COMMUNITY PLANS

MAY STATIC DRAFT– SUMMARY OF CHANGES

This is a summary of changes to the static review draft of the Community Character Manual and Community Plans, Volume III of the draft General Plan.

We appreciate that you are giving time to reviewing this work. This chapter is the result of three years of effort on NashvilleNext, combining public visioning and community engagement with topical experts to create a plan for Nashville and Davidson County over the next 25 years.

Comments

The public review period is open until the Planning Commission’s public hearing on the plan on Monday, June 15, 2015. We are eager to hear your thoughts on the plan. Here’s how to provide input:

» Email: info@nashvillenext.net
» Phone: 615-862-NEXT (615-862-6398)
» Mail: Metro Nashville Planning Department, P.O. Box 196300, Nashville TN 37219-6300

We ask that you include contact information with your comments. We also request that you be as specific as possible in your requests. Referring to a specific page or section is greatly appreciated.

Next steps

The most up to date information is always available at www.NashvilleNext.net. Here is the Planning Commission’s tentative adoption schedule:

» 3:00 pm, Monday, June 15: The Metropolitan Planning Commission will hold a public hearing on the NashvilleNext plan at the Sonny West Conference Center in Metro’s Howard Office Building, 700 Second Avenue South.
» 1:00 pm, Monday, June 22: The Metropolitan Planning Commission will resume their consideration on the NashvilleNext plan at the Sonny West Conference Center in Metro’s Howard Office Building, 700 Second Avenue South.
Contents

Community Character manual ........................................... 4
Antioch–Priest Lake .......................................................... 6
Bellevue ........................................................................... 8
Bordeaux–Whites Creek ................................................... 9
Donelson–Hermitage–Old Hickory ................................. 10
Downtown ....................................................................... 11
East Nashville ................................................................. 12
Green Hills–Midtown ....................................................... 14
Joelton ............................................................................ 16
Madison .......................................................................... 17
North Nashville ............................................................... 18
Parkwood–Union Hill .................................................... 20
Southeast ........................................................................ 21
South Nashville ............................................................... 22
West Nashville ............................................................... 23
Edits have been made to the CCM for consistency in content, formatting and style across the Chapters. A Table of Contents and Introduction were added. Numerous photos, maps, diagrams, and other graphics were added throughout the document. Some of these were carried forward from the current adopted version of the CCM either in their original form or as updated.

Civic (CI) policy was removed from the District chapter and is now its own chapter. This means that Civic policy is no longer in a separate Transect category but may now be found in all Transects.

The Conservation (CO) policy chapter has been revised. The main change to CO policy is that it no longer applies to the T5 Center Transect.

The T2 Rural through T6 Downtown Open Space policies were combined into a single Open Space (OS) policy. This newly merged Open Space policy is now found in all Transects except T1 Natural, which is a separate Transect category that contains only one policy category—T1 Natural Open Space.

Transition (TR) policy was removed from the District chapter and is now its own chapter. This means that Transition policy is no longer in a separate Transect category but may now be found in all Transects except T1 Natural.

All policies:
- Updated the Connectivity (Pedestrian / Bicycle) Design Principle to include references to transit;
- Updated the Building Form & Site Design Principle to add references to planned transit;
- Updated the Additional Guidance for Areas that Contain Historically Significant Features sections;
- Updated the Zoning sections to:
  - Include text about how to address approved but unbuilt developments;
  - Use the term “design-based zoning” in place of terminology calling for certain base zoning districts to be used with some form of zoning overlay to ensure good design;
  - Make the lists of districts consistent with other provisions of the policies; and,
  - Generally improve consistency of the Zoning sections across all policies.
- Updated the Building Types lists and added Building Types graphics.
- T1 Natural Open Space (T1 OS): removed the distinction between Active and Passive Uses
- T2 Rural Agriculture (T2 RA); T2 Rural Countryside (T2 RCS); T2 Rural Neighborhood Maintenance (T2 NM); T2 Rural Neighborhood Evolving (T2 NE):
  - Revised the section about conservation subdivisions under Examples of Appropriate Land Uses for greater clarity
- T3 Suburban Neighborhood Maintenance (T3 NM):
  - Revised the Access Design Principle to strengthen the language regarding shared driveways; and
  - Revised the Building Form and Site Design Principle to read more clearly.
- T3 Suburban Neighborhood Evolving (T3 NE):
  - Revised the Access Design Principle to strengthen the language regarding shared driveways;
  - Revised the Building Form and Site Design Principle to read more clearly; and,
  - Reduced the maximum building height that potentially could be attained according to the list of criteria for taller heights from 5 stories to 4 stories.
- T4 Urban Community Center (T4 CC) and T4 Urban Mixed Use Corridor (T4 CM):
  - Increased the maximum building height that potentially could be attained according to the list of criteria for taller heights from 6 stories to 7 stories.
- T5 Regional Center (formerly known as T5 RC, now T5 RG) and T5 Super Regional Center (T5 SR):
  - T5 SR was removed and some of its provisions were merged into an updated version of T5 Regional Center policy. This resulted in a slightly taller maximum building height that potentially could be attained according to the list of criteria for taller heights for the one area that is in T5 RG policy, the Harding Town Center area around the intersection of Harding and White Bridge Pikes. It resulted in lower maximum building heights in the two areas that were formerly in the T5 SR policy, the Green Hills and RiverGate commercial
areas. The tallest maximum building height that potentially could be attained according to the list of criteria for taller heights is 15 stories. It was 12 stories in the former T5 RC policy and 20 stories in the former T5 SR policy.

» All T6 Downtown policies:
  » The sections entitled Additional Guidance in Community Plans and Detailed Plans and Additional Guidance for Development of Sites that Contain Historically Significant Features that are in the other CCM policy categories were added.

» T6 Downtown Neighborhood (T6 DN) and T6 Downtown Core (T6 DC):
  » The criteria for deciding on appropriate building heights in the Building Form and Site Design Principle was changed to be a bulleted list rather than a paragraph;

» T6 Downtown Civic (T6 CV) was renamed T6 Downtown Capitol (T6 CP) to avoid confusion with the proposed new Civic (CI) policy.

» District Destination Retail (D DR):
  » The term “major arterial boulevard” was defined to refer to an arterial boulevard with four or more travel lanes

» District Industrial (D IN):
  » The term “major arterial boulevard” was defined to refer to an arterial boulevard with four or more travel lanes

» Appendices were added. These are updated versions of the Appendices now in the CCM:
  » Putting the CCM Into Practice
  » Nomenclature; and
  » Glossary.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,

- Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan:

- Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- Added each community’s Community Character Policy Map;
- Added a new section “How to use the Community Character Policies”; and
- Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

The following changes to Community Character Policies and Special Policy Areas were made:

- Potential Open Space (POS) was removed as a Community Character Policy. Therefore POS policy was removed from the special policy area 13-T3-NM-04 Infill Area 01, also known as “Site 14-Multi-family Site” located in the Nashboro Village Planned Unit Development (PUD). The special policy was revised to include open space as an appropriate land use.

- A Special Policy encouraging only neighborhood retail as an appropriate land use for properties at Hobson Pike and Smith Springs Parkway was removed. The T3 Suburban Neighborhood Center Policy is applied and will provide guidance on a mixture of land uses.

- Clarifying edits were made throughout to Special Policies. Clarifying edits included revising appropriate zoning districts, land uses, and building types.

- The Rural Hill Road Detailed Neighborhood Design Plan was included as an Appendix to the Antioch–Priest Lake Plan.

- The Antioch–Priest Lake Community Plan included four Development Scenarios for the Hickory Hollow Mall area. The four development scenarios showed a range of development intensity, ranging from suburban to urban. In the Hickory Hollow Mall area, T3 Suburban Community Center Policy was changed to T4 Urban Community Center Policy. Therefore, the two development scenarios that more closely reflected the development intensity and intent of the T3 Suburban Community Center were removed, and the development scenarios that reflect the development intensity and intent of T4 Urban Community Center policy remain.

- Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

- Under the section Enhancements to Transportation Network,
Antioch–Priest Lake, Continued

» Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;

» Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and

» Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.

» No changes to Antioch–Priest Lake transportation projects were made.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role:

- Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan:

- Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- Added each community’s Community Character Policy Map;
- Added a new section “How to use the Community Character Policies”; and
- Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

Under the section Special Policies:

- Two Special Policy areas were removed because their details are already covered in the Community Character Manual; and
- Under the section Special Policies, a map was added to the remaining Special Policy area to describe its location.

Under the Development Scenarios section, although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network:

- Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
- Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
- Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role:
- Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan:
- Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- Added each community’s Community Character Policy Map;
- Added a new section “How to use the Community Character Policies”;
- Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual);
- Added additional descriptive text about the new policies of Rural Agriculture and Rural Countryside;
- Changed the policy for an industrially-zone property along Ashland City Highway from District Industrial to Rural Neighborhood Maintenance to reflect its rural surroundings and at the request of the area councilmember;
- Changed the policy for an area along the Cumberland River in the Baptist World Center Drive area from District Industrial to Urban Mixed Use Neighborhood to reflect the area’s community vision and transition to a mixture of uses; and
- Changed the Transect designation for areas along the southern portion of Clarksville Pike and the western portion of Trinity Lane from T4 Urban to T3 Suburban to reflect property owners’ and community members’ desires for a suburban built form to complement the adjacent residential areas.

Under the Development Scenarios section, although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network,
- Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
- Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
- Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.

»Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

»Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

»Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

»Under the section Growth and Preservation Concept Map and the Community’s Role:
  »Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
  »Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
  »Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

»Under the section Community Character Policy Plan:
  »Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
  »Added each community’s Community Character Policy Map;
  »Added a new section “How to use the Community Character Policies”;
  »Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual);
  »Added additional descriptive text about the new policies of Rural Agriculture and Rural Countryside;
  »Changed the policy for an industrially-zone property along Ashland City Highway from District Industrial to Rural Neighborhood Maintenance to reflect its rural surroundings and at the request of the area councilmember;
  »Changed the policy for an area along the Cumberland River in the Baptist World Center Drive area from District Industrial to Urban Mixed Use Neighborhood to reflect the area’s community vision and transition to a mixture of uses; and
  »Changed the Transect designation for areas along the southern portion of Clarksville Pike and the western portion of Trinity Lane from T4 Urban to T3 Suburban to reflect property owners’ and community members’ desires for a suburban built form to complement the adjacent residential areas.

»Under the Development Scenarios section, although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft.

»Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

»Under the section Enhancements to Transportation Network,
  »Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
  »Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
  »Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.

BORDEAUX–WHITES CREEK
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,

» added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
» added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
» added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,

» deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
» added each community’s Community Character Policy Map;
» added a new section “How to use the Community Character Policies”;
» added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual); and
» changed the Transect and policy for an area east of Briley Parkway in Pennington Bend from Suburban Neighborhood Evolving and Suburban Neighborhood Maintenance to Rural Neighborhood Maintenance to reflect the area’s current agricultural zoning.

Under the Development Scenarios section,

» although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft; and
» added details and graphics to the development scenario for Downtown Donelson and its Urban Design Overlay.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network,

» updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
» replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
» updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role:

- Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,

- Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- Added each community’s Community Character Policy Map;
- Added a new section "How to use the Community Character Policies"; and
- Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

Changes to Special Policies:

- Revised language in Special Policy 09-T6DN-SOBRO-02 to allow properties not consolidated with properties fronting on Korean Veterans Boulevard to achieve a range of heights from 20 to 8 stories to provide a contextual transition between the SoBro and Lafayette/Rutledge Hill Neighborhoods.
- Added the Key Intersections and Focal Points Map for the Gulch Neighborhood as was in the current Downtown Plan.
- Added Building Height diagrams to the James Robertson Rutledge Hill, Gulch North, Sulphur Dell, and Bicentennial Mall Neighborhoods as per the current Downtown Plan.
- Added proposed street connections, consistent with recommendations from the current Downtown Plan.
- Added Gateways and Entrances Map to identify locations for special gateway treatments, consistent with the current Downtown Plan.
- Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.
  - Within the Downtown Plan several sites were listed as being desirable locations for future Downtown park land.
- Added more information about the recommendation of a “Cap Park” over the interstate to provide park land in the downtown. Graphics and text were added to further explain this concept.
- Under the section Enhancements to Transportation Network,
  - Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
  - Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
  - Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,

» added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
» added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
» added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,

» deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
» added each community’s Community Character Policy Map;
» added a new section “How to use the Community Character Policies”; and
» changed the policy for a property near the intersection of Richmond Avenue and Gallatin Pike from Urban Neighborhood Maintenance to Urban Mixed Use Corridor to correct an oversight – the property is zoned OR20 and is surrounded by Urban Mixed Use Corridor policy;
» changed the policies of several properties around the intersection of Gallatin Pike and Sharpe Avenue from Urban Neighborhood Maintenance and Urban Mixed Use Corridor to Urban Community Center to provide more logical boundaries for the center;
» changed the policy for property at South 10th Street and Russell Street from Urban Neighborhood Maintenance to Urban Neighborhood Center to add it to the adjacent Five Points Urban Neighborhood Center;
» changed the policy for most of Joseph Avenue from Urban Neighborhood Evolving to Urban Neighborhood Maintenance to reflect changed conditions since the 2006 update and community desires to maintain the developed character;
» changed policies at the southern end of Dickerson Pike and Whites Creek Pike from Urban Community Center and Urban Mixed Use Neighborhood to Urban Mixed Use Corridor to reflect the reduced size of the Tier 2 Center that was made in conjunction with the changes to the policies on Joseph Avenue; and,
» changed the policy for part of a property at the corner of Edwin Street and East Trinity Lane from Urban Neighborhood Maintenance to Urban Neighborhood Evolving because of its transitional location between Ellington Parkway and an Urban Neighborhood Maintenance area.

The Special Policies remain the same as they were in the previous draft, but text and maps were added to describe their locations.

Although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were
East Nashville, Continued

needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

» Under the section Enhancements to Transportation Network,
  » updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
  » replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
  » updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,
- added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,
- deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- added each community’s Community Character Policy Map;
- added a new section “How to use the Community Character Policies”; and
- added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual); and
- changed the policy for the Mall at Green Hills and the surrounding commercial areas along both sides of Hillsboro Pike between Crestmoor and Hobbs Roads from T5 Center Super Regional Center to T5 Center Regional Center to reduce the development intensity that would be supported, particularly in terms of building heights.

Special Policies Changes:
- A map was added on page 45 that shows the boundaries of the 12th Avenue South Corridor Detailed Neighborhood Design Plan. The Detailed Neighborhood Design Plan is being carried forward with the community plan update and is included in the May Static Draft plan as Appendix A.
- A map was added on page 46 that shows the boundaries of the Midtown Study. The Midtown Study is being carried forward with the community plan update and is included in the May Static Draft plan as Appendix B.
- A map was added on page 46 that shows the general area covered by the Green Hills Transportation Plan. The Green Hills Transportation Plan is being carried forward with the community plan update and is included in the May Static Draft plan as Appendix C.
- Text and maps were added to describe the location of the other Special Policy Areas that were in the April Review Draft.
- The number of Special Policy Area 10-T4-NE-02 on Woodmont Boulevard was corrected – it had been incorrectly listed as 10-T4-NE-07 in the April Review Draft.
- Special Policy Area 10-T4-NE-06 located in the Capers Avenue area was removed because the updated draft Community Character Manual (CCM) contains expanded policy language to supports historic preservation.
- Special Policy Area 10-T4-NC-05 located in the Edgehill neighborhood has been removed because of improved guidance in the draft CCM.
- Special Policy Area 10-D-CI-04, Stokes Elementary School Site, has been removed because the proposed new Civic policy accomplishes the same intent.

Although there was a placeholder in the previous...
Green Hills–Midtown, Continued

draft for a development scenario that was being prepared by architecture students at the University of Tennessee, it was not included in the May Static Draft.
» Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.
» Under the section Enhancements to Transportation Network,
  » updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
  » replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
  » updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,

» Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;

» Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and

» Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,

» Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;

» Added each community’s Community Character Policy Map;

» Added a new section “How to use the Community Character Policies”; and

» Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network,

» Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;

» Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and

» Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.

» Removed proposed collector streets north of I-24. These streets were proposed when the area north of I-24 was in a holding category for future suburban development. Because this area is now identified to remain rural, these roads would encourage undesired subdivision of land.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Under the section Major Neighborhoods and Communities, Discover Madison was included as a community organization.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,

added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;

added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and

added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,

deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;

added each community’s Community Character Policy Map;

added a new section “How to use the Community Character Policies”; and

added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

The following changes to Community Character Policies and Special Policy Areas were made:

T5 Super Regional Center was removed as a Community Character Policy. Therefore T5 Regional Center was applied to the Rivergate area where it once was a T5 Super Regional Center.

T4 Urban Neighborhood Maintenance Infill areas near Anderson Road and Myatt Drive were placed in T4 Urban Neighborhood Evolving.

The office and residential area near Twin Hills and Northside Drive, a block south of Gallatin Pike, was changed from T4 Urban Mixed Use Neighborhood to TR Transition Policy, to acknowledge the mixture of residential and office land uses in the area.

Clarifying edits were made throughout to Special Policies. Clarifying edits included revising appropriate zoning districts, land uses, and building types.

A detailed overview, legend, and street names were added to the Downtown Madison Development Scenario.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network:

updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;

replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and

updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.

No changes to Madison transportation projects were made.
» Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

» Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

» Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

» Under the section Growth and Preservation Concept Map and the Community’s Role,

  » added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
  » added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
  » added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

» Under the section Community Character Policy Plan,

  » deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
  » added each community’s Community Character Policy Map;
  » added a new section “How to use the Community Character Policies”; and
  » added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

» The following changes to Community Character Policy and Special Policy Areas were made:

  » T4 Urban Neighborhood Evolving Policy was applied to Heiman and Scovel Streets, from 16th Avenue North on the east to 24th Avenue North on the west. These areas were once T4 Urban Neighborhood Maintenance. There are no special policies in these areas.

  » T4 Urban Neighborhood Evolving policy was applied to the Metropolitan Development and Housing Authority (MDHA) public housing properties Andrew Jackson Courts and Cheatham Place, with special policy that acknowledges their historical significance and encourages the preservation of affordability and development form.

  » T4 Urban Neighborhood Evolving Policy was applied to the McKissack Park neighborhood, and portions of the Fisk – Meharry neighborhood with special policy guiding development intensity in the area. The special policy notes, that the intended application is to encourage gradual redevelopment over this planning period, rather than wholesale change, and that development intensity should occur on the lower end of T4 Urban Neighborhood Evolving Policy.

  » T4 Urban Neighborhood Evolving Policy was applied to locations that were formally T4 Urban Neighborhood Maintenance Infill areas.

  » Special Policies referencing specific building heights in the Germantown neighborhood were removed. Special policies were added and they encourage consultation with the Metro Historic Commission for determination of building heights based on Germantown historic guidelines.

  » Special policies were edited for clarity:

    » Special Policies for appropriate zoning districts for properties on Heiman Street and 26th Avenue North were clarified.
North Nashville, Continued

» Special Policies encouraging live-work in the Pearl Street neighborhood and the residential area near Tennessee State University (near 37th Avenue North and John L Driver) were clarified. Live work is not a defined land use, therefore the reference to live-work was changed to mixed-use, which is a defined land use. Building types and appropriate zoning districts were clarified.

» No changes to the Development Scenarios were made.

» Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

» Under the section Enhancements to Transportation Network,

» Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;

» Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and

» Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.

» No changes to North Nashville transportation projects were made.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role:
» Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
» Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
» Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan:
» Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
» Added each community’s Community Character Policy Map;
» Added a new section “How to use the Community Character Policies”; and
» Added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

Under Development Scenarios:
» Added the conservation subdivision scenarios.
» Moved the discussion on the intent for Dickerson Pike’s future to the discussion of the Community Character Policy Plan.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network:
» Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
» Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
» Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,
- added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,
- deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- added each community’s Community Character Policy Map;
- added a new section “How to use the Community Character Policies”; and
- added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

Special Policies
- Special Policy Area 12-IDA, Southeast Infrastructure Deficiency Area, was added (pp. 41-42). This is an updated version of a Special Policy Area in the adopted Southeast Community Plan.
- Special Policy Area 12-T3-NM-01, Haywood Lane Residential, was added (p. 43). This is an updated version of a Special Policy Area in the adopted Southeast Community Plan.
- Text and maps were added to describe the location of the other Special Policy Areas that were in the April Review Draft.
- Development Scenarios were added for the former Kmart site at the intersection of Harding Place and Nolensville Pike and the former Lowes site at the intersection of Cotton Lane and Nolensville Pike (pp. 47 & 48).
- Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.
- Under the section Enhancements to Transportation Network,
  - updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
  - replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
  - updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
SOUTH NASHVILLE

» Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.
» Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.
» Under the section titled Role in the County and Region,
  » if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types; and
  » added a section highlighting the area’s contributions to the region in terms of the community’s ethnic diversity, residents, and business owners.
» Under the section Growth and Preservation Concept Map and the Community’s Role,
  » added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
  » added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
  » added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.
» Under the section Community Character Policy Plan,
  » deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
  » added each community’s Community Character Policy Map;
  » added a new section “How to use the Community Character Policies”; and
  » added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual);
» changed the policy for a residential area along Nolensville Pike from Urban Neighborhood Maintenance to Urban Neighborhood Evolving due to its location adjacent to a priority corridor and its vacant/underutilized lot pattern; and
» changed the policy for a residential area along Elm Hill Pike from Suburban Neighborhood Maintenance to Suburban Neighborhood Evolving to reflect its current zoning of R10 and its existing ability to subdivide.
» Under the Development Scenarios section, although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft.
» Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.
» Under the section Enhancements to Transportation Network,
  » updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
  » replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
  » updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.
Edits have been made to the Community Plan for consistency in content, formatting and style across the Community Plans.

Where it was not present in the March 27 draft, a section was added—Description of the Community—on the Transect. The Transect is a tool used to ensure diversity of development (rural, suburban, urban, downtown) in Nashville/Davidson County.

Under the section titled Role in the County and Region, if one of the Community’s roles is to provide housing, then a section was added on housing affordability and a sidebar was added describing how changing demographics are leading to changing market preferences in housing types, calling for a diverse array of housing types.

Under the section Growth and Preservation Concept Map and the Community’s Role,

- Added language under “Transitions and Infill” explaining this concept—and its application—in greater detail;
- Added language under “Centers” explaining that location in a Tiered Center still requires any zone change requests to comply with the Community Character Policy; and
- Added a new sub-section, “High Capacity Transit Corridors,” which is a feature on the Concept Map that had not been described in the previous draft.

Under the section Community Character Policy Plan,

- Deleted the section on how to address developments that were approved, but not built—this guidance is provided in the Community Character Manual;
- added each community’s Community Character Policy Map;
- added a new section “How to use the Community Character Policies”; and
- added a new section with a brief definition of each Community Character Policy (full definitions are found in the Community Character Manual).

Special Policies

- Special Policy Area 07-CI-01, Hillwood High School, was added (p. 45).

Text and maps were added to describe the location of the other Special Policy Areas that were in the April Review Draft.

The wording of the “Zoning Districts” section of Special Policy Area 07-T3-NM-02 (page 47 & 48) was revised to make read more clearly.

The wording of Special Policy Area 07-T3-NM-02 IA 03 (page 51 & 53) was revised to make read more clearly.

Development Scenarios

- Graphics have been added for the following Development Scenario placeholders:
  - Charlotte Pike across from Nashville West (page 72)
  - Highway 100/70S Suburban Neighborhood Center
  - Charlotte Pike / White Bridge Road Tier One Center (page 74)
  - Recommended Building Heights for the Charlotte Avenue Mixed Use Corridor (page 75)
  - Centennial Boulevard (page 77)

Although there were placeholders in the previous draft for development scenarios that were being prepared by architecture students at the University of Tennessee, they were not included in the May Static Draft.

Under the section Enhancements to the Open Space Network, added language explaining that the Parks Department’s update of the Parks and Greenways Master Plan would determine what new parks were needed and what improvements to existing parks, therefore, the Community Plans do not propose sites for new parks, with the exception of the Downtown Community Plan.

Under the section Enhancements to Transportation Network,

- Updated the section explaining the role of Access Nashville 2040 and noting that it listed walking, bicycling and street projects in terms of Community Priorities versus Countywide Critical Needs, with the latter being a greater priority;
- Replaced the Sidewalks map (which had out-of-date information) with the Pedestrian Generator Index (PGI) map; and
» Updated the section on Transit to explain that no transit projects are included in Community Plans because the Metropolitan Transit Authority (MTA) is currently updating its Strategic Transit Master Plan, building from the work on transit during NashvilleNext.