

West Nashville Community Plan: 2009 Update
Community Meeting Comments from the First Draft Community Character Policy Plan
January 13, 2009

Open Space/Conservation

General:

- Are Conservation and Open Space policies really “takings” of property?
No. Open Space policy reflects publicly-owned and or privately-owned, permanently preserved open spaces, so the property is either already owned by Metro government or the private owner has already decided to permanently preserve the land. Meanwhile, Conservation policy is applied to areas with natural features that are currently regulated through local, state or federal regulations – areas such as floodplains, floodways, steep slopes, unstable soils, and cedar glades. These types of regulations have been upheld in court as a valid use of zoning to protect the general health, safety and welfare of the public.

Richland Creek Conservation Areas (07-CO-05):

- Opinion was expressed that this conservation area should be expanded to include several additional properties to the west on the north side of Charlotte Avenue.
Conservation policy is only applied to properties with environmentally sensitive features. Staff has reviewed properties for steep slopes, floodplain, etc., so if these properties contain these natural features, they would already be included in the Conservation policy area.

Conservation area near I-440 (07-CO-04):

- Participants reiterated the need to make sure this area (hills/views) is protected.
Conservation policy has been proposed to address the steep slopes and ridgelines, but since this is an urban area that is currently zoned for more dense development, policy does not necessarily protect the view shed.

Martha Vaught Middle School (07-T3-OS-03):

- It was noted that Martha Vaught Middle School (east of White Bridge Road, just south of intersection with Charlotte) is slated to close. What will the plan say about what should happen with the property?
If the school is closed and Metro government “surpluses” (sells) the property, this property is zoned RS7.5 and could be developed as Residential Single-Family with a 7,500 square foot minimum lot size or could be developed with a variety of Special Exception uses such as a church, school, or daycare through the Board of Zoning Appeals. A Special Policy has been added to the draft West Nashville Community Plan to address the possibility of the school closing by recommending its continued use as a civic/public benefit facility or open space.

Conservation Policy in West Meade and Hillwood (07-CO-XX next to 07-T3-NM-11):

- One table expressed interest in having conservation policies for steep slopes in West Meade applied to the Hillwood area.
These conservation policies have already been extended into other areas in West Nashville that have the same geological characteristics, such as steep slopes and floodplains, and are in suburban areas.

Richland Creek Floodplain (07-T4-CO-04, 07-T4-CO-05):

- It was asked if Conservation policy has a way to be mapped and/or written as Potential Open Space.
Rather than label all Conservation policy areas as Potential Open Space, Metro Planning staff works with Metro Parks to establish where there is a need for additional parks. Both the Cumberland River and Richland Creek are planned for greenway and public access. Are there other specific locations where the community would like a park in the future?

Hillwood / West Meade (07-T3-NM-02, etc.):

- Residents asked about pocket park or other PUBLIC gathering space for area (dog park)?
Staff is checking with Metro Parks to see if this area is considered underserved by parks.

Highland Park Church/WSMV/West End Community Church Property on Knob Road (Part of T3 Neighborhood Maintenance Area 10, T4 Neighborhood Evolving Area 04, and Conservation Area XX):

- One table recommended designating this as Potential Open Space.
This is recommended in the Draft Plan.

Neighborhoods

Neighborhood Maintenance Areas in General:

- Do not permit “cluster homes” as are common in Green Hills.
If “cluster homes” means homes grouped around small cul de sacs – this development pattern is discouraged in the Community Character Policies, but also in Metro’s Subdivision Regulations.

T3 Suburban Neighborhood Evolving Areas in General:

- No objections to these.

T4 Urban Neighborhood Evolving Areas in General (2 tables):

- Keep densities at the low end of the range. This is in keeping with the character of recent new residential investment in these areas and the level of their infrastructure in addition to helping to address traffic concerns. Design elements of policies are good.
The policy caps these areas at RM20 (20 units per acre).

Charlotte Park Neighborhood (07-T3-NM-01):

- Soundproofing should be placed along freeway adjacent to this neighborhood, whether a wall, taller buildings, etc. Also, strong pedestrian and bicycle connection should be made to connect Charlotte Park neighborhood to the neighborhood south of the interstate.
Soundproofing walls along the interstate should be discussed with TDOT. Planning staff can ask TDOT whether this is a possibility in the future. Without increasing the building mass and intensity in the neighborhood along the interstate, soundproofing with buildings could not be achieved.

Hillwood / West Meade (07-T3-NM-02):

- Brook Hollow Rd./Davidson Rd. Intersection: Interest expressed for allowing small neighborhood center near the middle of the 07-T3-NM-02 policy, maybe even just a coffee shop, but could include higher-density residential to transition to existing single-family development. Others at the table oscillated between opposition and skepticism at this proposal. Another opinion was that without sidewalks or bike lanes, most of the neighborhood would have to drive to it anyway. If driving is necessary, then driving to the 70/100 split or to Charlotte Pike would suffice.
There is not an overwhelming preference for this idea, so the area remains part of the T3 Suburban Neighborhood Maintenance area, which would not permit mixed use.
- Sidewalks and bike paths/routes should be prioritized along Brook Hollow (and probably along other streets that connect completely through the neighborhood).
Planning staff is studying this, although Brook Hollow may have right-of-way constraints that would make constructing sidewalks difficult. Planning is also studying sidewalks along Davidson Road.
- Limit effective impervious cover percentage when rebuilding/remodeling of homes occurs.
There are three points of intersection for the Planning Department in the development process: zone change requests, subdivision requests, and building permit requests. The Community Plan primarily deals with zone change requests, so it would not influence someone seeking a building permit.
- Keep swales for drainage; do not allow pipe retrofits (Resident cited issues of home/yard remodeling causing adverse drainage/minor flooding impact on downstream properties).
Refer to the answer above.
- Concerns about subdividing in West Meade.
The Community Character Policies in the West Nashville Plan have limited impact on subdivision decisions. The minimum lot size is determined at rezoning, so if an area has a zoning district that allows for smaller lots than are currently present, then there is a chance that subdivisions can occur. The draft West Nashville Plan includes Special Policies identifying some areas that need to be rezoned because of disparity in existing lot sizes and lot sizes permitted by existing zoning (meaning the current lot sizes are much larger than what the current zoning allows).
- Brook Hollow Road (2 tables): Address speeding. Seems to have worsened greatly after Nashville West.
Discuss options for reducing speed with Public Works and the Police. Planning staff can also include this in the implementation section of the Draft Plan for follow-up.

White Bridge / Knob Road Area (07-T3-NM-03):

- Agree with leaving the homes along this stretch of White Bridge Road in T3 Neighborhood Maintenance rather than a Residential Corridor designation. Area is stable and lots are too shallow for successful redevelopment as mixed housing without disturbing the rest of the neighborhood.
- Do not designate Knob Road as a collector street because of the additional and more intensive land uses that could be allowed along with the removal of the street's eligibility for traffic calming.
Knob Road is not currently designated as a collector street; however staff is currently evaluating what roads will need to be designated as collectors and arterials in the plan. This will be discussed as part of the Transportation Systems on February 2nd.
- Introduce landscaping in the form of street trees on both sides of the street to help make White Bridge Pike a "Grand Boulevard."
This is recommended in the Special Policy for the area.
- Alley houses won't work in 07-T3-NM-03 along White Bridge Road because the lots have an incline in the back and it would be too steep for an alley.
Planning is studying this further.

Don Allen Drive (Part of T3 Neighborhood Maintenance Area 08):

- Maintain single-family only zoning and consider it part of Belle Meade Highlands. (2 tables)
This area is now part of the T3 Suburban Neighborhood Maintenance Area.

NE Area along Post / Sedberry near the Highway 70S-100 split (07-T3-NE-02):

- There was a general concern about the maximum 20 units an acre that could be allowed (regardless of character/design). This was considered too dense, participants considered 10 -12 units the maximum they would support.
The Special Polices for this area limit density to the lower end of the density range (the range is 4 – 20 dwelling units per acre).

Centers

Centers in General:

- LED signs should not be permitted since they are distracting enough to make it difficult to find things and cause safety concerns (3 tables).
The signage standards in the Community Character Manual state that any lighting on signage is minimal, is designed to fit the context and character of the environment, does not intrude into residential and non-developed area and does not contribute to light pollution.

T4 Neighborhood Center area near West Park at 60th Avenue North and Morrow Road (07-T4-NC-02):

- General concern to make sure new/existing development improves walkability and creates better shopping opportunities. Also, there were frequent auto accidents that could be improved with better street layout and more mode options.

T3 Suburban Community Center at Highway 70 / 100 split (07-T3-CC-02):

This area is now designated a T3 Suburban Neighborhood Center.

- One table was evenly split between those who thought that 07-T3-CC-02 should have a 1-story height limit and those who thought that a 2-3 story height limit would be appropriate. Another table suggested that buildings should be limited to 3 floors, with one person saying they should be allowed to go higher. Another table said keep the building heights low at 1-2 stories since the adjacent neighborhood homes are low in height. Another table said 1-story. There was some concern that developers were planning to construct "towers" in this area.
The height is capped at 3 stories, since that is what is allowed in the surrounding residential policy (and zoning). It is worth noting, however, that this area currently has Commercial Services (CS) zoning, which may allow more than three stories in height, depending on the depth of the lot.
- Density and traffic concerns for this whole area especially with all the T3 area nearby. T3 Neighborhood Center would be more appropriate. (4 tables)

Planning is working on transportation recommendations for the street network as well as for sidewalks, bikeways and greenways.

- One table wanted to see more of a neighborhood character – one table member called for pitch roofs, for example. This group also discussed that development in the area should reflect the character of prominent landmarks in the area including Belle Meade plantation, Cheekwood and Percy Warner park. That character was defined as including sidewalks, trees, buildings with pitched roofs and an “older character.”

The Community Character Manual discusses many aspects of character as it relates to the form of development – such as massing, orientation and scale of buildings, setbacks and spacing, location of access and parking, and landscaping. It does not get into the specifics, however, of architectural details such as roofs and building materials.

- One table requested that “transition” language be added to address the T3 Suburban Neighborhood Maintenance area to the west.

Transition language is already contained in the Community Character Manual (CCM) in the “General Principles” section. Remember, that the Special Policies only address specifics not already covered in the guidance of CCM.

- Avoid making this a “destination” because the level of through traffic that already exists is a severe problem

T4 Urban Community Center at Lion’s Head (07-T4-CC-02):

This area is now designated as a T3 Suburban Community Center, instead of a T4 Urban Community Center.

- Concerns about how Harding Town Center (in adjacent Green Hills-Midtown Community) impacts this area.
- There was discussion about the proposed Bosley Springs connector (new road proposed primarily for the Harding/White Bridge area), and whether it would come into the West Nashville area.

The Bosley Springs connector in its currently-proposed alignment (which is general and has not yet been through engineering review) would go into the West Nashville area. Currently, this proposed connector is located in the adjacent Conservation policy area to the east and is discussed as part of that area’s Special Policies.

- Concerns with proposed 2-3 story limit; prefer single story, as taller buildings would impact single-family homes Brookwood Terrace that back up to the Center.
- Limit height that beyond standard CCM policy due to traffic concerns and height of surrounding T3 Neighborhood Maintenance areas.
- Liked idea of transition of south side of White Bridge Road to smaller-scale to blend with the neighborhood maintenance area.

Buildings on the south side of White Bridge Road are limited to 3 stories in the Special Policy. Three story homes are already allowed by right in all the adjacent residential areas.

- Concerns about intensifying this area due to traffic issues. (4 tables)
- Research buildout of proposed policy to study effects on traffic.

Planning is conducting additional research on buildout potential. However, this area is currently zoned Commercial Services (CS), an intensive commercial zone district.

- Introduce landscaping in the form of street trees on both sides of the street to help make White Bridge Pike a “Grand Boulevard.”

This is included in the Special Policy for this area.

White Bridge and Charlotte T4 Urban Community Center (07-T4-CC-01):

- Concerns about the height that would be allowed, needs to be more specific.

The geographic boundaries of Center area have been greatly reduced

Corridors

Corridors in General:

- LED signs should not be permitted since they are distracting enough to make it difficult to find things and cause safety concerns (2 tables).

The signage standards in the Community Character Manual state that any lighting on signage is minimal, is designed to fit the context and character of the environment, does not intrude into residential and non-developed area and does not contribute to light pollution.

Residential Corridor on Charlotte Pike, across from Nashville West (07-T3-RC-01)

- The group did not question the policy or the uses it prescribes, but did question the depth of the policy, where it goes more than one property deep.
The policy boundary has been edited so that it is only one property deep along Charlotte Pike. This had originally been two properties deep in some areas to create a uniform depth, but this proved difficult to do because the properties do not align in a straight line.
- The group would like a special policy that existing trees are maintained.
This has been included in the Special Policy for this area.
- Residents concerned with Residential Corridor policy, as it makes re-zoning from existing RS40 zoning to higher density zoning (up-zoning) easier. Concerns about the density.
- Residents also concerned with potential for policy to creep south into Hillwood; asked why properties not fronting onto Charlotte Pike (i.e. Summerly Dr. and W. Hillwood Dr.) were included in policy.
The T3 Suburban Neighborhood Policy has a strong boundary and the policy states that the T3 Residential Corridor policy should not expand into adjacent policy areas. T3 Residential Corridor policy is placed here to strengthen the buffer and transition to the adjacent T3 Suburban Neighborhood Maintenance Area in Hillwood.
- Mixed feelings – one participant felt that the line was arbitrarily drawn and if the policy is to remain, then it needs to extend to the west to take in their property. At first said they did not want it at all – then said a mix of housing similar to West End (small-scale) could be good.
The residential properties along Charlotte, to the east and west of this area, were not included in T3 Residential Corridor policy because they are already buffered from Charlotte Pike by trees and access roads.
- Another participant was very concerned about what this policy would mean for the homes that back up to these properties and what it would do to increasing cut-through traffic.
- Could it remain part of the Neighborhood Maintenance Area and an effective transition be accomplished by focusing on attractive landscaping, such as a row of trees in front of the residential properties?
- Concern that the socio-economic characteristics of the stores present in Nashville West would limit the upscale nature of this Residential Corridor.
- Policy could assist in making Charlotte more attractive and provide a variety of housing.

Urban Residential Corridor area on White Bridge Pike (07-T4-RC-01):

- Is T4 really the appropriate designation as opposed to T3? (2 tables)
This area is now designated as T3 Suburban Residential Corridor which caps density at RM20 (20 units per acre).
- A table member that represents the area wants to think on this more, considering the existing uses, zoning and what the policy would allow.
- What is the rationale for the boundary to the south, with the church property?
The church property is now included in the adjacent T3 Suburban Neighborhood Evolving area.
- Is this a major change over what the current policy allows? Concerns that the density outlined in the Community Character Manual was too high (60 units per acre).
- Limit the density to that which is currently allowed for existing properties (2 tables)
The density is capped at 20 units per acre.
- The inclusion of the commercial uses between Burgess Avenue and Corbett Lane, where the multifamily begins, in a transitional policy that requires upper story residential is a good idea.
- Introduce landscaping in the form of street trees on both sides of the street to help make White Bridge Pike a “Grand Boulevard.” (2 tables)
This is included in the policy.

Charlotte Pike Suburban Mixed Use Corridor (07-T3-CM-01):

- Viewpoint was expressed that this should be a T4 Urban Mixed Use Corridor. It should be allowed the same intensity and form characteristics as the adjacent T4 CC to the east.
This area serves as a transition between the Urban policies to the east and its surrounding Suburban policies, so it remains T3 Suburban Mixed Use Corridor.

Charlotte Avenue Corridor (07-T4-CM-02):

- Table wanted to express approval of the proposed building height of 2-3 stories along Charlotte Avenue and the 1-4 story height along Alabama.

Districts

Impact Policy in Cockrill Bend (07-D-I-01):

- Can idea that some of the state land be used for a water taxi please be addressed?
The plan will discuss several modes of transportation, so Planning will study this possibility.

John C. Tune Airport (07-D-I-02):

- Concerns about airport evolving into a secondary airport to BNA (akin to Chicago's Midway and O'Hare Intl.). Is there anything in policy to restrict/contain number of flights, sizes of aircraft, etc.?
The Planning Department does not control this. Concerns should be directed to the Airport Authority.

Industrial Policy in Cockrill Bend (07-D-IN-01):

- Does this property have to stay Industrial in the future?
Industrial-zoned land is limited in Nashville. This is a good location for industrial uses and has had established industrial uses for quite some time. However, the policy does encourage better transitions and buffering with adjacent policies in the future.
- Can language be added to the policy regarding the level of environmental impact (noise, emissions, etc.) of industrial areas, given proximity to river and population centers? (Concern was with how easy a heavily noxious use like a chemical plant, refinery, etc. could come into this policy.)
These concerns are addressed in the Community Character Manual (CCM).