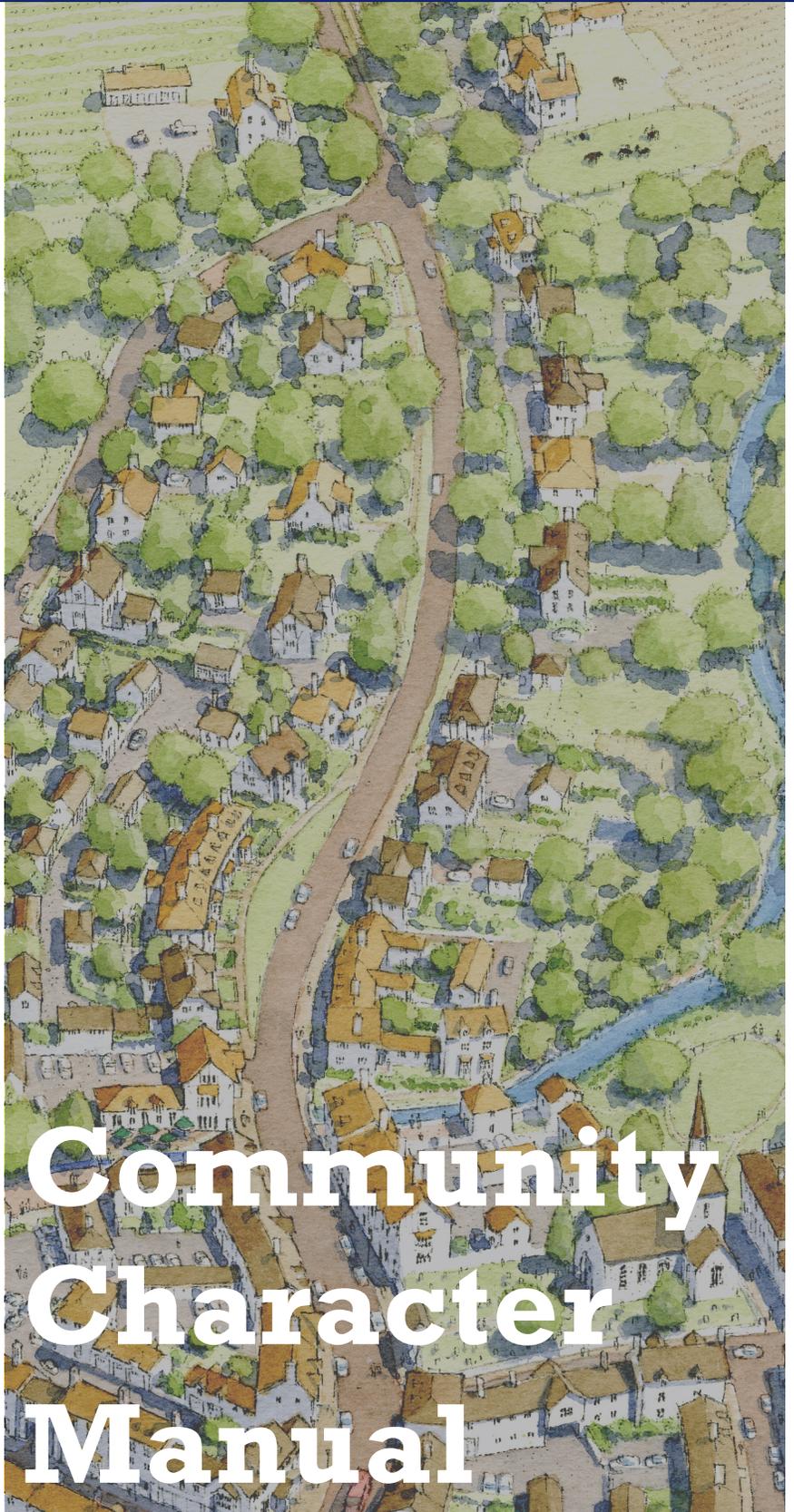
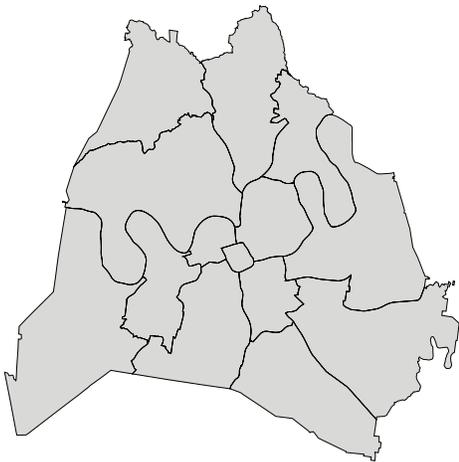




A General Plan for Nashville & Davidson County

Adopted June 22, 2017
Amended August 24, 2017
Amended March 26, 2026

**Volume III:
Community
Plans**



**Community
Character
Manual**

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**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

PARTS OF THE 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.

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.

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COMMUNITY CHARACTER MANUAL

Introduction

Tennessee law requires each municipality to create a plan for future growth and development. NashvilleNext provides a high-level, countywide view of how growth and preservation are managed to improve quality of life for residents and promote economic prosperity over a 25-year planning horizon, from 2015 through 2040.

Volume III of NashvilleNext provides a close look at each part of the county. Each of the 14 communities in Davidson County have a separate plan that considers its history and role in the region, with recommendations for improved transportation and open space features. Each Community Plan also includes detailed Character Policies for every property in the county that link the countywide vision from NashvilleNext to zoning and subdivision regulations.

This part of Volume III, the Community Character Manual, provides detailed guidance for the form and function of each of these Character Policies. Future land use decisions—including recommendations on zone changes and subdivision requests—are made based on the Community Character Policies in each Community Plan.

NashvilleNext presents Nashville's vision, goals, and implementation actions in five volumes:

- **Volume I** provides a role and strategy overview.
- **Volume II** presents Plan Elements that assess issues and trends.
- **Volume III** links the broad goals and policies of the remainder of NashvilleNext with implementation tools.
- **Volume IV** describes detailed actions that implement Plan Elements.
- **Volume V** presents the transportation plan.

Figure CCM-1: The Growth & Preservation Concept Map



- | | | | |
|----------------|----------------------|-----------------------|----------------------------------------|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● 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, and Character

The Growth & Preservation Concept Map (Concept Map) reflects Nashvillians' desires for how Nashville should grow in the future and what should be preserved from change. As shown in Figure CCM-1, the Concept Map identifies a green network, centers, neighborhoods, transition areas, special impact areas, and high capacity transit networks.

The green network that provides access to nature, requires environmental protection, and preserves natural resources. It also identifies and preserves the physical character of rural, suburban, and urban areas.

Activity centers, identified as Tier 1, Tier 2 and Tier 3, accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, offer new housing choices, and sustain economic activity. While these centers generally match centers and mixed use areas identified in prior Community Plans, in some cases, the Concept Map promotes more intense centers than previously identified. This vision encourages infill along transit and multimodal corridors in between and immediately around activity and employment centers. The Concept Map also represents the High Capacity Transit Corridors identified by *nMotion* where transit routes are identified for running outside of traffic.

While complementary, the Concept Map and the Community Plans serve unique roles. The Concept Map outlines the vision for Nashville/Davidson County's growth and guides decisions over a 25 years horizon. Meanwhile, Community Plans guide shorter planning horizons of only five to 10 years, explain each community's role in that vision, and apply Community Character Policies to implement that vision through land use decisions such as zone changes and subdivision requests. The Community Character Policies are defined in this manual. Due to their shorter planning horizon, Community Plans need not incorporate all growth forecast through 2040. Instead, Community Plan updates provide better guidance for development as it plays out in the coming decades.

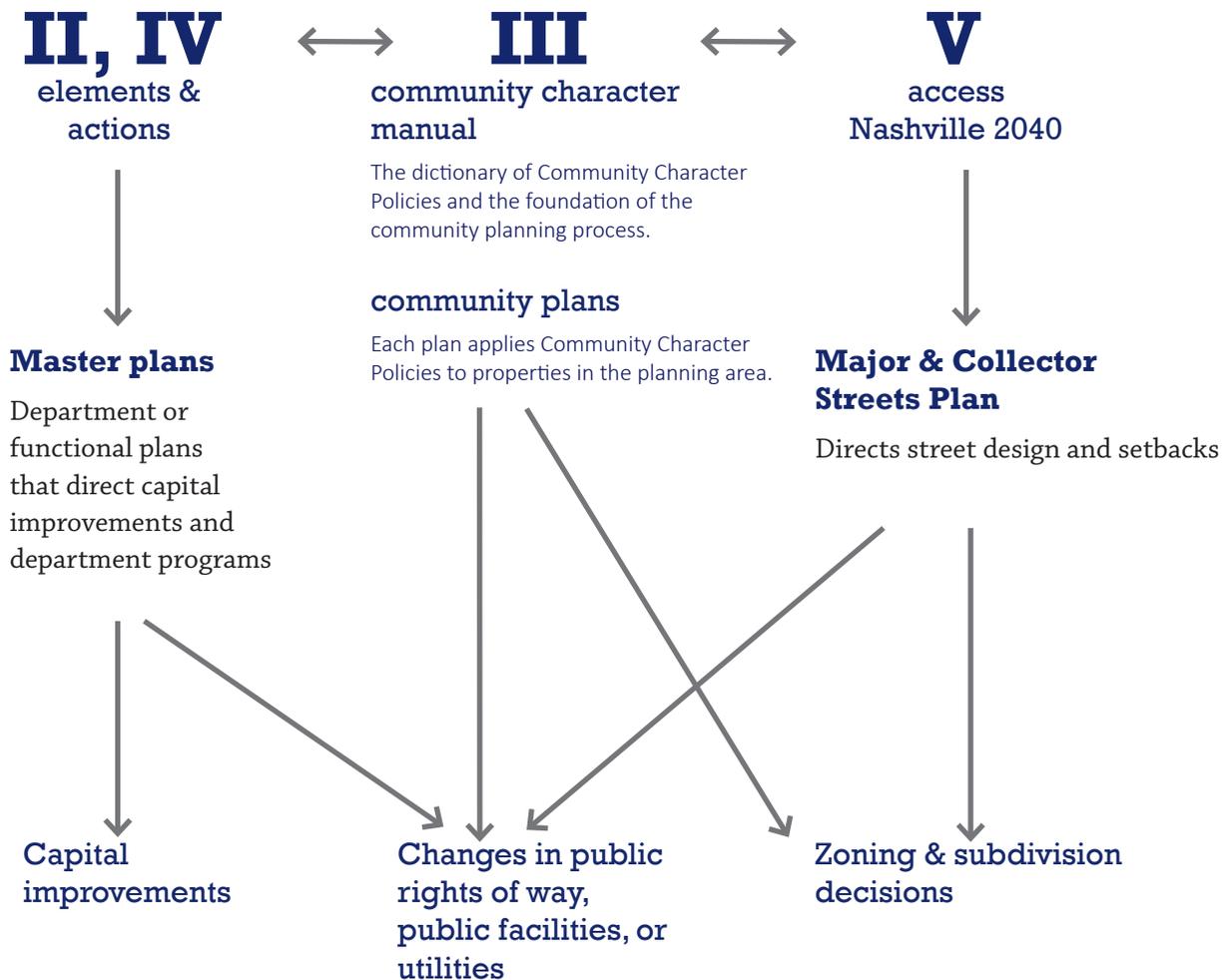


How NashvilleNext gets implemented

Each part of the plan guides the tools the Planning Commission uses to shape Nashville’s built environment: zoning, subdivision rules, and other land development decisions; mandatory referrals to review changes in public rights of way, facilities, or utilities; and capital improvements. Other plans, including other departments’ Master Plans, provide more detailed guidance on these decisions. Each volume can also be used to align with other partners. For example, the Health, Livability & Built Environment Element aligns closely with the Metro Public Health Department’s Community Health Improvement Plan.

I vision, trends & strategies

including Guiding Principles that provide the longest-term view of what Nashville should be like in the future.



Community Planning

The Planning Commission and its staff at the Planning Department conduct community planning in Davidson County's 14 communities. Staff prepares a Community Plan for each community that is updated periodically through a process that engages community stakeholders — residents, property owners, business owners, institutional representatives, developers, and elected officials — in planning for future growth, development, and preservation in the community.

The Planning Commission adopts Community Plans following a process conducted by the Planning Department staff that includes several community meetings and a public hearing. The Planning Commission may also amend the Community Plans following a process that includes a public hearing and may also involve one or more community meetings prior to the public hearing. All 14 Community Plans were amended to align with the Growth & Preservation Concept Map with adoption of NashvilleNext in 2015.

This process included three review workshops held in March 2013; an online map of the prior and proposed policies was also available for review. The revised map was adopted by Planning Commission in June of that year. Subsequent refinements to the map during the development of NashvilleNext's Growth & Preservation Concept Map were reviewed at public meetings and online from October 2014 through January 2015. The Planning Commission adopted an update to NashvilleNext in 2017 that included reformatting of all 14 Community Plans.

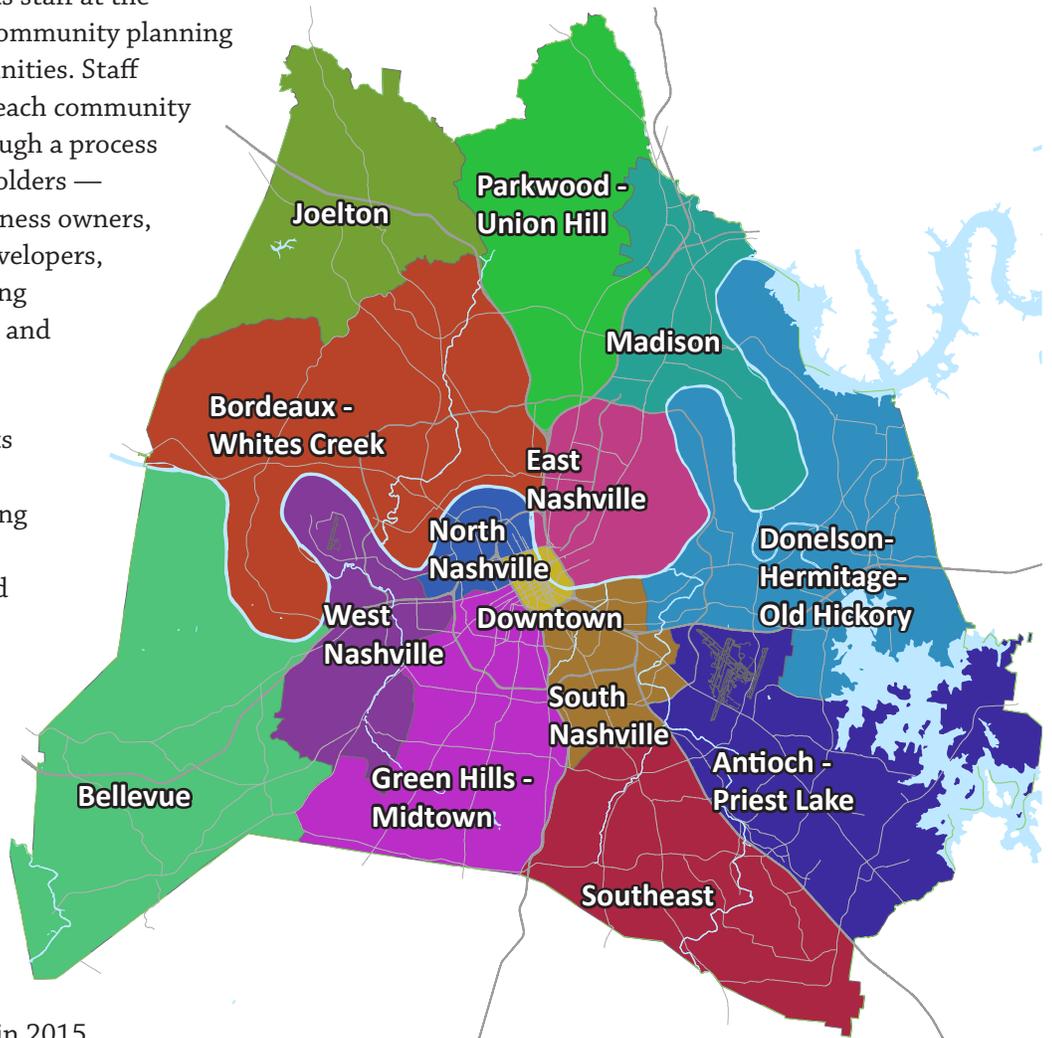


Figure CCM-2: Nashville's 14 community planning areas

Use of the Community Plans

The 14 Community Plans are used together with the Community Character Manual to make decisions on a daily basis. Key decisions guided by the community plans include:

- Public and private investment decisions about where to build infrastructure and buildings;
- Planning Commission's recommendations and Metro Council's actions on zone change proposals;
- Planning Commission's actions on subdivisions;
- Planning Commission's decisions on surplus properties; and
- Planning Commission's recommendations to Metro Council for the city's annual Capital Improvements Budget (CIB) and Capital Spending Plan (CSP). The CIB allocates money for public facilities such as roads or public buildings. The CSP is the Mayor's recommended list of the projects in the CIB that should be funded in a given year. Both must be approved by Metro Council.

Although there are some instances when the recommendations in the Community Plans are not followed all the way through to the final actions of Council or other Metro government entities, they have established an outstanding track record over the 25 years of their existence. Government decision makers understand that substantial community participation from a broad range of stakeholders and significant professional analysis went into creating them.

Organization of the Community Plans

Each of the 14 Community Plans is made up of text and mapped information. The text for each community plan area is in two places: the Community Plan, which applies Community Character Policies to each property, and the Community Character Manual, which defines the Community Character Policies.

Each community plan document is organized as follows:

- Community Profile
- History Highlights
- Role in the County and Region
- Growth & Preservation Concept Map and the Community's Role
- The Transect
- Community Character Policy Map
- Supplemental Policies
- Enhancements to the Open Space Network
- Enhancements to the Transportation Network

The Community Character Policy Map is used to determine which Community Character Policy is applied to the area of interest. The Community Character Manual describes in detail the characteristics for the application of each policy.

Some areas need more detailed guidance than what is included in the CCM. The Community Plan provides this guidance through Supplemental Policy Areas, although they are used sparingly. The Supplemental Policies may provide additional specificity to the broad language in CCM or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the separate CCM document to understand the policy's general intent, application, characteristics, and design principles, then look at the specific Community Plan for any Supplemental Policies.

Online Community Character Maps

The community plans and CCM can be used with an interactive online mapping tool that shows where the different Community Character policy areas are located. The mapping tool is at

<http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx>

If you are unable to access the interactive map, you may request help to determine the policies for your area of interest by calling 615-862-7190.

Community Plans are policy documents. While not regulatory, like zoning, they are used as the basis for guiding some regulations, such as rezoning or subdivision of property. Community Plans do not alter the existing zoning on properties or initiate the taking of property. They are used to guide Planning Department staff recommendations to the Planning Commission and Metro Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property.

When a property owner files a zone change application, the Planning Department staff refers to the Community Plan to make its recommendation on whether the Planning Commission and Metro Council should support or reject the zone change request. In the Subdivision Regulations, Community Plan policy is used for determining which set of rules apply to a particular property. For example, in areas designated Neighborhood Maintenance by the Community Plan, the Subdivision Regulations apply standards to require compatibility of new lots with the surrounding parcels.

The Community Plan can set the stage for individual property owners or groups of owners to change their zoning to fully realize the future vision. The Community Plan is the first step toward developing an Urban Design Overlay, to rezone an area to a Specific Plan District, or to initiate any other rezoning.

History of Community Planning in Nashville

Nashville's community planning program began in 1989. The program came out of the 1988 *Growth Management Study* done for the Planning Commission. At that time, Nashville had a single-document General Plan, adopted in 1980. Nashville/Davidson County began planning for 14 planning communities. Initially, numbers were used instead of names because each community has many unique neighborhoods and commercial areas. The first plan was for the Donelson-Hermitage-Old Hickory Community, then known as "Subarea 14." The numbers were replaced with names in 2000.

- **Antioch-Priest Lake** (Subarea 13): Feb. 28, 1991; Oct. 17, 1996; Oct. 25, 2012
- **Bellevue** (Subarea 6): Aug. 16, 1990; Aug. 8, 1996; Feb. 13, 2003; Jan. 26, 2012
- **Bordeaux-Whites Creek** (Subarea 3): Aug. 13, 1992; Apr. 16, 1998; Sept. 25, 2003
- **Donelson-Hermitage-Old Hickory** (Subarea 14): Jan. 18, 1990; March 7, 1996; Oct. 14, 2004
- **Downtown** (Subarea 9): Dec. 9, 1991; Nov. 26, 1997; Feb. 22, 2007
- **East Nashville** (Subarea 5): Nov. 17, 1994; Feb. 9, 2006
- **Green Hills-Midtown** (Subarea 10): Dec. 15, 1994; July 28, 2005
- **Joelton** (Subarea 1): July 16, 1992; Dec. 11, 1997; Oct. 9, 2003
- **Madison** (Subarea 4): March 25, 1993; part July 23, 1998, remainder Oct. 29, 1998; Apr. 14, 2009
- **North Nashville** (Subarea 8): Part on May 5, 1994 and remainder on Aug. 11, 1994; Jan. 24, 2002; Jan. 27, 2011
- **Parkwood-Union Hill** (Subarea 2): June 29, 1995; Sept. 28, 2006
- **South Nashville** (Subarea 11): June 3, 1993; April 15, 1999; Dec. 13, 2007
- **Southeast** (Subarea 12): April 11, 1991; April 3, 1997; July 22, 2004
- **West Nashville** (Subarea 7): Jan. 14, 1994; Jan. 28, 2000; July 23, 2009

The Planning Commission updated the 1980 General Plan in the early 1990s. The new General Plan was called Concept 2010: A General Plan for Nashville and Davidson County. It was adopted by the Commission on Feb. 19, 1992. The existing subarea plans were adopted as components of the new General Plan.

The 14 community plans were created with the help of stakeholders from each community. They included residents, property owners, business owners, institutional leaders, development professionals,

and government officials. These stakeholders worked together with the Planning Department staff. It took several months of community meetings and staff work to create each plan.

The community plans are dynamic documents that are updated periodically and amended as needed in between plan updates. The first round of community plan updates used a process that varied in complexity with the level of change that needed to be made to the plan. Planning Department staff conducted an analysis of the level of change that had taken place in each community since its plan was originally adopted and the impacts of change on the plan's direction. Staff then recommended to the Planning Commission whether a plan update should be a Level 1, 2, or 3 update. A Level 1 update was for plans where little change was needed. Level 1 updates generally consisted of one or two open workshop-style meetings. A Level 2 update involved moderately complex plan updates and a larger number of meetings. A Level 3 update was for communities where the level of changes needed was expected to be extensive and involved the use of an appointed Community Advisory Committee meeting over a period of several months.

Prior to NashvilleNext, the most recent round of community plan updates involved a series of open workshop-style public meetings that took place over a period of several months. The series of public meetings included a kick-off open house, visioning exercises, policy workshops, and draft plan reviews. The newest community plan updates also used a new countywide policy manual called the Community Character Manual (CCM). The CCM provided more detailed policy guidance than its predecessor manual, Land Use Policy Application.

The adoption and use of the CCM represents the evolution in the community's understanding of community planning. The Land Use Policy Application was created in 1992 and focused primarily on land use and density. Over time, the community's understanding of desirable development has come to put more emphasis on the *form* or *character* of development—massing, orientation and scale of buildings, setbacks and spacing, location of access and parking, etc. Meanwhile, the community's commitment to preserving Nashville/Davidson County's diversity of development in rural, suburban, and urban areas has grown. The Land Use Policy Application did not provide adequate guidance on how to preserve or create community character through form, nor did it create significant distinctions between rural, suburban, or urban development. The result has been development that is homogeneous and does not preserve or create the sense of place that community members often call for during Community Planning.

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STRUCTURE OF CHARACTER POLICIES

The Community Character Manual (CCM) is built around identifying the future character of an area, compared with its current character. Development character includes design elements like building size and height, setbacks from the street, and spacing. It also includes things like access, parking, and landscaping. Community Character Policies consider three different aspects of character to shape the future character of an area. The overarching concept behind each Community Character Policy is its location in the Transect—T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Center, T6 Downtown, and D District. The structure of the Community Character Policies and the CCM is explained in detail below.

Transect - The CCM uses a planning tool called the Transect, which is discussed in more detail below. The Transect describes a range of development patterns from most to least developed. The Transect model calls for development in the different Transect Categories to be distinctive. Rural development should look and feel different from suburban or urban development. The Community Character Policies support the many development patterns across Davidson County.

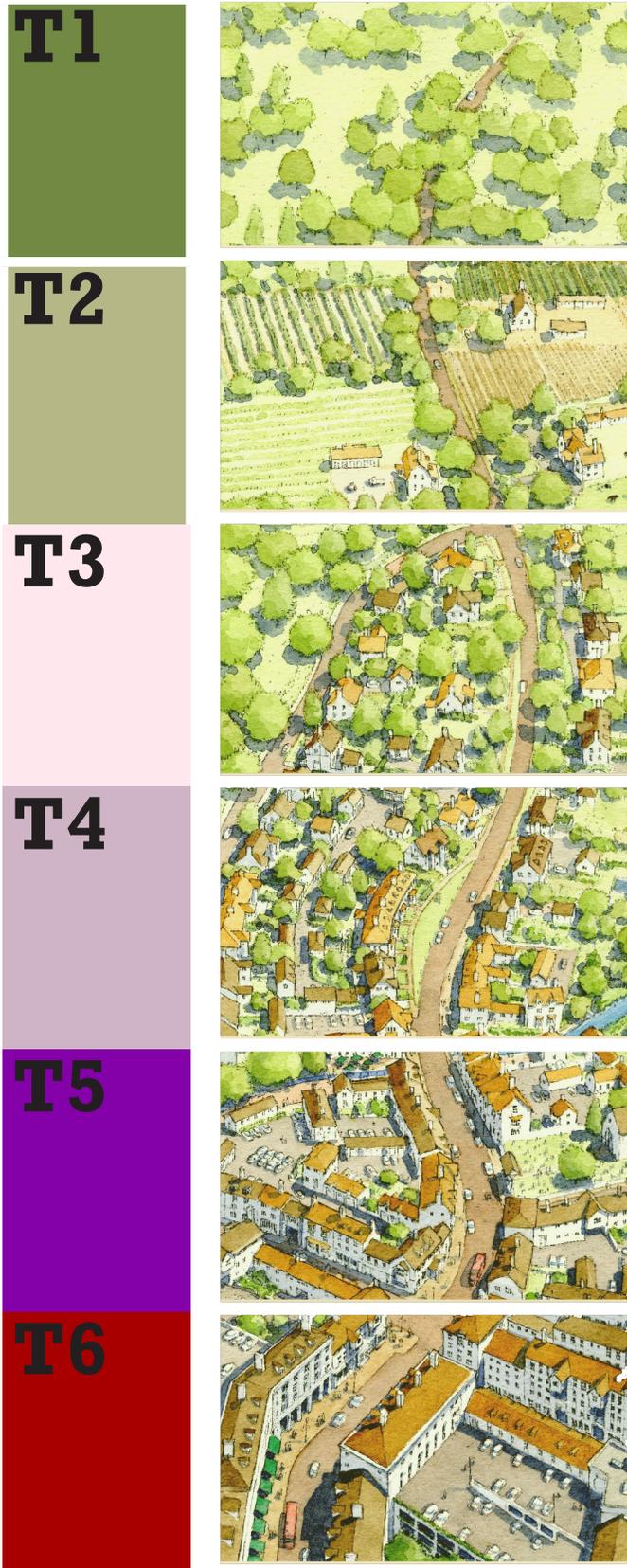
Community Elements - The Community Character Policies provide guidance for four Community Elements within each Transect Category: Open Space, Neighborhoods, Centers, and Corridors. There is more detailed information about the Community Elements below.

Policy Intent - This shows how an area's future character relates to its current character. Where the current character is set, policies can recommend the character be preserved or enhanced. Where the future character differs from current character, the policy intent is to create the new character.

The Community Character Manual (CCM) was originally adopted in 2008 and made part of NashvilleNext in 2015. The CCM:

- Contains the Community Character Policies used in each community plan.
- Provides direction for implementation tools such as zoning.
- Helps shape the character Nashville's unique communities.

Figure CCM-3: The Transect, Illustrated



The Transect

Organizing community character

The Transect is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most natural and rural to the most urban. The Transect is an ordering system, which calls for consistency among all elements of the natural and built environment with the character of the Transect Category that they are within.

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

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

See Figure CCM-3 for an illustration of how the Transect defines the character of different areas.

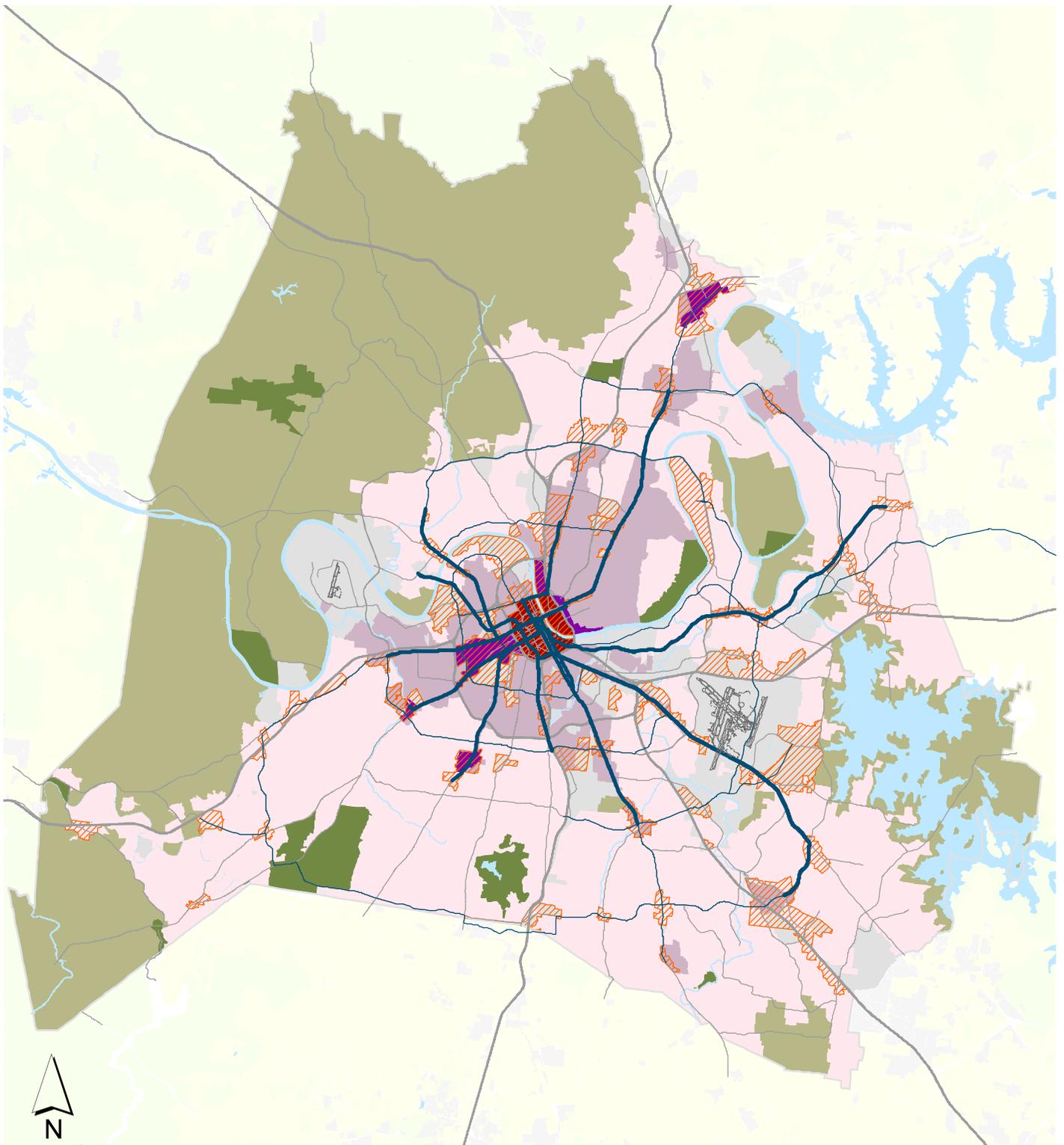
Each Transect Category differs from the others in terms of its pattern of development and form or character of development. For example, T2 Rural neighborhoods have primarily single-family and two-family houses spaced far apart with irregular setbacks, with driveway access off narrower rural roads lined with ditches and swales. Meanwhile, T4 Urban neighborhoods have single-family, two-family, and multifamily buildings, spaced more closely together with consistent, regular setbacks, with alley access along streets with curbs, gutters, and sidewalks.

Development within each Transect Category should have distinct form, character, uses, and density/intensity. For example, alley access would be inconsistent in the T2 Rural area just as a rural road with ditch and swale would be out of place in a T4 Urban area.

The Community Character Policies guide decisions on future zone change and subdivision requests to achieve the planning policies and principles of their Transect Categories. For example, the building heights, which are regulated by a site's zoning district, will be different in a T2 Rural area versus a T3 Suburban area versus the T6 Downtown. Since the Community Character Policies are used to guide future zone change decisions, the policies speak to design issues such as building massing, orientation, and placement, signage, lighting, landscaping, access, and other design elements that create a unified form of development for each Transect Category.

Figure CCM-4 shows a generalized Nashville/Davidson County Transect. The Transect categorization for each community is determined during the Community Plan Update. The Transect map is, therefore, subject to continuing refinement with each subsequent Community Plan update.

Figure CCM-4: The Transect
 Character areas in Davidson County



Transects Legend

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

Community Elements

Four community elements—Open Space, Neighborhoods, Centers, and Corridors—represent the different kinds of places that may be within each of the developed Transect Categories. The scale, character, and intensity of the community element varies depending on its Transect Category in which it is located. Not all community elements are found in each Transect Category. For example, while there are prominent rural roads in Davidson County, there is no Community Character Policy for T2 Rural Corridor. Rather, these roads are incorporated into the “neighborhoods”—extremely low-density residential or rural hamlets—through which they pass.

Open Space

Open space is the least developed Community Element. In many instances, it preserves the natural environment from growth and development. In other instances, open space may develop with low-impact design and techniques may provide recreation opportunities for the community. Open space can take many different forms. In T1 Natural and T2 Rural settings, open space is generally passive, using the natural vegetation as its landscape with few if any additional amenities. In T3 Suburban and T4 Urban settings, open spaces become more formal to accommodate active recreational uses, with passive uses appearing as plazas, courtyards, and squares.

As described in the *Plan to Play*, open spaces do not exist in isolation, and their design should reflect the needs and context of the surrounding neighborhood and community. The transition between open space and neighborhoods or centers should concentrate on the access to and from for pedestrians, cyclists, and vehicles. Near centers and corridors, open spaces serve as a focal point, that complements the character of higher-intensity land uses found in centers and along corridors.





Neighborhoods

Neighborhoods represent the backbone of the community, providing a home for residents at every stage in the life cycle near corridors, centers, and open space. CCM policies encourage a carefully integrated, well-designed mix of housing that reflects the character of the existing or envisioned neighborhood. This mixture focuses on the form of the buildings to maintain, enhance, or create the intended character.

Centers

Centers represent gathering places situated within neighborhoods or at the edges of adjoining neighborhoods or communities. Centers offer access to retail and services, civic and public benefit uses such as schools, churches and post offices, employment, and residences.



Centers may transition into the surrounding neighborhood and open space components through the presence of slightly higher-density residential development on the edge of the center. This transition allows for the presence of residential to support commercial and office land uses within the center, but also creates a natural transition through building type and form instead of through landscaping or buffering.

Corridors

Corridors link neighborhoods, communities, and the region together. The scale and character of the corridor can vary depending on its use and location in a particular Transect Category. Corridors are defined as human-made transportation corridors moving across the Transect, which are intended to be designed and to function differently depending on the Transect Category through which they pass.

As corridors pass through Transect Categories from a more natural setting to an urban setting, they are often built to follow the natural topography of the land and serve as throughways, moving people to and from the outer areas of the region into more densely populated urban areas.

Corridors that serve neighborhoods, centers, and open space accommodate the changing community elements (neighborhood, center, open space) they encounter and the changing form and character of the Transect Categories through which they pass. In most cases, corridors accommodate complementary methods of travel with bikeways, sidewalks, and mass transit incorporated into the design of the corridor.



Function of Community Character Policies

Community Character Policies are the primary product of each Community Plan. Community Character Policies are applied to all the property in each community. The Community Character Policies contained in this document have two main functions:

- To *explain the vision* of the community for its future growth, development, and preservation and
- To *provide direction for implementation tools* such as zoning. Future zone change requests in any given community are judged for their conformance with the Community Character Policies in the Community Plan. Subdivision request decisions are also guided by Community Character Policy.

The Community Character Policies establish the appropriate *form and character* of development — massing, orientation and scale of buildings, setbacks and spacing, location of access and parking, etc. The emphasis on form and character allows communities to preserve existing character and enhance or create areas with distinctive rural, suburban, urban, or district character. For example, a suburban neighborhood Community Character Policy will have a different form of development than an urban Community Character Policy or a Downtown neighborhood policy.

In some areas, Detailed Design Plans may be developed for a specific neighborhood, center, or corridor to further refine the guidance provided by the Community Plan. The process of developing a Detailed Design Plan involves substantial community participation in workshops and meetings.

Intent of Community Character Policies

Each Community Character Policy has a stated intent — to *maintain*, to *enhance*, or to *create*. This acknowledges the diversity of development, redevelopment, and preservation needs present throughout Nashville/Davidson County.

A healthy neighborhood in the T3 Transect Category that needs to be maintained with little change is a candidate for the T3 Neighborhood Maintenance (T3-NM) Community Character Policy since the intent is to maintain the neighborhood. Meanwhile, another neighborhood may be facing redevelopment pressures due to outdated housing stock, proximity to centers, or unsustainable features such as lack of connectivity. T3 Neighborhood Evolving (T3-NE) policy, with the intent of enhancing the area, would be applied to this neighborhood to encourage appropriate infill and redevelopment.

Alternatively, few centers in Davidson County currently meet their full potential as areas to live, work, and play. In center policies across all Transect Categories, therefore, the intent is to create and enhance centers to serve the surrounding neighborhoods and communities.

Policy intent also suggests appropriate scale intended for each center. A center may be planned to serve a neighborhood, community, or the region. Similarly, corridors may be intended to serve as mixed use or residential only.

Language in the CCM

The CCM includes a glossary (see Appendix, page 454) that defines many terms used in the document. One additional explanation on language is necessary. Given that the Community Character Policies are not regulatory, the descriptions in each policy do not use verbs such as “shall.” Instead, the policies and their guidelines are written with active verbs where “shall” or “should” is replaced with “is.” This use of terminology is intended to indicate that the policies describe the Community Element—the open space, neighborhood, center, or corridor—as it is envisioned to be developed or redeveloped. The guidelines remain the standards to which proposed development should strive and the standards against which proposed development will be measured.

Photographs in CCM

Throughout the Community Character Manual, photographs are included to show illustrative examples of building and site design elements in a context that is intended to reflect the form of the item and the Transect Category in which the item is found. The photographs are not intended to reflect architectural or aesthetic preferences as those are not governed by the Community Character Manual. However, the photographs are also not intended to limit innovation in architecture or in the creation of innovative site and building design.

Organization of the Community Character Policies

In addition to detailed descriptions of the Community Character Policies, the CCM also identifies appropriate zoning districts, building types, and design principles for each Community Character Policy. The Community Character Policies and related information should be used in the development of site plans, development scenarios, and neighborhood, center, corridor, and community planning efforts.

The CCM provides information that enables residents, business owners, property owners, institutional representatives, developers, and elected officials to take a proactive role in the community planning process to preserve the diversity of development that is a hallmark of Nashville/Davidson County and create sustainable development for the future.

Within each Community Element are Community Character Policies that describe the form and character, land uses, and densities of development specific to that Community Element within that Transect Category.

Each Community Character Policy provides guidance pertaining to the following:

- **Policy Intent:** describes the policy’s intent to maintain, enhance, and/or create the desired character of the Community Character Policy;
- **General Characteristics:** summarizes the existing and desired traits of development within the policy;
- **Application:** outlines the situations in which the policy is applied and descriptions of where use of this policy is appropriate;
- **Design Principles:** describes the form and character of the policy, including building form and site design, transitioning, and connectivity; and
- **Zoning Districts:** lists zoning districts that may be suitable for each Community Character Policy. These zoning districts generally reflect the density/intensity envisioned, but in many cases a higher level of urban design—achieved through the use of design-based zoning and other innovative zoning tools such as hybrid zoning—is appropriate. Note that not all zoning districts listed within a policy are appropriate in all cases or contexts; each policy provides guidance on appropriate development form within various contexts, and zoning should correspond to the form recommended by the policy.

Diagrams in the CCM

Each Transect Category introduction includes “flow chart” and “figure ground” diagrams. The “flow chart” diagram presents the following, from left to right: Transect Category, Community Elements present, Community Character Policies available for each Community Element, and the intent of policy. Figure CCM-5 presents an example of the The “flow chart” diagram. The “figure ground” diagrams show open space, building footprints, and street and block patterns. Open space is displayed in the figure-ground in green. Neighborhoods and Centers are emphasized by displaying areas showing building footprints in black, streets in white, and remaining land in gray. Corridors are displayed in a similar manner, with the general boundaries of the corridor outlined in red to show the prominence of the corridor and its relationship to surrounding Neighborhoods and Centers.

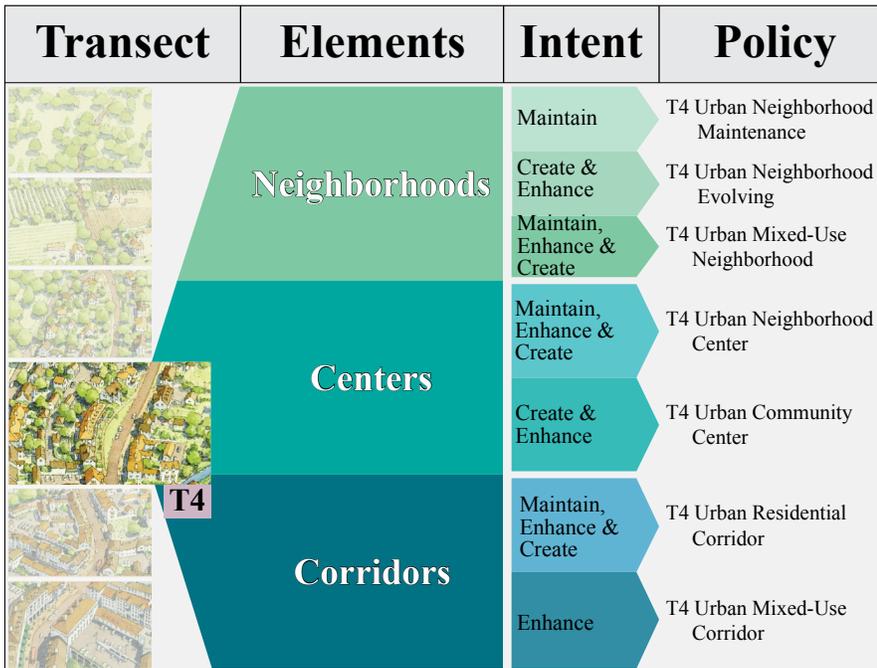


Figure CCM-5: T4 Urban Flow Chart

How to read a Community Character Policy

T4-NE

Urban Neighborhood Evolving

Policy Intent

Create and enhance neighborhoods—to include greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

General Characteristics

T4 Urban Neighborhood Evolving (T4-NE) areas will have higher densities and/or smaller lot sizes, with a broader range and integrated mixture of housing types, providing housing choice, than some surrounding urban neighborhoods. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-NE areas have the characteristics of the following:

- Moderate- to high-density residential development and institutional land uses;
- Regularly spaced buildings with shallow setbacks and minimal spacing between buildings;
- Lots generally accessed from alleys;
- Consistent use of lighting and more formal landscaping;
- High levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit;
- Clearly distinguishable boundaries identified by block structure, consistent lot size, and building placement; and
- “Infill Areas” in T4-NE differ from T4 Urban Neighborhood Maintenance areas. T4-NE areas are generally larger and have a different policy intent—one that places a greater emphasis on establishing a more diverse mix of housing and a higher level of connectivity.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RS3.75, RS3.75-A
- R6, R6-A
- RS5, RS5-A
- R8, R8-A
- RS7.5, RS7.5-A
- RM9-A to RM40-A
- Design-based zoning

BUILDING TYPES

- House
- Detached Accessory Dwelling Unit
- Plex House
- Town Court
- Low-rise townhouse
- Mid-rise townhouse
- Manor House
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Institutional

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

Community Character Manual Adopted August 24, 2017 III-CCM-251

1 The Transect Category explains what Transect you are reading in the document.

2 The Community Element notes the Community Element you are reading: Open Space, Neighborhood, Center, or Corridor.

3 The Community Character Policy title.

4 The Policy Intent describes the intent of the policy once it is applied to the land: Maintain, Create, or Enhance the character.

5 General Characteristics provide an overview of the character based on the Transect, Community Element, and Policy Intent.

6 Tables summarize land uses, zoning districts, and building types that may be supported by the policy to achieve the community character.

T4-NE Urban Neighborhood Evolving

Application

T4-NE policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become primarily residential. T4-NE policy is typically applied in the following situations where there is:

- An expressed interest in the area's development pattern progressing to promote a mixture of housing types and greater connectivity; or
- Existence of the following characteristics:
 - High vacancy rates;
 - High proportion of vacant land;
 - High potential for consolidation or subdivision of incongruous lots (not an established lot pattern);
 - Incongruity between the existing land use and the zoning;
 - Proximity to evolving centers or corridors; and/or
 - Age and condition of the existing development.

Commonly used boundaries to define T4-NE areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

Building height, form, and orientation fit in with the urban character and development pattern described in the Introduction to this section and the Policy Intent and General Characteristics of T4-NE.

An integrated mixture of building types, is

single-family, detached accessory dwelling units, plex houses, townhouses, and flats, to create housing choice are found in T4-NE areas. The mixture and placement of building types considers the street type and is designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing.

The mixture and placement of building types consider the street type and effects on nearby sensitive environmental features guided by Conservation (CO) policy and the overall health of the watershed. While protection of an individual environmentally sensitive feature—a sink hole, a steep slope, etc.—may lead to a site plan that avoids this feature, the protection of the overall health of the watershed, may lead to building and site design that reduces stormwater runoff through compact site design and other innovative building and site design features.

Because many of these areas are currently undeveloped or underdeveloped, the development that occurs can have a disproportionate impact on the natural features in these areas, especially on streams and rivers. While CO policy is applied to environmentally sensitive features, including floodplains and steep slopes, areas outside of the floodplain still drain to streams, creeks, and rivers within the watershed. Achieving and maintaining healthy watersheds requires that new development in T4-NE areas be sensitively designed to contribute to their continuing health.

Massing – Building massing results in a footprint with moderate to high lot coverage.

Orientation – Buildings are oriented to the street or an open space where a street does not exist. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces.

Setbacks – Building setbacks are shallow and regular, providing some distinction between the public realm

- Are separated from lower-density areas by rear alleys or service lanes; and
- Articulation of façades that face lower-intensity policy areas.

Connectivity

Access – Single-access driveways from the street to an individual residence are common, though access to multiple residences may warrant shared driveways or alley access. Existing shared driveways should be retained, particularly on arterial-boulevard and collector-avenue streets. Shared driveways are provided along arterial-boulevard and collector-avenue streets with new development or redevelopment.

Block Length – Blocks are curvilinear and linear with moderate distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is moderate, and is provided in the form of sidewalks, bikeways, and greenways. Sidewalks, bikeways, and greenways connect adjacent subdivisions, institutional uses, existing or planned transit, and neighborhood centers. They may play an important role for providing connectivity in areas nearby sensitive environmental features like streams, floodplains, and steep slopes limit vehicular connectivity. Meanwhile, the presence of natural features may provide additional

reduced trip distances. An alley network may complement the street network that provides access to residences. With new development, connectivity is established to provide residents with multiple route options to destinations, which reduces congestion on primary roads. Nearby sensitive environmental features such as streams, floodplains, and steep slopes may affect connectivity.

Balancing Conservation and Evolving Policies

Decisions for properties in T3-NE areas containing Conservation (CO) policy require flexibility, as environmental constraints may complicate development without disturbing the sensitive features. Development is grouped on the site to preserve the environmentally sensitive features. Lot configuration and right-of-way prioritize the preservation of environmentally sensitive features over consistency with surrounding lot and right-of-way patterns. Site-specific vegetation and topography are used to determine where buildings are best located to minimize environmental disturbance. Sensitive environmental features are used as site amenities.

In the event that new construction is supported, the density or intensity of development for the environmentally constrained portions of a site is lower than for the more developable portion of a site, to an extent that preserves the essential integrity of the natural landform and vegetation. Specific residential

7 Application describes which features should be present in order to apply the Community Character Policy to a property.

8 Design Principles describe the character and form to be achieved through building form and site design, transitioning, and connectivity.

9 Balancing Conservation and Evolving policies describe the way in which development is grouped to preserve sensitive features and implement the Design Principles.

Illustrations

Figure-ground diagrams

Incorporated into each policy area are figure-ground diagrams that give a bird's-eye view of an area to show the relationships between buildings (figure) and parcels, streets, blocks, and open spaces (ground). These show how built structures relate to one another and streetscapes.



Figure-ground diagram of a T2 Rural neighborhood



Figure-ground diagram of a T3 Suburban neighborhood



Figure-ground diagram of a T4 Urban neighborhood

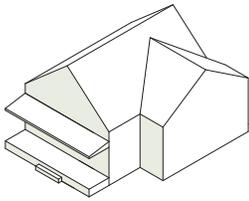
Building Type Diagrams

These diagrams are generalized representations of commonly used building types and are not intended to reflect architecture or building materials. Each Community Character Policy area makes references to these building types in terms of appropriate building type and form for achieving the intended character of an area. The building types are organized by height and are illustrated below.

Building Type Descriptions

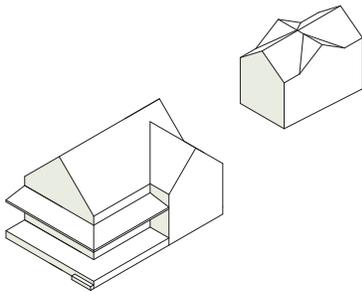
Low-Rise Buildings

1 – 3 stories



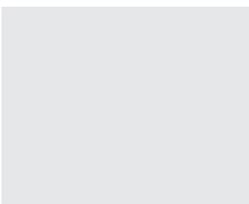
Single-Family House

A low-rise building type that describes a detached structure suitable for residence by an individual or family. Vehicular access is from the fronting street, side street, or alley. A primary pedestrian entrance is located along the primary street frontage of the building.



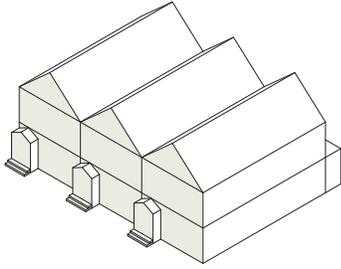
Detached Accessory Dwelling Unit (DADU)

A low-rise building type that describes a detached living structure this is subordinate to the main dwelling or use of land and located on the same lot and under the same ownership. Vehicular access is from the fronting street or alley, and a pedestrian passage way is provided to the street frontage. Alternative names for this building type include: granny flat, mother-in-law suite, garage apartment, carriage house, and alley house.



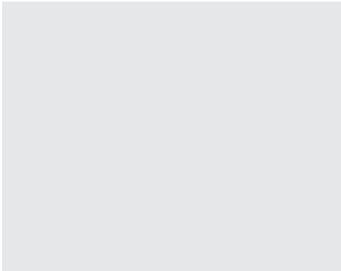
Duplex

A small to medium-sized detached building with small to medium setbacks and rear yard. The building consists of two units within a single building massing. This type has the appearance of a medium to large single-family home and is scaled to fit within lower-intensity neighborhoods.



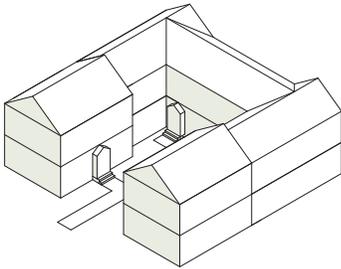
Townhouse

A low-rise building type that describes an attached structure consisting of two or more single-family dwelling units placed side-by-side. It occupies the full frontage of its lot, eliminating most side yards. Vehicular access is from the fronting street or alley and a primary pedestrian entrance for each unit is located along the primary street frontage.



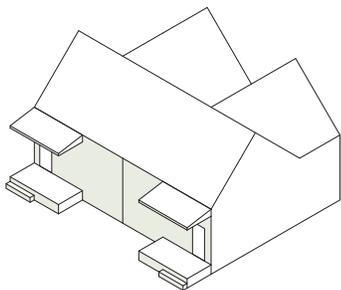
House Court

A low-rise building type that describes a group of small detached houses arranged around a common court, yard, or open space that is typically perpendicular to the street. Front façades and primary pedestrian entrances are oriented to and accessed from the common area; houses on the primary street are oriented to the primary street and accessed from the primary street or open space. Vehicular access is from the fronting street or alley.



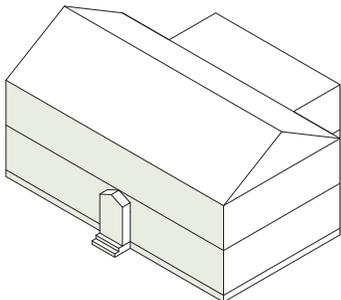
Townhouse Court

A group of attached buildings arranged to define a shared court that is typically perpendicular to the street. The shared court is common open space and takes the place of a private rear yard, thus becoming an important shared outdoor space. This type is scaled to fit within moderate-intensity neighborhoods and in non-residential contexts.



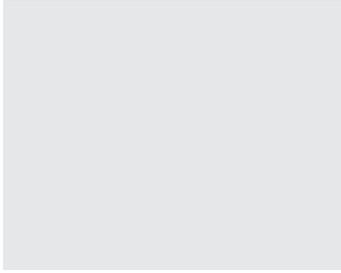
Plex House

A low-rise building type that describes a single structure containing two or more dwelling units. Each unit has its own pedestrian entry, or shares a common entry, along the street frontage. Vehicular access is from the fronting street, side street, or alley. Common examples of this building type include duplex, triplex, and quadplex.



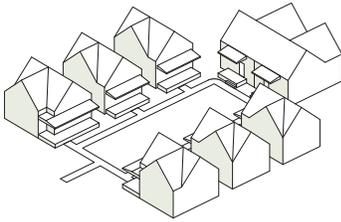
Manor House

A low-rise multi-family building type containing three or more dwelling units. It is designed to appear, from the exterior, as a single-family home with one primary entrance from the exterior and access to the individual living units provided inside the structure. Vehicular access is from the fronting street, side street, or alley, and a primary pedestrian entrance is located along the primary street frontage of the building.



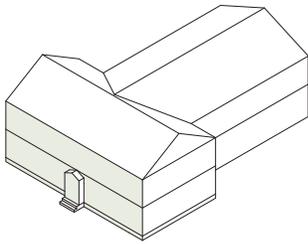
Multiplex

A low-rise multi-family building type containing between three and or more dwelling units. It is designed to appear, from the exterior, as a single-family home with one primary entrance from the exterior and access to the individual living units provided inside the structure. Vehicular access is from the fronting street, side street, or alley, and a primary pedestrian entrance is located along the primary street frontage of the building.



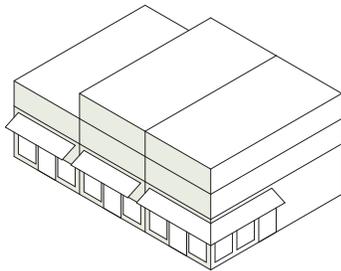
Courtyard Flat

A low-rise multifamily building type in a U- or L-shape that frames a common open space. Pedestrian entrances are located along the primary street frontage and along the open space. Each unit may have its own entry, or up to four units may share a common entry. Vehicular access is from the fronting street, side street, or alley.



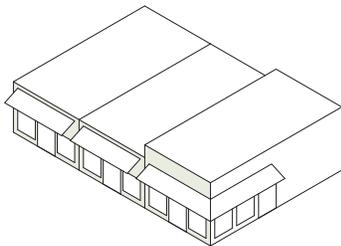
Low-Rise Flat

A small multifamily residential building type which has units arranged along a corridor or around a shared entry. A primary pedestrian entrance is provided along the primary street frontage. Vehicular access is from the fronting street, side street, or alley.



Low-Rise Mixed Use

A building type that describes a small structure which may provide a mix of commercial, office and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.

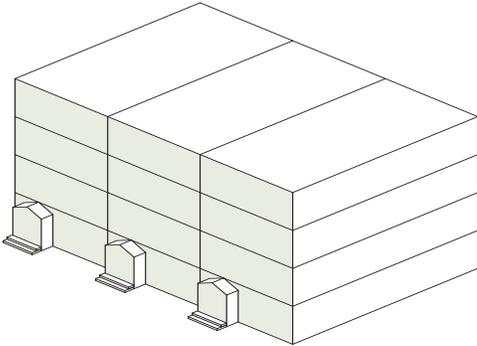


Low-Rise Commercial

A building type that describes a structure suitable for non-residential use. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.

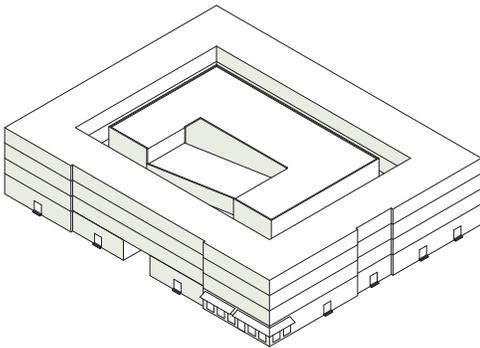
Mid-Rise Buildings

4 – 7 stories



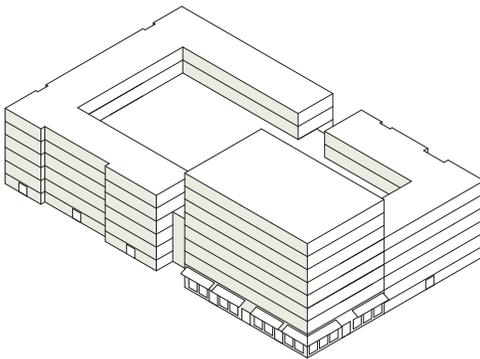
Mid-Rise Townhouse

A mid-rise building type, generally no taller than four stories, that describes an attached structure consisting of two or more single-family dwelling units placed side-by-side. It occupies the full frontage of its lot, eliminating most side yards. Vehicular access is from the fronting street or alley and a primary pedestrian entrance for each unit is located along the primary street frontage.



Mid-Rise Flat

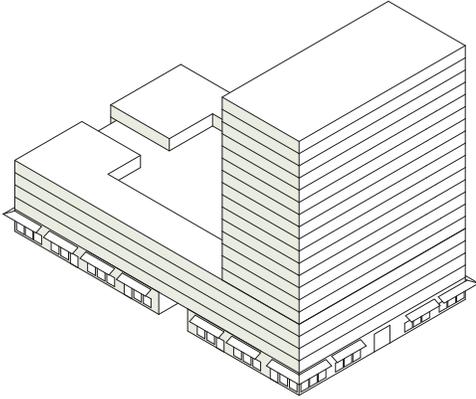
A four to seven story multifamily residential building type which has one or more shared entries. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.



Mid-Rise Mixed Use

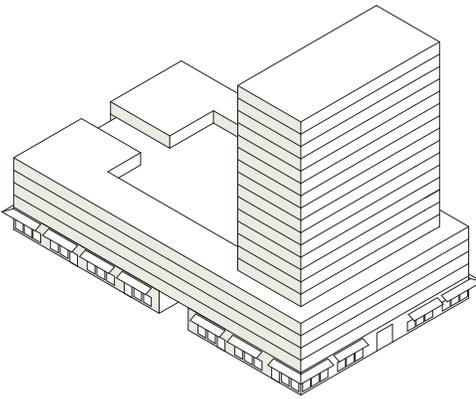
A building type that describes a four to seven story structure which may provide a mix of commercial, office, and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.

Hi-Rise Buildings *above 8 stories*



High-Rise

A building type that describes a structure with eight or more stories which may be single-use or provide a mix of commercial, office, and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.



Stepped High-Rise

A building type that describes a structure with eight or more stories built upon a podium base, above which the building wall steps back from the property line or setback line. The building may be single-use or provide a mix of commercial, office, and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building.

Other
No standard building form or height.

Civic

A building type that describes a wide range of structures for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. A civic building typically occupies a prominent location within a neighborhood, often at the termini of roads, or within an open space. The mass and placement of a civic building may differ from the surrounding buildings to stand out as an important and recognizable landmark within the neighborhood. The placement of parking and the use and design of landscaping, lighting, and signage, however, are complementary to the Transect Category in which the civic building is located.





Agricultural

A building type that describes a structure intended primarily or exclusively for support of an agricultural function; examples include but are not limited to barns, silos, water towers, windmills, or greenhouses, and does not include housing or dwelling units.



Building types for each Community Character Policy

The chart below shows which Building Types are supported by each Community Character Policy with the exceptions of Conservation, Civic, Open Space, and T1 Natural Open Space. Please consult the chapters for those policies for guidance. Please refer to the individual Community Character Policies and applicable community plans for additional guidance.

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T2	T2 RA	■	■					■			
	T2 RC	■	■					■			
	T2 RM	■	■					■			
	T2 NC	■	■		■			■			
Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T3	T3 NM	■	■	■	■		■	■	■		■
	T3 NE	■	■	■	■	■	■	■	■	■	■
	T3 NC				■		■		■	■	■
	T3 CC				■		■		■	■	■
	T3 RC	■	■	■	■	■	■	■	■	■	■
	T3 CM				■		■		■	■	■
Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T4	T4 NM	■	■	■	■	■	■	■	■	■	■
	T4 NE	■	■	■	■	■	■	■	■	■	■
	T4 MU	■	■	■	■	■	■	■	■	■	■
	T4 NC				■		■		■	■	■
	T4 CC				■		■			■	■
	T4 RC	■	■	■	■	■	■	■	■	■	■
	T4 CM				■		■			■	■
Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T5	T5 MU				■						■
	T5 RG				■						■
Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T6	T6 DN	See Downtown Community Plan									
Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
D	D DR				■				■		■
	D EC				■						■
	D MI				■				■		■
	D OC										

Notes

The chart does not include the following building types that are referenced in the Community Character Policies because there is too much variety in these types: Agricultural, Civic, and Institutional. Building height ranges used in the Community Character Manual are defined in the Glossary in the Appendix. Building height ranges for the T5 Center Transect may vary from the standard height ranges defined in the Community Character Manual Glossary found in the Appendix.

These variations may be established by a Community Plan or Detailed Design Plan, which should be consulted for additional guidance. Building height ranges for the T6 Downtown Transect are defined in the Downtown Community Plan and vary from the standard building eight ranges defined in the Community Character Manual Glossary (Appendix). Consult the Downtown Community Plan for additional guidance.

Transect	Policy	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use	High-Rise	Stepped High-Rise
T2	T2 RA								
	T2 RC								
	T2 NM								
	T2 NC	■	■	■					
Transect	Policy	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use	High-Rise	Stepped High-Rise
T3	T3 NM	■			■	■			
	T3 NE	■			■	■			
	T3 NC	■	■	■	■	■	■		
	T3 CC	■	■	■	■	■	■		
	T3 RC	■			■	■			
	T3 CM	■	■	■	■	■	■		
Transect	Policy	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use	High-Rise	Stepped High-Rise
T4	T4 NM	■			■	■			
	T4 NE	■			■	■			
	T4 MU	■	■	■	■	■	■		
	T4 NC	■	■	■	■	■	■		
	T4 CC	■	■	■	■	■	■		
	T4 RC	■			■	■			
	T4 CM	■	■	■	■	■	■		
Transect	Policy	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use	High-Rise	Stepped High-Rise
T5	T5 MU	■	■	■	■	■	■	■	■
	T5 RC	■	■	■	■	■	■	■	■
Transect	Policy	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use	High-Rise	Stepped High-Rise
T6	T6 DN	See Downtown Community Plan							
Transect	Policy	Low-Rise Flat	Low-Rise Mixed Use	Low-Rise Commercial	Mid-Rise Townhouse	Mid-Rise Flat	Mid-Rise Mixed Use	High-Rise	Stepped High-Rise
D	D DR	■	■	■	■	■	■	■	■
	D EC	■	■	■	■	■	■	■	■
	D MI	■	■	■	■	■	■	■	■
	D OC		■	■			■	■	■

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GENERAL PRINCIPLES

These General Principles represent the goals of NashvilleNext as implemented through Community Character Policies in the Community Plans. Unless otherwise noted, they should be considered in conjunction with the particular Community Character Policy applied to a property. Some Policies provide further guidance for these principles.

Engaged Communities

NashvilleNext seeks to create sustainable communities that support a high quality of life. Creating sustainable communities requires plans for future growth and preservation that engage residents, business and property owners, institutions, developers, and elected officials in decision-making. These plans seek to balance the economic, environmental, and social needs of the community and the county by encouraging development that is beneficial to the community today and to future generations. Community planning work with stakeholders to think regionally about the neighborhood's, the community's, and the county's role in the larger Middle Tennessee region.

The design of cities, neighborhoods, and individual developments has a long-term impact. Habitats, waterways, and land forms—once developed—are difficult, if not impossible, to return to the natural form. Meanwhile, the land use and transportation patterns created through development will impact how people live, work, and play for years. Those same land use and transportation patterns will also dictate how the public sector provides services and infrastructure for decades.

The NashvilleNext Growth & Preservation Concept Map promotes the goals of preserving rural areas and environmental resources, sustaining the character of neighborhoods, and locating new growth in walkable centers and corridors established by a complete transit network.

Citizens are engaged in planning decisions by shaping long-range plans, including NashvilleNext and its community plans, other detailed plans, and reviewing and discussing development proposals that can implement or change those plans.

Sustainable Development

Sustainable developments consider the impact on the environment, the economy, and the social needs of the community today and in the future. Sustainable development considers a site's context: land use and land preservation, transportation networks, infrastructure, and community character. By considering all of these elements, developments can improve the environmental, economic, and social health of a community by:

- Reducing sprawl and related Metro expenditures on infrastructure and services
- Managing traffic and congestion
- Reducing air pollution
- Improving the vitality of commercial and employment centers
- Maintaining the sustainability of food sources
- Improving housing affordability
- Preserving natural resources and open space

Land Use and Transportation

Transportation and land use are fundamentally interrelated: a land use decision has a direct impact on the transportation network, and changes to a transportation network will lead to changes in land use. Planners have learned that making land use and transportation decisions in isolation can have impacts that work against long-range plans and frustrate the public.

Growth with intention means growing in a way that intentionally provides greater intensity to support mass transit along certain corridors. However, the rate and nature of regional growth suggest that such investments could be very effective over the long term if undertaken in concert with coordinated changes in land use, development, and complementary public policy and investments over the long-term.

Coordinating land use decisions and infrastructure investments between agencies create meaningful access and choice. The individual components of the transportation network should be appropriate for each neighborhood and the users that they serve. Thoughtful decisions about how we grow in the future can impact quality of life, specifically one's income spent on transportation and housing and ease of access to daily needs.

Healthy & Complete Communities

The layout and design of our communities influence the physical, mental, and emotional health of the people who live, work, and play in them. Healthy community design improves quality of life by making it easier for people to make healthy choices and live healthier lives.

The land use and transportation patterns created through new development and redevelopment will impact the health of our communities for many years. The negative health effects of sprawling development patterns have taken decades to become evident. Instituting healthy community design is not a quick solution. It can, however, shift development patterns toward built environments that are more supportive of health and provide a foundation for current and future generations to live healthy and productive lives.

Complete communities feature a mix of housing types to meet the needs of community members at all stages of their lives. A complete community's housing is convenient to daily consumer needs and open space to provide recreational opportunities, and it provides transportation options for vehicles, transit, pedestrians, and bicycles to access workplaces, shops, and services.

Healthy community design helps to address the following public health challenges:

- Improving access to healthy food
- Increasing daily physical activity
- Improving air quality
- Reducing injuries
- Placing daily needs close to homes
- Providing transportation options to access workplaces and services
- Ensuring affordability across income levels throughout the county
- Locating undesirable land uses thoughtfully and equitably

Distinct Character

Sustainable, healthy communities will not look the same throughout Davidson County. Residents cherish the different kinds of places Nashville offers to live, work, and play. A rural community will look different than an urban neighborhood. Development should follow the Design Principles contained within each Community Character Policy to maintain, enhance, or create the character of the area. Linking design and development guidelines to the Transect Category preserves the unique diversity of character of development in Nashville/Davidson County.

Efficient Government

How the county is built has a long-term impact on the county's finances, tax base and rates, and the level of services it provides. Managing growth thoughtfully can:

- Take advantage of an increasing tax base in high-demand areas
- Provide services efficiently through compact urban form
- Reduce the need to increase taxes or fees to build or maintain infrastructure

STRATEGIES

Housing Choice

Neighborhoods are the fabric of a community, and the housing within a neighborhood—its type, style, design, and historical quality—defines the character of a neighborhood. Residents at various stages of life have different housing needs, requiring a diverse mix of housing types in the neighborhood. A diverse housing mix meets the changing housing needs across the lifecycle including rental, first-time ownership housing, “move up” ownership housing, housing for people who wish to downsize, and assisted-type housing for the elderly and people with disabilities.

NashvilleNext calls for the creation of affordable housing for low-income individuals and families, the preservation of housing stock, and the creation of new housing and diverse housing types to ensure that there is housing attainable for all Nashvillians.

The Community Character Manual aims to ensure that every community has:

- Housing that, regardless of type, user, or income of residents, complements the community character in terms of mass, scale, and orientation and is seamlessly integrated into the neighborhood so that the housing functions as part of the neighborhood rather than as an isolated development;
- A diverse housing mix that meets the needs of a variety of lower, moderate, middle, and upper income households;
- Housing that is thoughtfully mixed so that housing is not segregated by type, by user, or by income;
- Housing that capitalizes on existing transit or provides the opportunity for extension of transit service; and
- Housing that provides access to existing commercial and employment centers or provides the opportunity to create services to meet the daily needs of residents.

While Nashville/Davidson County has various entities and tools that address affordable housing, the community planning process can establish the fundamental policies in support of housing diversity by encouraging housing choice in every community throughout the county. This does not diminish the need for Metro departments and public/private partnerships to work to provide housing that is attainable to all residents of the county.

Using Community Character Policies to provide a mixture of housing types has a variety of benefits. These benefits include ensuring that there is room in a neighborhood for all community members, regardless of their stage in life and their housing needs at that moment. Housing choice also helps ensure that residents have options in multiple communities where housing is near commercial and employment centers, multiple transportation options, and civic and public benefit services.

Revitalization, Gentrification, and Deterioration of Neighborhoods

The community planning process engages all stakeholders in planning for future growth, development, and preservation. The Community Plan is intended to guide future development. It is used to revitalize neighborhoods, corridors, or communities that have deteriorated. It is also used to guide revitalization that is already underway. Often, future development evokes change in community character—changes in the built environment as well as the demographic composition of the neighborhood or community. This guiding principle addresses community planning’s role in revitalization, gentrification, and working to halt deterioration of neighborhoods.

Change in neighborhoods over time is a given. Some neighborhoods face more dramatic change with the threat of deterioration or, conversely, with revitalization or gentrification. Deterioration, through the exodus of neighbors or the decline of properties, is relatively easy to label.

Revitalization efforts in a neighborhood are different from gentrification, although the two may be mistaken for one another. Revitalization is the process of enhancing the physical, commercial, and social components of the neighborhood through private- and/or public-sector efforts. Gentrification is the process by which higher-income households displace lower-income households in a neighborhood, changing the essential character of that neighborhood. While gentrification may occur during revitalization, efforts to improve a neighborhood’s physical, commercial, and social components should not cease. Instead, the occurrence of gentrification should be acknowledged and addressed through the community planning process and other public- and private-sector efforts.

It is the goal of the community planning process to address gentrification by balancing the negative and positive consequences of gentrification in such a way that the negative consequences, as perceived by engaged neighborhood stakeholders, are minimized. Consequences of gentrification include increased housing values, increased tax revenues, displacement of longtime residents, potential conflicts between old and new residents, changing neighborhood character, increase in neighborhood amenities, and in more extreme cases, the deconcentration and relocation of poverty.

Planners, working with community stakeholders, may use the community planning process to address gentrification by:

- Recognizing areas primed for revitalization or redevelopment—neighborhoods with proximity to urban employment and commercial centers, desirable housing stock or lots, multiple transportation options—so that the planning process may precede development pressure and guide future redevelopment in a way that provides choices for existing community members to remain in their community;
- Identifying the extent of and accurately defining deterioration, revitalization, and gentrification during the planning process through the examination of historical changes in the population demographics, changes in housing ownership (rental versus owner-occupied) composition, and changes in housing value among other measures;
- Engaging all neighborhood stakeholders during the community planning process in the development of a vision statement to further help define the essential character of the neighborhood and in creating goals and objectives to achieve that vision statement;
- Identifying areas appropriate for redevelopment at higher density and intensity to provide additional housing choice while not compromising existing housing stock and affordable housing; and
- Creating housing choice in complete neighborhoods throughout Davidson County.

The planning process should be followed by the public and private sectors' working together and using or creating the appropriate tools and developments to minimize the perceived and real negative consequences of gentrification, enhance the positive consequences, and provide housing options for all residents of Nashville/Davidson County.

Infill Development

Most areas, even those that appear fully developed, will have some pockets of vacant or undeveloped land or other opportunities for development or redevelopment. When these areas are developed or redeveloped, the product is referred to as “infill.” Infill development may occur in all areas of Davidson County, but those areas most appropriate for infill development include centers and corridors. The most prominent of these are identified on the Growth & Preservation Concept Map (Figure CCM-1). The character of infill development should be compatible—with regard to scale, massing, height, and orientation—with the character of the surrounding area or the character envisioned by the Community Plan.

Successful infill and redevelopment in centers and corridors will require the appropriate mixture of land uses with an emphasis on character and form. The resulting development will differ from the existing character in centers and along corridors, particularly those that suffer from a lack of access management, pedestrian streetscape, and pedestrian and street-level retail. The resulting redevelopment and infill will also differ from surrounding neighborhoods. It will likely be more intense and dense. In this way, infill along corridors and centers provides an opportunity to develop higher density development that can support surrounding businesses, to use transit that is present or planned in centers and along corridors, and to provide choices in housing (more than the single-family and two-family homes traditionally found in the interior of many neighborhoods).

Mixed Use Centers and Economic Development

The CCM supports the continuing success of retail and commercial areas by emphasizing the creation of higher-intensity mixed use centers and corridors to serve neighborhoods, communities, and the region.

Many commercial centers in Nashville/Davidson County are developed in a “strip” fashion along major corridors. This automobile-focused form of commercial development is not conducive to the creation of lively, mixed use neighborhoods, communities, and regional centers. In contrast, mixed use centers and walkable “lifestyle centers” are growing in popularity across the country. The creation of mixed use centers is vital to stay competitive in the retail trade sector, to efficiently use land and infrastructure, and to provide housing choice. As a general principle, mixed use centers should be developed and/or redeveloped by:

- Identifying areas for mixed use (commercial, office, civic/public benefit, and in some cases residential) re-investment:
 - Brownfield or grayfield sites where vacant and underutilized structures, land, and infrastructure can be reused are prioritized for development over greenfield sites.
 - Creating mixed use nodes at major intersections or near transit stops.
 - Intensifying development at strategic locations along corridors, when designed with appropriate community character features, promotes walkability and accessibility;
- Promoting infill development in existing commercial centers and corridors that either enhances the existing character or achieves the character envisioned for the area;

- Encouraging the intensification of mixed use centers within defined boundaries, while discouraging the expansion of these policy boundaries; and
- Reducing the amount of commercial zoning in areas that may exist beyond mixed use nodes identified by Center and Mixed Use Corridor Community Character Policies. Meanwhile, encouraging the use of regulatory and zoning tools that allow higher intensity, and a mixture of land uses in areas identified by Center and Mixed Use Corridor Community Character Policies as per those policies.

Meaningful Transportation Choices

Sustainable communities require the ability to comfortably, conveniently, and safely walk, bike, drive, or take transit. To achieve meaningful transportation choice, sustainable communities consider transportation, land use, and community character as integrated issues, a comprehensive view that:

- Ensures good working order of street, sidewalk, bicycle, transit, and freight networks, meeting the economic and social needs of the community;
- Promotes growth and development patterns that reduce trip lengths, emissions, and congestion;
- Provides transportation choices for people regardless of income, age, or ability; and
- Provides opportunities for Nashvillians to include walking or bicycling in their daily routines.

This system is most effectively created through context-sensitive solutions, a transportation/land use/community character approach to designing and building roadways that:

- Involves and balances stakeholder needs;
- Allows flexibility in design guidelines and standards to meet the needs of users and the context of the roadway; and
- Designs a transportation system and individual roads that serve *all* users regardless of travel mode.

Sustainable transportation also requires a shift in public policy, project prioritization, and spending that balances traditional approaches of road building with newer approaches to delivering transportation solutions that address travel demand management and provide funding for alternative modes of transportation, including transit, walking, and cycling.

Access Nashville 2040 (Volume V of NashvilleNext) identifies the following eight Accessibility Principles to provide meaningful transportation choices:

- Create places with efficient community form and transportation choices
- Offer meaningful transportation choices
- Sustain and enhance the economy
- Increase safety and resiliency
- Improve human health and the environment
- Ensure financial responsibility
- Make decisions equitably
- Address transportation from a regional perspective

The transportation network for a community develops on two levels—through design of the overall network of streets and through design of individual streets. Network design addresses the layout and spacing of streets, which create city blocks. Street design, meanwhile, speaks to how a street’s cross section addresses vehicular, pedestrian, and bicycle movement as well as economic development and social interaction along the street.

Low Impact Development and Natural Resource Preservation

Nashville/Davidson County has numerous natural resources and natural landforms that make it a distinctive and beautiful environment. Many of these environmentally sensitive features—steep slopes, floodways, floodplains, and unstable and problem soils —can be harmed by development. The preservation of such features is important, not only for their inherent or aesthetic value, but also for the benefit they provide to air and water quality and natural habitats when they remain natural, and for the economic benefit that the county derives from having a unique preservation and development pattern—from natural and rural areas to the urban core in downtown.

The conservation, preservation, and in some cases remediation of natural resources, is achieved, in the CCM, through the use of Conservation Policy. Conservation policy is described in detail in a subsequent section of the CCM.

The term generally used for such sustainable design practices is Low Impact Development (LID). Similar to LID, but broader in its scope, is Light Imprint Development, which includes, but goes beyond stormwater management. Light

Imprint adds to sustainable stormwater management practices the development of compact, walkable neighborhoods in accordance with New Urbanist principles (see <http://www.lightimprint.org/> for further information).

Stormwater and the Transect

Stormwater, also referred to as runoff, surface water, or wet weather flow, is rain or snow that falls on streets, parking areas, rooftops, and other hard surfaces and either flows directly into nearby streams or travels there through drainage systems, such as curbs and gutters, inlets, ditches, pipes, storm sewers, and detention ponds. Stormwater is discharged into waterways, such as Mill Creek, Browns Creek, Richland Creek, and the Cumberland River. As stormwater flows into these waterways, it carries pollutants such as litter, oil, antifreeze, soil, pet waste, and fertilizers.

Stormwater can impair the safety of the public (drowning in floodwaters, hydroplaning on flooded roads), the economy of the county (fish kills, difficult home sales in flood-prone areas, closing of roads), and the safety of drinking water. To address the effects of stormwater runoff, effective and efficient stormwater management practices should be used. Strategies that use natural systems, reconnecting the water cycle to natural tools, should be considered first.

In general, development practices should take into account objectives of the Environmental Protection Agency (EPA) and Metro Nashville's Stormwater Management Program. Those objectives include, but are not limited to:

- Minimizing loss of floodplain and floodway to development;
- Recovering, to the extent possible, floodplain and floodway from inappropriate development;
- Minimizing loss of stream segments and recovering, to the extent possible, channelized and encapsulated stream segments;
- Emphasizing infiltration and/or recovery and reuse of stormwater instead of, or in addition to, flow management;
- Encouraging natural or "green" infrastructure;
- Limiting costly maintenance expense of stormwater systems;
- Encouraging natural and aesthetically pleasing designs; and
- Retaining natural stream buffers, especially mature shade trees, and protecting public infrastructure such as roads, water and gas mains, sewer, electric and telephone lines.

Techniques used in achieving these objectives are found within the Metro Water Services Stormwater Management Manual.

The objectives are best achieved by applying stormwater management practices tailored to the Transect Category in which the development occurs. The Transect (discussed in Transect Model Overview) offers various opportunities and guidance for incorporating stormwater best management practices. The suggestions provided here are just some of the best management practices for stormwater management. Developers are also encouraged to offer innovative, alternative solutions for stormwater management. In all cases, however, the approach to stormwater management should complement the development pattern within the Transect Category by using appropriate best management practices.

Across all Transect Categories, the use of native plants or non-invasive, adapted species is encouraged in conjunction with the stormwater infrastructure techniques noted above. Native plants and vegetation help stabilize soils, absorb runoff, provide more water-holding capacity in the soil, remove pollutants contained in stormwater runoff, and can have lower maintenance costs.

Historically Significant Areas and Sites

Nashville/Davidson County contains historic areas and sites that are enjoyed by the community and visitors alike as reminders of the history of the community, as expressions of the social and cultural identity of the community and, if appropriate, as opportunities for adaptive reuse of treasured properties and buildings. Historic areas and sites include structures and neighborhoods with historic significance, Native American burial sites, Civil War sites, cemeteries, and archaeological sites. The protection, preservation and, where possible and appropriate, adaptive reuse of these historic features is highly encouraged. Additional guidance and recommendations for historically significant areas is outlined in the introduction to each transect.

IMPLEMENTING THE GENERAL PRINCIPLES & STRATEGIES

Creating sustainable development patterns requires incorporating these principles and strategies throughout the development process. This starts with Community Plans and the development regulations that implement them. It affects site location and selection, how the site is planned, and how buildings are designed and constructed.

Community Planning

Community planning engages the stakeholders in different parts of the county in how their communities change. Working with data on current conditions and future trends, community planning identifies the character that the built environment in different parts of the community should have in the future. In some cases, this means maintaining or enhancing the current character; in others, it means identifying a new character to be created over time.

Community planning supports sustainable communities when it:

- Considers broader impacts and changes associated with individual development proposals.
- Recognizes areas of change where the current development patterns are no longer sustainable.
- Matches development regulations to community plans to implement the Community Plan.
- Identifies community needs for transportation options. Identifies access to viable transportation alternatives including mass transit, walking, and bicycling.
- Ensures a mix of housing types that include affordable options for people of all income levels and housing for people at all stages of their lives.
- Identifies activity centers where people can gather and interact with other members of the community as part of their daily activities, including areas appropriate for higher density.

- Offers access to parks and green space.
- Identifies and plans for future civic and open space needs.
- Creates successful transitions in building and site design between higher-density/-intensity centers and corridors and lesser-intensity neighborhoods and other uses.
- Uses transit to link places dense with homes and jobs.
- Allows for school-based and community gardens along with other components of a robust local food system that allow all residents access to healthy food options.
- Assures public participation and education in the decision making processes that determine where and how development takes place, whether in preparing plans or amending them.

Site Location

Identifying appropriate locations for development or preservation balances the economic, environmental, and social needs of the community, the ability to create development that is beneficial today and in the future, and the role of the development or preservation in larger planning efforts for Nashville and the Middle Tennessee region.

Site location is sustainable when it:

- Uses existing infrastructure (such as water, sewer, or electric), existing services (such as schools or libraries), and nearby existing housing and employment.
- Supports existing transportation options (transit, cycling, walking, and driving) and existing trip generators to lower vehicle miles traveled (VMT) for residents and employees of the development.
- Avoids sensitive environmental features or populations, such as endangered or imperiled species, ecological communities, wetlands or bodies of water, floodplain, steep slopes, prime farmland, large stands of mature trees, or unstable soils.
- Redevelops brownfield and grayfield sites, remediating any site contamination as part of redevelopment.

Site Design

Site design determines the long-term sustainability of a development. Generally, sites that are designed to provide a mix of uses or, in the case of residential developments, a mix of housing types, with meaningful transportation choices, are likely to be more sustainable over time. Site design also shapes how the development relates to the natural features of the site.

A site is developed sustainably when it:

- Uses site design to avoid—to the greatest extent possible—environmentally sensitive features or populations, permanently protecting sensitive features by using conservation easements, transfer of development rights, or other tools. If the environmentally sensitive features or populations were harmed by previous development, a sustainably developed site includes remediation and management plans.
- Protects existing farmland to allow for continued farming by grouping housing and leaving farmland in a usable state with permanent protection via conservation easements or other tools.
- Increases connectivity by linking new developments—via roads, sidewalks, bikeways, and greenways—to surrounding development or future planned development. Avoids cul-de-sacs.
- Provides safe, comfortable, and convenient bicycle and pedestrian facilities (including bicycle parking) and safe and comfortable transit stops.
- Is guided by Community Character Policy and the Transect Category to:
 - Use land and resources efficiently by developing compactly.
 - Provide services, retail, and employment opportunities in Centers and Mixed Use Corridors.
 - Contribute to a mix of housing types in Neighborhoods, Residential Corridors, and Centers to meet the housing needs of a diverse population, increase the viability of transit, and the success of walkable communities.
- Is accessible for persons of diverse abilities.
- Creates walkable, safe streets by mixing uses, orienting buildings, entrances, and setbacks to pedestrians; designing welcoming streetscapes; including pedestrian and bicycle facilities; and locating and designing parking and vehicular access to reduce conflicts with walkers.
- Provides access to public spaces, including parks and greenways, so that residents and employees are within walking distance of passive and active open spaces.

- Allows gardening at residences, regardless of size or location, and/or creates opportunities for community gardens.
- Engages all stakeholders—residents, business owners, property owners, institutional representatives, elected and appointed officials, and Metro agencies—in meaningful dialogue throughout the process of design, entitlements, and construction. Responds to input either by altering plans or explaining why plans cannot be altered.

Transit Oriented Development

NashvilleNext seeks to create a high-capacity transit network that is competitive with car travel to sustain high ridership. A complete and realistic transit system is the most critical infrastructure issue we face.

Transit and land use patterns typically evolve together. Denser land uses with more homes and jobs support a higher level of transit service, and greater transit service in turn encourages higher development intensities. CCM provides guidance for future land use decisions to promote a balanced evolution of transit and land use patterns as our high-capacity transit network is formed.

Transit Oriented Development (TOD) refers to residential and mixed use centers and corridors designed to maximize access by transit and nonmotorized transportation. A typical TOD area has a rail or bus station at its center that is surrounded by a range of supporting densities up to a quarter mile with the following characteristics:

- Highly connected street grid;
- Pedestrian and cyclist system connecting development to the station;
- Mixture of housing types;
- Higher densities;
- Pedestrian- and bicycle-oriented site design; and
- Mixture of uses with residential, office, and retail concentrated on corridors.

Characteristics that are not present in completed or redeveloped TOD areas are dominance of surface parking, limited pedestrian and cycling access within a quarter-mile radius, segregated land uses, and auto-dominated land uses (e.g. gas stations, car dealerships, and drive-through businesses).

Building Design

Building design impacts the health of the site, its occupants, and the surrounding larger community now and in the future. It addresses how a building is constructed, maintained, and operated throughout its existence.

A building is designed sustainably when it:

- Reuses existing buildings, including but not limited to historic buildings,
- Reduces the impact of construction by using best management practices to limit construction pollution, minimize site disturbance during construction, and manages construction waste.
- Uses energy and resources efficiently through solar orientation, on-site energy generation, district heating and cooling, and reduced water usage. Uses LEED or other standards to certify high-performance buildings.
- Reduces the building's impact on stormwater runoff, wastewater pollution, the heat island effect, and light and noise pollution.

Urban Design Overlay

One tool to implement the strategies discussed in this section is an Urban Design Overlay (UDO), a zoning tool that establishes supplemental design standards for development in a designated area above those required in the base zoning district. A UDO is used to protect the existing character of the area or to create a character that would not otherwise be ensured by the development standards in the base zoning district. UDOs address multiple issues through development standards, including: buildings and lots, access, parking, landscaping, signage, vehicular circulation, bicycle and pedestrian circulation, and buffering.

While not appropriate in all locations, a UDO may be appropriate for urban locations and can be applied to the Centers and Corridors identified in the NashvilleNext Growth & Preservation Concept Map. Priority of UDO applications should be given to Centers and the Immediate Need Transit Corridors in order to align with the Nashville Next vision of coordinating investments and planning in these priority areas.

Generally, the appropriate existing design-based zoning tools that best align to each area of the NashvilleNext Growth and Preservation Concept Map are identified below:

Hybrid Zoning Districts:

- The Metro Zoning Code includes “hybrid” zoning districts that incorporate both bulk regulations and design standards. These districts—Residential Neighborhood (RN) and Residential Limited (RL)—may be appropriate in Centers, Corridors, Transition areas, and Neighborhood areas, depending on: proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components, among other factors.
 - Residential Neighborhood (RN) is appropriate for providing lower levels of density at strategic locations in urban and suburban areas—such as in transition zones near corridors, close to community amenities like parks and schools, or in areas with good access to arterial streets. Preference is given to locations with mass transit service.
 - Residential Limited (RL) is appropriate for providing moderate levels of density at strategic locations close to transit corridors.

Centers and Immediate Need Transit Corridors

- SP, UDO, alternative zoning districts, hybrid zoning districts, and form-based zoning

Transition Areas and Long Term Need Transit Corridors

- SP, alternative zoning districts, hybrid zoning districts, and UDO and form-based zoning in extenuating circumstances

Neighborhood Areas

- SP, alternative zoning districts, and hybrid zoning districts

Green Network

- SP

Future zoning tools, such as Transit Oriented Development overlays or conservation overlays should be applied based on need.

Adequate Infrastructure

Community Character Policies support additional development in appropriate areas based on compatibility with existing development patterns, the capacity of surrounding infrastructure, and the proposal's ability to implement the City's planning policies and principles established in NashvilleNext. As growth and development occur, public infrastructure systems must be upgraded to handle additional demands on such infrastructure and require private- public partnerships to meet these demands.

With additional development, infrastructure must be designed and implemented in a manner that fosters a healthy and sustainable community. Sidewalks, greenways, multi-use paths, bikeways, and a complete transit system must be designed into each new development opportunity. Additionally, water, sewer, storm-water, solid waste infrastructure, along with emergency services, school facilities, and a host of other health and safety needs also increase as the population and development of our community grows. Investments in these infrastructure and community facilities present opportunities for enhancement to our community and must be integrated in a manner that addresses quality-of-life priorities.

Growth should occur in a manner that maximizing the existing infrastructure before developing in areas that would require expansion of infrastructure. NashvilleNext identifies the tiered Centers and Priority Corridors (see Growth & Preservation Concept Map) as high priorities for public investment. Through public capital improvements in these areas along our corridors, the city will encourage a more sustainable development pattern that takes advantage of existing infrastructure, protects existing neighborhoods, and positions new growth where it can support an improved mass transit system.

Some areas lack sufficient public infrastructure and facilities to support increases in population or projected growth. Where infrastructure systems are inadequate, developing property owners may be responsible for upgrading or providing infrastructure to meet current design standards and appropriate levels of service. This might include, for example, constructing a sidewalk to connect a new development to an adjacent corridor with transit service or expanding the width of water and sewer lines.

Developers often include an analysis of traffic impacts with a proposal, per the requirements of the Metro Zoning Ordinance. In some cases, a more comprehensive transportation review may be required to analyze impacts to existing and planned infrastructure in the larger surrounding area. This comprehensive analysis should reflect the City's multi-modal investment and consider motor vehicle, pedestrian, bicycle, and transit trips. In general, it would identify a project's trip generation; determine the impact of these additional trips on the transportation system;

propose impact mitigation actions; and demonstrate the proposed mitigations' effect on other modes of transportation.

Developers will tailor the scope of the comprehensive transportation review, in coordination with the Planning Department and Public Works Department, to the scale and use of a proposed land development request. As such, the scope for requests with few expected impacts would deliver a more limited analysis (or no analysis), while those with greater anticipated impacts would deliver a more in-depth analysis. Impact mitigation actions should be appropriate for the context of the development. For example, a single-use development within an envisioned suburban growth context would likely bring forward transportation solutions focused more on car travel, such as upgrading roads from rural to urban design standards, providing traffic signals to manage traffic flow to and from a site, connecting stub streets, developing turn lanes that add vehicular capacity, and constructing sidewalks. Alternatively, a mixed-use development within an urban

context would likely require transportation solutions that reinforce multimodal transportation options. New sidewalks, transit shelters, bike racks, bikeshare stations, and carshare spaces, and demand management plans represent integral solutions in addition to road improvements in urban settings.

The Planning Department and/or Public Works Department will determine the final review area boundaries and scope of the review. Generally, a comprehensive transportation review is necessary with development proposals that request:

- Residential-only developments in excess of 75 dwelling units;
- Nonresidential developments in excess of 50,000 square feet; or
- Combinations of residential and nonresidential uses expected to generate 750 vehicle trips or more per day, or 100 or more peak-hour trips.

Planning Department and/or Public Works Department may also require a comprehensive transportation review for developments that do not meet the prescribed parameters.

INTERPRETING COMMUNITY CHARACTER POLICIES

Determining Community Character Policy Area Boundaries

Community Character Policy boundaries are determined during the Community Plan process. The following guidelines may be used to determine the boundary:

- The description of the Community Character Policies should be reviewed to determine whether the geographic extent of the area is implied (depth, length, area, etc.).
- An existing, significant natural or human-made feature that forms a barrier between areas can serve as an effective boundary. Major utility easements, rail lines, streams, prominent hills, or changes in elevation, ridge lines, and tree lines are possible features that can serve as effective boundaries. Note that streets are not listed. Depending on the situation, a street may need the same policy on both sides, or it may act as a transition between policies.

- The edge of a sensitive natural environmental feature may serve as the boundary if the Community Character Policy is not intended to apply in areas with environmental constraints to development.
- Established development that is to be retained, such as residential neighborhoods, can be delineated to create a boundary. Generally, the boundary of a different Community Character Policy should not encroach into the area to be retained.
- Existing uses that serve as transitions, such as office uses, institutional activities, open space areas, or parks, may be identified and used as boundary enhancers.
- Where a boundary is indefinite, and the need exists to establish a boundary, the site design of development should be such that it clarifies and defines the boundary.
- The boundary of the Community Character Policy should also consider the impact of the proposed policy on the infrastructure, traffic, access, and community character of adjacent Community Character Policies.
- Availability of services and potential expansion should also be considered in determining Community Character Policy boundaries.

Transitions

There are several tools available to provide effective transitions between a more intense Community Character Policy and a less intense policy. The preferred tool is site design—thoughtful use of massing, scale, orientation, location of parking, and pedestrian and vehicular access—to transition between development of differing intensities and character. Other tools include the use of natural features and landscaping. Landscaping, however, is less desirable if it is used to buffer or screen adjacent land uses rather than using site design to create an appropriate transition between land uses.