nashvillenext

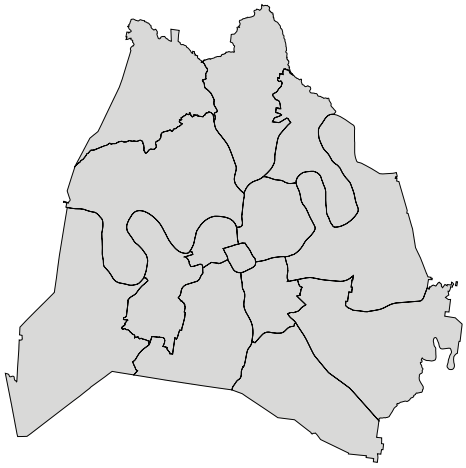
A General Plan for Nashville & Davidson County

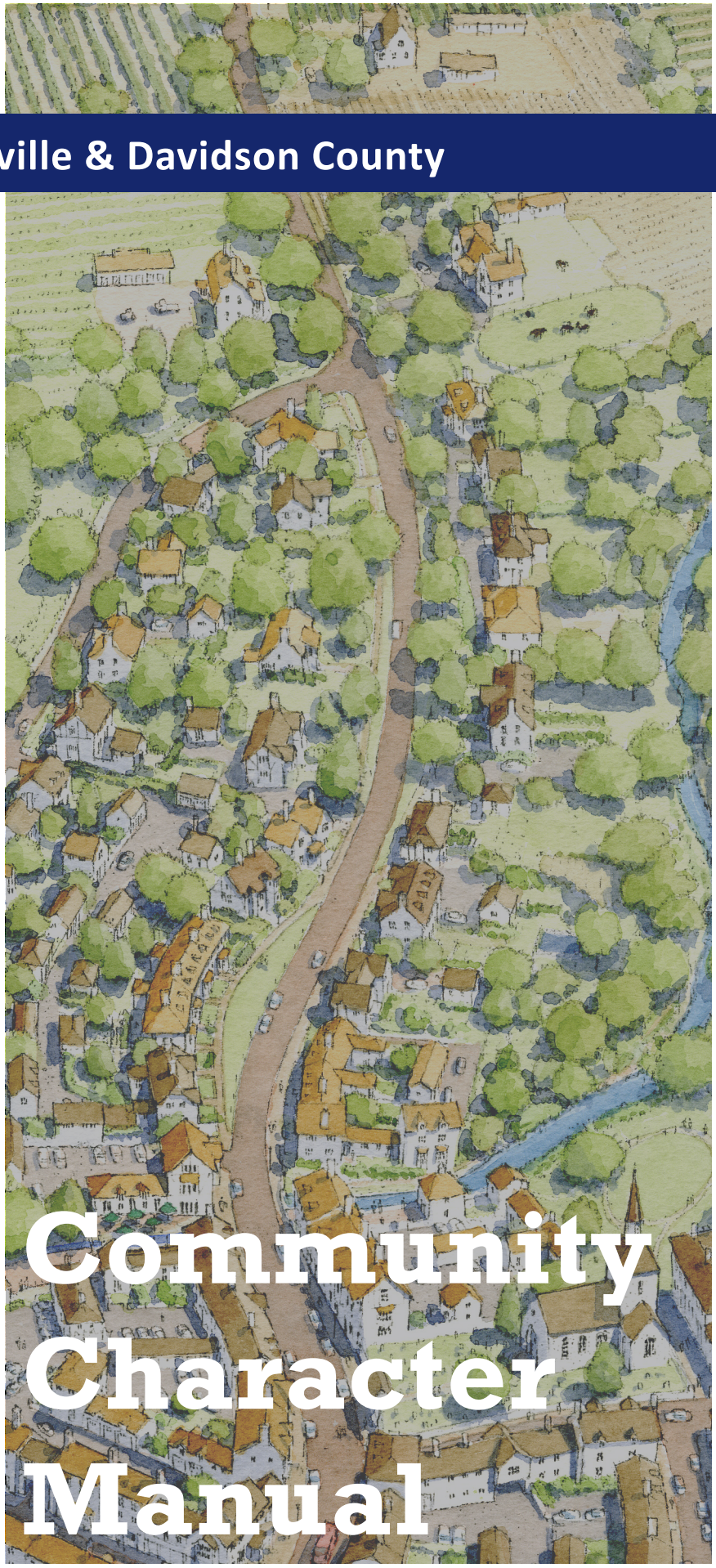
Adopted June 22, 2017

Amended August 24, 2017

Amended March 26, 2026

Volume III: **Community Plans**





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METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. RS2015-256

"BE IT RESOLVED by The Metropolitan Planning Commission that NashvilleNext is approved in accordance with the staff report and recommendations in the staff report with the following amendments: 2; 3; 4; 5; 14; 15; 16; 18; 20; 22a, 22c; 23; 24; 25; 31; 32; and the deferral of 11 areas identified in the Whites Creek area until the August 13, 2015 Planning Commission meeting with the Public Hearing closed. (9-0)"

Resolution No. RS2015-256

WHEREAS, Section 13-4-203 of the Tennessee Code, Annotated, authorizes a General Plan "with the general purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development, and identify areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities when the planning commission has determined the services are necessary in order for development to occur;" and

WHEREAS, Chapter 5, section 11.504 (c) of the Metro Nashville Charter gives the Metro Planning Commission the power to "Make, amend and add to the master or general plan for the physical development of the entire metropolitan government area;" and

WHEREAS, Section 18.02 of the Charter of the Metropolitan Government of Nashville and Davidson County requires that zoning regulations be enacted by the Council "only on the basis of a comprehensive plan prepared by the Metropolitan Planning Commission;" and

WHEREAS, the last General Plan, *Concept 2010, A General Plan for Nashville/Davidson County* was adopted in 1992; and

WHEREAS, Mayor Karl Dean, seeing fit to update the General Plan, announced on May 22, 2012 that the General Plan would be updated, assigning the task to the Metro Planning Department; and

WHEREAS, under the leadership of the *NashvilleNext* Steering Committee and the Community Engagement Committee, the staff of the Metropolitan Planning Commission worked with stakeholders in Nashville/Davidson County, holding over 420 public meetings and events and soliciting input through online forums, engaging over 18,500 participants in providing public input to update the General Plan;

WHEREAS, the Metropolitan Planning Commission, empowered under state statute and the Charter of the Metropolitan Government of Nashville and Davidson County to adopt master or general plans for smaller areas of the county, finds that the process followed to develop the *NashvilleNext* General Plan included diverse, widespread, and meaningful community participation and substantial research and analysis and therefore finds that replacing the *Concept 2010* General Plan with *the NashvilleNext* General Plan is warranted; and

NOW, THEREFORE, BE IT RESOLVED that the Metropolitan Planning Commission hereby ADOPTS *NashvilleNext, A General Plan for Nashville/Davidson County* in accordance with sections 11.504 (e), (j), and 18.02 of the charter of the Metropolitan Government of Nashville, and Davidson County as the basis for the Commission's development decisions in the county.

James McLean, Chairman
Adoption Date: June 22, 2015

Attest:

J. Douglas Sloan, III, Secretary and Executive Director

PARTS OF THE PLAN

Each part of the plan has a role to play. Some parts are broad and visionary, while others are specific and detailed. This section helps users of the plan understand how the parts fit together and support one another. No part of the plan is intended to stand alone; each can only be understood as working together with the rest of the plan.

I Vision, Trends, & Strategy

Volume I presents the role and powers of the plan, key trends and issues that the plan addresses, a summary of the plan's strategy and approach to the future, and implementation goals and policies.

II Elements

- Land Use, Transportation & Infrastructure
- Arts, Culture & Creativity
- Economic & Workforce Development
- Education & Youth
- Health, Livability & the Built Environment
- Housing
- Natural Resources & Hazard Adaptation

III Communities

Nashville's Community Plans provide history and context for Nashville's 14 Community Planning Areas, along with community-specific issues, strategies, and sketches of how different places in the community could change over time. Detailed Community Character Maps link the broad, county-wide Growth Concept Map to character policies that guide zoning and development decisions.

Community Character Manual

The Community Character Manual provides detailed explanations of the character policies used in the Community Character Maps.

IV Actions

Specific tasks for Metro departments and partners to undertake, within a recommended timeframe.

V Access Nashville 2040

Volume V is the overarching vision of how transportation works under NashvilleNext.

CONTENTS

Volume III

Community Character Manual

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COMMUNITY CHARACTER MANUAL

Introduction

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

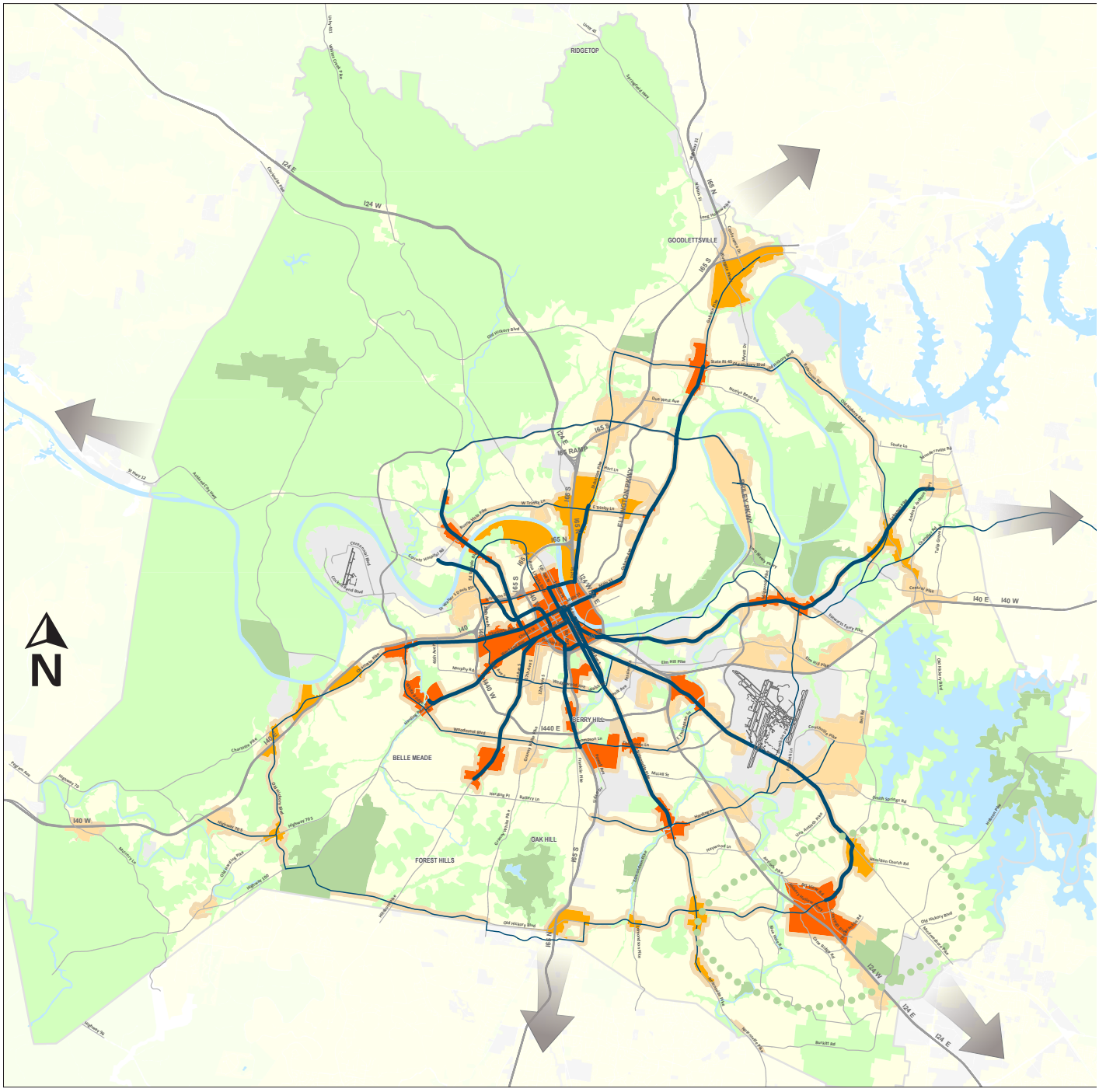
Volume III of NashvilleNext provides a close look at each part of the county. Each of the 14 communities in Davidson County have a separate plan that considers its history and role in the region, with recommendations for improved transportation and open space features. Each Community Plan also includes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

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

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

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

Figure CCM-1: The Growth & Preservation Concept Map



Growth, Preservation, and Character

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

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

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

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

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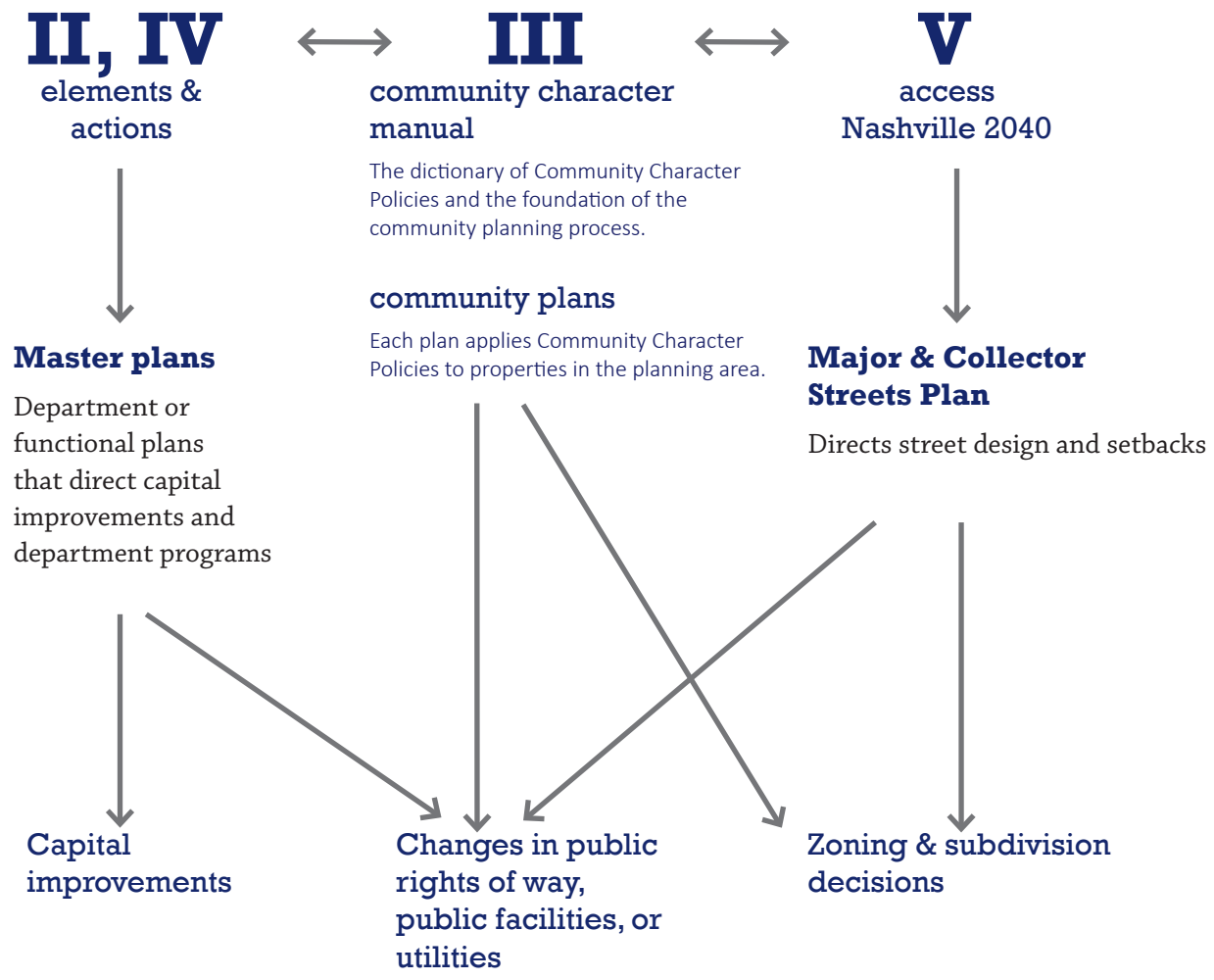
How NashvilleNext gets implemented

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

I vision, trends & strategies

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



Community Planning

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

The Planning Commission adopts Community Plans following a process conducted by the Planning Department staff that includes several community meetings and a public hearing. The Planning Commission may also amend the Community Plans following a process that includes a public hearing and may also involve one or more community meetings prior to the public hearing. All 14 Community Plans were amended to align with the Growth & Preservation Concept Map with adoption of NashvilleNext in 2015. This process included three review workshops held in March 2013; an online map of the prior and proposed policies was also available for review. The revised map was adopted by Planning Commission in June of that year. Subsequent refinements to the map during the development of NashvilleNext's Growth & Preservation Concept Map were reviewed at public meetings and online from October 2014 through January 2015. The Planning Commission adopted an update to NashvilleNext in 2017 that included reformatting of all 14 Community Plans.

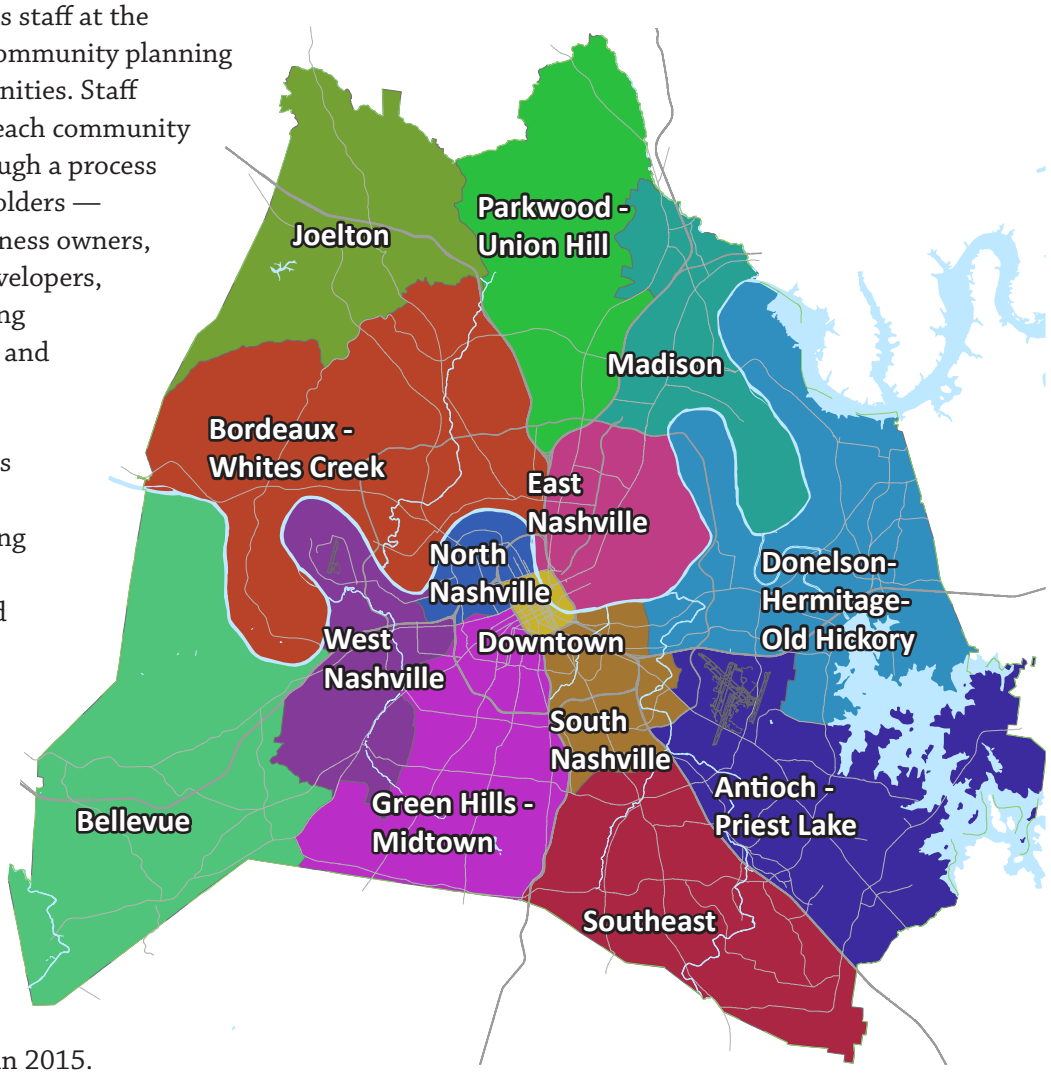


Figure CCM-2: Nashville's 14 community planning areas

Use of the Community Plans

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

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

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

Organization of the Community Plans

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

Each community plan document is organized as follows:

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

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

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

Online Community Character Maps

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

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

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

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

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

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

History of Community Planning in Nashville

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

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

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

The 14 community plans were created with the help of stakeholders from each community. They included residents, property owners, business owners, institutional leaders, development professionals, and government officials. These stakeholders worked together with the Planning Department staff. It took several months of community meetings and staff work to create each plan.

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

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

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

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STRUCTURE OF CHARACTER POLICIES

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

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

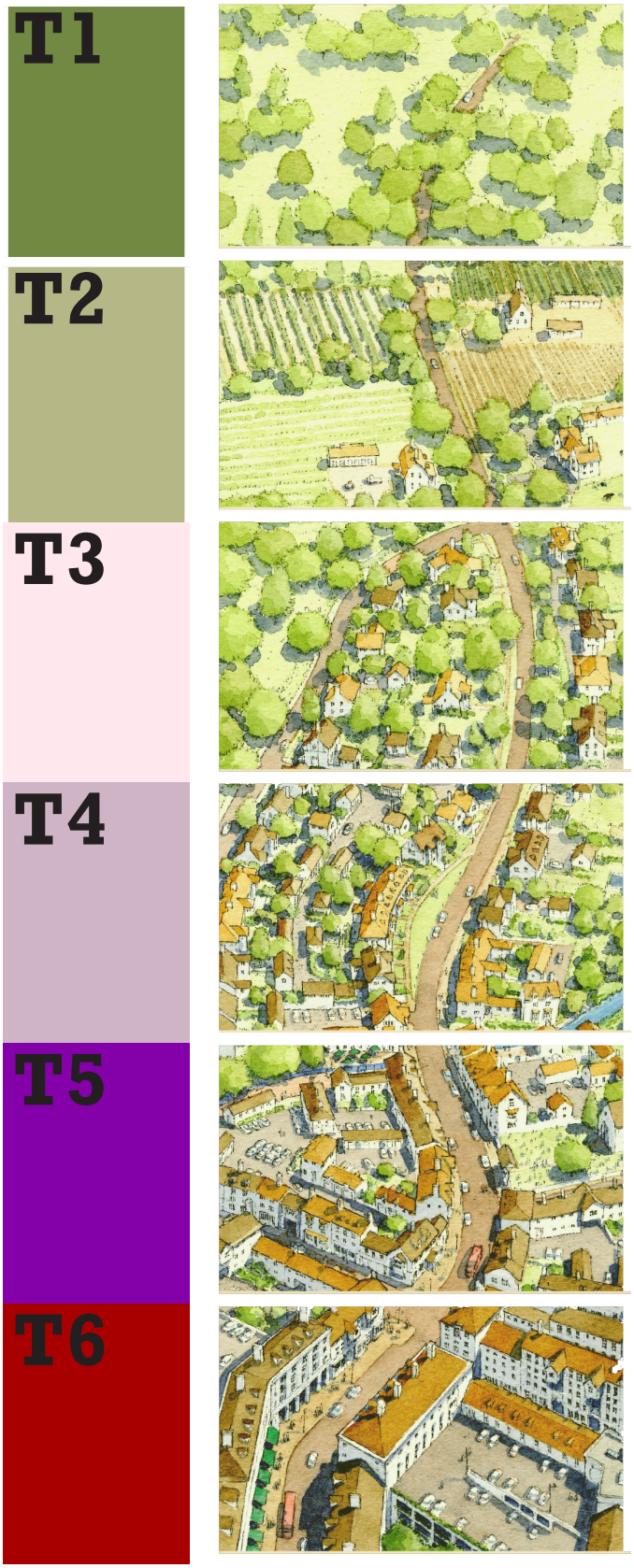
Community Elements - The Community Character Policies provide guidance for four Community Elements within each Transect Category: Open Space, Neighborhoods, Centers, and Corridors. There is more detailed information about the Community Elements below.

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

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

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

Figure CCM-3: The Transect, Illustrated



The Transect

Organizing community character

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

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

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

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

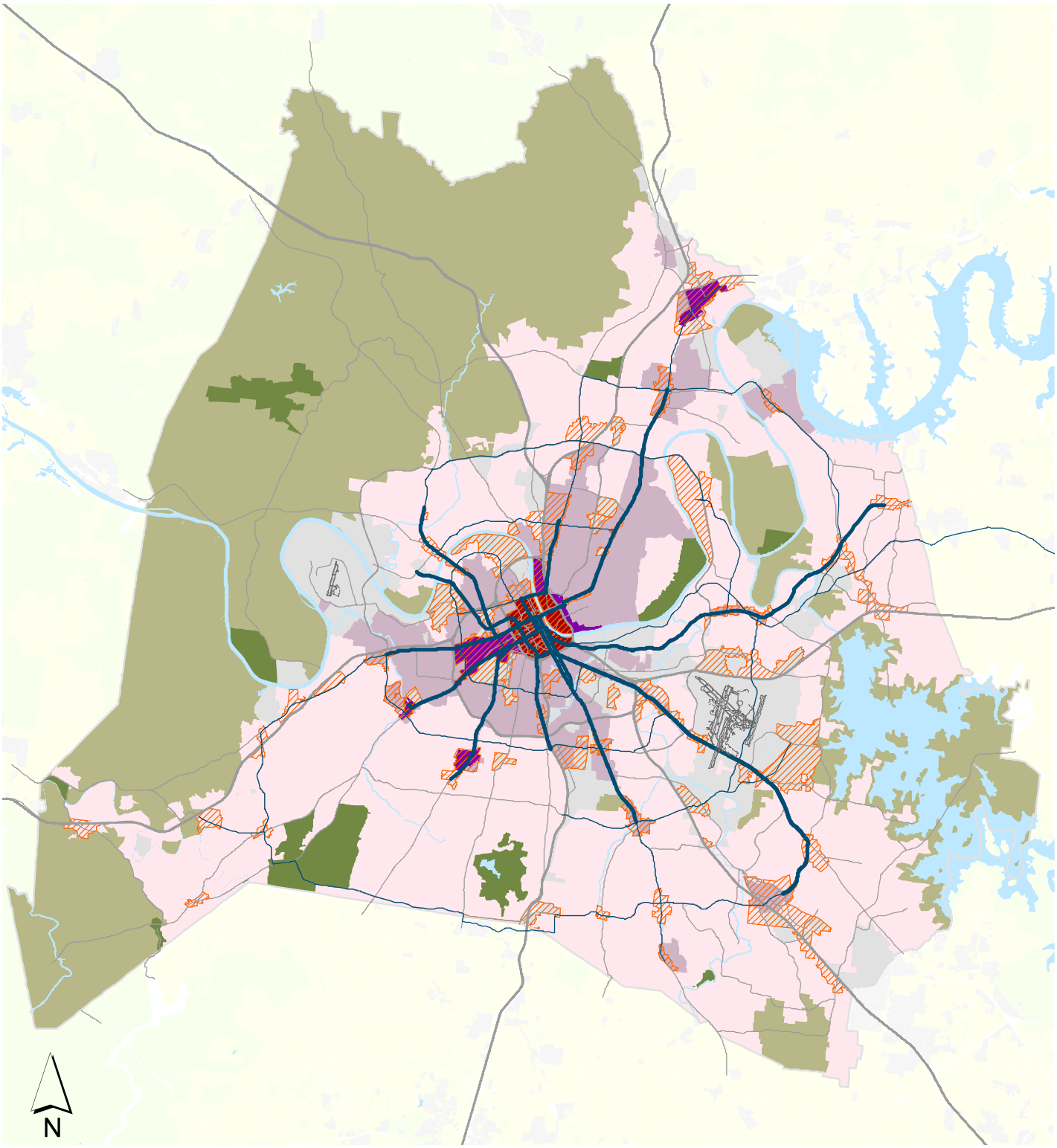
Each Transect Category differs from the others in terms of its pattern of development and form or character of development. For example, T2 Rural neighborhoods have primarily single-family and two-family houses spaced far apart with irregular setbacks, with driveway access off narrower rural roads lined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

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

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

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

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



Community Elements

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

Open Space

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

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

Neighborhoods

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

Centers

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

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

Corridors

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

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

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

Function of Community Character Policies

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

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

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

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

Intent of Community Character Policies

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

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

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

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

Language in the CCM

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

Photographs in CCM

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

Organization of of the Community Character Policies

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

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

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

Each Community Character Policy provides guidance pertaining to the following:

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

Diagrams in the CCM

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

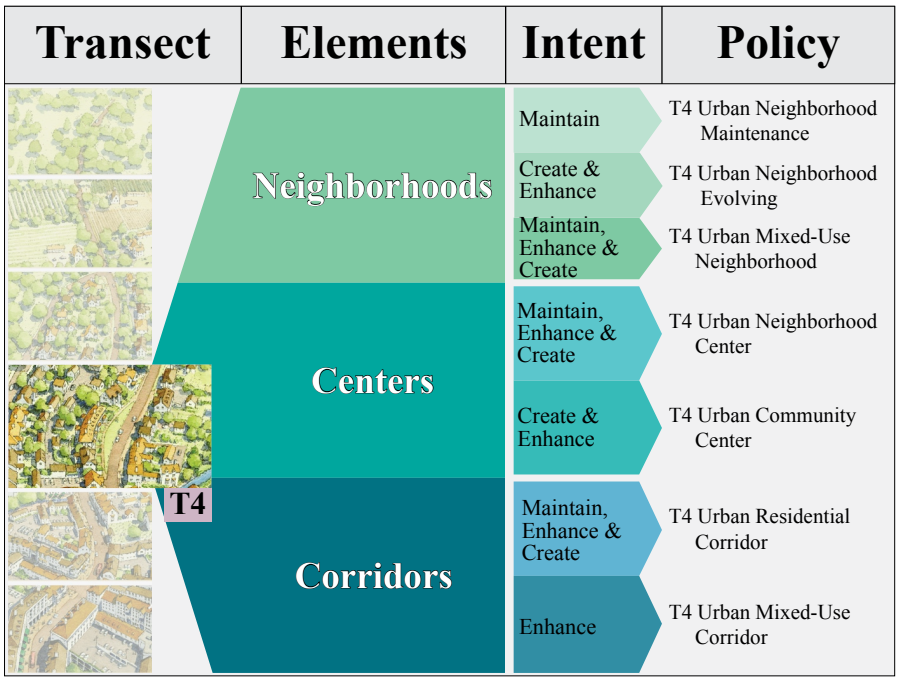
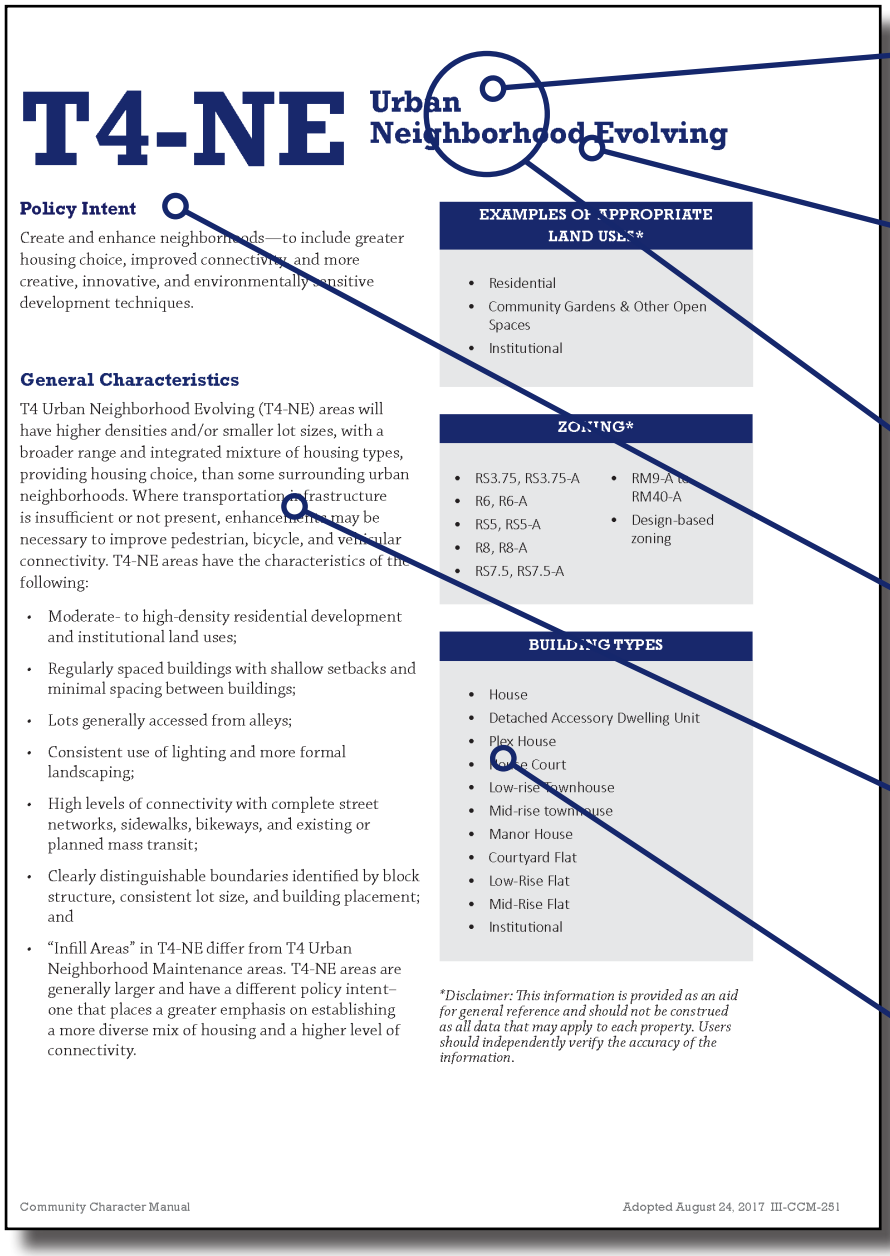


Figure CCM-5: T4 Urban Flow Chart

How to read a Community Character Policy



T4-NE Urban Neighborhood Evolving

Policy Intent

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

General Characteristics

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

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

EXAMPLES OF APPROPRIATE LAND USES*:

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*:

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

BUILDING TYPES:

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

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

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

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

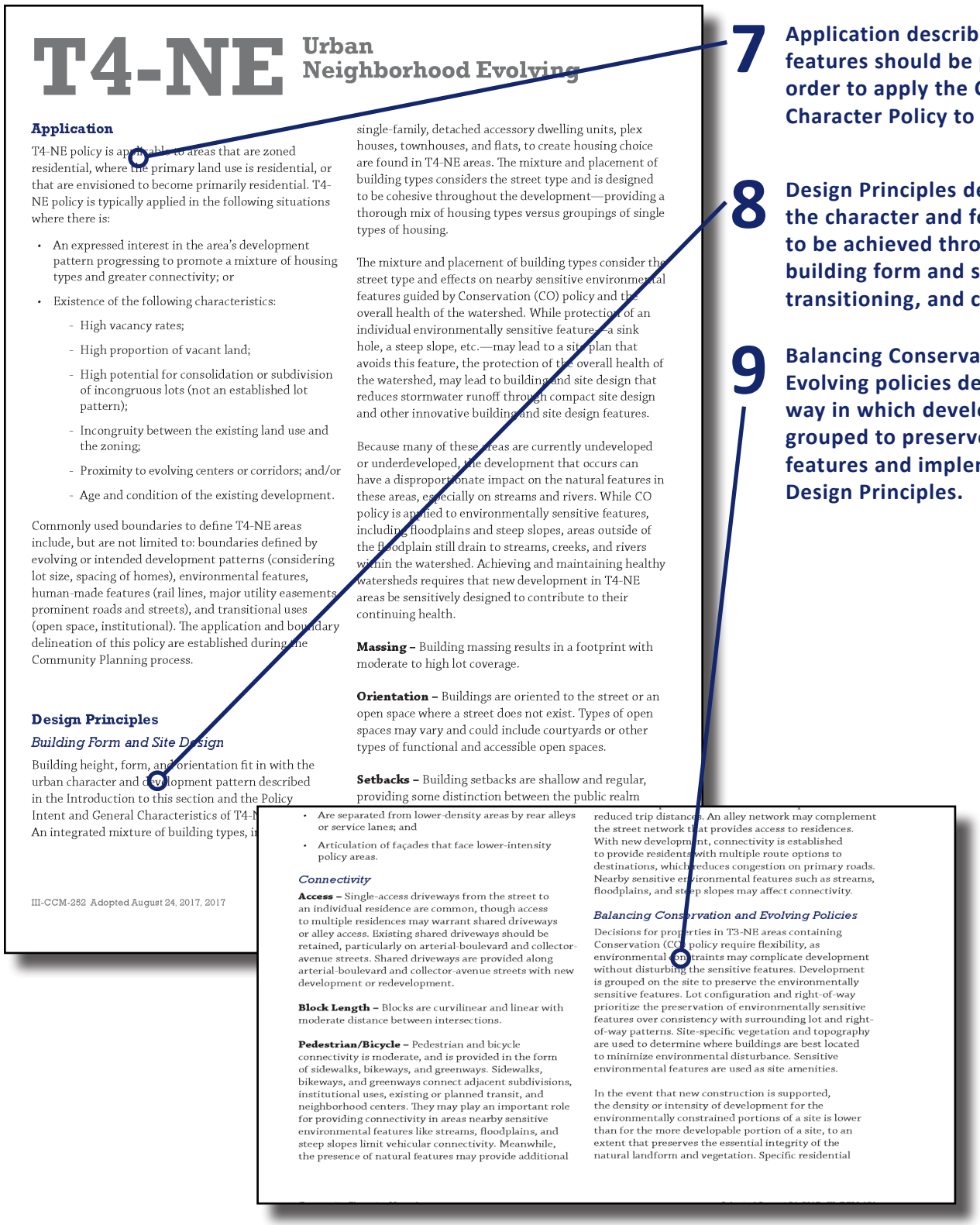
2 The Community Element notes the Community Element you are reading: Open Space, Neighborhood, Center, or Corridor.

3 The Community Character Policy title.

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

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

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



T4-NE Urban Neighborhood Evolving

Application

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

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

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

Design Principles

Building Form and Site Design

Building height, form, and orientation fit in with the urban character and development pattern described in the Introduction to this section and the Policy Intent and General Characteristics of T4-N
An integrated mixture of building types, i

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

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

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

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

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

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

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

Connectivity

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

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is moderate, and is provided in the form of sidewalks, bikeways, and greenways. Sidewalks, bikeways, and greenways connect adjacent subdivisions, institutional uses, existing or planned transit, and neighborhood centers. They may play an important role for providing connectivity in areas nearby sensitive environmental features like streams, floodplains, and steep slopes limit vehicular connectivity. Meanwhile, the presence of natural features may provide additional reduced trip distances. An alley network may complement the street network that provides access to residences. With new development, connectivity is established to provide residents with multiple route options to destinations, which reduces congestion on primary roads. Nearby sensitive environmental features such as streams, floodplains, and steep slopes may affect connectivity.

Balancing Conservation and Evolving Policies

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

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

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

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

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

Illustrations

Figure-ground diagrams

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

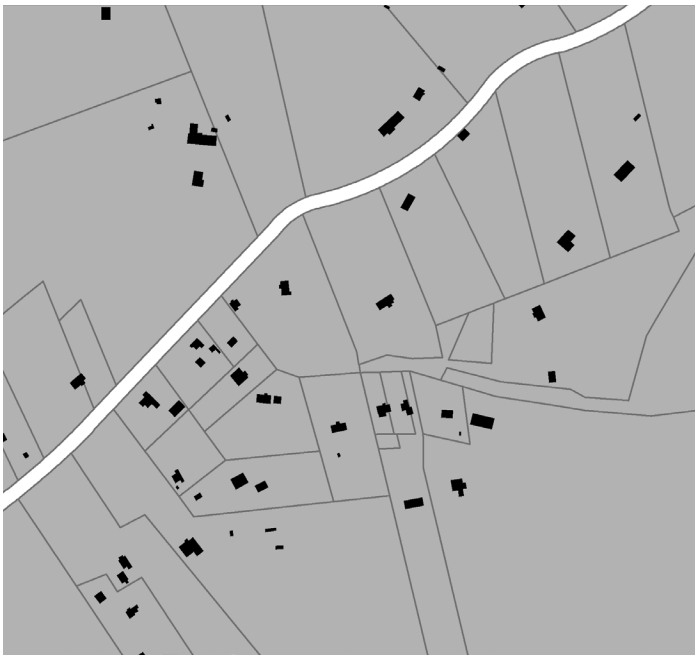


Figure-ground diagram of a T2 Rural neighborhood

Figure-ground diagram of a T3 Suburban neighborhood

Figure-ground diagram of a T4 Urban neighborhood

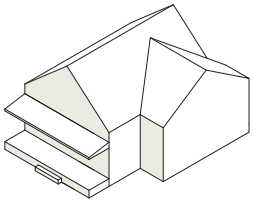
Building Type Diagrams

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

Building Type Descriptions

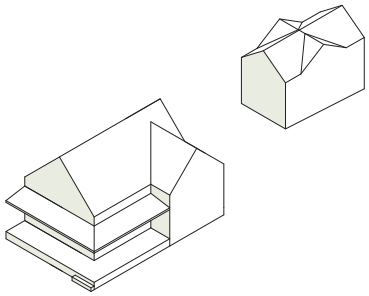
Low-Rise Buildings

1 – 3 stories



Single-Family House

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

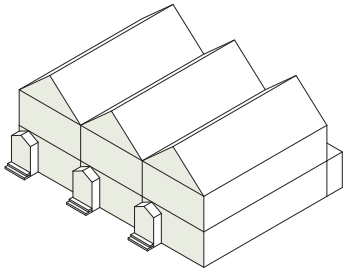


Detached Accessory Dwelling Unit (DADU)

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

Duplex

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

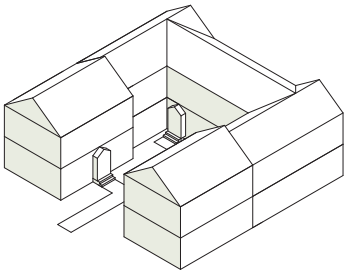


Townhouse

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

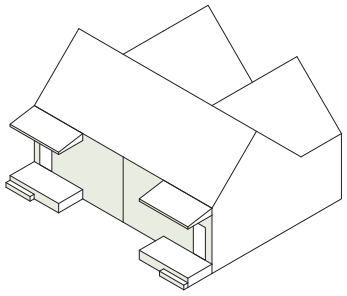
House Court

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



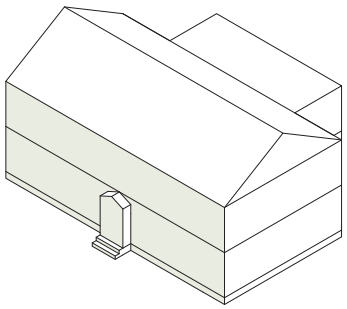
Townhouse Court

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



Plex House

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

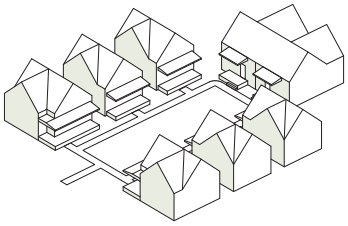


Manor House

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

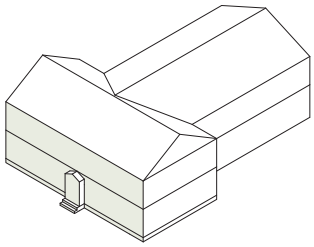
Multiplex

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



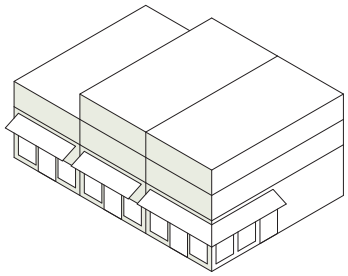
Courtyard Flat

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



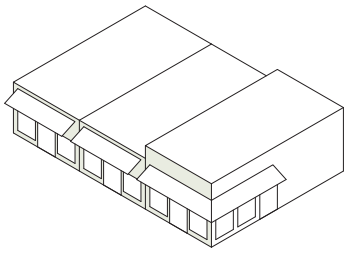
Low-Rise Flat

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



Low-Rise Mixed Use

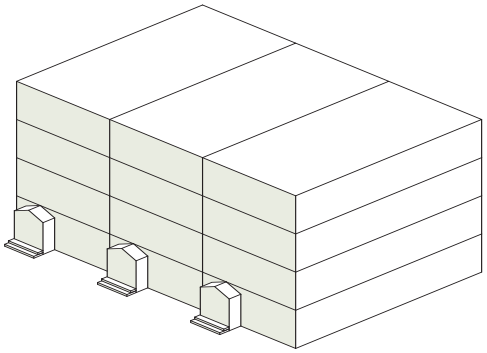
A building type that describes a small structure which may provide a mix of commercial, office and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages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



Low-Rise Commercial

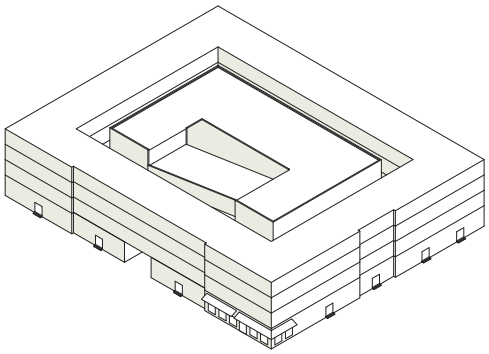
A building type that describes a structure suitable for non-residential use. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access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

Mid-Rise Buildings
4 – 7 stories



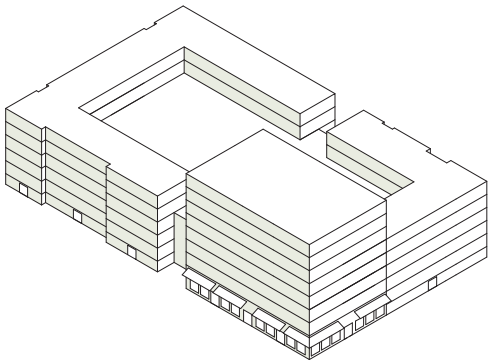
Mid-Rise Townhouse

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



Mid-Rise Flat

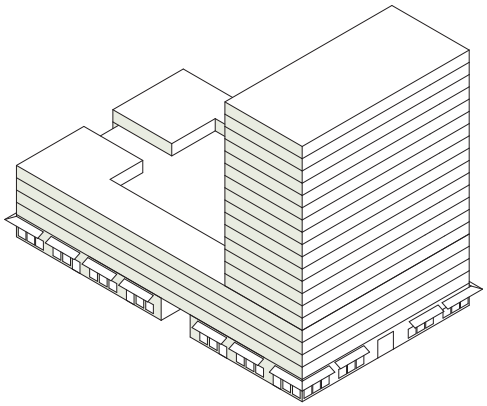
A four to seven story multifamily residential building type which has one or more shared entries. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building.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



Mid-Rise Mixed Use

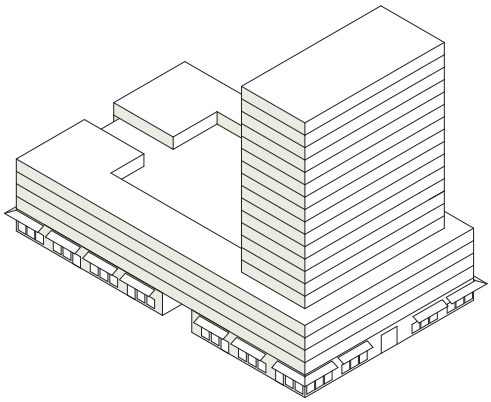
A building type that describes a four to seven story structure which may provide a mix of commercial, office, and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian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

Hi-Rise Buildings
above 8 stories



High-Rise

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



Stepped High-Rise

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

Other

No standard building form or height.

Civic

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

Agricultural

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

Building types for each Community Character Policy

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

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T2	T2 RA	■	■					■			
	T2 RC	■	■					■			
	T2 RM	■	■					■			
	T2 NC	■	■		■			■			

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T3	T3 NM	■	■	■	■		■	■	■		■
	T3 NE	■	■	■	■	■	■	■	■	■	■
	T3 NC				■		■		■	■	■
	T3 CC				■		■		■	■	■
	T3 RC	■	■	■	■	■	■	■	■	■	■
	T3 CM				■		■		■	■	■

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T4	T4 NM	■	■	■	■	■	■	■	■	■	■
	T4 NE	■	■	■	■	■	■	■	■	■	■
	T4 MU	■	■	■	■	■	■	■	■	■	■
	T4 NC				■		■		■	■	■
	T4 CC				■		■			■	■
	T4 RC	■	■	■	■	■	■	■	■	■	■
	T4 CM				■		■			■	■

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T5	T5 MU				■						■
	T5 RG				■						■

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
T6	T6 DN	**See Downtown Community Plan**									

Transect	Policy	Single-Family House	Detached Accessory Unit	Duplex	Low-Rise Townhouse	House Court	Townhouse Court	Plex House	Manor House	Multiplex	Courtyard Flat
D	D DR				■				■		■
	D EC				■						■
	D MI				■				■		■
	D OC										

Notes

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

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

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

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GENERAL PRINCIPLES

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

Engaged Communities

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

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

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

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

Sustainable Development

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

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

Land Use and Transportation

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

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

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

Healthy & Complete Communities

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

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

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

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

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

Distinct Character

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

Efficient Government

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

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

STRATEGIES

Housing Choice

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

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

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

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

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

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

Revitalization, Gentrification, and Deterioration of Neighborhoods

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

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

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

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

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

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

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

Infill Development

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

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

Mixed Use Centers and Economic Development

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

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

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

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

Meaningful Transportation Choices

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

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

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

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

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

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

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

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

Low Impact Development and Natural Resource Preservation

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

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

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

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

Stormwater and the Transect

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

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

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

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

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

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

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

Historically Significant Areas and Sites

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

IMPLEMENTING THE GENERAL PRINCIPLES & STRATEGIES

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

Community Planning

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

Community planning supports sustainable communities when it:

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

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

Site Location

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

Site location is sustainable when it:

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

Site Design

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

A site is developed sustainably when it:

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

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

Transit Oriented Development

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

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

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

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

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

Building Design

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

A building is designed sustainably when it:

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

Urban Design Overlay

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

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

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

Hybrid Zoning Districts:

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

Centers and Immediate Need Transit Corridors

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

Transition Areas and Long Term Need Transit Corridors

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

Neighborhood Areas

- SP, alternative zoning districts, and hybrid zoning districts

Green Network

- SP

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

Adequate Infrastructure

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

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

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

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

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

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

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

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

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

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

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

INTERPRETING COMMUNITY CHARACTER POLICIES

Determining Community Character Policy Area Boundaries

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

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

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

Transitions

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

CI Civic

Introduction

Civic (CI) policy is found in all areas of Nashville/ Davidson County. Its intent is to preserve and enhance existing publicly-owned properties that are used for civic purposes. CI policy includes a wide variety of publicly owned properties including fire stations, Head Start centers, libraries, public office buildings, police stations, and public schools. It excludes correctional facilities not attached to courthouses, publicly-owned housing, parkland or other publicly owned open space, and back tax properties.

Policy Intent

The intent of CI policy is twofold. The primary intent of CI policy is to preserve and enhance existing publicly owned properties that are used for civic purposes so that they can continue to serve public purposes over time, even if the specific public purposes they serve or the manner in which they serve them change. This is in recognition that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI policy is to provide guidance for rezoning of sites if it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

General Characteristics For Civic Sites To Remain In Public Use

Civic areas include a broad variety of public activities, structures, and campuses that may differ significantly in size, scale, intensity, location, and function. The character of these areas will differ depending on which Transect area they are in, which policy area they are surrounded by or adjacent to, and other locational characteristics such as the type of street they access.

EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order:

- Courthouses
- Fire stations
- Head Start centers
- Libraries
- Police stations
- Post Offices
- Public office buildings
- Public schools
- Public theaters

BUILDING TYPES*

- Civic

**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.*

CI Civic

Bellevue Branch Library

Despite these differences, Civic sites share certain common features. Civic buildings, particularly major buildings such as public schools, courthouses, and public libraries, are often found at prominent locations such as intersections or the termini of roads that provide a focal point for the surrounding neighborhood, center, or corridor.

Application

CI policy is applicable to existing publicly owned properties with the exception of the following:

- Impactive uses such as large utility installations, airports, and correctional facilities not attached to courthouses. These are mapped as District Impact policy because of public security requirements and design features that are necessary to ensure public safety.
- Public housing and back tax parcels – These properties are mapped in the policy areas they lie within.
- Parkland and other publicly owned open space – These properties are mapped as Open Space policy areas according to their Transect areas. This includes the portions of public school sites that are officially designated as joint public school-park facilities.

Design Principles for Civic Sites To Remain in Public Use

Building Form and Site Design

Civic buildings are prominently located regardless of what Transect area they are in, serving as a focal point in the streetscape. Civic buildings are visible from the street. The relationship of the building to the street and streetscape may vary in relation to other buildings. However, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building, or to frame the street with the building.

Landscaping – Landscaping varies with the Transect area in which the Civic site is located. Landscaping in the Rural, Suburban, and District Transect areas surrounded by less intense Transect areas is informal, while landscaping in the more intense Urban, Center, Downtown, and District Transect areas is more formal. Native plants and natural rainwater collection is strongly encouraged for all sites to minimize maintenance costs and the burden on infrastructure and serve as a model for private development.

Lighting – Lighting for Civic sites is used for safety surrounding buildings, walkways, and parking areas. Lighting may also be provided to accent other features such as historic or cultural markers, public art, and fountains. Lighting is designed to fit the context and character of the Transect area in which the site is located. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings.

Parking – Parking may be located on-street depending on the scale and use of surrounding streets and/or with minimal visibility from the street. On-site parking is behind, beside, or beneath the building, but not between the building and the street. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

CI Civic

Service Area – Civic sites serve a variety of areas, ranging from the surrounding neighborhoods or communities, for uses such as branch libraries or elementary and middle schools, to the entire county for the courthouses.

Signage – Signage is scaled to the size, purpose, and service area of the site and is in character with the Transect area it is within. Signage alerts motorists, pedestrians, and cyclists to the site and assists them in finding particular services within the site in a manner that is not distracting or overwhelming to the overall streetscape.

Connectivity

Access– Access to Civic sites is somewhat dependent on the intensity of the Transect area they are in and which policy area they are surrounded by or adjacent to. Sites in less intense Transect and policy areas are more likely to be accessed by automobiles because of the distances people must travel to reach them and the relative lack of public transportation. Despite these differences, most sites are likely to be accessed by pedestrians, cyclists, transit, and automobiles alike because they serve the public. Vehicular access is from a prominent street such an arterial-boulevard or collector-avenue. Existing or planned transit stops or stations are within the shortest possible walking distance. Pedestrian access is provided by wide sidewalks and walkways leading to the Civic buildings on the site, and bicycle parking is provided.

Block Length – The block length varies with the Transect area and which policy area the site is surrounded by or adjacent to. Civic sites are found on short blocks in the Urban, Center, and Downtown Transect areas. Sites are preferably located along short blocks in District Transect areas but with the understanding that some District Transect areas may be surrounded by less intense Transect areas and longer blocks may be warranted in these instances. Constraining environmental features may also affect block length in any given Transect area.

Pedestrian/Bicycle – Because of the public service function of most sites, pedestrian and bicycle connectivity to surrounding neighborhoods, centers, and corridors in the Suburban, Urban, Center, and Downtown Transect areas is high and is provided in the form of sidewalks, multi-use paths, and bikeways. There are some exceptions, such as fire stations, where pedestrian/bicycle connectivity may be less important and may also present a safety risk for the public or a security risk for the site. Pedestrian and bicycle connectivity to Civic sites in Rural Transect areas is low to moderate.

Metro Courthouse

CI Civic

Some District Transect areas may be surrounded by less intense Transect areas, and lower levels of pedestrian and bicycle connectivity may be warranted in these instances. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

Vehicular – Vehicular connectivity to surrounding neighborhoods, centers, and corridors in the Suburban, Urban, Center, and Downtown Transect areas is high. Vehicular connectivity to Civic sites surrounded by Rural Transect areas is low to moderate. Some District Transect areas may be surrounded by less intense Transect areas, and lower levels of vehicular connectivity may be warranted in these instances.

Additional Guidance for Development of Historically Significant Civic Sites

Many Civic sites and buildings are historically significant to Nashvillians and visitors alike. 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 redevelopment of the site, whether it remains in public control or is conveyed to the private sector:

- 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(MHZC):
  - 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 public or private property that contains historic or archaeological features or historic structures 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.

Historic Public School

CI Civic

Guidance for Zone Changes for Civic Sites That Will Be Conveyed to the Private Sector

The following section is intended to guide decisions about changes in zoning for Civic sites where a decision has been made that conveying the site to the private sector is in the best interest of the public.

Determining the Appropriate New Community Character Policy Category - In most cases, the most appropriate policy area to apply to Civic sites when they change ownership from the public to the private sector is the one that surrounds them. There will be cases, however, where the decisions about which policy category to apply to the site are less obvious. These include cases where the site is at the edge of two or more policy categories or when the site is unusually large in relation to other sites in the area, as is often the case with public school sites. Civic sites being considered for disposition are reviewed by the Planning Department staff and Planning Commission as part of the Mandatory Referral Process outlined in the Metropolitan Charter. The following procedures are followed when developing the Planning staff recommendation to the Planning Commission regarding changes in policy and/or zoning for such sites:

- Whether or not the Civic site in question is located in the midst of a policy area or at the edge:
  - For those cases when a site is located in the midst of a given policy area, that policy may be applied to the Civic site using the procedures for a Housekeeping Plan Amendment as outlined in the Rules and Procedures of the Metropolitan Planning Commission;
  - For those cases when a Civic site is located at the edge of one or more policy areas or is significantly larger than typical sites in the surrounding policy area, Planning staff will conduct an analysis to determine a recommended policy to apply to the site and will initiate a Community Plan Amendment process. The executive director will determine whether the Community Plan Amendment is a Major, Minor, or Housekeeping Plan Amendment, and the required public participation procedures will be followed for the level of Plan Amendment that has been determined to be necessary.

Zoning

Recommendations regarding changes in the Civic site's zoning will be based on the amended policy with special consideration given to the civic, historical, or architectural significance of any structures on the site or of the site's layout and design.

If a subject site contains one or more areas of publicly accessible open space that can meet open space needs for the surrounding area, the Metropolitan Parks Department will review the site for possible acquisition as public open space prior to its being conveyed to the private sector and will make a recommendation to the Planning Department regarding the appropriateness of requiring the use of design-based zoning for the redevelopment of the site. Design-based zoning may be warranted even if no portion of the site is retained for public open space use because it may still be appropriate to incorporate open space features into the design of the development as amenities.

Additional Guidance in Community Plans and Detailed Plans

Additional policy guidance for any of the sections above 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.

CI Civic

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CO Conservation

Introduction

Conservation (CO) policy is found in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. Its intent is to keep undisturbed environmentally sensitive land features in a natural state and remediate environmentally sensitive features that have been disturbed when new development or redevelopment takes place. Any new development is minimal to protect water quality, minimize infrastructure and public service costs, and preserve the unique environmental diversity of Davidson County, which is important to a healthy economy and overall sustainability.

CO policy is mapped to identify land with sensitive environmental features. These features include, but are not limited to, steep slopes, stream corridors, floodway/floodplains, wetlands, and unstable or problem soils. CO policy also includes areas of rare or special plant or animal habitats that may not be mapped because of their vulnerability to disturbance. Property owners and developers should consult the responsible state and federal agencies regarding the locations of these features. The sensitive environmental features covered by CO policy are subject to all appropriate local, state, and federal regulations. Additional special policies to address concerns unique to sites that contain these features may be applied through the Community Planning or the Detailed Design Plan process.

CO policy is most prevalent in the T2 Rural Transect Category, which is rural in large part because of the widespread presence of environmentally sensitive features including steep slopes, unstable soils, and floodplains. Within T2 Rural areas, the primary intent of the policy is preservation rather than remediation. Remedial situations are more commonly found in the more intensely developed Transect categories, such as T3 Suburban, T4 Urban, and District. T5 Center and T6 Downtown contain no CO policy because of their fully developed urban condition and regional significance as economic centers of activity.

EXAMPLES OF APPROPRIATE LAND USES*

- No disturbance
- Agricultural
- Institutional
- Residential
- Industrial in floodplain sites along Cumberland River and limited areas of steep slopes
- Existing commercial uses are sometimes found in CO areas. Guidance for these uses is provided below and may be supplemented by guidance in the applicable Community Plan. New commercial uses are discouraged.
- Rarely found in CO policy are uses that have high lot coverage, large building footprints, considerable parking needs, and significant impervious surface.

ZONING*

- AG
- AR2a
- Design-based zoning

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CO Conservation

While the NashvilleNext General Plan calls for preservation of environmental features, and the community often values preservation of environmental features, preservation is not always possible if property owners cannot achieve some economic value from their properties. 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 initial value of the land may be compromised by the presence of environmentally sensitive features.

The balance between realizing value from one's property and preserving environmentally sensitive land can be achieved through regulatory or incentive-based tools. Agencies at all levels of government, nonprofit entities, and the private sector are encouraged to cooperate to develop and use innovative regulatory and incentive-based tools, such as conservation easements, land trusts, and transfer of development rights (TDR) programs. These tools help to facilitate the preservation of environmentally sensitive land features and their use as assets to the community.

Forrested steep slope preserved in its natural state

Policy Intent

Preserve, remediate, and enhance environmentally sensitive land within the T2 Rural, T3 Suburban, T4 Urban, and District Transect Categories. CO policy identifies land with sensitive environmental features, including, but not limited to, stream corridors, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils.

Remedial situations where the policy intent is to enhance rather than to preserve are more common in developed areas. An example of enhancement through remediation would be the daylighting of a culverted stream in a T4 Urban Community Center.

General Characteristics

CO policy areas vary widely in the specific constraints they present to development. In Davidson County, steep slopes and floodplains/floodway make up the bulk of environmentally constrained land. Often, other environmentally sensitive features such as wetlands and problem soils are associated with steep slopes and floodplains, emphasizing the need for these areas to be excluded from development.

T2 Rural Transect areas contain several different kinds of environmentally sensitive features, most notably steep slopes, problem soils, areas of extensive tree cover, and floodplain/floodway areas. In T3 Suburban, these features are also present, though less widespread, and tend to be at the edges of that Transect area or in isolated areas within it. In T4 Urban, steep slopes are rarer in relation to floodplain areas. This reflects the fact that most T4 Urban development has occurred or is planned to occur on level land, such as land that has already been developed. Environmental constraints vary widely in the District Transect category, because District areas are found in so many different locations across the county.

CO Conservation

Application

CO policy is applied to areas in the T2 Rural, T3 Suburban, T4 Urban, and District Transects where environmentally sensitive features are identified. CO areas include the environmentally constrained features themselves along with any land, lacking such constraints, that must be accessed through the environmentally constrained land.

CO policy may be applied in three circumstances. First, it is applied to undeveloped areas that are generally unsuitable for development due to environmentally sensitive features. Second, it is applied to areas that have been developed, but retain environmentally sensitive features (e.g. floodplain and floodway) that need protection if redevelopment or further intensification occurs. Third, in cases of previously developed land, CO policy may be used for the remediation of environmentally sensitive features that may have been compromised during site construction.

Design Principles

Some CO area's with sensitive environmental features have already been developed, while in other areas, these features remain undisturbed. Construction of new buildings in undisturbed CO areas within a Transect is inappropriate unless the site in question cannot be developed at all without some distrubance of the sensitive environmental features. In these cases, limited development is balanced with conservation. These design principles balance needs of CO areas and the supported principles of the surrounding policy areas.

Development is grouped on the site to preserve the environmentally sensitive features. Lot configuration and right-of-way dedication prioritize the preservation of environmentally sensitive features over consistency with the surrounding lot and right-of-way pattern. 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.

Building Form and Site Design

CO policy supports innovative development techniques to minimize environmental distrubance, resulting in infrequent use of standard building designs, most particularly in the case of non-residential development.

Massing – Building mass for environmentally constrained properties is generally small footprint with low impervious surface ratio in order to protect sensitive environmental features.

Orientation – Building orientation and placement minimize disturbance of existing environmental features while striking a balance between the need to preserve or remediate environmentally sensitive features and the need to allow for development. Buildings are oriented to face public streets to minimize disturbance to sensitive environmental features and to incorporate them as site amenities.

Setbacks – Although setbacks and spacing of development is generally consistent with the character of the Transect Category in which it is located, development may vary in some respects from the character of its surroundings. For example, residential development in CO policy in a T2 Rural area may take the form of a grouping of homes spaced more closely together, relative to other development in T2 Rural areas, and surrounded by a large amount of open space. This may be because environmental constraints limit the ability to place the homes in any other way on the property.

Density and Intensity – In general, the more environmentally sensitive the site is, the lower the acceptable density or intensity of development is. The intensity of development for the environmentally constrained portions of a site is lower than for the more developable portion of a site, to an extent that preserves the essential integrity of the natural landform and vegetation. Specific density is determined by physical site characteristics, adjacent policy areas, and the impact that the proposed development would have on the environmental feature in question.

CO Conservation

Building Height – Building heights on constrained properties are generally consistent with the surrounding or adjacent policy area. Building heights in areas that are not shown as Tiered Centers on the Concept Map may be more limited than would otherwise be supported by the policy area based on consequential factors such as altering sensitive environmental features for engineering purposes to provide access and parking for the additional intensity.

Centers and Corridors – Whenever possible, a balance should be struck between protecting sensitive environmental features surrounded by or adjacent to Tiered Centers and Priority Corridors (shown on the Concept Map) and the function and design of those high–priority areas for growth and coordinated investment. For example, sensitive environmental features can be thoughtfully and creatively incorporated into building and site design for these high-priority locations.

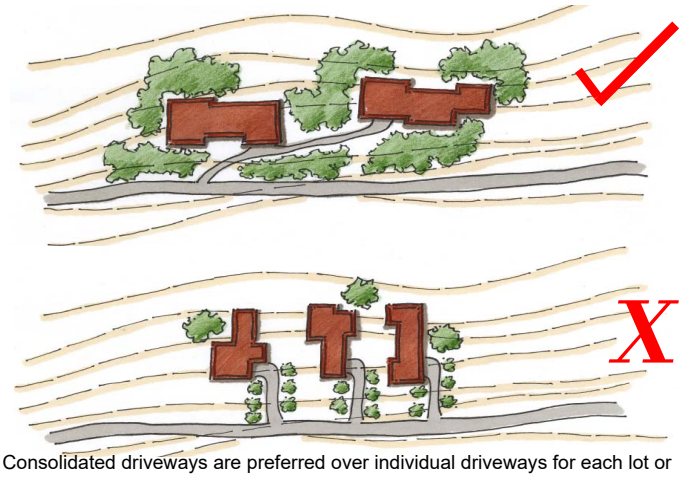
Environmentally sensitive development techniques can be employed to preserve or remediate disturbance of the environmental features. However, in cases where a decision must be made in one direction or the other, the balance tips more toward the function and development pattern of the surrounding or adjacent Tiered Center or Priority Corridor areas than toward the preservation or remediation of the sensitive environmental features.

Transitioning

Infill – Striking a balance between competing interests, such as the need to preserve or remediate environmentally sensitive features and the need to encourage infill development, may require additional consideration. Tools that may be especially appropriate in achieving this balance include:

- Increasing tree preservation requirements on environmentally constrained sites to stabilize steep slopes, mitigate the urban heat island effect, and manage stormwater runoff;
- Allowing greater flexibility in sidewalk design to work around sensitive environmental features;
- Exceeding the required low impact stormwater management techniques; and
- Supporting more design flexibility for sensitive sites.

Access, Building Form & Character



Consolidated driveways are preferred over individual driveways for each lot or building. Driveways should be constructed parallel to the natural slope rather than perpendicular to it, thus minimizing alteration of the landform.

Connectivity

Access – Access is designed to provide minimal disruption to environmentally sensitive features with excessive grading and cut and fill minimized. Consolidated driveways are preferred over individual driveways for each lot or building. Driveways should be constructed parallel to the natural slope rather than perpendicular to it, thus minimizing alteration of the landform.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is consistent with the policy of the Transect Category in which the property is located. The level of connectivity and construction technique may vary in some respect from the character of its surroundings in order to protect the integrity of environmentally sensitive features.

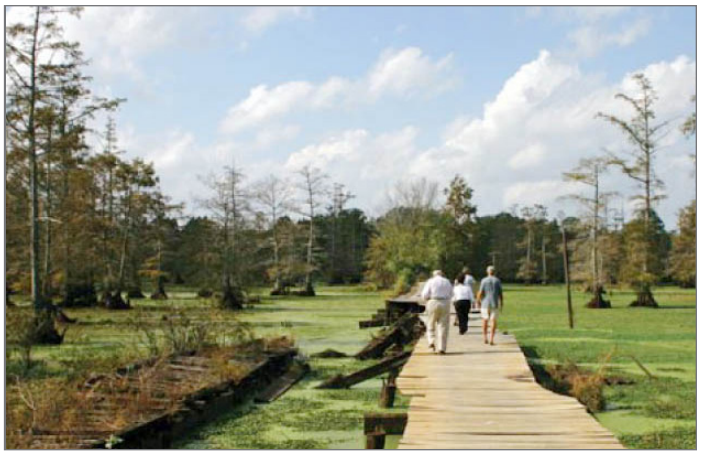
Vehicular – Vehicular connectivity is consistent with the policy of the Transect Category in which the property is located but may vary in some respects from the character of its surroundings. For example, in T4 Urban areas,

development is generally found on a complete street grid without cul-de-sacs. However, if CO policy is used to protect a stream or a steep slope, then a cul-de-sac may, in limited cases, be appropriate

Characteristics of and Design Principles for Various Environmentally Sensitive Features

The following is a list of environmentally sensitive features frequently found in Davidson County. Development on land with these features is regulated byapplicable local, state, and federal regulations and maybe subject to additional special policies applied during the Community Planning or the Detailed Design Plan process. These features are mapped as CO policy unless the features are too small to be displayed on the map or are confidential as noted below. Applicants for development approvals are urged to conduct site surveys and consult with relevant regulatory agencies to identify or confirm the location of any sensitive environmental features that may be on a given site.

Floodplains – Land area, including the floodway of a river, stream, or watercourse, that is susceptible to being inundated by water as identified by the 100-year flood. Management of floodplains is addressed as a preventive measure in greenfield development situations and a remediation measure in areas where development has occurred.



Pedestrian accomodations in CO policy

In greenfield areas, the majority of the natural floodplain area (including all of the floodway) is left in its undisturbed natural state. Clearing of trees and brush from this area is avoided. Portions of the floodplain or waterway may be incorporated into private or public open space associated with parks, recreation, and civic uses.

Low-intensity land uses are developed in those portions of floodplains that are permitted to be disturbed, keeping disturbance to a minimum. Where a site containing floodplain also contains land that is outside the floodplain, development should be such that the buildings are grouped on the portion of the site that is not floodplain, leaving the floodplain for the creation of public or private open space. In order to maintain water quality, facilitate flood control, and ensure public safety, the development potential for the flood-prone portion of a site is lower than it is for the developable portion of a site. As redevelopment occurs, lands within the floodplain and floodway that have been compromised by development should be reclaimed and protected in the manner addressed above.

Floodways – The channel of a stream that has current, direction, and velocity during a flood, and in which debris may be carried. Development does not occur in floodways. Development is either grouped elsewhere on the site, the site is consolidated with an adjacent property to produce a developable site, or development rights are transferred.

Rare Plant or Animal Species – There are rare plant and animal species found in all Transect Categories in Nashville. Cedar Glades are communities of rare plant species that are unique to Middle Tennessee. They are most concentrated near J. Percy Priest Lake in the Antioch-Priest Lake and Donelson-Hermitage-Old Hickory communities. The locations of these species are not mapped because they are confidential in order to protect the species. Applicants should contact the Tennessee Department of Environment and Conservation for more information.

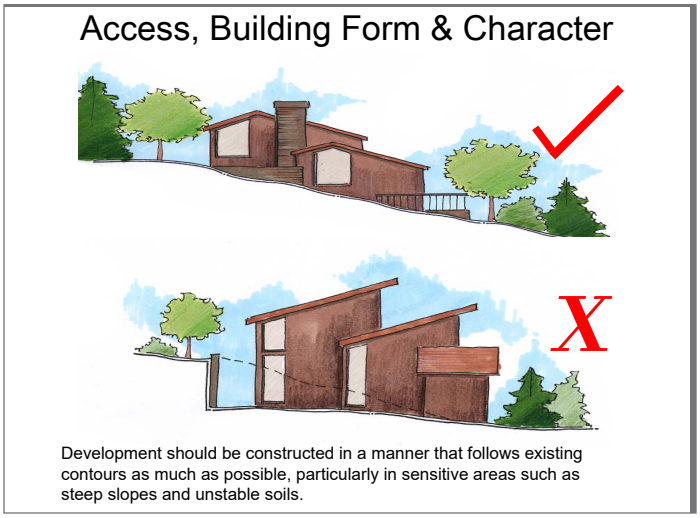
CO Conservation

Once alerted by the Planning Department to the potential presence of rare plant or animal species on a site, developers consult with the State of Tennessee to determine the presence of any such species on the site. If present, their habitat is left undisturbed through methods such as site design techniques, conservation easements, and transfer of development rights. The development potential of a site containing rare plant or animal species may be lower than for other nearby sites lacking similar environmental features.

Ridgelines – Points of higher ground that separate two adjacent streams, watersheds, or valleys. Rooftops of any building or structure are below the defined ridgeline and/or are buffered using mature stands of trees and native plants and vegetation.

Sinkholes – Sinkholes are depressions or holes in the ground caused by a surface layer collapse. They are common in areas of karst topography, which are formed when highly soluble rocks such as limestone dissolve. Karst topography is common in parts of southeast Davidson County, such as near J. Percy Priest Lake. Any development should avoid these areas.

Steep Slopes – Those areas of land with slopes that are 20 percent or greater. This includes areas of steep hillsides, and steeply sloping land leading to ridgetops and bluffs. Policies for treatment of steep slopes apply not only to areas that are large and contiguous enough to be mapped on the Community Character Policy Plan, but also on areas of steep slopes that are too small to be mapped. These will be identified during the site planning process and generally can also be found through the Metro Geographic Information System database. Areas of human-made steep slopes, such as berms and retaining walls, are not considered steep slopes for the purposes of this section. The development of these is guided rather by following principles regarding stormwater management presented in the General Principles section of this document, as well as Metro's grading and building regulations.



Development is such that buildings are grouped on the portion of the lot with slopes less than 20 percent, leaving the remaining steep slope areas as open space. Building footprints remain small in relation to the lot size, and the form of the building is designed to fit the natural contours of the site. The development potential of the site may vary depending on the steepness of the slopes on the site and the accessibility to portions of the site that are level. Some areas of CO policy, especially in T2 Rural, may be level, but may not be accessible without disturbing steep slopes. The development intensity of these isolated level areas is also kept low.

Development potential for the steeply sloping portions of a site is lower than for the more level portion of a site. In all cases, the development potential is determined based on the ability of the proposed development to preserve the essential integrity of the natural landform and vegetation. This includes mature stands of trees, that stabilize slopes and protect water quality.

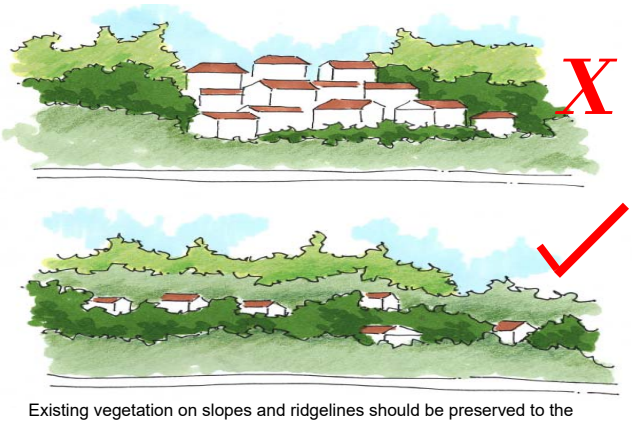
Stream Corridors – These include, at a minimum, stream channels that convey water for at least part of the year and the regulatory water quality buffer that surrounds the stream channel. Stream corridors may, in some instances, include steeply sloped uplands that extend beyond the regulatory water quality buffer.

CO Conservation

At a minimum, the stream and regulatory buffer are left undisturbed. Stream crossings are minimized, and, when made, are done in the least impactive manner. Stream corridors are used as part of the stormwater drainage system for the development and are also used as community amenities and greenway corridors. The development potential of a site containing stream corridors may be lower than for other nearby sites lacking similar environmental features.

Tree Canopy – Extensive areas of tree canopy are formed by mature tree crowns in the upper layers of forested areas. Preserving the tree canopy is important for maintaining and improving air quality, managing stormwater, protecting water quality, and mitigating the urban heat island effect. These areas are not mapped as CO policy, unless associated with another sensitive feature, but may instead be identified using the aerial photography data maintained by the Planning Department.

Unstable and Problem Soils – Unstable soils are typically associated with steep slopes or the bases of steep slopes. The former are generally Bodine-Sulfura soils, and the latter is most commonly Dellrose. Problem soils include sinkholes and wetland soils.



Existing vegetation on slopes and ridgelines should be preserved to the greatest extent possible.

Geotechnical studies may be required prior to site development in parts of the county where unstable or other problem soils are known to exist. Once discovered on a site, problem soils are left undisturbed through methods such as site design techniques, conservation easements, and transfer of development rights. The development potential of a site containing unstable or problem soils may be lower than for other nearby sites lacking similar environmental features.

Other environmentally sensitive features include, but are not limited to, wildlife corridors and habitats and fragile geological formations. These may be identified during the Community Planning process and may not be mapped but may instead be referenced in Special Policies in the Community Plans.

Examples of Potentially Appropriate Land Uses

Due to their environmentally sensitive character, CO areas are generally unsuitable for conventional suburban or urban development. In some cases, development of any kind is discouraged in CO areas within the limits of property rights law. Alternative approaches such as conservation easements or transfer of development rights (TDR) are strongly encouraged.

In other CO areas, very low-intensity residential and open space developments may be appropriate (based on the feature e.g. a field in floodplain). Examples of low-intensity open space development include athletic fields, hiking trails, picnic shelters, and nature centers that exemplify site-sensitive design. Only rarely are non-residential, non-open space uses found in these areas. When they are, urban design differs from conventional approaches in terms of such elements as building placement and massing, parking arrangement, and construction and grading techniques. Most commonly, these commercial, office, and mixed uses will be found in T4 Urban CO areas. In T2 Rural areas, agricultural

CO Conservation

land uses may also be found in CO policy, particularly agricultural uses that minimize native vegetation removal on steep slopes and along stream banks.

Industrial development associated with Districts may be appropriate in the floodplain along the Cumberland River, given its economic value as a working river with flood control measures in place. In such cases, consideration should be given to surrounding policies, and Industrial policy may be applied in lieu of CO policy. It may be advisable to apply Supplemental Policies in the Community Plan or design-based zoning to provide additional guidance on mitigation or remediation of sensitive lands.

Potentially Appropriate Zoning to Implement the Policy

There are many properties that 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, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools 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 following policies 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 CO policy and any other policies for the site whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such 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. Zone change applications for such sites may be considered on their merits provided that:

- There is no territorial expansion of the inconsistent use and/or zoning;
- Proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- Proposed development can be adequately served by existing infrastructure;
- Proposed development is consistent with the character of the Transect Area in which the site is located;
- Proposed development is consistent with the Design Principles of the CO policy and any other policies applicable to the site; and
- 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 policies and are no longer viable should be rezoned to be more compatible with the applicable policies.

There may be certain kinds of institutional uses

CO Conservation

supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications 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; and
- Appropriate zoning can be applied, which prohibits the demolition of and inappropriate renovations to the structure and, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given CO area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of CO policy, detailed 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.

- AG
- AR2a
- 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. 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.

Additional Guidance in Community Plans and Detailed Plans

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

CO Conservation

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OS Open Space

Introduction

Open Space (OS) policy is found in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect Categories. The T1 Natural Transect Category consists entirely of T1 Natural Open Space policy, which has a distinct character and intent and is therefore assigned its own Transect and has additional policy guidance that reflects its uniqueness. The intent of OS policy is to preserve and enhance existing open space areas, most of which are publicly-owned parks and greenways, but some of which are privately held conservation easements or other similar tools that provide permanent protection of the land as open space.

Buildings are rare in OS areas. The few buildings that do exist are generally associated with civic uses (e.g. nature centers or community centers). The design and placement of these buildings is in keeping with the overall design and function of the OS area they are located within. They are generally designed to avoid competing with or diminishing the surrounding natural environment.

A variety of recreational activities are enjoyed by visitors on publicly-owned land, while on privately-owned land the land has no recreational uses, unless specified by the owner.

Road and streetscape characteristics vary with the location of each OS area. OS areas may be located in T2 Rural, T3 Suburban, T4 Urban, T5 Center, or T6 Downtown areas and may be surrounded by a wide variety of policy categories within those Transect areas. Roads approaching OS areas located in the T2 Rural Transect areas are typically rustic and unfinished with natural slope and swales for drainage. The streetscape lacks on-road sidewalks and may use multi-use paths for pedestrian movement. Streets approaching OS areas in the T3 Suburban and T4 Urban Transects will generally feature curb and gutter with a planting strip and sidewalks. Streets approaching OS areas in T5 Center and T6 Downtown Transects will generally feature curb and gutter with wide sidewalks with tree wells.

EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order:

- Amphitheaters – most appropriate in T5 and T6
- Ball Fields and Tennis Courts – most appropriate in T3 and T4
- Cemeteries or Burial Grounds – most appropriate in T2 and T3
- Courtyards – most appropriate in T4, T5, and T6
- Cultural, Community, Educational, and/or Nature Centers
- Equestrian facilities – most appropriate in T2
- Fountains or Water Play Features – most appropriate in T4, T5, and T6
- Golf Courses – most appropriate in T3 and T4
- Greenways, Multi-use paths, and Trails
- Greens and Lawns for Informal Recreational Use
- Nature Preserves/Natural Reserves – most appropriate in T2 and T3
- Neighborhood Gardens
- Picnic Grounds/Areas
- Play Structures/Areas
- Plazas – most appropriate in T4, T5, and T6.
- Recreational Sports Facilities and Fields – most appropriate in T3.

ZONING*

- Zoning district appopriate to the surrounding context or associated project
- Design-based zoning districts

BUILDING TYPES*

- Civic

**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.*

OS Open Space

Once inside the OS areas, the transportation network generally consists of narrow internal roads that provide access to features such as parking areas and different kinds of recreational facilities. These internal roads typically follow the contours or other natural features of the land. They are complemented by paved or unpaved trails and multi-use paths. Pedestrian and bicycle access to adjacent residential neighborhoods and mixed use areas is provided.Landscaping in OS areas varies with the Transect within which the OS is located, ranging from more natural treatments that feature the undisturbed natural environment in the T2 Rural Transect to more formal landscaping in the T5 Center and T6 Downtown Transects.

Policy Intent

Preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements or other similar tools by land trusts and private groups or individuals.

Multi-purpose greenway in Germantown

General Characteristics

OS areas accommodate active and passive open space land uses and serve areas that range in size from local to regional. They vary in character by Transect and range from largely undisturbed open spaces in T2 Rural to open spaces that contain higher proportions of active uses such as ballfields and playground equipment in the more densely developed Transects. Land uses range from passive greenways to active tennis courts and water play features.

Civic buildings generally are sited prominently in a manner that is conscientious of sensitive environmental features. Civic buildings are thoughtfully designed to complement the building form, access, parking, signage, and lighting of adjacent neighborhoods.

Application

OS policy applies to existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas that is to be preserved and enhanced. OS policy may include land that is publicly-owned or permanently protected by privately-held conservation easements or other similar tools. Enhancements to existing publicly-owned open space and priorities for additional open space are guided by the Nashville Open Space Plan and Plan to Play (the Metropolitan Parks and Greenways Master Plan).

Design Principles

Building Form and Site Design

Civic buildings are prominently located, serving as a focal point in the streetscape. Building form is compatible with the surrounding existing development pattern in terms of mass, orientation, and placement. Civic buildings in T2 Rural areas are sited to be sensitive to environmental features and to fit into the rural landscape and may not be visible from the street. Civic buildings in the T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transects are prominently located, serving

as a focal point in the streetscape with visibility from the street. The relationship of the building to the street and streetscape may vary in relation to other buildings; however, the buildings; including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Landscaping

T2 Rural – Landscaping is generally informal, utilizing existing, native vegetation and reflecting the natural environment. Formal plantings may be included in some instances, especially around civic buildings.

T3 Suburban – Landscaping is generally more formal than in T2 Rural areas, depending on the use of the open space. In open space with active uses, landscape buffering may be necessary to buffer ballfields, bleachers, parking, or other facilities from abutting residential. Meanwhile, in open space with passive uses, there will be more informal landscaping. Consideration is given to the formality of landscaping of adjacent residential. Native plants and natural rainwater collection are used to minimize maintenance costs.

T4 Urban – Landscaping is generally formal. In parks and open spaces with active uses, landscape buffering may be necessary to buffer ballfields, bleachers, parking, or other facilities from abutting residential. Native plants and natural rainwater collection are used to minimize maintenance costs and burden on infrastructure.

T5 Center and T6 Downtown – Landscaping is formal and is designed to enhance the programmatic plan for the open space. For example, if the open space is a hardscaped plaza intended for dining, the landscaping is different than for a pocket park with play equipment. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Buffering is provided whenever an open space abuts parking, neighboring building systems, or other unsightly features. Landscaping or other buffering can also be used to create a visual separation from the street.

Parking

T2 Rural – Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces. Instead, they are arranged in smaller groupings that are located to avoid environmentally sensitive features and to blend with existing land contours and vegetation. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

T3 Suburban – Parking adequate to the size and use of the open space is provided on-site. Parking areas are generally designed to avoid large, flat surfaces although there may be instances where it is necessary or desirable to concentrate the parking. In most cases, they are arranged in smaller groupings to provide access to multiple recreational uses with minimal disruption of the land. If parking is provided in association with buildings, parking is behind, beside, or beneath the building, but not between the building and the street. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Courtyard in Rolling Mill Hill

OS Open Space

T4 Urban – Minimal parking is needed, given that the open space will be a walk-to and bike-to destination. When provided, parking is located on-street (depending on the scale and use of surrounding streets) and/or with on-site civic, community, or educational buildings, with minimal visibility from the street. If parking is provided in association with buildings, parking is behind, beside, or beneath the building, but not between the building and the street. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

T5 Center – Generally, minimal parking is needed, given that the open space is used by residents and guests visiting other sites in the T5 Center. Parking may be shared with other uses. On-street parking may also be appropriate, given the scale and use of surrounding streets. If the open space includes a civic building, parking should be behind, beside, or beneath the building, but not between the building and the street. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

T6 Downtown – Generally, no parking is provided on-site, given that open spaces in downtown are generally small and used by residents and guests visiting other sites in downtown. For open spaces with a regional draw such as Bicentennial Mall or Riverfront Park, parking is provided through on-street or shared parking or limited on-site parking. If the open space includes a civic building for which parking must be provided, parking is behind, beside, or beneath the building, but not between the building and street. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. Bicycle parking is provided.

Ascend Ampitheater

Lighting

T2 Rural – Lighting is sparsely provided. Lighting is used for safety surrounding buildings and parking areas and is designed to fit the context and character of a rural environment—infrequently-used and pedestrian-scaled. Lighting is directed on-site, does not intrude into residential and non-developed areas, and does not contribute to light pollution.

T3 Suburban – Lighting is sparsely provided. It is used for safety surrounding buildings, active recreational uses such as ballfields, parking areas, and along multi-use paths. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and directed on-site. Lighting does not intrude into residential and non-developed areas and does not contribute to light pollution.

T4 Urban – Lighting is more frequently provided. Lighting is used for safety surrounding buildings, active recreational uses such as ballfields, parking areas, and along multi-use paths. Lighting may also be provided to accent other features such as historic or cultural markers, public art, and fountains. When provided, lighting is designed to fit the context and character of an urban environment. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

T5 Center and T6 Downtown - Lighting is always provided. Lighting is used for safety surrounding buildings, active recreational uses such as play equipment and water play features, parking areas, and along multi-use paths. Lighting may also be provided to accent other features such as historic or cultural markers, public art,

and fountains. Lighting is designed to fit the context and character of the surrounding environment. Lighting is pedestrian-scaled and directed on-site. Lighting is integral to the streetscape; spacing and location of lighting is considered in relation to street trees and plantings.

Service Area

T2 Rural – Areas typically serve the entire county.

T3 Suburban – Areas typically serve the surrounding community consisting of multiple neighborhoods. Those with large sports complexes may also serve a much larger area such as the county or region.

T4 Urban – Areas typically serve the surrounding neighborhoods.

T5 Center and T6 Downtown – Areas serve guests to and residents of those areas along with the surrounding community or the region. The open space may vary in size depending on its purpose. Open spaces may range from smaller ones such as pocket parks, squares, and hardscaped plazas to larger ones such as anchor parks and amphitheaters.

Signage

Signage is scaled to the size, purpose, and draw of the open space. Signage alerts motorists, pedestrians, and cyclists to the open space and assists them in finding any particular amenities in a manner that is not distracting or overwhelming to the open space, streetscape, or the character of the surrounding area. Any lighting on signage is minimal and complies with the lighting design principles above.

Connectivity

Access

T2 Rural – Primarily accessed by vehicles from a prominent road. The character of roads within the open space area may, however, be different from that of the road outside. Internal roads are designed and located to preserve sensitive environmental features such as topography and waterways, as well as other significant landmarks and are designed and located to preserve and enhance views and vistas.

T3 Suburban – Frequently accessed by vehicles but is also accessed by pedestrians, cyclists, and transit. Vehicular access is from a prominent road, but the road does not intrude into the open space; its character changes upon entering the open space. Entrances and the roads within the open space are designed and located to promote pedestrian and bicycle connectivity.

T4 Urban – Primarily accessed by pedestrians and cyclists, but are also accessed by vehicles and transit. Vehicular access is from a prominent street and, in the urban setting, streets often frame the open space. The character of the street changes upon entering the open space. Entrances and the streets within the open space are designed and located to promote pedestrian and bicycle connectivity.

T5 Center – Vary in form and draw from small, walk–to open spaces that do not require vehicular access, to larger open spaces with a regional draw requiring vehicular and transit access. When vehicular and transit access is necessary, it is from a prominent street, but the street does not intrude into the open space; its character changes upon entering the open space. Entrances and the roads within an open space are designed and located to promote pedestrian and bicycle connectivity.

Lighting along multipurpose greenway in the Gulch

OS Open Space

T6 Downtown – Vary in form and draw from small, walk-to open spaces that do not require vehicular and transit access, to larger open spaces with a regional draw requiring vehicular and transit access. When vehicular and transit access from an adjacent street entering the open space is necessary, the street access does not intrude into the open space; its character changes upon entering the open space. Entrances and the roads within an open space are designed and located to promote pedestrian and bicycle connectivity.

Pedestrian/Bicycle

T2 Rural – Pedestrian and bicycle connectivity to surrounding neighborhoods and to transit is low due to the low-density development pattern. Greenways or other multi-use paths link open spaces to other open spaces and may be used to link to nearby commercial or residential development.

T3 Suburban – Pedestrian and bicycle connectivity to surrounding neighborhoods and to existing or planned transit is moderate and is provided in the form of greenways and potentially sidewalks or bikeways. Multi-use paths internal to the park blend and align with sidewalks to surrounding neighborhoods or centers. Where sidewalks are not present, crosswalks or other marked paths leading to the park entrances are used.

T4 Urban – Pedestrian and bicycle connectivity to surrounding areas and to existing or planned transit is high and is provided in the form of sidewalks, bikeways, and occasionally greenways, which link open spaces to other open spaces. Multi-use paths internal to the open space blend and align with sidewalks to the surrounding areas. Open spaces are highly permeable, allowing pedestrians and cyclists access through the open space to encourage its use as a lively space.

T5 Center and T6 Downtown – Pedestrian and bicycle connectivity to surrounding areas and to existing or planned transit is high and is provided in the form of sidewalks, bikeways, and occasionally greenways, which link open spaces to other open spaces. Multi-use paths internal to the open space blend and align with sidewalks to the surrounding areas. Open spaces are highly permeable, allowing pedestrians and cyclists access through the open space to encourage its use as a lively space.

Rails to Trails project

Vehicular

T2 Rural – Vehicular connectivity to surrounding neighborhoods is low due to the low-density development pattern. Where it exists, connectivity is provided through coordinated access and circulation from prominent rural roads.

T3 Suburban – Vehicular connectivity to surrounding neighborhoods is moderate and is provided through coordinated access and circulation from prominent streets.

T4 Urban – Vehicular connectivity to surrounding neighborhoods is high due to the proximity of highly connected street networks to the open space. T4 Urban OS areas, however, are primarily walk-to or bike-to destinations and are accessed by pedestrians and bicyclists. Vehicular access is provided through coordinated access and circulation from prominent streets.

OS Open Space

T5 Center – Vehicular connectivity to surrounding areas is high due to the proximity of highly connected street networks to the open space. T5 Urban OS areas, however, are primarily walk-to or bike-to destinations and are accessed by pedestrians and bicyclists. Vehicular access is provided through coordinated access and circulation from prominent streets.

T6 Downtown – Vehicular connectivity to surrounding neighborhoods is high due to the proximity of highly connected street networks to the open space. T6 Downtown OS areas, however, are primarily walk-to and bike-to destinations and are accessed by pedestrians and bicyclists.

Potentially Appropriate Zoning to Implement the Policy

The following zoning districts may be appropriate within a given OS area subject to the consistency of the requested zoning district with OS policy and the design and purpose of the specific OS area. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas, will be considered.

- A zoning district that is appropriate to the surrounding context or the associated project
- Design-based zoning districts

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property, surrounding context, and consistency of the proposed zoning district with the policy. Design-based zoning may be required to achieve the OS policy objectives.

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. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

OS Open Space

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TR Transition

Introduction

Transition (TR) areas are generally small in geographic size and serve a limited function of providing transitions in scale, intensity, and use at locations between high-intensity and low-intensity policy categories or development. The predominant uses in TR areas are small-scale offices and moderate to high density residential in various building types. TR areas may be used in situations where it would otherwise be difficult to provide a transition between higher-intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for compatibly-scaled office and/or residential uses.

Policy Intent

Enhance and create areas whose primary purposes are to serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods. These transition areas can minimize land use conflicts while providing opportunities for small-scale offices and a mixture of mainly moderate- to high-density housing types. Housing in TR areas can include a mix of building types and is especially appropriate for "missing middle" housing such as plex houses, house courts, and multifamily housing with small to medium-sized footprints (see Missing Middle Housing Types diagram on page 98).

General Characteristics

The predominant uses in TR areas are small-scale offices and moderate- to high-density residential in various building types. TR areas may be used in situations where it would otherwise be difficult to provide a transition between higher-intensity development or a major thoroughfare and an adjacent residential neighborhood and where there is a market for compatibly scaled office and/or residential uses.

EXAMPLES OF APPROPRIATE LAND USES*

- Office
- Residential
- Institutional

ZONING*

- ON
- OL
- OR20-A, OR20
- OR40-A, OR40
- RN1, RN2
- RL1, RL2, RL3
- RM20-A, RM40-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
- Low-Rise Mixed Use (residential/office only)
- Mid-Rise Mixed Use (residential/office only)

**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.*

TR Transition

Buildings are regularly spaced with setbacks and spacing determined by the Transect area they are within and the policy area they are surrounded by or adjacent to. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. TR areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The edges of TR areas are firm with clearly distinguishable boundaries identified by block structure, alley or street locations, lot pattern, building placement, and uses.

Commonly used boundaries to define TR areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (e.g. rail lines, major utility easements, alleys, roads, and streets), and other uses (e.g. open space, mixed use, industrial, institutional, and residential). The application and boundary delineation of this policy are established during the Community Planning process or the Detailed Design Plan process.

Application

TR policy is applicable to areas where there is a need to provide a transition in scale and intensity between areas of intense development or major thoroughfares and lower-intensity residential neighborhoods. TR areas are envisioned to contain a mix of small-scale office and mixed housing uses. The TR area usually includes multiple properties; however, it is sometimes applied to one property, such as when an owner wants to use an existing house as an office. Where there are different Transect areas, the TR area is expected to also provide for a transition between the differing Transect areas.

Duplex homes providing "missing middle" housing and creating a transition between higher and lower intensity areas

Design Principles

Building Form and Site Design

The mix of building types expected in TR areas is limited to small-scale offices, a specific subset of low-rise commercial or mixed use building types, and to moderate- to high-density residential. Due to the specific function of the policy in serving as a transition in use and intensity.

Massing – The building mass and placement forms a transition between buildings in higher-intensity policy areas and adjacent lower-intensity policy areas. Transitions between the scale and traffic levels of arterial-boulevard and busier collector-avenue streets are also addressed.

Orientation – Buildings on major thoroughfares are oriented to the major street.

Setbacks – Building setbacks are shallow to moderate, creating a defined space for pedestrians. Setbacks or build-to lines are consistent with the Transect area(s) they are within and the policy area they are surrounded by or adjacent to. If within T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk. Meanwhile, in T2 Rural and T3 Suburban Transect areas, moderate to deep setbacks are appropriate.

TR Transition

Density – The appropriate density of residential development will depend on the site's location. In general, residential uses in TR areas are moderate-density housing that can take a variety of forms. Areas along the most heavily traveled thoroughfares, closest to major centers, and within walking distance to the highest level of existing or planned transit service will generally be appropriate for higher-density or -intensity development. Sites closer to lower-intensity or -density policy areas should be developed less intensively. More specific guidance about appropriate density or intensity may be provided by a Community Plan or Detailed Design Plan.

Building Height – Buildings are generally one to three stories in height, but taller buildings may be found along major thoroughfares in the T4 Urban and T5 Center Transect areas. 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 bulleted list 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 area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- 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;
- Proximity to existing or planned transit;
- 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.

All buildings in Transition 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.;
- Are expected to blend with the permitted height of the adjacent policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- 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,
- Pay particular attention to articulating façades that face lower intensity policy areas.

Landscaping – Landscaping may be formal or informal depending on the character of the Transect area they are within and the policy area(s) they are surrounded by or adjacent to. Street trees and other plantings are provided. In surface parking lots, landscaping in the form of trees to reduce any heat island effect, bushes, and other plantings are provided. Landscaping screens ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems 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

TR Transition

Character Manual and Community Plan design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. New transitions between the TR area and other policy areas are best created by transitions in building form and uses; however, in some cases, generous and dense landscape buffers may be required to address a particularly difficult transition.

Parking – Parking is provided on-street or on-site in surface lots or small parking structures. Whether surface or structured, establishing a pedestrian-friendly streetscape is priority. Parking is located behind, beside, or beneath the primary structure. Structured parking is screened with liner buildings. Surface parking is screened, if necessary, with landscaped buffering. On-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. When establishing parking requirements, other design principles and policy areas are not compromised. Bicycle parking is provided.

Lighting – Lighting is provided to enhance the operation of the TR area and is consistent with the character of the Transect area they are within and the policy area they are surrounded by or adjacent to. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape. Spacing and location of lighting are considered in relation to street trees and plantings. Lighting is projected downward. Lighting does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

On-street parking at low-rise mixed use building with ground floor office uses and residential above

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 TR area, the streetscape, or the character of the Transect area they are within and the surrounding or adjacent policy area. The design and location of signage complements and contributes to the envisioned character of the TR area. Signage is generally scaled for pedestrians, and building-mounted signs, projecting signs, and awning signs are appropriate. Monument signs may be appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

Connectivity

Access – Vehicular access is preferably obtained from rear alleys or service lanes. Access from side streets may also be considered; however, rear access from alleys or service lanes should be the norm unless it is not physically possible to provide it. Access from local streets, whether from rear, side, or front, should be avoided unless the TR area is providing a transition from a more intense use that is located along a local street. An example of this would be a TR area adjacent to a Neighborhood Center that is along a local street. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Is consistent with the block length that is generally appropriate in the Transect area they are within and the policy area they are surrounded by or adjacent to.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods is desired and at a minimum should be consistent with the level of connectivity appropriate in the Transect area they

are within and the policy area they are surrounded by or adjacent to. Pedestrian and bicycle connectivity is provided by sidewalks or multi-use paths and bikeways. All buildings are accessible by sidewalks. 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. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

Vehicular – Vehicular connectivity to surrounding neighborhoods and corridors is moderate. TR areas are generally located along arterial-boulevard or collector-avenue streets. Connectivity within the TR area is provided through coordinated access and circulation.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. 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 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 property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission 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

There are many properties that 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, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools 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.

TR Transition

The following policies 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 this policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such 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. Zone change applications for such sites may be considered on their merits provided that:
    - There is no territorial expansion of the inconsistent use and/or zoning;
    - Proposed development would generate minimal non-local traffic, and the traffic can be adequately served by the existing transportation network;
    - Proposed development can be adequately served by existing infrastructure;
    - Proposed development is consistent with the character of the Transect area in which the site is located;
    - Proposed development is consistent with the Design Principles of the TR policy and any other policies applicable to the site;
    - 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 policies and are no longer viable should be rezoned to be more compatible with the applicable policies. 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.

The following is a list of zoning districts that may be appropriate within a given TR area, subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of TR policy. A site's location within the TR area, such as its location in relation to environmentally sensitive features, centers, corridors, and neighborhoods, will be weighed when considering which zoning districts would be appropriate in a given situation. Other factors, such as the size of the site, will also be considered.

Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with TR 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.

- ON
- OL
- OR20-A, OR20
- OR40-A, OR40
- RN1, RN2*
- RL1, RL2, RL3*
- RM20-A, RM40-A
- Design-based zoning

Other existing and 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.

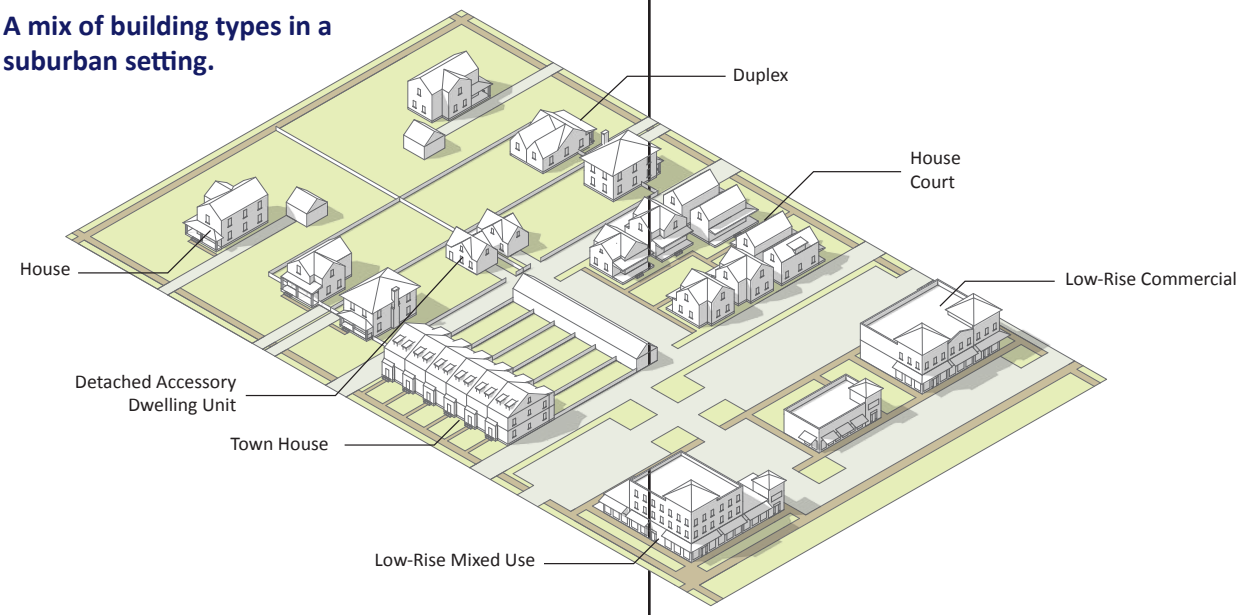
**As previously noted on page 58, the appropriateness of RN and RL zoning districts is determined based on several considerations which include—but are not limited to—location; proximity to transit corridors; neighborhood and community context; existing development patterns; infrastructure availability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

TR Transition

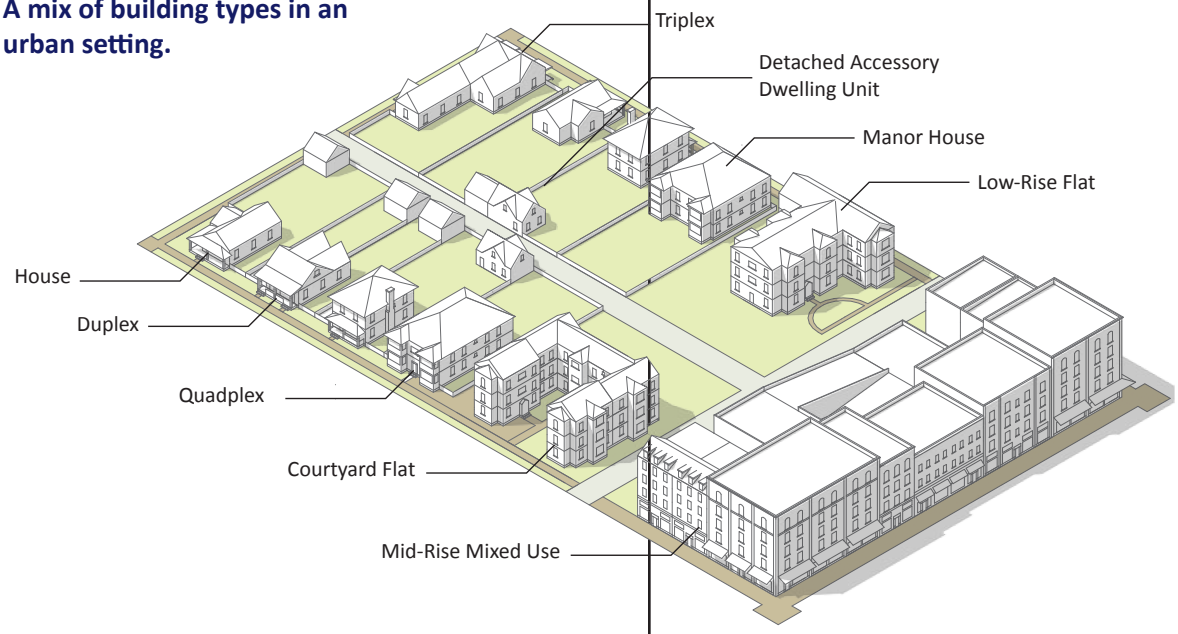
Additional Guidance in Community Plans and Detailed Plans

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

A mix of building types in a suburban setting.



A mix of building types in an urban setting.



TR Transition

Missing middle housing types

Manor House

Plex House

Courtyard Flat

Low- Rise Flats

T1 Natural

Introduction

The T1 Natural Transect Category applies to the least developed areas within the Transect. T1 Natural areas are generally large expanses of publicly controlled, undisturbed open space, often with environmentally sensitive features. These areas are not contiguous, as they typically encompass the largest parks and protected open space in the county. Given the diversity of development within Davidson County, T1 Natural areas may be found adjacent to T2 Rural, T3 Suburban, T4 Urban, or T5 Center areas. The land within T1 remains natural in character and undisturbed by development. The public spaces in T1 Natural areas provide an environment where Davidson County residents seek refuge, participate in low-impact and informal recreational uses, and enjoy natural scenery. Examples of publicly owned T1 Natural areas include Percy and Edwin Warner Parks, Shelby Bottoms, Bells Bend Park, and Beaman Park.

T1 Natural may also include privately owned land that is permanently protected by conservation easements or other tools and remains in a natural, undeveloped state. Often in these cases, steep slopes, waterways, location within a scenic view shed, or agricultural significance make the land undesirable locations for conventional development.

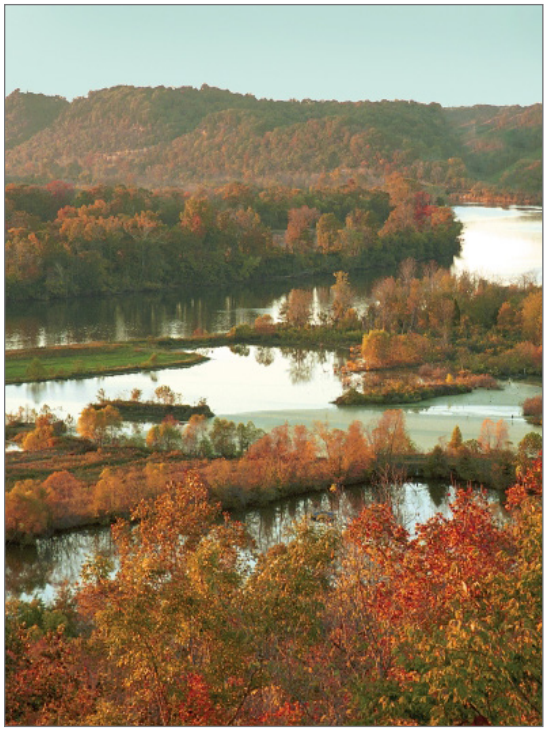
Buildings are rare in T1 Natural areas. The few buildings that do exist are generally associated with civic uses, such as nature centers or community centers. Buildings are designed to avoid competing with or diminishing the surrounding natural environment.

Road and streetscape characteristics vary with the location of each T1 Natural area. The streetscape lacks on-road sidewalks and may use multi-use paths for pedestrian movement. Where T1 Natural areas are located near T3 Suburban, T4 Urban, or T5 Center Transect Areas, the road approaching the T1 Natural area will generally feature curb and gutter with a planting strip and sidewalks in a design appropriate for that of the adjacent transect area.

GENERAL CHARACTERISTICS OF T1 NATURAL*

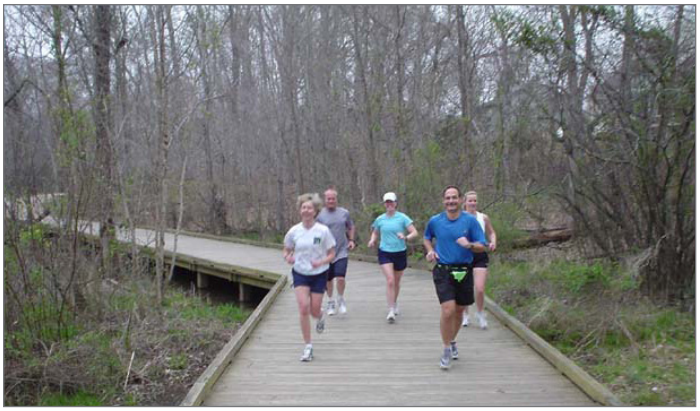
- Predominantly natural and undisturbed
- Largely undeveloped
- Large expanses of land
- Land uses limited to open space and parks
- Low connectivity (ped/bike/vehicular)
- Very few buildings, limited to civic uses
- Mulit-use paths for pedestrian movement
- Narrow internal roads
- Natural and undistributed landscape
- Informal 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.*



Cumberland River

T1 Natural



Low impact recreation and accommodation for pedestrians

The transportation network in T1 Natural takes on a much less structured, less impactful character, which generally consists of narrow internal roads that follow the contours or other natural features of the land and vary in surface types complemented by trails and multi-use paths.

Additional Guidance for Improvements to Open Space Areas that Contain Historically Significant Features

Many T1 Natural areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. 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 improvements within the T1 area:

- 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

Changes to properties located within a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay must comply with the applicable design guidelines.

Owners of public or private property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission 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.

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. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

T1 Natural

T1 Open Space surrounded by T4 Neighborhood Maintenance

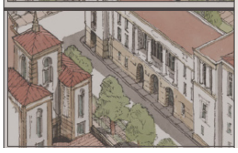
T1 Open Space surrounded by T2 Neighborhood Maintenance

T1 Open Space near a T3 Residential Corridor

T1 Open Space near T3 Neighborhood Maintenance

T1 Natural

Transect	Elements	Intent	Policy
 T1	Open space	Preserve	T1 Natural Open Space



T1 Natural

Policy Intent

Preserve existing undisturbed open space in natural areas to remain undeveloped. T1 Natural Community Character Policy includes public parks and preserves, and may also include private land held in conservation by land trusts and private groups or individuals.

General Characteristics

T1 areas are used for passive recreation and include publicly-owned parks and nature preserves, public or private cemeteries or burial grounds, and privately-held land trusts and conservation easements. T1 areas have the least amount of disturbance and development, and they retain large contiguous swaths of natural terrain, often with steep topography, waterways, dense vegetation, and view sheds.

Civic buildings are located inconspicuously within the open space and with consideration to surrounding sensitive environmental features. The public realm that is created with civic buildings is designed to have minimal impact on the landscape with the sparse use of lighting, signage, landscaping, and amenities. The edges of these T1 areas are firm, but the low-density development of surrounding residential areas serves to make the transition appear seamless. Boundaries are often defined by environmental features and land preservation easements.

Application

T1 policy is applied to existing open space that is to be preserved and enhanced and to land with privately held conservation easements. Enhancements to existing open space are guided by the Nashville Open Space Plan and the Metropolitan Parks and Greenways Master Plan.

Shelby Nature Center

Boat dock in T1

T1 Natural

Design Principles

As noted in "General Characteristics," T1 areas are found in proximity to T2 Rural, T3 Suburban, T4 Urban, and T5 Center Transect Categories. The proximity of adjoining Transect Areas will influence the design of the T1 area, with regard to the edges of the policy area and the access to the area.

Building Form and Site Design

Civic buildings are sited to minimize visual prominence and adverse environmental impacts by blending into the site and by enhancing view sheds. Buildings are not generally located on ridgelines or hilltops; but if this provides the optimum site, their rooflines are below the height of the existing tree canopy. Amenities include benches, picnic shelters, and restrooms.

Landscaping – Landscaping is informal, utilizing existing, native vegetation and reflecting the natural environment. When landscaping is added to an open space, native plant species are located in a pattern that enhances the natural environment.

Informal landcaping utilizing existing native plants

Lighting – Lighting is used sparsley for safety surrounding buildings, camping facilities, and parking areas and is designed to fit the context and character of a natural environment. Lighting is directed on-site to avoid light pollution and does not intrude into residential and non-developed areas.

Parking – Parking adequate to the size and use of the open space is provided on-site. Parking areas are designed to avoid large, flat surfaces, instead arranged in smaller groupings that are located to avoid environmentally sensitive features and to blend with existing land contours and vegetation. Low-impact design techniques (pervious paving, etc.) are used to minimize stormwater runoff. The parking perimeter is landscaped. Bicycle parking is provided.

Signage – Signage is scaled to the size, purpose, and draw of the open space. Signage alerts motorists, pedestrians, and cyclists to the open space and assists them in finding amenities in a manner that is not distracting or over overwhelming to the open space or the natural environment.

Connectivity

Access – When T1 areas are adjacent to T2 Rural and T3 Suburban Transect Areas, then the open space is primarily accessed by vehicles, with access provided from a prominent road. The character of roads within the T1 area are different from that of the road outside the open space area. The roads within the open space are designed and located to preserve sensitive environmental features such as topography and waterways, as well as other significant landmarks and are designed and located to preserve and enhance views and vistas. When T1 areas are adjacent to T4 Urban or T5 Center Transect Areas, the open space is primarily accessed by pedestrians or cyclists, with access provided by multi-use paths. Pedestrian and bicycle facilities also provide access from transit in these more intense Transect Areas.

T1 Natural

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods is low when the T1 area is surrounded by or adjacent to T2 Rural Transect Areas due to the low-density development pattern. Pedestrian and bicycle connectivity is moderate to high when the T1 area is surrounded by or adjacent to the T3 Suburban, T4 Urban, or T5 Center Transect Areas. Greenways or other multi-use paths link open spaces to other open spaces and may be used to link to nearby commercial or residential development and transit.

Bells Bend Park pedestrian and bicycle path

Zoning

The following is a list of zoning districts that may be appropriate within a given T1 area subject to the consistency of the requested zoning district with the other provisions of T1 policy that are detailed 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.

- AG
- AR2a
- Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and consistency of the proposed zoning district with the policy. Design-based zoning may be required to achieve the T1 policy objectives.

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T2 Rural

Introduction

The T2 Rural Transect category provides living and working options, differentiated from suburban and urban categories, offering residents the choice of seclusion within the countryside. T2 Rural land is sparsely developed with primary agricultural and low-density residential uses, complemented by limited, low intensity commercial uses. T2 Rural also reflects land with sensitive and unique topographic and geological characteristics, scarce prime agricultural land, or landscapes with a historic rural community character. In many cases, residents have chosen these communities largely due to the hillsides, valleys, forests, agriculture, wildlife habitats and rural character found in T2 Rural.

The impact of land subdivision, land development, and intensification of activities in T2 Rural can impact the region's resources and health and well-being. As such, the maintenance of a harmonious development pattern, preservation of prime agricultural lands, and the conservation of sensitive environmental resources and rural character is the key focus of any T2 Rural development. With this in mind, the policy areas within T2 Rural aim to protect and preserve rural character and sensitive environmental resources.

Unlike small rural towns in outlying counties, Davidson County's T2 Rural areas are near, and sometimes adjacent to, T3 Suburban and even T4 Urban areas. This proximity to more intensely developed areas means T2 Rural residents can enjoy convenient access to nearby retail and services while also living in a rural setting. Combined with low-density development patterns, convenient access to retail and services diminishes the market demand for, as well as the need to accomodate, extensive commercial development. This allows the county's T2 Rural areas to remain primarily residential and agricultural. Examples include Scottsboro, Bells Bend, Joelton, Union Hill, lower Neelys Bend, Pasquo, and the outer portions of Bellevue.

GENERAL CHARACTERISTICS OF T2 rural*

- Predominantly residential
- Predominantly agricultural and low-density residential
- Limited low intensity commercial in infrequently located centers
- Sparsely developed
- Low density rural development pattern
- Single- and two-family homes only
- Natural and rural countryside
- Low connectivity (ped/bike/vehicular)
- Shoulder and ditch or swale, no curb or sidewalk
- Generally large irregular lots
- Long distances between intersections
- Curvilinear streets, greenways, and multi-use paths
- Low lot coverage
- Deep and varying setbacks
- Wide spacing between buildings
- Low rise development
- Informal 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.*

T2 Rural

The purpose of T2 Rural designated lands is to:

- Promote and encourage agricultural activity in a supportive environment.
- Maintain a natural, open rural character by minimizing the visual intrusion of development along the primary roadways through building placement, protection of existing vegetation, and natural topographical features that obscure the view of development from the street.
- Provide for the preservation of open space as a watershed protection measure.
- Permit flexibility of design in order to promote environmentally sensitive and efficient use of the land.
- Preserve in perpetuity:
    - Unique or sensitive natural resources, such as groundwater, floodplains and floodways, wetlands, streams, steep slopes, prime agricultural land, woodlands, and wildlife corridors and habitat.
    - Scenic views.
    - Historic and archaeological sites.
- Permit grouping of development on less environmentally sensitive soils that will reduce the amount of infrastructure, including paved surfaces and utility easements, necessary for development to achieve rural appropriate development patterns.
- Minimize land disturbance and removal of vegetation during construction resulting in reduced erosion and sedimentation.
- Promote interconnected greenways and wildlife and other natural corridors through the community.

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 addition to residential, agricultural, and very limited commercial uses, some T2 Rural also includes open space areas. Given that significant open space is present in individual properties, the public open space is usually in institutional and civic land uses, such as schools, community centers, prominent civic structures, or in regional parks.

Neighborhoods

Residential and agricultural buildings are sparsely located and are scattered across the landscape in a pattern that honors environmental features and agricultural uses without a dense road network. Residential buildings often exhibit an irregular orientation to the rural road with deep and varying setbacks. Building footprints are small in relation to their lot size, often placed on large contiguous acres of land, resulting in wide spacing between buildings. Historically, some groupings of homes have clustered in small "hamlets" where residential buildings are more regularly spaced, sitting closer to the road and oriented to the road.

The Community Character Policies recognize that the character of individual areas and neighborhoods will differ and should be preserved. Rural areas in particular include agricultural uses, open countryside, and areas generally reflective of a more natural and open character.

Farms are a primary feature of the T2 Transect Category.

T2 Rural

Homes grouped together
Nashville Civic Design Center

Even within each of the T2 Rural policy categories listed above, the Community Character Manual does not assume uniformity among all neighborhoods within T2 Rural. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

In certain, particularly appropriate areas, especially where sanitary sewer service is available, well-designed layouts of homes grouped together to preserve agricultural areas and surrounding environmental features may be possible by utilzing the Rural Subdivision Regulations that allow some residential development but also preserve the agricultural and scenic viability of the landscape.

Centers

Rural centers are infrequent generally at the intersection of two rural arterial boulevards. These centers offer a compact mixture of uses and provide services to neighborhoods within a ten minute drive. Institutional, commercial, and mixed use land uses are designed to not overwhelm the surrounding rural environment. Buildings orient toward the road, are limited in height, and create a pedestrian-friendly environment. Setbacks are regular and shallower than in rural residential and agricultural sites, with building footprints that are large in relation to their smaller lot sizes. Small concentrations of low intensity commercial uses are the primary uses, complemented by limited concentrations of residential.

Corridors

While individual development is sparse, natural and man-made corridors connect residential land uses to rural centers and open space. Rural roads generally have a shoulder and ditch or swale, without curb or sidewalk. Low walls, fences, or a natural, irregular pattern of trees and shrubs typically front the edges of corridors. Parking takes place in driveways and parking lots in rural centers or open spaces. Given the sparse development pattern, the transportation network has few roads, with intersections typically located at great distances from each other, leading to limited connectivity with a lesser number of roads.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas contain buildings or settings that are historically significant to Nashvillians and visitors alike. 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 (MHZC):
    - 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 property that contains historic or archaeological features or historic structures 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 the 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, what was previously approved can be built without guidance from the Community Character Manual (CCM) or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the CCM or applicable 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 following policies 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, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such 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. Zone change applications for such sites may be considered on their merits provided that:

- There is no territorial expansion of the inconsistent use and/or zoning;
- Proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- Proposed development can be adequately served by existing infrastructure;
- Proposed development is consistent with the character of the Transect area in which the site is located;
- Proposed development 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.

T2 Rural

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse (e.g. a religious or educational institution). Adaptive reuse proposals may include activities that the policy would not normally support. Rezoning requests may accompany proposals for adaptive reuse of these sites, which would be reviewed for consistency with the policy. In order to 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:

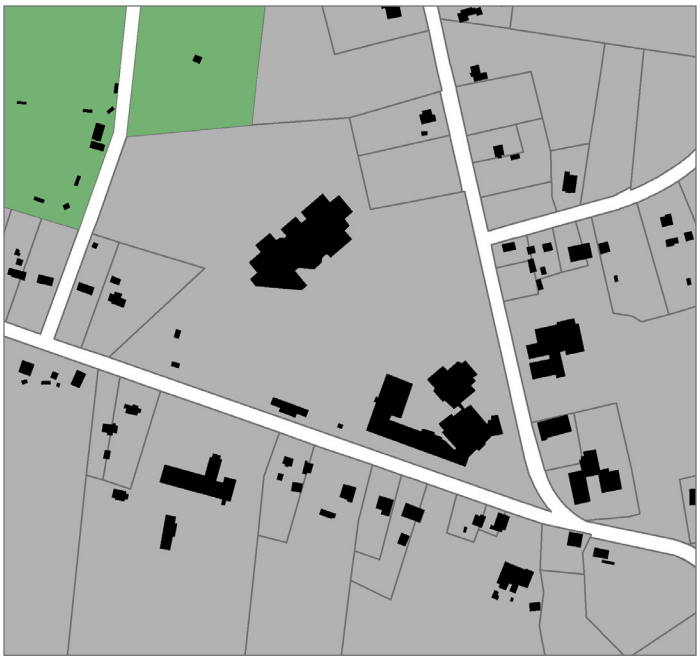
- The subject structure and/or site have been designated one of the following by the MHC and/or MHZC:
  - Worthy of Conservation
  - Eligible for Listing in the National Register of Historic Places
  - Listed in the National Register of Historic Places
  - National Historic Landmark
  - A contributing 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;
- Proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- Proposed development can be adequately served by existing infrastructure;
- Proposed development is consistent with the character of the transect area in which the site is located;
- Proposed development is consistent with the character of the Transect Area in which the site is located;
- Appropriate zoning can be applied which, in the course of accomodating 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

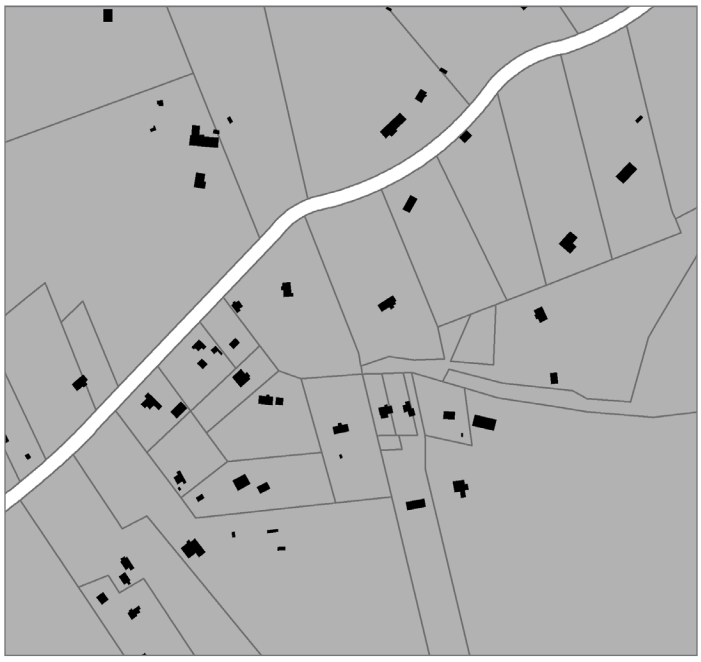
Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Refer to the applicable plan for the site in question to determine if additional policy guidance exists.

T2 Rural

T2 Rural Open Space



T2 Rural Neighborhood Center



T2 Rural Maintenance

T2 Rural Neighborhood Evolving

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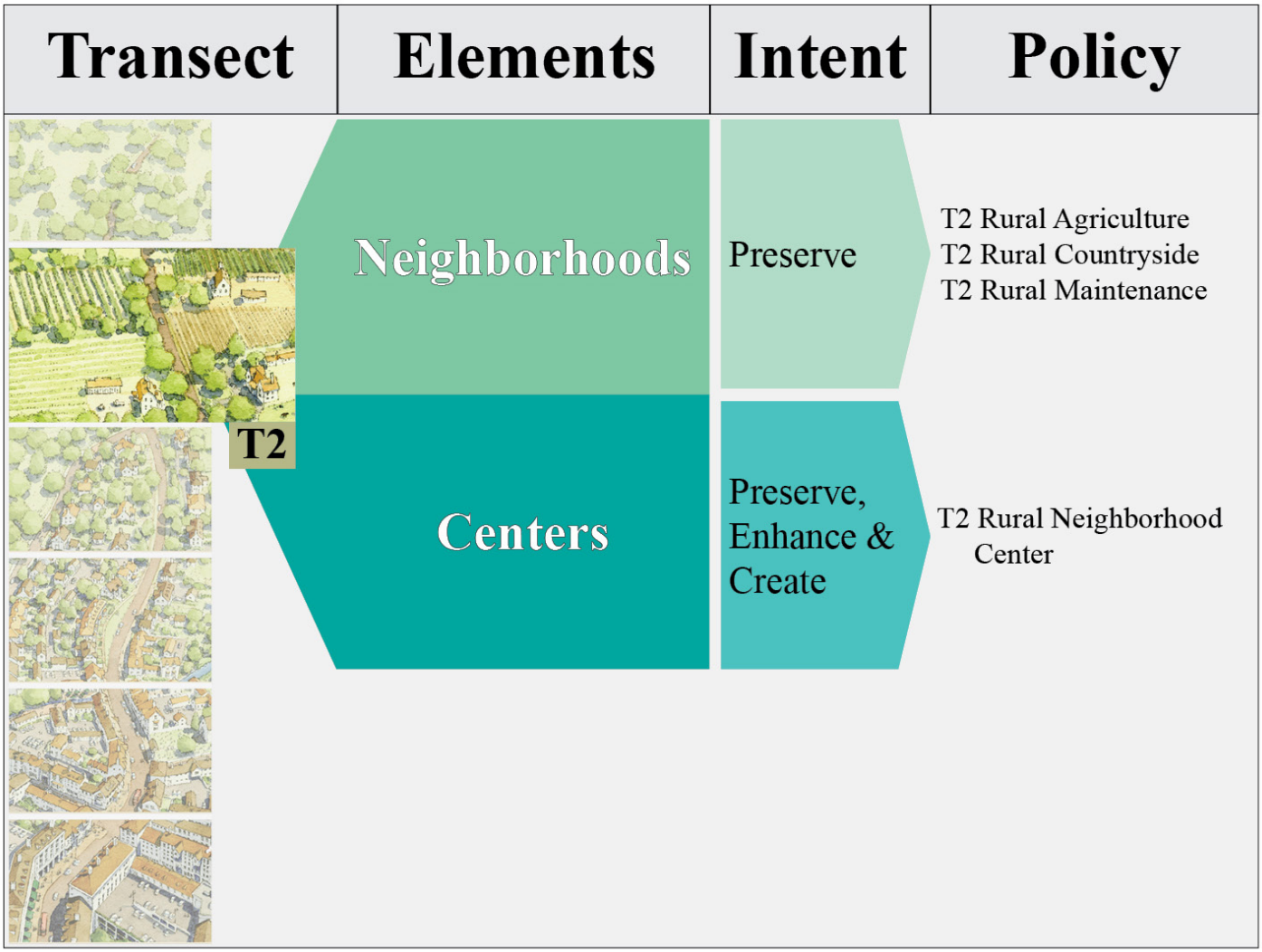
T2 Rural



T2 Rural Transect includes character policies for open space, agricultural areas, countryside, neighborhoods, and neighborhood centers.

T2-RA Rural Agriculture

Policy Intent

Maintain appropriate land for both active agricultural activities and limited associated residential uses, which add character to the rural landscape. Reinforce agricultural land's value as contributing to the history of the community and to a diversified economic base. Agricultural land also provides an economically viable use for some environmentally constrained land, while contributing to open space and food production.

General Characteristics

It is important to preserve and promote rural-based economies and lifestyles by fostering opportunities for small-scale employment and self-employment compatible with the agricultural use of the land, wildlife, and private stewardship of the land. These opportunities enhance the rural sense of community and quality of life. Subdivisions that require new roads or the extension of sanitary sewer infrastructure are inappropriate.

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes in T2 Rural Agriculture (T2-RA), areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2-RA areas be sensitively designed.

Application

T2-RA policy is applicable to areas that are appropriate and identified for, or envisioned to remain, primarily agricultural. T2-RA is applied in situations where there is an expressed interest in maintaining the predominant, existing, or desired condition for agricultural use and that condition is believed to be stable and sustainable over time.

EXAMPLES OF APPROPRIATE LAND USES*

- Agricultural and Related Accessory and Support Uses
- Hunting, Forestry, and Wildlife Viewing
- Residential
- Conservation Subdivisions

ZONING*

- AG
- Design-based zoning

BUILDING TYPES

- Agricultural
- Institutional
- House
- Plex House (two-family only)
- Detached Accessory Dwelling Units

**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.*

T2-RA Rural Agriculture

Commonly used boundaries to define T2-RA areas include, but are not limited to: presence of prime farm soils, suitability for livestock maintenance, environmental features, human-made features (rail lines, major utility easements, prominent roads), 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

Residential, agricultural, and other support buildings are sparsely located and are scattered across the landscape in a pattern necessary to service active farmland. Buildings are generally small in relation to their lot size. They are often placed on large contiguous acres of land, making their relative distance far from one another.

Residential, agricultural, and other support buildings are sparsely located and are scattered across the landscape in a pattern necessary to service active farmland. Buildings are generally small in relation to their lot size. They are often placed on large contiguous acres of land, making their relative distance far from one another.

Orientation – Residential buildings are often located along the street frontage and irregular in their orientation to the rural road.

Setbacks – Setbacks are generous and irregular, and spacing between buildings may often be significant.

Sparsely located agricultural buildings

The preservation of prime farmland and sensitive environmental features is considered when determining where the building is located to minimize the physical impact on the landscape.

Density – Density is secondary to the form of development; however, T2-RA areas are intended to be one of the lowest densities of development in the county. Density does not generally exceed one dwelling unit per five acres and even lower density is preferred to create or preserve an agricultural environment. Lots with variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development and not a conventional subdivision pattern.

Building Height – Occupied buildings are one to three stories in height with support structures often higher.

Landscaping – Landscaping is natural and informal. Landscaping generally uses existing, native vegetation and reflects the natural environment, but may also include some formal plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs.

Parking – Parking is provided on-site on private property. Parking for institutional land uses is provided on-site behind or beside buildings, with considerations for minimizing the size of paved parking areas. Bicycle parking is provided at institutional uses.

Signage – Signage is primarily used to identify individual farms and agricultural activities. 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 agricultural character of the area. Signage is generally scaled for vehicles and use of entrance features and other creative locations are often experienced. Any lighting on signage is minimal.

T2-RA Rural Agriculture

Rural roads primarily use swales to manage stormwater

Connectivity

Access – Single access driveways are common. Shared access roads and driveways serving more than two dwellings or otherwise accessing larger properties are also common. Driveways are designed and located to preserve environmentally sensitive features.

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is low and, where available, is provided in the form of greenways, trails, and/or multi-use paths and on-road facilities for bicyclists.

Vehicular – Vehicular connectivity is low. Limited transportation infrastructure — a sparse road network — limits vehicular connectivity to prominent rural roads, which are connected in a widely spaced network. Roads are designed in compliance with the Major and Collector Street Plan's Rural Corridor standards and located to preserve environmentally sensitive features. Rural cross sections with shoulders and swale are preferred, while cross sections with curb and gutter are inappropriate.

Zoning

The following is a list of zoning districts that may be appropriate within a given T2-RA area, subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T2-RA policy that are detailed 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 T2-RA policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- AG
- 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. 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 and the overall health of the watershed.

T2-RA Rural Agriculture

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T2-RCS Rural Countryside

Policy Intent

Maintain the rural countryside as a permanent choice for living and not as a holding or transitional zone for future urban or suburban development. Limited development opportunities exist and should result in development that is harmonious with the surrounding rural landscape in terms of varying setbacks, building types, and scale, while preserving portions of the rural landscape and green, natural areas. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

General Characteristics

T2 Rural Countryside (T2-RCS) areas are suitable primarily for the maintenance of the land in its natural state with small-scale agricultural and residential as secondary uses. If connections are not present, infrastructure improvements may be necessary to improve pedestrian, horse, bicycle, and vehicular connectivity utilizing Rural Corridors as set forth in the Major and Collector Street Plan. T2-RCS areas have an established development pattern consisting of the following:

- Very low-density residential development, secondary agricultural uses, and institutional land uses;
- Randomly dispursed attached and detached residential buildings;
- Deep setbacks and generous spacing between buildings;
- Low levels of connectivity due to a sparse road network and the limited presence of multi-use paths and/or bikeways;
- Clearly distinguishable boundaries identified by environmental features, lot size, and building placement; and
- Development pattern that reflects the preservation of land with environmental significance such as steep topography, vegetation, and view sheds and the preservation of tracts of farmland.

EXAMPLES OF APPROPRIATE LAND USES*

- Maintenance of the land in its natural state
- Small scale Agricultural and Related Accessory and Support Uses
- Residential
- Institutional
- Rural Subdivisions

ZONING*

- AG
- Design-based zoning

BUILDING TYPES

- Agricultural
- Institutional
- House
- Plex House (two-family only)
- Detached Accessory Dwelling Units

**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.*

T2-RCS Rural Countryside

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2-RCS areas be sensitively designed.

Application

T2-RCS policy is applied to areas that are envisioned and intended to remain with a rural character, where agricultural activities are present but secondary, and the primary character focus is the preservation of a natural condition with views of forested areas and countryside. T2-RCS policy is applied in situations where there is an expressed interest in maintaining the predominant, existing, or desired condition for residential and small-scale agricultural use and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T2-RCS policy areas include, but are not limited to: presence of prime farm soils, suitability for livestock maintenance, environmental features, human-made features (rail lines, major utility easements, prominent roads), 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

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

Massing – Massing of residential buildings results in a building footprint with low lot coverage.

Orientation – Buildings are placed in a random pattern and are generally oriented onto the primary road or onto a driveway.

Setbacks – Setbacks are generous and irregular, and spacing between buildings is often significant. The preservation of scenic viewsheds, environmental features, and prime farmland is considered when determining where the building is located to minimize the visual impact on the landscape.

Density – Density is secondary to the form of development; however, T2-RCS areas are intended to be one of the lowest densities of development in the county. Density does not generally exceed one dwelling unit per five acres and even lower density is preferred to create or preserve an open, rural environment. Lots with variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development instead of a conventional subdivision pattern.

Building Height – Occupied buildings are one to three stories in height with support structures often higher but, where present, generally not visible from the road.

Deep setbacks and a winding driveway

Nashville Civic Design Center

T2-RCS Rural Countryside

Viewsheds

Landscaping – Landscaping is natural and informal. Landscaping generally utilizes existing, native vegetation and reflects the natural environment, but may also include some formal plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs. 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 is provided on-site on private property. Parking for institutional land uses is provided on-site behind or beside buildings, with considerations for minimizing the size of paved parking areas. Bicycle parking is provided at institutional uses.

Signage – Signage is rarely used at individual residences. Signage for civic and public benefit 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. Pedestrian-scaled signage includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal.

Connectivity

Access – Single access driveways are common. Shared access roads and driveways serving more than two dwellings or otherwise accessing large properties are also common. Driveways are designed and located to preserve environmentally sensitive features.

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is low and, where available, is provided in the form of greenways, trails, and/or multi-use paths and on-road facilities for bicyclists.

Vehicular – Vehicular connectivity is low. Limited transportation infrastructure — a sparse road network — limits vehicular connectivity to prominent rural roads, which are connected in a widely spaced network. Roads are designed in compliance with the Rural Corridor standards contained in the Major and Collector Street Plan and located to preserve environmentally sensitive features. A road cross section with shoulders and swales is preferred. A road cross section with curb and gutter is inappropriate.

Zoning

The following is a list of zoning districts that may be appropriate within a given T2-RCS area, subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T2-RCS policy that are detailed 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

T2-RCS Rural Countryside

whether there is potential to redevelop sites that are not consistent with T2-RCS policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- AG
- 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. 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 and the overall health of the watershed.

T2-RM Rural Maintenance

Policy Intent

Maintain the general character of rural neighborhoods as characterized by their development pattern, varying setbacks, building form, and land uses. Balance maintaining the rural countryside and existing rural development patterns with new development. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

General Characteristics

T2 Rural Maintenance (T2-RM) areas have an established development pattern consisting of the following:

- Low-density residential and agricultural development patterns that include institutional land uses;
- Attached and detached residential buildings are dispersed across the landscape;
- Deep setbacks and generous but often regular spacing between buildings;
- Low levels of connectivity due to a sparse road network and the limited presence of multi-use paths and/or bikeways;
- Clearly distinguishable boundaries identified by environmental features, lot size, and building placement; and
- Development pattern reflects the preservation of land with environmental significance such as steep topography, vegetation, and view sheds and the preservation of tracts of farmland.

While Conservation policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2-RM areas be sensitively designed.

EXAMPLES OF APPROPRIATE LAND USES*

- Maintenance of the land in its natural state
- Small scale Agricultural and Related Accessory and Support Uses
- Residential
- Institutional
- Rural Subdivisions

ZONING*

- AR2A
- AG
- Design-based zoning

BUILDING TYPES

- Agricultural
- Institutional
- House
- Plex House (two-family only)
- Detached Accessory Dwelling Units

**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.*

T2-RM Rural Maintenance

Application

T2-RM policy is applicable to areas that are zoned rural residential, where the primary land use is rural residential, or that are envisioned to remain primarily rural residential. T2-RM policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed and undeveloped condition and that condition is believed to be stable and sustainable over time.

T2-RM areas typically have sanitary sewer service and/or zoning entitlements that allow higher residential densities than generally appropriate for rural areas. T2-RM policy recognizes existing housing and development patterns that are at odds with T2 Rural character. Although such conditions exist within T2-RM areas, the policy discourages their expansion. Instead, new development should occur through the use of Rural Character Subdivisions. Generally, the maximum gross density is one dwelling unit per two acres. Individual lots should be no smaller than the existing zoning with a significant amount of permanently preserved open space.

Commonly used boundaries to define T2-RM 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 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

The building form is in character with the existing development pattern of the rural neighborhood in terms of its mass, orientation, and placement. In certain, particularly appropriate areas, especially where sanitary sewer service is available, well-designed layouts of

Buildings are located with consideration to sensitive environmental features and preservation of view sheds.

homes grouped together to preserve agricultural areas, surrounding environmental features, and pastoral view sheds may be possible by working with the Planning Department on Rural Character Subdivision designs that allow some residential development but also preserve the agricultural viability of the landscape.

Massing – Massing of residential buildings results in a building footprint with low lot coverage.

Orientation – Buildings are placed in a random pattern and are generally oriented onto the primary road or onto a driveway.

Setbacks – Setbacks are generous and irregular, and spacing between buildings is often significant. The preservation of scenic viewsheds, environmental features, and prime farmland is considered when determining where the building is located to minimize the visual impact on the landscape.

Density – Density is secondary to the form of development; however, T2-RM areas are intended to be one of the lowest densities of development in the county. Density does not generally exceed one dwelling unit per two acres and even lower density is preferred to create or preserve an open, rural environment. Lots with

T2-RM Rural Maintenance

variable and irregular lot widths at the street (generally greater than 100 feet) are appropriate to reflect organic development instead of a conventional subdivision pattern.

Building Height – Occupied buildings are one to three stories in height with support structures often higher but, where present, are generally not visible from the road.

Landscaping – Landscaping is natural and informal. Landscaping generally utilizes existing, native vegetation and reflects the natural environment, but may also include some formal plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs. 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 is provided on-site on private property. Parking for institutional land uses is provided on-site behind or beside buildings, with considerations for minimizing the size of paved parking areas. Bicycle parking is provided at 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.

Lots are no smaller than the existing zoning and a significant amount of open space is permanently preserved.

Transitioning

Infill – T2-RM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and public realm. Where not present, enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

T2-RM areas typically have sanitary sewer service and/or zoning entitlements that allow higher residential densities than generally appropriate for rural areas. T2-RM policy recognizes existing housing and development patterns that are at odds with T2 Rural character. Although such conditions exist within T2-RM areas, the policy discourages their expansion. Instead, new development should occur through the use of Rural Character Subdivisions. Generally, the maximum gross density is one dwelling unit per two acres. Individual lots should be no smaller than the existing zoning with a significant amount of permanently preserved open space.

T2-RM Rural Maintenance

Connectivity

Access – Single-access driveways are common. Shared-access roads and driveways serving more than two dwellings or otherwise accessing large properties are also common. Driveways are designed and located to preserve environmentally sensitive features.

Block Length – Blocks are large and may be considered to be nonexistent. Where obvious, they are curvilinear with generous distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is low and, where available, is provided in the form of greenways, trails, and/or multi-use paths and on-road facilities for bicyclists.

Vehicular – Vehicular connectivity is low. Limited transportation infrastructure—a sparse road network—limits vehicular connectivity to prominent rural roads, which are connected in a widely spaced network. Roads are designed in compliance with the Rural Corridor standards contained in the Major and Collector Street Plan and located to preserve environmentally sensitive features. A road cross section with shoulders and swales is preferred. A road cross section with curb and gutter is inappropriate.

Zoning

The following is a list of zoning districts that may be appropriate within a given T2-RM area subject to the applicant's ability to prove that the requested zoning district is consistent with for the other provisions of T2-RM policy that are detailed 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 T2-RM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- AR2a
- AG
- 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. 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 and the overall health of the watershed.

T2-NC Rural Neighborhood Center

Policy Intent

Maintain, enhance, and create rural centers that provide services and a mixture of uses for surrounding rural areas. Rural neighborhood centers are generally at the intersection of prominent roads and have access to sewer infrastructure. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

General Characteristics

T2 Rural Neighborhood Centers (T2-NC) are pedestrian-friendly areas generally located at defined intersections and consist of the following:

- Commercial, mixed use, residential, institutional land uses;
- Provide service to rural neighborhoods within a ten-minute drive;
- Generally small, not exceeding the four corners of an intersection of prominent roads;
- Generally have access to sewer service;
- Buildings are regularly spaced, built to the back edge of the sidewalk with minimal spacing between buildings when on narrow rural roads. Setbacks for buildings may be deeper when located on wide rural roads;
- Parking is generally behind or beside the buildings or provided on-street;
- The public realm and streetscape feature the infrequent use of lighting, and both formal and informal landscaping;
- Clearly distinguishable boundaries identified by land uses, building types, building placement, block structure, and environmental features; and
- Served by low to moderate levels of connectivity with rural roads and multi-use paths leading to surrounding rural neighborhoods and open space.

EXAMPLES OF APPROPRIATE LAND USES*

- Commercial
- Office
- Mixed Use
- Residential; all residential rarely
- Institutional

ZONING*

- MUN-A
- MUN
- Design-based zoning

BUILDING TYPES

- Institutional
- House
- Plex House (two-family only)
- Detached Accessory Dwelling Units
- Townhouse
- Low-Rise Flat
- Low-Rise Commercial
- Low-Rise Mixed Use

**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.*

T2-NC Rural Neighborhood Center

T2-NC areas are generally surrounded by extensive areas of Conservation (CO) policy. While the CO policy is applied to environmentally sensitive features such as floodplains and steep slopes, areas outside of these features still drain to streams, creeks, and rivers within watersheds. Achieving and maintaining healthy watersheds requires that new development in T2-NC areas be sensitively designed.

Application

T2-NC policy is applied infrequently, generally at the intersection of two prominent rural arterial boulevards where there is a small concentration of land that is zoned, used, or intended to be used for low-intensity commercial and mixed uses, that is situated to serve rural neighborhoods and communities within a ten-minute drive, and its intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access.

Commonly used boundaries to define T2-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 transitional uses (open space, institutional, ancillary residential). Intensification should take 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.

T2 Rural Neighborhood Center

Design Principles

Building Form and Site Design

The building form is in character with the existing T2 Rural development pattern in terms of its mass, orientation, and placement. The building form complements adjacent neighborhoods served by the center and the infrastructure to which it has access.

A mix of building types is expected with preference given to commercial buildings that accomodate consumer services and serve as gathering places for rural communities. Office, mixed use, institutional, and residential buildings are also appropriate. Locations at prominent intersections are reserved for non-residential or mixed use 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 low lot coverage with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s). 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;
- Arranging buildings into pedestrian-friendly groupings; and
- Avoiding large unbroken expanses of pavement in associated parking areas.

Orientation – Buildings, including entrances, are oriented to the road. Developments at intersections are oriented so that buildings, including main entrances, face the highest-order road at the intersection. Property

T2-NC Rural Neighborhood Center

Loveless Cafe oriented to the road with formal landscaping

consolidation to create larger development sites within the center may be needed to achieve adequate dimensions for building and site design that are consistent with this category. Development within the transitions along side streets that separate T2-NC and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order road.

Setbacks – Setbacks and on-street parking vary based on the intensity of the road. On narrow roads, the setback is shallow or non-existent with the front building façade built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. On wide roads, shallow setbacks are present, but may be deeper where parking and access are warranted along arterial-boulevards. In all cases, the spacing between buildings is generally minimal.

Building Height – Buildings of all types are generally one to two stories tall at any location within the center, but taller buildings of up to three stories may be found in limited instances.

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;
- The contribution that the building makes to the overall fabric of the center in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the intersection on which the building is located, with locations at intersections of two arterial-boulevard streets being favored for taller buildings;
- The capacity of 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
- The 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 and planting strips are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen automobile-related uses, 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. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs.

T2-NC Rural Neighborhood Center

Parking – Parking is provided on-street or on-site on surface lots. Where a historic rural pattern of a narrow road and buildings built to the road exists or can be created, parking is located behind or beside the buildings.

Where a rural road and deeper setbacks exist, a single row of parking in front of the building is allowed, with the remainder of the parking behind or beside the building. 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 private and public realms.

Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall. Parking is screened from view of the road and abutting residential properties. On-street parking offsets parking needs and creates a buffer between the road and the pedestrian. Shared parking is encouraged. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided. The use of pervious pavement and other LID stormwater management techniques, beyond requirements, is strongly recommended.

Lighting – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the center, does not intrude onto adjacent residential uses or neighborhoods, and does not contribute to light pollution.

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 complement and contribute 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

Higher Intensity – Buildings at the edges of the center 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 T2-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.;
- Are not expected to exceed the permitted height of the adjacent policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- 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 service lanes; and,
- Pay particular attention to articulating façades that face lower-intensity policy areas.

Connectivity

Access – Primary access is generally provided from an arterial-boulevard and may be provided from a collector-avenue street. Secondary access may also be provided by a local side street. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the road.

T2-NC Rural Neighborhood Center

Access is designed to be easily crossed by pedestrians. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

Block Length – Blocks are irregular, sometimes with considerable distance between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is low to surrounding neighborhoods. When provided, it is in the form of greenways or pedestrian paths. Pedestrian connectivity within the center is high in order to allow pedestrians 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. Bicycle connectivity is provided in the form of on-road facilities.

Vehicular – Vehicular connectivity is low to surrounding neighborhoods. The center is generally located at a prominent intersection with vehicular access provided by an arterial-boulevard or a collector-avenue. Connectivity within the center is provided through coordinated access and circulation.

Pedestrian walkway between buildings

Zoning

The following is a list of zoning districts that may be appropriate within a given T2-NC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T2-NC policy that are detailed 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 T2-NC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- MUN-A
- MUN
- 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. 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 and the overall health of the watershed in which the site is located.

T2-NC Rural Neighborhood Center

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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.*

T3 Suburban

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 kings 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:

- 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 usecenters 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

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

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.

T3 Suburban

T3 Suburban Open Space

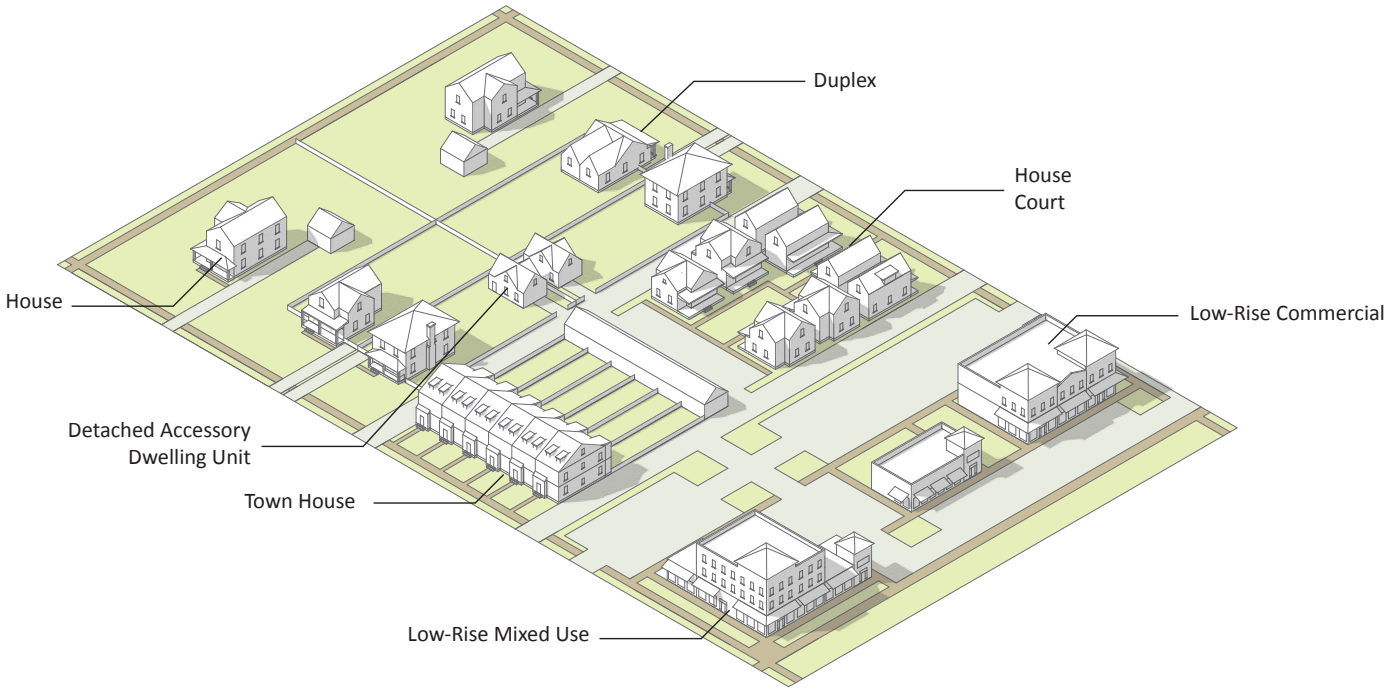
T3 Suburban Neighborhood

T3 Suburban Corridor

T3 Suburban Center

T3 Suburban

A mix of building types in a suburban setting.



Transect	Elements	Intent	Policy
 T3	Neighborhoods	Maintain	T3 Suburban Neighborhood Maintenance
		Create & Enhance	T3 Suburban Neighborhood Evolving
	Centers	Enhance & Create	T3 Suburban Neighborhood Center T3 Suburban Community Center
	Corridors	Maintain, Enhance & Create	T3 Suburban Residential Corridor
		Enhance	T3 Suburban Mixed-Use Corridor

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

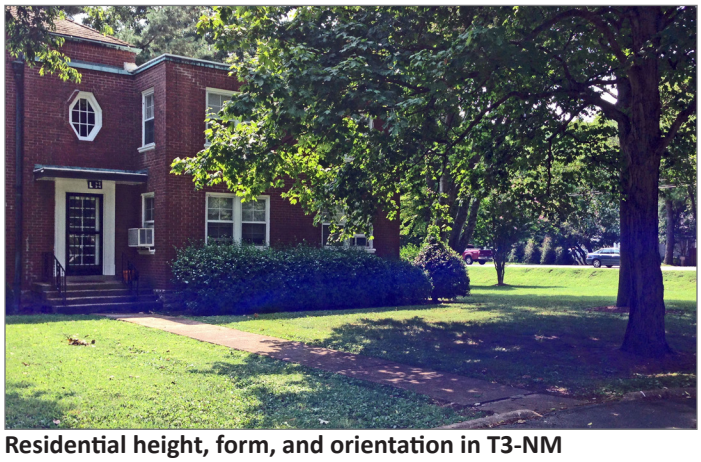
T3-NM policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T3-NM policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and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

Natural landscaping in T3-NM

- Effectiveness of transitioning to the lower scale areas of the neighborhood behind or adjacent to the building in terms or 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.

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-NM 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

**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-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

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 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.

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

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

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 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.

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 applicapble 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 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.

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

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 buildingswith 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
- RL1
- RM9-A
- RM15-A
- RM20-A
- MUN-A
- MUL-A
- OR20-A
- CS, CL
- 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
- Formal or informal 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.*

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 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.

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.*

T4 Urban

Introduction

The T4 Urban Transect category includes the historic, inner-ring neighborhoods as well as new neighborhoods intended to be developed in a more intense, urban fashion. Complete urban communities feature an integrated mixture of housing within walking distance of commercial and neighborhood-scaled open space. They feature highly connected street systems with sidewalks, bikeways, and facilities for mass transit, providing many transportation options.

While there are many existing, complete T4 Urban neighborhoods, there are also a number of neighborhoods that have the potential to be complete, but lack one or more of the needed elements. Where this is the case, good infrastructure, desirable housing stock, and/or proximity to a thriving commercial center may be the catalyst for obtaining the remaining elements of a complete T4 Urban neighborhood.

In this transect, social interaction is a product of density of housing, a mixture of uses, and streets and open spaces that create a welcoming public realm. With multiple housing types and choices, there is the potential for a greater socioeconomic mixture of residents. Commercial centers exist within walking distance of homes and provide residents with daily needs and conveniences. Open space is also within walking distance of homes and is an essential piece in the fabric of the neighborhood. These elements combined create a bustling neighborhood atmosphere.

Although they are different, the T4 Urban, T3 Suburban, and T2 Rural Transect areas are closely related. The T4 Urban Transect area, with a denser development pattern, allows the T2 Rural Transect area to be preserved in a more natural, undeveloped state. Meanwhile, the T3 Suburban Transect area combines some elements of urban and rural development patterns. In T3 Suburban Transect areas, the balance between open space and buildings tilts toward open space with vegetation framing the street; in T4 Urban Transect areas, the balance tips toward the built environment, with buildings framing the street.

GENERAL CHARACTERISTICS OF T4 urban*

- Predominantly residential
- Mixed use centers and corridors
- Highly developed
- Medium to high density
- Diversity of housing types throughout
- Accessible open space
- High connectivity (ped/bike/vehicular)
- Alley systems access
- Generally smaller lots
- Moderate to short distance between
- intersections
- Linear streets
- High lot coverage
- Shallow and consistent setbacks
- Minimal spacing between buildings
- Low- to mid- 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.*

T4 Urban

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

Given smaller lot sizes, there is a greater need for shared open space in T4 Urban areas. Parks and open space are tightly woven into the fabric of the neighborhood. Residents in urban neighborhoods can access parks on foot, by bicycle, or by automobile. While smaller neighborhood parks are prevalent, open space may also be in the form of large recreational areas, and cultural and educational centers with green space.

Neighborhoods

T4 Urban neighborhoods such as East Nashville, Edgehill, Germantown, and Hillsboro-West End are classic examples of complete urban neighborhoods. Meanwhile, more recently established neighborhoods, such as Lenox Village and Carothers Crossing, also feature elements of complete urban neighborhoods and provide an option for urban living in outlying portions of the county.

Open Space

T4 Urban neighborhoods are composed of interspersed residential building types to provide housing choice. Detached single-family residential units and plex houses may exist as the predominant housing types, but townhouses are also common and may be found on the same block face as single-family detached homes. Flats and detached accessory dwelling units such as garage apartments also contribute to the diverse housing options in T4 Urban areas.

The placement and intensity of residential buildings creates the neighborhood form and density unique to T4 Urban. The homes are spaced closer together, with shallower setbacks in relation to adjacent structures and the street. With shallower front setbacks, residential buildings frame the street; but a separation remains between the public realm of the street and the private realm of the residence. The area between the sidewalk and the resident's front porch or stoop creates a space where social interaction occurs. With the residential building closer to the street, the residents pay attention to the street, creating a safer streetscape for everyone.

The Transect model acknowledges, defines, and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect recognizes the broad differences between natural, rural, suburban, and urban built environments; but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, the Sylvan Park, Belmont-Hillsboro, and Buena Vista neighborhoods in T4 Urban each have a distinct character.

The Community Character Policies recognize that the character of individual areas and neighborhoods will differ and strive to preserve the uniqueness of each. T4 Urban Neighborhood Maintenance policy, for example, states that neighborhoods may contain "a wide variety of housing types, with each individual neighborhood having its own unique character." The Community Character Manual does not assume uniformity among all neighborhoods within T4 Urban. Rather, it values the character of each and promotes its preservation or enhancement for established communities and supports creation of new neighborhoods.

T4 Urban

Centers

Residents in urban neighborhoods are generally within a five- to ten-minute walk of neighborhood-scaled commercial and mixed use centers. Urban centers are often mixed use, accommodating commercial and residential land uses. Mixed use buildings with residential or office on upper floors and commercial uses on the ground floor promote active uses at the pedestrian level, adding to the bustling atmosphere of the neighborhood.

The scale of commercial and mixed use buildings in T4 Urban Neighborhood Centers and Community Centers complement the density and housing mix that surrounds them. Commercial and mixed use buildings have shallow setbacks or are built to the sidewalk, framing the street with buildings and creating an active sidewalk with first-floor retail, offices, or restaurants. Because residents are within walking distance, parking in urban Centers is typically provided on the street or tucked away from view behind or beside the building.

Corridors

T4 Urban's compact block structure and highly connected street grid make it comfortable to walk, with multiple route and travel options, to a mixed use Center or open space. Shorter block lengths make it easy for residents, employees, and visitors to move about the neighborhood.

Wide-reaching sidewalks and bikeways give T4 Urban residents options, in addition to the automobile, to reach their destinations. This infrastructure also provides the last mile link for many residents to reach bus routes or other modes of mass transit that more commonly serve densely populated neighborhoods.

Local streets link the urban neighborhood and connect to larger streets that serve the T4 Urban area. Alley systems provide additional connections throughout the neighborhood to the local street system. Street systems in this Transect category accommodate two-way traffic, on-street parking, and street trees. All of which help reduce travel speeds within neighborhoods, add a buffer between the moving vehicle and the pedestrian, and enhance the street as a public realm.

Residential corridor

Conservation

Conservation (CO) policy is applied to areas in the T4 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 T4 is inappropriate unless the site in question cannot be developed at all without some disturbance of the sensitive environmental features or is within a Tier One Center, Priority Corridor, or Transition and Infill Area as shown on the Concept Map.

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.

T4 Urban

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas contain buildings or settings that are historically significant to Nashvillians and visitors alike. 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 (MHZC):
    - 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 property that contains historic or archaeological features or historic structures 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 the 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, what was previously approved can be built without guidance from the Community Character Manual (CCM) or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the CCM or applicable 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 following policies 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 such 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. Zone change applications for such sites may be considered on their merits provided that:

- There is no territorial expansion of the inconsistent use and/or zoning;
- Proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- Proposed development can be adequately served by existing infrastructure;

- Proposed development is consistent with the character of the Transect area in which the site is located;
- Proposed development 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.

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse (e.g. a religious or educational institution). Adaptive reuse proposals may include activities that the policy would not normally support. Rezoning requests may accompany proposals for adaptive reuse of these sites, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications 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 MHC and/or MHZC:
  - 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;
- Proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- Proposed development can be adequately served by existing infrastructure;
- Proposed development is consistent with the character of the Transect Area in which the site is located;
- Proposed development is consistent with the Design Principles of the policy;
- 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.

T4 Urban

T4 Urban Open Space

T4 Urban Neighborhood

T4 Urban Center

T4 Urban Corridor

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T4 Urban

Transect	Elements	Intent	Policy
	Neighborhoods	Maintain	T4 Urban Neighborhood Maintenance
		Create & Enhance	T4 Urban Neighborhood Evolving
		Maintain, Enhance & Create	T4 Urban Mixed-Use Neighborhood
	Centers	Maintain, Enhance & Create	T4 Urban Neighborhood Center
		Create & Enhance	T4 Urban Community Center
	Corridors	Maintain, Enhance & Create	T4 Urban Residential Corridor
		Enhance	T4 Urban Mixed-Use Corridor

T4-NM Urban Neighborhood Maintenance

Policy Intent

Maintain urban neighborhoods as characterized by their moderate- to high-density residential development pattern, building form/types, setbacks, and building rhythm along the street.

General Characteristics

T4 Urban Neighborhood Maintenance (T4-NM) areas will experience some changes over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. Where transportation infrastructure is insufficient or not present, enhancements are necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-NM areas have an established development pattern consisting of the following:

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

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RN1, RN2
- RL1, RL2
- RS3.75, RS3.75-A
- R6, R6-A
- RS5, RS5-A
- RS7.5, RS7.5-A
- R8, R8-A
- R10, RS10
- RM9-A
- RM15-A
- RM20-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

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T4-NM Urban Neighborhood Maintenance

Application

T4-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. T4-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 T4-NM areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of buildings), environmental features, 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 the specific area to which the T4-NM policy has been applied. T4-NM areas may contain a wide variety of housing types, with each individual neighborhood having its own unique character.

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 building footprints with moderate to high lot coverage.

Homes with shallow setbacks, porches and street orientation

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

Setbacks – Buildings have shallow and regular setbacks, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is minimal spacing between buildings.

Density – Density is secondary to the form of development; however, these areas are intended to be moderate- to high-density. Since T4-NM policy is applied to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of characteristics such as the mix of housing types, building setbacks and spacing, and block structure.

Building Height – Buildings in this area 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.

T4-NM Urban 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.;
- 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;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Use of increased building setbacks and/or building stepbacks 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 towards 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 major corridors such as arterial-boulevard or collector-avenue streets that are within or at the edge of T4-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 preserving 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 formal. Street trees are common. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. 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 provided on-street, or on-site, via alleys or driveways. Parking for multifamily buildings is provided in parking lots or structured parking, accessed via alleys or driveways. Parking is located behind or beside buildings and is screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multifamily and institutional uses.

T4-NM Urban Neighborhood Maintenance

Higher intensity housing placed nearer to centers and corridors

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 complement and contribute 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 – Established T4-NM areas may include areas of land that is vacant, underutilized, or in a nonresidential use that could redevelop. Examples could include large tracts of undeveloped land, an undeveloped farm, a former country club or church, etc. These areas differ from T4 Neighborhood Evolving areas because they are generally smaller and interior to the neighborhood. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the T4-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 Transect. In some cases, additional guidance for development or redevelopment of these infill areas may be outlined in a Community 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 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 – While T4-NM areas usually contain a mixture of residential building types, these are sometimes randomly located rather than thoughtfully placed in relation to the major street system or Corridor and Neighborhood and Community Center policy areas. 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 will add value to neighborhoods, growing the market and demand for consumer services and the demand for transit.

Areas with adequate infrastructure, access, and the ability to form transitions and support existing or planned mass transit and the viability of consumer businesses are most appropriate for higher density. These are primarily areas along arterial-boulevard or collector-avenue street corridors internal to the neighborhood or abutting larger Centers and Corridors adjacent to the neighborhood.

T4-NM Urban Neighborhood Maintenance

Connectivity

Access – Alley access is common, while driveway access from the street is occasionally found. Development on more prominent streets has consolidated access, preferably by side street or alley.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways throughout the neighborhood. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

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 high, and is provided in the form of local streets, collector-avenues and arterial-boulevards. This creates a complete street network and provides residents with multiple routes and reduced trip distances. Cul-de-sacs are inappropriate. The street network is complemented by an alley network that provides access to homes.

Zoning

The following is a list of zoning districts that may be appropriate within a given T4-NM area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-NM 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, infrastructure in and around 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 T4-NM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN1, RN2*
- RL1, RL2*
- RS3.75, RS3.75-A
- R6, R6-A
- RS5, RS5-A
- R8, R8-A
- RS7.5, RS7.5-A
- R10, RS10
- RM9-A, RM15-A, RM20-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 mitigate potential impacts to 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.*

T4-NM Urban Neighborhood Maintenance

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T4-NE Urban Neighborhood Evolving

Policy Intent

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

General Characteristics

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

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

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RN1, RN2
- RL1, RL2
- RS3.75, RS3.75-A
- R6, R6-A
- RS5, RS5-A
- R8, R8-A
- RS7.5, RS7.5-A
- RM9-A to RM40-A
- Design-based zoning

BUILDING TYPES

- 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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T4-NE Urban Neighborhood Evolving

Application

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

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

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

Design Principles

Building Form and Site Design

Building height, form, and orientation fit in with the urban character and development pattern described in the Introduction to this section and the Policy Intent and General Characteristics of T4-NE policy. An integrated mixture of building types, including single-family, detached accessory dwelling units, plex houses, townhouses, and flats, to create housing choice are found in T4-NE areas. The mixture and placement of building types considers the street type and is designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing.

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

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

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

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

Setbacks – Building setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public

T4-NE Urban Neighborhood Evolving

Courtyard flats providing housing choice

and private realm and to create a pedestrian-friendly environment. There is minimal spacing between buildings.

Density – Density is secondary to the form of development; however, T4-NE areas are intended to be moderate- to high- density with smaller lots and a more diverse mix of housing types than are typically found in T4 Urban Neighborhood Maintenance areas. Certain areas that are abutting or adjacent to Centers and Corridors may be appropriate for higher density housing and buildings, depending on their surrounding context.

Building Height – Buildings are generally one to three stories in height. Buildings up to four, possibly five, 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 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 the pedestrian environment;
- Access to major transportation networks;
- Opportunities for higher connectivity;
- Ability to form transitions from adjacent higher-intensity development to the lower-scale neighborhood interior;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- 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. Place 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 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 watersheds. 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. New developments near existing parks may have less shared open space within the development, but still should provide green space.

T4-NE Urban Neighborhood Evolving

Landscaping – Landscaping is generally formal. Street trees are common. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. 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 provided on-street or on-site, and is accessed via alleys. Parking for multifamily buildings is provided in parking lots or structured parking, accessed preferably via alleys or consolidated access from side streets. Parking is located behind or beside the buildings and is screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multifamily 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.

Open space at a cottage court

Transitioning

Infill – T4-NE policy may be applied either to undeveloped or substantially underdeveloped "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 urban 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 and 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

T4-NE Urban Neighborhood Evolving

T4-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 density through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at these edges:

- 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
- Have articulated façades that face lower-intensity policy areas.

Higher density housing along corridor

Connectivity

Access – Access by alleys is preferred. Development on larger streets has consolidated access, preferably by side street or alley.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways throughout the neighborhood. Pedestrian and bicycle connectivity to existing or planned transit is included.

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

Vehicular – Vehicular connectivity is high, and is provided in the form of local streets, collector-avenues and arterial-boulevards that create a complete street network, and provide residents with multiple routes and reduced trip distances. Cul-de-sacs are highly discouraged. The street network is complemented with an alley network that provides access to residences. As new development occurs, special attention is paid to the existing collector-avenue and arterial-boulevard streets in the area to determine if these streets are able to support additional development. If existing streets cannot support the use generated by the evolving urban neighborhoods, improvements to these streets or reclassification of these streets may be necessary. It may also be necessary for the new development to create higher-order collector-avenue or arterial-boulevard streets.

Balancing Conservation and Evolving Policies

Decisions for properties in T4-NE areas containing CO policy require flexibility, because environmental constraints may make it difficult to construct certain building types without disturbing the sensitive features.

T4-NE Urban Neighborhood Evolving

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.

Building mass is generally small footprint in relation to the lot size to protect environmentally sensitive features. Building heights are generally consistent with the T4-NE policy. However, heights may be more limited than would otherwise be appropriate 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 while striking a balance between the need to preserve or remediate environmentally sensitive features and the need to encourage urban infill development. Buildings are oriented to face public streets to the extent that protecting sensitive environmental features permits.

The adequacy of infrastructure (including, but not limited to, roads and sewers) and the feasibility of extending infrastructure is also considered with development of property with or adjacent to CO policy. For example, a property guided by CO and T4-NE policies may not be able to achieve increased intensity where surrounding sensitive environmental features limit provision of adequate infrastructive and connectivity improvements.

Zoning

The following is a list of zoning districts that may be appropriate within a given T4-NE area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-NE policy that are described above. A site's location in relation to centers, corridors and multi-modal transportation options 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 T4-NE policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN1, RN2*
- RL1, RL2*
- RS3.75, RS3.75-A
- R6, R6-A
- RS5, RS5-A
- R8, R8-A
- RS7.5, RS7.5-A
- RM9-A to RM40-A
- Design-based zoning

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 mitigate potential impacts to 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.*

T4-MU Urban Mixed Use Neighborhood

Policy Intent

Maintain, enhance, and create urban, mixed use neighborhoods with a diverse mix of moderate- to high density residential, commercial, office, and light industrial land uses.

General Characteristics

T4 Urban Mixed Use Neighborhood (T4-MU) areas will have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-MU areas have the characteristics of the following:

- Moderate- to high-density residential development, mixed use, commercial, light industrial, and institutional uses;
- Regularly spaced buildings built to the back edge of the sidewalk and minimal spacing between buildings;
- Parking behind or beside the buildings and generally accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- High levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit; and
- Clearly distinguishable boundaries identified by block structure, street and alley networks, and building placement.

Application

T4-MU policy is applicable to areas that are zoned residential, commercial, and light industrial, where the primary land use is residential, commercial, and light industrial or that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. T4-MU policy is typically applied in the following situations where there is:

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Mixed Use
- Community Gardens & Other Open Spaces
- Institutional
- Office
- Commercial
- Light industrial including non-nuisance type crafts and other “cottage” industrial, light warehousing/distribution.

ZONING*

- MUN-A
- MUL-A
- OR20-A, R40-A
- RN1, RN2
- RL1, RL2, RL3
- RM9-A to RM40-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
- 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.*

T4-MU Urban Mixed Use Neighborhood

- An expressed interest in the area's development pattern progressing to promote a mixture of housing types, commercial, light industrial land uses, and greater connectivity; or
- Existence of the following characteristics:
  - High vacancy rates;
  - 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
  - Age and condition of the existing development

Commonly used boundaries to define T4-MU 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). Because of the potential to contain commercial and light industrial ancillary to residential, this policy does not intrude into the defined boundaries of non-urban mixed use neighborhood policies. 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 generally in character with the existing development pattern of the urban neighborhood in terms of its mass, orientation, and placement. The building form is also appropriate to the street type and is designed to be compatible, on the edges of the T4-MU policy, with adjacent policy areas.

Low-rise mixed use (live/work units)

Massing – The massing of residential buildings results in footprints with moderate to high lot coverage. The massing of mixed use and non-residential buildings results in a footprint with moderately high lot coverage with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s).

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 facade 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.

Orientation – Residential buildings, including entrances, are oriented to the street or an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. The scale and massing of industrial buildings

T4-MU Urban Mixed Use Neighborhood

is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street.

Setbacks – Setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops and porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. Courtyards for courtyard flats are appropriate.

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 or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. Spacing between buildings is generally minimal, expect for where the industrial land use requires additional separation from adjacent building types and land uses.

Density – Density and intensity are secondary to the form of development; however, T4-MU areas are intended to be high density/intensity.

Building Height – The diversity of building types and uses results in a mixture of building heights. Single-family and two-family homes are typically one to three stories in height. Mixed use, non-residential, and multifamily buildings are generally up to five stories in height but may be taller in limited instances. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the neighborhood. 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 Mixed Use 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 intersection or street segment on which the building is located, with locations along or at intersections of arterial-boulevard streets being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography and other unique site and locational characteristics;
- 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

Adaptive re-use office building built to the sidewalk

T4-MU Urban Mixed Use Neighborhood

- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

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 preserving 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 stormwater management devices as well as site amenities.

Landscaping – Landscaping is formal. Street trees and/or planting strips are appropriate. Landscaping retains the existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen automobile-related uses, 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 homes is provided on-street, or on-site and is accessed via alleys or side streets. Parking for non-residential and multifamily buildings is provided on-street or on-site, preferably in structured parking located behind, beside, or beneath the primary building, which utilizes a liner so parking structures are not located on the public street. Surface parking is divided into sections by landscape islands and internal street networks. 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 private and public realms. Parking structures and lots are screened from view. On-street parking offsets parking needs and further buffers pedestrians from traffic. Shared parking is encouraged. When establishing parking quantities, other design principles are not compromised. Bicycle parking is provided at multifamily developments and non-residential land uses.

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. The design and location of signage complements and contributes 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 are not 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

On-street parking by low-rise mixed use buildings

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 T4-MU form transitions in scale and massing where it adjoins lower-intensity policy areas, with thoughtful attention 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 T4-MU 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, plex houses, 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 to residential, commercial, office, mixed use, and light industrial buildings is provided from alleys and side streets. Larger industrial uses are served by driveways. Shared access is used to avoid multiple curb cuts and pedestrian/vehicular conflict points. Access is designed to be easily crossed by pedestrians. Access into developments is aligned, where applicable, with access for development across the street. Cross access is provided between abutting developments. Coordinated access and circulation create an area that functions as a whole instead of as separate building sites.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is high and, where available, is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T4-MU areas is high in order to allow residents, employees, and visitors to park and walk to multiple destinations and access existing or planned transit. Sidewalks are present within the neighborhood, and 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.

Transit – Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that accommodate transit stops.

Vehicular – Vehicular connectivity is high and is provided in the form of local streets, collector-avenues, and arterial-boulevards that create a complete street network, and provide residents with multiple routes and reduced trip distances. Cul-de-sacs are inappropriate. The street network is complemented with an alley network that provides access to residential, mixed use, commercial, office, and light industrial uses.

T4-MU Urban Mixed Use Neighborhood

Zoning

The following is a list of zoning districts that may be appropriate within a given T4-MU area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-MU 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 T4-MU policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN1, RN2*
- RL1, RL2, RL3*
- MUN-A
- MUL-A
- OR20-A
- OR40-A
- RM9-A to RM40-A

Other alternative zoning districts may be appropriate based on locational characteristics and surrounding context of the subject property.

- 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. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to mitigate potential negative impacts to 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.*

T4-NC Urban Neighborhood Center

Policy Intent

Maintain, enhance, and create urban neighborhood centers that provide daily needs and services for surrounding urban neighborhoods.

General Characteristics

Centers are generally at the intersection of two prominent roads and include infrastructure for pedestrians and bicyclists. T4 Urban Neighborhood Center areas have high levels of connectivity and complete street networks with sidewalks, bikeways, and existing or planned transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-NC areas are pedestrian-friendly areas, generally located at intersections of urban streets and consist of the following:

- Commercial, mixed use, residential, and institutional land uses;
- Services to meet the daily needs of residents within a five to ten minute walk;
- Intensity generally placed within edges, not exceeding the four corners of an intersection of prominent urban streets;
- Regularly spaced buildings built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking behind or beside the buildings and generally accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- High levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit leading to surrounding neighborhoods and open space; and
- Clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.

EXAMPLES OF APPROPRIATE LAND USES*

- Mixed Use
- Commercial
- Office
- Institutional
- Office
- Residential

ZONING*

- RN1, RN2
- RL1, RL2, RL3
- RM9-A to RM20-A
- OR20-A
- MUN-A, MUL-A
- Design-based zoning

BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- House Court
- Townhouse Court
- 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.*

T4-NC Urban Neighborhood Center

Application

T4-NC policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as mixed use and commercial. A center is situated to serve an urban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, such as the intersection of a local and collector-avenue street.

Commonly used boundaries to define T4-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 (open space, institutional, ancillary residential). Intensification should take place within the current boundaries of the center rather than through expansion of the policy area. 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 T4 Urban development pattern in terms of its mass, orientation, and placement. The building form also complements the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T4-NC areas 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 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 to high 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).

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 larger buildings and including such elements as windows and multiple pedestrian entrances;
- 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 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.

Orientation – Buildings, including entrances, are oriented to the street. 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 within the T4-NC area 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 T4-NC and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

T4-NC Urban Neighborhood Center

Setbacks – The front building façade is built to the back edge of the sidewalk to engage the public realm and create a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. There is minimal spacing between buildings.

Building Height – Buildings of all types in T4-NC areas are typically two to four 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 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.;
- 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 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;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- 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.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, 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 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 surface lots. Parking is primarily behind the building. Limited parking is allowed beside the buildings and is designed to cause minimal disruption to the street wall

Low-rise townhouses with strongly articulated facades, oriented to the street and built to the sidewalk

created by buildings. Parking is screened from view of the street and from view of abutting residential properties. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. 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 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 pedestrians and building mounted signs, projecting signs, or awning signs are appropriate.

Transitioning

Adjacent Neighborhoods – Buildings 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 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 T4-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, plex houses, 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 provided from alleys and side streets. Shared access is used to avoid multiple curb cuts and pedestrian and vehicular conflict points. 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 is designed to be easily crossed by pedestrians.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is high and, where available, is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4-NC area is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center and clearly-marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone.

Pedestrian realm

T4-NC Urban Neighborhood Center

Transit – Access to existing or planned mass transit is provided in convenient locations, coordinated with sidewalks and bikeways.

Vehicular – Vehicular connectivity to surrounding neighborhoods is high. The T4-NC area is generally located at an intersection of local and collector-avenue streets with vehicular access provided from alleys and side streets. 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 T4-NC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-NC 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 T4-NC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN1, RN2*
- RL1, RL2, RL3*
- RM9-A to RM20-A
- OR20-A
- MUN-A
- MUL-A
- 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 negative impacts to 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.*

T4-NC Urban Neighborhood Center

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T4-CC Urban Community Center

Policy Intent

Maintain, enhance, and create urban community centers. Encourage their development or redevelopment as intense mixed use areas that provide a mix of uses and services to meet the needs of the larger surrounding urban area.

General Characteristics

T4 Urban Community Centers (T4-CC) are served by multiple modes of transportation and accomodate sidewalks, bikeways, vehicles, and existing or planned transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

T4-CC areas are suitable for creating services to meet the needs of surrounding neighborhoods. T4-CC areas are pedestrian-friendly, generally located at intersections of prominent urban streets and consist of the following:

- Commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining policy areas;
- Services to meet the daily needs of residents within a five- minute drive or a five- to ten- minute walk, as well as services that are needed less frequently and provide a draw to the larger community;
- Intensity generally placed within edges not exceeding a quarter-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 and formal landscaping;
- Highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space;

EXAMPLES OF APPROPRIATE LAND USES*

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

ZONING*

- RN2
- RL2, RL3
- MUL-A
- MUG-A
- OR20-A
- OR40-A
- ORI-A
- RM20-A
- RM40-A
- Design-based zoning

BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Townhouse Court
- 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.*

T4-CC Urban Community Center

- Clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure; and
- Firm edges with transitional residential between the center and less intense urban residential and open space areas.

Application

T4-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. An area is situated to serve an urban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access, such as an arterial-boulevard or collector-avenue.

Vertically mixed use building

Commonly used boundaries to define T4-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 should take 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 T4 Urban development pattern in terms of its mass, orientation, and placement. The building form also 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 in T4-CC areas with preference given to vertically 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 T4-CC areas.

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 30,000 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:

T4-CC Urban Community Center

Outdoor dining

- 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 buildings 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.

Solely residential buildings in T4-CC areas are typically multifamily buildings with moderate to high lot coverage.

Orientation – Non-residential and mixed use buildings, including entrances, are oriented to the street. Façades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long façades.

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.

Buildings at intersections, including their main entrances, face the highest-order intersecting street. Property consolidation to create larger development sites within the T4-CC policy area 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 T4-CC and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Setbacks – Setbacks are shallow and consistent, 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. Courtyards for courtyard housing are appropriate.

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 or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. There is minimal spacing between buildings. Automobile-related uses that include outside storage or parking should provide knee walls or other design features to separate the public and private realms.

Building Height – Buildings of all types in T4-CC areas are generally three to five stories tall but taller buildings may be found at major intersections along arterial-boulevards that are sufficiently wide to avoid the effect of a building overshadowing the street; in Tiered Centers and along priority corridors. The appropriate height is based on the building type, surrounding context, architectural elements, and location within the center.

T4-CC Urban Community 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);
- Location within a Tiered Center or High Capacity Transit corridor as identified in NashvilleNext;
- 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.;
- 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 in the center being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography and other unique site and locational characteristics;
- 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.

Street trees

Major Corridors and Intersections – Locations at key intersections and corridor segments within a T4-CC area are reserved for mixed use or non-residential development unless the applicant can document an appropriate, design-based reason for placing a solely residential building at such a location.

Landscaping – Landscaping is formal. Street trees, shrubs, and other plantings are appropriate. In surface parking lots, trees, shrubs, and other plantings are provided. Landscaping screens from public 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 right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment. 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 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.

Limited parking is allowed beside the buildings and is designed to cause minimal disruption to the way the buildings frame the street and create a

pedestrian-friendly environment. Parking is screened from view of the primary street(s) and from view of abutting residential properties. Surface parking is divided into sections by landscape islands and internal street networks. When establishing parking quantities, other design principles are not compromised. Bicycle parking is provided.

Parking is primarily behind the building. 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 private and public 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 pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.

Transitioning

Higher Intensity – Solely residential buildings may be used to provide a transition from higher-intensity commercial or mixed land uses in the center to adjacent lower-intensity residential land uses within a neighborhood.

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 T4-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, plex houses, detached accessory dwellings, 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
- Have articulated façades that face lower-intensity policy areas.

Connectivity

Access – Streets and alleys provide access. Shared access is used to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. 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 is designed to be easily crossed by pedestrians.

As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist, the development of an alley system or adding to the existing alley system is also encouraged.

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.

T4-CC Urban Community Center

Block Length – Blocks are linear with short distances between intersections.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is high and, where available, is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4-CC area is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center, and 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.

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

Vehicular – Vehicular connectivity to surrounding neighborhoods and corridors is high. The T4-CC area is generally located at an intersection of arterial-boulevards or an arterial-boulevard and a collector-avenue, with vehicular access provided from alleys and side streets. 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 T4-CC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-CC 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 T4-CC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN2*
- RL2, RL3*
- MUL-A
- MUG-A
- OR20-A
- OR40-A
- ORI-A
- RM20-A
- RM40-A

More intense alternative zoning districts 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. Site plan-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to mitigate potential negative impacts to 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.*

T4-RC Urban Residential Corridor

Policy Intent

Maintain, enhance, and create urban residential corridors that support predominately residential land uses and are compatible with the general character of urban neighborhoods.

General Characteristics

T4-RC areas are located on prominent arterial-boulevard and collector-avenue corridors that accommodate residential land uses and are served by multiple modes of transportation. These prominent corridors may develop or redevelop over time to include higher density housing types. T4 Urban Residential Corridors (T4-RC) are served by multiple modes of transportation, moving vehicules efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-RC 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. T4-RC areas are prominent due to their geographical location, size, scale, and/or accessibility by a variety of transportation modes.

These corridors often provide the boundaries to urban neighborhoods or communities and are characterized by the following:

- A variety of residential and institutional buildings framing the corridor;
- Regularly spaced buildings with shallow setbacks and minimal spacing between buildings;
- Consistent use of lighting and formal landscaping;
- High access management, served by highly connected street networks, sidewalks, and existing or planned mass transit; and
- Firm edges with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RN1, RN2
- RL1, RL2, RL3
- RM15-A to RM40-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.*

T4-RC Urban Residential Corridor

Application

T4-RC policy is applicable to prominent urban arterial-boulevard and collector-avenue corridors with adequate transportation capacity. There is an expressed interest in maintaining the residential use or creating residential uses along the corridor, while providing opportunity for a varied development pattern in regard to the size, scale, and density. T4-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 T4-RC policy include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, 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 T4-RC 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 T4 Urban 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 and are designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing—and to complement the adjacent neighborhoods. The width and prominence of the corridor often calls for larger buildings to balance the street. A mixture of residential building types including single-family as well as multifamily in the form of plex houses, townhouses, flats or manor homes is appropriate.

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

Orientation – Buildings, including entrances, are oriented to face the corridor.

Setbacks – Buildings frame the corridor providing shallow to moderate setbacks to create some distinction between the public realm of the street and sidewalk and the private realm of the residence. Spacing between buildings is generally moderate to minimal.

Density – Density and intensity are secondary to the form of development; however, T4-RC areas are intended to be high density with smaller lots and a more diverse mix of housing types.

Building Height – Buildings are generally one to three stories tall. 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; in Tiered Centers and along priority corridors. The appropriate height is based on the building type, location, architectural elements, and surrounding context.

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);

Moderate setbacks create distinction between street and home

T4-RC Urban Residential Corridor

- Location within a Tiered Center or High Capacity Transit corridor as identified in NashvilleNext;
- 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.;
- 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;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography and other unique site and locational characteristics;
- 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 T4-RC is located and oriented so the buildings frame the corridor with setbacks generally consistent with the established setback. Special attention is given to the details of the public realm to promote the pedestrian experience and street life. Buildings may vary in terms of lot size, building size, building spacing, and building footprint, 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 stormwater management devices as well as site amenities.

Landscaping – Landscaping along the corridor is generally formal, consisting of street trees and planting strips in the setback and lawns to soften the street wall created by buildings. Landscaping retains existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. 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. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Parking – Parking for single- and two-family homes is provided on-street or on-site. Parking for multifamily buildings is provided on-street and in parking lots or structured parking. On-site parking for multifamily buildings is located behind or beside the primary building and is screened from view of the corridor. In all cases, on-site parking is accessed via alleys or side streets and not from the corridor. Bicycle parking is provided at non-residential uses and at multifamily developments.

T4-RC Urban Residential Corridor

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 complement and contribute to the envisioned character of the corridor. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.

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 T4-RC area 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 T4-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
- Pay particular attention to articulating façades that face lower-intensity policy areas.

Connectivity

Access – T4-RC areas are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned transit. High access management is observed. The existing block pattern should be maintained and not fragmented with driveways or additional streets, unless blocks are unusually long, in which case additional street intersections may be considered. On new corridors, shared and consolidated access points are provided at shorter distances from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of environmental features.

Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged; but if permitted, they are shared or consolidated driveways. Curb cuts are limited and strategically located to minimize conflict points between vehicles, pedestrians, and cyclists. As redevelopment occurs along the corridor, access from existing alleys

T4-RC Urban Residential Corridor

is encouraged. Where an alley does not exist, the development of an alley system or adding to the existing alley system is also encouraged. 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 to offer multiple route choices and spread traffic to multiple streets.

Block Length – Blocks are linear with moderate to short distances between prominent intersections.

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

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

Bus shelter and sidewalks provided

Vehicular – Vehicular connectivity is high and is provided in the form of regularly spaced, intersecting streets—local, collector-avenues, and arterial-boulevards. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, shared and consolidated access points are provided.

Zoning

The following is a list of zoning districts that may be appropriate within a given T4-RC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-RC 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 T4-RC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN1, RN2*
- RL1, RL2, RL3*
- RM15-A
- RM20-A
- RM40-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 mitigate potential negative impacts to 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.*

T4-RC Urban Residential Corridor

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T4-CM Urban Mixed Use Corridor

Policy Intent

Enhance urban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development.

General Characteristics

T4 Urban Mixed Use Corridors (T4-CM) prioritize higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections. Streets move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity.

T4-CM areas 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. T4-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.

These corridors often provide the boundaries to urban neighborhoods or communities and demonstrate the following characteristics:

- High density residential, commercial, and mixed use buildings;
- Regularly spaced buildings built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking behind or beside the buildings and generally accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;

EXAMPLES OF APPROPRIATE LAND USES*

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

ZONING*

- RN2
- RL2, RL3
- RM20-A
- RM40-A
- MUL-A
- MUG-A
- OR20-A
- OR40-A
- ORI-A
- Design-based zoning

BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Townhouse Court
- 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.*

T4-CM Urban Mixed Use Corridor

- High access management, served by highly connected street networks, sidewalks, and mass transit; and
- Clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.

Application

T4-CM policy is applicable to prominent urban arterial-boulevard and collector-avenue corridors with adequate transportation capacity. T4-CM policy is applied where there is an expressed interest in progressing to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for a varied development pattern in regard to the size, scale, and density. T4-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 T4-CM policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, spacing of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T4-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 T4 Urban development pattern in terms of its mass, orientation, and placement. The building form also 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 to high 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; and
- Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

Orientation – Non-residential and mixed use buildings, including entrances, are oriented to the corridor. Residential buildings, including entrances, are oriented to the street or an open space.

Multifamily residential buildings are preferred along corridor segments between intersections. These multifamily buildings typically have moderate to high lot coverage. Façades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long façades.

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 within

T4-CM Urban Mixed Use Corridor

the T4-CM area 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 T4-CM and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Setbacks – Setbacks are shallow and consistent, 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 minimal spacing between buildings. Courtyards for courtyard flats are appropriate.

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 or retail display. Notwithstanding these exceptions, a significant portion of the building façade is built to the sidewalk. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

Density – Densities are significantly higher than in surrounding residential neighborhoods.

Building Height – Buildings of all types in T4-CM areas are generally three to five stories tall. 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; in Tiered Centers, and along priority corridors. 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 Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- Location within a Tiered Center or High Capacity Transit corridor as identified in NashvilleNext;
- 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.;
- 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;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography and other unique site and locational characteristics;
- 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.

Major Corridors and Intersections – A mix of building types is expected in T4-CM areas with preference given tomixed use buildings around intersections and multifamily residential buildings along corridor segments between intersections. These buildings use land efficiently and contribute to the vitality and function

of the corridor. Mixed use buildings provide combined opportunities to live, work, and shop. Both mixed use and multifamily residential buildings support both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial and office buildings are also found around intersections in T4-CM areas.

Landscaping – Landscaping along the corridor is formal and includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. In surface parking lots, landscaping in the form of trees, bushes, and other plantings are provided. Landscaping is used to screen automobile-related uses, 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. 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 surface lots or in structures. Parking is primarily behind the building. 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 knee walls, are used that effectively separate the private and public realms.

Mixed use building by an intersection

Limited parking is allowed beside the buildings and is designed to cause minimal disruption to the continuous active street-level uses in buildings that frame the street and create a pedestrian-friendly environment. On-site surface parking is screened from view of the street and from view of abutting residential properties. Surface parking is divided into sections by landscape islands and internal street networks. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. Shared parking is encouraged. In all cases, on-site parking is accessed via alleys or side streets and not from the corridor. When establishing parking quantities, other design principles are not compromised. 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 of the corridor. Signage is generally scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate.

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 T4-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.;

T4-CM Urban Mixed Use Corridor

- 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 sensitively designed to respond to the often pronounced irregularities in the depth of nonresidential and mixed use development along diagonal corridors, which sometimes results in residential buildings facing directly onto the sides of commercial properties;
- 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 – T4-CM areas are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and transit. High access management is observed. The existing block pattern is maintained and not fragmented with additional driveways or additional streets, unless blocks are unusually long, in which case additional street intersections may be considered. On new corridors, shared and consolidated access points are provided more frequently, at shorter distance from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of topography.

Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged; but if permitted, they are shared or consolidated driveways. Shared access limiting curb cuts is used to minimize conflict points between vehicles, pedestrians, and cyclists. As redevelopment occurs along the corridor, access from existing alleys is encouraged. Where an alley does not exist, the development of an alley system or adding to the existing alley system is also encouraged. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites. There may be challenges to balancing the need to manage access points along the corridor with potential negative impacts on adjacent residential neighborhoods when access is provided from side streets. These challenges increase in cases where residential buildings face directly onto the sides of commercial properties.

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding urban neighborhoods, centers, existing or planned transit, and open space is high and, where available, is provided in the form of sidewalks and bikeways. Pedestrian connectivity within the T4-CM area is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present along the corridor and 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.

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

Crosswalks, sidewalks and street trees provided by low-rise mixed use building

T4-CM Urban Mixed Use Corridor

Vehicular – Vehicular connectivity is high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T4-CM area has high connectivity in the form of regularly spaced, intersecting local, collector-avenue, and arterial-boulevard streets. To further improve connectivity, access points are preferably provided by existing intersecting local, collector-avenue, or arterial-boulevard streets. If intersecting streets are not available, then access drives from the Corridor 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.

Zoning

The following is a list of zoning districts that may be appropriate within a given T4-CM area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-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 T4-CM policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RN2*
- RL2, RL3*
- RM20-A
- RM40-A
- MUL-A
- MUG-A
- OR20-A
- OR40-A
- ORI-A
- 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. 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.

**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.*

T5 Center

Introduction

T5 Centers are gathering places for residents and visitors within and near Davidson County, where people can live, work, and recreate. Residents and visitors meet at centers to engage in commerce, civic, and recreational activities on a more grand scale than can be found in their individual neighborhoods or communities. T5 Center transect areas are where multiple neighborhoods and communities meet and therefore reflect the diverse population that exists within Davidson County.

Places identified as "centers" vary in scale and function. Centers may be small enough that they serve a single neighborhood; in that case, the center is part of a complete neighborhood that may exist in T2 Rural, T3 Suburban, and T4 Urban transect areas. T5 Center applies to generally larger areas that are more intensely developed with a regional service area.

T5 Centers are envisioned to evolve over time into complete communities that feature a mixture of housing convenient to commercial, employment, and recreational land uses. Complete communities provide multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit. In any case, each T5 Center is encouraged to develop to meet the functional scale and service needs of the area served.

Building height and footprints may vary within T5 Centers. Generally, buildings are taller than in surrounding Community Character Policies, accommodating multiple uses and functions and often providing structured parking, entertainment, office, and open space. Developable land is used to the highest extent possible, building upward rather than outward.

Buildings orient to the main transportation corridors or other prominent streets. Streets are framed by buildings with shallow front setbacks or built to the back edge of the sidewalk, creating a pedestrian space for residents and visitors to enjoy retail space or outdoor dining.

GENERAL CHARACTERISTICS OF T5 CENTER*

- Predominantly residential
- Mixed use centers and corridors
- Highly developed
- Medium to high density
- Diversity of housing types throughout
- Accessible open space
- High connectivity (ped/bike/vehicular)
- Alley systems access
- Generally smaller lots
- Moderate to short distance between intersections
- Linear streets
- High lot coverage
- Shallow and consistent setbacks
- Minimal spacing between buildings
- Low to mid 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.*

T5 Center

Using Centers to the highest extent possible

Roadway design for corridors also contributes to a welcoming pedestrian space. Corridors accommodate on-street parking, street trees, and active street-level uses. As a result, residents and visitors move about freely on foot, bicycle, automobile, or mass transit. In addition, a more compact block structure and a highly connected street pattern makes multiple transportation modes attractive and efficient.

Intensification in T5 Centers may reduce the amount of available open space and green space. To offset this loss, new developments often provide open space in the form of pocket parks, open plazas, and unique roof top gardens. Residents and visitors also enjoy active open space amenities such as water play features, amphitheaters, and patio seating.

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas contain buildings or settings that are historically significant to Nashvillians and visitors alike. 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 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 property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission 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.

Zoning

There are many properties that 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, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools 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 following policies 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 policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such 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 the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

Open space in T5

- There is no territorial expansion of the inconsistent use and/or zoning;
- 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 applicable Community Character Policy in which the site is located;
- 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 Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

Additional Guidance in Community Plans and Detailed Plans

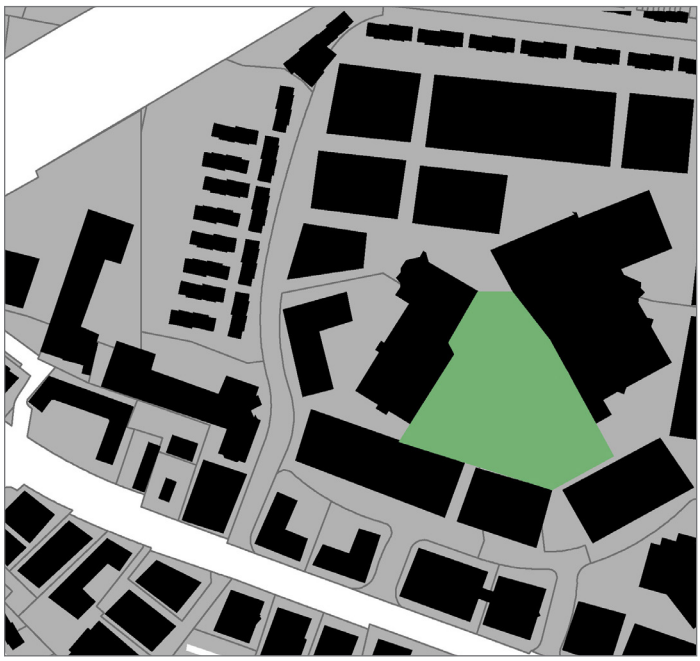
Additional policy guidance for any of the sections below may be established in a Community Plan or Detailed Plan. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

T5 Center

T5 Open Space

T5 Mixed Use Neighborhood

T5 Regional Center



T5 Super Regional Center

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T5 Center

Transect	Elements	Intent	Policy
	Neighborhoods	Maintain Enhance & Create	T5 Center Mixed-Use Neighborhood
	Centers	Enhance & Create	T5 Regional Center

T5-MU Center Mixed Used Neighborhood

Policy Intent

Maintain, enhance, or create high-intensity urban mixed use neighborhoods that are characterized by a development pattern that contains a diverse mix of residential and non-residential land uses, and that are envisioned to remain or develop in a mixed use pattern.

General Characteristics

T5 Center Mixed Use Neighborhood (T5-MU) areas are intended to be among the most intense areas in Davidson County with a diverse mix of residential and nonresidential uses and consist of the following characteristics:

- Include major employment centers, representing several economic sectors including health care, finance, retail, the music industry, and lodging;
- Contain a significant amount of vertical mixed use development in buildings that contain high-density residential, institutional, high-intensity commercial, and office land uses;
- Regularly spaced buildings built to the back edge of the sidewalk with minimal spacing between buildings;
- Parking located in structures, and any surface parking behind or beside the buildings and accessed by side streets or alleys;
- Consistent use of lighting and formal landscaping;
- Served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit;
- Distinguishable boundaries identified by block structure, consistent lot size, and building placement; and
- Provide services to meet the daily needs of residents in the neighborhood and within a five to ten minute walk of the area, as well as services that are needed less frequently within a regional service area.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Mixed Use
- Office
- Institutional
- Commercial
- Light industrial including non-nuisance crafts and other "cottage" industrial, warehousing/distribution

ZONING*

- MUG-A
- MUI-A
- ORI-A
- Design-based zoning
- Zone changes to CF may be considered on their merits in the Midtown T5-MU area from east of 21st Ave to I-40

BUILDING TYPES

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- Low-Rise Commercial
- 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.*

T5-MU Center
Mixed Used Neighborhood

Application

T5-MU policy is applicable to areas that are zoned for a mixture of commercial, office, residential, mixed use, and in some cases light industrial land uses, where the land uses are mixed use in accordance with the zoning. T5-MU policy is applied where there is an expressed interest in the area's development pattern evolving to promote a mixture of commercial and office land uses with a diverse mixture of housing types and high connectivity. The following characteristics exist and indicate that the area is likely to continue to evolve:

- High vacancy rates, high proportion of vacant land;
- Potential for consolidation or subdivision of lots;
- Incongruity between existing land use and zoning;
- Proximity to evolving centers or corridors; and/or
- Age and condition of the existing development.

Commonly used boundaries to define T5-MU areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), environmental features, 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

The building form is reflective of a high-intensity, urban, mixed use environment in terms of its mass, orientation, and placement. The building form is appropriate to the street type and is designed to be compatible, on the edges of T5-MU areas, with adjacent Community Character Policies. A hierarchy of primary, secondary, and tertiary streets may be established through the Community Plan process to assist in delineating areas where differing building mass, orientation, and placement are appropriate.

Massing – The massing of vertical mixed use and non-residential buildings results in a footprint with high lot coverage. The massing of residential buildings results in a footprint with high lot coverage. The scale and massing of industrial buildings is designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses.

Orientation – Non-residential buildings, including the main pedestrian entrance, are oriented to the street. 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 function-appropriate features such as outdoor dining, retail display, and landscape buffering associated with industrial developments or hardscaped plazas.

Residential buildings, including entrances, 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.

Uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

Setbacks – Residential building setbacks are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. There is minimal spacing between buildings.

Density – Density and intensity are secondary to form of development; however, the T5-MU areas are intended to be among the county's most intensely developed.

Building Height – T5-MU areas are generally centrally located and serve as regional hubs that include medical, office, and educational facilities. Their roles as regional hubs, along with their diversity of building types and uses, results in a mixture of building heights, including high-rise buildings.

T5-MU Center
Mixed Used Neighborhood

Massing and orientation of a building in T5 with distinction between the public and private realm

The intensity of non-residential development is high with mixed use, office, commercial, and some forms of light industrial uses in buildings ranging from two to greater than 20 stories in height. Future building heights are based on the building type, surrounding context, architectural elements, and location within the T5-MU area.

Consideration of appropriate heights is based on the following factors:

- Proximity to other Community Character Policies 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 T5-MU area 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 and its role in the T5-MU area'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;
- 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 of the surrounding area;
- 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.

Future height of industrial buidlings is based on the building type, surrounding context, and location within the T5-MU area. Consideration of appropriate heights is based on the following factors:

- Proximity to other community character policies and the role of the building in transitioning between policies;
- Height of surrounding buildings;
- Prominence of the streets; and,
- Impacts on adjacent historic structures.

Landscaping – Landscaping is formal. Planting strips are most appropriate where concentrations of residential units are found, especially where there are ground-level units, while street trees in wells are more appropriate in more mixed use areas. Planting strips are also appropriate in industrial areas. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

T5-MU Center
Mixed Used Neighborhood

Formal landscaping with tree wells

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. Landscaping and/or trees are one means to screen surface parking and structured parking.

Parking – Parking for multifamily buildings or commercial or mixed use buildings is ideally provided in structures located behind, beside, or beneath primary buildings and utilizes a liner so parking structures are not located on public streets. 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. If structured parking is unfeasible, parking is primarily behind the building with limited parking beside the building. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and to create a pedestrian-friendly environment. 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 private and public realms.

Parking is accessed via alleys. Given the scale and multiple uses of the street, on-street parking that offsets parking needs and creates a buffer between the street and the pedestrian is generally appropriate unless the transportation function of one of the area's corridors would be compromised by on-street parking. Given the mixture of uses present, which will draw clients, employees, and residents at different points in the day, shared parking is encouraged. When establishing parking quantities, other design principles are not compromised. 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 of the corridor. Signage is scaled for pedestrians and building-mounted signs, projecting signs, or awning signs are appropriate. Skyline signage is also appropriate. Monument signs may be appropriate.

Transitioning

Higher Intensity – Buildings at the edges of T5-MU areas form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention 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 T5-MU 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;

- 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
- Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Connectivity

Access – The major transportation corridors within the T5-MU area are intended to move vehicular traffic efficiently while providing equally efficient sidewalks and bikeways. High access management is observed. The existing block patterns are maintained as redevelopment occurs and are not fragmented with additional streets or driveways, unless the Community Plan specifies that the blocks themselves be redeveloped.

Access to these major transportation corridors is provided by side streets; new driveways are discouraged. Curb cuts are limited to minimize conflict points between the thoroughfares and adjacent development. Excess curb cuts are eliminated through redevelopment. Shared access and cross access are essential. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation are essential to creating development that functions as a whole instead of as separate individual building sites.

Vehicular access to residential, commercial, office, and mixed use is provided primarily by alleys. When possible, vehicular access to light industrial uses should also be provided by an alley. Larger industrial uses may be served by driveways based on existing and surrounding access. When alley access is unavailable or infeasible, shared access is appropriate. Pedestrian and bicycle access are provided from a primary street. Pedestrian connections from vehicular access points to building entrances are safe and comfortable, as are pedestrian and bicycle access routes from transit connections to building entrances.

Block Length – Blocks are linear with short distances between intersections. Blocks may be restructured and streets may be realigned to encourage higher-intensity redevelopment and equal or improved bicycle, pedestrian, and vehicular circulation.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity is high and is provided by sidewalks and bikeways. Pedestrian connectivity within T5-MU areas is high in order to allow residents, employees, and visitors to park and walk to multiple destinations. Sidewalks are present and 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. Pedestrian and bicycle connectivity to existing or planned transit is provided.

Transit – Access to mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that accommodate transit stops.

Vehicular – Vehicular connectivity is high and is provided in the form of local roads, collector avenues, and arterial boulevards to provide residents and visitors with multiple routes and reduce trip distances. Cul-de-sacs are inappropriate. The street network is complemented with an alley network that provides access to residences and businesses.

T5-MU Center Mixed Used Neighborhood

Zoning

The following is a list of zoning districts that may be appropriate within a given T5-MU area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T5 MU policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T5-MU 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.

- MUG-A
- MUI-A
- ORI-A
- Design-based zoning
- Zone changes to CF may be considered on their merits in the Midtown T5-MU area from east of 21st Ave to I-40.

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. 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.

T5-RG Center Regional Center

Policy Intent

Enhance or create regional centers, encouraging their development as intense mixed use areas that serve the region with supporting land uses that create opportunities to live, work, and recreate.

General Characteristics

T5 Regional Centers (T5-RG) are pedestrian-friendly areas, generally located at the intersection of two arterial boulevard streets, and contain commercial, vertical mixed use, residential, and institutional land uses and consist of the following characteristics:

- Serve communities within a reasonable driving distance or a five to ten minute walk but may contain uses that draw from a regional trade area;
- Intensity generally placed within boundaries not exceeding a half mile in diameter, and transitional uses placed within boundaries not exceeding one mile in diameter measured from the most prominent intersection;
- Mixed use, commercial, residential, and institutional buildings regularly spaced with buildings generally built to the back edge of the sidewalk and minimal spacing between buildings;
- Parking behind, beside, or beneath the building, or on-street;
- Consistent use of lighting and formal landscaping;
- Highly connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space; and
- Distinguishable boundaries identified by land uses, building types, building placement, and block structure.

EXAMPLES OF APPROPRIATE LAND USES*

- Mixed Use
- Commercial
- Office
- Residential
- Institutional

ZONING*

- RM20-A-RM60-A
- OR20-A, OR40-A, ORI-A
- OG
- MUG-A, MUI-A
- Design-based zoning

BUILDING TYPES*

- Low-Rise Townhouse
- Mid-Rise Townhouse
- Courtyard Flat
- Low-Rise Flat
- Mid-Rise Flat
- Low-Rise Mixed Use
- Mid-Rise Mixed Use
- High-Rise
- Stepped High-Rise
- Institutional

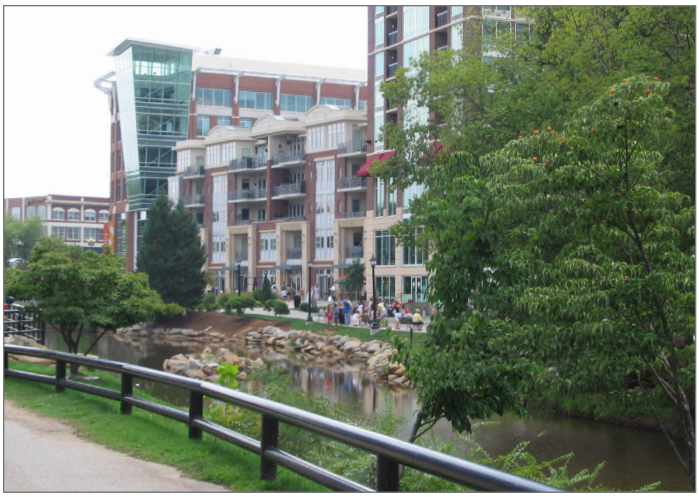
**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

T5-RG Center Regional Center

Application

T5-RG policy is applicable to areas that are zoned primarily commercial and mixed-use, where the primary land use is commercial and mixed-use, or that are envisioned to become primarily commercial, mixed use, and high-density residential. Their locations are such that intensification is supported by surrounding, existing, or planned residential development, adequate infrastructure, and adequate access such as arterial boulevard streets and freeway interchanges.

Commonly used boundaries to define T5-RG areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). The application and boundary delineation of this policy are established during the Community Planning process.



High lot coverage and a strongly articulated facade

Design Principles

Building Form and Site Design

The building forms in terms of its mass, orientation, and placement are appropriate to the building and street type/size and are appropriate to the infrastructure to which the building has access.

Property consolidation to create larger development sites within T5-RG areas may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category.

Building Type – A mix of building types is expected in T5-RG areas 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 multifamily residential buildings are also found within T5-RG areas.

Massing – The massing of non-residential buildings results in a footprint with moderate to high lot coverage, with a maximum total first-floor tenant space of no more than 60,000 square feet. 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;
- 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 footprints with moderate lot coverage.

T5-RG Center Regional Center

Orientation – Mixed-use and non-residential buildings, including entrances, are oriented to the street. The street wall is articulated, especially for longer building façades. Orienting buildings to parking is discouraged.

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

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection.

Uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

Setbacks – For mixed-use, office, and commercial buildings, 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, art, or retail display. With these exceptions, the building may be required to include at least a portion of the building façade to be built to the sidewalk. Setbacks for residential buildings are shallow and regular, providing some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realm and for a pedestrian-friendly environment. There is minimal spacing between buildings.

Development within the transitions along side streets that are between the T5-RG and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

Building Height – Mixed-use, non-residential, and residential buildings rise up to 15 stories in height, unless a mandatory Urban Design Overlay is in place with appropriate design standards to ensure a pedestrian-friendly, cohesive development pattern that

Building facade at the edge of the sidewalk to engage the public realm and create a pedestrian-friendly environment

transitions in height to the adjacent neighborhoods. 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 Community Character Policies 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 in the center being favored for taller buildings;

T5-RG Center Regional Center

- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit;
- 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.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, shrubs, and other plantings are provided. Nonresidential uses and surface parking lots are buffered when they abut residential development.

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 provided on-street or on-site in structures or surface lots. Structured parking hidden from view with liner buildings is preferred. Whether structured or surface, parking is located behind, beside, or beneath the primary building with one row of parking allowed between all buildings (including outparcels) and the street. If parking is located in front of the primary

Range in building height in a Center

building, then the parking is screened from the primary street(s), by buildings on outparcels, which are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian-friendly environment. arking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian-friendly environment.

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.

T5-RG Center Regional Center

Surface parking is divided into sections by landscape islands and internal street networks designed to allow future development or infill as a street with buildings lining it. In all cases, parking is screened from view of the street and from view of abutting residential properties.

On-street parking offsets parking needs and creates a buffer between the street and the pedestrian. When establishing parking quantities, other design principles are not compromised. Shared parking is encouraged. 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 Center or the streetscape.

The design and location of signage complement and contribute to the envisioned character of the T5-RG area. Signage is generally scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are consolidated to the greatest extent possible.

Transitioning

Higher Intensity – Buildings at the edges of T5-RG areas form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention 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 T5-RG 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;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;

Parking located to the side and screened from the street

- 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,
- Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Connectivity

Access – T5-RG areas are generally located on prominent thoroughfares intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and transit. Access may be provided from an arterial boulevard or collector avenue, but is consolidated to the highest extent possible along main thoroughfares to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. All other access is provided by side streets, alleys, or service lanes. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within T5-RG areas is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

T5-RG Center Regional Center

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

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods, corridors, existing or planned transit, and open space is high and is provided in the form of sidewalks and bikeways. Pedestrian connectivity within T5-RG areas is high in order to allow pedestrians to park and walk from building to building. Sidewalks are present, and 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.

Transit – Access to mass transit is provided, is located near easily accessed areas of the T5-RG area and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form or transit shelters and street cross sections that can accommodate transit stops.

Vehicular – Vehicular connectivity to surrounding neighborhoods, corridors, and open space is high. The T5-RG area is generally located at an intersection of two arterial boulevards. Connectivity within the T5-RG area 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 T5-RG area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T5-RG policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T5-RG 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.

- RM20-A-RM60-A
- OR20-A, OR40-A, ORI-A
- OG
- MUG-A, MUI-A
- 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.

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 commecial, 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.

T6 Downtown

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.

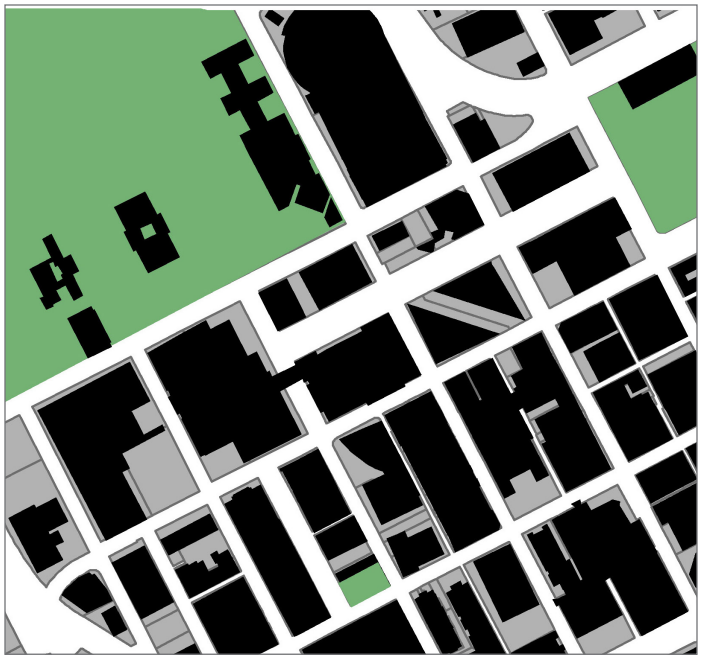
T6 Downtown

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, buiding 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

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T6 Downtown

Transcect	Elements	Intent	Policy
	Neighborhoods	Preserve, Enhance & Create	T6 Downtown Neighborhood
	Centers	Preserve & Enhance	T6 Downtown Capitol T6 Downtown Core
	Corridors	Preserve	T6 Second and Broadway

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 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.

New development respecting historic building

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.

T6-CP Downtown Capitol

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

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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;

T6-DC Downtown Core

- 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 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.

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 or 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

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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.

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

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.

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

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 beappropriate 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.

D District

Introduction

District Transect areas generally serve a special purpose and limited function. There are six types of Districts: Destination Retail, Employment Center, Impact, Industrial, Major Institutional, and Office Concentration. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors, and open space. In any case, Districts are designed to minimize negative impacts on adjacent development and, in the case of Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts, complement surrounding development patterns and adjacent Transect areas.

Office Concentration District

Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts

Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts have more permeable edges and are in locations where they may interact with adjacent neighborhoods, centers, and corridors, and provide resources and positive benefits for the community.

Major Institutional District

Industrial and Impact Districts

Industrial and Impact Districts often require greater separation or buffer from adjacent uses due to their potential significantly negative impact on surrounding neighborhoods, centers, corridors, and open space. Industrial Districts include light to heavy, non-hazardous manufacturing, storage, distribution, contractor businesses, and wholesaling. Impact Districts include hazardous industrial operations, mineral extraction and processing, major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, and landfills.

Industrial District

D District

Additional Guidance for Development of Sites that Contain Historically Significant Features

Many areas in Nashville/Davidson County contain buildings or settings that are historically significant to Nashvillians and visitors alike. 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 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 property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission 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

There are many properties that 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, what was previously approved can be built without guidance from the Community Character Manual 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 Community Character Manual or applicable Community Plan provide guidance. There are also additional tools 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 following policies 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 this 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 such 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. Zone change applications for such sites may be considered on their merits 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 existing transportation network;
- Proposed development can be adequately served by existing infrastructure;

D District

- Proposal is consistent with the character of the transect Area in which the site is located;
- 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 Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

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. Please refer to the applicable Community Plan or Detailed Plan for the site in question to determine if there is any additional policy guidance.

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D-DR District Destination Retail

Policy Intent

Enhance and create Districts where large footprint, auto-centric retail, and complementary uses that may draw from regional or multistate trade areas are predominant.

General Characteristics

District Destination Retail (D-DR) areas are characterized by the presence of one or more large-footprint, heavy traffic-generating retail uses. Their large building masses and surface parking, require buffering to lessen their impact on their surroundings. Supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large-footprint establishment. Office and high-density residential are also significant supportive uses that can help to provide transitions in scale and intensity to surrounding policy areas. These uses draw customers from large, multi-state trade areas that often attract overnight stays. As a result, these districts offer a significant economic impact on the community.

Large-footprint, generally single-story retail buildings are are accompanied by large areas of surface parking. The district areas are typically served by four-lane arterial-boulevard streets, interstate interchanges, and mass transit. The edges of D-DR areas are firm with clearly distinguishable boundaries.

Application

This policy is applicable to areas with the specific characteristics contained herein and are desired to have large footprint, auto-centric retail activities as their primary attractor. D-DR policy is applied to locations with direct access from arterial-boulevard streets with four or more travel lanes that are within a half-mile of an interstate or freeway interchange. Internal mass transit circulation is not expected to be present.

EXAMPLES OF APPROPRIATE LAND USES*

Required Uses:

- Large-footprint retail Office

Other Uses

- Commercial, Educational, Medical, Multi-family Residential, Recreational/Entertainment, Transportation

ZONING*

- Specific Plan (SP)

**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.*

D-DR District Destination Retail

Commonly used boundaries to define D-DR areas include, but are not limited to: boundaries defined by existing or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional).

Design Principles

Building Form and Site Design

Building height, form, and orientation varies with the type of building within the area, but large-footprint retail use(s) are required. In this policy, large-footprint retail uses refer to buildings with individual first-floor tenant spaces in excess of 150,000 square feet. The location of at least one large-footprint retail use shall be designated and preserved for this use. In cases where more than one location is identified for a large-footprint use, at least one of the potential sites shall be preserved until a large-footprint use is constructed within the district.

Massing – Commercial buildings that contain more than 70,000 to 149,999 square feet of individual first-floor tenant space:

- Articulate their front façades and include such elements as windows and doors;
- Design parking areas in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- Provide wide walkways, generous landscaping and trees, benches, and other similar enhancements such as art;
- Locate smaller outparcel buildings between the large footprint commercial buildings and internal drives or public streets to frame those interfaces; and,
- Place no more than two rows of parking in front of those smaller outparcel buildings.

Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

Building orientation in D-DR (Courtesy Urban Land Institute)

Orientation – Single-story retail buildings that are not large-footprint orient to public streets, internal drives, parking areas, or open space. At the boundary of a D-DR area such buildings orient to public streets. In cases where these buildings orient to public streets, no more than two rows of parking are placed between the building and the public street.

Office buildings are generally oriented to internal streets or drives, open spaces, or public streets external to the development. Parking is generally limited to two rows between buildings and streets or drives, with additional parking located beside or behind.

Setbacks – Residential building setbacks are generally moderate and consistent, with minimal spacing between buildings. Foundations are raised to provide privacy, and stoops are provided.

Building Height – Building heights for office, hotel, mixed-use, and residential uses are generally one-story but may rise to 15 stories. Particularly significant locations identified as part of a community planning process may allow building heights in excess of 15 stories.

Open Space – D-DR areas also provide inviting, functional, and accessible open space as an integral part of the development. One or more areas of publicly accessible, usable, and inviting open space within the development are provided within each designated development area. These open spaces serve multiple

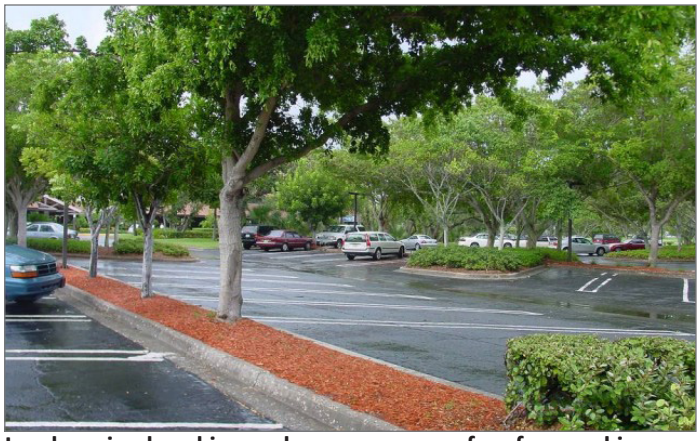
purposes. For example, a rain garden may serve as a stormwater management device as well as a site amenity. Multi-use paths and greenways within the D-DR connect to similar large networks outside of the district.

Some D-DR sites may contain sensitive natural features, cultural features, and easements that can present constraints to development and may require flexibility in building and site design while still remaining consistent with the Policy Intent and General Characteristics of D-DR policy.

Landscaping – Landscaping is provided in the form of street trees and other plantings and is especially important in breaking up the large expanses of surface parking and providing relief from the heat and watershed impacts caused by the high impervious surface character of D-DR areas. Low Impact Development (LID) stormwater management techniques are employed.

Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure. 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.

Parking – Parking is generally provided in surface lots but may also be provided in above- or below-ground parking structures. Parking may be located in front of, behind, beside, or beneath the primary building. Surface parking areas are heavily screened from adjacent Community Character policy areas and public streets at the boundaries of the district through generous landscaping, trees, berms, and walls. Structured parking along public streets at the boundaries of the area or internal drives that are directly visible to the public is generally screened by liner buildings. If a liner is not feasible, parking structures have architectural cladding and other facade treatments on walls facing such streets so as to resemble buildings with other types of uses.



Landscaping breaking up large expanses of surface parking

On-street parallel parking along major internal drives is appropriate. It offsets parking needs and creates a buffer between the drive and the pedestrian. 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 district or the streetscape. Interstate signs and main entrance signs are consistent with signage for big-box retail. The design and location of signage complement and contribute to the envisioned character of the area. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and pedestrians, and building-mounted signs, projecting signs, awning signs, and monument signs are appropriate. Pillar signs may be considered subject to factors such as the overall signage needs of the D-DR area, the location, and size. Any lighting on signage is minimal.

Transitioning

Building heights become lower as they get closer to surrounding lower-scale Community Character policy areas such that a seamless transition is formed. Smaller scale residential, office, and mixed-use buildings may serve as a transition from taller commercial or mixed-use activities in the District to smaller scale Community Character areas near the District.

D-DR District Destination Retail

Connectivity

Access – D-DR areas have frontage on, or direct access to, arterial-boulevards with four or more travel lanes that have interstate or freeway access within half-mile of the entrance to the site. Although the streets bounding a D-DR area are expected to be designed to move destination and through vehicular traffic efficiently, they must include wide sidewalks, bikeways, and access to mass transit.

Comprehensive access management plans control access to the district. Access to the arterial-boulevard is consolidated to the highest extent possible to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points and to optimize the operation of the arterial-boulevard for all modes of transportation. Internal circulation and all other forms of access are provided by side streets, alleys, or service lanes. Access to individual parcels and establishments within the district area is aligned with access points for development across the street. Cross access between multiple developments within a D-DR area is required. Coordinated access and circulation create a district that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Block Length – Blocks along the edges of the development will vary in length according to the adjacent transect areas. Blocks internal to the development will vary and be designed to promote the operation of the uses within the district. An internal block structure is formed within the district to move people efficiently and safely within it, aid them in finding their destinations, and to help create a sense of place and a distinct identity.

Pedestrian/Bicycle – Pedestrian and bicycle connections to surrounding neighborhoods are frequent to provide maximum access. Pedestrian and bicycle connections within the development are high. In both cases, these connections are provided by sidewalks or multiuse paths and bikeways. All buildings in the district are accessible by sidewalks. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone.

Vehicular – Vehicle connections to surrounding neighborhoods and corridors are moderate to high. Connectivity within the district is provided through coordinated access and circulation, which may include the construction of new streets or internal drives. All major internal drives within the district have sidewalks or multiuse paths along both sides. Pedestrian and multi-use facilities along major internal drives are sized and designed to be consistent with comparably scaled public streets as required by the Major and Collector Street Plan.

Zoning

Because of the special characteristics of D-DR areas, Specific Plan (SP) zoning should be used to implement the policy. The SP will need to establish multiple subdistricts in the case of large Destination Retail areas that contain a wide mixture of uses in order to be consistent with the policy.

D-EC District Employment Center

Policy Intent

Maintain, create, and enhance Districts where a mixture of office, commercial, and sometimes select light industrial uses are predominant.

General Characteristics

District Employment Center (D-EC) areas are concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D-EC area.

Complementary uses are also present and are encouraged as secondary and supportive to the primary function of D-EC areas as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium- to high-density residential are appropriate secondary and supportive uses within the district. These uses may also be found in mixed-use areas near the district. In general, secondary and supportive uses , such as retail and restaurants, typically make up about a quarter of the land in a developed D-EC area in order to protect its primary function of providing intense concentrations of jobs. Secondary and supportive uses are encouraged to be in locations that allow them to be accessed externally by the general population and accessed internally by the employees working within the district so that they may remain sustainable businesses.

These areas are buffered from surrounding residential properties with native vegetation or landscaping and through the use of transitions in building and site design including, but not limited to, the use of smaller buildings on the perimeter of the area.

EXAMPLES OF APPROPRIATE LAND USES*

Primary Uses:

- Office; Educational; Medical
- Mixed Use
- Industrial: Light or Medium Manufacturing;
- Commercial: Hotel/Motel; Communication
- Industrial: Distributive business/ Wholesale

Secondary and Supportive Uses:

- Commercial: All Other Uses
- Industrial Warehouse
- Residential
- Institutional

ZONING*

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- ORI-A, ORI
- OG
- MUG-A, MUG
- MUI-A, MUI
- IWD, IR
- Design-based zoning

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D-EC District Employment Center

Application

D-EC policy is generally applicable to three types of areas. First, it is applied to areas that are zoned for a combination of commercial, office, and light industrial uses. Second, areas where the primary land use mixture is commercial, office, and light industrial. Third, areas that are envisioned to become a thoughtfully designed mixture of commercial, office, and in some cases compatibly designed and located light industrial. D-EC policy is appropriate where there is a concentration of non-retail employment uses and there is an expressed interest in the integration of those uses into the surrounding built environment while maintaining the predominance of the employment uses.

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

Design Principles

Building Form and Site Design

A mix of building types is expected. The mass, orientation, and placement of buildings are based on the building type and location. Special consideration is given to the district's surrounding policy areas, mass, orientation, and placement of surrounding buildings, as well as the role of the building in transitioning from the D-EC land use into the adjacent policy areas. The building form is appropriate to the street type.

Massing – The massing of mixed-use, office, commercial, residential, and institutional buildings results in a footprint with moderate to high lot coverage. The scale and massing of industrial buildings are designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses.

Orientation – Buildings, including the main pedestrian entrance, are oriented to the street or open space.

Setbacks – While setbacks of the buildings in relation to each other may vary, buildings are placed at the back edge of the sidewalk, in shallow to moderate setbacks, creating a defined and enhanced space for pedestrians. There is minimal spacing between buildings.

Uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms.

Building Height – Buildings of all types are generally one to greater than 20 stories tall, depending on the building type and location within the district and the character of surrounding transect and policy areas.

When considering heights for proposed developments, consideration is given to the following factors:

- Proximity to other Community Character Policies 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 D-EC area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights of way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;

D-EC District Employment Center

- Topography;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse 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 with trees, shrubs, and other plantings is widespread and is used to establish a unique sense of place, assist with stormwater management, and provide effective buffering for adjacent residential areas. Street trees and other plantings are appropriate. Landscaping is provided in surface parking lots. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

Parking – Parking is ideally located behind or beside buildings, particularly when D-EC areas adjoin Urban, Center, or Downtown Transect areas. Up to two rows of parking in front of buildings may be appropriate. Other parking arrangements are designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of such parking lots are heavily landscaped to screen parking from view of the street.

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. The design and location of signage complement and contribute to the envisioned character of the D-EC area. Consideration is given to surrounding Community Character policy areas in establishing the design and location of signage. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians, and building mounted signs, projecting signs, and awning signs are appropriate. Monument signs may be appropriate.

Landscaping on an employment center campus

Transitioning

Buildings at the edges of the D-EC area form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention 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 D-EC policy 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;
- 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,
    - Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

D-EC District Employment Center

Connectivity

Access – Vehicular access from surrounding areas is obtained from arterial-boulevards, preferably with four or more travel lanes, and freeways. Such larger thoroughfares provide access to the perimeter of the district, while collector-avenues, local streets, and private streets provide access to buildings internal to the district. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies based on the surrounding policy areas and is consistent with the existing or planned street network.

Pedestrian/Bicycle – There is a high level of connectivity between streets and sidewalks within and external to the district. Walkways for pedestrians are provided from streets and large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked. Greenways and bikeways are encouraged.

Vehicular – D-EC areas are generally located along or near arterial-boulevard streets, preferably with four or more travel lanes. Connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D-EC area. Connectivity within the D-EC area is provided through coordinated access and circulation, which may include the construction of new streets.

Zoning

The following is the list of preferred zoning districts to implement the D-EC policy subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-EC policy that are detailed above. A site's location within the D-EC area, such as its location in relation to environmentally sensitive features, centers, corridors, and neighborhoods, will be weighed when considering which zoning districts would be appropriate in a given situation. Other factors, such as the size of the site, will also be considered.

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- OG
- MUG-A, MUG
- MUI-A, MUI
- IWD, IR
- Design-based zoning

If there are any unique conditions requiring a site-specific approach an individual rezoning application may need to be in the form of design-based zoning to accomplish the policy objectives listed in D-EC. A conceptual development plan may be developed by the Metro Planning Department for the entire D-EC to guide rezoning of sites within the area. The conceptual development plan will establish standards for the preferred method of implementing the D-EC policy for that area.

Other existing and 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.

D-I District Impact

Policy Intent

Create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

General Characteristics

District Impact (D-I) areas are dominated by one or more activities that have the possibility of having a significant, adverse impact on an area. Typical principal uses include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills, production facilities, and large amusement and entertainment complexes.

Uses that support the primary use are appropriate. Examples include administrative and storage functions; food service and vehicle rentals serving passengers at transportation terminals; and hotels, shops, and food services supporting major amusement and entertainment complexes. Open space areas are appropriate as an amenity for workers and/or patrons of D-I areas and for transition and buffering. In general, permanent residential activities are not appropriate in D-I areas.

Application

The D-I policy is applicable to areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding non-D-I areas. Or where there is an area with a concentration of a singular, impactful use and there is an expressed interest in maintaining or enhancing the separation of the use from the surrounding community.

EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order::

- Airports and Other Major Transportation Terminals
- Correctional Facilities
- Hazardous Industrial Operations
- Landfills
- Major Public Utility
- Mineral Extraction and Processing

ZONING*

- IG
- Design-based zoning

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D-I District Impact

Commercial establishments complement the major transportation terminals. Such uses may include retail, restaurants, and commercial that meets daily needs of employees and visitors. The scale of these commercial businesses is compatible to the D-I area and its surrounding community. Commercial establishments are not typically present in or near other D-I areas.

Commonly used boundaries to define D-I policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of these areas on surrounding communities and the availability of land for necessary buffering. 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 in terms of mass, orientation, and placement of buildings is based on the building type and location. Special consideration is given to the D-I area's surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-I area into the surrounding neighborhood or adjacent policy areas.

Orientation – Where possible, buildings are oriented to the street.

Building Height – Residential uses in or near D-I areas, if present, are highly specialized, and their density will vary widely. Intensity of nonresidential development will also vary widely. Regardless of these variations, the following factors are considered when determining appropriate building heights and development intensities within D-I areas:

- Proximity to other policy areas and the role of the building or other structure in transitioning between policies (see below for further details on transitions);
- Planned height and intensity of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building or other structure makes to the overall function of the D-I area and its impacts on adjacent policy areas in terms of reducing environmental impacts through such means as the use of high operational performance standards, innovative stormwater management techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights of way to accommodate development intensity;
- Proximity to existing or planned transit;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography; and
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces.

Transportation terminal with a landscape buffer

D-I District Impact

Landscaping – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure. 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 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. Generous and dense landscape buffers are used to create a separation between the D-I area and adjacent non-Impact Community Character Policies.

Parking – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of parking lots are heavily landscaped to screen parking from view of the street.

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 D-I area. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles, and building-mounted signs, projecting signs, awning signs, and monument signs are appropriate. Any lighting on signage is minimal.

Transitioning

Buildings at the edges of the D-I area form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention 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 D-I policy 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;
- 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; and
- Are widely separated and generously buffered from lower-intensity areas.

Connectivity

Access – Vehicular access for larger impact activities is from arterial-boulevards and freeways. Smaller impact activities, such as electrical substations, may be accessed from collector-avenue or even local streets. Larger thoroughfares provide access on the outer areas of the impact area while private, local access and service streets provide access to buildings internal to the impact area. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Varies and is designed to promote the operation of the uses that exist within an impact area.

Pedestrian/Bicycle – Pedestrian connectivity is high within the development and is provided in the form of sidewalks, walkways, and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

D-I District Impact

Vehicular – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D-I area. These areas are generally located along or near arterial-boulevard streets. Connectivity within the D-I area is provided through coordinated access and circulation, which may include the construction of new streets.

Additional Design Principles for Major Public Utilities

These principles apply to major public utilities such as regional water and wastewater treatment facilities, electric power stations, waste transfer stations, and landfills. Considerations for the location of major public utilities outside of industrial zoning districts include:

- Major public utilities locate in areas where they will not interfere with the quality of existing or planned development. Adequate screening and buffering is established to minimize the visual impact of such facilities on surrounding areas. Facilities which generate noise or odor at a level which would not reasonably be expected in a residential area do not locate in those areas.
- Major public utilities do not locate in areas where their presence would have unacceptable impacts on water quality, air quality, vegetation, or wildlife.

Major public utility site

- Traffic generation, especially traffic attributable to trucks, is considered in light of current and anticipated levels of service, road conditions, access points, intersections, and adjacent Community Character Policies that are not D-I areas. Generated traffic is not hazardous and does not conflict extensively with the traffic patterns of surrounding development. Truck traffic is not routed through residential areas except along freeways and major arterial-boulevard streets.
- With the exception of municipal landfills, major public utilities are central to their service areas.
- Location of major public utilities meets with any criteria specified in system plans such as master water and sewerage plans.

Additional Design Principles for Correctional Facilities

These principles apply to penal and correctional institutions where people are incarcerated long-term. Considerations for the location of a correctional facility outside of an industrial zoning district include:

- Any proposed site is large enough to provide an adequate buffer zone, on-site visitor and employee parking, and adequate security measures.
- Facility is visually screened from surrounding planned or existing development.
- Pedestrian and vehicular traffic generated by a facility does not conflict with existing and anticipated traffic in the surrounding area.
- Adequate utility, drainage, parking, loading, and other necessary facilities to serve the proposed use are available. Access via public transportation, proximity to hospitals, and adequate fire protection are also considered.

D-I District Impact

Additional Principles for Mineral Extraction Activities

These principles apply to any mine, surface mine, pit, or quarry operation. Considerations for siting mineral extraction activities include:

- Such activities do not locate in areas of high erodability, or those susceptible to mudflows, soil creep, rockfalls, or settlement. Areas with unstable slopes are avoided.
- Operations are sited to avoid unacceptable effects on surface and ground water. In addition, adequate water and water pressure are available to meet worst-case safety requirements as well as day-to-day operational needs.
- Mineral extraction activities avoid sites or areas of archaeological or historic significance.
- Areas containing rare or endangered wildlife or plant species are avoided. Mineral extraction activities do not take place on sites where a sensitive ecological condition could not be restored.
- Normal pattern of air movement relative to existing and planned development is considered.
- The nature and extent of existing, planned, and potential development surrounding the activity throughout the expected life of the operation is considered. Operations are an acceptable distance from residential development, and adequate buffering is established.
- Effects of truck traffic generated by the operation on the level of service, access points, intersections and adjacent non-Impact District Community Character Policies is considered. Maximum daily and peak hour traffic generated is examined. Roads in the area have adequate weight-bearing ability. Truck routes do not pass through residential areas or by hospitals, schools, or unique cultural or recreational activities such as parks or museums.
- Visual impact of the operation on adjacent non-Impact District Community Character Policies is considered.
- Extent of impact of the proposed operation on open space, parkland, tourism, recreational resources, and unique geologic formations is considered.

Zoning

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

- IG
- 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. 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.

D-I District Impact

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D-IN District Industrial

Policy Intent

Maintain, enhance, and create Districts that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

General Characteristics

District Industrial (D-IN) policy areas are dominated by one or more activities that are industrial in character. Types of uses in D-IN areas include non-hazardous manufacturing, distribution centers, and mixed business parks containing compatible industrial and non-industrial uses.

Uses that support the main activity and contribute to the vitality of the D-IN area are also found. Examples include administrative and storage functions, specialized retail, office, food service, and convenience services. Open space areas are also found as an amenity for workers and/or patrons of industrial activities and for transition and buffering to adjacent development.

D-IN areas typically have a highly connected internal street network adequate for the movement of freight traffic, which is also connected to external interstate systems and arterial-boulevards. In general, permanent residential activities are not found in D-IN areas. An exception may be the edge of an D-IN area along the interface with an area containing or planned to contain residential activities. Such exceptions are considered case by case, with careful attention to design in creating a complementary transition to residential areas.
The interface of large D-IN areas is also designed to complement surrounding neighborhoods, centers, and corridors.

EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order:

- Ancillary Day Care
- Ancillary Residential
- Commercial
- Distribution
- Manufacturing
- Ofice
- Production Facilities
- Storage
- Warehousing
- Wholesaling

ZONING*

- IWD
- CS, CS-A
- IR
- OL
- OG
- Design-based zoning

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D-IN District Industrial

Application

D-IN policy is applicable to areas that are zoned industrial, where the primary land use is industrial or that are envisioned to become industrial. D-IN is applied in situations where there is an area with a concentration of a singular industrial use and there is an expressed interest in the separation of the use from the surrounding community.

Commonly used boundaries to define D-IN areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of Industrial areas on surrounding communities and the availability of land for necessary buffering. 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 in terms of mass, orientation, and placement of buildings is based on the building type and location. Special consideration is given to the D-IN area's surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-IN area into the surrounding neighborhood or adjacent policy areas.

Orientation – Buildings orient with main entrances facing the street.

Setbacks – Building setbacks vary throughout. A site plan establishes the layout of development, setbacks, and building orientation for industrial areas that involve large campus-style sites.

Density – If present, residential uses are highly specialized, and their density will vary widely. Intensity of nonresidential development is generally moderate.

Building Height – Building heights are low-rise, with tall single-story buildings being predominant.

Landscaping – Landscaping is generally formal. Street trees and other plantings are appropriate. Surface parking lots are landscaped with trees, shrubs, and other plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. 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. Generous and dense landscape buffers are used to create a separation between the D-IN and adjacent non-Industrial Community Character Policies.

Parking – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. There are no more than two rows of parking between the building and the street with the remainder of the parking behind or beside. The perimeters of parking lots are heavily landscaped to screen parking from view of the street. On-street parking is limited to delivery vehicles. Off-street parking is preferred to minimize moving truck/train conflicts with parked vehicles. Shared parking is appropriate for neighboring businesses.

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 district. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles, and building-mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal.

D-IN District Industrial

Transitioning

Buildings at the edges of the district form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention 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 D-IN policy 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;
- 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; and
- Are widely separated and generously buffered from lower-intensity areas.

Connectivity

Access – Vehicular access is from arterial-boulevards, preferably with four or more travel lanes, and freeways. Larger thoroughfares provide access on the outer areas of the district while private, local access and service streets provide access to buildings internal to the district. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Block length varies and is designed to promote the operation of the uses.

Pedestrian/Bicycle – Pedestrian connectivity is high and is provided in the form of sidewalks, walkways, and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Clearly marked crosswalks are provided at intersections and vehicular access points. Pedestrian and bicycle connectivity includes connectivity to existing or planned mass transit.

Vehicular – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate. Truck traffic serving the district avoids local streets, especially residential streets, outside the district. D-IN areas are generally located along or near arterial-boulevard streets. Connectivity within the D-IN area is provided through coordinated access and circulation, which may include the construction of new streets.

Zoning

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

- IWD
- CS, CS-A
- IR
- OL
- OG
- 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. 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.

D-IN District Industrial

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D-MI District Major Institutional

Policy Intent

Maintain, enhance, and create Districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

General Characteristics

District Major Institutional (D-MI) areas are dominated by major institutional activities, often in a campus setting. These areas are part of the fabric of the surrounding neighborhood, center, or corridor. While their large geographical areas and singular land uses make them districts, the D-MI areas lend themselves to being permeable, accessible, and beneficial to the community. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and uses that are ordinarily ancillary to the principal use. Ancillary activities vary according to the primary use and may include a range of residential, offices, and small-scale convenience services.

Buildings are regularly spaced with setbacks and spacing determined by the surrounding transect area. Parking accessed by side streets or alleys is behind or beside the buildings. The public realm and streetscape feature the consistent use of lighting and the use of formal landscaping. D-MI areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The edges of D-MI areas are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

EXAMPLES OF APPROPRIATE LAND USES*

In alphabetical order::

- Ancillary Commercial
- Ancillary Residential
- College and University Campuses
- Hospitals
- Medical Campuses

ZONING*

- MUG-A, MUI-A
- ORI-A
- Design-based zoning

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D-MI District Major Institutional

Application

The D-MI policy is applicable to areas that are zoned institutional, mixed use, or office, where the primary land use is institutional and office, or that are envisioned to become institutional and office. The policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use.

Commonly used boundaries to define D-MI areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, lower-intensity institutional). 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 in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-MI area into the surrounding neighborhood or adjacent policy areas.

Orientation – In all cases, the orientation of the building and entrances engage the public realm and create a pedestrian-friendly environment. Typically in urban areas, the building and main pedestrian entrance orients to the street with the front building façade generally built to the back edge of the sidewalk. In suburban areas, building orientation and setbacks may vary and create a pedestrian friendly environment with landscaping, street trees, benches, and other similar streetscape enhancements.

On college or university campuses, prominent buildings orient to the major streets where they create a noticeable, but complementary transition from the surrounding neighborhoods, centers, or corridors and to distinguish the campus. Internal to the college or university campus, buildings often orient to large green spaces and courtyards.

Setbacks – Building may have a shallow to moderate setback indicative of its prominence. In a medical campus, setbacks along external corridors and street networks reflect the transect area surrounding the medical campus. Moderate to deep setbacks are appropriate in districts that are surrounded by or adjacent to T2 Rural and T3 Suburban areas, while shallow or non-existent setbacks are present in districts that are surrounded by or adjacent to T4 Urban, T5 Center, and T6 Downtown settings.

Density – Residential uses in D-MI areas generally take the form of dormitories or short-term housing that is high density.

Open space in a Major Institutional area.

D-MI District Major Institutional

Building Height – Intensity of non-residential development will vary widely. Intensity will be higher near T4 Urban and T5 Center transect areas and moderate in T2 Rural and T3 Suburban transect areas. Determination of appropriate building heights based on the following factors:

- Proximity to other Community Character Policies 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 D-MI area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit;
- 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.

Open Space – Open space is provided as hardscaped or green plazas and courtyard areas or may be used to accommodate stormwater management or provide walking trails through the district.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. Surface parking lots are landscaped with trees, shrubs, and other plantings. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. 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. Transitions between the district and other Community Character Policies is best created by transitions in building form and uses; however, in some cases generous and dense landscape buffers are used to aid in creating a transition.

Parking – Parking is provided on-street or on-site in structures or surface lots. Parking is generally beside, behind, or beneath in districts surrounded by or adjacent to T2 Rural and T3 Suburban settings. Parking is generally behind or beneath in districts that are surrounded by or adjacent to T4 Urban, T5 Center, and T6 Downtown settings.

Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. 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. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

D-MI District Major Institutional

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 D-MI area or the streetscape. The design and location of signage complement and contribute to the envisioned character of the district. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs, and monument signs are appropriate. Any lighting on signage is minimal.

Transitioning

The edges of educational and medical campuses are woven into the fabric of the surrounding community, though noticeably separated by gateway entrances and signage.

Buildings at the edges of the district form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention 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 D-MI policy 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;
- 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,
- Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

Connectivity

Access – Arterial-boulevard streets provide vehicular access, while local and service streets provide access to areas within the district. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Block length is designed to promote the operation of the uses that exist within D-MI areas or as part of the existing or planned surrounding street network.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided with sidewalks or multiuse paths and bikeways. All buildings are accessible by sidewalks. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

Vehicular – Vehicular connectivity to surrounding neighborhoods and corridors is moderate to high.

Pedestrian, bicycle, and vehicular connectivity

D-MI District Major Institutional

D-MI areas are generally located along or near arterial-boulevard streets. Connectivity within the district is provided through coordinated access and circulation, which may include the construction of new streets.

Zoning

The following is a list of zoning districts that may be appropriate within a given D-MI area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-MI policy as detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- MUG-A, MUI-A
- ORI-A
- 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.

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D-OC District Office Concentration

Policy Intent

Maintain, enhance, and create Districts where office use is predominant and may be supplemented with complementary uses. The development and redevelopment of such Districts occur in a manner that is complementary of the varying character of surrounding communities as characterized by their development patterns, building form, land use, and associated public realm.

General Characteristics

Office is the predominant use in District Office Concentration (D-OC). Complementary uses may include daily convenience retail, restaurants, health clubs, and medium-to high-density residential in mixed-use buildings. Complementary uses are in locations that allow external access by the general public and internal access by employees and visitors.

Buildings are found regularly spaced with setbacks and spacing determined by the surrounding transect area. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and the use of formal landscaping. D-OC areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The edges of the district are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

The district's transportation network has a high level of internal connectivity for pedestrians, automobiles, and service vehicles, and provide opportunities for access to and from the area with entrances to and from arterial-boulevard and collector-avenue streets. Connectivity to local external transportation networks and public mass transit is essential; where connections to public mass transit are not available, regional connectivity is also appropriate.

EXAMPLES OF APPROPRIATE LAND USES*

In order of appropriateness:

- Office
- Mixed Use (may include residential, which is only supported in this form)
- Commercial
- Institutional

ZONING*

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- OL
- OG
- Design-based zoning

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D-OC District Office Concentration

Office uses abutting surrounding residential development provide a complementary transition through changes in building form and massing or may be buffered by the use of native vegetation or formal landscaping.

Application

D-OC policy is applicable to areas that are zoned primarily for office use, where the primary land use is office, or that are envisioned to become predominantly office. D-OC policy is applied in situations where there is an area with a concentration of a singular office use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the office use.

Commonly used boundaries to define D-OC areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, and residential). 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 in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding transect and policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the D-OC area into the surrounding neighborhood or adjacent policy areas.

Orientation – Buildings are oriented to the street.

Setbacks – While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares are oriented to the street with setbacks that vary per the surrounding transect area. If the surrounding transect area is T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk. Meanwhile, in T2 Rural and T3 Suburban transect areas, moderate to deep setbacks are appropriate.

Building Height – Buildings of all types in D-OC areas vary in height depending on the building type and location within the D-OC area and the character of surrounding transect and policy areas.

When considering heights for proposed development, consideration is given to the following factors:

- Proximity to other Community Character Policies 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 D-OC area in terms of creating

Live/work in D-OC policy

pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;

- Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- Prominence of the street;
- Capacity of the block structure and rights of way to accommodate development intensity;
- Proximity to existing or planned transit;
- 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, multiuse 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. Street trees and other plantings are appropriate. Surface parking lots are landscaped with trees, shrubs, and other plantings is provided. 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. Transitions between the district and other policy areas are best created by transitions in building form and uses; however, in some cases generous and dense landscape buffers are used to aid in creating separation.

Parking – Parking is provided on-street or on-site in structures or surface lots that is located behind, beside, or beneath the primary structure. Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. 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. When establishing parking quantities, other design principles and community plan policies are not compromised. 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 D-OC area or the streetscape. The design and location of signage complement and contribute to the envisioned character of the D-OC area. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians, and building mounted signs, projecting signs, awning signs, are appropriate. Monument signs may be appropriate. Any lighting on signage is minimal.

Transitioning

Buildings at the edges of the D-OC area form transitions in scale and massing where it adjoins lower-intensity policy areas, with thoughtful attention 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 D-OC 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;
- 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;

D-OC District Office Concentration

- 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,
- Pay particular attention to articulating facades that face lower-intensity policy areas.

Connectivity

Access – Vehicular access is obtained from arterial-boulevards and freeways for larger and more intense concentrations, while collector-avenue, local, and service streets provide access to smaller concentrations and to buildings internal to the larger district. Access points are consolidated and coordinated with strategic access points across all fronting streets.

Block Length – Block length varies based on the surrounding policy areas and is consistent with the existing or planned street network.

Pedestrian/Bicycle – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and provided with sidewalks or multiuse paths and bikeways. All buildings have sidewalk access. Clearly marked crosswalks are provided at intersections, across parking lots, and at vehicular access points to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

Pedestrian realm in D-OC policy.

Vehicular – Vehicular connectivity to surrounding neighborhoods and corridors is generally moderate but may be high in T4 Urban and T5 Center transect areas. D-OC areas are generally located along or near arterial-boulevard streets. Connectivity within the D-OC area is provided through coordinated access and circulation, which may include the construction of new streets.

Zoning

The following is a list of zoning districts that may be appropriate within a given D-OC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D-OC policy that are detailed 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.

- OR20-A, OR20
- OR40-A, OR40
- ORI-A, ORI
- OL
- OG
- 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. 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.

APPENDICES

PUTTING THE COMMUNITY CHARACTER MANUAL INTO PRACTICE

Amending Community Character Policies in Community Plans

During Community Plan updates, the Community Character Policies defined in the Community Character Manual (CCM) are applied to properties in 14 planning communities in Davidson County. While the Community Character Policies are applied through a community planning and input process, there are instances where there may be an expressed interest in changing or amending those policies by a private property owner, multiple property owners or residents, or the district councilmember(s). In making a request to amend the Community Character Policy, the applicant will address how the existing Community Character Policy would restrict the envisioned development, how will the proposed Community Character Policy would benefit the development envisioned, and how the proposed Community Character Policy will maintain, create, or enhance the character of the community.

Community Character Policy in Community Plans

When the Community Plan is updated, the Community Character Policies are applied to property. To get a more detailed understanding of the Community Character Policy, potential applicants are advised to consult the CCM, which defines each Community Character Policy, provides design guidance, and explains potenially appropriate zoning districts and building types. Upon reading the Community Plan and the CCM, potential applicants may determine that the policy applied in the Community Plan is not appropriate. If so, they may file a Community Plan amendment application in order to initiate the process required to apply a different Community Character Policy on the property.

To determine which Community Character Policy to request in the amendment, potential applicants should consider the questions follow in below.

- **Is the existing Transect Category appropriate? What is the appropriate Transect Category?**

The Transect defines the character of development from the most natural and undeveloped areas to the most urban and developed areas. Potential applicants should consider if their envisioned development will be consistent with the character defined by the existing Transect Category, or if their envisioned development would require another Transect Category designation. For example, T3 Suburban is characterized by deeper setbacks and lower building heights, while T4 Urban is characterized by more shallow setbacks with higher building heights. T3 Suburban may restrict the intensity of a development envisioned with higher building heights, while a T4 Urban may support it.

- **What is Community Element to be developed?**

Community Elements are open space, neighborhood, center, and corridor. Potential applicants should consider which of these Community Elements that their proposed development would provide. For example, if the existing Community Element were "neighborhood" — appropriate for residential development and the envisioned development were mixed use retail development, then the appropriate Community Element would be "center." Identifying the appropriate Community Element is critical to determining the character and form, the transition from one Community Element to another, and the proximity and relationship to similar Community Elements.

- **What is the envisioned Community Character Policy?**

After finding the appropriate Transect Category and Community Element, potential applicants should then decide which Community Character Policy is appropriate for their envisioned development. For example, if the existing Community Character Policy were T3 Suburban Neighborhood policy — residential development with character defined by deep setbacks, and informal vegetation and the envisioned development were mixed use retail — non-residential development with a desired character of shallow setbacks, formal landscaping, and street trees, then options for the appropriate Community Character Policy would include T4 Urban Neighborhood Center or T4 Urban Community Center.

Potential applicants should also consider the policy intent — whether the chosen policy will maintain, create, or enhance community character. In the previous example, the intent is to create, meaning the applicant is creating a T4 Urban Center. In this example, the Transect Category would change the community's character from T3 Suburban character to T4 Urban character. The Community Element would also change from "neighborhood" to "center." As a result, the character here would be created, as the applicant is creating a mixed use retail center in an area that was once identified and characterized as a residential neighborhood.

Planning Commission Review of the Community Plan Amendment

Upon receiving a Community Plan amendment request, the Executive Director of the Planning Department will determine whether the Community Plan amendment is a "major" or "minor" amendment. A major amendment requires one or more community meetings convened by the Planning Department. A minor amendment may also entail a community meeting, if a meeting is requested by the district Council member(s) or determined to be necessary by the Planning Department.

The appropriateness of the chosen Community Character Policy will be examined by the Planning Department staff, and a report and recommendation will be made to the Planning Commission. The applicant may refer to the Application section of the chosen Community Character Policy, as the Planning Department will use the guidelines within CCM to determine the appropriateness of a Community Plan amendment request.

Relationship of Community Character Policies to Regulatory Tools and Other Standards

The Community Character Policies provide guidance on the form and character of future development. They are used to judge the appropriateness of proposed zone change and subdivision requests. When a zone change request is made, Planning Department staff's recommendation to the Planning Commission and Metro Council is based on the zone change's conformance with the Community Character Policy. Zone change requests are also considered, however, in light of any applicable Metropolitan Development and Housing Agency redevelopment districts and/or historical districts in place for the property. Meanwhile, when a subdivision request is made for a property, Planning Department

staff's recommendation to the Planning Commission on the subdivision request is based, in part, on the request's conformance with the Community Character Policy.

Additionally, the implementation of some guidelines in the Community Character Policies are dependent upon site specific or areawide solutions to infrastructure, such as stormwater detention and conveyance, above and below-ground electrical service, and street and alley upgrades, among others. The incorporation of these guidelines into any final development will depend on Metropolitan Government review for consistency with policies, laws, and related standards of various departments and the Nashville Electric Service.

Supplemental Polices

Although the Community Character Policies provide Transect Category-specific guidance on the form and character of development, the diversity of development in Nashville/Davidson County is much more fine-grained than can be reflected in these policies. As a result, during the Community Plan Update or a plan amendment, Supplemental Policies may be applied to supplement guidance in order to clarity to the form and character of development intended. Supplemental Policies may also be used to address immediate and unique development concerns and issues raised during a Community Plan Update.

Detailed Community Planning Using CCM

The Community Character Policies are applied in Community Plans and provide guidance on the form and character of development for the four Community Elements (open space, neighborhoods, centers, and corridors) across the seven Transect Categories. When a Community Plan is updated, it may be apparent that a specific neighborhood, center, or corridor needs special planning attention to guide pending growth, preserve a specific character, or provide a guide for desired redevelopment. In these cases a Detailed Design Plan is created.

During the Detailed Design Plan process more specific guidance on land use, building types, appropriate zoning, and the form of development will be assessed on a building-by-building, block-by-block basis, identifying where to preserve, create, or enhance a desired character and form. Areas needing detailed design planning may be identified during the Community Plan update or may be requested by district Council members or other stakeholders.

COMMUNITY CHARACTER POLICY SUMMARY

Policies that apply in multiple Transects

Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

Transition (TR) – Intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for "missing middle" housing types with small- to medium-sized footprints.

Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T2 Rural Transect

T2 Rural Agriculture (T2 RA) – Intended to maintain appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Countryside (T2 RCS) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area's rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Maintenance (T2 RM) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Neighborhood Center (T2 NC) – Intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM) – Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect

T4 Urban Neighborhood Maintenance (T4 NM) – Intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or NE policy substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

T4 Urban Neighborhood Center (T4 NC) – Intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T4 Urban Community Center (T4 CC) – Intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T4 Urban Residential Corridor (T4 RC) – Intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect

T5 Center Mixed Use Neighborhood (T5 MU) – Intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

T6 Downtown Transect

T6 Downtown Capitol (T6 CP) – Intended to maintain and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.

T6 Downtown Neighborhood (T6 DN) – Intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.

T6 Downtown Core (T6 DC) – Intended to maintain and enhance the "core" of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding "frame" area of T6 DC, in the SoBro neighborhood.

T6 Second and Broadway (T6 SB) – Intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors' ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

D District Transect

D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.

D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.

D Industrial (D IN) – Intended to maintain, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

D Major Institutional (D MI) – Intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.

D Office Concentration (D OC) – Intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

GLOSSARY

The following is a glossary of terms used in the Community Character Manual. Further questions about terminology in the Community Character Manual should be directed to the Metro Planning Department Staff.

Access – the design principle that describes the place, means, and/or way by which pedestrians, bicyclists, and/or vehicles have safe, adequate, and usable ingress and egress to reach desired destinations, services and activities.

Accessory Dwelling Unit – a dwelling unit that is incidental and subordinate to the main dwelling or use of land and is located on the same lot and under the same ownership.

Access Management – the process of providing and managing access to contiguous land uses while preserving the safety, capacity, and speed of traffic flow.

Affordable Housing – housing that, on an annual basis, costs 30 percent or less than the estimated median household income for households earning 60 percent or less than the median household income for the applicable county based on the number of persons in the household, as established by Median Household Income in the Past 12 Months by Household Size (B19019) from the most recently available U.S. Census Bureau American Community Survey.

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

Alley – a public or private right-of-way or easement primarily designed to serve as vehicular service access to the side or rear of properties.

Ancillary Residential – residential units that serve as a secondary use to the primary use of land. For example, a major institutional development, such as a university or a hospital, may have ancillary residential for staff that need to be on-site at all times.

Arterial Boulevard – a road designed to carry traffic through an area (providing mobility) rather than to local destinations. Arterial boulevards generally have higher speeds and traffic volumes than local or collector-avenue streets and generally serve trips greater than five miles.

Bikeway – a travelway for bicycles, which may take one of the following forms; dedicated striped bike lanes; shared wide outside lanes; travel lanes shared with vehicles that are marked with signage as bike routes; or off-road multi-use paths and greenway trails.

Block – a unit of land bounded by streets or by a combination of streets and public land, railroad, rights-of-way, waterways, or any other barrier to the continuity of development.

Block Length – the distance as measured along the property lines of any one side of a unit of land bounded by streets or by a combination of streets and public land, railroad rights-of-way, waterways, or any other barrier to the continuity of development. A short block is up to 600 feet long. A moderate block is between 600 and 800 feet long. A long block exceeds 800 feet in length.

Building Form and Site Design – the design principle that describes the development pattern of an area, including the orientation of a building—the direction of the placement of the main entrance in relation to adjacent streets; the mass of a building—the three-dimensional form or volume of a building; and the placement of a building—the siting of the building on its lot including setbacks and spacing.

Building Type – describes the general function and form of a structure that encloses a space for sheltering any occupancy. Building types used within the Community Character Manual include house, alley house, cottage court, townhouse court, townhouses, flats, courtyard flats, live-work, mixed use, mid-rise, high-rise, step-back high-rise, civic, and agricultural.

Center – an element of a complete community that contains higher-ntensity mixed use, commercial, civic, public benefit, recreational, and sometimes residential uses.

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

Civic (use) – a public facility or service other than public utility equipment provided by a governmental organization.

Collector-Avenue – a road designed to balance traffic access (entrance into developments) and mobility (travel through an area). Collector avenues generally have higher traffic volumes than local streets and generally serve trips of one to five miles.

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

Common Open Space – the land and/or area of water within the site designed and intended for the use or enjoyment of the occupants, which may contain such complementary structures and improvements as are necessary and appropriate for the benefit and enjoyment of the occupants of the development.

Community Character – the quality of a community or area as defined by such factors as its built environment including building types, building orientation, mass, and placement; its natural features and open space elements; its infrastructure and the type and quality of public facilities and services; and its public realm as defined by the character of its roadways and streetscape.

Community Elements – the building blocks of a complete community—open space, neighborhoods, centers, and corridors. When designed thoughtfully, the community elements create a certain community character, which may be rural, suburban, urban or downtown.

Community Plan – a future planning document, created by Metro Planning Department staff in conjunction with community stakeholders, designed to guide growth, preservation, and development decisions for seven to ten years. The Community Plan contains guiding principles, community character policies, and infrastructure recommendations for a community. Community Plans are created for each of 14 communities across Davidson County, as dictated by the Nashville/Davidson County General Plan.

Complete Community – a complete community features a mixture of housing convenient to commercial and recreational land uses with multiple modes of transportation with sidewalk and bikeways or multi-use paths and facilities for mass transit. The form and character of the community will vary by Transect Category.

Complete Streets - streets that are safe, comfortable, and convenient for all road users, no matter who they are or how they travel. Complete Streets give people meaningful choices in how they access social and economic activities around Nashville.

Conservation Easement – a voluntary contract between a property owner and a land trust, government agency, or other qualified organization where the landowner places permanent restrictions on all or some of their property. The contract is tailored to the features of the land to be conserved—often environmentally sensitive features, farmland, vistas or viewsheds—and to the landowners future development needs and tax benefits.

Conservation Subdivision – a residential development where at least 50 percent or more of the land area is designated as undivided, permanent open space, or farmland, thereby permanently protecting agriculturally, environmentally, culturally, or historically significant areas within the tract. The subdivision is characterized by compact lots, common open space, and the preservation and maintenance of natural, historical, and cultural resources. Conservation Subdivisions are an alternative approach to the conventional lot-by-lot division of land in rural areas that spreads development evenly throughout a parcel with little regard to impacts on the natural and cultural features of the area. This definition is from the Metro Nashville Subdivision Regulations.

Connectivity (Pedestrian/Bicycle) – the design principle that describes the level of choice in route options available for pedestrians and cyclists to and through a particular Community Element—open space, neighborhood, center, or corridor. Connectivity that is "high" provides multiple route options for pedestrians and cyclists in the form of sidewalks, bikeways, and/or greenways.

Connectivity (Vehicular) – the design principle that describes the level of choice in route options available for vehicles to and through a particular Community Element—open space, neighborhood, center, or corridor. Connectivity that is "high" provides multiple route options for vehicles with a complete, dense street network, generally with shorter block lengths.

Corridor – an element of a community, a street or roadway acting as a principal link or gateway within the community.

Curb Cut – a vehicular access point serving an individual property or multiple properties.

Design Principles – principles based on urban design and planning practice that are intended to create the desired form of a Community Character Policy per its Transect Category. For example, with T2 Rural design principles intended to create a rural character, T3 Suburban design principles intended to create a suburban character, etc. The design principles in the Community Character Manual include access, block length, building form and site design, connectivity, landscaping, lighting, parking, service area, signage, and utilities.

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

Detailed Design Plan – a future planning document created by Metro Planning staff in conjunction with community stakeholders, designed to guide growth and development decisions for a neighborhood, center, or corridor for the next 10 to 15 years. The Detailed Design Plan provides more specific guidance and recommendations than the broader Community Plan.

Evolving, Community Character Policies – Community Character Policies used for residential areas that are envisioned to experience significant change—creation, revitalization, infill, etc.—in the future. The intent of evolving residential policies is to create and enhance.

Façade – the exterior walls of a building that face the front, side, and rear property lines.

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

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

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

Floodplain / Floodways – the floodplain and floodway are the environmentally sensitive features that describe the land area, including the floodway of any river, stream, or watercourse, susceptible to being inundated by water as identified by the 100-year flood or the channel or a stream that has current, direction, and velocity to it during a flood, and in which debris may be carried.

Frontage – the side of a lot abutting a street right-of-way. Also called "street frontage."

Frontage Road – a road designated and designed to serve local traffic parallel and adjacent to a highway or major arterial.

Greenway – a linear park, alternative transportation route, or open space conservation area approved by the Metro Greenways Commission that provides passive recreation opportunities, pedestrian, and/or bicycle paths, and/or the conservation of open spaces or natural areas, as indicated in a greenway plan adopted by the Commission.

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

High-Rise (height range) – a range that describes a building that is at or above eight stories in height. Note that a community plan or Detailed Design Plan that includes the T5 Center or T6 Downtown Transect may establish different height range definitions.

High-Rise, Stepped – a building type that describes a structure with eight or more stories built upon a podium base, above which the building wall steps back from the property line or setback line. The building may be single-use or provide a mix of commercial, office, and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access is generally from an alley or side street, and a primary pedestrian entrance is located along the primary street frontage of the building. Buildings adhering to the sky exposure plane are required to step back from the property line to gain additional height (See also sky exposure plane).

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

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

Housing Choice – the provision of a mixture of housing types (single-family, two-family, townhouses, flats), to meet the needs of a variety of household incomes and to meet the changing housing needs during the lifecycle including rental, first-time ownership housing, "move up" ownership housing, housing for people who wish to downsize, and assisted-type housing for the elderly and people with disabilities.

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

Institutional (land use) – a non-governmental land use that provides a public service. Some examples of public benefit uses include religious institutions, and cultural, educational, or community centers operated by institutional entities for charitable purposes.

Landscaping – the design principle describing the modification of the landscape for an aesthetic or functional purpose. It includes the preservation of existing vegetation and the addition of other organic or inorganic materials to soften or mitigate the impacts of development or add aesthetic value to achieve the intended community character.

Land Trust – a private nonprofit organization that works with private landowners to protect the sensitive and important features of their property, primarily by fee-simple acquisition of land, by donation or purchase for management as nature preserves, and by conservation easements.

Lighting – the design principle describing any and all lighting devices and methods designed and applied for the purpose of illuminating private and public areas for safety in pedestrian and vehicular travel and enhancement of sense of place.

Liner – occupied building space placed between the street and a parking structure. A liner "hides" the parking structure from the street. A liner is typically a single-loaded corridor of residential or office space with a minimum depth of 20 to 25 feet, but other variations are permitted so long as the space is occupiable and serves to mask the parking structure from the street.

Local Street – a street designed to provide access to and from local residences or businesses. Local streets generally have lower traffic volumes and speeds than collector avenue or arterial boulevard streets and serve trips less than one mile.

Low-Rise (height range) – a range that describes a building that is between one and three stories in height. Note that a community plan or Detailed Design Plan that includes the T5 Center or T6 Downtown Transect may establish different height range definitions.

Maintenance, Community Character Policies – Community Character Policies used for residential areas that are envisioned to experience little change—excluding replacement of homes, etc.—in the future. The intent of maintenance residential policies is to preserve and incrementally enhance.

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

Mass Transit – a passenger transportation network provided by a variety of modes including: rail, bus, and ferry service.

Median – the portion of the roadway which separates opposing traffic streams.

Mid-Rise (height range) – a range that describes a building that is between four and seven stories in height. Note that a community plan or Detailed Design Plan that includes the T5 Center or T6 Downtown Transect may establish different height range definitions.

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

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

Mode (or Modal) – a means of moving people or goods. Modes such as rail, transit, carpooling, walking, and bicycling that provide transportation alternatives to single-occupancy automobiles are sometimes called "alternative modes." Alternative modes may be combined to provide multiple methods of travel. When done so, the result is referred to as "multimodal."

Multifamily – three or more dwelling units within a single structure.

Multimodal – a transportation policy that promotes full development of multiple alternative modes of travel, and encourages the optimization of mode or combination of modes for travel mobility, efficiency, sustainability, economy, and environmental health. (See also Mode.)

Multi-Use Path – an off-street path, which may be paved or unpaved, and that can be used by several transportation modes, including bicycles, pedestrians, and other non-motorized modes.

Neighborhood – an element of a complete community that ideally provides a variety housing options for the community.

Open Space – an element of the community that includes, but is not limited to parks, plazas, courtyards, playing fields, trails, greenways, and golf courses. Open space may be public or privately held and may be used for active or passive recreation.

Parking – the design principle that describes the location, configuration, access, and design of public and/or private, on-street, off-street, and structured parking areas used for the purpose of temporarily storing automobiles.

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

Policy Intent – describes what the community character policy is intended to do when it is applied to land. The community character policy will either preserve (maintain existing community character while allowing minimal change over time), enhance (improve community character by allowing moderate change over time), or create (define community character through significant change over time).

Primary Entrances – the main pedestrian (not vehicular) entrance to a building.

Ridgeline – a line connecting the highest points of a hill that is proportionally longer than it is wide, and that exists as a distinct edge against a backdrop of land, and that may be seen from a common public viewing area.

Right of Way – real property rights (acquired by fee-simple ownership, by easement, or by other agreement) used for a public purpose, often transportation functions like roads, rail lines, greenways, etc.

Service Area – the design principle that describes market needs in relation to geographic area of anticipated customer base and commercial or retail services rendered in a neighborhood, community, regional, or super regional center.

Setback Line – the part of a lot extending open and unobstructed from the lowest level to the sky (except for permitted obstructions) along the length of a lot line for a depth or width set forth in the bulk regulations for the district described in Title 17, The Zoning Code for Metropolitan Nashville and Davidson County.

Sidewalk – a paved pathway paralleling a road or street intended for pedestrians.

Signage – the design principle that describes any stationary devices and structures used for visual communication intended to alert motorist, pedestrians, and cyclists to their location and assist them in finding their destination in a manner that is not distracting or overwhelming to the overall streetscape.

Sky Exposure Plane – an imaginary inclined plane that slopes over a lot to establish the maximum height of structures on that lot. The plane begins at the setback line at the height established by the property's zoning district and slopes inwardly at the slope established by the property's zoning district.

Steep Slope/Hillsides – the environmentally sensitive feature that describes those areas of land with slopes that are 20 percent or greater. This includes areas of steep hillsides, and steep sloping land leading to ridge tops and bluffs.

Street Cross Section – a diagrammatic slice of a road or street, from building front to building front, showing whether the road or street has a pedestrian zone, planting zone, bicycle zone, and vehicle zone, and, if these are present, the location, relative dimension, and design of each.

Street Network – a grid of intersecting streets that provide numerous, direct route options. (See also Connectivity.)

Streetscape – the space and features between buildings on either side of a street that constitute the physical makeup of a street; the features that, as a group, define the street's character, including building frontage/façade, landscaping, street paving, street furniture, signs, awnings, and lighting.

Structured Parking – below-ground or above-ground parking decks.

Sustainable Communities – a process of creating communities where four standards are met:

- All stakeholders—residents, business and property owners, institutional representatives, developers and elected officials—are engaged to plan for future growth and preservation;
- Plans for future growth and preservation seek to balance the economic, environmental, and social needs of the community;
- Plans for future growth and preservation encourage development that is beneficial to the community today and to future generations; and
- Plans for future growth and preservation think regionally about the neighborhood's, the community's and the county's role in the larger Middle Tennessee region.

Sustainable Development – development that demonstrates the standards of sustainable communities through site location, site design, and building design.

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

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

Transect – a system for categorizing, understanding, and designing the various levels of development within a region, from the most rural to the most urban.

Transfer of Development Rights (TDR) – a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it is zoned, with minimal environmental, social, and aesthetic impacts.

Transitional Residential – residential structures, generally flats, courtyard flats, townhouses, or townhouse courts, at the edge of a Center, Mixed-Use Corridor, or District Community Character Policy that serve to create a transition, in use and building type, to surrounding Community Character Policies.

Urban Design – the relationship of buildings to streets and open space. This relationship is created through consideration of building types, orientation, massing, setbacks, spacing, access, location of parking, etc. The relationship varies per Transect Category with "urban" design resulting in a different character in rural areas as compared to suburban areas and urban areas.

Vertical Mixed Use – buildings designed to encourage a diversity of compatible land uses, which include a mixture of two or more of the following uses; residential, office, retail, civic or public benefit, light industrial, or other miscellaneous land uses in one structure. Active land uses such as retail or restaurant are generally contained on the ground floor, while residential or office uses are contained in the space above.

View Shed – the environmentally sensitive feature that describes areas of the natural landscape which have been identified from defined viewpoints and that have inherent scenic qualities and/or aesthetic values.

Walking Distance – the distance (generally a quater-mile) which may be covered by a five-minute walk at an easy pace. This is the distance that most people will walk rather than drive, provided that the walking environment is pedestrian-friendly.

Waterways – the environmentally sensitive feature that describes any branch, brook, canal, creek, lake, pond, river, reservoir, slough, sinkhole, or other natural or man-made watercourse which flows within a defined channel or is contained within a discernible shoreline.

Workforce Housing – housing that, on an annual basis, costs 30 percent or less than the estimated median household income for households earning more than 60 percent and not to exceed 120 percent of the median household income for the applicable county based on the number of persons in the household, as established by Median Household Income in the Past 12 Months by Household Size (B19019) from the most recently available U.S. Census Bureau American Community Survey.

Zoning District – an established set of regulations, defined in Title 17 of the Metropolitan Code of Nashville/ Davidson County, that govern the use and design of development of land.

Policies that apply in multiple Transects

Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.

Transition (TR) – Intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for "missing middle" housing types with small- to medium-sized footprints.

Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.

Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.

T2 Rural Transect

T2 Rural Agriculture (T2 RA) – Intended to maintain appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Countryside (T2 RCS) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area's rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Maintenance (T2 RM) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.

T2 Rural Neighborhood Center (T2 NC) – Intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM) – Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect

T4 Urban Neighborhood Maintenance (T4 NM) – Intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or NE policy

substantially under-developed "greenfield" areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.

T4 Urban Neighborhood Center (T4 NC) – Intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T4 Urban Community Center (T4 CC) – Intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T4 Urban Residential Corridor (T4 RC) – Intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect

T5 Center Mixed Use Neighborhood (T5 MU) – Intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a development pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville's major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.

T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.

T6 Downtown Transect

T6 Downtown Capitol (T6 CP) – Intended to maintain and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.

T6 Downtown Neighborhood (T6 DN) – Intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.

T6 Downtown Core (T6 DC) – Intended to maintain and enhance the "core" of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding "frame" area of T6 DC, in the SoBro neighborhood.

T6 Second and Broadway (T6 SB) – Intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors' ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

D District Transect

D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.

D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.

D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.

D Industrial (D IN) – Intended to maintain, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.

D Major Institutional (D MI) – Intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.

D Office Concentration (D OC) – Intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.