas</b></p> <p>Preserve and enhance easily accessible open space and preserve and reclaim environmentally sensitive features and areas within the West Nashville Community.</p>	<p>5. Preserve major ridgelines and identified view sheds for the protection of natural wildlife corridors, vegetation, and scenic views.</p> <p>6. Minimize physical and aesthetic impacts of excessive grading of hillsides and slopes by promoting residential design that blends with the surrounding natural environment.</p>	<p>West Nashville Stakeholders District Council Member(s) Metro Planning Private Sector</p>	<p>West Nashville Stakeholders should work closely with the District Council Member(s), the Private Sector and Metro Planning to encourage new residential developments to be sensitive to areas with hillsides and steep slopes.</p>	<p>On-going</p>
	<p>4. Preserve environmentally sensitive areas and features throughout the West Nashville Community, including tree cover, natural vegetation, rivers and creeks, floodway and floodplain areas, landscaping, hilltops, water quality, and wildlife habitat areas and wildlife corridors. When the opportunity arises, reclaim environmentally sensitive areas that have been previously disturbed.</p>	<p>District Council Member(s) West Nashville Stakeholders Metro Planning Private Sector</p>	<p>Private land owners should work with the <i>Land Trust for Tennessee</i> to apply Conservation Easements to private property as a permanent preservation tool. Work with developers as properties are redeveloped to reclaim areas with environmentally sensitive features. Specific Plan (SP) zone district may be used to limit development and encourage design that preserves natural features.</p>	<p>On-going  On-going  Medium</p>
	<p>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 as recommended in the <i>West Nashville Community Plan</i> and consistent with the <i>Metro Parks and Greenways Master Plan</i>. 3. Create access to the Cumberland River for additional recreational opportunities through the use of greenway and park systems that are consistent with the <i>Metro Parks and Greenways Master Plan</i>.</p>	<p>Metro Parks District Council Member(s) West Nashville Stakeholders</p>	<p>West Nashville Stakeholders should work closely with the Metro Parks Department and the District Council Member(s) to ensure that park enhancements and greenway extensions are made per the <i>Metro Parks and Greenways Master Plan</i>.</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Neighborhoods</b></p> <p>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.</p>	<p>Policy—Programmatic</p>	<p>Metro Planning Department West Nashville Stakeholders District Council Member(s) Private Sector</p>	<p>Adopt the <i>West Nashville Community Plan: 2009 Update</i> to provide guidance on preserving and enhancing neighborhoods and providing compatible infill development.</p> <p>West Nashville Stakeholders and District Council Member(s) should stay active in the planning process (following development proposals, attending Planning Commission meetings, attending community meetings, and attending Council Public Hearings) to ensure that the character of proposed development meets the vision and intent of the <i>West Nashville Community Plan</i>.</p> <p>Private sector should provide development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>.</p>	<p>Short</p> <p>On-going</p> <p>On-going</p>
	<p>Regulatory</p>	<p>District Council Member(s) West Nashville Stakeholders Metro Historic Zoning Commission</p>	<p>District Council Member(s) and West Nashville Stakeholders should work closely with Metro Historic Zoning Commission to identify appropriate areas and/or individual properties.</p> <p>District Council Member(s) or West Nashville Stakeholders as individual property owners, should consider rezoning properties to a historic zoning district.</p>	<p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Centers</b></p> <p>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.</p>	<p><b>Policy—Programmatic</b></p> <ol style="list-style-type: none"> <li>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 other design characteristics as recommended in the <i>West Nashville Community Plan</i>.</li> <li>2. Enhance the White Bridge Road/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 framing the street with a defined pattern of building setbacks.</li> <li>3. Enhance the Lions Head suburban center by building on its strengths (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.</li> <li>4. Focus enhancements to the Highway 70/100 suburban center on establishing an environment that accommodates pedestrian/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 as recommended in the <i>West Nashville Community Plan</i>.</li> <li>7. Create appropriate transitions between high-intensity centers and surrounding neighborhoods.</li> </ol>	<p>Metro Planning Department District Council Member(s) Private Sector West Nashville Stakeholders</p>	<p>Adopt the <i>West Nashville Community Plan</i> to provide guidance on enhancing centers.</p> <p>Private sector should provide development proposals that meet the intent and guidance of the <i>West Nashville Community Plan</i>.</p> <p>West Nashville Stakeholders and District Council Member(s) should stay active in the planning process (following development proposals, attending Planning Commission meetings, attending community meetings, and attending Council Public Hearings) to ensure that the character of proposed development meets the vision and intent of the <i>West Nashville Community Plan</i>.</p>	<p>Short</p> <p>On-going</p> <p>On-going</p>
	<p><b>Capital Improvements</b></p> <ol style="list-style-type: none"> <li>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.</li> <li>6. Enhance additional neighborhood centers, including 46th Avenue/Murphy Road, Morrow Road/60th Avenue, and Roberston Avenue/Croley Drive, by improving the streetscape and bicycle and pedestrian access.</li> </ol>	<p>District Council Member(s) Metro Public Works Tennessee Department of Transportation (TDOT) Metro Transit Authority Private Sector West Nashville Stakeholders</p>	<p>District Council Member(s) and West Nashville Stakeholders should work closely with the appropriate departments and the Private Sector to increase appropriate multi-modal transportation options throughout the urban and suburban centers.</p>	<p>Long</p>

West Nashville Community Plan Update 2009 — Implementation Guide

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Corridors</b></p> <p>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.</p>	<p><b>Policy—Programmatic</b></p> <p>1. Acknowledge the unique role of corridors, as both a thoroughway 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.</p> <p>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.</p>	<p>Metro Planning Department District Council Member(s) Private Sector</p>	<p>Adopt the <i>West Nashville Community Plan: 2009 Update</i> and encourage a mixture of development and uses along corridors.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>. (Note: the Private Sector may also contribute to Goal 2 that is listed under Capital Improvements.)</p>	<p>Short</p> <p>On-going</p>
	<p><b>Regulatory</b></p> <p>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.</p>	<p>District Council Member(s) West Nashville Stakeholders Metro Planning Department Metro Public Works Tennessee Department of Transportation (TDOT) Metropolitan Planning Organization (MPO) Metro Transit Authority Private Sector</p>	<p>District Council Member(s) or West Nashville property owners should work with Metro Public Works, TDOT, and the MPO on strategies to identify areas where the function of the roadway can be enhanced through access management guidelines as provided in the <i>West Nashville Community Plan</i> or any subsequent design plans or rezoning.</p>	<p>On-going</p>
	<p><b>Capital Improvements</b></p> <p>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 improvements that emphasize high standards of design.</p> <p>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.</p>		<p>District Council Member(s) or West Nashville property owners should utilize regulatory tools, such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to rezone individual properties or a large area to enforce the design and access management goals within the <i>West Nashville Community Plan</i> or any subsequent design plans.</p> <p>West Nashville Stakeholders should work closely with the District Council Member(s), Metro Public Works and TDOT and the Private Sector to ensure that pedestrian and bicycle enhancements are made to establish additional connections.</p>	<p>Medium</p> <p>On-going</p>

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Transportation</b></p> <p>Improve vehicular and non-vehicular travel options to provide additional access to open space, neighborhoods and centers in the West Nashville Community.</p>	<p>3. Enhance corridors in the West Nashville Community to create complete streets; streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users.</p>	<p>Metro Planning Department Private Sector District Council Member(s)</p>	<p>Adopt the <i>West Nashville Community Plan</i> and encourage roadway design that meets the intent of the Corridor Policies.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>.</p>	<p>On-going</p>
				<p>On-going</p>
	<p>4. Enhance transit opportunities along Charlotte Avenue/Pike, White Bridge Road, and the Highway 70/Highway 100 area.</p>	<p>Metro Planning Department District Council Member(s) Metro Public Works Tennessee Department of Transportation (TDOT) Metropolitan Planning Organization (MPO) Metro Transit Authority</p>	<p>Adopt the <i>West Nashville Community Plan</i> and create opportunities for transit oriented development through appropriate application of policy.</p> <p>District Council Member(s) should work with Metro Public Works, TDOT, and MPO to plan and secure funding for transit.</p> <p>The Private Sector should locate development in areas where transit is likely per the <i>West Nashville Community Plan</i>, providing well-coordinated transit facilities.</p>	<p>Short</p>
				<p>Long</p>
				<p>Long</p>
<p>1. Create and enhance sidewalk, bikeway and greenway systems in appropriate areas, such as connecting neighborhoods with centers and open spaces, and along major corridors.</p> <p>2. Enhance streetscapes through improvements such as adding pedestrian-scale coordinated signage, landscaping, transit stops, and other streetscape elements.</p> <p>5. Preserve connectivity to major arterials and connectors, making improvements in accordance with the <i>Major and Collector Street Plan</i> and the recommendations in the <i>West Nashville Community Plan</i>.</p>	<p>District Council Member(s) Metro Public Works Tennessee Department of Transportation (TDOT) Metropolitan Planning Organization (MPO) Metro Parks West Nashville Stakeholders Private Sector</p>	<p>District Council Member(s) should work with Metro Public Works, TDOT, MPO and Metro Parks to secure funding to provide streetscape enhancements as well as additional sidewalk, bikeway and greenway connections that are described in the <i>West Nashville Community Plan</i> in cases where public sector infrastructure improvements are warranted.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>.</p>	<p>On-going</p>	
			<p>On-going</p>	

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Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Community Appearance</b></p> <p>Improve the West Nashville Community appearance in terms of additional trees, landscaping, lighting, signage, building form, building materials and property maintenance.</p>	<p><b>Policy—Programmatic</b></p> <p>3. Work with the Metro Codes Department to address codes violations in the West Nashville Community.</p>	<p>West Nashville Stakeholders District Council Member(s) Metro Codes Department</p>	<p>West Nashville Stakeholders should work closely with Metro Codes to identify a strategy to identify and correct codes violations.</p>	<p>On-going</p>
	<p><b>Regulatory</b></p> <p>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.</p> <p>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.</p> <p>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 property.</p>	<p>District Council Member(s) West Nashville Stakeholders Metro Planning Department Private Sector</p>	<p>District Council Member(s) or West Nashville Stakeholders as individual property owners, should utilize regulatory tools such as Specific Plan Zoning, Urban Design Overlays, and Planned Unit Developments, to rezone individual properties or a large area to enforce the design principles within the <i>West Nashville Community Plan</i> or any subsequent detailed plans.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>, including using high quality building materials and removing utilities from view by either placing them underground or relocating them to alleys or the back of the property.</p>	<p>On-going</p>
	<p><b>Capital Improvements</b></p> <p>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.</p>	<p>District Council Member(s) West Nashville Stakeholders Metro Public Works—Metro Beautification &amp; Environment Commission Private Sector</p>	<p>District Council Member(s) and West Nashville Stakeholders should work with relevant Metro and State partners, particularly the Metro Beautification Program, to plan and secure funding for gateway/landscape/streetscape improvements.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>.</p> <p>Neighborhood associations or merchants' associations may also accomplish this with private monies.</p>	<p>Medium—Long</p> <p>On-going</p> <p>Medium—Long</p>

West Nashville Community Plan Update 2009 — Implementation Guide

Community Plan Goals	Objective	Implementation Responsibility	Implementation Tools and Actions	Time Frame
<p><b>Districts</b></p> <p>Preserve and enhance appropriately located industrial, impact and institutional districts in the West Nashville Community.</p>	<p>1. Create and/or enhance buffer areas by providing smoother transitions between impact/industrial areas and established residential neighborhoods.</p>	<p>Metro Planning Department Private Sector District Council Member(s) Metro Historic Zoning Commission West Nashville Stakeholders</p>	<p>Adopt the <i>West Nashville Community Plan</i> and encourage the preservation and enhancement of Districts.</p> <p>The Private Sector should provide new development proposals that meet the general intent and guidance of the <i>West Nashville Community Plan</i>.</p> <p>District Council Member(s) and West Nashville Stakeholders should work closely with Metro Historic Zoning Commission to identify appropriate areas and/or individual properties. District Council Member(s) or West Nashville Stakeholders as individual property owners, should consider rezoning properties to a historic zoning district.</p>	Short
	<p>2. Preserve and enhance existing industrial areas by adding landscaping and signage treatments while limiting the expansion of industrial areas into adjacent areas.</p>			On-going
	<p>3. Preserve the John C. Tune Airport as a general aviation airport.</p>			On-going
	<p>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.</p>			
<p>Policy—Programmatic</p>				

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## **APPENDIX A - PLANNING PROCESS**

The Metropolitan Planning Department staff and the West Nashville Community created the original West Nashville Community Plan in 1994. At that time, it was called the “Subarea 7 Plan.” An update of the original plan was completed and adopted in 1999. The current update of the West Nashville Community Plan began in September 2008.

### **Pre-Planning and Background Research**

In 2008, Planning Department staff began the update of the 1999 plan by meeting with the Metro Council members whose districts are included in the West Nashville community and meeting with fellow Metro Departments. These meetings help to identify important issues facing the community.

As part of every community plan update, Planning Department staff conducts analysis ranging from assessment of existing land use and zoning, to environmental constraints, to population projections, to market analysis for different economic sectors, to research on existing community character and historic resources. The bulk of this assessment for West Nashville is found in the Appendix C of this document.

### **Public Engagement Process**

The community plan update process is open to all community stakeholders including residents, business owners, property owners, institutional representatives, developers, and elected and appointed officials. To engage a broad audience, Planning Department staff undertakes several notification efforts. Staff sends a letter to every property owner in the study area (in the case of the West Nashville community, this was an 11,300-piece mailing). Staff also contacts any known neighborhood associations, neighborhood watch groups and chambers of commerce or merchants’ associations in the study area. Staff also contacts property owners with significant land holdings. Staff sends press releases to the area media to generate news stories about the community plan update process. Finally, staff uses the Metro Planning Department website ([www.nashville.gov/mpc](http://www.nashville.gov/mpc)) to post regular updates on the update process.

During the planning process for the West Nashville Community Plan, Planning Department staff held a number of public workshops and meetings to discern the community’s vision, balance that vision with sound planning principles, and create a course of action to achieve the common vision. Planning Department staff also included educational meetings to explain to community stakeholders the new Community Character Manual and Community Character Policies that would be used to update the West Nashville Community Plan.

The following is a listing of primary community meetings held during the update process. Additional meetings with the community included meeting with community members at neighborhood association meetings, such as Hillwood Neighborhood Association and Sylvan Park Neighborhood Association.

### **Community Character Manual Educational Meeting**

The first community meeting was held on October 16, 2008. Its purpose was to acquaint and educate community members about the new guide for community planning – *The Community Character Manual – 2008* (CCM). CCM is a functional plan component of Nashville’s *Concept 2010: A General Plan for Nashville and Davidson County*. CCM’s three main functions are to:

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

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The Community Character Policies and principles in CCM replaced the land use policy categories and guidelines in the document “Land Use Policy Application” (LUPA), which had been serving as the basis for community planning. The West Nashville Community was the second community update to use the CCM. Therefore, it was important that stakeholders understood how to use the CCM.

#### **Open House Kick-Off**

The second community meeting was held on October 30, 2008. Planning Department staff reviewed the community planning process, its intended goals and products, and the preliminary schedule for the process. Staff talked with the community about urban design principles and defined Metro Nashville/Davidson County’s commitment to *Sustainable Communities*. Based on their quick primer on sustainable development, a survey was conducted to determine what growth and development issues were important to the community. Finally, representatives from several Metro departments were present to respond to initial concerns in an informal, open house-style format.

#### **Vision Workshop**

Metro Planning staff held a Vision Workshop on November 3, 2008, where West Nashville stakeholders met in small groups and discussed issues related to growth, preservation and quality of life. Participants discussed what they liked about their community, what they disliked, and what they would like to *Preserve, Enhance or Create* – the tenants of the new Community Character Manual. During these discussions, stakeholders outlined many issues and started to define the future vision for their community.

#### **Concept Plan**

The West Nashville Concept Plan Workshop, held on December 8, 2008, allowed West Nashville stakeholders to view and comment on the Concept Plan – a graphical representation of what community members said, during the Vision Workshop, that they would like to see preserved, enhanced, or created. The Concept Plan Workshop served as a check point between the Vision Workshop, where community members provide their first impressions on growth, development and preservation, and the Community Character Policy Workshops, where this vision is enshrined in specific policies. A more detailed discussion on the Concept Plan is found in Chapter II.

At the Concept Plan meeting, stakeholders gathered in groups and provided feedback on what was heard correctly during the visioning, what was not heard correctly, and what was missing from the Concept Plan. These comments resulted in changes to the Concept Plan.

#### **Community Character Policy Workshops**

After preparing a Concept Plan, the Planning Department staff created a draft Vision Statement and Development Goals, based on the Concept Plan and what was heard at the Visioning Workshop. The Vision Statement and Development Goals were reviewed by the community as Planning Department staff again worked with residents at two separate Community Character Policy meetings to draft and review the Community Character Policies. Community members met with staff on January 13, 2009, to discuss the Community Character Policies for the West Nashville community. A second meeting was held on February 2, 2009, to discuss refinements to the Community Character Policies including the suggested changes from the previous meeting. Proposed recommendations for transportation (vehicular, bicycle and pedestrian) and open space (parks and greenways) were also presented for comment at the February meeting.

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#### **Wrap-Up Meeting**

On March 2, 2009, a Wrap-Up Meeting was held to review the edited Concept Plan, Vision Statement and Development Goals, and changes made to the Community Character Policies since the last meeting.

#### **Draft Plan**

After the Wrap-Up Meeting, Planning staff combined comments from the previous meetings and made changes to create a Draft Plan that was posted on the Department's web page and placed in the Richland Branch Library prior to the Open House Meetings.

#### **Open House Meetings**

Later in March, informal Open Houses were held in the northern and southern areas of West Nashville to allow community members to review the initial Draft Plan and to provide input regarding their immediate neighborhood or area of interest. The Open Houses were held at the Cohn School Library on March 23, 2009, and at the Gordon Jewish Community Center on March 30, 2009.

#### **Revisions to the Draft Plan**

Planning staff combined comments from the open houses and a workshop with the Planning Commissioners and made changes to refine the Draft Plan. Once again, this revised Draft Plan was posted on the Department's web page and placed in the Richland Branch Library in mid-April. An additional meeting was held in June 2009 to discuss the policy and infrastructure implications for the proposed May Town Center development in Bells Bend.

#### **Metro Planning Commission**

The *West Nashville Community Plan: 2009 Update* was presented to the Metro Planning Commission for public hearing on July, 23, 2009 and was adopted with related amendments to the Major Street Plan and the Collector Street Plan.



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Appendix

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## **APPENDIX B - ISSUES LIST – CREATING THE CONCEPT PLAN AND VISION STATEMENT**

At the Vision Workshop, Metro Planning staff asked attendees what they liked, disliked and wanted to see changed about their community. The results to these questions were then used to create the draft Vision Statement and Development Goals and Objectives for the West Nashville community and the draft Concept Plan, which is a visual representation of the Vision Statement. The answers to the questions from the November 3, 2008, Vision Workshop are listed below.

### *What do you like about your community?*

- **Open Space** – Trees, parks, golf courses, Richland Creek Greenway, Cumberland River, creeks, wildlife habitat areas, natural features, West Meade Conservation Policy, West Nashville Community Farm
- **Community Services** – Good city services, low crime, Cohn School, West Police Precinct
- **Neighborhoods** – Established neighborhoods, mix of residential in urban neighborhoods, single-family character of suburban neighborhoods, distinct character, diversity, lots of trees and landscaping, peaceful, strong neighborhood associations, older homes, convenient yet buffered
- **Centers** – Good mix of private businesses, neighborhood-scale businesses (Jack’s Market, Italian Market, Blue Moon Restaurant, Boss Hogg’s BBQ), Nashville West Shopping Center, Highway 70/Highway 100 shopping area, historic buildings
- **Corridors** – Local businesses that re-use older buildings (Rhino Books, FABU), on-street parking along Charlotte Avenue, few LED signs
- **Districts** – Industrial uses are separated from residential, John C. Tune Airport, separation of prisons from neighborhoods, Rock Harbor Marina
- **Transportation** – Accessibility, connectivity, convenient to other areas, mobility, good traffic flow, good bus service, ability to walk some places, nice areas to bike in, low vehicular traffic on local streets

### *What do you dislike about your community?*

- **Open Space** – Not enough open space/lack of parks, not enough trees/loss of trees, not enough access to creeks/ rivers, bulldozing of hills, pollution of creeks
- **Community Services** – Lax codes enforcement, some areas of crime, litter, increased graffiti along Charlotte Avenue/Pike, Nations/Charlotte Park area lacks services, schools and healthcare facilities
- **Neighborhoods** – Lack of buffers against commercial areas, large houses replacing smaller houses, subdivision of lots in Hillwood/West Meade, condo development in Belle Meade, noise pollution due to removing trees and vegetation
- **Centers** – Vacancies, lack of leisure/entertainment/sit-down restaurants, not enough gathering spaces, LED signs, lack of residential in Nashville West Shopping Center, grandfathered businesses that pollute, auto dealerships on Harding Road, too much pavement, too many auto-oriented businesses
- **Corridors** – Businesses along Charlotte Avenue (business type, character, seedy businesses, tattered appearance, need to attract better merchants, too many adult businesses), lack of cohesive character along Charlotte Avenue/Pike, proliferation and ugliness of commercial signs (LED signs and billboards), creep of commercial along Charlotte into neighborhoods

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- **Districts** – Industrial area too close, too many correctional facilities
- **Transportation** – Lack of walkability, lack of pedestrian and bicycle accessibility (especially in centers and along corridors), narrow sidewalks where they do exist, too many driveway cuts, lack of transit options, issues with MTA buses and bus stops, parking in bike lanes, cut-through traffic, speeding, congestion, Charlotte Pike bottleneck, speed limits too high in places/conflicts with pedestrians and cyclists, impact of multi-family dwellings on traffic, I-40 noise, crooked road over bridge at Hillwood Boulevard, concern over road improvements along Charlotte Avenue, aggressive driving, trucks cannot turn around in alleys so they load/unload in center turn lane

#### *What would you like to see Preserved?*

- **Open Space** – Trees, tree canopy, woods, parks, greenways, rivers, creeks, natural elements, natural beauty, green spaces, floodplains, parks, golf courses, greenways, West Meade Conservation Policy, open space along Highway 70 corridor, West Nashville Community Farm, migratory bird corridor between Bells Bend and Warner Park
- **Neighborhoods** – Existing neighborhoods, human-scale, character, integrity, sense of community, single-family character in certain neighborhoods/diversity of housing in certain neighborhoods, natural features (wooded areas, rolling hills, trees), historical character, larger lot sizes in suburban neighborhoods, diversity
- **Centers** – Charlotte Pike as commercial center, buildings built to the sidewalk along Charlotte Avenue, transition from retail to higher density residential to lower density residential, smaller neighborhood centers, Nashville West Shopping Center and residential and religious uses across from it, neighborhood-scale businesses, good mix of businesses, retail/pedestrian connections, lack of LED signs
- **Corridors** – Older buildings, re-use of buildings, White Bridge Road commercial area, existing uses and building form along Charlotte Avenue
- **Districts** – Separation of industrial/prisons from residential uses, historic buildings, John C. Tune Airport, Rock Harbor Marina
- **Transportation** – Connectivity, mobility, ability to walk and bike places, character of not having sidewalks and bike lanes in West Meade residential area, yards along some local streets instead of sidewalks, do not put a bridge from proposed May Town Center to connect with Hillwood Boulevard, sidewalks and traffic flow along White Bridge Road

#### *What would you like to see Enhanced?*

- **Open Space** – additional linkages and access to parks, additional parks (especially more pocket parks in West Meade area), more greenway access, extend Richland Creek Greenway south to Percy Warner Park, natural beauty of area, more access to the Cumberland River, improve Cleeces Ferry ramp, better protection of streams, expand West Meade Conservation Policy towards Knob Hill, reclaim/remediate floodplain areas, additional trees throughout community
- **Neighborhoods** – Buffer areas between residential and commercial uses, prevent commercial expansion into residential areas, highlight neighborhood character, increase Nations/Urbandale/Robertson and Charlotte Park access to services, multi-family buildings should face street
- **Centers** – More pedestrian and bikeway connections, more shopping/entertainment/dining diversity, more

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gathering places, environmental and aesthetic standards for businesses, more landscaping and lighting, smaller centers, limit commercial signs such as LEDs and billboards, more pedestrian/bikeway connectivity at Highway 70/Highway 100 center

- **Corridors** – Put growth along corridors, Charlotte Avenue (clean up, business type, character, shared parking, street trees, limit access points/driveway widths, continuous sidewalks, more walkable, crosswalks, bike lanes, mass transit, park and rides scattered throughout, better appearance, unified character, signage, design guidelines), White Bridge Road with good design, Charlotte/White Bridge Road provides opportunities for residential development, limit commercial signs such as LEDs and billboards
- **Districts** – Access to Cumberland River and more open space in Cockrill Bend
- **Transportation** – Sidewalk and bikeway connectivity, wider sidewalks, extend Richland Creek Greenway south to Percy Warner Park, traffic calming, bus service (more predictability, standardization, clearly identifiable logo, route numbers, posted schedule, shelter, lighting, trash cans, increase service through neighborhoods), reduce traffic congestion, reduce noise from I-40, more signage for pedestrian bridge over I-40 west of Briley Parkway

#### *What would you like to see Created?*

- **Open Space** – Additional greenways, access to Cumberland River, park in Cockrill Bend, urban bird park
- **Neighborhoods** – Gateway signs at entrances to neighborhoods
- **Centers** – More smaller stores within walking distance, mixed use or townhomes across from Nashville West Shopping Center, detailed design for Highway 70/Highway 100 shopping area, more pervious pavement
- **Corridors** – Boulevard along Charlotte Avenue, high density residential on main corridors only, more pervious pavement
- **Districts** – Put new Sounds Stadium in Cockrill Bend, if prisons every go away in Cockrill Bend make more parks
- **Transportation** – More sidewalks and bike lanes, better walkability to retail, better pedestrian connections under/over/through railroads and highways, streetcar service along Charlotte, additional transit options, water taxi along Cumberland River, additional traffic lights

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Appendix

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## APPENDIX C – WEST NASHVILLE COMMUNITY BACKGROUND CONDITIONS

This appendix contains an assessment of existing conditions in the West Nashville Community.

### COMMUNITY PROFILE

As shown in Figure C-1 (below) the West Nashville Community is bounded by the Cumberland River to the north. The CSX Railroad and the City of Belle Meade provide the boundary along much of the east portion of the West Nashville Community. On the south edge of the community, the Urban Services District boundary and Percy Warner Park form the boundary. I-40 and the Cumberland River form the western boundary of the West Nashville Community.

The West Nashville Community includes almost all of Metro Council District 20 and large portions of Districts 23 and 24, and small portions of Districts 21 and 34 (Note: the boundaries of these districts may change as a result of redistricting following the 2010 U. S. Census.) The current Council Districts are also shown in Figure C-1.

The West Nashville Community has a broad range of suburban and urban settings as well as neighborhood and community shopping centers and some industrial, impact and institutional districts. Urban areas include the businesses along Charlotte Avenue, and the neighborhoods of Sylvan Heights, Sylvan Park, the Nations, Urbandale and Robertson. Suburban areas include businesses further to the west along Charlotte Pike, the southern portion of White Bridge Road and the shopping area at the Highway 70/Highway 100 split. Suburban neighborhoods include Charlotte Park, Hillwood, West Meade, Belle Meade Links, Belle Meade Highlands, and Warner Park Valley. Industrial and impact areas are located in Cockrill Bend.

The West Nashville Community's total population was recorded as 42,399 in 2000, 7.4 percent of the County, and is estimated to have decreased to 38,375 by 2007, a decrease of 9.5 percent. In 2000, 92.7 percent of the West Nashville Community's population classified their race as White or Black (or African American), compared to 94.1 percent for the County. In the same year, 3.4 percent of the West Nashville Community's population had an ethnicity classified as Hispanic or Latino, compared to 4.5 for the County. Demographic facts for the Community are summarized in Table C-1 (on the following pages).

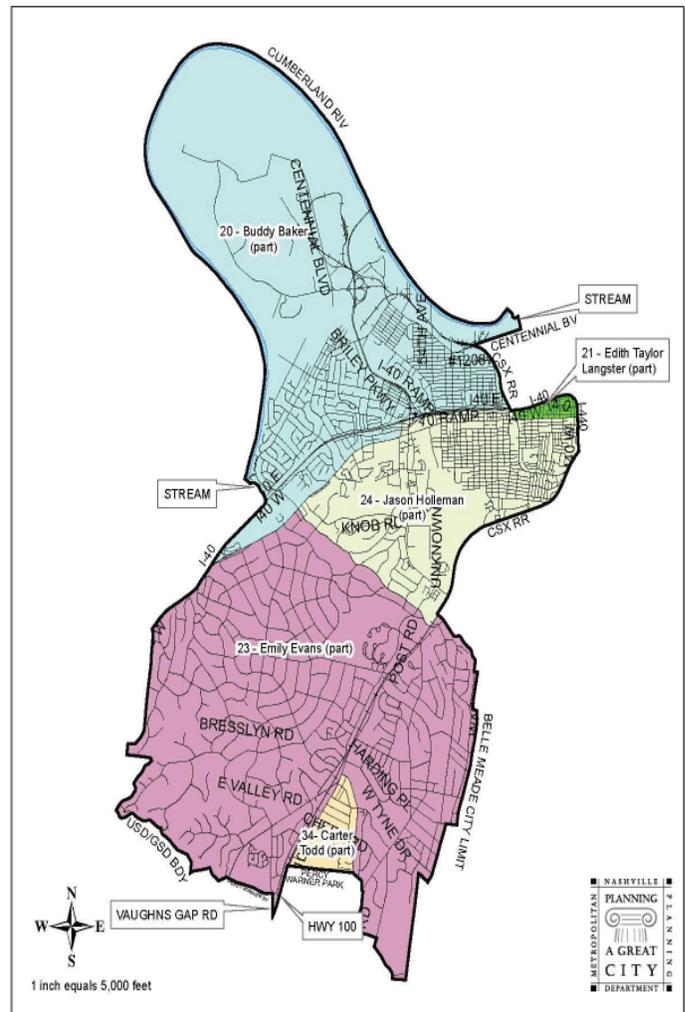


Figure C-1: West Nashville Community Council Districts

**Table C- 1  
WEST NASHVILLE COMMUNITY QUICKFACTS**

West Nashville Community (Subarea 7)		Davidson County		West Nashville Community 2000		West Nashville 2006 Estimate	
	QuickFacts	#	%	#	%	#	%
<b>Population</b>	Total	569,891	n/a	42,399	7.4%	42,355	n/a
	Household Population	545,686	95.8%	39,764	93.8%	n/a	n/a
	Group Quarters Population	24,205	4.2%	2,635	10.9%	n/a	n/a
	Institutionalized Population	10,343	1.8%	2,625	25.4%	n/a	n/a
	Population, 1990	510,784	n/a	41,008	8.0%	n/a	n/a
	Population Change, 1990 - 2000	59,107	11.6%	1,391	3.4%	n/a	n/a
	Population Estimate 2007	605,972	n/a	38,375	-9.5%	n/a	n/a
	Average Household Size	2.30	n/a	2.25	n/a	n/a	n/a
	Male	275,530	48.3%	21,947	51.8%	22,183	52.4%
	Female	294,361	51.7%	20,452	48.2%	20,172	47.6%
<b>Families</b>	Total	139,234	58.6%	10,352	n/a	n/a	n/a
	Married Couple Families with Children	41,006	29.5%	3,239	31.3%	n/a	n/a
	Single Parent Families with Children	23,874	17.1%	1,170	11.3%	n/a	n/a
	Female Householder with Children	19,985	14.4%	950	9.2%	n/a	n/a
<b>Race</b>	White	382,008	67.0%	34,192	80.6%	33,129	78.2%
	Black or African American	147,862	27.1%	5,112	12.1%	5,547	13.1%
	American Indian/ Alaska Native	1,978	0.3%	129	0.3%	117	0.3%
	Asian	11,691	2.1%	1,126	2.7%	1,565	3.7%
	Native Hawaiian or Pacific Islander	400	0.1%	38	0.1%	22	0.1%
	Other Race	13,535	2.4%	711	1.7%	983	2.3%
	Two or More Races	12,417	2.2%	1,091	2.6%	992	2.3%
<b>Ethnicity</b>	Hispanic or Latino	25,597	4.5%	1,457	3.4%	2,137	5.1%
<b>Age</b>	Less than 18	126,409	22.2%	8,552	20.2%	8,695	20.5%
	18-64	379,939	66.7%	28,426	67.0%	28,142	66.4%
	Greater than 64	63,543	11.2%	5,421	12.8%	5,518	13.0%
<b>Housing Units</b>	Total	252,977	n/a	18,889	7.5%	n/a	n/a
	Owner Occupied	131,384	55.3%	10,492	37.9%	10,409	58.5%
	Renter Occupied	106,021	44.7%	7,150	47.6%	7,370	41.5%
	Occupied	237,405	93.8%	17,642	93.4%	17,779	n/a
	Vacant	15,572	6.2%	1,247	6.6%	n/a	n/a
<b>Travel</b>	Mean Travel Time to Work (min)	22.2	n/a	20.7	n/a	n/a	n/a
	Workers	285,980	n/a	19,972	n/a	n/a	n/a
	Drove Alone	225,060	78.7%	15,810	79.2%	n/a	n/a
	Carpooled	38,111	13.3%	2,605	13.0%	n/a	n/a
	Public Transportation	5,038	1.8%	273	1.4%	n/a	n/a
	Walked or Worked from Home	15,546	5.4%	1,136	5.7%	n/a	n/a
	Other	2,225	0.8%	148	0.7%	n/a	n/a
<b>Income</b>	Median Household Income	\$39,797	n/a	n/a	n/a	n/a	n/a
	Per Capita Income	\$22,684	n/a	\$33,894	149.4%	\$36,675	n/a
<b>Education</b>	Population 25 years and over	377,734	n/a	30,032	8.0%	30,322	n/a
	Less than 9th grade	20,486	5.4%	1,830	6.1%	1,796	5.9%
	9th to 12th grade, No Diploma	48,152	12.7%	3,649	12.2%	3,601	11.9%
	High School Graduate (includes equivalency)	94,268	25.0%	5,962	19.9%	5,970	32.5%
	Some College, No Degree	81,327	21.5%	5,717	19.0%	5,793	19.1%
	Associate Degree	18,356	4.9%	1,319	4.4%	1,314	4.3%
	Bachelor's Degree	75,948	20.1%	7,122	23.7%	7,291	24.0%
Graduate or Professional Degree	39,197	10.4%	4,433	14.8%	4,557	15.0%	

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Table C-1 WEST NASHVILLE COMMUNITY QUICKFACTS (continued)							
West Nashville Community (Subarea 7)		Davidson County		West Nashville Community 2000		West Nashville 2006 Estimate	
	QuickFacts	#	%	#	%	#	%
<b>Employment</b>	Population 16 Years and Over	456,655	n/a	34,663	81.8%	n/a	n/a
	In Labor Force	307,653	n/a	21,260	61.3%	n/a	n/a
	Civilian Labor Force	307,250	99.9%	21,235	99.9%	n/a	n/a
	Employed	291,283	94.7%	20,552	96.7%	n/a	n/a
	Unemployed (actively seeking employment)	15,967	5.2%	683	3.2%	n/a	n/a
	Armed Forces	403	0.1%	25	0.1%	n/a	n/a
	Not in Labor Force	149,002	32.6%	13,403	38.7%	n/a	n/a

Data Source: Census 2000 - Data Table SF3.

2006 Data Courtesy of the Nashville Chamber of Commerce.

## EXISTING LAND USE

### Overview

For planning purposes the community referred to as “West Nashville” also includes Cockrill Bend, the Charlotte Avenue/ Pike corridor, and the neighborhoods of Robertson-Urbandale-Nations, Charlotte Park, Croley-Wood, Sylvan Heights, Sylvan Park, Hillwood, West Meade, White Bridge Road, Belle Meade Links, Belle Meade Highlands, and Warner Park Valley. It also includes the City of Belle Meade, 12 percent (1,984 acres) of the community’s total area. Altogether, the West Nashville community planning area covers about 5 percent of Metro Nashville/Davidson County. It contains an estimated 16,250 acres (not including the City of Belle Meade) comprised of the following:

- Parceled Land – About 87 percent (14,134 acres) of the area consists of privately and publicly owned parcels of land, including the common area portion of condominium complexes.
- Right-of-Way – An estimated 13 percent (2,116 acres) is public street and railroad right-of-way.
- Water – Another estimated 354 acres of unparceled water area is the Cumberland River (to the center of the River) that meanders along, forming the northern boundary of the community.

The portions of the West Nashville Community in parceled land, right-of-way and water have changed little since the plan was last updated in 1999 since the community is primarily developed.

For a discussion of the portions of the study area that are affected by potential flooding, see the discussion of environmentally sensitive features later in Appendix C.

### Land Use Acreage

The West Nashville Community’s existing generalized land use is presented in Table C-2 (on the following pages) and summarized in Table C-3 (on the next page). Meanwhile, Figure C-2 (on page A-14) shows land uses for each property in the West Nashville Community. Generalized land use summarizes numerous individual uses into broad groups such as residential, commercial or industrial. The individual use codes are assigned to properties by the Metro Tax Assessor’s Office and are reflected in the countywide Land Information System (LIS) database.

### Residential Uses

Although net residential acres changed little, the change in the *number* of dwelling units was more notable – 17,475 in 1999 and an estimated 17,218 in 2008. The dwelling unit change is reflected in the slight decrease that occurred in overall density over the ten-year period. Residential uses comprise approximately 56 percent of the community, slightly higher than the 55

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percent in 1999. The changes were as follows:

- Total Housing – All household residential development (single-family, two-family and multi-family) averaged 2.18 units per acre in 2008, decreasing slightly from 2.23 in 1999.
- All Single-Family – Single-family housing averaged 1.57 units per acre in 2008, the same as 1.57 in 1999. Single-family units as a percent of all units increased from 64.3 percent in 1999 to 65.8 percent in 2008. The acreage of single-family residential development increased from 7,075 acres in 1999 to 7,215 acres in 2008, and the number of homes on these lots also increased from 11,100 in 1999 to 11,328 in 2008.
- Multi-Family – Duplexes and townhomes averaged 6.10 units per acre in 1999 and the same, 6.10 units per acre, in 2008. Apartments averaged 14.25 units per acre in 1999 and 14.67 units per acre in 2008.

#### Nonresidential Uses

This category of land uses includes offices, medical uses, commercial, industrial, community services and parking.

- Overall Mix – These uses comprise approximately 39 percent of the community, up from 24 percent in 1999. This increase seems due to changes in land use codes increasing the acreage of community facilities by 1,883 acres and the development of the Nashville West Shopping Center.
- Commercial and Industrial Uses – The percentage of commercial uses increased slightly from 1999, up from 1.9 percent to 2.7 percent in 2008. Industrial uses also rose from 7.6 percent in 1999 to 8.7 percent in 2008.
- Civic and Public Benefit Uses – These uses comprise the largest percentage, 26 percent, of non-residential land uses in the West Nashville Community, increasing significantly from 12 percent in 1999. This reflects additional land now being classified in this category: large churches, the John C. Tune Airport, and some parks that were classified as vacant in 1999.
- Intensity of Development – The intensity of office, commercial and industrial development measured in square footage of floorspace increased by 1,518,007 sq. ft. In 1999, the total floor space of this group was estimated to be 11,440,287 sq. ft., with an average ratio of floorspace to land area (FAR) of 0.16:1. In 2008, according to land information records, the community contained 12,958,294 sq. ft. of office, commercial and industrial floor space; however, the floor/area ratio remained almost the same - 0.17:1.
- Parking – Parcels for which parking was the primary use increased from 21 acres in 1999 to 30 acres in 2008. One possible explanation (not based on research) may be that new development occurred on lots that were used only for parking in 1999.

#### Vacant Land

Land classified as vacant, which may include parcels with vacant buildings, declined significantly from 3,088 acres (22 percent of all parceled land) in 1999 to 809 acres (6 percent of all parceled land) in 2008. This is mainly due to changes in land use classification from vacant to community facilities and the development of the Nashville West Shopping Center.

Overall the changes in the mix of land uses was due to reclassification of land uses and some development. The comparisons are as follows in Table C-3.

<b>TABLE C-3: CHANGES IN MAJOR LAND USE GROUPS: 1999 - 2008</b>				
<b>Group</b>	<b>1999</b>		<b>2008</b>	
	<b>Acres</b>	<b>%</b>	<b>Acres</b>	<b>%</b>
All Residential	7,701	54.6	7,911	56.0
Office, Commercial, Industrial and Parking	1,572	11.1	1,831	13.0
Civic and Public Benefit Uses	1,757	12.4	3,645	26.0
Vacant	3,088	21.9	809	5.7
<b>TOTAL PARCEL ACRES</b>	<b>14,118</b>	<b>100.0</b>	<b>14,134</b>	<b>100.0</b>

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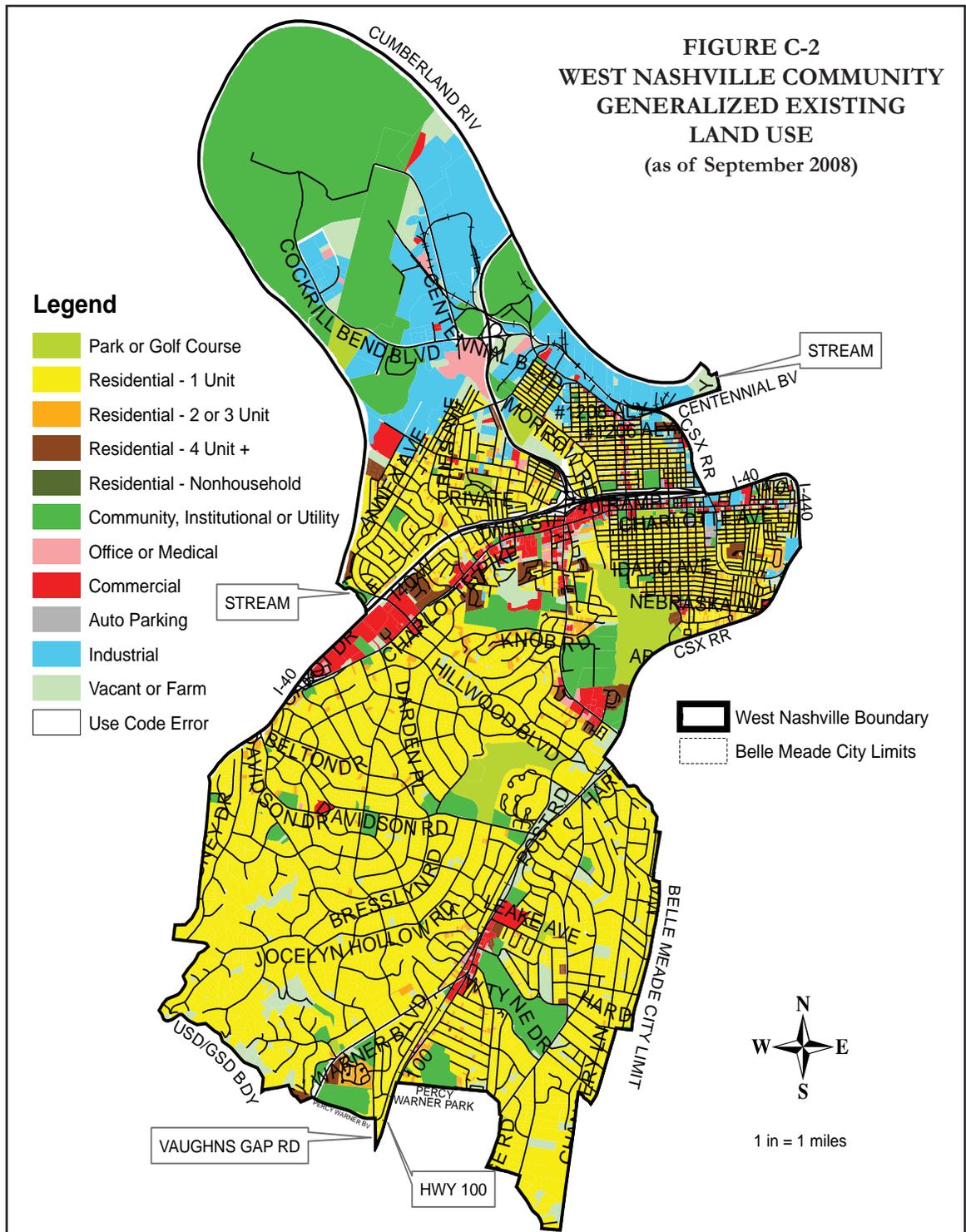
**TABLE C-2  
WEST NASHVILLE COMMUNITY GENERALIZED EXISTING LAND USE**

<b>WEST NASHVILLE COMMUNITY GENERALIZED EXISTING LAND USE MARCH 2009</b>					
<b>RESIDENTIAL USES</b>	<b>ACRES</b>	<b>% OF TOTAL PARCEL ACRES</b>	<b>TOTAL DWELLING UNITS</b>	<b>% OF TOTAL UNITS</b>	<b>UNITS PER ACRE</b>
<b>Single Family Detached Subtotal</b>	7,215.00	51.05	11,328	65.79	1.57
Conventional Rural/Large-lot (3+ ac/du)	864.00	6.11	171	0.99	0.20
Conventional Urban/Suburban (< 3 ac/du)	6,351.00	44.93	11,157	64.80	1.76
<b>Townhomes and Multifamily Subtotal</b>	616.70	4.36	5,888	34.20	9.55
Conventional Duplexes, Triplexes & Zero Lot-line Units	368.40	2.61	2,246	13.04	6.10
Conventional 4+ Unit Structures	248.3	1.76	3,642	21.15	14.67
<b>Household Residential on Nonresidentially Coded Parcels Subtotal</b>	79.3	0.56	56	0.33	0.71
<b>HOUSEHOLD RESIDENTIAL TOTAL</b>	7,911.00	55.97	17,216	99.99	2.18
<b>NONHOUSEHOLD RESIDENTIAL TOTAL</b>	0.17	0.00	2	0.01	11.76
<b>RESIDENTIAL GRAND TOTAL</b>	7,911.17	55.97	17,218	100.00	2.18
<b>NONRESIDENTIAL USES</b>	<b>ACRES</b>	<b>% OF TOTAL PARCEL ACRES</b>	<b>TOTAL FLOORSPACE (SQ. FT.)</b>	<b>% OF SUBTOTAL</b>	<b>FLOOR/ AREA RATIO</b>
<b>Office, Commercial &amp; Industrial Subtotal</b>	1,801.42	12.75	12,958,294	100.00	0.17
Office, Non-medical	133.45	0.94	678,339	5.23	0.12
Office, Medical	4.00	0.03	36,233	0.28	0.21
Clinic or Hospital	4.37	0.03	38,269	0.30	0.20
Commercial: Retail	370.70	2.62	3,637,759	28.07	0.23
Commercial: Other	62.20	0.44	365,658	2.82	0.13
Industrial	1,226.70	8.68	8,202,036	63.30	0.15
<b>Auto Parking (principal use) Subtotal</b>	29.90	0.21	n/a	100.00	n/a
<b>Civic &amp; Public Benefit Uses Subtotal</b>	3,645.00	25.79	n/a	100.00	n/a
Community Facilities	3,151.00	22.29	n/a	86.45	n/a
Parks, Golf Courses & Other Open Space	494.00	3.50	n/a	13.55	n/a
<b>NONRESIDENTIAL USES TOTAL</b>	5,476.32	38.75	12,958,294	100.00	n/a
<b>VACANT AND FARMLAND</b>					
Vacant/Farm Residential Codes	548.1	3.88	n/a	n/a	n/a
Vacant Commercial Code	82.7	0.59	n/a	n/a	n/a
Vacant Industrial Code	178.1	1.26	n/a	n/a	n/a
<b>VACANT LAND TOTAL</b>	808.90	5.72	n/a	n/a	n/a
<b>Miscoded, uncoded or miscellaneous parcels</b>	17	0.12	n/a	n/a	n/a
<b>TOTAL PARCEL ACRES</b>	14,134				
<b>Estimated Right-of-Way Total</b>	2,116		n/a	n/a	n/a
<b>COMMUNITY GRAND TOTAL AREA</b>	16,250				

Source: Metropolitan Planning Commission, March 2009

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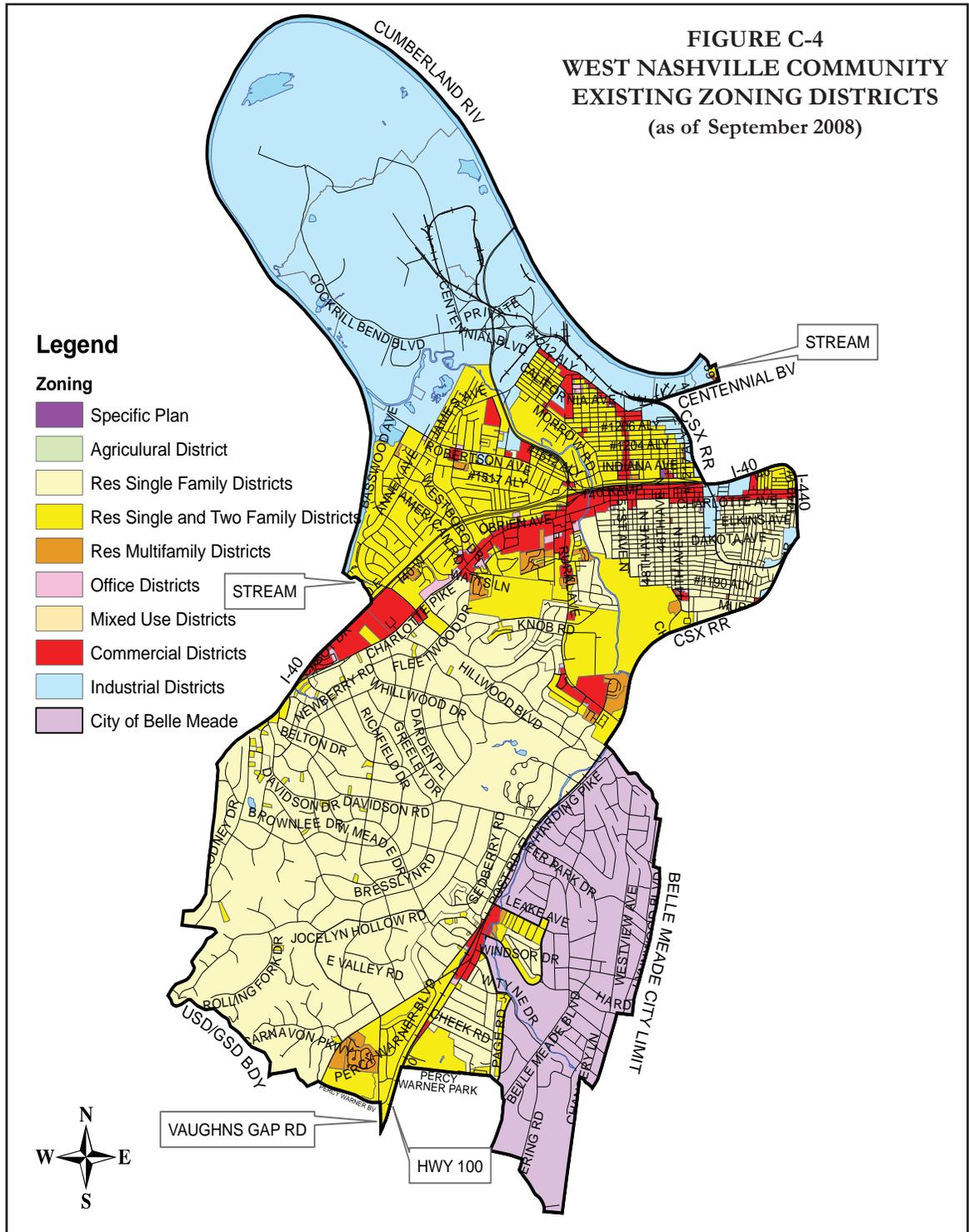
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EXISTING ZONING

Base Zoning Districts

There are approximately 16,250 acres of land within the West Nashville Community, not including 1,984 acres within the City of Belle Meade (which has its own zoning and land use classifications). The land in the West Nashville Community is separated into individual zoning districts. Zoning is the means by which governments regulate the physical development of land and the manner in which each individual property may be used. Within the West Nashville Community, not including the area within the City of Belle Meade, there are 35 different zoning districts, which allow uses from single-family residential to industrial uses.

Base zoning districts can be grouped into seven broad categories: Single- and Two-Family Residential, Multi-Family Residential, Commercial, Mixed Use, Office, Industrial and Satellite City. A majority of the existing zoning within the West Nashville Community – 55.9 percent – falls into the Single- and Two-Family Residential category, while Multi-Family Residential is 1 percent. Industrial zoning comprises 26 percent of total land. Meanwhile, the Mixed Use and Office zoning categories are the smallest at less than one percent of the total land in the community. A further break down of the categories is shown in Table C-4 (below) and Figure C-3 (to the right). Table C-5 (below) identifies all the zoning districts within the study area and the acreage within each district. Figure C-4 (to the left) shows the entire West Nashville Community and its zoning at the time of adoption of the West Nashville Community Plan update and Figure C-5 (on the following page) shows overlay zoning districts.

Figure C-3 - Zoning District Categories

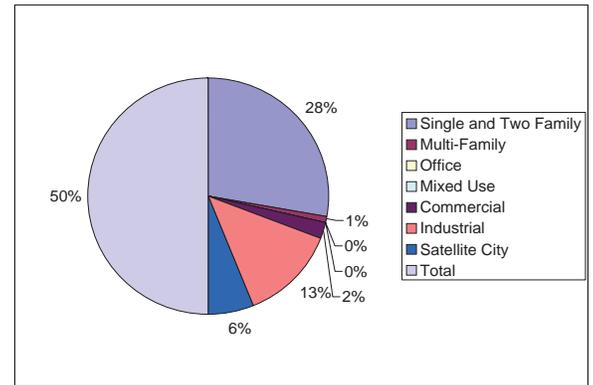


Table C-4 - Zoning District Categories

Zoning District Categories		
Type	Acres	%
Single and Two Family	9,067.76	55.83
Multi-Family	187.59	1.16
Office	55.64	0.34
Mixed Use	0.70	0.00
Commercial	670.41	4.13
Industrial	4,275.07	26.32
Satellite City	1,984.33	12.22
Total	16,241.50	100

Zoning and Acreage									
Zoning	Acres	Zoning	Acres	Zoning	Acres	Zoning	Acres	Zoning	Acres
RS80	321.79	RS3.75	2.66	R6	1,146.84	MUN	0.38	IWD	272.17
RS40	4526.11	R80	25.55	RM9	97.54	MUL	0.32	IR	2,250.69
RS20	331.70	R40	182.76	RM15	20.17	CN	3.33	IG	1,752.21
RS15	62.36	R20	160.50	RM20	44.69	CL	25.94	Sat City	1,984.83
RS10	75.68	R15	166.69	RM40	25.18	CS	542.03	SP - Auto	0.54
RS7.5	642.34	R10	568.50	OR20	48.69	SCC	35.11	SP - Com	1.83
RS5	194.08	R8	660.21	OL	6.95	SCR	61.63		



**Planned Unit Developments**

A Planned Unit Development overlay (PUD) is not base district zoning, but is an additional layer of zoning regulations which is used to address specific aspects of land use control or development design that goes beyond the conventional base zoning district provisions. There are 42 PUDs within the West Nashville Community, which consist of approximately 474 acres as shown on Table C-6 (to the right). PUDs within the area are categorized into two types: Residential and Commercial.

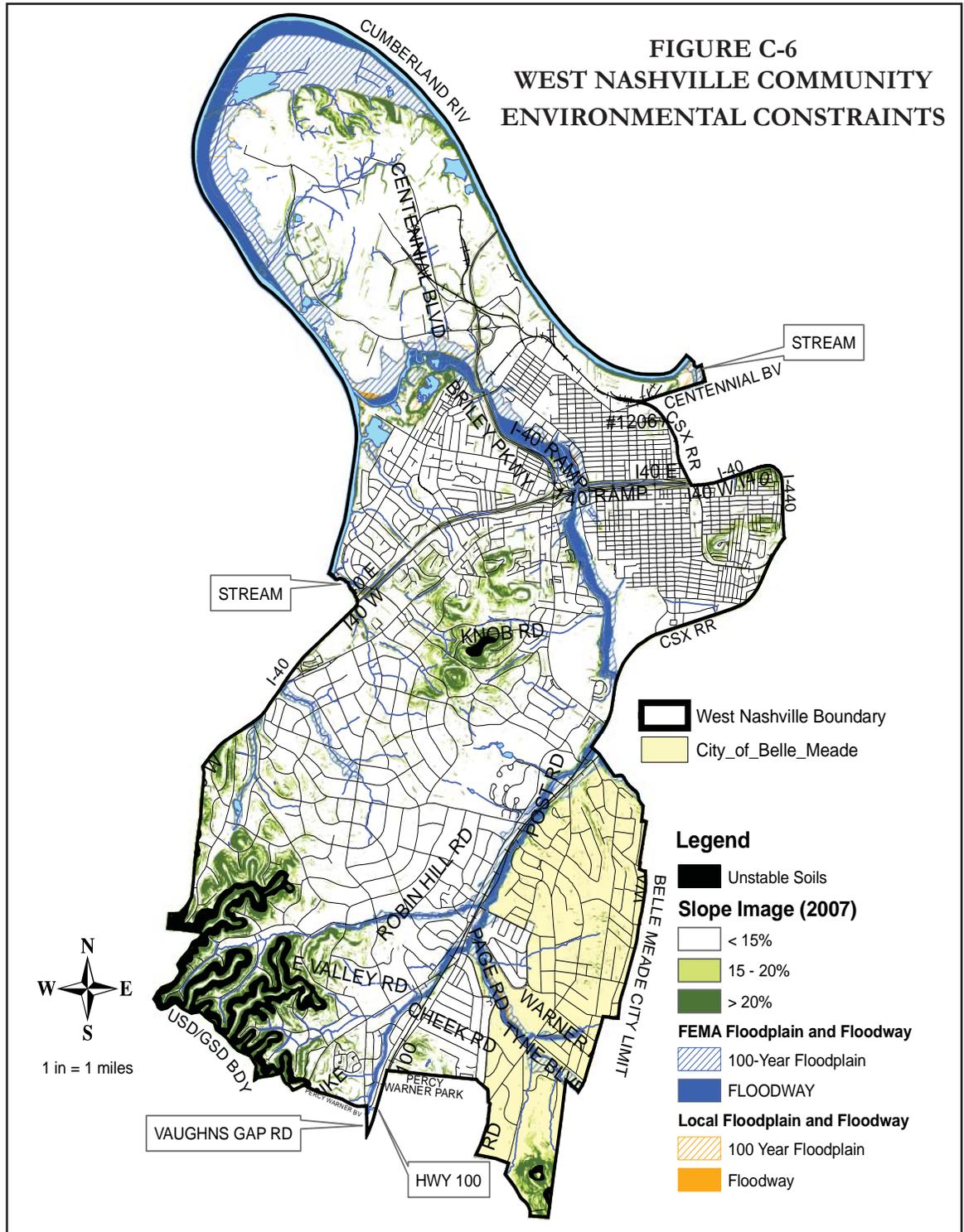
A majority of the PUDs, 31 out of 42, are residential and consist of approximately 322 acres. Commercial PUDs, 11 out of 42, consist of 152 acres. There are no industrial PUDs within the area. Residential PUDs are scattered throughout the community. Commercial PUDs can also be found throughout the area, but most are concentrated along Charlotte Pike and White Bridge Road. Most of the PUDs in the area were approved prior to 1990; one exception is the Nashville West Shopping Center commercial PUD along Charlotte Pike which was approved in 2005. Prior to January 1, 1998, PUDs were not required to be consistent with the base zoning district. Meaning, a commercial PUD, with commercial uses, may have been applied on a residential base zoning district. All PUDs approved after January 1, 1998, are required to be consistent with the base zoning district. Refer to Figure C-5 (to the left) for the location of PUDs in West Nashville.

PUD Type and Acreage		
PUD Type	#	Acreage
Residential	31	321.79
Commercial	11	152.43
Total	42	474.22

**Table C-6: PUD Type and Acreage**

**Urban Zoning Overlay**

The Urban Zoning Overlay (UZO) applies to the old central portion of Nashville as it existed prior to the mid-1950s. The eastern portion of the West Nashville Community is included within the UZO. The primary intent of the UZO is to preserve and protect existing development patterns that predate the mid-1950s in portions of Metro and to ensure the compatibility of new development in the older portions of the city. In addition, the UZO district is intended to promote reinvestment in these areas by modifying development standards that could add unnecessary expense without improving the safety or compatibility of resulting development. For the most part, the development standards that are modified are street setbacks for commercial, mixed use, multifamily residential areas, and parking standards. The street setbacks enable development to be built close to the street, and the parking standards reduce the required parking for several uses. Refer to Figure C-5 (to the left) for the extent of the UZO in West Nashville.



## **ENVIRONMENTALLY SENSITIVE FEATURES**

### **Overview**

Environmentally sensitive features discussed in this section include areas with steeply sloping terrain (20 percent slopes or greater); areas subject to flooding based on FEMA-defined 100-year floodplain; and areas with soils that pose hazards to development when disturbed. Some areas exhibit multiple constraints – for example areas subject to flooding that also contain problem soils. Environmentally sensitive features are shown on Figure C-6 (to the left).

The West Nashville Community contains an estimated 1,747 acres (10.8 percent) of steep slopes. There are about 2,146 acres (13.2 percent) of 100-year floodplain, of which 926 acres (5.7 percent) consists of the strictly regulated floodway. About 365 acres (2.2 percent) of land have unstable soils. Altogether, approximately 26 percent (4,258 acres) of the West Nashville Community's land is impacted by environmentally sensitive features.

### **Floodplain**

The assessment of areas prone to flooding is based on the 100-year floodplain as currently defined by FEMA (Federal Emergency Management Agency). Floodplain areas are often associated with steeply sloping terrain, problem soils, or both. Currently, the West Nashville Community has 2,146 acres (13.2 percent) of 100-year floodplain.

### **Steep Slopes**

An estimated 1,747 acres (10.8 percent) of the West Nashville Community's acres have steeply sloping terrain (20 percent slopes or greater).

### **Problem Soils**

Almost 2.2 percent (365 acres) of the West Nashville Community's acres contains soils that pose some constraint to development. Some areas with problem soils are also steeply sloping and/or are within floodplains.



## **VEHICLE TRANSPORTATION SYSTEMS**

### **Streets and Highways**

The West Nashville Community's existing vehicular transportation system is the network of inter-connected facilities ranging from interstate highways to occasional alleys. That system is shown in Figure C-7 (to the left), titled "Street Classifications." Streets are broadly classified according to their function. The three broad classes are major streets, collector streets, and local streets.

The streets that function as majors and collectors are established in the adopted Major Street Plan (MSP) and Collector Street Plan (CSP), which are the official Metro plans for these types of streets. The following is a non-exhaustive list of streets and highways that are included in this plan and create the existing vehicular transportation network in the West Nashville Community:

- I-40
- I-440
- 46<sup>th</sup> Avenue North
- 51<sup>st</sup> Avenue North
- 63<sup>rd</sup> Avenue North
- Abbott Martin Road
- American Road
- Annex Avenue
- Belle Meade Blvd.
- Briley Parkway
- Brook Hollow Road
- Centennial Blvd.
- Charlotte Avenue/Pike
- Cockrill Bend Blvd.
- Davidson Road
- Glen Eden Drive
- Harding Pike
- Harding Place
- Hickory Valley Drive
- Highway 70 South
- Highway 100
- Hillwood Blvd.
- Lynnwood Drive
- Morrow Road
- Murphy Road
- Percy Warner Blvd.
- Vaughns Gap Road
- West Tyne Drive
- White Bridge Road

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Over the last 20 years, traffic volumes have remained relatively stable on surface streets like Charlotte Pike and White Bridge Road that are not access-controlled, while roadways that have limited access like Interstate 40 and Briley Parkway have seen steady growth in traffic volumes. The West Nashville Community's surface streets do experience some peak-hour congestion, notably at the intersection of Charlotte Pike and White Bridge Road Pike and the Highway 70/Highway 100 split area.

#### **Transit Service**

Bus transit service is provided by the Metropolitan Transit Authority. Existing lines serving the West Nashville Community include:

- Route 10, Charlotte Pike
- Route 19, Herman
- Route 29, Jefferson
- Route 3, West End
- Route 24, Bellevue Express (while this route does not stop in the community, it has the potential to mitigate traffic on Interstate 40)

MTA stopped service on the following lines in July 2008: Route 13, Sylvan Park and Route 31, Harpeth Valley Express.

#### **Railroads**

Rail lines provide freight service to the West Nashville Community in addition to carrying through rail traffic. CSX's main rail line from Nashville to Memphis is the boundary of the West Nashville Community from I-440 south to Sugartree Creek. From Sugartree Creek south to Vaughns Gap Road, it traverses the community through mostly residential areas. CSX also has a line that branches off from the main line near I-440, loops around and heads north and west into Cockrill Bend. That branch line, which is the community boundary between I-40 and John A. Merritt Blvd., serves numerous industrial activities along its path.

Currently, these rail lines do not provide any commuter services but the Metropolitan Planning Organization (MPO), which provides long-range transportation planning for cities and counties across Middle Tennessee, is studying the potential for transit options, including light rail.

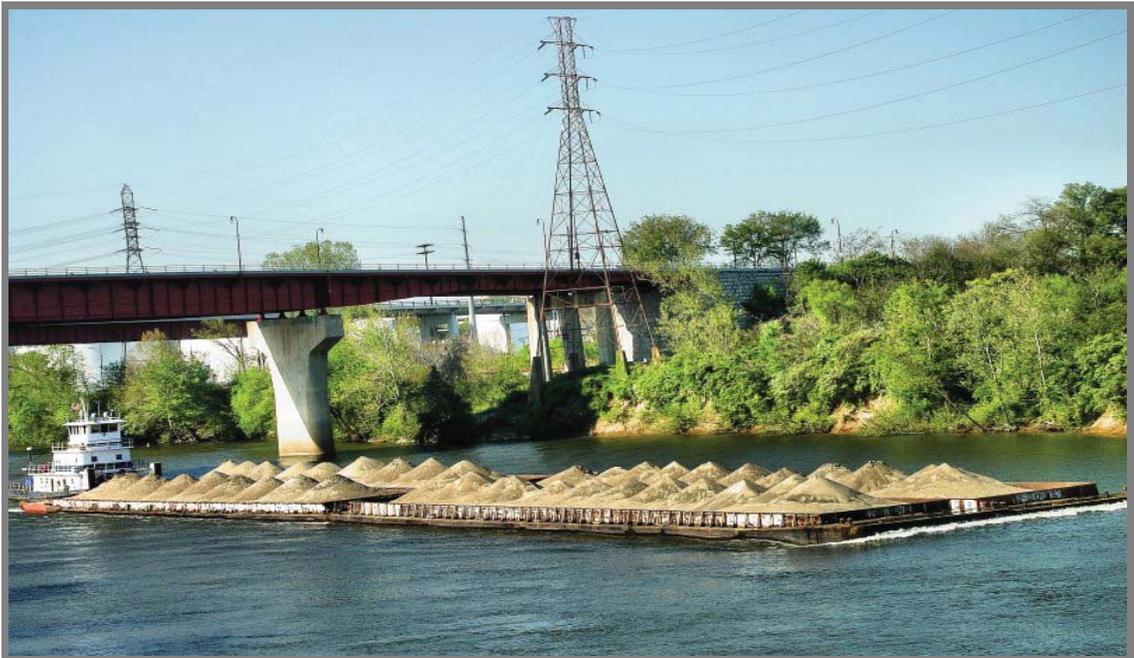
#### **River Transportation**

The Cumberland River, which forms one-third of the boundary of the West Nashville Community, is a navigable waterway. Authority for the regulation of navigation on the river rests with the Army Corps of Engineers. The Cumberland River provides a considerable opportunity for water transportation service. Currently, there are no public water-oriented services to or within the West Nashville Community. At one time, the public Cleeces Ferry transported vehicles across the river from West Nashville to Bells Bend, but that service was discontinued when Briley Parkway was extended across the river in the 1980s. Other industrial uses in Cockrill Bend have used the river for decades to ship materials and goods related to those industries. Until it was dissolved in 1999, the Metro Port Authority administered a "free trade zone" and facilitated other industrial development within Cockrill Bend.

The Cumberland River is also used for extensive private recreational boating. Rock Harbor Marina is located in the West Nashville Community among the facilities along the river that provide docking and services for private watercraft.

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## **OPEN SPACE, BIKEWAY AND SIDEWALK SYSTEMS**

Bicycle and pedestrian facilities (bike lanes, sidewalks and greenways) exist on a widespread, yet fragmented network. Most arterial streets have sidewalks on one or both sides of them, while sidewalks exist less frequently on collector and local streets east and west of Gallatin Pike. See Figure C-8 (to the left) for a map of current sidewalks and greenways and Figure C-9 (on the following page) for a map of current bikeways. Also, please refer to Chapters III and IV for bikeway, sidewalk and greenway plans and recommendations.

### **Open Space – Parks**

There are currently seven existing Metro parks in the West Nashville Community. Metro parks include West, Charlotte, Richland, H.G. Hill, McCabe, Cockrill Bend and Parmer. There is one Metro School site with green space designated as park land for public use, Sylvan Park Elementary. For a description of the parks and open space system, see Chapter IV.

The West Nashville Community is one of four communities in Nashville with a year 2020 neighborhood park acreage deficit between 0 and 50 acres. It is also one of four communities in the county with a community park surplus. The new *Master Plan for Parks and Greenways* addresses future plans to decrease the identified deficits and improve park green space within the community.

### **Open Space – Greenways**

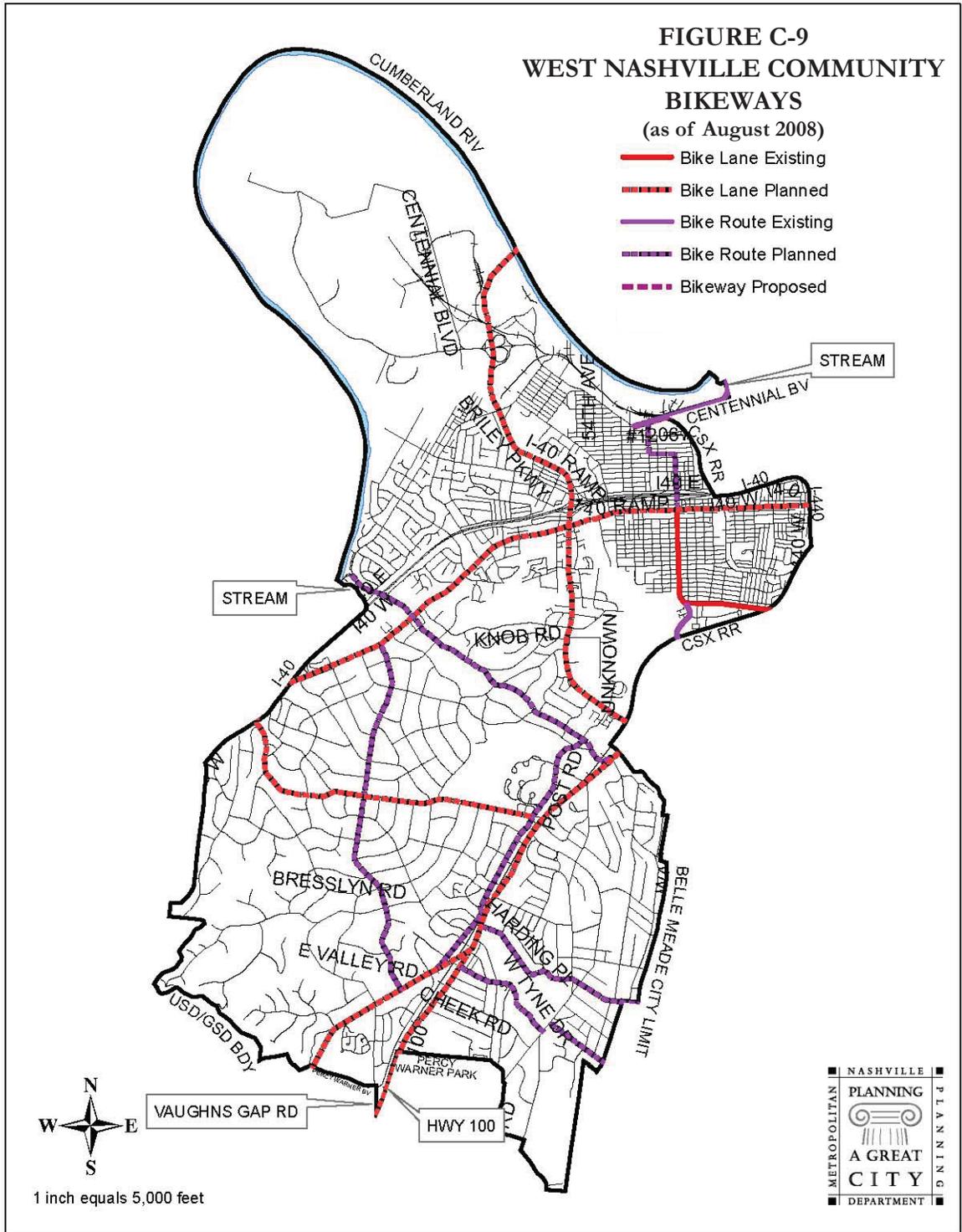
The Richland Creek Greenway trail is the only developed greenway within the West Nashville Community and connects the West Nashville Community with the Green Hills/Midtown Community. The existing greenway trail is approximately two miles and includes four access points. See Chapter IV for additional greenway information.

### **Bikeways**

There are only two existing on-road bike lanes in the West Nashville Community. Bike lanes exist on Murphy Road, from 46<sup>th</sup> Avenue to West End Avenue, and on 46<sup>th</sup> Avenue, from Charlotte Avenue to Murphy Road. West Nashville also has six additional roads planned for bike lanes. These roads include sections of: Briley Parkway, Charlotte Avenue, Davidson Road, Post Road/Harding Road, Highway 70 and Highway 100. See Chapter III and Chapter IV for additional bikeway information.

### **Sidewalks**

Sidewalks are relatively sparse in the West Nashville Community due to the prevalence of suburban development in the community and Metro Government regulations that did not require sidewalks for these forms of development for several decades. Sidewalks are mostly located in areas surrounding parks and schools and also along Charlotte Avenue and White Bridge Road. See Chapter III for additional sidewalk information.



## **HISTORICALLY SIGNIFICANT FEATURES**

### **Overview**

The recently updated list of historically significant features identifies 82 sites and areas within the West Nashville Community, including several districts that consist of multiple features. They are illustrated on the graphic entitled “Historically Significant Features.” The current historic properties information has been updated in conjunction with the update of the West Nashville Community Plan, including additions to, and removals from, the list contained in the 1999 plan update, and changes in the category of the properties on the 1999 list.

The 82 sites are currently classified as follows:

- 7 sites are “NR” – listed on the National Register
- 27 sites are “NRE” – eligible for listing on the National Register
- 50 sites are “WOC” – worthy of conservation
- 1 site’s status has not yet been determined because the site, the Belle Meade Plantation wall, spans numerous private properties and cannot be easily visited and analyzed.

Figure C-10 (on the following page) is a map of the historically significant sites and features and Table C-7 (on page A-32) identifies each of the sites and their historic category. The Metro Historical Commission should be consulted for further details.

**FIGURE C-10  
WEST NASHVILLE  
COMMUNITY HISTORIC  
PROPERTIES**

*(See following pages for detailed maps)*

**Legend**

-  Belle Meade Plantation Wall
-  Neighborhood Conservation Dist

**Historic Properties**

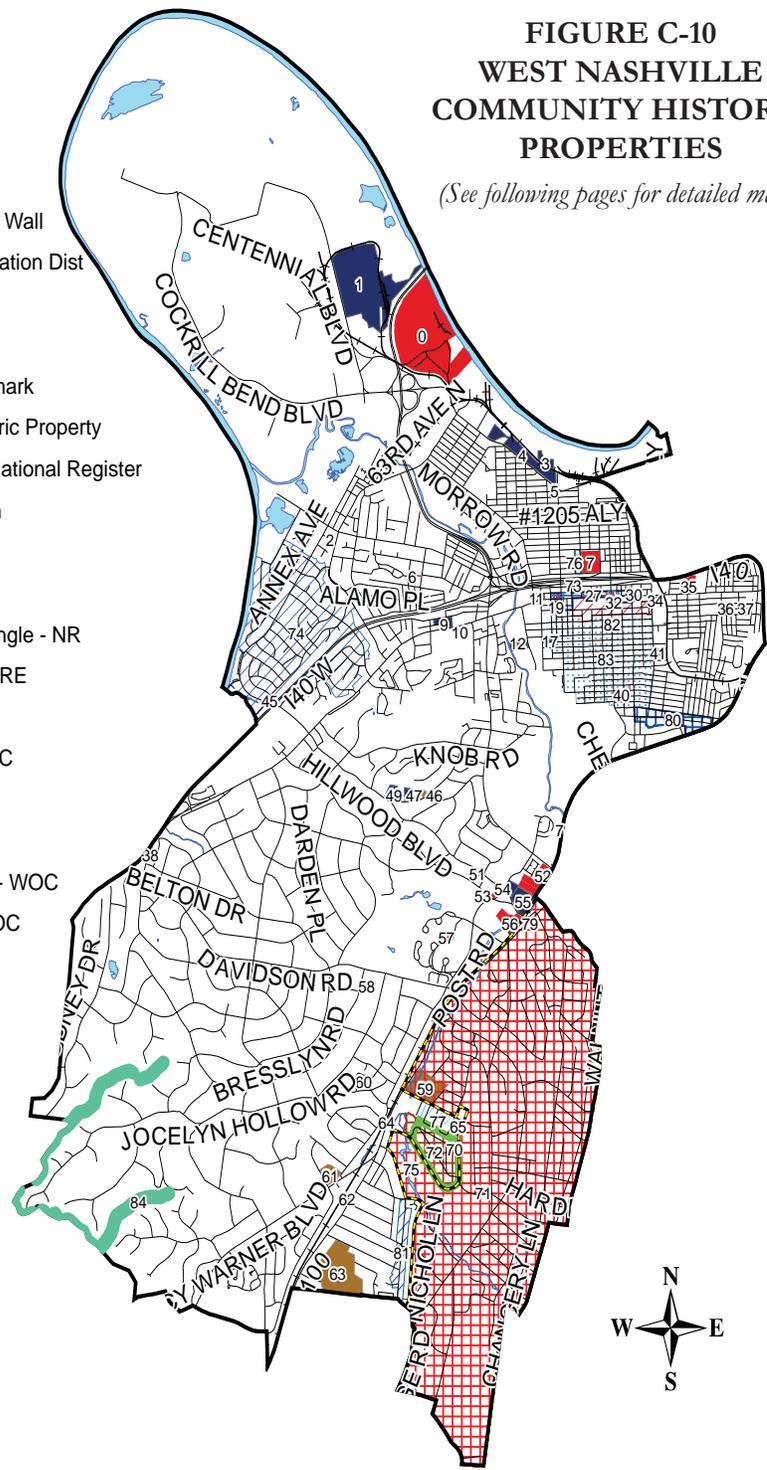
**CATEGORY**

-  National Historic Landmark
-  National Register Historic Property
-  Eligible to be listed in National Register
-  Worthy of Conservation

**Historic Areas**

**Areas**

-  Belle Meade Links Triangle - NR
-  City of Belle Meade - NRE
-  Park Avenue - NRE
-  Charlotte Avenue - WOC
-  Charlotte Park - WOC
-  Cockrill School - WOC
-  Courts of Belle Meade - WOC
-  Dutchmans Curve - WOC
-  Hillwood Bridge - WOC
-  Murphy Road - WOC
-  Page Road - WOC
-  Sylvan Park - WOC



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FIGURE C-10  
WEST NASHVILLE COMMUNITY HISTORIC PROPERTIES

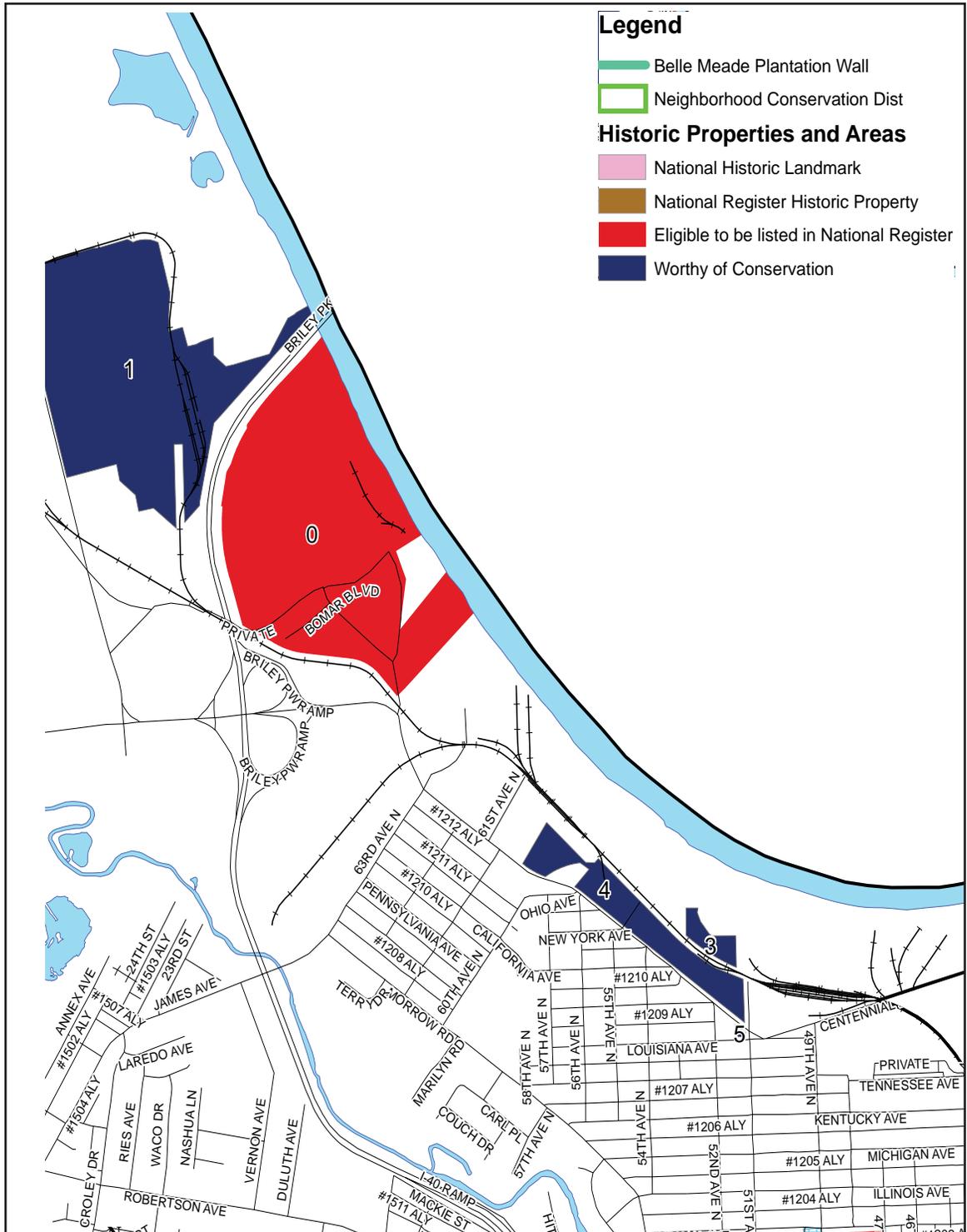


FIGURE C-10  
WEST NASHVILLE COMMUNITY HISTORIC PROPERTIES

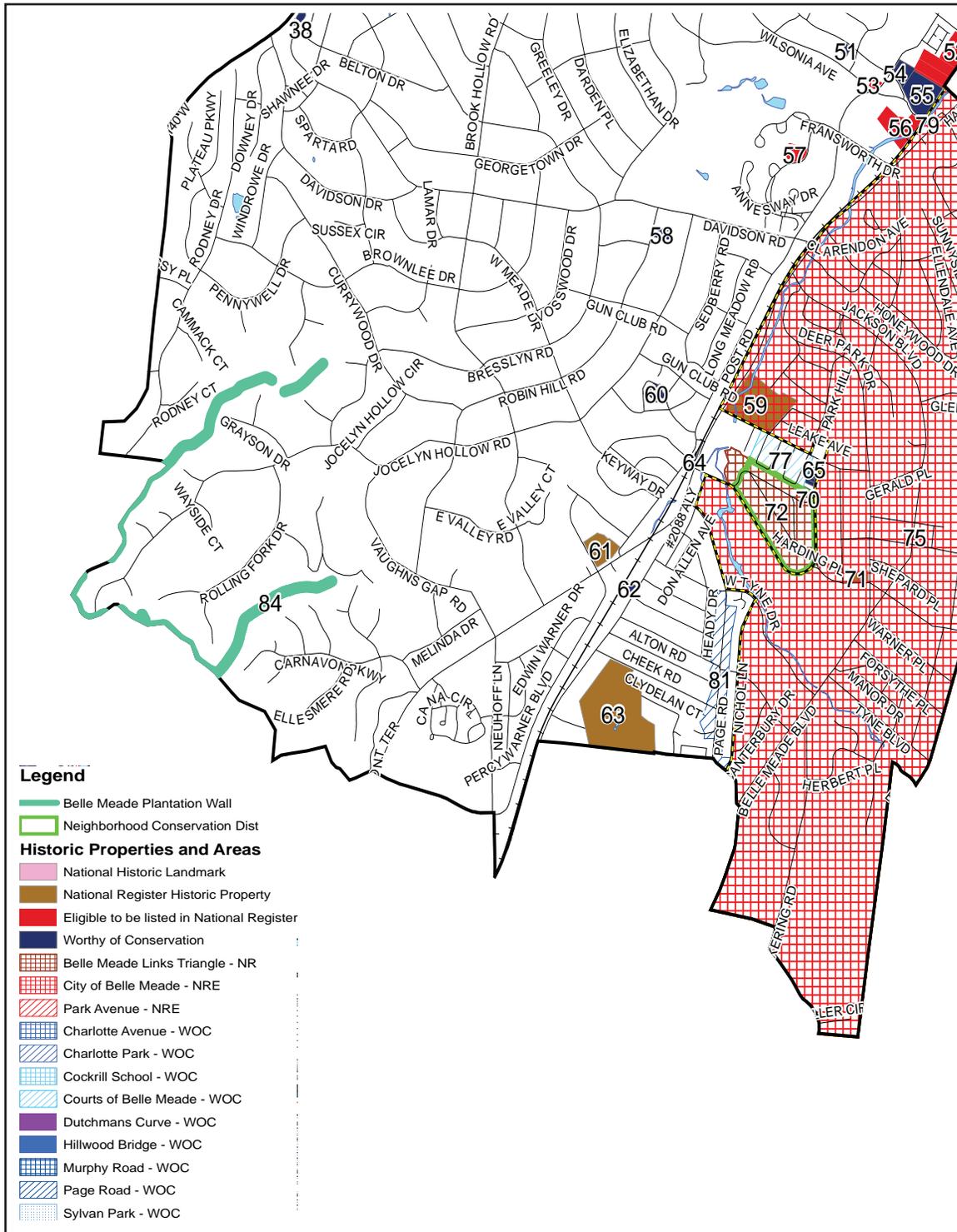
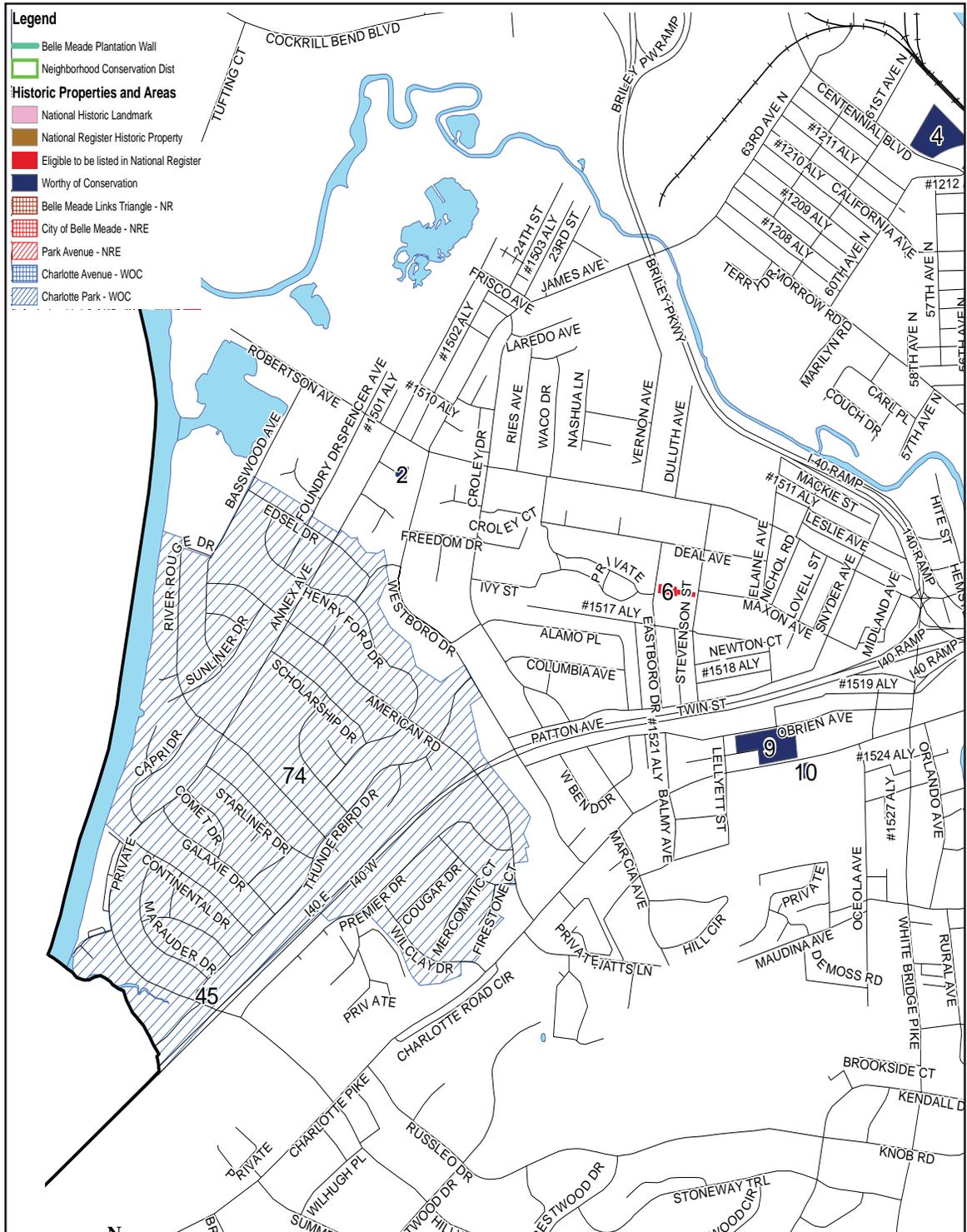
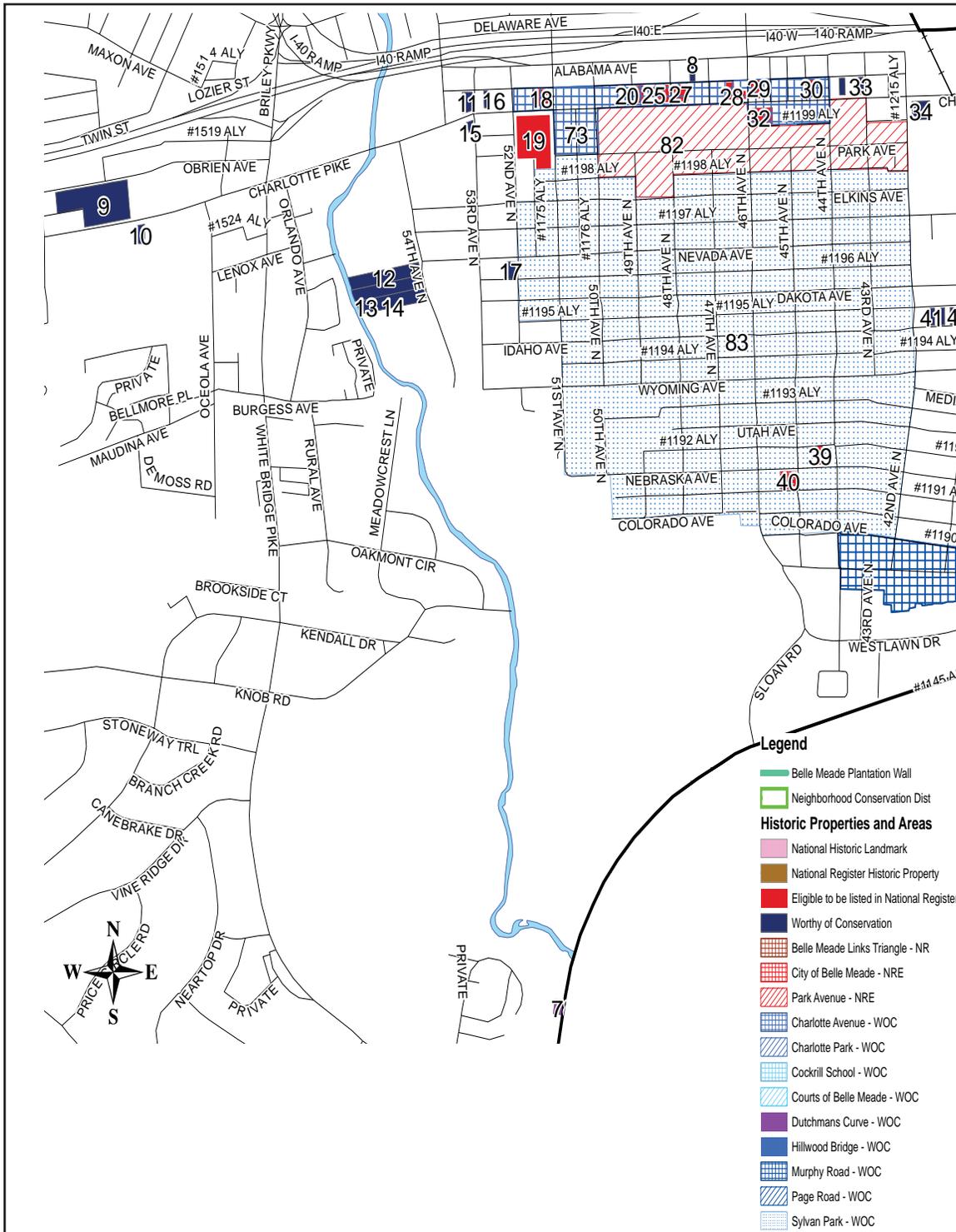


FIGURE C-10  
WEST NASHVILLE COMMUNITY HISTORIC PROPERTIES



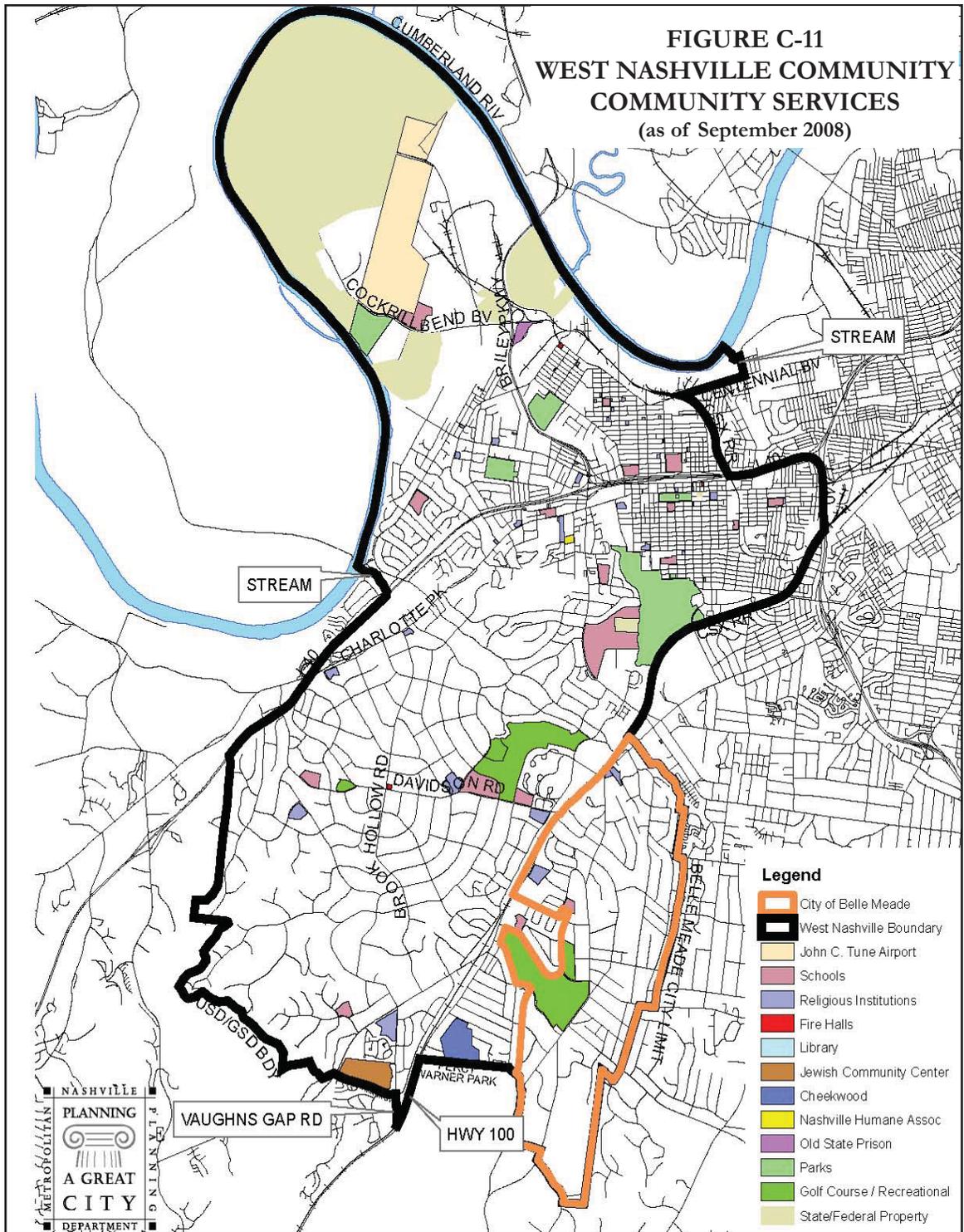
**FIGURE C-10  
WEST NASHVILLE COMMUNITY HISTORIC PROPERTIES**



**TABLE C-8  
HISTORICALLY SIGNIFICANT FEATURES IN THE WEST NASHVILLE COMMUNITY**

List ID	Map/Parcel	Property	Category
0	0800000400	Tennessee State Penitentiary - 6410 Centennial Boulevard	NRE
1	08000007700	Ford Glass Plant (Zeledyne) - Centennial Boulevard	WOC
2	09012034000	576 Annex Court	WOC
3	09100001200	Continental Grain Elevator - behind Bruce Hardwood	WOC
4	09100003700	BRUCE HARDWOOD - 5400 Centennial Boulevard	WOC
5	09107004600	Lavertes Market - 5111 Centennial Boulevard	WOC
6	09109024800 and 09109015700	HILLTOP FARM - 541 Stevenson Street	NRE
7	09111028400	Cockrill Elementary School - 4701 Indiana Avenue	NRE
8	09111031800	4705 Alabama Avenue	WOC
9	09113030500	Richland School - 0 OBrien Avenue (fronts on Charlotte)	WOC
10	09114012500	West Nashville Heights Church of Christ - 5807 Charlotte Pike	WOC
11	09115001000	Wendell Smith Corner - 5300 Charlotte Avenue	WOC
12	09115001700	241 54th Avenue North	WOC
13	09115001800	237 54th Avenue North	WOC
14	09115001900	Victorian Cottage - 233 54th Aveue North	WOC
15	09115003600	Bobbie's Dairy Dip - 5301 Charlotte Aveue	WOC
16	09115009200	Bradley Drugs - 5208 Charlotte Avenue	WOC
17	09115013900	5201 Nevada Avenue	WOC
18	09115015100	Geodesic bank building - 5100 Charlotte Avenue	NRE
19	09115015200	St. Ann Roman Catholic Church	NRE
20	09115025100	Richland Hall - 4822 Charlotte Avenue	NR
21	09115025200	4820 Charlotte Avenue	NRE
22	09115025600	Commercial Building - 4802 Rear Charlotte Avenue	NRE
23	09115025700	COMMERCIAL BUILDING - 4806 Charlotte Avenue	NRE
24	09115025800	COMMERCIAL BUILDING - 4804 Charlotte Avenue	NRE
25	09115025900	COMMERCIAL BUILDING - 4802 Charlotte Avenue	NRE
26	09115026000	COMMERCIAL BUILDING - 4800 Charlotte Avenue	NRE
27	09115026100	Methodist Church - 4708 Charlotte Avenue	NRE
28	09116000300	Suntrust Bank - 4604 Charlotte Avenue	NRE
29	09116000600	Charlotte Avenue Church Of Christ - 4508 Charlotte Avenue	NRE
30	09116001200	4406 Charlotte Avenue	NRE
31	09116002100	Modern Office Building - 4505 Charlotte Avenue	NRE
32	09116002200	Sloan Building - 4507 Charlotte Avenue	NRE
33	09116015600	4300 Charlotte Avenue	WOC
34	09116037300	Trolley - 4111 Charlotte Avenue	WOC
35	09209016300	Wholesale Restaurant Supply 3814 Charlotte Avenue	NRE
36	09213014800	3519 Park Avenue	WOC
37	09213017000	3327 Park Avenue	WOC
38	10214002200	A.B. Miles House - 1250 Davidson Road	WOC
39	10304017800	4404 Nebraska Avenue	NRE
40	10304021100	4501 Nebraska Avenue	NRE
41	10304026500	Concrete Block Residential - 4110 Idaho Aveue	WOC
42	10304026700	4106 Idaho Avenue	WOC

43	10304026900	4102 Idaho Avenue	WOC
44	10304025200	First South Methodist Church at 4409 Colorado	WOC
45	10203015000	6537 Thunderbird (including wall)	WOC
46	10309005400	825 Kendall Drive	NR
47	10309005700	837 Kendall Drive	WOC
48	10309005800	841 Kendall Drive	WOC
49	10309006200	600 Hillwood Boulevard	WOC
50	10309006300	604 Hillwood Boulevard`	WOC
51	10314007600	213 Hillwood Boulevard	WOC
52	10315000400, 11603000100, 11603000200, and 11603000300	Robinson House - 0 White Bridge Pike - Corner White Bridge and CSX RR	NRE
53	11602000500	4600 Post Road	NRE
54	11602001000	120 Hillwood Boulevard	WOC
55	11602001100	120 Hillwood Boulevard	WOC
56	11602002300	Cliff Lawn - 0 Wilsonia Avenue	NRE
57	116020B02000CO	Caldwell/Hill Mansion	NRE
58	11605001000	6007 Robin Hill Road	WOC
59	11613009100	Belle Meade Mansion (Historic House Museum) - 5025 Harding Pike	NR
60	116130D02300CO	Cargile Residence - 309 Allen Place	WOC
61	12908001100	West Meade - 6204 Old Harding Pike	NR
62	12908008600	Red House Springhouse - 6300 Highway 100	WOC
63	12912013400	Cheekwood (museum and botanical gardens) - 111 Cheek Road	NR
64	13001003700	Depot - 5212 Harding Pike	WOC
65	13002003200	605 Westover Drive	WOC
66	13002003300	607 Westover Drive	WOC
67	13002003400	609 Westover Drive	WOC
68	13002003500	611 Westover Drive	WOC
69	13002003600	615 Westover Drive	WOC
70	13002003700	621 Westover Drive	WOC
71	130060A0*****CO	Belle Meade Apartments	NR
72	Various	Belle Meade Links Triangle	NR
73	Various	Charlotte Avenue Historic District	WOC
74	Various	Charlotte Park Historic District	WOC
75	Various	City of Belle Meade Historic District	NRE
76	Various	Cockrill School Historic District	WOC
77	Various	Courts of Belle Meade	WOC
78	n/a	Dutchmans Curve Site	WOC
79	n/a	Hillwood Boulevard Bridge	NRE
80	Various	Murphy Road Historic District	WOC
81	Various	Page Road Historic District	WOC
82	Various	Park Avenue Historic District	NRE
83	Various	Sylvan Park Historic District	WOC
84	n/a	Belle Meade Plantation Wall	Undet.



**ASSESSMENT OF COMMUNITY SERVICES**

**Overview**

The community services addressed in this section include public schools, libraries, and police service. They include facilities within the West Nashville Community, as well as those outside of the community that serve part of the West Nashville Community. In addition, locationally-specific projects in the current (2008/09-2014/15) Metro Capital Improvements Budget and Program are summarized. All of the community facilities and CIB projects located in the West Nashville Community are shown on Figure C-11 to the left.

**Schools**

Based on the school zone/feeder system for the 2008-2009 school year, the West Nashville Community is served by six elementary schools, five middle schools and three high schools. Five of the elementary schools, three of the middle schools, and one of the high schools are located in the West Nashville Community. The schools and feeder system are shown in Table C-8 below.

Other schools in the community include: McCann Alternative Learning Center, Abintra Montessori School, and Harding Academy. The Cohn Adult Learning Center, which offers a wide range of programs, and the Nashville State Technical Community College are also located in the West Nashville Community.

The 2008/2009 to 2014/2015 Metro Capital Improvements Program and Budget (CIB) includes projects to renovate Charlotte Park Elementary, Cockrill Elementary, Park Avenue Elementary, Westmeade Elementary, H.G. Hill Middle, Bass Middle, and Hillwood High Schools. There are also projects to renovate the Cohn Adult Learning Center and the McCann Alternative Learning Center. Refer to Appendix D for additional details regarding the CIB.

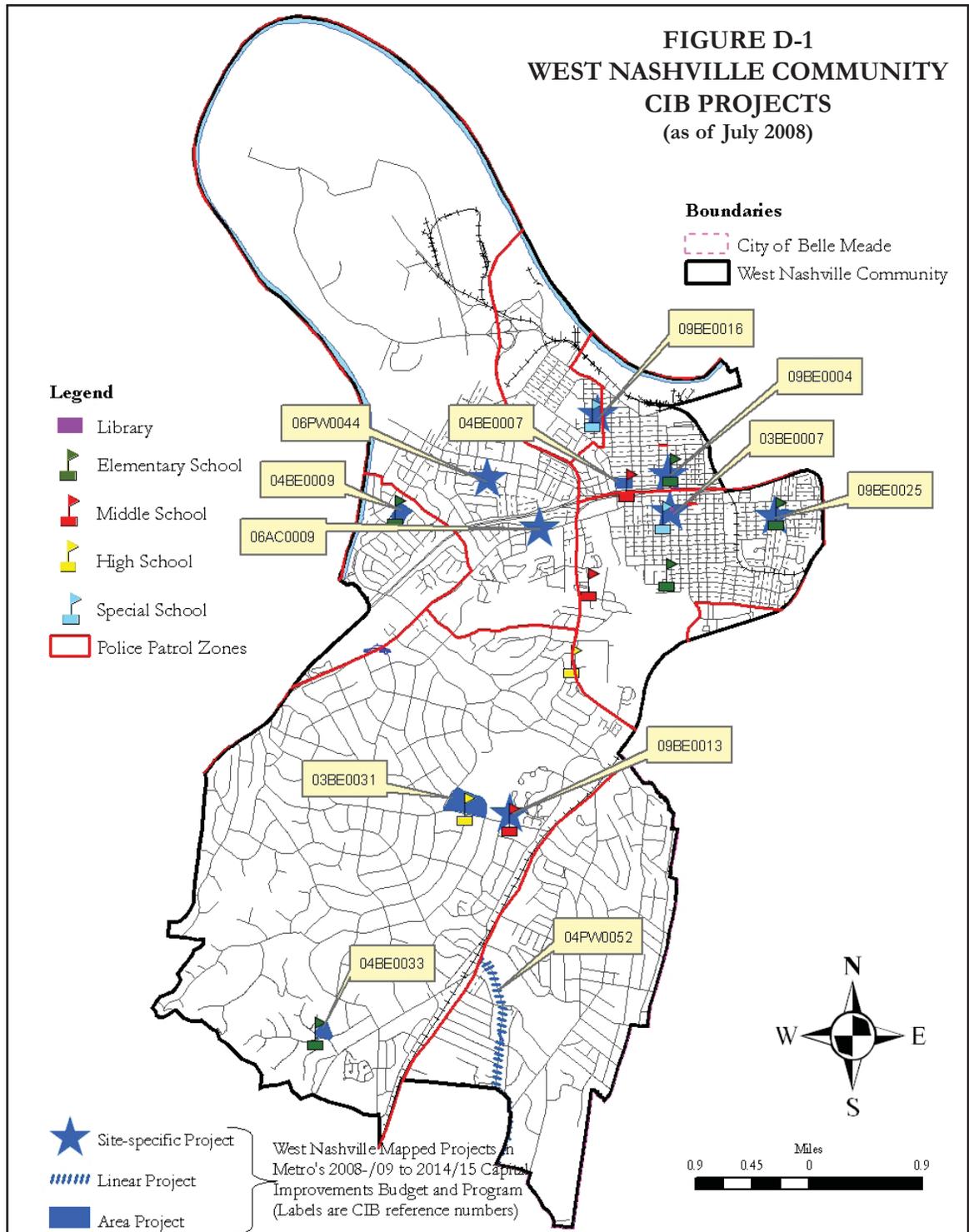
**Libraries**

The West Nashville Community is currently served by one library – the Richland Park Branch Library, which is located along Charlotte Avenue in Richland Park. The 2008/2009 to 2014/2015 Metro Capital Improvements Program and Budget (CIB) includes a project to renovate the Richland Park Library.

**Police Service**

Most of the West Nashville Community is served by the Metro Police Department, although, the City of Belle Meade has its own police. All of the West Nashville Community is in the area served by the West Precinct Station which along Charlotte Pike, close to the Nashville West Shopping Center. The West Precinct plans to move farther west along Charlotte to a refurbished office building in 2009 or 2010.

<b>TABLE C-8 PUBLIC SCHOOLS SERVING WEST NASHVILLE IN 2008-2009</b>		
<b>Elementary</b>	<b>Middle</b>	<b>High</b>
Charlotte Park *	Martha Vaught *	Hillwood *
Cockrill *	Bass *	Pearl – Cohn
Park Avenue *	Bass *	Pearl – Cohn
Sylvan Park *	West End	Hillsboro
West Meade *	Bellevue	Hillwood *
Brookmeade	H.G. Hill *	Hillwood *
* School located in West Nashville Community		



## **APPENDIX D – CAPITAL IMPROVEMENTS BUDGET AND PROJECTS**

### **CAPITAL IMPROVEMENTS PROJECTS**

The 2008/09 - 2014/15 Metro Capital Improvements Budget and Program (CIB) includes 14 locationally specific projects in the West Nashville Community. They are listed in Table D-1 titled “West Nashville Community CIB Projects” which shows locationally specific projects in Metro 2008/09-2014/15 Capital Improvements Budget and Program.” The projects listed in Table D-1 (on the following page) are the ones shown on Figure D-1 (to the left).

Table D-1

**WEST NASHVILLE COMMUNITY LOCATIONALLY SPECIFIC PROJECTS  
IN METRO 2008/09--2014/15 CAPITAL IMPROVEMENTS BUDGET AND PROGRAM**

DEPARTMENT	PROJECT ID	PROJECT TITLE	PROJECT DESCRIPTION	FINANCE METHOD	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	TOTAL
Metro Action Commission	06AC0009	RICHLAND HEAD START CENTER RENOVATIONS	Renovations and Upgrades to Include Window Replacements, Playground Surfacing, Concrete Accessible Sidewalks	Proposed 4 Percent Funds	115,000	0	0	0	0	0	115,000
Metro Action Commission	07AC0001	RICHLAND HEAD START CENTER SPRINKLER SYSTEM	Install Sprinkler System for Entire Facility	Proposed 4 Percent Funds	115,000	0	0	0	0	0	115,000
Metro Nashville Public Schools	09BE0016	MCCANN - ALC	Renovation	Proposed GO	0	0	0	2,302,000	0	0	2,302,000
Metro Nashville Public Schools	03BE0007	COHN ADULT LEARNING CENTER	Renovation	Proposed GO	3,273,000	4,383,000	0	0	0	0	7,656,000
Metro Nashville Public Schools	09BE0004	COCKRILL ELEMENTARY	Renovation	Proposed GO	0	0	0	0	0	0	0
Metro Nashville Public Schools	09BE0025	PARK AVENUE ELEMENTARY	Renovation	Proposed GO	0	0	0	0	0	0	0
Metro Nashville Public Schools	09BE0013	H G HILL MIDDLE	Renovation	Proposed GO	0	0	0	0	0	0	0
Metro Nashville Public Schools	04BE0009	CHARLOTTE PARK ELEMENTARY	Renovation	Proposed GO	0	0	0	0	0	0	0
Metro Nashville Public Schools	04BE0007	BASS W A MIDDLE RENOVATION	Renovation	Proposed GO	0	0	0	0	0	0	0
Metro Nashville Public Schools	04BE0031	HILLWOOD HIGH	Renovation	Proposed GO	0	0	0	0	0	0	0
Metro Nashville Public Schools	04BE0033	WESTMEADE ELEMENTARY	Renovation	Proposed GO	0	0	0	0	0	0	0
Public Library	06PL0003	WEST NASHVILLE LIBRARY AT RICHLAND PARK		Proposed GO	0	0	0	0	0	0	0
Public Works	04PW0052	PAGE ROAD AND ESTES ROAD SIDEWALKS	Construct Sidewalks	Proposed GO	0	0	0	0	0	3,000,000	3,000,000
Public Works	06PW0044	CHARLOTTE PARK RICHLAND BUSINESS AREA	New Project Initiated by a Council Member	Proposed GO	2,000,000	0	0	0	0	0	2,000,000

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

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

*The Metropolitan Nashville Planning Department is committed to a public planning process that builds on the desires, goals, and history of our diverse city, with a commitment to sustainable communities.*

*The Planning Department works with residents, business owners, property owners, government agencies, and elected officials to shape our community by*

*developing:*

**Community Plans  
Detailed Design Plans  
Urban Design Overlays**

*reviewing:*

**Zone Changes  
Subdivisions**

*and providing:*

**Internet Mapping Services  
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Nashville, TN 37201

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# WEST NASHVILLE COMMUNITY CHARACTER POLICY PLAN

## West Nashville Community Character Policy Plan

Adopted July 23, 2009

The Community Character Policy Plan presents the policies for guiding growth and development within the West Nashville Community. It provides parcel-specific information about the types of physical development envisioned and the characteristics of that development. All boundaries of the Community Character Policy Plan areas are intended to be definitive lines that are subject to being modified only by amendment. These boundaries consist mainly of lot and property lines, centerlines of public street and railroad right-of-way, steep slope areas, or other easily identifiable features. The community character policy categories are listed below.

For a full description of each policy category, see Chapter II of the plan and the "Community Character Manual (CCM).

### Community Character Symboly

The symbol for each policy area shown on the Community Character Policy Plan map consists of eight characters that are cross-references to sections of text in Chapter II with corresponding characters. Note that there can be multiple areas with the same symbology. The eight characters in each symbol represent the following:

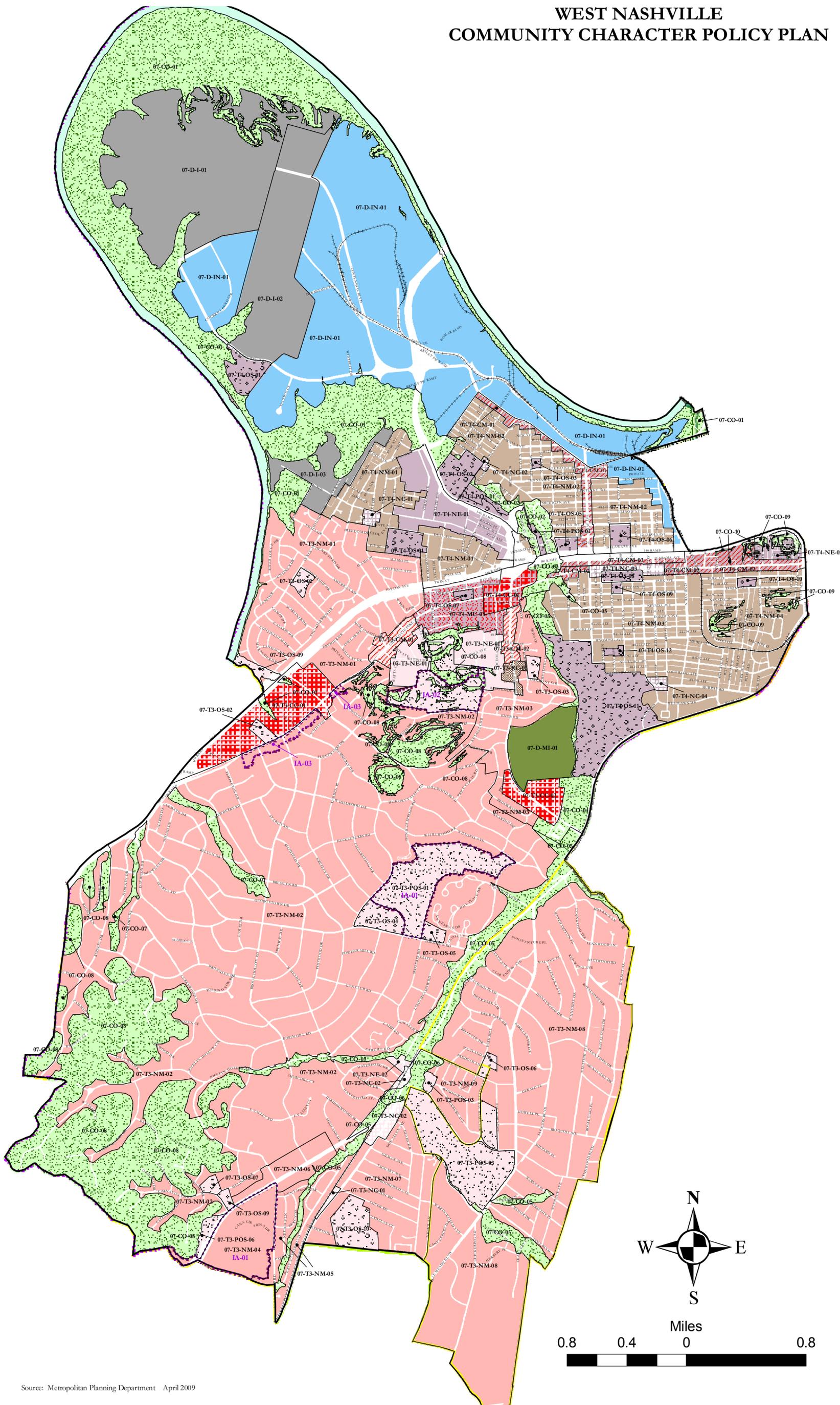
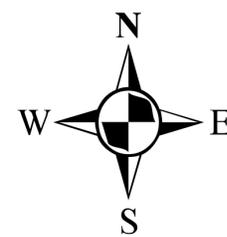
- Community (Subarea)
  - Transect Category
  - CCM Policy Category
  - Individual CCM Policy Area
- 07-T4-NM-01**

### Community Character Policy Categories

- 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 MU Urban Mixed Use Neighborhood
- T4 NC Urban Neighborhood Center
- T4 CC Urban Community Center
- T4 CM Urban Mixed Use Corridor
- D I District Impact
- D IN District Industrial
- D MI District Major Institutional
- Water

### Other Map Features

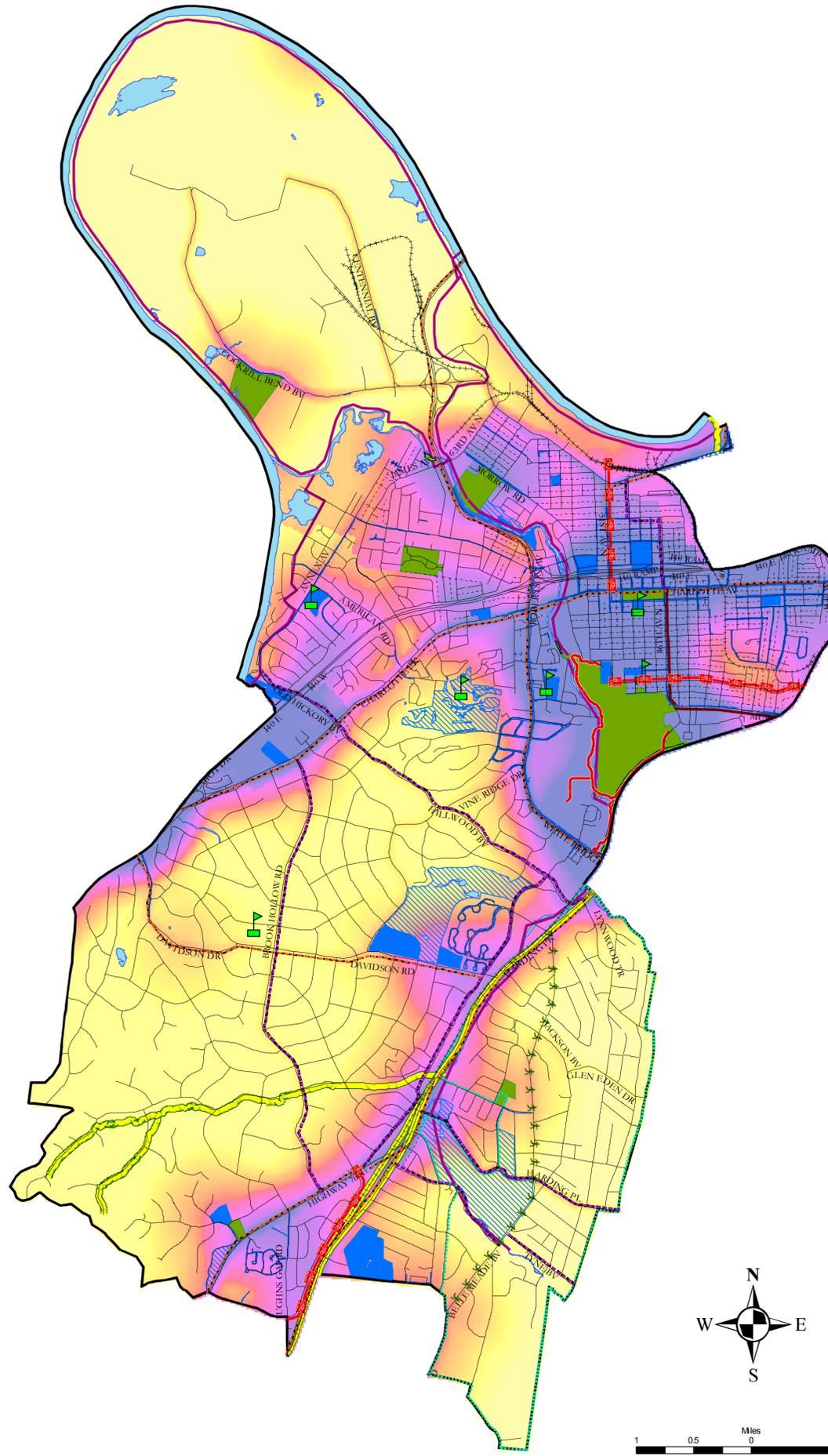
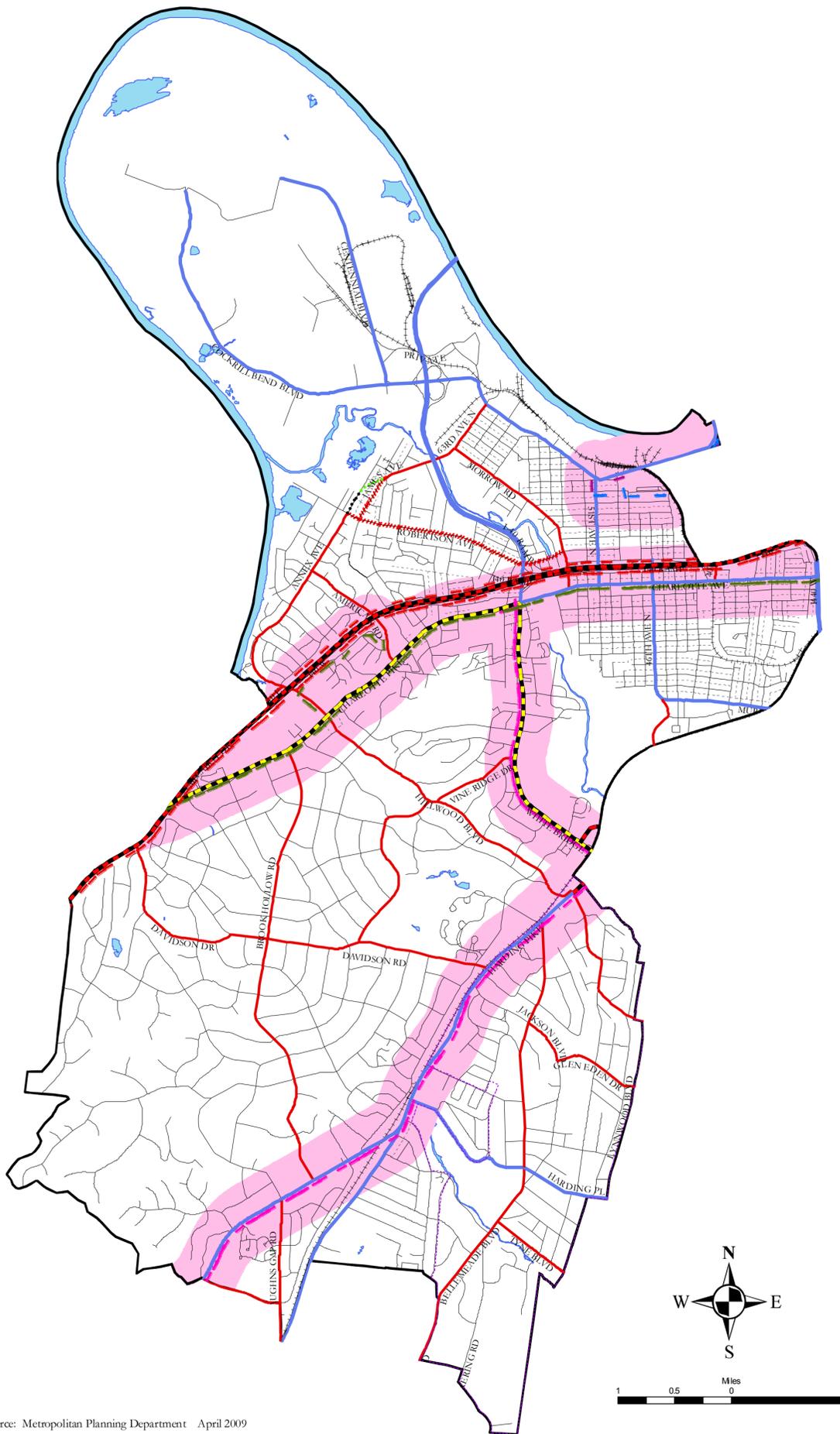
- West Nashville Community
- City of Belle Meade
- Infill Area (the numbering of Infill Areas begins with 01 (ie IA 01) within each CCM policy area that contains one or more infill areas. See text in Chapter II for the CCM policy category the Infill Area is located in for the policies applicable to the infill area)
- Railroads
- Property Line



# PEDESTRIAN AND BICYCLE NETWORK PLAN

West Nashville Community  
TRANSPORTATION PLANS  
Adopted July 23, 2009

## VEHICLE TRANSPORTATION PLAN



### VEHICLE TRANSPORTATION PLAN

#### Street Plans and Recommendations

- Major - Existing
- Collector - Existing
- Upgrade to Collector
- Existing - Delete from Adopted Collector Plan
- Unbuilt - Delete from Adopted Collector Plan

#### Street System Programs and Projects

##### MPO Long Range Transportation Projects

Planned Construction Year (see Chapter III for details)

- 2006 - see recommendation in text
- 2025 - see recommendation in text

LRTP = State Long Range Transportation Plan

#### MTA Routes

- #10 Charlotte
- #19 Herman
- #24X Bellevue Express
- #29 Jefferson
- #3 West End
- Major Arterials 1,320 ft Proximity

### PEDESTRIAN AND BICYCLE NETWORK PLAN

#### Pedestrian Generator Index

- High - 60
- Moderate - 30
- Low - 2

#### Pedestrian Network Plans

- Sidewalk - Existing (2006)
- Sidewalk - Planned (PGI 20 - 60)
- Proposed Multi-use Path

#### Greenway Master Plan System

- Existing Trail
- Trail Under Development
- Rail with Trail Under Development
- Identified Greenway Easement
- Identified Greenway
- Add to Greenway Plan

#### Bikeway Network Plans

- Bike Lane Existing
- Bike Lane Planned
- Bike Route Planned
- Additional Bike Lanes or Paths in Community Plan

#### Other Features

- Public "Open Space Policy" other than Public Park
- "Potential Open Space" Policy
- Planned School-Park
- Public Park
- City of Belle Meade
- West Nashville Community