

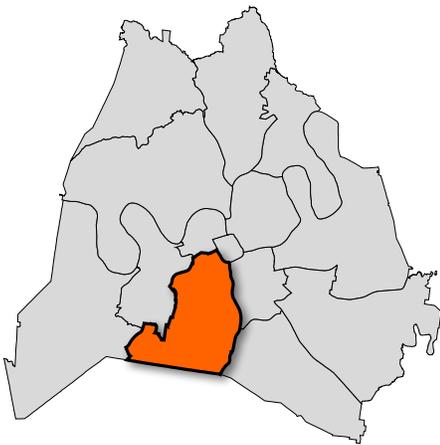


A General Plan for Nashville & Davidson County

Adopted June 22, 2015



Volume III: Community Plans




Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of June 22, 2015.


METROPOLITAN PLANNING COMMISSION
A GREAT CITY DEPARTMENT

Richard Schuchert
Executive Secretary

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

Resolution No. RS2015-256

"BE IT RESOLVED by The Metropolitan Planning Commission that NashvilleNext is approved in accordance with the staff report and recommendations in the staff report with the following amendments: 2; 3; 4; 5; 14; 15; 16; 18; 20; 22a; 22c; 23; 24; 25; 31; 32; and the deferral of 11 areas identified in the Whites Creek area until the August 13, 2015 Planning Commission meeting with the Public Hearing closed. (9-0)"

Resolution No. RS2015-256

WHEREAS, Section 13-4-203 of the Tennessee Code, Annotated, authorizes a General Plan "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development, and identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the planning commission has determined the services are necessary in order for development to occur;" and

WHEREAS, Chapter 5, section 11.504 (c) of the Metro Nashville Charter gives the Metro Planning Commission the power to "Make, amend and add to the master or general plan for the physical development of the entire metropolitan government area;" and

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

WHEREAS, the last General Plan, *Concept 2010, A General Plan for Nashville/Davidson County* was adopted in 1992; and

WHEREAS, Mayor Karl Dean, seeing fit to update the General Plan, announced on May 22, 2012 that the General Plan would be updated, assigning the task to the Metro Planning Department; and

WHEREAS, under the leadership of the *NashvilleNext* Steering Committee and the Community Engagement Committee, the staff of the Metropolitan Planning Commission worked with stakeholders in Nashville/Davidson County, holding over 420 public meetings and events and soliciting input through online forums, engaging over 18,500 participants in providing public input to update the General Plan;

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, finds that the process followed to develop the *NashvilleNext* General Plan included diverse, widespread, and meaningful community participation and substantial research and analysis and therefore finds that replacing the *Concept 2010* General Plan with the *NashvilleNext* General Plan is warranted; and

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS *NashvilleNext, A General Plan for Nashville/Davidson County* 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 the county.


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

Each part of the plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. This section helps users of the plan understand how the parts fit together and support one another. No part of the plan is intended to stand alone; each can only be understood as working together with the rest of the plan.

I Vision, Trends, & Strategy

Volume I presents the role and powers of the plan, key trends and issues that the plan addresses, a summary of the plan's strategy and approach to the future, and implementation goals and policies.

II Elements

- » Land Use, Transportation & Infrastructure
- » Arts, Culture & Creativity
- » Economic & Workforce Development
- » Education & Youth
- » Health, Livability & the Built Environment
- » Housing
- » Natural Resources & Hazard Adaptation

III Communities

Nashville's Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions.

Community Character Manual

The Community Character Manual provides detailed explanations of the character policies used in the Community Character Maps.

Community Plan Areas:

Antioch-Priest Lake	Joelton
Bellevue	Madison
Bordeaux-Whites Creek	North Nashville
Donelson-Hermitage-Old Hickory	Parkwood-Union Hill
Downtown	South Nashville
East Nashville	Southeast
Green Hills-Midtown	West Nashville

IV Actions

Specific tasks for Metro departments and partners to undertake, within a recommended timeframe.

V Access Nashville 2040

Volume V is the overarching vision of how transportation works under NashvilleNext.

GREEN HILLS – MIDTOWN

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Hillsboro Village

GREEN HILLS–MIDTOWN

Description of the Community

The Green Hills–Midtown Community is located in southwestern Davidson County. It is bounded by Belle Meade and the CSX railroad to the west, the inner loop of I-40/I-65 to the north, I-65 to the east, and Williamson County to the south. The Green Hills–Midtown Community contains approximately 40 square miles, representing about seven percent of the land area in Nashville/Davidson County.

The natural and built environment of the Green Hills–Midtown Community is strikingly diverse. It is home to significant employment centers in Midtown (including many businesses and facilities related to Nashville’s thriving health care industry), the Green Hills commercial area, Burton Hills, and the commercial and office area at Harding and White Bridge. Within its boundaries are numerous universities and colleges including Vanderbilt University, Belmont University, Lipscomb University and Aquinas College. In addition to the growth and development of the Green Hills commercial area, the Green Hills–Midtown Community has several prominent commercial corridors that have been rapidly redeveloping with a mixture of commercial and residential including 8th Avenue South, 12th Avenue South, 21st Avenue South/Hillsboro Road, West End Avenue and a portion of Charlotte Avenue in Midtown. Green Hills–Midtown is also home to the famed Music Row, which is known for its unique contribution to Nashville’s arts, culture, economy and heritage.

Major Neighborhoods/Communities

The Green Hills–Midtown Community is notable for its variety of neighborhoods and housing options. Midtown and the Green Hills commercial area are experiencing significant development of mid-rise “stacked flats” buildings (with some units for rent and some units for sale) in the range of 10–25 stories. Low-rise stacked flats buildings between three and five stories are becoming common on the commercial corridors described above and in the West End Park neighborhood, in the areas around Vanderbilt and, more recently, in Music Row.

Green Hills–Midtown has numerous neighborhoods that are home to single-family, two-family and some smaller triplexes, quads and small, stacked flats developments. These neighborhoods include historic inner-ring neighborhoods like Edgehill, Hillsboro-West End, Belmont-Hillsboro, 12th Avenue South, Sunnyside, Richland-West End, and Historic



Centennial Park



Woodmont Estates gateway sign



One of the Edgehill Polar Bears



West End Avenue in Midtown



Richland-West End

Woodland in Waverly. Green Hills–Midtown also includes numerous suburban neighborhoods in the Green Hills and Lipscomb area. These neighborhoods—built in the 1940s and 1950s—developed before sewer systems were extended to the area, so despite their proximity to downtown Nashville, they are on much larger lots to accommodate the septic systems used at the time. Across Green Hills–Midtown, the neighborhoods are experiencing redevelopment pressures due to the attractiveness of the neighborhoods and nearby amenities and the proximity to employment centers and downtown. Redeveloping these neighborhoods at a higher density is a more sustainable option than building new development on the edge of the County or in outlying counties, but it presents challenges to neighborhoods attempting to preserve their existing character, affordability, and diversity and to the infrastructure in the area. This redevelopment pressure is discussed in greater detail below.



House in Green Hills

Green Hills–Midtown boasts some of Nashville-Davidson County’s most beloved parks and open spaces. In Midtown, Centennial Park provides 132 acres of open space in bustling Midtown and features the iconic Parthenon, Lake Watauga, the Centennial Art Center, sunken gardens, fields for play and festivals, a band shelter and events shelter. The park was home to the 1897 Tennessee Centennial Exposition. It is currently undergoing improvements in line with the Centennial Park Master Plan. Numerous neighborhood and community parks exist in the Green Hills–Midtown Community, serving nearby residents, employees and visitors.



E. S. Rose Park

The Green Hills–Midtown Community is home to very natural parks such as Radnor Lake and Percy Warner Park. Radnor Lake State Park is a 1,332 acre park with the lake, hills and ridgetop and numerous trails. Percy Warner Park is located in the southwest corner of the Green Hills–Midtown Community. Together with its companion park—Edwin Warner Park—the two Warner Parks encompass 2,684 acres and are host to over a half million visitors each year. The Warner Parks and Radnor Lake State Park are public parks, but they showcase natural features—steep slopes, wooded areas, streams and creeks—that exist throughout the southern third of the Green Hills–Midtown Community and add to its natural, semi-rural beauty.

Nearly half of the land in the Green Hills–Midtown Community is within the jurisdictional limits of the incorporated Cities of Berry Hill, Forest Hills, and Oak Hills. Most of Berry Hill is located in the South Nashville Community, but Forest Hills and Oak Hill are completely within the Green Hills–Midtown Community. These three “satellite cities” are within the boundary of Davidson County, but retained their charters when the Metropolitan Government of Nashville and Davidson County was established. These cities have their own planning and zoning and are not governed by this community plan, although they do coordinate with Metro Planning for harmonious development, have service agreements with Metro Government, and are represented in Metro Council.



Belmont Boulevard shops



Belmont University



Houses in Edgehill with crane in the background



The Adelia in Midtown

The Transect

Planning in Nashville has, for many years, used the “Transect,” which 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:

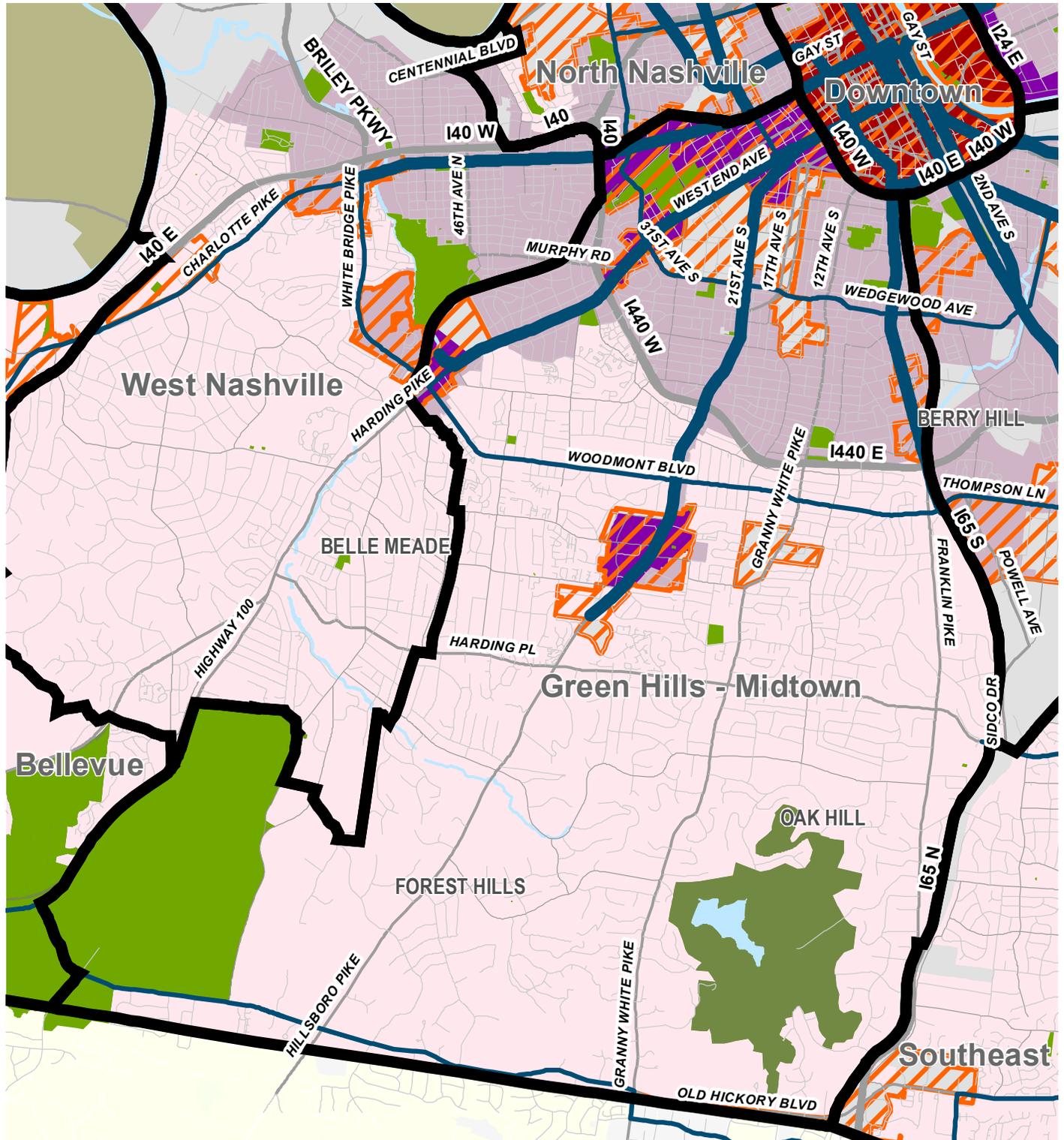
- » **T1 Natural:** This Transect Category includes Percy Warner Park and Radnor Lake State Natural Area
- » **T2 Rural:** This Transect Category is not present in Green Hills–Midtown
- » **T3 Suburban:** This Transect Category includes many of the neighborhoods in Green Hills
- » **T4 Urban:** This Transect Category includes neighborhoods such as Edgehill, Hillsboro-West End, Sunnyside and Woodland-in-Waverly
- » **T5 Centers:** This Transect Category includes the Green Hills Commercial Area and Midtown
- » **T6 Downtown:** This Transect Category is not present in Green Hills–Midtown
- » **D District:** This Transect Category includes areas such as Burton Hills and the colleges and universities

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of Green Hills are classically suburban neighborhoods and should be encouraged to remain that way, while Edgehill and Belmont-Hillsboro are urban neighborhoods that should also be preserved. Both development patterns are viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

The Growth & Preservation Concept Map for the Green Hills–Midtown Community represents the vision for the Community. The starting point for the map was the most recent Green Hills–Midtown Community Plan update (2006) and its amendments and Detailed Design Plans, and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the Green Hills–Midtown Community has faced. The Growth and Preservation map also reflects the input received during NashvilleNext, including input on how Green Hills–Midtown should grow, but also input on what the vision for Nashville is in the future and deliberation on what role Green Hills–Midtown should play in the future. This is discussed in greater detail in “Role in the County and Region.”

Figure GHM-1: Transect Map

Green Hills-Midtown detail



- | | | | |
|--------------------|-------------------------------------|-------------|------------|
| Centers | Priority Corridors - Immediate need | T1 Natural | T5 Center |
| Subarea Boundaries | Priority Corridors - Long-term need | T2 Rural | T6 Core |
| Anchor Parks | | T3 Suburban | D District |
| | | T4 Urban | W Water |



History of the Community

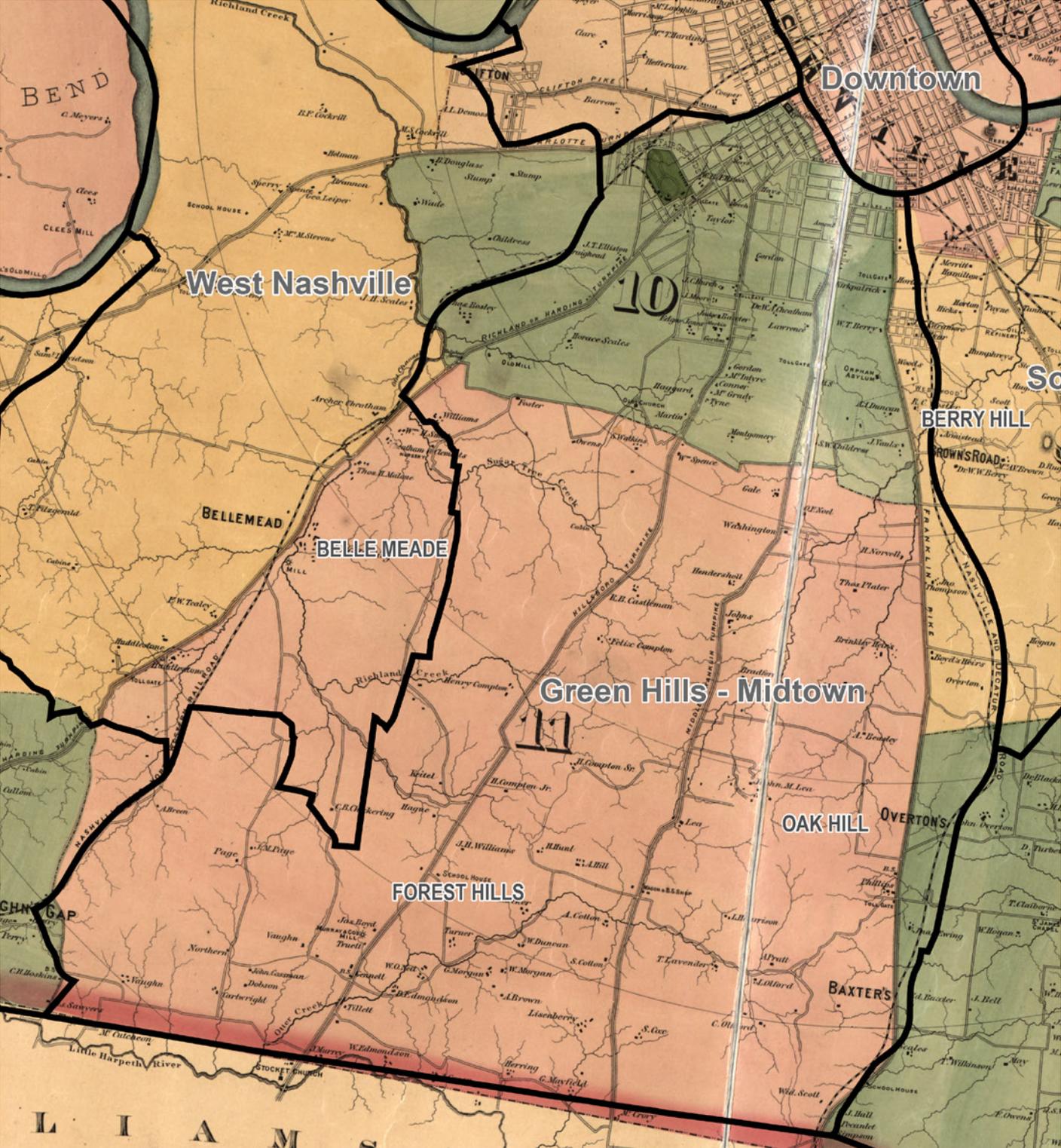
In the 19th century, the Green Hills–Midtown Community was characterized by a rural landscape dotted with farms, which was the character of the area when it was the center of the Battle of Nashville in 1864. The subdivision of historic farms and estates has left a collection of antebellum homes scattered amidst later development. The Richland-West End neighborhood is located on land once part of an early 18th century, 200 acre estate owned by John Brown Craighead. As was common with these large holdings in Davidson County, the estate was divided and sold after the Civil War, but remained largely undeveloped until the 20th century. The Belmont-Hillsboro neighborhood began developing in the 1890s on the 19th century estates of Adelia Acklen (Belmont) and Colonel A.B. Montgomery; the Belmont residence remains a historic site. Other examples of remaining historical homes on former area estates include Woodlawn and Glen Oak. Some historic estate homes such as Lealand and Melrose no longer exist, but their continuing presence as geographic markers harkens back to this era of local history.

Figure GHM-2 illustrates the characteristics and major property owners in the area in 1871.

Turnpikes providing market access to farms in the 19th century slowly became the community's main transportation arteries. The transportation system of Green Hills–Midtown has evolved considerably since its early agricultural history and has shaped the area's development. Nashville's transportation options expanded with the consolidation of an electric street car system in 1902 that assisted the movement of people and businesses out of Nashville's core. The street car system began to focus growth on the western suburbs, including Green Hills–Midtown, led in part by the establishment of Vanderbilt University in 1873. Street car lines made the development of early "suburban" areas like Belmont-Hillsboro, Hillsboro-West End, and Richland-West End attractive and accessible. New residences promoted neighborhood commercial areas like Hillsboro Village and Douglas Corner. The streetcar service that spurred this growth was discontinued in 1940.

Once automobiles became a common form of transportation, the Green Hills–Midtown Community grew rapidly along with Nashville's other suburban neighborhoods. Community neighborhoods that developed in the first half of the 20th century include Woodlawn West, Elmington Place, and Cherokee Park. The development of the Cherokee Park neighborhood was strongly influenced by the automobile: sidewalks were not installed and lots were given driveways instead of a previously common alley system. Changing transportation methods had another

Figure GHM-2: Green Hills-Midtown Community in 1871



Historical sources

- » Metropolitan Historic Zoning Commission
- » Doyle, D. (1985). *Nashville in the New South*. Knoxville: UT Press
- » Doyle, D. (1985). *Nashville Since the 1920s*. Knoxville: UT Press
- » Thomason, P. *Historic Homes of Forest Hills: An Architectural Survey*. City of Forest Hills.
- » *Nashville Banner* and *The Tennessean* archives.

effect on Green Hills–Midtown as automobile dealerships and related commercial development clustered on Broadway in the 1920s. Traffic on West End Avenue and Hillsboro Pike transformed residential areas into desired commercial space in the mid-to-late 20th century and changed the architecture and form of buildings along those corridors.

Following World War II, significant changes occurred in the neighborhoods of Green Hills–Midtown. A post-war housing shortage and urban flight by the affluent led to the rapid growth of new suburbs such as Green Hills, Forest Hills, and surrounding areas. These neighborhoods were comprised primarily of a new style of residential building: ranch style homes sitting on curvilinear roads versus the grid street patterns of the past. Cherokee Park also experienced some postwar growth. The postwar era also brought change to older neighborhoods that developed in the early 20th century, which largely suffered declines as automobile-led development pulled growth outward toward newer suburbs.

After World War II, much of the historically African-American Edgehill neighborhood’s housing stock was demolished for series of large urban renewal projects that were intended to improve a variety of housing and neighborhood conditions. These projects were undertaken as part of the controversial Edgehill Urban Renewal Plan. Work on implementing the Edgehill Urban Renewal Plan began in the mid-1960s after a lengthy and contentious approval process and continued through the 1970s. The plan was implemented despite lawsuits and community concerns that it was resulting in ongoing racial segregation and concentration of poverty. Many black-owned businesses and long-time residents were displaced as predominantly single- and two-family homes were replaced with large multi-family housing developments.

The Belmont-Hillsboro and Richland-West End neighborhoods also suffered from decline. The construction of I-440, completed in 1987, created a physical division within neighborhoods in Green Hills–Midtown.

By mid-century, Berry Hill and Oak Hill were independently incorporated. Forest Hills did the same in 1957. Changing growth and development pressures led to the establishment of neighborhood associations that continue to be actively involved in community planning debates in Green Hills–Midtown. In the 1960s, country music recording studios and offices located on Music Row in former residential homes and established a significant local industry. During this time, hospitals also began to locate in the area. Green Hills–Midtown now includes a wide variety of neighborhoods, institutions, and industries based on a varied developmental history.

Green Hills–Midtown contains a significant proportion of Nashville’s higher education institutions, including Vanderbilt University (founded 1873), Belmont University (1890), Lipscomb University (1891) and Aquinas College (1961). These institutions helped attract residents to their neighborhoods and continue to influence patterns of development around them. Schools and colleges also made significant early twentieth century architectural statements on the west side, as demonstrated by the Peabody and Scarritt College campuses. Montgomery Bell Academy also dates from this time (1915).

For the most current information on Nashville’s historic properties and resources, contact the Metro Historical Commission: <http://www.nashville.gov/Historical-Commission.aspx>

The Green Hills–Midtown community has an abundance of historically significant sites and areas. Many of these are associated with three major themes in the development of Green Hills–Midtown: transportation, education and suburban growth. The Metro Historical Commission’s list of historically significant features identifies historically significant sites, buildings, and features within the Green Hills–Midtown Community. A complete listing is available from the Metro Historical Commission, but a sampling of the unique historic context of the community is provided here in a few examples. Washington Hall, at 3700 Whitland Avenue, is a domed house that is reminiscent of Thomas Jefferson’s Monticello. The house was built by Judge John Daniels in 1912-14. Educational landmarks include the Cavert School, located at 2500 Fairfax Avenue, built in 1928 and Eakin Elementary school, constructed in 1936 on the same site. Centennial Park was developed for the Tennessee Centennial Exposition in 1897.

As of 2005, the Metro Historical Commission’s list of historically significant features identified the following historically significant sites, buildings, and features within the Green Hills–Midtown Community.

- » 38 sites are listed on the National Register—including Belmont Mansion, Sunnyside, and the Parthenon.
- » 21 sites are eligible to be listed on the National Register
- » 65 sites are deemed Worthy of Conservation
- » One site—the Peabody College of Teachers on Vanderbilt University’s campus—that is a National Historic Landmark

The Green Hills–Midtown Community also has neighborhoods that have secured Conservation Zoning Districts—a zoning overlay recognizing and protecting historic character.

The previous listing does not include known archeological sites, which are not mapped in order to protect them for unauthorized diggings.



Community meeting in Midtown

History of the Planning Process

In 1988, the Metro Planning Department began creating “community plans” as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development and preservation in fourteen communities. The Green Hills–Midtown Community Plan was first adopted by the Planning Commission in December 1994 after working with a Citizens’ Advisory Committee. The Green Hills–Midtown Plan was the thirteenth of the fourteen community plans created.

The first update to the Green Hills–Midtown Plan was adopted in July 2005, after substantial community participation in workshops. In spring 2013, the Green Hills–Midtown Community Plan had its policies translated into their closest equivalents in the Community Character Manual (CCM) because it was one of nine community plans that had not been updated since the adoption of the CCM in 2008. Over the decades, the community continues to grow and strives to balance conservation of its existing suburban and urban character while accommodating growth and changing market preferences.

This update of the Green Hills–Midtown Community Plan reflects the values and vision of the numerous participants in the 2005 update planning process as well as participation in the NashvilleNext planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan—that neighbors insist upon it and that developers’ proposals follow it.

Community Demographic Information

The Green Hills–Midtown Community has grown steadily over the past three decades. In 1990, the total population of the Green Hills–Midtown Community was 66,998 people. According to the U.S. Census, in 2000 the Green Hills–Midtown Community had 71,166 residents, an increase of approximately six percent over the ten-year period from 1990 to 2000. In 2010, according to the U.S. Census, the Green Hills–Midtown Community

had 72,315 people, an increase of under two percent since 2000, and about 5,000 more people than forecasted in the 1990s.

The American Community Survey from 2012 noted that the Green Hills–Midtown Green Hills–Midtown Community had approximately 73,138 residents, representing 11.6 percent of Nashville/Davidson County’s population.

		Davidson County		Green Hills–Midtown	
		#	%	#	%
Population	Total, 2010	626,681		72,315	11.5%
	Population, 1990	510,784		66,998	13.1%
	Population, 2000	569,891		71,166	12.5%
	Population Change, 1990- 2000	59,107	11.6%	4,168	6.2%
	Population Change, 2000- 2010	56,790	10.0%	1,149	1.6%
	Population Density (persons/acre)	1.69	n/a	2.69	n/a
	Average Household Size	2.37	n/a	2.11	n/a
Race	White	385,039	61.4%	60,163	83.2%
	Black or African American	173,730	27.7%	7,454	10.3%
	American Indian/ Alaska Native	2,091	0.3%	142	0.2%
	Asian	19,027	3.0%	3,026	4.2%
	Native Hawaiian or Pacific Islander	394	0.1%	22	0.0%
	Other Race	30,757	4.9%	403	0.6%
	Two or More Races	15,643	2.5%	1,105	1.5%
Ethnicity	Hispanic or Latino	359,883	57.4%	1,727	2.4%
Age	Less than 18	136,391	21.8%	9,966	13.8%
	18-64	424,887	67.8%	53,093	73.4%
	Greater than 64	65,403	10.4%	9,256	12.8%
	Greater than 64	65,403	10.4%	9,256	12.8%

Source: U.S. Census (1990, 2000, 2010)

		Davidson County		Green Hills–Midtown	
		#	%	#	%
Population	Total, 2008 - 2012	629,113		73,138	11.6%
	Household Population	605,463	96.2%	63,861	87.3%
	Group Quarters Population	23,650	3.8%	9,277	12.7%
	Male	304,566	48.4%	34,912	47.7%
	Female	324,547	51.6%	38,226	52.3%
Families	Total	142,821		13,801	n/a
	Married Couple Families with Children	37,098	26.0%	4,238	30.7%
	Single Parent Families with Children	26,291	18.4%	1,094	7.9%
	Female Householder with Children	21,528	15.1%	902	6.5%
Housing Units	Total	284,328		33,761	11.9%
	Owner Occupied	141,805	49.9%	17,657	52.3%
	Renter Occupied	114,082	40.1%	12,601	37.3%
	Occupied	255,887	90.0%	30,258	89.6%
	Vacant	28,441	10.0%	3,503	10.4%
	Long-term vacant (over 1 year)*	3,730	1.2%	843	2.1%
Cost Burden	Residents with moderate cost burden	48,983	19.1%	4,862	15.3%
	Residents with severe cost burden	42,520	16.6%	5,556	17.5%
Travel	Mean Travel Time to Work (min)	23.1		17.2	
	Workers	309,633		37,906	12.2%
	Drove Alone	246,391	79.6%	27,804	73.3%
	Carpooled	32,633	10.5%	2,388	6.3%
	Public Transportation	6,588	2.1%	482	1.3%
	Walked or Biked	6,806	2.2%	2,877	7.6%
	Other	3,232	1.0%	355	0.9%
	Worked from home	13,983	4.5%	4,000	10.6%
Income	Per Capita Income	\$28,513		\$53,261	186.8%
Education	Population 25 years and over	419,807		46,195	11.0%
	Less than 9th grade	20,687	4.9%	544	1.2%
	9th to 12th grade, No Diploma	38,664	9.2%	1,577	3.4%
	High School Graduate (includes equivalency)	103,024	24.5%	4,639	10.0%
	Some College, No Degree	86,498	20.6%	6,024	13.0%
	Associate Degree	23,963	5.7%	1,681	3.6%
	Bachelor's Degree	92,765	22.1%	17,009	36.8%
	Graduate or Professional Degree	54,206	12.9%	14,721	31.9%
Employment	Population 16 Years and Over	505,034	80.6%	62,361	86.2%
	In Labor Force	348,250	69.0%	40,293	64.6%
	Civilian Labor Force	347,862	99.9%	40,254	99.9%
	Employed	317,719	91.2%	38,084	94.5%
	Unemployed (actively seeking employment)	30,143	8.7%	2,170	5.4%
	Armed Forces	388	0.1%	39	0.1%
	Not in Labor Force	156,784	31.0%	22,068	35.4%

Source: American Community Survey, 5-year estimate, 2008-2012. * USPS Vacancy data, 2013.

Role in the County and Region

The Green Hills–Midtown Community demonstrates the new reality of regionalism—the fact that the impacts of growth, development and preservation in Nashville’s communities do not stop at the community boundaries or even at the County boundary. The region benefits from the success of the Green Hills–Midtown Community and the Green Hills–Midtown Community benefits from the strength of the larger region—from investments in transportation, from a larger, more diverse labor pool, from thoughtful preservation of environmentally sensitive features, etc. This section considers the Green Hills–Midtown Community in the context of the region.

The Green Hills–Midtown Community’s greatest strengths in a regional setting are its robust, diverse employment centers, its diversity of housing in proximity to employment, its contributions to the regional park and open space system and its thriving universities.

Since the Green Hills–Midtown Community was last updated in 2005, it has experienced significant growth and redevelopment. From 2010 to March 2015, there were 214 new commercial construction permits issued for the Green Hills–Midtown Community, with a value of over \$885 million. This was surpassed by new residential construction permits for the Community. There were 2,379 new residential construction permits issued at a total value of over \$1 billion. Demonstrating that some of this growth is due to redevelopment involving demolition, over the same time period, there were 708 demolition permits issued in the Green Hills–Midtown Community.

In some areas of the Green Hills–Midtown Community, this growth and redevelopment has been a welcome change—for example, in adding significantly more residential development in Midtown, making the area more of a neighborhood and locating housing in close proximity to jobs and universities or as redevelopment occurs along major corridors, providing new retail, restaurants and services to areas that had been without these services and amenities. The growth has, however, proven challenging to the Green Hills–Midtown Community, as the community has struggled to determine what elements of its neighborhood character to preserve, how to address infrastructure needs, and how to preserve affordability.



St. Thomas West



Owen Bradley Park on Music Row



Burton Hills



Recent residential construction on Wedgewood Avenue

Local workforce assets in Green Hills-Midtown

According to the 2008-2012 American Community Survey (ACS), the Green Hills-Midtown Community has 40,293 workers. These workers reported traveling an average time of 17 minutes to employment. In addition, 4,000 workers reported working from home, more than twice the percentage of the work force, 4.5 percent, that do so in Davidson County overall. In the Green Hills-Midtown Community, more residents have advanced degrees compared with Davidson County as a whole. The 2008-2012 ACS reported that 17,009 people, or 37 percent, held bachelor's degrees and 14,721 people, or 32 percent, held graduate or professional degrees. This compares to 22 percent holding bachelor's degrees and 13 percent holding graduate or professional degrees in Davidson County. The per capita income (the average income per person) in the Green Hills-Midtown Community is also higher at \$53,261 compared to Davidson County's at \$28,513, suggesting a larger disposable income in the Green Hills-Midtown Community compared to some other areas of Davidson County.



Mixed use development on Elliston Place in Midtown



Music Row

Employment and Commercial Centers

As previously noted, the employment centers in the Green Hills–Midtown Green Hills–Midtown Community are diverse and thriving and play an important role in the regional employment picture.

Midtown and Music Row

The Midtown area (generally bounded by I-40 to the east, the neighboring Music Row area to the south, I-440 to the west and Charlotte Avenue and Clifton Avenue to the north) has grown to be an economic powerhouse for Nashville/Davidson County with a regional draw primarily in terms of employment and healthcare services.¹ Midtown is the health and medical hub for the city and region—home to Centennial Hospital, Vanderbilt Hospital and St. Thomas Midtown Hospital each with several related specialty offices. This concentration of hospitals attracts an agglomeration of related businesses, from HCA to small medical offices, to labs, to medical supply stores, to health-related non-profits, to hotels and restaurants that serve visitors to the hospitals as well as tourists visting downtown.

In addition to the health care industry, Midtown has a wide variety of businesses including, until recently, a significant amount of light industrial and warehousing. As land value increase, these uses are moving away from Midtown and more office and commercial development is occurring. General office has been prevalent on West End Avenue and Church Street, but is now gaining a foothold on Charlotte Avenue with developments such as “One C1TY” on Charlotte at the 28th Avenue/31st Avenue Connector.

Midtown has significant job density, which is now being matched with increasing residential development, transforming the area from a predominately employment area to a neighborhood with activity at all times of day and night.

Abutting Midtown is the Music Row area, which has contributed immeasurably to Nashville and Tennessee's history, culture, heritage and economy. With Music Row's proximity to rapidly redeveloping Midtown, Downtown, and the Gulch, Music Row is experiencing increasing development pressure—primarily for stacked flats residential buildings or mixed use buildings. In 2015, the Metro Planning Commission decided

¹ *The Midtown area was studied in greater detail in the “Midtown Study” adopted by Metro Planning Commission in 2012. This detailed study is part of the adopted Green Hills–Midtown Community Plan and can be found as an appendix to the Green Hills–Midtown Community Plan.*

to recommend disapproval or deferral for rezoning requests in Music Row for a time to allow a more detailed study of what to preserve, and where to allow growth, in Music Row. While development can continue under the current zoning (and the Council may still elect to rezone property without the support of the Planning Commission), the Commission agreed that this study would allow the community to discuss development and preservation of Music Row in its totality.

Green Hills

The Green Hills commercial area began as a center of retail, restaurant and service businesses serving the immediate neighborhoods. The Green Hills Mall originally opened in 1955 as an open-air strip mall. Department stores joined the mall in the late 1960s and the mall was enclosed in a renovation in the late 1980s and early 1990s. It has become the premiere shopping mall in the region, with stores that are not available elsewhere in Middle Tennessee.

In the larger Green Hills commercial area, redevelopment has occurred on multiple scales—with new businesses renovating existing storefronts on Hillsboro Circle and along Richard Jones Road; new small-scale construction on Crestmoor Road and Hillsboro Drive; and new, wholesale construction of developments such as the Hill Center, the office, hotel and retail development on Bedford Avenue, and the newest development, the mid-rise mixed use building at 4000 Hillsboro. Meanwhile, on the southern edge of the Green Hills commercial area, the Burton Hills office complex offers Class A office space and has recently added a new office building.

The Green Hills commercial area draws employees from around the region as well as shoppers seeking upscale, unique shopping in the mall and surrounding businesses. Redevelopment is slowly introducing residential into the commercial area as well, although it is still primarily on the edges of the area. The redevelopment has led to concerns among the surrounding neighborhoods. These neighbors may work in the area and they are accustomed to shopping in the area to meet their daily needs. They are experiencing the impact of the redevelopment on the area's infrastructure with increased traffic congestion. The situation is exacerbated by the lack of a complete sidewalk network in the area with especially troublesome gaps in the sidewalk on Hillsboro Road. Many neighbors live within walking distance and could do their shopping on foot, but find the walking climate perilous. As redevelopment occurs, it is required to improve



Musica sculpture at Music Row roundabout



**Hill Center Green Hills
Sitephocus**



Bedford Avenue

Figure GHM-3: Commuting patterns of residents and employees in Green Hills-Midtown

Green Hills-Midtown residents who work in these areas	36,621
Green Hills Midtown	15,691
Downtown	4,875
South Nashville	2,216
North Nashville	1,846
West Nashville	1,596
Donelson Hermitage Old Hickory	1,254
Antioch Priest Lake	907
Southeast	726
Madison	645
East Nashville	619
Bellevue	380
Bordeaux Whites Creek	289
Parkwood Union Hill	175
Joelton	60
Beyond Davidson County	5,342
<hr/>	
Employees who work in Green Hills-Midtown come from these areas	79,464
Green Hills Midtown	15,691
Southeast	6,753
West Nashville	4,659
Bellevue	4,367
Donelson Hermitage Old Hickory	4,194
East Nashville	4,002
Antioch Priest Lake	3,677
South Nashville	1,965
Madison	1,520
Bordeaux Whites Creek	1,326
North Nashville	1,170
Parkwood Union Hill	1,003
Downtown	450
Joelton	285
Beyond Davidson County	28,402

Source: Census Transportation Planning Products, using the American Community Survey (2006-2010 five-year estimates)

the transportation network through the addition of sidewalks, crosswalks and, where necessary, turn lanes. In 2014, the Metro Planning Commission adopted the Green Hills Area Transportation Plan to provide recommendations on pedestrian, bicyclist, vehicular and transit improvements to be made in the area.²

Harding at White Bridge Commercial and Office Area

At the prominent intersection where West End Avenue turns into Harding Pike and White Bridge Road turns into Woodmont Boulevard is a growing commercial, employment and residential area, referred to in planning and zoning documents as Harding Town Center. St. Thomas West Hospital is located in this mixed use area, as well as the Ingram Barge Company’s office tower and significant redevelopment of under-utilized strip commercial to provide new restaurant, retail, services and residential. As with other commercial and employment centers in the Green Hills–Midtown Community, as the area redevelops, there are more residents, employees and visitors who would like to walk, bike or take transit to easily traverse the area. While Harding Town Center is served by the Richland Creek Greenway and transit on White Bridge Pike and West End/Harding, providing safe, comfortable sidewalks and crosswalks remains a priority.

Corridor Redevelopment

Corridor redevelopment represents the newest type of commercial/employment in Green Hills–Midtown. It has a unique regional role and it provides new benefits to the surrounding neighborhoods—and new challenges to address. In addition to growth on Hillsboro Road in Green Hills and West End in Midtown, the 8th Avenue South and 12th Avenue South corridors have experienced dramatic redevelopment in recent years, with the reuse of existing structures and the addition of low-rise stacked flats and mixed use buildings. Prior to the urban renewal era of the 1960s and 1970s, the segments of the 8th and 12th Avenue South corridors north of Wedgewood Avenue were home to many black-owned businesses that

² *The Green Hills Area Transportation Plan is an adopted portion of the Green Hills–Midtown Community Plan. It can be found in an appendix at the end of this document.*

provided consumer goods and services to the historically African-American Edgehill neighborhood. Urban renewal displaced these businesses – and many of the homes of customers in the neighboring area. After these businesses were displaced, the corridors changed their characters and roles to serve primarily as pass-through areas with a mix of light industrial and business service uses along with some restaurants and consumer service businesses to draw customers on the way to or from work. The redevelopment of these corridors provides the opportunity for the corridor to serve as a way to traverse the community, as a destination in and of themselves, and to provide services and amenities for surrounding neighborhoods. The threat of gentrification – to both the businesses on the corridor and the neighbors and customers in surrounding neighborhoods – is real, however, and providing opportunities for small businesses is a critical need.

The redevelopment along these corridors has increased property values to the benefit of nearby neighbors and, in some cases, provided legitimate businesses where there had been crime and illegal activity. However, these corridors—the businesses on them and the general feel of the place—draw visitors and customers from around the county and even the region, which places a strain on the neighborhood when neighborhood streets are used for off-site parking.

Significant community discussion has occurred in Midtown, Green Hills and along 12th Avenue South about the construction of large-scale residential developments on these prominent corridors. There are sustainability benefits to providing housing close to employment, restaurants, retail, services and transit, so the new residents can walk, bike or take transit to meet their daily needs. The community understands why these areas are attractive to new development, but they worry about the loss of character when new development is larger, they worry about the strain on infrastructure and, in some cases, the community worries about loss of affordability.

Urban Land Institute (ULI) Nashville received a grant from the ULI Healthy Corridors Program to study Charlotte Avenue between I-40 Downtown and White Bridge Road. The northern and southern boundaries are generalized and focus on connections to adjacent neighborhoods, institutions, and employment areas. The funding came from the ULI in support of its Building Healthy Places Initiative and the Rose Center for Public Leadership, and is supported by the Robert Wood Johnson Foundation and the Colorado Health Foundation. The practices that will be recommended in the Charlotte Avenue corridor grant work are intended to be replicable among other corridors in the city.



Wedgewood Park at Wedgewood Avenue and 8th Avenue South



**Edgehill Village
*Sitephocus***



Recent multifamily housing on 8th Avenue South



Mixed use building on 12th Avenue South



David Lipscomb University



Belmont University



Vanderbilt University Medical Center



Gale Lane

The study acknowledges that while public and private investment along the corridor is increasing, it will benefit from a more coordinated and strategic effort. The grant seeks to identify land use and development that would promote and facilitate behaviors and opportunities to improve the health of people who live, work, and travel along the corridor. ULI Nashville is collaborating with other public and private organizations to identify, prioritize and implement health-promoting ways along the corridor. The corridor study builds on past research conducted through a partnership of ULI Nashville and the Nashville Civic Design Center (NCDC). ULI Nashville is being advised in the effort by a group of local and national leaders in health, real estate development, transportation, planning, design, policy, and community engagement. The effort focuses, in part, on ULI’s Ten Principles for Building Healthy Places, which include:

- » Put people first;
- » Recognize economic value;
- » Energize shared spaces;
- » Make healthy choices easy;
- » Ensure equitable access;
- » Embrace unique character;
- » Promote access to healthy food; and,
- » Create an active community.

Universities

One asset that is unique to the Green Hills–Midtown Community is its numerous universities and colleges. Vanderbilt University, Belmont University, Lipscomb University and Aquinas College are all located in the Green Hills–Midtown Community, but their economic and social impacts extend beyond the Community’s boundaries. These institutions draw students from the city and around the world—the four institutions have a shared student population of over 24,000 students. The institutions are also employers, with Vanderbilt leading the way with over 25,000 staff and faculty across the university and the medical center. These institutions spur significant economic development and draw resources to the city and the region. In fiscal year 2013, Vanderbilt received over \$600 million in outside funding for research across all disciplines.

Residential Development

The Green Hills–Midtown area has an unusually diverse housing stock. The Midtown area is home to substantial new stacked flats residential—some available for rent and some to be owner occupied as condos. The stacked flats development occurs as solely residential and also as “mixed use”

development with residential combined with office, retail or restaurant. The neighborhoods within I-440 generally have a greater diversity of housing types—single- and two-family homes, some accessory dwelling units, townhouses, low-rise stacked flats and courtyard flats, and a newer housing type, the “cottage” development with units on very small lots that share a common open space among the housing units. The neighborhoods that are south of I440 also has a variety—including single- and two-family homes, low-rise stacked flats and some townhouses—but it tends to be more separated by housing type with the stacked flats buildings generally on the corridors or on the edge of the commercial center.

One thing the neighborhoods of the Green Hills–Midtown Community have in common, however, is that almost all of them are facing substantial redevelopment pressure. Infill development has been underway within the neighborhoods since the Green Hills–Midtown Plan was last updated in 2005. In the intervening years, the pace of redevelopment has quickened and spread to include infill within neighborhoods and redevelopment of corridors with numerous low- and mid-rise stacked flats buildings, with units for rent or for sale.

Residential infill development and redevelopment of the corridors in Green Hills–Midtown is driven by its location—specifically its proximity to downtown, Midtown, universities and other employment centers—and changing demographics that are making in-town locations attractive to a larger swath of Nashvillians. As Baby Boomers age into retirement, many are seeking smaller houses on smaller lots with less maintenance in walkable neighborhoods with access to restaurants, retail, and services. Meanwhile, as Millennials enter adulthood and are seeking first apartments or homes, they are seeking the same housing product in the same location. The convergence of these two population cohorts and their market preferences is literally changing the landscape of housing within the neighborhoods of Green Hills–Midtown and other in-town neighborhoods.

Diversity of Housing Types

NashvilleNext calls for the addition of more, and more diverse, housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses and low-rise stacked flats.

Housing diversity allows for “aging in place”—the idea that there is housing in a neighborhood or community for people at each point in their life, whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Aging in place means that a person can live in their favorite neighborhood or community over their entire life.

Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will be exiting school, entering the workforce, and forming families. Initial indicators suggest that Millennials are waiting longer to form families and have children. With Baby Boomers having no more children and Millennials waiting longer to have children, it is projected that by 2040, fewer than one in five households will have children. The fastest growing type of household will be the single-person household.

These demographic changes are leading to changes in the types of housing that people are looking for. More individuals and families want to be in neighborhoods with services and amenities—restaurants and retail—that are within walking distance and/or are served by transit. They are looking for homes with less maintenance, which may mean foregoing a yard for a townhouse or a unit in a stacked flat development.

These demographic changes are driving the development of stacked flats or mixed use developments with commercial on the first floor and residential above. The demolition of homes in neighborhoods—replaced by a duplex or two separate units or cottages—is also an indicator of these demographic changes and changing market preferences.

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban or urban) and character of the area. For example, the addition of low-rise stacked flats along a prominent corridor in an urban setting may be appropriate. Meanwhile, a single-family home could have a smaller detached accessory dwelling located in the backyard. NashvilleNext also calls for diversity of housing in the “Transition and Infill” areas that flank High Capacity Transit Corridors. Again, the type of housing and the design of the site are unique to the setting.



Courtyard flats on Music Row



House in the Sunnyside neighborhood



Hillsboro Gardens



Green Hills houses

The Community’s location, paired with the demographic changes, make Green Hills–Midtown’s housing stock an asset on a regional scale, drawing residents moving into the community from throughout Middle Tennessee and the from across the country.

While the Green Hills–Midtown Community currently has a range of housing options, additional housing types should be provided in strategic locations. The Green Hills–Midtown Community Plan recommends strategic locations for additional residential density—generally in existing commercial centers or corridors to support businesses and eventual transit. For all residential developments, the Community Plan and the Community Character Manual provide guidance on building and site design to reflect the rural, suburban or urban setting in which the residential development is located.

Providing additional housing options in strategic locations, such as within centers or on prominent corridors, addresses several goals. Housing choices can allow Green Hills–Midtown residents to “age in place” by providing a variety of housing types to meet each stage of a person’s life from starter homes to retirement communities. Creating housing choices at strategic locations creates housing that is attainable for residents with varying incomes. This ensures that Green Hills–Midtown has housing for the diversity of workers needed in the community and Davidson County—from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for residents of all incomes keeps the community and its economy resilient. Finally, creating housing choices keeps the Green Hills–Midtown Community competitive in the region in the face of changing demographics and market preferences.

Recreation–Community Services and Open Space

The parks and open space in the Green Hills–Midtown Community are an important contribution to the region’s open space network. The Green Hills–Midtown Community is home to Percy Warner Park, Radnor Lake State Park, Centennial Park and numerous other parks and open spaces provided through Metro Parks, Metro school sites, at libraries and other civic sites. The Community’s numerous universities and private schools also provide open space, which is often open to the public and provides the health and environmental benefits of open space.

The Green Hills–Midtown Community contributes 5,113 acres (23 percent of its land uses) to open space, civic facilities, schools, community centers,

common open space areas of residential developments, cemeteries, and places of worship. Community members value these parks and open spaces for recreation and relaxing and there is a growing awareness—spurred by the flood of 2010 and subsequent landslides—as to value of parks and open spaces in protecting life and property during natural disasters, which is discussed in the following section.

As the Green Hills–Midtown Community grows denser with new housing and new employment, the efficient use of existing parks and open spaces—and the strategic creation of new parks—is critical to serve the population.

Natural Features and Environmental Treasures

Although much of the Green Hills–Midtown Community is developed, it retains many environmentally sensitive features that add to the scenic beauty of the Community and are also part of a larger, regional open space network including parks, environmentally sensitive features and wildlife corridors. It is critical that proper preservation techniques be used to protect these natural features.

The primary environmentally sensitive features in the Green Hills–Midtown Community are its steep slopes, including areas of unstable soils; the floodway and floodplain areas that surround its waterways—Richland Creek, Sugartree Creek, Browns Creek (middle and west forks), Otter Creek, and Bosely Spring; and Radnor Lake. The Community contains 6,812 acres (out of acres), or 27 percent, of land containing sensitive environmental features.

Waterways, floodways and floodplains traverse the portion of the Green Hills–Midtown Community that is south of I440. The creeks, listed above, generally flow to larger tributaries and into the Cumberland River. The Green Hills–Midtown Community has 821 acres of land encompassed by these waterways, floodway and floodplain—331 acres in the floodway, 359 acres in the 100-year floodplain, 12 acres in the 500-year floodplain, and 38 acres of wetlands.

Through the experience of the 2010 flood and other flooding events, Nashville has learned the value of preserving floodway, floodplain, and natural wetland areas. Preservation of these areas aids absorption of excess water, improves water quality and can provide habitat for wildlife and attractive natural areas, which is especially valuable in urban settings. Nashville-Davidson County places restrictions on building in the floodway and floodplain, and has come to value the use of land adjacent to the community’s waterways for greenways, park land, and natural habitat.



Houses on Villa Place in the Edgehill neighborhood

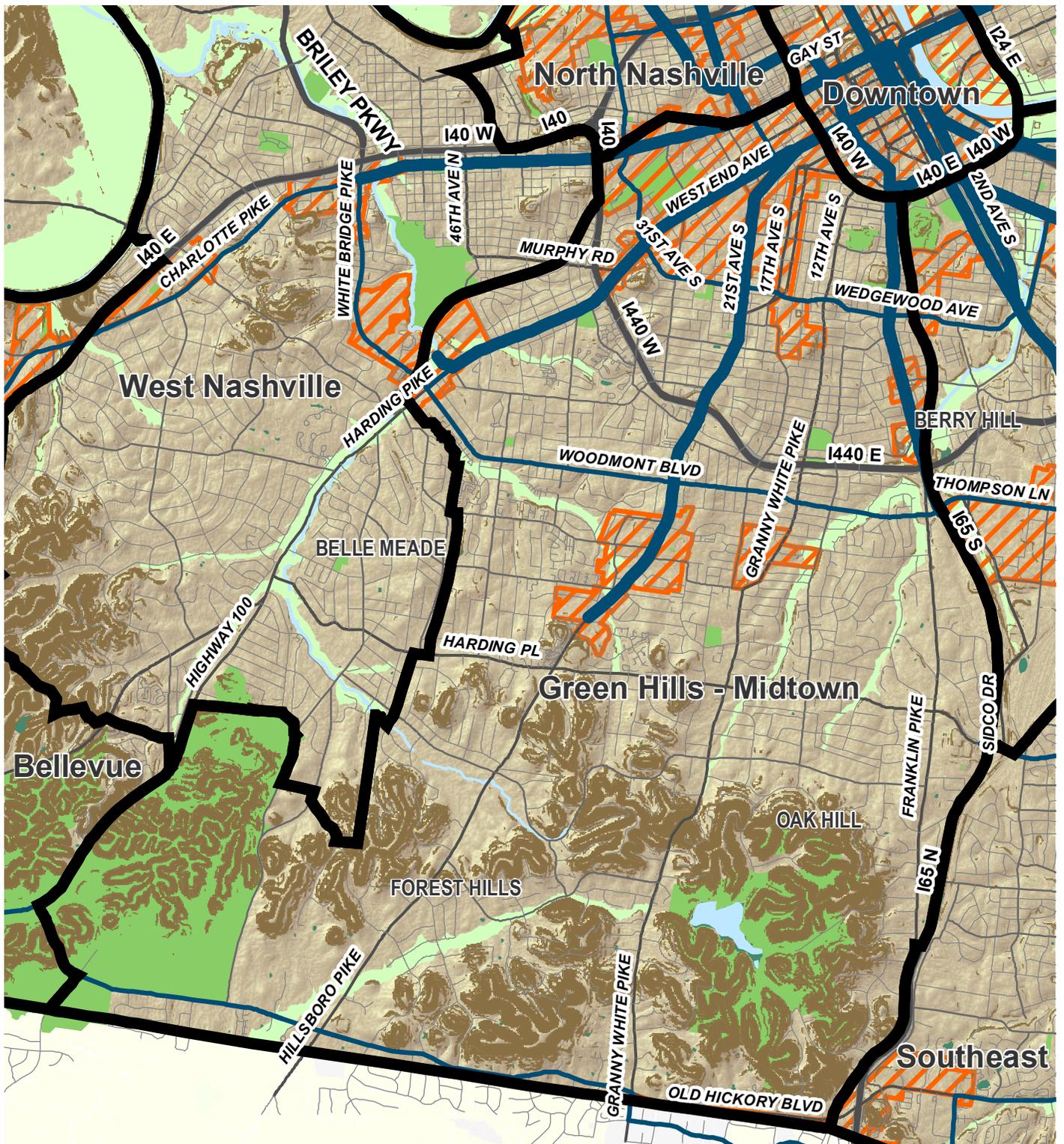


Easley Community Center at E. S. Rose Park



Fannie Mae Dees (Dragon) Park

Figure GHM-4: Slopes and Terrain Map
 Green Hills-Midtown Detail

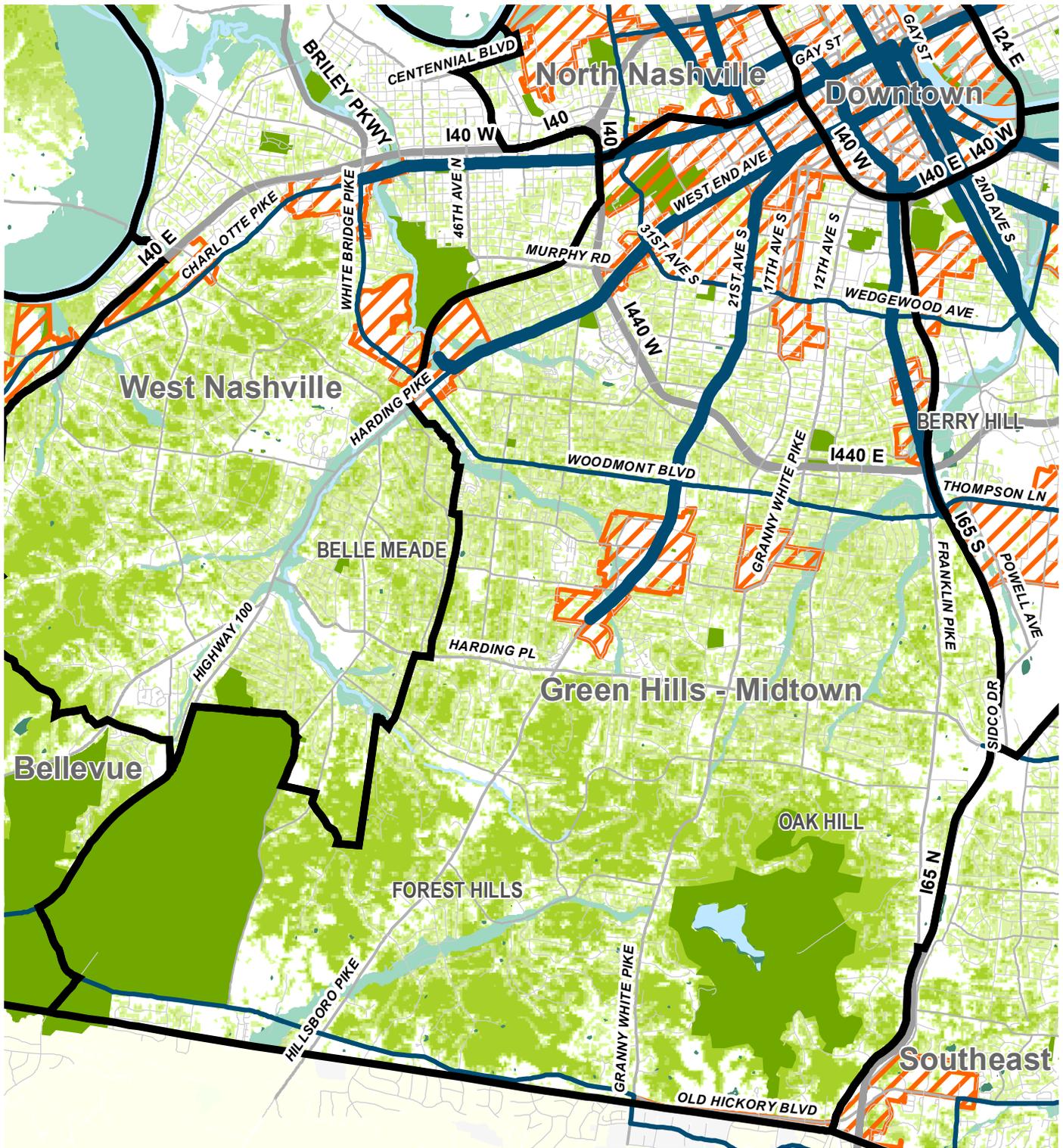


Slopes & Terrain Legend

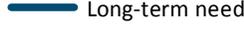
Water Bodies	Subarea Boundaries	Priority Corridors	Slope	Terrain
Anchor Parks	Centers	Immediate need	Over 20%	High
Floodplain Areas		Long-term need		Low
Wetlands				



Figure GHM-5: Tree Canopy Map
Green Hills-Midtown detail



Tree Canopy Legend

- | | | | |
|--|---|--|--|
|  Water Bodies |  Priority Corridors |  Centers |  Tree Canopy |
|  Anchor Parks |  Immediate need |  Subarea Boundaries |  1 - 20% |
|  Floodplain Areas |  Long-term need | |  21 - 40% |
|  Wetlands | | |  41 - 60% |
| | | |  61 - 80% |
| | | |  81 - 100% |



Providing additional housing options in strategic locations in the Green Hills-Midtown Community:

- **Provides the opportunity for “aging in place,” meeting housing needs for a person’s entire life cycle**
- **Creates housing attainable for a range of incomes**
- **Keeps the community competitive**

While the northern half of the Green Hills–Midtown Community is relatively level or has gently rolling hills, a significant portion of the southern half of the Community—mainly south of Harding Place/Battery Lane—has steeply sloping terrain. In Nashville-Davidson County, steeply sloping land often accompanied by unstable soils, making the land is generally considered suitable for only very low intensity development. These areas are often stabilized by tree cover, with deep root systems stabilizing the soils. Tree cover also absorbs water runoff and protects the quality of headwaters as water runs off of slopes into lower-lying areas, streams and creeks. This tree cover can also provide significant wildlife habitat. Steep slopes, especially those that have been disturbed by development, are more prone to landslides. This was evidenced by the numerous landslides that occurred in Davidson County as effects of the 2010 Flood. An estimated 4,990 acres (20 percent) of the Green Hills–Midtown Community has steeply sloping terrain (20 percent slopes or greater).

Despite being predominantly developed, the Green Hills–Midtown Community contains plant and animal species that are rare or endangered. For the safety of these areas and species, information about these areas is maintained by the Tennessee Department of Environment and Conservation. Due to their sensitive nature, the locations of these areas are confidential.

The Green Hills–Midtown Community Plan uses Conservation Community Character Policy to preserve environmentally sensitive features. Where natural features have been damaged, the Conservation policy provides guidance on how to remediate the damage.

The Green Hills–Midtown Community provides significant, unique assets to the Middle Tennessee region—employment centers; thriving universities; diverse housing in in-demand locations; and parks, open space and natural features that contribute to the regional open space network. As with any asset, the stewardship of the asset is critical to ensure its long-term health and to ensure that it continues to benefit the community. In the case of the Green Hills–Midtown Community, management of the Community’s assets raises three critical issues—ensuring that infrastructure keeps pace with growth, addressing the loss of affordability, and striving to build sustainably. These issues are discussed in greater detail in chapter 2.



Percy Warner Park

Growth & Preservation Concept Map and the Community's Role

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment aligns with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/Davidson County community members' priorities guided the design of the Concept Map:

- » Protect sensitive environmental features.
- » Build a complete transit network.
- » Maintain household affordability across income levels.
- » Create “activity centers”—areas of employment, residences, services, civic uses, retail and restaurants—throughout most parts of Davidson County.
- » Protect and enhance the character of different parts of Davidson County.
- » Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Green Hills–Midtown illustrates the key concepts listed above: strategically locating new residential development; building a complete transit network and allowing for strategic infill to support it; creating activity centers and allowing for strategic infill to support it; preserving established residential areas; protecting floodway/floodplain areas; and adding more connectivity, primarily through bikeways, greenways, multi-use paths and transit.

Green Network

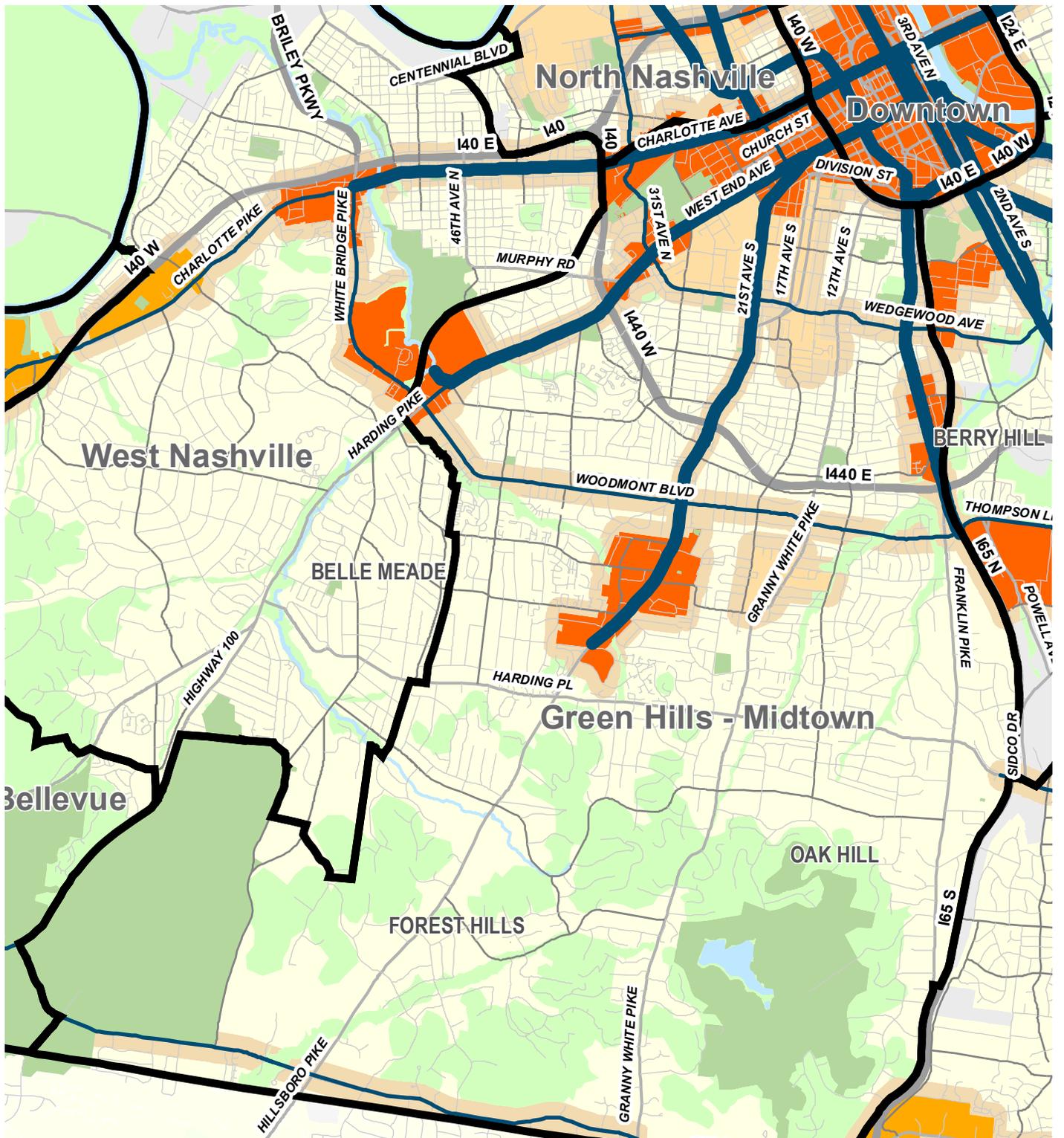
The green network on the Concept Map reflects natural areas that provide natural resources (such as water and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains).

In the Green Hills–Midtown Community, most of the green network is in the form of large T1 Natural Open Space areas Percy Warner Park and Radnor Lake State Natural Area. There are also large areas of steeply sloping terrain in the separately incorporated cities of Forest Hills and Oak Hill. The main floodways and floodplains are along Richland and Sugartree Creeks.

Neighborhoods

Figure GHM-6: Growth & Preservation Concept Map

Green Hills-Midtown detail



- | | | | |
|----------------|----------------------|-----------------------|--|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● Tier One | ○ Green network | ○ Neighborhood | — Immediate need |
| ● Tier Two | ○ Open space anchor | — Transition | — Long-term need |
| ● Tier Three | ○ Missing an anchor | ○ Special impact area | ← Regional connection |

To see the entire Growth and Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online: www.nashvillenext.net

Because they are generalized on the Concept Map, the development of transition areas must be considered on a case by case basis, looking at factors including, but not limited to:

- **Depth of properties in and abutting the corridor or center,**
- **Existing features that can create a transition, such as alleys,**
- **Overall infrastructure network**
- **Presence of historic zoning or other zoning tools to preserve character**
- **And other tools**

Neighborhood areas on the Concept Map are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context—rural, suburban, urban, or downtown—depending on their location.

In the Green Hills–Midtown Community, neighborhoods are urban and suburban in character.

Transitions and Infill

Transition and Infill areas may have moderately dense residential and occasionally small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions—in building types as well as scale and form—between higher intensity uses or major thoroughfares and lower density residential neighborhoods. They provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

On the Concept Map, the Transition and Infill areas are generalized to represent the overall goal of accommodating additional housing on corridors and centers while preserving the interior of established neighborhoods. Because they are generalized on the Concept Map, the development of these areas must be considered on a case-by-case basis, looking at factors including, but not limited to, depth of properties in and abutting the corridor or center; existing features that can create a transition, such as alleys; overall infrastructure network; presence of historic zoning or other zoning tools designed to preserve character; etc.

The transition and infill areas—and the housing choice and transition they are trying to achieve—are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called Transition that can be applied in transition and infill locations where small-scale offices or multifamily housing would be appropriate.

In the Green Hills–Midtown Community, transition and infill areas are found around existing centers such as the Green Hills Commercial area and on prominent corridors such as 21st Avenue/Hillsboro and West End Avenue. The Community contains one District Transition area, which is located along the north side of Crestmoor Road and both sides of Bedford Avenue adjacent to the Tier One Activity Center that includes the Mall at Green Hills.

Centers

The centers included on the Concept Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

- » **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- » **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- » **Tier Three:** These areas are not identified to receive coordinated investments to shape demand. Rather, investments may be made to support their current functions and Metro will work with the private sector to ensure new development and redevelopment supports Nashvillians' vision for centers.

In the Green Hills–Midtown Community, Tier One centers include Midtown and the Green Hills commercial area, the Harding Town Center around the intersection of Woodmont Boulevard and Harding Road, and the center along Franklin Pike in and adjacent to the City of Berry Hill. A portion of the Tier Two Center around the Old Hickory Boulevard/I-65 interchange (Maryland Farms area) is located in Green Hills–Midtown. The rest of that Tier Two Center is in the Southeast Community (Seven Hills area). Tier Three centers in Green Hills–Midtown include Belmont, Lipscomb, and Vanderbilt Universities.

The designation of an area as a Tier One, Two or Three Center indicates Metro's intent to coordinate investments and regulations to support development and redevelopment as discussed above. The Centers must be

considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any special policies, and the context of the area.

While the Centers represent areas of greater growth and greater investment, Metro government will still provide investments for safety, maintenance and to improve quality of life across the county.

High Capacity Transit Corridors

The High Capacity Transit Corridors shown on the Concept Map are envisioned to support high capacity transit—from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes or right-of-way, such as Bus Rapid Transit or light rail. “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes. An immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer timeframe—more than ten years—because these corridors do not have the density of jobs or residents along the route to support significant transit improvements in the next ten years. Long-term need corridors may need to implement local service first before progressing to BRT Lite or another form of high capacity transit.

The High Capacity Transit Corridors were determined by reviewing adopted Community Plans, assessing existing bus route ridership, and through coordination with the Nashville Metropolitan Transit Authority (MTA) and the Metropolitan Planning Organization (MPO—the regional transportation planning body). The Concept Map also identifies regional transit connections to Clarksville, Gallatin, Lebanon, Murfreesboro, and Franklin with gray arrows.

NashvilleNext identified the High Capacity Transit Corridors and discussed how transit can support the community’s growth, development, and preservation vision. For example, the Concept Plan shows little transit provided to the northwest because that area is intended to remain rural and sparsely developed. Meanwhile, to increase residences and jobs

accessible by transit, each High Capacity Transit Corridor includes Tiered Centers as well as Transition and Infill areas. The Centers and High Capacity Transit Corridors are also envisioned to grow more walkable and bikeable over time to connect pedestrians and cyclists to transit more seamlessly.

MTA will refine the vision outlined in NashvilleNext with the update of the MTA strategic plan, a process called nMotion, which began in 2015.

Community Character Policy Plan

The Green Hills–Midtown Community Character Policy Plan builds upon the Growth & Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the Green Hills–Midtown Community. See Figure GHM-7 for a map of the Community Character Policies in the Green Hills–Midtown Community.

The Green Hills–Midtown Community Plan applies Community Character Policies to every property in Green Hills–Midtown. The policies are defined in the Community Character Manual. Those policies are intended to coordinate the elements of development to ensure that the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

Green Hills–Midtown’s natural and open space areas include areas with environmentally sensitive features, mainly floodplains, as well as public parks and open space. The plan encourages the preservation or remediation of all environmentally sensitive features, but particularly floodplains and floodways, through the use of Conservation Policy. The policy encourages the preservation and/or reclamation of these features. Conservation Policy also includes steep slopes. Research has shown that the headwaters of many streams and tributaries to the Cumberland River lie in these steep slopes. Preservation of these areas can reduce the impact of flooding in the future by slowing down and absorbing stormwater runoff during rain events.

Another area of emphasis on the Concept Map is enhancing centers and corridors. The Green Hills–Midtown Community has several prominent corridors, such as Charlotte Avenue, Broadway/West End Avenue/Harding Pike, 21st Avenue South/Hillsboro Pike, and 8th Avenue South/Franklin Pike. Green Hills–Midtown also has several commercial centers that serve the community. They range from small-scale neighborhood centers such as those along 12th Avenue South/Granny White Pike, to larger community centers such as the center along both sides of Franklin Pike between Bradford Avenue and I-440. These areas should be enhanced by adding a mixture of uses, additional housing options, additional connections for pedestrians and cyclists, and additional or enhanced transportation options such as transit. The transition between these higher-intensity areas and the surrounding neighborhoods must also be addressed through well-designed land use transitions to adjacent residential areas.

Appropriate uses within mixed use centers are those that will satisfy the daily needs of the surrounding neighborhoods. These uses may include, but are not limited to, restaurants, retail shops, offices, service-oriented businesses, and entertainment facilities. Providing retail uses in close proximity to residential uses permits residents and workers to walk or bicycle to receive basic goods and services.

Existing industrial and commercial areas are placed in District and Center Policies, respectively, to maintain employment options that give Green Hills–Midtown its unique balance of employment and residential.

The Green Hills–Midtown Community’s desire to maintain and enhance its established urban and suburban residential neighborhoods is shown by the placement of Neighborhood Maintenance Policy. However, to maintain long-term sustainability of the community and to enhance housing choices for residents at every point in their lives, an appropriate mixture of housing types must still be provided in Green Hills–Midtown. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor Policy. Providing diverse housing types allows individuals to relocate within the same community as their needs and circumstances change. The most intense residential uses should occur within mixed use buildings in center areas. Residential uses should become less intense as they move away from the center areas.

In addition to changing the physical form of several Green Hills–Midtown neighborhoods, infill development is also impacting the affordability of the neighborhoods. Green Hills neighborhoods have traditionally been priced for more affluent individuals and families, but the neighborhoods within I-440 have been home to substantial housing affordable to working class and low-income individuals and families. As these neighborhoods grow more attractive and property values rise, the housing grows less affordable and the new housing that is built is generally built for affluent individuals and families—replacing affordable housing that existed before.

Projections on Nashville’s growth and demographic changes suggest that the popularity of neighborhoods in Green Hills–Midtown will continue as will the loss of affordable housing and the tension between preservation of neighborhood character and the introduction of new housing. Many neighborhoods in Green Hills–Midtown have taken steps to preserve their neighborhood character through downzoning to allow only single-family homes or only larger lots; by applying Historic zoning overlays; or by applying Urban Design Overlays. Meanwhile, the Metro Planning Commission, in 2014, amended its subdivision regulations to use community character as a guide in more subdivision request decisions.

The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

For the most up to date Community Character Policy Maps, visit our website: <http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx>

Community Character Policies

- Special Policy Areas
- Water
- TR Transition
- CO Conservation
- CI Civic
- OS Open Space
- T1 Natural**
 - T1 OS Natural Open Space
- T2 Rural**
 - T2 RA Rural Agriculture
 - T2 RCS Rural Countryside
 - T2 RM Rural Maintenance
 - T2 NC Rural Neighborhood Center
- T3 Suburban**
 - T3 RC Suburban Residential Corridor
 - T3 CC Suburban Community Center
 - T3 NM Suburban Neighborhood Maintenance
 - T3 CM Suburban Mixed Use Corridor
 - T3 NE Suburban Neighborhood Evolving
 - T3 NC Suburban Neighborhood Center
- T4 Urban**
 - T4 RC Urban Residential Corridor
 - T4 CC Urban Community Center
 - T4 NM Urban Neighborhood Maintenance
 - T4 CM Urban Mixed Use Corridor
 - T4 NE Urban Neighborhood Evolving
 - T4 MU Urban Mixed Use Neighborhood Center
 - T4 NC Urban Neighborhood Center
- T5 Center**
 - T5 MU Center Mixed Use Neighborhood
 - T5 RG Center Regional Center
- T6 Downtown**
 - T6 SB Downtown Second and Broadway
 - T6 DC Downtown Core
 - T6 CP Downtown Capitol
 - T6 DN Downtown Neighborhood
- D District**
 - D EC District Employment Center
 - D DR District Destination Retail
 - D MI District Major Institutional
 - D I District Impact
 - D IN District Industrial
 - D OC District Office Concentration

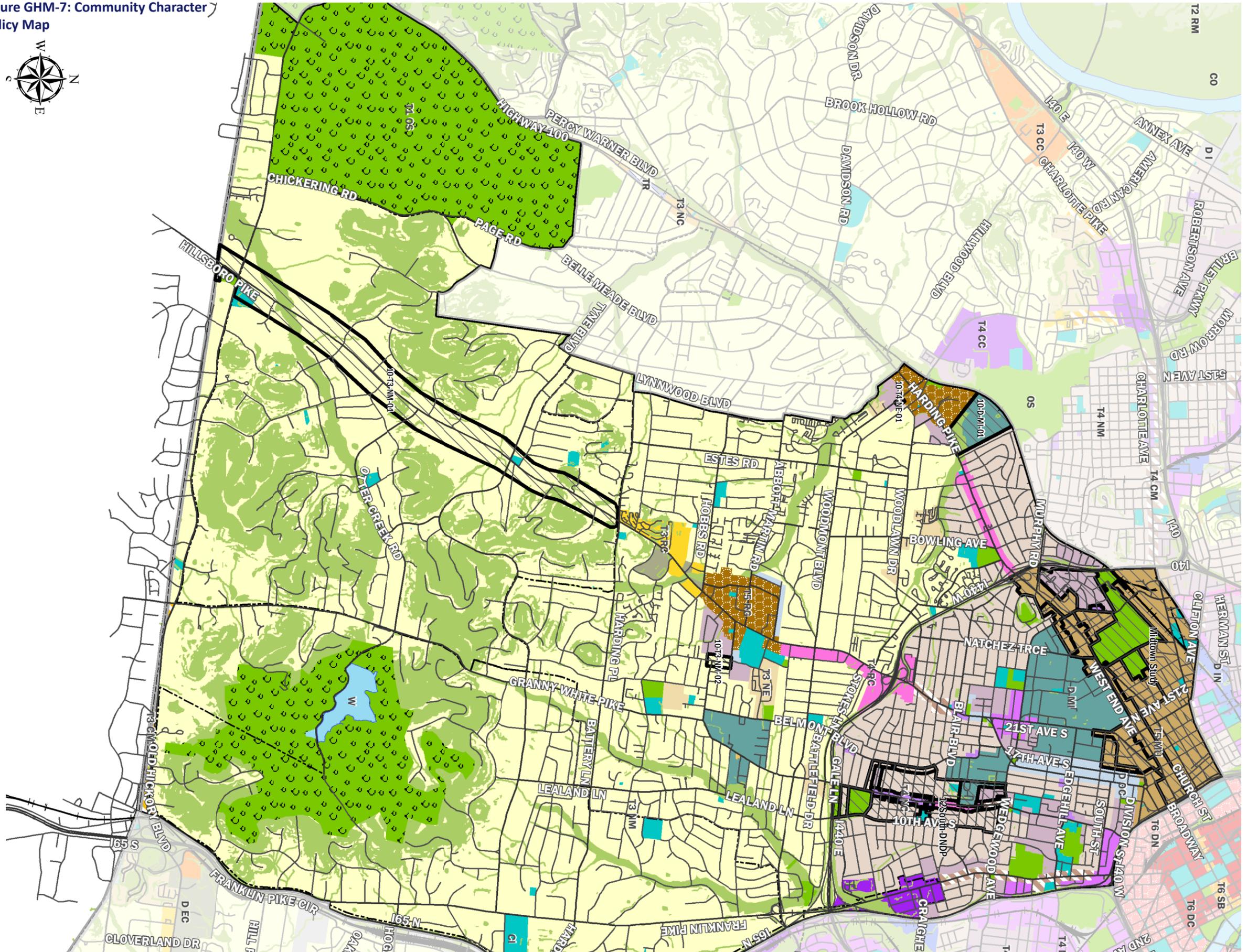


Figure GHM-7: Community Character Policy Map



How to use the Community Character Policies

The Community Character Manual (CCM) is the dictionary of Community Character Policies that are applied to every property in each community. The CCM has three main functions: to explain and institute the Community Character Policies; to provide direction for the creation of implementation tools such as zoning; and to shape the form and character of open space, neighborhoods, centers, corridors and districts within communities.

The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given property.

First, look at the Community Character Policy Map to determine what the policy is for the property.

Note that while each Community Plan includes a Community Character Policy Map (Policy Map), it is a static map of policies as there were when the Community Plan was adopted; it will not include any amendments made to the Community Character Policies after the initial adoption. For the most up-to-date Community Character Policy Map, use the online maps at <http://maps.nashville.gov/propertykiva/site/main.htm>

When using the 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, Special Policies, and Infill Areas.

Second, read the Community Character Policy in the CCM.

After looking at the Policy Map and determining which Community Character Policy is applied to the property, turn to the Community Character Manual to read that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types. A brief description of the Community Character Policies is found on the following pages, but the reader is urged to review the entire policy within the CCM. The CCM is found in Volume III of NashvilleNext.

Third, read the Community Plan to determine if there are any Special Policies or Infill policies for the area.

Within some Community Character Policy Areas there are unique features that were identified during the 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 or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Special Policies that discuss unique conditions that may exist. When a Special Policy is applied to an area, then the guidance of the Special Policy supersedes the guidance given in the Community Character Policy.

The Special Policies are shown on the Policy Map in the Community Character Plan with an outline and hatching. A description of each Special Policy is included in the Community Plan. The special policies can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

Some Neighborhood Maintenance Community Character Policy areas also have Infill Areas. Infill Areas include under-developed properties in mostly developed areas that may redevelop over the next seven to ten years and would be an appropriate location for more intense infill development. The infill areas are highlighted so that the Community Plan can provide guidance on how the properties should develop. Infill Areas are denoted on the Policy Map as Special Policy areas, with a dark boundary and hatched lines. A description of each Infill Area is included in the Community Plan. The Infill Areas can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

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

In addition to the Community Character Policy and Special Policies or Infill guidance unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as creating sustainable communities, healthy and complete communities, and distinctive character are addressed.

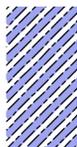
Community Character Policies

For a full definition of each Policy, see the Community Character Manual.

Policies that apply in multiple Transects



Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



Transition (TR) – Intended to preserve, enhance, and create areas that can serve as transitions between higher intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small to medium-sized footprints.



Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy 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. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.



Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T1 Natural Transect



T1 Natural Open Space (T1 OS) – Intended to preserve existing undisturbed open space in undeveloped natural areas. T1 OS policy includes public parks and preserves and may also include private land held in conservation easements by land trusts and private groups or individuals.

T2 Rural Transect



T2 Rural Agriculture (T2 RA) – Intended to preserve appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Countryside (T2 RCS) – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Maintenance (T2 RM) – Intended to preserve rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Neighborhood Center (T2 NC) – Intended preserve, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM) – Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low to moderate density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to

adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to preserve, enhance and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect

T4 Urban Neighborhood Maintenance (T4 NM) – Intended to preserve the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or substan-

tially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to preserve, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit.



T4 Urban Neighborhood Center (T4 NC) – Intended to preserve, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



T4 Urban Community Center (T4 CC) – Intended to preserve, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.



T4 Urban Residential Corridor (T4 RC) – Intended to preserve, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



T4 Urban Mixed Use Corridor (T4 CM) – Intended 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 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.

T5 Center Transect



T5 Center Mixed Use Neighborhood (T5 MU) – Intended to preserve, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.



T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, institutional land uses.

T6 Downtown Transect



T6 Downtown Capitol (T6 CP) – Intended to preserve and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.



T6 Downtown Neighborhood (T6 DN) – Intended to preserve, enhance, and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.



T6 Downtown Core (T6 DC) – Intended to preserve and enhance the “core” of Downtown such that it will remain the commercial, civic and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.



T6 Second and Broadway (T6 SB) – Intended to preserve the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors’ ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

D District Transect



D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.



D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium to high density residential are also present.



D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, 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. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



D Industrial (D IN) – Intended to preserve, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, 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. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



D Major Institutional (D MI) – Intended to preserve, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.



D Office Concentration (D OC) – Intended to preserve, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities..

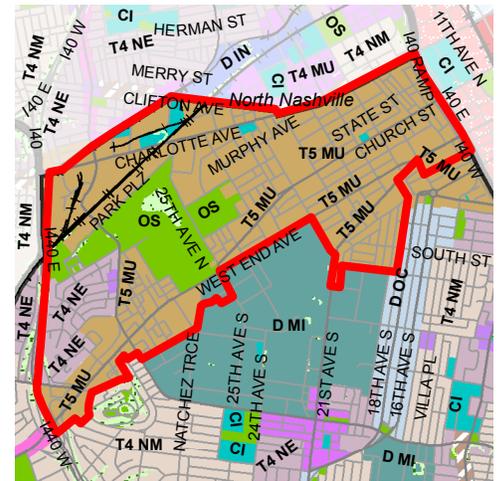
The Midtown Study, a Community Character Plan

The Midtown Study, a Community Character Plan (Midtown Study) was adopted as an amendment to the Green Hills–Midtown Community Plan on March 22, 2012, following an extensive community planning process. The study area boundaries are shown on the accompanying map. The Midtown Study provides more detailed guidance than the policies in the Community Character Manual for the Midtown study area. The Midtown Study has been carried forward in its entirety with this updated Green Hills–Midtown Community Plan and should be consulted for policy guidance for the area covered by the Midtown Study. Please refer to Appendix B.

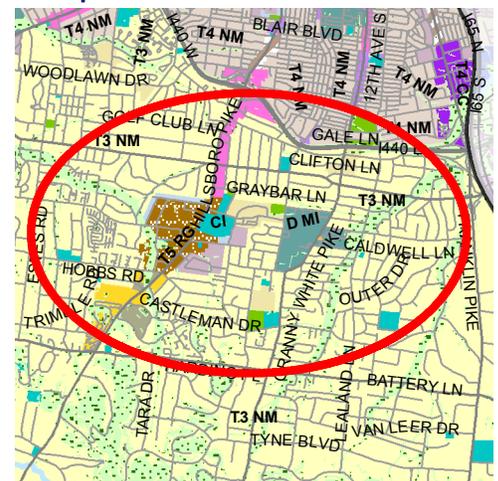
The Green Hills Area Transportation Plan

The Green Hills Area Transportation Plan was adopted as an amendment to the Green Hills–Midtown Community Plan on March 13, 2014. The Green Hills Area Transportation Plan provides detailed guidance about recommended transportation priorities in and around the Green Hills Commercial Area Tier One Center. The Green Hills Area Transportation Plan has been carried forward in its entirety with this updated Green Hills–Midtown Community Plan and Access Nashville 2040. The general area covered by the study is shown on the accompanying map. It should be consulted for in conjunction with other policy guidance for the area it covers. Please refer to Appendix C.

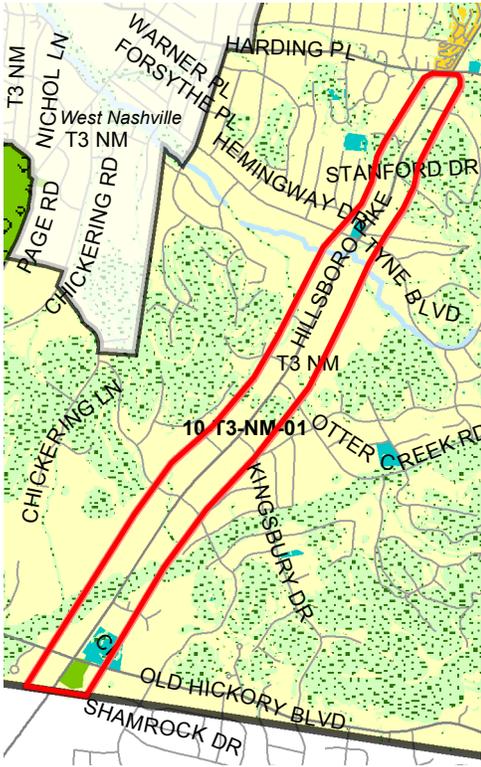
Boundary map of the Midtown Study



Boundary map of The Green Hills Area Transportation Plan



10-T3-NM-01 boundary



Special Policy Area 10-T3-NM-01

Green Hills–Midtown’s T3 Suburban Neighborhood Maintenance Area 1 is referenced as 10-T3-NM-01 on the accompanying map. It consists of an area along both sides of Hillsboro Pike from Harding Place to the Williamson County line. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Building Form and Site Design

- » The quasi-rural estate character of the Hillsboro Pike corridor south of Harding Place should be preserved, including the stately homes with generous setbacks, the viewsheds to the surrounding hillsides; and the abundant trees, landscaping and other natural features.

Connectivity (Vehicular)

- » As part of the character, any reconstruction of Hillsboro Pike should be context-sensitive and help define, reinforce and embellish the corridor’s quasi-rural estate character.

Special Policy Area 10-T3-NM-02

Green Hills–Midtown’s T3 Suburban Neighborhood Maintenance Area 2 is referenced as 10-T3-NM-02 on the accompanying map. This area includes residential lots on both sides of Lone Oak Road between Richard Jones Road and Warfield Drive and also includes the first three properties on the north and south sides of Shackelford Road and the first three properties on both the north and south side of Warfield Drive. The following special policies apply to the area. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Access

Shared driveways are appropriate and where they currently exist, they are encouraged to be retained. Development of an alley system is also encouraged to coordinate access and circulation.

Building Form and Site Design

Residential building heights should not exceed 40 feet in a maximum of 3 stories above ground.

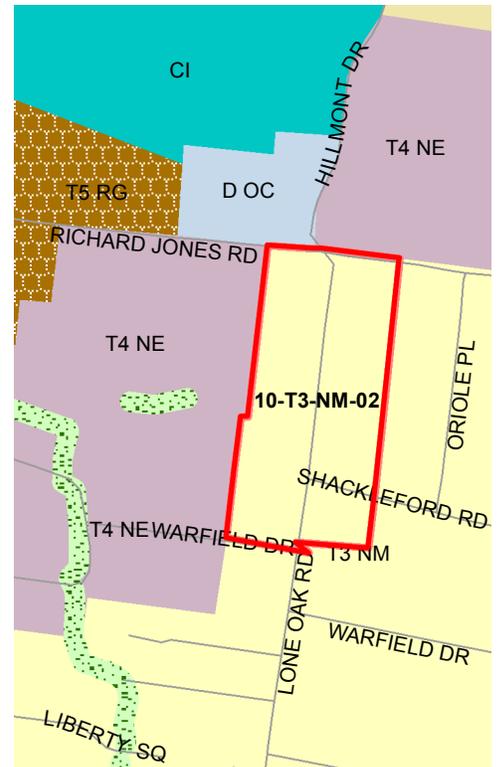
Connectivity (Pedestrian/Bicycle)

New development should improve bicycle, pedestrian, and vehicle circulation and safety in this area. Actions can range from creating new roadways as opportunities become available, to building new sidewalks on existing streets and providing bicycle storage/parking.

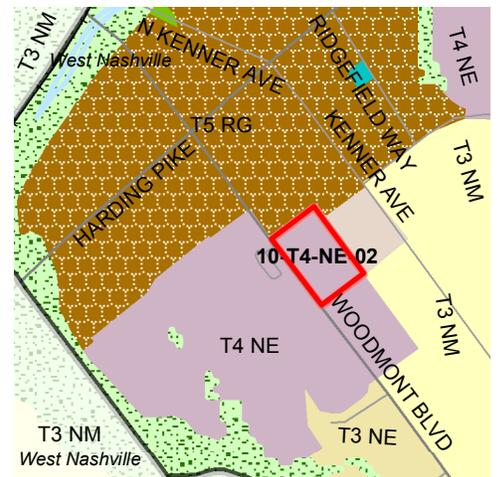
Connectivity (Vehicular)

Vehicular connectivity is provided in the form of local streets, collectors, and arterials that add to the overall street network and provides residents with multiple routes and reduced trip distances. When the opportunity presents itself, street connectivity is provided.

10-T3-NM-02 boundary



10-T4-NE-02 boundary



Special Policy Area 10-T4-NE-02

Green Hills–Midtown’s T4 Urban Neighborhood Evolving Area 2 is referenced as 10-T4-NE-02 on the accompanying map. It is located along the northeast side of Woodmont Boulevard near Harding Pike and Kenner Avenue. In this area, the following special policies apply. Where the special policy is silent, the guidance of the T4 Urban Neighborhood Evolving Policy applies.

The intent within this area is to provide transition in the intensity of development for this side of Woodmont Boulevard between the adjoining intense mixed use development to the northwest and the established medium density residential area to the southeast. As part of that transition, the height of buildings should be varied, with the tallest ones, up to ten stories, in the northwestern section of the site, and the shortest ones, up to three stories, in the southeastern section of the site.

The southeastern edge of this area is intended to be the limit of residential development above medium densities (9 housing units/acre) along this side of Woodmont Boulevard. Generous landscaping or other design features should be provided along this edge of the site to provide an attractive buffer and reinforce this boundary. Generous landscaping should also be provided along the edge of this area that abuts the residential development along Kenner Avenue to buffer the impact of development on those homes.

Development not exceeding 21 housing units/acre is intended in this area.

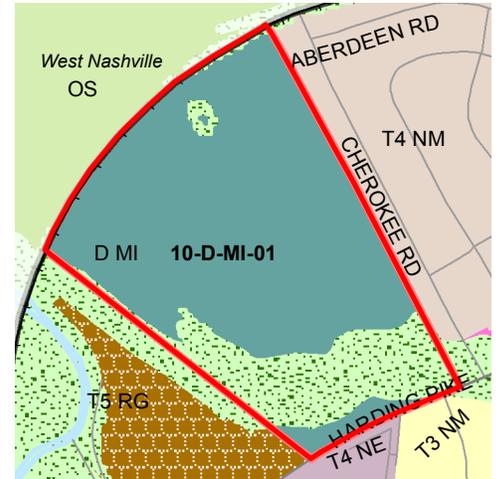
Development should be implemented through a design based zoning district.

Special Policy Area 10-D-MI-02

Green Hills–Midtown’s Major Institutional District Area 2 is referenced as 10-D-MI-02 on the accompanying map. It consists of the Dominican Campus on the corner of Harding Pike and Cherokee Road, which includes Aquinas College, the Overbrook School, and St. Cecelia Academy. In this area, the following special policies apply. Where the special policy is silent, the guidance of the D Major Institutional District Policy applies.

- » Future development of the college campus portion of this area should be governed by “Institutional Overlay [IO]” zoning.
- » Development intended in this D MI area is limited to the existing institutional uses. Health care and neighborhood convenience services, in particular, are not intended. Other than the existing development, the only appropriate use without a change in policy is one- and two-family residential.
- » Nonresidential base zoning is not recommended for any of this D MI area.
- » Additional development is appropriate only when it is determined that it will not have any adverse impacts on the adjoining Cherokee Park neighborhood.
- » A generous amount of green space should be preserved along and near West End Avenue and Cherokee Avenue in conjunction with the development of the area between those streets and the existing facilities.

10-D-MI-02 boundary



Enhancements to the Open Space Network

Each Community Plan complements and draws from the Nashville Open Space Plan and the Metropolitan Park and Greenways Master Plan (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

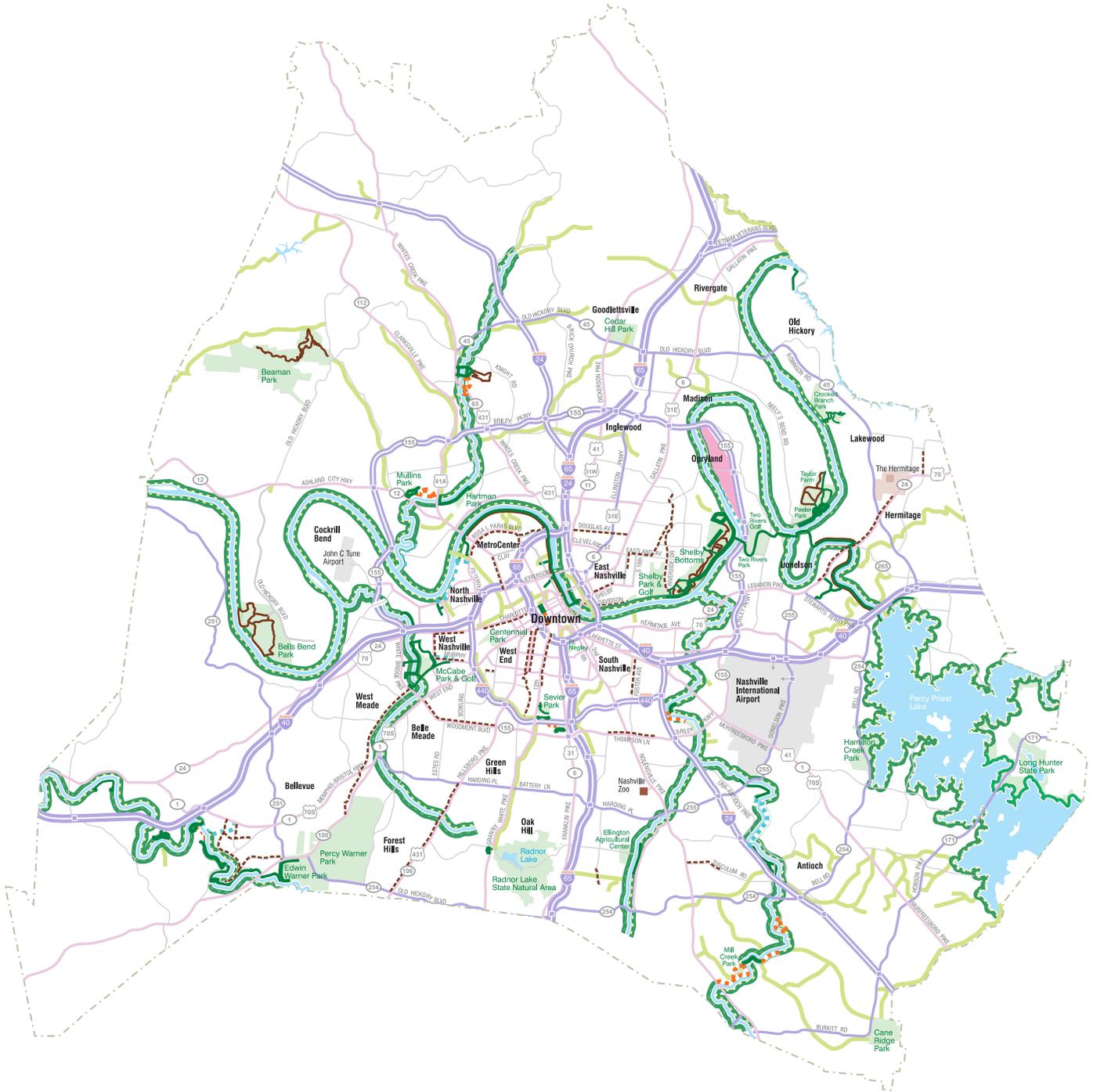
The Parks Master Plan is to be updated during a process beginning in 2015. The updated Parks Master Plan will discuss what parks needs are present in each Community. Information from NashvilleNext and the Community Plans will be used for the Parks Master Plan update process. When the Parks Master Plan is completed, the Community Plans may need to be amended to align with the Parks Master Plan.

The Parks Master Plan will include recommendations regarding some specific facility types and geographic distribution (e.g., one dog park per XX,XXX residents, or tennis courts within X miles of every resident). Such recommendations will also be tied to surrounding development density (e.g., a mini park may have high value in SoBro and low value in Union Hill.) The updated Parks Master Plan will also Plan identify park acreage and type needs per capita as well as development funding recommendations. Detailed planning for specific parks would be conducted at the level of an individual park master plan.

The current Parks Master Plan also discusses greenways. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage more active and healthier lifestyles.

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, a multi-use path

Figure GHM-8: Greenways Map



Map Legend

- Greenways Master Plan
- Trails Completed
- Unpaved Trails
- Trails Coming Soon
- Future Trail Development
- Community Planned Greenways
- Bike Lanes

Both the Open Space Plan and the Parks Master Plan along with current project information may be found online:

<http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>

follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

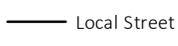
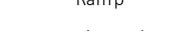
Recommended Greenway System Connections and Multi-Use Paths

The Green Hills Area Transportation Plan (2014) recommended greenway along Sugartree Creek—an idea that had been championed by community leaders for some time. The greenway would create a safe, comfortable route for residents of Green Hills neighborhoods to access the Green Hills commercial area on foot. This greenway is discussed in greater detail in the Green Hills Area Transportation Plan, found in Appendix C to this document. See project map below.

Figure GHM-9: Major and collector streets
Green Hills-Midtown detail



Major and Collector Street Legend

- | | | |
|---|---|---|
|  Potential Multimodal Freeway Corridor |  Planned Arterial-Boulevard |  Local Street |
|  Planned Multimodal Freeway Corridor |  Collector-Avenue |  Planned Local Alley |
|  Arterial-Parkway Scenic |  Planned Collector-Avenue |  Ramp |
|  Arterial-Boulevard Scenic |  Downtown Local Street |  Planned Ramp |
|  Planned Arterial-Boulevard Scenic |  Planned Downtown Local Street |  Planned Downtown Alley |
|  Arterial-Boulevard |  Planned Downtown Alley | |

Centers

-  Tier 1
-  Tier 2
-  Tier 3



Enhancements to the Transportation Network

In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP), which implements Access Nashville 2040. The MCSP maps the vision for Nashville's major and collector streets and ensures that this vision is fully integrated with the city's land use, mass transit, bicycle and pedestrian planning efforts. Other plans under Access Nashville 2040 include the Strategic Plan for Sidewalks and Bikeways, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the Parks and Greenways Master Plan, described above; and the Metropolitan Transit Authority's Strategic Transit Master Plan, discussed below. There are additional plans that outline committed funding and project priorities, including the city's Capital Improvements and Budget Program. For information on the transportation network, please refer to Access Nashville 2040 in Volume V of NashvilleNext. Further study of transportation issues in the Green Hills commercial area occurred with the Green Hills Area Transportation Plan (2014). Some recommendations from that plan are included below, but the reader should refer to the Green Hills Area Transportation Plan (in an appendix to this document) for details and information on additional transportation projects for the area.

Nashville/Davidson County's transportation network has evolved over the last decade to include choices in transportation that are context sensitive (meaning that the street is designed in a way to complement the character of the area, whether it is rural, suburban or urban) and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a "multimodal" network. Funding is limited and the need to improve the multimodal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in Green Hills–Midtown compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant. The following priority projects reflect a balance between community concerns, development pressure and project feasibility.

Access Nashville 2040 outlines two types of transportation projects—those that represent a "Community Priority" and those that meet a "Countywide Critical Need." The most pressing transportation projects for Green Hills–Midtown are listed below. Each project notes whether it is a Community Priority or a Countywide Critical Need. For more information on the distinction, please refer to Access Nashville 2040.

Walking Priorities

The following are walking priorities for the Green Hills–Midtown Community. See project maps on the following pages.

Access Nashville Walking Project #16

Gateway to Green Hills–Fill in sidewalk gaps along Hillsboro Pike, improve street crossings and streetscaping, and limit vehicular access points with redevelopment from Crestmoor Road to Hobbs Road.

This portion of Hillsboro Pike between Crestmoor Road and Hobbs Road is the village center of Green Hills. It is identified as a Countywide Critical Need because the area around the Mall at Green Hills is a Tier One Center and linked to an Immediate Need High Capacity Transit Corridor. Hillsboro Pike is an arterial-boulevard with approximately 32,000 vehicles per day. There are minimal sidewalk accommodations, limited street crossing opportunities, and sidewalk gaps that inhibit a walkable environment envisioned by past planning efforts. The purpose of this project is to fill in the sidewalk gaps; identify segments for streetscaping, medians, and wider sidewalks; and eventually limit some vehicular access points as redevelopment occurs along the corridor to make a more inviting, walking environment that supports increased housing and employment density in the area.

Access Nashville Walking Project #17

South Green Hills Sidewalks–Construct sidewalks along the west side of Hillsboro Pike from Harding Place to Hobbs Road.

The area along Hillsboro Pike south of Hobbs Road is identified as a Community Priority. Currently, there are no sidewalks on the west side of Hillsboro Pike to Harding Pike, which is an arterial-boulevard with vehicular speeds well over the posted speed limit of 40 mph. Sidewalks will link residents into the village center of Green Hills.

Access Nashville Walking Project #18

Midtown Walking Improvements—As redevelopment occurs, secure wider sidewalks along the Broadway-West End corridor and adjacent streets, and limit vehicular access points along the Broadway-West End corridor from downtown to White Bridge Road.

Walking improvements in Midtown is a Community Priority. Broadway-West End is identified as an Immediate Need High Capacity Transit Corridor and Tier One Center. There is a fairly extensive sidewalk network along the corridor and leading into adjacent neighborhoods. The purpose of this project is to reiterate the need for wide sidewalks around the corridor as redevelopment occurs. Improving sidewalks with street trees and creating more street crossing opportunities while limiting vehicular access points will be critical in creating an exceptional walking environment that supports more frequent transit and increased housing and employment densities in the future.

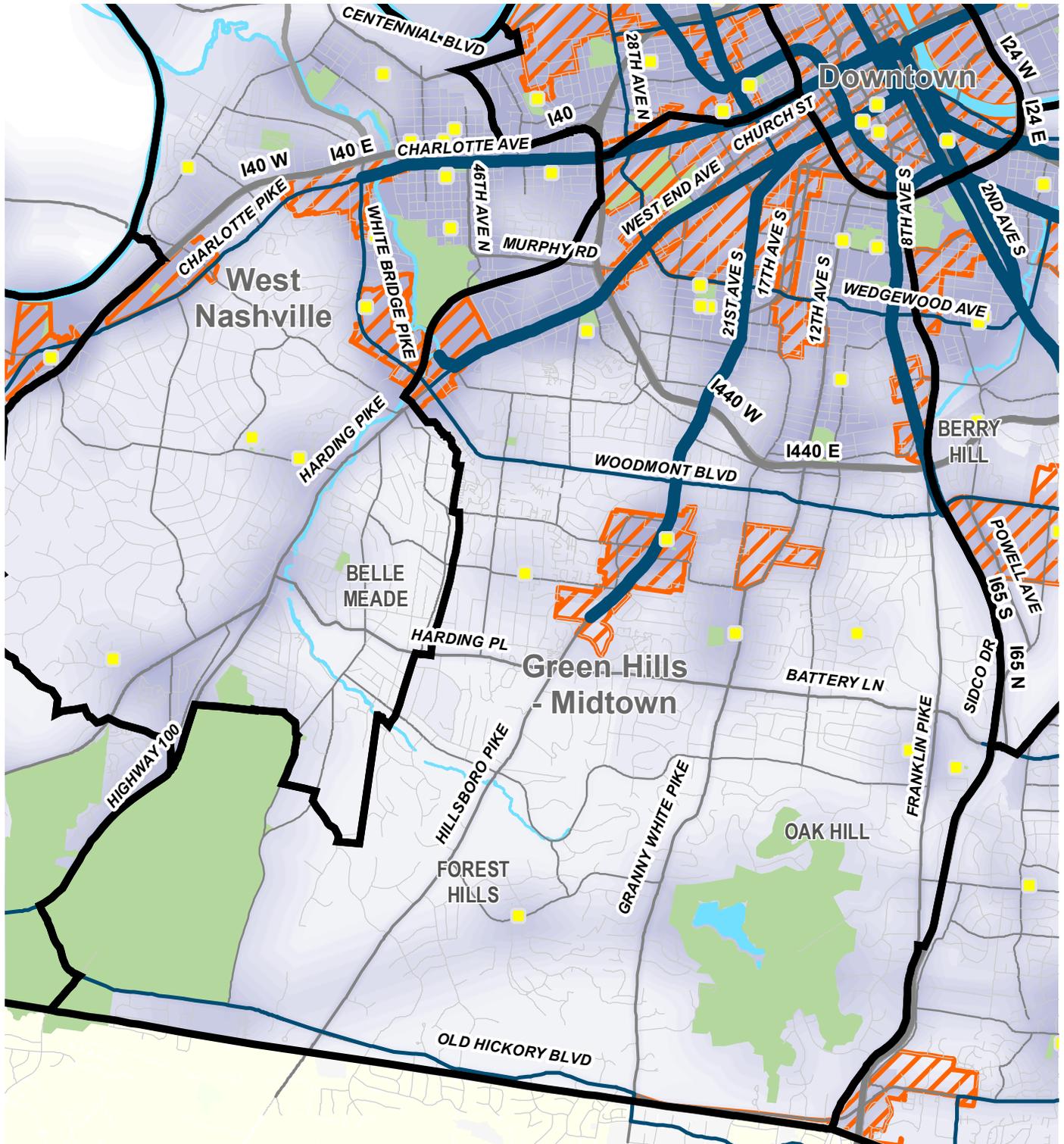
Access Nashville Walking Project #19

Edgehill Walking Improvements—Improve street crossings along 12th Avenue South from the Gulch near I-40 to Ashwood Avenue in 12South.

This project is an identified Community Priority. This area of 12th Avenue South between I-40 and Ashwood Avenue has sidewalks and bike lanes. Crosswalks, medians, and other pedestrian infrastructure should be strategically located along the corridor to improve street crossings. These elements could be model to replicate along other corridors in Nashville.

Figure GHM-10: Pedestrian generators

Green Hills-Midtown detail



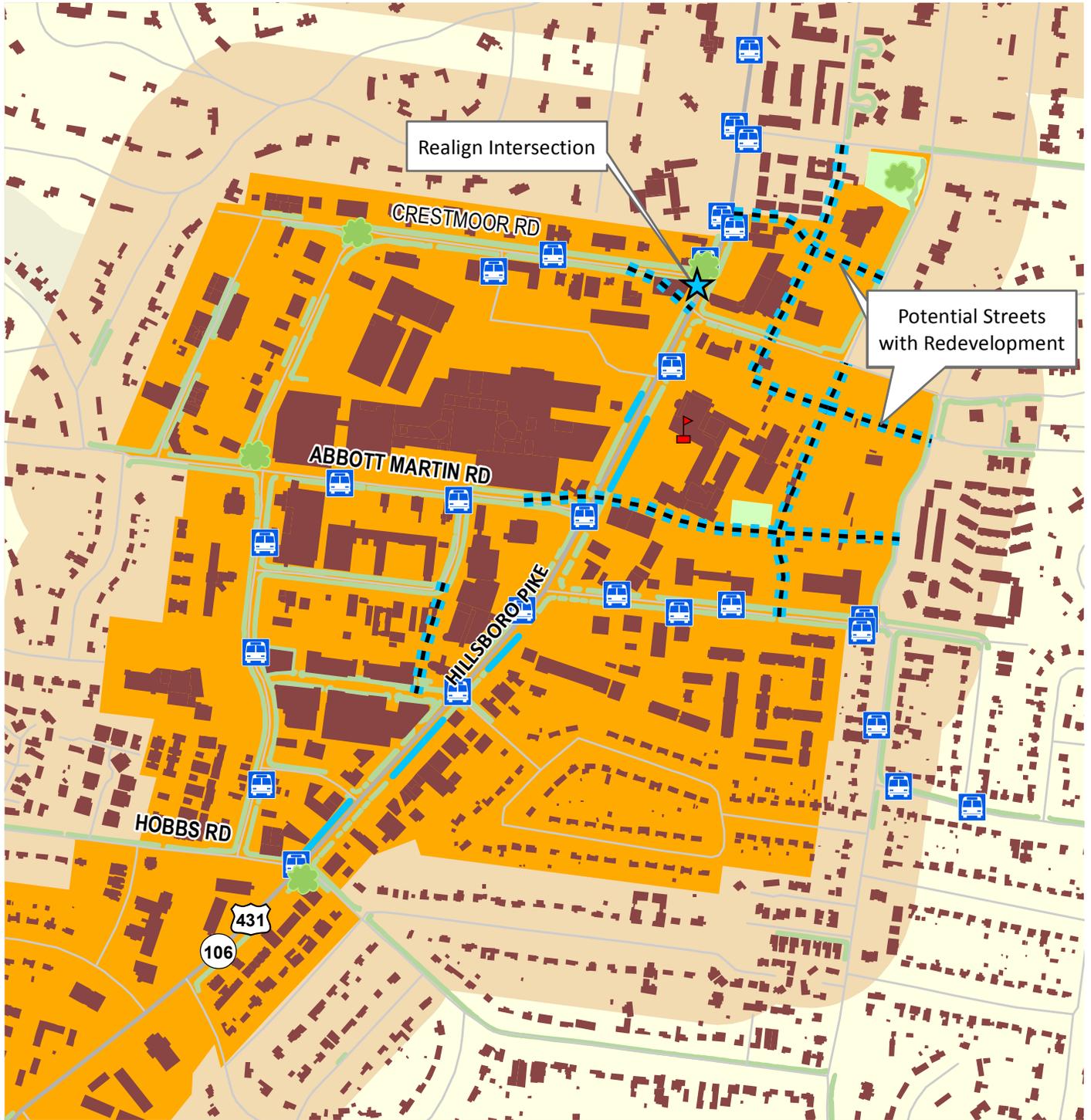
Pedestrian Generator Index Legend

- | | | | | | |
|---|--------------------|---|--------------------|---|----------------------------|
|  | Centers |  | Priority Corridors |  | Pedestrian Generator Index |
|  | Subarea Boundaries |  | Immediate need |  | High : 64.8381 |
|  | Water Bodies |  | Long-term need |  | Low : -2 |
|  | Anchor Parks |  | Schools | | |



Figure GHM-11: Access Nashville Walking Project #16: Gateway to Green Hills

Fill in sidewalk gaps along Hillsboro Pike, improve street crossings and streetscaping, and limit vehicular access points with redevelopment from Crestmoor Road to Hobbs Road.



- | | | | | | | |
|---|----------------------------|---|---------------------|---|-------------|---|
|  | Potential Gateway Features |  | School |  | Transitions |  |
|  | Proposed Sidewalks |  | Building Footprints |  | Parks | |
|  | Existing Sidewalks |  | Centers | | | |
|  | MTA Stop | | | | | |

Figure GHM-12: Access Nashville Walking Project #17: South Green Hills Sidewalks

Construct sidewalks along the west side of Hillsboro Pike from Harding Place to Hobbs Road.

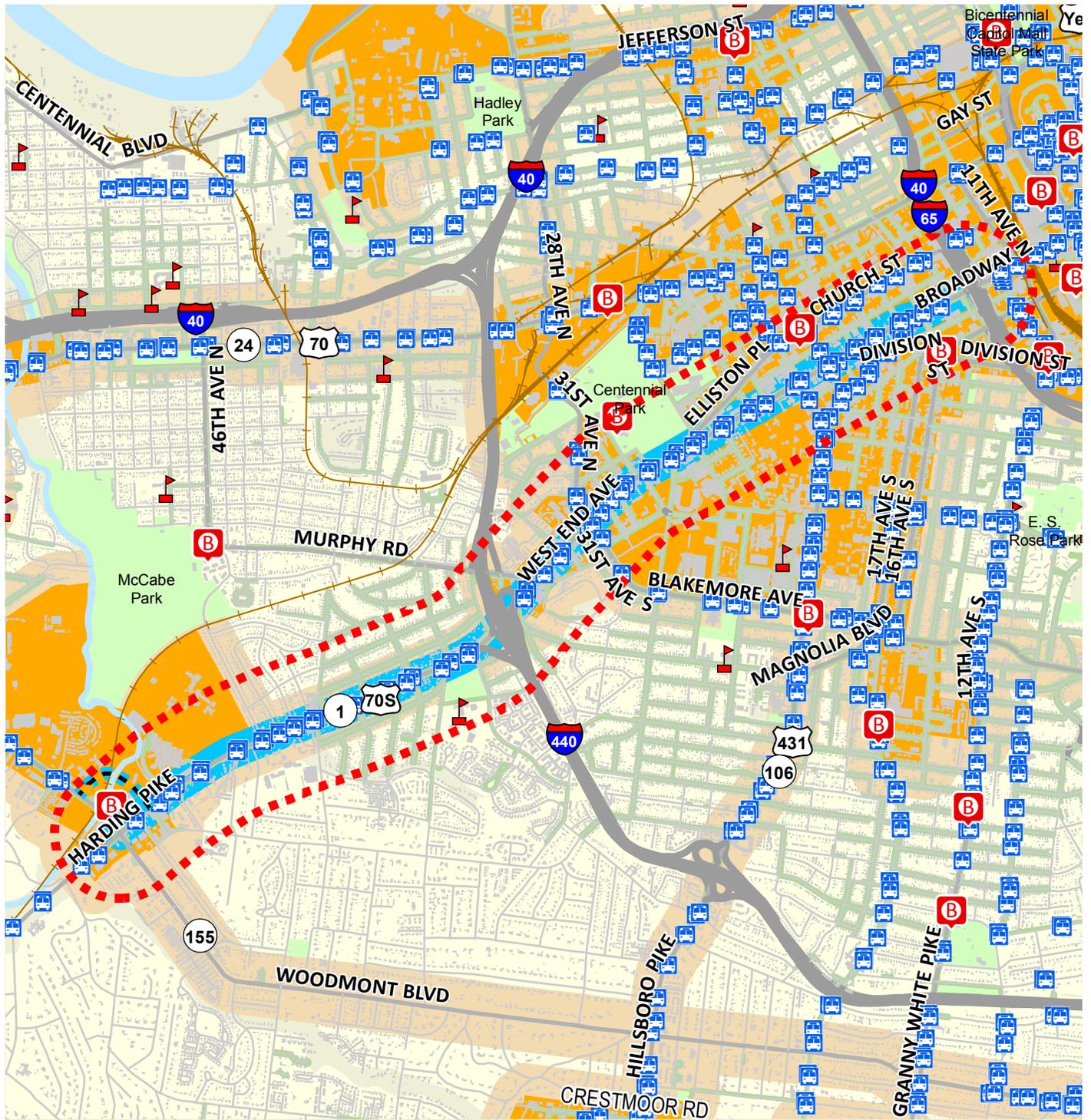


-  MTA Stop
-  Building Footprints
-  Existing Sidewalks
-  Parks
-  Centers
-  Transitions



Figure GHM-13: Access Nashville Walking Project #18: Midtown Walking Improvements

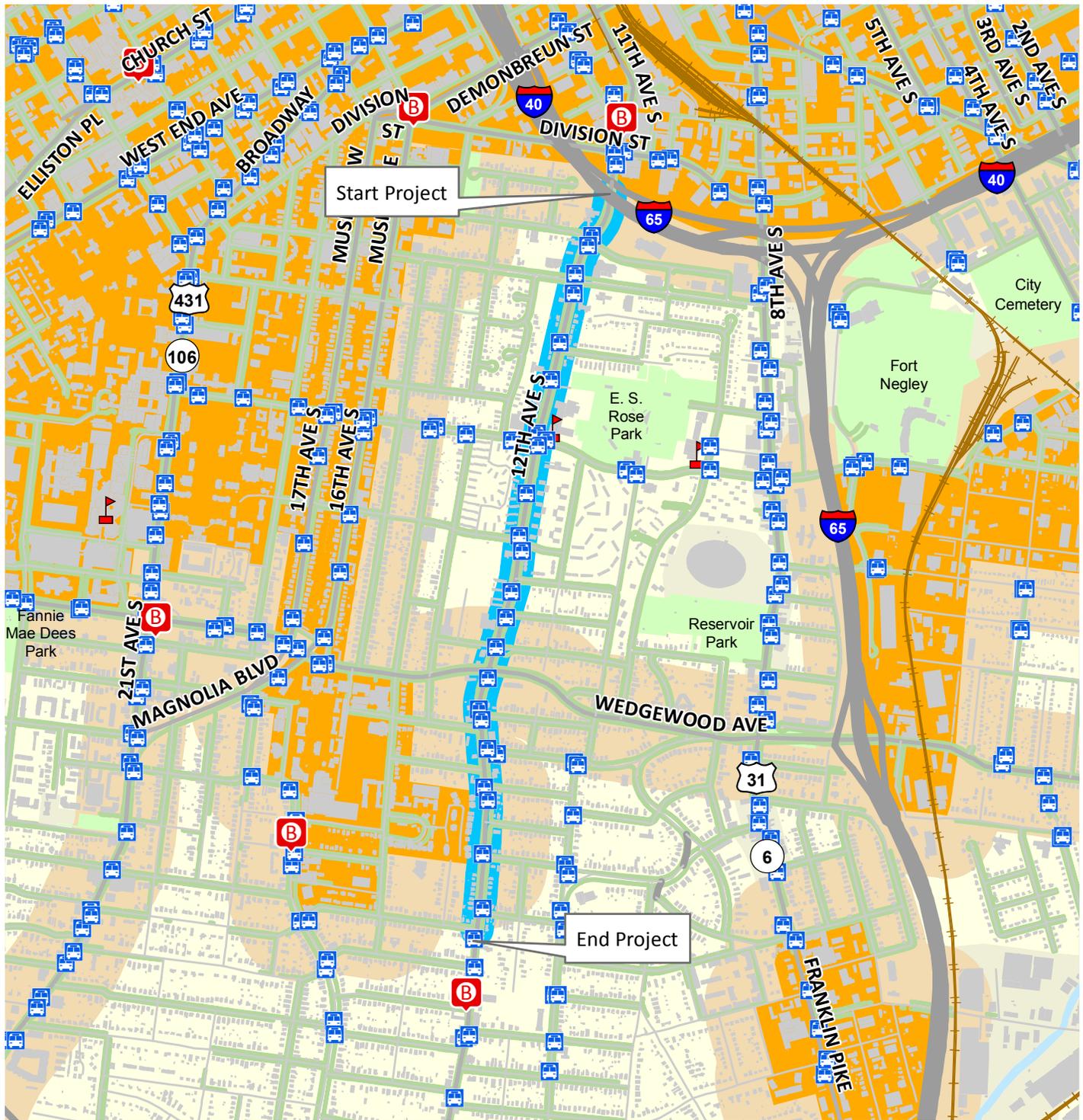
As redevelopment occurs, secure wider sidewalks along the Broadway-West End corridor and adjacent streets, and limit vehicular access points along the Broadway-West End corridor from downtown to White Bridge Road.



- | | | | | | | |
|--|-------------------------------|--|---------------------|--|-------------------------|--|
| | Walking Improvements | | MTA Stop | | Centers | |
| | Existing Sidewalks | | School | | Transitions | |
| | Walking Proximity of Corridor | | Building Footprints | | Potential Future Street | |
| | B-Cycle Locations | | Parks | | | |

Figure GHM-14: Access Nashville Walking Project #19: Edgehill Walking Improvements

Improve street crossings along 12th Avenue South from the Gulch near I-40 to Ashwood Avenue in 12South.



- Walking Improvements
- Existing Sidewalks
- B-Cycle Locations
- MTA Stop
- School
- Building Footprints
- Parks
- Centers
- Transitions



Bicycling Priorities

The following are bicycling priorities for the Green Hills–Midtown Community. See project maps on the following pages.

Access Nashville Bicycling Project #19

[Richland Park to Downtown Bike Boulevard–Implement a Bike Boulevard along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.](#)

The Richland Park to Downtown Bike Boulevard is a Countywide Critical Need and serves as the major low-stress east-west connection between several NashvilleNext centers in West Nashville, Midtown, and Downtown. The route is implemented with a variety of bikeway types depending on surrounding context. In Sylvan Park, Nebraska Avenue receives bike boulevard treatments to calm traffic and improve safety and comfort for people walking and biking to the Richland Creek Greenway or Centennial Park. Acklen Park Drive and Long Boulevard are improved with protected bicycle infrastructure. The route continues through Centennial Park to Patterson Street, where bike boulevard treatments are also applied. Patterson is connected to existing buffered bike lanes on Church Street to create a continuous connection into Downtown. This connection is critically important, providing a bicycle friendly route that is roughly adjacent to Charlotte Pike and West End, without their associated high speeds and traffic volumes. The route connects Nashvillians who walk and bike in surrounding neighborhoods to shopping, employment, educational opportunities, outdoor recreation, and cultural activities by linking several Tier One Centers at Lion’s Head, Harding Town Center, and Charlotte Pike/White Bridge with Midtown and Downtown. Along the way the route provides connectivity to the Nations via a planned bikeway on 51st, to North Nashville, Green Hills, and Woodbine on the planned 440 Greenway, and to North Nashville and Bordeaux on the planned North Nashville Protected Bikeway.

Access Nashville Bicycling Project #20

Green Hills to Downtown Bike Boulevard/Protected Bikeway–Implement a Bike Boulevard connecting Green Hills Mall to protected bikeways on Belmont, Music Row, and Demonbreun Street through Midtown to the Riverfront.

The Green Hills to Downtown Bike Boulevard is a Countywide Critical Need and provides important connectivity between Green Hills and downtown Nashville through the implementation of a bike boulevard between Glen Echo Road in Green Hills and Belmont Boulevard to connect to existing bike lanes. The existing bike lanes along Belmont Boulevard and Music Row are improved by using existing on street parking as a protective buffer between automobile traffic, and existing buffered bike lanes on Demonbreun Street are also improved with physical protection to improve safety and comfort along this popular bike route. In addition to providing direct connectivity between Green Hills, Midtown, and downtown, the Green Hills to Midtown Bike Boulevard adds connectivity to Harding Town Center and 100 Oaks via existing and planned bike lanes on Woodmont and Thompson Lane; to Woodbine, Midtown, and North Nashville along the planned I-440 Greenway; and to Wedgewood-Houston and Chestnut Hill along the planned Edgehill Avenue Protected Bikeway. The portion that parallels Hillsboro Pike connecting to Green Hills was identified as a multi-use path in the Green Hills Area Transportation Plan.

Access Nashville Bicycling Project #21

Edgehill Avenue Protected Bikeway–Implement a protected bikeway on Edgehill Avenue from 21st Avenue South to Chestnut Street.

The Edgehill Avenue Protected Bikeway is a Countywide Critical Need and creates a low stress connection for students and employees traveling to Vanderbilt University from Edgehill, Wedgewood Houston, Chestnut Hill, and South Nashville. Along the way, it provides connectivity for Nashvillians traveling to Midtown from a planned multi-use path on Murfreesboro Pike, Tier One and 2 Centers in Woodbine and Southeast Nashville as Nolensville Pike is upgraded to a more complete street, and Green Hills and downtown Nashville with the Green Hills to Downtown Bike Boulevard.

Access Nashville Bicycling Project #22

Woodmont-Thompson Lane Bike Lanes–Complete connectivity gaps between existing bike lanes along Woodmont Boulevard and Thompson Lane.

Existing bike lanes on Woodmont and Thompson Lane should be connected to create a more meaningful bicycle connection between NashvilleNext Centers at Harding Town Center, Green Hills, 100 Oaks, and Murfreesboro Pike. Filling in this connectivity gap allows residents who bike along the corridor better access to shopping, transit, and employment opportunities. This project is a Community Priority.

Access Nashville Bicycling Project #23

I-440 Multi-Use Path–Develop a multi-use path generally parallel to I-440 connecting North Nashville to Woodbine.

I-440 was planned to feature an adjacent greenway facility. Although much of the right of way for this project exists, only short segments have been constructed near Sevier Park and Franklin Pike. When implemented, the I-440 Multi-Use Path will connect neighbors along the corridor with NashvilleNext centers in North Nashville, Midtown, Melrose, and Woodbine. This project is identified in the Green Hills Area Transportation Plan and is identified as a Community Priority.

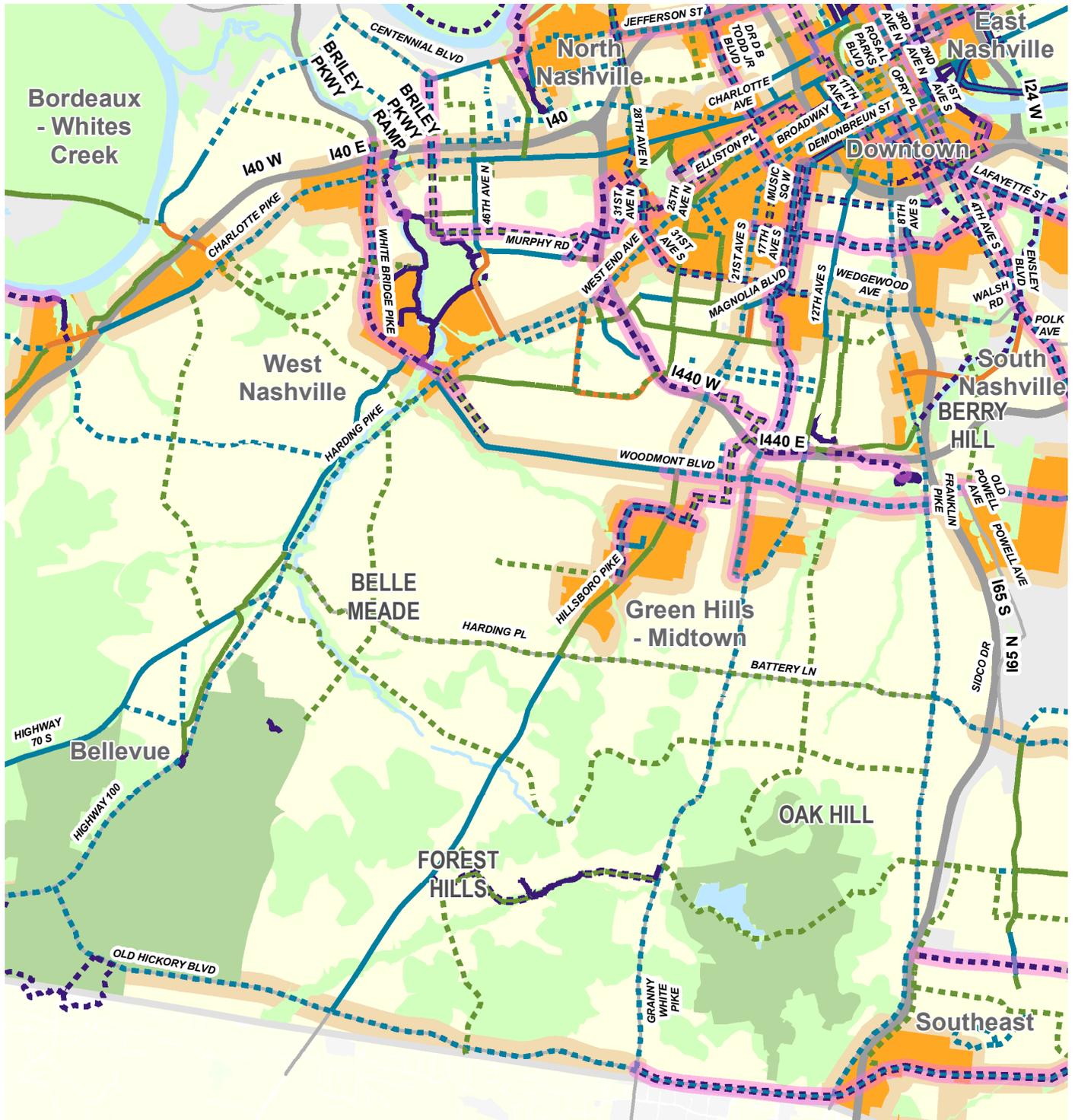
Access Nashville Bicycling Project #24

West End Bike Safety Improvements–Develop bike friendly crossings across West End at 18th Avenue and 28th Avenue.

Strategic intersections along West End/Broadway should be improved with curb extensions, traffic islands, bike signal phases and detectors, and improved pavement markings to prioritize more comfortable crossing of cyclists and pedestrians in Harding Town Center, Midtown, and downtown Nashville. Best practices developed along this corridor should be used as models for other high volume arterials in Nashville. This project is identified as a Community Priority.

Figure GHM-15: Bikeways and greenways

Green Hills-Midtown detail



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

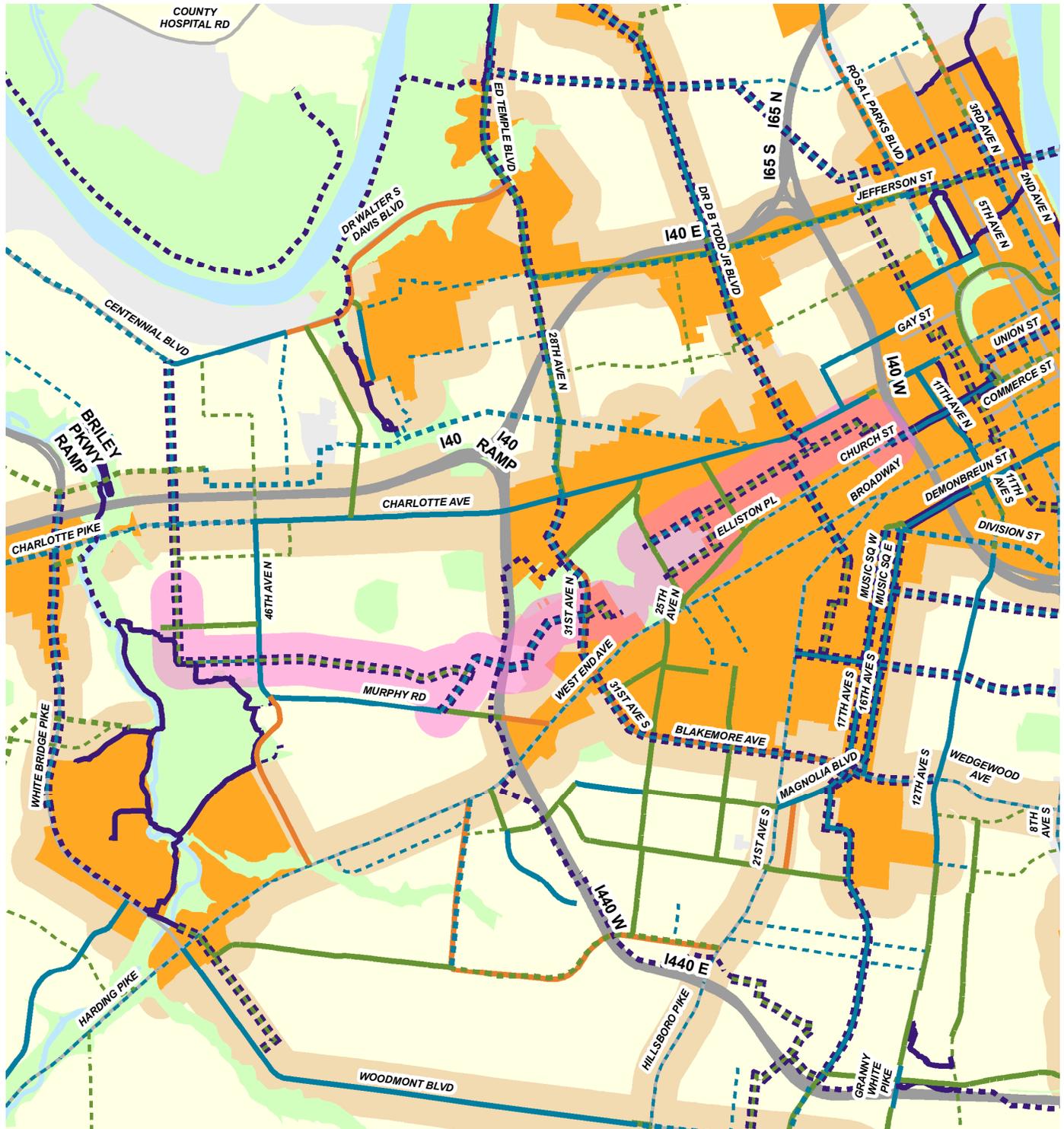
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

- Greenway, Unpaved
- Priority Bikeway Projects
- Anchor Park
- Green network
- Centers



Figure GHM-16: Access Nashville Bicycling Project #19: Richland Park to Downtown Bike Boulevard

Implement a Bike Boulevard along Nebraska Avenue, Long Boulevard, and Patterson Street from Richland Park through Centennial Park to Church Street.



Planned Facilities

- ■ ■ ■ Protected Bikeway
- ■ ■ ■ Bike Lane
- ■ ■ ■ Signed Shared Route
- ■ ■ ■ Bike Boulevard

Existing Facilities

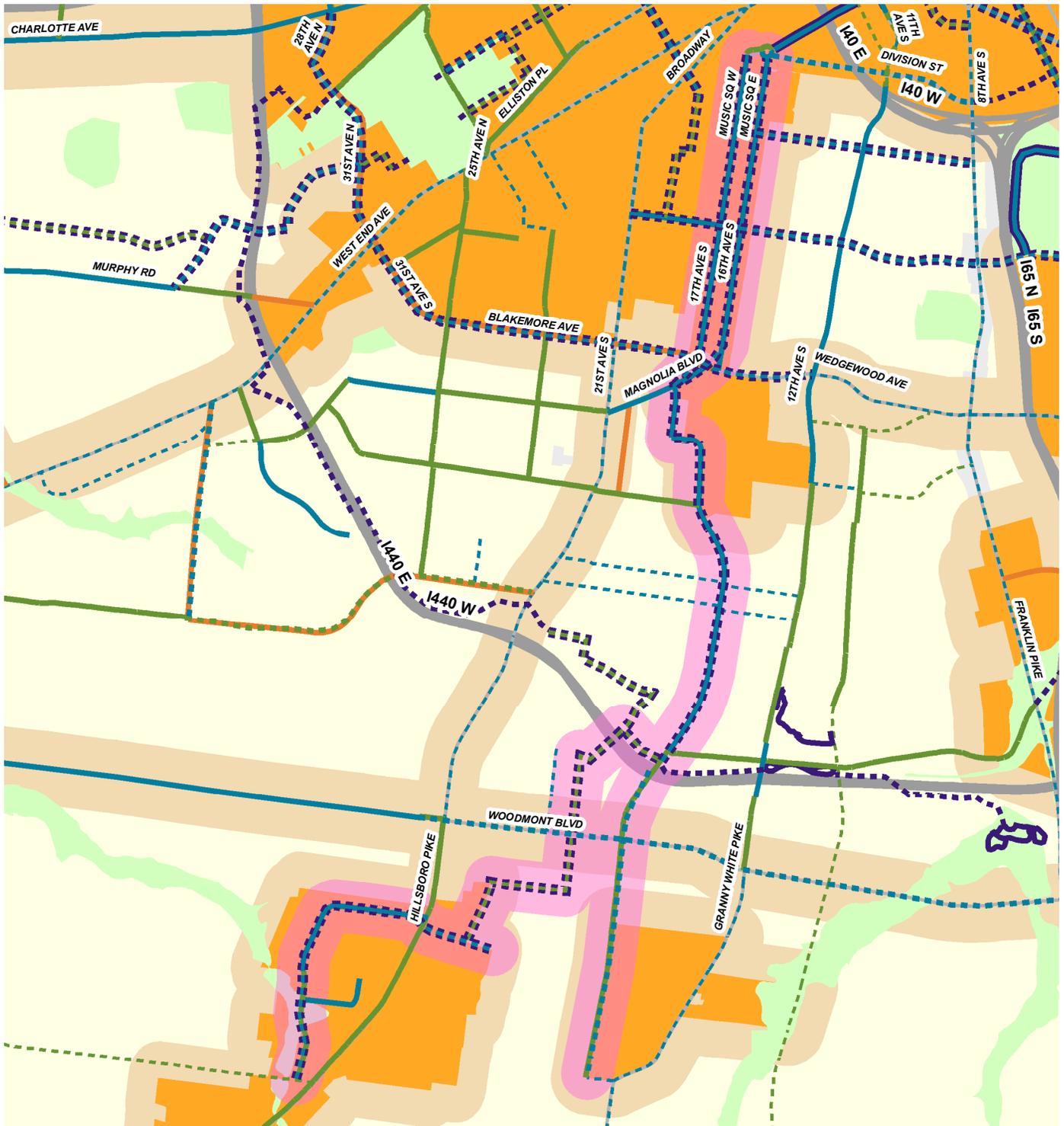
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane

Richland-Downtown Bike Boulevard

- Anchor Park
- Green network
- Centers



Figure GHM-17: Access Nashville Bicycling Project #20: Green Hills to Downtown Bike Boulevard/Protected Bikeway
 Implement a Bike Boulevard connecting Green Hills Mall to protected bikeways on Belmont, Music Row, and Demonbreun Street through Midtown to the Riverfront.



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard

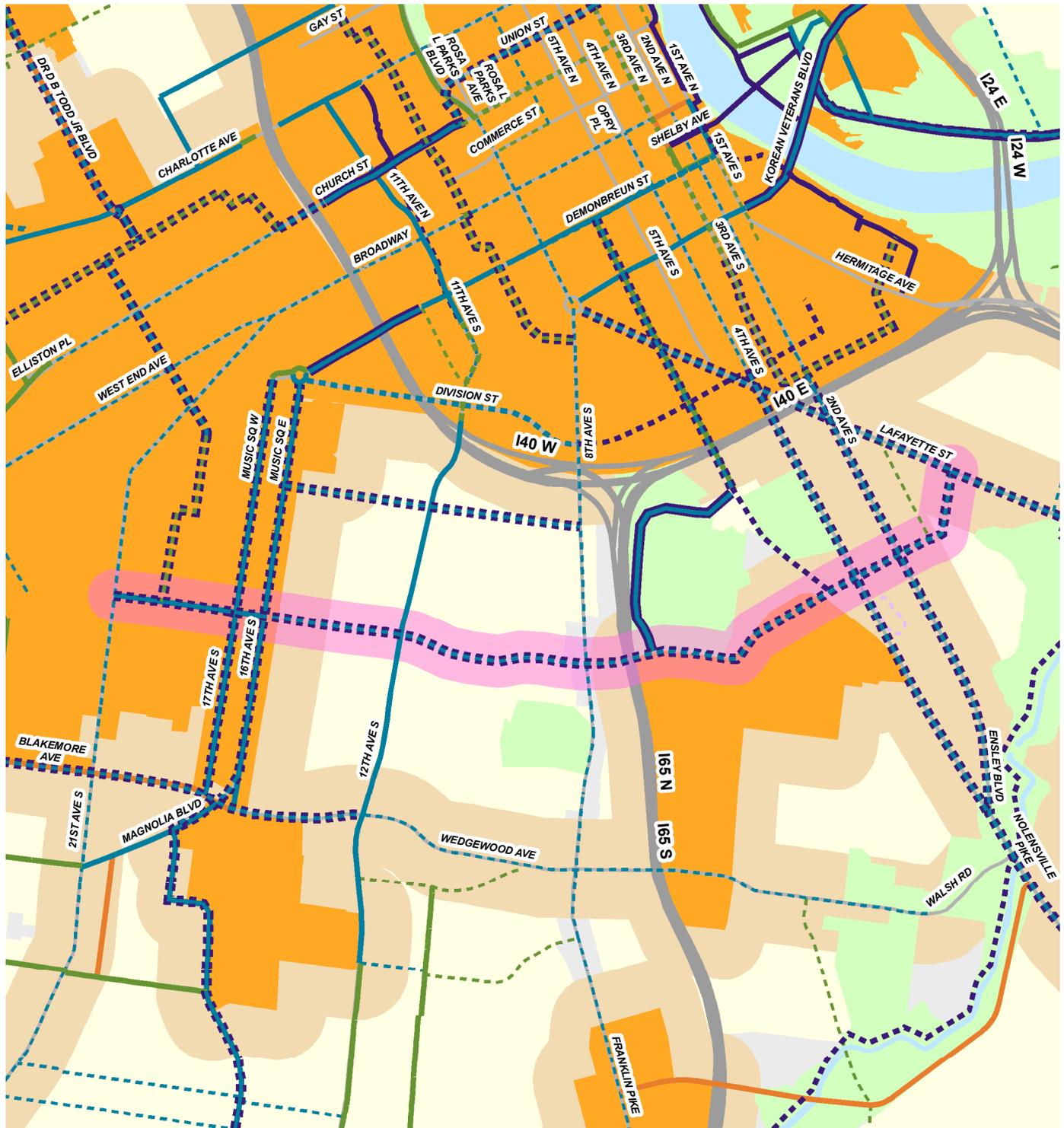
Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane

- Green Hills to Downtown Bike Boulevard
- Anchor Park
- Green network
- Centers

Figure GHM-18: Access Nashville Bicycling Project #21: Edgehill Avenue Protected Bikeway

Implement a protected bikeway on Edgehill Avenue from 21st Avenue South to Chestnut Street.



Planned Facilities

- ■ ■ ■ Protected Bikeway
- ⋯ Bike Lane
- ⋯ Signed Shared Route
- ■ ■ ■ Bike Boulevard

Existing Facilities

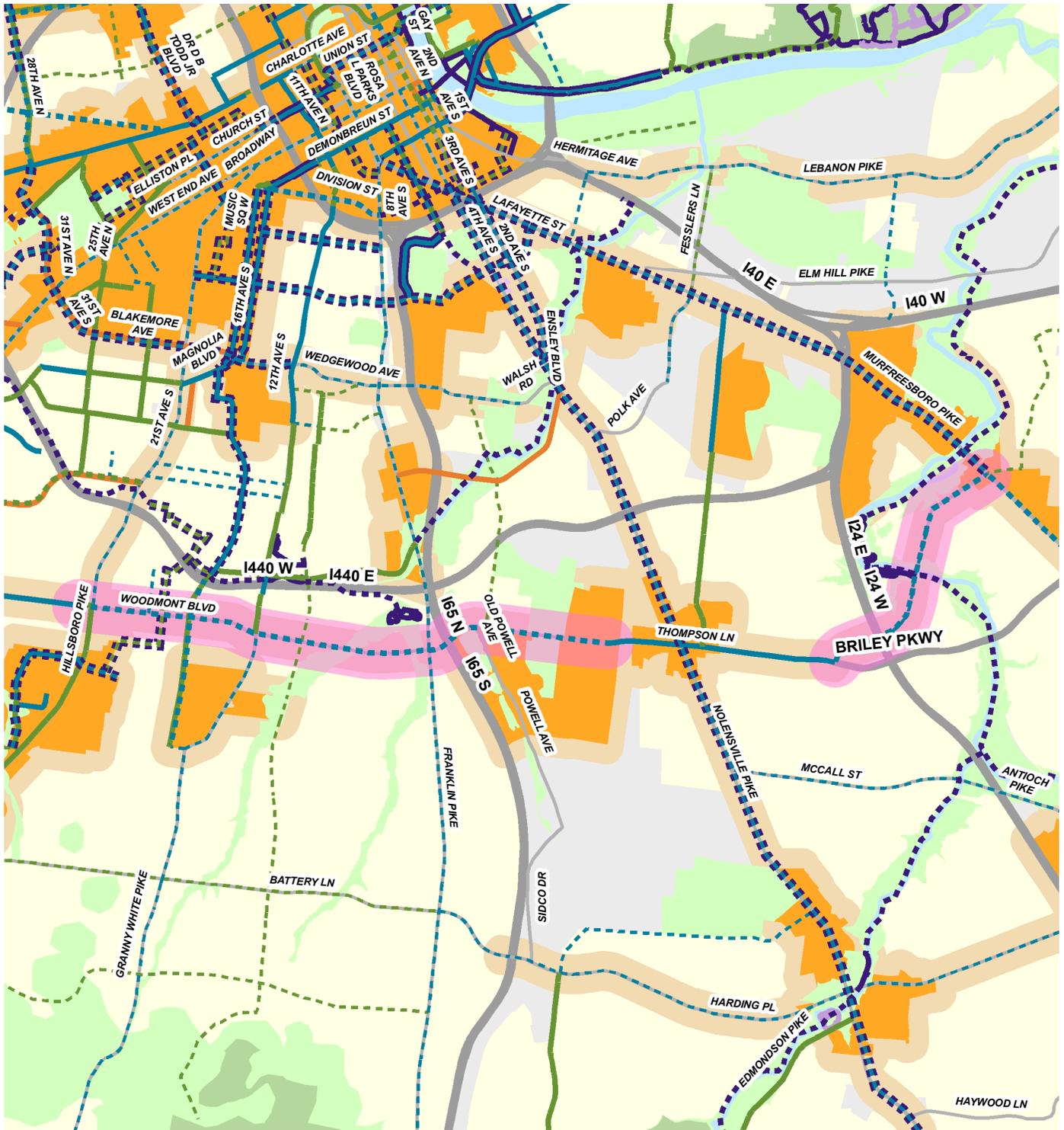
- ▬ Buffered Bike Lane
- ▬ Bike Lane
- ▬ Signed Shared Route
- ▬ Wide Outside Lane

Edgehill Avenue Protected Bikeway

- Anchor Park
- Green network
- Centers

Figure GHM-19: Access Nashville Bicycling Project #22: Woodmont-Thompson Lane Bike Lanes

Complete connectivity gaps between existing bike lanes along Woodmont Boulevard and Thompson Lane.



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

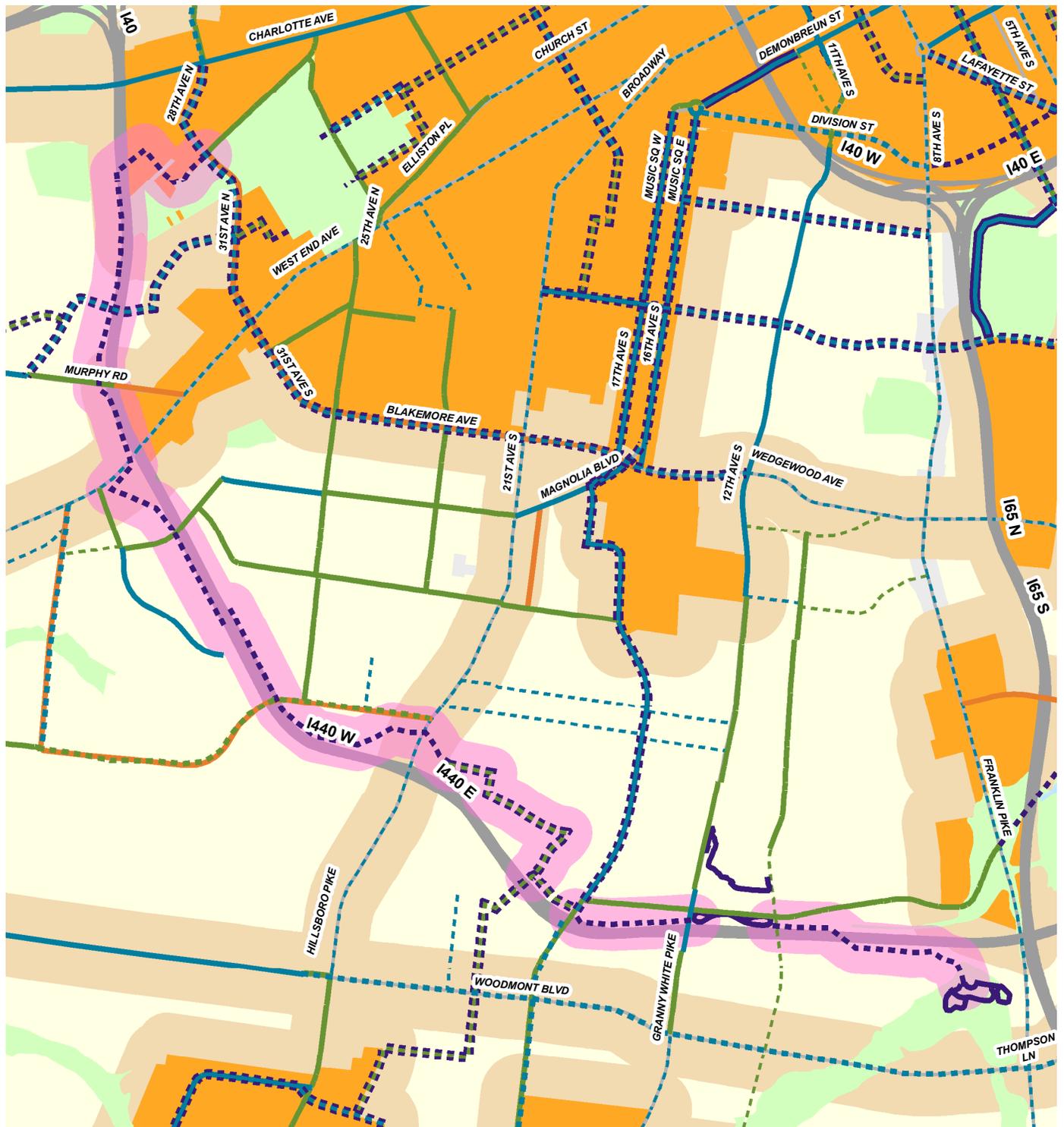
Woodmont-Thompson Bike Lanes

- Anchor Park
- Green network
- Centers



Figure GHM-20: Access Nashville Bicycling Project #23: I-440 Multi-Use Path

Develop a multi-use path generally parallel to I-440 connecting North Nashville to Woodbine.



Planned Facilities

- ■ ■ ■ Protected Bikeway
- ■ ■ ■ Bike Lane
- ■ ■ ■ Signed Shared Route
- ■ ■ ■ Bike Boulevard

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane

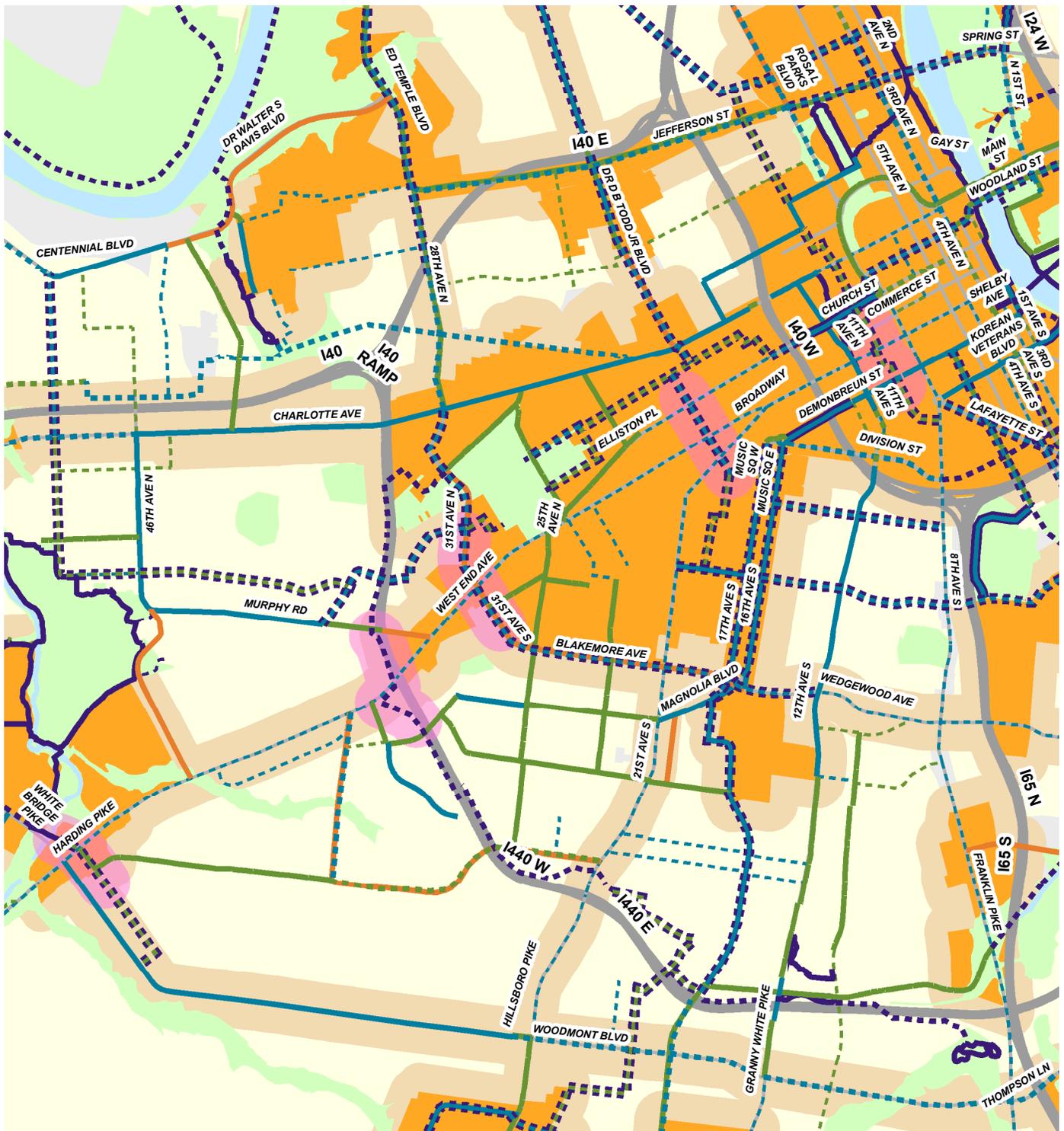
440 Multi-Use Path

- Anchor Park
- Green network
- Centers



Figure GHM-21: Access Nashville Bicycling Project #24: West End Bike Safety Improvements

Develop bike friendly crossings across West End at 18th Avenue and 28th Avenue.



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane

West End Connections

- Anchor Park
- Green network
- Centers



Transit

Transit service consisting of buses and other enhanced mass transit options provided by the Metropolitan Transportation Authority (MTA) create vital transportation links to the Green Hills–Midtown Community. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes.

During NashvilleNext, the community established a vision for High Capacity Transit Corridors in Nashville/Davidson County, many of which are the pikes that currently have bus service, but adding cross-town connectors to the long-term vision. This vision will be refined through the update of the MTA Strategic Transit Master Plan, a process beginning in 2015. The updated Transit Master Plan will discuss what mode of transit is appropriate for each corridor and what order the transit improvements should be undertaken. Information from NashvilleNext and the Community Plans will be used for the Transit Master Plan update process. When the Transit Master Plan is completed, the Community Plans may need to be amended to align with the Transit Master Plan.

Street Priorities

In addition to the recommendations contained in the Green Hills Transportation Plan, the following are street projects for the Green Hills–Midtown Community, See project maps on the following pages.

Access Nashville Street Project #14

Crestmoor/Glen Echo Road Realignment–Realign the intersection of Crestmoor Road/Glen Echo Road at Hillsboro Pike.

Realignment of Crestmoor Road and Glen Echo Road at Hillsboro Pike is identified as a Countywide Critical Need because of its location within a Tier One Center and along an Immediate Need High Capacity Transit Corridor. The realignment along with other connections will enhance street connectivity in the area. This project’s need was identified in past studies of the Green Hills area due to the close proximity of the two intersections which can be congested because of people traveling east-west across Hillsboro Pike. It is likely that the commercial retail on both sides of Hillsboro Pike may redevelop in the future. With any redevelopment, discussions about the potential to align the intersection, improve the street crossings for pedestrians, and continue the bike lanes along Crestmoor Road should be pursued with the surrounding property owners.

Access Nashville Street Project #15

Bosley Springs Connector–Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.

The Bosley Springs Connector is a Countywide Critical Need because of its location within a Tier One Center and ability to improve street connectivity between an Immediate Need and Long Term Need High Capacity Transit Corridor. White Bridge Pike is designated as State Route 155 and connects Woodmont Boulevard to Briley Parkway. State Route 155 makes a loop of Nashville, and in 1992, a consulting firm was hired by the Metro Planning Commission to study and assess recommended improvements that resulted in the White Bridge Road Transportation Plan. Recommendations were outlined to address the substantial traffic operation problems, particularly at the north end of the corridor. The overpasses completed in the 2000s connecting I-40 to Briley Parkway North were part of this proposal. At the south end of the corridor, the significant amount of traffic moving through the intersection at

Harding and White Bridge was noted. An overpass of Harding was recommended. The city and the community have expressed concerns about the recommendations from the plan particularly on the southern end. Those concerns are noted in the 1994 Subarea 7 Plan (now called the West Nashville Community Plan) that was adopted by the Metro Planning Commission. Significant concern was expressed about the proposed bypass connecting Harding to White Bridge. Other bypass alternatives were recommended to be explored. Also, transportation demand management improvements such as car-pooling and mass transit were recommended.

Since the original Subarea 7 Plan was adopted in 1994, additional studies were done on the bypass concept. A concept that achieves similar traffic movements was identified called the Northeast Quadrant Connector. The proposed connector moved the bypass concept much closer to the intersection with Harding. This was included in the Harding Town Center UDO adopted by the Metro Planning Commission in 2005 and referenced in a companion study called the Harding Town Center Transportation Plan.

Since the mid 2000's, the Northeast Quadrant Connector or Bosley Springs Connector has been planned for in the area as land use decisions were made. The idea of an overpass of Harding Road between Woodmont and White Bridge is not financially feasible and does not meet the objectives of developing a more walkable and bikeable area involving the Harding Town Center. When the Major and Collector Street Plan was updated to incorporate Complete Streets in 2011 by the Metro Planning Commission, the Bosley Springs Connector was not identified as a major street, but the concept still resides in the Harding Town Center Urban Design Overlay. The city most recently undertook a major study of mass transit concepts along West End and Harding called the Amp. As part of that effort, a park and ride facility was identified in the Harding Town Center area that was the terminus of the bus rapid transit line. After substantial public discussion, MTA has decided not to pursue the Amp at this time. Nevertheless, the adopted Green Hills–Midtown and West Nashville Community Plans that cover the area call for increased transportation demand management strategies, including mass transit, in the immediate area.

NashvilleNext identifies the Harding Town Center area, or the area near Harding Road and White Bridge Pike as a Tier One Center. Although the city's thinking has evolved beyond just making traffic improvements, there is still a need to provide greater access to and through the Harding Town Center area for people driving, taking the bus, and walking to

their destinations. There are only two other ways to go east-west across White Bridge Pike besides Harding Road. Those are Charlotte Pike and I-40 located two miles to the north. The Bosley Springs Connector is still a transportation need that must incorporate walking and biking improvements and a connection to the Richland Creek Greenway to support the increased intensity of employment anticipated in this envisioned walkable center. It will be important to continue to listen to the community's concerns about this concept, weigh the feedback with other critical projects identified throughout Davidson County, and modify the proposal based on what we hear.

Access Nashville Street Project #16

Abbott Martin Road Extension—Extend Abbott Martin Road to Hillmont Drive with a new 3-lane facility that include sidewalks, bike lanes, and streetscaping.

The Abbott Martin Road Extension to Hillmont Drive is a Community Priority and identified in the 2014 Green Hills Area Transportation Plan. The close proximity of Abbott Martin Road and Richard Jones Road intersections along Hillsboro Pike impacts traffic operations as people travel east-west through the area. Hillsboro Pike is an arterial-boulevard with peak time congestion. Improving the traffic movements across Hillsboro Pike will assist with mobility in the area.

Access Nashville Street Project #17

Benham Avenue Extension—If the Hillsboro High School property is redeveloped, extend Benham Avenue as 3/4 lanes to Richard Jones Road and develop internal street connections, include adjacent multi-use path on one side, sidewalks, and streetscaping.

The Benham Avenue Extension is a Community Priority and was identified in the 2014 Green Hills Area Transportation Plan. The extension will depend upon the decisions of Metro Nashville Public Schools (MNPS) involving the future of Hillsboro High School. In February 2014, MNPS announced that the High School will stay on the current property. Metro properties, including the Green Hills Library, are adjacent to Hillsboro Pike, an Immediate Need High Capacity Transit Corridor, and could be further utilized to develop a more effective street grid system and improve connectivity to the east of Hillsboro Pike, improving access to new development and relieving additional turning movements upon Hillsboro

Pike. It is likely that adjacent commercial properties will redevelop to higher intensities in the future in these areas. As discussions continue to take place about the future of the High School, Metro may capitalize on the value of the property to rethink how the classrooms and/or sports fields are housed on the property while developing a more detailed street grid to facilitate additional traffic movements north-south and east-west in the area. Concepts should be analyzed that balance classroom needs, athletic functions, potential for redevelopment, and mobility. Bicycling and walking infrastructure and streetscaping should be included with the street extension to connect to a planned multi-use path between Woodmont and Graybar under development.

Access Nashville Street Project #18

19th Avenue and Division Street Realignment—*Realign the intersection of 19th Avenue South with Division Street.*

The realignment of 19th Avenue at Division Street is a Community Priority to improve street connectivity.

Currently, 19th Avenue intersects Division Street, but it is offset for traffic continuing north on 19th Avenue. This generates left-hand turns onto Division Street, so straightening this intersection will improve traffic flow during peak travel times.

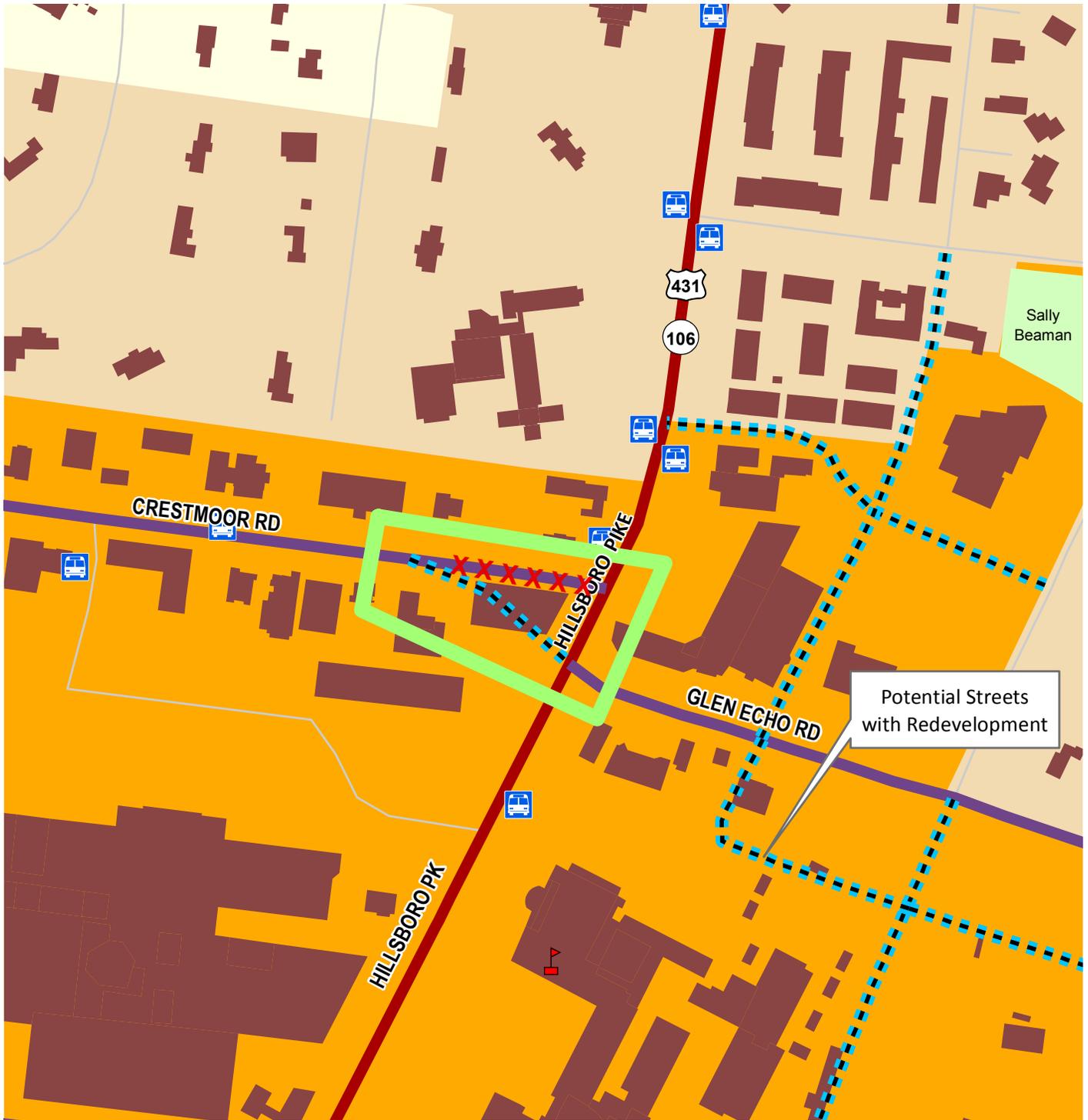
Access Nashville Street Project #19

Midtown Couplets Study—*Study the one-way couplets in Midtown around the hospitals for improved access to properties and meeting complete street objectives.*

20th Avenue North and 21st Avenue North are one-way couplets that bound the hospitals between Charlotte Pike and West End Avenue in Midtown. One-way streets are typically utilized to increase mobility and speeds. As this area has transitioned to a mixture of uses including more housing and employment densities, assessing the conversion of the one-way couplets into two-way streets is needed to meet the city's complete streets objectives, including slowing traffic speeds, creating a more walkable and bikeable environment, and improving street crossings. This study is a Community Priority.

Figure GHM-22: Access Nashville Street Project #14: Crestmoor/Glen Echo Road Realignment

Realign the intersection of Crestmoor Road/Glen Echo Road at Hillsboro Pike.



- | | | | | | |
|---|---------------------|---|-------------------------|--|-------------|
|  | Project Area |  | Arterial-Boulevard |  | Transitions |
|  | MTA Stop |  | Collector-Avenue | | |
|  | School |  | Potential Future Street | | |
|  | Building Footprints |  | Centers | | |



Figure GHM-23: Access Nashville Street Project #15: Bosley Springs Connector

Connect Harding Pike to White Bridge Pike with a new 4/5-lane facility that includes sidewalks, bike lanes, streetscaping, and connection to the Richland Creek Greenway.

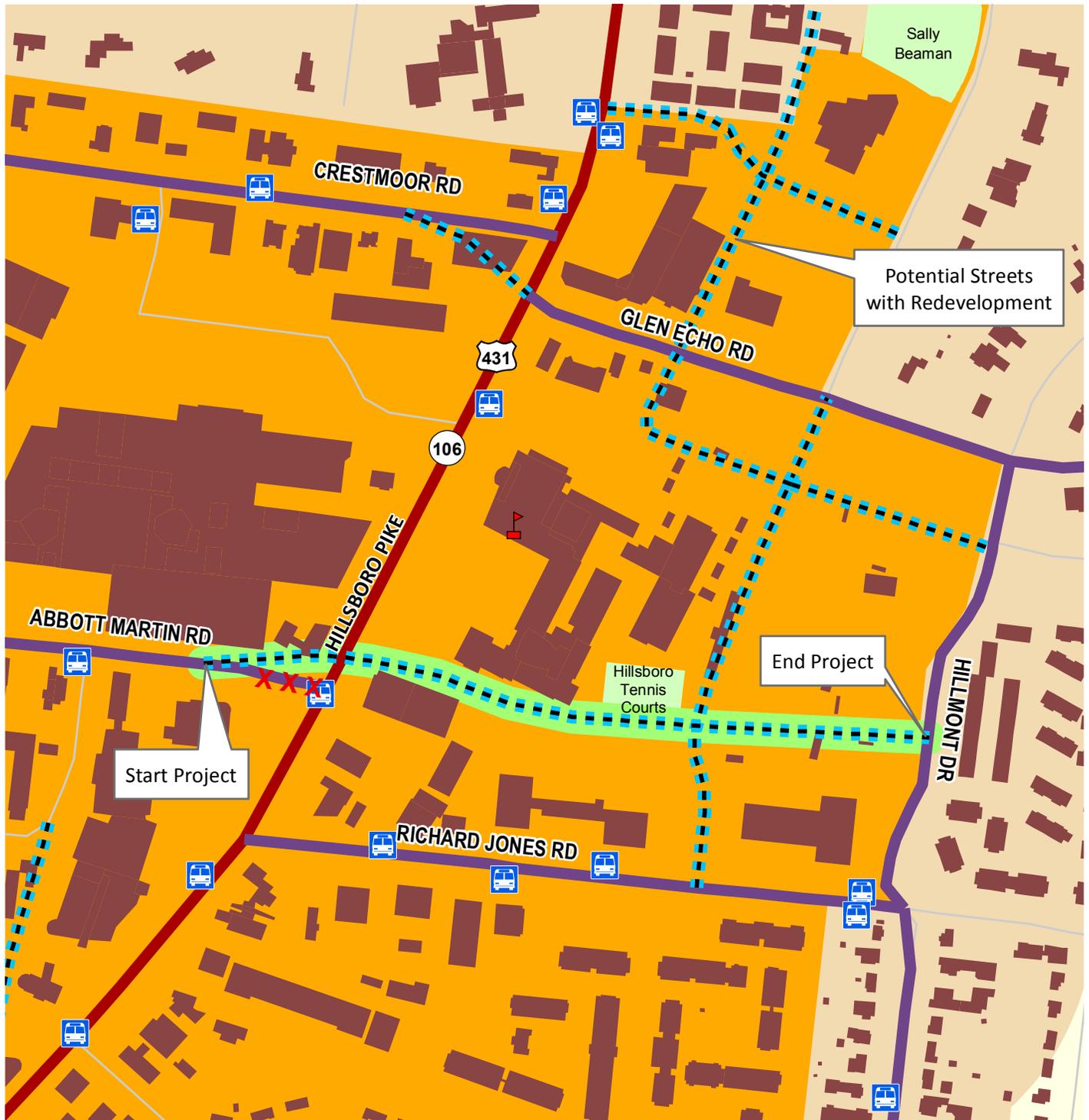


- Project Area
- Arterial-Boulevard Scenic
- Arterial-Boulevard
- Collector-Avenue
- Building Footprints
- Arterial-Boulevard Scenic
- Collector-Avenue
- Planned Collector-Avenue
- Potential Future Street
- Centers
- Transitions



Figure GHM-24: Access Nashville Street Project #16: Abbott Martin Road Extension

Extend Abbott Martin Road to Hillmont Drive with a new 3-lane facility that include sidewalks, bike lanes, and streetscaping.



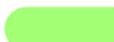
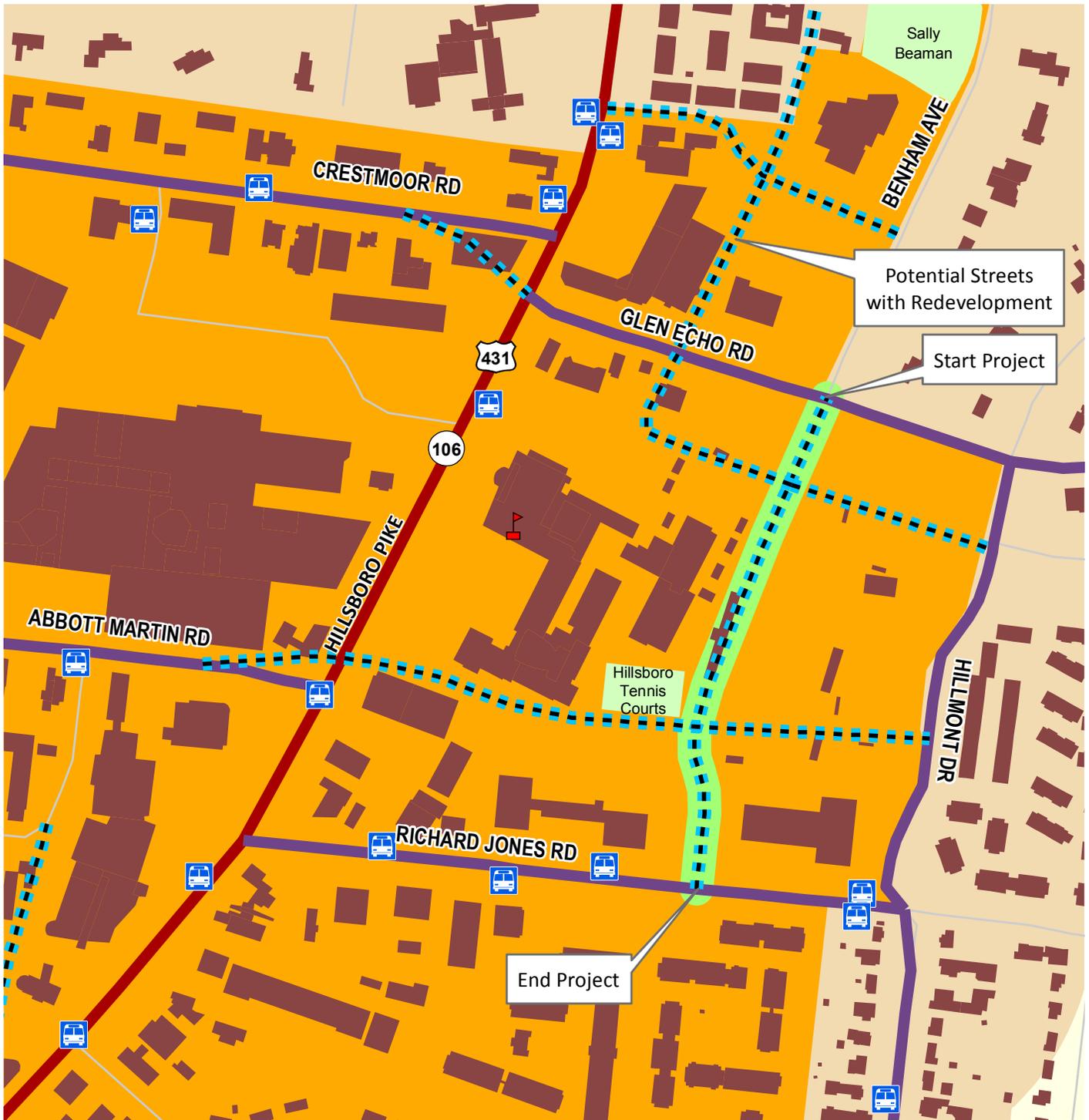
- | | | |
|---|---|--|
|  Project Area |  Arterial-Boulevard |  Transitions |
|  MTA Stop |  Collector-Avenue | |
|  School |  Potential Future Street | |
|  Building Footprints |  Centers | |

Figure GHM-25: Access Nashville Street Project #17: Benham Avenue Extension

If the Hillsboro High School property is redeveloped, extend Benham Avenue as 3/4 lanes to Richard Jones Road and develop internal street connections, include adjacent multi-use path on one side, sidewalks, and streetscaping.



- Project Area
- Arterial-Boulevard
- Transitions
- MTA Stop
- Collector-Avenue
- School
- Potential Future Street
- Building Footprints
- Centers

Figure GHM-26: Access Nashville Street Project #18: 19th Avenue and Division Street Realignment

Realign the intersection of 19th Avenue South with Division Street.



- Project Area
- Arterial-Boulevard
- Centers
- MTA Stop
- Collector-Avenue
- Transitions
- Building Footprints
- Potential Future Street



APPENDICES

Appendix A

12th Avenue South Corridor Detailed Neighborhood Design Plan

Appendix B

Midtown Study

Appendix C

Green Hills Area Transportation Plan