

T6 Downtown

Introduction

A region's vitality is directly linked to the vitality of its core. In the case of Nashville/Davidson County and the greater Middle Tennessee region, the core is the downtown area, the center of commerce, the arts, and civic and government. The activities in the T6 Downtown Transect Area support and sustain the quality of life in the surrounding T1 Natural, T2 Rural, T3 Suburban, T4 Urban, and T5 Center Transect Areas. Downtown boasts commerce, governance, and artistic uses well known on a national and even international scale, creating a bustling 24-hour center of activity.

Downtown has long been the center of business, government, and entertainment in Nashville and Tennessee. It has an international reputation for music, but also growing prominence in the Southeast United States and the country as a competitive site for relocation of businesses. In recent years, downtown has witnessed increasing residential development as more Nashvillians embrace urban living and new residents, moving from elsewhere in the United States, settle in downtown. In this aspect, downtown Nashville is a reflection of a national shift in housing types and location. Due to increased residential options, downtown Nashville has grown to be a very livable environment with residential areas within walking distance of fine dining, entertainment, and open space and recreational areas, existing cohesively with existing civic and commerce uses. This intense mixture of uses strengthens downtown Nashville, thus strengthening the region.

Residential development in downtown neighborhoods is denser and often in buildings with a grander form than elsewhere in the county. Downtown neighborhoods vary in scale and mass of development ranging from neighborhoods featuring low-rise townhomes to neighborhoods featuring high-rise stacked flats. Depending on the neighborhood in the



Open Space



Complete street



Downtown Core

T6 Downtown

T6 Downtown Transect Area, residential buildings may accommodate multiple uses, such as retail or office space, and structured parking. Single-family attached and multifamily residential building types such as townhomes, row houses, and stacked flats are commonly found in the T6 Downtown Transect neighborhoods as these building forms accommodate the area's compact and intense development pattern.

Residential buildings in the T6 Downtown Transect Area are placed close to the street with shallow setbacks or are built to the back edge of the sidewalk, in order to frame the street, creating a defined space while separating the private realm of the home from the public realm of the street. Within the shallow setbacks, downtown residences may have stoops to encourage activity on the street. If the residential building has a mixture of uses, active street-level uses such as retail, office, and outdoor dining areas create an active streetscape that makes pedestrian travel enjoyable throughout downtown.

In the Capitol District of the T6 Downtown Transect Area, civic buildings are generally historic buildings in prominent locations, often featuring open space such as public squares, greens, and parks. Civic buildings are distinctive in their placement and orientation and may be seen from various viewpoints of the city. Historic civic buildings are conservative in their heights, while contemporary civic buildings are scaled, massed, and placed to reflect their prominence while being consistent with surrounding downtown development patterns.

In the Downtown Core Community Character Policy, commercial and office land uses are predominant and are complemented by growing residential and retail sectors. Buildings in the Downtown Core Community Character Policy have large footprints in relation to the lot size, creating a dense development pattern. Building heights in this policy may reach 70 stories. The height, massing, and placement of buildings at the back of wide sidewalks in the Downtown Core Policy create a strong street wall.

While this creates a defined pedestrian space, it can also overwhelm the streetscape. Active uses, such as retail and restaurants with outdoor dining, are crucial to enlivening the street and creating a welcoming environment for Downtown residents, visitors, and employees. Formal streetscaping, with coordinated planters, benches, and trash receptacles also make the sidewalk and street more welcoming. Finally, residential uses above the street ensure that there is activity on and above the street at all hours of the day.

Retail and entertainment uses in the T6 Downtown Transect Area center around the Second and Broadway corridors. Here, residents, employees, and visitors shop, entertain, and dine. These land uses are supported by surrounding residential neighborhoods and the civic and central business districts. Buildings along the Second and Broadway corridors consist primarily of historic buildings. Historic buildings vary in mass and scale, but are conservative in their building heights, usually only reaching five stories. Where contemporary buildings exist, the mass and scale are in keeping with the neighboring historic buildings. In both cases, buildings are oriented to face either Second Avenue or Broadway, and are placed close to the corridor to enhance the pedestrian-friendly environment attractive to residents, employees, and visitors.

A grid street system and complete sidewalk network make automobile and pedestrian travel easy in the Core Transect Area. Corridors and streets in the T6 Downtown Transect Area accommodate on-street parking, and feature street trees. Downtown residents, employees, and visitors have multiple travel options, as a pedestrian, bicyclist, automobile, or transit user.

The T6 Downtown Transect Area features open spaces with a countywide and regional draw including Bicentennial Mall, the Riverfront, and Public Square. Open space is also provided in the form of pocket parks, open plazas, and unique roof top gardens.

T6 Downtown



T6 Downtown Open Space



T6 Downtown Neighborhood



T6 Downtown Corridor



T6 Downtown Core

T6 Downtown

Transect	Elements	Intent	Policy
	 <p>Neighborhoods</p>	 <p>Preserve, Enhance & Create</p>	<p>T6 Downtown Neighborhood</p>
	 <p>Centers</p>	 <p>Preserve & Enhance</p>	<p>T6 Downtown Capitol T6 Downtown Core</p>
	 <p>T6 Corridors</p>	 <p>Preserve</p>	<p>T6 Second and Broadway</p>

T6-DN Downtown Neighborhood

Policy Intent

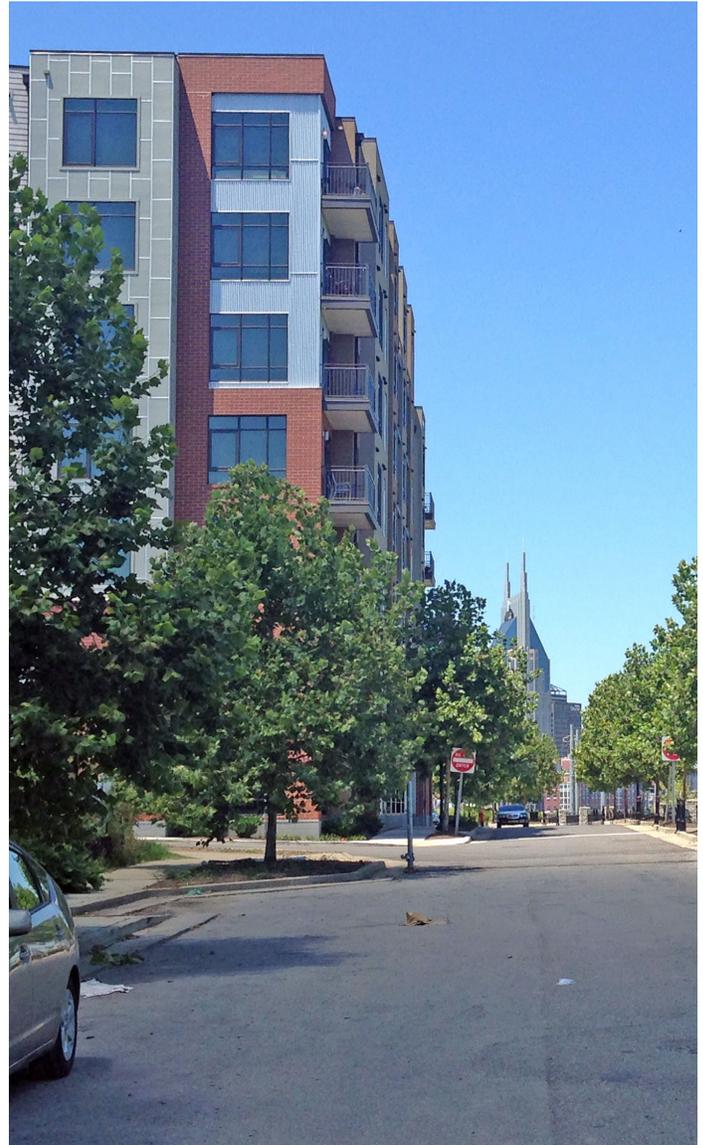
Preserve and create downtown neighborhoods that are compatible with the general character of surrounding historic developments and the envisioned character of new downtown development as characterized by the development pattern, building form, land use, and associated public realm of downtown. Foster appropriate transitions from less intense areas of T6 Downtown Neighborhoods Policy areas to the more intense T6 Downtown Core Policy area.

General Characteristics

T6 Downtown Neighborhood areas contain high-density residential development, located in neighborhoods with diverse character. For example, the Gulch South neighborhood is characterized by modern, multistory, mixed use developments with residential above retail or office. Meanwhile, the adjacent Lafayette, Rutledge Hill, and Rolling Mill Hill neighborhoods are also relatively high-density, but the building form is mid-rise at most. The public realm and streetscape are intensely developed with the consistent use of lighting and formal landscaping. T6 Downtown Neighborhood Policy areas are served by high levels of connectivity with complete street networks, sidewalks, bikeways, and mass transit. Buildings accommodating residential, mixed use, civic, and public benefit are found regularly spaced with shallow build-to zones and buildings built to the back edge of the sidewalk, with minimal spacing between buildings.

Application

T6 Downtown Neighborhood Policy is applicable to areas that are zoned residential and mixed use, where the primary land use is residential and mixed use, or that are envisioned to become or remain primarily higher-density residential and mixed use. The T6 Downtown



T6 Downtown Neighborhood

T6-DN Downtown Neighborhood

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

Commonly used boundaries to define T6 Downtown Neighborhood Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings etc.), human-made features (rail lines, major utility easements, prominent 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 following sections 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
- » Institutional
- » Commercial*

*New automobile-related uses, such as auto dealers, automobile repair, etc., with activities outside of buildings are discouraged and those needing expansion have specific guidance in the Design Principles that follow.

Design Principles

Access – Access to lots is provided primarily by alleys. When alley access is unavailable, shared access from side streets or less prominent streets is appropriate. The use of side streets and less prominent streets for access is necessary given the highly multimodal nature of downtown neighborhoods that rely on significant pedestrian activity and the limited number of prominent streets to efficiently move vehicles.

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

Building Form and Site Design – The massing of buildings results in footprints with intense lot coverage. Buildings are oriented to the street or an open space. When fronting on a street, the building's front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. An active use with transparent windows is found at street level on prominent streets. When new development is adjacent to historic buildings, care should be taken to ensure that the scale and massing of the new building enhance and do not detract from the

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historic building. Automobile-related uses that include outside storage or parking provide knee walls or other design features to separate the public and private realms. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Residential building setbacks may be shallow or the building is built to the back edge of the sidewalk and the setbacks are regular. Stoops are common to provide for some interaction between the public and private realm and for a pedestrian-friendly environment.

Where a consistent development pattern does not exist, the intensity of development in T6 Downtown Neighborhood Policy serves to transition from the T6 Downtown Core Policy (the most intense in the county) into the surrounding neighborhoods outside of Downtown. For example, the Gulch South and Gulch North serve as a transition from the Core to Midtown; therefore, the Gulch South and Gulch North will be less intense than the Core, but remain mid-rise to complement the intensity of development in Midtown. As another example, Sulphur Dell serves as a transition from the Core into Germantown, so a range of four to seven stories is more appropriate in Sulphur Dell before reaching Germantown where heights are limited to six stories. In the Sulphur Dell, Bicentennial Mall, Gulch North, and the James Robertson Subdistricts, heights are additionally limited to the elevation of 560 feet to preserve views of the State Capitol. In all cases, the T6 Downtown Transect Area character and urban condition dictates that one-story buildings are inappropriate and all buildings are a minimum of three stories. The height is based on the location within the T6 Downtown Neighborhood Policy area and the surrounding context. Consideration of appropriate heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies;
- » Planned height of surrounding buildings and the impact on adjacent historic structures;

- » The contribution that the building makes to the overall fabric of the T6 Downtown Neighborhood Policy 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 streets and its role in the T6 Downtown Neighborhood's street hierarchy;
- » 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;
- » Proximity to existing or planned transit;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » 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 as defined in the Glossary of this document is provided by the development.

Density and intensity are secondary to the form of development. T6 Downtown Neighborhood is intended to be high-density and -intensity, but is less dense and intense than the T6 Downtown Core Policy and the SoBro Neighborhood. Density and intensity of development vary in the different neighborhoods of Downtown, though additional height bonuses may be achieved through the provision of affordable or workforce housing as defined in the Glossary of this document. Refinement of the appropriate form may be established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan. Development along the interface with adjoining Community Character Policies is designed to provide a cohesive transition from one Community Character Policy to another.

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Some T6 Downtown Neighborhood Subdistricts contain sites where buildings could potentially impede views of the State Capitol. These include the Gulch North, Bicentennial Mall, and Sulphur Dell Subdistricts. Design of sites and buildings in these Subdistricts includes an assessment of whether proposed building heights would impede the view of the Capitol, and in such cases, building heights do not rise above the base of the Capitol to preserve these views.

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.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. 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 high. The street network in T6 Downtown Neighborhood Policy is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Neighborhood Policy areas, access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

Landscaping – Landscaping is formal. Landscaping and street furniture will vary based on the neighborhood character as reflected in the building types and uses. Street trees and formal plantings are appropriate. For example, a residential building may have a courtyard with garden that reads as a private space, while a commercial/mixed use building may use a plaza with limited landscaping for outdoor patio space. Landscaping or structural treatments such as walls are used to screen ground utilities, automobile-related uses, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is always provided. Lighting is used to create a safe, welcoming environment in T6 Downtown Neighborhood Policy areas and for safety at buildings and in vehicular and pedestrian travel. 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 and onsite. Lighting is designed to blend aesthetically with the character of the neighborhood. Flexibility in lighting is appropriate for civic buildings.

Parking – Parking is ideally provided in structures, which are located behind, beside, or beneath the primary building and which utilizes a liner to avoid having parking structures on public streets. If a liner is unfeasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as resemble other buildings with other types of uses. An

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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 private and public realms. An example of such a technique would be a knee wall. Parking is accessed via alleys and side streets, but not prominent streets. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Given the mixture of uses in T6 Downtown Neighborhood Policy, which will draw clients, employees, and residents at different points in the day, shared parking is encouraged. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the scale of the neighborhood or the streetscape. The design and location of signage complement and contribute to the envisioned character of the neighborhood. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. Monument signs may be appropriate.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian-friendly design complements the urban, pedestrian-dense form of development.

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 archeological 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.

T6-DN Downtown Neighborhood

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.

The following is a list of zoning districts that may be appropriate within a given T6 Downtown Neighborhood Policy area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6 Downtown Neighborhood 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 T6 Downtown Neighborhood policy in a manner that brings them closer to conforming to the policy.

- » Downtown Code
- » Design-based zoning
- » MUI-A (in the East Bank Subdistricts)

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

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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.

Building Types

Note: Building height ranges for the T6 Downtown Transect are as defined in the Downtown Community Plan and vary from the standard building height ranges found elsewhere in the Community Character Manual.

- » Low-Rise Townhouse (minimum of three stories)
- » Low-Rise Flat (minimum of three stories)
- » Low-Rise Mixed Use (minimum of three stories)
- » Mid-Rise Townhouse
- » Mid-Rise Flat
- » Mid-Rise Mixed Use
- » High Rise
- » Stepped High-Rise
- » Institutional

*Mid-Rise or High-Rise permitted, unless indicated by a special policy

Building Heights in the Downtown Community Plan

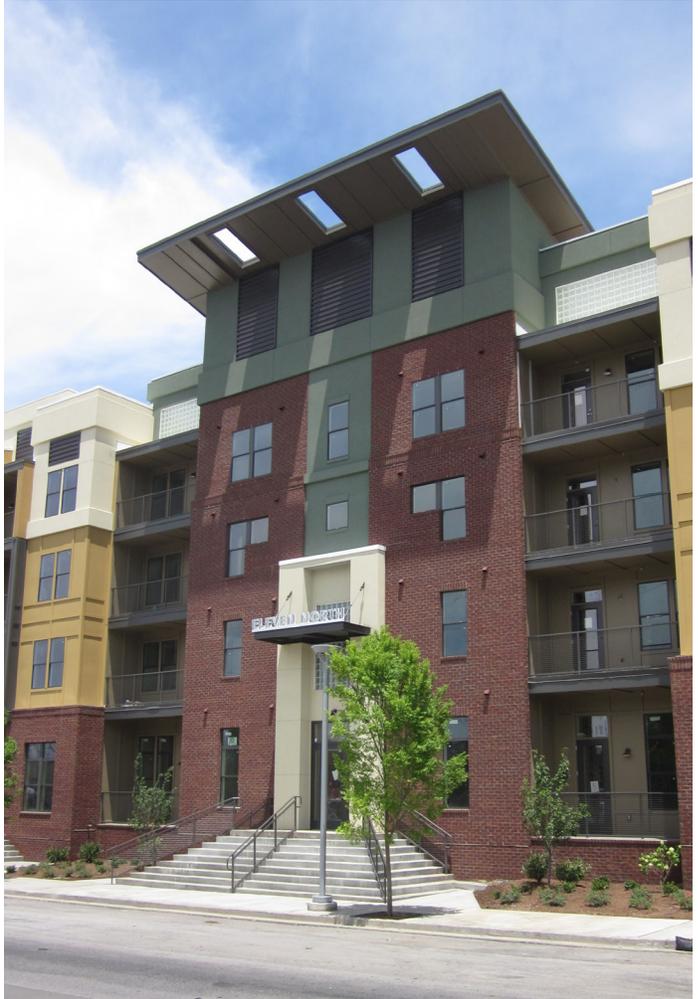
Within the Downtown Community Plan, building heights are classified by low, medium, or high. Below are the ranges for each category:

- » Low-rise–low-rise buildings are less than approximately eight stories, but in some cases may be as high as 10.
- » Mid-rise–mid-rise structures vary between approximately 10 and 20 stories.
- » High-rise–high-rise buildings are greater than approximately 20 stories

T6-DN Downtown Neighborhood



Townhouses



Mid-Rise Flats



Mid-Rise Flats



Low-Rise Mixed Use

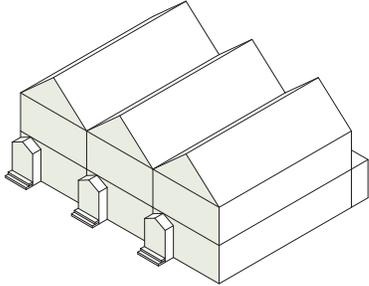


Mid-Rise Mixed Use

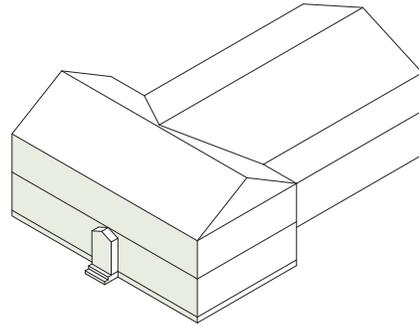
T6-DN Downtown Neighborhood

Building Types

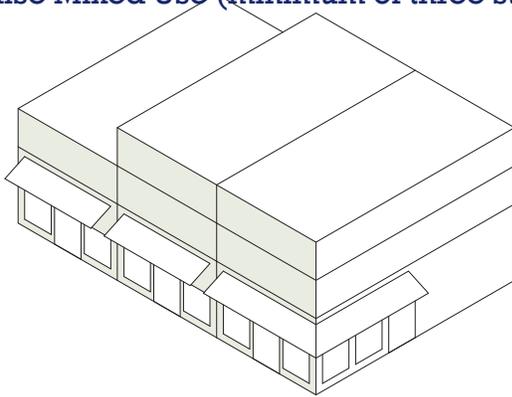
Low-Rise Townhouse
(minimum of three stories)



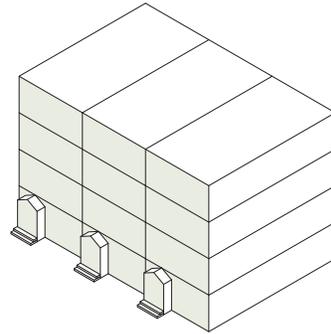
Low-Rise Flat (minimum of three stories)



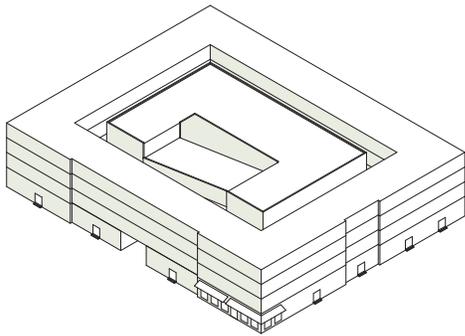
Low-Rise Mixed Use (minimum of three stories)



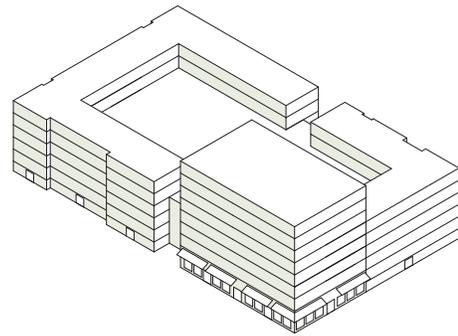
Mid-Rise Townhouse



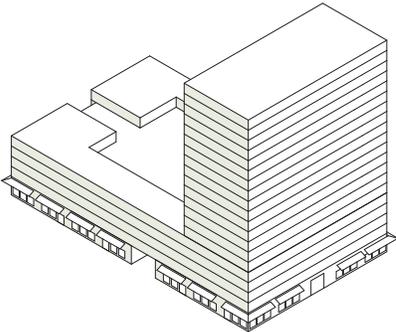
Mid-Rise Flat



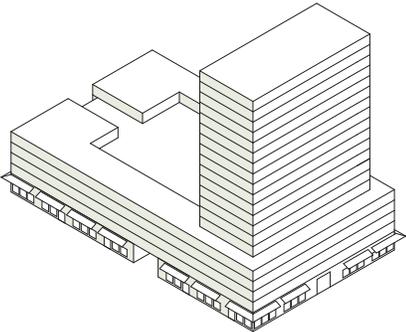
Mid-Rise Mixed Use



High-Rise



Stepped High-Rise



T6-CP

Downtown Capitol

Policy Intent

Preserve and enhance the existing city, regional, and state civic buildings and the overall T6 Downtown Capitol Policy area and create a vibrant mixture of supporting uses.

General Characteristics

The T6 Downtown Capitol Policy area contains numerous civic facilities from the State Capitol and Metro City Hall to courts, museums, and theaters, as well as various government offices in buildings ranging from historic buildings to modern skyscrapers. Amidst civic and government buildings are mixed use and residential buildings. The public realm and streetscape feature the consistent use of lighting and formal landscaping. The T6 Downtown Capitol Policy area is served by high access to sidewalks, infrastructure, and mass transit with a highly connected street network. The edges of the T6 Downtown Capitol Policy area are firm with boundaries identified by block structure, development and land use patterns, and lot sizes of historic properties. Intensification within the established boundaries is intended to integrate and enhance, rather than detract or threaten, historic resources. Development in the T6 Downtown Capitol Policy area should adaptively re-use historic buildings when possible. Buildings accommodating civic and institutional land uses are found prominently placed, generally with regular and deep setbacks when associated with open space, or may have a shallow setback, with buildings built to the back edge of the sidewalk, where no open space is provided. Buildings accommodating other uses are regularly spaced and are generally built to the back edge of the sidewalk and minimal spacing between buildings. Parking is behind or beneath the buildings or on-street.



State Capitol and Bicentennial Mall

T6-CP

Downtown Capitol

Application

T6 Downtown Capitol Policy is applicable to areas that are zoned commercial and office, where the primary land use is commercial, office, and civic facilities serving the city, region, and state, and that is envisioned to remain so.

Commonly used boundaries to define T6 Downtown Capitol Policy areas include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), existing and intended land uses focusing on civic and public benefit uses, and human-made features (rail lines, major utility easements, prominent streets). 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

- » Civic or Institutional
- » Vertical Mixed Use

Design Principles

Access – Access is provided from side streets or alleys, and not from prominent streets. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – Building heights do not rise above the base of the Capitol to preserve views of the Capitol. Buildings, including pedestrian entrances, are oriented to the street. The front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. With these exceptions, the building may be required to include a significant portion of the building to be built to the sidewalk. When new development is adjacent to historic buildings, care is taken to ensure that the scale and massing of the new building enhance and do not detract from the historic building.

Density and intensity are secondary to the form of development. The density of residential development is high, to support the area's commercial, office- and mixed use development. The appropriate form is critical to ensure that the density and intensity of development do not overwhelm the streetscape, damaging the liveliness and attractiveness of downtown. The intensity of development is moderate with generally five to seven story buildings, but could be less; however consideration for additional height bonuses may be considered for a project providing affordable or workforce housing as

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Downtown Capitol

defined in the Glossary of this document. The intensity and density of development are intended to be less than that of the Downtown Core Community Character Policy. It complements surrounding development and is respectful of prominent civic and historic buildings. Further refinement of appropriate form may be established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. 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 high. The street network in the T6 Downtown Capitol Policy area is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Capitol Policy area, access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

Landscaping – Landscaping is formal and designed to enhance the prominence of the civic buildings. Street trees and other formal plantings are appropriate. Landscaping or structural treatments such as walls are used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character

Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is always provided. Lighting is used to create a safe, welcoming environment in T6 Downtown Civic Areas and for safety and buildings and in vehicular and pedestrian travel. As a result, the scale and design of the lighting are appropriate for pedestrians and to the scale and character of the T6 Downtown Capitol Area. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is designed to enhance the character of T6 Downtown Capitol Areas. Flexibility in lighting is appropriate for civic buildings.

Parking – Parking is provided on-street or on-site in structures. Parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Parking is accessed via alleys and side streets, but not prominent streets. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to adjacent civic buildings or the streetscape. The design and location of signage complement and contribute to the envisioned character of the Capitol District. Given the daily use of civic

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buildings by residents and visitors, a consistent, appropriately themed wayfinding and signage program is appropriate. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, awning signs or skyline signage are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed. Monument signs may be appropriate.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure pedestrian-friendly design that complements the urban, pedestrian-dense, form of development.

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 contain 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 archeological 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 some 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

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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.

The following is a list of zoning districts that may be appropriate within a given T6 Downtown Capitol area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6 Downtown Capitol 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 T6 Downtown Capitol policy in a manner that brings them closer to conforming to the policy.

- » Downtown Code
- » 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.

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Building Types

Note: Building height ranges for the T6 Downtown Transect are as defined in the Downtown Community Plan and vary from the standard building height ranges found elsewhere in the Community Character Manual.

- » Low-Rise Townhouse (minimum of three stories)
- » Low-Rise Flat (minimum of three stories)
- » Low-Rise Mixed Use (minimum of three stories)
- » Mid-Rise Townhouse
- » Mid-Rise Flat
- » Mid-Rise Mixed Use
- » High Rise
- » Stepped High-Rise
- » Institutional

*Mid-Rise or High-Rise permitted, unless indicated by a special policy

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Downtown Capitol



Townhouses



Mid-Rise hotel



Flats



Low-Rise Mixed Use

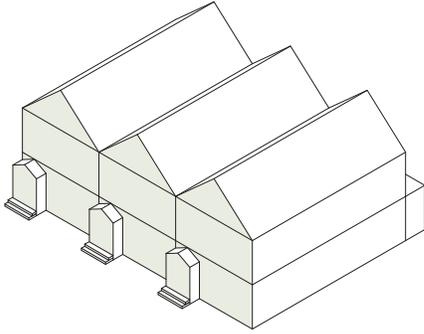


Stepped High-Rise

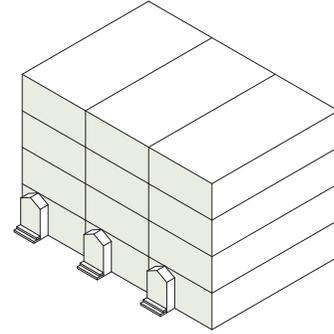
T6-CP

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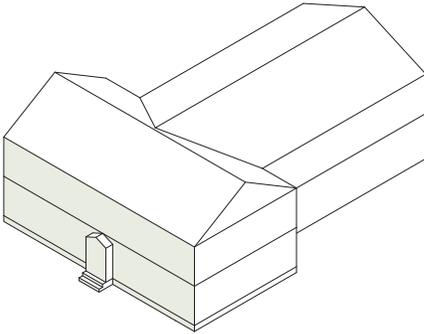
Low-Rise Townhouse



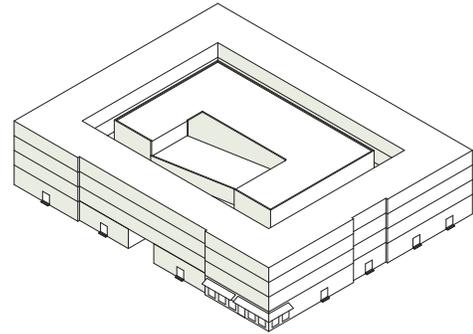
Mid-Rise Townhouse



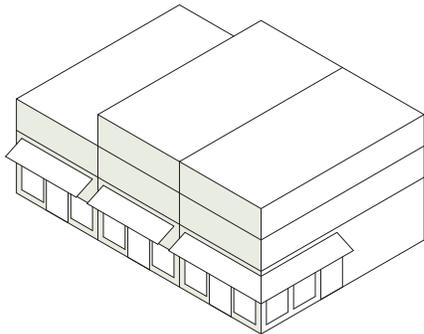
Low-Rise Flat



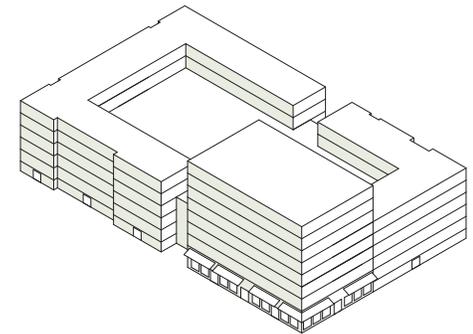
Mid-Rise Flat



Low-Rise Mixed Use



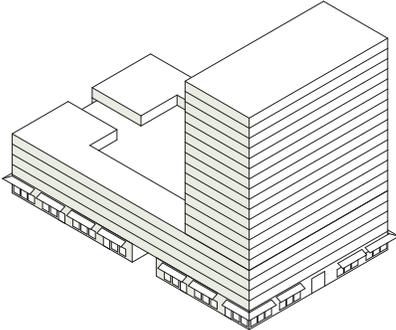
Mid-Rise Mixed Use



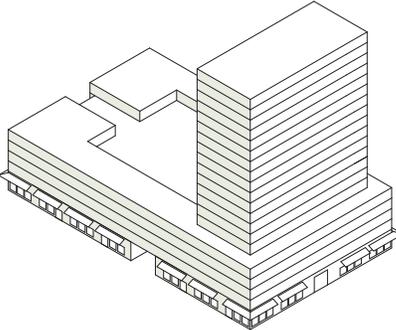
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Downtown Capitol

High-Rise



Stepped High-Rise



T6-DC Downtown Core

Policy Intent

Preserve and enhance the “core” of Downtown (roughly the Central Business District) such that it will remain the commercial, civic, and entertainment center of Nashville and Middle Tennessee. T6 Downtown Core is intended to have the highest intensity of development in the county.

General Characteristics

T6 Downtown Core Policy constitutes the single largest concentration of non-residential development in Middle Tennessee. Offices are the predominant type of development, although the T6 Downtown Core Policy contains a diverse array of land uses including retail, entertainment, civic and public benefit uses, government services, and higher-density residential. The highest intensity development is in the central portion of the Core (north of Broadway), with less intensive uses locating in the surrounding “frame” area of T6 Downtown Core, in the SoBro neighborhood.

The public realm and streetscape are intensely developed with the consistent use of lighting and formal landscaping. The T6 Downtown Core Policy area has high access to sidewalks, infrastructure, and mass transit with a highly connected street network. The edges of the T6 Downtown Core Area are defined with boundaries identified by block structure, development form and land use patterns, and adjacent policy areas intended to preserve historic or civic areas. Buildings are regularly spaced, built to the back edge of the sidewalk and with minimal spacing between buildings. Parking is behind or beneath the buildings or on-street.



Downtown Core with open space



Intense development with walkable and landscaped streets



Transit options

T6-DC Downtown Core

Application

T6 Downtown Core Policy is applicable to the Central Business District and the SoBro neighborhood. The boundaries used to define the T6 Downtown Core Policy include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, mass, spacing, orientation of buildings, etc.), boundaries defined by evolving or intended land uses, human-made features (rail lines, major utility easements, prominent streets), and adjacent Community Character Policies in place to preserve civic and historic areas and adjacent neighborhoods of Downtown. The general location of the T6 Downtown Core Policy is established in the General Plan and is only expanded to accommodate additional intensive commercial use—to ensure that there is enough property available to develop at the highest intensity without diluting the intensity of the Downtown Core.

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
- » Office
- » Residential
- » Commercial
- » Institutional

Design Principles

Access – Access is provided from side streets or alleys, and not from prominent streets. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – Location within the T6 Downtown Transect Category, which is envisioned to be the most intense in the County, dictates that one-story buildings are inappropriate. All buildings are a minimum of three stories in height.

When new development is adjacent to historic buildings, care should be taken to ensure that the scale and massing of the new building enhance and do not detract from the historic building. Buildings, including pedestrian entrances, are oriented to the street. The front building façade is generally built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Active uses and transparent windows will be provided at street level on prominent streets. The height is based on the location within the Downtown Core area and the surrounding context. Consideration of appropriate heights is based on the following factors:

- » Proximity to other Community Character Policies and the role of the building in transitioning between policies;

T6-DC Downtown Core

- » Planned height of surrounding buildings and the impact on adjacent historic structures;
- » The contribution that the building makes to the overall fabric of the T6 Downtown Core Policy area 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 streets and its role in the T6 Downtown Core Policy's street hierarchy;
- » 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;
- » Proximity to existing or planned transit;
- » The capacity of the block structure and rights-of-way to accommodate development intensity;
- » 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.

Density and intensity are secondary to the form of development. The T6 Downtown Core Policy permits the most dense and intense development in Nashville/ Davidson County. The appropriate form is critical to ensure that the density and intensity of development do not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown. The form of density and intensity complements surrounding development and is respectful of prominent civic and historic buildings. It is recommended that height bonuses be achieved through the provision of affordable or workforce housing as defined in the Glossary of this document. Further refinement of appropriate form may be established

through the Community Planning process to be in keeping with the goals and objectives of the Community Plan.

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. 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 high. The street network in the T6 Downtown Core Policy area is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Core Policy area, access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways. Development provides facilities to accommodate mass transit in the form of transit shelters and street cross sections that can accommodate transit stops.

Landscaping – Landscaping is formal and likely contains more hardscape to reflect the urban condition. Landscaping reflects the use and character of the building. For example, a residential building may have a courtyard with garden that reads as a private space, while a commercial or vertical mixed use building may use a plaza with limited landscaping for outdoor patio space. Street trees and other formal plantings are appropriate. Landscaping or structural treatments such as walls are used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and

T6-DC Downtown Core

natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Lighting – Lighting is always provided to create a safe, welcoming environment in the T6 Downtown Core and for safety at buildings and in vehicular and pedestrian travel. As a result, the scale and design of the lighting are appropriate for pedestrians and to the scale and character of the core. Street lighting is integral to the streetscape; spacing and location of lighting are considered in relation to street trees and plantings. Lighting is designed to enhance the character and liveliness of the core. Flexibility in lighting is appropriate for civic buildings.

Parking – Parking is provided on-street or on-site in structures. Parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Entrances to parking structures are not be located on prominent streets. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character and intensity of the Downtown Core. Given the daily use of the Downtown Core by residents, employees, and visitors, a consistent, appropriately themed wayfinding and signage program is appropriate.

Signage is scaled for pedestrians, and building-mounted signs, projecting signs, awning signs or skyline signage are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed. Monument signs may be appropriate.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure pedestrian-friendly design that complements the urban, pedestrian-dense, form of development.

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

T6-DC Downtown Core

Owners of property that contain 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 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.

T6-DC Downtown Core

The following is a list of zoning districts that may be appropriate within a given T6 Downtown Core Policy area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6 Downtown Core 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 T6 Downtown Core Policy in a manner that brings them closer to conforming to the policy.

- » Downtown Code
- » 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.

Building Types

Note: Building height ranges for the T6 Downtown Transect are as defined in the Downtown Community Plan and vary from the standard building height ranges found elsewhere in the Community Character Manual.

- » Low-Rise Townhouse (minimum of three stories)
- » Mid-Rise Townhouse
- » Low-Rise Flat (minimum of three stories)
- » Mid-Rise Flat
- » Low-Rise Mixed Use (minimum of three stories)
- » Mid-Rise Mixed Use
- » High-Rise
- » Stepped High-Rise
- » Institutional

T6-DC Downtown Core



Mid-Rise Mixed Use Building



Mid-Rise Mixed Use Buildings



High-Rise Mixed Use buildings



High-Rise Mixed Use buildings

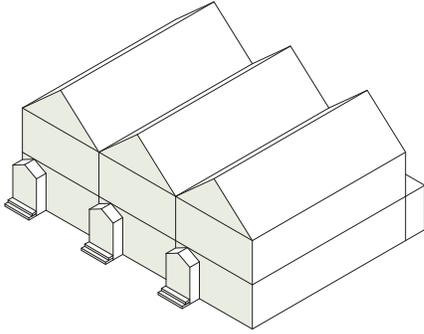


High-Rise Mixed Use Buildings

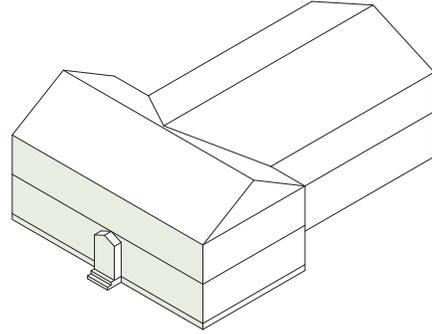
T6-DC Downtown Core

Building Types

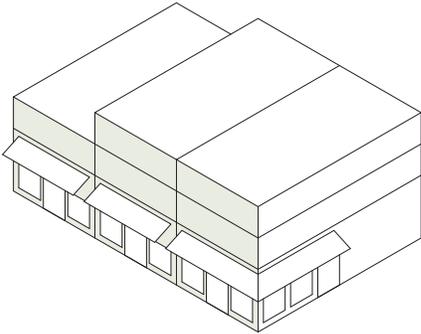
Low-Rise Townhouse



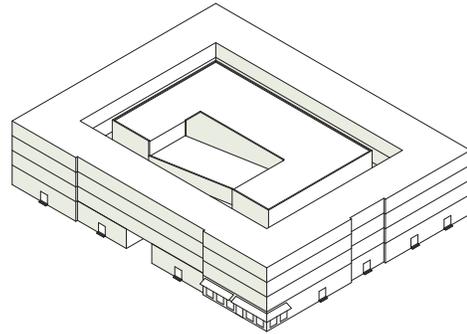
Low-Rise Flat



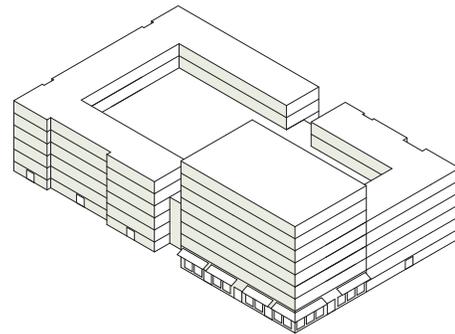
Low-Rise Mixed Use



Mid-Rise Flat

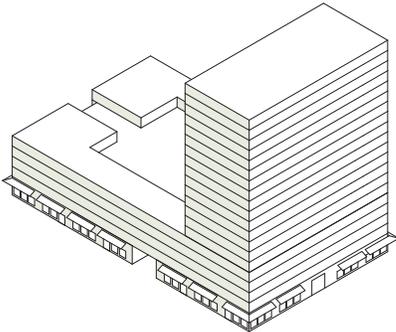


Mid-Rise Mixed Use

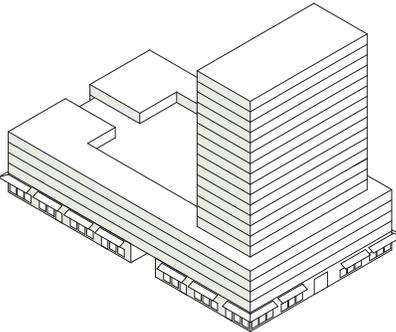


T6-DC Downtown Core

High-Rise



Stepped High-Rise



T6-SB Downtown Second and Broadway

Policy Intent

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

General Characteristics

The T6 Second and Broadway Corridor is a prominent historic and cultural corridor in Nashville. It is a destination for residents and visitors, offering a variety of entertainment and dining options as well as a historic district that captures Nashville's history as a river town. It is home to famous entertainment venues, including the Ryman Auditorium. It also contains Riverfront Park and the Cumberland River Greenway, providing important connections to the river. The public realm and streetscape are intensely developed with the consistent use of lighting and formal landscaping. The T6 Second and Broadway Corridor has high access to sidewalks, infrastructure, and mass transit with a highly connected street network. The edges of the T6 Second and Broadway Corridor are defined with boundaries that represent the depth of properties with historic building and the complementary depth of adjacent properties without historic buildings. Intensification within the T6 Second and Broadway Corridor is located and designed to integrate and enhance, rather than detract or threaten, historic resources found in this policy area. Buildings are regularly spaced, built to the back edge of the sidewalk and with minimal spacing between buildings. Development in the T6 Second and Broadway Corridor Policy area should adaptively re-use historic buildings when possible.



Second Avenue

T6-SB Downtown Second and Broadway

Application

T6 Second and Broadway Corridor Policy is applicable to the prominent Second Avenue and Broadway corridors, where there is an expressed interest in maintaining the commercial and mixed uses and the historic character. The boundaries used to define the T6 Second and Broadway Policy area are the historic buildings on or near Second Avenue from Broadway to Public Square and Broadway from 10th Avenue to Broadway's terminus at the Cumberland River. 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
- » Institutional

Design Principles

Access – Access is provided from side streets or alleys, and not Second Avenue or Broadway. The existing block pattern is maintained as redevelopment occurs, and is not fragmented with additional streets or driveways. Shared access is used to avoid multiple curb cuts. Access into developments is aligned, where applicable, with access for development across the street. Care is taken

to coordinate access and circulation among separate developments, which rely on a limited number of streets and alleys for circulation. Access is designed to be easily crossed by pedestrians.

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

Building Form and Site Design – Low- to mid-rise historic buildings are preserved, maintaining a total height ranging from two to eight stories. New development, including additions, respects the historic buildings and the overall character of the corridors by maintaining existing scale, massing, and building storefront rhythm. Buildings, including entrances, are oriented toward the T6 Second Avenue and Broadway Corridors. The front building façade is built to the back edge of the sidewalk so that it engages the public realm and creates a pedestrian-friendly environment. Exceptions may be made to accommodate outdoor dining, public art, or retail display. With these exceptions, the building may be required to include a significant portion of the building façade to be built to the sidewalk. Active uses with clear windows are provided at the street level of buildings.

Density and intensity of development are secondary to form and to the preservation and maintenance of the existing historic buildings. The appropriate form and design are critical to ensure that dense and intense development does not overwhelm the streetscape, damaging the liveliness and attractiveness of Downtown. The intensity and density of development are intended to be less than that of the T6 Downtown Core Policy. Density and intensity complement surrounding development and are respectful of prominent civic and historic buildings. In all cases, further refinements of appropriate form are established through the Community Planning process to be in keeping with the goals and objectives of the Community Plan.

T6-SB Downtown Second and Broadway

Connectivity (Pedestrian/Bicycle) – Pedestrian and bicycle connectivity is high and is provided in the form of sidewalks and bikeways. 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 high. The street network in the T6 Second and Broadway Corridor Area is largely established and is not diminished or compromised by new development. Given the intensity of development envisioned for T6 Downtown Core Area, access to mass transit is provided, is located to provide easy access, and allows for additional coordination with sidewalks and bikeways.

Landscaping – Landscaping is formal. Street trees and other plantings are appropriate. Landscaping or structural treatments such as walls are used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Fencing and walls that are along or are visible from the right-of-way are constructed from materials that manage property access and security while complementing the surrounding environment and furthering Community Character Manual and Community Plan urban design objectives. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure. Consider reconfiguring the right-of-way on Broadway to include a median with plantings.

Lighting – Lighting is always provided. Lighting is used to create a safe, welcoming environment along the T6 Second and Broadway Corridor and for safety at buildings and 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 compatible with the architectural detailing of historic buildings. The scale and design of

the lighting are appropriate for pedestrians and to the scale and character of the Corridor. Lighting is projected downward and on-site.

Parking – Parking is provided on-street or on-site in structures. Structured parking is located behind or beneath the primary building. Structured parking is screened with liner buildings. If a liner is unfeasible, parking structures have architectural cladding and other façade treatments on walls facing public streets so as to resemble other buildings with other types of uses. Entrances to parking are not allowed on Second Avenue or Broadway. Given the scale and multiple uses of the street, on-street parallel parking that offsets parking needs and creates a buffer between the street and the pedestrian is appropriate. Shared parking is appropriate. Bicycle parking is provided.

Service Area – Not applicable in this policy category.

Signage – Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape or historic buildings. The design and location of signage complement and contribute to the unique historic and entertainment-related character of Second Avenue and Broadway. Given Second Avenue and Broadway's draw to residents of and visitors to Davidson County, a consistent, appropriately themed wayfinding and signage program is encouraged. Signage is scaled for pedestrians, and building-mounted signs, projecting signs, or awning signs are appropriate. Civic or historic markers may also be appropriate given the location or building that is being addressed.

Streetscape and Sidewalks – Sidewalks and streetscape elements are provided as recommended in the Downtown Code and the Major and Collector Street Plan to ensure that pedestrian-friendly design that complements the urban, pedestrian-dense form of development.

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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. The T6 Second and Broadway area is especially notable for its high concentration of historically significant structures and the application of historic zoning overlays. In addition to the specific provisions of this policy, the following is recommended for structures that may be otherwise be protected.

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.

The following is a list of zoning districts that may be appropriate within the T6 Downtown Second and Broadway area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T6 Downtown Second and Broadway 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 T6 Downtown Second and Broadway policy in a manner that brings them closer to conforming to the policy.

- » Downtown Code
- » 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. 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.

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Downtown Second and Broadway

Building Types

Note: Building height ranges for the T6 Downtown Transect are as defined in the Downtown Community Plan and vary from the standard building height ranges found elsewhere in the Community Character Manual.

- » Low-Rise Townhouse (minimum of three stories)
- » Low-Rise Flat (minimum of three stories)
- » Low-Rise Mixed Use (minimum of three stories)
- » Mid-Rise Townhouse
- » Mid-Rise Flat
- » Mid-Rise Mixed Use
- » Institutional

*Mid-Rise allowed in some areas; check the Community Plan and Special Policies

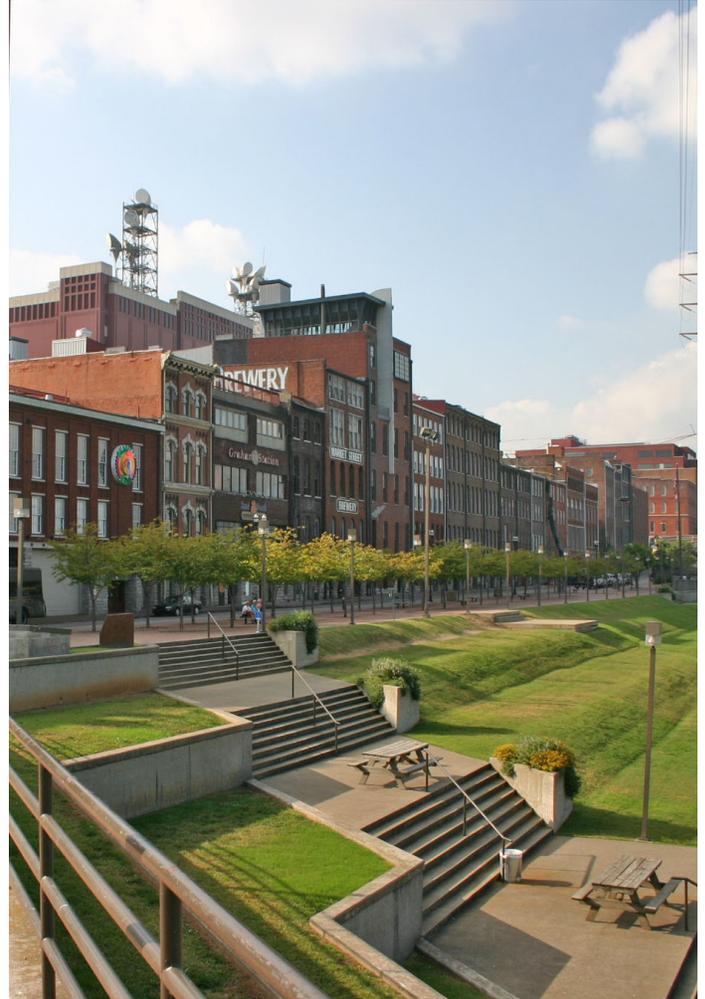
Zoning Districts

- » Downtown Code
- » Design-based zoning

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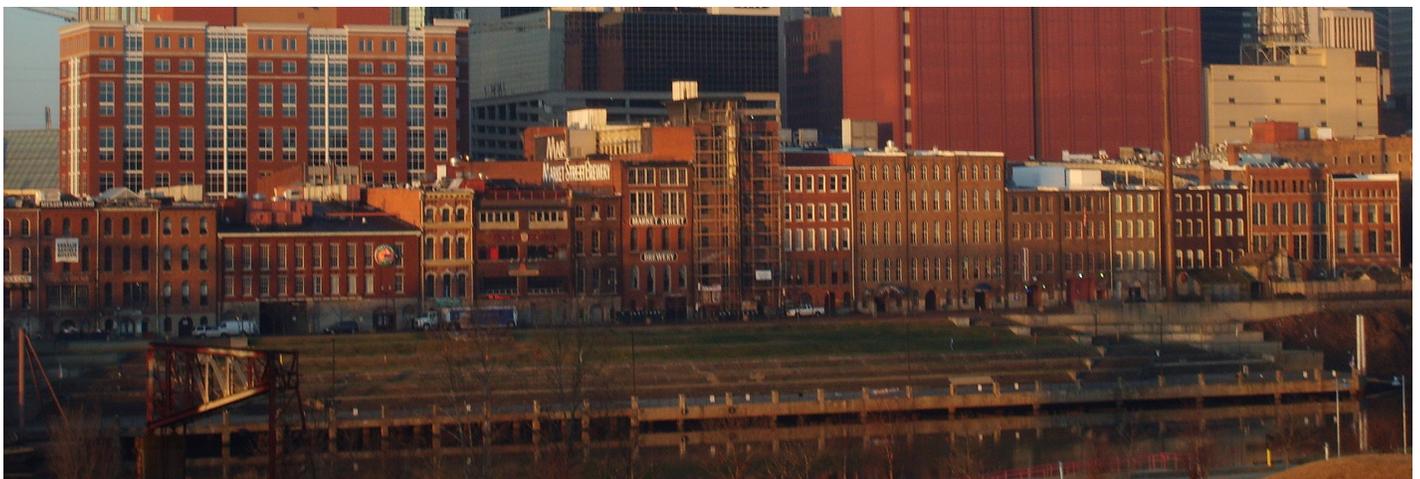
Lower Broadway



First Avenue North



Intersection of Second Avenue North and Broadway

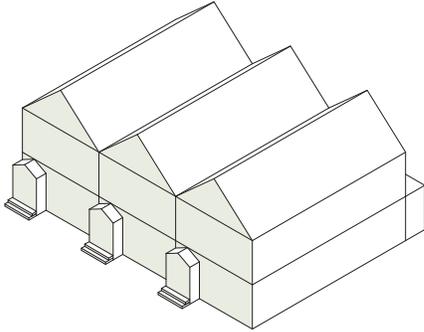


First Avenue North from across the Cumberland River

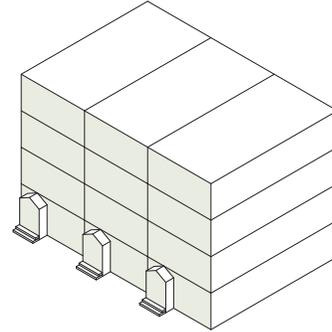
T6-SB Downtown Second and Broadway

Building Types

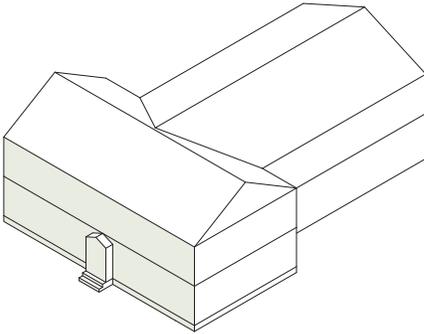
Low-Rise Townhouse



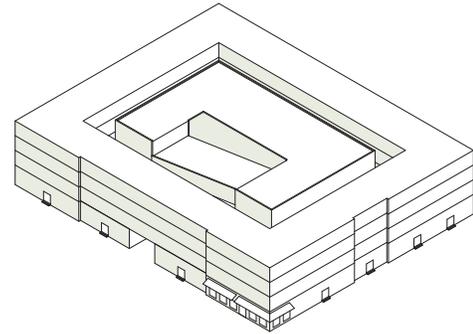
Mid-Rise Townhouse



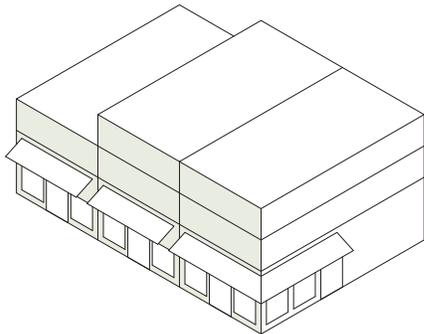
Low-Rise Flat



Mid-Rise Flat



Low-Rise Mixed Use



Mid-Rise Mixed Use

