

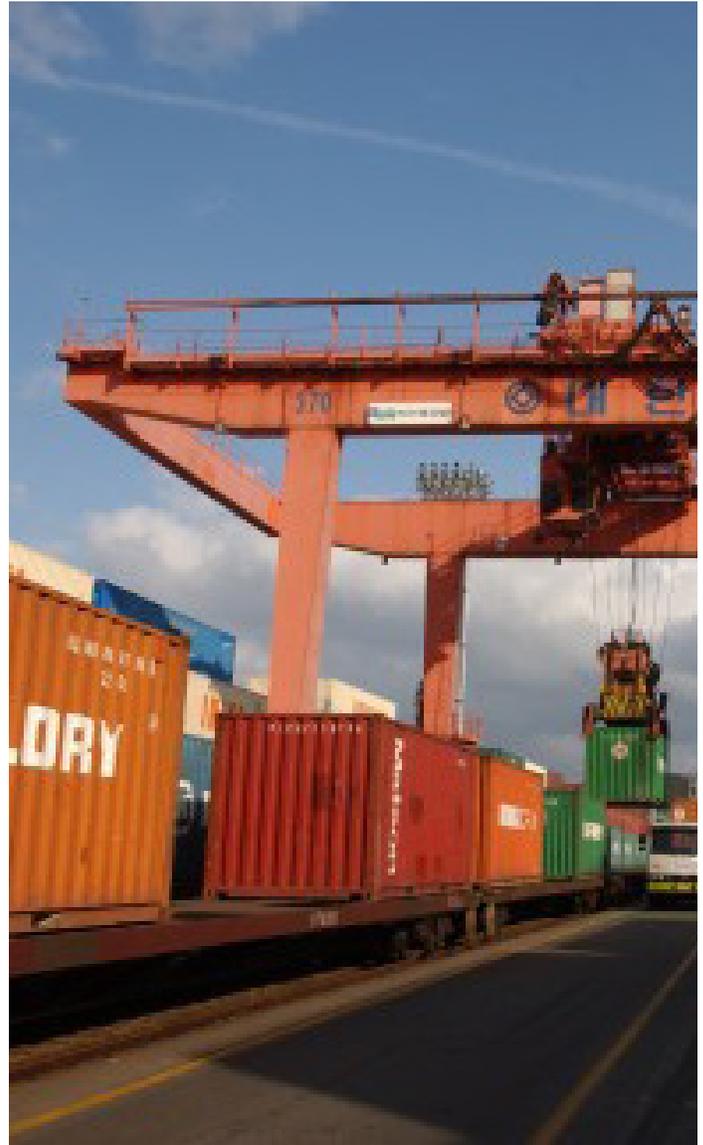
# D District

## Introduction

District Transect Areas are areas within Davidson County that generally serve a special purpose and limited function. There are six types of Districts in Nashville/ Davidson County: Destination Retail, Employment Center, Impact, Industrial, Major Institutional, and Office Concentration. Each District has its own built character as well as its own operational and land use needs. Each interacts differently with the surrounding neighborhoods, centers, corridors, and open space. In any case, District Transect Areas are designed to minimize negative impacts on adjacent development and, in the case of Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts, complement surrounding development patterns and adjacent Transect areas.

Industrial and Impact Districts often require seclusion, or at least very sensitive treatment of adjacent uses, because of these Districts' potential to have a significant potentially negative impact on surrounding neighborhoods, centers, corridors, and open space. Industrial Districts include light to heavy, non-hazardous manufacturing, storage, distribution, contractor businesses, and wholesaling. Impact districts include hazardous industrial operations, mineral extraction and processing, major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, and landfills.

Industrial and Impact Districts contain uses that require buffering to lessen the impact on surrounding land uses. Heavy landscaping and limited and often controlled access reduce the permeability of the District. The Industrial or Impact Districts are not prominent; they are located near accommodating infrastructure, but generally secluded from neighborhoods and centers. Buildings in Industrial and Impact District areas have a scale and mass that best fits the function and use of the District. Buildings are generally low rise, limited to three stories or



**Moving shipping containers**

# D District

less, with varying building footprints. Orientation of the building on the site and setbacks may vary, and in many cases depends on the function and operational needs of the land use.

In contrast, Destination Retail, Employment Center, Major Institutional, and Office Concentration Districts are generally located to interact with adjacent neighborhoods, centers, and corridors, with more permeable edges to provide a resource and positive benefits for the community. Destination Retail Districts contain large footprint retail and a variety of secondary and supportive uses, including moderate to high-density residential. Employment Center Districts focus on creating major centers of employment with uses varying from office to select light industrial uses, mixed-use, commercial, and residential. Major Institutional Districts include colleges and universities, major health care facilities, and other large-scale community services that do not pose a safety threat to the surrounding neighborhood or community. Office Concentration Districts include office and mixed use. Destination Retail Districts contain uses that, because of their unusually large building masses and surface parking areas and heavy traffic generation, require buffering to lessen their impact on their surroundings. Unlike Industrial and Impact Districts, Destination Retail Districts are prominent within the community because they require high levels of visibility to their customer bases. The edges of Destination Retail Districts are carefully designed to blend with surrounding Community Character Policy areas.

Major Institutional Districts are part of the fabric of the surrounding neighborhood, center, or corridor. While their large geographical areas and singular land uses make them Districts, the Major Institutional Districts lend themselves to being permeable, accessible, and beneficial to the community. Major Institutional Districts with educational or medical-related land uses may have

controlled access to certain areas, while less controlled access points welcome the surrounding community to enter and use the Districts as a community resource. The edges of educational and medical campuses are woven into the fabric of the surrounding community, only to be noticeably separated by gateway entrances and signage.

On college or university campuses, prominent buildings are oriented to the major streets to create a noticeable, but complementary transition from the surrounding neighborhoods, centers, or corridors and to distinguish the campus. Meanwhile, internal to the college or university campus, buildings often have deep setbacks and are oriented to large green spaces and courtyards.

In a medical campus, setbacks along external corridors and street networks reflect the Transect area surrounding the medical campus. Moderate to deep setbacks are appropriate in Districts that are surrounded by or adjacent to T2 Rural and T3 Suburban areas, while shallow or non-existent setbacks are present in Districts that are surrounded by or adjacent to T4 Urban, T5 Center, and T6 Downtown settings. Buildings are oriented to the street with prominent pedestrian access from the corridor and vehicular access from side streets. Parking is generally beside, behind or beneath in Districts that are surrounded by or adjacent to T2 Rural and T3 Suburban settings and behind, or beneath in Districts that are surrounded by or adjacent to T4 Urban, T5 Center, and T6 Downtown settings.

In addition to office uses, Employment Center and Office Concentration Districts offer a number of amenities to employees including open space and accessory commercial uses. High-density residential is appropriate as a supportive and secondary use in the Employment Center District, providing housing options for employees. Residential units within mixed-use buildings are secondary and supportive uses in Office Concentration Districts. Residential should be strategically located

# D District

within these Districts, preferably near their edges to transition from the Districts to surrounding residential Community Character Policy areas. Building height, scale, and orientation within the Employment Center and Office Concentration Districts are a reflection of their surrounding or adjacent Transect areas. Buildings are located and oriented, however, to create a pedestrian-friendly environment. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Open space is also provided as hardscaped or green plazas and courtyard areas for the District employees or may be used to accommodate stormwater management or provide walking trails through the District.

Destination Retail, Employment Center, Office Concentration, and Major Institutional Districts tend to be more compatible with, and beneficial to, the surrounding neighborhood, center, or corridor. However, there may be some portions of the District that would require additional buffering, for example, loading docks or other more intensive features of the use.

A connected system of few streets typifies the transportation network within the Impact, Industrial, and some Major Institutional Districts. Mobility in the Impact and Industrial Districts is largely oriented towards the single-occupant vehicle, although multiple travel modes are accommodated. Sidewalks, bikeways, and mass transit service are provided. Destination Retail, Employment Center, and Office Concentration Districts have levels of internal connectivity that are appropriate to the surrounding or adjacent Transect area.

While a moderate level of connectivity is generally provided within Districts, the District itself varies in how connected it is to adjacent land uses. As described above, Destination Retail and Major Institutional Districts are

integrated into the community. Employment Center and Office Concentration Districts will vary in their level of connectivity depending on the Community Character Policies adjacent to the District. Meanwhile, Industrial and Impact Districts are more isolated, with their location determined, in part, by the availability of infrastructure to serve them. This becomes an important issue with regard to truck traffic to Industrial and Impact Districts, where the ability to efficiently move goods to and from these Districts is balanced with the impact on neighborhoods, centers, corridors, and open spaces surrounding the District, which trucks must pass through. In either case, surrounding infrastructure should accommodate the District without compromising the integrity of any surrounding neighborhoods, centers, corridors, or open space.

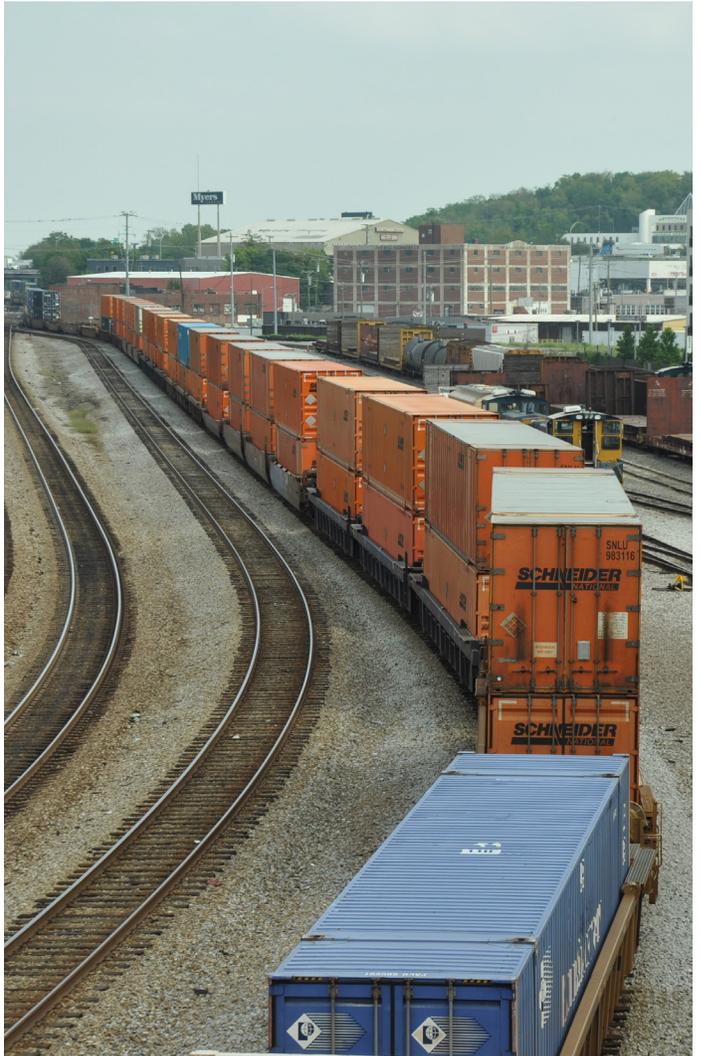
# D District



**District Office Concentration**



**District Major Institutional**



**District Impact**



**District Major Institutional**



**District Industrial**

# D-DR District Destination Retail

## Policy Intent

Enhance and create Districts where large footprint, auto-centric retail, and complementary uses that may draw from regional or multistate trade areas are predominant.

## General Characteristics

Destination Retail Districts are characterized by the presence of one or more large-footprint retail uses that are typically surrounded by large surface parking lots. Supportive land uses include retail, restaurant, hotel, and entertainment. Such supportive uses may be integrated or separate from the large-footprint establishment. Office and high-density residential are also significant supportive uses that can help to provide transitions in scale and intensity to surrounding Community Character Policy areas. These uses provide major positive economic impacts by drawing from very large trade areas that often extend into other states and District Destination Retail customers who may stay in the Nashville area for extended periods of time.

Large-footprint retail buildings are generally single story and are located with direct access to large areas of surface parking. Destination Retail Districts are served by arterial-boulevard streets with four or more travel lanes, interstate interchanges, and mass transit. The edges of Destination Retail Districts are firm with clearly distinguishable boundaries.

## Application

Destination Retail Policy is applicable to areas with the specific characteristics contained herein and are desired to have large footprint, auto-centric retail activities as their primary attractor. Destination Retail policy is applied to locations with direct access from



District Destination Retail Policy features large-footprint retail development.

# D-DR District Destination Retail

arterial-boulevard streets with four or more travel lanes that are within a half-mile of an interstate or freeway interchange. However, internal mass transit circulation is not expected to be present.

Commonly used boundaries to define Destination Retail Districts include, but are not limited to: boundaries defined by existing or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional).

## 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

- » Required Uses:
  - » Large-footprint retail
- » Other Uses:
  - » Commercial, Educational, Medical, Multifamily Residential, Recreational/Entertainment, Transportation

## Design Principles

### Access, Block Structure, and Connectivity –

Destination Retail areas have frontage on or direct access to arterial-boulevards with four or more travel lanes that have interstate access within half-mile of the entrance to the site. Although the streets bounding a Destination Retail area are expected to be designed to move destination and through vehicular traffic efficiently, they must include wide sidewalks, bikeways, and access to available transit.

Access to the Destination Retail area is controlled through comprehensive access management plans. Access to the arterial-boulevard is consolidated to the highest extent possible to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points and to optimize the operation of the arterial-boulevard for all modes of transportation. Internal circulation and all other forms of access are provided by side streets, alleys, or service lanes. Access to individual parcels and establishments within the Destination Retail area is aligned with access points for development across the street. Cross access between multiple developments within a Destination Retail area is required. Coordinated access and circulation create a District that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

Blocks along the edges of the development will vary in length according to the adjacent Transect areas. Blocks internal to the development will vary and be designed to promote the operation of the uses within the Destination Retail area. An internal block structure is formed within the District to move people efficiently and safely within it, aid them in finding their destinations, and to help create a sense of place and a distinct identity for the District.

# D-DR District Destination Retail

Pedestrian and bicycle connections to surrounding neighborhoods are frequent to provide maximum access. Pedestrian and bicycle connections within the development are high. In both cases, these connections are provided in the form of sidewalks or multiuse paths and bikeways. All buildings in the District are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

Vehicle connections to surrounding neighborhoods and corridors are moderate to high. Connectivity within the Destination Retail Area is provided through coordinated access and circulation, which may include the construction of new streets or internal drives. All major internal drives within the District have sidewalks or multiuse paths along both sides. Pedestrian and multi-use facilities along major internal drives will be sized and designed to be consistent with comparably scaled public streets as required by the Major and Collector Street Plan.

**Building Form, Mix, and Site Design** – Building height, form, and orientation varies with the type of building within the District. Within a Destination Retail district large-footprint retail use(s) are required. For the purposes of this policy, large-footprint retail uses are defined as buildings with individual first-floor tenant spaces in excess of 150,000 square feet. The location of at least one large-footprint retail use shall be designated and preserved for this use. In cases where more than one location is identified for a large-footprint use, at least one of the potential sites shall be preserved until a large-footprint use is actually constructed within the district. These large-footprint primary retail buildings are generally single story but are taller than most single-story retail buildings. Large-footprint primary retail buildings are typically oriented to internal drives, with direct access to parking areas, or open space. Building

entrances and walkways along long, blank building walls create a pedestrian-friendly environment through the use of wide walkways, generous landscaping and trees, benches, art, plazas, and other similar enhancements.

Single-story retail buildings in Destination Retail areas that are not large-footprint are oriented to public streets, internal drives, parking areas, or open space. At the boundary of a Destination Retail area such buildings should be oriented to public streets. In cases where these buildings are oriented to public streets, no more than two rows of parking are placed between the building and the public street.

Commercial buildings that are not large-footprint but which contain more than 70,000 square feet of individual first-floor tenant space:

- » Articulate their front façades and include such elements as windows and doors;
- » Design parking areas in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles;
- » Provide wide walkways, generous landscaping and trees, benches, and other similar enhancements such as art;
- » Located smaller outparcel buildings between the large footprint commercial buildings and internal drives or public streets to frame those interfaces; and,
- » Place no more than two rows of parking in front of those smaller outparcel buildings.

One or more areas of publicly accessible, usable, and inviting open space within the development are provided within each designated development area.

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

# D-DR District Destination Retail

Within the District, building heights for office, hotel, mixed-use, and residential uses may be up to high-rise in height but do not exceed 15 stories except for particularly significant locations identified as part of a community planning process. Buildings become lower as they get closer to surrounding lower-scale Community Character policy areas such that a seamless transition is formed.

Smaller scale residential, office, and mixed-use buildings may serve as a transition from taller commercial or mixed-use activities in the District to smaller scale Community Character areas near the District.

Office buildings are generally oriented to internal streets or drives, open spaces, or public streets external to the development. Parking is generally limited to two rows between buildings and streets or drives, with additional parking located beside or behind.

Regardless of their location within the District, residential buildings are oriented to the street or to an open space. Residential building setbacks are generally moderate and consistent, with minimal spacing between buildings. Foundations are raised to provide privacy, and stoops are provided.

Destination Retail areas also provide inviting, functional, and accessible open space as an integral part of the development. These open spaces serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities. Multiuse paths and greenways within the District connect to similar systems outside of the district in order to contribute to a larger network.

Some Destination Retail District sites may contain sensitive natural features, cultural features, and easements that can present constraints to development and may require flexibility in building and site design

while still remaining consistent with the Policy Intent and General Characteristics of Destination Retail policy.

**Landscaping** – Landscaping is provided in the form of street trees and other plantings and is especially important in breaking up the large expanses of surface parking and providing relief from the heat and watershed impacts caused by the high impervious surface character of Destination Retail areas. Low Impact Development (LID) stormwater management techniques are employed.

Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives.

**Lighting** – Lighting is provided to enhance the safety and operation of the Destination Retail District. Lighting is used for safety at buildings and parking areas and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is projected downward. Lighting is designed to enhance the character of the Destination Retail District, does not intrude onto adjacent residential uses or neighborhoods.

**Parking** – Parking is generally provided in the form of surface lots but may also be provided in above- or below-ground parking structures. Parking may be located in front of, behind, beside, or beneath the primary building. Surface parking areas are heavily screened from adjacent Community Character policy areas and

# D-DR District Destination Retail

public streets at the boundaries of the District through generous landscaping, trees, berms, and walls. Structured parking along public streets at the boundaries of the district or internal drives that are directly visible to the public is generally screened by liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing such streets and District Destination Retail lives so as to resemble other buildings with other types of uses. On-street parallel parking along major internal drives that offsets parking needs and creates a buffer between the drive and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

**Service Area** – Destination Retail areas serve the Middle Tennessee region and beyond.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the Destination Retail District or the streetscape. Interstate signs and main entrance signs are consistent with signage for big-box retail commonly found in similar locations in the county. The design and location of signage complement and contribute to the envisioned character of the District. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles and pedestrians, and building-mounted signs, projecting signs, awning signs, and monument signs are appropriate. Pillar signs may be considered subject to factors such as the overall signage needs of the District, their locations, and their sizes. Any lighting on signage is minimal and complies with the lighting design principles above.

**Utilities** – Utilities are placed underground. If this cannot be accomplished, they are placed at low-visibility locations within the District, such as behind buildings. Small utilities that cannot be placed in these locations are carefully screened from public view.

## Additional Guidance for Development of Sites that Contain Historically Significant Features

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

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark

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

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

# D-DR District Destination Retail

## Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with this policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately

served by the existing transportation network;

- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

Because of the special characteristics of D Destination Retail areas, Specific Plan (SP) zoning should be used to implement the policy. The SP will need to establish multiple subdistricts in the case of large D Destination Retail areas that contain a wide mixture of uses in order to be consistent with the policy.

# D-DR District Destination Retail

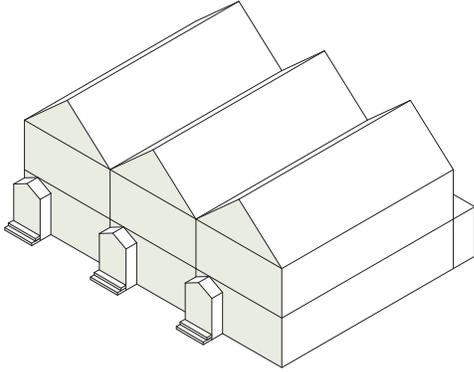
## **Building Types**

- » Low-Rise Townhouse
- » Mid-Rise Townhouse
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use
- » Low-Rise Commercial
- » High-Rise (Generally up to 15 stories; taller heights may be supported only in exceptional circumstances as detailed under Building Form and Site Design above)
- » Stepped High-Rise (Generally up to 15 stories; taller heights may be supported only in exceptional circumstances as detailed under Building Form and Site Design above)

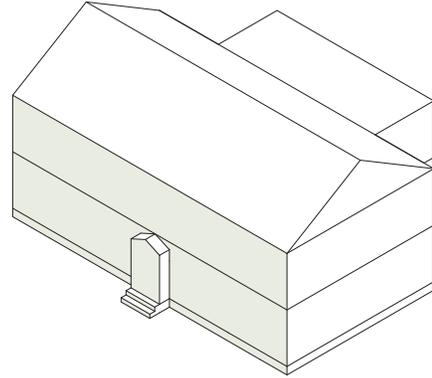
# D-DR District Destination Retail

## Building Types

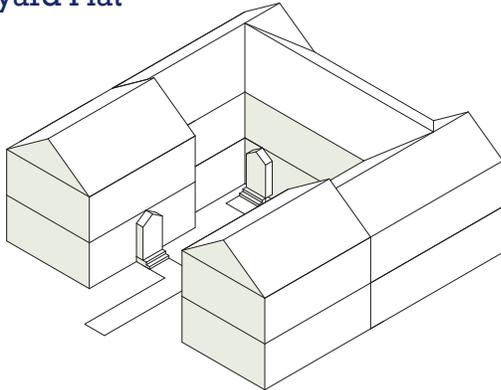
Low-Rise Townhouse



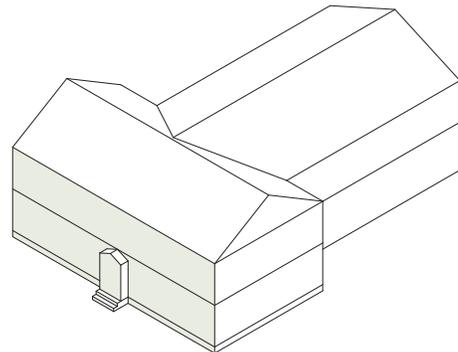
Manor House



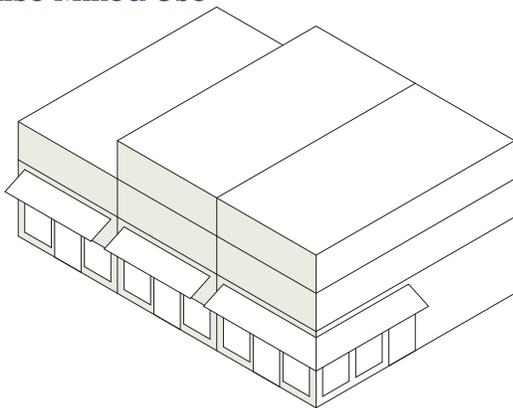
Courtyard Flat



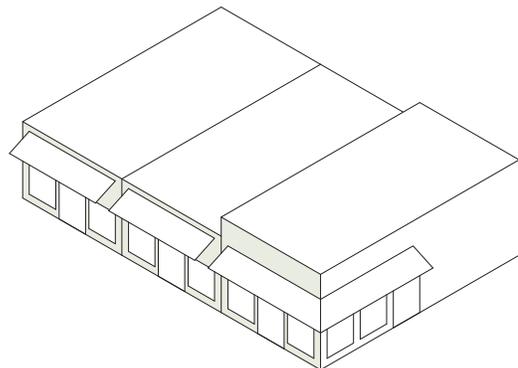
Low-Rise Flat



Low-Rise Mixed Use

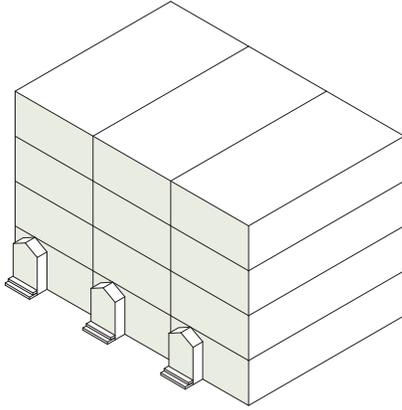


Low-Rise Commercial

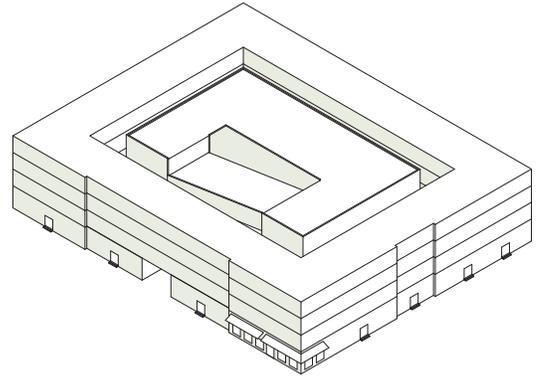


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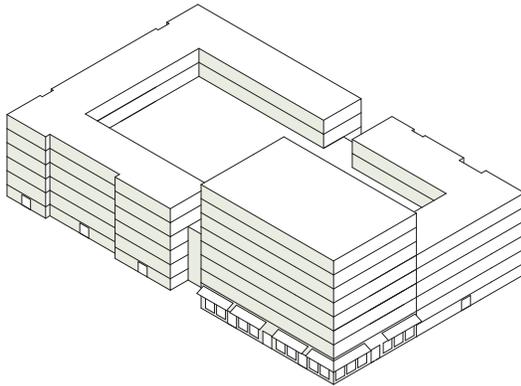
Mid-Rise Townhouse



Mid-Rise Flat

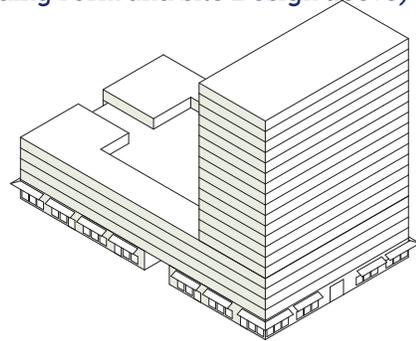


Mid-Rise Mixed Use



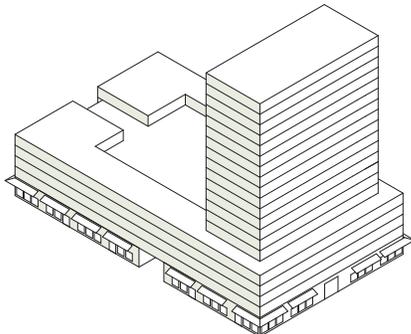
High-Rise

(Generally up to 15 stories; taller heights may be supported only in exceptional circumstances as detailed under Building Form and Site Design above)



Stepped High-Rise

(Generally up to 15 stories; taller heights may be supported only in exceptional circumstances as detailed under Building Form and Site Design above)





# D-EC District Employment Center

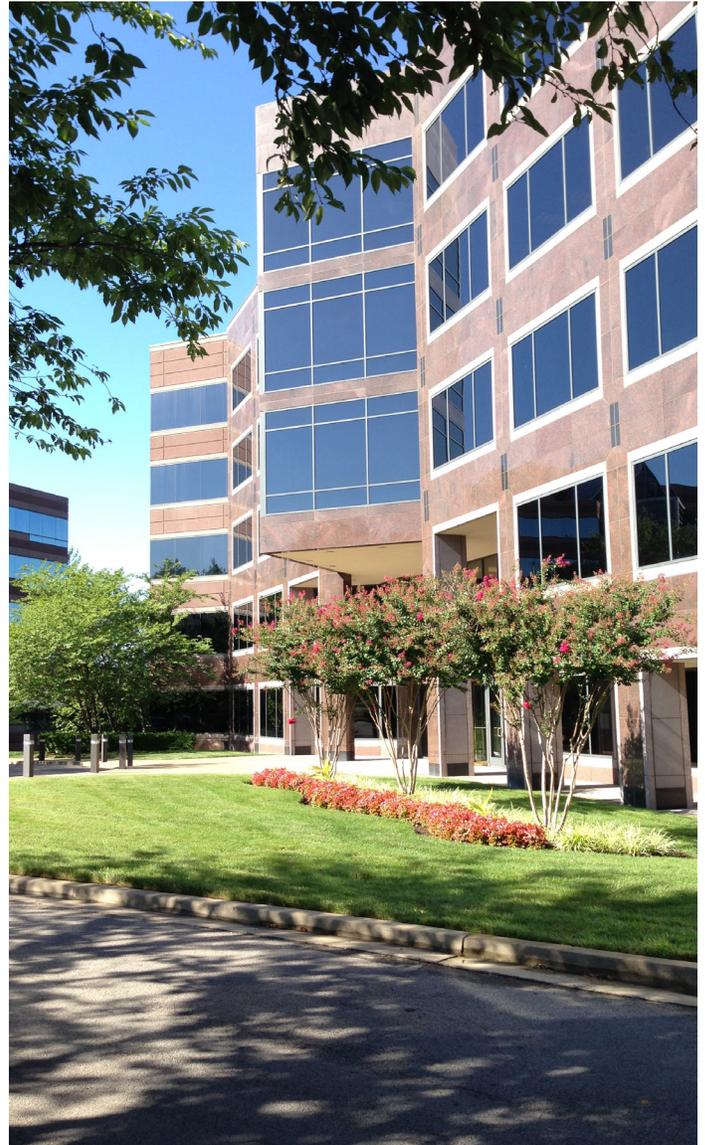
## Policy Intent

Preserve, create, and enhance Districts where a mixture of office, commercial, and sometimes select light industrial uses is predominant.

## General Characteristics

Employment Center Districts are concentrations of employment that are often in a campus-like setting. A mixture of office, and commercial uses are present, but is not necessarily vertically mixed. Light industrial uses may also be present in appropriate locations with careful attention paid to building form, site design, and operational performance standards to ensure compatibility with other uses in and adjacent to the D District Employment Center area. Complementary uses are also present and are encouraged as secondary and supportive to the primary function of Employment Center Districts as places of intense economic activity featuring large numbers of jobs. Daily convenience retail, restaurants, and services for the employees and medium- to high-density residential are appropriate secondary and supportive uses within the Employment Center District. These uses may also be found in mixed-use areas close to the Employment Center District. In general, secondary and supportive uses do not occupy more than about a quarter of the land in any given Employment Center District in order to protect its primary function of providing intense concentrations of jobs.

Each Employment Center District has a high level of internal connectivity in its transportation network for pedestrians, automobiles, transit and service vehicles, and provides opportunities for access to and from the Employment Center District with entrances to and from arterial-boulevard streets, preferably with four or more travel lanes. Connectivity to the regional transportation network and public mass transit is essential.



**District Employment Center Policy features development in a campus-like setting.**

# D-EC District Employment Center

Nonresidential uses are buffered from surrounding residential by the use of native vegetation or effective landscaping and through the use of transitions in building and site design including, but not limited to, the use of smaller buildings on the perimeter of the District. Secondary and supportive uses such as retail and restaurant that are within the District are encouraged to be in locations that allow them to be accessed externally by the general population and accessed internally by the employees working within the District so that they may remain sustainable businesses.

Employment Center Districts may incorporate systems that are unique to the District. This applies to elements such as signage, street names, building architectural standards, and lighting. The form of each Employment Center District is further guided by a framework of development standards that is prepared for each D District Employment Center area and that considers the surrounding Community Character policy areas and other elements of the local context.

## Application

D Employment Center policy is generally applicable to three types of areas. First, it is applied to areas that are zoned for a combination of commercial, office, and light industrial uses. Second, areas where the primary land use mixture is commercial, office, and light industrial. Third, areas that are envisioned to become a thoughtfully designed mixture commercial, office, and in some cases compatibly designed and located light industrial. D Employment Center policy is appropriate where there is a concentration of non-retail employment uses and there is an expressed interest in the integration of those uses into the surrounding built environment while maintaining the predominance of the employment uses. Commonly used boundaries to define D Employment Center policy areas include, but are not limited to: boundaries defined by

evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, higher-density residential, institutional).

The application and boundary delineation of this policy are established during the Community Planning Process or the Detailed Neighborhood Design 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

- » Primary Uses:
- » Office; Educational; Medical
- » Mixed Use
- » Industrial: Light or Medium Manufacturing;
- » Commercial: Hotel/Motel; Communication
- » Industrial: Distributive business/wholesale
- » Secondary and Supportive Uses:
- » Commercial: All Other Uses
- » Industrial: Warehouse
- » Residential
- » Institutional

Other uses may be appropriate subject to documentation that they will contribute to the policy intent of developing an area with a high concentration of jobs, ideally around 250 jobs per acre.

# D-EC District Employment Center

## Design Principles

**Access** – Vehicular access from surrounding areas is obtained from arterial-boulevards, preferably with four or more travel lanes, and freeways. Such larger thoroughfares provide access to the perimeter of the District, while collector-avenues, local streets, and private streets provide access to buildings internal to the District. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length** – May vary.

**Building Form and Site Design** – A mix of building types is expected in District Employment Center areas. The mass, orientation, and placement of buildings are based on the building type and location, with special consideration given to the District’s surrounding Community Character Policy areas, the mass, orientation, and placement of surrounding buildings, and the role of the building in transitioning from the D Employment Center land use into the surrounding neighborhood or adjacent Community Character Policy areas. The building form is appropriate to the street type.

The massing of mixed-use, office, commercial, residential, and institutional buildings results in a footprint with moderate to high lot coverage. Buildings, including the main pedestrian entrance, are oriented to the street or open space. While setbacks of the buildings in relation to each other may vary, buildings are placed in shallow to moderate setbacks, creating a defined space for pedestrians.

Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. There is minimal spacing between buildings.

The scale and massing of industrial buildings are designed through a site-specific plan, which establishes a well-defined transition into surrounding non-industrial uses. The buildings, including the main pedestrian entrances, are oriented to the street. The front building façade is built to the back edge of the sidewalk, to enhance the pedestrian-friendly environment.

Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and can provide a focal point in the District. The relationship of such buildings to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Buildings of all types in District Employment Center policy areas are generally one to greater than 20 stories tall depending on the building type and location within the District Employment Center area and the character of surrounding Transect and Community Character Policy areas. When considering heights for proposed development, consideration is given to the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the District Employment Center area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- » Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;

# D-EC District Employment Center

- » Prominence of the street;
- » The capacity of the block structure and rights of way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the District Employment Center area form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of District Employment Center policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,

- » Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

**Connectivity (Pedestrian/Bicycle)** – There is a high level of connectivity between streets and sidewalks within and external to the District. Walkways for pedestrians are provided from streets and large parking areas to buildings. Crosswalks are provided at intersections and corners and are raised or clearly marked. Greenways and bikeways are encouraged.

**Connectivity (Vehicular)** – D Employment Center areas are generally located along or near arterial-boulevard streets, preferably with four or more travel lanes. Connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Employment Center area. Connectivity within the D Employment Center area is provided through coordinated access and circulation, which may include the construction of new streets.

**Landscaping** – Landscaping in the form of trees, bushes, and other plantings is widespread and is used to establish a unique sense of place, to assist with stormwater management, and to provide effective buffering for adjacent residential areas. Street trees and other plantings are appropriate. Landscaping is provided in surface parking lots. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

**Lighting** – Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting on the street and in parking lots supports the operation of the District and is projected downward.

# D-EC District Employment Center

**Parking** – Parking is ideally located behind or beside buildings, particularly when D Employment Center areas adjoin Urban, Center, or Downtown Transect areas. Up to two rows of parking in front of buildings may be appropriate. Other parking arrangements are designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of such parking lots are heavily landscaped to screen parking from view of the street. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

**Service Area** – Not applicable in this policy category.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming. The design and location of signage complement and contribute to the envisioned character of the D Employment Center area. Consideration is given to surrounding Community Character policy areas in establishing the design and location of signage. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians, and building mounted signs, projecting signs, and awning signs are appropriate. Monument signs may be appropriate.

## **Additional Guidance for Development of Sites that Contain Historically Significant Features**

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

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark

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

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

# D-EC District Employment Center

## Zoning

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal

non-local traffic and the traffic can be adequately served by the existing transportation network;

- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

A conceptual development plan may be developed by the Metro Planning Department for the entire District Employment Center area to guide rezoning of sites within District Employment Center area. The conceptual development plan will establish standards for the preferred method of implementing the District Employment Center policy for that area.

The following is the list of preferred zoning districts to implement the District Employment Center policy subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D District Employment Center policy that are detailed above. A site's location within the D District Employment Center area, such as its location in relation

# D-EC District Employment Center

to environmentally sensitive features, centers, corridors, and neighborhoods, will be weighed when considering which zoning districts would be appropriate in a given situation. Other factors, such as the size of the site, will also be considered.

- » OR20-A, OR40-A, ORI-A, OR20, OR40, ORI
- » OG
- » MUG-A, MUI-A, MUG, MUI
- » IWD, IR
- » Design-based zoning

If there are any unique conditions requiring a site-specific approach an individual rezoning application may need to be in the form of design-based zoning to accomplish the policy objectives listed in D Employment Center.

Other existing and future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy.

## **Building Types**

- » Low-Rise Townhouse
- » Low-Rise Flat
- » Courtyard Flat
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use
- » Low-Rise Commercial
- » Mid-Rise Townhouse
- » Mid-Rise Flat
- » High-Rise
- » Stepped High-Rise

# D-EC District Employment Center



Office building in a campus-like setting



Streetscape



Mixed use buildings in a campus-like setting



Pedestrian-friendly environment



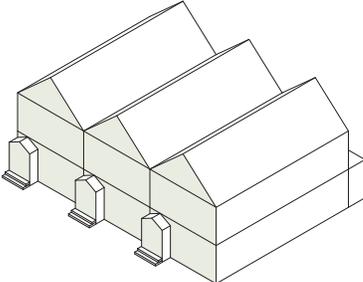
Formal landscaping in a campus-like setting

# D-EC

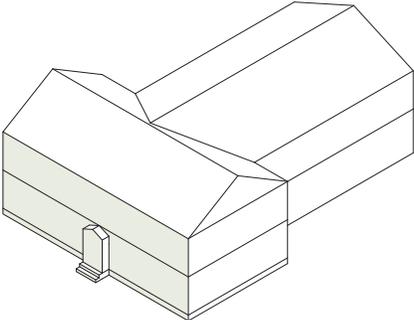
# District Employment Center

## Building Types

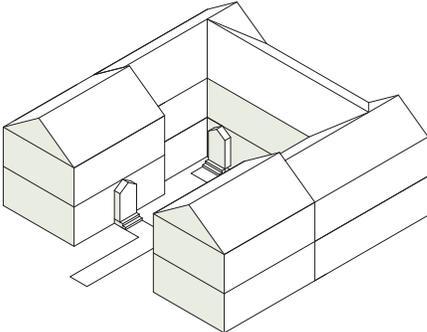
Low-Rise Townhouse



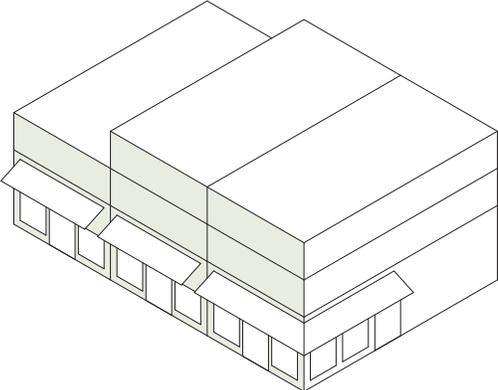
Low-Rise Flat



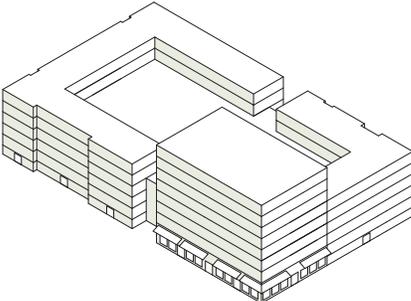
Courtyard Flat



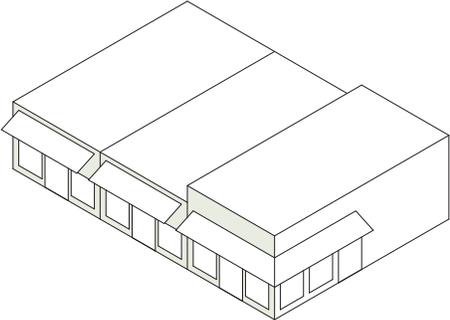
Low-Rise Mixed Use



Mid-Rise Mixed Use

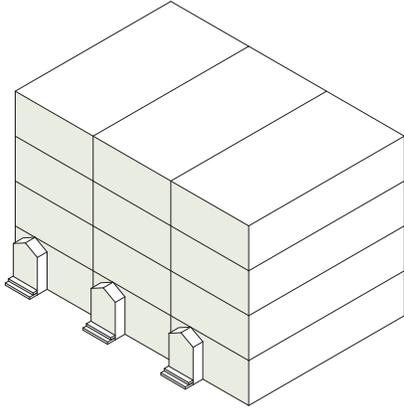


Low-Rise Commercial

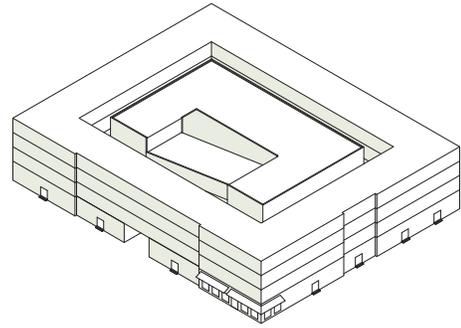


# D-EC District Employment Center

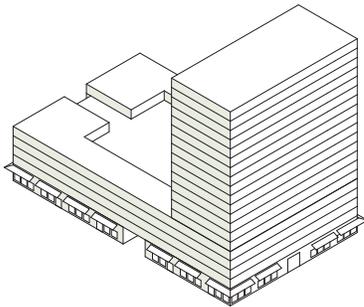
Mid-Rise Townhouse



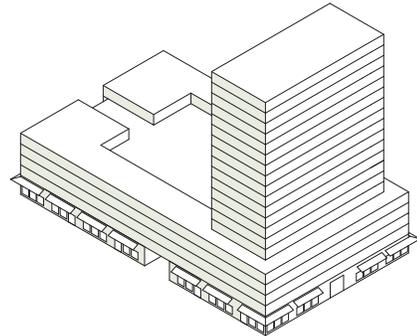
Mid-Rise Flat



High-Rise



Stepped High-Rise



# D-I District Impact

## Policy Intent

Create and enhance areas that are dominated by one or more activities that have, or can have, a significant, adverse impact on the surrounding area, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

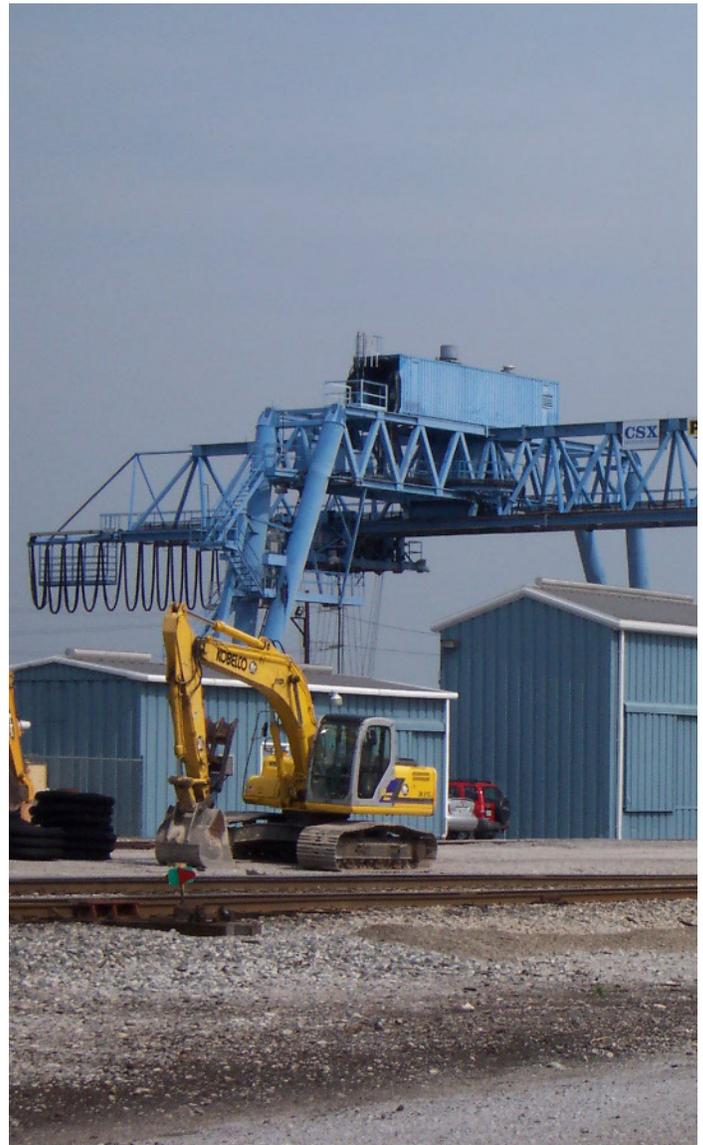
## General Characteristics

D District Impact Community Character Policy areas are dominated by one or more activities that have the possibility of having a significant, adverse impact on an area. Typical principal uses include hazardous industrial operations, mineral extraction and processing, airports and other major transportation terminals, correctional facilities and other large institutions that are a safety risk, major utility installations, landfills, production facilities, and large amusement and entertainment complexes.

Uses that support the primary use are appropriate. Examples include administrative and storage functions; food service and vehicle rentals serving passengers at transportation terminals; and hotels, shops, and food services supporting major amusement and entertainment complexes. Open space areas are appropriate as an amenity for workers and/or patrons of Impact Districts and for transition and buffering. In general, permanent residential activities are not appropriate in Impact Districts.

## Application

D District Impact Policy is applicable to areas that are zoned to accommodate a concentration of a singular use that may have potential adverse impacts on surrounding



District Impact

# D-I District Impact

non-Impact District Policy areas or where there is an area with a concentration of a singular, impactful use and there is an expressed interest maintaining or enhancing the separation of the use from the surrounding community.

Commonly used boundaries to define D District Impact Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of D District Impact areas on surrounding communities and the availability of land for necessary buffering. The application and boundary delineation of this policy are established during the Community Planning process.

## 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 alphabetical order

- » Airports and Other Major Transportation Terminals
- » Correctional Facilities
- » Hazardous Industrial Operations
- » Landfills
- » Major Public Utility
- » Mineral Extraction and Processing

Commercial establishments are complementary to the major transportation terminals. Such uses may include retail, restaurants, and commercial designed to meet daily needs of employees and visitors. Commercial businesses are at a scale that is compatible to the D District Impact area and its surrounding community. Commercial establishments are not typically present in or near other D District Impact areas.

## Design Principles

**Access** – Vehicular access for larger Impact activities is from arterial-boulevards and freeways. Smaller Impact activities, such as electrical substations, may be accessed from collector-avenue or even local streets. Larger thoroughfares provide access on the outer areas of the D District Impact area while private, local access and service streets provide access to buildings internal to the D District Impact area. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length** – Varies and is designed to promote the operation of the uses that exist within the Impact District.

**Building Form and Site Design** – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the Impact District's surrounding

# D-I District Impact

Transect and Community Character Policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the Impact District into the surrounding neighborhood or adjacent Community Character Policy Areas. Where possible, buildings are oriented to the street.

Residential uses in or near D District Impact areas, if present, are highly specialized, and their density will vary widely. Intensity of nonresidential development will also vary widely. Regardless of these variations, the following factors are considered when determining appropriate building heights and development intensities within District Impact areas:

- » Proximity to other Community Character Policies and the role of the building or other structure in transitioning between policies (see below for further details on transitions);
- » Planned height and intensity of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building or other structure makes to the overall function of the District Impact area and its impacts on adjacent Community Character Policy Areas in terms of reducing environmental impacts through such means as the use of high operational performance standards, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- » Prominence of the street;
- » The capacity of the block structure and rights of way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- » Topography; and,
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces.

Buildings at the edges of the District Impact area form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of District Impact policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings; and
- » Are widely separated and generously buffered from lower-intensity areas.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian connectivity is high within the development and is provided in the form of sidewalks, walkways, and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and

# D-I District Impact

all residential streets outside the D District Impact area. D District Impact areas are generally located along or near arterial-boulevard streets. Connectivity within the D District Impact area is provided through coordinated access and circulation, which may include the construction of new streets.

**Landscaping** – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Generous and dense landscape buffers are utilized to aid in creating a transition between the Impact District area and adjacent non-Impact Community Character Policies.

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

**Parking** – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. The perimeters of parking lots are heavily landscaped to screen parking from view of the street.

**Service Area** – Not applicable in this policy category.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the D District Impact area. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for vehicles, and building-mounted signs, projecting signs, awning signs, and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

## Additional Design Principles for Major Public Utilities

These principles apply to major public utilities such as regional water and wastewater treatment facilities, electric power stations, waste transfer stations, and landfills. Considerations for the location of major public utilities outside of industrial zoning districts include:

- » Major public utilities locate in areas where they will not interfere with the quality of existing or planned development. Adequate screening and buffering is established to minimize the visual impact of such facilities on surrounding areas. Facilities which generate noise or odor at a level which would not reasonably be expected in a residential area do not locate in those areas.
- » Major public utilities do not locate in areas where their presence would have unacceptable impacts on water quality, air quality, vegetation, or wildlife.
- » Traffic generation, especially traffic attributable to trucks, is considered in light of current and anticipated levels of service, road conditions, access points, intersections, and adjacent non-Impact District Community Character Policies. Generated traffic is not hazardous and does not conflict

# D-I District Impact

extensively with the traffic patterns of surrounding development. Truck traffic is not routed through residential areas except along freeways and major arterial-boulevard streets.

- » With the exception of municipal landfills, major public utilities are central to their service areas.
- » The location of major public utilities meets with any criteria specified in system plans such as master water and sewerage plans.

## **Additional Design Principles for Correctional Facilities**

These principles apply to penal and correctional institutions where people are held long-term for a violation of law. Considerations for the location of a correctional facility outside of an industrial zoning district include:

- » Any proposed site is large enough to provide an adequate buffer zone, on-site visitor and employee parking, and adequate security measures.
- » The facility is visually screened from surrounding planned or existing development.
- » Pedestrian and vehicular traffic generated by a facility does not conflict with existing and anticipated traffic in the surrounding area.
- » Adequate utility, drainage, parking, loading, and other necessary facilities to serve the proposed use are available. Access via public transportation, proximity to hospitals, and adequate fire protection are also considered.

## **Additional Principles for Mineral Extraction Activities**

These principles apply to any mine, surface mine, pit, or quarry operation. Considerations for siting mineral extraction activities:

- » Such activities do not locate in areas of high erodability, or those susceptible to mudflows, soil creep, rockfalls, or settlement. Areas with unstable slopes are avoided.
- » Operations are sited to avoid unacceptable effects on surface and ground water. In addition, adequate water and water pressure are available to meet worst-case safety requirements as well as day-to-day operational needs.
- » Mineral extraction activities avoid sites or areas of archaeological or historic significance.
- » Areas containing rare or endangered wildlife or plant species are avoided. Mineral extraction activities do not take place on sites where a sensitive ecological condition could not be restored.
- » The normal pattern of air movement relative to existing and planned development is considered.
- » The nature and extent of existing, planned, and potential development surrounding the activity throughout the expected life of the operation is considered. Operations are an acceptable distance from residential development, and adequate buffering is established.
- » The effects of truck traffic generated by the operation on the level of service, access points, intersections and adjacent non-Impact District Community Character Policies is considered. Maximum daily and peak hour traffic generated is examined. Roads in the area have adequate weight-bearing ability. Truck routes do not pass through residential areas or by hospitals, schools, or unique cultural or recreational activities such as parks or museums.
- » The visual impact of the operation on adjacent non-Impact District Community Character Policies is considered.
- » The extent of impact of the proposed operation on open space, parkland, tourism, recreational resources, and unique geologic formations is considered.

## **Additional Guidance for Development of Sites that Contain Historically Significant Features**

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

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark

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

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

## **Zoning**

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal

# D-I District Impact

- non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given D District Impact area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D District Impact policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- » IG
- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

# D-I District Impact



PSC Metals scrapyard



Harpeth Valley Utility District sewage treatment facility



Concrete production facility



Transportation terminal (Cornelia Fort Airport)



Railyards

# D-IN District Industrial

## Policy Intent

Preserve, enhance, and create Districts that are dominated by one or more industrial activities, so that they are strategically located and thoughtfully designed to serve the overall community or region, but not at the expense of the immediate neighbors.

## General Characteristics

D Industrial Community Character Policy areas are dominated by one or more activities that are industrial in character. Types of uses in D Industrial areas include non-hazardous manufacturing, distribution centers and mixed business parks containing compatible industrial and non-industrial uses.

Uses that support the main activity and contribute to the vitality of the Industrial District are also found. Examples include administrative and storage functions, specialized retail, office, food service, and convenience services. Open space areas are also found as an amenity for workers and/or patrons of industrial activities and for transition and buffering to adjacent development.

Industrial Districts typically have a highly connected internal street network adequate for the movement of freight traffic, which is also connected to external interstate systems and arterial-boulevards. In general, permanent residential activities are not found in D Industrial Areas. An exception may be the edge of an Industrial District along the interface with an area containing or planned to contain residential activities. Such exceptions are considered case by case, with careful attention to design in creating a complementary transition to residential areas. The interface of large Industrial Districts is also designed to complement surrounding neighborhoods, centers, and corridors.



# D-IN District Industrial

## Application

D Industrial Policy is applicable to areas that are zoned industrial, where the primary land use is industrial or those are envisioned to become industrial. D Industrial Policy is applied in situations where there is an area with a concentration of a singular industrial use and there is an expressed interest in the separation of the use from the surrounding community.

Commonly used boundaries to define D Industrial Policy Areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), transitional uses (open space, institutional), proximity to appropriate infrastructure, and consideration of the impact of D Industrial areas on surrounding communities and the availability of land for necessary buffering. The application and boundary delineation of this policy are established during the Community Planning process.

## 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 alphabetical order

- » Ancillary Day Care
- » Ancillary Residential
- » Commercial
- » Distribution
- » Manufacturing
- » Office
- » Production Facilities
- » Storage
- » Warehousing
- » Wholesaling

## Design Principles

**Access** – Vehicular access is from arterial-boulevards, preferably with four or more travel lanes, and freeways. Larger thoroughfares provide access on the outer areas of the Industrial District while private, local access and service streets provide access to buildings internal to the Industrial District. Some uses may require limited and controlled access points for safety. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length** – Varies and is designed to promote the operation of the uses that exist within the D Industrial District.

**Building Form and Site Design** – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the Industrial District's surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the Industrial District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented with the main entrances facing the street. Building heights

# D-IN District Industrial

are low-rise, with tall single-story buildings being predominant. The setbacks vary throughout. For industrial areas that involve large campus-style sites, the layout of development, setbacks, and building orientation are established in a site plan.

Residential uses in D Industrial areas, if present, are highly specialized, and their density will vary widely. Intensity of nonresidential development is generally moderate.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian connectivity is high and is provided in the form of sidewalks, walkways, and crosswalks. Walkways for pedestrians are provided from large parking areas to buildings. Crosswalks are provided at intersections and vehicular access points and are clearly marked. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods and corridors is low to moderate and avoids truck traffic on local streets and all residential streets outside the D Industrial area. D Industrial areas are generally located along or near arterial-boulevard streets. Connectivity within the D Industrial area is provided through coordinated access and circulation, which may include the construction of new streets.

**Landscaping** – Landscaping is generally formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or

are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Generous and dense landscape buffers are utilized to aid in creating a transition between the Industrial District and adjacent non-Industrial Community Character Policies.

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

**Parking** – Parking is designed to minimize visibility and/or the appearance of vast contiguous areas of parking. There are no more than two rows of parking between the building and the street with the remainder of the parking behind or beside the building. The perimeters of parking lots are heavily landscaped to screen parking from view of the street. On-street parking is limited to delivery vehicles. Off-street parking is preferred to minimize moving truck/train conflicts with parked vehicles. Shared parking is appropriate for neighboring businesses.

**Service Area** – Not applicable in this policy category.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the Industrial District. A consistent, appropriately-themed wayfinding and signage program is

# D-IN District Industrial

encouraged. Signage is generally scaled for vehicles, and building-mounted signs, projecting signs, awning signs and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

## **Additional Guidance for Development of Sites that Contain Historically Significant Features**

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

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark

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

scale, massing, and orientation of those historical features.

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

## **Zoning**

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with

# D-IN District Industrial

proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

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

size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- » OL
- » OG
- » CS
- » IWD
- » IR
- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

# D-IN District Industrial



**Business park**



**Warehouse**



**Non-hazardous manufacturing (Baker Glass)**



**Distribution center**



**Mixed business park**

# D-MI

## District Major Institutional

### Policy Intent

Preserve, enhance, and create Districts where major institutional uses are predominant and where the development and redevelopment of such Districts occurs in a manner that is complementary of the varying character of surrounding communities as characterized by development patterns, building form, land use, and associated public realm.

### General Characteristics

Major Institutional Districts are dominated by one or more major institutional activities, often in a campus setting. Land uses include large institutions such as medical campuses, hospitals, colleges and universities, and uses that are ordinarily ancillary to the principal use. Appropriate ancillary activities within Major Institutional Districts vary according to the primary use and may include different types of residential development, offices, and small scale convenience services supported mainly by the primary institutional activity.

Buildings are found regularly spaced with setbacks and spacing determined by the surrounding Transect area. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape feature the consistent use of lighting and the use of formal landscaping. Major Institutional Districts are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The edges of Major Institutional Districts are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.



Fisk University campus

## Application

D Major Institutional Policy is applicable to areas that are zoned institutional, mixed use, or office, where the primary land use is institutional and office, or that are envisioned to become institutional and office. D Major Institutional Policy is applied in situations where there is an area with a concentration of a singular institutional use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the institutional use.

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

## 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 alphabetical order

- » Ancillary Commercial
- » Ancillary Residential
- » College and University Campuses
- » Hospitals
- » Medical Campuses

## Design Principles

**Access** – Vehicular access is obtained from arterial-boulevard streets, while local and service streets provide access to areas within the District. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length** – Varies and is designed to promote the operation of the uses that exist within the Major Institutional District.

**Building Form and Site Design** – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding Transect and Community Character Policy Areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the Major Institutional District into the surrounding neighborhood or adjacent Community Character Policy Areas. Buildings are oriented to the street or open space.

Typically in urban areas, the building and main pedestrian entrance is oriented to the street with the front building façade generally built to the back edge of the sidewalk. The building may also have a shallow to moderate setback to indicate its prominence. In all cases, the orientation of the building and entrances engage the public realm and create a pedestrian-friendly environment. In suburban areas, building orientation and setbacks may vary and a pedestrian friendly environment

may be created through the use of landscaping, street trees, benches, and other similar streetscape enhancements.

Residential uses in Major Institutional Districts generally take the form of dormitories or short-term housing that is high density. Intensity of non-residential development will vary widely and will tend to be higher near T4 Urban and T5 Center Transect areas and moderate in T2 Rural and T3 Suburban Transect areas. Determination of appropriate building heights in Major Institutional Districts is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the District Major Institutional area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- » Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- » Prominence of the street;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the District Major Institutional area form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of District Major Institutional policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks or multiuse paths and bikeways. All buildings are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

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## District Major Institutional

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods and corridors is moderate to high. D Major Institutional areas are generally located along or near arterial-boulevard streets. Connectivity within the D Major Institutional area is provided through coordinated access and circulation, which may include the construction of new streets.

**Landscaping** – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Transitions between the Major Institutional District and other Community Character Policies is best created by transitions in building form and uses, however in some cases generous and dense landscape buffers may be utilized to aid in creating a transition.

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

**Parking** – Parking is provided on-street or on-site in structures or surface lots. Whether structured or surface, parking is located behind, beside, or beneath the primary building. Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

**Service Area** – Not applicable in this policy category.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the Major Institutional District or the streetscape. The design and location of signage complement and contribute to the envisioned character of the District. A consistent, appropriately themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, awning signs, and monument signs are appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

**Utilities** – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

## **Additional Guidance for Development of Sites that Contain Historically Significant Features**

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

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark

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

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

## **Zoning**

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal

# D-MI

## District Major Institutional

non-local traffic and the traffic can be adequately served by the existing transportation network;

- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given D District Major Institutional area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D District Major Institutional policy as detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- » MUG-A, MUI-A
- » ORI-A
- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of

the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Site plan-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

### **Building Types**

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use
- » Low-Rise Commercial
- » High-Rise or Stepped High-Rise

# D-MII

## District Major Institutional



Tennessee State University campus



Fisk University campus (Jubilee Hall)



Trevecca Nazarene University campus



Vanderbilt Medical Center



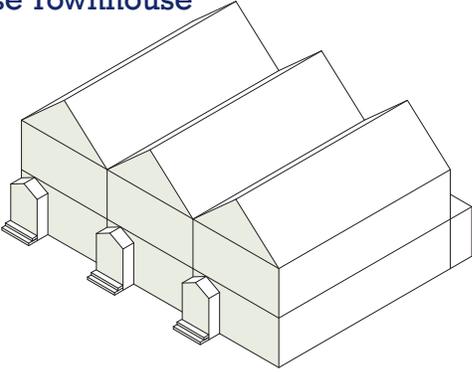
Belmont University campus

# D-MII

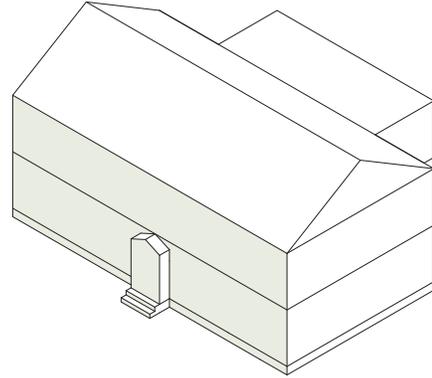
# District Major Institutional

## Building Types

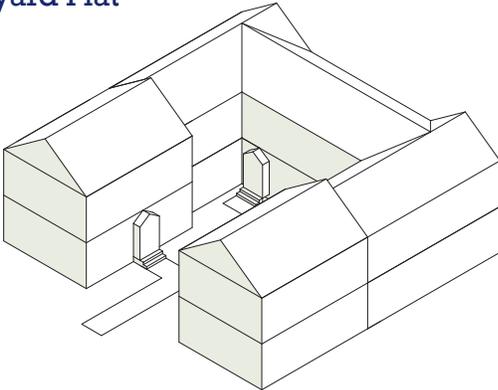
Low-Rise Townhouse



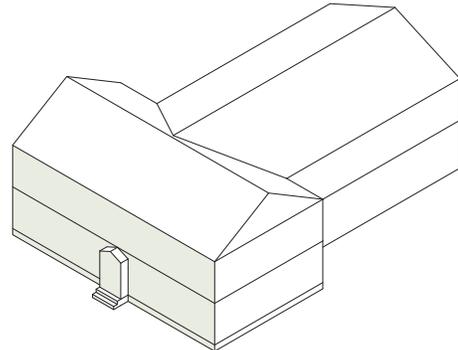
Manor House



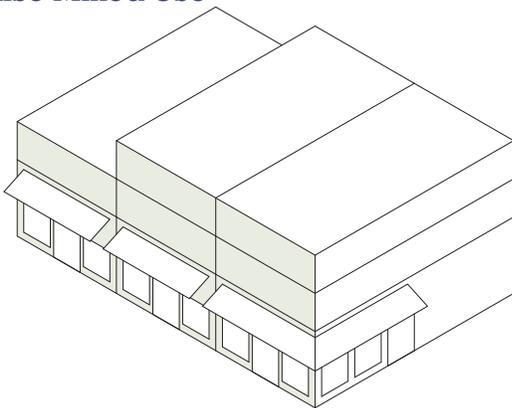
Courtyard Flat



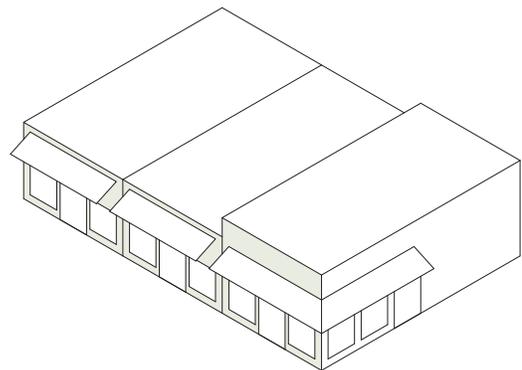
Low-Rise Flat



Low-Rise Mixed Use



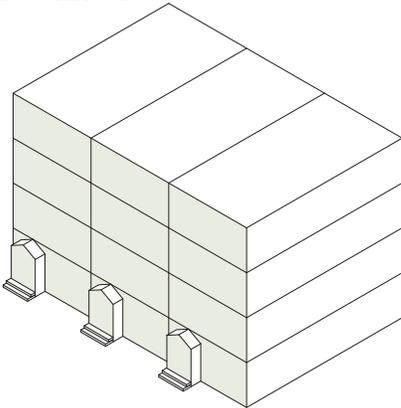
Low-Rise Commercial



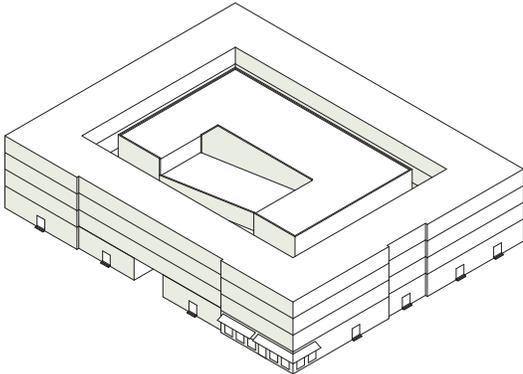
# D-MI

# District Major Institutional

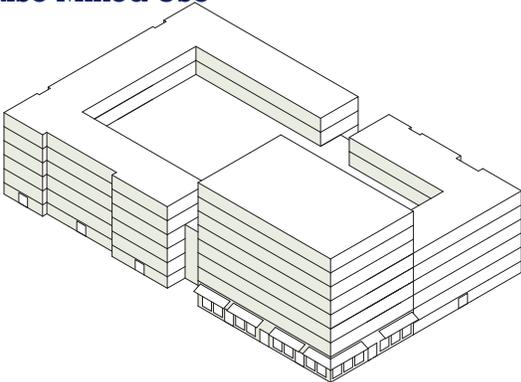
Mid-Rise Townhouse



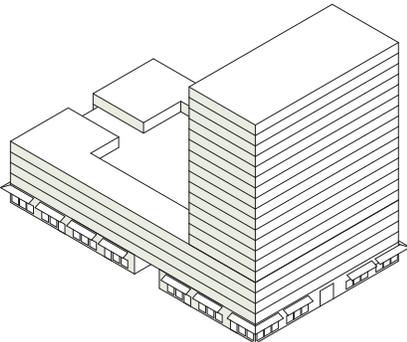
Mid-Rise Flat



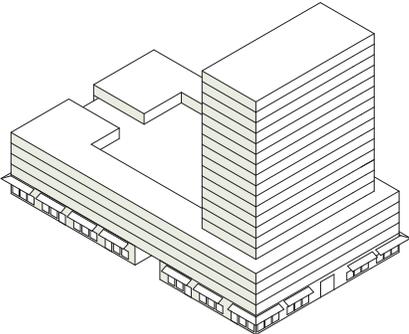
Mid-Rise Mixed Use



High-Rise



Stepped High-Rise





# D-OC District Office Concentration

## Policy Intent

Preserve, enhance, and create Districts where office use is predominant and may be supplemented with complementary uses. The development and redevelopment of such Districts occur in a manner that is complementary of the varying character of surrounding communities as characterized by their development patterns, building form, land use, and associated public realm.

## General Characteristics

The predominant use in Office Concentration Districts is office. Complementary uses may also be present including daily convenience retail, restaurants, health clubs, and medium-to high-density residential in mixed-use buildings. Complementary uses within the District are in locations that allow them to be accessed externally by the general public and internally by employees and visitors to the District.

Buildings are found regularly spaced with setbacks and spacing determined by the surrounding Transect area. Parking is behind or beside the buildings and is generally accessed by side streets or alleys. The public realm and streetscape features the consistent use of lighting and the use of formal landscaping. Office Concentration Districts are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. The edges of Office Concentration Districts are firm with clearly distinguishable boundaries identified by block structure, consistent lot size, building placement, and uses.

Office Concentration Districts have a high level of internal connectivity in their transportation networks for pedestrians, automobiles, and service vehicles, and provide opportunities for access to and from the District with entrances to and from arterial-boulevard and collector-avenue streets. Connectivity to local external



Offices along Music Row

# D-OC District Office Concentration

transportation networks and public mass transit is essential; where connections to public mass transit are not available, regional connectivity is also appropriate.

Office uses abutting surrounding residential development provide a complementary transition through changes in building form and massing or may be buffered by the use of native vegetation or formal landscaping.

## Application

D Office Concentration Policy is applicable to areas that are zoned primarily for office use, where the primary land use is office, or that are envisioned to become predominantly office. D Office Concentration Policy is applied in situations where there is an area with a concentration of a singular office use and an expressed interest in the integration of the use into the surrounding community as a beneficial neighbor and resource, while recognizing the distinctiveness of the office use.

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

## 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

- » Office
- » Mixed Use (may include residential, which is only supported in this form)
- » Commercial
- » Institutional

## Design Principles

**Access** – Vehicular access is obtained from arterial-boulevards and freeways for larger and more intense concentrations, while collector-avenue, local, and service streets provide access to smaller concentrations and to buildings internal to the larger Districts. Access points are consolidated and coordinated with strategic access points across all fronting streets.

**Block Length** – Varies and is designed to promote the operation of the uses that exist within the District.

**Building Form and Site Design** – The building form in terms of mass, orientation, and placement of buildings is based on the building type and location, with special consideration given to the surrounding Transect and Community Character Policy areas; the mass, orientation, and placement of surrounding buildings; and the role of the building in transitioning from the Office Concentration District into the surrounding neighborhood or adjacent Community Character Policy areas. Buildings are oriented to the street. While setbacks of the buildings in relation to each other may vary, buildings oriented to internal street networks are placed in shallow to moderate setbacks to frame internal street networks, creating a defined space for pedestrians. Buildings on major thoroughfares are oriented to the street with setbacks that vary per the surrounding Transect area. If the surrounding Transect area is T4 Urban or T5 Center, the setbacks will be shallow or the building will be built to the back edge of the sidewalk. Meanwhile, in T2 Rural and T3 Suburban Transect areas, moderate to deep setbacks are appropriate.

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Institutional buildings for users such as religious institutions and community service providers are often found at prominent locations such as intersections or the termini of roads and can provide a focal point in the District. The relationship of such buildings to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

Buildings of all types in District Office Concentration policy areas vary in height depending on the building type and location within the District Office Concentration area and the character of surrounding Transect and Community Character Policy areas.

When considering heights for proposed development, consideration is given to the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the District Office Concentration area in terms of creating pedestrian-friendly streetscapes, plazas and open space, innovative stormwater techniques, etc.;
- » Relationship of the height of the building to the width of the street, with wider streets generally corresponding to taller building heights;
- » Prominence of the street;
- » The capacity of the block structure and rights of way to accommodate development intensity;
- » Proximity to existing or planned transit;
- » Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- » Topography;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multiuse paths, and open spaces; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the District Office Concentration area form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of District Office Concentration policy areas:

- » Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types;
- » Are not expected to exceed the permitted height of the adjacent Community Character policy area. Consideration of the actual existing built height may be used to determine the appropriate height of any particular development proposal;
- » Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating facades that face lower-intensity Community Character policy areas.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods is high and is provided in the form of sidewalks or multiuse paths and bikeways. All buildings are accessible by sidewalks. Crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Pedestrian and bicycle connectivity includes connectivity to existing or planned transit.

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**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods and corridors is generally moderate but may be high in Urban and Center Transect areas. D Office Concentration areas are generally located along or near arterial-boulevard streets. Connectivity within the D Office Concentration area is provided through coordinated access and circulation, which may include the construction of new streets.

**Landscaping** – Landscaping is formal. Street trees and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right of way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Transitions between the Major Office Concentration District and other Community Character Policy areas are best created by transitions in building form and uses, however in some cases generous and dense landscape buffers may be utilized to aid in creating a transition.

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

**Parking** – Parking is provided on-street or on-site in structures or surface lots. Whether structured or surface, parking is located behind, beside, or beneath the primary structure. Structured parking is screened, preferably with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other facade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Surface parking is screened with landscaped buffering. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

**Service Area** – Not applicable in this policy category.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the D Office Concentration District or the streetscape. The design and location of signage complement and contribute to the envisioned character of the D Office Concentration area. A consistent, appropriately-themed wayfinding and signage program is encouraged. Signage is generally scaled for pedestrians, and building mounted signs, projecting signs, awning signs, are appropriate. Monument signs may be appropriate. Any lighting on signage is minimal and complies with the lighting design principles above.

**Utilities** – Utilities are placed underground if feasible. If this cannot be accomplished, they are placed in an alley or rear service lane or otherwise at the back of the property. Small utilities that cannot be placed in these locations are carefully screened from public view.

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## **Additional Guidance for Development of Sites that Contain Historically Significant Features**

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

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark

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

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

## **Zoning**

There are many properties that contain land uses and/or are zoned with districts that are not consistent with this policy, including older development plans that were approved, but that are not built. These development plans have existing development rights that allow development within an approved density and/or intensity. If no changes to the approved plans are sought, what was previously approved can be built without guidance from the Community Character Manual or the applicable Community Plan. In some cases, however, development plans may require additional review if significant changes to the approved plans are sought. In those cases, the policies of the Community Character Manual or applicable Community Plan provide guidance. There are also additional tools available, such as amendments, rezoning, subdivisions, and public investments, to ensure that future development incorporates as many of the designated community character objectives as possible.

The following policies are used to guide the rezoning of properties that contain land uses and/or are zoned with districts that are not consistent with this policy:

Sites with uses and/or zoning that are not consistent with policy are generally encouraged to redevelop in accordance with applicable Community Character Policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with the Community Character Policy for the site. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal

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non-local traffic and the traffic can be adequately served by the existing transportation network;

- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the applicable Community Character Policy in which the site is located;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

In the absence of acceptable development proposals, sites that contain existing uses and/or zoning that are inconsistent with the policy and are no longer viable should be rezoned to be more compatible with the applicable Community Character Policy. Proposed Special Exceptions or zone changes to allow changes in uses and/or zoning districts that are inconsistent with policy to move further away from conforming to the applicable Community Character Policy need to be accompanied by a Community Plan Amendment Application to a policy that would support them.

The following is a list of zoning districts that may be appropriate within a given D District Office Concentration area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of D District Office Concentration policy that are detailed above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered.

- » OR20-A, OR40-A, ORI-A
- » OL
- » OG
- » OR20
- » OR40
- » ORI
- » Design-based zoning

Other existing or future zoning districts may be appropriate based on the locational characteristics of the subject property and the ability of the applicant to document that the proposed zoning district is consistent with the policy. Design-based zoning may be required to achieve planning objectives such as access management, coordination among adjacent developments, or to deal with potential effects on nearby environmentally sensitive features.

## **Building Types**

- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use
- » Low-Rise Commercial
- » High-Rise
- » Stepped High-Rise

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Offices in rehabbed houses along Music Row



Offices along Music Row



Offices along Crestmoor and Cleghorn Avenues



Pedestrian realm along Bedford Avenue

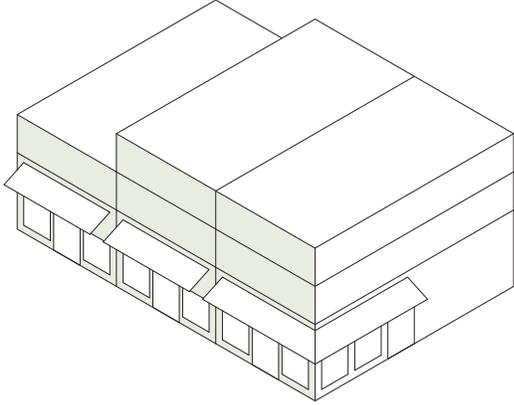


Pedestrian realm along Bedford Avenue

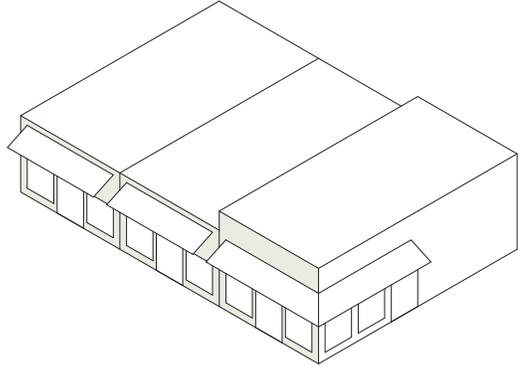
# D-OC District Office Concentration

## Building Types

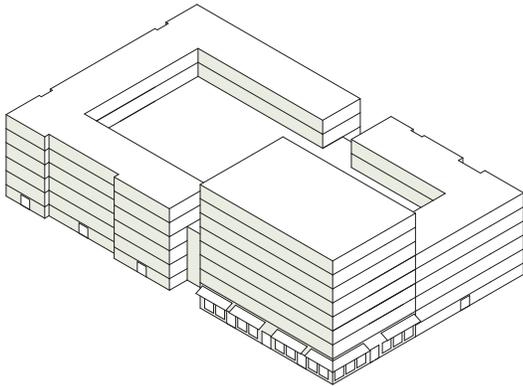
Low-Rise Mixed Use



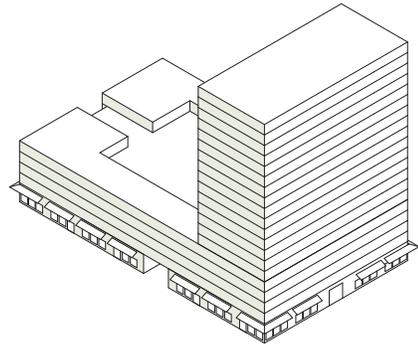
Low-Rise Commercial



Mid-Rise Mixed Use



High-Rise



Stepped High-Rise

