

# T6 Downtown

## Introduction

A region's vitality is directly linked to the vitality of its core. In the case of Nashville/Davidson County and the greater Middle Tennessee region, the core is the downtown area, the center of commerce, the arts, and civic and government. The activities in the T6 Downtown Transect area support and sustain the quality of life in the surrounding T1 Natural, T2 Rural, T3 Suburban, T4 Urban, and T5 Center Transect areas. Downtown boasts commerce, governance, sports and artistic uses well known on a national and even international scale, creating a bustling 24-hour center of activity.

Downtown has long been the center of business, government, and entertainment in Nashville and Tennessee. It has an international reputation for music, but is also growing national prominence as a competitive site for relocation of businesses. In recent years, downtown has experienced increasing residential development as more Nashvillians embrace urban living and new residents, moving from elsewhere, settle in downtown. In this aspect, downtown is a reflection of a national shift in housing types and location. Due to increased residential options, downtown has evolved into a livable environment with residential areas within walking distance of jobs, government, fine dining, entertainment, and recreational areas, existing cohesively with civic and commerce uses. This intense mixture of uses strengthens downtown, thus strengthening the region.

## 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.

## GENERAL CHARACTERISTICS OF T6 DOWNTOWN\*

- Intense mixture of uses including commercial, office, governmental, residential, retail, and entertainment uses
- Compact and intense development pattern
- Mixed use buildings
- Intense lot coverage
- High density
- High-rise development
- Housing types from low-rise townhomes to high-rise stacked flats
- Accessible open space from regionally important parks to pocket parks and rooftop gardens
- High connectivity (ped/bike/vehicular)
- Alley systems access
- Grid street system
- Moderate to short distance between intersections
- Consistent shallow setbacks or built to sidewalk
- Minimal spacing between buildings
- Formal streetscaping

*\*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.*

# T6 Downtown

## *Open Space*

The T6 Downtown Transect area features open spaces with a countywide and regional draw including Bicentennial Mall, the Riverfront, and Public Square. Open space is also provided in the form of pocket parks, open plazas, and unique roof top gardens.

## *Neighborhoods*

Residential development in downtown neighborhoods is denser and often in buildings with a grander form than elsewhere in the county. Downtown neighborhoods vary in scale and mass of development, ranging from neighborhoods featuring low-rise townhomes to neighborhoods featuring high-rise stacked flats. Depending on the neighborhood in the T6 Downtown Transect area, residential buildings may accommodate multiple uses, such as retail or office space, and structured parking. Single-family attached and multifamily residential building types, such as townhomes, row houses, and stacked flats, are commonly found in the T6 Downtown Transect neighborhoods. These building forms accommodate the areas compact and intense development pattern.



Mid-rise stacked flats in a downtown neighborhood

Residential buildings in the T6 Downtown Transect area are placed close to the street with shallow setbacks or are built to the back edge of the sidewalk, in order to frame the street. This creates a defined space while separating the private realm of the home from the public realm of the street. Within the shallow setbacks, downtown residences may have stoops to encourage activity on the street. If the residential building has a mixture of uses, active street-level uses, such as retail, office, and outdoor dining areas, create an active streetscape that makes pedestrian travel enjoyable throughout downtown.

## *Centers*

In Downtown Core policy (T6-DC), commercial and office land uses are predominant and are complemented by growing residential and retail sectors. Buildings in the T6-DC areas have large footprints in relation to the lot size, creating a dense development pattern. Building heights in this policy may reach 70 stories. The height, massing, and placement of buildings at the back of wide sidewalks in the T6-DC policy create a strong street wall. While this creates a defined pedestrian space, it can also overwhelm the streetscape. Active uses, such as retail and restaurants with outdoor dining, are crucial to enlivening the street and creating a welcoming environment for downtown residents, visitors, and employees. Formal streetscaping, with coordinated planters, benches, and trash receptacles also make the sidewalk and street more welcoming. Finally, residential uses above the street ensure that there is activity on and above the street at all hours of the day.

In the Capitol District of the T6 Downtown Transect area (T6-DN), civic buildings are generally historic buildings in prominent locations, often featuring open space, such as public squares, greens, and parks. Civic buildings are distinctive in their placement and orientation and may be seen from various viewpoints in the city. Historic civic buildings are conservative in their heights, while contemporary civic buildings are scaled, massed, and placed to reflect their prominence while being consistent with surrounding downtown development patterns.

# T6 Downtown



Historic buildings on Lower Broadway

## *Corridors*

Retail and entertainment uses in the T6 Downtown Transect area center around the Second and Broadway corridors. Here, residents, employees, and visitors shop, entertain, and dine. These land uses are supported by surrounding residential neighborhoods and the civic and central business districts. Buildings along the Second and Broadway corridors consist primarily of historic buildings. Historic buildings vary in mass and scale, but are conservative in their building heights, usually only reaching five stories. Where contemporary buildings exist, the mass and scale are in keeping with the neighboring historic buildings. In both cases, buildings are oriented to face either Second Avenue or Broadway, and are placed close to the corridor to enhance the pedestrian-friendly environment attractive to residents, employees, and visitors.

A grid street system and complete sidewalk network make automobile and pedestrian travel easy in the T6 Downtown Transect area. Corridors and streets accommodate on-street parking and feature street trees. Downtown residents, employees, and visitors have multiple travel options as a pedestrian, bicyclist, automobile, or transit user.

## **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 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 archeological 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.

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## Zoning

Many properties contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are 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 this policy. Sites with uses and/or zoning that are not consistent with this 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 of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy, provided that:

- There is no territorial expansion of the inconsistent use and/or zoning;

- Proposal would generate minimal non-local traffic that can be adequately served by the transportation network;
- Proposed development can be served by existing infrastructure;
- Proposal is consistent with the character of the transect area in;
- 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 changes in uses and/or zoning districts that are inconsistent with policy to 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.

## Additional Guidance in Community Plans and Detailed Plans

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

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## **Building Heights in the Downtown Community Plan**

Building height ranges for the T6 Downtown Transect area as defined in the Downtown Community Plan and vary from the standard building height ranges found elsewhere in the Community Character Manual. Within the Downtown Community Plan, building heights are classified by low, medium, or high. Below are the ranges for each category:

- Low-rise buildings are less than approximately eight stories, but in some cases may be as high as 10.
- Mid-rise structures vary between approximately 10 and 20 stories.
- High-rise buildings are greater than approximately 20 stories.

# T6 Downtown



T6 Downtown Open Space



T6 Downtown Neighborhood



T6 Downtown Corridor



T6 Downtown Core

# T6 **Downtown**

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# T6 Downtown

Transect	Elements	Intent	Policy
      	<div data-bbox="365 516 885 814" style="background-color: #76c7a0; color: white; padding: 10px; text-align: center;"> <h2>Neighborhoods</h2> </div> <div data-bbox="365 814 885 1119" style="background-color: #009688; color: white; padding: 10px; text-align: center;"> <h2>Centers</h2> </div> <div data-bbox="365 1119 885 1421" style="background-color: #006d7c; color: white; padding: 10px; text-align: center;"> <h2>Corridors</h2> </div>	<div data-bbox="902 516 1122 814" style="background-color: #a0d8c7; padding: 10px;"> <p>Preserve, Enhance &amp; Create</p> </div> <div data-bbox="902 814 1122 1119" style="background-color: #4db6ac; padding: 10px;"> <p>Preserve &amp; Enhance</p> </div> <div data-bbox="902 1119 1122 1421" style="background-color: #81c784; padding: 10px;"> <p>Preserve</p> </div>	<div data-bbox="1141 516 1479 814"> <p>T6 Downtown Neighborhood</p> </div> <div data-bbox="1141 814 1479 1119"> <p>T6 Downtown Capitol T6 Downtown Core</p> </div> <div data-bbox="1141 1119 1479 1421"> <p>T6 Second and Broadway</p> </div>

# T6-DN Downtown Neighborhood

## Policy Intent

Maintain and create downtown neighborhoods, with diverse development characteristics, that contain a mix of uses, including high density residential. Foster appropriate transitions from less intense areas of T6 Downtown Neighborhoods (T6-DN) policy areas to the more intense T6 Downtown Core policy area. Neighborhoods have high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

## General Characteristics

T6-DN areas have an established development pattern consisting of the following:

- High-density residential development located in neighborhoods with diverse character. For example, the Gulch South neighborhood is characterized by modern, multistory, mixed use developments with residential above retail or office. Meanwhile, the adjacent Lafayette, Rutledge Hill, and Rolling Mill Hill neighborhoods are also relatively high density, but the building form is mid-rise at most;
- Public realm and streetscape intensely developed with the consistent use of lighting and formal landscaping;
- High levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit; and
- Buildings regularly spaced with shallow build-to zones and buildings built to the back edge of the sidewalk with minimal spacing between buildings.

### EXAMPLES OF APPROPRIATE LAND USES\*

- Mixed Use
- Residential
- Institutional
- Commercial

### ZONING\*

- Downtown Code
- Design-based zoning
- MUI-A (in the East Bank Subdistricts)

### BUILDING TYPES

- Low-Rise Townhouse (min. of 3 stories)
- Low-Rise Flat (min. of 3 stories)
- Low-Rise Mixed Use (min. of 3 stories)
- Mid-Rise Townhouse
- Mid-Rise Flat
- Mid-Rise Mixed Use
- High-Rise
- Stepped High-Rise
- Institutional

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# T6-DN Downtown Neighborhood

## Application

T6-DN policy is applicable to areas that are zoned residential and mixed use, where the primary land use is residential and mixed use, or that are envisioned to become or remain primarily higher-density residential and mixed use. The T6-DN policy is applied in situations where there is an expressed interest in the area's development pattern evolving to promote a mixture of housing types and greater connectivity. Or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high vacancy rates and/or vacant land, high potential for consolidation or subdivision of lots, 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 T6-DN areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), human-made features (rail lines, major utility easements, prominent streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

## Design Principles

### *Building Form and Site Design*

Building height, form, and orientation fit in with the urban character and development pattern of downtown neighborhoods to which the T6-DN policy has been applied. The appropriate form and design are critical to ensure that dense and intense development does not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown.

**Massing** – Massing of buildings results in footprints with intense lot coverage. When new development is adjacent to historic buildings, care should be taken to ensure that the scale and massing of the new building enhance and do not detract from the historic building.

**Orientation** – Buildings are oriented to the street or an open space.

**Setbacks** – When fronting on a street, the building's front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. An active use with transparent windows is found at street level on prominent streets. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Residential building setbacks may be shallow or the building is built to the back edge of the sidewalk and the setbacks are regular. Stoops are common to provide for some interaction between the public and private realm and for a pedestrian-friendly environment.



Mid-rise mixed use building built to sidewalk with outdoor dining area, landscaping, and transparent windows for pedestrian friendliness

# T6-DN Downtown Neighborhood



Three-story townhomes

**Density** – Density and intensity are secondary to the form of development. T6-DN is intended to be high-density and -intensity, but is less dense and intense than the T6 Downtown Core policy and the SoBro Neighborhood. Density and intensity of development vary in the different neighborhoods of Downtown, though additional height bonuses may be achieved through the provision of affordable or workforce housing as per the Downtown Code. Refinement of the appropriate form may be established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan. Development along the interface with adjoining policy areas is designed to provide a cohesive transition from one policy to another.

**Building Height** – In all cases, the T6 Downtown Transect area character and urban condition dictate that one-story buildings are inappropriate and all buildings are a minimum of three stories. The height is based on the location within the T6-DN area, architectural elements, and the surrounding context. Consideration of appropriate heights is based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies;
- 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, plazas and open space, public art, innovative stormwater management techniques, etc.;

- 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 and its role in the T6-DN street hierarchy;
- 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 in the center being favored for taller buildings;
- Proximity to existing or planned transit;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Use of increased building setbacks and/or building stepbacks 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.

Some T6-DN Subdistricts contain sites where buildings could potentially impede views of the State Capitol. These include the Gulch North, Bicentennial Mall, and Sulphur Dell Subdistricts. Design of sites and buildings in these Subdistricts includes an assessment of whether proposed building heights would impede the view of the Capitol, and in such cases, building heights do not rise above the base of the Capitol to preserve these views.

# T6-DN Downtown Neighborhood

**Landscaping** – Landscaping is formal. Landscaping and street furniture will vary based on the neighborhood character as reflected in the building types and uses. Street trees and formal plantings are appropriate. For example, a residential building may have a courtyard with a garden that reads as a private space, while a commercial/mixed use building may use a plaza with limited landscaping for outdoor patio space. Landscaping or structural treatments such as walls are used to screen ground utilities, automobile-related uses, 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 right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

**Parking** – Parking is ideally provided in structures, which are located behind, beside, or beneath the primary building and which use a liner to avoid having parking structures on public streets. If a liner is not feasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses.

Parking is accessed via alleys and side streets, but not prominent streets. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Given the mixture of uses in T6-DN policy, which will draw clients, employees, and residents at different points in the day, shared parking is encouraged. Bicycle parking is provided.

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 private and public realms. An example of such a technique would be a knee wall.

**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 scale of the neighborhood or the streetscape. The design and location of signage complement and contribute to the envisioned character of the neighborhood. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. Monument signs may be appropriate.

## *Transitioning*

**Higher Intensity** – Where a consistent development pattern does not exist, the intensity of development in T6-DN policy serves to transition from the T6 Downtown Core policy (the most intense in the county) into the surrounding neighborhoods outside of Downtown. For example, the Gulch South and Gulch North serve as a transition from the Core to Midtown; therefore, the Gulch South and Gulch North will be less intense than the Core, but remain mid-rise to complement the intensity of development in Midtown. As another example, Sulphur Dell serves as a transition from the Core into Germantown, so a range of four to seven stories is more appropriate in Sulphur Dell before reaching Germantown where heights are limited to six stories. In the Sulphur Dell, Bicentennial Mall, Gulch North, and the James Robertson Subdistricts, heights are additionally limited to the elevation of 560 feet to preserve views of the State Capitol.

## *Connectivity*

**Access** – Access to lots is provided primarily by alleys. When alley access is unavailable, shared access from side streets or less prominent streets is appropriate. The use of side streets and less prominent streets for

# T6-DN Downtown Neighborhood

access is necessary given the highly multimodal nature of downtown neighborhoods that rely on significant pedestrian activity and the limited number of prominent streets to efficiently move vehicles.

**Block Length** – Blocks are linear with short distance between intersections.

**Pedestrian/Bicycle** – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Streetscape and Sidewalks** – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian-friendly design complements the urban, pedestrian-dense form of development.

**Transit** – Access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

**Vehicular** – Vehicular connectivity is high. The street network is largely established and is not diminished or compromised by new development.

## Zoning

The following is a list of zoning districts that may be appropriate within a given T6-DN area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of



On-street parallel parking creating a buffer between street and pedestrian

T6-DN 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 T6-DN policy in a manner that brings them closer to conforming to the policy.

- Downtown Code
- Design-based zoning
- MUI-A (in the East Bank Subdistricts)

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 mitigate potential impacts to nearby environmentally sensitive features.

# **T6-DN** Downtown Neighborhood

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# T6-CP

## Downtown Capitol

### Policy Intent

Maintain and enhance the existing city, regional, and state civic buildings in this area. Create a vibrant mixture of supporting uses. The area has high levels of connectivity and complete street networks with sidewalks, bikeways, and transit.

### General Characteristics

The T6 Downtown Capitol (T6-CP) policy area consists of the following characteristics:

- Numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, theaters, and various government offices in buildings ranging from historic buildings to modern skyscrapers;
- Mixed use and residential buildings;
- Regular and deep setbacks when associated with open space, or a shallow setback, with buildings built to the back edge of the sidewalk, where no open space is provided;
- Parking behind or beneath the buildings or on-street;
- Consistent use of lighting and formal landscaping in the public realm and streetscape;
- High access to sidewalks, infrastructure, and mass transit with a highly connected street network; and
- Firm edges with boundaries identified by block structure, development and land use patterns, and lot sizes of historic properties.

Intensification within the established boundaries is intended to integrate and enhance, rather than detract or threaten, historic resources. Development in the T6-CP area should adaptively re-use historic buildings when possible. Buildings accommodating civic and institutional land uses are found prominently placed. Buildings accommodating other uses are regularly spaced and are generally built to the back edge of the sidewalk and have minimal spacing between buildings.

### EXAMPLES OF APPROPRIATE LAND USES\*

- Civic or Institutional
- Vertical Mixed Use

### ZONING\*

- Downtown Code
- Design-based zoning

### BUILDING TYPES

- Low-Rise Townhouse (min. of 3 stories)
- Low-Rise Flat (min. of 3 stories)
- Low-Rise Mixed Use (min. 3 stories)
- Mid-Rise Townhouse
- Mid-Rise Flat
- Mid-Rise Mixed Use
- High-Rise
- Stepped High-Rise
- Institutional

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# T6-CP

## Downtown Capitol

### Application

T6-CP policy is applicable to areas that are zoned commercial and office, where the primary land use is commercial, office, or civic facilities serving the city, region, and state, and that is envisioned to remain so.

Commonly used boundaries to define T6-CP policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, massing, spacing, orientation of buildings, etc.), existing and intended land uses focusing on civic and public benefit uses, and human-made features (rail lines, major utility easements, prominent streets). The application and boundary delineation of this policy are established during the Community Planning process.

### Design Principles

#### *Building Form and Site Design*

Building height, form, and orientation fit in with the urban character and development pattern of the downtown Capitol area to which the T6-CP policy has



New development respecting historic building

been applied. The form and design of development are intended to be less intense than that of the Downtown Core policy in order to complement and respect prominent civic and historic buildings and sites.

**Massing** – When new development is adjacent to historic buildings, care is taken to ensure that the scale and massing of the new building enhance and do not detract from the historic building.

**Orientation** – Buildings, including pedestrian entrances, are oriented to the street or open space.

**Setbacks** – The front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. With these exceptions, the building may be required to include a significant portion of the building to be built to the sidewalk.

**Density** – Density and intensity are secondary to the form of development. The density of residential development is high, to support the area’s commercial, office, and mixed use development. The appropriate form is critical to ensure that the density and intensity of development do not overwhelm the streetscape, damaging the liveliness and attractiveness of downtown.

**Building Height** – The intensity of development is moderate with generally five- to seven- story buildings, but could be less; however, consideration for additional height bonuses may be considered for a project providing affordable or workforce housing as per the Downtown Code. Building heights do not rise above the base of the Capitol to preserve views of the Capitol. Further refinement of appropriate form may be established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan.

**Landscaping** – Landscaping is formal and designed to enhance the prominence of the civic buildings. Street trees and other formal plantings are appropriate.

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On-street parking in front of residential flats

Landscaping or structural treatments such as walls are 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 right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

**Parking** – Parking is provided on-street or on-site in structures. Parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is not feasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Parking is accessed via alleys and side streets, but not prominent streets.

Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

**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 adjacent civic buildings or the streetscape. The design and location of signage complement and contribute to the envisioned character of the Capitol District. Given the daily use of civic buildings by residents and visitors, a consistent, appropriately-themed wayfinding and signage program is appropriate. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, awning signs or skyline signage are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed. Monument signs may be appropriate.

### *Connectivity*

**Access** – Access is provided from side streets or alleys, and not from prominent streets. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

**Block Length** – Blocks are linear with short distance between intersections.

**Pedestrian/Bicycle** – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Streetscape and Sidewalks** – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure pedestrian-friendly design that complements the urban, pedestrian-dense, form of development.

# T6-CP

## Downtown Capitol

**Transit** – Access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

**Vehicular** – Vehicular connectivity is high. The street network in the T6-CP area is largely established and is not diminished or compromised by new development.

### Zoning

The following is a list of zoning districts that may be appropriate within a given T6-CP area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6-CP 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 T6-CP policy in a manner that brings them closer to conforming to the policy.

- Downtown Code
- 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 mitigate potential impacts to nearby environmentally sensitive features.

# T6-DC Downtown Core

## Policy Intent

Maintain and enhance the “core” of Downtown (roughly the Central Business District) such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 Downtown Core (T6-DC) is intended to have the highest intensity of development in the county.

## General Characteristics

T6-DC policy constitutes the single largest concentration of non-residential development in Middle Tennessee and consists of the following:

- Predominant type of development; offices, along with a diverse array of land uses including retail, entertainment, civic uses, government services, and higher-density residential;
- Highest intensity development in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6-DC, in the SoBro neighborhood;
- Public realm and streetscape intensely developed with the consistent use of lighting and formal landscaping;
- High access to sidewalks, infrastructure, and mass transit with a highly connected street network;
- Defined edges with boundaries identified by block structure, development form and land use patterns, and adjacent policy areas intended to preserve historic or civic areas;
- Buildings regularly spaced, built to the back edge of the sidewalk, and with minimal spacing between buildings; and
- Parking behind or beneath the buildings or on-street.

## EXAMPLES OF APPROPRIATE LAND USES\*

- Mixed Use
- Office
- Residential
- Commercial
- Institutional

## ZONING\*

- Downtown Code
- Design-based zoning

## BUILDING TYPES

- Low-Rise Townhouse (min. of 3 stories)
- Mid-Rise Townhouse
- Low-Rise Flat (min. of 3 stories)
- Mid-Rise Flat
- Low-Rise Mixed Use (min. of 3 stories)
- Mid-Rise Mixed Use
- High-Rise
- Stepped High-Rise
- 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.*

# T6-DC Downtown Core

## Application

T6-DC policy is applicable to the Central Business District and the SoBro neighborhood. The boundaries used to define T6-DC policy include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), boundaries defined by evolving or intended land uses, human-made features (rail lines, major utility easements, prominent streets), and adjacent policy areas in place to preserve civic and historic areas and adjacent neighborhoods of Downtown. The general location of the T6-DC policy is established in the General Plan and is only expanded to accommodate additional intensive commercial use—to ensure that there is enough property available to develop at the highest intensity without diluting the intensity of the T6-DC area.

## Design Principles

### *Building Form and Site Design*

The T6-DC policy permits the most dense and intense development in Nashville/Davidson County. The appropriate form is critical to ensure that the density and intensity of development do not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown.



Intense development with walkable and landscaped streets

**Massing** – When new development is adjacent to historic buildings, care should be taken to ensure that the scale and massing of the new building enhance and do not detract from the historic building.

**Orientation** – Buildings, including pedestrian entrances, are oriented to the street.

**Setbacks** – The front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Active uses and transparent windows will be provided at street level on prominent streets.

**Density** – Density and intensity are secondary to the form of development. The form of density and intensity complements surrounding development and is respectful of prominent civic and historic buildings.

**Building Height** – Location within the T6 Downtown Transect Category, which is envisioned to be the most intense in the County, dictates that one-story buildings are inappropriate. All buildings are a minimum of three stories in height. It is recommended that height bonuses be achieved through the provision of affordable or workforce housing as per the Downtown Code. Further refinement of appropriate form may be established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan.

The height is based on the location within the T6-DC area, architectural elements, and the surrounding context. Consideration of appropriate heights is based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies;
- Planned height of surrounding buildings and the impact on adjacent historic structures;

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- Contribution that the building makes to the overall fabric of the T6-DC area in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- 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 streets and its role in the T6-DC policy's street hierarchy;
- 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 in the center being favored for taller buildings;
- Proximity to existing or planned transit;
- 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 formal and likely contains more hardscape to reflect the urban condition. Street trees and other formal plantings are appropriate. Landscaping reflects the use and character of the building. For example, a residential building may have a courtyard with garden that reads as a private space, while a commercial or vertical mixed use building may use a plaza with limited landscaping for outdoor patio space. Landscaping or structural treatments such as walls are 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 right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

**Parking** – Parking is provided on-street or on-site in structures. Parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is not feasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Entrances to parking structures are not located on prominent streets. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

**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 and intensity of the Downtown Core. Given the daily use of the Downtown Core by residents, employees, and visitors, a consistent, appropriately-themed wayfinding and signage program is appropriate. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, awning signs or skyline signage are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed. Monument signs may be appropriate.

# T6-DC Downtown Core

## *Connectivity*

**Access** – Access is provided from side streets or alleys, and not from prominent streets. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

**Block Length** – Blocks are linear with short distance between intersections.

**Pedestrian/Bicycle** – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Streetscape and Sidewalks** – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure pedestrian-friendly design that complements the urban, pedestrian-dense, form of development.

**Transit** – Access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

**Vehicular** – Vehicular connectivity is high. The street network in the T6-DC area is largely established and is not diminished or compromised by new development.

## **Zoning**

The following is a list of zoning districts that may be appropriate within a given T6-DC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6-DC 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 T6-DC policy in a manner that brings them closer to conforming to the policy.

- Downtown Code
- 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 mitigate potential impacts to nearby environmentally sensitive features.

# T6-SB Downtown Second and Broadway

## Policy Intent

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

## General Characteristics

The T6 Second and Broadway (T6-SB) corridor is a prominent historic and cultural corridor in Nashville. It is a destination for residents and visitors, offering a variety of entertainment and dining options as well as a historic district that captures Nashville's history as a river town. It is home to famous entertainment venues, including the Ryman Auditorium. It also contains Riverfront Park and the Cumberland River Greenway, providing important connections to the river. The T6-SB corridor consists of the following:

- Intensely developed public realm and streetscape with the consistent use of lighting and formal landscaping;
- High access to sidewalks, infrastructure, and mass transit with a highly connected street network;
- Defined edges with boundaries that represent the depth of properties with historic buildings and the complementary depth of adjacent properties without historic buildings;
- Intensification within the Corridor located and designed to integrate and enhance, rather than detract or threaten, historic resources;
- Regularly spaced buildings, built to the back edge of the sidewalk, with minimal spacing between buildings;
- Development should adaptive re-use of historic buildings when possible.

### EXAMPLES OF APPROPRIATE LAND USES\*

- Mixed Use
- Institutional

### ZONING\*

- Downtown Code
- Design-based zoning

### BUILDING TYPES

- Low-Rise Townhouse (min. of 3 stories)
- Low-Rise Flat (min. of 3 stories)
- Low-Rise Mixed Use (min. of 3 stories)
- Mid-Rise Townhouse
- Mid-Rise Flat
- Mid-Rise Mixed Use
- 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.*

# T6-SB Downtown Second and Broadway

## Application

T6-SB policy is applicable to the prominent Second Avenue and Broadway corridors, where there is an expressed interest in maintaining the commercial and mixed uses and the historic character. The boundaries used to define the T6-SB area are the historic buildings on or near Second Avenue from Broadway to Public Square and Broadway from 10th Avenue to Broadway's terminus at the Cumberland River. The application and boundary delineation of this policy are established during the Community Planning process.

## Design Principles

### *Building Form and Site Design*

Building height, form, and orientation fit in with the urban character and development pattern of the Second and Broadway area to which the T6-SB policy has been applied. The form and design of development are intended to be less intense than that of the Downtown Core policy area. The appropriate form and design are critical to ensure that dense and intense development does not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown.

**Massing** – When new development is adjacent to historic buildings, care should be taken to ensure that the scale and massing of the new building enhance and do not detract from the historic building.

**Orientation** – Buildings, including entrances, are oriented toward the T6-SB Corridors.

**Setbacks** – The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Active uses with clear windows are provided at the street level of buildings.



Building heights ranging from two to eight stories respecting historic buildings and the character of the corridor

**Density** – Density and intensity of development are secondary to form and to the preservation and maintenance of the existing historic buildings. The intensity and density of development are intended to be less than that of the T6 Downtown Core policy. Density and intensity complement surrounding development and are respectful of prominent civic and historic buildings. In all cases, further refinements of appropriate form are established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan.

**Building Height** – Low- to mid-rise historic buildings are preserved, maintaining a total height ranging from two to eight stories. New development, including additions, respects the historic buildings and the overall character of the corridors by maintaining existing scale, massing, and building storefront rhythm.

**Landscaping** – Landscaping is formal. Street trees and other plantings are appropriate. Landscaping or structural treatments such as walls are 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 right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment

# T6-SB Downtown Second and Broadway

and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Consider reconfiguring the right-of-way on Broadway to include a median with plantings.

**Parking** – Parking is provided on-street or on-site in structures. Structured parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Entrances to parking are not allowed on Second Avenue or Broadway. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

**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 or historic buildings. The design and location of signage complement and contribute to the unique historic and entertainment-related character of Second Avenue and Broadway. Given Second Avenue and Broadway's draw to residents of and visitors to Davidson County, a consistent, appropriately themed wayfinding and signage program is encouraged. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed.

## *Connectivity*

**Access** – Access is provided from side streets or alleys, and not Second Avenue or Broadway. The existing block pattern is maintained as redevelopment occurs, and is not fragmented with additional streets or driveways. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with



Pedestrian-scaled signage on-street and on buildings interspersed with street trees

access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

**Block Length** – Blocks are linear with short distance between intersections.

**Pedestrian/Bicycle** – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

# T6-SB Downtown Second and Broadway



Mass transit easily accessible with shelters and wide sidewalks

**Streetscape and Sidewalks** – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian-friendly design that complements the urban, pedestrian-dense form of development.

**Transit** – Access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways.

**Vehicular** – Vehicular connectivity is high. The street network in the T6-SB Corridor area is largely established and is not diminished or compromised by new development.

## Zoning

The following is a list of zoning districts that may be appropriate within the T6-SB area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6-SB 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 T6-SB policy in a manner that brings them closer to conforming to the policy.

- Downtown Code
- 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. Site plan based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to mitigate potential impacts to nearby environmentally sensitive features.