

# T3 Suburban

## Introduction

The T3 Suburban Transect Category is the bridge between the Rural and Urban Transect areas. Development within the T3 Suburban Transect Category is designed to thoughtfully transition from the least dense natural and rural environment to the denser urban environment. The T3 Suburban Transect Category, although moderately developed, is the Transect Category where nature is strategically incorporated into the site design. Existing vegetation is preserved to define curvilinear streets, and parks and the green space associated with civic and institutional uses are part of the neighborhood's design. In the T3 Suburban Transect Category, the balance of nature and buildings tips toward nature with more open space and vegetation framing the street than buildings.

Classic models of suburban development allow nature to take a prominent role while the buildings remain secondary, creating a setting that, while not rural, still features open space prominently. The classic model of suburban development features moderate street connectivity. Classic suburban models generally feature residential and non-residential land uses separated, with non-residential land uses found in suburban commercial centers. West Meade, Madison, Donelson, Crieve Hall, and Bellshire are examples of the classic suburban model within the Davidson County Suburban Transect.

While the classic model is found in suburban areas in Davidson County, the more recent model, referred to here as "conventional" suburban, is also present. The conventional suburban development model places less emphasis on nature and more emphasis on the building and infrastructure. The conventional suburban model neither encloses the resident in nature as in the classic suburban model, nor encloses the resident with structures and streetscape as in the urban neighborhood model. Meanwhile, commercial centers, open space, and civic and institutional uses are developed as isolated uses separated from residential land uses with low connectivity.



**Public open space in a suburban neighborhood.**



**Classic suburban curvilinear street.**



**Recent suburban neighborhood center. The character of such centers will evolve over time to place more parking to the side and rear of buildings; however, the design of this center provides a comfortable pedestrian environment with sidewalks, street trees and landscaping to screen the parking lot.**

# T3 Suburban

Suburban areas of Davidson County are encouraged to improve upon the conventional suburban model by combining elements of the classic suburban model and the traditional neighborhood form to create complete suburban communities (complete communities are defined in General Principles of this document).

The form of development should recreate the classic suburban model, preserving the natural environment by incorporating existing vegetation and land forms into the site design. The classic suburban model should be modified, however, by allowing buildings to frame the street and providing enhanced connectivity between commercial, open space, and civic and institutional uses.

To achieve the desired form of a suburban neighborhood that incorporates nature into design, but allows buildings to serve a more prominent role in framing the street, housing generally has shallower and consistent setbacks and closer spacing. Existing vegetation is integrated into the suburban neighborhood to preserve the green space and dense foliage that is a characteristic of classic suburban models.

A complete suburban neighborhood features a mix of housing types that are thoughtfully integrated in the neighborhood. While traditional single-family and two-family housing types are prevalent, housing types also include manor houses for multifamily structures, to create the appearance of single-family structures. Other housing types such as townhouses and flats may become more common as well. Although the building form and placement may change from the classic suburban model, the suburban character of the residential areas is maintained by preserving existing vegetation and a balance between buildings and open space.

The Transect model acknowledges, defines, and attempts to preserve diversity of development patterns, from the most natural to the most urban. The Transect

recognizes the broad differences between natural, rural, suburban, and urban development; but the diversity of development within Nashville/Davidson County is much more fine-grained. For example, Crieve Hall, West Meade, and Riverwalk in Bellevue are all T3 Suburban neighborhoods; but each has a distinctly different character. The Community Character Policies are written to reflect that the character of individual neighborhoods will be different and should be preserved. One example is in T3 Suburban Neighborhood Evolving neighborhood Maintenance policy, which has a “Building Form and Site Design” principle that states “Building height, form, and orientation fits in with the suburban character and development pattern of the specific area to which the T3 Suburban Neighborhood Maintenance policy has been applied.” The Community Character Manual should not be read to assume that all neighborhoods within T3 Suburban are the same. Rather, each has its own character to be preserved or enhanced, or, in the case of evolving neighborhoods, created.

In the classic suburban model, fewer public parks exist because open space and park activities were provided via larger yards. The current suburban model features smaller yards, so open space is typically provided in the form of a common open space within individual developments, regional public parks, or open space offered in conjunction with schools or libraries. As the new suburban model evolves, open space should be carefully interwoven into the fabric of the neighborhood, creating open space that may be accessed by pedestrians or people in vehicles and that serves the needs of the immediate suburban neighborhood.

Suburban centers are an integral component of complete suburban neighborhoods. The current suburban center model is typically located on the edge of several suburban neighborhoods, and is accessible only by vehicles and limited mass transit. To create suburban neighborhoods that offer residents the option to walk or bike to meet

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some of their daily needs, smaller neighborhood-scaled suburban centers may co-exist within residential suburban neighborhoods, while larger more intense community-scaled suburban centers remain at the edge or boundary of several neighborhoods.

The form of suburban centers has generally been linear, non-residential development along a major thoroughfare with one- to two-story buildings, deep setbacks, and small building footprints in relation to the lot sizes. Suburban centers are encouraged to evolve into more intense mixed use and commercial nodes along major corridors—creating an actual neighborhood or community center versus strip commercial. The evolution of suburban centers calls for increased building heights and shallow building setbacks, with larger building footprints in relation to the lot size and internally and externally connected by sidewalks and bikeways. Each of these steps will lead the center to redevelop into a walkable neighborhood or community center that is less reliant on the automobile and more appealing to pedestrians and cyclists. While suburban commercial centers have traditionally served customers “just passing through,” the evolving suburban centers will be accessible via auto, existing or planned transit, bike, or on foot, truly serving the surrounding neighborhoods.

The classic suburban model is moderately connected—a practice that was generally discontinued with conventional suburban development, which has poor or nonexistent auto connectivity. Wide curvilinear streets that are without curb and gutter are commonly found in both the classic and conventional suburban models. Curvilinear streets remain appropriate in the T3 Suburban Transect category; however, as the suburban neighborhood form evolves, curvilinear streets become more connected and narrower with curb, gutter, and sidewalks. In evolving suburban neighborhoods, a highly connected street system provides multiple routes for traveling to commercial centers, civic and institutional

uses, and open space that cul-de-sacs in conventional suburban models are unable to provide.

In the T3 Suburban Transect category, residential and mixed use corridors link suburban neighborhoods to suburban centers and have a distinct character and function in the neighborhoods versus in the centers. Residential and mixed use suburban corridors are intended to allow traffic to move efficiently while also accommodating pedestrians and cyclists. In the suburban centers, the corridor will be framed by buildings and streetscape. In suburban neighborhoods and between suburban centers, the corridor should generally be framed by open space, preserving existing vegetation and land forms.

# T3 Suburban



T3 Suburban Open Space



T3 Suburban Neighborhood



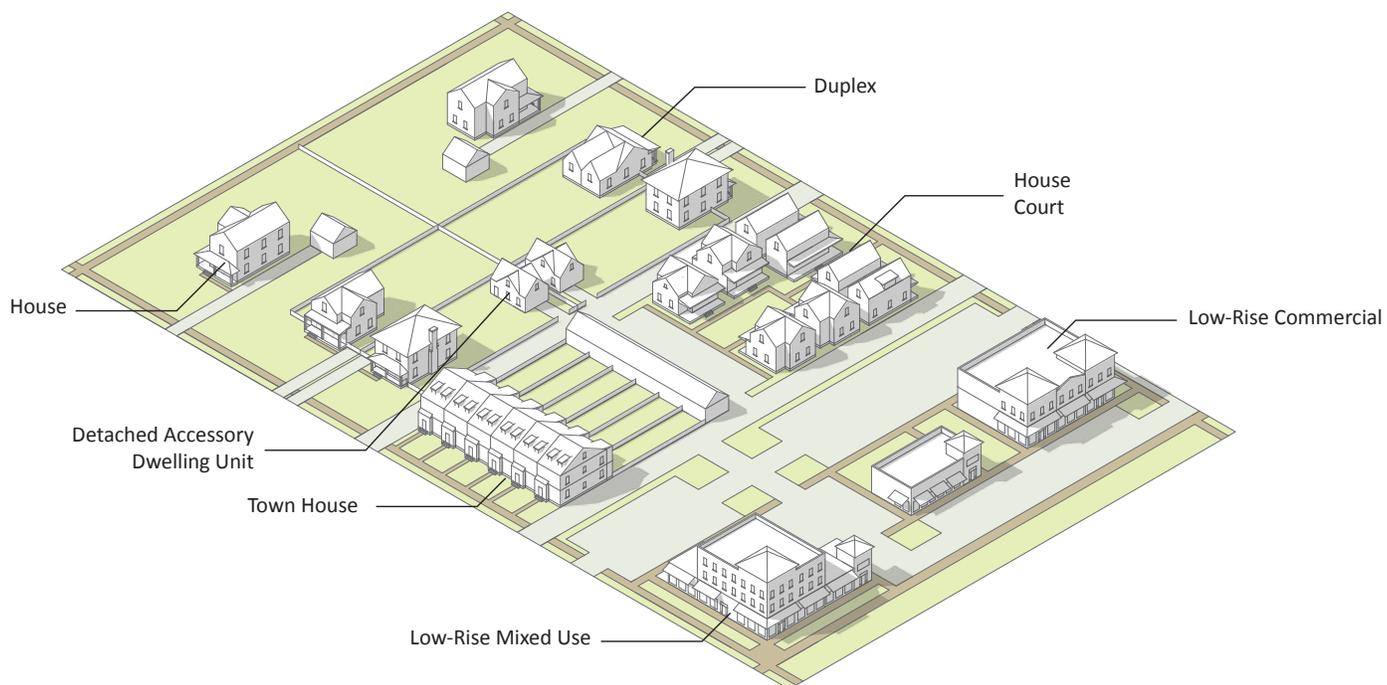
T3 Suburban Corridor



T3 Suburban Center

# T3 Suburban

A mix of building types in a suburban setting.



# T3 Suburban

Transect	Elements	Intent	Policy
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		<div data-bbox="899 604 1049 688" style="text-align: center; font-weight: bold;">Create &amp; Enhance</div>	T3 Suburban Neighborhood Evolving
	<div data-bbox="581 848 773 905" style="text-align: center; font-size: 24px; font-weight: bold;">Centers</div>	<div data-bbox="899 835 1084 919" style="text-align: center; font-weight: bold;">Enhance &amp; Create</div>	T3 Suburban Neighborhood Center T3 Suburban Community Center
	<div data-bbox="553 1150 802 1207" style="text-align: center; font-size: 24px; font-weight: bold;">Corridors</div>	<div data-bbox="899 1045 1084 1171" style="text-align: center; font-weight: bold;">Preserve, Enhance &amp; Create</div>	T3 Suburban Residential Corridor
		<div data-bbox="899 1234 1045 1272" style="text-align: center; font-weight: bold;">Enhance</div>	T3 Suburban Mixed-Use Corridor

# T3-NM Suburban Neighborhood Maintenance

## Policy Intent

Preserve the general character of suburban neighborhoods as characterized by their development pattern, building form, land use, and associated public realm.

T3 Suburban Neighborhood Maintenance Areas will experience some change over time, primarily when buildings are expanded or replaced. When this occurs, efforts should be made to retain the existing character of the neighborhood, in terms of its development pattern, building form, land use, and the public realm. Where not present, enhancements may be made to improve pedestrian, bicycle, and vehicular connectivity.

## General Characteristics

T3 Suburban Neighborhood Maintenance Areas have an established development pattern consisting of low- to moderate-density residential development and institutional land uses. Attached and detached residential and institutional buildings are found regularly spaced with moderate to deep setbacks and moderate spacing between buildings. Lots are generally accessed from local suburban streets. The public realm and streetscape feature the infrequent use of lighting and generally informal and natural landscaping. T3 Suburban Neighborhood Maintenance Areas are served by moderate levels of connectivity with street networks, sidewalks, bikeways, and mass transit. The edges of T3 Suburban Neighborhood Maintenance Areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features. T3 Suburban Neighborhood Evolving areas are different from “Infill Areas” in T3 Suburban Neighborhood Maintenance areas. T3 Suburban Neighborhood Evolving areas are generally larger and have a different policy intent—one that places a greater emphasis on establishing a more diverse mix of housing.



T3 Suburban Neighborhood Maintenance

# T3-NIM Suburban Neighborhood Maintenance

## Application

T3 Suburban Neighborhood Maintenance Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to remain primarily residential. T3 Suburban Neighborhood Maintenance Policy is applied in situations where there is an expressed interest in maintaining the predominant, existing developed condition and that condition is believed to be stable and sustainable over time.

Commonly used boundaries to define T3 Suburban Neighborhood Maintenance Policy areas include, but are not limited to: boundaries defined by established development patterns to be maintained (considering lot size, spacing of homes), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

## Additional Guidance in Community Plans and Detailed Plans

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

## Examples of Appropriate Land Uses

In order of appropriateness

- » Residential
- » Community Gardens and Other Open Spaces
- » Institutional

## Design Principles

**Access** – Single-access driveways from the street to an individual residence are common. Shared driveways along local streets are also appropriate. Where shared driveways currently exist, they are encouraged to be retained, particularly on arterial-boulevard and collector-avenue streets. Shared driveways are provided along arterial-boulevard and collector-avenue streets with new development or redevelopment.

**Block Length** – Blocks are curvilinear with generous to moderate distance between intersections.

**Building Form and Site Design** – Building height, form, and orientation fit in with the suburban character and development pattern of the specific area to which the T3 Suburban Neighborhood Maintenance policy has been applied. T3 Suburban Neighborhood Maintenance areas tend to be dominated by single-family detached and two-family plex housing; but other building types, such as tri- and quad-plex houses, townhouses, low-rise flats, and courtyard flats may also be found in these areas. Each of these established neighborhoods has its own unique character.

Building massing results in footprints with moderate lot coverage. Buildings are generally oriented to the street, with moderate and consistent setbacks, providing large yards and moderate spacing between buildings. Buildings, especially townhouses and flats, may also be oriented to an open space. Types of open spaces within these developments may vary and could include courtyards or other types of functional and accessible open spaces. Buildings are generally one to three stories in height.

Density is secondary to the form of development; however, T3 Suburban Neighborhood Maintenance areas are intended to be low- to moderate-density. Since T3 Suburban Neighborhood Maintenance policy is applied

# T3-NM Suburban Neighborhood Maintenance

to predominantly developed neighborhoods whose character is intended to be maintained, the appropriate density is determined by the existing character of each individual neighborhood in terms of characteristics such as the mix of housing types, setbacks, spacing between buildings, and block structure. Areas with adequate infrastructure, access, and the ability to form transitions and support future mass transit and the viability of consumer businesses are most appropriate for higher-density. These are primarily areas along arterial-boulevard or collector-avenue streets internal to the neighborhood or abutting or adjacent to larger centers and arterial-boulevard and collector-avenue corridors adjacent to the neighborhood. Implementation through rezoning occurs as proposals are judged on their merits and consistency with the Community Character Policy. Further guidance on appropriate zoning for this policy category is provided under the Zoning heading below.

While T3 Suburban Neighborhood Maintenance areas may contain a mixture of building types, these are sometimes randomly located rather than thoughtfully placed in relation to the major street system or Corridor and Neighborhood and Community Center Policy areas. Any future mix arranges building types in strategic locations through zoning decisions that place higher-intensity buildings nearer to such centers and corridors and uses these more intense building types as land use transitions. Allowing for higher-intensity residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and existing or planned transit. Accordingly, while buildings in T3 Suburban Neighborhood Maintenance policy areas are generally one to three stories tall within the interior of the neighborhood, taller buildings of up to four stories may be found abutting or adjacent to centers and corridors, depending on their surrounding context. Consideration of taller heights is given based on the following factors:

- » Planned height of surrounding buildings and the impact on adjacent historic structures;

- » The contribution that the building makes to the overall fabric of the neighborhood in terms of creating pedestrian-friendly streetscapes, open spaces, innovative stormwater management techniques, greenways and bikeways, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » 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;
- » Ability to respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces;
- » Effectiveness of transitioning to the lower scale areas of the neighborhood behind or adjacent to the building in terms of design elements like adequate separation, establishing a thoughtfully designed back-to-back or side-to-side relationship between developments, and stepping down in height toward lower scale buildings; and,
- » The extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure, and using a building type—such as articulated townhouses near historic structures—to complement the historic structure’s form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures

# T3-NIM Suburban Neighborhood Maintenance

and do not threaten the integrity of the historic property and its 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 are designed to provide a focal point. The relationship of the building to the street and streetscape may vary in relation to other buildings; however, the buildings, including entrances, are oriented to the street with parking behind or beside to preserve open space in front of the building or to frame the street with the building.

The design of development along major corridors such as arterial-boulevard or collector-avenue streets that are within or at the edge of T3 Suburban Neighborhood Maintenance areas may vary slightly in character from development interior to the neighborhood. Building setbacks are generally consistent with the established setback. However, buildings may vary, in terms of lot size, building size, building spacing, and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Established T3 Suburban Neighborhood Maintenance areas may include areas of vacant, underutilized, or land in a nonresidential use that could redevelop. Examples could include large tracts of undeveloped land, an undeveloped farm, a former country club, or church, etc. These areas are different from Neighborhood

Evolving areas because they are generally smaller and interior to Neighborhood Maintenance areas. Such areas may be developed or redeveloped with a broader mix of housing types than the rest of the Neighborhood Maintenance area subject to appropriate design that transitions in building type, massing, and orientation in order to blend new development into the surrounding neighborhood. Further guidance for redeveloping certain historically significant institutional uses, such as religious institutions, is provided in the Zoning section of this policy. In some cases, additional guidance for development or redevelopment of these infill areas may be outlined in a Community Plan or Detailed Plan.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity is low to moderate and may be provided in the form of sidewalks and greenways. Pedestrian and bicycle connectivity is encouraged, however, to nearby open spaces, existing or planned transit, community facilities (such as schools), and centers to offer alternate modes of transportation. Where cul-de-sacs exist, it is appropriate to provide connectivity to other cul-de-sacs or common open spaces with sidewalks or multi-use paths. Sidewalks are provided on prominent streets (Collector-Avenues), while multi-use paths are appropriate on less prominent streets and/or streets featuring shoulder and swale cross sections.

**Connectivity (Vehicular)** – Vehicular connectivity is moderate and is provided in the form of local streets, collector-avenues, and arterial-boulevards that add to the overall street network and provide residents with multiple routes and reduced trip distances. Connectivity is low where cul-de-sacs are present, and any future use of cul-de-sacs is discouraged. When the opportunity presents itself, street connectivity is provided. Mass

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transit is generally available to commercial and residential areas and is connected to other forms of transportation including sidewalks and bikeways.

**Landscaping** – Landscaping is generally informal and natural. Retention of the existing vegetation on the building site is encouraged. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and the burden on infrastructure. 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.

**Lighting** – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and projected downward.

**Parking** – Parking for single- and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multifamily buildings is provided on-site on surface parking lots, which are behind or beside the primary structure and are screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multifamily buildings and institutional uses.

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

**Signage** – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned character of the neighborhood. Signage is generally scaled for vehicles, and monument signs are appropriate.

Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the Lighting Design Principles.

**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

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

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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 this policy are generally encouraged to redevelop in

accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

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

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

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such adaptive reuse proposals may include activities that

# T3-NIM Suburban Neighborhood Maintenance

would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark
  - » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- » Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- » There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T3 Suburban Neighborhood Maintenance area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3 Suburban Neighborhood Maintenance policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, the existing neighborhood character, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 Suburban Neighborhood Maintenance policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » R8, RS7.5
- » R10, RS10
- » R15, RS15
- » R20, RS20
- » R30, RS30
- » R40, RS40
- » Design-based zoning

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

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## Building Types

- » House
- » Detached Accessory Dwelling Unit
- » Plex House
- » Manor House
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Institutional



**Lots with deep setbacks**



**Natural landscaping**



**Institutional Building, Ellington Agricultural Center**

# T3-NIM Suburban Neighborhood Maintenance



House in suburban setting with winding drive



Houses in Crieve Hall neighborhood



Duplexes in Green Hills



Woodmont Terrace apartments in suburban setting

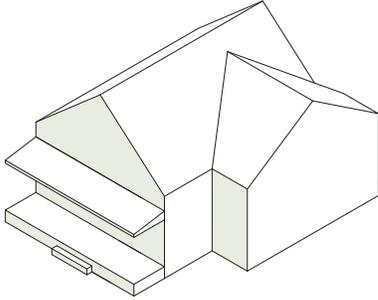


Duplexes in Green Hills. Typically placing garages to the side or rear of the home or recessing it behind the front of the house would be preferable, but the overall design of the building complements the suburban environment through its scale, deep setbacks, and trees.

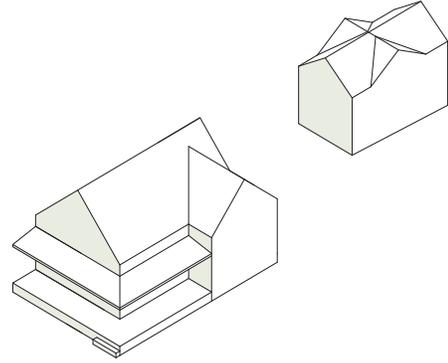
# T3-NM Suburban Neighborhood Maintenance

## Building Types

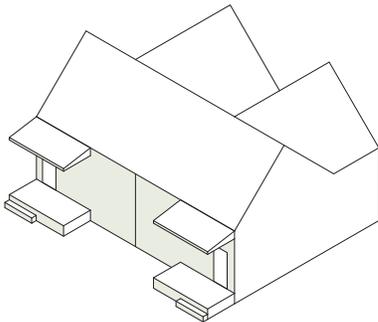
House



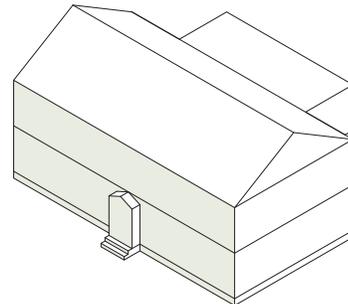
Detached Accessory Dwelling Unit



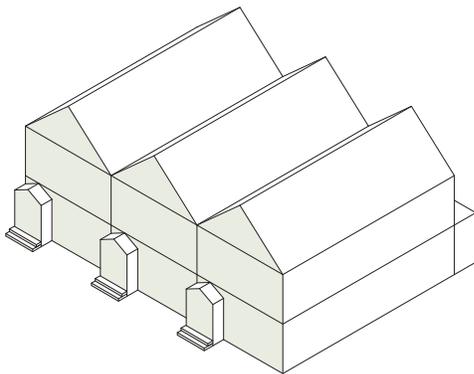
Plex House



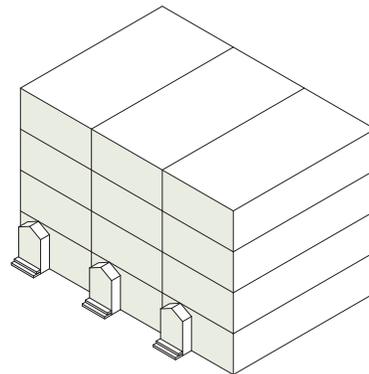
Manor House



Low-Rise Townhouse



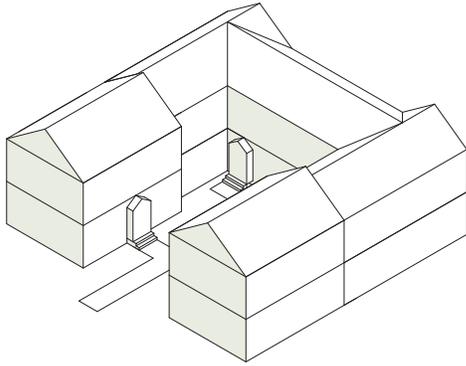
Mid-Rise Townhouse



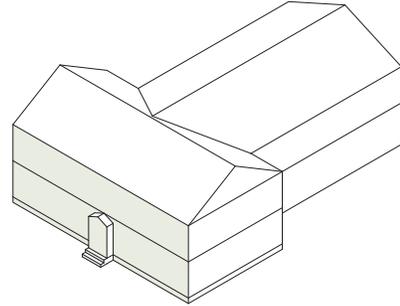
# T3-NM

## Suburban Neighborhood Maintenance

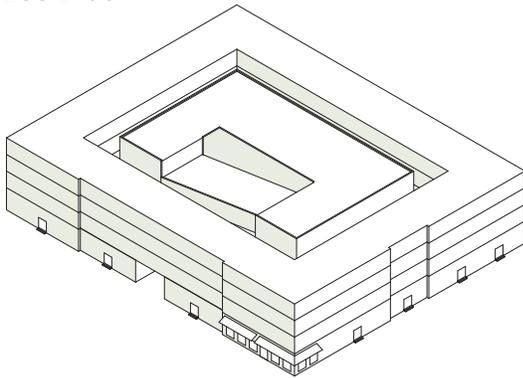
Courtyard Flat



Low-Rise Flat



Mid-Rise Flat





# T3-NE Suburban Neighborhood Evolving

## Policy Intent

Create suburban neighborhoods with the best qualities of classic suburban neighborhoods—greater housing choice, improved connectivity, and more creative, innovative, and environmentally sensitive development techniques. T3 Suburban Neighborhood Evolving policy is applied to several areas of Nashville/Davidson County that are undeveloped, underdeveloped, or suitable for substantial infill and redevelopment and are anticipated to be developed in suburban residential patterns, but at higher densities and with greater housing variety than classic suburban neighborhoods.

T3 Suburban Neighborhood Evolving policy may be applied either to undeveloped or substantially underdeveloped “greenfield” areas or to developed areas where redevelopment and infill that produce a different character that includes increased housing diversity and connectivity are desired. Redeveloping these existing neighborhoods involves somewhat different considerations than development of new suburban neighborhoods in “greenfield” settings. Successful infill and redevelopment in existing neighborhoods needs to take into account considerations such as timing and some elements of the existing developed character, such as the street network and block structure and proximity to centers and corridors.

## General Characteristics

T3 Suburban Neighborhood Evolving Areas have moderate-density development patterns with residential and institutional land uses. Buildings have moderate setbacks and spacing between buildings. Lots are generally accessed from local suburban streets, but may be accessed by alley. The public realm and streetscape feature the consistent use of lighting and both formal and informal landscaping. T3 Suburban Neighborhood Evolving Areas are served by moderate to high levels of connectivity with street networks, sidewalks, bikeways, and mass transit. T3 Suburban Neighborhood Evolving Areas are developed with creative thinking in



T3 Suburban Neighborhood Evolving

# T3-NE Suburban Neighborhood Evolving

environmentally sensitive building and site development techniques to balance the increased growth and density with its impact on area streams and rivers. The edges of T3 Suburban Neighborhood Evolving areas are firm with clearly distinguishable boundaries identified by lot size, building placement, and environmental features. T3 Suburban Neighborhood Evolving Areas are different from “Infill Areas” in T3 Suburban Neighborhood Maintenance areas. T3 Suburban Neighborhood Evolving areas are generally larger and have a different policy intent—one that places an emphasis on a more diverse housing mix and a higher level of connectivity.

Development patterns in Suburban Neighborhood Evolving areas will have higher densities than classic suburban neighborhoods and/or smaller lot sizes, with a broader range of housing types providing housing choice. This reflects the scarcity of easily developable land without sensitive environmental features and the cost of developing housing—challenges that were not faced when the original classic, suburban neighborhoods were built. Because many of these areas are currently un- or underdeveloped, the development that occurs can have a disproportionate impact on the natural features in these areas, especially on streams and rivers. While Conservation policy is applied to environmentally sensitive features, including floodplains and steep slopes, areas outside of floodplain still drain to streams, creeks, and rivers within the watershed. Achieving and maintaining healthy watersheds requires that new development in T3 Suburban Neighborhood Evolving areas be sensitively designed to contribute to their continuing health.

## Application

T3 Suburban Neighborhood Evolving Policy applies to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become primarily residential. T3 Suburban Neighborhood Evolving Policy may be applied in situations where

there is an expressed interest in the area’s development pattern evolving to promote a mixture of housing types, greater connectivity, and the use of more innovative environmentally sensitive development techniques; or there is the existence of all or some of these characteristics, which indicates that the area is likely to evolve: high proportion of vacant land, high potential for consolidation or subdivision of incongruous lots (not an established lot pattern), incongruity between the existing land use and the zoning, proximity to evolving centers or corridors, and/or age and condition of the existing development.

Commonly used boundaries to define T3 Suburban Neighborhood Evolving Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of homes), environmental features including, but not limited to, watershed boundaries, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The application and boundary delineation of this policy are established during the Community Planning process.

## Additional Guidance in Community Plans and Detailed Plans

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

## Examples of Appropriate Land Uses

### In order of appropriateness

- » Residential
- » Community Gardens and Other Open Spaces
- » Institutional

# T3-NE Suburban Neighborhood Evolving

## Design Principles

**Access** – Single-access driveways from the street to an individual residence are common. Alley or rear service lane access or shared driveways along local streets are also appropriate. Where shared driveways currently exist, they are encouraged to be retained, particularly on arterial-boulevard and collector-avenue streets. Shared driveways are provided along arterial-boulevard and collector-avenue streets with new development or redevelopment.

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

**Building Form and Site Design** – Building height, form, and orientation fit in with the suburban character and development pattern described in the Introduction to this section and the Policy Intent and General Characteristics of T3 Suburban Neighborhood Evolving policy. T3 Suburban Neighborhood Evolving areas have an integrated mixture of building types, including single-family houses, detached accessory dwelling units, plex houses, townhouses, manor houses, flats, and courtyard flats to create housing choice. The mixture and placement of building types consider the street type and effects on nearby sensitive environmental features and the overall health of the watershed. While protection of an individual environmentally sensitive feature—a sink hole, a steep slope, etc.—may lead to a site plan that avoids this feature, the protection of the overall health of the watershed, may lead to building and site design that reduced stormwater runoff through compact site design and other innovative building and site design features.

The mix and placement of building types is designed to be cohesive throughout the development and in relation to adjacent developments, providing a thorough mix of housing types versus groupings of single types of housing. Building massing results in footprints with

moderate lot coverage. Buildings are oriented to the street or to an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Building setbacks and spacing are generally moderate and consistent.

The mix of building types should be thoughtfully placed in relation to corridors and centers, placing taller buildings that contain more units abutting or adjacent to centers and corridors, and use these more intense building types as land use transitions. Allowing for higher-density residential building types in such locations will add value to neighborhoods through the increased ability to support consumer services and existing or planned transit. Buildings are generally one to three stories in height. Buildings up to four stories may be supported in appropriate locations, such as abutting or adjacent to major corridors as identified on the NashvilleNext Growth and Preservation map, abutting or adjacent to centers, and to support affordable and workforce housing.

Density is secondary to the form of development; however, T3 Suburban Neighborhood Evolving areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas. Certain areas that are abutting or adjacent to centers and corridors may be appropriate for higher-density housing and buildings of up to four stories, depending on their surrounding context. Consideration of taller heights is given based on the following factors:

- » Adequate infrastructure, such as appropriately sized water and sewer service, complete streets, and streets and sidewalks that are adequately wide to support the increased height without the building overshadowing the street or degrading its walkability.
- » Access to major transportation networks.
- » Opportunities for higher connectivity.
- » The ability to form transitions from adjacent

# T3-NE Suburban Neighborhood Evolving

higher-intensity development to the lower-scale neighborhood interior.

- » Ability to support and access to existing or planned transit.
- » Ability to support the viability of nearby consumer businesses.
- » Ability to provide affordable or workforce housing as defined in the Glossary of this document.

Buildings at the edges of the T3 Suburban Neighborhood Evolving area form transitions in scale and massing where it adjoins lower-density 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 these edges:

- » Step down in height as they move closer to adjacent lower-density areas. This may require different heights within an individual structure;
- » 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 lot entrances opposite lower-density areas;
- » Respond to differences in topography to avoid buildings that loom over smaller buildings at lower elevations;
- » Respond to the height of smaller adjacent historic buildings so that they do not loom over them;
- » Are oriented so that there is a back-to-back relationship between the taller buildings and smaller buildings;
- » Are separated from lower-density areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

New structures are designed to provide a transition in scale and massing to adjacent historic structures.

A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. This is particularly important in areas with a deficiency of public open space or where there is a need to protect nearby sensitive environmental features or protect watersheds. Less extensive new developments provide smaller open spaces. In any case, the open spaces created through new development should serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

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**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity is moderate, and is provided in the form of sidewalks, bikeways, and greenways. Sidewalks, bikeways, and greenways connect adjacent subdivisions, institutional uses, existing or planned transit, and neighborhood centers. They may be especially important tools for providing connectivity in areas where vehicular connectivity is limited by nearby sensitive environmental features like streams, floodplains, and steep slopes. Meanwhile, the presence of natural features may provide additional connections for bicyclists and pedestrians, as well as providing pathways for animal migration and safety, all while protecting sensitive natural features. Where cul-de-sacs exist, it is appropriate to provide connectivity to other cul-de-sacs or common open spaces with sidewalks or multi-use paths.

**Connectivity (Vehicular)** – Vehicular connectivity is moderate and is provided in the form of local streets, collector-avenues, and arterial-boulevards that add to the overall street network and provide residents with multiple routes and reduced trip distances. The street network may be complemented with an alley network that provides access to residences. As T3 Suburban Neighborhood Evolving areas develop, connectivity is established to provide multiple routes to destinations for residents and reduce congestion on primary roads. Connectivity may be affected by nearby sensitive environmental features such as streams, floodplains, and steep slopes. Access to existing or planned mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

**Landscaping** – Landscaping may be formal or informal. Existing vegetation should be retained to preserve the randomly spaced clusters of mature trees like those found in classic suburbs and to provide air and water quality protection. New developments use native plants, natural rainwater collection, and other Low-Impact stormwater management techniques to minimize maintenance

costs and burden on infrastructure, to protect any sensitive environmental features that may be nearby, and to protect the overall health of the watershed. At a minimum, new developments should use the best practices found in the LID (Low Impact Development) Manual that is in chapter five of the Metro Water Services Department’s Stormwater Management Manual. 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.

**Lighting** – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is designed to fit the context and character of a suburban environment. Lighting is pedestrian-scaled and projected downward.

**Parking** – Parking for single- and two-family buildings is generally provided by driveways on private property with limited on-street parking. Parking for multifamily buildings is provided on-site in surface parking lots, which are behind or beside the primary structure and are screened from view. Parking for institutional land uses is provided on-site behind or beside buildings. Bicycle parking is provided at multifamily buildings and institutional uses. The use of pervious pavement is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

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

**Signage** – Signage is rarely used at individual residences. Signage for institutional land uses alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the institutional use or the overall streetscape. The design and location of signage complements and contributes to the envisioned

# T3-NE Suburban Neighborhood Evolving

character of the neighborhood. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal and complies with the Lighting Design Principles.

**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

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:

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Sites with uses and/or zoning that are not consistent with this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, 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 policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed development, does not expose the adjoining area to the potential for incompatible land uses.

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

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property would be a religious or educational institution. Such

adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark
  - » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- » Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- » There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does not expose the adjoining area to the potential for incompatible land uses.

# T3-NE Suburban Neighborhood Evolving

The following is a list of zoning districts that may be appropriate within a given T3 Suburban Neighborhood Evolving area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3 Suburban Neighborhood Evolving policy as detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 Suburban Neighborhood Evolving policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » R8, RS7.5
- » R10, RS10
- » R15, RS15
- » RM9-A
- » RM15-A
- » RM20-A
- » Design-based zoning

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

## **Building Types**

- » Institutional
- » House
- » Detached Accessory Dwelling Unit
- » Plex House
- » House Court
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design)
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design)
- » Institutional

# T3-NE Suburban Neighborhood Evolving



House in suburban development



Development in suburban setting



Development in suburban setting



Institutional Building in suburban setting



Well landscaped median

# T3-NE Suburban Neighborhood Evolving



Townhouse in suburban setting



Daniel Island, Charleston, South Carolina



Large house in suburban setting



Higher density housing in suburban setting

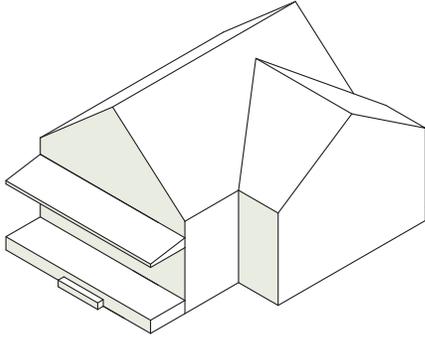


Townhouses in Provincetown

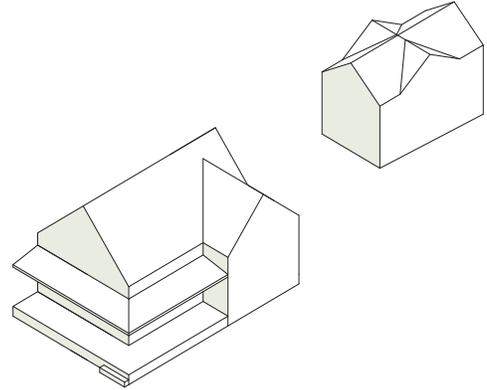
# T3-NE Suburban Neighborhood Evolving

## Building Types

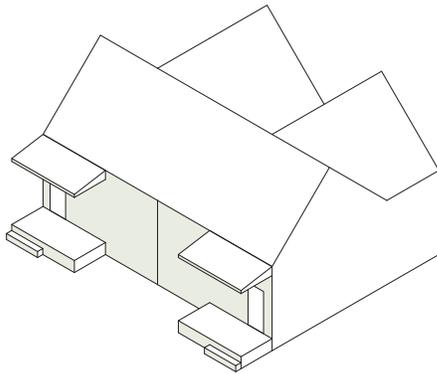
House



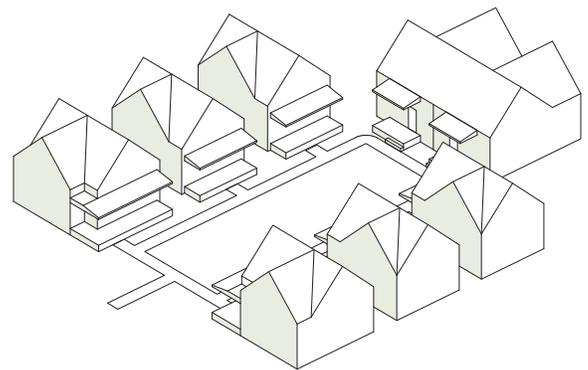
Detached Accessory Dwelling Units



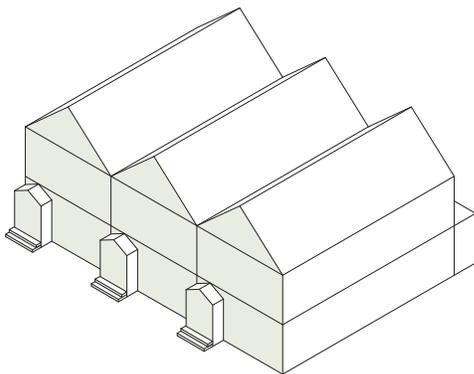
Plex House



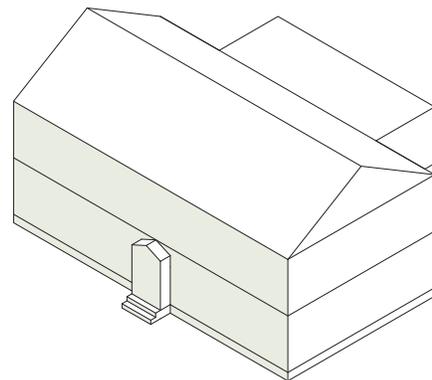
House Court



Low-Rise Townhouse

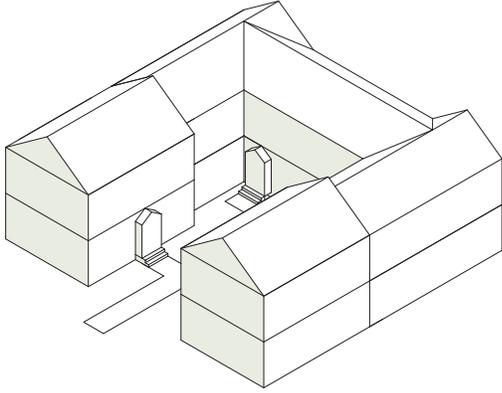


Manor House

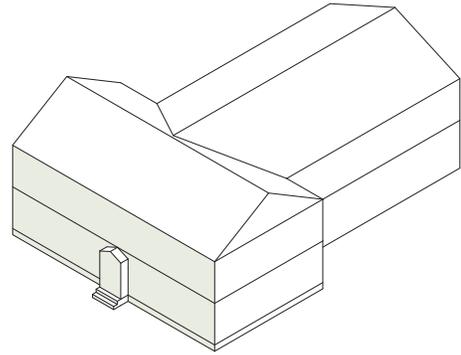


# T3-NE Suburban Neighborhood Evolving

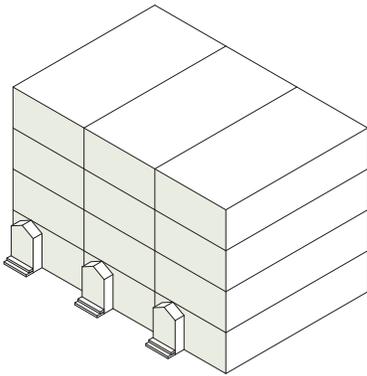
Courtyard Flat



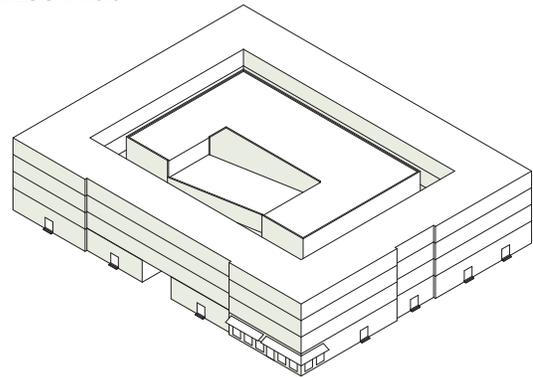
Low-Rise Flat



Mid-Rise Townhouse



Mid-Rise Flat



# T3-NC Suburban Neighborhood Center

## Policy Intent

Enhance and create suburban neighborhood centers that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.

## General Characteristics

T3 Suburban Neighborhood Centers are pedestrian-friendly areas, generally located at intersections of suburban streets that contain commercial, mixed use, residential, institutional land uses. T3 Suburban Neighborhood Centers serve suburban neighborhoods within a five minute drive. Intensity is generally placed within edges of the T3 Suburban Neighborhood Center, not exceeding the four corners of an intersection of prominent suburban roads. Buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the buildings or provided on-street. The public realm and streetscape feature the consistent use of lighting and generally formal landscaping. T3 Suburban Neighborhood Centers are served by moderate to high levels of connectivity with well-connected street networks, sidewalks, and mass transit leading to surrounding neighborhoods and open space. The edges of T3 Suburban Neighborhood Centers are firm with distinguishable boundaries identified by land uses, building types, building placement, and block structure.



Older T3 Suburban Neighborhood Center (Granny White Pike)



Formal landscaping at Donelson - Central Pike center



Pedestrian-friendly T3 Suburban Neighborhood Center

# T3-NC Suburban Neighborhood Center

## Application

T3 Suburban Neighborhood Center Policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban neighborhood, and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure, and adequate access such as arterial-boulevard and collector-avenue streets.

Commonly used boundaries to define T3 Suburban Neighborhood 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), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses. Intensification takes place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

## 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

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

## Design Principles

**Access** – Access is generally provided from an arterial-boulevard or collector-avenue street or alley or rear service lane. Shared access is used to avoid multiple curb cuts and pedestrian and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites. Access is designed to be easily crossed by pedestrians.

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

**Building Form and Site Design** – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T3 Suburban Neighborhood Center areas with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and existing or planned transit. Commercial, office, institutional, and residential buildings are also found within T3 Suburban Neighborhood Center areas. Locations at prominent intersections within a T3 Suburban Neighborhood Center are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage with

# T3-NC Suburban Neighborhood Center

individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s). Additional individual first-floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- » Strongly articulating the façade of large buildings and including such elements as windows and doors;
- » Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- » Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- » Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

Buildings, including entrances, are oriented to the street or to internal streets and drives, not onto parking. Building setbacks are shallow and consistent and may be deep enough to allow two rows of parking or additional pedestrian access and areas for patios and street furniture. Spacing between buildings is minimal.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T3 Suburban Neighborhood Center policy area may be needed to achieve adequate dimensions for building and site design that are consistent with this policy category. Development within the transitions along side streets that are between the T3 Suburban Neighborhood Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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 center. 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 T3 Suburban Neighborhood Center policy areas are generally one to three stories tall at any location within the center, but taller buildings of up to four stories may be found in limited instances. The appropriate height is based on the building type, surrounding context, and location within the center. Consideration of taller heights is given 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 center in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the intersection on which the building is located, with locations at intersections of two arterial-boulevard streets being favored for taller buildings;
- » 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 setbacks 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

# T3-NC Suburban Neighborhood Center

as defined in the Glossary of this document is provided by the development.

Buildings at the edges of the T3 Suburban Neighborhood Center form transitions in scale and massing where it adjoins lower-intensity Community Character policy areas, with thoughtful attention given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals as judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T3 Suburban Neighborhood 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 including courtyard flats, quads, triplexes, detached accessory dwellings, etc.;
- » 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;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is high and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Suburban Neighborhood Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are

present within the center. Crosswalks are provided at intersections, through parking lots and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone. Bicycle connectivity is provided in the form of on-road facilities.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding neighborhoods is moderate. The T3 Suburban Neighborhood Center is generally located at a prominent intersection with vehicular access provided from an arterial-boulevard or collector-avenue street. The impact of connectivity to the Neighborhood Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation. Given the intensity of development envisioned for the center, access to existing or planned mass transit is provided in convenient locations that allows for coordination with sidewalks and bikeways.

**Landscaping** – Landscaping is generally formal. Street trees, bushes, and planting strips are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Landscaping is used to screen 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. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

**Lighting** – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular

# T3-NC Suburban Neighborhood Center

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

**Parking** – Parking is provided on-street or on-site on surface lots. When provided on-site, one row of parking may be allowed between the building and the street. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the street wall created by buildings. Parking is screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Shared parking is encouraged. Bicycle parking is provided. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

**Service Area** – The T3 Suburban Neighborhood Center provides services to meet the daily needs of residents within a five minute drive.

**Signage** – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the center or the streetscape. The design and location of signage complements and contributes to the envisioned character of the center. Signage is generally scaled for vehicles, and monument signs are appropriate. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage is minimal 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

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.

# T3-NC Suburban Neighborhood Center

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 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 T3 Suburban Neighborhood Center area subject to the applicant's ability to prove that the requested zoning district is consistent with for the other provisions of T3 Suburban Neighborhood Center policy that are described above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered. Another factor that will be

# T3-NC Suburban Neighborhood Center

considered is whether there is potential to redevelop sites that are not consistent with T3 Suburban Neighborhood Center policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » MUN-A
- » RM9-A, RM15-A, or RM20-A may be appropriate based on locational characteristics of the subject property.
- » CN, CL, ON, OL, or SCN may also be appropriate in certain circumstances depending on factors such as the surrounding zoning pattern.
- » Design-based zoning

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

## **Building Types**

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Low-Rise Flat
- » Mid-Rise Flat (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (only up to four stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial
- » Insitutional

# T3-NC Suburban Neighborhood Center



Low-Rise Townhouses oriented to open space



Low-Rise Townhouses oriented to street



Low-Rise Commercial Building



Low-Rise Commercial Building used for offices



Low-Rise Mixed Use Building

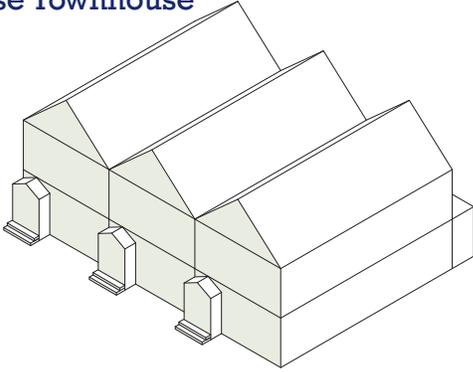


Mixed use neighborhood center in Celebration, Florida

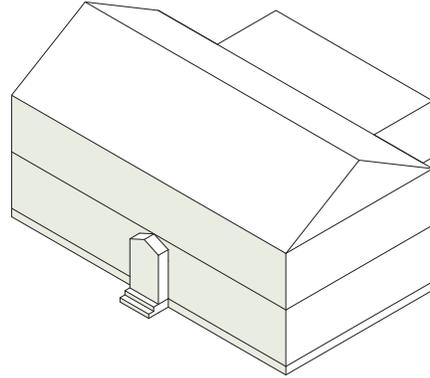
# T3-NC Suburban Neighborhood Center

## Building Types

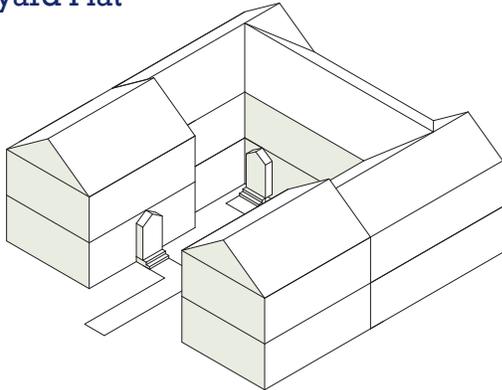
Low-Rise Townhouse



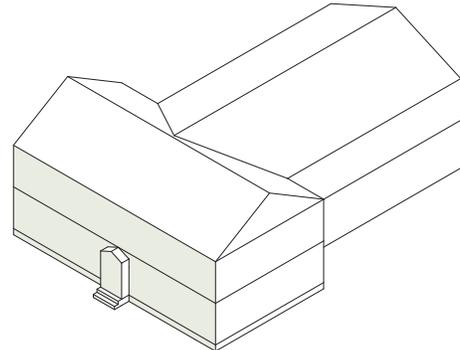
Manor House



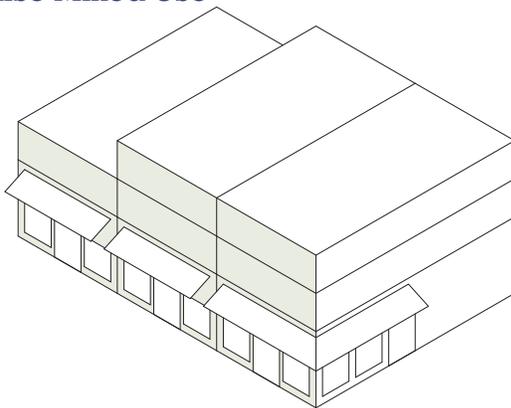
Courtyard Flat



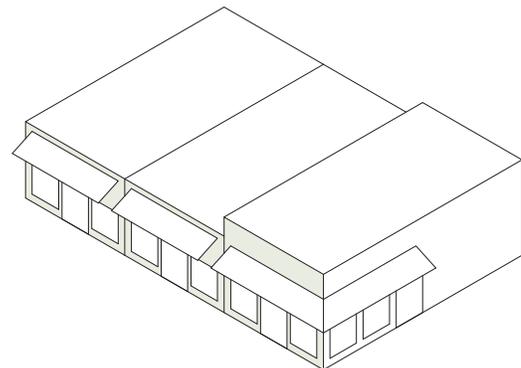
Low-Rise Flat



Low-Rise Mixed Use

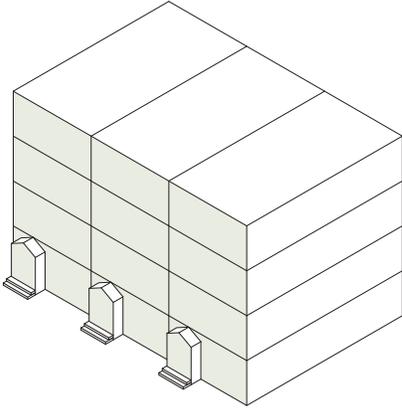


Low-Rise Commercial

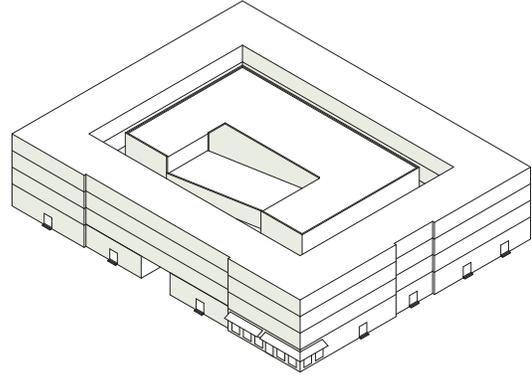


# T3-NC Suburban Neighborhood Center

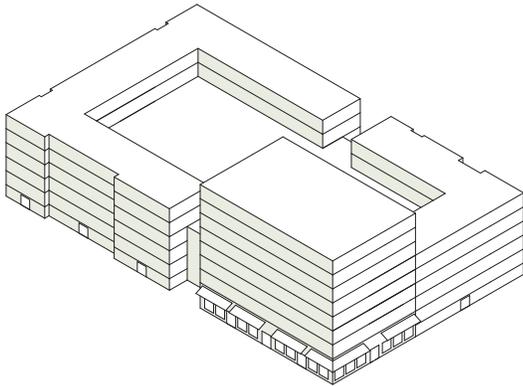
Mid-Rise Townhouse



Mid-Rise Flat



Mid-Rise Mixed Use



# T3-CC Suburban Community Center

## Policy Intent

Create and enhance suburban community centers encouraging their development or redevelopment as intense mixed use areas that are compatible with the general character of suburban neighborhoods as characterized by the service area, development pattern, building form, land use, and associated public realm. Where not present, enhance infrastructure and transportation networks to improve pedestrian, bicycle, and vehicular connectivity.

## General Characteristics

T3 Suburban Community Centers are pedestrian-friendly areas, generally located at prominent intersections that contain mixed use, commercial and institutional land uses, with transitional residential land uses in mixed use buildings or serving as a transition to adjoining Community Character Policies. T3 Suburban Community Centers serve suburban communities within a 10- to 20-minute drive. Intensity is generally placed within edges of the T3 Suburban Community Center, not exceeding a half mile in diameter. Non-residential buildings are regularly spaced and are generally built to the back edge of the sidewalk with minimal spacing between buildings. Parking is generally behind or beside the building, or on-street. Setbacks may be deeper to accommodate two rows of parking in front of buildings and the placement of out-parcel development associated with moderately, and in exceptional cases, large scaled retail buildings. The public realm and streetscape feature the consistent use of lighting and formal landscaping. T3 Suburban Community Centers are served by highly connected street networks, sidewalks, and existing or planned mass transit leading to surrounding neighborhoods and open space. The edges of T3 Suburban Community Centers are firm with residential transitions between the center and less intense suburban residential and open space areas, with distinguishable boundaries identified by land uses, building types, building placement, and block structure.



Nashville West Shopping Center



Low-Rise Mixed Use Buildings in a suburban setting



Low-Rise Commercial Building

# T3-CC Suburban Community Center

## Application

T3 Suburban Community Center Policy is applicable to areas where there is a concentration of land that is zoned, used, or intended to be used as commercial and mixed use, that is situated to serve a suburban community and where the center's intensification is supported by surrounding existing or planned residential development, adequate infrastructure and adequate access, such as arterial-boulevard and collector-avenue streets.

Commonly used boundaries to define T3 Suburban Community 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), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional, residential). Intensification takes place within the current boundaries of the center rather than through expansion of the policy. The application and boundary delineation of this policy are established during the Community Planning process.

## 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

- » Mixed Use
- » Commercial\*
- » Office
- » Institutional
- » Transitional Residential

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

## Design Principles

**Access** – Access to individual developments is provided from an arterial-boulevard, collector-avenue, side street, or alley or rear service lane. Shared access is used to avoid multiple curb cuts and pedestrian, bicyclist, and vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Cross access between multiple developments within a center is required. Coordinated access and circulation create a center that functions as a whole instead of as separate building sites.

Access to and within individual developments is designed to be pedestrian-friendly. Internal streets and driveways are marked with crosswalks. Traffic calming elements such as raised or textured pavement are used to slow traffic on longer internal streets or drive aisles. Internal streets with limited driveway connections and sidewalks separated by grade or landscaping are introduced into substantial parking areas.

**Block Length** – Blocks are linear with moderate distance between intersections. In the case of large multitenant developments with extensive areas of surface parking, blocks are created through an internal street system.

# T3-CC Suburban Community Center

**Building Form and Site Design** – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T3 Suburban Community Center areas with preference given to mixed use buildings. These buildings use land efficiently and contribute to the vitality and function of the center by providing combined opportunities to live, work, and shop and by supporting both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial, office, institutional, and transitional residential buildings are also found within T3 Suburban Community Center areas. Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance below in this Design Principle and in the Parking Design Principle.

The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage with individual, first-floor tenant space of 70,000 square feet or less, each with its own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- » Strongly articulating the façade of large buildings and including such elements as windows and doors;
- » Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- » Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- » Providing one or more areas of publicly accessible,

usable, and inviting open space within the development.

Non-residential and mixed use buildings, including entrances, are oriented to a street. The street wall is articulated, especially for longer building façades. If the non-residential or vertically mixed use building is internal to the development, it may be oriented to an internal street, private drive, or open space, but is not oriented to parking.

Setbacks are shallow to moderate and are consistent within a development site or along a block face. They may be deep enough to allow for two rows of parking in front of the structure or where additional pedestrian access and areas for patios and street furniture are needed. 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.

Solely residential buildings may be provided as a transition from higher-intensity commercial or mixed land uses in the center to adjacent lower-intensity residential land uses within a neighborhood. Locations at key intersections and corridor segments within a T3 Suburban Community Center are reserved for mixed use or non-residential development unless the applicant can document an appropriate, planning-based reason for placing a solely residential building at such a location.

Solely Residential buildings in T3 Suburban Community Center policy areas are typically multifamily buildings with moderate lot coverage. Façades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long façades.

Residential buildings, including entrances, are oriented to the street or an open space. Types of open spaces may vary and could include courtyards or other types

# T3-CC Suburban Community Center

of functional and accessible open spaces. Setbacks are moderate and may be varied, providing some distinction between the public realm of sidewalks, internal walkways, and open spaces and the private realm of the residence. Stoops and front porches are common to provide for some interaction between the public and private realm and to create a pedestrian-friendly environment. There is moderate spacing between buildings. Courtyards for courtyard housing are appropriate.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T3 Suburban Community Center policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T3 Suburban Community Center and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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 center. 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 T3 Suburban Community Center policy areas are generally one to three stories tall but taller buildings of up to five stories may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based

on the building type, surrounding context, and location within the center. Consideration of taller heights is given 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 center in terms of creating pedestrian-friendly streetscapes, plazas, and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersection in the center being favored for taller buildings;
- » 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 T3 Suburban Community Center 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.

# T3-CC Suburban Community Center

Buildings at the edges of T3 Suburban Community 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 including courtyard flats, quads, triplexes, alley houses, etc.;
- » 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 façades that face lower-intensity Community Character policy areas.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods and existing or planned transit is moderate and is provided in the form of sidewalks, bikeways, and greenways. Pedestrian connectivity within the T3 Suburban Community Center is high in order to allow pedestrians to park and walk from business to business. Sidewalks are present within the center. Crosswalks are provided at intersections, through parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding suburban neighborhoods, corridors, existing or planned transit, and open space is moderate. The T3 Suburban Community Center is generally found

at an intersection of two arterial-boulevard streets or an arterial-boulevard and a collector-avenue, with vehicular access provided from an arterial-boulevard, collector-avenue, or in some cases a local street, alley, or rear service lane. The impact of access to the Community Center on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Connectivity within the center is provided through coordinated access and circulation, which may include the construction of new streets, drives, and alleys. Development provides adequate facilities to accommodate existing or planned mass transit in the form of transit shelters and other facilities and allows for coordination with sidewalks and bikeways.

**Landscaping** – Landscaping is formal. Street trees, bushes, and other plantings are appropriate. In surface parking lots, landscaping in the form of trees, bushes, and other plantings is provided. Larger trees are used to frame parking areas and internal streets. Landscaping is used to screen automobile-related uses, ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Native plants and natural rainwater collection are used to minimize maintenance costs and the burden on infrastructure.

**Lighting** – Lighting is consistently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the

# T3-CC Suburban Community Center

center, 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 surface lots or in structures. On-street parking offsets parking needs and creates a buffer between the street and the pedestrian.

If on-site surface parking is located in front of the primary building, then the parking is screened from the primary street(s) by buildings on outparcels. These outparcels are oriented to face the primary street with setbacks and spacing that create a street wall that fosters a pedestrian-friendly environment. Surface parking is divided into sections by landscape islands and internal street networks. Parallel parking along internal streets is used to provide definition to the street, calm traffic, and enhance pedestrian use of the center.

Two rows of on-site surface parking are allowed between all buildings (including outparcels) and the street. An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the public and private realms. An example of such a technique would be a knee wall.

Surface parking is primarily behind the building with limited parking beside the building. Parking beside the building is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian-friendly environment. Parking is screened from view of the street and from view of abutting residential properties.

When establishing parking quantities, other design principles and community plan policies are not

compromised. Shared parking is encouraged. Bicycle parking is provided. The use of pervious pavement and other LID stormwater management techniques is strongly recommended.

**Service Area** – The T3 Suburban Community Center provides services to meet the daily needs of residents within a 10- to 20- minute drive as well as services that are needed less frequently and provide a draw to the larger community.

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# T3-CC Suburban Community Center

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 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

# T3-CC Suburban Community Center

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 T3 Suburban Community Center area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3 Suburban Community Center policy that are described above. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and Community Character policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 Suburban Community Center policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » MUN-A
- » MUL-A
- » OR20-A

More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.

- » CS, CL, ON, OL, OR20, or SCC may also be appropriate in certain circumstances depending on factors such as the surrounding zoning pattern.
- » Design-based zoning

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

## **Building Types**

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial

# T3-CC Suburban Community Center



Development in T3 Suburban Community Center



Pedestrian-friendly environment



Low-Rise Townhouses



Formal landscaping



Low-Rise Mixed Use Building (Live/Work)

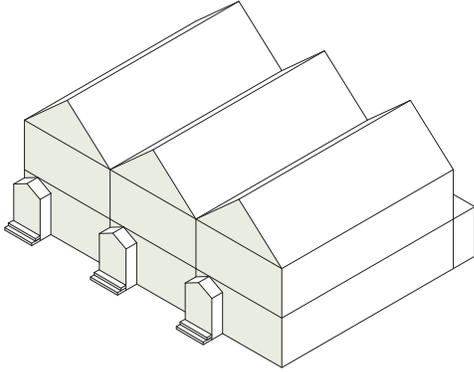


Low-Rise Mixed Use Buildings

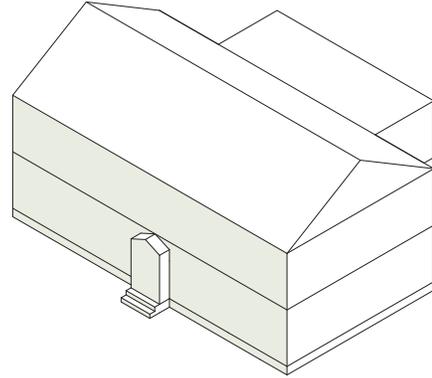
# T3-CC Suburban Community Center

## Building Types

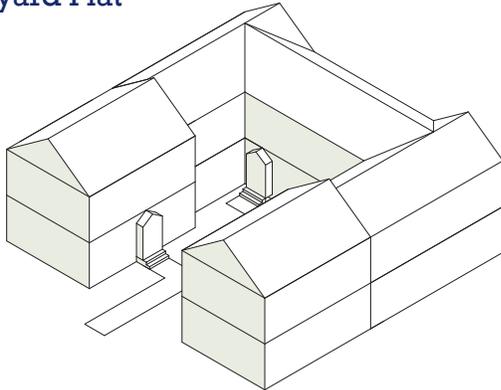
Low-Rise Townhouse



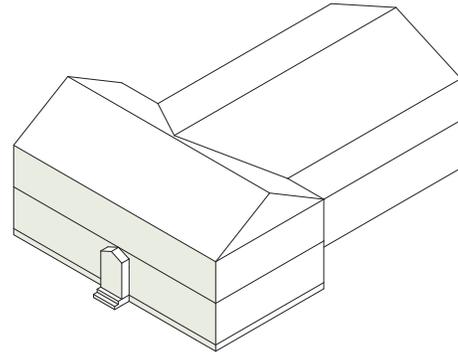
Manor House



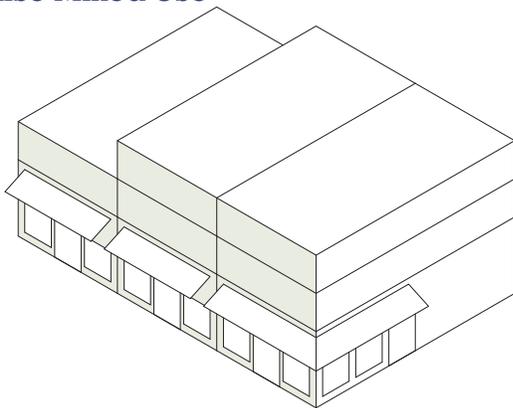
Courtyard Flat



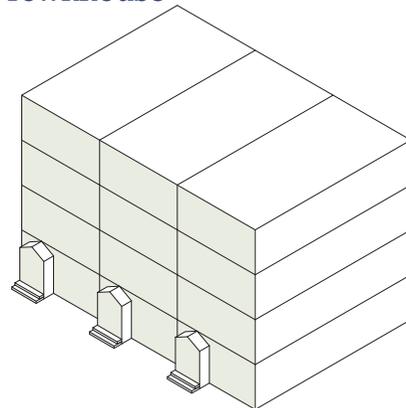
Low-Rise Flat



Low-Rise Mixed Use

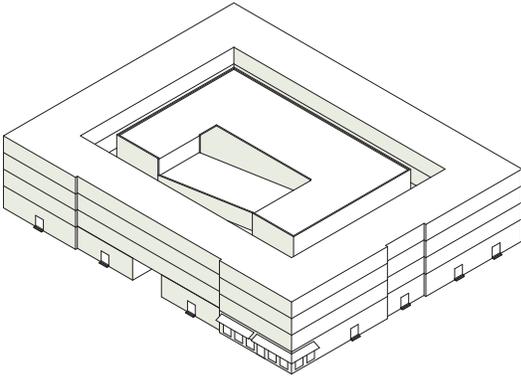


Mid-Rise Townhouse

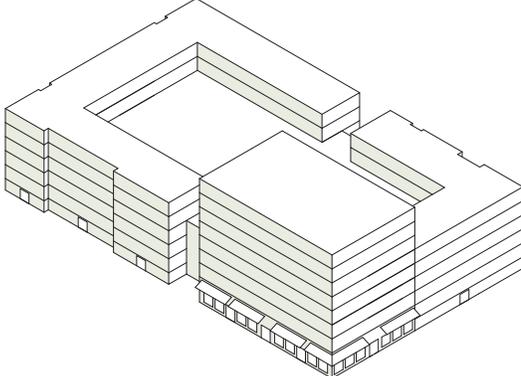


# T3-CC Suburban Community Center

Mid-Rise Flat



Mid-Rise Mixed Use





# T3-RC Suburban Residential Corridor

## Policy Intent

Preserve, enhance, and create suburban residential corridors that support predominately residential land uses; are compatible with the general character of suburban neighborhoods in terms of their development pattern, building form, land use, and associated public realm; and move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

## General Characteristics

T3 Suburban Residential Corridors are prominent arterial-boulevard or collector-avenue corridors that feature residential land uses and are served by multiple modes of transportation. T3 Suburban Residential Corridors are intended to be “Complete Streets”—streets that are designed and operated to enable safe, attractive and comfortable access and travel for all users. T3 Suburban Residential Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of transportation modes. These corridors often provide the boundaries to suburban neighborhoods or communities.

A variety of residential and institutional buildings combined with open space frame the corridor. The buildings are regularly spaced with moderate spacing between buildings and moderate to deep setbacks. Setbacks may be deeper to avoid environmentally sensitive features and to preserve existing natural landscaping along the corridor. The public realm and streetscape feature the infrequent use of lighting and significant green space along the corridor including both formal and informal landscaping. T3 Suburban Residential Corridors provide high access management and are served by moderately connected street networks, sidewalks, and existing or planned mass transit. The edges of T3 Suburban Residential Corridors are firm with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.



Low-Rise Flats in a suburban setting



Low-Rise Flats in a suburban setting



Residences along a T3 Suburban Residential Corridor

# T3-RC Suburban Residential Corridor

## Application

T3 Suburban Residential Corridor Policy is applied to prominent suburban arterial-boulevard and collector-avenue street corridors with adequate transportation capacity where there is an expressed interest in maintaining the residential use or creating residential uses along the corridor while providing opportunity for an evolving development pattern in regard to the size, scale, and density. T3 Suburban Residential Corridor Policy is applicable to areas that are zoned residential, where the primary land use is residential, or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T3 Suburban Residential Corridors include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3 Suburban Residential Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process.

## Additional Guidance in Community Plans and Detailed Plans

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

## Examples of Appropriate Land Uses

In order of appropriateness

- » Residential
- » Community Gardens and Other Open Spaces
- » Institutional

## Design Principles

**Access** – T3 Suburban Residential Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned transit. Moderate to high access management is observed by providing shared and consolidated access points at greater distances from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of environmental features.

Access to the corridor is provided preferably by side streets or frontage roads. New driveways are discouraged, but if permitted, they are shared or consolidated driveways. Curb cuts are limited to minimize conflict points between vehicles, pedestrians, and cyclists. Access points are consolidated and coordinated with strategic access points across all fronting streets. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

The impact of access to the corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets.

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

**Building Form and Site Design** – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

# T3-RC Suburban Residential Corridor

The building mass, orientation, and placement are appropriate to the building type and street type/size and are designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing. Residential development on the T3 Suburban Residential Corridor is located to preserve the existing environmental features and land form to frame the corridor. The corridor is preferably framed by significant, dense landscaping, preserving existing trees and vegetation. If that is not possible due to depth of the site or environmentally sensitive features, then the corridor is framed by the residential buildings, oriented toward the corridor with moderate to deep and consistent setbacks that preserve and create a combination of buildings and landscaping framing the corridor.

An integrated mixture of building types, including single-family houses, plex houses, townhouses, flats, and manor houses to provide housing choice, are found on T3 Suburban Residential Corridors. Massing of buildings results in a footprint with moderate lot coverage. Residential buildings internal to the development are oriented to the street or to an open space with moderate and consistent setbacks. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Spacing between buildings should also preserve greenspace and environmentally sensitive features. Spacing is generally moderate.

New structures are designed to provide a transition in scale and massing to adjacent historic structures. A successful transition may be provided by reducing the height and massing of the new structure when approaching a smaller historic structure and using a building type such as articulated townhouses near historic structures to complement the historic structure's form. Applicants are also encouraged to offer additional or alternative innovative ways to provide transition in scale, massing and building type. In all cases, new structures adjacent to historic structures complement in height and massing historic structures and do not threaten the integrity of the historic property and its environment.

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 along the corridor. 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.

New developments that create their own street or internal drive systems also provide inviting, functional, and accessible open space as an integral part of the development. Less extensive new developments provide smaller open spaces that may serve multiple purposes, such as rain gardens that serve as storm water management devices as well as site amenities.

Density is secondary to the form of development; however, T3 Suburban Residential Corridor Areas are intended to be moderate density with smaller lots and a more diverse mix of housing types than are typically found in T3 Suburban Neighborhood Maintenance areas. Buildings in T3 Residential Corridor policy areas are generally one to three stories tall but taller buildings of up to five stories may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, and surrounding context. Consideration of taller heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the

# T3-RC Suburban Residential Corridor

- width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
  - » Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
  - » 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.
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
  - » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
  - » Are separated from lower-intensity areas by rear alleys or service lanes; and,
  - » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features.

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

**Connectivity (Vehicular)** – Vehicular connectivity to surrounding development is high. To ensure that the corridor will efficiently move vehicular traffic, shared and consolidated access points are provided. Development provides adequate facilities to accommodate mass transit in the form of transit shelters and other facilities and allows for coordination with sidewalks and bikeways.

**Landscaping** – Landscaping along the corridor is generally informal consisting of existing mature vegetation, regardless of whether the corridor is framed by open space or framed by residential buildings as described in building orientation. Landscaping away from the corridor that is Internal to developments is generally natural and informal. Landscaping is encouraged to

Buildings at the edges of the T3 Suburban Residential Corridor 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 T3 Suburban Residential Corridor 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 including detached accessory dwelling units, courtyard flats, plex houses, etc.;
- » 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;

# T3-RC Suburban Residential Corridor

retain the existing vegetation to preserve the randomly spaced clusters of mature trees, similar to what is found in a classic suburban model. When developing a landscaping plan, consideration is given to the character of landscaping in adjacent neighborhoods. 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.

**Lighting** – Lighting is infrequently provided. Lighting is used for safety at buildings and safety in vehicular and pedestrian travel. Lighting is pedestrian-scaled and projected downward. Lighting is designed to enhance the character of the corridor.

**Parking** – Parking is provided on-site and is not accessed from the corridor. Parking for single- and two-family buildings is generally provided by driveways from internal streets with limited on-street parking on internal streets. Parking for multifamily buildings is provided on-site in surface lots, which are not accessed from the corridor. Parking is located behind or beside the building and is screened and/or buffered from view of internal streets and from view of the corridor. In all cases, on-site parking is accessed via side streets or frontage roads, not from the corridor. Bicycle parking is provided at non-residential uses and at multifamily developments. The use of pervious pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

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

**Signage** – Signage is limited to institutional uses and neighborhood identification signs. Signage alerts motorists, pedestrians, and cyclists to their location and

assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complements and contributes to the envisioned character of the corridor. Signage is scaled for pedestrians and moderately to quickly moving traffic. Monument signs are appropriate.

**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

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

# T3-RC Suburban Residential Corridor

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 this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

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

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

There may be certain kinds of institutional uses supported by the policy that may be proposed for some type of adaptive reuse. An example of such a property

# T3-RC Suburban Residential Corridor

would be a religious or educational institution. Such adaptive reuse proposals may include activities that would not normally be supported under the policy. Proposals for such adaptive reuse of these sites may be accompanied by rezoning requests, which would be reviewed for consistency with the policy. In order to encourage preservation of institutional structures that are important to the community's history, fabric, and character, zone change applications for that would grant flexibility for adaptive reuse may be considered on their merits provided that:

- » The subject structure and/or site have been designated one of the following by the Metropolitan Historical Commission and/or Metropolitan Historic Zoning Commission:
  - » Worthy of Conservation
  - » Eligible for Listing in the National Register of Historic Places
  - » Listed in the National Register of Historic Places
  - » National Historic Landmark
  - » A contributing structure in a Neighborhood Conservation, Historic Preservation, or Historic Landmark zoning overlay district
- » Any alterations to the subject structure and/or site will follow the Secretary of Interior's Standards;
- » There is no territorial expansion of the proposed use and/or zoning beyond the current historically significant structure and/or site;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied which, in the course of accommodating an acceptable proposed development, prohibits the demolition of and inappropriate renovations to the structure and does

not expose the adjoining area to the potential for incompatible land uses.

The following is a list of zoning districts that may be appropriate within a given T3 Suburban Residential Corridor area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T3 Suburban Residential Corridor policy that are described above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 Suburban Residential Corridor policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » RM9-A
- » RM15-A
- » RM20-A
- » RS3.75
- » RS5
- » Design-based zoning

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

# T3-RC Suburban Residential Corridor

## Building Types

- » Institutional
- » House
- » Detached Accessory Dwelling Unit
- » Plex House
- » House Court
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Courtyard Flat
- » Low-Rise Flat
- » Mid-Rise Flat (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)



House



Low-Rise Flat

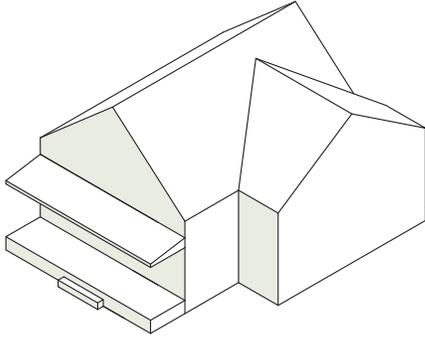


Low-Rise Townhouses

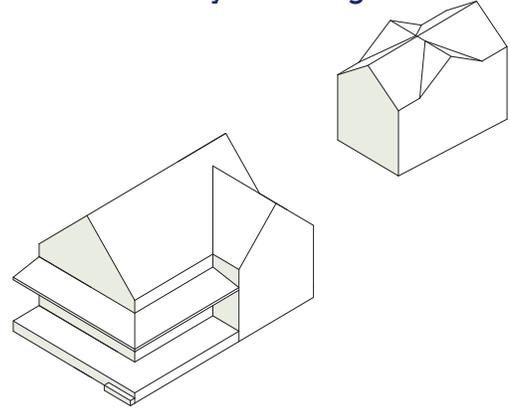
# T3-RC Suburban Residential Corridor

## Building Types

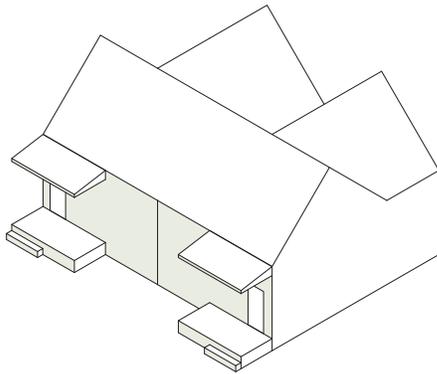
House



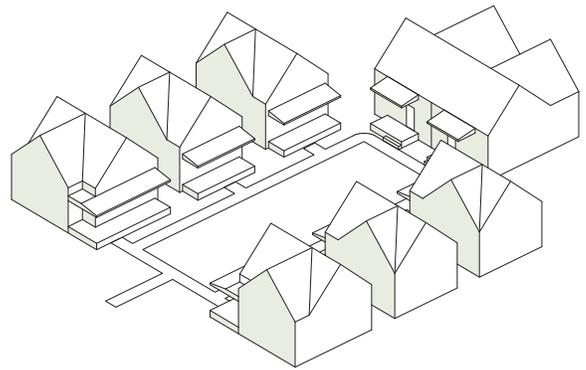
Detached Accessory Dwelling Units



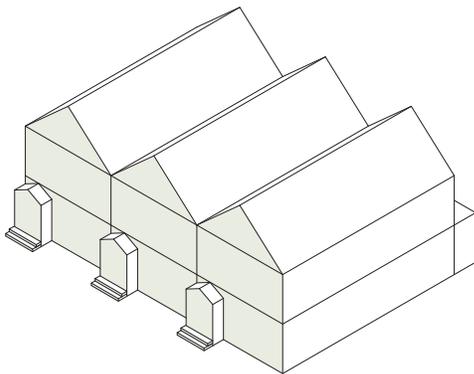
Plex House



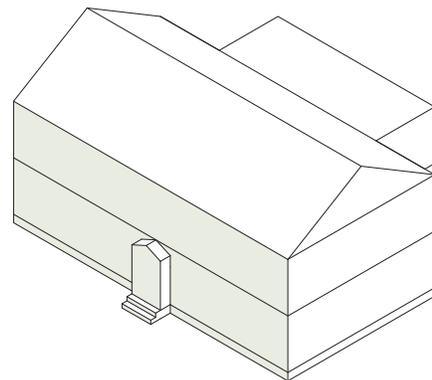
House Court



Low-Rise Townhouse

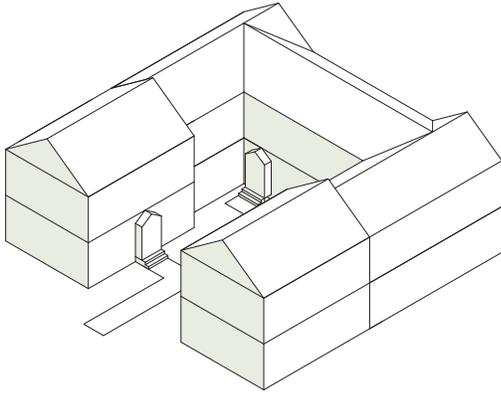


Manor House

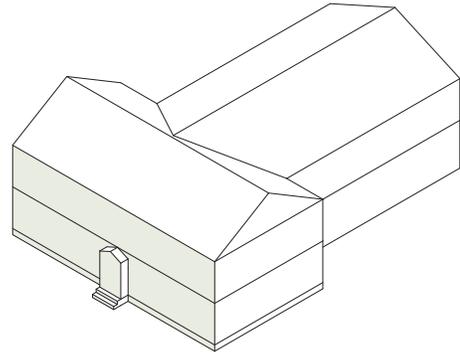


# T3-RC Suburban Residential Corridor

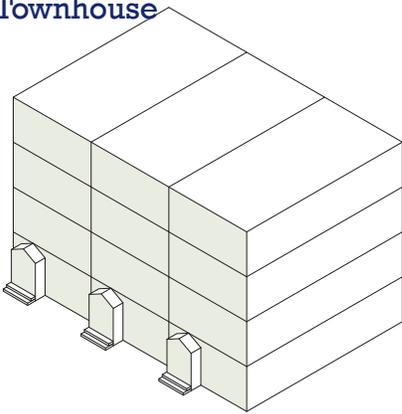
Courtyard Flat



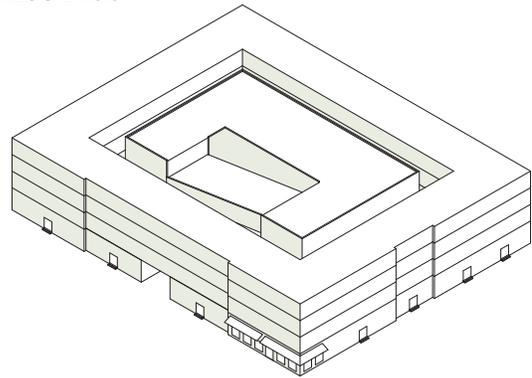
Low-Rise Flat



Mid-Rise Townhouse



Mid-Rise Flat



# T3-CM Suburban Mixed Use Corridor

## Policy Intent

Enhance suburban mixed use corridors by encouraging a greater mix of higher-density residential and mixed use development along the corridor, prioritizing higher-intensity mixed use and commercial uses at intersections with preference given to residential uses between intersections; creating buildings that are compatible with the general character of suburban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit.

## General Characteristics

T3 Suburban Mixed Use Corridors are pedestrian-friendly, prominent arterial-boulevard and 0 corridors that accommodate residential, commercial, and mixed use development, and are served by multiple modes of transportation. T3 Suburban Mixed Use Corridors are intended to be Complete Streets—streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T3 Suburban Mixed Use Corridors are prominent due to their geographical location, size, scale, and/or accessibility by a variety of modes of transportation. These corridors often provide the boundaries to suburban neighborhoods or communities.

Along the corridor, buildings are regularly spaced with moderate spacing between buildings and are generally built to the back edge of the sidewalk. 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 formal landscaping. T3 Suburban Mixed Use Corridors provide high access management and are served by highly connected street networks, sidewalks, and existing or planned mass transit. The edges of T3 Suburban Mixed Use Corridors



T3 Suburban Mixed Use Corridor

# T3-CM Suburban Mixed Use Corridor

are firm with clearly distinguishable boundaries identified by land uses, building types, building placement, and block structure.

## Application

T3 Suburban Mixed Use Corridor Policy is applied to prominent suburban arterial-boulevard and collector-avenue corridors with adequate transportation capacity where there is an expressed interest in evolving to a balanced mixture of residential and commercial land uses along the corridor and providing opportunity for an evolving development pattern in regard to the size, scale, and density. T3 Suburban Mixed Use Corridor Policy is applicable to areas that are zoned residential, commercial, and mixed use, where the primary land use is residential, commercial, and mixed use, or that are envisioned to become predominately residential and mixed use with higher-intensity commercial areas concentrated at major intersections.

Commonly used boundaries to define T3 Suburban Mixed Use Corridors include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T3 Suburban Mixed Use Corridor Policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process.

## 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

- » Mixed use
- » Residential
- » Commercial\*
- » Office
- » Institutional

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

## Design Principles

**Access** – T3 Suburban Mixed Use Corridors are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned transit. Moderate to high access management is observed by providing shared and consolidated access points, but at greater distance from each other to complement the longer suburban block structure. Variation is allowed for sensitive treatment of topography.

Access to the corridor is provided preferably by side streets or frontage roads, or when necessary, from shared or consolidated driveways that provide connectivity to adjacent development. There may be challenges to balancing the need to manage access points along the

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corridor with potential negative impacts on adjacent residential neighborhoods when access is provided from side streets. These challenges increase where residential buildings face directly onto the sides of commercial properties.

Curb cuts are limited to minimize vehicular conflict points. Access into developments is aligned, where applicable, with access for development across the street. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

**Building Form and Site Design** – The building form is in character with the existing T3 Suburban development pattern in terms of its mass, orientation, and placement. The building form does, however, complement the adjacent neighborhoods that it serves and the infrastructure to which it has access.

A mix of building types is expected in T3 Suburban Mixed Use Corridor areas with preference given to mixed use buildings around intersections and a range of higher-intensity residential buildings along corridor segments between intersections. These buildings use land efficiently and contribute to the vitality and function of the corridor. Mixed use buildings provide combined opportunities to live, work, and shop. Both mixed use and multifamily residential buildings support both consumer business viability and the feasibility of public investments such as sidewalks and transit. Commercial and office buildings are also found around intersections in T3 Suburban Mixed Use Corridor areas. Automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings have specific guidance under this Design Principle and in the Parking Design Principle.

The massing of non-residential and mixed use buildings results in a footprint with moderate lot coverage with individual, first-floor tenant space of 10,000 square feet or less, each with its own entrance(s). To accommodate greater mass, buildings are encouraged to add stories. Additional individual first-floor tenant space square footage may be considered in cases of exceptional development design that is especially attentive to:

- » Strongly articulating the façade of large buildings and including such elements as windows and doors;
- » Placing the parking in a manner that breaks up large expanses of pavement, provides safe pedestrian movement, and deters speeding vehicles (parking standards below still apply);
- » Orienting the large buildings and using smaller buildings to frame the large building all in a manner that creates a town center environment that serves as a destination within the center; and
- » Providing one or more areas of publicly accessible, usable, and inviting open space within the development.

Mixed use and non-residential buildings, including entrances, are oriented to the corridor. If internal streets or side streets are created with the development, buildings internal to the development are oriented to the internal or side street, not onto parking. Setbacks are shallow with the building built to back edge of the sidewalk. Setbacks may be moderate to allow for two rows of parking in front of the building or where additional pedestrian access and areas for patios are needed. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. Spacing between buildings is moderate.

Multifamily residential buildings are preferred along corridor segments between intersections. The massing of residential buildings results in a building footprint with moderate lot coverage. Residential buildings frame and are oriented to the corridor, or, if internal

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to the development, to an internal street or an open space. Types of open spaces may vary and could include courtyards or other types of functional and accessible open spaces. Setbacks on the corridor are shallow to moderate and consistent. Setbacks for residential buildings internal to the development are shallow and consistent. In both cases, setbacks provide some distinction between the public realm of the sidewalk and the private realm of the residence. Within this setback, stoops are common to provide for some interaction between the public and private realms and for a pedestrian-friendly environment. Spacing between buildings is moderate. Façades are articulated with plentiful windows and doors. Additional design features such as recesses and awnings are used to break up long façades. Densities are higher than in surrounding residential neighborhoods.

Developments at intersections are oriented so that buildings, including their main entrances, face the highest-order street at the intersection. Property consolidation to create larger development sites within the T3 Suburban Mixed Use Corridor policy area may be needed to achieve adequate dimensions for building and site design that is consistent with this policy category. Development within the transitions along side streets that are between the T3 Suburban Mixed Use Corridor and adjacent policy areas does not inhibit or discourage redevelopment of the properties on the higher-order street.

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 along the corridor. 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 T3 Suburban Mixed Use Corridor policy areas are generally one to three stories tall but taller buildings of up to five stories may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street. The appropriate height is based on the building type, location, and surrounding context. Consideration of taller heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies (see below for further details on transitions);
- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- » Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- » Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- » 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 T3 Suburban Mixed Use Corridor form transitions in scale and massing where it adjoins lower-intensity Community Character policy

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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 T3 Suburban Mixed Use Corridor 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 including detached accessory dwelling units, courtyard flats, plex houses, etc.;
- » 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;
- » Are sensitively designed to respond to the often pronounced irregularities in the depth of nonresidential and mixed use development along diagonal corridors, which sometimes results in residential buildings facing directly onto the sides of commercial properties;
- » Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- » Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- » Are separated from lower-intensity areas by rear alleys or service lanes; and,
- » Pay particular attention to articulating façades that face lower-intensity Community Character policy areas.

**Connectivity (Pedestrian/Bicycle)** – Pedestrian and bicycle connectivity to surrounding neighborhoods, centers, existing or planned transit, and open space is high and is provided in the form of sidewalks or multi-use paths and bikeways. Pedestrian connectivity within the T3 Suburban Mixed Use Corridor is high in order to allow

pedestrians to park and walk from building to building. Sidewalks are present along the corridor, and crosswalks are provided at intersections, across parking lots, and at vehicular access points and are clearly marked to distinguish the pedestrian zone from the vehicular zone.

**Connectivity (Vehicular)** – Vehicular connectivity is moderate to high. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, the T3 Suburban Mixed Use Corridor has moderate to high connectivity in the form of shared and consolidated access points, and intersecting local and collector-avenue streets. The impact of access to the Mixed Use Corridor on adjacent neighborhoods is considered, balancing the impacts of increased traffic with the need to provide connectivity to offer multiple route choices and spread traffic to multiple streets. Access points are preferably provided by existing intersecting local or collector-avenue streets. If intersecting local or collector-avenue streets are not available, then access drives are consolidated and improved to serve as a new street that connects to adjacent development and contributes to the overall street network. Curb cuts are limited to minimize conflict points between vehicles, pedestrians, and cyclists. Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities.

**Landscaping** – Landscaping along the corridor is generally formal in association with non-residential development and may be a mixture of formal and informal landscaping with residential development. Landscaping includes a roadside planting strip of sufficient depth to buffer the sidewalk and provide space for street trees. Between the sidewalk and the building, landscaping adds visual interest in the front setback and serves to screen from view the parking in front of the building. In surface parking lots, landscaping in the form of trees and other plantings are provided. Landscaping is used to screen automobile-related uses, ground utilities, meter boxes, heating and cooling units,

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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 of infrastructure.

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

**Parking** – Parking is provided on-site in surface lots and shared parking is encouraged. One row of parking may be considered between non-residential buildings and the street. An exception is made for automobile-related uses such as vehicle sales lots. These may have more parking or outside storage in front of structures provided design techniques are used that effectively separate the public and private realms. An example of such a technique would be a knee wall. The remaining parking is behind or beside the building. Limited parking is allowed beside the building and is designed to cause minimal disruption to the way the buildings frame the street and create a pedestrian-friendly environment. On-site surface parking is divided into sections by landscape islands and internal street networks. On-site surface parking is also screened from view of the street and from view of abutting residential properties. When establishing parking quantities, other design principles and community plan policies are not compromised. Bicycle parking is provided.

The use of pervious pavement in parking lots is strongly encouraged and may be required in certain situations where nearby sensitive environmental features and the watershed could be negatively affected by runoff.

**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 corridor. Signage is generally scaled for vehicles. Monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible. Appropriate signage scaled for pedestrians includes building-mounted signs, projecting signs, or awning signs. Any lighting on signage complies with the lighting design principles above.

**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:

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- » 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 this policy are generally encouraged to redevelop in accordance with the policy whenever such uses cease or when the areas are rezoned. Communities are, however, sometimes confronted with proposals for adaptive reuse of sites or buildings where such existing activities are no longer viable. Proposals for adaptive reuse of such sites may be accompanied by rezoning requests, which would be reviewed for consistency with policy. Zone change applications for such sites may be considered on their merits provided that:

- » There is no territorial expansion of the inconsistent use and/or zoning;
- » The proposed development would generate minimal non-local traffic and the traffic can be adequately served by the existing transportation network;
- » The proposed development can be adequately served by existing infrastructure;
- » The proposed development is consistent with the character of the Transect Area in which the site is located;
- » The proposed development is consistent with the Design Principles of the policy;
- » Appropriate zoning can be applied, which, in the course of accommodating an acceptable proposed

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development, does not expose the adjoining area to the potential for incompatible land uses.

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

The following is a list of zoning districts that may be appropriate within a given T3 Suburban Mixed Use Corridor area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of the T3 Suburban Mixed Use Corridor policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T3 Suburban Mixed Use Corridor policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that might not otherwise be considered appropriate.

- » RM9-A
- » RM15-A
- » RM20-A
- » MUN-A
- » MUL-A
- » OR20-A

More intense alternative zoning districts may be appropriate based on locational characteristics of the subject property.

- » CS, CL, ON, OL, or OR20 may also be appropriate in certain circumstances depending on factors such as the surrounding zoning pattern.
- » Design-based zoning

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

## Building Types

- » Institutional
- » Low-Rise Townhouse
- » Mid-Rise Townhouse (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Manor House
- » Low-Rise Flat
- » Mid-Rise Flat (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Mixed Use
- » Mid-Rise Mixed Use (only up to five stories and only under exceptional circumstances as described under Building Form and Site Design above)
- » Low-Rise Commercial

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Low-Rise Townhouses



Civic Building



Low-Rise Townhouses



Low-Rise Commercial Building

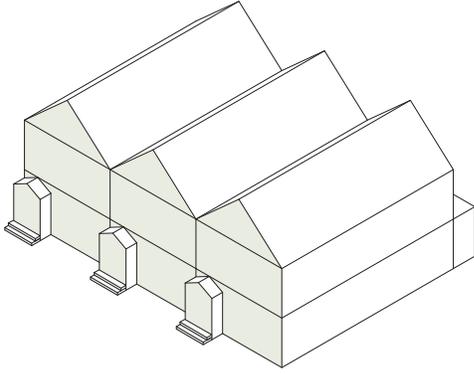


Low-Rise Commercial Building

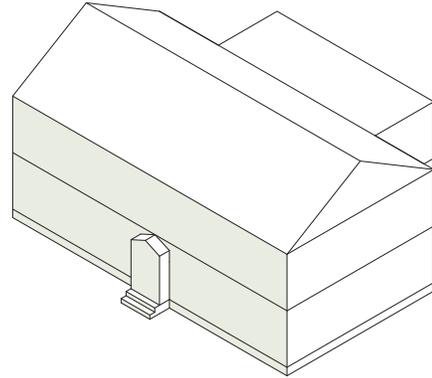
# T3-CM Suburban Mixed Use Corridor

## Building Types

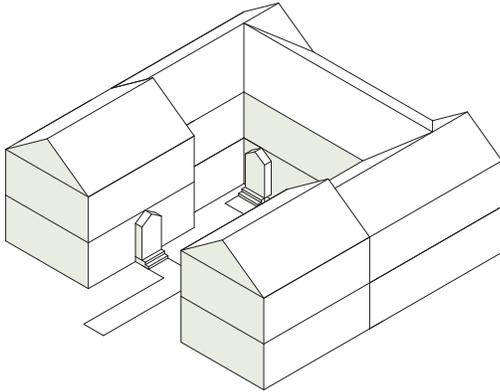
Low-Rise Townhouse



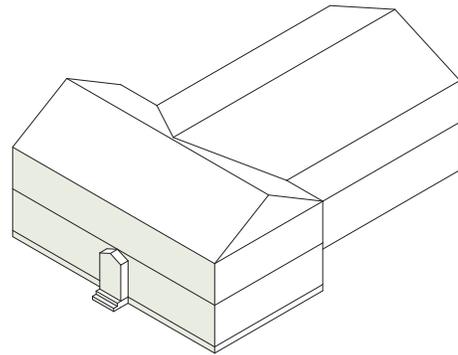
Manor House



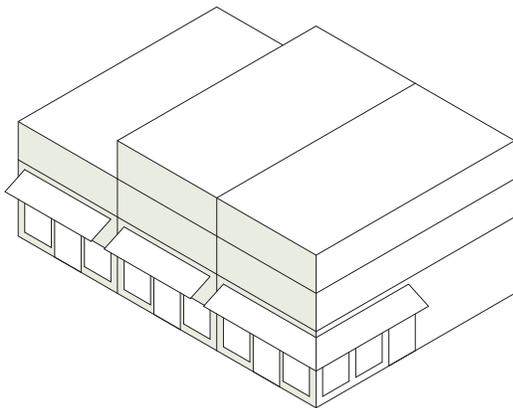
Courtyard Flat



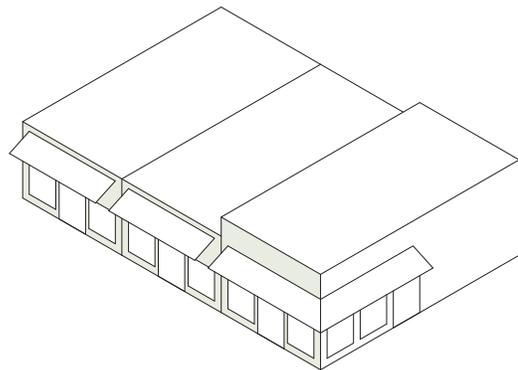
Low-Rise Flat



Low-Rise Mixed Use



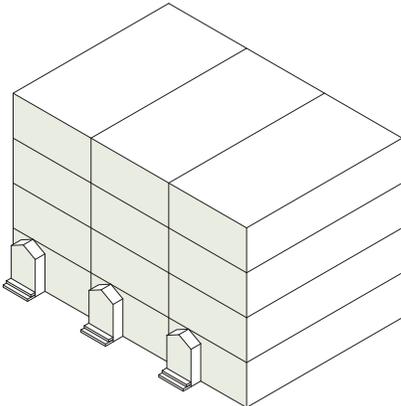
Low-Rise Commercial



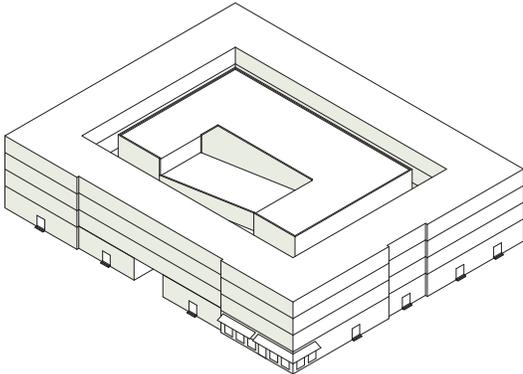
# T3-CM

# Suburban Mixed Use Corridor

Mid-Rise Townhouse



Mid-Rise Flat



Mid-Rise Mixed Use

