

T3 Suburban

Introduction

The T3 Suburban Transect category is the bridge between the Rural and Urban Transect areas. Development within T3 Suburban is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environments. T3 Suburban areas are moderately developed with nature strategically incorporated into the site design. Existing vegetation is preserved to define curvilinear streets and parks, and the green space associated with civic and institutional uses is part of the neighborhood's design. The balance of nature and buildings tips toward nature with more open space and vegetation framing the street than buildings.

Classic models of suburban development allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. This model separates residential and nonresidential land uses and provides moderate street connectivity. West Meade, parts of Madison, parts of Donelson, Crieve Hall, and Bellshire are examples of the classic suburban model.

While the classic model is found in suburban areas, the more recent "conventional suburban" model is also present. Relative to the classic model, the conventional suburban development model places less emphasis on nature and more emphasis on buildings and infrastructure. Commercial centers, open space, and civic and institutional uses are developed as isolated uses separated from residential land uses with low connectivity.

T3 Suburban Community Character policies areas encourage improvements to the conventional suburban model by supplementing with a combination of classic model and traditional neighborhood form elements intended to achieve complete suburban communities (complete communities are defined in General Principles of this document). The form of development should emulate the classic suburban model, preserving the natural environment by incorporating existing vegetation and land forms into the site design. T3 Suburban policies modify the classic suburban model in two distinct

GENERAL CHARACTERISTICS OF T3 SUBURBAN*

- Predominantly residential
- Mixed use centers & corridors
- Moderately developed
- Low to medium density
- Diversity of housing types in center & corridors
- Accessible open space
- Moderate connectivity (ped/bike/vehicular)
- Single and shared access driveways
- Generally larger lots
- Moderate distance between intersections
- Wide curvilinear & linear streets
- Moderate lot coverage
- Regular & consistent setbacks
- Moderate spacing between buildings
- Low rise development
- Formal landscaping

**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.*

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ways: framing the street with buildings and enhancing connectivity between commercial, open space, and civic and institutional uses.

Community Elements

Four Community elements - Open Space, Neighborhoods, Centers, and Corridors - are the different kinds of places found within each of the developed Transect Categories. The scale, character, and intensity of the Community Element varies depending on the Transect Category in which it is located. Not all community elements are found in each Transect Category.

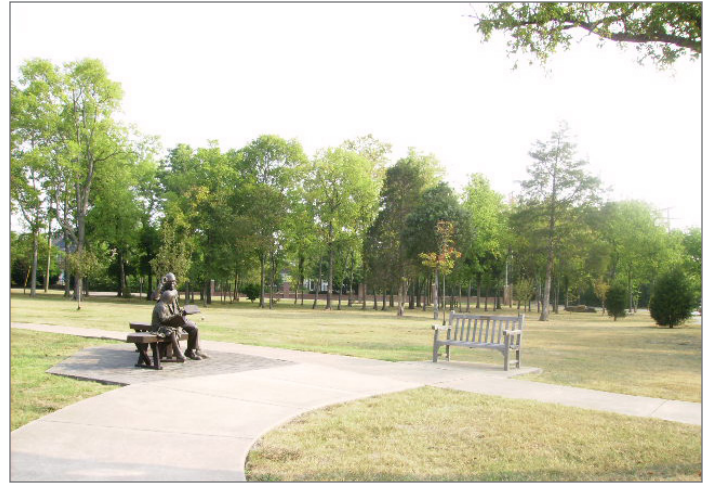
Open Space

In the classic suburban model, fewer public parks exist because open space and park activities were provided via larger yards. The current suburban model features smaller yards, so open space is typically provided in the form of a common open space within individual developments, regional public parks, or open space offered in conjunction with schools or libraries. As the new suburban model evolves, open space should be carefully interwoven into the fabric of the neighborhood, creating open space that may be accessed by pedestrians or people in vehicles and that serves the needs of the immediate suburban neighborhood.

Neighborhoods

Neighborhood housing generally has shallower and consistent setbacks and closer spacing in order to achieve the desired suburban neighborhood form. It incorporates nature into design, but allows buildings to serve a more prominent street-framing role. Neighborhood developments integrate existing vegetation in order to preserve the classic suburban model's characteristic green space and dense foliage.

A complete suburban neighborhood features a mix of housing types that are thoughtfully integrated in the neighborhood. While traditional single-family and two-family housing types prevail, housing types also include



Public open space in a suburban neighborhood

multi-family residences in the form of manor houses to create the appearance of single-family structures. Other housing types such as townhouses and flats may become more common as well. Although the building form and placement may change from the classic suburban model, the suburban character of the residential areas is maintained by preserving existing vegetation and balancing buildings with open space.

Centers

Suburban centers play an integral role in complete neighborhoods. The current prevailing suburban center model is typically located on the edge of several neighborhoods with vehicle access and limited access to mass transit. To create suburban neighborhoods that offer residents the option to walk or bike to meet some of their daily needs, smaller neighborhood-scaled suburban centers may co-exist within residential suburban neighborhoods. Larger and more intense community-scaled suburban centers remain at the edge or boundary of several neighborhoods.

T3 Suburban policies encourage the evolution of suburban centers into more intense mixed use and commercial nodes along major corridors with the goal of—creating a neighborhood or community center rather than strip commercial. The evolution of suburban centers calls for:

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- Increased building heights;
- Shallow building setbacks;
- Larger building footprints in relation to the lot size; and
- Internally and externally connected by sidewalks and bikeways.

T3 Suburban policies also encourage redevelopment of centers into destinations that appeal to pedestrians and cyclists (e.g. multi-modal access with less reliance on the automobile). While suburban commercial centers have traditionally served pass-through customers, the evolving suburban mixed use centers will be accessible via auto, existing or planned transit, bike, or on foot, truly serving the surrounding neighborhoods.

Evolving suburban neighborhoods should have a highly connected street system that provides multiple routes for traveling to commercial centers, civic and institutional uses, and open space.

Corridors

Residential and mixed use corridors link suburban neighborhoods to suburban centers and have a distinct character and function in the neighborhoods versus in the centers. Suburban corridors allow vehicles to move efficiently while accommodating pedestrians and cyclists. In suburban centers, buildings and the streetscape frame the corridor. In suburban neighborhoods and between suburban centers, open space frames the corridor, preserving existing vegetation and land forms.

Conservation

Conservation (CO) policy is applied to areas in the T3 Transect where environmentally sensitive features are identified. These areas contain sensitive environmental features that have already been developed or that remain undisturbed. Construction of new buildings in undisturbed CO areas within T3 is inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental

features. The design principles outlined in the CO policy area balance the conservation of sensitive environmental features and the supported principles of the T3 Transect.

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 the 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, and sensitive environmental features are used as site amenities.

The presence of environmentally sensitive features often diminishes the development capacity of property even though they provide natural features whose beauty and distinctiveness can be incorporated as site amenities; therefore, property owners must be prepared to utilize unique development tools and options for land that contains environmental constraints and recognize that the perceived value of the land may be compromised by the presence of environmentally sensitive features.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas contain buildings or settings that are historically significant. These sites serve not only as reminders of the history of the community, but also as expressions of Nashville's social and cultural identity. Structures and sites that are determined to meet one of the following criteria are strongly recommended to be preserved and enhanced as part of any new development:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission (MHC) and/or Metropolitan Historic Zoning Commission:
 - Worthy of Conservation
 - Eligible for Listing in the National Register of

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Historic Places

- Listed in the National Register of Historic Places
- National Historic Landmark

Owners of these properties are encouraged to work with the MHC to protect and preserve the historic features in conjunction with any proposed development of the site. The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts. Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features. Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Zoning

Many properties contain land uses and/or are zoned with districts that are not consistent with these policies, including older development plans that were approved but not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, the development can be built without guidance from the Community Character Manual (CCM) or the applicable Community Plan. In some cases, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the CCM or Community Plan provide guidance. Additional tools are also available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The considerations below are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with the policy.

Sites with uses and/or zoning that are not consistent with the policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned.

Communities are sometimes confronted with proposals for adaptive reuse of sites or buildings where existing activities are no longer viable. Proposals for adaptive reuse may be accompanied by rezoning requests, which would be reviewed for consistency with this policy, provided that:

- There is no territorial expansion of the use and/or zoning
- Proposal would generate minimal non-local traffic that can be served by the transportation network
- Proposed development can be served by existing infrastructure
- Proposal is consistent with the character of the surrounding transect area
- Proposal is consistent with the Design Principles of the policy
- Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable policy. Proposed zone changes to allow a change in use and/or zoning districts that are inconsistent with policy, or move further away from conforming to the policy, need to be accompanied by a Community Plan Amendment Application for a policy that would support them.

In primarily residential policy areas, there may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse (e.g. religious or educational institution). Adaptive reuse proposals may include activities that the policy would not normally be supported under the policy. In order to

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encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
 - Worthy of Conservation
 - Eligible for Listing in the National Register of Historic Places
 - Listed in the National Register of Historic Places
 - National Historic Landmark
 - A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- There is no territorial expansion of the proposed use and/or zoning beyond the current historically

significant structure and/or site;

- The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- The proposed development can be adequately served by existing infrastructure;
- The proposed development is consistent with the character of the Transect area in which the site is located;
- The proposed development is consistent with the Design Principles of the policy; or
- Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Refer to the applicable plan for the site in question to determine if additional policy guidance exists.

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T3 Suburban Open Space



T3 Suburban Neighborhood



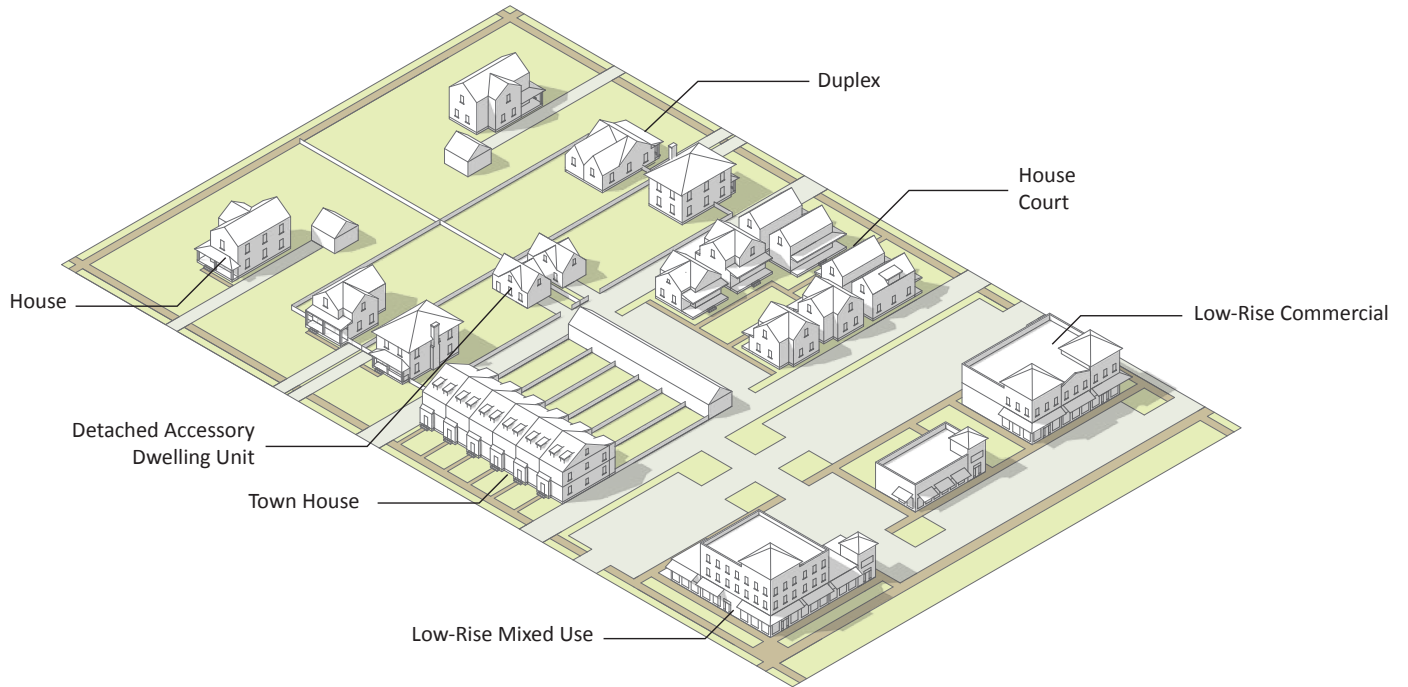
T3 Suburban Corridor




T3 Suburban Center

T3 Suburban

A mix of building types in a suburban setting.



Transect	Elements	Intent	Policy
 <p data-bbox="354 898 428 953">T3</p>	<p data-bbox="488 548 867 604">Neighborhoods</p>	<p data-bbox="899 478 1052 520">Maintain</p>	<p data-bbox="1138 443 1370 554">T3 Suburban Neighborhood Maintenance</p>
	<p data-bbox="581 848 776 905">Centers</p>	<p data-bbox="899 604 1052 695">Create & Enhance</p>	<p data-bbox="1138 596 1370 707">T3 Suburban Neighborhood Evolving</p>
	<p data-bbox="553 1150 802 1207">Corridors</p>	<p data-bbox="899 835 1089 926">Enhance & Create</p>	<p data-bbox="1138 806 1468 953">T3 Suburban Neighborhood Center T3 Suburban Community Center</p>
		<p data-bbox="899 1045 1089 1178">Maintain, Enhance & Create</p>	<p data-bbox="1138 1073 1451 1142">T3 Suburban Residential Corridor</p>
		<p data-bbox="899 1234 1045 1276">Enhance</p>	<p data-bbox="1138 1226 1451 1295">T3 Suburban Mixed-Use Corridor</p>

T3-NM Suburban Neighborhood Maintenance

Policy Intent

Maintain the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm.

General Characteristics

T3 Suburban Neighborhood Maintenance (T3-NM) areas will experience some change over time, primarily when buildings are expanded or replaced. Efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

T3-NM areas have an established development pattern consisting of the following:

- Low- to moderate-density residential development and institutional land uses;
- Moderate to deep building setbacks and moderate spacing between buildings;
- Lots generally accessed from local streets;
- Infrequent use of lighting;
- Generally informal and natural landscaping;
- Moderate levels of connectivity with street networks, sidewalks, bikeways, and mass transit; and
- “Infill Areas” described in T3-NM differ from T3 Suburban Neighborhood Evolving areas, which are generally larger and places greater emphasis on establishing a more diverse mix of housing.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RS7.5, RS7.5-A
- R8, R8-A
- R10, RS10
- R15, RS 15
- R20, RS20
- R30, RS30
- R40, RS40
- RN1
- RL1
- Design-based zoning

BUILDING TYPES

- Single-Family House
- Detached Accessory Dwelling Unit
- Duplex
- Low-rise Townhouse
- Mid-rise townhouse
- House Court
- Townhouse Court
- Plex House
- Manor House
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Institutional

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T3-NM Suburban Neighborhood Maintenance

Application

T3-NM policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T3-NM policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T3-NM areas include, but are not limited to: boundaries defined by established development patterns to be maintained (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

T3-NM areas tend to be dominated by single-family detached and two-family plex housing; but may also contain other building types, such as tri- and quad-plex houses, townhouses, low-rise flats, and courtyard flats. Each established neighborhoods has its own unique character.



Residential height, form, and orientation in T3-NM

The mixture and placement of building types consider the street type and effects on nearby sensitive environmental features guided by Conservation 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 reduce stormwater runoff through compact site design and other innovative building and site design features.

Massing – Building massing results in footprints with moderate lot coverage.

Orientation – Buildings are generally oriented to the street but may be oriented to an open space, especially townhouses and flats.

Setbacks – Buildings have moderate and consistent setbacks, providing large yards and moderate spacing between buildings.

Density – Density is secondary to form; however, these areas are intended to be low- to moderate-density. The appropriate density is determined by the existing character of each individual neighborhood in terms of its mix of housing types, setbacks, spacing between buildings, and block structure since application of this policy is specific to predominantly developed neighborhoods seeking to maintain their character. Areas with adequate infrastructure, access, and the ability to form transitions and support future mass transit and viability of consumer businesses may be appropriate for a higher density.

Building Height – Buildings are generally one to three stories tall within the interior of the neighborhood. Taller buildings of up to four stories may be found abutting or adjacent to centers and corridors, depending on their surrounding context.

T3-NM Suburban Neighborhood Maintenance

Consideration of taller heights is given based on the following factors:

- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the neighborhood in terms of creating pedestrian-friendly streetscapes, open spaces, innovative stormwater management techniques, greenways and bikeways, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- Ability to respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces;

- Effectiveness of transitioning to the lower scale areas of the neighborhood behind or adjacent to the building in terms of design elements like adequate separation, establishing a thoughtfully designed back-to-back or side-to-side relationship between developments, and stepping down in height toward lower scale buildings; and
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Along Major Corridors – The design of development along arterial-boulevard or collector-avenue streets within or at the edge of T3-NM areas may vary slightly in character from development interior to the neighborhood. Building setbacks are generally consistent with the established setback; however, lot size, building size, building spacing, and building footprint may vary in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

Double Frontage Lots – Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features. For example, development in these areas does not create a situation that would result in the rear of a building facing a street.

Open Space – New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Landscaping – Landscaping is generally informal and natural. Retention of the existing vegetation on the building site is encouraged. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure.



Natural landscaping in T3-NM

T3-NM Suburban Neighborhood Maintenance

Parking – Parking for single- and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multi-family buildings is provided on-site on surface parking lots, which are behind or beside the primary structure and are screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multi-family buildings and institutional uses.

Signage – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the Lighting Design Principles.



Higher intensity residential building form

Transitioning

Infill – These areas may include vacant, underutilized, or land in a non-residential use that could redevelop. Examples could include large tracts of undeveloped land, an undeveloped farm, a former country club, or church. These areas differ from T3 Suburban Neighborhood Evolving areas because they are generally smaller and located interior to the policy area. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the T3-NM area subject to appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. Further guidance for redeveloping certain historically significant institutional uses, such as religious institutions, is provided in the Zoning section of this policy. In some cases, additional guidance for these infill areas may be outlined in a Community Plan or Detailed Plan.

Adjacent Historic Structures – New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure, and using a building type—such as articulated townhouses near historic structures—to complement the historic structure’s form. Applicants are encouraged to offer additional or alternative innovative ways to provide transition in scale, massing, and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

Higher Intensity – Any future mix arranges building types in strategic locations through zoning decisions that place higher-intensity buildings nearer to centers and corridors and uses these more intense building types as land use transitions. Allowing for higher-intensity residential building types in such locations adds value to neighborhoods through growing the market and demand for consumer services and demand for transit.

T3-NM Suburban Neighborhood Maintenance



Pedestrian and bicycle connectivity in T3 Suburban

Connectivity

Access – Single access driveways from the street to an individual residence are common. Shared driveways are provided along arterial-boulevard and collector-avenue streets with new development or redevelopment.

Block Length – Blocks are curvilinear with large to moderate distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is low to moderate and may be provided in the form of sidewalks and greenways. Pedestrian and bicycle connectivity is encouraged to nearby open spaces, existing or planned transit, community facilities (such as schools), and centers to offer alternate modes of transportation. Sidewalks or multi-use paths provide connectivity where cul-de-sacs exist. Sidewalks are provided on prominent streets, while multi-use paths are appropriate on less prominent streets and/or streets featuring shoulder and swale cross sections.

Transit – Mass transit is available to commercial and residential areas and connects to other forms of transportation including sidewalks and bikeways.

Vehicular – Vehicular connectivity is moderate and is provided in the form of local streets, collector-avenues, and arterial-boulevards that add to the overall street network and provide residents with multiple routes and reduced trip distances. Connectivity is low where cul-de-sacs are present, and any future use of cul-de-sacs is discouraged. When the opportunity presents itself, street connectivity is provided.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-NM area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3-NM policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, the existing neighborhood character, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 NM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RS7.5, RS7.5-A
- R8, R8-A
- R10, RS10
- R15, RS15
- R20, RS20
- R30, RS30
- R40, RS40
- RN1*
- RL1*
- Design-based zoning

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components.*

T3-NIM Suburban Neighborhood Maintenance

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T3-NE Suburban Neighborhood Evolving

Policy Intent

Create and enhance suburban neighborhoods with the best qualities of classic suburban neighborhoods—greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques.

General Characteristics

T3 Suburban Neighborhood Evolving (T3-NE) areas are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

T3-NE areas have the characteristics of the following:

- Moderate-density development patterns with residential and institutional land uses;
- Moderate setbacks and spacing between buildings;
- Lots generally accessed from local streets, but may have alley access;
- Consistent use of lighting
- Consistent use of both formal and informal landscaping;
- Moderate to high levels of connectivity with street networks, sidewalks, bikeways, and mass transit;
- Developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers; and
- "Infill Areas" in T3-NE differ from those in T3 Suburban Neighborhood Maintenance (T3-NM). T3-NE areas are generally larger and places an emphasis on a more diverse housing mix and a higher level of connectivity.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RS7.5, RS7.5-A
- R8, R8-A
- R10, RS10
- R15, RS 15
- RM9-A
- RM15-A
- RM20-A
- RN1
- RL1
- Design-based zoning

BUILDING TYPES

- Single-Family House
- Detached Accessory Dwelling Unit
- Duplex
- Low-Rise Townhouse
- Mid-Rise Townhouse
- House Court
- Townhouse Court
- Plex House
- Manor House
- Multiplex
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Institutional

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T3-NE Suburban Neighborhood Evolving

Development patterns in T3-NE areas will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing—challenges that were not faced when the original classic, suburban neighborhoods were built.

Application

T3-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. T3-NE policy is typically applied in the following situations where there is:

- An expressed interest in the evolving development pattern of an area to promote a mixture of housing types, greater connectivity, and the use of more innovative environmentally sensitive development techniques; or
- Existence of the following characteristics:
 - 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 T3-NE areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), environmental features including, but not limited to, watershed boundaries,

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

T3-NE areas have an integrated mixture of building types to create housing choice. The mix and placement of building types is designed to be cohesive throughout the development and in relation to adjacent developments, 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 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 reduced 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 Conservation policy is applied to environmentally sensitive features, including floodplains and steep slopes, areas outside of floodplain still drain to streams, creeks, and rivers within the watershed. Achieving and maintaining healthy watersheds requires that new development in T3-NE areas be sensitively designed to contribute to their continuing health.

Massing – Building massing results in footprints with moderate lot coverage.

T3-NE Suburban Neighborhood Evolving

Orientation – Buildings are oriented to the street or to an open space, which may vary and could include courtyards or other types of functional and accessible open spaces.

Setbacks – Building setbacks and spacing are generally moderate and consistent.

Density – Density is secondary to the form of development; however, T3-NE areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas.

Building Height – Buildings are generally one to three stories in height. Buildings up to four stories may be supported in appropriate locations, such as abutting or adjacent to major corridors as identified on the NashvilleNext Growth & Preservation Concept Map, abutting or adjacent to centers, and to support affordable and workforce housing.

Consideration of taller heights is given based on the following factors:

- Adequate infrastructure, such as appropriately sized water and sewer service, complete streets, and streets and sidewalks that are adequately wide to support the increased height without the building overshadowing the street or degrading its walkability;



Residential building height

- Access to major transportation networks;
- Opportunities for higher connectivity;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Ability to form transitions from adjacent higher-intensity development to the lower-scale neighborhood interior;
- Ability to support the viability of nearby consumer businesses; and
- Ability to provide affordable or workforce housing as defined in the Glossary of this document.

Along Major Corridors – The mix of building types should be thoughtfully placed in relation to corridors and centers, placing taller buildings that contain more units abutting or adjacent to centers and corridors, and use these more intense building types as land use transitions.

Double Frontage Lots – Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features. For example, development in these areas does not create a situation that would result in the rear of a building facing a street.

Open Space – New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. This is particularly important in areas with a deficiency of public open space or where there is a need to protect nearby sensitive environmental features or protect watersheds. Less extensive new developments provide smaller open spaces. In any case, the open spaces created through new development should serve multiple purposes, such as rain gardens that serve both as storm water management devices and site amenities.

T3-NE Suburban Neighborhood Evolving

Landscaping – Landscaping may be formal or informal. Existing vegetation should be retained to preserve the randomly spaced clusters of mature trees like those found in classic suburbs and to provide air and water quality protection. New developments use native plants, natural rainwater collection, and other low-impact stormwater management techniques to minimize maintenance costs and burden on infrastructure, to protect any sensitive environmental features that may be nearby, and to protect the overall health of the watershed. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets.

Parking – Parking for single- and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multifamily is provided on-site in surface parking lots, which are behind or beside the primary structure and are screened from view.

Parking for institutional land uses is provided on-site behind or beside buildings. The use of pervious pavement is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

Signage – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs.

Transitioning

Infill – T3-NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where there is a desire for redevelopment and infill that produce a different character inclusive of increased housing diversity and connectivity. Redeveloping these existing neighborhoods involves somewhat different considerations than development of new suburban neighborhoods in “greenfield” settings. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors.

Adjacent Historic Structures – New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure’s form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

Higher Intensity - Allowing for higher-density residential building types placed in relation to corridors and centers adds value to neighborhoods by growing the market and demand for consumer services and the demand for transit. Buildings at the edges of the T3-NE area form transitions in scale and massing where it adjoins lower-density policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Higher-intensity through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at these edges:

T3-NE Suburban Neighborhood Evolving

- Step down in height as they move closer to adjacent lower-density areas. This may require different heights within an individual structure;
- Avoid placing parking lot entrances opposite lower-density areas;
- Respond to differences in topography to avoid buildings that loom over smaller buildings at lower elevations;
- Respond to the height of smaller adjacent historic buildings so that they do not loom over them;
- Are oriented so that there is a back-to-back relationship between the taller buildings and smaller buildings;
- 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

connections for bicyclists and pedestrians, as well as providing pathways for animal migration and safety, all while protecting sensitive natural features. It is appropriate to link existing cul-de-sacs with sidewalks or multi-use paths to other nearby cul-de-sacs or common open spaces.

Transit – Access to existing or planned mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

Vehicular – Vehicular connectivity is moderate and is provided in the form of local streets, collector-avenues, and arterial-boulevards that add to the overall street network and provide residents with multiple routes and 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

T3-NE Suburban Neighborhood Evolving

natural landform and vegetation. Specific residential densities are determined by physical site characteristics, the presence of existing or planned infrastructure, adjacent policy areas, and the impact that the proposed development would have on the environmental feature in question. In general, the more environmentally sensitive the site is, the lower the acceptable density or intensity of development is.

Building mass is generally small in footprint with a low impervious surface ratio in relation to the lot size to protect sensitive environmental features. Building height may be more limited than would otherwise be supported by the T3-NE policy based on factors such as the need to alter sensitive environmental features for engineering purposes to achieve the desired height or to provide access and parking.

Building orientation and placement minimize disturbance of existing environmental features. Buildings are oriented to face public streets to the extent that protecting sensitive environmental features permits.

The adequacy of the infrastructure (including, but not limited to, roads and sewers) and the feasibility of extending infrastructure are also considered with development of property with or adjacent to CO policy. For example, a property guided by CO and T3-NE policies may not be able to achieve increased intensity where surrounding sensitive environmental features limit provision of adequate infrastructure and connectivity improvements.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-NE area subject to the applicant's ability to prove that the requested zoning district is consistent with for the other provisions of T3-NE policy as detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-NE policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RS7.5, RS7.5-A
- R8, R8-A
- R10, RS10
- R15, RS15
- RM9-A
- RM15-A
- RM20-A
- RN1*
- RL1*
- Design-based zoning

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed.

**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components.*

T3-NC Suburban Neighborhood Center

Policy Intent

Enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.

General Characteristics

T3 Suburban Neighborhood Centers (T3-NC) areas are suitable for creating pedestrian- and bicycle-oriented services to meet some of the daily needs of the surrounding neighborhoods within a five-minute drive. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T3-NC areas are pedestrian-friendly areas, generally located at intersections of suburban streets and consist of the following:

- Mixed use, commercial, office, residential, and institutional land uses;
- Intensity generally placed within edges, not exceeding the four corners of an intersection of prominent streets;
- Buildings regularly spaced and generally built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking generally behind or beside buildings or provided on-street;
- Consistent use of lighting;
- Generally formal landscaping; and
- Moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space.

EXAMPLES OF APPROPRIATE LAND USES*

- Mixed Uses
- Commercial
- Office
- Residential
- Institutional

ZONING*

- MUN-A, MUN
- CN-A, CL-A, CN, CL
- OR20, OR20-A
- ON, OL, SCN
- RN1
- RL1
- RM9-A, RM15-A, RM20-A
- Design-based zoning

BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Townhouse Court
- Plex House
- Manor House
- Multiplex
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Commercial

**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.*

T3-NC Suburban Neighborhood Center

Application

T3-NC policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as arterial-boulevard and collector-avenue streets.

Commonly used boundaries to define T3-NC areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses. Intensification takes place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form also complements the adjacent neighborhoods that the center serves and the infrastructure to which it has access.

A mix of building types is expected with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing opportunities to live, work, and shop. They also support both consumer business viability and the feasibility of public investments such as sidewalks and existing or planned transit. Commercial, office, institutional, and residential buildings are also found. Locations at prominent intersections are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based

reason for placing a solely residential building at such a location.

Massing – The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage. This may be achieved with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s). First-floor tenant space greater than 10,000 square feet may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides for safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- Orienting the large buildings and using smaller buildings to frame the large building in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space.

Orientation – Buildings, including entrances, are oriented to the street or to internal streets and drives, not onto parking.



Mixed use building at a prominent intersection

T3-NC Suburban Neighborhood Center

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street. Property consolidation to create larger development sites within the may be needed to achieve adequate dimensions for building and site design that are consistent with this policy category. Development within the transitions along side streets that are between the T3-NC and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Setbacks – Building setbacks are shallow and consistent and may be deep enough to allow two rows of parking (one drive aisle) or additional pedestrian access and areas for patios and street furniture. Spacing between buildings is minimal.

Building Height – Buildings of all types are generally one to three stories tall at any location within the center, but taller buildings may be found in limited instances. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the center.

Consideration of taller heights is given based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;



Low-Rise Townhouses oriented to open space

- Prominence of the intersection on which the building is located, with locations at intersections of two arterial-boulevard streets being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Landscaping – Landscaping is generally formal. Street trees, shrubs, and planting strips are appropriate. In surface parking lots, landscaping in the form of trees, shrubs, and other plantings is provided.

Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the street are constructed from materials that manage property access and security

T3-NC Suburban Neighborhood Center

while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

Parking – Parking is provided on-street or on-site on surface lots. When provided on-site, one row of parking may be allowed between the building and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Bicycle parking is provided. The use of pervious pavement and additional LID stormwater management techniques beyond those required are strongly recommended.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal.

Transitioning

Adjacent Neighborhoods - Building form on the edges complements the adjacent neighborhoods that the center serves and the infrastructure to which it has access.

Higher Intensity – Buildings at the edges form transitions in scale and massing where it adjoins lower-intensity policy area. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings.

Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3-NC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, quads, triplexes, detached accessory dwellings, etc.;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and
- Have articulated façades that face lower-intensity policy areas.

Connectivity

Access – Access is generally provided from an arterial-boulevard or collector-avenue street or alley or rear service lane. Shared access is used to avoid multiple curb cuts and limit pedestrian and vehicular conflicts. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is high and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the center is high giving customers arriving by automobile the opportunity to park and walk from business to business. Sidewalks are present within

T3-NC Suburban Neighborhood Center

the center, and clearly marked crosswalks are provided at intersections, through parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone. Bicycle connectivity is provided in the form of on-road facilities.

Transit - Access to existing or planned mass transit is provided in convenient locations in concert with sidewalks and bikeways.

Vehicular – Vehicular connectivity to surrounding neighborhoods is moderate. The impact of connectivity to the center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices. Connectivity within the center is provided through coordinated access and circulation.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-NC area subject to the applicant's ability to prove that the requested zoning district is consistent with for the other provisions of T3-NC policy that are described above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will

be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-NC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- MUN-A, MUN
- CN-A, CL-A, CN, or CL may be appropriate in certain circumstances depending on factors
- OR20, OR20-A
- ON, OL, or SCN may be appropriate in certain circumstances depending on factors
- RN1*
- RL1*
- RM9-A, RM15-A, or RM20-A may be appropriate based on locational characteristics of the subject property
- Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components.*

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T3-CC Suburban Community Center

Policy Intent

Create and enhance suburban community centers encouraging their development or redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm.

General Characteristics

T3 Suburban Community Center (T3-CC) areas are mixed use, pedestrian-friendly, generally located at prominent intersections, and consist of the following:

- Mixed use, commercial, office, residential, and institutional land uses;
- Services meeting the daily needs of residents within a 10- to 20- minute drive, as well as services that are needed less frequently and provide a draw to the larger community;
- Intensity at the edges not exceeding a half mile in diameter;
- Regularly spaced buildings built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking behind or beside the building, or on-street;
- Consistent use of lighting;
- Consistent use of formal landscaping; and
- Highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space.

Application

T3-CC policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban community and where the center's intensification is supported by surrounding existing or

EXAMPLES OF APPROPRIATE LAND USES*

- Mixed Uses
- Commercial
- Office
- Residential
- Institutional
- Artisan manufacturing and other low impact industrial and warehousing uses

ZONING*

- MUN-A, MUN
- MUL, MUL-A
- OR20-A, OR20
- RN1
- RL1
- CL-A
- CN, CL, or SCC
- Design-based zoning

BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Townhouse Court
- Plex House
- Manor House
- Multiplex
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Commercial
- 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.*

T3-CC Suburban Community Center

planned residential development, adequate infrastructure and adequate access, such as arterial-boulevards and collector-avenues.

Commonly used boundaries to define T3-CC areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). Intensification takes place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. It complements the adjacent neighborhoods that it serves and is sufficiently served by the infrastructure to which it has access.

A mix of building types is expected with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and transitional residential buildings are also found within T3-CC areas.

Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance below.

Massing – The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage. This may be achieved with individual,

first-floor tenant space of 70,000 square feet or less, each with its own entrance(s). Buildings may add stories to accommodate greater mass in appropriate locations. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- Orienting the large buildings and using smaller buildings to frame the large building in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

Solely residential buildings in T3-CC areas are typically multi-family buildings with moderate lot coverage.

Orientation – Non-residential and mixed use buildings, including entrances, are oriented to a street. The street wall is articulated, especially for longer building façades. If the non-residential or vertically mixed use building is internal to the development, it may be oriented to an internal street, private drive, or open space, but is not oriented to parking.



Low-Rise Mixed Use Buildings

T3-CC Suburban Community Center

Residential buildings, including entrances, are oriented to the street or an open space, which may vary and could include courtyards or other types of functional and accessible open spaces.

Setbacks – Setbacks for non-residential and mixed use developments are shallow to moderate and are consistent within a development site or along a block face. There is minimal spacing between buildings.

Setbacks for residential developments are moderate and may be varied, providing some distinction between the public realm of sidewalks, internal walkways, and open spaces and the private realm of the residence. Stoops and front porches are common to encourage some interaction between the public and private realm and to create a pedestrian-friendly environment. There is moderate spacing between buildings.

Building Height – Buildings of all types in T3-CC areas are generally one to three stories tall but taller buildings may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the center.

Consideration of taller heights is given based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas, and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;

- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Along Major Corridors and at Intersections –

Locations at key intersections and corridor segments are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a prominent location.

Landscaping – Landscaping is formal. Street trees, shrubs, and other plantings are appropriate. In surface parking lots, trees, shrubs, and other plantings are provided. Larger trees are used to frame parking areas and internal streets. Landscaping screens from view automobile-related uses, ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems. Fencing and walls that are along or are visible from the street are constructed from materials that manage property access and security while complementing the surrounding environment. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

T3-CC Suburban Community Center

Parking – Parking is provided on-street or on-site in surface lots or in structures, and shared parking is encouraged. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian.

If on-site surface parking is located in front of the primary building, then the parking is screened from the primary street(s) by buildings on outparcels. These outparcels are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian-friendly environment. Surface parking is divided into sections by landscape islands and internal street networks.

Two rows (one drive aisle) of on-site surface parking are allowed between all buildings (including outparcels) and the street. An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques, such as a knee wall, are used that effectively separate the public and private realms.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs.

Transitioning

Higher Intensity – Solely residential buildings may be used to provide a transition from higher-intensity commercial or mixed land uses to an adjacent neighborhood's lower-intensity residential land uses.

Buildings at the edges form transitions in scale and massing where a building adjoins lower-intensity policy areas. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3-CC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including courtyard flats, quads, triplexes, alley houses, etc.;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Articulation of façades that face lower-intensity policy areas.



Example of parking between the buildings and street

T3-CC Suburban Community Center

Connectivity

Access – Access to individual developments is provided from an arterial-boulevard, collector-avenue, side street, or alley or rear service lane. Shared access is used to avoid multiple curb cuts limit pedestrian, bicyclist, and vehicular conflicts. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

Access to and within individual developments is pedestrian-friendly. Internal streets and driveways are marked with crosswalks. Traffic calming elements such as raised or textured pavement slow traffic on longer internal streets or drive aisles. Internal streets are used in areas with substantial parking to provide orderly vehicular and pedestrian circulation.

Block Length – Blocks are linear with moderate distance between intersections. Large multi-tenant developments with extensive areas of surface parking create blocks with an internal street system.

Transit – Development provides adequate facilities to accommodate existing or planned mass transit in the form of transit shelters and other facilities in concert with sidewalks and bikeways.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is moderate and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the center is high giving customers arriving by automobile the opportunity to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections, through parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Vehicular – Vehicular connectivity to surrounding suburban neighborhoods, corridors, existing or planned transit, and open space is moderate. The T3-CC is generally found at an intersection of two arterial-boulevard streets or an arterial-boulevard and a collector-avenue, with vehicular access provided from an arterial-boulevard, collector-avenue, or in some cases a local street, alley, or rear service lane. The impact of access to the Community Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives, and alleys.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-CC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3-CC policy that are described above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-CC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- MUN-A, MUN
- MUL-A, MUL
- OR20-A, OR20
- CL-A
- RN1*
- RL1*

**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components.*

T3-CC Suburban Community Center

More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.

- CS, CS-A, CL, CL-A or SCC may also be appropriate in certain circumstances depending on factors such as the surrounding zoning pattern
- Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the

ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features and the overall health of the watershed in which the site is located.

T3-RC Suburban Residential Corridor

Policy Intent

Maintain, enhance, and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods in terms of their development pattern, building form, land use, and associated public realm; and move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

General Characteristics

T3 Suburban Residential Corridors (T3-RC) are prominent arterial-boulevard or collector-avenue corridors that feature residential land uses and are served by multiple modes of transportation. It is the intent for these corridors to evolve into “Complete Streets”—streets that enable safe, attractive and comfortable access and travel for all users, regardless of mode choice. Where transportation infrastructure is insufficient or not present, developer-provided enhancements may be necessary to deliver the appropriate pedestrian, bicycle, and vehicular connectivity.

These corridors often serve as neighborhood or community boundaries and are characterized by the following:

- Variety of residential and institutional buildings combined with open space that frame the corridor;
- Regularly spaced with moderate spacing between buildings and moderate to deep setbacks;
- Infrequent use of lighting;
- Significant green space along the corridor that includes formal and informal landscaping;
- High access management; and
- Served by moderately connected street networks, sidewalks, and existing or planned mass transit.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RN1
- RL1
- RM9-A
- RM15-A
- RM20-A
- RS3.75.
- RS3.75-A
- RS5, R5-A
- Design-based zoning

BUILDING TYPES

- Single-family House
- Detached Accessory Dwelling Unit
- Duplex
- Low-Rise Townhouse
- Mid-Rise Townhouse
- House Court
- Townhouse Court
- Plex House
- Manor House
- Multiplex
- 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.*

T3-RC Suburban Residential Corridor

Application

T3-RC policy is applicable to prominent suburban arterial-boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential uses along the corridor while providing opportunity for an evolving residential development pattern in regard to the size, scale, and density. T3-RC policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T3-RC areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size and spacing of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3-RC policy is determined, in part, by considering the reasonable depth of land required to deliver corridor-oriented development. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement.

The building mass, orientation, and placement are appropriate to the building type and street type/size. Their design is to be cohesive throughout the development, providing a thorough mix of housing types versus groupings of single types of housing. Their design complements the adjacent neighborhoods.

Massing – Massing of buildings results in a footprint with moderate lot coverage.

Orientation – Residential buildings internal to the development are oriented to the street or to an open space, which may vary and could include courtyards or other types of functional and accessible open spaces

Setbacks – Buildings have moderate and consistent setbacks. Spacing is generally moderate. Spacing between buildings also preserves greenspace and environmentally sensitive features.

Density– Density is secondary to the form of development; however, T3-RC areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than those typically found in T3 Suburban Neighborhood Maintenance areas.

Building Height – Buildings are generally one to three stories tall but taller buildings may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, architectural elements, and surrounding context. Consideration of taller heights is based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;

T3-RC Suburban Residential Corridor

- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Along Major Corridors – Residential development on the T3-RC is located to frame the corridor and to preserve the existing environmental features and land form. The significant, dense landscaping that preserves existing trees and vegetation, preferably, frames the corridor. If site or environmentally sensitive features deem that unattainable, then residential buildings frame the corridor. The residential buildings orient toward the corridor with moderate and consistent setbacks that preserve and create a combination of buildings and landscaping framing the corridor.

Double Frontage Lots – Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

Open Space – New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.



Major corridor framed by landscaping

Landscaping – Landscaping along the corridor is generally informal consisting of existing mature vegetation, regardless of whether the corridor is framed by open space or framed by residential buildings as described in building orientation. Landscaping away from the corridor that is internal to developments is generally natural and informal. Landscaping should retain the existing vegetation to preserve the randomly spaced clusters of mature trees, similar to what is found in a classic suburban model. However, sometimes formal landscaping is used.

When developing a landscaping plan, the character of landscaping in adjacent neighborhoods is considered. The use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure is also considered.

Parking – In all cases, parking is provided on-site and is not accessed from the corridor. Parking for single- and two-family buildings is generally provided by driveways from internal streets with limited on-street parking on internal streets.

Parking for multi-family buildings is provided on-site in surface lots, which are not accessed from the corridor. Parking is located behind or beside the building and is screened and/or buffered from view of internal streets and from view of the corridor. The use of pervious

T3-RC Suburban Residential Corridor

pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

Signage – Signage is limited to institutional uses and neighborhood identification signs. Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is scaled for pedestrians and moderately to quickly moving traffic. Monument signs are appropriate.

Transitioning

Adjacent Historic Structures – New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure’s form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

Higher Intensity – Buildings at the edges of the corridor form transitions in scale and massing where the building adjoins lower-intensity policy areas. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3-RC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more

varied building types including detached accessory dwelling units, courtyard flats, plex houses, etc.;

- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Articulate façades that face lower-intensity policy areas.

Connectivity

Access – T3-RC areas are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned transit. Moderate to high access management provides shared and consolidated access points separated by greater distances to complement the longer suburban block. Variation is allowed for sensitive treatment of environmental features.

Side streets or frontage roads provide the preferred access to the corridor. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Curb cuts are limited and strategically



Example of higher intensity residential along corridors.

T3-RC Suburban Residential Corridor

located to minimize conflict points between vehicles, pedestrians, and cyclists. Access points are consolidated and coordinated with strategic access points across all fronting streets. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

The impact of access to the corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity that offers multiple route choices.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers, and existing or planned transit is high, and provided in the form of sidewalks and bikeways. Clearly marked crosswalks at intersections, across parking lots, and at vehicular access points distinguish the pedestrian zone from the vehicular zone.

Transit – Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities in concert with sidewalks and bikeways.

Vehicular – Vehicular connectivity to surrounding development is high.

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-RC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3-RC policy that are described above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered.

Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-RC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RN1*
- RL1*
- RM9-A
- RM15-A
- RM20-A
- RS3.75, RS3.75-A
- RS5, RS5-A
- Design-based zoning

Other existing or future residential zoning districts may be appropriate based on the locational characteristics and surrounding context of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components.*

T3-RC Suburban Residential Corridor

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T3-CM Suburban Mixed Use Corridor

Policy Intent

Enhance suburban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

General Characteristics

T3 Suburban Mixed Use Corridors (T3-CM) are pedestrian-friendly, prominent arterial-boulevard and collector-avenue corridors that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation. T3-CM areas are intended to be Complete Streets—streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. These corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of modes of transportation. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

These corridors often serve as neighborhood or community and are characterized by the following:

- Residential, mixed use, and commercial land uses;
- Regularly spaced buildings with moderate spacing between buildings and are generally built to the back edge of the sidewalk;
- Parking behind or beside the buildings, generally accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- High access management; and
- Served by highly connected street networks, sidewalks, and existing or planned transit.

EXAMPLES OF APPROPRIATE LAND USES*

- Mixed Use
- Residential
- Commercial
- Office
- Institutional
- Artisan manufacturing and other low impact industrial and warehousing uses

ZONING*

- | | |
|----------|-----------------------|
| • RN1 | • MUN-A |
| • RL1 | • MUL-A |
| • RM9-A | • OR20-A |
| • RM15-A | • CS, CL |
| • RM20-A | • Design-based zoning |

BUILDING TYPES

- | | |
|----------------------|-----------------------------------|
| • Low-Rise Townhouse | • Mid-Rise Flat |
| • Mid-Rise Townhouse | • Low-Rise Mixed Use |
| • Townhouse Court | • Mid-Rise Mixed Use |
| • Plex House | • Low-Rise Commercial |
| • Manor House | • Institutional |
| • Multiplex | • Formal or informal landscaping. |
| • Courtyard Flat | |
| • Low-Rise Flat | |

**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.*

T3-CM Suburban Mixed Use Corridor

Application

T3-CM policy is applied to prominent suburban arterial-boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for an evolving development pattern in regard to the size, scale, and density. T3-CM policy is applicable to areas that are zoned residential, commercial, and mixed use, where the primary land use is residential, commercial, and mixed use, or that are envisioned to become predominately residential and mixed use with higher-intensity commercial areas concentrated at major intersections.

Commonly used boundaries to define T3-CM areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3-CM policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form complements the adjacent neighborhoods that it serves and the infrastructure to which it has access.

Massing – The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage. This may be achieved with individual, first-floor tenant space of 10,000 square feet or less, each with its

own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first-floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- Strongly articulating the façade of large buildings and including such elements as windows and doors;
- Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

The massing of residential buildings results in a building footprint with moderate lot coverage.

Orientation– Mixed use and non-residential buildings, including entrances, are oriented to the corridor. If a new development creates internal streets or side streets, buildings internal to the development orient to the internal or side street, but not onto parking.



Residential building form on a mixed use corridor

T3-CM Suburban Mixed Use Corridor

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T3-CM and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Residential buildings frame and orient to the corridor. If internal to the development, residential buildings orient to an internal street or an open space, which may vary and include courtyards or other types of functional and accessible open spaces.

Setbacks – Setbacks for nonresidential developments are shallow with the building built to back edge of the sidewalk. Setbacks may be moderate to allow for two rows (one drive aisle) of parking in front of the building or where additional pedestrian access and areas for patios are needed.

Setbacks for residential buildings internal to the development are shallow and consistent. In any case, setbacks provide some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to encourage interaction between the public and private realms and for a pedestrian-friendly environment.

Density – Densities are higher than in surrounding residential neighborhoods.

Building Height – Buildings of all types are generally one to three stories tall but taller buildings may locate at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, architectural elements, and surrounding context.

Consideration of taller heights is based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building setbacks to mitigate increased building heights;
- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

T3-CM Suburban Mixed Use Corridor

Along Major Corridors and at Intersections – A mix of building types is expected with preference given to mixed use buildings around intersections and a range of higher-intensity residential buildings along corridor segments between intersections. These buildings use land efficiently and contribute to the vitality and function of the corridor.

Commercial and office buildings are also found around intersections. Multi-family residential buildings are preferred along corridor segments between intersections.

Landscaping – Non-residential developments provide formal landscaping along the corridor. Residential developments may include a mix of formal and informal landscaping. Landscaping includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. Between the sidewalk and the building, landscaping adds visual interest in the front setback and serves to screen from view the parking in front of the building. In surface parking lots, landscaping provided includes trees and other plantings. Fencing and walls along or visible from the street use materials that manage property access and security while complementing the surrounding environment. The use of native plants and natural rainwater collection to minimize maintenance costs and burden of infrastructure is considered.

Parking – Parking is provided on-site in surface lots and shared parking is encouraged. Two rows (one drive aisle) of parking may be considered between non-residential buildings and the street.

The remaining parking is behind or beside buildings. Limited parking is allowed beside buildings and is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian-friendly environment. On-site surface parking is divided into sections by landscape islands and internal street networks.

The use of pervious pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the public and private realms.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the corridor. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage complies with the lighting design principles above.

Transitioning

Higher Intensity - Buildings at the edges form transitions in scale and massing where it adjoins lower-intensity policy areas. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan.

Buildings at the edges of T3-CM areas incorporate the following measures or considerations when transitioning to lower intensities:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including detached accessory dwelling units, courtyard flats, plex houses, etc.;

T3-CM Suburban Mixed Use Corridor

- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Are sensitively designed to respond to the often pronounced irregularities in the depth of non-residential and mixed use development along diagonal corridors, which sometimes results in residential buildings facing directly onto the sides of commercial properties;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and,
- Articulation of façades that face lower-intensity policy areas.

Connectivity

Access – Moderate to high access management provides shared and consolidated access points separated by greater distances to complement the longer suburban block. Variation is allowed for sensitive treatment of topography.

Side streets or frontage roads provide the preferred access to the corridor. When necessary, shared or consolidated driveways that provide connectivity to adjacent development provide access. Challenges may arise when balancing access management along the corridor with potential negative impacts on adjacent residential neighborhoods when access is provided from side streets. These challenges increase where residential buildings face directly onto the sides of commercial properties.

Limited placement of curb cuts minimize vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers, existing or planned transit, and open space is high and is provided in the form of sidewalks or multi-use paths and bikeways. Pedestrian connectivity is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present along the corridor. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone.

Transit – Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities in concert with sidewalks and bikeways.

Vehicular – Vehicular connectivity is moderate to high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the corridor has moderate to high connectivity in the form of shared and consolidated access points, and intersecting local and collector-avenue streets. The impact of access to the corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Access points are preferably provided by existing intersecting local or collector-avenue streets. If intersecting local or collector-avenue streets are not available, then access drives are consolidated and improved to serve as a new street that connects to adjacent development and contributes to the overall street network. Curb cuts are limited to minimize conflict points between vehicles, pedestrians, and cyclists.

T3-CM Suburban Mixed Use Corridor

Zoning

The following is a list of zoning districts that may be appropriate within a given T3-CM area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of the T3-CM policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3-CM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- RN1*
- RL1*
- RM9-A
- RM15-A
- RM20-A
- MUN-A
- MUL-A
- OR20-A

More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.

- CS or CL may also be appropriate in certain circumstances depending on factors such as the surrounding zoning pattern.
- Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability and capacity; environmental factors; and design components.*