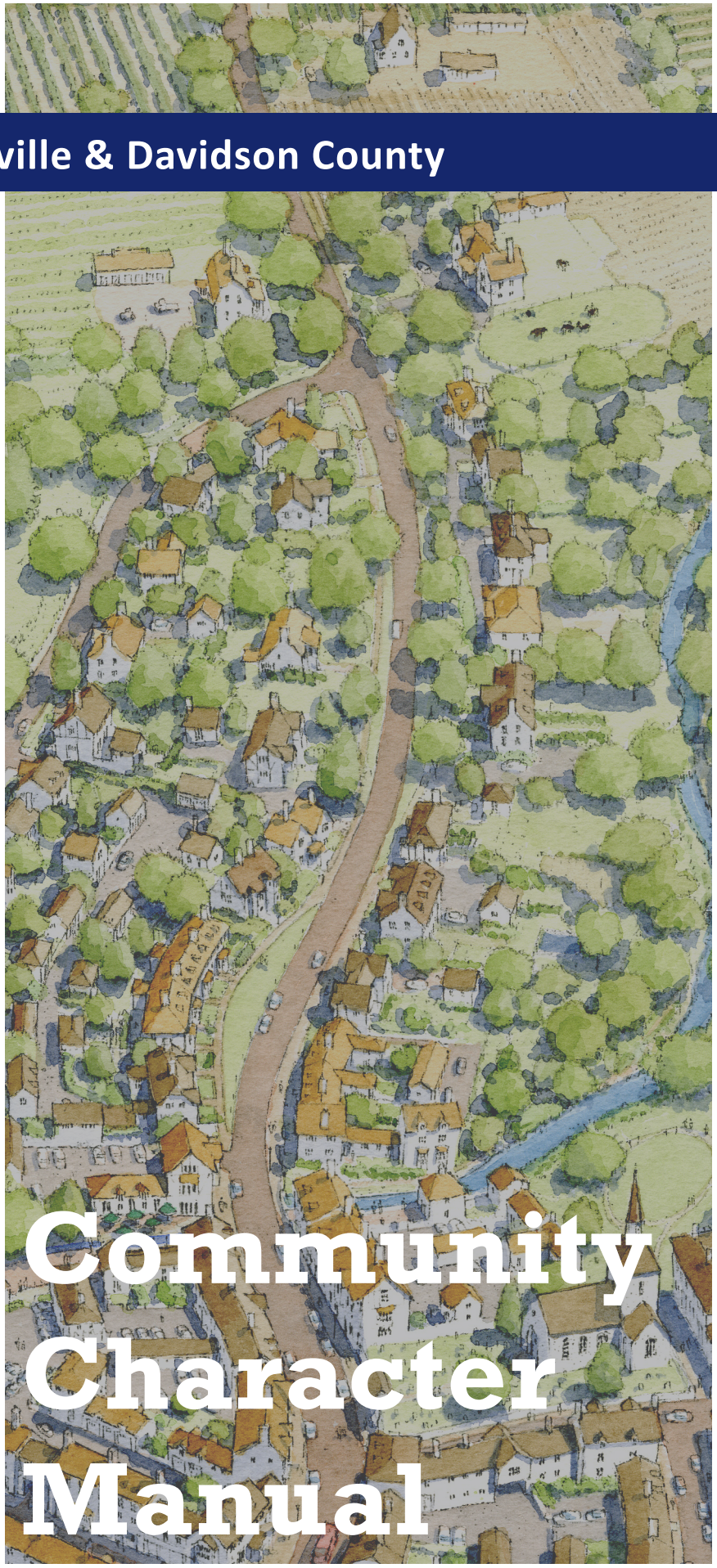
nashvillenext

A General Plan for Nashville & Davidson County

Adopted June 22, 2015

Volume III: Community Plans



Community Character Manual

Certified per TCA 13-4-202 as a part of the Nashville-Davidson County General Plan adopted by the Metropolitan Nashville-Davidson County Planning Commission and including all amendments to this part as of June 22, 2015.

Executive Secretary

METROPOLITAN PLANNING COMMISSION
OF NASHVILLE AND DAVIDSON COUNTY, TENNESSEE

Resolution No. RS2015-256

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

Resolution No. RS2015-256

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

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

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

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

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

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

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

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

James McLean, Chairman
Adoption Date: June 22, 2015

Attest:

J. Douglas Sloan, III, Secretary and Executive Director

PARTS OF THE PLAN

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

I Vision, Trends, & Strategy

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

II Elements

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

III Communities

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

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

IV Actions

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

V Access Nashville 2040

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

CONTENTS

Volume III

Community Character Manual

Introduction 7
Structure of the character policies 17
General Principles 46
Strategies 50
Implementing the principles and strategies 60
Interpreting Community Character Policies 64

CI Civic 67

CO Conservation 73

OS Open Space 91

TR Transition 103

T1 Natural 111
T1 Natural Open Space 117

T2 Rural 123
T2-RA Rural Agriculture 129
T2-RCS Rural Countryside 137
T2-RM Rural Maintenance 145
T2-NC Rural Neighborhood Center 153

T3 Suburban 163
T3-NM Suburban Neighborhood Maintenance 169
T3-NE Suburban Neighborhood Evolving 181
T3-NC Suburban Neighborhood Center 193
T3-CC Suburban Community Center 203
T3-RC Suburban Residential Corridor 215
T3-CM Suburban Mixed Use Corridor 225

T4 Urban 237
T4-NM Urban Neighborhood Maintenance 243
T4-NE Urban Neighborhood Evolving 253
T4-MU Urban Mixed Use Neighborhood 263
T4-NC Urban Neighborhood Center 275
T4-CC Urban Community Center 285
T4-RC Urban Residential Corridor 297
T4-CM Urban Mixed Use Corridor 309

T5 Center 321
T5-MU Center Mixed Use Neighborhood 323
T5-RG Center Regional Center 337

T6 Downtown 347
T6-DN Downtown Neighborhood 351
T6-CP Downtown Capitol 361
T6-DC Downtown Core 371
T6-SB Downtown Second and Broadway 381

D District 389
D-DR District Destination Retail 393
D-EC District Employment Center 403
D - I District Impact 413
D-IN District Industrial 421
D-MI District Major Institutional 427
D-OC District Office Concentration 437

APPENDICES
Putting the CCM into practice 445
Nomenclature 450
Glossary 454
Community demographics 464

THE COMMUNITY CHARACTER MANUAL

Introduction

NashvilleNext provides a high-level, countywide view of how Nashville manages growth and preservation to improve quality of life for residents and promote economic prosperity. Volume III of NashvilleNext provides a close look at each part of the county. Each of 14 communities in Davidson County have a separate plan that considers its history and role in the region, with recommendations for improved transportation and open space features. Each Community Plan also includes detailed Character Policies for every property in the county that link the countywide vision from NashvilleNext to zoning and subdivision regulations.

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

Growth, Preservation, and Character

Tennessee law requires each municipality to create a plan for future growth and development. In Nashville/Davidson County, community planning is guided by NashvilleNext, which covers a 25-year planning horizon, from 2015 through 2040.

The General Plan consists of many components. Volume I of the plan provides an overview of the role and strategy of the plan. Volume II includes the plan elements, which assess trends in issues such as housing, economic development, transportation, land use, infrastructure, and education. Volume IV provides detailed actions to implement the Plan Elements. Access Nashville 2040, Volume V, provides a transportation plan.

Volume III, including the Community Character Manual, gives detailed, community specific history and policy guidance that link the broad goals and policies of the rest of the plan with implementation tools like zoning and subdivision regulations.

The Growth & Preservation Concept Map reflects Nashvillians' desires for how Nashville should grow in the future and what should be preserved from change. It identifies a green network that provides access to nature, requires environmental protection, and preserves natural resources. It also identifies and preserves the physical character of rural, suburban, and urban areas.

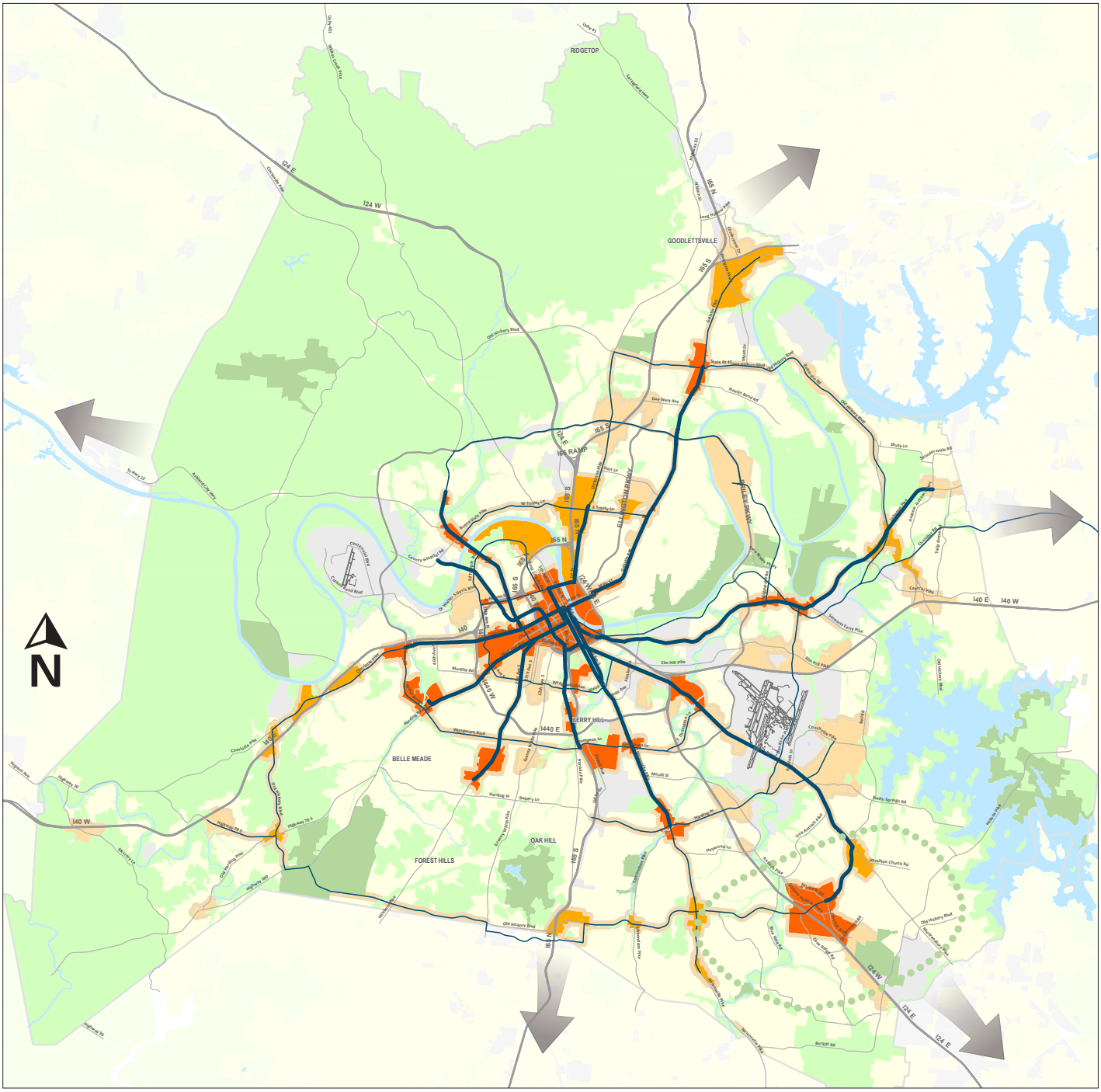
Smaller and larger activity centers accommodate most future growth, improve public spaces, support transit, provide walkable areas close to most parts of the county, offer new housing choices, and sustain economic activity. The locations of these centers are generally where centers and mixed use areas were identified in prior Community Plans. In some cases, the Concept Map proposes more intense centers than were identified previously. Infill development should be encouraged along transit and multimodal corridors in between and immediately around activity and employment centers.

The Concept Map also identifies a network of more frequent and reliable transit service. These routes should be more direct, with fewer stops. The most heavily used routes will be identified for high capacity transit running outside of traffic.

The Growth & Preservation Concept Map and the Community Plans have different roles. The Concept Map guides decisions over the course of 25 years and beyond. The Community Plans have shorter planning horizons, looking ahead only five to 10 years. Because of this, they need not incorporate all growth forecast through 2040. Regular Community Plan updates can provide better guidance for development as it plays out in the coming decades.

The Growth & Preservation Concept Map (Figure CCM-1) outlines the vision for Nashville/Davidson County's growth over the coming 25 years. The Community Plans (Figure CCM-2) explain each community's role in that vision and apply Community Character Policies to implement that vision through land use decisions such as zone changes and subdivision requests. The Community Character Policies are defined in this Manual.

Figure CCM-1: The Growth & Preservation Concept Map



Centers
- Tier One
- Tier Two
- Tier Three

Green network
- Open space anchor
- Missing an anchor

Neighborhood

Transition

Special impact area

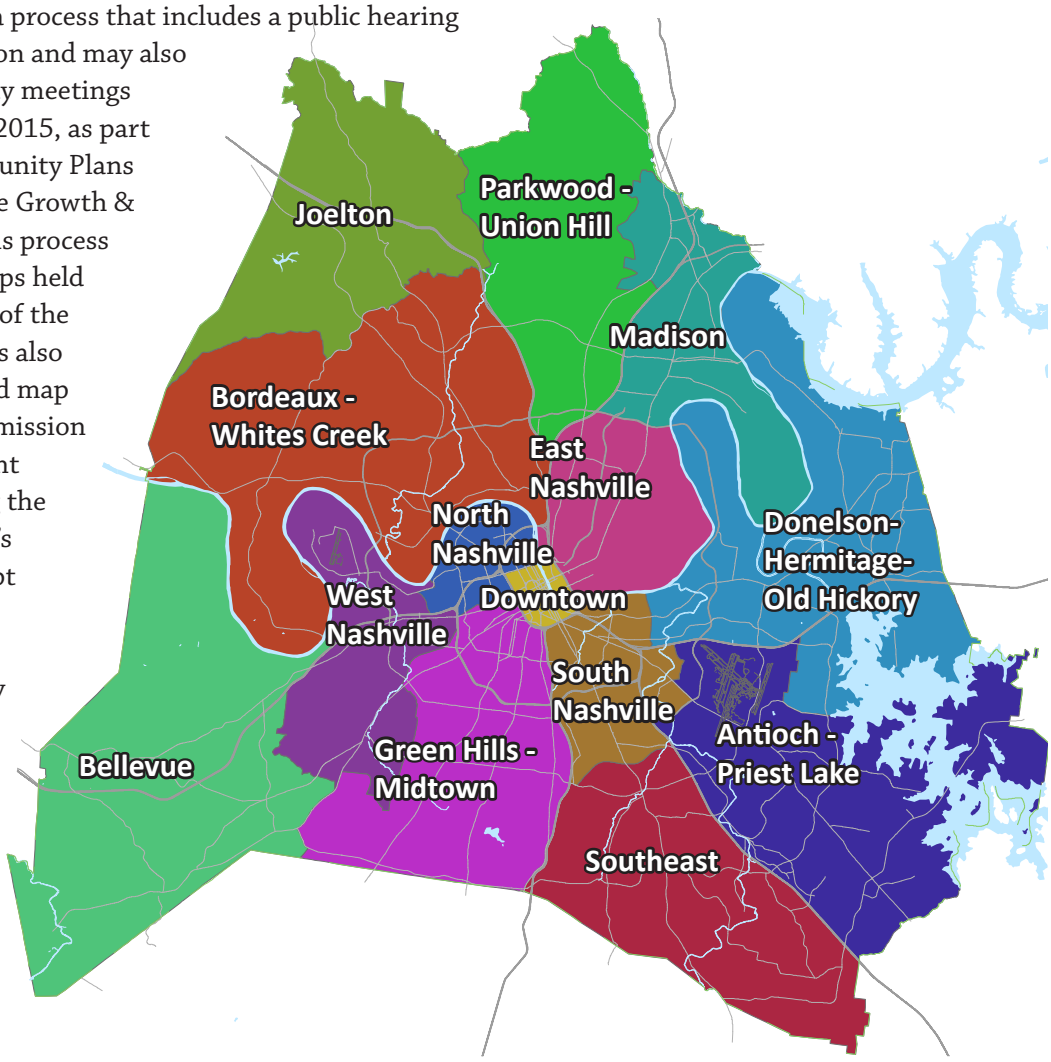
High capacity transit corridors
- Immediate need
- Long-term need
- Regional connection

Community Planning in Nashville/Davidson County

The Metropolitan Planning Commission and its staff, the Planning Department, conduct community planning by dividing Davidson County into 14 communities for planning purposes. Each community has a Community Plan that is updated every seven to 10 years through a process that engages community stakeholders—residents, property owners, business owners, institutional representatives, developers, and elected officials—in planning for future growth, development, and preservation in the community.

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

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



Use of the Community Plans

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

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

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

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How NashvilleNext gets implemented

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

I *vision, trends & strategies*

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

II, IV ⟷ **III** ⟷ **V**

elements & actions

community character manual

The dictionary of Community Character Policies and the foundation of the community planning process.

access Nashville 2040

community plans

Each plan applies Community Character Policies to properties in the planning area.

Master plans

Department or functional plans that direct capital improvements and department programs

Major & Collector Streets Plan

Directs street design and setbacks

Capital improvements

Changes in public rights of way, public facilities, or utilities

Zoning & subdivision decisions

Online Community Character Maps

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

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

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

Organization of the Community Plans

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

Each community plan document is organized as follows:

» Description of the Community
» The Transect
» History of the Community
» History of the Planning Process
» Community Demographic Information
» Role in the County and Region
» Growth & Preservation Concept Map and the Community's Role
» Community Character Policy Plan
» Special Policies
» Development Scenarios
» Enhancements to the Open Space Network
» Enhancements to the Transportation Network

After looking at the Community Character Policy Map and determining which Community Character Policy is applied to the area of interest, next turn to the Community Character Manual to read more about that policy.

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

Finally, in addition to the Community Character Policies, the CCM includes General Principles and an introduction to how community character is defined and applied.

The Community Plans are policy documents. Unlike zoning, they are not regulatory, however they can be used as the basis for regulations, such as the Subdivision Regulations. The Community Plans do not alter the existing zoning on properties or initiate the taking of property. They are used to guide Metro Planning Department staff recommendations to the Metro Planning Commission and Metro Council when future zoning decisions are made. Zoning decisions determine land uses and densities/intensities of the property. When a zone change application is filed, Metro Planning staff refers to the Community Plan to make its recommendation on whether the Commission and Council should support or reject the zone change request. In the Subdivision Regulations, Community Plan policy is used for determining which set of rules apply to a particular property. For example, in areas designated Neighborhood Maintenance the Subdivision Regulations apply standards to require compatibility of new lots with the surrounding parcels.

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

History of Community Planning in Nashville

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

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

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

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

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

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

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

STRUCTURE OF CHARACTER POLICIES

The layout of the CCM is modeled on the reasoning behind the Community Character Policies. The overarching concept behind each Community Character Policy is its location in the Transect—T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Center, T6 Downtown, and D District. After its location on the Transect is determined, this is followed by considering the Community Element to be described—Open Space, Neighborhood, Center, or Corridor. Finally, the Community Character Policy provides the particular character and form guidance. The structure of the Community Character Policies and the CCM is explained in detail below.

The CCM is built around identifying the future character of an area, compared with its current character. Development character includes things like building size and height, setbacks from the street, and spacing. It also includes things like access, parking, and landscaping. Community Character Policies consider three different aspects of character to shape the future character of an area:

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

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

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

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

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

The Transect

Organizing community character

The Community Character Policies in the CCM are based on a planning tool called the Transect. The Transect is a system for categorizing, understanding, and guiding the various development patterns of a region, from the most natural and rural to the most urban. The Transect is an ordering system, which calls for all elements of the natural and built environment to be consistent with the character of the Transect Category that they are within.

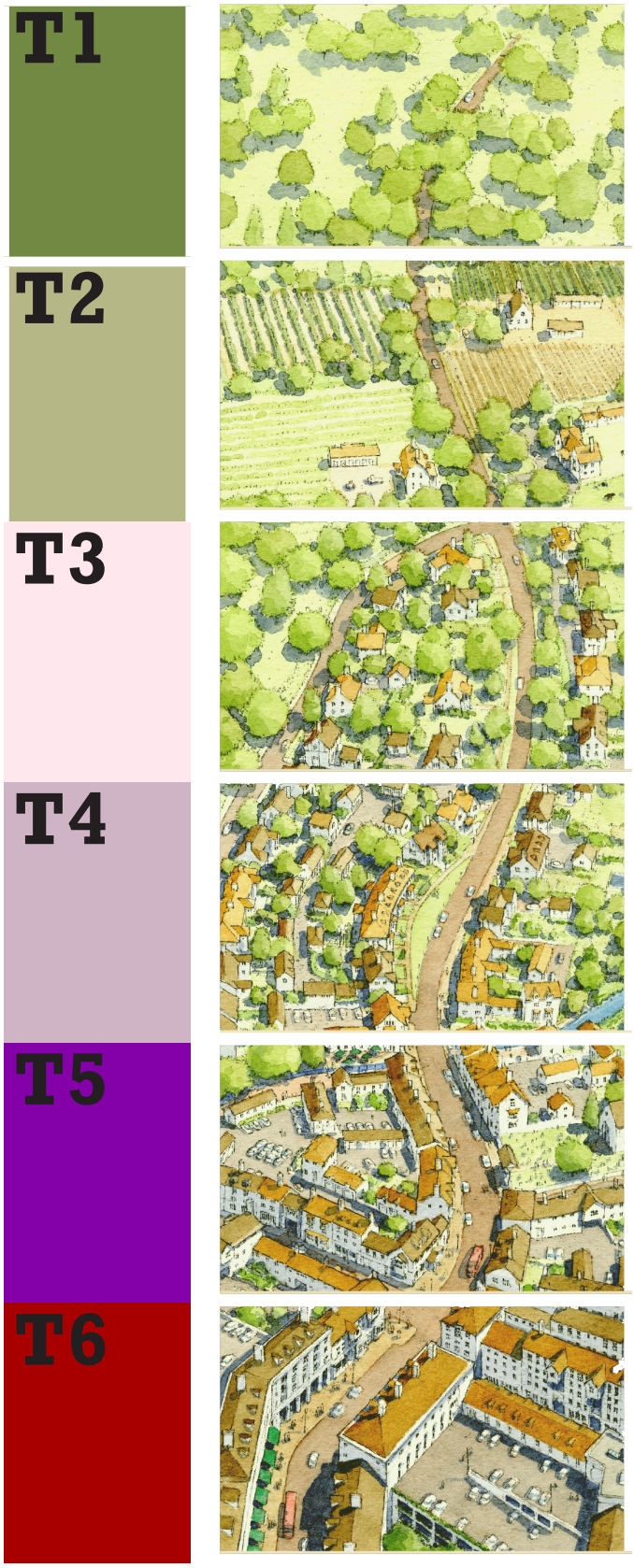
The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

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

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

Each Transect Category differs from the others in terms of its pattern of development and form or character of development. For example, neighborhoods in the T2 Rural Transect Category have primarily single-family and two-family houses spaced far apart, with irregular setbacks. These homes are usually accessed by driveways off narrower rural roads that have ditches and swales. Meanwhile, neighborhoods in the T4 Urban Transect Category have single-family, two-family, and multifamily buildings, spaced more closely together with consistent, regular setbacks. These buildings are often accessed by an alley versus a driveway from the street. The streets have curbs, gutters, and sidewalks and form a complete grid network.

Figure CCM-3: The Transect, Illustrated



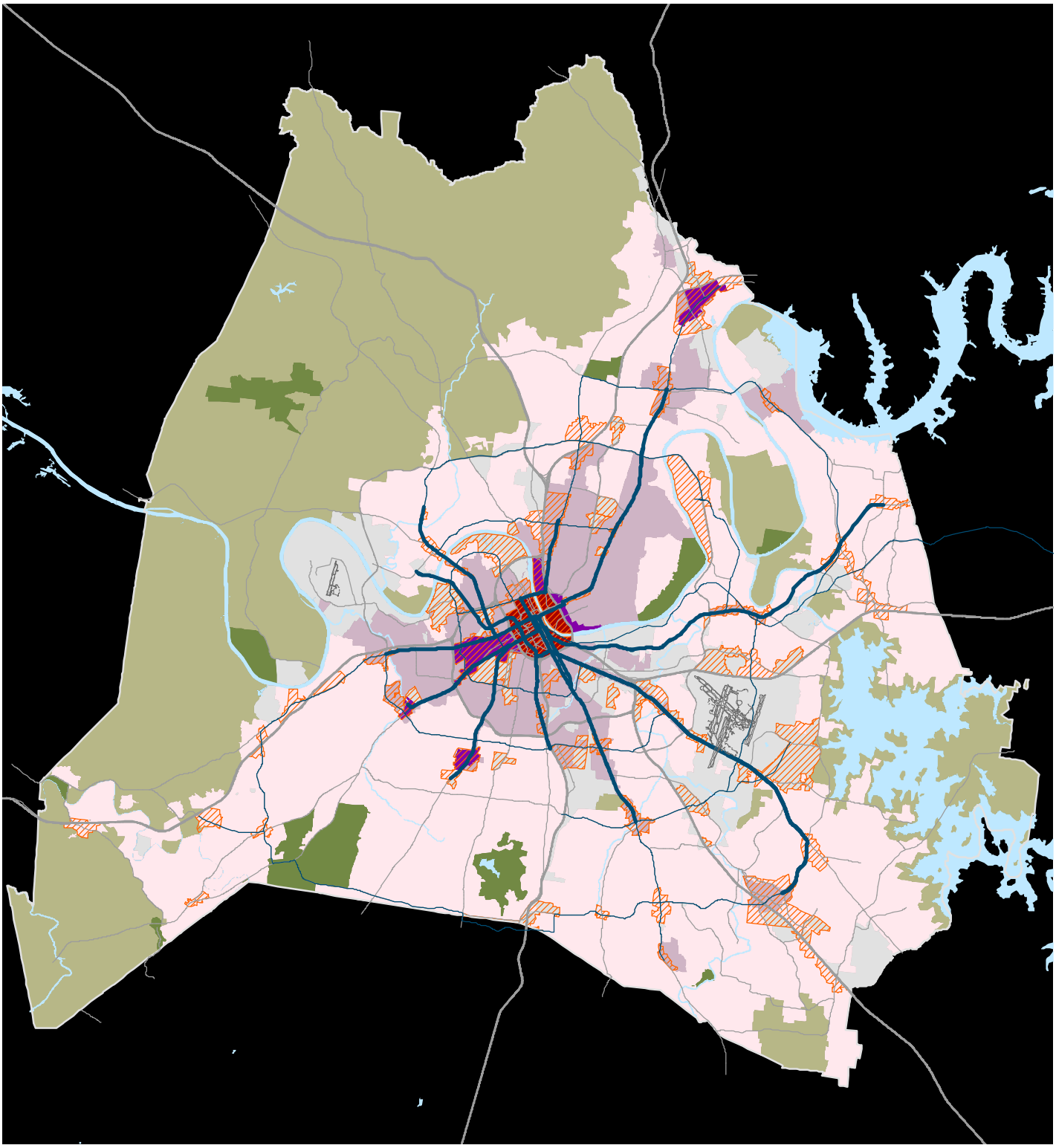
The Transect calls for all development within a Transect Category to be consistent with that category. Alley access would be inconsistent in the T2 Rural area just as a rural road with ditch and swale would be out of place in a T4 Urban area. Development within each Transect Category should have the appropriate form, character, uses, and density/intensity for the Transect Category.

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

Figure CCM-4 shows a generalized version of the Nashville/Davidson County Transect. The Transect categorization for each community is determined during the Community Plan Update. The Transect map is, therefore, subject to continuing refinement as Community Plans are updated over time.

Each Transect Category—T1 Natural, T2 Rural, T3 Suburban, T4 Urban, T5 Center, T6 Downtown, and D Districts—is described in detail within a chapter of the CCM, which provides further guidance on the existing and desired character of the Transect Category.

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



Transects Legend

Centers

Priority Corridors
- Immediate need
- Long-term need

- T1 Natural
- T2 Rural
- T3 Suburban
- T4 Urban
- T5 Center
- T6 Core
- D District
- W Water

Community Elements

The parts of each community

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

Open Space

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

As described in the *Nashville and Davidson County Metropolitan Parks and Greenways Master Plan*, open spaces do not exist in isolation and should be designed to reflect the needs and context of the surrounding neighborhood and community. Therefore, the open space's interaction with other Community Elements is very important. The transition between open space and neighborhoods or centers should concentrate on the accessibility to and from the park for pedestrians, cyclists, and vehicles. Near centers and corridors, open spaces serve as a focal point, designed to complement the character of higher-intensity land uses found in centers and along corridors.

Neighborhoods

Neighborhoods are generally considered the backbone of the larger community, providing a diversity of housing for residents at every point in the life cycle and housing that is close to corridors, centers, and open space.

The CCM encourages communities to have a carefully integrated, well-design mix of housing that reflects the character of the neighborhood (in Neighborhood Maintenance policies) or the envisioned character of the community (in Neighborhood Evolving Policies). This mixture focuses on the form of the buildings to preserve, enhance, or create the intended character.

In T2 Rural Neighborhood Policy, for example, single-family and two-family homes are appropriate. They are generally located on large lots with deep setbacks and wide spacing. Meanwhile, in T4 Urban neighborhoods, it is more common to find single-family, two-family, and multifamily housing, on smaller lots with shallower setbacks and minimal spacing between homes.

Centers

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

Centers vary in form, character, and intensity across the Transect. In T2 Rural settings, centers are encouraged to be smaller main street areas and village centers where the intensity and scale are smaller to complement the rural character. Land uses in rural centers are limited to civic and daily convenience commercial. In T3 Suburban and T4 Urban areas, centers become larger concentrated areas of commercial, residential, employment, entertainment, and civic/public benefit uses that may serve the immediate neighborhood, community, or region. Open space is often incorporated into a center to serve the residents of, and visitors to, the center.

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

Corridors

Corridors link neighborhoods, communities, and the region together. The scale and character of the corridor can vary depending on its use and location in a particular Transect Category—T2 Rural, T3 Suburban, T4 Urban, T5 Centers, or T6 Downtown. Corridors can be natural or human-made and may take the form of waterways, wildlife corridors, greenways and bike paths, rail lines, or streets for automobile and truck traffic. In the context of the CCM, corridors are defined as human-made transportation corridors moving across the Transect, which are intended to be designed and to function differently depending on the Transect Category through which they pass.

As corridors pass through Transect Categories from a more natural setting to an urban setting, they change in character and size. The land uses adjacent to corridors change as well. In T1 Natural and T2 Rural settings, corridors should be designed to not overwhelm the landscape, and are often built to follow the natural topography of the land. Buildings are clustered near corridor intersections in towns and hamlets. Meanwhile, along the corridors, land uses are limited to residential and are often removed, with deep setbacks, from view.

In T3 Suburban areas, corridors act as throughways, moving people to and from the outer areas of the region into more densely populated urban areas. Land uses adjoining these corridors range from residential to commercial uses contributing to the increase in usage of the corridor. A mix of land uses in suburban areas are best centered on corridor intersections, but are also found in a linear fashion along the corridor with deeper setbacks, where possible, to accommodate landscaping.

In T4 Urban areas, corridors may decrease in width, but because of the denser population, additional modes of travel are accommodated.

Sidewalks allow for the movement of pedestrians and transit and bikeways provide additional options to move people throughout the urban neighborhood(s). A mixture of uses exists with buildings placed and oriented so that they address the street. Because the street grid is generally more complete in urban areas, people have multiple routes and the corridors begin to function not only as a throughway, but also as a destination.

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

Intent of Policies

Preserve, Enhance, Create

The CCM acknowledges that different parts of Nashville/Davidson County are at different points of development, redevelopment, or preservation. Therefore, each Community Character Policy has a stated intent—to preserve, to enhance, or to create.

Consider a neighborhood in the T3 Suburban Transect Category. Depending on the current health and sustainability of the neighborhood—such as the mix of housing types, stability of housing stock, level of connectivity, or proximity to centers and open space—it may simply need to be preserved with little change. The T3 Neighborhood Maintenance Community Character Policy, with the intent of *preserving* the neighborhood, would be applied to this area. Meanwhile, another neighborhood may be facing redevelopment pressures due to outdated housing stock, proximity to centers, or unsustainable features such as disregard for environmental features or lack of connectivity. The T3 Neighborhood Evolving Community Character Policy, with the intent of *enhancing* the area, would be applied to this neighborhood.

Alternatively, there are very few centers in Nashville/Davidson County that meet their full potential as areas to live, work, and play. In Center policies across all Transect Categories, therefore, the intent is to *create* and *enhance* centers to serve the surrounding neighborhoods and communities.

For Centers, the intent of the policy also suggests the scale the center is intended to be. A center may be planned to serve a neighborhood, community, or the region. Similarly, Corridors may be intended to serve as mixed use or residential only.

Organization of the Community Character Policies

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

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

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

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

What's in a name?

Each community policy name contains:

1. The Transect Category
2. The Community Element
3. The Intent or scale of the policy

T4-NM

T4 Urban	Neighborhood	Maintenance
Transect Category	*Community Element*	*Intent or scale*
T1 Natural T2 Rural T3 Suburban **T4 Urban** T5 Centers T6 Downtown D District CO Conservation CI Civic TR Transition	Open Space **Neighborhood** Center Corridor	Open space, **Maintenance** or Evolving Neighborhood, Community Residential or Mixed Use

Language in the CCM

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

Diagrams in the CCM

In the introduction to each Transect Category in the CCM, there is a "flow chart" diagram that shows (from left to right) the Transect Category to be discussed, the Community Elements present in the Transect Category, the Community Character Policies available for each Community Element, and the intent of each Community Character Policy. The flow chart diagram is intended to provide a simplified, visual overview of the contents of the chapters.

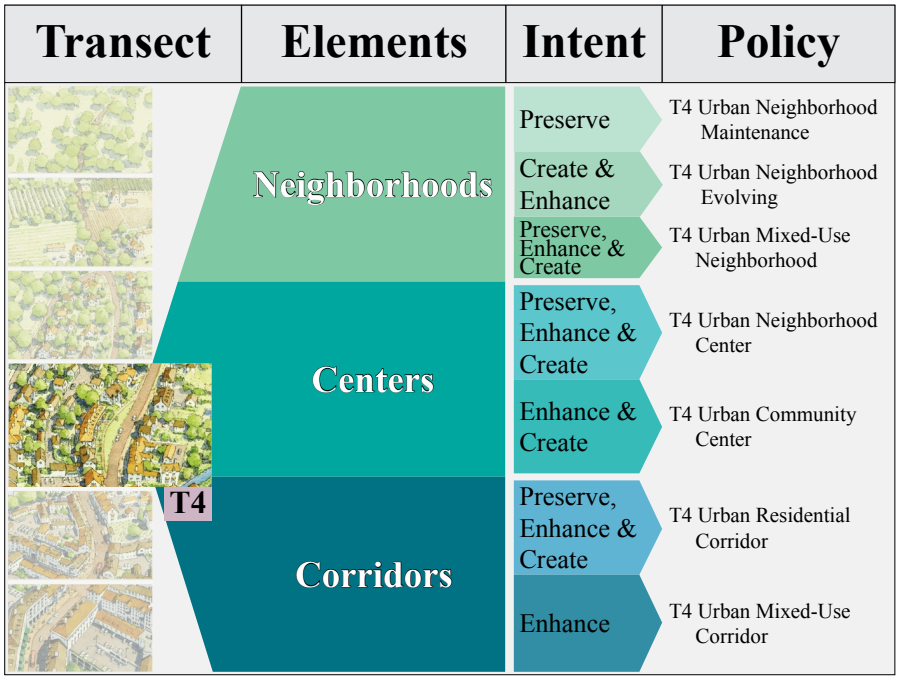


Figure CCM-5: T4 Urban Policy chart
Each transect category includes a chart like this one.

The introduction for each Transect Category in the CCM also features a "figure ground" diagram. A figure-ground is a visual tool used to show a community's character by viewing—from above—the relationship of buildings, streets, and open space. These elements, with more permanent relationships, have the strongest long-term influence on the character of a community. Planners, development professionals, community members, and elected officials use figure-grounds to see the general relationships between buildings, streets, and open space, to see how these relationships reflect community character, as well as changes, breaks, or deficiencies in this character.

The figure-ground diagrams used in the Community Character Manual show open space, building footprints, and street and block patterns. Open space is displayed in the figure-ground in green. Neighborhoods and Centers are emphasized by displaying areas showing building footprints in black, streets in white, and remaining land in gray. Corridors are displayed in a similar manner, with the general boundaries of the corridor outlined in red to show the prominence of the corridor and its relationship to surrounding Neighborhoods and Centers.

Structure of the Community Character Policies

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

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

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

The following information is provided within each Community Character Policy:

Policy Intent: describes if the policy intends to preserve, enhance, and/or create the desired character of the Community Character Policy;

General Characteristics: describes the existing and desired traits of development within the policy;

Application: outlines the situations in which the policy is applied and descriptions of where use of this policy is appropriate;

Examples of Appropriate Land Uses: lists land uses that are suitable to the policy, generally in their order of appropriateness to create the desired mixture of land uses found in a complete neighborhood;

Design Principles: describes the form and character of the policy. This includes access, block length, building form (mass, orientation, and placement), pedestrian and bicycle connectivity, vehicular connectivity, density/intensity, landscaping, lighting, parking, service area, and signage;

Zoning Districts: lists zoning districts suitable for each Community Character Policy. These zoning districts are generally reflective of the density/intensity envisioned, but in many cases a higher level of urban design—achieved through the use of design based zoning—is appropriate; and

Building Types: displays illustrative examples of appropriate building types for each policy along with photographic examples of the illustrative building type in context of the Transect Category and Community Character Policy.

How to read a Community Character Policy

T4-MU Urban Mixed Use Neighborhood

Policy Intent

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

General Characteristics

T4 Urban Mixed Use Neighborhood Areas are intended to be mixed use in nature with the presence of commercial and even light industrial uses, but also a significant amount of moderate to high-density residential development. A variety of residential, mixed use, commercial, light industrial, and institutional buildings are found regularly spaced with buildings built to the back edge of the sidewalk and minimal spacing between buildings. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape feature the consistent use of lighting and the use of formal landscaping. T4 Mixed Use Neighborhood Areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and existing or planned mass transit. The edges of T4 Mixed Use Neighborhood Areas are firm with clearly distinguishable boundaries identified by block structure, street and alley networks, and building placement.

T4 Urban Mixed Use Neighborhood

Application

T4 Urban Mixed Use Neighborhood Policy is applicable to areas that are zoned residential, commercial, and light industrial where the primary land use is residential, commercial, and light industrial and that are envisioned to become primarily mixed use with residential and ancillary commercial and light industrial. T4 Urban Mixed Use Neighborhood Policy is applied in situations

Community Character Manual Adopted June 22, 2015 III-CCM-267

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

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

3 The Community Character Policy title.

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

5 General Characteristics describes the character based on the Transect, Community Element, and Policy Intent.

6 Application describes what features should be present in order to apply the Community Character Policy to the land.

Graphics and photographs are used throughout to provide illustrative examples of appropriate building types and the overall development character and form in the context of the Transect Category, Community Element, and Community Character Policy.

T4-MU Urban Mixed Use Neighborhood

is an expressed interest in the area's development pattern evolving to promote a mixture of housing types, commercial, light industrial land uses and greater connectivity, or there is the existence of all or some of these characteristics, which indicate that the area is likely to evolve: high vacancy rates, high potential for consolidation or subdivision of lots, incongruity between the existing land use and the zoning, proximity to evolving centers or corridors and/or age and condition of the existing development.

Commonly used boundaries to define T4 Urban Mixed Use Neighborhood Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). Because of the potential to contain commercial and light industrial ancillary to residential, this policy does not intrude into the defined boundaries non-urban mixed use neighborhood policies. The application and boundary delineation of this policy are established during the Community Planning process.

Additional Guidance in Community Plans and Detailed Plans

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

Examples of Appropriate Land Uses

In order of appropriateness

- Residential
- Mixed Use
- Community Gardens and Other Open Spaces
- Institutional
- Office
- Commercial*
- Light industrial including non-nuisance type crafts and other "cottage" industrial, light warehousing/distribution. These are appropriate only at locations specified in the Community Plan.

*Automobile related uses, e.g. auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance in the Design Principles that follow.

Design Principles

Access – Access to residential, commercial, office, mixed use and light industrial buildings is provided from alleys and side streets. Larger industrial uses are served by driveways. Shared access is used to avoid multiple curb cuts and pedestrian/vehicular conflict points. Access is designed to be easily crossed by pedestrians. Access into developments is aligned, where applicable, with access for development across the street. Cross access is provided between abutting developments. Coordinated access and circulation create an area that functions as a whole instead of as separate building sites.

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

Building Form and Site Design – The building form is generally in character with the existing development

Community Character Manual

7 Appropriate Land Uses describes the land uses that are appropriate under this Community Character Policy.

8 Design Principles describe the character and form to be achieved through the Community Character Policy.

9 Zoning Districts describe zoning districts that may be suitable for the Community Character Policy. The zoning districts generally reflect the density/intensity envisioned; but in many cases a higher level of urban design, achieved through design based zoning, is appropriate.

T4-MU Urban Mixed Use Neighborhood

Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning

Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Commu-

Illustrations

Figure-ground diagrams

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

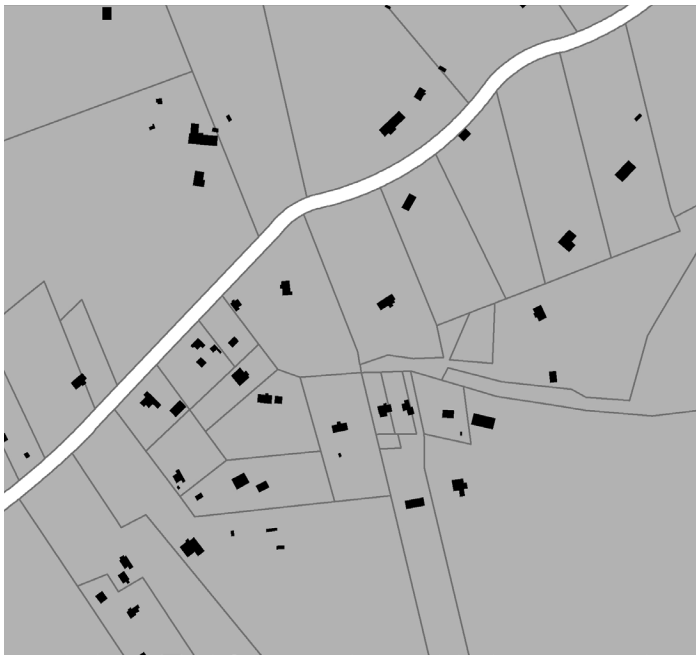


Figure-ground diagram of a T2 Rural neighborhood

Figure-ground diagram of a T3 Suburban neighborhood

Figure-ground diagram of a T4 Urban neighborhood

Photographs in CCM

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

Building Type Diagrams in the CCM

Each Community Character Policy in the CCM is accompanied by diagrams of "building types." These diagrams are generalized representations of commonly used building types and are not intended to reflect architecture or building materials. The building types are organized by height:

» Low-rise buildings are one to three stories
» Mid-rise buildings are four to seven stories
» High-rise buildings are generally above eight stories

Other
No standard building form or height.

Civic

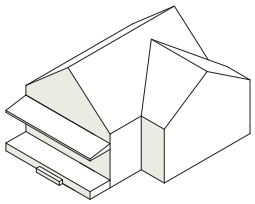
A building type that describes a wide range of structures for community use or benefit by governmental, cultural, educational, public welfare, or religious organizations. A civic building typically occupies a prominent location within a neighborhood, often at the termini of roads, or within an open space.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

Agricultural

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

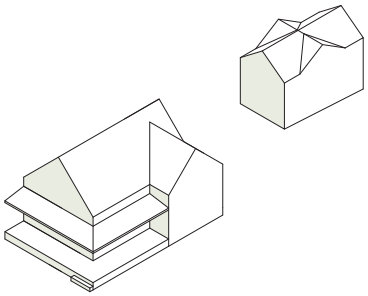
Building Type Descriptions

Low-Rise Buildings
1 – 3 stories



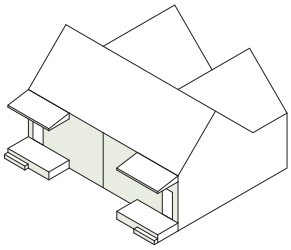
House

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



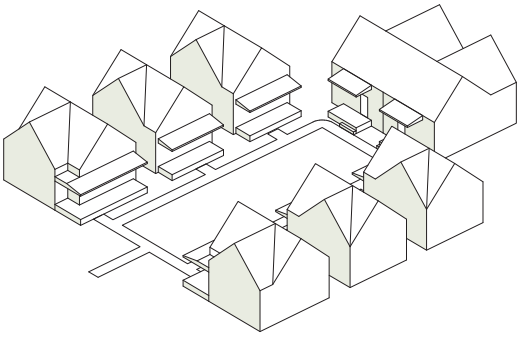
Detached Accessory Dwelling Unit (DADU)

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



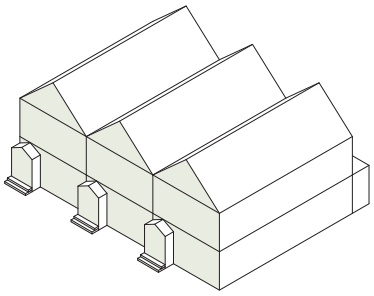
Plex House

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



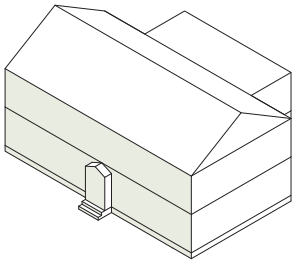
House Court

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



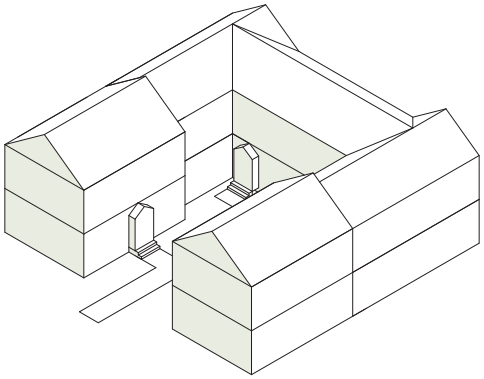
Townhouse

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



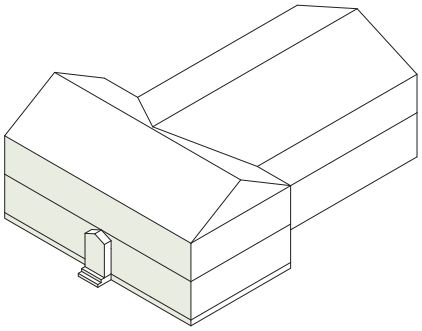
Manor House

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



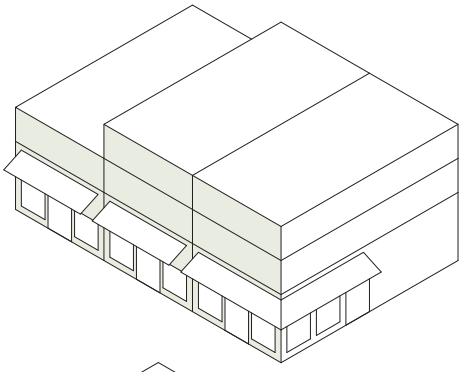
Courtyard Flat

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



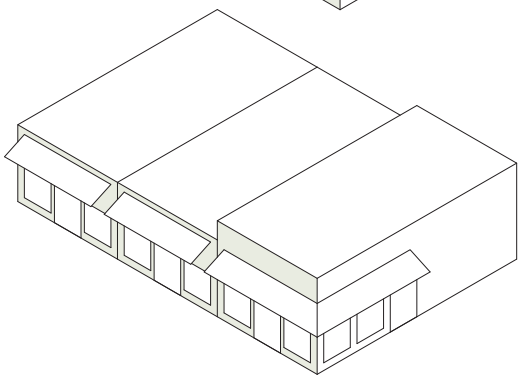
Low-Rise Flat

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



Low-Rise Mixed Use

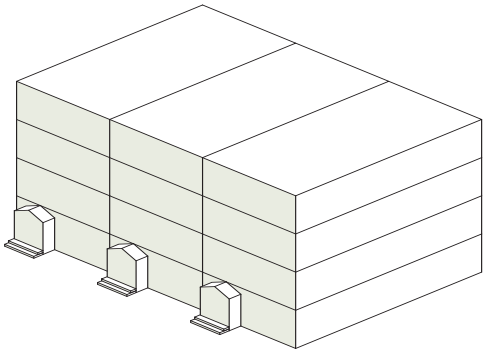
A building type that describes a small structure which may provide a mix of commercial, office and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages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



Low-Rise Commercial

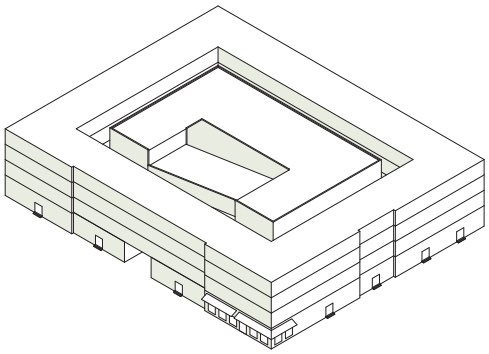
A building type that describes a structure suitable for non-residential use. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building. Vehicular access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

Mid-Rise Buildings
4 – 7 stories



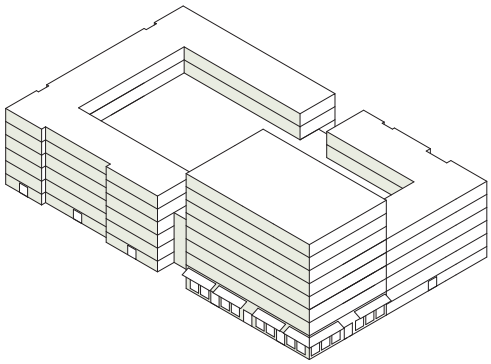
Mid-Rise Townhouse

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



Mid-Rise Flat

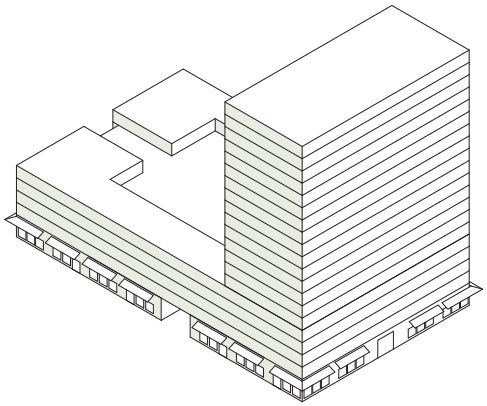
A four to seven story multifamily residential building type which has one or more shared entries. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian passages from the rear of the lot, or parking areas located to the side of the building.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



Mid-Rise Mixed Use

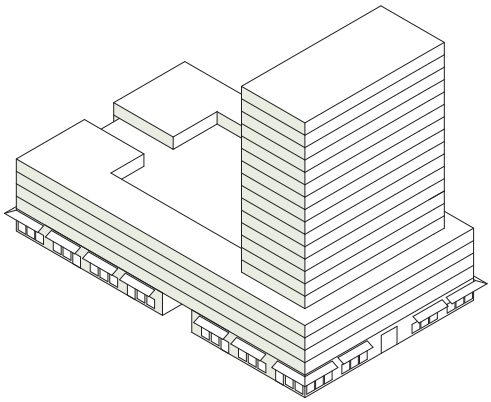
A building type that describes a four to seven story structure which may provide a mix of commercial, office, and/or residential uses, with the non-residential use on the ground floor. The building occupies the full frontage of its lot, eliminating most side yards except for instances of public pedestrian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

Hi-Rise Buildings
above 8 stories



High-Rise

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



Stepped High-Rise

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

Building types for each Community Character Policy

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

Transect	Policy	House	Detached Accessory Unit	Plex House	House Court	Low-Rise Townhouse	Manor House	Courtyard Flat
T2	T2 RA	■	■	■				
	T2 RC	■	■	■				
	T2 RM	■	■	■				
	T2 NC	■	■	■		■		
Transect	**Policy**	**House**	**Detached Accessory Unit**	**Plex House**	**House Court**	**Low-Rise Townhouse**	**Manor House**	**Courtyard Flat**
T3	T3 NM	■	■	■		■	■	■
	T3 NE	■	■	■	■	■	■	■
	T3 NC					■	■	■
	T3 CC					■	■	■
	T3 RC	■	■	■	■	■	■	■
	T3 CM					■	■	■
Transect	**Policy**	**House**	**Detached Accessory Unit**	**Plex House**	**House Court**	**Low-Rise Townhouse**	**Manor House**	**Courtyard Flat**
T4	T4 NM	■	■	■	■	■	■	■
	T4 NE	■	■	■	■	■	■	■
	T4 MU	■	■	■	■	■	■	■
	T4 NC					■	■	■
	T4 CC					■		■
	T4 RC	■	■	■	■	■	■	■
	T4 CM					■		■
Transect	**Policy**	**House**	**Detached Accessory Unit**	**Plex House**	**House Court**	**Low-Rise Townhouse**	**Manor House**	**Courtyard Flat**
T5	T5 MU					■		■
	T5 RG					■		■
Transect	**Policy**	**House**	**Detached Accessory Unit**	**Plex House**	**House Court**	**Low-Rise Townhouse**	**Manor House**	**Courtyard Flat**
T6	T6 DN	**See Downtown Community Plan**						
Transect	**Policy**	**House**	**Detached Accessory Unit**	**Plex House**	**House Court**	**Low-Rise Townhouse**	**Manor House**	**Courtyard Flat**
D	D DR					■	■	■
	D EC					■		■
	D MI					■	■	■
	D OC							

Notes

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

Building height ranges for the T5 Center Transect may vary from the standard height ranges defined in the Community Character Manual Glossary found in the Appendix. These variations may be established by a Community Plan or Detailed Design Plan, which should be consulted for additional guidance.

Building height ranges for the T6 Downtown Transect are as defined in the Downtown Community Plan and vary from the standard building height ranges found defined in the Community Character Manual Glossary found in the Appendix. Consult the Downtown Community Plan for additional guidance.

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

GENERAL PRINCIPLES

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

Engaged Communities

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

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

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

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

Sustainable Development

Individual developments (residential, commercial, mixed use, office, etc.) are sustainable when they consider the impact on the environment, the economy, and the social needs of the community today and in the future.

Sustainable development considers a site's context: land use and land preservation, transportation networks, infrastructure, and community character. Sustainable communities are generally more "complete"—meeting the daily needs of residents. By considering all of these elements, developments can improve the environmental, economic, and social health of a community by:

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

Third-party certification

Sustainable development through building design and site design may use LEED (Leadership in Energy and Environmental Design) or similar sustainability evaluation standards for environmentally sensitive design. These standards use building location, orientation, materials, and systems to create a structure and site that has a reduced environmental footprint. LEED-ND (LEED for Neighborhood Development) broadens the scope from the building to the design of an entire neighborhood, again using location, orientation, materials, and systems (both in the structure and across a planned community) to reduce the environmental footprint of the neighborhood.

Healthy & Complete Communities

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

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

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

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

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

Distinct Character

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

Efficient government

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

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

STRATEGIES

Housing choice

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

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

Every community in Nashville/Davidson County should have:

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

While Nashville/Davidson County has various entities and tools that address affordable housing, the community planning process can establish the fundamental policies in support of housing diversity by encouraging housing choice in every community throughout the county. This does not

diminish the need for Metro departments and public/private partnerships to work to provide housing that is attainable to all residents of the county, however using Community Character Policies to provide a mixture of housing types has a variety of benefits.

Providing a mixture of housing types or "housing choice" in neighborhoods ensures that there is room in a neighborhood for all community members, regardless of their stage in life and their housing needs at that moment. Providing housing choice also helps ensure that residents of Davidson County have a choice of housing in multiple communities where housing is near commercial and employment centers, multiple transportation options, and civic and public benefit services.

Revitalization, Gentrification, and Deterioration of Neighborhoods

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

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

Revitalization and gentrification are a bit more complicated, however. Revitalization efforts in a neighborhood are different from gentrification, although the two may be mistaken for one another. Revitalization is the process of enhancing the physical, commercial, and social components of the neighborhood through private- and/or public-sector efforts. Gentrification, however, is the process by which higher-income households

displace lower-income households of a neighborhood, changing the essential character of that neighborhood. While gentrification may occur in the midst of revitalization, efforts to improve a neighborhood's physical, commercial, and social components—often labeled revitalization—should not cease in light of this. Instead, the occurrence of gentrification should be acknowledged and addressed, to the extent that it can be, through the community planning process and other public- and private-sector efforts.

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

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

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

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

Historically Significant Areas and Sites

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

- Owners of private property that contains historic or archaeological features or historic structures are encouraged to work with the Metropolitan Historical Commission to protect and preserve the historic features in conjunction with any proposed development of the site;
- The potential impacts of proposed developments on historic sites or areas with archaeological features should be carefully considered, and appropriate measures should be applied that mitigate any adverse impacts; and
- Development near structures or in areas of local, state, or national historical significance should make efforts to balance new development with the existing character, scale, massing, and orientation of those historical features.

Low Impact Development & Natural Resource Preservation

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

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

The term generally used for such sustainable design practices is Low Impact Development. Similar to LID, but broader in its scope, is Light Imprint Development, which includes, but goes beyond stormwater management. Light Imprint adds to sustainable stormwater management practices the development of compact, walkable neighborhoods in accordance with New Urbanist principles (see http://www.lightimprint.org/ for further information).

Stormwater and the Transect

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

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

that use natural systems, reconnecting the water cycle to natural tools, should be considered first.

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

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

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

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

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

Infill Development

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

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

Mixed Use Centers and Economic Development

Nashville/Davidson County has many varied successful retail and commercial areas. The CCM supports the continuing success of retail and commercial areas by emphasizing the creation of higher-intensity mixed use Centers and Corridors to serve neighborhoods, communities, and the region.

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

- Identifying areas for mixed use (commercial, office, civic/public benefit, and in some cases residential) re-investment.
  - Brownfield or grayfield sites where vacant and underutilized structures, land, and infrastructure can be reused are prioritized for development over greenfield sites.
  - Creating mixed use nodes at major intersections or near transit stops.
  - Intensifying development at strategic locations along corridors, when designed with appropriate community character features, promotes walkability and accessibility;
- Promoting infill development in existing commercial centers and corridors that either enhances the existing character or achieves the character envisioned for the area;
- Encouraging the intensification of mixed use centers within defined boundaries, while discouraging the expansion of these policy boundaries;
- Reducing the amount of commercial zoning in areas that may exist beyond mixed use nodes identified by Center and Mixed Use Corridor Community Character Policies. Meanwhile, encouraging the use of regulatory and zoning tools that allow higher intensity, and a mixture of land uses in areas identified by Center and Mixed Use Corridor Community Character Policies as per those policies.

Meaningful Transportation Choices

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

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

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

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

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

To provide meaningful transportation choices, Access Nashville 2040 (Volume V of NashvilleNext) identifies these eight Accessibility Principles:

1. Create places with efficient community form and transportation choices
2. Offer meaningful transportation choices
3. Sustain and enhance the economy
4. Increase safety and resiliency
5. Improve human health and the environment
6. Ensure financial responsibility
7. Make decisions equitably
8. Address transportation from a regional perspective

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

IMPLEMENTING THE GENERAL PRINCIPLES & STRATEGIES

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

Community Planning

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

Community planning supports sustainable communities when it:

» Considers broader impacts and changes that should be considered in light of individual development proposals.
» Recognizes areas of change where the current development patterns are no longer sustainable.
» Matches development regulations to community plans to implement the Community Plan.
» Identifies community needs for transportation options. Identifies access to viable transportation alternatives including mass transit, walking, and bicycling.
» Ensures a mix of housing types that include affordable options for people of all income levels and housing for people at all stages of their lives.
» Identifies activity centers where people can gather and interact with other members of the community as part of their daily activities, including areas appropriate for higher density.
» Offers access to parks and green space.
» Identifies and plans for future civic and open space needs.
» Creates successful transitions in building and site design between higher-density/-intensity centers and corridors and lesser-intensity neighborhoods and other uses.
» Uses transit to link places dense with homes and jobs.
» Allows for school-based and community gardens along with other components of a robust local food system that allow all residents access to healthy food options.

» Assures public participation and education in the decision making processes that determine where and how development takes place, whether in preparing plans or amending them.

Site Location

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

Site location is sustainable when it:

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

Site Design

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

A site is developed sustainably when it:

» Uses site design to avoid—to the greatest extent possible—environmentally sensitive features or populations, permanently protecting sensitive features by using conservation easements, transfer of development rights, or other tools. If the environmentally sensitive features or populations were harmed by previous development, a sustainably developed site includes remediation and management plans.

- If development on farmland occurs, design the site to allow for continued farming by grouping housing and leaving farmland in a usable state with permanent protection via conservation easements or other tools.
- Increases connectivity by linking new developments—via roads, sidewalks, bikeways, and greenways—to surrounding development or future planned development. Avoid cul de sacs.
- Provides safe, comfortable, and convenient bicycle and pedestrian facilities (including bicycle parking) and safe and comfortable transit stops.
- Is guided by Community Character Policy and Transect Category to
  - Use land and resources efficiently by developing compactly.
  - Provide services, retail, and employment opportunities in Centers and Mixed Use Corridors.
  - Contribute to a mix of housing types in Neighborhoods, Residential Corridors, and Centers to meet the housing needs of a diverse population, increase the viability of transit, and the success of walkable communities.
- Is accessible for persons of diverse abilities.
- Creates walkable, safe streets by mixing uses, orienting buildings, entrances, and setbacks to pedestrians; designing welcoming streetscapes; including pedestrian and bicycle facilities; and locating and designing parking and vehicular access to reduce conflicts with walkers.
- Provides access to public spaces, including parks and greenways, so that residents and employees are within walking distance of passive and active open spaces.
- Allows gardening at residences, regardless of size or location, and/or creates opportunities for community gardens.
- Engages all stakeholders—residents, business owners, property owners, institutional representatives, elected and appointed officials, and Metro agencies—in meaningful dialogue throughout the process of design, entitlements, and construction. Respond to input either by altering plans or explaining why plans cannot be altered.

Building Design

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

A building is sustainably designed when it:

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

INTERPRETING COMMUNITY CHARACTER POLICIES

Determining Boundaries of Community Character Policy Areas

In some instances, the location of where the boundary between two different Community Character Policies should be applied is not readily apparent. This is most often the case in undeveloped areas. The following guidelines may be used to determine the boundary between Community Character Policies during the Community Plan Update, Detailed Design Plan, or during a plan amendment.

To determine Community Character Policy boundaries, the following guidelines are suggested:

- The description of the Community Character Policies should be reviewed to determine whether the geographic extent of the area is implied (depth, length, area, etc.).
- An existing, significant natural or human-made feature that forms a barrier between areas can serve as an effective boundary. Major utility easements, rail lines, streams, prominent hills, or changes in elevation, ridge lines, and tree lines are possible features that can serve as effective boundaries. Note that streets are not listed. Depending on the situation, a street may need the same policy on both sides, or it may act as a transition between policies.
- The edge of a sensitive natural environmental feature may serve as the boundary if the Community Character Policy is not intended to apply in areas with environmental constraints to development.
- Established development that is to be retained, such as residential neighborhoods, can be delineated to create a boundary. Generally, the boundary of a different Community Character Policy should not encroach into the area to be retained.
- Existing uses that serve as transitions, such as office uses, institutional activities, open space areas, or parks, may be identified and used as boundary enhancers.
- Where a boundary is indefinite, and the need exists to establish a boundary, the site design of development should be such that it clarifies and defines the boundary.
- The boundary of the Community Character Policy should also consider the impact of the proposed policy on the infrastructure, traffic, access, and community character of adjacent Community Character Policies.
- Availability of services and potential expansion should also be considered in determining Community Character Policy boundaries.

Transitions

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