



A General Plan for Nashville & Davidson County

Adopted June 22, 2015
Amended August 24, 2017
Amended October 6, 2022



Volume III: Community Plans



Downtown

**METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE**

Resolution No. RS2015-256

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

Resolution No. RS2015-256

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

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

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

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

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

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


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

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


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

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

I Vision, Trends, & Strategy

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

II Elements

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

III Communities

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

Community Character Manual

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

Community Plan Areas:

Antioch-Priest Lake	Joelton
Bellevue	Madison
Bordeaux-Whites Creek	North Nashville
Donelson-Hermitage-Old Hickory	Parkwood-Union Hill
Downtown	South Nashville
East Nashville	Southeast
Green Hills-Midtown	West Nashville

IV Actions

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

V Access Nashville 2040

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

Contents

Community Profile	7
History Highlights	9
Role in the County and Region	10
Growth & Preservation Concept Map and the Community's Role	17
The Transect	23
Community Character Policy Map	24
How to Use the Community Character Policies	27
Community Character Policy Summary	28
Neighborhoods and Supplemental Policies	33
Enhancements to the Open Space Network	60
Enhancements to the Transportation Network	62

What is a Community Plan?

NashvilleNext, the long-range plan for growth, development, and preservation in Nashville/Davidson County through 2040, provides a high-level, countywide view of how Nashville manages growth and preservation to improve the quality of life for residents and to promote prosperity. The Growth & Preservation Concept Map illustrates the vision.

A Community Plan is the key planning policy guide for decision-making regarding a community's future built and natural environments. There are 14 Community Plans covering Nashville/Davidson County. Each plan is prepared by the Planning Department staff in cooperation with residents, business owners, property owners, institutional representatives, and development professionals. The Community Plans explain each community's role in NashvilleNext's vision and apply Community Character Policies to every property in Davidson County to implement that vision through land use decisions such as zone changes and subdivision requests.

Each Community Plan is adopted by the Planning Commission and describes the role the community plays in realizing the overall vision of the County. The Community Character Policies are guided by the Community Character Manual (CCM), a countywide document which provides direction, in alignment with NashvilleNext for zoning and development decisions.

For the most current information on the Community Character Manual and the Community Plans: www.nashville.gov/departments/planning/long-range-planning/community-plans

History of the Planning Process

In 1988, the Planning Department began creating Community Plans as a means of fine-tuning the countywide general plan. These community plans examined specific issues and needs, and projected growth, development, and preservation in fourteen communities. The Downtown Community Plan was first adopted by the Planning Commission in 1991, after working with a Citizens Advisory Committee.

The Planning Commission adopted the Downtown Community Plan's first update in 1997 after several community workshops. Another update followed in 2007. The Plan was again updated in 2015 as part of NashvilleNext, reflecting the values and vision of numerous participants, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development, and preservation. In 2017, the 14 Community Plans were reformatted and streamlined to make them easier to read and to interact with online, while providing links to additional materials. Some minor updates were also made.

Over the decades, the community continues to grow and strives to balance growth with preserving the character of established residential areas while providing needed services, retail, recreation, and employment opportunities and improving the appearance of corridors, as well as their walkability. In order to enhance the area, a coordinated and persistent effort in following the adopted plan is required by residents, property owners, business owners, public/private agencies, developers, and investors.

For additional information regarding Community Plans, please visit: www.nashville.gov/departments/planning/long-range-planning/community-plans



DOWNTOWN

Community Profile

Description/Location

Downtown Nashville has long been the seat of state and local government, host to unique cultural, sporting and entertainment offerings, and the economic center of Middle Tennessee. Downtown has been enhanced in recent years with the addition of new and expanding businesses, preservation of historic sites, investment in new civic facilities and open spaces, increasing variety of entertainment options, new residential choices, and Nashville's growing stature as an economic powerhouse in the Southeast, drawing businesses that are relocating from across the country.

All of this development and activity takes place in the approximately 1,780 acres of Downtown, bounded by Jefferson Street to the north and the inner-ring of the interstate loop to the east, south, and west.

While Downtown is the most intense urban setting in Nashville/Davidson County, it retains physical attributes that give it shape and add to its character and beauty. Three commanding physical features that dominate Downtown are Capitol Hill to the north, Rutledge Hill to the south, and the Cumberland River. The 500-foot wide river divides Downtown into east and west banks with the east bank low and flat while the west bank is elevated with bluffs. The area's varied topography provides impressive views and significant spatial differentiation.

The evolution of land uses and intensity of development in Downtown is dramatic. While there have been a number of noteworthy developments in Downtown, it is the aggregate impact of the developments and investments that are transforming Downtown into a more diverse, interesting and vital community.





Rendering from South of Broadway Strategic Master Plan - Smith Gee Studio

Major Neighborhoods/Communities

The Downtown Community Plan calls for a strong emphasis on distinctive neighborhoods. Downtown thrives when residents and businesses feel that they are part of a neighborhood, supported by shared public spaces, including both walkable environments and open space and the services and amenities needed for daily life.

For planning purposes, Downtown is considered to have 15 neighborhoods, each with its own unique character:

- James Robertson
- Core (Central Business District)
- Upper Broadway
- 2nd & Broadway
- SoBro (South of Broadway)
- Rutledge Hill
- Lafayette
- Rolling Mill Hill & Rutledge River
- Gulch North
- Gulch South
- Hope Gardens
- Sulphur Dell
- Bicentennial Mall
- East Bank.



Lofts in historic building



Arts and music festival

Photo credit: Gary Layda

See the Downtown's Community's demographic information at www.nashvillenext.net

Within each of these defined neighborhoods, there are subdistricts with specific growth and development goals that complement the Downtown Code — the zoning that implements the Downtown Community Plan (discussed in the Community Character Policy Plan and Special Policies).

Since the year 2000, Downtown has experienced significant private and public capital investment in new construction and rehabilitation projects. Within Downtown, development has been focused primarily on the neighborhoods of the Core, the Gulch, SoBro, and Rolling Mill Hill. Each of these neighborhoods has a unique development mix, with the overall impact of creating a diversified Downtown.

History Highlights

Nashville's success is based, in large part, on its location. The City of Nashville had its origins along the banks of the Cumberland River, and has grown in a radial pattern from the center. Highlights include:

- In the late 1700s, the earliest European settlers established a community along the Cumberland River.
- Nashville grew increasingly important to the State of Tennessee when it was designated the permanent state capitol in 1843.
- As the city's population grew in the early- to mid-1800s, Nashville's urban center first expanded west from the river.
- By the mid-1800s, residential neighborhoods began to develop on some of the large agricultural tracts of land on the east side of the Cumberland River.
- During Nashville's early history, the Cumberland River served as the main artery. Barges and flatboats followed the river's flow and carried materials to New Orleans, the area's major market. Crews would return on land via the Natchez Trace.
- In March 1819, the General Jackson boat arrived from New Orleans, heralding the arrival of steamboats which allowed two-way river travel.
- Rutledge Hill, located to the south of the central business area, was Nashville's first "suburb."
- Bicentennial Capitol Mall State Park, a 19-acre park, opened as part of Tennessee's Bicentennial Celebration in June 1996.
- Some of Nashville's 19th century identity is still visible in Downtown, including entire blocks of Broadway, 2nd, and 5th Avenues; and individual structures such as the Customs House, Downtown Presbyterian Church, and the Ryman Auditorium.
- Nashville's early 20th century growth is represented with Union Station, Hume-Fogg Magnet School, and the Stahlman Building.
- Today, Downtown is experiencing a building boom and remains a desirable location for businesses and residents.



Customs House



Vintage postcard showing Downtown and rail lines

The most current information on Nashville's designated historic properties, districts, and resources, may be found at the Metro Historical Commission www.nashville.gov/Historical-Commission.aspx

Read more about the rich history of the Downtown Community at www.nashville.gov/Planning-Department/Community-Planning-Design/Community-Plans.aspx

Nashville Communities & the Region

The impacts of growth, development, and preservation in Nashville’s communities do not stop at Community Plan area borders. Each community has many unique resources whose growth, development, or preservation can impact surrounding communities within Nashville/Davidson County. In turn, each community benefits from the utilization of its resources by adjacent communities and the larger region. The health of each of these assets impacts each Community Plan area and contributes to Davidson County’s unique role in the larger Middle Tennessee region.



District Lofts

Photo credit: Downtown Partnership

Role in the County and Region

As a community that draws employees and visitors daily from across Middle Tennessee, Downtown represents how Nashville/Davidson County is truly part of a region where each city and county are interconnected. This section considers the Downtown community in the context of the region.

Center of the Region

Regionally, Nashville serves as the center of a thirteen-county Metropolitan Statistical Area (MSA). The Nashville MSA is made up of Cannon, Cheatham, Davidson, Dickson, Hickman, Macon, Robertson, Rutherford, Smith, Sumner, Trousdale, Williamson, and Wilson Counties. Downtown Nashville is also at the center of the ten-county area served by Cumberland Region Tomorrow (CRT). Established in 2000 to address the region’s rapid growth and development, CRT is a private sector organization working to support and encourage growth planning with emphasis on land use, transportation, and preservation of the rural landscape and distinctive character of the region’s communities. CRT recognizes the importance of Downtown Nashville as the economic center of the region and is a proponent of enhancing that role.

Nashville’s location relative to major markets throughout the eastern United States is an asset. Markets located within 500 miles of Nashville include: Chicago, Detroit, Cleveland, Atlanta, Columbus, Pittsburgh, Jacksonville, Charlotte, St. Louis, Indianapolis, and parts of 24 states. This locational advantage is enhanced by the presence of the three major interstates: I-40, I-65, and I-24. According to the Nashville Convention and Visitors Bureau, 60 percent of the U.S. population resides within a day’s drive of Nashville. The economic connectivity brought about by Nashville’s location has also been of significant benefit to the manufacturing, shipping and warehousing, and entertainment/tourism sectors.

Economic Diversity and a Revitalized Core

Nashville’s diverse economy has been the key to allowing the region to weather recessions and economic downturns — especially those having significant effects on only a few economic sectors. Nashville is not dependent upon a single industry or sector as are some comparably sized cities — for example, Charlotte, North Carolina and the banking sector or Austin, Texas and the high tech sector. Instead, Nashville has drawn upon a variety of industries for its economic success. These include high tech/computers, health care/hospitals, and tourism/entertainment. In addition, the presence of city and state government as well as several colleges and universities bolster the economic stability of the region.

Nashville also benefits from a favorable business climate — even when compared to other sunbelt states and regions. The strong business climate is attractive to a significant number of corporations that have relocated their headquarters to Downtown Nashville. These include Service Source, Asurion, Creative Artists Agency, Emma, Lyft, HCA’s Parallon and Sarah Cannon, and Bridgestone.

For several decades, Nashville experienced the same trend as most American cities, a dispersal of office development to suburban office parks and of retail to suburban shopping mall areas where land prices are lower. In recent years, however, more residents and businesses (including several national headquarters) are choosing Downtown Nashville. These additions demonstrate that Nashville is competitive on the national stage in attracting businesses and that Downtown remains the logical destination to take advantage of the energy present in the commercial core. This same energy encourages existing businesses to remain, even as they expand, to capitalize on the assets of Downtown. Maintaining and enhancing Downtown as the home for new businesses, as well as a place for existing businesses to grow, is integral to the core’s continued economic health.

Nashville has benefitted from changing preferences and the interest — of businesses and their employees — to locate Downtown. The Metro Nashville/Davidson County government has also made substantial public investment in recent years to make Downtown more attractive to businesses, residents, and visitors.

These investments have provided new destinations, such as the Downtown Public Library and the Public Square, and improved access via the Korean War Veterans Memorial Bridge, the refurbished John Seigenthaler Pedestrian Bridge, and the reconstruction of Demonbreun Street viaduct. Metro has also taken the lead in creating attractive, welcoming streetscapes with the Public Works-led renovation of Church Street, Deaderick Street, and Korean Veterans Boulevard. A commuter rail line, with a Downtown terminus, opened in 2006. Music City Central, the Metro Transit Authority’s transit station, opened in the fall of 2008. Open space has been added to Downtown with the French Lick and Riverfront Greenways, Church Street Park and the Country Music Hall of Fame Park. The Music City Center — a \$455 million convention center investment — opened in 2013. Across the Cumberland River on the East Bank is Nissan Stadium, the home of Nashville’s pro-football team, the Tennessee Titans, and another venue for occasional large concerts. Metro’s investment in Downtown continues with plans to extend Division Street, linking the Lafayette neighborhood to The Gulch, and plans for a pedestrian/bicycle bridge linking The Gulch to SoBro.



Hilton Garden Inn



Carriage ride



Street musician

Diversity of Housing Types

NashvilleNext calls for housing diversity that is tailored to the context (rural, suburban, or urban) and character of the area. NashvilleNext calls for the addition of more diverse housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses, and low-rise stacked flats.

Aging in place means that a person can live in their neighborhood/ community over their entire life. Housing diversity allows for aging in place — the idea that there is housing in a neighborhood or community for people at each point in their life — whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

Finally, housing diversity responds to demographic changes that are driving changes in housing preferences. By 2040, seniors will make up one-quarter of the Nashville/Davidson County population as Baby Boomers age. Meanwhile, during the next 25 years, Millennials (the generation born after 1984) will be exiting school, entering the workforce, and forming families. Initial indicators suggest that Millennials are waiting longer to form families and have children. With Baby Boomers having no more children and Millennials waiting longer to have children, it is projected that by 2040, fewer than one in five households will have children. The fastest growing type of household will be the single-person household.

These demographic changes are leading to changes in the types of housing that people are looking for. More individuals and families want to be in neighborhoods with services and amenities— restaurants and retail — that are within walking distance and/ or are served by transit. They are looking for homes with less maintenance, which may mean foregoing a yard for a townhouse or a unit in a stacked flat development.

These demographic changes are driving the development of stacked flats or mixed use developments with commercial on the first floor and residential above. The demolition of homes in neighborhoods — replaced by a duplex or two separate units or cottages — is also an indicator of these demographic changes and changing market preferences.

NashvilleNext also calls for diversity of housing in the Transition and Infill areas that flank High Capacity Transit Corridors. Again, the type of housing and the design of the site are unique to the setting. For example, the addition of low-rise stacked flats along a prominent corridor in an urban setting may be appropriate. Meanwhile, a single-family home could have a smaller detached accessory dwelling located in the backyard.

Public and private investments in Downtown yield impressive returns. While Downtown represents only 0.3 percent of land area in Nashville/Davidson County, it yields a much larger share of the County’s property taxes and sales taxes. The tax revenue generated by Downtown supplies Metro’s coffers to pay for services and amenities across Nashville/ Davidson County.

Civic and Entertainment Center

Through cycles of economic growth and downturn, Downtown Nashville has remained the seat of state government and a premiere entertainment destination for aspiring performers and avid fans.

While known for the iconic image of the State Capitol standing atop Capitol Hill, Downtown is also home to all three branches of federal, state, and local government as well as numerous government departments. The construction of the A. A. Birch Criminal Justice Building in 2006 and the renovation of the Metro Courthouse in 2003 confirmed Metro Nashville’s commitment to Downtown as the center of government. The State of Tennessee is building a new Tennessee State Museum near Bicentennial Mall.

The consolidation and emphasis of the tourist activity on Broadway and in SoBro has successfully drawn more businesses and tourists to downtown. The addition of several new hotels, the Frist Center for the Visual Arts, the Country Music Hall of Fame, and the Schermerhorn Symphony Center contribute to that effort. As these large venues draw art, music, and theatre lovers to Downtown, many smaller arts-related businesses and organizations, including a significant number of art galleries, have made Downtown their home.

5th Avenue is a major north-south thoroughfare that connects Lafayette Street to the Bicentennial Mall. The designation of 5th Avenue as the “Avenue of the Arts” envisions a continuous series of art-related functions and design elements along 5th Avenue from Lafayette Street to the Bicentennial Mall. The Bridgestone Arena, the Ryman, and the Tennessee Performing Arts Center are all located along 5th Avenue. The 5th Avenue Historic District, two historically and architecturally significant churches, and several other historic structures provide the historical and architectural context.

In 2013, a plaque marking the Avenue of the Arts and a canopy of LED light curtains were installed on the block of 5th Avenue between Church Street and Union Street creating distinctive streetscaping for this unique area. A monthly First Saturday Art Crawl attracts more than 1,000 participants each month to explore this walkable arts district. Opportunities exist for additional art galleries, shops and studios, mixed use, and a variety of places providing even more activity on the street and destinations for walking.

Public art is another indelible aspect of our city’s image. Strong signals are conveyed to both our citizens and our visitors about who we are and how much we care about things of beauty in our city when public art is included. The one percent for arts funding and guidelines were established in 2000, and the first piece, “Ghost Ballet for the East Bank Machineworks,” was installed in 2007.

Sulphur Dell, east of the Bicentennial Mall, is where baseball got its start in Nashville. Pioneers came to this bottomland for trading and watering at the natural sulphur spring. Later the area became popular for recreation and picnicking. Baseball was played at Sulphur Springs Ball Park for nearly 100 years, from 1870 to 1963. The ballpark was demolished in 1969, and surface parking lots for State employees took its place. Now baseball is back at Sulphur Dell. First Tennessee Park — home of the Nashville Sounds minor league team — opened in 2015 on the site of the original ballpark. The First Tennessee Park development also includes a greenway, commercial and retail space, and a parking garage.

Downtown remains the destination for artists, musicians, and fans of all types of sport and entertainment from football, hockey, and baseball, to art at the Frist or a local gallery, to an evening at the symphony, a concert at the Arena, or performances at a well-loved honky-tonk.



Ghost Ballet for the East Bank Machineworks, the city’s first public art project developed with the Percent for Public Art fund, on the Cumberland River.

Photo credit: Gary Layda



Citizen, located on the Public Square, by Thomas Sayre

Photo Credit: Gary Layda

Downtown Living

A growing base of residents enliven Downtown — providing opportunities for Nashvillians to live near their work; to support the area’s retail, cultural, and entertainment facilities; and to create a “24-hour city.”



Inside Union Station Hotel

In the past 15 years, Downtown has experienced an unprecedented residential boom. In 2000, there were approximately 1,500 dwelling units in Downtown. The Downtown Partnership estimates 7,751 residential units by the end of 2017. In July 2016, the Downtown Partnership reported that the rental occupancy for residential units remained at 97 percent and above for the fifth consecutive year. From 2000 through 2013, Downtown experienced 272 percent population growth¹.



Residential buildings on Rolling Mill Hill

The demand for residential uses is growing and several new residential developments have been built, while others are being developed, in the Core, SoBro, and The Gulch. In addition, the Rolling Mill Hill development on the former General Hospital site has introduced a mixed use neighborhood to the southwestern bank of the Cumberland River. As residential development comes online, more service and amenity businesses are drawn to Downtown to serve the growing number of Downtown residents. Recent years have seen the introduction of additional restaurants and furniture stores,.



Flyer from annual Downtown Home Tour

Today, Downtown has a variety of housing types, ranging from small, single family detached houses, to older low-rise apartment complexes, to townhomes, to historic structure loft conversions, to high-rise modern condominiums and apartments. While the bulk of Downtown residential growth has been in mid- and high-rise development, Hope Gardens, located in the northwest corner of the plan area, is a popular residential neighborhood with a much lower scale and intensity of development. This area was part of North Nashville, until the construction of the interstate cut this neighborhood off from the Fisk/Meharry neighborhood to the west. The area was in a severe state of decline until 1997, when Metro Government initiatives began revitalization efforts for this neighborhood, including improving sidewalks, making street repairs, and building new houses. The neighborhood received an enormous boost with the construction of Row 8.9N — a mixed-income development that was publicly and privately funded. This development, taking advantage of its location near the Farmer’s Market and the Bicentennial Mall, met the demand for housing near Downtown and was followed by the nearby Ireland 28 development and the 909 Flats on Rosa L. Parks Boulevard.

¹ *Nashville Downtown Partnership, Residential Report: July 2016, <http://www.nashvilledowntown.com/>*

The biggest question facing future residential development in Downtown is sustainability. While demographic and some economic trends support additional residential growth, and comparison to other cities suggests the potential for more development, the residential growth to this point has mainly served higher-income individuals and households. Nashville’s economy — and Downtown’s economy in particular — is very dependent on tourism and hospitality. The workers in those industries need housing that is affordable to them. Beyond tourism and hospitality workers, there are workers in many other industries that could benefit from living Downtown if housing affordable to their incomes was provided. There is a lack of affordable housing within Downtown and the stock in nearby neighborhoods is quickly disappearing. The cost of transportation to Downtown and parking while in Downtown strains the budget of these workers who are commuting, putting pressure on businesses to raise salaries in order to hire quality workers.

Connections to the Cumberland River

The Cumberland River is a unique regional attraction and an amenity to Downtown residents and all Nashvillians. The Riverfront Redevelopment Plan (2006-2007) envisions using areas along the river as public green space, linear parks with a rich collection of public event spaces, activity zones for public uses, and river overlooks. Implementation of the plan has included Cumberland Park and renovation of the historic Bridge Building on the East Bank. Both opened in 2012. The Ascend Amphitheater, on the west bank of the Cumberland, opened in 2015, providing a Downtown, outdoor performance venue, greenways, and adding significantly to the activity along the Cumberland.

Downtown Nashville has significant assets to provide to Nashville and the Middle Tennessee region in terms of civic uses; employment; sporting, cultural, and other entertainment options; and a truly urban living environment. The Downtown community’s future vitality depends, however, on how it capitalizes on these assets to attract and retain businesses, residents, and visitors. Key to this will be continued emphasis on protecting historic buildings and character; maintaining and adding attractive open spaces; improving transportation through attractive pedestrian environments and enhanced transit; and creating a variety of housing and workplaces across the market spectrum.



The Cordelle in Rutledge Hill

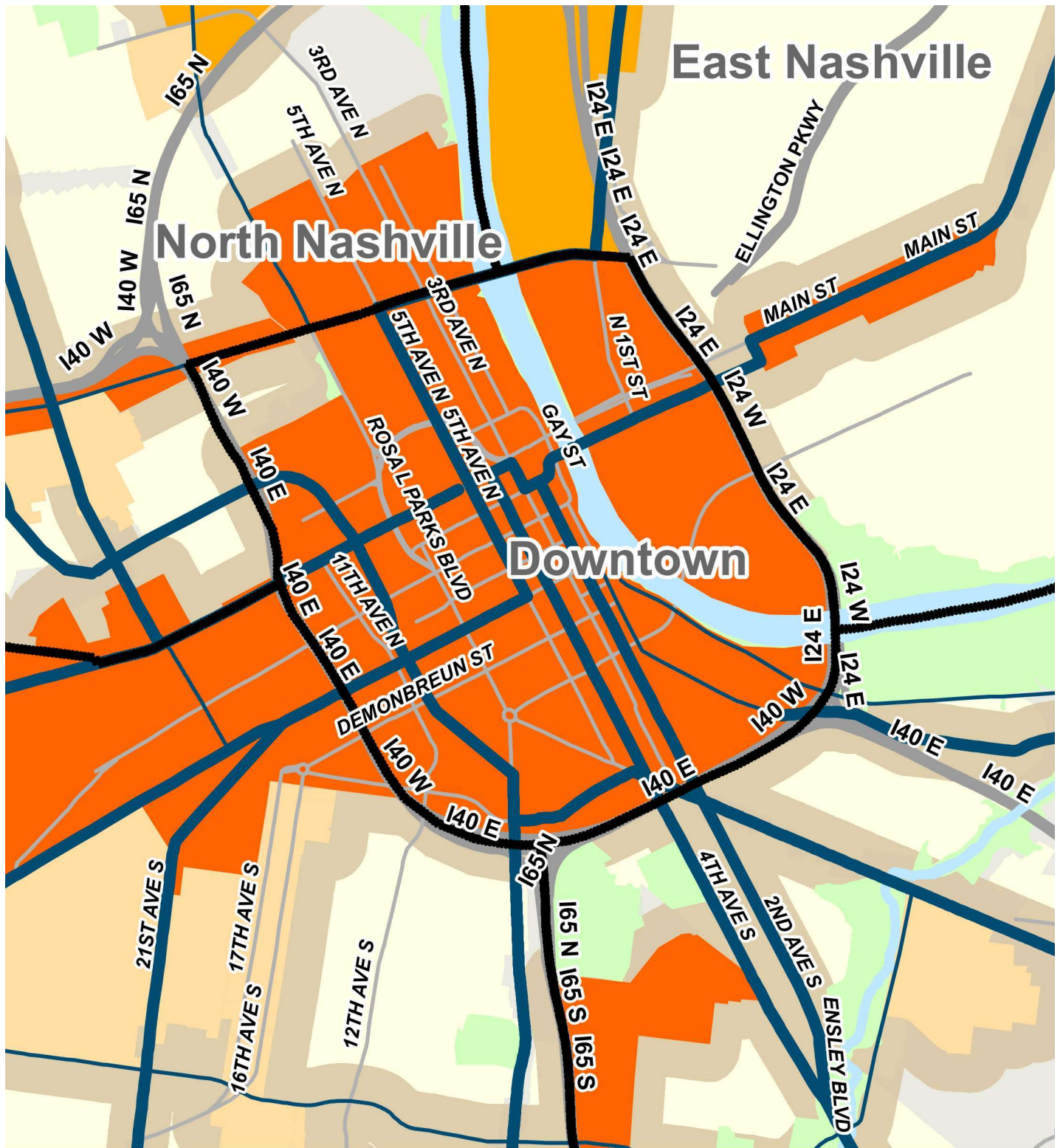


The Gulch ICON rooftop view



Riverfront Park

Figure DT-1: Growth & Preservation Concept Map
 Downtown detail



- | | | | |
|----------------|----------------------|-----------------------|--|
| Centers | Green network | Neighborhood | High capacity transit corridors |
| ● Tier One | ● Open space anchor | ● Transition | — Immediate need |
| ● Tier Two | ● Missing an anchor | ● Special impact area | — Long-term need |
| ● Tier Three | | | ← Regional connection |

Growth & Preservation Concept Map and the Community's Role

The Growth & Preservation Concept Map (Concept Map) is a county-wide vision and tool for aligning spending, regulations, and Metro programs to shape improvements in quality of life so that new development and redevelopment align with community values. The Concept Map provides guidance for the entire county. Six key factors reflecting Nashville/Davidson County community members' priorities guided the design of the Concept Map:

- Protect sensitive environmental features;
- Build a complete transit network;
- Maintain household affordability across income levels;
- Create “activity centers” — areas of employment, residences, services, civic uses, retail, and restaurants — throughout most parts of Davidson County;
- Protect and enhance the character of different parts of Davidson County; and
- Allow for strategic infill that supports transit lines and activity centers.

The Concept Map for Downtown, shown in Figure DT-1, illustrates the key concepts listed above by: strategically locating new development and infill; enhancing centers and corridors to provide more desired retail and services; and adding more connectivity, through bikeways, greenways, multi-use paths and enhanced transit.

The Growth & Preservation Concept Map represents the vision for the community. The starting point for the map was the most recent Downtown Community Plan update and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the community has faced. The Concept Map also reflects the input received during NashvilleNext, including input on how Downtown should grow, but also input on what the vision for Nashville is in the future and deliberation on what role this community should play in the future.

To see the entire Growth & Preservation Concept Map, please refer to NashvilleNext Volume I: Vision, Trends & Strategy online: www.nashvillenext.net



Historic home in Rutledge Hill



Trolley barns in Rolling Mill Hill



Printers Alley



Green roof at Public Square



Buildings in The Gulch

Because they are generalized on the Concept Map, the development of transition areas must be considered on a case-by-case basis, looking at factors including, but not limited to:

- Depth of properties in and abutting the corridor or center
- Existing features that can create a transition, such as alleys
- Overall infrastructure network
- Presence of historic zoning or other zoning tools to preserve character
- And other tools

Green Network

The green network on the Concept Map reflects natural and rural areas that provide natural resources (such as water and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains). The community has numerous rivers and streams, and areas subject to periodic flooding are a significant natural feature.

In the Downtown community, the green network is primarily along the Cumberland River and its adjacent greenway system, and the Bicentennial Mall Park.

Neighborhoods

Neighborhood areas on the Concept Map are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context — rural, suburban, urban, or downtown — depending on their location.

In the Downtown community, neighborhoods are high intensity mixed use in character, along with the urban residential neighborhood of Hope Gardens.

Providing additional housing options in Downtown is important. Housing choices can allow residents to “age in place” by providing a variety of housing types to meet the varying needs of each stage of a person’s life. Creating housing choices in turn creates housing that is attainable for residents with varying incomes. This can help ensure that Downtown has housing for the diversity of workers needed in the community and Davidson County — from service workers to teachers and police officers and nurses to executives. Providing housing that is attainable for residents of all incomes keeps the community and its economy resilient.

Transitions and Infill

Transition and Infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions — in building types as well

as scale and form — between higher intensity uses or major thoroughfares and lower density residential neighborhoods. They provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians.

On the Concept Map, the transition and infill areas are generalized. These transition and infill areas — and the housing choice and transition they are trying to achieve — are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called Transition that can be applied in transition and infill locations where small-scale offices or multifamily housing would be appropriate.

Since the Downtown community is the most intensely developed portion of the city, it does not have transition and infill areas.

Centers

The Centers included in the Concept Map build on existing commercial center areas to evolve into active, mixed-use places serving as a neighborhood or community gathering place. Centers are anticipated to become 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 entire Downtown Community Plan area is designated as a Tier One Center. All Centers are anticipated to grow, develop, and/or redevelop. The designation of an area as a Tier One, Two, or Three Center merely indicates Metro’s intent to coordinate public/private investments and regulations to support development and redevelopment as discussed in the sidebar. The Centers must be considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any special policies, and the context of the area. While the Centers represent areas of greater growth and greater investment, Metro Government will still provide investments for safety, maintenance, and to improve quality of life across the county.



Ryman Lofts in Rolling Mill Hill

The Concept Map places Center areas into one of three tiers:

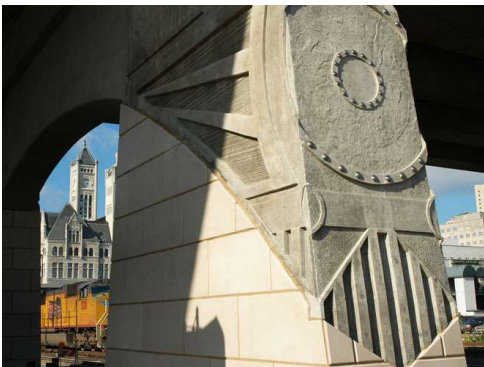
- **Tier One:** These centers are the focus of coordinated investments to shape growth and support transit service in the next ten years.
- **Tier Two:** These centers receive some investments to manage growth, though less than Tier One centers.
- **Tier Three:** These areas are not designated to receive coordinated investments in the next ten-year period to shape demand. Rather, investments may be made to support their current functions, and Metro will work with the private sector to ensure new development and redevelopment support Nashvillians’ vision for centers.



MTA bus stop along Charlotte Pike



Bridgestone Arena



Demonbreun Street Viaduct

Photo credit: Hawkins Partners

High Capacity Transit Corridors

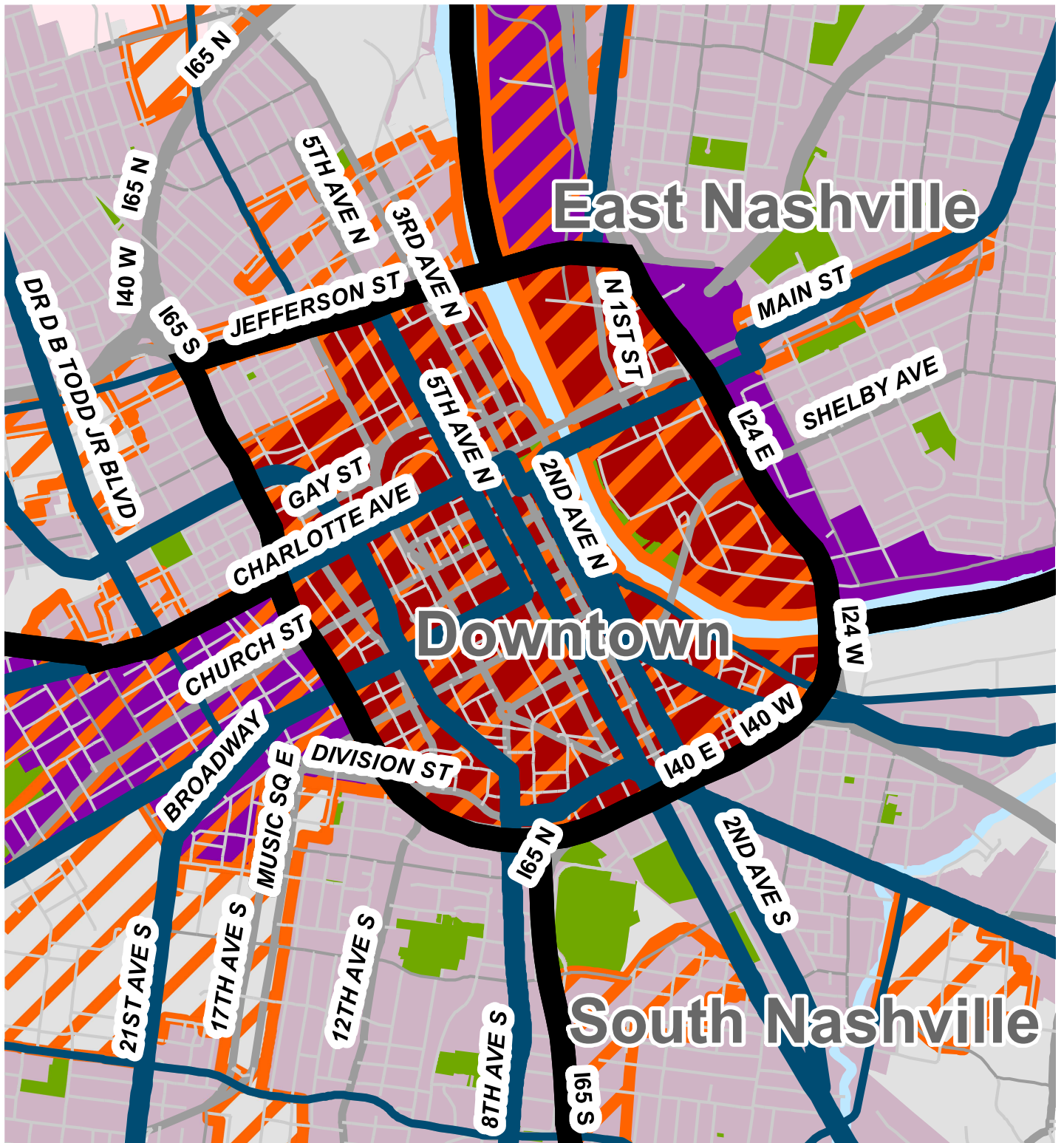
The High Capacity Transit Corridors shown on the Concept Map are envisioned to support high capacity transit — from Bus Rapid Transit Lite (BRT Lite) service to transit running in its own lanes or right-of-way, such as Bus Rapid Transit or light rail. “Immediate need” corridors should have service improvements within the next ten years. For example, an immediate need corridor that currently has BRT Lite service could move to BRT in dedicated lanes. An immediate need corridor that currently has local bus service could move to BRT Lite. Routes marked “long-term need” would see enhancements in service over a longer timeframe — more than ten years — because these corridors do not have the density of jobs and/or residents along the route to support significant transit improvements in the next ten years. Long-term need corridors may need to implement local service first before progressing to BRT Lite or another form of high capacity transit.

The High Capacity Transit Corridors were determined by reviewing adopted Community Plans, assessing existing bus route ridership, and through coordination with the Nashville Metropolitan Transit Authority (MTA) (along with their masterplan update, nMotion) and the Metropolitan Planning Organization (MPO — the regional transportation planning body). The Concept Map also identifies regional transit connections to Clarksville, Gallatin, Lebanon, Murfreesboro, and Franklin.

NashvilleNext identified the High Capacity Transit Corridors and discussed how transit can support the community’s growth, development, and preservation vision. For example, the Concept Plan shows little transit provided to the northwest because that area is intended to remain rural and sparsely developed. Meanwhile, to increase residences and jobs accessible by transit, each High Capacity Transit Corridor includes Tiered Centers as well as Transition and Infill areas. The Centers and High Capacity Transit Corridors are also envisioned to grow more walkable and bikeable over time to connect pedestrians and cyclists to transit more seamlessly.



Figure DT-2: Transect
Downtown detail



Transects Legend

Centers	Subarea Boundaries	T1 Natural	T5 Center
Anchor Parks	Immediate need	T2 Rural	T6 Core
	Long-term need	T3 Suburban	D District
		T4 Urban	W Water



The Transect

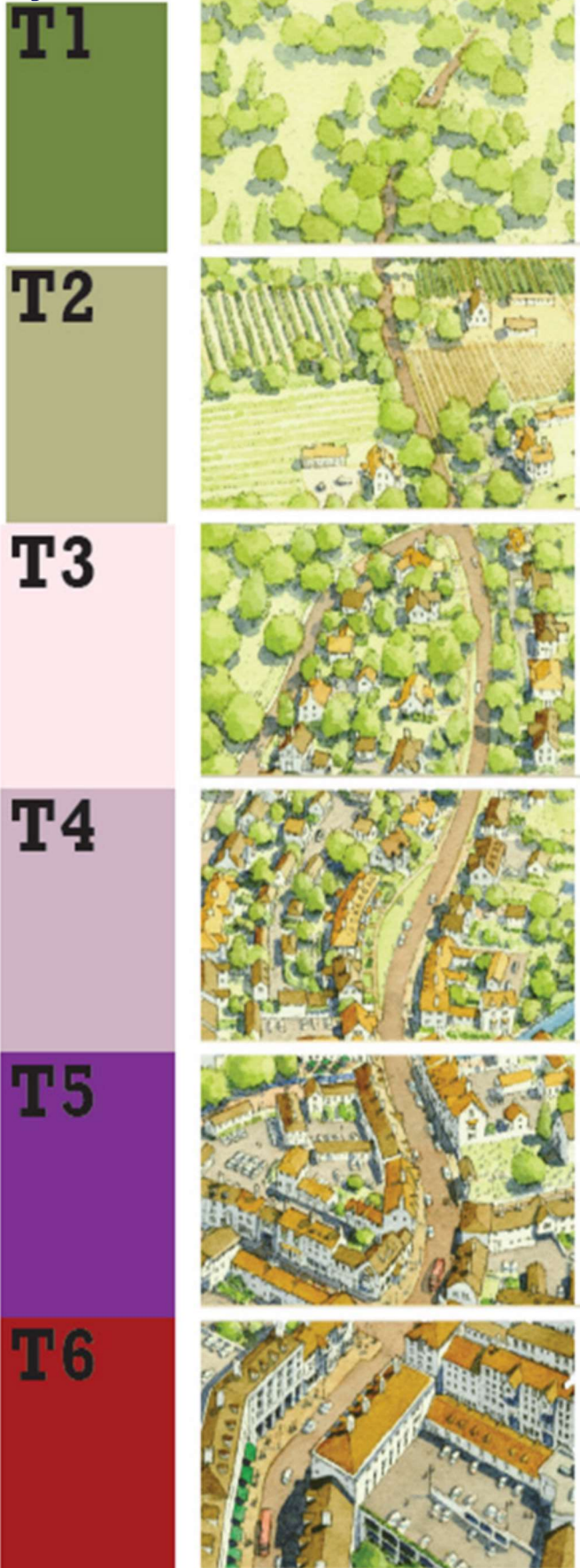
Planning in Nashville has, for many years, used the “Transect,” which is a system for categorizing, understanding and guiding the various development patterns of a region, from the most rural to the most urban. The Transect calls for all elements of the natural and built environment to be consistent with the character of the Transect category within which they are located. Figure DT-3 illustrates the range of categories in a general Transect.

The Nashville/Davidson County Transect consists of seven categories of natural and built environments. Each category is listed below with its presence in Downtown.

- T1 Natural: Not present.
- T2 Rural: Not present.
- T3 Suburban: Not present.
- T4 Urban: Includes the Hope Gardens neighborhood.
- T5 Centers: Not present.
- T6 Downtown: Encompasses all of Downtown, with the exception of Hope Gardens.
- D District: Not present.

The transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes the unique development pattern of Downtown. Figure DT-2 shows the Transect in the Downtown Community Plan area.

Figure DT-3: The Transect



Credit: Center for Applied Transect Studies
<https://transect.org/>



Music City Center and its green roof



Football fans enjoying a Titans game

For the most up to date
Community Character Policy Map:
[www.nashville.gov/Planning-
Department/Community-Planning-
Design/Our-Communities.aspx](http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx)

Community Character Policy Map

The Downtown Community Character Policy Map builds upon the Growth & Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in Downtown. See Figure DT-3 for a map of the Community Character Policies in the Downtown community.

The Downtown Community Plan applies Community Character Policies to every property in Downtown, including Hope Gardens. These policies are defined in the Community Character Manual. The policies are intended to coordinate elements of development to ensure the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

The Downtown Community Plan provides opportunities for continued robust growth combined with urban design elements that make the buildings, streetscapes, and open spaces enticing. Important components of the Downtown Community Plan include creating active and attractive streets, creating additional green spaces, and providing for improved mobility.

The Downtown Community Plan recognizes and reinforces the role of the Core Central Business District (the Core) as the center of commerce in Nashville and Middle Tennessee. The Downtown Plan acknowledges that additional development intensity may be appropriate and advisable in parts of the Core and should be considered in light of the location and the development's ability to meet the guiding principles of the Community Character Manual and the Downtown Community Plan.

The Downtown Community Plan acknowledges that while the Core should remain the commercial center of Downtown and the region, the surrounding neighborhoods, such as SoBro and The Gulch, are intended to be more diverse and mixed use. Development in these neighborhoods is expected to provide residential, employment, and entertainment offerings, in addition to other uses. Other neighborhoods, such as East Bank, Lafayette, and Rutledge Hill, are envisioned to have centers or corridors of mixed use development bordered by residential development.

The Downtown Plan cultivates urban neighborhoods by encouraging a range of housing options throughout Downtown. The variety includes single family homes in Hope Gardens, townhomes in Rutledge Hill, mid-rise and high-rise living in SoBro and The Gulch, and renovation of the upper floors of historic structures on Lower Broadway and in the Core. By providing housing choice, the Downtown Community Plan encourages a diversity of residents and creates seamless transitions into surrounding neighborhoods, such as Germantown to the north, East Nashville to the east, and Chestnut Hill and Wedgewood-Houston neighborhoods to the south. The Downtown Code allows for additional height through its Bonus Height Program in exchange for the provision of affordable or attainable housing. More tools are needed, however, to encourage a more diverse range of housing price points to ensure that housing is available in Downtown for all members of the Downtown workforce.

The Downtown Plan encourages development of services and amenities to support residents of Downtown by encouraging mixed use development, active uses on first floors to foster additional street activity, and proposed parks and green spaces throughout Downtown.

Downtown stakeholders want to honor and preserve historic structures and districts, not as remnants of the past, but as actively-used retail, commercial, and residential ventures. The Community Character Policies used in the Downtown Community Plan provide guidance on massing and placement of massing in specific historic districts. These guidelines address the impact that disproportionate massing can have on smaller adjacent historic structures. Protecting viewsheds to one of Downtown's most recognizable historic structures, the State Capitol, is a strategy included in the plan. In neighborhoods north of Charlotte Avenue, maximum building heights or elevations are identified to ensure that infill does not block views to the Capitol.

Efficient mobility into and within Downtown is crucial to the Core's continued economic growth. Downtown has limited ability to expand roads. This limitation paired with the increased interest in living and working Downtown, means that future transportation planning will need to put a strong emphasis on expanding other modes of transportation including walking, cycling, and transit.

Building Heights in Downtown

Within the Downtown Community Plan, buildings heights are classified by low, medium, or high. Below are the ranges found in each category:

- **Low-rise** buildings are less than approximately 8 stories, but in some locations may be as high as 10 stories.
- **Mid-rise** buildings vary between approximately 10 and 20 stories.
- **High-rise** buildings are greater than approximately 20 stories.

Relationship to the Downtown Code

The Downtown Code was adopted in 2010 in order to implement the community vision set forth in the Downtown Community Plan.

Each of the 15 Downtown neighborhoods has a unique character. Within each neighborhood, there are growth and development goals and objectives in addition to the Community Character Policies that have been applied. The policies, goals, and objectives are the basis for the Metro Planning Commission staff recommendations relative to the rezoning requests, subdivision requests, variances, and special exceptions.

Buildings may be allowed additional height beyond height limits in exchange for public benefits provided by the development per the Bonus Height Program of the Downtown Code.

http://www.nashville.gov/Portals/0/SiteContent/Planning/docs/dtc/DTC_150819.pdf

Community Character Policy Map: Downtown

Community Character Policies

- | | | | |
|---|--|--|---|
| Supplemental Policy Areas | T3 NM Suburban Neighborhood Maintenance | T4 MU Urban Mixed Use Neighborhood | D IN District Industrial |
| CO Conservation | T3 NE Suburban Neighborhood Evolving | T4 CC Urban Community Center | D MI District Major Institutional |
| CI Civic | T3 RC Suburban Residential Corridor | T5 MU Center Mixed Use Neighborhood | D OC District Office Concentration |
| OS Open Space | T3 NC Suburban Neighborhood Center | T5 RG Regional Center | Water |
| TR Transition | T3 CM Suburban Mixed Use Corridor | T6 DN Downtown Neighborhood | T6 CP Downtown Capitol |
| T1 OS Natural Open Space | T3 CC Suburban Community Center | T6 DC Downtown Core | T6 SB Downtown Second and Broadway |
| T2 RA Rural Agriculture | T4 NM Urban Neighborhood Maintenance | D DR District Destination Retail | D EC District Employment Center |
| T2 RCS Rural Countryside | T4 NE Urban Neighborhood Evolving | D I District Impact | |
| T2 RM Rural Maintenance | T4 RC Urban Residential Corridor | | |
| T2 NM Rural Neighborhood Maintenance | T4 NC Urban Neighborhood Center | | |
| T2 NC Rural Neighborhood Center | T4 CM Urban Mixed Use Corridor | | |

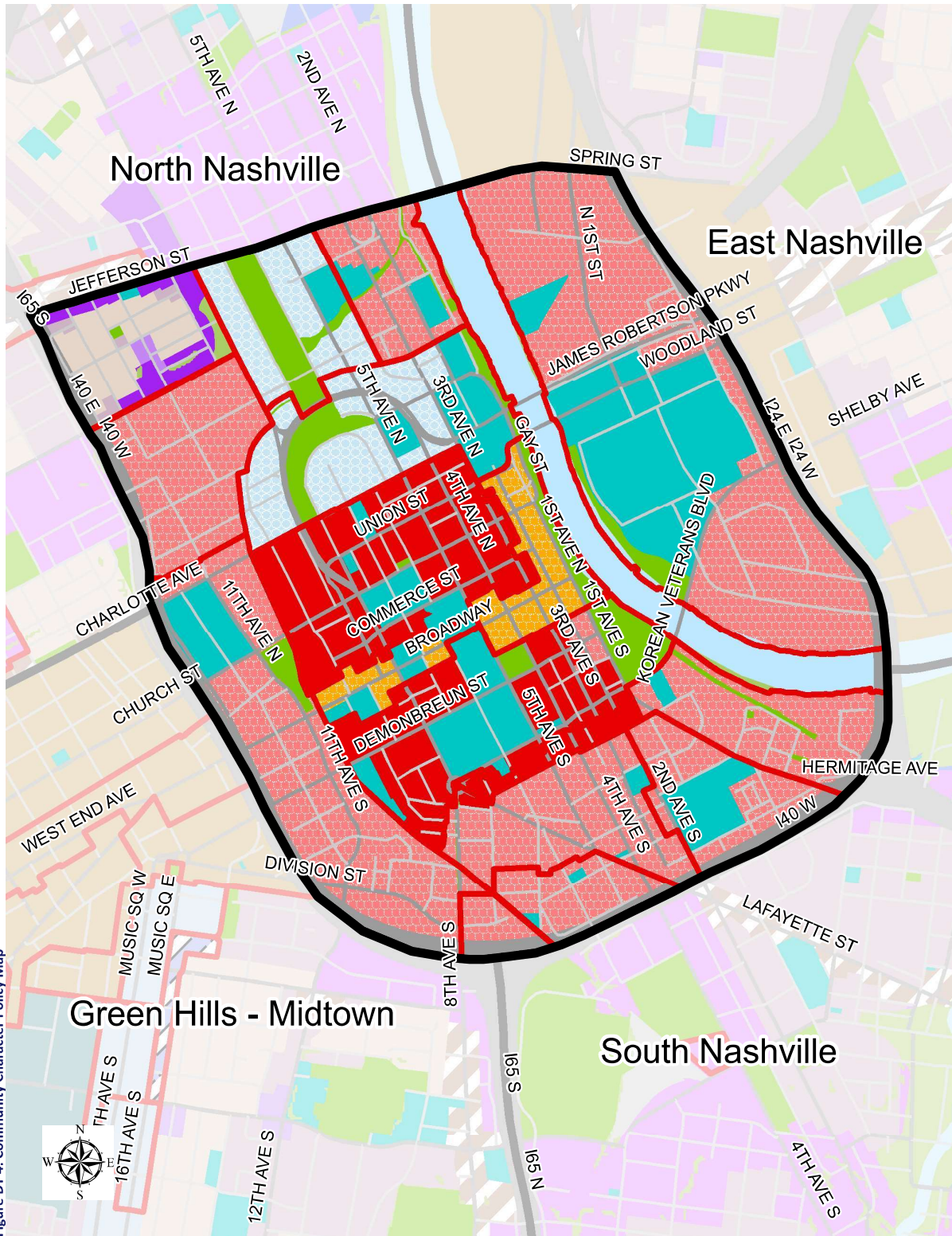


Figure DT-4: Community Character Policy Map

DOWNTOWN

III - DT - 26 AMENDED OCTOBER 6, 2022

How to Use the Community Character Policies

The Community Character Manual (CCM) is the dictionary of Community Character Policies that are applied to every property in each community. The CCM has three main functions: to explain and institute the Community Character Policies; to provide direction for the creation of implementation tools such as zoning; and to shape the form and character of open space, neighborhoods, centers, corridors, and districts within communities.

The following is the step-by-step process of how to read and understand which Community Character Policies apply to any given property.

First, look at the Community Character Policy Map to determine what the policy is for the property.

Note that while each Community Plan includes a Community Character Policy Map (Policy Map), it is a static map of policies when the Community Plan was adopted; it will not include any amendments made to the Community Character Policies after the initial adoption. For the most up-to-date Community Character Policy Map, use the online maps at <http://maps.nashville.gov/propertykiva/site/main.htm>

When using the Policy Map to determine the guidance for a particular property, there are several items on the map to be aware of: the Community Character Policies and Supplemental Policies.

Second, read the Community Character Policy in the CCM.

After looking at the Policy Map and determining which Community Character Policy is applied to the property, turn to the Community Character Manual to read that policy. The CCM will provide guidance, per Community Character Policy, on a variety of design principles, appropriate zoning districts, and building types. A brief description of the Community Character Policies is found on the following pages, but the reader is urged to review the entire policy within the CCM. The CCM is found at the beginning of Volume III of NashvilleNext.

Third, read the Community Plan to determine if there are any Supplemental Policies for the area.

Within some Community Character Policy areas there are unique features that were identified during the planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Supplemental Policy and is included in each Community

Plan. The Supplemental Policies may provide additional specificity or they may describe conditions that deviate slightly from the CCM policy. In all cases, users should first refer to the CCM document to understand the policy's general intent, application, characteristics, and design principles. Then look at the Community Plan for any Supplemental Policies that discuss unique conditions that may exist. When a Supplemental Policy is applied to an area, then the guidance of the Supplemental Policy supersedes the guidance given in the Community Character Policy.

The Supplemental Policies are shown on the Policy Map in the Community Character Plan with an outline and hatching. A description of each Supplemental Policy is included in the Community Plan. The Supplemental Policies can also be found on the online maps, by going to the area in question, and turning on "Supplemental Policy Areas" under "Plans and Policies."


Finally, read the "General Principles" in the CCM for additional guidance on specific development and preservation topics.

In addition to the Community Character Policy and Supplemental Policies unique to the area, users are encouraged to review the "General Principles" at the beginning of the CCM, where topics such as creating sustainable communities, healthy and complete communities, and distinctive character are addressed.


Community Character Policy Summary

For a full definition of each Policy, see the Community Character Manual.


Policies that apply in multiple Transects




Civic (CI) – Intended to serve two purposes. The primary intent of CI is to preserve and enhance publicly owned civic properties so that they can continue to serve public purposes over time, even if the specific purpose changes. This recognizes that locating sites for new public facilities will become more difficult as available sites become scarcer and more costly. The secondary intent of CI is to guide rezoning of sites for which it is ultimately determined that conveying the property in question to the private sector is in the best interest of the public.



Transition (TR) – Intended to enhance and create areas that can serve as transitions between higher-intensity uses or major thoroughfares and lower density residential neighborhoods while providing opportunities for small scale offices and/or residential development. Housing in TR areas can include a mix of types and is especially appropriate for “missing middle” housing types with small- to medium-sized footprints.




Conservation (CO) – Intended to preserve environmentally sensitive land features through protection and remediation. CO policy applies in all Transect Categories except T1 Natural, T5 Center, and T6 Downtown. CO policy identifies land with sensitive environmental features including, but not limited to, steep slopes, floodway/floodplains, rare or special plant or animal habitats, wetlands, and unstable or problem soils. The guidance for preserving or enhancing these features varies with what Transect they are in and whether or not they have already been disturbed.




Open Space (OS) – Applies to existing open space and major public civic uses in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. The OS Policy is intended to preserve and enhance existing open space in the T2 Rural, T3 Suburban, T4 Urban, T5 Center, and T6 Downtown Transect areas. OS policy includes public parks and may also include private land held in conservation easements by land trusts and private groups or individuals.


T2 Rural Transect




T2 Rural Agriculture (T2 RA) – Intended to maintain appropriate land for active agricultural activities, recognizing its value as contributing to the history of the community and to a diversified economic base, providing produce and other food products for increased food security, providing an economically viable use for some environmentally constrained land, contributing to open space, and providing character to the rural landscape. Subdivisions that require new roads or the extension of sewers are inappropriate in T2 RA areas. Instead, new development in T2 RA areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Countryside (T2 RCS) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RCS areas have an established development pattern of very low-density residential development, secondary agricultural uses, and institutional land uses. The primary purpose is to maintain the area’s rural landscape. New development in T2 RCS areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/5 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Maintenance (T2 RM) – Intended to maintain rural character as a permanent choice for living within Davidson County and not as a holding or transitional zone for future urban development. T2 RM areas have established low-density residential, agricultural, and institutional development patterns. Although there may be areas with sewer service or that are zoned or developed for higher densities than is generally appropriate for rural areas, the intent is for sewer services or higher density zoning or development not to be expanded. Instead, new development in T2 RM areas should be through the use of a Conservation Subdivision at a maximum gross density of 1 dwelling unit/2 acres with individual lots no smaller than the existing zoning and a significant amount of permanently preserved open space.



T2 Rural Neighborhood Center (T2 NC) – Intended to maintain, enhance, and create rural neighborhood centers that fit in with rural character and provide consumer goods and services for surrounding rural communities. T2 NC areas are small-scale pedestrian friendly areas generally located at intersections. They contain commercial, mixed use, residential, and institutional uses.

T3 Suburban Transect

T3 Suburban Neighborhood Maintenance (T3 NM) –

Intended to preserve the general character of developed suburban residential neighborhoods. T3 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T3 NM areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Neighborhood Evolving (T3 NE) – Intended to create and enhance suburban residential neighborhoods with more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate density development patterns with moderate setbacks and spacing between buildings. T3 NE policy may be applied either to undeveloped or substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network, block structure, and proximity to centers and corridors. T3 NE areas are developed with creative thinking in environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers.

T3 Suburban Neighborhood Center (T3 NC) – Intended to enhance and create suburban neighborhood centers that serve suburban neighborhoods generally within a 5 minute drive. They are pedestrian friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, and institutional land uses. T3 NC areas are served with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

T3 Suburban Community Center (T3 CC) – Intended to enhance and create suburban community centers that serve suburban communities generally within a 10 to 20 minute drive. They are pedestrian friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to

adjoining Community Character Policies. T3 CC areas are served by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.

T3 Suburban Residential Corridor (T3 RC) – Intended to maintain, enhance, and create suburban residential corridors. T3 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.

T3 Suburban Mixed Use Corridor (T3 CM) – Intended to enhance suburban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor. T3 CM areas are located along pedestrian friendly, prominent arterial-boulevard and collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 CM areas provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit.

T4 Urban Transect

T4 Urban Neighborhood Maintenance (T4 NM) – Intended to maintain the general character of existing urban residential neighborhoods. T4 NM areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood. T4 NM areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. Enhancements may be made to improve pedestrian, bicycle and vehicular connectivity.

T4 Urban Neighborhood Evolving (T4 NE) – Intended to create and enhance urban residential neighborhoods that provide more housing choices, improved pedestrian, bicycle and vehicular connectivity, and moderate to high density development patterns with shallow setbacks and minimal spacing between buildings. T4 NE areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways and existing or planned mass transit. T4 NE policy may be applied either to undeveloped or NE policy

substantially under-developed “greenfield” areas or to developed areas where redevelopment and infill produce a different character that includes increased housing diversity and connectivity. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.



T4 Urban Mixed Use Neighborhood (T4 MU) – Intended to maintain, enhance, and create urban, mixed use neighborhoods with a development pattern that contains a variety of housing along with mixed, use, commercial, institutional, and even light industrial development. T4 MU areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit.



T4 Urban Neighborhood Center (T4 NC) – Intended to maintain, enhance, and create urban neighborhood centers that serve urban neighborhoods that are generally within a 5 minute walk. T4 NC areas are pedestrian friendly areas generally located at intersections of urban streets that contain commercial, mixed use, residential, and institutional land uses. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



T4 Urban Community Center (T4 CC) – Intended to maintain, enhance and create urban community centers that contain commercial, mixed use, and institutional land uses, with residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T4 Urban Community Centers serve urban communities generally within a 5 minute drive or a 5 to 10 minute walk. T4 CC areas are pedestrian friendly areas, generally located at intersections of prominent urban streets. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle, and vehicular connectivity.



T4 Urban Residential Corridor (T4 RC) – Intended to maintain, enhance and create urban residential corridors. T4 RC areas are located along prominent arterial-boulevard or collector-avenue corridors that are served by multiple modes of transportation and are designed and operated to enable safe, attractive and comfortable access and travel for all users. T4 RC areas provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit.



T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections

with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect



T5 Center Mixed Use Neighborhood (T5 MU) – Intended to maintain, enhance, and create high-intensity urban mixed use neighborhoods with a developmental pattern that contains a diverse mix of residential and non-residential land uses. T5 MU areas are intended to be among the most intense areas in Davidson County. T5 MU areas include some of Nashville’s major employment centers such as Midtown that represent several sectors of the economy including health care, finance, retail, the music industry, and lodging. T5 MU areas also include locations that are planned to evolve to a similar form and function.



T5 Regional Center (T5 RG) – Intended to enhance and create regional centers, encouraging their redevelopment as intense mixed use areas that serve multiple communities as well as the County and the surrounding region with supporting land uses that create opportunities to live, work, and play. T5 RG areas are pedestrian friendly areas, generally located at the intersection of two arterial streets, and contain commercial, mixed use, residential, and institutional land uses.


T6 Downtown Transect



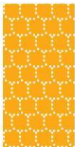
T6 Downtown Capitol (T6 CP) – Intended to maintain and enhance the existing city, regional, and state civic buildings and the overall T6 CP area and create a vibrant mixture of supporting uses. The T6 CP area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theatres as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings.



T6 Downtown Neighborhood (T6 DN) – Intended to maintain and create diverse Downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new Downtown development, while fostering appropriate transitions from less intense areas of Downtown neighborhoods to the more intense Downtown Core policy area. T6 DN areas contain high density residential and mixed use development.




T6 Downtown Core (T6 DC) – Intended to maintain and enhance the “core” of Downtown such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 DC is intended to have the highest intensity of development in the County. Offices are the predominant type of development, although the T6 DC contains a diverse array of land uses including retail, entertainment, institutional uses, government services, and higher density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 DC, in the SoBro neighborhood.




T6 Second and Broadway (T6 SB) – Intended to maintain the historic and cultural prominence of the Second Avenue and Broadway corridors by encouraging the adaptive reuse of historic buildings, creating development that is compatible with the general character of existing buildings on the Second and Broadway corridors, and by maintaining the corridors’ ability to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.


D District Transect




D Destination Retail (D DR) – Intended to enhance and create Districts where large footprint, auto-centric retail and complementary uses that may draw from regional or multi-state trade areas are predominant. D DR areas have one or more large footprint retail uses that are typically surrounded by large surface parking lots. Primary supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large footprint establishment. The large footprint uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and draw customers who may stay in the Nashville area for extended periods of time. Office and high density residential are complementary supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas.




D Employment Center (D EC) – Intended to enhance and create concentrations of employment that are often in a campus-like setting. A mixture of office and commercial uses are present, but are not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D EC area. Secondary and supportive uses such as convenience retail, restaurants, and services for the employees and medium- to high-density residential are also present.



D Impact (D I) – Intended to enhance and create areas that are dominated by one or more activities with the potential to have a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Examples of DI areas include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities, major utility installations, and landfills.



D Industrial (D IN) – Intended to maintain, enhance, and create Industrial Districts in appropriate locations. The policy creates and enhances areas that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors. Types of uses in D IN areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses. Uses that support the main activity and contribute to the vitality of the D IN are also found.



D Major Institutional (D MI) – Intended to maintain, enhance, and create Districts where major institutional uses are predominant and where their development and redevelopment occurs in a manner that complements the character of surrounding communities. Land uses include large institutions such as medical campuses, hospitals, and colleges and universities as well as uses that are ancillary to the principal use.



D Office Concentration (D OC) – Intended to maintain, enhance, and create Districts where office use is predominant and where opportunities for the addition of complementary uses are present. The development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities.

Figure DT-5: Downtown Neighborhoods



Downtown Neighborhoods Legend

- Downtown Neighborhoods Centers
- First Tier
- Second Tier
- Third Tier
- Green network
- Neighborhood
- Special Uses
- Transition/infill