

Small Area Study

CANE RIDGE AND ANTIOCH

Cane Ridge-Antioch Small Area Study

Draft | March 2026



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PLANNING

Metro Nashville Planning Department

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Study Purpose and Goals

The Cane Ridge – Antioch Small-Area Study is the result of a community-based planning process that began in September 2024. By the study’s completion, more than 150 residents, property owners, and business owners participated in at least one study-related event. The study was undertaken during an exciting time for land use and infrastructure planning in Nashville. While the study was underway, Nashville voters overwhelmingly approved the Choose How You Move initiative, establishing a source of dedicated funding for public transit and transportation-related infrastructure. Additionally, Countywide planning processes related to housing, transportation, and parks either began or continued while the Cane Ridge – Antioch Study was underway. Efforts were made to ensure that all studies and plans were coordinated and consistent.

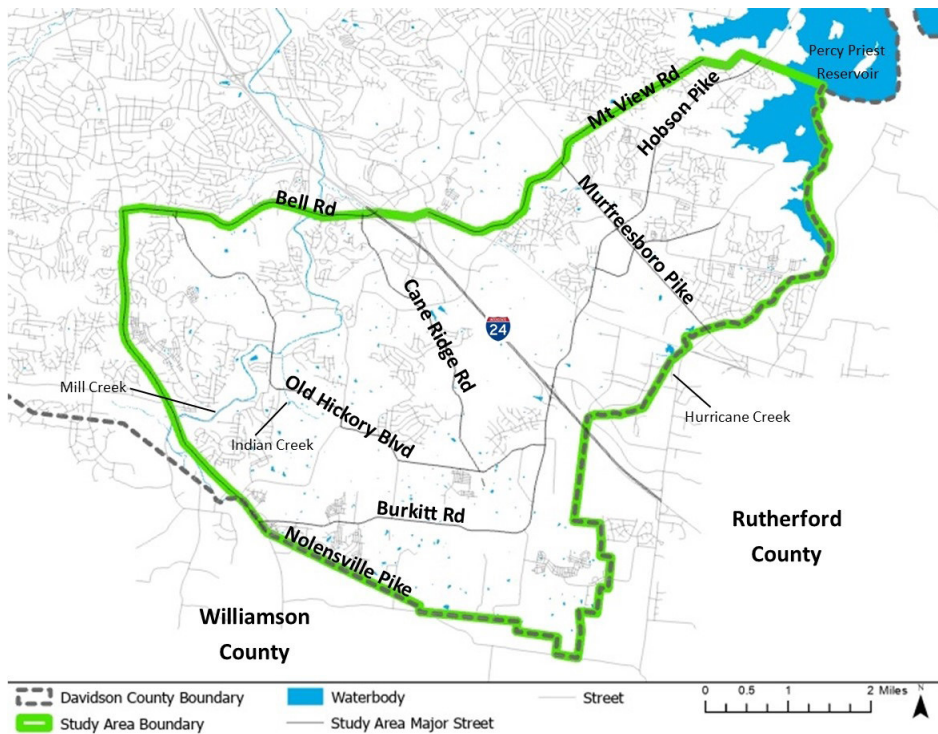
The purpose of the Cane Ridge – Antioch Study is to document existing conditions and community goals and serve as a guide for future actions. It is not intended to be a comprehensive plan for the Cane Ridge and Antioch communities. The Southeast and Antioch – Priest Lake Community Plans continue to provide roadmaps for future growth and development. This study is meant to augment the existing Community Plans by providing community-driven goals and action items designed specifically for the study area. Goals are generally focused on infrastructure improvements, transportation options, preservation of natural and historic resources, and contextual site and building design.

Study Area

The Cane Ridge – Antioch study area consists of approximately 32 square miles in southeastern Davidson County. Rough boundaries include Nolensville Pike on the west, Bell Road and Mt. View Road on the north, Percy Priest Lake on the east, and the Davidson County line on the south. Interstate 24 bisects the study area; for purposes of this study, Cane Ridge is the portion of the study area lying west of Interstate 24, while Antioch lies east of Interstate 24.

The study initially included only the Cane Ridge area. Cane Ridge is a thriving community situated at the seam of rural and suburban development patterns. Sustained growth in Cane Ridge has generated several concerns and questions for the area. While its rolling hills, narrow roadways, and large, pastoral lots suggest an agrarian past, new residential and mixed-use developments demonstrate a clear shift to contemporary suburban patterns. Throughout the study process, participants grappled with finding what it means for a community to be situated at the intersections of rural and suburban, history and change, and preservation and growth.

East of Interstate 24, the land flattens, roadways widen, suburban neighborhoods become more prominent and frequent, and a broad mix of uses—including commercial and industrial uses—congregate around major thoroughfares. The lower Antioch area is considerably different from Cane Ridge in development form and street infrastructure; environmental and historic features are also less prominent in Antioch. Yet, Antioch and Cane Ridge share a major common concern: the effects of fast growth on community character and area infrastructure. Because of this shared concern, the study area was expanded to include the lower half of Antioch.



Map 1a. Cane Ridge - Antioch Study Area

Demographics, Income, and Housing

The Cane Ridge and Antioch communities have experienced tremendous growth in recent years. Over a five-year period from 2017 to 2022, the study area grew by nearly 8,000 people as the total population reached nearly 55,000. During that same period, the entire County grew by 16,900—meaning the study area accounted for nearly half of the County’s growth. The study area is quite diverse racially and ethnically; individuals who identify as Hispanic or Asian constitute nearly 17 percent of the study area’s population. The study area is younger than the County as a whole; only 7.5 percent of the study area’s population is aged 65 or above, and 26.2 percent is aged 19 or lower, compared to 13.3 percent and 22.3 percent, respectively, for the County.

The study area’s poverty rate of 9.6 percent is considerably less than the County’s rate of 14 percent. While a broad range of income levels are present, most households in the study area have typical household incomes of \$50,000 to \$150,000 annually. The extreme low and high incomes that are found in some other parts of the County are less prominent in Cane Ridge and lower Antioch. The study area boasts a homeownership rate of more than 57 percent, nine percentage points higher than that of the County.

Community Engagement

Gathering community input was an essential component of the study process. The study included community meetings, an online questionnaire, and participation at Councilmembers’ district meetings to learn more about community members’ concerns and visions for Cane Ridge and lower Antioch. More than 150 community members participated in the study. Group and individual conversations were typically lively and productive, and certain concerns became clear through multiple meetings and conversations. In Cane Ridge, participants repeatedly expressed a shared belief that their community is losing its character to development. In Antioch, participants consistently expressed concern that infrastructure is not keeping pace with growth in the area.

Findings and Recommendations

Major themes emerged in both Cane Ridge and Antioch; these themes shaped the study's recommended goals and action items. In Cane Ridge, three themes were identified:

- The pace, locations, and types of development, especially as they relate to the area's rural context;
- Lack of available, adequate transportation infrastructure to accommodate growth; and
- Desire to protect the area's natural and historic resources.

The study recommends the following goals in Cane Ridge:

- Land use policies and regulations support growth appropriate for the area's context and infrastructure.
- Cane Ridge is a community with unique natural and historic resources that are recognized, designated, and protected.
- Sites and buildings are designed to fit the context of the broader community, using materials and styles appropriate for suburban and rural settings.
- Cane Ridge is an area that is well-connected to the broader community and has a sensible and functional street network.

In Antioch, the four major themes included:

- The pace, locations, and types of developments;
- Lack of available, adequate transportation infrastructure, including limited public transit accessibility;
- Lack of housing affordability and limited variety of housing types; and
- Desire for more diverse land uses in the area, especially commercial uses.

The study recommends the following goals in Antioch:

- Antioch is a thriving community with sensible growth policies, convenient access via multiple modes of travel, and a broad mix of land uses.
- Antioch is a community that offers a wide range of housing options.
- Neighborhoods and local streets are designed to be welcoming, safe, and friendly for all modes of transportation--walking, biking, riding transit, and driving.
- All major corridors are designed to safely and efficiently support multiple modes of transportation, including walking, biking, riding transit, and driving.
- Sites and buildings are designed to fit the context of the broader community, using materials and styles appropriate for a suburban setting.

The study recommends specific action items that are classified as immediate, short-term, long-term, or ongoing. The most pressing immediate action item is the creation of a supplemental policy intended to provide guidance for context-sensitive development and the preservation of natural and historic resources in Cane Ridge. This study was initiated due to concerns about growth and context expressed by Cane Ridge community members and addresses those concerns immediately through the creation and adoption of a supplemental policy.

Implementation

Many of the action items set forth in the study require frequent monitoring and may require future updates to the study, reports to other Metro agencies, and even changes to policies and regulations. Other action items are related to various related studies and plans currently being undertaken by Metro Planning or other agencies. Notably, this study was conducted with the updated Major and Collector Streets Plan and the Ecological Conservation Strategy Study particularly in mind.

Cane Ridge and Antioch have grown rapidly and will continue to grow for the foreseeable future. Community members are concerned about the pace and intensity of growth and how it affects infrastructure, natural and historic resources, and sense of community and place. The Cane Ridge - Antioch Small Area Study process gave community members the opportunity to voice their concerns and hopes for their communities and—just as importantly—the opportunity to work with each other, Metro departments, and district Councilmembers to craft both visionary and practical solutions. This study should be seen as the opening stage—not the conclusion—of a collaborative, community-driven, ongoing visioning process for the Cane Ridge and Antioch communities.

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Introduction and Study Area Background

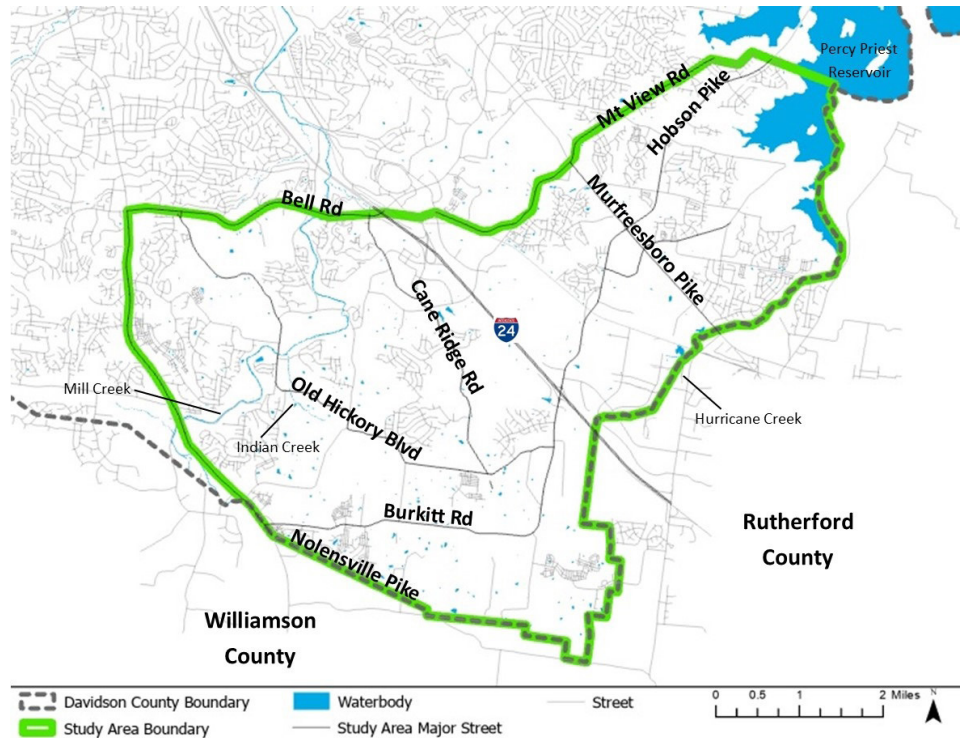
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Study Purpose

The Cane Ridge - Antioch Small Area Study is intended to:

- Explore existing conditions in the Cane Ridge and Antioch communities;
- Identify the strengths and needs for each community; and
- Recommend policies and actions that build on identified strengths and address identified needs.

The study is designed to supplement the Southeast and Antioch - Priest Lake Community Plans. Community participation and collaboration are guiding principles for the study process.



Map 1b. Cane Ridge-Antioch Study Area

Study Area Description

The Cane Ridge - Antioch study area is located near the southeastern corner of Davidson County and includes portions of both the Southeast and Antioch - Priest Lake Community Plan areas. The study area consists of more than 23,000 parcels across 32 square miles. The area is bounded by: Nolensville Pike on the west; Bell Road and Mt. View Road on the north; Percy Priest Lake on the east; and the Davidson County line on the south. Williamson County lies southwest of the study area, and Rutherford County lies southeast of the study area. Map 1 shows the study area boundaries. For purposes of this study, the area west of I-24 is referred to as *Cane Ridge*, and the area east of I-24 is referred to as *Antioch*.

The Cane Ridge area has pockets of moderate-density development, primarily located along the Nolensville Pike, Bell Road, Old Hickory Boulevard, and Burkitt Road corridors. Mill Creek and Hurricane Creek pass through Cane Ridge. Major landmarks in Cane Ridge include Mill Creek Park, Cane Ridge Park, and the Cane Ridge Community Club building, among others.

The Antioch area includes two distinct subareas. The subarea between I-24 and Murfreesboro Pike consists of a mix of neighborhoods, commercial developments, and industrial uses. The subarea east of Murfreesboro Pike consists mostly of residential subdivisions. Other major corridors include Hobson Pike and Mt. View Road. Percy Priest Lake and Hurricane Creek are partially located in Antioch. Major landmarks include Cane Ridge High School, Antioch High School, and Mill Ridge Park, among others.



Newly constructed trail at Mill Ridge Park



Four Corners Marina on Percy Priest Lake



Antioch High School



Cane Ridge Community Club



Mill Creek from bridge on Mill Creek Greenway



Carothers Farms residential development



Information kiosk at Mill Creek Greenway



Cane Ridge High School



Cane Ridge Park entrance

Demographics

The study area comprises all or part of 22 U.S. Census block groups across ten Census tracts. Previous growth trends in the study area were captured in the existing Southeast and Antioch – Priest Lake Community Plans; these trends are discussed later in this study. The 2022 American Community Survey (ACS) estimated a population of 54,836 in the study area; this represents an increase of 16.5 percent from 2017, when the population was estimated at 47,063. During that same period, the number of housing units in the study area increased by 22.7 percent from 18,963 to 23,265.

As shown in Table 1, the rate of population growth in the study area was nearly seven times that of Davidson County from 2017 to 2022. Almost half of Davidson County’s population growth during that period occurred within the study area. Households within the study area tend to be larger, younger, and more racially and ethnically diverse than those in Davidson County.

	2017 Study Area	2022 Study Area	2017 Metro	2022 Metro	Study Area Change	Metro Change
Population and Households						
Total Population	47,063	54,836	691,243	708,144	7,773 16.5%	16,901 2.4%
Households	17,959	21,423	283,929	302,663	3,464 19.3%	18,734 6.6%
Race and Ethnicity						
Black, non-Hispanic	34.0%	30.4%	26.6%	25.0%	-3.6%	-1.6%
White, non-Hispanic	48.5%	47.4%	56.1%	55.6%	-1.1%	-0.5%
Asian/Pacific Islander, non-Hispanic	5.5%	6.1%	3.6%	3.6%	0.6%	0.0%
Other or two or more races, non-Hispanic	2.8%	5.5%	3.4%	4.8%	2.7%	1.4%
Hispanic	9.2%	10.6%	10.3%	10.9%	1.4%	0.6%
Age						
Under 20	26.4%	26.2%	23.7%	22.3%	-0.2%	-1.4%
20 to 24	5.9%	7.8%	7.3%	7.4%	1.9%	0.1%
25 to 44	38.1%	36.7%	33.6%	34.9%	-1.4%	1.3%
45 to 64	23.3%	21.9%	23.6%	22.1%	-1.4%	-1.5%
65 and Above	6.3%	7.5%	11.8%	13.3%	1.2%	1.5%

Table 1. Study Area Demographics. Source: U.S. Census Bureau, American Community Survey

Income and Housing

Table 2 indicates that the number of households with annual incomes of \$200,000 or more has grown by 5.7 percent, closely following the 6 percent growth seen in Davidson County. In 2022, households earning at least \$100,000 annually constituted 9.6 percent of all households in the study area. The number of households below the poverty level in the study area grew from 6.9 percent to 9.6 percent between 2017 and 2022; in Davidson County, 14 percent of households lived below the poverty level in 2022.

Homeownership is more prevalent in the study area than it is in Davidson County as a whole. As shown in Table 2, more than 57 percent of housing units in the study area are owner-occupied, while renter-occupied units make up nearly 35 percent of all units. While the vacancy rate in the study area increased between 2017 and 2022, it remains slightly lower than the Countywide vacancy rate.

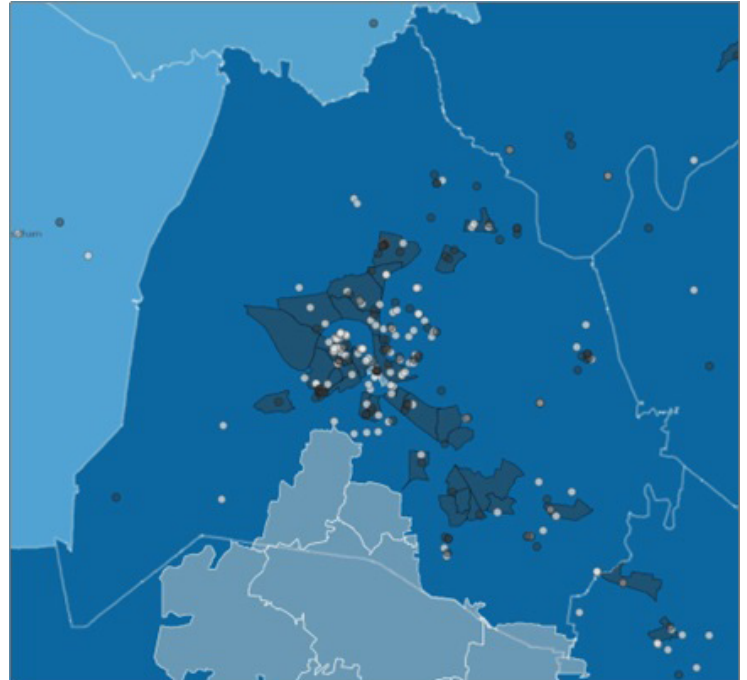
	2017 Study Area	2022 Study Area	2017 Metro	2022 Metro	Study Area Change	Metro Change
Income and Poverty						
\$0 - \$10,000	3.5%	3.7%	6.5%	5.7%	0.2%	-0.8%
\$10,000 - \$14,999	1.9%	1.2%	3.8%	3.4%	-0.7%	-0.4%
\$15,000 - \$24,999	6.8%	4.5%	8.4%	5.8%	-2.3%	-2.6%
\$25,000 - \$34,999	6.0%	6.7%	8.2%	6.1%	0.7%	-2.1%
\$35,000 - \$49,999	14.4%	13.5%	14.2%	13.0%	-0.9%	-1.2%
\$50,000 - \$74,999	26.6%	19.5%	21.4%	18.1%	-7.1%	-3.3%
\$75,000 - \$99,999	15.4%	15.7%	12.9%	13.6%	0.3%	0.7%
\$100,000 - \$149,999	17.5%	18.9%	14.0%	14.3%	1.4%	0.3%
\$150,000 - \$199,999	5.6%	8.1%	4.8%	8.3%	2.5%	3.5%
\$200,000 and Above	2.3%	8.0%	5.8%	11.8%	5.7%	6.0%
Households above 100% of Poverty	93.1%	90.4%	85.5%	86.0%	-2.7%	0.5%
Households below 100% of Poverty	6.9%	9.6%	14.5%	14.0%	2.7%	-0.5%
Housing and Tenure						
Housing Units	18,963	23,265	314,038	358,163	4,302 22.7%	44,125 14.1%
Owner-Occupied	58.0%	57.3%	48.1%	48.1%	-0.7%	0.1%
Renter-Occupied	36.7%	34.7%	42.4%	43.4%	-2.0%	1.0%
Vacancy Rate	5.3%	7.9%	9.6%	8.5%	2.6%	-1.1%

Table 2. Study Area Income and Housing Data. Source: U.S. Census Bureau, American Community Survey

Housing Affordability

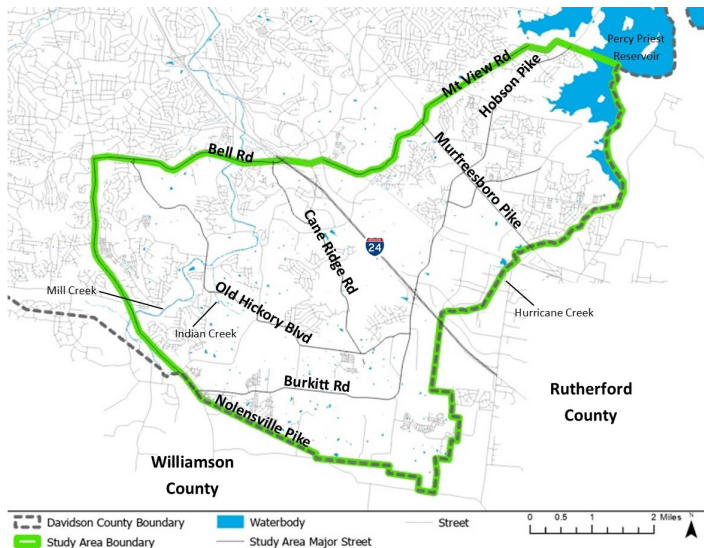
Tools that support housing affordability in Metro Nashville include the Barnes Fund and the Low Income Housing Tax Credit program. The Barnes Fund¹ is an affordable housing tool available in Metro Nashville and administered by the Metro Planning Department. Metro's Housing Dashboard shows Barnes Fund projects by Council district; while these districts are not perfectly aligned with the study area, Council district data provides an approximate representation of affordable housing in the study area. Per the Housing Dashboard, there is presently one Barnes Fund unit in Cane Ridge and 332 units in Antioch; of the 332 units in Antioch, 324 are located in Council district 32.

The Low-Income Housing Tax Credit (LIHTC) is a federal tax credit with eligibility administered at the state level by the Tennessee Housing Development Agency (THDA). In order to qualify for LIHTC, a development must designate a minimum percentage of units as affordable—setting those units aside for households earning certain percentages below the area median income. Units may be required to be set aside as affordable units for up to 30 years. Specific qualifying income and unit set-aside information may be found on THDA's LIHTC website.²

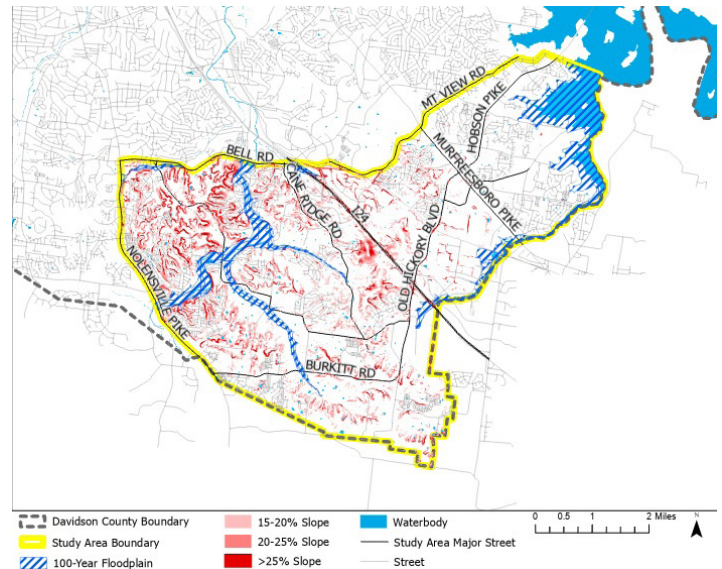


Map 2. Low-Income Housing Tax Credit Locations. Source: Tennessee Housing Development Agency 2025 QAP Scoring Criteria and Affordable Housing Credit Properties

Map 2 shows one LIHTC project located within the study area boundaries. This project consisting of 92 units to be located along Murfreesboro Pike near the Davidson-Rutherford County line is currently in the pipeline per THDA's LIHTC dashboard. Several other projects—including active projects—are located in close proximity to the study area.



Map 3. Waterbodies



Map 4. Slopes and Floodplains

Environmental Resources

Natural features in the study area include hillsides, waterbodies, floodplains, caves, sinkholes, forests and woodlands, headwaters, river basins, limestone flats, and wildlife habitat.

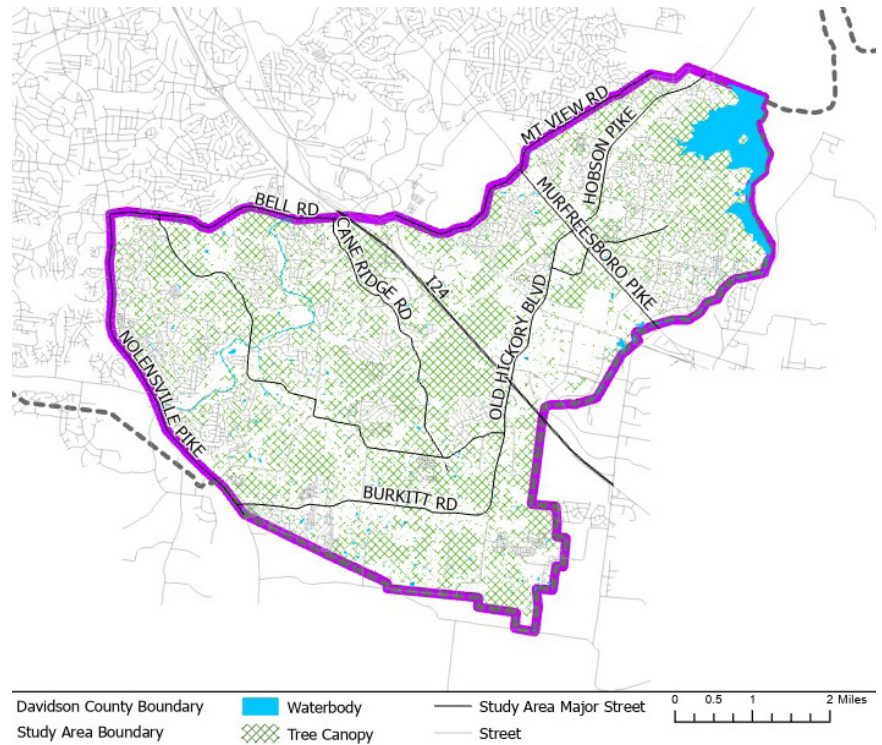
Slopes exceeding 20 percent grade are prominent throughout Cane Ridge; the Antioch portion of the study area has flatter terrain. Steep slopes are particularly clustered in the northwestern corner of the study area, near the intersection of Nolensville Road and Bell Road. As shown on Map 3, major waterbodies in the study area include Percy Priest Lake and Mill, Hurricane, and Indian Creeks. Each waterbody has a corresponding 100-year floodplain. Map 4 shows slopes and floodplains in the study area.

Development in both floodplains and steeply sloped areas is governed by Metro's regulations. These include the Metro Zoning Code, Subdivision Regulations, and Stormwater Regulations. Generally, on sites that meet certain criteria and are at least partially developable, Metro's conservation development standards apply. The conservation development standards require that environmentally sensitive features remain undisturbed. The criteria used to determine whether the conservation development standards apply include:

- The site lies within a single-family (RS/RS-A) or one and two-family (R/R-A) zoning district;
- The minimum site area is no less than ten times the minimum lot area for the base zoning district; and
- A minimum of ten percent of the site contains one or more specific natural features (floodplain, floodway, stream, stream buffer, steep slopes, problem soils, habitat for rare or endangered species, Cedar Glade plant species, archaeological or historic sites, and protected trees).³

In addition to the natural resources shown in Maps 3 and 4, tree coverage is prominent throughout the study area and is particularly heavy in Cane Ridge and east of Murfreesboro Pike in Antioch. Tree coverage tends to be lighter along portions of the I-24 corridor and in the industrial area between I-24 and Murfreesboro Pike. Map 5 shows tree coverage in the study area.

Soils throughout the area tend to be fairly shallow and are associated in part with the presence of cedar glades, unique ecosystems found in Middle Tennessee. The Center for Cedar Glade Studies at Middle Tennessee State University characterizes cedar glades as having *very thin soil and exposed rocky patches surrounded by red cedar trees*. Further, within limestone cedar glades, *the soluble limestone rock forms the karst topography of the glades which includes sink holes on the surface and subterranean water*.⁴



Map 5. Tree Canopy

Metro's regulatory tools for protecting cedar glades is somewhat limited in scope and applicability. The Zoning Code requires that new residential developments *make all reasonable effort to preserve that environment (cedar glades) through the use of conservation development*. The conservation development standards include cedar glades among the types of natural features that may warrant specific conservation methods. Additionally, cedar glades, caves, and sinkholes may be taken into account by the Planning Commission as part of its *suitability of the land* analysis during the subdivision review process. The Commission may require additional analysis as well as mitigation measures. Further, the Subdivision Regulations require that sinkholes in residential subdivisions be platted as open space.

Historic Resources

The study area includes numerous historic structures, sites, and cemeteries. Three structures are currently listed in the National Register of Historic Places. These include the Cane Ridge Presbyterian Church, Benejah Gray Log House, and Benejah Gray Outbuilding—all of which are located in the Cane Ridge portion of the study area. Additionally, several National Register Eligible and Worthy of Conservation structures and sites are scattered throughout the study area. A map of historic resources in Cane Ridge can be found in the attached supplemental policy.

Cane Ridge Historic Context

Although Cane Ridge's history spans nearly two centuries, its surviving physical remnants trace back to 1826, when 3.75 acres at the headwaters of Hurricane Creek were deeded for a church, a burying ground, and subscription school. This multi-purpose tract became the nucleus of community life, serving families from both Davidson and Rutherford counties. These institutions reflect a common frontier pattern in Middle Tennessee, where religious and educational functions intertwined to stabilize emerging settlements.

Beyond its spiritual and civic foundations, Cane Ridge evolved as a predominantly agrarian landscape, shaped by fertile soils and gently rolling terrain. Early settlers established small family farms, cultivating corn, wheat, and oats, alongside livestock operations that supported subsistence and local trade. Agricultural practices were labor-intensive and community-oriented, with seasonal rhythms dictating social life and reinforcing interdependence among neighboring households. The proximity to creeks and early road networks facilitated crop transport to Nashville markets, while farmsteads often featured log barns, smokehouses, and springhouses, forming a vernacular rural architecture that defined the region through the mid-nineteenth century.

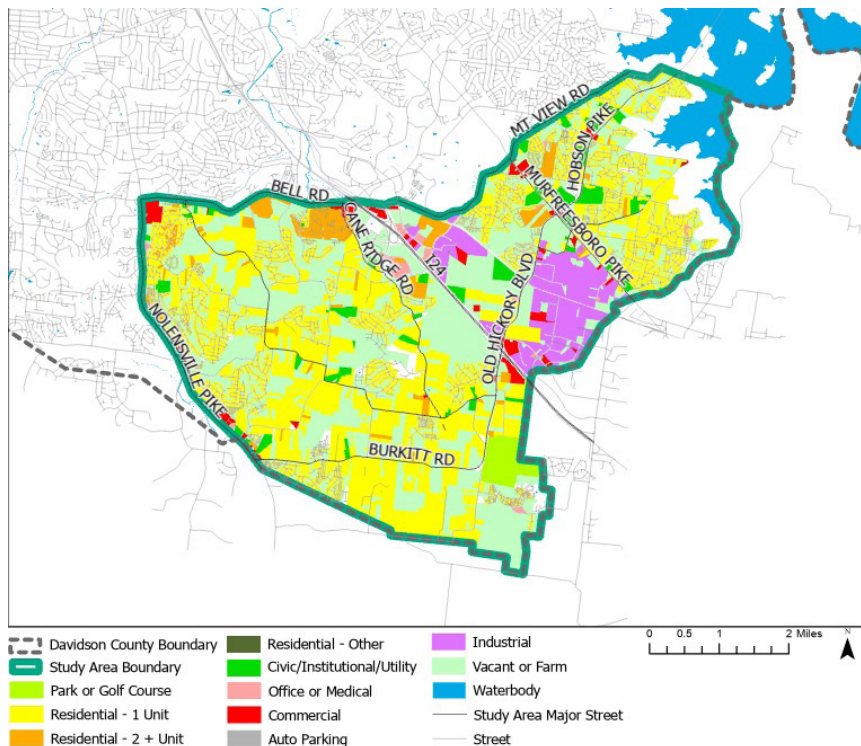
By 1859, when the brick Cane Ridge Cumberland Presbyterian Church replaced the original log structure, the community had matured into a stable agrarian society where faith, farming, and family networks shaped both the physical and cultural landscape. This dual legacy—religious institution and agricultural economy—established Cane Ridge’s enduring identity as a rural enclave, even as later decades introduced educational expansion and suburban pressures. Today, this past is evident primarily in surviving log homes, supporting outbuildings, and archaeological potential.

Current Land Uses

Cane Ridge and the portion of Antioch located east of Murfreesboro Pike consist primarily of single-family residential uses. Major residential subdivisions in Cane Ridge include: October Woods, Old Hickory Hills, Cane Ridge Farms, Oak Highlands, Autumn Woods, Burkitt Village, and Carothers Crossing, among others. Lenox Village—a mixed use development featuring commercial, single-family residential, and multifamily residential uses—is situated along the eastern side of Nolensville Pike on the western edge of the study area. Major residential subdivisions in Antioch east of Murfreesboro Pike include: Hickory Woods, Peppertree Forest, Heritage Landing, Harvest Grove, Long Hunter Chase, Villages of Long Hunter, and Lakeside Cove, among others.

Uses along the I-24 and Murfreesboro Pike corridors and between those corridors vary greatly and include a mix of single-family residential, multifamily residential, industrial, and commercial. Industrial, warehousing, and logistics

uses are most prominent in the portion of the study area bounded by I-24, Old Hickory Boulevard, Murfreesboro Pike, and the county line. Many sites in this area have access to an active rail line via numerous rail spurs. Major industrial, warehousing, and logistics users include FedEx, Amazon, Wirtgen, Feintool, and Talos, among others. Map 6 shows current land uses throughout the study area.



Map 6. Land Uses

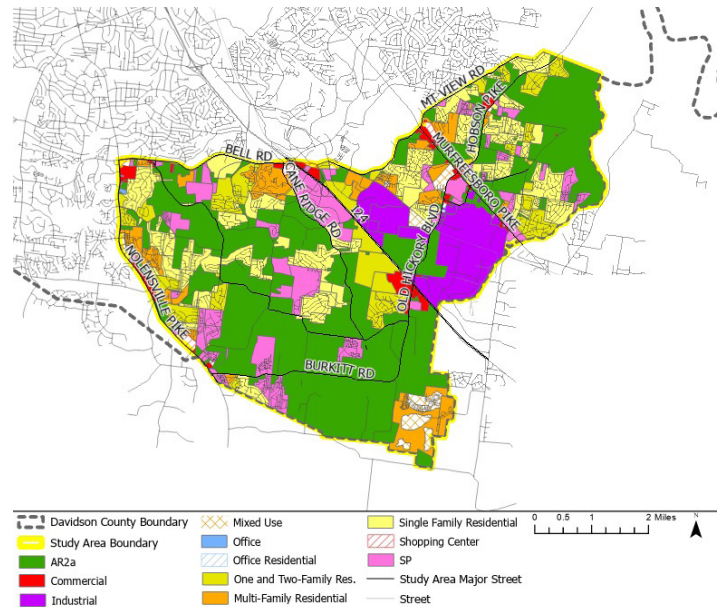
Zoning

Properties along the major corridors in the study area are affected by a broad mix of zoning districts. These range from single-family residential districts along portions of Mt. View Road and Bell Road to industrial and commercial districts along Murfreesboro Pike, Nolensville Pike, and I-24. Industrial zoning makes up a large portion of the area between I-24 and Murfreesboro Pike.

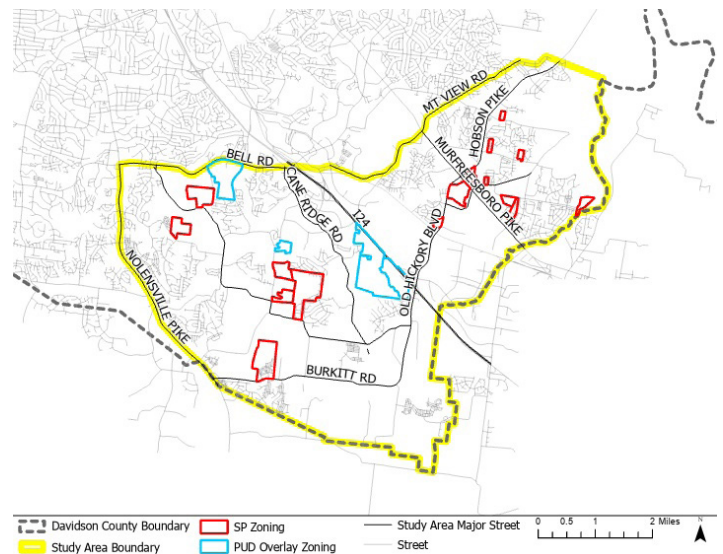
In Cane Ridge, east of Murfreesboro Pike in Antioch, and away from the major corridors, single-family residential, one and two-family residential, and agricultural residential are the most prominent zoning districts. One major exception is the Carothers Crossing development in the southernmost portion of Cane Ridge. When it was approved in 2005, Carothers Crossing was envisioned as a mixed use development with various base zoning districts and an urban design overlay (UDO).

Map 7 shows base zoning districts for the study area. Table 3 shows the number of acres within each zoning district. Residential and agricultural zoning districts account for nearly 80 percent of the study area's acreage.

Note that the Metro Zoning Code includes dozens of zoning districts that permit varying uses, intensities, and densities. Map 7 aggregates multiple zoning districts into major categories. For example, the Single-Family Residential category includes all RS zoning districts. For an up-to-date view of specific zoning districts at the parcel level, see Metro's Parcel Viewer tool.⁵



Map 7. Base Zoning Districts



Map 8. Approved SPs and PUDs

Existing SP and PUD Zoning

An analysis of existing Specific Plan (SP) zoning and Planned Unit Development (PUD) overlay zoning in the study area revealed that 20 approved SPs and PUDs are either under construction or entirely unbuilt. The locations of these SPs and PUDs are shown in Map 8.

In-progress and unbuilt SPs and PUDs in the study area account for more than 6,300 residential units and 1.4 million square feet of nonresidential floor area. Table 4 lists these projects with their current entitlements.

Zoning District	Acres	Zoning District	Acres	Zoning District	Acres
Residential Districts		Agricultural Districts		Commercial Districts	
R8	115.42	AR2a	9,397.40	CN	3.29
R10	678.34	Total Agricultural Acres	6,565.25 31.76%	CL	50.70
R15	440.86	Mixed Use Districts		CL-A	5.70
R20	634.39	MUN	5.60	CS	366.34
R40	4.23	MUL	377.54	SCN	0.21
RS5	8.26	MUL-A	9.77	SCC	57.25
FS7.5	386.47	MUL-A-NS	3.60	SCR	65.41
RS10	2,606.62	MUG	15.96	Total Commercial Acres	548.90 2.66%
RS15	300.64	Total Mixed Use Acres	412.47 2.00%	Industrial Districts	
RS20	47.21	Office Districts		IG	5.16
RS30	3.13	OL	6.19	IR	1,100.68
RS40	6.15	OR20	6.62	IWD	539.68
RM4	28.82	OR20-A	1.43	Total Industrial Acres	1,645.02 7.96%
RM6	106.27	Total Office Acres	14.24 0.07%	Specific Plan (SP)	
RM9	798.68				2,086.49 10.09%
RM9-NS	4.52				
RM15	342.80				
RM20	52.44				
Total Residential Acres	6,565.25 31.76%				

Table 3. Acres Per Zoning District in Study Area

Project Name	Address	Bill No.	Acres	Single-Family Units	Multi-Family Units	Nonresidential Square Footage
<i>Hobson Pike Townhomes SP*</i>	0 Old Hickory Blvd	BL2009-596	12.91		112	20,000
Evergreen Hills SP	13880 Old Hickory Blvd	BL2017-757	188.7	634		
Burkitt Ridge SP	0 Burkitt Rd	BL2017-779	143.92		800	17,000
<i>Starwood Town Center SP*</i>	3839 Murfreesboro Pike	BL2018-1155	65.1	200	350	421,500
<i>Oliveri Property SP*</i>	4154 Murfreesboro Pike	BL2018-1158	25.2	68	24	
<i>12452 Old Hickory Blvd SP*</i>	12452 Old Hickory Blvd	BL2018-1170	6.03		53	
<i>3720 Pinhook Rd SP*</i>	3720 Pinhook Rd	BL2019-1652	11.28	41		
<i>Pettus Road SP*</i>	5994 Pettus Rd	BL2019-60	38.49		143	
<i>Cedars of Cane Ridge SP*</i>	5886 Pettus Rd	BL2020-517	44.44	84	52	
<i>Cothorn Property SP*</i>	14656 Old Hickory Blvd	BL2022-1061	81.38	283		
Percy Cove – Maxwell Road SP	4395 Maxwell Rd	BL2022-1307	24.61	86		
<i>Barnes Road SP*</i>	1094 Barnes Rd	BL2022-1621	54.05	16	136	
<i>4057 Maxwell Road Residential SP*</i>	4057 Maxwell Rd	BL2023-101	20.88	78		
<i>Pin Hook Ridge SP*</i>	3834 Pin Hook Rd	BL2023-1663	10.2	39		
<i>12782 Old Hickory Blvd Residences SP*</i>	12782 Old Hickory Blvd	BL2023-1974	13.37		80	
<i>Hamilton Village SP*</i>	3654 Hamilton Church Rd	BL2023-2085	8.15		52	
<i>0 Hobson Drive PUD*</i>	0 Hobson Dr	BL2003-1488	399.57		1,974	966,000
<i>5814 Pettus Road PUD*</i>	5814 Pettus Rd	BL2005-904	26.34	39		
5439 Blue Hole Road PUD	5439 Blue Hole Rd	BL2007-109	159.38	116	884	

**Construction had not yet begun on projects shown in italics at time of report publication. All other projects are currently under construction.*

Table 4. Key to Approved SPs and PUDs Map

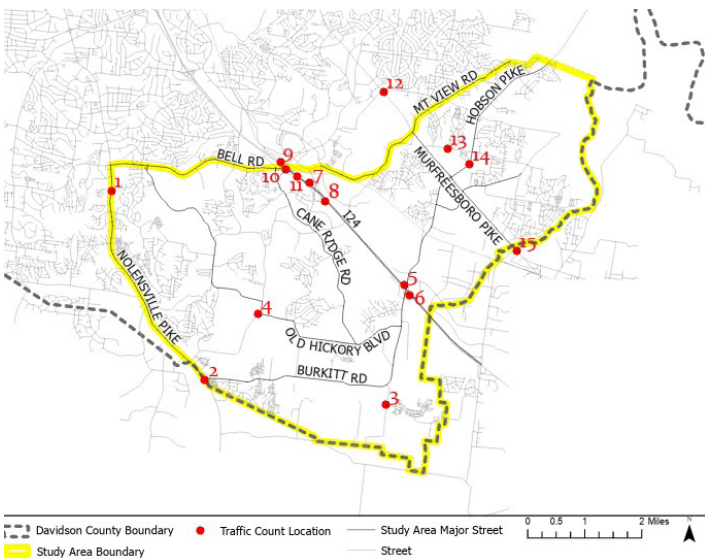
Modes of Commuting by Year	2017	2022
Drove Alone	81.7%	73.9%
Carpooled	10.5%	9.9%
Use Public Transportation	0.3%	0.0%
Walked	0.5%	0.2%
Biked	0.0%	0.0%
Used Taxi	0.0%	0.0%
Worked from Home	5.8%	15.2%

Table 5. Modes of Commuting. Source: U.S. Census Bureau, American Community Survey

Commuter Mode Shift

Following the COVID-19 pandemic, the study area saw a significant increase in the percentage of individuals working from home; by 2022, more than 15 percent of workers residing in the study area worked from home. This increase in the work-from-home population led to a corresponding decrease in individuals driving to work daily (from 81.7 percent in 2017 to 73.9 percent in 2022). Because of the lack of public transportation directly serving the study area, no American Community Survey respondents in the study area reported relying on public transportation to commute to and from work. Table 5 shows commuting travel modes for individuals in the study area.

I-24 sees the most daily traffic in the study area. The Tennessee Department of Transportation's (TDOT) 2023 traffic count showed more than 168,000 daily trips on average on I-24 near the Bell Road interchange. Other roads in the study area with high average daily trips include Nolensville Pike and Murfreesboro Pike. Map 9 and Table 6 show TDOT's traffic counts for selected locations within the study area.



Map 9. TDOT Traffic Count Locations. Source: Tennessee Department of Transportation

Map ID	Location	2017 Annual Average Daily Traffic	2022 Annual Average Daily Traffic	Change 2017-2022
1	Nolensville Pike near Shadow Glen Dr	28,810	26,377	-2,433
2	Nolensville Pike near Burkitt Rd	16,511	15,519	-992
3	Battle Rd near Carothers Rd	2,420	4,552	2,132
4	Pettus Rd near Old Hickory Blvd	4,556	4,846	290
5	I-24 westbound ramp at Old Hickory Blvd	11,375	12,195	820
6	I-24 eastbound ramp at Old Hickory Blvd	8,053	9,087	1,034
7	I-24 westbound ramp at Hickory Hollow Pkwy	4,798	7,194	2,396
8	I-24 eastbound ramp at Hickory Hollow Pkwy	4,727	5,583	856
9	I-24 westbound ramp at Bell Rd*	4,727	11,450	-29
10	I-24 eastbound ramp at Bell Rd	8,406	10,655	2,249
11	I-24 east of Bell Rd	166,317	151,257	-15,060
12	Murfreesboro Rd near Hamilton Church Rd*	29,995	23,506	-6,489
13	Pin Hook Rd near Grovedale Trace	4,337	5,901	1,564
14	Hobson Pike near Antioch High School entrance	11,113	12,201	1,088
15	Murfreesboro Rd near Rutherford Co. line*	32,303	35,365	3,062

*Indicates site is located outside study area.

Table 6. Annual Average Daily Traffic. Source: Tennessee Department of Transportation.

Infrastructure and Public Facilities

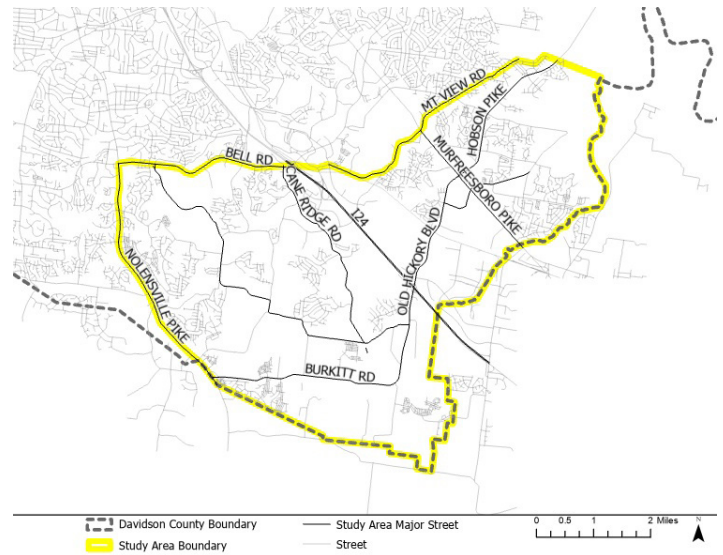
Street Network	28
Public Transportation	29
Sidewalks and Bikeways	30
Parks and Greenways	31
Other Public Facilities	32
School Enrollment	33
Utility Infrastructure	34
State and Metro Projects	35
Related Plans and Studies	37
Planning Frameworks	38

Street Network

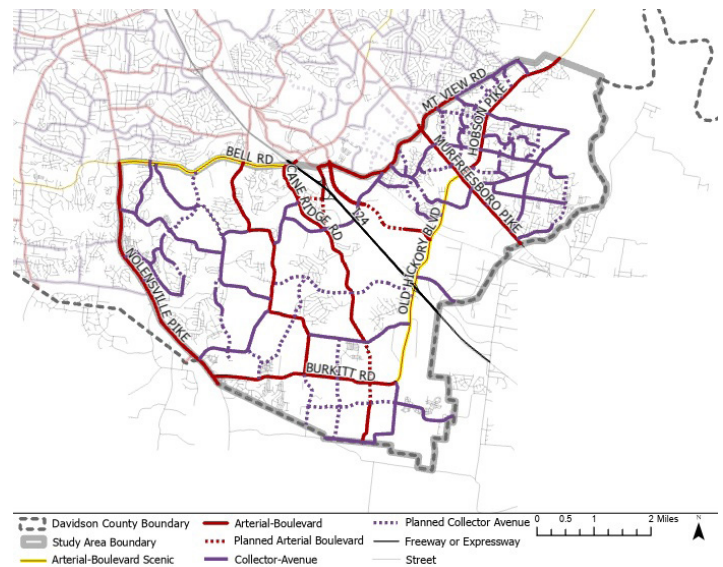
Several major streets are either wholly or partially contained within the study area. These include: Nolensville Pike (US 41A), Bell Road, Blue Hole Road, Cane Ridge Road, Old Hickory Boulevard, Pettus Road, Burkitt Road, Crossings Boulevard, Mt. View Road, Hobson Pike, Murfreesboro Road (US 41), and I-24. Map 10 shows existing major streets in the study area. For a more detailed view of the existing street network—including local streets—visit Metro’s Parcel Viewer site.⁵

The current Major and Collector Street Plan (MCSP) envisions an expanded network of collector-avenues—some of which have been built or partially built—to increase connectivity. These include: a new collector between Pettus Road and Burkitt Road; a new street network between Old Hickory Boulevard and the Davidson-Williamson County line in the south-central portion of the study area; and extensive new connectivity around Pin Hook Road, Hamilton Church Road, and Hobson Pike on the east side of the study area between Murfreesboro Pike and Percy Priest Lake. Map 11 shows existing and proposed streets as conceptualized in the MSCP.

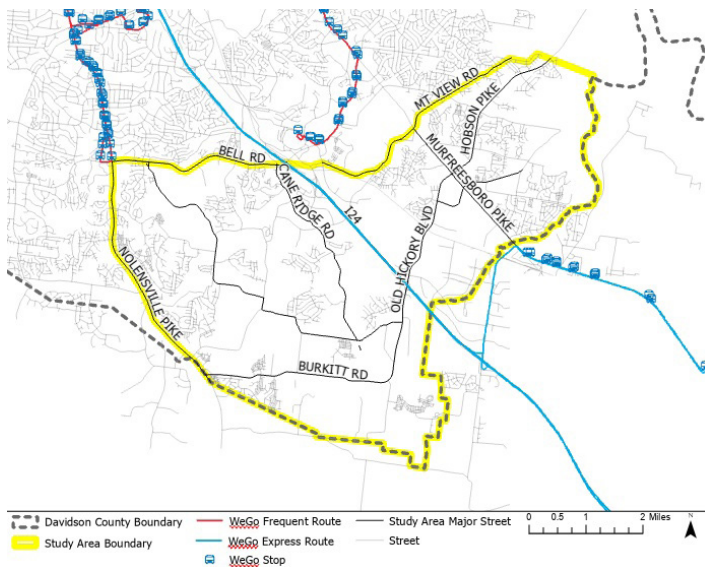
Following the passage of the Choose How You Move (CHYM) referendum in 2024, Metro Planning, NDOT and WeGo began working together on a multimodal mobility plan that will lead to updates to Metro’s major transit and transportation plans. As part of the planning process, existing transit routes, planned streets, and various modes of transportation will be considered, and Metro’s plans will be updated accordingly. The public engagement phase of this study included opportunities for individuals and neighborhoods to engage in constructive dialogue to help shape Metro’s transit and transportation plans.



Map 10. Existing Major Streets



Map 11. Major and Collector Street Plan



Map 12. WeGo Routes and Stops

Public Transportation

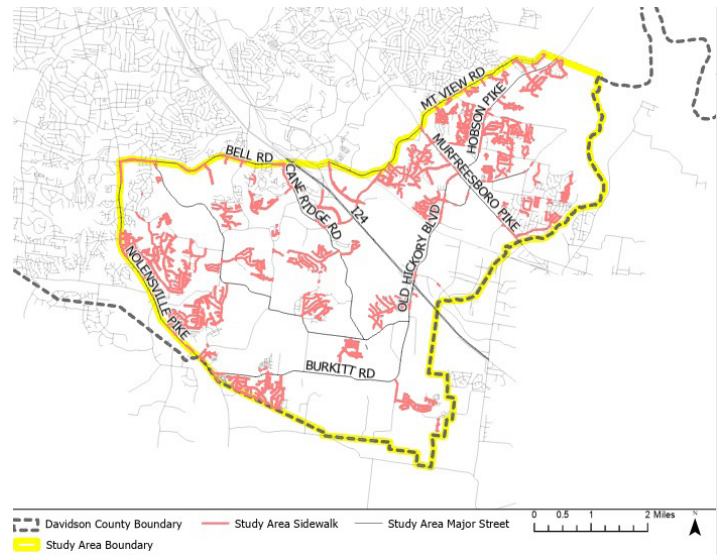
As shown on Map 12, there are no WeGo bus stops in the study area presently. WeGo route 52 runs along Nolensville Pike and terminates at the northwestern boundary of the study area; a park-and-ride lot for route 52 is located at 5445 Nolensville Pike, approximately 0.3 miles north of the study area boundary. WeGo route 55 runs along Murfreesboro Pike and terminates at the existing Global Mall site on Mt. View Road; a park-and-ride lot for route 55 is located at the Global Mall site, approximately one-half mile north of the study area boundary. Both routes are classified as frequent service routes. WeGo operates express route 86, which runs along I-24 and serves LaVergne and Smyrna in Rutherford County to Downtown Nashville.

The passage of the CHYM initiative in November 2024 opens new possibilities for expanded transit opportunities in the study area. WeGo route 52 could be expanded southward along Nolensville Pike to the Lenox Village mixed use development. A new connector route along portions of Bell Road, Cane Ridge Road, Old Franklin Road, and Mt. View Road would give residents, workers, and visitors in the area a quick connection to a new transit hub at the Global Mall site. Likewise, a connector route along Murfreesboro Pike would provide access to Metro-wide service through the transit hub.

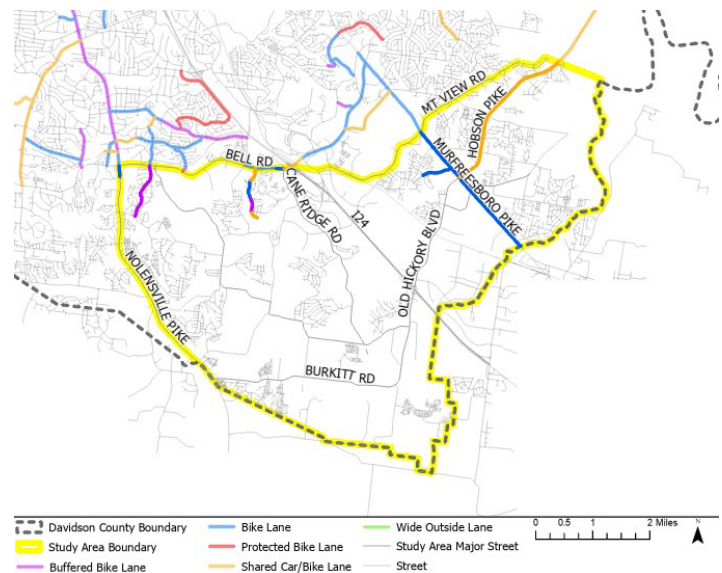
Sidewalks and Bikeways

Within the study area, consistent sidewalk networks are mostly limited to residential subdivisions and local streets. As shown on Map 13, sidewalks are somewhat consistent along Bell Road between Nolensville Pike and Cane Ridge Road, though gaps remain. Crossings Boulevard has a consistent sidewalk along one side of the street. Sidewalk segments are available along portions of Old Franklin Road, Cane Ridge Road, Nolensville Pike, Murfreesboro Pike, and Hobson Pike.

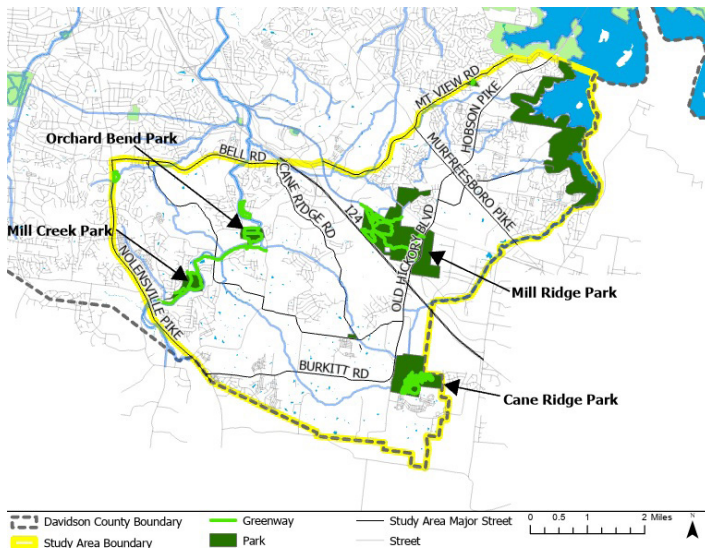
Limited bicycle infrastructure exists within the study area. Presently, bicycle lanes are available on portions of Murfreesboro Pike, Mountain Springs Road, Cedarmon Drive, Bell Road, and Nolensville Pike. The portion of Hobson Pike east of Murfreesboro Pike includes a mix of shared car/bike lanes, wide shoulders, and a broad sidewalk, which can accommodate bicyclists from Murfreesboro Pike to the Wilson County boundary. Map 14 shows existing bicycle infrastructure including typology in the study area.



Map 13. Existing Sidewalk Network



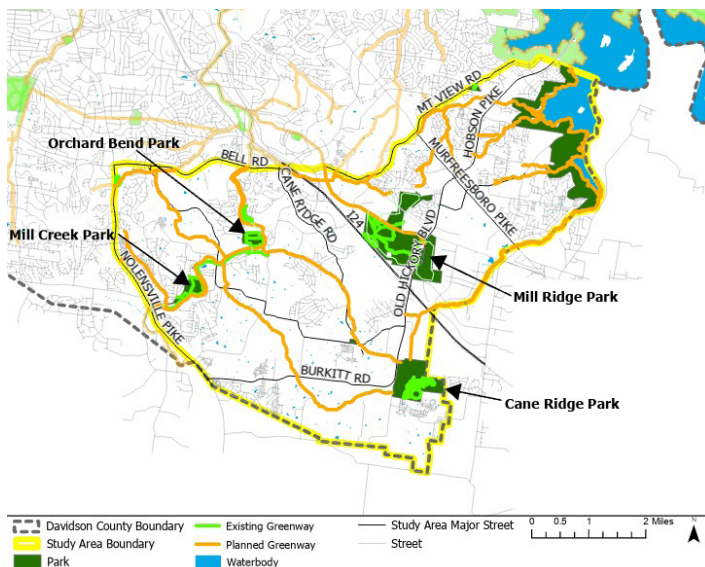
Map 14. Existing Bicycle Infrastructure



Map 15. Existing Parks and Greenways

Parks and Greenways

The study area is home to multiple greenways and four Metro-owned parks. Mill Creek Park, Orchard Bend Park, and Cane Ridge Park are located in Cane Ridge, while Mill Ridge Park is located in Antioch. Both Cane Ridge Park and Mill Ridge Park are large regional parks; Mill Ridge Park includes an expansive trail network. Percy Priest Lake, owned by the U.S. Army Corps of Engineers, is situated on the eastern edge of the study area and extends into neighboring Wilson County and Rutherford County. Long Hunter State Park is located along Percy Priest Lake east of the study area. Greenways in the study area are largely confined to the interiors of existing parks, though Mill Creek Park and Orchard Bend Park share a greenway connection. Map 15 shows existing parks and greenways in the study area.



Map 16. Proposed Parks and Greenways

Plan to Play, Metro's Parks and Greenways Master Plan, shows an extensive network of existing and proposed greenways located throughout the study area. The envisioned network would connect parks throughout the study area to each other and connect to a broader system of greenways serving the entire county. Map 16 shows the greenway network envisioned in Plan to Play. Both Plan to Play and the Global Mall Master Plan—completed in 2024—propose greenway connectivity from Mill Ridge Park and other portions of the study area to Global Mall, located north of the study area; the larger greenway system would tie-in to a Perimeter Loop Trail, which would encircle the Global Mall campus.

Notably, historic resources in the Cane Ridge portion of the study area tend to be located along or near waterbodies, particularly creeks. Likewise, proposed greenways in Cane Ridge closely follow creek paths. Area parks—including Mill Creek Park, Orchard Bend Park, and Cane Ridge Park—are located adjacent to historic properties. In fact, one historic structure is located within the boundaries of Cane Ridge Park. The convergence of area parks, planned greenways, and historic resources could provide an opportunity for a future historic trail in the Cane Ridge area.

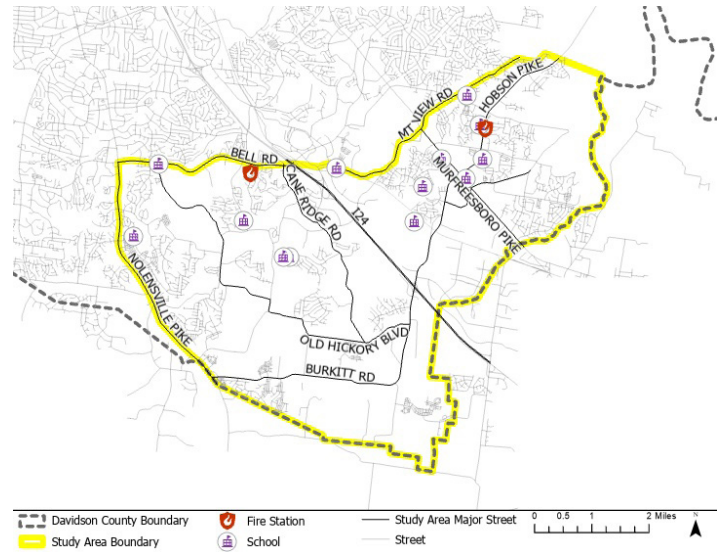
Other Public Facilities

The study area includes the following 12 schools:

- Nashville Collegiate Prep, 1638 Bell Road
- Henry C. Maxwell Elementary, 5535 Blue Hole Road
- Thurgood Marshall Middle, 5832 Pettus Road
- A.Z. Kelley Elementary, 5834 Pettus Road
- Rocketship Dream Community Prep (charter), 5450 Mt. View Road
- Cane Ridge High, 12848 Old Hickory Boulevard
- Cane Ridge Elementary, 3884 Ashford Trace
- Mt. View Elementary, 3820 Murfreesboro Road
- KIPP Antioch College Prep Middle, 3655 Murfreesboro Pike
- Antioch High, 1900 Hobson Pike
- John F. Kennedy Middle, 2087 Hobson Pike
- Thomas A. Edison Elementary, 6130 Mt. View Road

Additionally, two fire stations are located within the study area. Station 26 is located at 5410 Hickory Park Drive, north/west of I-24, and Station 35 is located at 2034 Hobson Pike, south/east of I-24. Map 17 shows the locations of schools and fire stations within the study area.

Presently, there are no Metro-operated community centers located within the study area. However, three community centers are located a short distance from the study area: Smith Springs Regional Center, Southeast Regional Center, and Antioch Community Center. The Southeast branch of Nashville Public Library is located approximately one-half mile from the study area at Global Mall. The Metro Nashville Police Department's new Southeast Precinct building is located approximately three-quarters of a mile north of the study area near the intersection of Murfreesboro Pike and Edge O Lake Drive; the new precinct will serve the study area, which was previously served by the South Precinct.



Map 17. Schools and Fire Stations



Cane Ridge Elementary School, 3884 Asheford Trace



John F. Kennedy Middle School, 2087 Hobson Pike

School Enrollment

Presently, the study area contains portions of seven elementary school zones, four middle school zones, and three high school zones. Schools serving the study area include:

- Elementary Schools
 - ◊ May Werthan Shayne
 - ◊ Henry C. Maxwell
 - ◊ A.Z. Kelley
 - ◊ Eagle View
 - ◊ Cane Ridge
 - ◊ Thomas A. Edison
 - ◊ Mt. View
- Middle Schools
 - ◊ William Henry Oliver
 - ◊ Thurgood Marshall
 - ◊ Antioch
 - ◊ John F. Kennedy
- High Schools
 - ◊ John Overton
 - ◊ Cane Ridge
 - ◊ Antioch

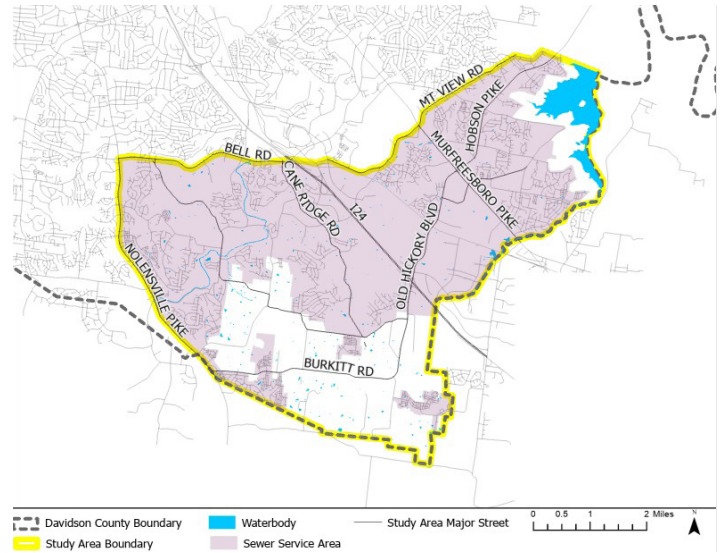
Per the most recent information provided by Metro Nashville Public Schools, enrollment at all zoned schools serving the study area except Thurgood Marshall is currently at or above 85 percent capacity.

Utility Infrastructure

Water service and sanitary sewer service in the study area are provided by Metro Water Services (MWS). Water service is generally available throughout the study area, though there are a few small areas where water infrastructure is limited. Sewer service is much more limited. Presently, a significant portion of the study area between Old Hickory Boulevard and the Davidson County boundary in Cane Ridge lacks sewer service. Sewer trunk extensions are typically funded by development projects; MWS may opt to participate in cases where a larger extension is warranted. A complete sewer buildout for the study area would require additional trunk mains, some of which would be constructed along streams. MWS reports no major water or sewer upgrades are planned for the study area for the next six years. Map 18 shows approximate sewer service area.

MWS also coordinates stormwater planning throughout the study area. The watersheds in the area are scheduled to be modeled in the coming years as part of MWS' ongoing stormwater master planning efforts. At this time, MWS does not have any large capital improvement projects planned for the study area.

Electric service is provided by Nashville Electric Service (NES). A substation near Century Farms distributes electricity throughout the study area. The substation has capacity for all existing customers as well as additional planned customers. During community meetings in Antioch, some community members expressed concerns about frequent and extended outages. These concerns were shared with NES during the study process. NES has a long-term plan to increase capacity in the study area by adding another substation.



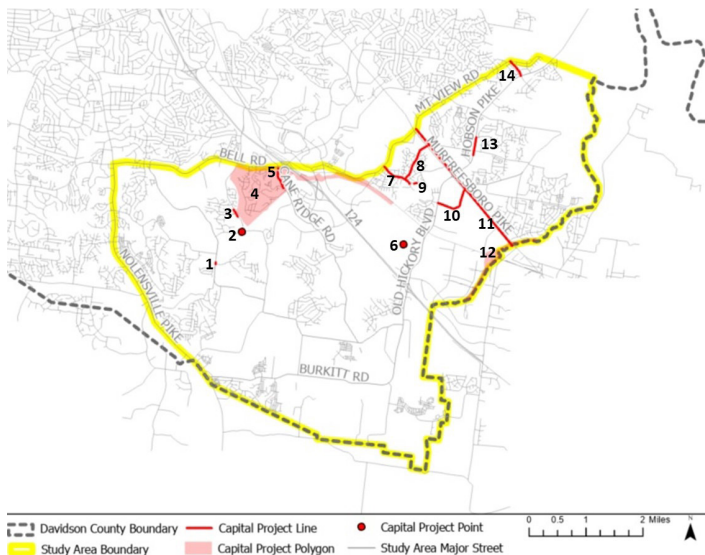
Map 18. Approximate Sewer Service Area



Map 19. TDOT Project Site on Nolensville Pike. Source: Tennessee Department of Transportation

State and Metro Projects

The Tennessee Department of Transportation (TDOT) is presently engaged in a construction project along 4.4 miles of Nolensville Pike from Old Hickory Boulevard on the north to Mill Creek on the south. The purpose of the project is to widen the roadway to a five-lane cross-section, which will include four 12-foot travel lanes (two northbound and two southbound), a 12-foot continuous center turn lane, ten-foot paved shoulders, bike lanes, and five-foot sidewalks. The project is scheduled to be completed in July 2027. Map 19 shows the extents of the TDOT project.



Map 20. Recent Capital Projects

TDOT is also currently in the process of gathering public input regarding its proposed Choice Lanes project on I-24. This project would create designated lanes of travel along a 26-mile stretch of I-24 between Murfreesboro and Downtown Nashville. Motorists would pay a user fee to access these lanes, which would have limited access points and which should provide more efficient, consistent travel speeds along the I-24 corridor. Public transit would also be able to use Choice Lanes. The Choice Lanes will be owned by the State of Tennessee and managed and maintained by a private sector partner, which will be selected by the State in fall 2026; construction is expected to begin in 2027.

The study area has been subject of several recent and ongoing Metro capital improvement projects. Map 20 shows the locations of several major capital improvements recently made or planned in the study area. The Key numbers assigned to each capital project in Map 20 correspond to project descriptions in Table 7. This table provides additional information on capital projects that have been recently completed, are currently under construction, or are planned for construction in the near future. Note that this list is specific to the study area; Countywide projects that may affect the study area are not included. Additionally, small projects affecting only individual lots are not included.

Key	Project Name	Description	Status
1	Old Hickory Boulevard – Bending Creek to Mill Creek Greenway – Sidewalk Gap	Close the sidewalk gap for ADA accommodation	Completed 2020
2	Roundabout Design for Pettus Road and Blue Hole Road	Construct a single-lane roundabout at Blue Hole Road and Pettus Road along with a two-way entrance to Orchard Bend Park	Completed 2023
3	Blue Hole Road	Sidewalk, curb and gutter, and grass strip	In progress; on track
4	Mill Creek – Collins Creek Rehabilitation	Rehabilitation of up to 69,000 linear feet of gravity sewer main and associated manholes	In progress; on track
5	Cane Ridge Road from Bell Road to Mountain High Drive Sidewalk	Sidewalk gap repair	Completed 2022
6	Mill Ridge Park Phase 1	Phase one development, construction	Completed 2023
7	Asheford Trace Various Improvements	Construction of new bike lanes and sidewalks	In progress; on track
8	Summercrest Boulevard from Asheford Trace to Murfreesboro Pike Bike Lanes	Construction of new bike lanes	In progress; on track
9	Shadowbrook Trail from Existing Sidewalk to Cane Ridge Elementary School Sidewalks	New sidewalks with grass furnishing zone	In progress; on track
10	Old Hickory Boulevard – Murfreesboro Road – Hobson Pike Paving	Paving project	Completed 2023
11	Murfreesboro Pike Bus Rapid Transit Planning	Conduct planning study and corridor assessment for bus rapid transit on Murfreesboro Pike from Downtown to Metro Southeast Community Center	Future CHYM project
12	Hurricane Creek Pipe Improvements	Replacement of 12,000 linear feet of gravity sewer mains including manholes and service connections	In progress; on track
13	Hobson Pike – Antioch High School Multi-Use Path	12' multi-use path with 4' furnishing zone	Completed 2019
14	Smith Springs Parkway from Hobson Pike to Mt. View Road	Bike lanes	In progress; on track

Table 7. Key to Recent Capital Projects Map

Related Plans and Studies

The Cane Ridge - Antioch Small Area Study process was conducted while multiple other studies were also underway or had been recently completed. These studies include: Multimodal Mobility Master Plan (3MP); Access Management Policy; Choose How You Move; Countywide Ecological Conservation Strategy; Housing and Infrastructure Study; and Unified Housing Strategy. The section below provides a brief overview of each of these studies. Throughout the Cane Ridge - Antioch study process, Planning staff reviewed materials from the other listed studies and consulted with representatives for each of those studies to ensure that the guidance provided in the Small Area Study is consistent with that provided in the other studies. The Small Area Study is intentional in finding and building connections with each of these studies.

Multimodal Mobility Master Plan (scheduled completion 2026)

The Multimodal Mobility Master Plan (3MP) is a joint effort among Metro Planning, NDOT, and WeGo to update Access 2040, the Major and Collector Street Plan (MCSP) and WeGo's long-range plan for transit (nMotion). In addition to updating these plans, the 3MP will recommend capital improvements and project prioritization.

Access Management Manual (scheduled completion 2025)

NDOT is presently engaged in creating an Access Management Manual, which is intended to consolidate the codes and policies revolving around access management as well as better align with the Tennessee Department of Transportation's Access Management guidelines. NDOT anticipates completing this project near the end of 2025. Additional information about the Access Management Policy project can be found at <https://www.nashville.gov/departments/transportation/developers/access-management-manual-project>.

Choose How You Move (approved 2024; ongoing)

Choose How You Move (CHYM) is a transportation improvement program approved by Metro Nashville voters in 2024. CHYM is focused largely on increasing transit access, modernizing traffic signals, implementing safety measures, and constructing more sidewalks. Additional information about CHYM can be found at <https://transit.nashville.gov/>.

Countywide Ecological Conservation Strategy (scheduled completion 2027)

The Countywide Ecological Conservation Strategy is intended to address the pressures and effects of growth on the County's sensitive ecological systems and natural features. Upon completion, the strategy will include recommendations for steps to preserve and enhance the County's natural environment. More information will be available as the project advances.

Housing and Infrastructure Study (scheduled completion 2026)

The Housing and Infrastructure Study was initiated at the request of the Metro Council in 2024. The study is intended to address Nashville's housing shortage by exploring regulatory barriers and infrastructure needs to housing production. Changes to Metro's building code and zoning code are anticipated. Additional information on the Housing and Infrastructure Study can be found at <https://engage.nashville.gov/housingandinfrastructure>.

Unified Housing Strategy (completed 2025)

The Unified Housing Strategy provides a comprehensive and collaborative approach to addressing Nashville's need for safe, stable, and affordable housing. The strategies and actions were formulated following extensive stakeholder engagement throughout 2024. Strategies include: aligning the housing ecosystem; fortifying funding and resources; building new housing; supporting homeownership opportunities; increasing supportive housing opportunities; preserving existing housing; and improving access and stability. The Planning Department's Housing Division led the study. Additional information on the Unified Housing Strategy can be found at <https://www.nashville.gov/departments/planning/housing-division/unified-housing-strategy>.

Planning Frameworks

In addition to connecting the Cane Ridge - Antioch study to other related studies, Planning staff sought opportunities to explore how multiple planning levels or frameworks could apply. The Planning Department collectively thinks of growth and development in terms of three frames: ecological, neighborhood, and site-specific. These frameworks encourage developers, planners, and communities to explore how growth and development affects and interacts with people, communities, and the environment at various scales.

Ecological Framework

Nashville - Davidson County has a broad, diverse ecology. Much of the county is marked by rolling hills and dense forests. Rivers and creeks form natural boundaries. Caves, springs, and sinkholes are visible reminders of the limestone that lies beneath the ground. Few places in the county display as many distinct environmental features as Cane Ridge, where rolling hills, creeks, forested areas, cedar glades, limestone flats, caves, and sinkholes are prominent. These features function together to create a unique ecology.

The study recognizes the presence and importance of Cane Ridge's ecological system and recommends a supplemental policy that supports both preservation of the natural environment and incorporation of natural features into site design. Upon completion, the Countywide Ecological Conservation Strategy—mentioned on the previous page and currently underway—will further characterize the ecological framework at the county level and provide additional guidance for growth and development. Planning staff anticipates that the Cane Ridge Supplemental Policy will align with portions of the Ecological Conservation Strategy.

Neighborhood Framework

In support of the NashvilleNext guiding principle Foster Strong Neighborhoods, the Metro Planning Department has crafted a set of neighborhood planning principles to help characterize and guide future neighborhood design. The Neighborhood Planning Principles Guidebook identifies nine key neighborhood elements: ecology; centers; edges; paths; land uses and programming; site design and building form; open spaces; landmarks; and patterns and view corridors. These elements can both define neighborhood boundaries and serve as markers of neighborhood health and completeness. The Guidebook notes that neighborhood elements differ by setting—urban, suburban, and rural—and work together to support common principles—ecology, people, access, and design.

Antioch's development pattern is generally suburban. In suburban settings, the Guidelines focus on utilizing the neighborhood elements to: protect connections between neighborhoods and natural areas; ensure neighborhood centers are complete, vibrant, and easily accessible; establish accessible and easy-to-use ways to travel; and design different spaces to work together to make strong neighborhoods.

Cane Ridge's development pattern ranges from suburban to rural. Within rural settings, the Guidelines focus on utilizing the neighborhood elements to: preserve the local ecosystem and the rural landscape; develop local centers and residential areas where people can gather; create safe, comfortable, and convenient access to local destinations; and reinforce a sense of place through local history and natural features.

Site Design Framework

The Metro Planning Department is currently exploring strategies for improving site design throughout the county. Presently, sites and structures are subject to the limited design criteria set forth in the zoning code, building code, and/or Specific Plan (SP) conditions of approval (if applicable). The department is currently working on multiple projects aimed at strengthening policies and regulations related to site and building design. Additional information on the site design framework is forthcoming. For the purposes of this Small Area Study, Planning staff relied on currently adopted policies and regulations; additionally, certain aspects of the goals, action items, and supplemental policy relate directly to site design.

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Community Plans and Character Policies

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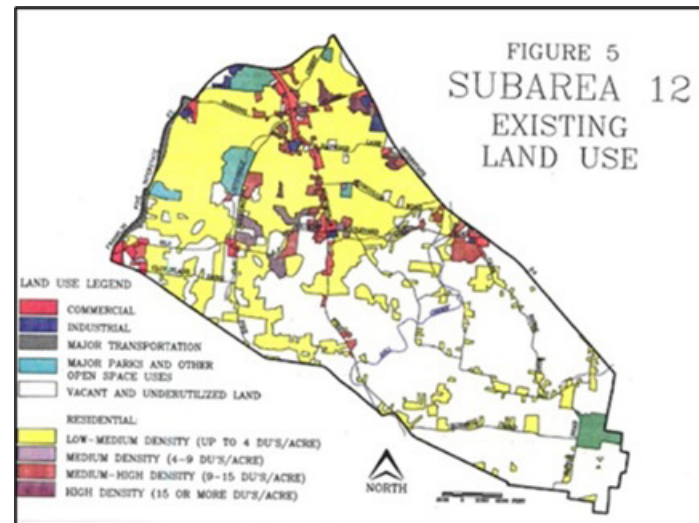
Community Planning Background

The Cane Ridge – Antioch Small Area Study includes portions of two community planning areas: Southeast and Antioch – Priest Lake. Staff reviewed planning efforts for both community planning areas dating back to 1991, placing special emphasis on the portions of the planning areas included in the Cane Ridge – Antioch study area.

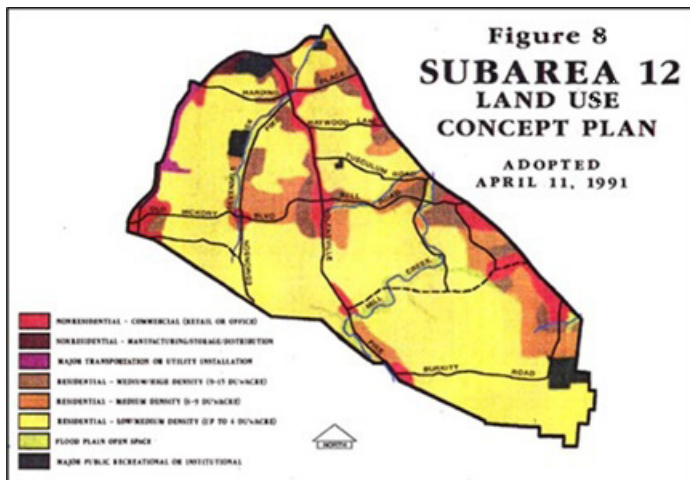
Southeast⁶

The first Community Plan for Southeast was finalized in 1991 and was the fourth of 14 community plans to be created. The 1991 Southeast Plan noted that population in the area had grown from 32,896 in 1970 to 61,278 in 1990, nearly doubling in 20 years. The plan noted that more than 64 percent of the housing units in Southeast were constructed during that same 20 year period. However, more than 13,000 acres in Southeast remained undeveloped. As shown in Map 21, the southern portion of Southeast—which is the portion included in the current study area—was mostly undeveloped when the 1991 plan was created. Low and medium density residential (up to four dwelling units per acre) was shown along major streets such as Burkitt Road and Cane Ridge Road.

The Detailed Land Use Plan included in the 1991 plan applied Residential Developing to much of the study area. Recommended density in Residential Developing



Map 21. Land Use Classifications in Southeast, 1991



Map 22. Detailed Land Use Plan for Southeast, 1991

varied by area with the highest being three dwelling units per acre closer to the I-24 commercial corridor. The plan included a proposed east-west arterial between I-24 and Nolensville Pike; this arterial would have been located within the Cane Ridge – Antioch study area. The arterial was later determined to not be feasible; instead, growth in the area would be supported by the existing street network with improvements. Map 22 shows the 1991 Detailed Land Use Plan.

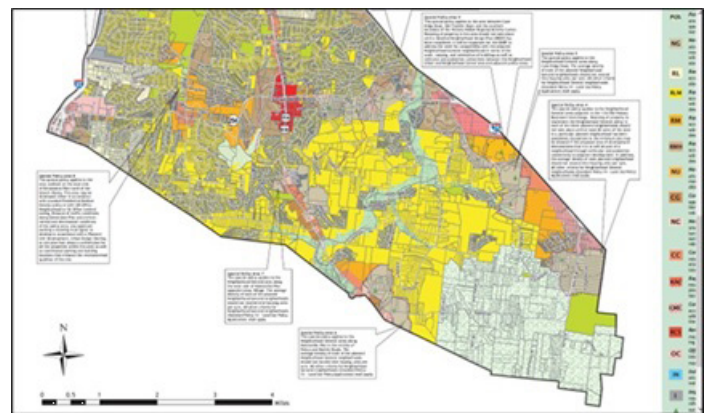
The 1991 plan for Southeast emphasized environmental preservation, noting that the 100-year floodplain should remain undisturbed and natural landforms and vegetation should be maintained. Most flood-related damage at the time occurred along Sevenmile Creek. The plan noted there was a limited amount of development along Mill Creek, and much of Mill Creek was still in a natural state. Most of the urban areas subject to flooding along Mill Creek at that time were downstream outside of the subarea. The plan called for greenbelt along creeks and envisioned recreational trails connecting greenbelts and parks. It also envisioned light rail along the I-24 corridor. Public sewerage service in the study area was limited; most of the Hurricane Creek watershed and most other areas that drained directly into Mill Creek did not have sewerage service.

The Southeast Plan was revised in 1996 following the revision of growth forecasts downward Countywide based on Census results. Light rail was eliminated as a viable transit alternative in the Long Range Transit Plan. The 1996 plan emphasized conservation and protection of established residential areas throughout Southeast while providing opportunities for new residential development in appropriate locations. The portion of the plan designated as Area 3G included most of the Cane Ridge neighborhood and noted that the existing open space character of the area should be retained to the greatest extent possible by use of clustering and the development of open space networks in conjunction with the preservations of floodplains. A contiguous pattern of development should be encouraged to promote the efficient delivery of public facilities and services.

The Southeast Plan was revisited again in 2004. The area was deemed one of the fastest-growing areas in the County between 1990 and 2000, and a further increase of more than 12 percent was projected by 2010. Regarding the Cane Ridge area, while some suburbanization had occurred in the extreme southeastern section of the community, much of the area remained rural. New development was on the way, however. Growth rates were high for the 1990s and were projected to continue at a high rate in the coming years. The population south of Old Hickory Boulevard was projected to grow by more than 30 percent.

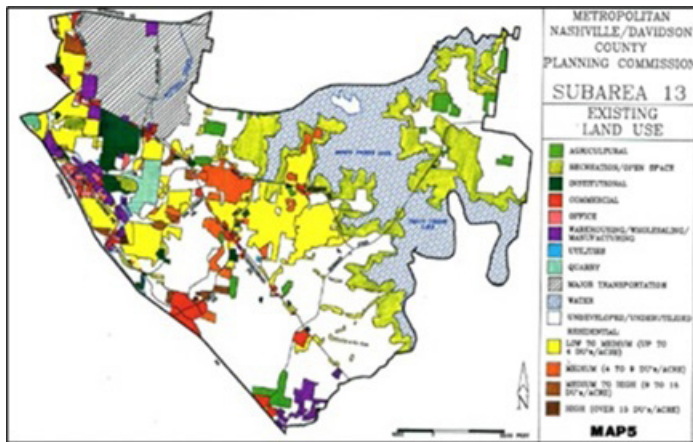
The 2004 plan's framework called for new compact mixed use neighborhoods in the developing portions of the community in order to accommodate the demands of future growth. The plan supported pedestrian friendly, mixed housing neighborhoods to accommodate the needs of the growing diverse population. The plan provided opportunities for new nodal commercial and mixed use development at specific centers along major corridors. The plan discouraged strip development of undeveloped portions of arterials and encouraged the mixed use redevelopment of existing strip commercial.

Rural policy was applied to the Cane Ridge area in the 2004 plan. This policy supported large lots (two-acre minimum lot area) and open space. Residents supported the preservation of rural character where possible in Cane Ridge. The plan discouraged urban development in the portion of Cane Ridge not served by public sewer services. The plan noted that the rural designation's purpose was to encourage development in areas where Metro and private developers had already made the infrastructure investment for roads, sewer, and other utilities. Map 23 shows the application of land use policy from the 2004 plan to the Southeast area.

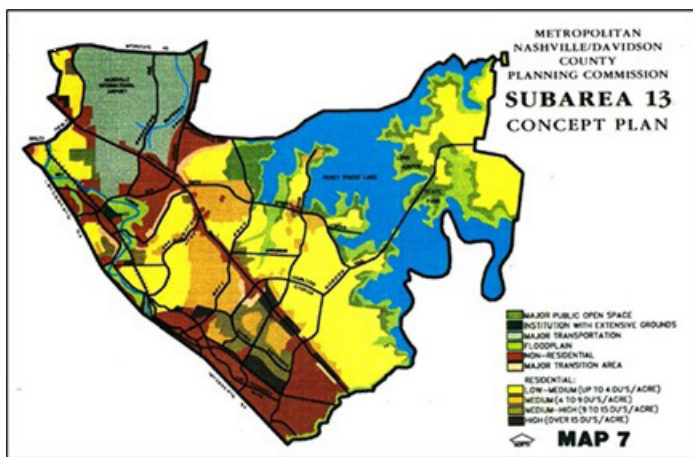


Map 23. Land Use Plan for Southeast, 2024

The current plan for Southeast was adopted as part of *NashvilleNext*, a reimagining of Nashville's comprehensive plan and policies that incorporated extensive community feedback. *NashvilleNext* was a multi-year project that concluded with the adoption of updated and standardized plans for the 14 community planning areas. Since the adoption of *NashvilleNext*, several amendments to expand mixed use policy along Nolensville Pike have occurred. In 2017, an amendment for a small neighborhood center was approved along Burkitt Road. In 2020, an amendment for Century Farms was adopted to change policy for a small area and make minor revisions to supplemental policies.



Map 24. Land Use Classifications in Antioch-Priest Lake, 1991



Map 25. Concept Plan for Antioch-Priest Lake, 1992

Antioch – Priest Lake⁷

The first Community Plan for Antioch – Priest Lake was finalized in 1991 and was the third of 14 community plans to be created. The 1990 U.S. Census indicated that there were slightly more than 49,000 people and 19,500 households in the Antioch – Priest Lake area, representing an increase of more than 300 percent above the 1970 Census figures. The population was projected to grow to 85,000 by 2010.

The portion of the Cane Ridge – Antioch study area contained in the Antioch – Priest Lake community planning area was designated mostly as undeveloped and underutilized residential with pockets of low to medium density residential (up to four dwelling units per acre) in the 1991 plan. Map 24 shows concentrations of commercial and residential development along the primary corridors in the area.

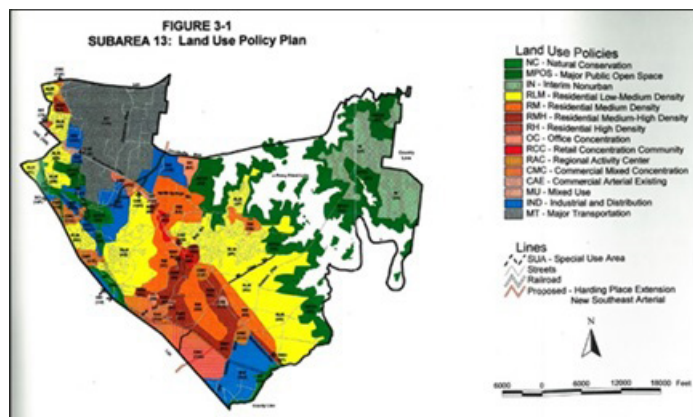
The 1991 Concept Plan sought to reorganize and redesign land uses along the Murfreesboro Pike corridor. The plan intended to improve traffic congestion and address land use conflicts that had occurred because of strip commercial patterns. The plan introduced medium and high-density residential policies along the corridor to interrupt the commercial patterns. It placed much of the Cane Ridge – Antioch study area in a low to medium density (two to four residential units per acre) policy. Nonresidential and higher density residential policies applied to

the Murfreesboro Pike corridor and areas east of I-24. Open space policy applied to Priest Lake and the area immediately surrounding the lake. Map 25 shows applicable policies in the 1991 Concept Plan.

According to the 1991 plan, much of the Mt. View-Hobson area (bounded by Bell Road, Murfreesboro Pike, and Hurricane Creek) was vacant or underutilized. Due to the abundant supply of developable land, the availability of infrastructure (i.e., sewers, water, etc.) and the proximity to major roads and the interstate, this area was expected to absorb a high proportion of the forecasted employment as well as residential growth in the subarea. The 1991 plan classified most of the current study area as Residential Developing and assigned residential densities ranging from 3.5 to 8 with the higher densities expected along the Murfreesboro Pike corridor. The I-24 corridor was expected to provide for the critical mass required to support a light rail project which would follow roughly the existing railroad alignment. The policies applied to this area were intended in part to reach a favorable balance between jobs and housing in this job-rich area.

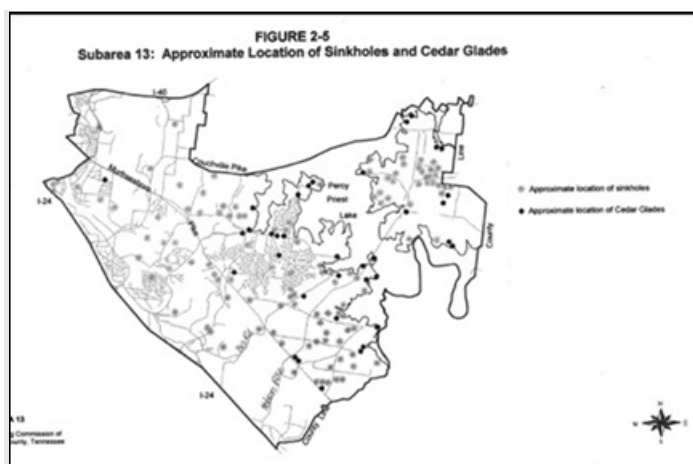
The Antioch – Priest Lake Community Plan was amended in 1996, following population projections being adjusted downward. Market forces along Murfreesboro Pike had led to lower residential densities than the previous plan had anticipated. The 1996 plan noted that 37 percent of the Antioch – Priest Lake area was either vacant or used for agricultural purposes. With more than 6,000 acres of vacant farm and residential land, Antioch – Priest Lake continued to be anticipated as a high residential growth area.

The 1996 plan emphasized the conservation and protection of established residential areas. The plan also supported residential development in appropriate locations to meet the housing demands of the growing population in the area. A large portion of the current study area was described by the 1996 plan as a developing, low to medium density residential area with great potential for future residential development. Transportation improvements—including the widening of Hobson Pike—were supported by the plan. New residential development was expected to be compatible with existing development. Map 26 shows the land use policies supported by the 1996 plan.



Map 26. Concept Plan for Antioch-Priest Lake, 1996

The 1996 plan also noted the presence of sinkholes and cedar glades in the Antioch – Priest Lake area. The plan emphasized the ecological significance of these features and supported conservation of natural resources. Map 27 shows the locations of known sinkholes and cedar glades in the Antioch – Priest Lake area as indicated in the 1996 plan.



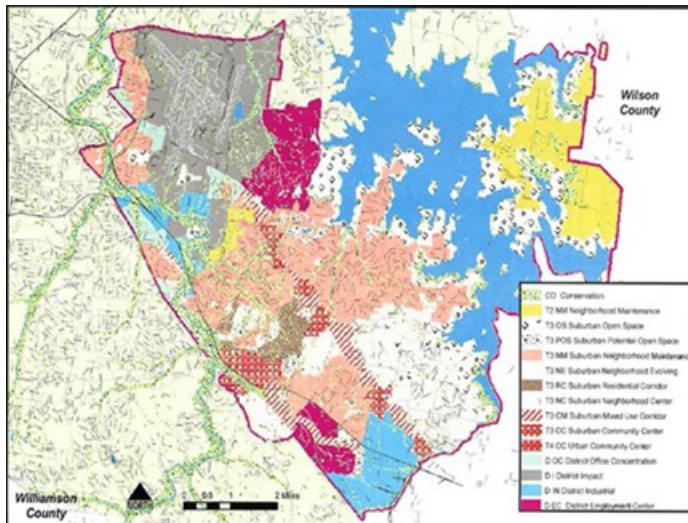
Map 27. Sinkholes and Cedar Glades in Antioch-Priest Lake, 1996

The Antioch – Priest Lake Community Plan was revisited in 2003. The 2003 plan noted that the population in the area had grown to 60,380 by the 2000 Census. The population was projected to grow by another 25 percent by 2010. Participants in the 2003 planning process listed many concerns, including: the loss of open space, traffic congestion, poor road quality, lack of sidewalks, school overcrowding, poor development design, and inadequate sewer service. The policies and recommendations in the 2003 plan incorporated the community's concerns and built on the community's vision and goals for the area. The 2003 plan emphasized: a wide range of housing opportunities; preservation of important natural features; and matching the location, extent, and timing of utilities and transportation facilities with the intensity of proposed development.



Map 28. Antioch-Priest Lake Concept Plan, 2003

The 2003 plan sought to redefine neighborhoods after years of vehicle-centric development patterns. Neighborhoods would have definable centers, mixtures, and edges and would be characterized as compact, walkable, and livable. In relatively undeveloped residential areas—including a large portion of the current study area—the new plan policy of Neighborhood General (NG) replaced Residential Low-Medium Density (RLM). The significance of the change was twofold. First, NG policy more accurately reflected the community's desire to minimize the impacts of future residential development by supporting neighborhoods with a more traditional form. Second, NG policy called for a mix of housing types, interconnected streets, and convenient amenities including neighborhood centers, schools, parks, and greenways; the plan supported walkable areas and Neighborhood Centers in NG policy areas. Map 28 shows a composite image of policies from the 2003 plan.



Map 29. Antioch-Preist Lake Community Character Concept Map, 2012

The Antioch – Priest Lake Community Plan was again revised in 2012, following a 23 percent increase in population over the previous decade. The 2012 plan set forth a vision for the area: *to once again be a sought-after community with greater access to Percy Priest Lake and community-scaled parks, housing that is competitive in the market and that meets the needs of a changing demographic, transportation improvements that include sidewalks, bikeways, and mass transit, and employment centers that produce jobs to support rebounding retail centers.*

Development goals for residential neighborhoods listed in the 2012 plan included the enhancement of the character and walkability of established neighborhoods and the creation of new housing. The plan noted that new neighborhoods should be designed to include a mixture of housing types, well-connected and walkable streets, usable open space, and—in some cases—neighborhood-scaled retail. As shown on Map 29, large

portions of the study area were placed in Neighborhood Maintenance and Neighborhood Evolving policy areas. The Suburban Neighborhood Evolving (T3 NE) policy was applied to emerging neighborhoods as a means of supporting traditional neighborhood design, walkability, mixed housing options, and open spaces.

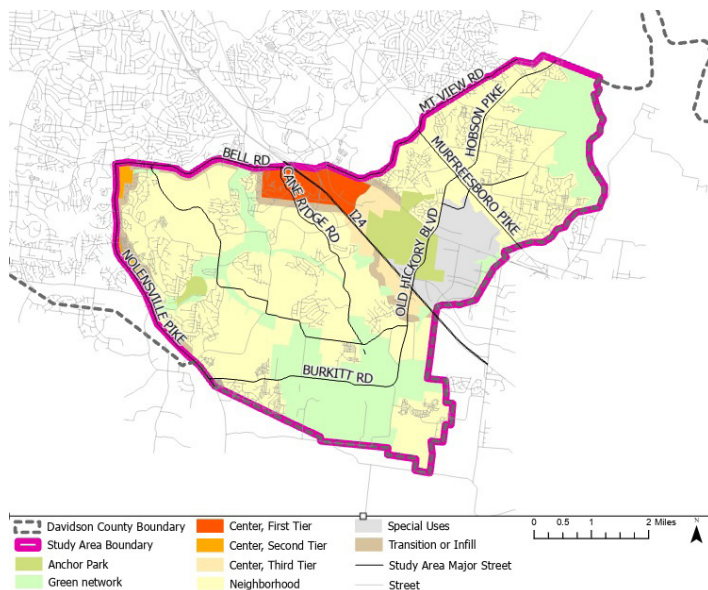
As part of the NashvilleNext process, the Antioch – Priest Lake Community Plan was updated and standardized in 2017 alongside the other 13 Community Plans. During the NashvilleNext process, Neighborhood Evolving emerged as the policy best suited to address the preservation of natural features. Thus, Neighborhood Evolving policy was applied to large portions of the current study area. Following the adoption of NashvilleNext, the Community Plan has been amended a few times to support changes in the current study area. Most notably, a neighborhood center along Hobson Pike near Hamilton Church Road was expanded in 2021.

Growth and Preservation Concept Map

The *NashvilleNext* Growth and Preservation Concept Map identifies future growth patterns and areas designated for preservation. As shown in Map 30, most of the study area is identified as Neighborhood, meaning residential uses will be primary in the area. Centers are shown along both the I-24 and Nolensville Pike corridors. *NashvilleNext* characterizes centers as pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs, and parks, as well as services, schools, and cultural amenities. The center that lies along the I-24 corridor near the Bell Road interchange includes a major regional commercial hub and several multi-family residential developments. The Global Mall (formerly Hickory Hollow Mall) site lies near the northeastern corner of the interchange. Metro government completed a master plan for Global Mall in 2024.

A portion of the study area between Old Hickory Boulevard and the Davidson County boundary on the south is identified as Special Use, recognizing the existing and continued industrial uses in the area. Areas near Percy Priest Lake on the east and along Burkitt Road on the southwest are identified as Green Network, recognizing the sensitive natural features in those areas.

The Growth and Preservation Concept Map also identifies high-capacity transit corridors in the study area. High-capacity transit typically includes dedicated lanes and/or transit priority. Fewer stops and frequent service are among the features of high-capacity transit. Within the study area, Bell Road and the portion of Nolensville Pike located north of Mill Creek are identified as long-term need high-capacity transit corridors. Map 31 shows the high-capacity transit network as envisioned by the 2016 nMotion plan and the Growth and Preservation Concept Map.



Map 30. *NashvilleNext* Growth and Preservation Concept Map



Map 31. High-Capacity Transit Network



Example of Lot Patterns in Suburban Neighborhood Evolving (T3 NE) Area



Example of Lot Patterns in Suburban Neighborhood Maintenance (T3 NM) Area

Current Policies

With the exception of the area between I-24 and Murfreesboro Pike, the most prominent applicable policy throughout the study area is Suburban Neighborhood Evolving (T3 NE). The T3 NE policy supports *greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques*. The T3 NE policy is characterized in part by moderate-density residential development, moderate building setbacks and spacing, moderate to high levels of connectivity, and typical building heights of one to three stories. Appropriate zoning districts in the T3 NE policy area range from RS7.5 and RS7.5-A (Single-Family Residential, minimum lot area of 7,500 square feet) to RM20-A (Multi-Family Residential, maximum density of 20 units per acre). The T3 NE policy is appropriate in areas where lot design flexibility is needed to protect natural features.

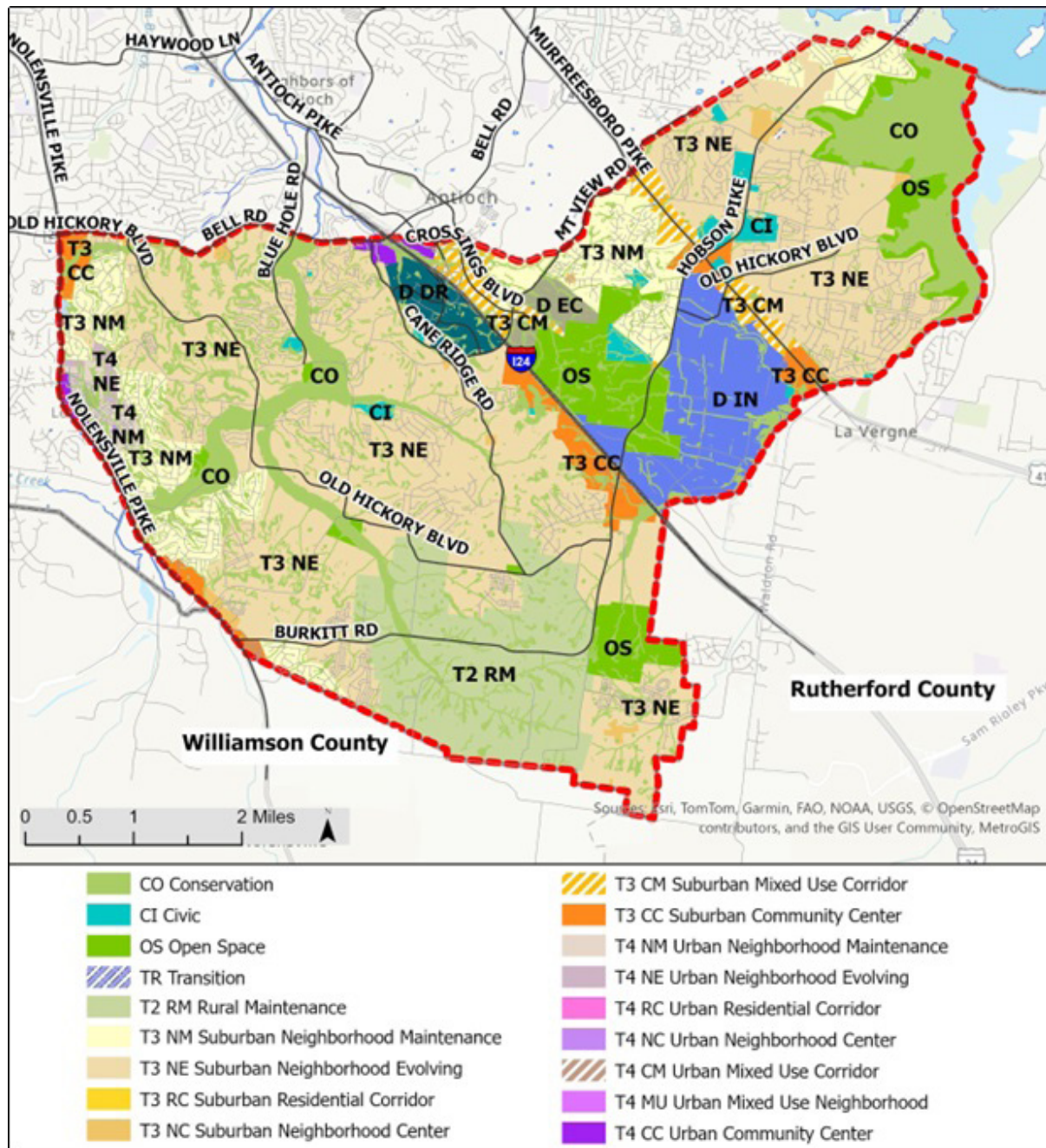


Example of Lot Patterns in Rural Maintenance (T2 RM) Area

The Suburban Neighborhood Maintenance (T3 NM) policy applies to several existing neighborhoods near the Hobson Pike, Murfreesboro Pike, and Nolensville Pike corridors. The T3 NM policy supports retaining a neighborhood's existing character when new development occurs. Metro's Subdivision Regulations include specific standards for subdividing properties in T3 NM areas. These standards relate to lot size, lot frontage, street setback, and lot configuration, ensuring that new development is designed to be compatible with existing, surrounding development. The T3 NM policy generally supports single-family residential and one and two-family residential zoning districts.

A portion of the study area along Burkitt Road and south to the County line falls within the Rural Maintenance (T2 RM) policy area. The T2 RM policy supports *agricultural zoning and is intended to balance maintaining the rural countryside and existing rural development patterns with new development*. Conservation (CO) policy is also prominent in the study area due to the presence of waterbodies, floodplains, and steep slopes. Note that preservation of historic resources is appropriate in all policies.

The portion of the study area from the I-24 corridor to the Murfreesboro Pike corridor contains a mix of more intense policy areas. These include Suburban Community Center (T3 CC), Suburban Mixed Use Corridor (T3 CM), District Destination Retail (D DR), and District Industrial (D IN). Both the T3 CC and T3 CM policies support a mix of land uses, while D DR and D IN are singularly focused on certain nonresidential uses. Map 31 shows applicable policies for the study area.



Map 32. Community Character Policies

Key Findings

Both Cane Ridge and Antioch have experienced extraordinary population growth over the last several decades. This growth—paired with similar growth patterns in neighboring counties to the south—has placed tremendous strain on the area’s infrastructure, particularly its streets. As far back as 1991, Metro recognized the pressures that rapid, continued growth were placing on public infrastructure and the area’s natural resources. Community plans were crafted to find creative ways to address future housing and transportation demands while preserving sensitive natural features. This section summarizes major aspects of the community plans discussed previously in this chapter.

Regional Transit

Light rail service was envisioned along the I-24 corridor in 1991. Such a rail line would have run alongside the interstate, connecting Davidson and Rutherford Counties with the intended outcome of reducing traffic congestion on the interstate. A rail line would have provided residents of Cane Ridge and Antioch with an efficient means of accessing workplaces and shopping areas; it could have also reduced congestion on streets throughout the area beyond the interstate. Regrettably, light rail service has not come to fruition. Growth has continued in the study area and in surrounding counties, causing even greater congestion on I-24 and major corridors throughout the study area. While regional commuter bus service to and from Rutherford County helps a limited number of daily riders, its impacts on regional transportation congestion is minimal.

Environmental Preservation

Preservation of natural resources has been a recurring theme in both the Southeast and Antioch—Priest Lake community plans. The focus on natural resources has been especially pronounced in Cane Ridge. The Southeast community plan from 1996 called for the preservation of open spaces and the clustering of housing units to avoid disruptions to sensitive natural features. Subsequent community plans have amplified and expanded upon the importance of environmental preservation. The application of Rural policy to large portions of Cane Ridge has been a key means of directing development away from natural features. Further, the lack of sewer in portions of the study area has caused development to be directed away from the more rural portions of the study area.

Development Form

In Cane Ridge, compact development has been proposed and utilized as one way to preserve rural character. In Antioch, compact development has been proposed as a way to create livable neighborhoods with defined centers. A primary idea behind this principle is that compact neighborhoods can foster walkability and reduce reliance on automobiles. In practice, creating walkable, compact neighborhoods has proven challenging—particularly in suburban settings. While some newer developments in the study area have taken compact forms, these neighborhoods often lack connectivity to nearby developments and lack the commercial, institutional, and/or mixed use components that would make them less automobile-reliant. Carothers Crossing and Burkitt Ridge are newer neighborhoods that include compact development components; Lenox Village was one of the earlier suburban, mixed use, compact developments in Nashville.

Housing Diversity

Both Cane Ridge and Antioch include large Suburban Neighborhood Evolving (T3 NE) policy areas. The T3 NE policy is suitable for areas that are anticipated to be developed with higher densities and greater housing variety than classic suburban neighborhoods. In T3 NE policy areas, single-family, one and two-family, and multi-family residential zoning districts may be appropriate, and housing may take the form of detached houses, townhouses, manor houses, house courts, and flats, among other types. While Antioch has seen an influx of single-family and multi-family housing, middle housing types—such as plex houses and manor houses—are largely absent. In Cane Ridge, single-family detached housing continues to be the most prominent housing type.

Initial Stakeholder Engagement

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Preliminary Engagement Overview

As part of background research for the small area study, Planning Department staff conducted interviews with key stakeholders, attended community meetings, and held many informal discussions with interested parties and decision-makers including Councilmembers and leaders of community organizations. This section provides overviews of the department's background research process as well as key findings or themes that emerged during each phase of that process.

Stakeholder Interviews

In December 2024, staff from the Planning Department's Community Plans and Project Management sections conducted interviews with staff from various Metro agencies/departments, other Planning Department divisions, and relevant non-Metro agencies. Interviewees included:

- Metro Codes and Building Safety Department
- Metro Fire Department
- Metro Parks and Recreation Department
- Nashville Department of Transportation and Multimodal Infrastructure
- Nashville Electric Service
- Metro Planning Department – Land Development Division
- Metro Planning Department – Design Studio Division
- Land Trust for Tennessee
- Metro Water Services

Each interview lasted approximately 30 minutes to one hour. Topics of discussion were typically tailored for each agency, though the following topics were common to all interviews:

- The agency's vision or plan for the study area;
- How changes such as population growth have affected the agency's work in the study area;
- Ongoing issues in the study area ;
- Major projects undertaken by the agency in the study area; and
- The study area's strengths and challenges.

Findings that emerged from the internal stakeholder interviews, additional research, and informal discussions included:

- Existing public utilities in the study area have adequate capacity to serve the existing population and continued, managed growth. Public sanitary sewer is not available in some portions of the study area and is unlikely to be constructed unless prompted and funded by new development.
- The study area's location along Davidson County's southern boundary leads to a significant amount of pass-through traffic from other counties, which in turn leads to traffic congestion in the study area. Drivers may seek alternatives to congested arterials, thus increasing traffic on secondary roads. Many secondary roads in the study area—particularly in the Cane Ridge area—are narrow and curvy; due to topography, the ability to widen or straighten roads in the area is limited.
- The network of collectors currently shown in the Major and Collector Street Plan (MCSP) may not be physically or economically feasible.
- Metro agencies have generally supported development along collectors and arterials where public sanitary sewer is available. The availability of road and utility infrastructure played a significant role in the crafting of Metro's community plans and the assignment of community character policies. In some cases, suburban (T3) policies have been placed in areas served by rural road networks when utility infrastructure is available and future roadway upgrades are anticipated.
- The study area has sensitive environmental features including cedar glades, forests, caves, hillsides, small waterbodies, and a large lake. Balancing conservation with growth has been a long-standing challenge in the study area.

Stakeholder Meetings and Discussions

The Planning Department has long-standing relationships with various neighborhood organizations in the study area, including the Cane Ridge Community Club (CRCC). Community Plans staff attended the CRCC's monthly meeting in December 2024 to learn more about the organization's vision for the Cane Ridge area. As listed below, several themes emerged during the CRCC meeting.

- Attendees voiced concerns that the Suburban Neighborhood Evolving (T3 NE) community character policy—which is prominent in the area—is too permissive and encourages new development that is not compatible with existing development patterns. Attendees indicated that T3 NE policy allows excessive residential density, inconsistent and inappropriate housing types and lot sizes, and site layouts that have little regard for existing development patterns and the natural environment.
- Attendees emphasized the importance of unique environmental features in the area and strongly advocated for preserving these features. Specific features mentioned by attendees included Cedar glades, caves, hillsides, and forests.
- Concerns were raised about the adequacy of existing infrastructure to accommodate new development. Particular emphasis was placed on the existing road network, which largely consists of local, sometimes rural roads, many of which are narrow, hilly, and curvy. Attendees agreed that new development in the area—including in neighboring Rutherford and Williamson Counties—has strained the existing road network, causing congestion on local and collector streets, many of which are substandard.
- Attendees emphasized the rural way-of-life as a primary attraction of the Cane Ridge area. Attendees agreed that suburbanization of Cane Ridge—including the incorporation of multifamily housing—is changing the character of the area and making it a less desirable area to call home.

In addition to the major issues listed above, attendees voiced concerns about: insufficient building design standards; inconsistent and inaccurate information provided by developers and their design consultants; outstanding problems with homeowners associations; tree removal; and solid waste pickup. Planning staff provided guidance on existing regulations and contact information for relevant agencies. In some cases, staff contacted relevant agencies directly to follow-up on these concerns.

Planning staff met with Councilmembers and other stakeholders in the Antioch area to discuss their concerns as well. Themes that emerged from discussions with individuals in Antioch included the following.

- Stakeholders have concerns about continued development along major corridors—including Mt. View Road, LaVergne-Couchville Pike, and Hamilton Church Road—that lack adequate infrastructure.
- Stakeholders indicated that new residential developments are not meeting community expectations with regard to site layout, building design, and amenities. The lack of pedestrian connectivity, lower-quality building materials, and the lack of neighborhood recreational facilities—such as swimming pools—were cited as specific concerns.
- A desire to improve access and connectivity via multiple modes of transportation was a recurring theme. While many residential subdivisions have sidewalks, many transportation corridors are either completely lacking sidewalks or have inconsistent sidewalk networks. Public transportation and bicycle lanes are limited in the area.
- Stakeholders emphasized the need for a more diverse mix of housing types, sizes, and price points. There was some frustration with Antioch being perceived solely as a place for apartment living and starter homes, defined by stakeholders as townhouses and smaller single-family detached houses. Stakeholders prefer to see more large (2,000 square feet and larger) houses and large lots in the area; this would enable households to stay in Antioch as they grow, rather than relocating to surrounding counties or other parts of Nashville.

Community Engagement

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Community engagement consisted of a series of community meetings, an online questionnaire, and pop-up events throughout the study area. This chapter recaps the various means used by the Planning Department to engage residents and other stakeholders.

Community Engagement: First Round

In April 2025, Planning staff launched its first round of community engagement activities. Because of the broad geographic scale of the study area, staff arranged for community engagement events to be held in both Cane Ridge and Antioch.

Community Meeting 1: Antioch

The Metro Planning Department hosted a community meeting for the Antioch portion of the study area on Monday, April 7, 2025, at Hamilton United Methodist Church, located at the intersection of Murfreesboro Pike and Hamilton Church Road. The meeting was attended by twelve community members, who engaged in open discussion with Planning staff following a brief presentation on the study's purpose, goals, and timeline. Councilmember Deonte Harrell was present at the meeting.

When asked about Antioch's positive attributes, attendees offered a wide variety of responses. The area's diversity, history, and friendliness were cited as qualities that make Antioch *feel like home*. Attendees expressed pride in the community's ability to come together in times of celebration and grief. Sense of community was a recurring theme throughout the meeting. Attendees expressed particular appreciation for local emergency services—particularly Metro Fire employees—and the area's parks, community centers, and library.

Attendees' questions and concerns were focused primarily on four themes: growth and development; housing diversity and affordability; community amenities; and mobility and infrastructure improvements.

Growth and Development

Attendees discussed the pace, locations, and types of development that have occurred in Antioch. Development has outpaced public infrastructure—particularly street construction—leading to traffic congestion throughout the community. New developments are scattered and not particularly well-connected. Attendees cited existing multifamily residential developments on Murfreesboro Pike and the potential for multifamily residential uses at the former Starwood Amphitheater site as particular challenges for local infrastructure. *Don't forget about infrastructure* was a frequent refrain at the community meeting.

Attendees expressed support for placing higher-density developments along major corridors rather than as infill that could alter the character of existing neighborhoods. Several attendees agreed that situating residential density along corridors makes more sense because it gives residents more opportunities to walk, bike, and use public transit; this is particularly helpful for households with limited vehicular access. Several attendees asserted that Metro's parking standards for single-family residential neighborhoods are inadequate. In many cases, households have grown to accommodate more individuals, leading to additional cars being parked on driveways and streets. Some streets have so many vehicles parked along the sides that it is difficult for vehicular traffic to use the streets. Notably, some attendees directly tied growing household sizes to housing costs; many individuals and families have been priced out of their own homes and have moved in with friends, family members, or roommates to share costs.

Mobility and Infrastructure

Attendees expressed frustration at the length of time it takes to get from Antioch to other parts of Nashville, including downtown. Due to severe congestion on major corridors such as I-24, Murfreesboro Pike, and Bell Road, many shortcuts previously used by local residents have also become congested as commuters and truck traffic use them to avoid the major corridors. Attendees noted that having more employment opportunities in Antioch would help alleviate some of the congestion-related concerns. Attendees' other recommendations for reducing congestion included widening existing roads and creating new roads with better connectivity.

Road conditions were raised as a major issue and generated a lengthy discussion among attendees. Specific concerns included crumbling pavement on several arterials and collectors including Mt. View Road, Hamilton Church Road, Hobson Pike, Smith Springs Road, Franklin Limestone Road, and LaVergne-Couchville Pike. Additionally, attendees noted that pavement markings are faded or missing along streets throughout Antioch.

Attendees were generally excited about new transit opportunities with the recently approved Choose How You Move initiative. Attendees expressed hope that Metro would prioritize a proposed transit center at Global Mall and that the transit center would provide service to neighborhoods throughout Antioch. Attendees also raised the *last mile* issue; while transit increases connectivity along corridors, getting to and from transit stops from neighborhoods can be onerous. Concerns about the lack of sidewalks and the state of existing sidewalks were also raised; attendees indicated that sidewalks are most prevalent in newer neighborhoods, while older neighborhoods and major corridors have either inconsistent or missing sidewalk networks. One attendee noted that narrow grass strips between sidewalks and major streets should be eliminated in favor of expanding sidewalk width.

In addition to concerns related to transportation infrastructure, some attendees raised concerns with trash pickup, internet service, and stormwater management. Much of Antioch lies within the General Services District (GSD) rather than the Urban Services District (USD). Residents in the GSD are responsible for arranging trash pickup with private haulers. Some attendees expressed frustrations with the number of haulers and the varying days when trash is picked up by these haulers; because pickup days are not consistent among haulers, trash cans line neighborhood streets on an almost daily basis. Some attendees expressed concerns that high growth in the area may pose problems for internet service delivery in the future. Additionally, while stormwater was not a primary concern raised in the discussion, some attendees mentioned that localized flooding can pose problems during rain events and expressed apprehensions that additional development will exasperate these problems.

Housing Diversity and Affordability

Several attendees expressed support for increasing the types of housing available in Antioch. Specifically, attendees supported housing types that would accommodate multi-generational households as well as single-story housing for aging adults. Some attendees expressed concerns that too many apartments and townhouses were being built in Antioch at the expense of other housing types.

Attendees also expressed concerns about affordability; some attendees noted that family members and neighbors have had to leave the community—and in some cases, the county altogether—due to being priced out. Conversely, for the last decade, Antioch has served as a home for people who could no longer afford to live in other parts of Nashville. While attendees did not reach consensus on the need for additional housing designated for low-income households, many attendees agreed that housing for even average-income households is quickly becoming out-of-reach.

Community Resources and Amenities

Many attendees expressed their belief that Antioch suffers from various misperceptions in the broader Nashville area, which leads to commercial businesses avoiding the community. Attendees cited the lack of restaurants and retail development as major problems. While the recently opened Tanger Outlets have provided additional shopping and dining opportunities for local residents, many attendees supported having more locally owned and locally focused businesses scattered throughout the community. There was also support for diversity in the types of businesses and ownership of businesses. In addition to supporting additional commercial activity, several attendees expressed concerns about the loss of tree canopy associated with new development and support for conservation of the area's natural scenery and resources.

Community Meeting 1: Cane Ridge

The Metro Planning Department hosted a community meeting for the Cane Ridge portion of the study area on Monday, April 14, 2025, at the Cane Ridge Community Club, located near the intersection of Cane Ridge Road and Old Hickory Boulevard. The meeting was attended by approximately 40 community members, who listened to an introductory presentation from the Planning Department, engaged in open discussion with Planning Department representatives, and participated in an exercise in which they indicated preferences and provided additional written feedback on specific questions to the Planning Department. Councilmember John Rutherford was present at the meeting.

In both the open discussion and the exercise, attendees expressed support for maintaining Cane Ridge's rural character. The abundance of wildlife and natural scenery was frequently cited as both a major attraction and a cause for concern. Attendees repeatedly expressed concerns that the pace and intensity of development has been disruptive to the natural environment and has strained the area's infrastructure, particularly its roadways. Attendees' most frequently discussed concerns can be grouped into three themes: growth and development; mobility and infrastructure; and environmental preservation.

Growth and Development

Many attendees expressed frustration with the pace, locations, and types of residential development occurring in Cane Ridge. With regard to pace, a common concern expressed by attendees was that too much development is occurring in too short of a time span. Some attendees mentioned that there are many approved but unbuilt developments in the community; at the same time, new developments continue to be approved. This leads to fear among community members that multiple developments will be constructed simultaneously or within a short period of time, placing sudden and excessive strain on the area's infrastructure. Some attendees wanted to halt or slow development until infrastructure—particularly roads—can catch up with development.

Some attendees were concerned about where new development is occurring, noting that area roads cannot handle the increase in the number of residences and vehicles. Many new developments in Cane Ridge have occurred along narrow, winding roadways, away from the Nolensville Pike and I-24 corridors. Many of the roads internal to the Cane Ridge community were built when the area was more rural and when there was much less traffic in the area. Some attendees voiced displeasure with denser residential developments being permitted next to large, rural lots and suggested that there should be better transitions between settings.

Finally, many attendees expressed a desire to maintain Cane Ridge as a low density, large lot, owner-occupied, single-family residential dominated area. Several participants named rentals as the single thing they dislike most about Cane Ridge. Attached housing types—particularly apartments—were named by some attendees as being threats to the area's character.

Mobility and Infrastructure

Attendees agreed that transportation infrastructure is the most significant challenge facing Cane Ridge. Attendees expressed frustrations with traffic congestion on major corridors, noting that travel times have increased dramatically over the last decade. One attendee shared that a trip that took ten minutes only a few years ago now takes more than a half-hour; others in attendance offered similar stories. For commuters, both Nolensville Pike and I-24 can be unpredictable, often requiring Cane Ridge residents who commute to downtown to leave very early in the morning and/or arrive home from work late in the day. Old Hickory Boulevard was singled-out as a roadway that is not adequate for supporting all of the developments that have been approved or are currently under review.

While bicycle and pedestrian infrastructure were not prominent topics for discussion, some attendees expressed support for additional sidewalks in the area. Attendees were also concerned about Metro's development review and approval processes, particularly with regard to infrastructure. One attendee noted that required road improvements in one area can sometimes make matters worse in another area; this occurs because the scope of the traffic study and recommendations is not broad enough.

Natural and Historic Resources

Meeting attendees were particularly proud and protective of Cane Ridge's natural environmental features. Attendees expressed concerns about potential disturbances to the area's many steep hillsides, asserting that hillsides should be protected from development. One attendee suggested that development should be designed to the land, similar to how Frank Lloyd Wright designed houses. Attendees also voiced concerns about tree removal and disturbances to water bodies, floodplains, historic resources, cemeteries, and the area's extensive system of caves. Other issues raised included water scarcity and the effects of development on the climate.

Online Engagement

In Spring 2025, Metro Planning utilized Metro's Public Input platform to create a website that would provide project updates and serve as a repository of project-related documents. Additionally, throughout the months of May and June 2025, stakeholders in Cane Ridge and Antioch were invited to participate in an online questionnaire. Planning staff utilized the Public Input engagement platform to record responses to a standard set of questions; the questionnaire also included open comment fields, giving participants the opportunity to emphasize issues that were most important to them or raise new issues that were not covered in the questionnaire. Thirty-two stakeholders participated in the online questionnaire. Of the responses received, 24 indicated that they lived in Cane Ridge, and eight indicated that they lived in Antioch.

As shown in Table 8, respondents from Cane Ridge were primarily concerned about traffic congestion, the amount of residential development in the area, preservation of natural resources, and maintaining the area's character. Respondents in Antioch were primarily concerned about the lack of access to public transportation and the lack of sidewalks and bicycle infrastructure in the area. Respondents from both areas stressed diversity and relationships with neighbors as strengths.

The questionnaire responses—including comments in the open comments field—closely aligned with the thoughts and ideas shared by attendees at the initial Cane Ridge and Antioch community meetings. Planning staff used the feedback from the community meetings and the online questionnaire to formulate goals and action items for each community.

1 = Strongly agree 2 = Agree 3 = Neither agree or disagree 4 = Disagree 5 = Strongly disagree	Cane Ridge	Antioch
What are the biggest problems facing your community?		
There is not enough housing available for sale or rent.	4.2	2.3
Housing in my community is not affordable for the average person or family.	3.0	2.0
Traffic congestion is a major problem.	1.6	2.6
Stormwater management / flooding is a major problem.	2.4	3.3
There is too much new residential development.	1.7	3.7
My community needs more shopping and dining options.	2.5	2.4
There are not enough employment opportunities near me.	3.1	2.6
I rely on public transportation to get me to/from work or school.	4.6	2.3
There are not enough public transportation options near me.	2.6	1.6
Getting to/from bus stops is a major challenge.	2.3	1.3
There are not enough sidewalks.	2.0	1.0
There are not enough bike lanes.	2.3	1.3
Natural resources (trees, hillsides, water bodies, etc.) are not adequately protected.	1.9	2.3
There are not enough public amenities (libraries, parks, community centers, etc.) near me.	2.9	3.3
My community is losing its character.	1.9	3.4
What are your community's strengths?		
I have strong connections with my neighbors.	2.1	1.4
My community values diversity.	2.0	1.3
My community's natural resources are important to me.	1.4	1.3
My community has a distinct character or charm that makes it attractive.	1.5	2.7
My community has grown at a healthy and manageable rate.	3.6	2.7
My community has plenty of housing types (detached houses, townhouses, apartments, etc.).	2.4	3.0
I think rental and sale prices in my community are reasonable.	3.3	3.7
I have easy access to the amenities I need.	2.5	2.4
What are your thoughts on future growth in your community?		
I am opposed to all new housing in my community.	2.9	4.3
Residential density should be focused along major corridors, not in existing neighborhoods.	2.4	2.9
New residential development is ok if it is designed well	2.3	2.3
New residential development is ok if natural resources are preserved.	1.9	2.7
The streets are too congested and cannot handle much additional growth.	1.6	3.7
Additional residential growth is ok if new streets are built or existing streets are expanded.	2.3	3.3
Additional residential growth is ok if it brings new shopping and dining options.	2.9	2.7

Table 8. Online Questionnaire Response Summary

Development of Goals and Action Items

Following the first round of community engagement, draft goals for Cane Ridge and Antioch were created to address the major themes that had emerged. For Cane Ridge, the guiding themes were: growth and development; mobility and infrastructure; and natural and historic resources. For Antioch, the guiding themes were: growth and development; mobility and infrastructure; housing diversity and affordability; and community resources and amenities. The goals and corresponding action items evolved throughout the remainder of the community engagement process. Final versions of the goals and action items are listed in Chapter VI.

Community Engagement: Second Round

Throughout July 2025, Planning staff sought feedback on the draft goals and action items from stakeholders in Cane Ridge and Antioch. On Monday, July 7, 2025, staff attended the Cane Ridge Community Club's annual cookout and gave a presentation on the draft goals and action items for the Cane Ridge community. Forty-six attendees listened to staff's presentation, which concluded with a lively group question-and-answer session. Attendees were invited to view display boards with more information about the goals and action items and engage in one-on-one conversations with Planning staff. The action item that drew the most interest and discussion was a proposed supplemental policy, which would be focused primarily on the preservation of natural and historic resources throughout Cane Ridge. At the conclusion of the presentation—which included an overview of the draft supplemental policy—and subsequent question-and-answer session, Planning staff asked whether attendees supported the idea of a preservation-centered policy; attendees overwhelmingly expressed support for such a policy.

On Saturday, July 26, 2025, Planning staff participated in Southeast Community Day, an annual event organized for residents of Antioch and surrounding areas. The event took place at Mill Ridge Park—within the boundaries of the study area—and drew thousands of attendees for a day of music, food, and games. Planning staff set up a tent alongside dozens of other organizations and businesses. Staff engaged with attendees in one-on-one interactions from 9:00 AM to Noon, distributing handouts with additional information about the study and listening to attendees' ideas and concerns. These interactions confirmed the feedback shared at the first community meeting in Antioch; traffic, transportation options, community perceptions, and a lack of community amenities were the primary concerns raised by attendees.

On Thursday, July 31, 2025, Planning staff attended Councilmember Joy Styles' monthly meeting for District 32 constituents. Approximately 15 community members were in attendance. Planning staff delivered an update of the study, fielded questions, and engaged attendees in an interactive poster display. Attendees' concerns were focused primarily on transportation and traffic issues, consistent with the feedback received at previous events in Antioch. Attendees affirmed the goals and action items during discussion and an interactive board exercise.

At Councilmember Deonte Harrell's request, Planning staff attended a special District 8 meeting on Monday, August 11, 2025. Approximately 28 community members attended the meeting. Staff provided an update of the study process and reviewed previous meetings and staff findings. Attendees expressed agreement with staff's findings and provided additional comments supporting improved business aesthetics, safer crosswalks, better code enforcement, community beautification, and additional street lights in neighborhoods. Subsequent community-led discussion largely focused on organizing the community to have a more prominent collective voice.

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Community Goals

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Overview of Goals and Action Items

Based on input from residents, Metro Councilmembers, Metro agencies, various Planning Department divisions, and external partners throughout both Antioch and Cane Ridge, goals and action items for both communities were crafted and refined over the summer of 2025. The goals and action items are intended to be *responsive*, *visionary*, and *practical*.

- *Responsive*
 - ◊ As discussed previously in this document, Planning staff conducted extensive outreach throughout the study to learn about existing conditions, limitations, agencies' plans for the study area, and—most importantly—residents' needs and wishes for their communities. The goals and action items set forth in this chapter are intended to provide a coordinated response and plan of action to address residents' concerns.
- *Visionary*
 - ◊ The goals and action items listed in this chapter are forward-looking, intended to provide a roadmap for preservation, future development, and future capital improvements. These goals are intended to be both ambitious and attainable.
- *Practical*
 - ◊ Both Cane Ridge and Antioch face serious challenges. As noted in this study, both communities have grown exponentially in recent years; both are expected to continue to grow for the foreseeable future. Any plans for these communities must be grounded in this reality to be effective. The goals and action items in this chapter recognize that growth will continue, while also supporting much-needed improvements that can make growth easier for the communities to absorb.

The following sections list goals and action items for Antioch and Cane Ridge. Goals are forward-looking, intended to give a long-range vision of how the community will look or function in the future. Action items are concrete steps that can be taken to support the goals. Each action item is accompanied by a timeframe.

- *Immediate* items will be addressed with adoption of this study.
- *Short-term* items should be addressed in one to two years.
- *Long-term* items should be addressed in two years or longer.
- *Ongoing* items will be addressed or monitored on a regular basis beginning at the adoption of this study.

Goals and Action Items: Antioch

Goal 1: Antioch is a thriving community with sensible growth policies, convenient access via multiple modes of travel, and a broad mix of land uses.

- A. As Murfreesboro Pike continues to develop, regularly evaluate land use policies and zoning along the corridor and, where appropriate, implement policies and zoning supporting mixed uses and a range of residential uses the corridor. Ongoing. *See sidebar below for information on Transition (TR) policy.*
- B. Regularly monitor land use policies throughout the study area to ensure that policies are supporting appropriate zoning, development patterns, and land uses. Ongoing.
- C. Continue working with the community and the District Councilmembers on exploring community identity and branding. Further explore how policy and regulations might support small, locally-owned businesses—particularly restaurants and neighborhood conveniences. Ongoing.

Goal 2: Antioch is a community that offers a wide range of housing options.

- A. Regularly analyze existing land use policies and zoning districts to determine whether policy or regulatory impediments to senior adult housing, multigenerational housing, or other types of housing serving specific populations currently exist. Adjust policies and zoning where necessary to overcome any impediments identified. Ongoing. *See sidebar on following page for information on policies supporting various types of housing.*
- B. Explore the possible application of newly proposed zoning districts (RN and RL) in appropriate locations, particularly along major corridors. Short-term. *See sidebar on following page for information on RN and RL districts.*
- C. As large sites are developed or redeveloped, work with builders and developers to encourage the inclusion of various housing types, housing sizes, and lot sizes in their developments. Ongoing. *Large undeveloped sites in Antioch include the Hoover property between I-24 and Murfreesboro Pike and the former Starwood property near the intersection of Murfreesboro Pike and Hobson Pike.*

Transition (TR) Policy

One possible tool that can soften the transition between higher-intensity policy areas and lower-intensity policy areas is through the application of Transition (TR) policy. According to the Community Character Manual, *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.*

As Murfreesboro Pike continues to develop, TR policy could be an option for providing a buffer between commercial and higher-density residential policies and uses along Murfreesboro Pike and the existing residential neighborhoods located east and west of the corridor.

Additional information about TR policy can be found in the Community Character Manual in Volume III of *NashvilleNext*.



Murfreesboro Pike near Hamilton Church Road, looking north.

Goal 3: Neighborhoods and local streets are designed to be welcoming, safe, and friendly for all modes of transportation—walking, biking, riding transit, and driving.

- A. Collect and review traffic speed data and review on-street parking patterns on neighborhood streets throughout Antioch to determine whether additional safety measures are necessary to support safe travel. Where appropriate, redesign streets to reduce speeds, introduce on-street parking restrictions, and/or apply other needed regulatory and policy measures. Short-term. *Information about Nashville's traffic calming program can be found on the [NDOT website](#).*
- B. Implement Crime Prevention Through Environmental Design (CPTED) principles and strategies in public capital improvements projects and new developments. Ongoing. *See sidebar below for additional information on CPTED.*
- C. Share community members' concerns about street conditions and outdoor lighting with NDOT, Nashville Electric Service, and other relevant agencies. Request that agencies follow-up with community on needs and actions taken. Immediate.

Community Character Policies and Housing

The Community Character Manual includes a wide range of policies that support residential uses in various settings. In Antioch, robust suburban residential policies (T3 NM and T3 NE) can accommodate a variety of housing options, depending on context. Generally, larger single-family residential lots are appropriate in T3 NM areas, while T3 NE areas can support moderate densities and more compact lot sizes.

New Zoning Districts: RN and RL

While no zoning changes are proposed for Antioch with this study, there could be future opportunities to introduce new housing types to the area through the application of two new zoning districts.

Residential Neighborhood (RN) District: Intended for residential development, generally in the form of houses or townhouses with private or shared open space. This district 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) District: Intended for residential development, generally in the form of houses, townhouses, or small apartment buildings, with private or shared open space. This district is appropriate for providing moderate levels of density at strategic locations close to transit corridors.

Crime Prevention Through Environmental Design (CPTED)

NashvilleNext—Nashville's comprehensive plan—included the following policy regarding the built environment: Encourage the development, redevelopment, or improvement of property, buildings, and landscapes to promote safety and reduce opportunities for crime. CPTED is a strategy that utilizes site and architectural design to deter and reduce criminal activity. Additional information about CPTED principles and strategies can be found at <https://cpted.net>.

Goal 4: All major corridors are designed to safely and efficiently support multiple modes of transportation, including walking, biking, riding transit, and driving.

- A. Explore potential updates to Metro’s streets plan. Realign proposed streets and change street designations and cross-sections as necessary to support safer, more efficient, multimodal travel throughout Antioch. Short-term.
- B. As large sites are developed or redeveloped, conduct formal analyses of Murfreesboro Pike to determine how to make complete streets improvements to the corridor. Long-term. *See sidebar below for additional information on complete streets.*
- C. In conjunction with an updated streets plan, prioritize complete pedestrian and bicycle networks, pedestrian and bicycle access to transit, and safe access for all users. Long-term.

Goal 5: Site and buildings are designed to fit the context of the broader community, using materials and styles appropriate for a suburban setting.

- A. Explore the possibility of design guidelines, strategies, or principles that would support high-quality building materials and styles and fit the broader neighborhood context. This may be part of a Countywide effort or specific to the Antioch community. Short-term.
- B. Share community members’ concerns regarding property upkeep—particularly in commercial areas—with Metro Codes and other relevant agencies. Request that agencies follow up with community on needs and actions taken. Immediate.

What Is a Complete Street?

NDOT characterizes Complete Streets as an approach that aims to provide a safe transportation system that accommodates all users whether they walk, bike, ride transit, or drive. Complete Streets also helps us meet our Vision Zero goals by using a holistic and proactive approach to safe street design. Further, Complete Streets are both a process and a product. The complete streets approach means that when we make changes to the street, we consider people of all ages and abilities, no matter how they choose to travel. Not all complete streets look the same but you know it’s a complete streets project because it improves multimodal mobility and safety.

Complete Streets projects that have been implemented locally include the 31st Avenue Vision Zero Safety Project, the 12th Avenue South Complete and Green Street Project, and the Madison Station Boulevard Complete and Green Street Project. Information about each of these projects can be found at <https://www.nashville.gov/departments/transportation/projects/complete-streets>.

To support development of Complete Streets throughout Nashville, Mayor Freddie O’Connell issued Executive Order 045 in January 2024. The policy contained within the Executive Order is intended to guide the development of a safe, connected, and equitable transportation network that promotes greater mobility for people of all ages and abilities including, but not limited to, people walking, biking, using transit, driving, or using wheelchairs or other mobility devices.

The Mayor’s policy is based on six guiding principles, each of which contribute to the framework for Complete Streets in Nashville:

- Safety
- Equity, diversity, and inclusivity
- Environment and health
- Accessibility
- Land use
- Economic vitality

Additional information about the Executive Order can be found at <https://www.nashville.gov/departments/metro-clerk/legal-resources/executive-orders/mayor-freddie-oconnell/fo045>.

Goals and Action Items: Cane Ridge

Goal 1: Land use policies and regulations support growth appropriate for the area's context and infrastructure.

- A. Retain existing base policies and continue monitoring development patterns to determine whether future policy changes are needed. Immediate. *See sidebar below for development patterns that should be monitored.*
- B. As part of a broader review of Metro's Community Character Manual (CCM), evaluate existing neighborhood policies (Neighborhood Maintenance and Neighborhood Evolving) to ensure that these policies adequately address communities and neighborhoods with unique development patterns and natural features. Short-term.
- C. Explore the possible application of Residential Neighborhood (RN) and Residential Limited (RL) zoning districts in appropriate locations, particularly along the corridors that mark the edges of the Cane Ridge community. Short-term. *See sidebar in previous section for more information about the RN and RL districts.*
- D. As large sites are developed or redeveloped, work with builders and developers to encourage the inclusion of various housing types, housing sizes, and lot sizes in their developments. When developing large sites, preservation of historic resources should be employed as an orienting design tool. Ongoing. *Most of Cane Ridge's large, undeveloped sites are located in the southern part of the community. The T2 Rural Maintenance (T2 RM) policy applies to many of these sites; in some cases, these sites lack sanitary sewer service.*
- E. Conduct a review of Cane Ridge's historic resources and update the historic inventory as needed. Completed 2025.

Goal 2: Cane Ridge is a community with unique natural and historic resources that are recognized, designated, and protected.

- A. Create a conservation-focused supplemental policy that supports development that is compatible with Cane Ridge's natural environment and historic resources. Immediate.
- B. Conduct analyses of area roads to determine whether any specific streetscape standards or guidelines may be appropriate to preserve neighborhood character and improve safety. Where appropriate, add guidance to the supplemental policy. *See sidebar on next page for additional information on rural character roads.* Immediate.

Development Monitoring for Future Policy Changes

No changes to Cane Ridge's base policies are proposed with this study. Rather, this study recommends adoption of a supplemental policy aimed at protecting the area's natural and historic resources.

This study also recommends that development patterns in Cane Ridge be continuously monitored to determine whether changes to base policies may be necessary in the future. Specific patterns to monitor include, but are not limited to:

- Development of environmentally-sensitive sites
- Development of sites containing historic features
- Multi-family residential developments
- Conservation and compact residential developments
- Commercial and mixed use developments
- Increased demand on streets
- Effects of Choice Lanes and other TDOT projects
- Usage of Specific Plan (SP) zoning

Rural Character Roads in Cane Ridge

Several streets in Cane Ridge are classified as arterial-boulevards and collector-avenues while maintaining a rural character. Among these are portions of Old Hickory Boulevard, Burkitt Road, Pettus Road, and Battle Road. The Major and Collector Street Plan (MCSP) generally calls for sidewalks along these streets and, in some cases, wider pavement sections.

The image at right shows Old Hickory Boulevard near Pettus Road. This portion of Old Hickory Boulevard is classified as a collector-avenue. Yet, the street is narrow and winding. One side of the street is confined by a historic wall, while the other side features deep setbacks consistent with rural development patterns.

The proposed Cane Ridge supplemental policy supports development patterns with street frontages that are consistent with existing rural character.



Goal 3: Sites and buildings are designed to fit the context of the broader community, using materials and styles appropriate for suburban and rural settings.

- A. Explore the possibility of design guidelines, strategies, or principles that would support high-quality building materials and styles and fit the broader neighborhood context. This may be part of a Countywide effort or specific to the Cane Ridge community. Long-term.
- B. As properties are developed, work with builders and developers to incorporate nature-based amenities with and between neighborhoods. Examples of such amenities include continuous conservation areas and open spaces between subdivisions. Ongoing.
- C. Share community members' concerns regarding building quality and incomplete or substandard neighborhood infrastructure with Metro Codes and other relevant agencies. Request that agencies follow up with community on needs and actions taken. Immediate.

Goal 4: Cane Ridge is an area that is well-connected to the broader community and has a sensible and functional street network.

- A. Explore potential updates to Metro's streets plan. Realign proposed streets and change street designations and cross-sections as necessary to support safer, more efficient travel throughout Cane Ridge. Short-term.
- B. Encourage increased pedestrian, bicycle, and vehicular connectivity between adjacent developments. Include guidance in the supplemental policy. See sidebar at right for pedestrian linkage example. Immediate.

Pedestrian Linkages in Neighborhoods

Pedestrian and bicycle linkages between adjacent neighborhoods are encouraged where possible. The image below shows a conceptual sidewalk or multimodal path connecting two neighborhoods. The path is indicated with a dashed red line.



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Action Plan and Implementation

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Implementation Strategy

The tables in Appendix A list the goals and action items previously discussed in Chapter VI. Additionally, the tables indicate the timeframe for completion, the parties responsible for implementing each action, and other studies related to each action item.

Supplemental Policy

As discussed throughout this study, natural and historic features are prevalent throughout the Cane Ridge portion of the study area. Planning staff worked with community members to craft a Supplemental Policy aimed at preserving sensitive features and sites while supporting growth that fits the context of the area. The Supplemental Policy is intended to work alongside existing base policies and provide additional guidance for sites where natural and/or historic features are present. The Cane Ridge Supplemental Policy is found in Appendix B.

Conclusion

The Cane Ridge - Antioch Small Area Study process provided new opportunities to involve both long-term and new residents in discussions about issues affecting their communities. Through stakeholder meetings, community meetings, an online questionnaire, and pop-up events, more than 150 people engaged in various aspects of the study process.

While Cane Ridge and Antioch differ in some ways, residents of both areas agree on the importance of community. In Cane Ridge, the emphasis on preserving the area's history, character, and environment unites people and creates a sense of community and common purpose. Residents of Antioch are proud of their close-knit neighborhoods and a shared commitment to be a diverse and welcoming community. The study process was built in part to explore the needs of the Cane Ridge and Antioch communities and offer policies and actions that address those needs while building on existing strengths. In both communities, growth, development, mobility, and infrastructure emerged as shared concerns. In Antioch, housing diversity, housing affordability, community resources, and community amenities were additional issues that warranted exploration. In Cane Ridge, natural and historic resources were residents' other major concerns.

By working through an iterative and collaborative process, community members and Planning staff crafted goals and action items for both Cane Ridge and Antioch. The goals and action items are intended to be both ambitious and practical with realistic timeframes. Additional evaluation from Metro agencies is needed before some action items can be fully implemented. Continuous monitoring of conditions, trends, and changes in Cane Ridge and Antioch is necessary for the recommendations set forth in this study to be fully effective. Community involvement will be essential to successful implementation of this study's recommendations.

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Endnotes

- 1 Metro Nashville Housing Dashboard at <https://dashboards.nashville.gov/t/Metro/views/AH-Dashboard/RforLocalHousing?%3Aembed=y&%3AisGuestRedirectFromVizportal=y>
- 2 Tennessee Housing Development Agency at <https://thda.org/research-reports/ahc-map-data-and-reports-2>
- 3 Metro Zoning Code, Section 17.12.090 at https://library.municode.com/tn/metro_government_of_nashville_and_davidson_county/codes/code_of_ordinances?nodeId=CD_TIT17ZO_CH17.12DIBURE_17.12.090CODE
- 4 Middle Tennessee State University Center for Cedar Glade Studies at <https://w1.mtsu.edu/glade-center/teaching/CedarGlades%20brochure.pdf>
- 5 Metro Nashville Parcel Viewer at <https://maps.nashville.gov/ParcelViewer/>
- 6 Antioch—Priest Lake Community Plan at <https://www.nashville.gov/departments/planning/long-range-planning/community-plans/antioch-priest-lake>
- 7 Cane Ridge—Antioch Small Area Study Public Input site at <https://engage.nashville.gov/crastudy>

Appendices

A. Implementation Strategy

B. Cane Ridge Supplemental Policy



**NASHVILLE
PLANNING**

**Metro Nashville Planning Department
800 President Ronald Reagan Way | Nashville, TN 37210**

Appendix A

Implementation Strategy

Antioch Goals and Action Items

Goal	Timing				Primary Responsible Parties*	Cross Reference						
Action Item	Immediate (product with final study)	Short-Term (1-2 years)	Long-Term (> 2 years)	Ongoing		Multimodal Mobility Master Plan	Access Management Policy	Choose How You Move	Design Guidelines Research	Ecological Conservation Strategy	Housing and Infrastructure	Unified Housing Strategy
1. Antioch is a thriving community with sensible growth policies, convenient access via multiple modes of travel, and a broad mix of land uses.												
a. As Murfreesboro Pike continues to develop, regularly evaluate land use policies and zoning along the corridor and, where appropriate, implement policies and zoning supporting mixed uses and a range of residential uses along the corridor.				X	Community Plans						X	
b. Regularly monitor land use policies throughout the study area to ensure that policies are supporting appropriate zoning, development patterns, and land uses.				X	Community Plans	X				X	X	
c. Continue working with the community and the District Councilmembers on exploring community identity and branding. Further explore how policy and regulations might support small, locally-owned businesses—particularly restaurants and neighborhood conveniences.				X	Community Plans, Design Studio				X			
2. Antioch is a community that offers a wide range of housing options.												
a. Regularly analyze existing land use policies and zoning districts to determine whether policy or regulatory impediments to senior adult housing, multigenerational housing, or other types of housing serving specific populations currently exist. Adjust policies and zoning where necessary to overcome any impediments identified.				X	Community Plans, Land Development			X			X	X
b. Explore the possible application of Residential Neighborhood (RN) and Residential Limited (RL) zoning districts in appropriate locations, particularly along major corridors.		X			Community Plans, Land Development, Advanced Planning and Research						X	

Goal	Timing				Primary Responsible Parties*	Cross Reference						
	Action Item	Immediate (product with final study)	Short-Term (1-2 years)	Long-Term (> 2 years)	Ongoing	Multimodal Mobility Master Plan	Access Management Policy	Choose How You Move	Design Guidelines Research	Ecological Conservation Strategy	Housing and Infrastructure	Unified Housing Strategy
	c. As large sites are developed or redeveloped, work with builders and developers to encourage the inclusion of various housing types, housing sizes, and lot sizes in their developments.				X	Community Plans, Land Development, Housing			X		X	X
3. Neighborhoods and local streets are designed to be welcoming, safe, and friendly for all modes of transportation—walking, biking, riding transit, and driving.												
	a. Collect and review traffic speed data and review on-street parking patterns on neighborhood streets throughout Antioch to determine whether additional safety measures are necessary to support safe travel. Where appropriate, redesign streets to reduce speeds, introduce on-street parking restrictions, and/or apply other needed regulatory and policy measures.		X			NDOT	X	X				
	b. Implement Crime Prevention through Environmental Design (CPTED) principles and strategies in public capital improvement projects and new developments.				X	Land Development, Design Studio, Community Plans, Police, Codes			X			
	c. Share community members' concerns about street conditions and outdoor lighting with NDOT, Nashville Electric Service, and other relevant agencies. Request that agencies follow-up with community on needs and actions taken.	X				NDOT, NES			X			
4. All major corridors are designed to safely and efficiently support multiple modes of transportation, including walking, biking, riding transit, and driving.												
	a. Explore potential updates to Metro's streets plan. Realign proposed streets and change street designations and cross-sections as necessary to support safer, more efficient, multimodal travel throughout Antioch.		X			Community Plans, NDOT	X		X			

Goal	Timing				Primary Responsible Parties*	Cross Reference						
Action Item	Immediate (product with final study)	Short-Term (1-2 years)	Long-Term (> 2 years)	Ongoing		Multimodal Mobility Master Plan	Access Management Policy	Choose How You Move	Design Guidelines Research	Ecological Conservation Strategy	Housing and Infrastructure	Unified Housing Strategy
b. As large sites are developed or redeveloped, conduct formal analyses of Murfreesboro Pike to determine how to make complete streets improvements to the corridor.			X		Community Plans, Land Development, NDOT	X		X				
c. In conjunction with an updated streets plan, prioritize complete pedestrian and bicycle networks, pedestrian and bicycle access to transit, and safe streets for all users.			X		Community Plans, Land Development, NDOT	X	X	X				
5. Sites and buildings are designed to fit the context of the broader community, using materials and styles appropriate for a suburban setting.												
a. Explore the possibility of design guidelines, strategies, or principles that would support high-quality building materials and styles and fit the broader neighborhood context. This may be part of a Countywide effort or specific to the Antioch community.		X			Design Studio, Land Development, Community Plans, Codes				X			
b. Share community members' concerns regarding property upkeep--particularly in commercial areas--with Metro Codes and other relevant agencies. Request that agencies follow-up with community on needs and actions taken.	X				Codes				X			

*Advanced Planning and Research, Community Plans, Design Studio, Housing, and Land Development are divisions or sections in the Nashville Planning Department.

Cane Ridge Goals and Action Items												
Goal	Timing				Primary Responsible Parties*	Cross Reference						
Action Item	Immediate (product with final study)	Short-Term (1-2 years)	Long-Term (> 2 years)	Ongoing		Multimodal Mobility Master Plan	Access Management Policy	Choose How You Move	Design Guidelines Research	Ecological Conservation Strategy	Housing and Infrastructure	Unified Housing Strategy
1. Land use policies and regulations support growth appropriate for the area’s context and infrastructure.												
a. Retain existing base policies and continue monitoring development patterns to determine whether future policy changes are needed.	X				Community Plans					X	X	
b. As part of a broader review of Metro's Community Character Manual, evaluate existing neighborhood policies (Neighborhood Maintenance and Neighborhood Evolving) to ensure that these policies adequately address communities and neighborhoods with unique development patterns and natural features.		X			Community Plans, Design Studio					X	X	
c. Explore the possible application of Residential Neighborhood (RN) and Residential Limited (RL) zoning districts in appropriate locations, particularly along the corridors that mark the edges of the Cane Ridge community.		X			Community Plans, Land Development, Advanced Planning and Research						X	
d. As large sites are developed or redeveloped, work with builders and developers to encourage the inclusion of various housing types, housing sizes, and lot sizes in their developments.				X	Community Plans, Land Development, Housing			X			X	X
e. Conduct a review of Cane Ridge's historic resources inventory and update the inventory as needed.		X			Historical Commission					X		
2. Cane Ridge is a community with unique natural and historic resources that are recognized, designated, and protected.												
a. Create a conservation-focused supplemental policy that supports development that is compatible with Cane Ridge's natural environment and historic resources.	X				Community Plans					X		

Goal	Timing				Primary Responsible Parties*	Cross Reference						
Action Item	Immediate (product with final study)	Short-Term (1-2 years)	Long-Term (> 2 years)	Ongoing		Multimodal Mobility Master Plan	Access Management Policy	Choose How You Move	Design Guidelines Research	Ecological Conservation Strategy	Housing and Infrastructure	Unified Housing Strategy
b. Conduct analyses of area roads to determine whether any specific streetscape provisions may be appropriate to preserve neighborhood character and improve safety. Where appropriate, add guidance to the supplemental policy.	X				Community Plans, Land Development	X	X			X		
3. Sites and buildings are designed to fit the context of the broader community, using materials and styles appropriate for suburban and rural settings.												
a. Explore the possibility of design guidelines, strategies, or principles that would support high-quality building materials and styles and fit the broader neighborhood context. This may be part of a Countywide effort or specific to the Cane Ridge community.			X		Design Studio, Codes, Land Development, Community Plans				X			
b. As properties are developed, work with builders and developers to incorporate nature-based amenities within and between neighborhoods. Examples of amenities between neighborhoods include connecting trail systems and continuous conservation areas and open spaces between subdivisions.				X	Design Studio, Community Plans, Land Development				X	X		
c. Share community members' concerns regarding building quality and incomplete or substandard neighborhood infrastructure with Metro Codes and other relevant agencies. Request that agencies follow-up with community on needs and actions taken.	X				Codes				X			
4. Cane Ridge is an area that is well-connected to the broader community and has a sensible and functional street network.												
a. Explore potential updates to Metro's streets plan. Realign proposed streets and change street designations and cross-sections as necessary to support safer, more efficient travel throughout Cane Ridge.		X			Community Plans, NDOT	X		X				

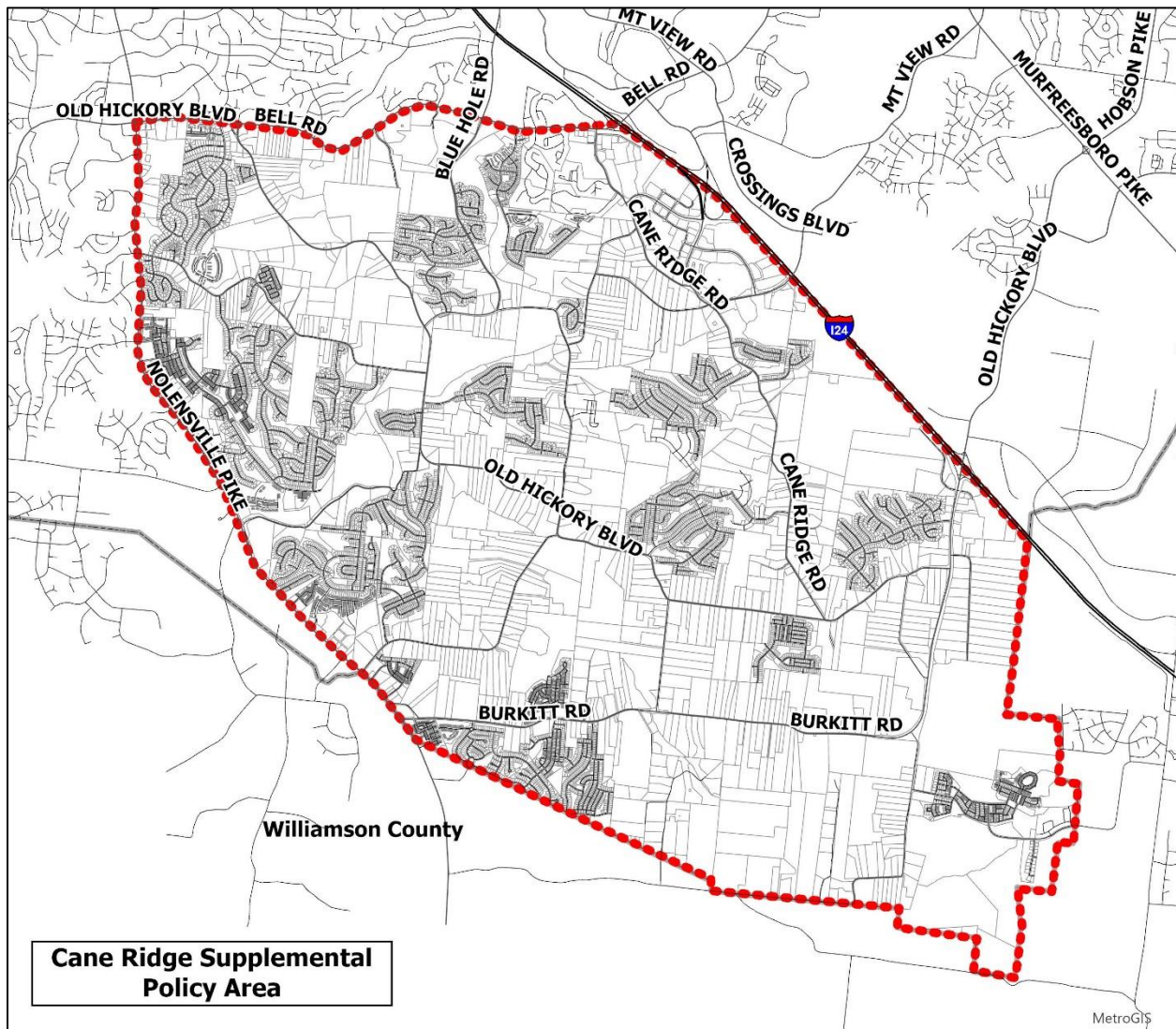
Goal	Timing				Primary Responsible Parties*	Cross Reference						
Action Item	Immediate (product with final study)	Short-Term (1-2 years)	Long-Term (> 2 years)	Ongoing		Multimodal Mobility Master Plan	Access Management Policy	Choose How You Move	Design Guidelines Research	Ecological Conservation Strategy	Housing and Infrastructure	Unified Housing Strategy
b. Encourage increased pedestrian, bicycle, and vehicular connectivity between adjacent developments. Include guidance in the supplemental policy.	X				Community Plans, Land Development, NDOT	X			X	X		

**Advanced Planning and Research, Community Plans, Design Studio, Housing, and Land Development are divisions or sections in the Nashville Planning Department.*

Appendix B

Cane Ridge Supplemental Policy

Cane Ridge Supplemental Policy (2025SPA-CO-01)



Cane Ridge Supplemental Policy Area Boundaries

Background and Purpose

The Cane Ridge Supplemental Policy is an outcome of the Cane Ridge – Antioch Small Area Study, which was completed in 2026. This Supplemental Policy is intended to support the preservation, maintenance, and enhancement of the natural environment and historic resources found throughout Cane Ridge while allowing for context-sensitive development. Where this Supplemental Policy is silent, the guidance for the respective base policies found in the Community Character Manual (CCM) apply.

Prior to submitting any request to rezone property or amend the Southeast Community Plan, applicants are encouraged—though not required—to consult with community groups and collaborate with them throughout the planning process. Community groups can be helpful resources for better understanding a site's history, current conditions, and surrounding context. Early outreach to community groups can help avoid or minimize problems or conflicts later in the planning process.

Supplemental Policy Area Delineation

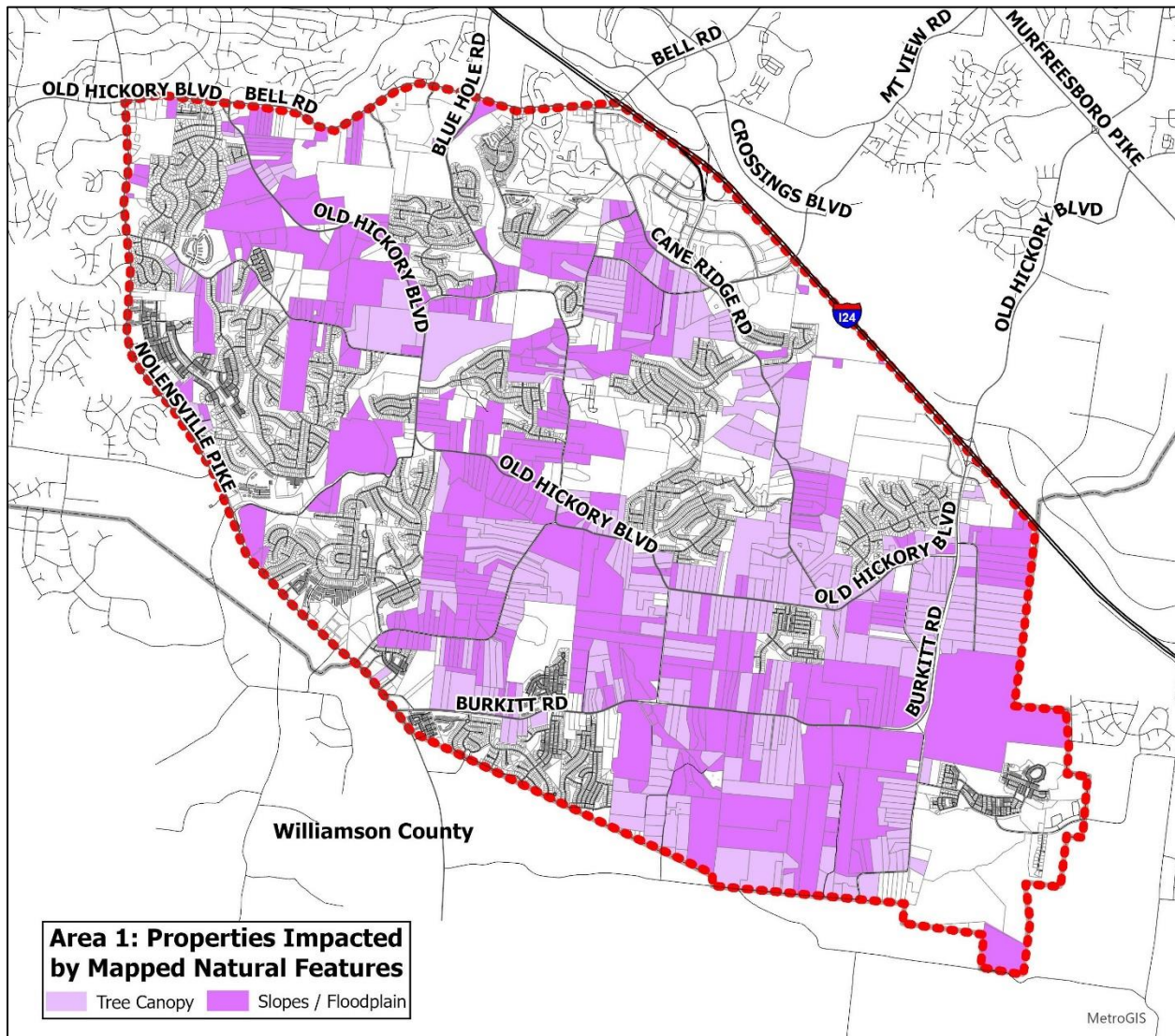
The Cane Ridge Supplemental Policy provides guidance for three general areas within the Cane Ridge community. Area 1 includes properties that contain mapped natural features. Area 2 includes properties that contain mapped historic resources. Area 3 includes properties that do not contain mapped natural features or historic resources.

Note that some properties in Cane Ridge fall into both Area 1 and Area 2. In such cases, the principles for both areas apply.

Public Infrastructure - General Applicability

Proposed developments in Cane Ridge should demonstrate that improving and extending public infrastructure—especially streets—will be undertaken in an orderly manner. Generally, scattered, sporadic, leapfrog development that creates significant gaps in public infrastructure is not appropriate. Where the development or redevelopment of a small site would create significant gaps in public infrastructure, greater land assemblage may be needed to avoid or minimize such gaps. Factors that should be taken into account when evaluating a proposed development include: the availability of public infrastructure; the demands the proposed development would place on existing infrastructure; how future development in the area could be affected by infrastructure gaps; and plans for future public infrastructure expansions.

Area 1: Properties Impacted by Mapped Natural Features



Cane Ridge – Area 1 Properties

Properties located in Area 1 are directly impacted by streams, stream buffers, floodplains, steep slopes, and/or existing tree canopy. Other natural features—such as cave openings, sinkholes, wetlands, and cedar glades—may be present as well.

Zoning

- Specific Plan (SP) zoning is an appropriate regulatory tool for new development in Area 1. SP zoning may aid in the preservation of natural features while still allowing development to occur. This Supplemental Policy does not require applicants to seek SP zoning, though SP zoning is strongly encouraged.
- For developments utilizing conventional (non-SP) zoning, Metro’s conservation development standards may apply. (See Metro Zoning Code, Section 17.12.090 for additional information.)

Identification of Natural Resources

- All known natural features on the site should be mapped and assessed as part of the development proposal. During the development review process, Metro staff may request that the applicant provide additional data and/or technical studies to verify the locations of natural features and the suitability of the site for development.
- Existing, healthy, native, mature tree canopy should be prioritized for preservation where possible. However, where a site is not encumbered by other natural features, it is not expected that all existing tree canopy will be preserved. Metro staff may request a tree survey and/or tree preservation plan for sites where significant tree removal is anticipated.

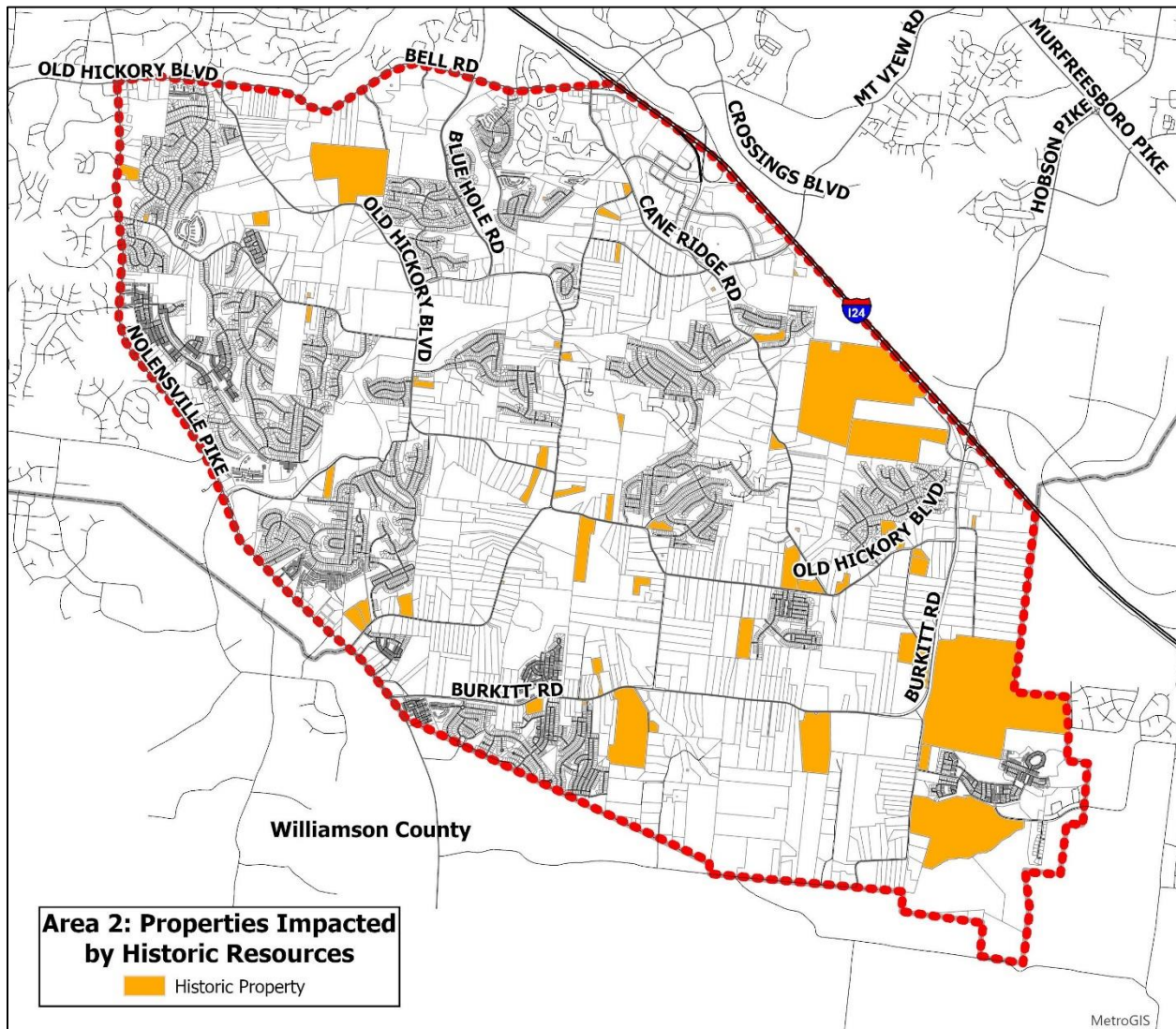
Design Principles

- Flexible site design—which may include the clustering of residential units within a site—is encouraged as a means of preserving natural features to the greatest extent possible.
- Site design should take natural contours into account and limit clearing and grading to the greatest extent possible. Developments should follow natural ridgelines and protect viewsheds where possible. During the development review process, Metro staff may request that the applicant provide technical studies, photographs, cross-sections, and/or other data demonstrating how existing contours and hillsides will be affected by the proposed development.
- The integration of sensitive natural features as community amenities that maintain ecological function is encouraged. Where possible, natural features—particularly forested areas—that extend onto adjacent properties should be preserved to create larger, continuous preservation areas.
- New suburban developments should be designed to be harmonious with the surrounding context and—when adjacent to rural character developments—incorporate rural character design elements to ease the transition from rural to suburban character. These may include: landscape buffers, reductions in scale and massing of buildings, sensitive grading, and/or deeper setbacks from the street.

Streets and Connectivity

- Where possible, sites should be designed in such a way that internal pedestrian and bicycle connectivity can be achieved among neighboring developments and create more connectivity in the community. Applicants should work collaboratively with the Metro Planning Department, NDOT, and Metro Parks and Greenways throughout the review process to find opportunities for greater connectivity.

Area 2: Properties Impacted by Historic Resources



Cane Ridge – Area 2 Properties

Historic resources in the Cane Ridge area include sites, structures, archaeology, and cemeteries. Cane Ridge also includes one century farm. In some—but not all—cases, historic resources may be identified by the Metro Historical Commission as Worthy of Conservation, Pre-1865 structure, National Register of Historic Places Eligible, or already placed on the National Register of Historic Places. Natural resources may also be considered historic as these resources were often used by Native peoples and European settlers.

Zoning

- Specific Plan (SP) zoning is an appropriate regulatory tool for new development in Area 2. SP zoning may aid in the preservation of historic resources while still allowing development to occur. This Supplemental Policy does not require applicants to seek SP zoning, though SP zoning is strongly encouraged.
- For developments utilizing conventional (non-SP) zoning, Metro’s conservation development standards may apply. (See Metro Zoning Code, Section 17.12.090 for additional information.)

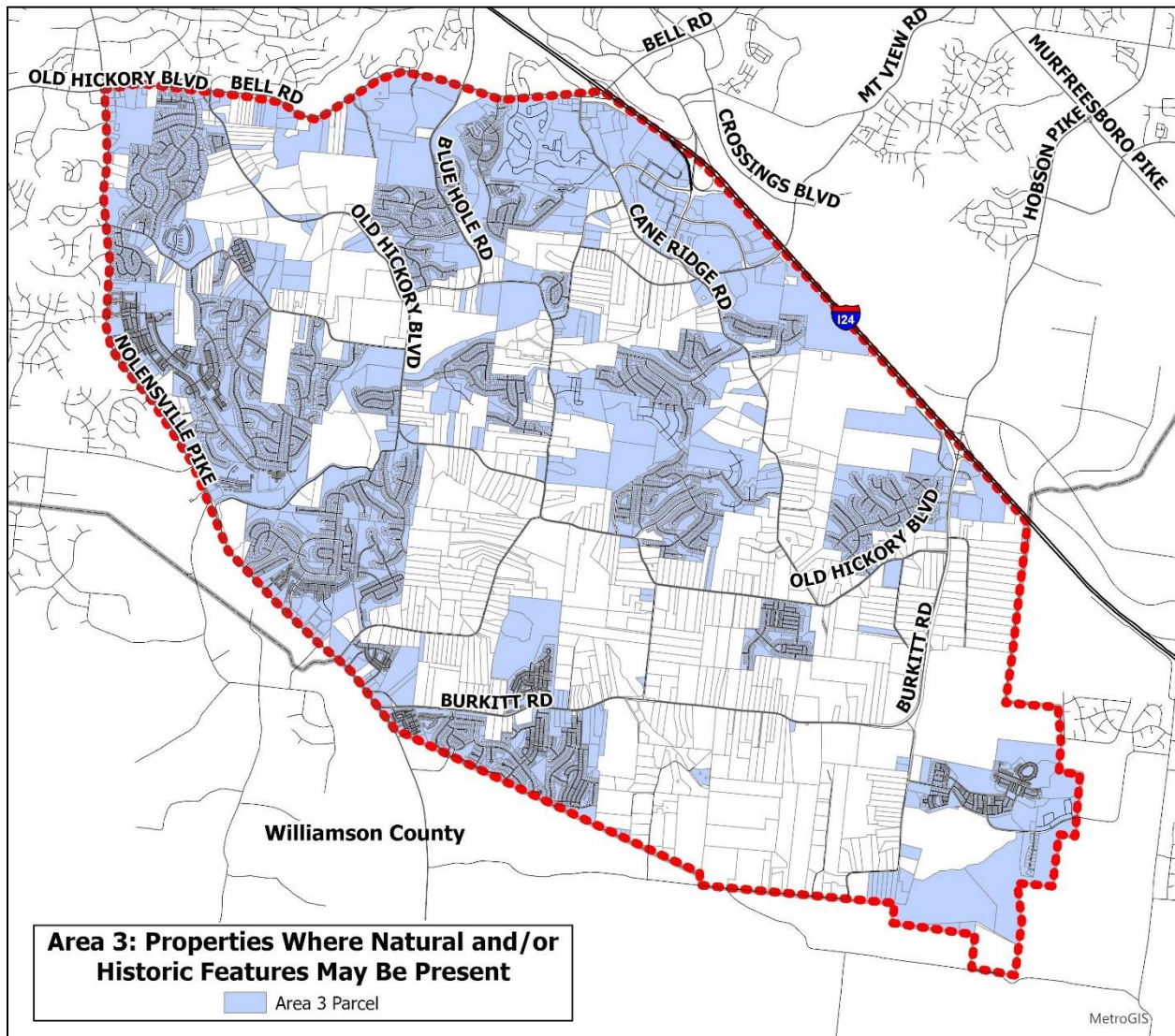
Identification of Historic Resources

- All known historic resources on the site should be mapped, documented, and assessed as part of the development proposal. During the development review process, Metro staff may request that the applicant provide additional data and/or technical studies to verify the locations and conditions of historic resources.

Design Principles

- Historic resources should be preserved and maintained where possible. Historic resources should be considered as a connected whole, rather than as a disconnected collection of individual resources. In some cases, it may be appropriate to restore, rehabilitate, reconstruct, and/or adaptively reuse historic resources. Applicants should consult with the Metro Planning Department's Historic Zoning staff to determine whether additional analysis by qualified experts is needed.
- Sites with historic resources should be designed in a manner that supports the spatial, contextual, and architectural integrity of the resources.
- Flexible site design—which may include the clustering of residential units within a site—is encouraged where appropriate as a means of preserving historic features and viewsheds. Applicants should collaborate with Metro staff throughout the planning process to ensure that the proposed site design is consistent with best practices for historic preservation.
- Development should be kept a minimum of ten feet from the edge of any cemetery in accordance with State law. Because the actual boundaries of rural cemeteries often extend beyond marked boundaries, additional separation between the mapped or known cemetery edge and the development is recommended. Construction fencing will be required to be installed prior to grading, and a permanent fence may also be requested. Family access to cemeteries—as required by state law—should be noted on plans. The applicant should consult with the Metro Planning Department's Historic Zoning staff for assistance in delineating cemetery boundaries and determining appropriate separation.
- Metro staff will request a Phase 1 archaeological study for every site that includes a National Register site/structure, National Register-eligible site/structure, or Pre-1865 structure.
- Incentives may be available for preservation of historic sites and structures, depending on the property's classification and use. The applicant should consult with the Metro Planning Department's Historic Zoning staff for additional information.

Area 3: Properties Where Natural and/or Historic Features May Be Present



Cane Ridge – Area 3 Properties

Properties located in Area 3 have limited or no known or mapped natural and/or historic features. Consequently, they may provide greater site design flexibility and support a greater variety of residential building types. However, natural and/or historic features may still be present. Applicants are encouraged to thoroughly research and analyze the subject site to determine whether previously unknown or unmapped natural and/or historic features are present. Where previously unknown or unmapped natural and/or historic features are identified during the due diligence process, the applicant should follow this policy's guidance for Area 1 and/or Area 2, depending on the feature type(s).

Zoning

- Conventional (non-SP) zoning is an appropriate regulatory tool for new development in Area 3. Where natural and/or historic features are identified as part of the applicant's due diligence or Metro's development review process, Metro's conservation development standards may apply. (See Metro Zoning Code, Section 17.12.090 for additional information.)
- Specific Plan (SP) zoning may also be an appropriate regulatory tool for new development in Area 3.