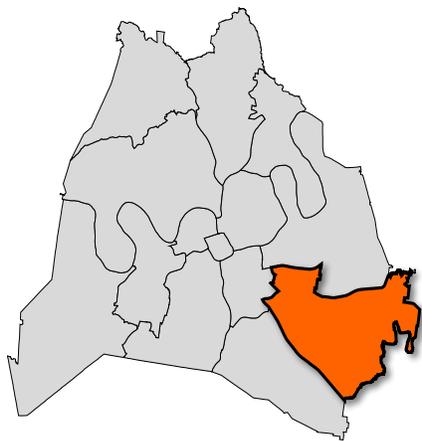


# A General Plan for Nashville & Davidson County

Adopted June 22, 2015  
Amended August 24, 2017

## Volume III: Community Plans





**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.

# ANTIOCH – PRIEST LAKE

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## What is a Community Plan?

NashvilleNext, the long-range plan for growth, development, and preservation in Nashville/Davidson County through 2040, provides a high-level, countywide view of how Nashville manages growth and preservation to improve the quality of life for residents and to promote prosperity. The Growth & Preservation Concept Map illustrates the vision.

A Community Plan is the key planning policy guide for decision-making regarding a community’s future built and natural environments. There are 14 Community Plans covering Nashville/Davidson County. Each plan is prepared by the Planning Department staff in cooperation with residents, business owners, property owners, institutional representatives, and development professionals. The Community Plans explain each community’s role in NashvilleNext’s vision and apply Community Character Policies to every property in Davidson County to implement that vision through land use decisions such as zone changes and subdivision requests.

Each Community Plan is adopted by the Planning Commission and describes the role the community plays in realizing the overall vision of the County. The Community Character Policies are guided by the Community Character Manual (CCM), a countywide document which provides direction, in alignment with NashvilleNext for zoning and development decisions.

For the most current information on the Community Character Manual and the Community Plans: [www.nashville.gov/Planning-Department/Community-Planning-Design.aspx](http://www.nashville.gov/Planning-Department/Community-Planning-Design.aspx)

## History of the Planning Process

In 1988, the 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 Antioch–Priest Lake Community Plan was first adopted by the Planning Commission in 1991, after working with a Citizens Advisory Committee.

The Planning Commission adopted the Antioch–Priest Lake Plan’s first update in 1996 after several community workshops. Additional updates followed in 2003 and 2012. Detailed design scenarios were prepared for the Rural Hill Road area. Another Plan update occurred in 2015 as part of NashvilleNext, reflecting the values and vision of numerous participants, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development, and preservation. In 2017, the 14 Community Plans were reformatted and streamlined to make them easier to comprehend and to interact with online. Some minor updates were also made.

Over the decades, Antioch–Priest Lake continues to grow and strives to balance growth with preserving the character of established residential areas, while providing needed services, retail, recreation, and employment opportunities in centers and along corridors, improving their appearance and walkability. In order to enhance the community, a coordinated and persistent effort in following the adopted plan is required by residents, property owners, business owners, public/private agencies, developers, investors, and elected officials.

For more information regarding Community Plans, please visit: [www.nashville.gov/Planning-Department/Community-Planning-Design.aspx](http://www.nashville.gov/Planning-Department/Community-Planning-Design.aspx)



# ANTIOCH – PRIEST LAKE

## Community Profile

### *Description/Location*

The Antioch–Priest Lake community is a vast area, containing approximately 59 square miles — spanning from I-24 to the west; Percy Priest Lake to the east; the airport to the north; and the Davidson County line to the south.

Antioch–Priest Lake is a suburban community with well-established neighborhoods and areas where new development patterns are emerging. Antioch–Priest Lake is home to Percy Priest Lake, a local and regional draw. The community also includes a large amount of industrial land and commercial land along its corridors and at the Crossings.

The Antioch–Priest Lake community has several assets, including its environmental features and green spaces that offer natural refuge. Its convenient location offers quick access to the Nashville International Airport, interstates, employment centers, and other surrounding areas. The area continues to grow, including growth in minority populations and in families with children.

The founding of Antioch as a village began with a church. Today, faith congregations continue to be involved in community redevelopment by converting former big box stores into places of worship. Nashville State Community College has a satellite campus at Global Mall, and the Metropolitan Government of Nashville/Davidson County has also built a new library, park, and community center there. The Nashville Predators hockey franchise has built ice hockey rinks. Antioch–Priest Lake continues to be a desirable community to live, work, and play.

### *Major Neighborhoods/Communities*

For planning purposes, the community is given the name Antioch–Priest Lake because it encompasses the neighborhoods that grew from the heart of Antioch in the early 1800s and the neighborhoods near Percy Priest Lake.

The plan area also includes the larger neighborhoods of Una, Mt. View, Cane Ridge, Tusculum, and Bakertown as well as numerous smaller neighborhoods and subdivisions.

To see the Antioch–Priest Lake Community’s demographic information, please visit: [www.nashvillenext.net](http://www.nashvillenext.net)



**Boating on Percy Priest Lake**



**Multi-family along Bell Road**



**Single-family home near Percy Priest Lake**



**Multi-family in Hickory Hollow**



**Farm in Antioch area**



**Hickory Hollow Mall in the 2000s**

## History Highlights

The Antioch–Priest Lake area is a large geographic area and rich in Nashville’s history. Highlights include:

- Settlement in the area began in 1810 with a church locating its congregation beside Mill Creek.
- In 1820, Charles Hayes, a large landowner, donated land for the church to build on, and began referring to it as the Church at Antioch, giving the rising town its name.
- In the 1840s, road construction began on Mill Creek Valley Pike, now known as Antioch Pike, and the road opened for use in 1846.
- At that time, the commute to Nashville was a chore, requiring a horse to Nolensville Road, followed by a trolley taking a half day to arrive in downtown Nashville.
- The railroad was built in the mid-1800s as it was vital for mail delivery and for those workers who had jobs in the “big city” of Nashville and needed a faster commute.
- The community known as “Antioch” began at the convergence of what is now known as Antioch Pike, Blue Hole Road, and Mt. View Road with a post office.
- By the 1880s, the village of Antioch consisted of a railroad station, the church, one store, a blacksmith shop, and a few homes.
- In the 1930s, an auto repair shop, and later a village pub, replaced the blacksmith shop.
- The community transitioned from rural to suburban with development in the 1970s, including the development of Hickory Hollow Mall.
- The community experienced a housing boom in the late 1990s and 2000s. Between 2003 and 2010 alone, 1,737 residential lots were created.
- As Antioch continued to grow through suburbanization, it became more difficult to pinpoint where the heart of Antioch was located. Having never formed as a corporated city, Antioch today is mostly defined by its postal code.

For the most current information on Nashville’s designated historic properties, districts, and resources, contact the Metro Historical Commission:  
[www.nashville.gov/Historical-Commission.aspx](http://www.nashville.gov/Historical-Commission.aspx)

To read more about the rich history of the Antioch-Priest Lake Community, please visit:  
[www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx](http://www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx)

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## Nashville Communities & the Region

The impacts of growth, development, and preservation in Nashville’s communities do not stop at Community Plan area borders. Each community has many unique resources whose growth, development, or preservation can impact surrounding communities within Nashville/Davidson County. In turn, each community benefits from the utilization of its resources by adjacent communities and the larger region. The health of each of these assets impacts each Community Plan area and contributes to Davidson County’s unique role in the larger Middle Tennessee region.



House in Chelsea area

## Role in the County and Region

Antioch–Priest Lake is located in the southeast portion of Nashville/Davidson County. The area includes significant environmental assets that contribute unique recreational and tourism opportunities to the region. Antioch provides employment, housing, and retail, which — given its geographic location in the region in close proximity to multiple and varied employment centers — could be quite competitive. Particularly as the adjacent Rutherford and Wilson Counties contain growing employment and retail centers along with growing populations. As retail, housing, and employment markets continue to grow within the region, the community must find its competitive niche in terms of residential, retail, and employment development, and discover ways to complement services provided in outlying counties and cities.

### *Housing — Residential Development*

The Antioch–Priest Lake community is primarily residential and is suburban in character with rural neighborhoods near Percy Priest Lake. As of 2012, single-family residential land uses consumed the most acreage (8,357 acres). Two-family residential uses consumed 434 acres, while multi-family consumed 1,253 acres. Antioch–Priest Lake is one of the few communities with a large stock of undeveloped land. In 2012, 23 percent of the land was classified as vacant.

In the community, 56 percent of the land is zoned for single- and two-family residential. While some of the land is impacted by floodplain, steep slopes, and sinkholes, much of the land is flat and easily accessible. As a result, the Antioch–Priest Lake community attracted residential development during the housing boom in the late 1990s and early 2000s.

During the Great Recession in 2008–2009, suburban home prices softened both locally and nationally. Now as the housing market continues to rebound, Antioch–Priest Lake should capitalize on its existing housing stock and, as a community, seek to provide new housing stock that keeps up with current market demand. New homes may be built along and near the community’s major corridors — such as Murfreesboro Pike and Bell Road — and in and near major commercial centers. These areas are appropriate for a mix of housing in neighborhoods that are more walkable with access to amenities and services. This provides housing choices for people at various price points and at different stages of their life.

## *Economic Development and the Local Workforce*

Existing and new, additional housing also support retail and employment. Antioch–Priest Lake is in a unique position. The southeast area is the fastest growing part of Middle Tennessee, which has drawn new residents to the community, but has also made Antioch–Priest Lake vulnerable to retail and employment competition in outlying counties. Competition combined with changing demographics has taken its toll on the retail and employment environment in Antioch–Priest Lake.

In the late 1970s and 1980s, the Hickory Hollow Mall was Antioch–Priest Lake’s primary retail center. It was a regional mall that drew from a primary trade area of 20 miles and a secondary trade area of 40 miles, reaching as far south as the city of Murfreesboro with some people traveling from even further away. Over time, , new outdoor retail malls were built and remodeled within Hickory Hollow’s trade area. This, coupled with the economic recession in the early 2000s and stagnant income growth in Antioch–Priest Lake, caused the mall and surrounding retail to decline and many stores to close or relocate to other areas.

These issues are not unique to Antioch–Priest Lake. Nationally, traditional mall development has become less popular, and numerous malls across the country have closed. Large suburban retailers also are reducing their footprint and inventory. Shopping habits have changed as people turn to online shopping or downsize to conserve money. What is unique to Antioch–Priest Lake is the change to its demographic base. The 2010 Census reported a 27 percent increase in overall population in Antioch–Priest Lake from 2000. Growth has continued with the 2015 American Community Survey reporting a 12 percent increase since 2010. There has also been an increase in people ages 18 and younger.

Community input during the 2012 community plan update and during NashvilleNext revealed that most residents travel to other parts of the county or adjacent counties for work. This anecdotal observation was confirmed by studies that show that roughly 39,000 Antioch–Priest Lake residents travel outside of the community for employment verses the roughly 35,000 that travel to the community for employment. Recognizing this trend, stakeholders noted that the Antioch–Priest Lake Community Plan should encourage additional employment opportunities within the study area. This would assist in bringing wage earners to the area during the day, creating a daytime population that could support retail, restaurants, and services. This could also reduce transportation costs for Antioch–Priest Lake residents who commute long distances for work.



**Business in The Crossings, a mixed use and employment area**



**Nashville International Airport**



**Adaptive reuse of older commercial strip center for a religious institution**

## Diversity of Housing Types

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban, or urban) and character of the area. NashvilleNext calls for the addition of 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.

Aging in place means that a person can live in their neighborhood/ community over their entire life. 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. 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 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. 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.

## *Natural Features and Environmental Treasures*

Antioch–Priest Lake’s natural environment and features are part of larger environmental systems within the region. Percy Priest Lake, Long Hunter State Park, and Mill Creek are significant natural resources within the region.

Percy Priest Lake is roughly 33,000 acres. Most of the lake (57 percent) is located in Nashville/Davidson County, with 42 percent in Rutherford County and one percent in Wilson County. The lake’s construction was completed in 1967 and was the first Army Corps of Engineers project in the nation created with recreation as one of its authorized purposes. In addition to recreation, the lake also provides flood control and hydropower production.

The vast majority of land on the west side of Percy Priest Lake is designated for wildlife management, enhancement, and education. The Tennessee Wildlife Resources Agency (TWRA) promotes public recreational hunting and fishing on lands licensed from the Corps of Engineers and facilitates many educational and training programs. Located on the east side of Percy Priest Lake is Long Hunter State Park. The 2,600-acre park includes recreational trails, camping areas, cedar glades, exotic and native plant areas, and habitat for wildlife.

Percy Priest Lake is also an integral part of flood control in Nashville. The Army Corps of Engineers notes that actions taken at Percy Priest Dam during the 2010 flood reduced more severe flooding in Nashville and further downstream of the Cumberland River, preventing millions of dollars in property damage.

Mill Creek is also a significant environmental resource within the region. It is a tributary of the Cumberland River and traverses the Nolensville, Antioch, and Donelson communities. This creek is also home to the Tennessee Crayfish, a unique species to Tennessee. Over time, Mill Creek has suffered negative impacts from previous development decisions that did not place an emphasis on environmental protection. This was made most evident in 2010 when Nashville/ Davidson County experienced the flooding event. Significant flooding around Mill Creek damaged homes and business, particularly near the Blue Hole Road/Antioch Pike area, resulting in thousands of dollars in damages.

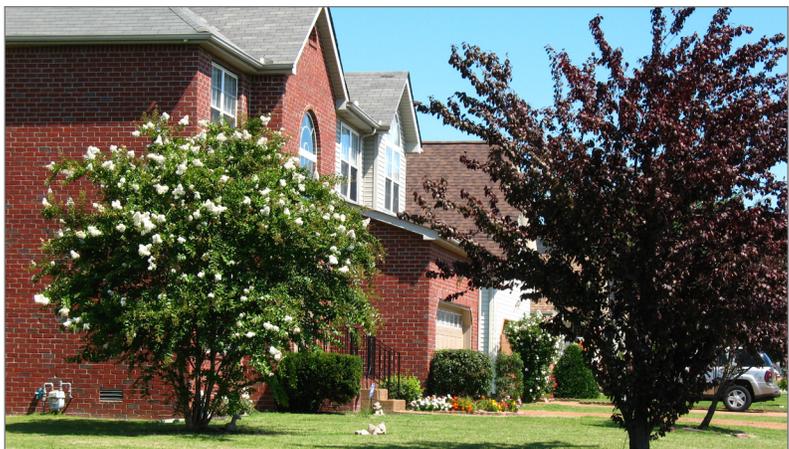
Mitigation and smarter development decisions can prevent significant levels of damage in the future from natural hazards, such as flooding. Using green infrastructure for development in flood-prone areas and preserving the floodway and floodplain helps protect these natural areas. The creation of a greenway system along Mill Creek can assist in preserving the floodplain and floodway. Greenways have economic benefits aside from the protection of property during flood events. Regionally, an interconnected Mill Creek Greenway could connect the communities of Nolensville, Antioch, and Donelson and provide an alternative mode of transportation as well as being a recreational use that could be a unique asset to those communities. Several segments of the greenway have been constructed, but important connections still need to be built to provide linkages.



**Mill Creek**

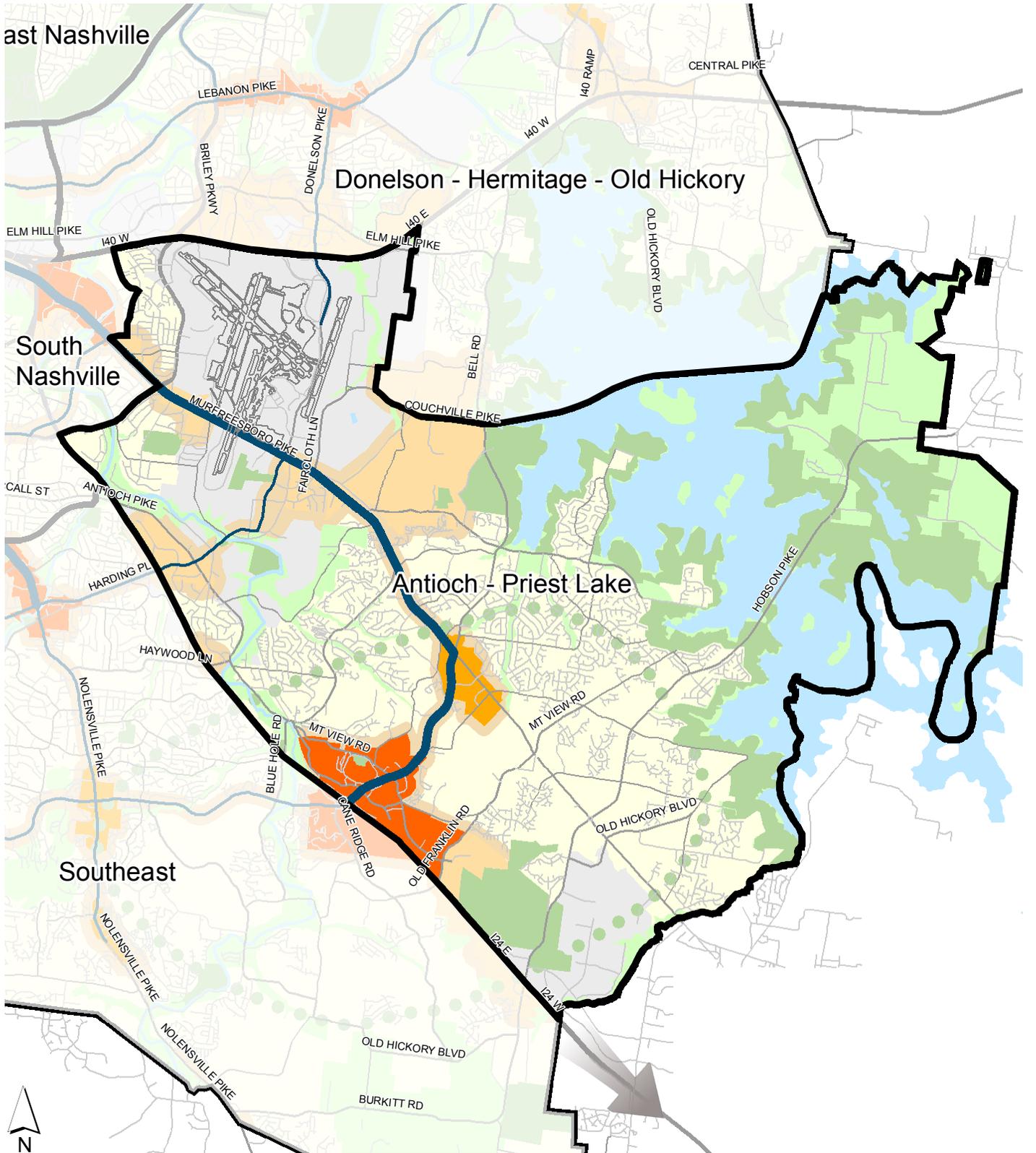


**Sailboats docked at Percy Priest Lake**



**Houses in Hickory Woods**

**Figure APL-1: Growth & Preservation Concept Map**  
 Antioch–Priest Lake detail



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

## 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 align 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; and
- Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Antioch–Priest Lake, shown in Figure APL–1, illustrates the key concepts listed above: preserving environmentally sensitive features and green spaces; preserving established residential areas and character; strategically locating new residential development; enhancing commercial centers and corridors to provide more services and options; and adding more connectivity through bikeways, greenways, multi-use paths, and sidewalks.

The Concept Map represents the vision for the community. The starting point for the map was the Antioch–Priest Lake Community Plan update (2012) and its design scenarios, along with consideration of the growth that had occurred in the intervening years, i.e. understanding the trends in growth and preservation that the community has faced. The Concept Map also reflects the input received during NashvilleNext, on how Antioch–Priest Lake should grow, what the vision for Nashville is in the future, and deliberation on what role this community should play in the future.



**New southeast park, community, and library**



**House along Ned Shelton Road**



**YMCA Camp Widjiwagan**

To see the entire Growth & Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online: [www.nashvillenext.net](http://www.nashvillenext.net)



**Antioch area hilltop**



**Large residential lot in Bakers Grove**



**House in Nashboro Woods**

### *Green Network*

The Green Network on the Concept Map reflects natural and rural 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 — slopes defined as 20 percent or greater or a rise of 20 feet or more for every 100 feet of horizontal distance — and floodplains).

Antioch–Priest Lake has numerous rivers and streams, and areas subject to periodic flooding are a significant natural feature. The Green Network is comprised of areas near Percy Priest Lake, along Mill Creek and its tributaries, other greenway corridors, and areas that are currently rural and are planned to remain rural, such as the area to the east of Percy Priest Lake.

### *Neighborhoods*

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 contexts — rural, suburban, urban, or downtown — depending on their location.

In Antioch–Priest Lake, Neighborhoods are predominantly suburban in character. Suburban neighborhoods and their development pattern have a tendency to be more auto-oriented. Over time, it is envisioned that these neighborhoods become more walkable with additional choices in housing, improved access to jobs and services, and enhanced transportation options. In addition, there is one small rural neighborhood along Franklin Limestone Road and another rural area east of Percy Priest Lake.

The Antioch–Priest Lake Community Plan recommends strategic locations for additional residential density — generally in existing commercial centers or corridors to support businesses and eventual transit. This addresses several goals. Housing choices can allow

Antioch–Priest Lake 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 Antioch–Priest Lake 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 Antioch–Priest Lake community competitive in the region in the face of changing demographics and market preferences.

### *Transitions and Infill*

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

In the Antioch–Priest Lake community, Transition and Infill areas include areas around existing centers and along corridors, such as the Global Mall/Crossings, Bell Road, and Murfreesboro Pike.



Houses in Antioch area

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
- Other tools

The Concept Map places Center areas into one of 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 designated to receive coordinated investments in the next ten-year period 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 support Nashvillians' vision for centers.



**Stakeholders discuss the future of the Hickory Hollow Mall area**

## *Centers*

The Centers included on the Concept Map build on existing commercial center areas 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.

In the Antioch–Priest Lake community, a Tier One Center is located at the Global Mall/Crossings area along Bell Road. A Tier Two Center is located at the intersection of Murfreesboro Road and Bell Road. Tier Three Centers are located at the I-24 interchange with Haywood Lane, the I-24 interchange with Harding Pike, I-24 interchange south of Bell Road, and areas surrounding the Nashville International Airport.

All Centers are anticipated to grow, develop, and/or redevelop. The designation of an area as a Tier One, Two, or Three Center merely indicates Metro's intent to coordinate public/private investments and regulations to support development and redevelopment as discussed in the sidebar. 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 supplemental 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. High Capacity Transit Corridors are defined as “immediate need” or “long-term need.” “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. Or 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 currently do not have the density of jobs and/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) (along with their masterplan update, nMotion) 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.

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 Map shows little transit provided to the northwest of the county 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.



**Businesses in Hickory Hollow/The Crossings**

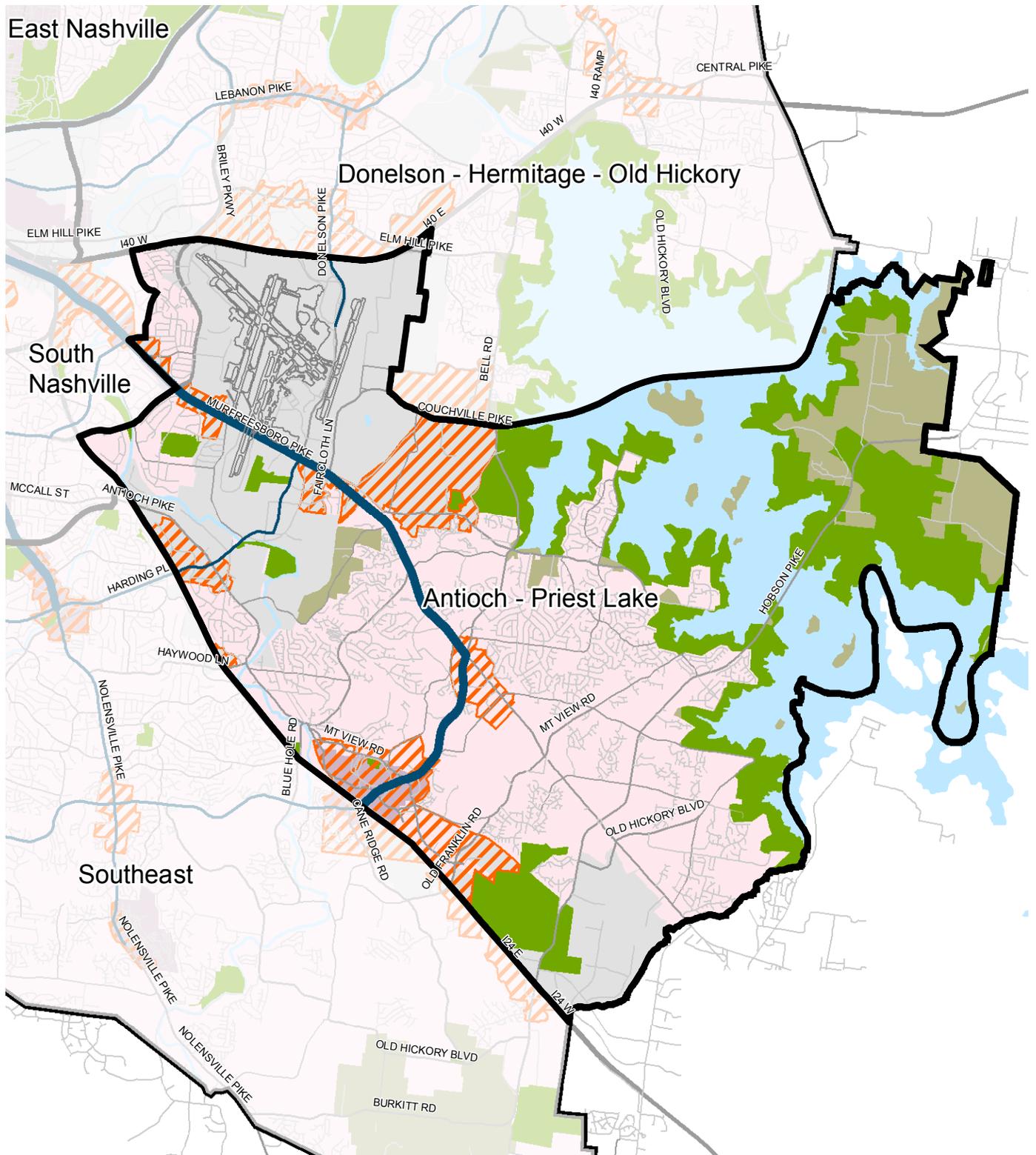


**Business in The Crossings**



**The Murfreesboro Road Bus Rapid Transit Lite Route terminates at the new Commons at the Crossings Library and Community Center Complex.**

**Figure APL-2: Transect**  
 Antioch–Priest Lake detail



**Transects Legend**

- |  |  |   |   |
|--|--|---|---|
|  Centers            | <b>Priority Corridors</b>  |  T1 Natural  |  T5 Center   |
|  Subarea Boundaries |  Immediate Need |  T2 Rural    |  T6 Downtown |
|  Anchor Parks       |  Long-Term Need |  T3 Suburban |  D District  |
|  |  |  T4 Urban    |  Water       |



## The Transect

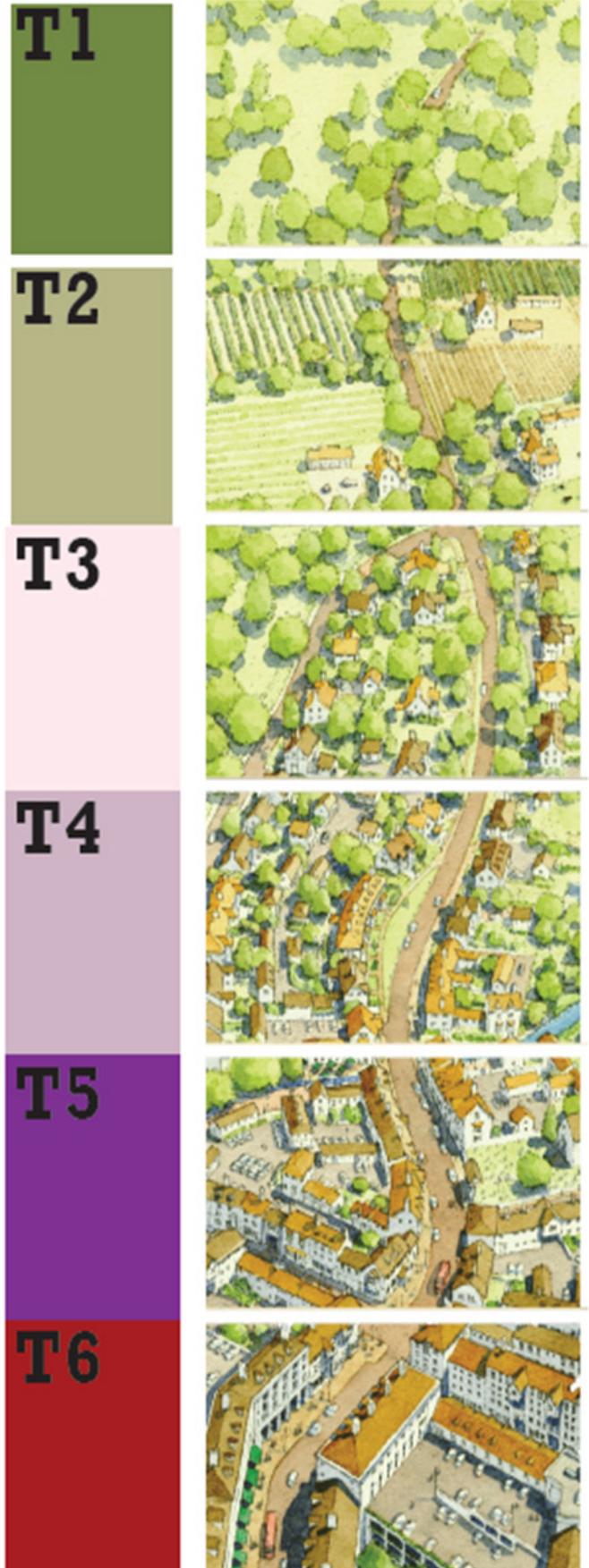
Planning in Nashville has, for many years, used the “transect,” which is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most rural to the most urban. The transect calls for all elements of the natural and built environment to be consistent with the character of the transect category within which they are located. Figure APL-3 illustrates the range of categories in a general transect.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments. Each category is listed below with its presence in Antioch–Priest Lake:

- T1 Natural: Not present.
- T2 Rural: Includes the portion of the community east of Percy Priest Lake and along Franklin Limestone Road.
- T3 Suburban: Includes the majority of neighborhoods.
- T4 Urban: Includes the Global Mall/Crossings area.
- T5 Centers: Not present.
- T6 Downtown: Not present.
- D District: Includes areas with special uses, such as industrial areas, the Nashville International Airport, and areas of office/employment concentrations.

The transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that portions of the Antioch–Priest Lake community are suburban, other neighborhoods are rural, and the Hickory Hollow/Crossing center is urban in character. Figure APL-2 shows the transect in the Antioch–Priest Lake Community Plan area. All should be encouraged to remain that way. Each development pattern is viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

Figure APL-3: The Transect



Credit: Center for Applied Transect Studies  
<https://transect.org/>

## Community Character Policy Map

The Antioch–Priest Lake Community Character Policy Map 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 Antioch–Priest Lake community. See Figure APL–4 for a map of the Community Character Policies in the community.

The Antioch–Priest Lake Community Plan applies Community Character Policies to every property in Antioch–Priest Lake. These policies are defined in the Community Character Manual (CCM). The policies are designed so that the elements of development are coordinated to ensure 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. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed use centers, and preserve green spaces and environmentally sensitive features.

The Antioch–Priest Lake Community Plan uses Community Character Policies that are tailored to rural and suburban character and honor the diversity of character from the rural neighborhood east of Percy Priest Lake to the suburban neighborhoods of Antioch, Bakertown, Priest Lake, and Una-Antioch. The Community Character Policies avoid one-size-fits-all development and reinforce and enhance the development pattern of existing neighborhoods. The policies thoughtfully encourage additional housing options in strategic locations, enhance the character of mixed use centers, and preserve green spaces and environmentally sensitive features.

Antioch–Priest Lake’s natural and open space include areas with environmentally sensitive features, such as floodplains, steep slopes, and unstable soils, as well as public parks. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features, particularly floodplains and floodways, through the use of Conservation policy. Conservation policy encourages the preservation and/or reclamation of these features. Preservation of these areas near Mill



Percy Priest Lake information board



Cedar glade, a unique ecosystem found only in Middle Tennessee

For the most up-to-date Community Character Policy Map, visit our website: [www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx](http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx)

Creek in the western part of the Antioch–Priest Lake community reduces the impact of flooding by slowing down and absorbing stormwater runoff during rain events.

The Antioch–Priest Lake community’s desire to maintain and enhance its residential neighborhoods is shown by the placement of Neighborhood Maintenance policy, in areas such as in Nashboro Village, Patricia Heights, and Edge O’Lake. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center, and Corridor policies.

Another area of emphasis on the Concept Map is enhancing centers and corridors. Antioch–Priest Lake has several prominent corridors, such as Murfreesboro Pike and Bell Road. The community also has several commercial centers. They range from small-scale neighborhood centers in the Anderson Lane/Smith Springs Road area to larger community centers such as the Global Mall/Crossings area. Centers and corridors should be enhanced by adding a mix of land uses and additional housing options. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through well-designed transitions sensitive to adjacent residential areas.

Antioch–Priest Lake’s location in the region, with access to regional interstates, the Nashville International Airport, and diverse employment centers, as well as to fast-growing outlying counties, make it a desirable place to live. Some drawbacks, however, are the lack of transportation options and the lack of walkable neighborhoods. As growth occurs in Antioch–Priest Lake, stakeholders should consider repurposing auto-oriented development to create active, walkable spaces. Doing so would help the community meet current and future market demands for walkable communities with diverse housing that are serviced by multiple transportation options. This would implement the Concept Map, while improving the community for existing and new residents who wish to call Antioch–Priest Lake home.



**Townhouses in Nashboro Village**



**Global Mall at The Crossings**



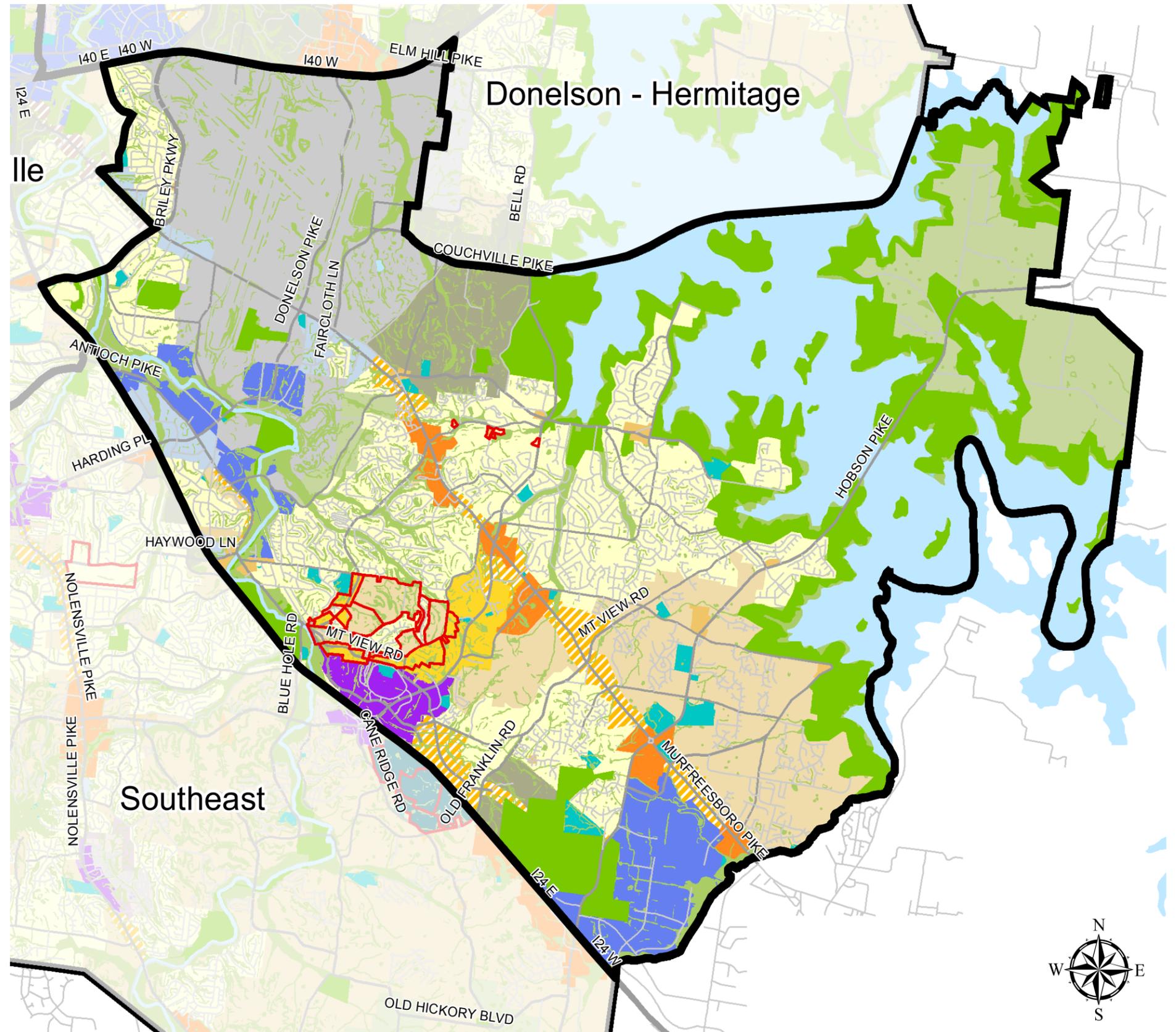
**Cane Ridge High School**

Figure APL-4: Community Character Policy Map

## Community Character Policy Map: Antioch/Priest Lake

### Community Character Policies

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



## 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 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 and Supplemental Policies.

### **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 at the beginning of Volume III of NashvilleNext.

### **Third, read the Community Plan to determine if there are any Supplemental 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 Supplemental Policy and is included in each Community

Plan. The Supplemental 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 Supplemental Policies that discuss unique conditions that may exist. When a Supplemental Policy is applied to an area, then the guidance of the Supplemental Policy supersedes the guidance given in the Community Character Policy.

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

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 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.

### T2 Rural Transect



**T2 Rural Agriculture (T2 RA)** – Intended to maintain 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 maintain 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 maintain 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 to maintain, 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 maintain, 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 maintain 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 NE policy

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 and block structure and proximity to centers and corridors.



**T4 Urban Mixed Use Neighborhood (T4 MU)** – Intended to maintain, 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 maintain, 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 maintain, 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 maintain, 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 maintain, 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, and institutional land uses.

## T6 Downtown Transect



**T6 Downtown Capitol (T6 CP)** – Intended to maintain 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 maintain 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 maintain 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 maintain 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 with the potential to 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 maintain, 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 maintain, 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 maintain, 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.

## **Supplemental Policies**

The Antioch–Priest Lake Community Plan provides guidance through the policies found in the Community Character Manual (CCM — found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the Antioch–Priest Lake community. The policies are intended to coordinate the elements of development to ensure the intended character of an area is achieved. The policies provide guidance on appropriate building types/designs, appropriate location of buildings and parking on property, and other elements, including sidewalks, landscaping, bikeways, transitioning, and street connections. In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the characteristics of the area. In these cases, there are “supplemental policies” that are applied.

Please see “How to Use the Community Character Policies” section on page 25 for more guidance.

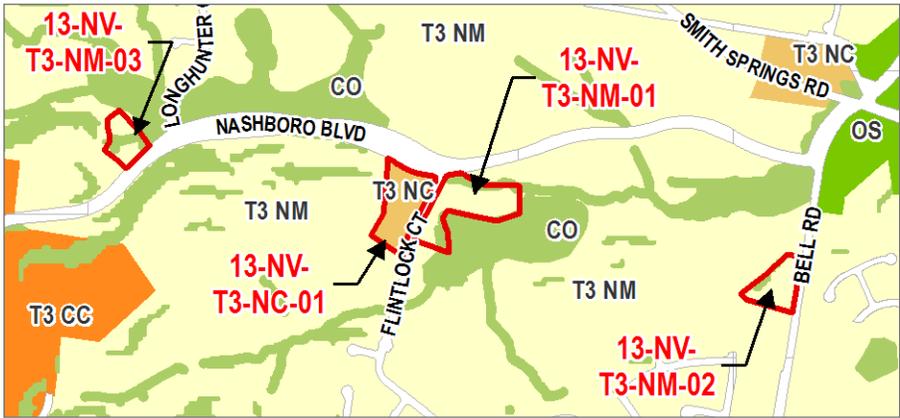
The Supplemental Policy Areas (SPAs) for Antioch–Priest Lake are described below. They are grouped in two sections: supplemental policies that apply to Nashboro Village, and those that apply to the Rural Hill/Moss Road area.

### ***Nashboro Village Supplemental Policies***

Nashboro Village, a neighborhood east of Murfreesboro Pike, has supplemental policies that apply to a four areas that have not been developed. Keep in mind that Nashboro Village has existing zoning applied to all its property, and any development of this property requires a review and approval of a final development plan prior to obtaining building permits to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning.

In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment approved by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and supplemental land use policies in the Antioch–Priest Lake Community Plan will provide guidance in the review of that amendment.

The SPAs that apply to these four areas are presented in the following pages.



Nashboro Village Supplemental Policy Areas

**SPA 13-NV-T3-NM-01**

Antioch–Priest Lake’s Suburban Neighborhood Maintenance (T3-NM) Area 13-NV-T3-NM-01 applies to the area referenced as “Site 14 — Multifamily Site” in the Nashboro Village Planned Unit Development (PUD). This SPA reflects existing development rights on the property and is not intended to suggest intensity beyond what is approved. The site is located on the southeast side of Nashboro Boulevard and Flintlock Court, adjacent to the pond. The Planning Commission found the portion of the PUD for this site to be inactive, but also found that the PUD should be implemented as adopted. The following supplemental policies, first developed during discussions with stakeholders during the Antioch–Priest Lake Community Plan update process in 2012, reflect a balance between the existing development rights, community vision, and sound planning principles. Development should complement the overall character of development in Nashboro Village.

**Appropriate Land Uses**

- Appropriate land uses include assisted living, residential multi-family, and open space.

**Building Form and Site Design — Massing**

- Building heights should not exceed four stories.

**Building Form and Site Design — Parking**

- If possible, parking should be located behind or beside the building. If parking is not located behind or beside the building, ample landscaping should be provided to buffer the view of parking from the street.

**Connectivity — Access**

- Any development should provide public access to the pond.



SPA 13-NV-T3-NM-01 boundary

### SPA 13-NV-T3-NM-02

Antioch–Priest Lake’s Suburban Neighborhood Maintenance (T3-NM) Area 13-NV-T3-NM-02 applies to the area referenced as “Site 25 — 100 Unit Tower” in the Nashboro Village PUD. This SPA reflects existing development rights on the property and is not intended to suggest intensity beyond what is approved. The site is located on Bell Road, on the Nashboro Village Golf Course. The Planning Commission found the PUD to be inactive for this site and recommended that the PUD be amended to remove the five-story building and to add a note that residential uses, not to exceed 100 units, consistent with the scale of development along Bell Road within this PUD, could be considered as a future revision.



SPA 13-NV-T3-NM-02 boundary

The following supplemental policies, developed during discussions with stakeholders during the Antioch–Priest Lake Community Plan update process in 2012, reflect a balance between the existing development rights, community vision, and sound planning principles.

#### *Appropriate Land Uses*

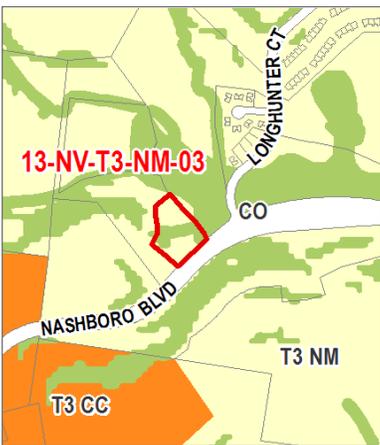
- Appropriate land uses are residential. Development of this site should be consistent with the character of development on Bell Road which is primarily single-family residential. Structures that appear as single-family may be appropriate.

#### *Building Form and Site Design — Massing*

- Buildings should front onto Bell Road and have moderate setbacks.

### SPA 13-NV-T3-NM-03

Antioch–Priest Lake’s Suburban Neighborhood Maintenance (T3-NM) Area 13-NV-T3-NM-03 applies to the area referenced as “Site 27 — Day Care Center” in the Nashboro Village PUD. This SPA reflects existing development rights on the property and is not intended to suggest intensity beyond what is approved. The site is located at the corner of Nashboro Village Boulevard and Long Hunter Lane. The Planning Commission found that the PUD is inactive for this site, but found that the PUD should continue to be implemented as adopted. Development rights include a day care center. Zoning on the property is RM6 — residential multi-family at six units per acre. The following supplemental policies, developed during discussions with stakeholders during the Antioch–Priest Lake Community Plan update process in 2012, reflect a balance between the existing development rights, community vision, and sound planning principles.



SPA 13-NV-T3-NM-03 boundary

#### *Appropriate Land Uses*

- Appropriate land uses include a day care center. The day care center should develop in a manner that is consistent with all applicable state regulations, particularly as state regulations relate to buffers and fencing along Nashboro Boulevard, to ensure the safety of children along the busy corridor.

## SPA 13-NV-T3-NC-01

Antioch–Priest Lake’s Suburban Neighborhood Center (T3-NC) Area 13-NV-T3-NC-01 applies to property at the corner of Nashboro Boulevard and Flintlock Court. This parcel is referred to as “Site 15” in the Nashboro Village PUD.

The existing zoning as applied to this property provides specific zoning entitlements. Any development of this property requires a review and approval of a final development plan to ensure consistency with the existing entitlements and conditions prior to obtaining building permits. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning.

In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment approved by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the land use policies in the Antioch–Priest Lake Community Plan will provide guidance in the review of that amendment. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NM policy applies.

### *Appropriate Land Uses*

- Appropriate land uses are limited to neighborhood retail.

### *Building Form and Site Design — Massing*

- Buildings should not exceed one story in height.

### *Building Form and Site Design — Orientation*

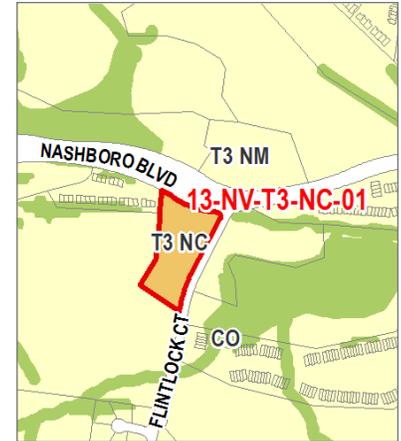
- To encourage a pedestrian friendly streetscape, buildings should frame Nashboro Village or Flintlock Court. Where buildings cannot frame the street, other features such as courtyards, patio spaces, and outdoor dining areas should frame the street.

### *Building Form and Site Design — Landscaping*

- A landscape buffer should be provided along the boundary with the adjacent townhome development.
- Where appropriate, ample landscaping should be provided to buffer the view of parking from the street.

### *Building Form and Site Design — Lighting*

- Lighting should be pedestrian-scaled and projected downward.



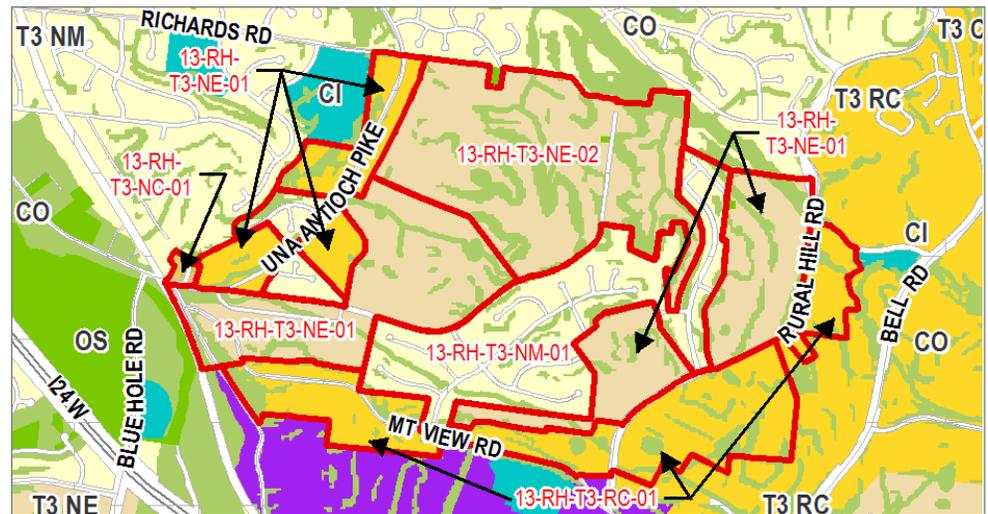
SPA 13-NV-T3-NC-01 boundary

### *Building Form and Site Design — Parking*

- With exceptional design, one row of parking may be located in front of the building. To create a traditional neighborhood center character, this parking is encouraged to be designed as parallel parking. The remainder of parking should be located behind or beside the building.

### *Connectivity — Pedestrian/Bicycle*

- Sidewalks and crosswalks should be provided at the intersection of Flintlock Court and Nashboro Village Boulevard to help pedestrians travel safely to and from the center. Additional pedestrian connections may be warranted to facilitate convenient access to and from the commercial center.



Rural Hill-Moss Road Supplemental Policy Areas

### *Rural Hill-Moss Road Supplemental Policies*

The Rural Hill-Moss Road community is a developing community that has a unique opportunity to develop into a walkable, sustainable community that preserves characteristics of its rural heritage. The community's location in close proximity to a large mixed use center, interstate access, and other points of interest in Davidson, Rutherford, and Wilson Counties makes it an attractive location for future development. Despite the proximity of services, it is difficult at present for community members to travel to these services because of a disconnected street network and a lack of sidewalks, crosswalks, and bicycle facilities. Rather than developing in a disjointed, conventional suburban pattern, the Rural Hill-Moss Road community could develop in a coordinated fashion that provides some housing choice, and unique amenities, such as an extended open space network that provides recreational opportunities and preserves the rolling hills that give the community its unique, semi-rural character.

The SPAs focus on creating an integrated community through the use of appropriate and seamless transitions between existing and new development patterns, the preservation of significant natural features, the creation of an open space network and recreational opportunities, the provision of vehicular and pedestrian connectivity, and the building of necessary infrastructure to support new development.

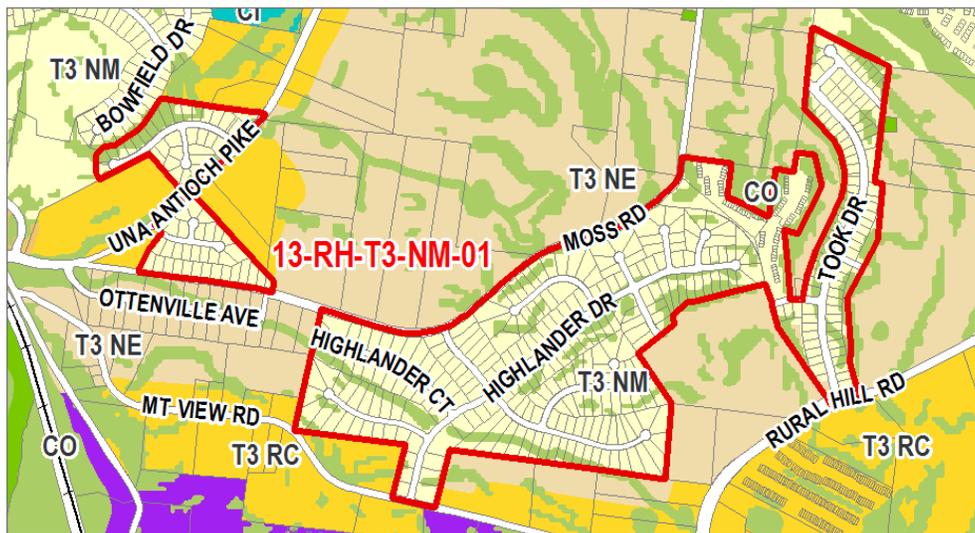
There are small family cemeteries that have been documented in this area, some of which share parcels with other uses. Because of the historic settlement patterns within the community, it is likely that there may be additional cemeteries that have not yet been documented. Therefore, additional study to discover possible cemeteries and archeological surveys, if warranted, are recommended prior to development of properties within the community. Below are the supplemental policies that apply.

### SPA 13-RH-T3-NM-01

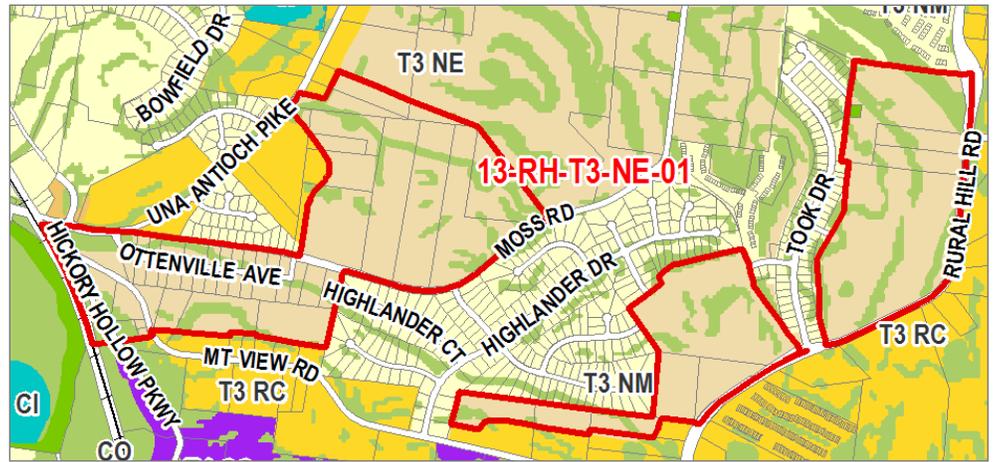
Antioch–Priest Lake’s Suburban Neighborhood Maintenance (T3-NM) Area 13-RH-T3-NM-01 applies to land within the Rural Hill–Moss Road neighborhood. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NM applies.

#### *Connectivity — Vehicular*

- An extension of Ellen Way to the south is recommended. The extension would ultimately intersect with Rural Hill Road after first intersecting with two other planned new streets.
- Refer to the Transportation Plan at the end of the Supplemental Policies for additional guidance.



SPA 13-RH-T3-NM-01 boundary



SPA 13-RH-T3-NE-01 boundary

### SPA 13-RH-T3-NE-01

Antioch–Priest Lake’s Suburban Neighborhood Evolving (T3-NE) Area 13-RH-T3-NE-01 applies to undeveloped land within the Rural Hill–Moss Road neighborhood. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NE policy applies.

#### *Building Types*

- Building types are limited to houses and alley houses, with alley houses being substantially predominant and houses being the rare exception. Houses are justified only when the physical site limitations prevent the construction of alleys, which is expected to be a rare occurrence.

#### *Connectivity — Access*

- Alleys are the preferred form of access. The use of single-access driveways from the street should be avoided.
- Parking is provided via the planned alley system.

#### *Connectivity — Pedestrian/Bicycle*

- Pedestrian/bicycle connectivity is higher than in a typical T3-NE area because of this neighborhood’s proximity to adjacent community facilities and services, interstate access, and a major mixed use center, and because the envisioned character is built around a comprehensive open space system.
- Refer to the Open Space, Pedestrian, and Bikeways Plan at the end of the Supplemental Policies for additional guidance.

#### *Connectivity — Vehicular*

- This SPA requires the construction of numerous new streets and alleys as redevelopment occurs.
- Refer to the Transportation Plan at the end of the Supplemental Policies for additional guidance.

## Zoning

- The area’s locational characteristics, the carrying capacity of the somewhat environmentally constrained land, and local infrastructure capacity mean the gross density of the area should be similar to that permitted within the adjacent area, which is zoned RS7.5.
- Specific Plan zoning is the preferred choice for future rezonings.

## SPA 13-RH-T3-NE-02

Antioch–Priest Lake’s Suburban Neighborhood Evolving (T3-NE) Area 13-RH-T3-NE-02 applies to undeveloped land within the Rural Hill–Moss Road neighborhood. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NE policy applies.

## Building Types

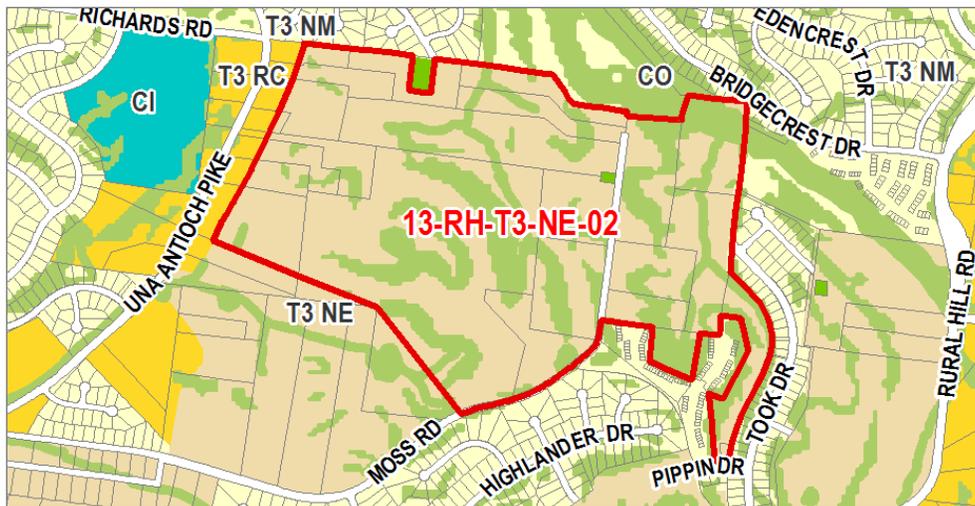
- Building types are limited to houses and alley houses when part of a cottage court development.

## Building Form and Site Design — Landscaping

- In general, landscaping in this area is intended to consist of existing vegetation that is left in its natural state as part of the open space and natural drainage systems.
- Existing trees should be preserved wherever possible.

## Connectivity — Access

- Driveways from the street are the preferred form of access. The exception is when cottage courts are being developed, in which case other forms of access, such as shared rear parking accessed via drive aisles should be considered.



SPA 13-RH-T3-NE-02 boundary

### Connectivity — Pedestrian/Bicycle

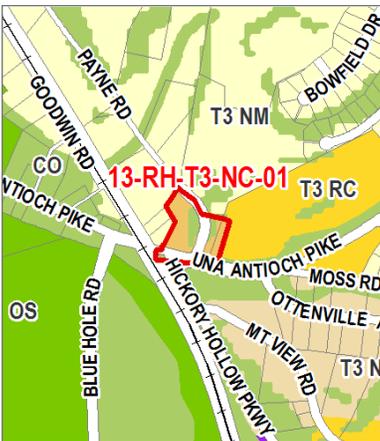
- Pedestrian/bicycle connectivity is higher than in a typical T3-NE area because of this neighborhood’s proximity to adjacent community facilities and services, interstate access, and a major mixed use center, and because the envisioned character is built around a comprehensive open space system.
- Refer to the Open Space, Pedestrian, and Bikeways Plan at the end of the Supplemental Policies for additional guidance.

### Connectivity — Vehicular

- This area requires the construction of numerous new streets and alleys as redevelopment occurs.
- Refer to the Transportation Plan at the end of the Supplemental Policies for additional guidance.

### Zoning

- The arrangement of this SPAs planned open space, the carrying capacity of the somewhat environmentally constrained land, the intended access system for properties, and local infrastructure capacity mean the gross density of the area should be slightly lower than that permitted within the adjacent area, which is zoned RS7.5. This SPA should correspond more closely with the lot sizes permitted under the R10 and RS10 zoning districts. There may be locations where lot sizes are smaller when homes are grouped in arrangements, such as cottage courts.
- Specific Plan zoning is the preferred choice for future rezonings.



SPA 13-RH-T3-NC-01 boundary

### SPA 13-RH-T3-NC-01

Antioch–Priest Lake’s Suburban Neighborhood Center (T3-NC) Area 13-RH-T3-NC-01 applies to the undeveloped small-scale area of mixed use zoning located at the end of Payne Road on Una Antioch Pike. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-NC policy applies.

### Connectivity — Access

- Alleys are the preferred form of access. The use of single-access driveways from the street should be avoided.
- Parking is provided on-street or on-site in surface lots. The exception is Una Antioch Pike, where on-street parking would be problematic due to traffic patterns in the area.
- When provided on-site, no parking is allowed between the building and the street unless the building is “L” shaped and the portion of the building that comes up to the edge of the right-of-way occupies the majority of the lot frontage.

### ***Connectivity — Pedestrian/Bicycle***

- Crosswalks are needed at the Ottensville Road, Una Antioch Pike, and Hickory Hollow Parkway intersections.
- Pedestrian/bicycle connectivity is higher in this area because of this neighborhood's proximity to adjacent community facilities and services, interstate access, and a major mixed use center, and because the envisioned character is built around a comprehensive open space system.
- Refer to the Open Space, Pedestrian, and Bikeways Plan at the end of the Supplemental Policies for additional guidance.

### ***Connectivity — Vehicular***

- This area requires the construction of numerous new streets and alleys as redevelopment occurs.
- Refer to the Transportation Plan at the end of the Supplemental Policies for additional guidance on street and alley connections and street realignments.

### ***Zoning***

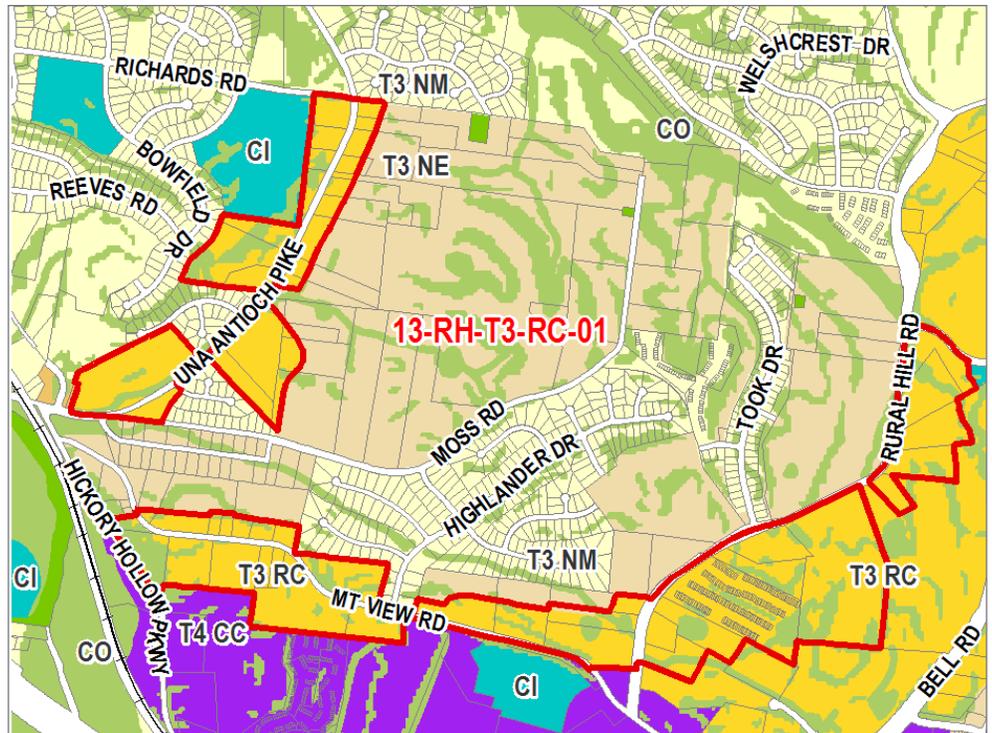
- Specific Plan zoning is the preferred choice for future rezonings.

## **SPA 13-RH-T3-RC-01**

Antioch–Priest Lake's Suburban Residential Corridor (T3-RC) Area 13-RH-T3-RC-01 applies to undeveloped land within the Rural Hill–Moss Road neighborhood. In this SPA, the following policies apply. Where the SPA is silent, the guidance of the T3-RC policy applies.

### ***Building Form and Site Design — Massing***

- The mass of individual buildings should not exceed approximately 15,000 square feet. Ideally, there should be at least two buildings on shorter blocks and at least three buildings on longer blocks.
- Building facades should be articulated to break up long frontages.
- Where topography does not permit the ideal building massing and spacing, the use of functional open space that includes pedestrian connections to break up building mass may be considered.
- Where environmental conditions such as topography permit, blocks are between 300 and 600 feet long to foster an appropriate mixing of building types in a neighborhood environment, as well as to help maintain reasonable traffic speeds and ensure pedestrian safety and comfort.



SPA 13-RH-T3-RC-01 boundary

#### *Building Form and Site Design — Orientation*

- The first tier of buildings closest to the corridors should orient to those corridors behind a substantial vegetated open space buffer, including existing mature trees.
- Any tiers of buildings behind the first tier should orient to an internal, interconnected street network or to open space. It is understood that there are some constrained properties where this may not be feasible.
- There may also be exceptions where, depending on how properties are combined for development and the distance between intersections, buildings arranged around loop roads in a “close” or “court” pattern may be developed. In such instances, at least some of those buildings should orient to Una Antioch Pike, Mt. View Road, or Rural Hill Road due to their prominence as corridors.

#### *Building Form and Site Design — Density*

- Densities within this area will vary with the carrying capacity of the land, which contains areas of steep slopes that will limit densities.
- In cases with exceptional development design, densities may be higher than otherwise achieved within the area.

### ***Building Form and Site Design — Building Height***

- Consideration may be given to up to five stories in this area where adjacent existing and permitted future buildings outside the study area are of equal or higher elevation.
- “Tuck under” parking (industry term for partial underground parking enabled by topographic conditions) levels do not count as stories.

### ***Building Form and Site Design — Parking***

- On-street parallel parking is the preferred method of providing parking in front of buildings.
- Parking lots in front of buildings are inappropriate.

### ***Connectivity — Access***

- Alleys are the preferred form of access. Driveway parking from streets should be avoided.
- The use of single-site access driveways from the street should be avoided wherever possible, but is expected to be more common in locations where property depths are shallow or there are steep slopes.

### ***Connectivity — Pedestrian/Bicycle***

- For developments requiring approval that are bordered by Una Antioch Pike, a multi-use path is required along the east side of Una Antioch Pike.
- For developments requiring approval that are bordered by Mt. View Road, a multi-use path is required along the north side of Mt. View Road.
- For developments requiring approval that are bordered by Rural Hill Road, a sidewalk is required along the east side of Rural Hill Road.
- Crosswalks are needed at the Ottensville Road, Una Antioch Pike, and Hickory Hollow Parkway intersections.
- Refer to the Open Space, Pedestrian, and Bikeways Plan at the end of the Supplemental Policies for additional guidance.

### ***Connectivity — Vehicular***

- This area requires the construction of numerous new streets and alleys as redevelopment occurs.
- Refer to the Transportation Plan at the end of the Supplemental Policies for additional guidance.

### ***Zoning***

- Specific Plan zoning is the preferred choice for future rezonings.

## Rural Hill-Moss Road Vehicular Transportation Plan

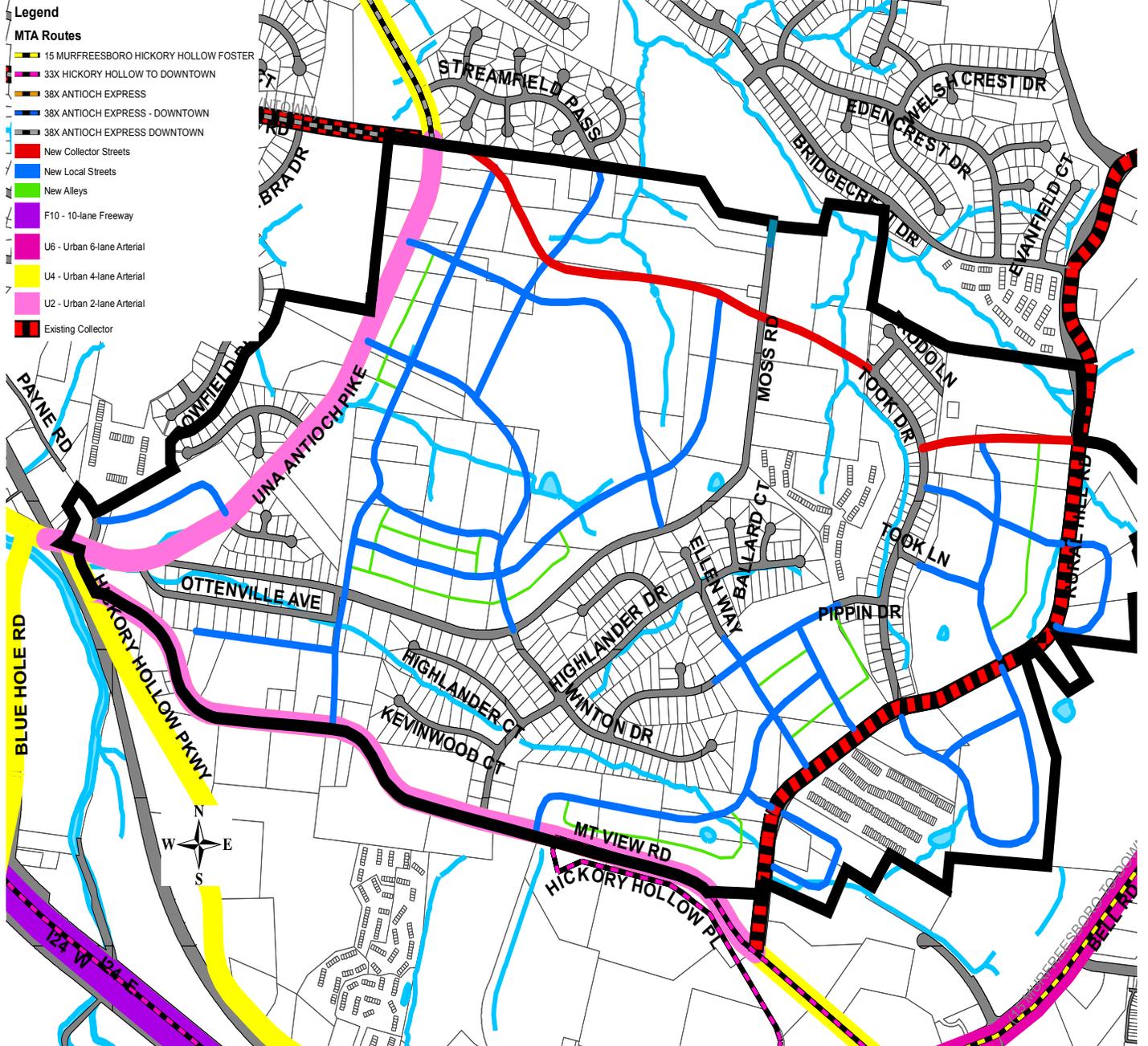
The Rural Hill-Moss Road area's existing transportation system lacks overall connectivity and functionality, indicating a need for a more comprehensive system as the area continues to develop. I-24 serves controlled access traffic while Una Antioch Pike, Mt. View Road, Rural Hill Road, Hickory Hollow Parkway, and Murfreesboro Pike provide major surface street transportation. Richards Road provides significant east-west movement to I-24, Haywood Lane, and points west. Local streets, primarily built in a disconnected web between the 1970s and today, tend to funnel traffic onto a limited number of the area's overburdened major streets.

The Una Antioch/Hickory Hollow/Mt. View/Moss/Ottenville intersection complex is among the chief impediments to the successful future development and preservation of the Rural Hill-Moss Road community and adjacent areas whose traffic must pass through the community. The operational difficulties of this series of intersections are compounded by its close proximity to an active, at-grade railroad crossing at the western boundary of the study area, and the presence of steep slopes and floodplain around it. The ability to move people safely and efficiently to and from the central portion of the area, while providing for alternate forms of transportation, is dependent on significantly reconfiguring the streets, properties, and landforms in this area. Due to anticipated high costs and environmental limitations, it will be important to develop a street network within the community that can relieve some of the burden placed on this major intersection.

Given these conditions, any future development in the area needs support from an adequate number of interconnected local, collector, and arterial streets and an adequate public transit system. The accompanying map shows the recommended vehicular transportation system for the area.

The planned local street network shown on the accompanying map is not intended to be precisely followed, but to be used as a guide to providing increased connectivity and a cohesive block structure. In general, the overall numbers of east-west and north-south connections are intended to be provided, although actual alignments may vary due to factors such as topographic conditions, avoidance of environmentally sensitive features, and property consolidation patterns. The number of planned intersections along Una Antioch Pike and Moss Road are especially important because of the lack of connectivity in this large area and the potential for undesirably long blocks along these two existing streets.

# Transportation Plan for Rural Hill-Moss Road Supplemental Policy Areas



## **Rural Hill-Moss Road Open Space, Pedestrian, and Bikeways Plan**

A complete transportation network provides viable options for pedestrians and cyclists in addition to vehicles and transit. Providing viable transportation options makes a community more welcoming to residents, employees, and visitors and encourages healthy living. In addition, communities with complete transportation systems help create a more sustainable environment and can improve the economic viability of a neighborhood. The accompanying map includes recommendations on non-vehicular transportation networks: bikeways, sidewalks, multi-use paths, greenways, crosswalks, and pedestrian signs/signals.

In some cases, new development will include standard sidewalks with curb, gutter, and a planting strip. However, along the following streets, new development:

### ***Una Antioch Pike***

- Requires developer construction of swale and multi-use path on the east side.

### ***Mt. View Road***

- Requires developer construction of swale and multi-use path on the east side.

### ***Moss Road***

- Requires developer construction of standard curb and gutter with sidewalks on both sides.

### ***Rural Hill Road***

- Requires developer construction of swale and multi-use path on the west side, and standard curb and gutter with sidewalk on the east side.

The community will need this planned open space network to serve recreational purposes and to provide alternate modes of travel as it develops. In addition, the planned open space network, along with preserving/utilizing existing vegetation and the natural drainage system, is intended to serve as the main component of the stormwater management system for the entire community. The open space network is intended to serve as one of this developing community's chief amenities, providing not only enjoyment, but also value, and contributing to the community's identity and successful marketing. The open space network is intended to be a combination of partly public and partly private land, widely accessed by residents.

Creating the planned open space network will take place through the process of developing privately-owned property through the subdivision and rezoning processes. As such, its exact layout and size will be determined over time and may not exactly match the graphic. Nonetheless, the accompanying map provides a good indication of the expected configuration and extent of this planned network.



## Enhancements to the Open Space Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Plan To Play: Countywide Park and Greenways Master Plan* (“Plan To Play”) for projects and enhancements. *Plan to Play* serves as a guide for future investments in and growth of our park system in the coming decades. The *Plan To Play* process occurred throughout 2016 and included an inventory of past and current plans, an analysis of programs and facility offerings, review of peer cities, and public participation. *Plan To Play*’s Guiding Principles are: open to all, relative and diverse, promoting healthy lifestyles, green, strategic and productive, safe, uniquely Nashville, transparent, and a good investment.



Dogs enjoying dog park



Mill Creek Greenway



Long Hunter State Park

*Plan To Play* also discusses greenways. Greenways serve an open space/recreational function and a transportation function, contributing to the transportation network. 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 active and healthy 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, it 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 built on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

*Plan To Play* should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

Both the Open Space Plan and Plan To Play are online:  
<http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>

## 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. Other plans under Access Nashville 2040 include WalknBike, the strategic plan for sidewalks and bikeways, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the Plan To Play, described above; and the Metropolitan Transit Authority’s strategic master plan nMotion, which establishes guiding principles and policies for improving public transportation. 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.

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 Antioch–Priest Lake compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant.

Community priority projects reflect a balance between community concerns, development pressures, 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 Antioch–Priest Lake community’s priority transportation projects are described there. For more information, please refer to Access Nashville 2040.

Access Nashville 2040 is online: [www.nashvillenext.net/](http://www.nashvillenext.net/)

nMotion is online: [www.nashvillenext.net/](http://www.nashvillenext.net/)

WalknBike is online: [www.nashvillenext.net/](http://www.nashvillenext.net/)



Walking



Cycling



Transit