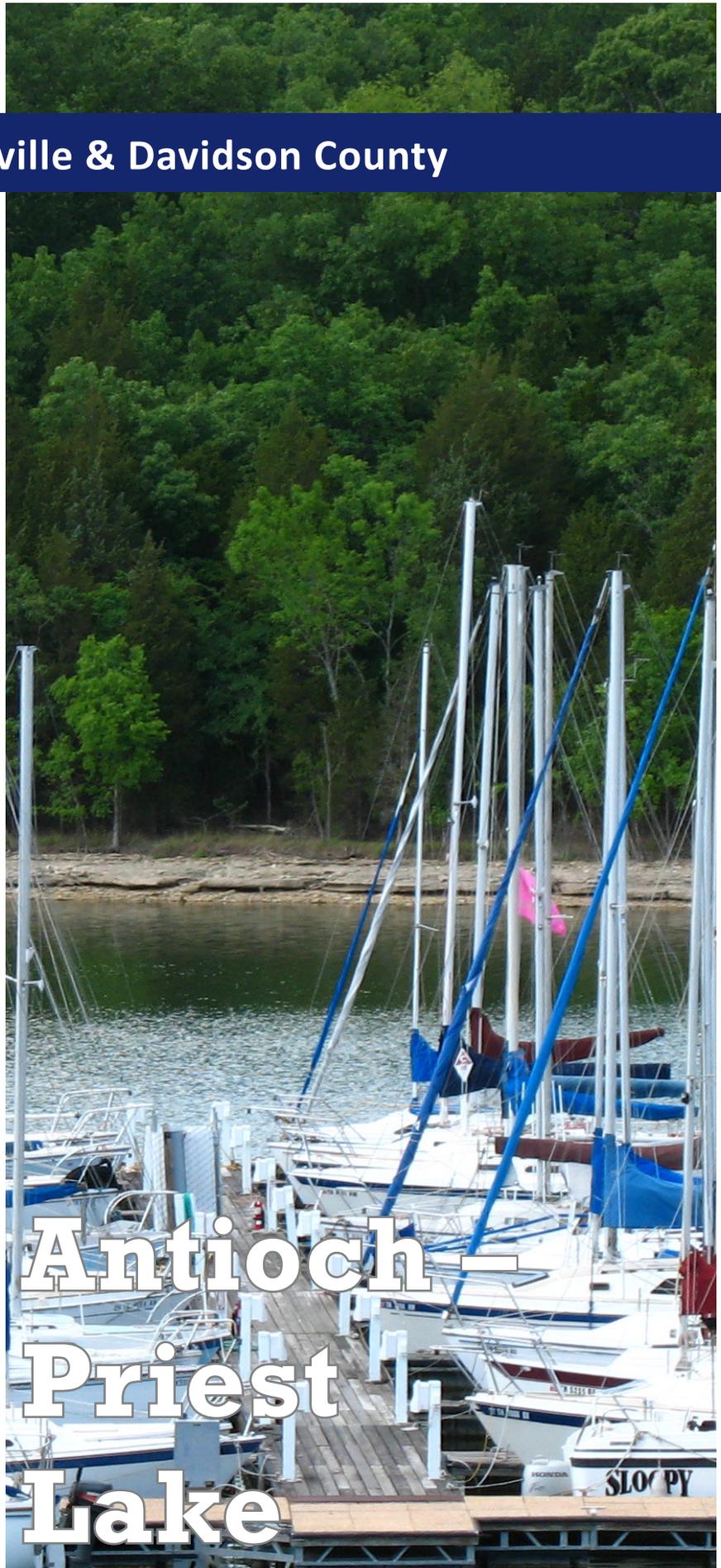


Adopted June 22, 2015

Volume III: Community Plans



Antioch — Priest Lake

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


Executive Secretary

NASHVILLE
PLANNING
A GREAT
CITY
DEPARTMENT

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

Resolution No. RS2015-256

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

Resolution No. RS2015-256

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

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

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

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

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

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

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

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


James McLean, Chairman

Adoption Date: June 22, 2015

Attest:


J. Douglas Sloan, III, Secretary and Executive Director

THE NASHVILLENEXT PLAN

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

I Vision, Trends, & Strategy

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

II Elements

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

III Communities

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

Community Character Manual

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

Community Plan Areas:

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

IV Actions

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

V Access Nashville 2040

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

ANTIOCH–PRIEST LAKE

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The Southeast library, park and community center opened in October, 2014, on part of the site of the former Hickory Hollow Mall.

ANTIOCH–PRIEST LAKE

Description of the Community

The Antioch–Priest Lake Community is a vast area spanning from I-24 to the west, J. Percy Priest Lake to the east, the airport to the north and the Davidson County line to the south. The Antioch–Priest Lake Community contains approximately 59 square miles.

Antioch–Priest Lake is a suburban community with well-established neighborhoods and areas where new development patterns are emerging. Antioch–Priest Lake is home to the J. Percy Priest Lake, a local and regional draw. The community also includes a large amount of industrial land and commercial land along its corridors and at the Crossings.

Major Neighborhoods/Communities

Antioch–Priest Lake began its transition from a rural area to a suburban community with development in the 1970s including the development of Hickory Hollow Mall. The community experienced a housing boom in the late 1990s and early 2000s. Between 2003 and 2010 alone, 1,737 residential lots were created. As was common in development in this era, the development pattern is segregated, with commercial and higher density housing along major corridors, while subdivisions of single family homes were added off the corridor, separated from other types of housing and from commercial services. This pattern of development causes residents, employees and visitors to be very dependent on vehicles for travel and the lack of street connectivity exacerbates traffic issues.

Today, the community desires more mixed use and walkable neighborhoods. The Antioch–Priest Lake Community Plan proposes “evolving neighborhoods,” which indicates that the neighborhood or undeveloped land is likely to experience significant change over the planning period. These neighborhoods should support a variety of housing in a more compact and walkable form. These areas mostly exist on undeveloped land south of Hobson Pike and in areas close to intense centers and corridors, which may be redeveloped.

Meanwhile, the Antioch–Priest Lake Community Plan also calls for “maintenance neighborhoods,” which are not anticipated to change significantly within the planning period. Nashboro Village, Patricia Heights, and Edge O’Lake are examples.

While numerous community and civic groups exists in Antioch–Priest Lake, many of these groups work together as part of CNAP–the Crossings Nashville Action Partnership. Its members and meeting attendees include businesses, churches, schools, civic organizations, and a farmers’ market. The group works as central point for community information and outreach.



The Transect

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

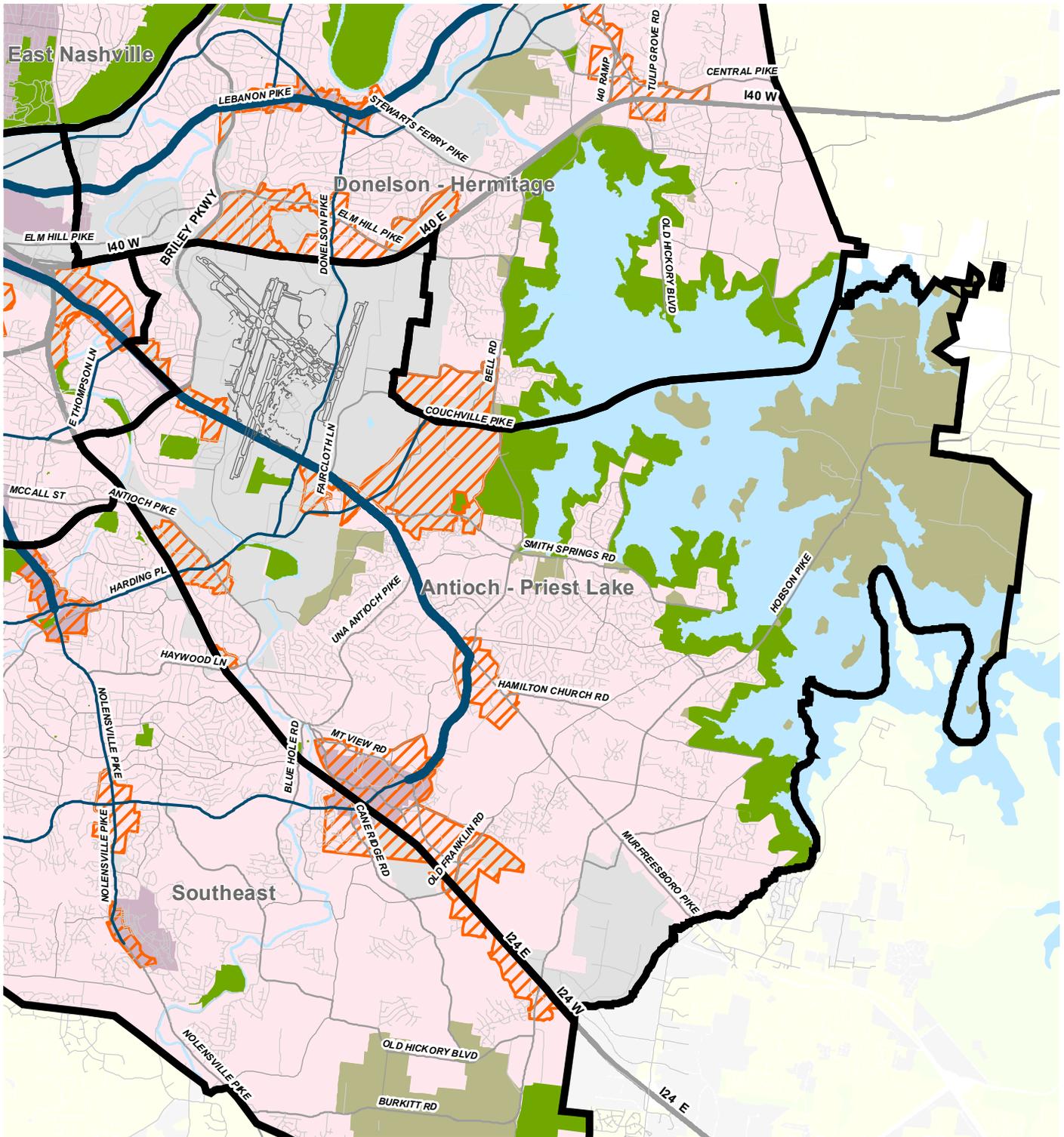
The Nashville/Davidson County Transect consists of seven categories of natural and built environments:

- » **T1 Natural**–This Transect Category is not present in Antioch–Priest Lake
- » **T2 Rural**–This Transect Category includes the portion of the community east of J. Percy Priest Lake
- » **T3 Suburban**–This Transect Category includes the majority of neighborhoods in Antioch–Priest Lake
- » **T4 Urban**–This Transect Category includes the former Hickory Hollow Mall
- » **T5 Centers**–This Transect Category is not present in Antioch–Priest Lake
- » **T6 Downtown**–This Transect Category is not present in Antioch–Priest Lake
- » **D District**–This Transect Category includes the Crossings and the Nashville International Airport

The Transect system is used to ensure diversity of development in Nashville/Davidson County. It recognizes that the rural character found east of J. Percy Priest Lake is different than the suburban development pattern in existing neighborhoods in the northern portion of Antioch–Priest Lake. Each development pattern is viable and desirable, but thoughtful consideration must be given to development proposals to ensure that these different forms of development are maintained.

The Growth & Preservation Concept Map for the Antioch–Priest Lake Community represents the vision for the community. The starting point for the Concept Map was the most recent Antioch–Priest Lake Community Plan update (2012) and consideration of the growth that had occurred in the intervening years, i.e., understanding the trends in growth and preservation that the community has faced. The Concept Map also reflects the input received during NashvilleNext including input on how Antioch–Priest Lake should grow and also input on what the vision for Nashville is in the future and deliberation on what role Antioch–Priest Lake should play in the future. This is discussed in greater detail below.

Figure APL-1: Transect
 Antioch–Priest Lake detail



Transects Legend

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



History of the Antioch–Priest Lake Community

The Antioch–Priest Lake Community is a vast area spanning from I-24 to the west, J. Percy Priest Lake to the east, the Nashville International Airport to the north, and the Davidson County line to the south. The community known as “Antioch” began at the convergence of Antioch Pike, Hickory Hollow Parkway, Blue Hole Road, and Mt. View Road. The original town of Antioch began as a church located by Mill Creek in 1810. Antioch was a commuter town because workers traveled to and from downtown Nashville. From the beginning, the town provided immediate services like a post office and general store. For planning purposes, the community was given the name Antioch–Priest Lake because the study area encompassed areas near J. Percy Priest Lake and the neighborhoods that grew from the heart of Antioch in the early 1800s.

In 1810, The First Baptist Church was organized in the area near Mill Creek. Then in 1820, a large landowner by the name of Charles Hays donated land for the church to build on, and began referring to it as the Church at Antioch, giving the town its name. Charles Hays based the name change on Bible scripture (Acts 11:26 KJV) which states “...and the disciples were called Christians first in Antioch.” The village was known as Antioch from 1820 onward. For a short time in the 1870’s and 1880’s, the post office designation for the village was Oneyville, named after the post master of that time—Dr. J. H. Oney. However it was later changed back to the name Antioch.

Now a town featuring a post office, Antioch began to grow covering an area of one to two miles in either direction. The Antioch mail route itself also covered additional areas outside of those communities. Beyond that initial two mile boundary were the communities of Una, Mt. View, Cane Ridge, Tusculum and Bakertown.

Much of the land in the town of Antioch was owned by Charles Hays and he remained the largest land owner through the first few decades of Antioch’s existence. By the end of the 1840s however, road construction had begun on Mill Creek Valley Pike (now known as Antioch Pike), and the road opened for use in 1846. Construction also began on a rail road that would change the face of the community.

The railroad built near the town of Antioch was vital for mail delivery and those workers who had jobs in the “big city” of Nashville. Even back then, the commute to Downtown Nashville was a chore requiring a horse to Nolensville Road, followed by a trolley taking a half day to get

Figure APL-2: Antioch–Priest Lake in 1871



to Downtown Nashville. The first train helped workers get to and from Nashville quickly. In its heyday, approximately 18 passengers were taking the train to and from the city of Nashville.

Over the years, there were four trains that ran both north and south that stopped at various station locations in Antioch. The first station was southwest of present day Una-Antioch Pike. The book *With Good Will and Affection...for Antioch* states that this may be in the spot where Hickory Hollow Parkway runs today. In 1891, the train station would move to its second location near the terminus of Blue Hole Road at Antioch Pike. This was the final location prior to the arrival of the automobile - the invention that would make travel by railroad less popular. In later years, because of the popularity of the automobile, the railroad would remain in operation, but primarily for mail delivery.

Even though the railroad was losing popularity, the town of Antioch continued to grow through its local commerce. By the 1880's, the village consisted of a railroad station, one church, one store, a blacksmith shop, and a few homes. In the 1930's an auto repair shop and later a village pub would replace the blacksmith shop. Also in the area, local music teachers taught lessons out of a home on Mill Creek Valley Pike (Antioch Pike), and a two-story grocery store was owned and operated by a bachelor, Mr. Harris who worked in the store and lived on the second floor. The post office remained as a community staple in the area and existed as part of the local grocery stores in subsequent years.

Over time, as Antioch continued to grow through suburbanization, it became more difficult to pin-point where Antioch was located. Having never formed as an incorporated city, the town of Antioch was mostly defined by its postal address. Identifying the community this way also proved difficult because the mail route wasn't confined to the small area around Blue Hold Road. A 1993 Nashville SCENE magazine article titled "An Antioch State of Mind" reported that the Antioch post office grew to serve 14 rural routes and 11 urban routes. Despite the confusion about where Antioch started and stopped, people continued to be drawn to the area and it saw significant growth in subsequent years.

Figure APL-2 illustrates the characteristics and major property owners in the area in 1871.

The Metro Historical Commission’s list of historically significant features identifies historically significant sites, buildings, and features within the Antioch–Priest Lake Community. As of August 2012, there were 488 historic features in the Antioch–Priest Lake community.

- » Two National Register of Historic Places designation features
- » Nine features and one district listed as Eligible for the National Register designation
- » 477 features (including two districts) listed as Worthy of Conservation.

For the most current information on Nashville’s historic properties and resources, contact the Metro Historical Commission: <http://www.nashville.gov/Historical-Commission.aspx>.

These do not include known archeological sites, which are not mapped in order to protect them for unauthorized diggings.

Major Neighborhoods/Communities

With the suburbanization that took place in the 1950’s and the development of Hickory Hollow Mall in 1978, more residents were drawn to the area. Natural population growth and the success of the Hickory Hollow Mall in the 1990s brought new residents from surrounding cities. Many relocated to Nashville because the music industry was an appealing job sector. Others called Antioch home because of its great access to commercial shopping, easy access to downtown Nashville, and its pristine trees and open spaces as alluring characteristics for many transplants (The SCENE, 1993). The community experienced a housing boom in the late 1990s and early 2000s. Between 2003 and 2010 alone, 1,737 residential lots were created. As was common in development in this era, the development pattern is segregated, with commercial and higher density housing along major corridors, while subdivisions of single family homes were added off the corridor, separated from other types of housing and from commercial services. This pattern of development causes residents, employees and visitors to be very dependent on vehicles for travel and the lack of street connectivity exacerbates traffic issues.

Today, the community desires more mixed use and walkable neighborhoods. The Antioch–Priest Lake Community Plan proposes “evolving neighborhoods,” which indicates that the neighborhood or undeveloped land is likely to experience significant change over the planning period. These neighborhoods should support a variety of housing in a more compact and walkable form.

The Antioch–Priest Lake community continues to grow, experiencing significant population growth in the past ten years, including noteworthy



Antioch–Priest Lake Community members during the 2012 Community Plan update process.

growth in minority populations and in families with children. There is still an awareness and need for enhanced transit, whether by bus or rail, for commuting to and from employment centers and Downtown Nashville. Similar to the first church at Antioch, church congregations are leading the redevelopment movement by giving life to former big-box retail spaces. Despite recent economic challenges, the community still wants to see the Hickory Hollow Mall area regain strength as a service, employment and retail hub of the community.

History of the Antioch–Priest Lake Planning Process

The Antioch–Priest Lake Community Plan was created in 1991 and updated in 1996, 2003, and 2012. Until 2003, community plans were updated using Citizen Advisory Committees. The CAC was comprised of members of the community nominated by the Mayor, councilmembers representing the area, the Nashville Area Chamber of Commerce, the Nashville Neighborhood Alliance, and the Metropolitan Planning Commission. Typical of the planning processes at that time, the CAC’s role was to provide local knowledge of the community, identify issues which influence the development of community, respond to policy recommendations from planning staff, reach consensus on the plan and provide leadership in presenting the plan to the general public. All meetings of the CAC were open to the public and were held in the Antioch–Priest Lake community.

The 2003 and 2012 Antioch–Priest Lake Community Plan updates did not use a Citizen Advisory Committee. Instead, all community members were encouraged to attend meetings in the area and act in the role of providing local knowledge and responding to recommendations from Planning staff. During both updates, a notice mailer was sent to property owners in the Antioch–Priest Lake planning area. Over the course of the 2003 update, roughly 300 community members were involved in the process. During the 2012 update, roughly 150 community members were involved in the process.

Several themes are consistent from the 1991 plan through the 2012 plan:

- » Transforming Murfreesboro Pike into a mixed use corridor and limiting strip commercial development.
- » Adding higher intensity mixed use, office, and residential land uses on and near the former Hickory Hollow Mall property.

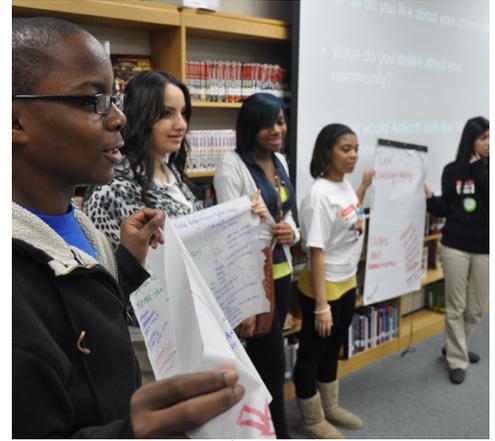
- » Offering more transit options near the former Hickory Hollow Mall property (the 1991 plan considered a light rail stop near the I24 and Bell Road interchange).
- » Preserving and creating employment opportunities near the Nashville International Airport and in the Crossings.
- » Permitting residential neighborhoods with moderate density in the northern and southeastern portion of the study area.

The 2003 and 2012 updates introduced policies to encourage the development of “complete neighborhoods” in undeveloped southeastern part of the community, that is, walkable neighborhoods with a mix of housing, open space, and neighborhood-scaled commercial.

The Antioch–Priest Lake community has weathered many economic challenges since the 1991 plan. However, the community continued to participate and think comprehensively about its future. In 2012, it drafted a unique vision statement that would be applicable moving forward over the next 25 years.

It is the vision of Antioch–Priest Lake to once again be a sought after community with greater access to Percy Priest Lake and community-scaled parks, housing that is competitive in the market and that meets the needs of a changing demographic, transportation improvements that include sidewalks, bikeways, and mass transit, and employment centers that produce jobs to support rebounding retail centers.

This update of the Antioch–Priest Lake Community Plan reflects the values and vision of the numerous participants in the 2012 update planning process as well as participation in the NashvilleNext planning process, balanced with sound planning principles to achieve a realistic, long-term plan for sustainable growth, development and preservation. In order to enhance the area, a coordinated and persistent effort is required by residents, property owners, business owners, and public/private agencies, developers and investors. Beyond the role of Metro departments and governmental agencies, organized groups of citizens, such as neighborhood and business associations, must display patient and persistent determination in following the adopted plan—that neighbors insist upon it and that developers’ proposals follow it.



Antioch–Priest Lake’s increase in minority population is evident in the diversity of students. At Antioch High School, over 40 languages are spoken among students.

Source: <http://antiochhs.mnps.org/>

Antioch–Priest Lake Community Demographic Information

The Antioch–Priest Lake community continues to grow. In 2000, the Antioch- Priest Lake Community had 61,103 residents. By 2010, Antioch–Priest Lake had grown to 77,569 people, an increase of approximately 27 percent. In 2012, the Antioch–Priest Lake Community had approximately 77,637 residents, 12 percent of Nashville/Davidson County’s population.

Average household size is slightly larger than the county average; in 2010, the Davidson County average household size was 2.37 people per household, while in Antioch the average household size was 2.50 people per household. National trends have shown a migration of minority populations to suburban communities. This is seen in Antioch–Priest Lake as well, as the population share of African Americans increased from 25 percent in 2000, to 37percent in 2010. The Hispanic Latino population also saw an increase in its share of the population, increasing from eight percent in 2000, to 17 percent in 2010.

		Davidson County		Antioch–Priest Lake	
		#	%	#	%
Population	Total, 2010	626,681		77,569	12.4%
	Population, 1990	510,784		43,953	8.6%
	Population, 2000	569,891		60,315	10.6%
	Population Change, 1990- 2000	59,107	11.6%	16,362	37.2%
	Population Change, 2000- 2010	56,790	10.0%	17,254	22.2%
	Population Density (persons/acre)	1.69	n/a	2.89	n/a
	Average Household Size	2.37	n/a	2.50	n/a
Race	White	385,039	61.4%	36,886	47.6%
	Black or African American	173,730	27.7%	28,555	36.8%
	American Indian/ Alaska Native	2,091	0.3%	271	0.3%
	Asian	19,027	3.0%	2,309	3.0%
	Native Hawaiian or Pacific Islander	394	0.1%	81	0.1%
	Other Race	30,757	4.9%	6,988	9.0%
	Two or More Races	15,643	2.5%	2,479	3.2%
Ethnicity	Hispanic or Latino	359,883	57.4%	13,132	16.9%
Age	Less than 18	136,391	21.8%	19,359	25.0%
	18-64	424,887	67.8%	53,658	69.2%
	Greater than 64	65,403	10.4%	4,552	5.9%

Source: U.S. Census (1990, 2000, 2010)

		Davidson County		Antioch–Priest Lake	
		#	%	#	%
Population	Total, 2008 - 2012	629,113		77,637	12.3%
	Household Population	605,463	96.2%	75,219	96.9%
	Group Quarters Population	23,650	3.8%	2,418	3.1%
	Male	304,566	48.4%	38,416	49.5%
	Female	324,547	51.6%	39,221	50.5%
Families	Total	142,821		17,254	n/a
	Married Couple Families with Children	37,098	26.0%	5,197	30.1%
	Single Parent Families with Children	26,291	18.4%	3,481	20.2%
	Female Householder with Children	21,528	15.1%	2,926	17.0%
Housing Units	Total	284,328		32,429	11.4%
	Owner Occupied	141,805	49.9%	15,803	48.7%
	Renter Occupied	114,082	40.1%	14,290	44.1%
	Occupied	255,887	90.0%	30,093	92.8%
	Vacant	28,441	10.0%	2,336	7.2%
	Long-term vacant (over 1 year)*	3,730	1.2%	408	1.2%
Cost Burden	Residents with moderate cost burden	48,983	19.1%	6,746	23.1%
	Residents with severe cost burden	42,520	16.6%	4,442	15.2%
Travel	Mean Travel Time to Work (min)	23.1		25.5	
	Workers	309,633		41,663	13.5%
	Drove Alone	246,391	79.6%	34,650	83.2%
	Carpooled	32,633	10.5%	4,405	10.6%
	Public Transportation	6,588	2.1%	555	1.3%
	Walked or Biked	6,806	2.2%	517	1.2%
	Other	3,232	1.0%	391	0.9%
	Worked from home	13,983	4.5%	1,145	2.7%
	Income	Per Capita Income	\$28,513		\$22,122
Education	Population 25 years and over	419,807		51,109	12.2%
	Less than 9th grade	20,687	4.9%	2,739	5.4%
	9th to 12th grade, No Diploma	38,664	9.2%	4,450	8.7%
	High School Graduate (includes equivalency)	103,024	24.5%	13,471	26.4%
	Some College, No Degree	86,498	20.6%	13,333	26.1%
	Associate Degree	23,963	5.7%	3,387	6.6%
	Bachelor's Degree	92,765	22.1%	10,114	19.8%
	Graduate or Professional Degree	54,206	12.9%	3,615	7.1%
Employment	Population 16 Years and Over	505,034	80.6%	59,601	76.8%
	In Labor Force	348,250	69.0%	45,138	75.7%
	Civilian Labor Force	347,862	99.9%	45,123	100.0%
	Employed	317,719	91.2%	41,739	92.5%
	Unemployed (actively seeking employment)	30,143	8.7%	3,384	7.5%
	Armed Forces	388	0.1%	15	0.0%
	Not in Labor Force	156,784	31.0%	14,463	24.3%

Source: American Community Survey, 5-year estimate, 2008-2012. * USPS Vacancy data, 2013.

Diversity of Housing Types

NashvilleNext calls for the addition of more, and more diverse, housing types ranging from detached accessory dwelling units (sometimes called “granny flats”) to cottage developments to townhouses, manor houses and low-rise stacked flats.

Housing diversity allows for “aging in place”—the idea that there is housing in a neighborhood or community for people at each point in their life, whether they are just starting out, buying their first home, needing a larger home for a family, downsizing to a smaller home for retirement, or needing assisted living. Aging in place means that a person can live in their favorite neighborhood or community over their entire life.

Housing diversity also addresses the overall affordability of housing by adding to the supply of housing that is financially attainable for all members of the community.

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

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

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

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

Role in the County and Region

Antioch–Priest Lake is located in the southeast portion of Nashville/Davidson County. Rutherford and Wilson Counties are adjacent to Antioch. Both contain growing employment and retail centers and have growing populations. As retail, housing, and employment markets continue to grow within the region, Antioch must find its competitive niche in terms of residential, retail and employment development, and discover ways to complement services provided in outlying counties and cities.

Antioch provides employment, housing, and retail, which—given its geographic location in the region in close proximity to multiple and varied employment centers—could be quite competitive. It also includes significant environmental assets that contribute unique recreational and tourism opportunities to the region.

Residential Development

The Antioch–Priest Lake community is primarily residential and is suburban in character with rural neighborhoods near Percy Priest Lake. As of 2012, single-family residential land uses consumed the most acreage (8,357 acres). Two-family consumed 434 acres; multifamily consumed 1,253 acres. Antioch–Priest Lake is one of the few communities with a large stock of undeveloped land. As of 2012, 23 percent of the land was classified as vacant in Antioch–Priest Lake.

In Antioch, 56 percent of the land is zoned for single and two-family residential. While some of the land is impacted by floodplain, steep slopes, and sink holes, but much of the land is flat and easily accessible. As a result, the Antioch–Priest Lake community attracted residential development during the housing boom in the late 1990s and early 2000s. However, during the Great Recession in 2008-2009, suburban home prices softened both locally and nationally, as home buyers sought housing close to central cities in walkable locations.

As the housing market continues to rebound, Antioch–Priest Lake should capitalize on its existing housing stock and, as a community, seek to provide new housing stock that keeps up with current market demand. New homes may be built near the community’s major corridors—such as Murfreesboro Pike and Bell Road—and near major commercial centers. These areas are appropriate for a mix of housing in neighborhoods that are more walkable with access to amenities and services. This provides housing choices for people at various price points and at different stages of their life.

Economic Development and the Local Workforce

Existing and new housing would also support retail and employment in this part of the region. Antioch–Priest Lake is in a unique position. The southeast is the fastest growing part of Middle Tennessee, which has drawn new residents to the community, but has also made Antioch–Priest Lake vulnerable to retail and employment competition in outlying counties. Competition combined with changing demographics has taken its toll on the retail and employment environment in Antioch–Priest Lake.

In the late 1970s, the Hickory Hollow Mall was Antioch–Priest Lake’s primary retail center. It was a regional mall that drew from a primary trade area of 20 miles and a secondary trade area of 40 miles, reaching as far south as the city of Murfreesboro. Over time, however, new outdoor retail malls were built and remodeled within Hickory Hollow’s trade area. This, coupled with the economic recession in the early 2000s and stagnant income growth in Antioch–Priest Lake, caused the mall and surrounding retail to decline.

These issues are not unique to Antioch–Priest Lake. Nationally, traditional mall development has become less popular. Large suburban retailers are reducing their footprint and inventory. National shopping habits have also changed as people turned to online shopping or downsized to conserve money. What is unique to Antioch–Priest Lake is the change to its demographic base. The 2010 census reported a 27 percent increase in overall population in Antioch–Priest Lake. However, there was a 39 percent increase in people ages 18 and younger. Despite a slight decline in 2012, this younger segment still comprises 24 percent of the population. With such a large increase in the number of youth in the study area, the number of wage earners remained stagnant. This affected per capita income levels and discretionary spending, which also affected retail growth in the Antioch–Priest Lake.



Business in The Crossings, a mixed-use and employment area in the Antioch–Priest Lake community.

Figure APL-3: Commuting patterns of residents and employees in Antioch–Priest Lake

Antioch–Priest Lake residents who work in these areas:	38,781
Antioch–Priest Lake	6,137
South Nashville	4,270
Donelson Hermitage Old Hickory	3,835
Green Hills Midtown	3,677
Downtown	3,385
Southeast	2,609
North Nashville	2,326
West Nashville	1,302
East Nashville	1,176
Madison	1,014
Bordeaux Whites Creek	994
Parkwood Union Hill	368
Bellevue	318
Joelton	45
Beyond Davidson County	7,325
Employees who work in Antioch–Priest Lake come from these areas	34,595
Antioch–Priest Lake	6,137
Southeast	3,622
Donelson Hermitage Old Hickory	3,083
East Nashville	1,156
Green Hills Midtown	907
South Nashville	893
Madison	649
Bellevue	610
Bordeaux Whites Creek	425
West Nashville	413
Parkwood Union Hill	307
North Nashville	278
Downtown	145
Joelton	50
Beyond Davidson County	15,920

On the other hand, employment conditions remained steady. The 2010 census reported that 95 percent of the community’s workforce was employed. While employment numbers are favorable, community input during the 2012 community plan update revealed that most residents travel to other parts of the county or adjacent counties for work. This anecdotal observation was confirmed by studies that show that roughly 39,000 Antioch–Priest Lake residents travel outside of the community for employment versus the roughly 35,000 that travel to the community for employment. Recognizing this trend, stakeholders noted that the Antioch–Priest Lake Community Plan should encourage additional employment opportunities within the study area. This would assist in bringing wage earners to the area during the day, creating a daytime population that could support retail, restaurants and services. This could also reduce transportation costs for Antioch–Priest Lake residents who commute long distances for work.

Natural Features and Resources

Antioch–Priest Lake’s natural environment and features are part of larger environmental systems within the region. J. Percy Priest Lake, Long Hunter State Park, and Mill Creek are significant natural resources within the region.

J. Percy Priest Lake is roughly 33,000 acres. Most of the lake (57 percent) is located in Nashville/Davidson County, while 42 percent in Rutherford County, and one percent in Wilson County. The lake’s construction was completed in 1967 and was the first Army Corps of Engineers project in the nation created with recreation as one of its authorized purposes. It also provides flood control and hydropower production.

The vast majority of land on the west side of J. Percy Priest Lake is designated for wildlife management, enhancement, and education. The Tennessee Wildlife Resources Agency (TWRA) promotes public recreational hunting and fishing on lands licensed from the Corps of Engineers and facilitates many educational and training programs. Located on the east side of J. Percy Priest Lake is Long Hunter State Park. The 2,600 acre park includes recreational trails, camping areas, cedar glades, exotic and native plant areas, and habitat for the Gray Bat.

In 2007, more than seven million people visited the lake and its boating and recreational areas, generating \$61 million dollars in revenue. Despite its regional draw, many local residents are unaware of its many recreational

Source: Census Transportation Planning Products, using the American Community Survey (2006-2010 five-year estimates)

offerings. To better promote this asset, Antioch–Priest Lake stakeholders should work more closely with the Army Corps of Engineers, J. Percy Priest Lake officials, and local and state tourism and economic development agencies to do more educational and promotional campaigns explaining its benefits. This push could benefit the immediate Antioch–Priest Lake community and other communities within the region.

J. Percy Priest Lake is also an integral part of flood control in Nashville. The Army Corps of Engineers notes that actions taken at J. Percy Priest Dam during the 2010 flood reduced more severe flooding in Nashville and further downstream of the Cumberland River, preventing millions of dollars in property damage.

Mill Creek is also a significant environmental resource within the region. Mill Creek is a tributary of the Cumberland River and traverses the Nolensville, Antioch, and Donelson communities. This creek is also home to the Tennessee Crayfish, a unique species common to the state of Tennessee. Over time, Mill Creek has suffered some negative impacts from various development decisions. This was made most evident in 2010 when Nashville and Davidson County experienced the “500-year” flooding event. Significant flooding around Mill Creek damaged homes and business, particularly near the Blue Hole Road/Antioch Pike area.

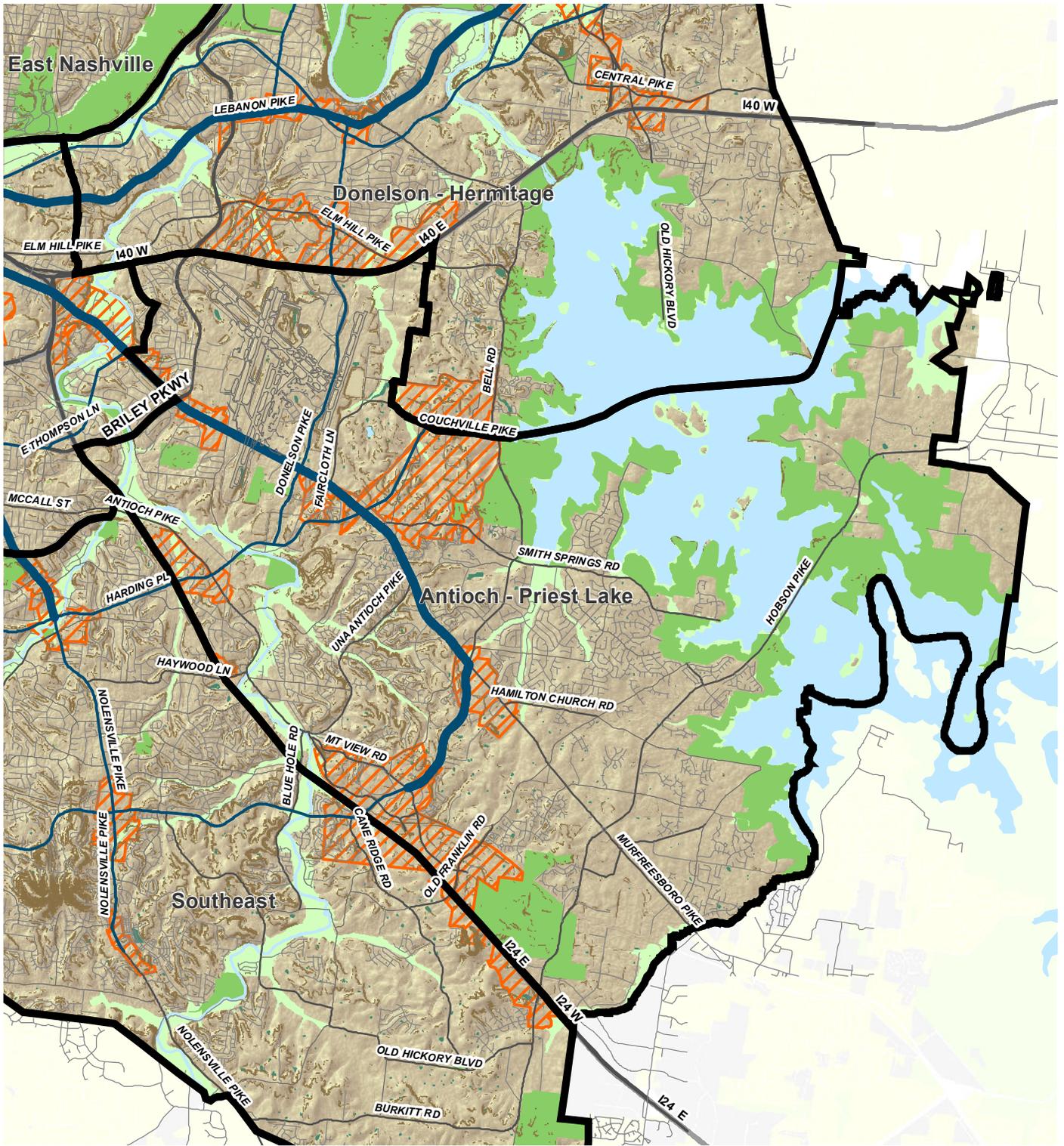
Mitigation and future development decisions can prevent significant levels of damage in the future. Using green infrastructure for development in flood prone areas and preserving the floodway and floodplain would protect these natural areas. The creation of a greenway system along Mill Creek can preserve the floodplain and floodway. It also has economic benefits aside from the protection of property during flood events. Regionally, an interconnected Mill Creek greenway could connect the communities of Nolensville, Antioch, and Donelson and provide an alternative mode of transportation and a recreational use that could be a unique asset to those communities.



Percy Priest Lake is a community asset that attracts guests from Antioch–Priest Lake and from throughout the region.

Figure APL-4: Slopes and Terrain Map

Antioch–Priest Lake detail



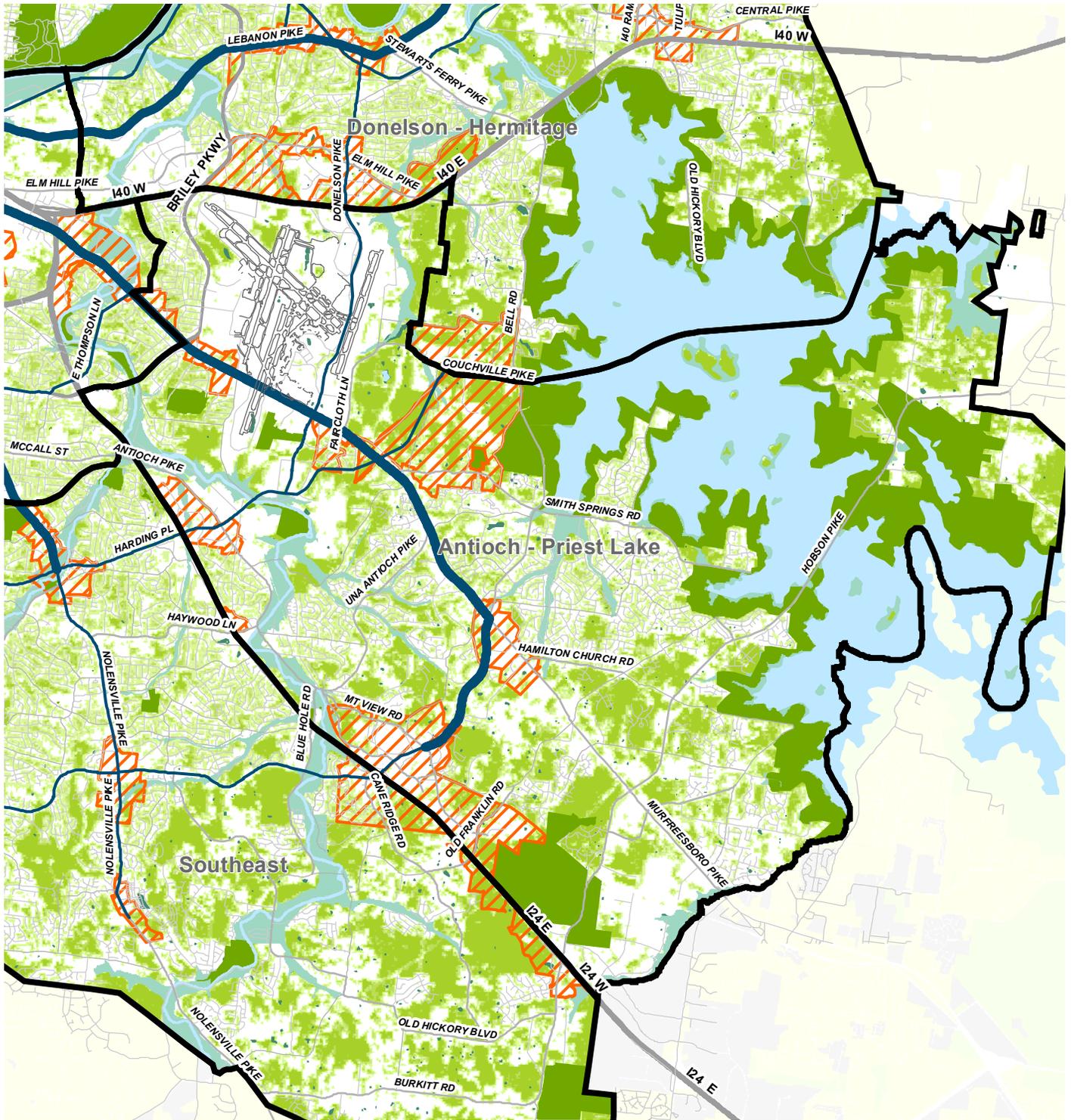
Slopes & Terrain Legend

- | | | | | |
|---|--|--|---|--|
|  Water Bodies |  Subarea Boundaries | Priority Corridors | Slope | Terrain |
|  Anchor Parks |  Centers |  Immediate need |  Over 20% |  High |
|  Floodplain Areas | |  Long-term need | |  Low |
|  Wetlands | | | | |



Figure APL-5: Tree Canopy Map

Antioch–Priest Lake detail



Tree Canopy Legend

- | | | | |
|--|--|--|--|
|  Water Bodies | Priority Corridors |  Centers | Tree Canopy |
|  Anchor Parks |  Immediate need |  Subarea Boundaries |  1 - 20% |
|  Floodplain Areas |  Long-term need | |  21 - 40% |
|  Wetlands | | |  41 - 60% |
| | | |  61 - 80% |
| | | |  81 - 100% |



The Antioch–Priest Lake community has several assets to provide to the Middle Tennessee Region. The community’s environmental features offer natural refuge to tourist and residents, while its location offers quick access to the Nashville International Airport, several employment centers in the region and other cities in outlying counties. Antioch–Priest Lake’s presence in the region could be enhanced by improving the diversity of housing stock, transit access, and employment offerings.

To remain a desirable place to live for existing and new residents alike, Antioch should seek to support more diverse housing types provided in neighborhoods that are walkable and have easy access to services and jobs. These types of neighborhoods would support the growth of services and transit in the area. When housing and services are placed in close proximity, this supports transit and offers a higher quality of life for residents and visitors.

Antioch–Priest Lake should continue to increase employment opportunities in the area. The Crossings, a 325-acre planned office park, can accommodate additional business growth. Another opportunity is the former Hickory Hollow Mall (now known as the Global Mall at the Crossings, or the Global Mall). It has seen some public and private reinvestment and is now considered a mixed-use property. Nashville State Community College has created a satellite campus, Metropolitan Nashville—Davidson County has invested in a new library and community center, and the Predators Hockey franchise has built a practice facility. Private owners have also invested in the mall, rebranding it The Global Mall to become more attractive to the diverse population. With roughly 1,243 acres classified as vacant commercial, and areas identified as Tier One Centers and Urban Communities Centers, there is opportunity to provide more employment and jobs with a mixture of uses in the community to grow the daytime population. A daytime population can support additional retail, restaurants and services. Working locally may also improve the quality of life for residents who are currently commuting long distances for work.

Growth & Preservation Concept Map and the Community's Role

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

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

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

The Concept Map for Antioch–Priest Lake illustrates these key concepts listed above: preserving environmentally sensitive features and open space; creating diverse and affordable housing options; enhancing commercial centers and corridors; and adding more connectivity through transit.

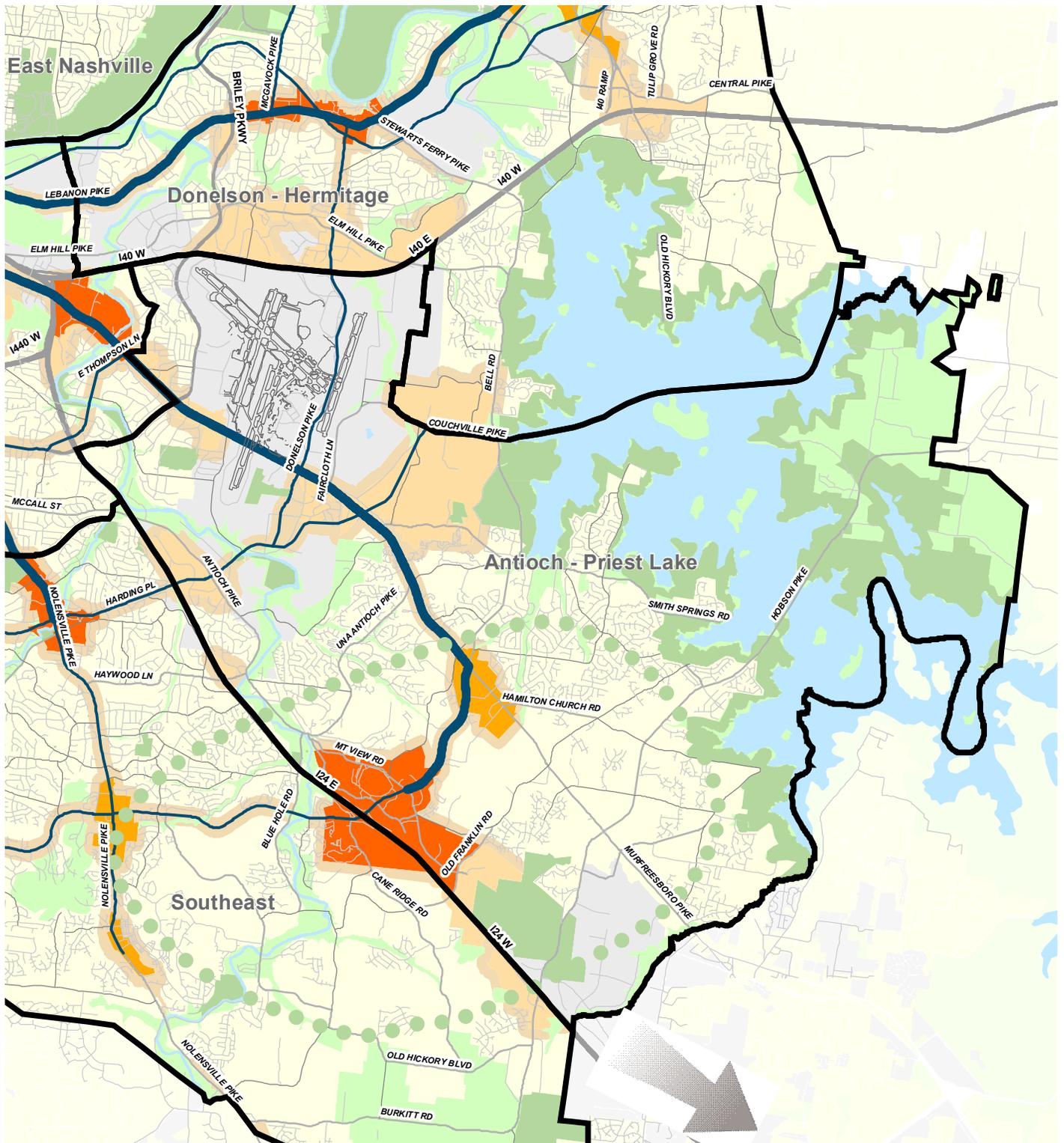
Green Network

The Green Network on the Concept Map reflects natural and rural areas that provide natural resources (such as water and land for farming), ecological services (such as cleaning air and slowing water runoff), wildlife habitat, and recreation opportunities. The network also includes sensitive natural features that can be disturbed or destroyed by development or that pose a health or safety risk when they are developed (such as steep slopes and floodplains). In Antioch–Priest Lake, the green network is comprised of areas near Percy Priest Lake, along Mill Creek and other greenway corridors, areas that are currently rural and are planned to remain rural such as the area to the east of J. Percy Priest Lake, and open spaces.

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

Figure APL-6: Growth & Preservation Concept Map

Antioch–Priest Lake detail



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

Neighborhoods

Neighborhood areas are primarily residential areas offering a mix of housing types and character, with smaller civic and employment areas and small neighborhood centers. Neighborhoods have different context—rural, suburban, urban, or downtown—depending on their location. In the Antioch–Priest Lake community, neighborhoods are predominantly suburban in character. Suburban neighborhoods and development patterns have a tendency to be more auto-oriented. Over time it is envisioned that these neighborhoods become more walkable with more choices in housing, better access to jobs and services, and serviced by enhanced transportation options and that new neighborhoods provide these same features.

Transitions and Infill

Transition and Infill areas may have moderately dense residential and small-scale offices that are appropriate along and around prominent corridors and centers to provide a harmonious connection to surrounding neighborhoods. These areas provide transitions—in building types as well as scale and form—between higher intensity uses or major thoroughfares and lower density residential neighborhoods. These areas provide housing in proximity to transit and commercial services, increasing the likelihood that residents can walk or bike to meet some of their daily needs. These areas also provide a diversity of housing types that are attractive to Nashvillians. On the Concept Map, the Transition and Infill areas are generalized. These transition and infill areas—and the housing choice and transition they are trying to achieve—are explained in greater detail through Community Character Policies. The residential and mixed use Community Character Policies contain guidance on how to design transitions and infill development. The Community Character Manual also includes a policy category called District Transition that can be applied in transition and infill locations where small-scale offices or multifamily housing would be appropriate.

In the Antioch–Priest Lake community, transition and infill areas include areas around existing centers such as Hickory Hollow Mall / Crossings area, and along corridors like Murfreesboro and Bell Roads.



Neighborhood and Transition Infill areas should provide a diversity of housing types to accommodate current and future demand for housing.

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

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



Antioch–Priest Lake Stakeholders discuss the future of the Hickory Hollow Mall area.

Centers

The centers included in the Concept Map build on existing commercial center areas, encouraging them to evolve into active, mixed-use places serving as a neighborhood or community gathering places. Centers should become pedestrian-friendly areas with frequent transit service that contain a dense mix of homes, shops, jobs and parks, as well as services, schools and cultural amenities. The Concept Map places center areas in three tiers:

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

In the Antioch–Priest Lake Community, Tier One centers are located at the Hickory Hollow/Crossings area at Bell Road and I-24. Antioch–Priest Lake has one Tier Two center, the intersection of Murfreesboro Road and Bell Road, and multiple Tier Three centers; at the I-24 interchanges with Haywood Lane, Harding Place, and south of Bell Road; as well as areas surrounding the Nashville International Airport.

The designation of an area as a Tier One, Two or Three Center indicates Metro’s intent to coordinate investments and regulations to support development and redevelopment as discussed above. The Centers must be considered in conjunction with the Community Character Policies, which provide detailed guidance for future land use, character, and development intensity. The designation of a Tier Center does not indicate endorsement of all zone changes in the Center area. Rather, the zone change proposal must be considered in light of the Community Character Policy, any special policies, and the context of the area.

While the Centers represent areas of greater growth and greater investment, Metro government will still provide investments for safety, maintenance and to improve quality of life across the county.

High Capacity Transit Corridors

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

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

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

MTA will refine the vision outlined in NashvilleNext with the update of the MTA strategic plan, a process called nMotion, which began in 2015.



The Murfreesboro Road Bus Rapid Transit Lite Route terminates at the new Commons at the Crossings Library and Community Center Complex.

For the most up to date Community Character Policy Maps, visit our website: <http://www.nashville.gov/Planning-Department/Community-Planning-Design/Our-Communities.aspx>

Community Character Policy Plan

The Antioch–Priest Lake Community Character Policy Plan builds upon the Growth & Preservation Concept Map. The Community Character Policies take the Concept Map to the next level of detail by addressing the form and character of each area in the Antioch–Priest Lake Community. See Figure APL-7 for a map of the Community Character Policies in the Antioch–Priest Lake Community.

The Antioch–Priest Lake Community Plan applies Community Character Policies to every property in Antioch–Priest Lake. These policies are defined in the Community Character Manual. The policies are intended to ensure that the elements of development are coordinated to ensure the intended character of an area is achieved. The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

Antioch–Priest Lake’s natural and open space areas include areas with environmentally sensitive features, such as floodplains, steep slopes, and unstable soils, as well as public parks and open space. As a result of the May 2010 flooding, the plan encourages the preservation of all environmentally sensitive features, but particularly floodplains and floodways, through the use of Conservation Policy. The policy encourages the preservation and/or reclamation of these features. Preservation of these areas near Mill Creek in the western part of the Antioch–Priest Lake community reduces the impact of flooding by slowing down and absorbing stormwater runoff during rain events.

The Antioch–Priest Lake community’s desire to maintain and enhance its residential neighborhoods is shown by the placement of Neighborhood Maintenance Policy. However, to maintain long-term sustainability of the community and to provide housing for residents at every point in their lives, an appropriate mixture of housing types must still be provided in Antioch–Priest Lake. Appropriate locations for additional residential development are indicated by applying Neighborhood Evolving, Center and Corridor Policies.

Another area of emphasis on the Concept Map is enhancing centers and corridors. The Antioch–Priest Lake Community has several prominent corridors, such as Murfreesboro Road and Bell Road. Antioch–Priest Lake also has several commercial centers that serve the community.



A community member discusses Antioch–Priest Lake and other community plans during the NashvilleNext process.

They range from small-scale neighborhood centers in the Anderson Lane/Smith Springs Road area to larger community centers such as the Hickory Hollow/Crossings area. These areas should be enhanced by adding a mix of land uses and additional housing options. The transition between these higher-intensity areas and the surrounding neighborhoods should be addressed through well-designed transitions to adjacent residential areas.

Antioch–Priest Lake’s location in the region, with access to the regional interstates, the Nashville International Airport, and diverse employment centers, as well access to fast-growing outlying counties, makes it a desirable place live. Some drawbacks, however, are the lack of transportation options and walkable neighborhoods. As growth occurs in Antioch–Priest Lake, stakeholders should consider repurposing auto-oriented development to create active, walkable spaces. Doing so would help the Antioch–Priest Lake community meet current and future market demands for walkable communities with diverse housing that are serviced by multiple transportation options. This would implement the Concept Map, while improving the community for existing and new residents who wish to call Antioch–Priest Lake home.

The Community Character Policies are the standard by which development and investment decisions are reviewed and future zone change requests are measured.

Figure APL-7: Community Character Policy Map

Antioch–Priest Lake detail

Community Character Policies

Special Policy Areas

- Water
- TR Transition
- CO Conservation
- CI Civic
- OS Open Space

T1 Natural

- T1 OS Natural Open Space

T2 Rural

- T2 RA Rural Agriculture
- T2 RCS Rural Countryside
- T2 NM Rural Neighborhood Maintenance
- T2 RM Rural Maintenance
- T2 NC Rural Neighborhood Center

T3 Suburban

- T3 RC Suburban Residential Corridor
- T3 CC Suburban Community Center
- T3 NM Suburban Neighborhood Maintenance
- T3 CM Suburban Mixed Use Corridor
- T3 NE Suburban Neighborhood Evolving
- T3 NC Suburban Neighborhood Center

T4 Urban

- T4 RC Urban Residential Corridor
- T4 CC Urban Community Center
- T4 NM Urban Neighborhood Maintenance
- T4 CM Urban Mixed Use Corridor
- T4 NE Urban Neighborhood Evolving
- T4 MU Urban Mixed Use Neighborhood
- T4 NC Urban Neighborhood Center

T5 Center

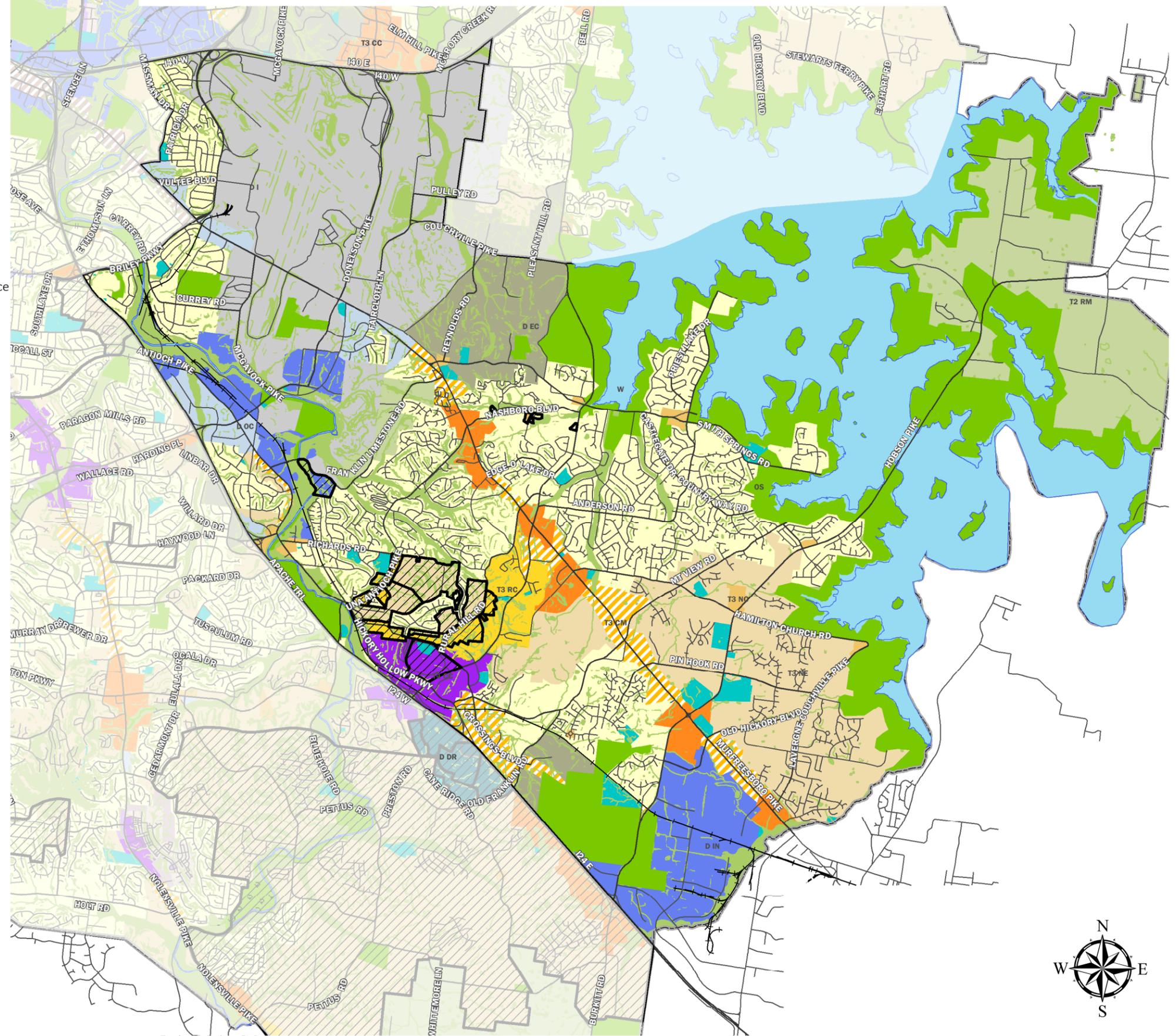
- T5 MU Center Mixed Use Neighborhood
- T5 RG Regional Center

T6 Downtown

- T6 SB Downtown Second and Broadway
- T6 DC Downtown Core
- T6 CP Downtown Capitol
- T6 DN Downtown Neighborhood

D District

- D EC District Employment Center
- D DR District Destination Retail
- D MI District Major Institutional
- D I District Impact
- D IN District Industrial
- D OC District Office Concentration



How to use the Community Character Policies

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

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

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

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

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

Second, read the Community Character Policy in the CCM.

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

Third, read the Community Plan to determine if there are any Special Policies or Infill policies for the area.

Within some Community Character Policy Areas there are unique features that were identified during the planning process where additional guidance is needed beyond what is provided in the CCM. This additional guidance is referred to as a Special Policy and is included in each Community Plan. The Special Policies may provide additional specificity

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

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

Some Neighborhood Maintenance Community Character Policy areas also have Infill Areas. Infill Areas include under-developed properties in mostly developed areas that may redevelop over the next seven to ten years and would be an appropriate location for more intense infill development. The infill areas are highlighted so that the Community Plan can provide guidance on how the properties should develop. Infill Areas are denoted on the Policy Map as Special Policy areas, with a dark boundary and hatched lines. A description of each Infill Area is included in the Community Plan. The Infill Areas can also be found on the online maps, by going to the area in question, and turning on "Special Policy Areas" under "Plans and Policies."

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

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

Community Character Policies

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

Policies that apply in multiple Transects



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



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



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



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

T1 Natural Transect



T1 Natural Open Space (T1 OS) – Intended to preserve existing undisturbed open space in undeveloped natural areas. T1 OS policy includes public parks and preserves and may also include private land held in conservation easements by land trusts and private groups or individuals.

T2 Rural Transect



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



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



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



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

T3 Suburban Transect

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

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

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

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

by highly connected street networks, sidewalks and existing or planned mass transit leading to surrounding neighborhoods and open space. Infrastructure and transportation networks may be enhanced to improve pedestrian, bicycle and vehicular connectivity.

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

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

T4 Urban Transect

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

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

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



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



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



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



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



T4 Urban Mixed Use Corridor (T4 CM) – Intended to enhance urban mixed use corridors by encouraging a greater mix of higher density residential and mixed use development along the corridor, placing commercial uses at intersections with residential uses between intersections; creating buildings that are compatible with the general character of urban neighborhoods; and a street design that moves vehicular traffic efficiently while accommodating sidewalks, bikeways, and mass transit.

T5 Center Transect



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



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

T6 Downtown Transect



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



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



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



T6 Second and Broadway (T6 SB) – Intended to 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.

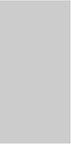
D District Transect



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



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



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



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



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



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

Special Policies

The Antioch–Priest Lake Community Plan provides guidance through the policies found in the Community Character Manual (CCM – found at the beginning of NashvilleNext Volume III). Those policies are applied to all properties within the Antioch–Priest Lake Community. The policies are intended to coordinate the elements of development to ensure the intended character of an area is achieved. The policies provide guidance on appropriate building types/designs, appropriate location of buildings and parking on property, and other elements, including sidewalks, landscaping, bikeways and street connections. In some cases, additional guidance is needed beyond that which is provided in the CCM. That may be the case if there is a unique feature in the area to be addressed, or if the standard guidance in the CCM needs to be adjusted to address the characteristics of the area. In these cases, there are “special policies” that are applied. The Special Policies for Antioch–Priest Lake are described below.

Special Policy Area 13-T3-NM-04

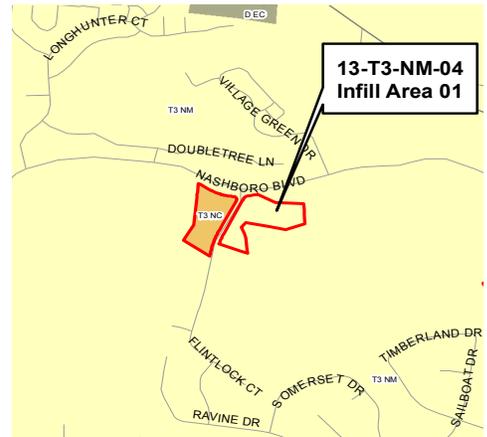
Antioch–Priest Lake’s T3 Suburban Neighborhood Maintenance Area 4 is referenced as 13-T3-NM-04 on the accompanying map. It applies to the Nashboro Village neighborhood east of Murfreesboro Pike. The existing zoning applied to this property allows multifamily development of up to 144 units. Any development of this property requires a review and approval of a final development plan prior to obtaining building permits, to ensure consistency with the existing entitlements and conditions. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment approved by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the specific and special land use policies in the Antioch–Priest Lake Community Plan will provide guidance in the review of that amendment.

Below are the special policies that apply to this policy area. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Maintenance Policy applies.

Infill Area 01

This infill area is referenced as “Site 14 -Multi-family Site” in the Nashboro Village Planned Unit Development (PUD). This infill area reflects existing development rights on the property and is not intended to suggest intensity beyond what is approved. It is located on the southeast side of Nashboro Boulevard and Flintlock Court, adjacent to the pond. The Metropolitan Planning Commission found the portion of the Planned Unit Development (PUD) for this site to be inactive, but also found that the PUD should be implemented as adopted. The following special policies, developed during discussions with stakeholders during the Antioch–Priest Lake Community Plan Update process in 2012, reflect a balance between the existing development rights, community vision, and sound planning principles.

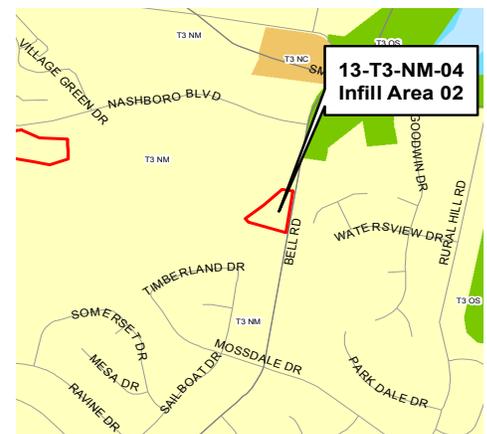
Appropriate land uses include assisted living, residential multifamily and open space; the community has expressed interests in open space within this Infill Area. Development should complement the overall character of development in Nashboro Village. Building heights should not exceed 4 stories. Any development should provide public access to the pond. If possible, parking should be located behind or beside the building. If parking is not located behind or beside the building, ample landscaping should be provided to buffer the view of parking from the street.



Infill Area 02

This infill area is referenced as “Site 25 - 100 Unit Tower” in the Nashboro Village Planned Unit Development (PUD). This infill area reflects existing development rights on the property and is not intended to suggest intensity beyond what is approved. It is located on Bell Road, on the Nashboro Village Golf Course. The Metropolitan Planning Commission found the PUD to be inactive for this site and recommended that the PUD be amended to remove the five story building and add a note that residential uses, not to exceed 100 units, consistent with the scale of development along Bell Road within this PUD, could be considered as a future revision.

The following special policies, developed during discussions with stakeholders during the Antioch–Priest Lake Community Plan Update process, reflect a balance between the existing development rights, community vision, and sound planning principles.

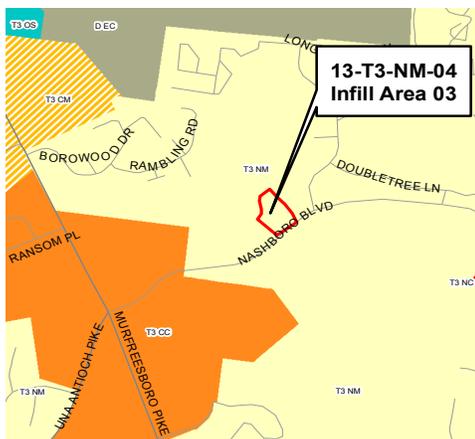


Appropriate land uses are residential. Development of this site should be consistent with the character of development on Bell Road which is primarily single-family residential. Structures that appear as single-family may be appropriate. Buildings should front onto Bell Road and have moderate setbacks.

Infill Area 03

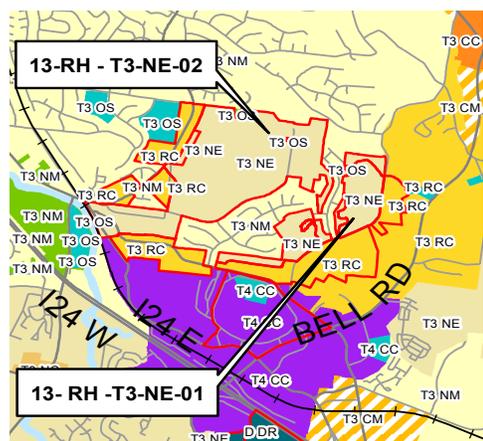
This infill area is referenced as “Site 27 - Day Care Center” in the Nashboro Village Planned Unit Development (PUD). This infill area reflects existing development rights on the property and is not intended to suggest intensity beyond what is approved. It is located at the corner of Nashboro Boulevard and Long Hunter Lane. The Metropolitan Planning Commission found that the PUD is inactive for this site, but found that the PUD should continue to be implemented as adopted. Development rights include a day care center. Zoning on the property is RM6—residential, multi-family at six units per acre. The following special policies, developed during discussions with stakeholders during the Antioch–Priest Lake Community Plan Update process, reflect a balance between the existing development rights, community vision, and sound planning principles.

Appropriate land uses include a day care center. The day care center should develop in a manner that is consistent with all applicable state regulations, particularly as state regulations relate to buffers and fencing along Nashboro Boulevard, to ensure the safety of children along the busy corridor.



Special Policy Area 13-RH-T3-NE-01 /13-RH-T3-NE-02

Antioch–Priest Lake’s T3 Suburban Neighborhood Evolving Areas 13-T2-NE-01 and 13-T2-NE-02 on the accompanying map apply to undeveloped land within the Rural Hill-Moss Road neighborhood. The two Neighborhood Evolving Areas within the Rural Hill-Moss Road neighborhood are intended to have different character. Area 13-T3-NE-01 should have smaller lots with some rear access, while area 13-T3-NE-02 should have larger rural lots. Please refer to the Rural Hill—Moss Road Detailed Design Plan located in Appendix D for special policy guidance. Where the special policy is silent, the guidance of T3 Suburban Neighborhood Evolving Policy applies.

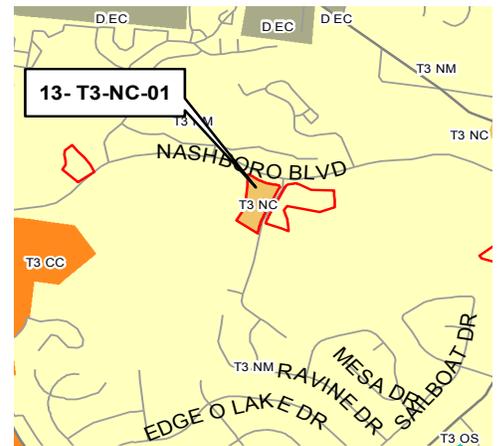


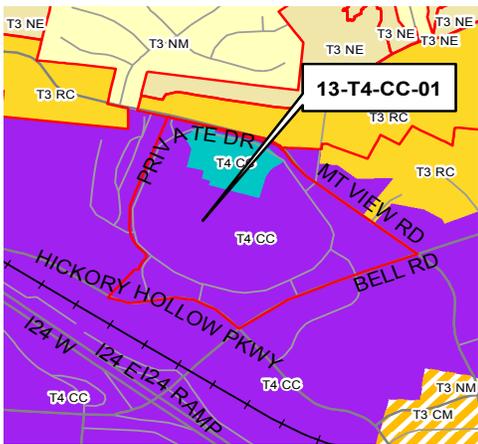
Special Policy Area 13-T3-NC-04

Antioch–Priest Lake’s T3 Suburban Neighborhood Center Area 4 is referenced as 13-T3-NC-04 on the accompanying map. It applies to property at the corner of Nashboro Boulevard and Flintlock Court intersection. This parcel is referred to as “Site 15” in the Nashboro Village Planned Unit Development (PUD).

The existing zoning as applied to this property provides specific zoning entitlements. Any development of this property requires a review and approval of a final development plan to ensure consistency with the existing entitlements and conditions prior to obtaining building permits. Development plans may be approved directly or as a revised plan if the proposed development plan is consistent with the approved general development concept and relevant conditions of the existing zoning. In cases where the development plan is not consistent with the approved general development concept and conditions of the existing zoning, an amendment approved by the Metro Council is required. In cases requiring an amendment to the existing zoning conditions, the land use policies in the Antioch–Priest Lake Community Plan will provide guidance in the review of that amendment. Below are the special policies that apply to this policy area. Where the special policy is silent, the guidance of the T3 Suburban Neighborhood Center policy applies.

Appropriate land uses are limited to neighborhood retail. Buildings should not exceed one story in height. To encourage a pedestrian friendly streetscape, buildings should frame Nashboro Village or Flintlock Court. Where buildings cannot frame the street, other features such as courtyards, patio spaces, and outdoor dining areas should frame the street. Sidewalks and crosswalks should be provided at the intersection of Flintlock Court and Nashboro Village Boulevard to help pedestrians travel safely to and from the center. Additional pedestrian connections may be warranted to facilitate convenient access to and from the commercial center. A landscape buffer should be provided along the adjacent townhome development. Lighting should be pedestrian scaled and projected downward. With exceptional design, one row of parking may be located in front of the building. To create a traditional neighborhood center character, this parking is encouraged to be designed as parallel parking. The remainder of parking should be located behind or beside the building. Where appropriate, ample landscaping should be provided to buffer the view of parking from the street.





Special Policy Area 13-T4-CC-01

Antioch–Priest Lake’s T4 Urban Community Center Area 1 is referenced as 13-T4-CC-01 on the accompanying map. It applies to the former Hickory Hollow Mall and its outparcels. The Mall is a significant redevelopment site in the Antioch–Priest Lake Community. Redevelopment of the site should consider existing investments in the Nashville State Community College and the Metro Nashville park, community center, and library and should add a mix of civic, retail, employment, and residences. Redevelopment should be pedestrian friendly and support transit. The Murfreesboro Pike Bus Rapid Transit (BRT) Lite serves Murfreesboro Road from Downtown Nashville to Bell Road and the Mall area. Therefore, any development that occurs in this area should consider Transit Oriented Development (TOD).

Mixed Use Development Options

Mixed use development could include a mix of office development, retail and residential. The right mix of uses could provide a “24 hour” cycle of activity to not only support shopping and employment on the site, but shopping and employment in areas adjacent to the site. This type of activity could also support frequent transit service.

The community would like to see high-density residential as a complementary, supportive component to office and retail, unlike older multifamily development that is isolated from other uses requiring reliance on driving to meet daily needs. Additionally, with an aging population in the community, opportunities exist for providing senior housing that could take advantage of the mixture of uses on the site, providing seniors with access to healthcare, retail, services and jobs all within walking distance of home. For a community without a strong identifiable civic center, the former Mall site could also provide new civic uses that support the community center, library, park and the Nashville State College satellite campus.

Transit Oriented Development Options

Transit Oriented Development (TOD) should also be considered as a redevelopment option. TOD is a type of development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation¹. TOD helps to create livable communities centered around

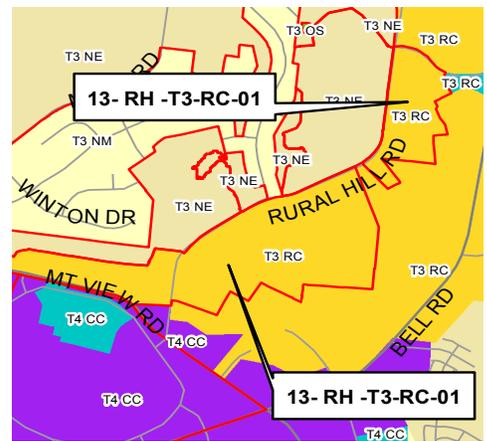
1 ReConnecting America - <http://www.reconnectingamerica.org/what-we-do/what-is-tod/> - Web Access May 11, 2015 5:30 pm.

mixed-use developments that provide access to transit. For TOD to be successful, development on the site should be compact and walkable so that pedestrians can get to and from transit stops and the other uses on the site—retail, restaurants, employment and services—easily. The development scenarios reflect this vision as access to transit is very important to the Antioch–Priest Lake community. The scenarios consider the location of a transit hub, where a collection of bus routes make daily exchanges on the site. The Murfreesboro Bus Rapid Transit Lite route would also connect in the transit hub. Redevelopment should also consider external pedestrian connections to allow residents and employees of nearby neighborhoods and commercial/employment areas to walk to the redeveloped site.

Development Scenarios that emulate the aforementioned Special Policies and the design principles of T4 Urban Community Center policy are found in the *Development Scenarios* section of the Antioch–Priest Lake community plan.

Special Policy Area 13-RH-T3-RC-01

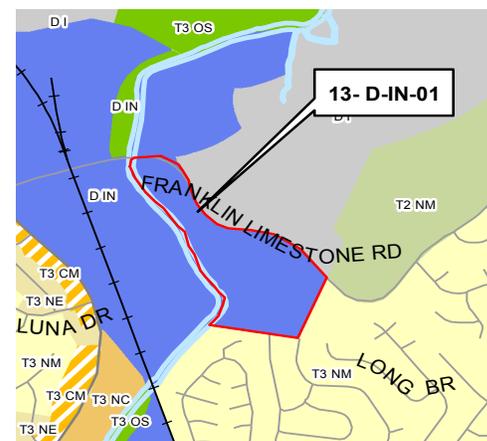
Antioch–Priest Lake’s T3 Suburban Residential Corridor Area 1 is referenced as 13-T3-RC-01 on the accompanying map. It consists of property along Una Antioch Pike, Mt View Road, and Rural Hill Road. Special Policies are included in the Rural Hill-Moss Road Detailed Design Plan Antioch–Priest Lake (Appendix D).



Special Policy Area 13-D-IN-01

Antioch–Priest Lake’s D District Industrial Area 1 is referenced as 13-D-IN-01 on the accompanying map. It applies to an area along Franklin Limestone Road across from the Vulcan Materials Quarry. The area should serve as a transition between the industrial/impact uses to the north and the residential development to the south. The following special policies apply to this area. Where the special policy is silent, the guidance of the D District Industrial policy applies.

This special policy defines two alternate policies for this area. While the pending zone change for the Asphalt Plant continues to move through the legislative process, the Industrial policy as approved by the Metro Planning Commission on January 26, 2012 will remain. If the Asphalt Plant zone change (BL2012-103) is not approved by Metro Council within two years from the Metro Planning Commission approval date (January 26, 2014), then the alternate policy and associated special policies will be the only policies to provide guidance.



The alternate policy is District-Industrial and Conservation with special policy addressing appropriate land uses and transitions. Appropriate land uses may include distribution, manufacturing, office, storage, warehousing, and wholesaling. Heavy industrial and higher density residential is not recommended on this site.

Area 13-D-IN-01 is a sensitive location due to significant environmentally sensitive features on the site and because it is adjacent to industrial and impact land uses to the north and east but abuts an established residential neighborhood to the south.

Because of this sensitive location and natural features, it is important to consider this site as a transition area and require future development proposals to include design elements that create a transition on the site and protect the established neighborhood to the south. Therefore, if the proposed asphalt plant's development plan is amended or a new development plan is proposed, then effort should be made to include site design elements that create a transition between the Industrial and Impact land uses to the north and the established neighborhood to the south to protect these neighborhoods from the adverse effects of Industrial uses.

There is existing RM9 zoning on this site. RM9 zoning permits multifamily development at nine dwelling units/acre.

Therefore, if the pending zone change to Industrial to allow an asphalt plant is not approved by Metro Council, residential development at the density/intensity of RM9 can occur. To implement non-residential development, per the appropriate land uses designated above, a zone change will be required. For this site, a zone change to a site based zoning district would be encouraged to ensure appropriate design and transitions to the adjacent residential neighborhoods.

Development Scenarios

Development scenarios illustrate both an example of how a particular site *could* redevelop, but also fundamental concepts that may be applied throughout the community. When actual development and redevelopment occurs in Antioch–Priest Lake, stakeholders will begin to see the principles featured in the development scenario realized. Until then, development scenarios can provide a glimpse into the future and an example of what type of development *could* occur under the guidance of the Community Character Policies and special policies.

Development scenarios may highlight ways to conserve environmental features, create active streets through building design, building type mix and arrangement, offer various types of open space, streetscape improvements, and civic building placement. Plan views, or a “bird’s eye view,” emphasize the location of buildings on property, building entrances, and the location of streets and parking. Development scenarios can also be shown as a perspective or a “street view.” The perspective typically shows how the building interacts with the street and what a person would see while walking down a street or through an actual development. The perspective emphasizes the building heights, setbacks, and other streetscape elements such as landscaping, lighting and sidewalks. In a perspective view, the street or roadway may also be emphasized by showing the number of travel lanes, bike lanes and on-street parking.

Antioch–Priest Lake development scenarios for the Hickory Hollow Mall/Crossings area help the reader envision what development may look like under the guidance of the policy in these areas. Although the development scenarios show the Hickory Hollow/Crossings area, the design and planning principles are applicable in other areas and situations.

It is important to note, however, that development scenarios are only examples and illustrations of what the Community Character policy would support in the specific area. There are other ideas and examples beyond what is illustrated in these scenarios that would also meet the intent of the Community Character policies. The development scenarios are not actual or required development plans, but can be used to help envision new development in the Antioch–Priest Lake Community and in other areas of the county with similar characteristics and Community Character policies.

Hickory Hollow Mall/Crossings Redevelopment Options and Suburban Retrofit

The former Hickory Hollow Mall site is an extremely important site in the Antioch–Priest Lake Community. The mall opened its doors in 1978 and served as a major economic retail center until the early 2000s. In recent years, the lack of major retailers, shifts in demographics, and development of “lifestyle centers” in surrounding market areas led to the closing of significant retailers and anchors. At one point in time, malls were considered the ultimate shopping experience. Recent trends have shifted to open air concepts that provide users with a walkable and traditional “Main Street” shopping experience. The former Mall site could be redeveloped with tools referred to collectively as “Suburban Retrofitting”.²

Retrofitting suburban development means identifying how older developments (such as large malls, big box stores, strip malls, large apartment complexes) can be retrofitted to transform outdated, auto-centric development models into development models that match today’s market preferences for mixed use and walkability. Many of these suburban developments have reached the end of their lifespan, but have valuable assets, such as flat land with few environmental constraints, existing utilities, and proximity to major transportation routes. The retrofitting can take a variety of forms, from retaining the existing buildings and adding pedestrian friendly features (perhaps the conversion of parking between the building and the street into patio dining accessed from the sidewalk) all the way to complete redevelopment of the site. Retrofitting creatively might also mean reusing some existing structures, adding new buildings in parking lots to create an internal, walkable street network, or adding new housing to offer a more diverse supply in the suburbs.

2 *Retrofitting Suburbia: Urban Design Solutions for Redesigning the Suburbs.* Ellen Dunham Jones, June Williamson, December 2008

Suburban retrofit development supports transit and reduces suburban residents' reliance on the automobile, increases housing choice, and when a mixture of land uses are introduced, diversifies the local tax base.³

The Mall site provides many advantages for redevelopment and suburban retrofitting including a central location, steady traffic volumes, large land area available for redevelopment, easy interstate access, adjacent local redevelopment, and strong community support for redevelopment. The following development scenarios reflect the potential the site presents for redevelopment at a larger scale with and without retaining the mall structure as a whole. Redevelopment of the site should include the addition of new land uses that complement the Nashville State Community College and Metro Nashville's Community Center, Library and Park, and redevelopment that has occurred adjacent to the site.

Development Scenarios: Ideas for the Future

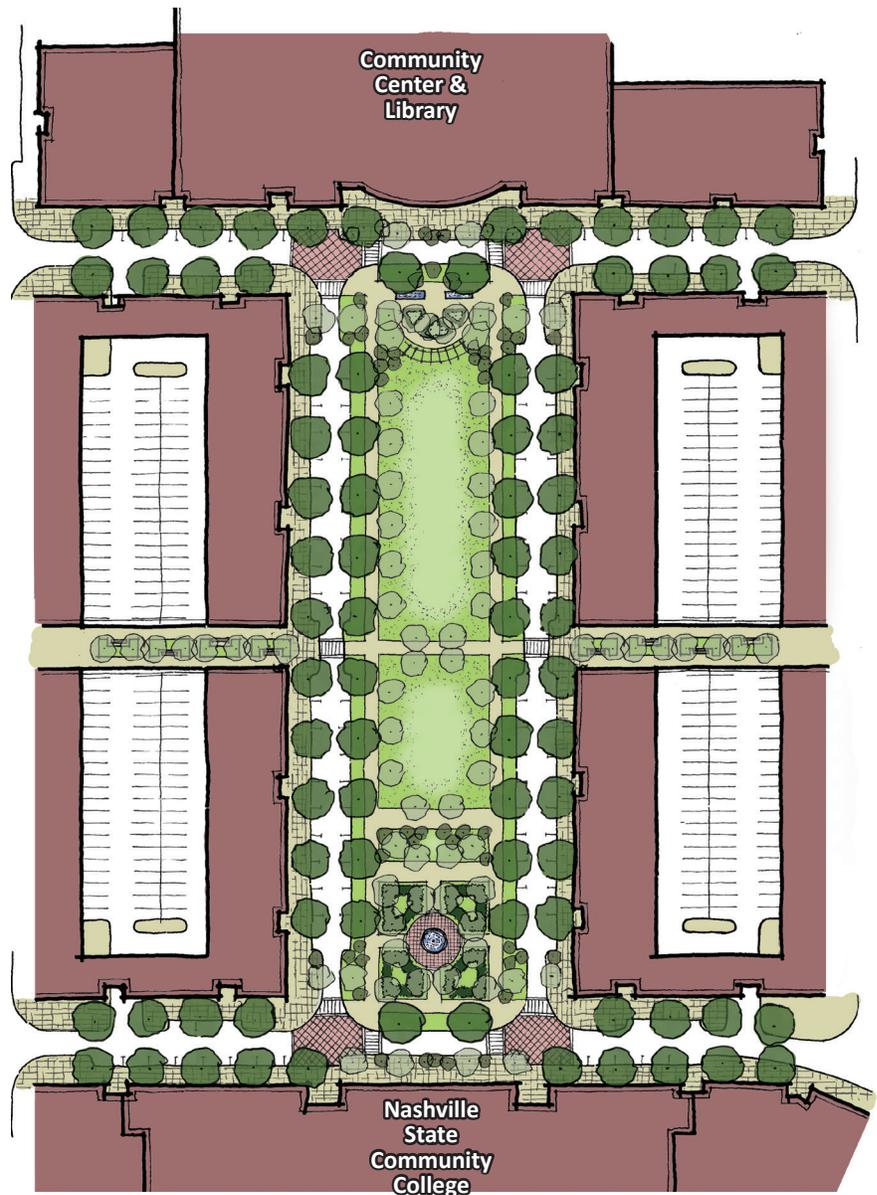
The development scenarios and graphics are illustrations of the type of development could occur on the site under the guidance of the Community Character policies. The concepts displayed in each scenario are interchangeable and exist alongside other ideas and examples that would also meet the intent of the T4 Urban Community Center Policy. The overall goal however, is to provide the proper balance and mixture of uses on the site that will be sustainable and that would also meet the future needs of the Antioch–Priest Lake community while using good urban design to create walkable development.

³ *Urban Land Institute, Retrofitting Suburbia, Author Ellen Dunham-Jones, June Williamson, June 2009*

Scenario A

Scenario A removes the core of the mall entirely and creates a town center feel for the mall site. All four anchors remain, but are wrapped by new development in the core of the site. The center of the site features a linear open space that is framed by the Community Center/Library and Nashville State College. Both sides of the green are lined with retail and mixed used buildings. Hickory Hollow Parkway is realigned in this scenario, leading to a new street network throughout the entire mall site. Development in this design scenario focuses on creating a strong street frontage on Bell Road. Most of the parking in this scenario is surface parking, however some structured parking is found near the center of the site.

In Scenario A, new streets and a village green are provided creating a central gathering place for residents and shoppers. Retail stores are located on the ground floor of the buildings with residential uses above fronting onto the park space. The park space contains a large open space for active recreation and a smaller area of refuge containing a water fountain and seating. The central open space is anchored by the Community Center/Library and Nashville State Community College. Ample parking is provided in parking garages located in the interior of the central park blocks.



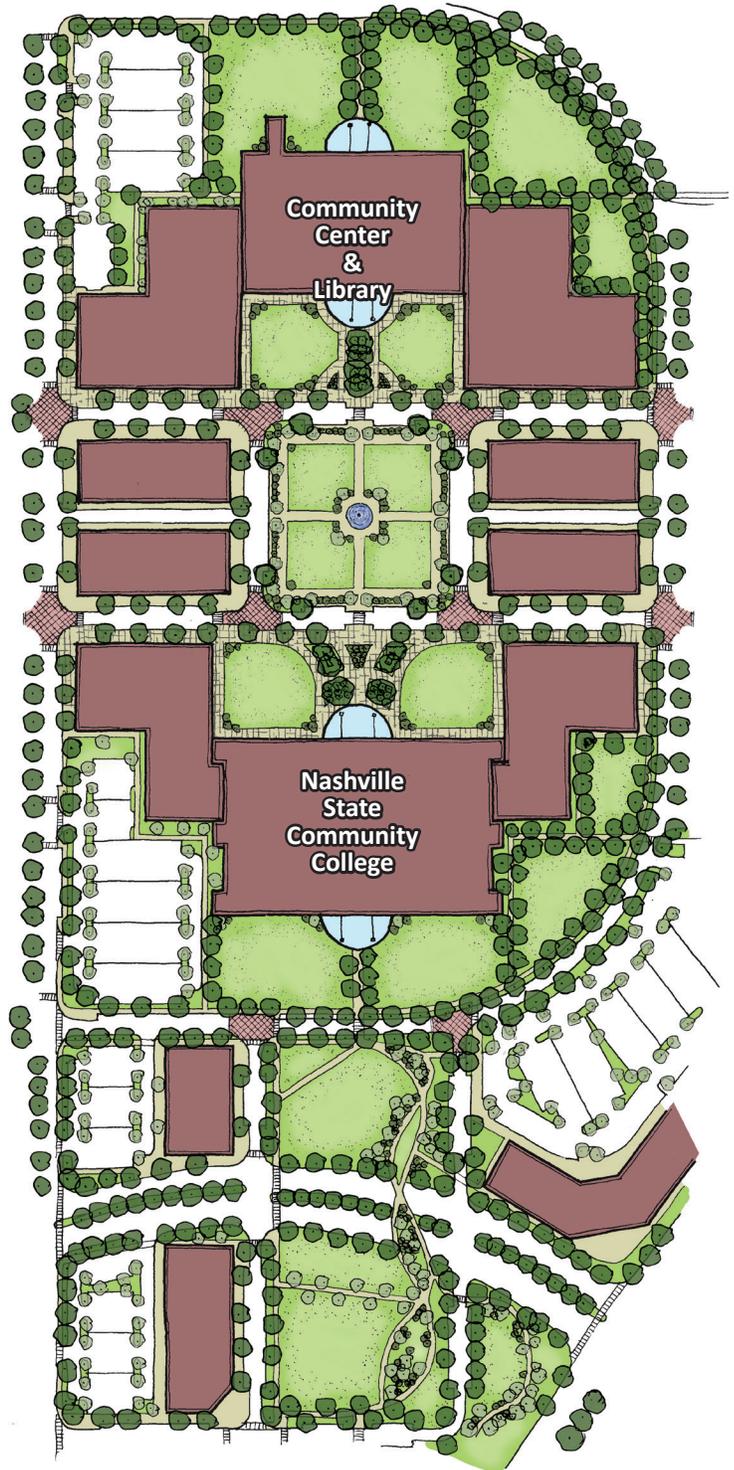


This view highlights the central park's fountain feature and the new community center and library beyond. The park is lined with large shade trees providing relief from the elements for visitors of the site. Also, it contains a large central open space that provides recreational opportunities for residents and patrons of the town center.

Scenario B

Scenario B removes the core of the mall and the north and south anchors. This scenario strives to create a campus feel for Nashville State Community College. A central open space is created and framed by the Community Center, Nashville State and mixed use buildings. This central core is connected by alleys, which also provide access to smaller open spaces surrounded by more mixed use buildings and retail buildings. Most of the parking is surface lots, but three parking garages are located near the center of the site. The streets are formed on a grid pattern throughout the site to provide multiple routes through the site. Structures are placed along Bell Road to bring activity to this street. The northwestern corner of the site is used to create medium density housing.

Scenario B emphasizes a “campus” approach that builds on the synergy between Nashville State Community College, the Community Center and Library, as well as complementary retail, office and residential uses. A linear park would extend from the Community Center to Bell Road and would incorporate many different experiences for users throughout the park space. Retail, office, and residential uses would support the civic uses currently provided on the site. A large civic “square” would act as the focal point on the site and would provide areas for formal and informal gatherings as well as recreational uses.





Scenario D

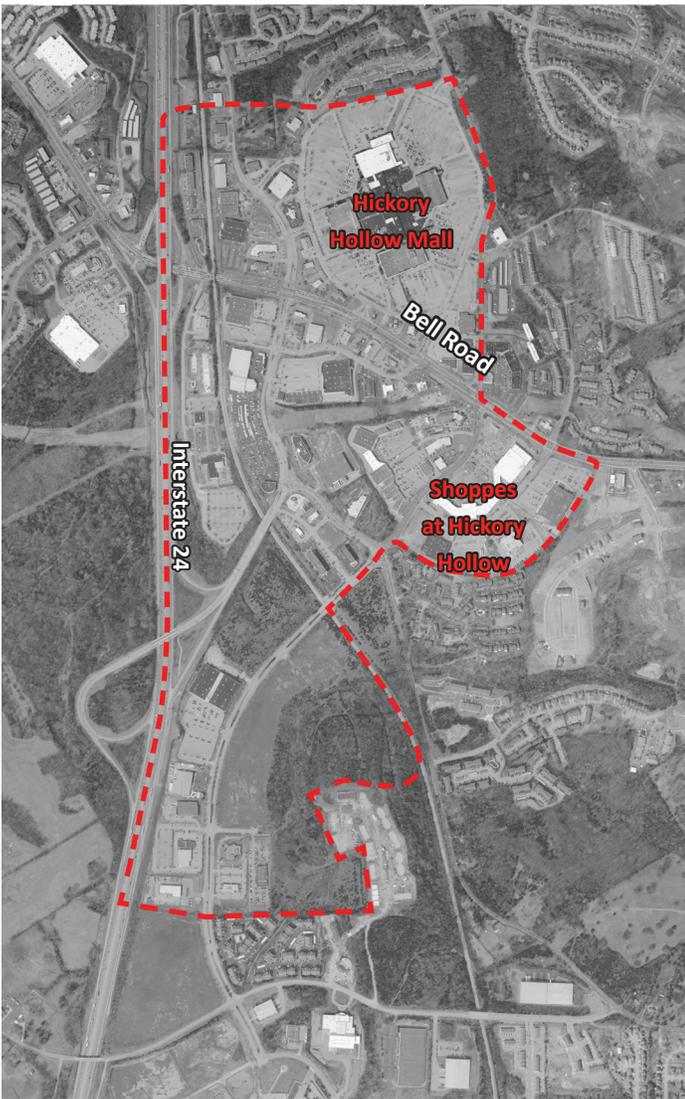


This view shows the central open space that provides a fountain feature, public art, and pedestrian seating. The park space creates a refuge for shoppers and residents. The open space is lined with retail, the community center/library, and Nashville State Community College.

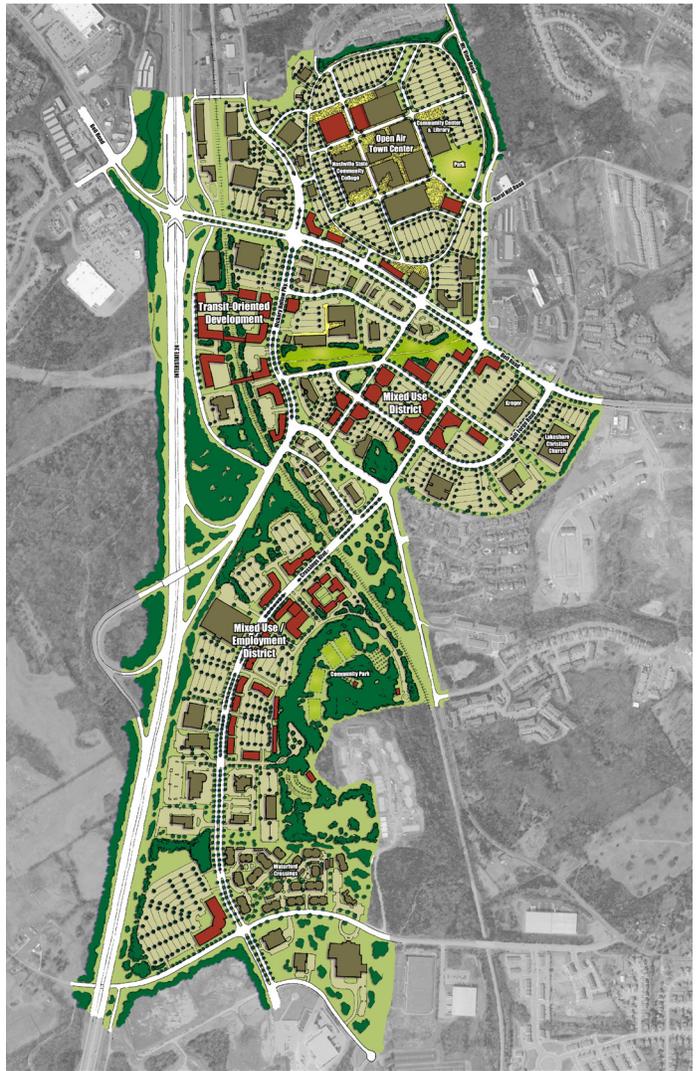
The Crossings

This scenario shows the mall site in context with The Crossings. The Crossings is a mixed use and employment district just south of the mall site. Development within the Crossings should complement development that would occur on the mall site. New structures are placed along Crossings Boulevard to bring activity to the street. Most of the parking is surface lots, strategically placed behind or beside buildings; however, as intensification

occurs over time surface parking should transition to structured parking. Due to the wide range of land uses found in a mixed use employment district (e.g. housing, commercial, light industrial), land uses and structures are strategically placed so that the district exists as a cohesive walkable and mixed use environment.

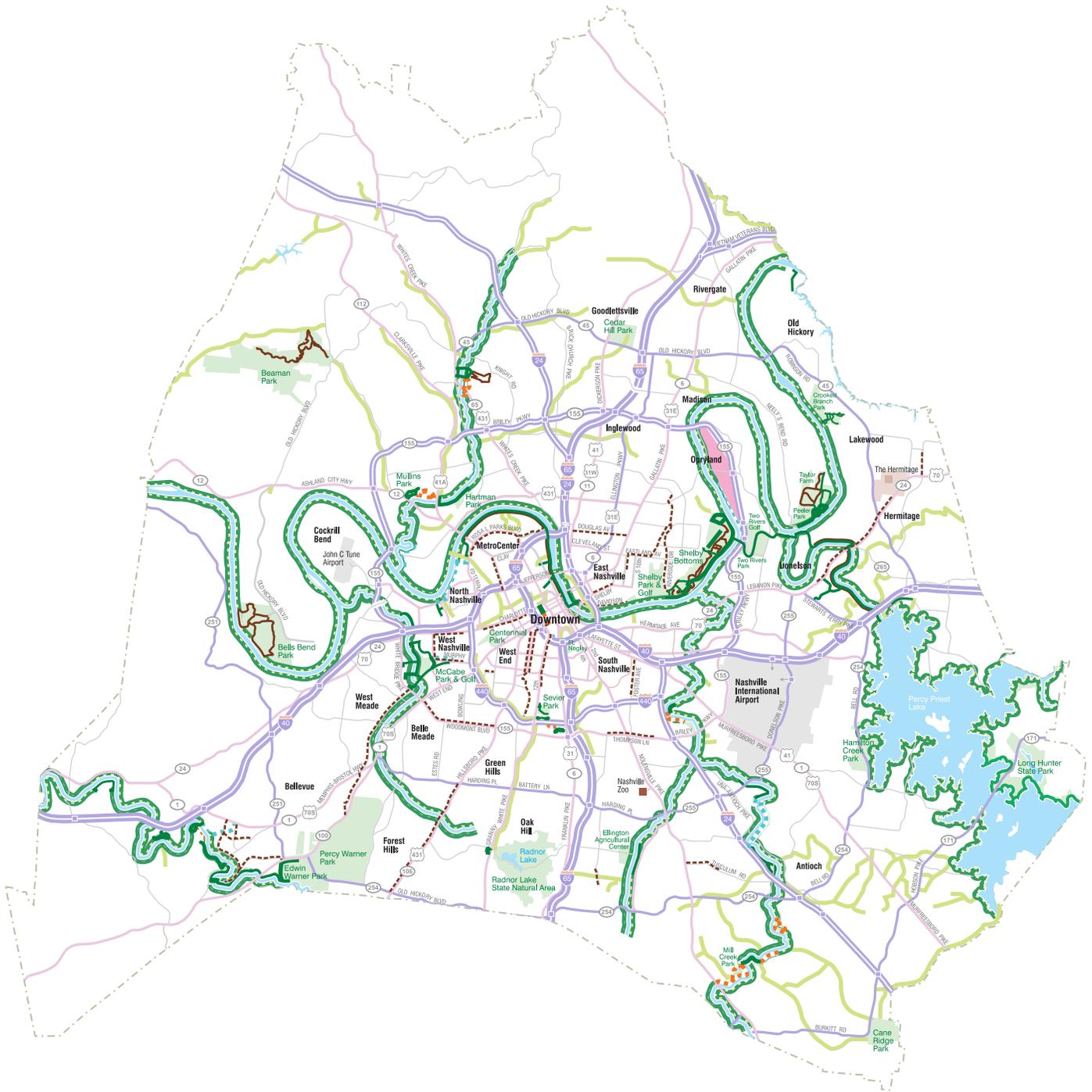


The study area—outlined in a red dashed line—includes the former Hickory Hollow Mall and The Crossings.



The area south of Bell Road, also known as The Crossings, has many opportunities for redevelopment that would complement the redevelopment of the mall site.

Figure APL-8: Greenways Map



Map Legend

- Greenways Master Plan
- Trails Completed
- Unpaved Trails
- Trails Coming Soon
- Future Trail Development
- Community Planned Greenways
- Bike Lanes

Both the Open Space Plan and the Parks Master Plan along with current project information may be found online: <http://www.nashville.gov/Parks-and-Recreation/Planning-and-Development.aspx>

Enhancements to the Open Space Network

Each Community Plan complements and draws from the *Nashville Open Space Plan* and the *Metropolitan Park and Greenways Master Plan* (“Parks Master Plan”) for projects and enhancements. The Parks Master Plan describes existing parks and greenways and establishes the goals, objectives, policies and plans for parks and greenways throughout Davidson County. The Parks Master Plan should be consulted for more detailed information about existing parks, parkland needs, and the vision for parks and greenways.

The Parks Master Plan is to be updated during a process beginning in 2015. The updated Parks Master Plan will discuss what parks needs are present in each Community. Information from NashvilleNext and the Community Plans will be used for the Parks Master Plan update process. When the Parks Master Plan is completed, the Community Plans may need to be amended to align with the Parks Master Plan.

The current Parks Master Plan also discusses greenways. Since greenways serve an open space/recreational function *and* a transportation function, greenway recommendations are discussed in the section below (Recommended Greenway System Connections and Multi-Use Paths) and also in Enhancements to the Transportation Network. Adding greenways or other trails can improve the area’s quality of life as development brings more residents, workers and visitors to the area. Additional greenways and improved roadway crossings increase connectivity among residential, schools, and mixed use centers, adding value to a neighborhood by providing residents and workers with alternative transportation options such as walking and cycling. In this way, greenways encourage more active and healthier lifestyles.

In some areas, a multi-use path may be a more appropriate solution than a sidewalk, bikeway or greenway. A multi-use path is a greenway, but instead of following a river or creek as a greenway does, a multi-use path follows a street. A multi-use path can be beneficial by being a more efficient provision of infrastructure (if it is built on one side of the corridor, unlike sidewalks and bikeways on both sides of a street) and the greenway-like design can be more in keeping with a rural or suburban setting.

Recommendations for Open Space

Antioch–Priest Lake open spaces are primarily suburban in character. These open space areas include publicly-owned parks and open spaces associated with civic uses, public or private cemeteries or burial grounds, and privately held land trusts and conservation easements.

Antioch–Priest Lake’s open space areas provide active and passive recreation opportunities and serve multiple neighborhoods or communities. Active uses include playgrounds, picnic areas, recreational sports fields and multi-use paths. Passive open space uses may include greenways, nature reserves and cemeteries. In all cases, T3 Suburban Open Space areas may have moderate development to allow for active recreational uses and retain scenic views while leaving environmentally sensitive areas such as steep topography and dense vegetation undisturbed.

The *Nashville Open Space Plan* places a high priority on creating a series of parks throughout southeastern Davidson County. This is reflected in the Growth & Preservation Concept Map, which recognizes the need for an anchor/legacy park space in southeast Davidson County.

Recommended Greenway System Connections and Multi-Use Paths

The Antioch–Priest Lake Community Plan greenway priority is the completion of the Mill Creek Greenway from the Antioch-Hickory Hollow area to the Donelson area.

Enhancements to the Transportation Network

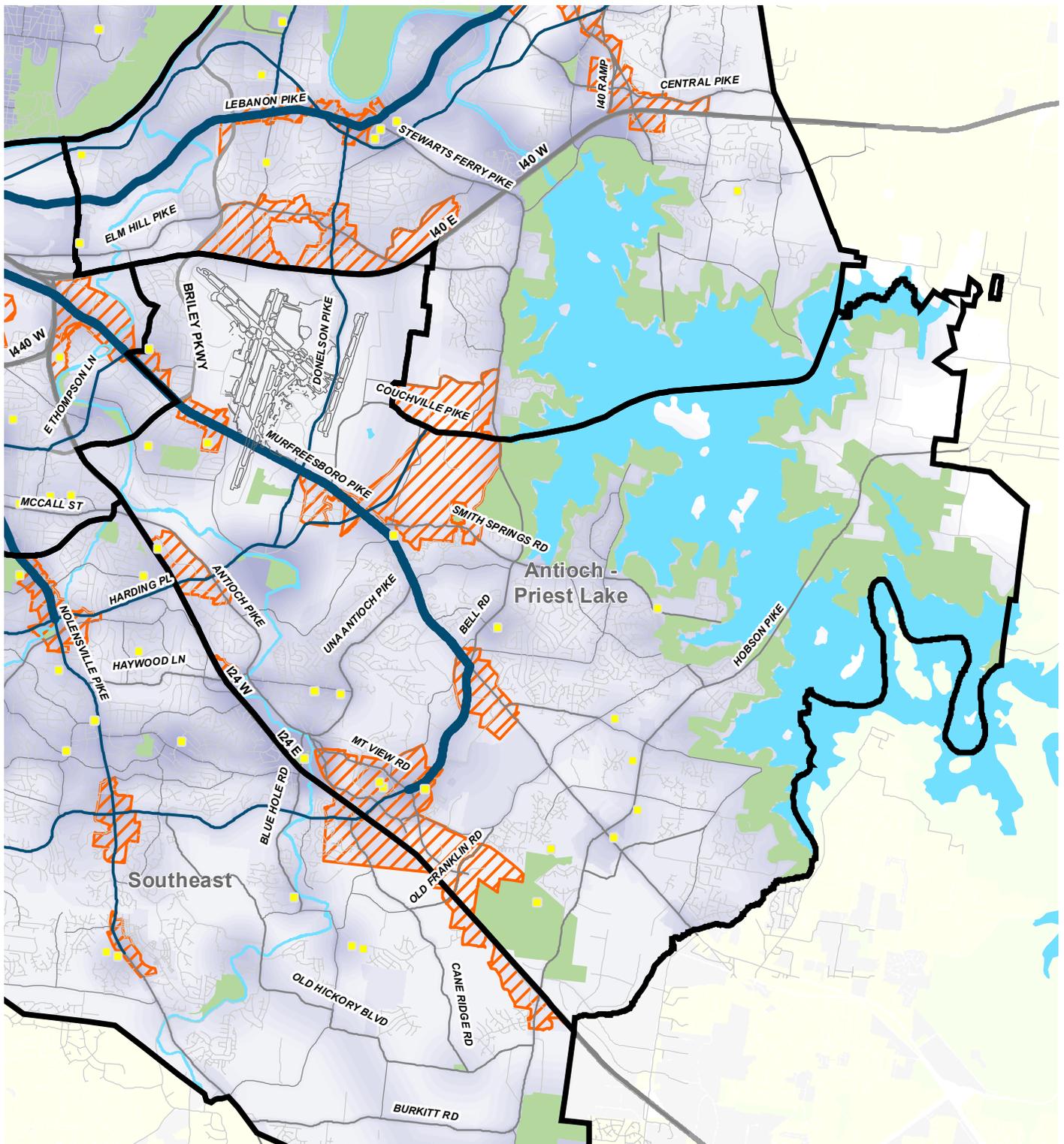
In addition to community character, each of the Community Plans considers the needs of vehicular users, bicyclists, pedestrians, and transit users in its guidance and recommendations. They do so by using Access Nashville 2040 and the Major and Collector Street Plan (MCSP). The MCSP maps the vision for Nashville’s major and collector streets and ensures that this vision is fully integrated with the city’s land use, mass transit, bicycle and pedestrian planning efforts. Other plans under Access Nashville 2040 include the *Strategic Plan for Sidewalks and Bikeways*, which establishes high-priority sidewalk areas and outlines future sidewalk and bikeway projects for the city; the *Parks and Greenways Master Plan*, described above; and the Metropolitan Transit Authority’s *Strategic Transit Master Plan*, discussed below. There are additional plans that outline committed funding and project priorities, including the city’s Capital Improvements and Budget Program. For information on the transportation network, please refer to Access Nashville 2040 in Volume V of NashvilleNext.

Nashville/Davidson County’s transportation network has evolved over the last decade to include choices in transportation that are context sensitive (meaning that the street is designed in a way to complement the character of the area, whether it is rural, suburban or urban) and serve a wider range of users, including pedestrians, bicyclists and transit users, what is referred to as a “multimodal” network. Funding is limited and the need to improve the multimodal network far outweighs existing resources. Sidewalk, bikeways and greenways projects in Antioch–Priest Lake compete against street projects, the urgent need to maintain existing infrastructure investments across the county, and projects that are regionally significant. The following priority projects reflect a balance between community concerns, development pressure and project feasibility.

Access Nashville 2040 outlines two types of transportation projects—those that represent a “Community Priority” and those that meet a “Countywide Critical Need.” All of Antioch–Priest Lake’s transportation projects are below and are noted whether they are a Community Priority or a Countywide Critical Need. For more information on the distinction, please refer to Access Nashville 2040.

Figure APL-9: Pedestrian generators

Antioch–Priest Lake detail



Pedestrian Generator Index Legend

- | | | |
|--|---|---|
|  Centers |  Priority Corridors
Immediate need |  Pedestrian Generator Index
High : 64.8381
Low : -2 |
|  Subarea Boundaries |  Long-term need | |
|  Water Bodies |  Schools | |
|  Anchor Parks | | |



Walking Priorities

The following are walking priorities for the Antioch–Priest Lake Community. Project maps are included after the descriptions.

Access Nashville Walking Project #1

Hickory Hollow Area Sidewalks–Construct sidewalks along Bell Road, Mt. View Road, and Rural Hill Road in the Hickory Hollow area. (*see related Street Project #1: Gateway to Antioch*)

This project is identified as a Countywide Critical Need. The area around the former Hickory Hollow Mall is a Tier One Center connected by an Immediate Need High Capacity Transit Corridor. Sidewalks and bikeways are critical in connecting surrounding neighborhoods to the center, and creating a walkable center with non-vehicular options for travel. Improvements to the mall, now under the name The Commons at the Crossings, include Nashville State Community College, the Nashville Predators professional hockey team’s practice rink, a shared Metro Library, Community Center, and Park, and an improved transit stop and terminus for the Murfreesboro Road BRT Lite route. Refer to Figure APL-10.

Access Nashville Walking Project #2

Nashboro Village Area Complete Streets–Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping along Murfreesboro Pike from Smith Springs Road to Bell Road.

This project is identified as a Countywide Critical Need. There are gaps in the sidewalk network and insufficient crosswalks, which limit safe and convenient access to the existing commercial services along Murfreesboro Pike for pedestrians. A complete streets study would identify potential infrastructure improvements to this portion of Murfreesboro Pike (such as sidewalks, transit shelters, bicycle racks, multi-use path connections, crosswalks, curb extensions, street trees, landscaped medians, and traffic signals).

This portion of Murfreesboro Pike carries 32,000 vehicles daily, has high transit ridership and is the current Murfreesboro Pike BRT Lite route, and is identified as an Immediate Need High Capacity Transit Corridor on the Growth and Preservation Concept Plan that anticipates more frequent transit service as development intensifies. Refer to Figure APL-11.

Access Nashville Walking Project #3

Airport Area Complete Streets—Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping along Murfreesboro Pike from Briley Parkway to Smith Springs Road.

Implementing complete street components along this portion of Murfreesboro Pike is a Community Priority. There are few sidewalks along this portion of the corridor and limited crossing opportunities. A complete streets study would identify potential infrastructure improvements to this portion of Murfreesboro Pike (such as sidewalks, transit shelters, bicycle racks, multi-use path connections, crosswalks, curb extensions, street trees, landscaped medians, and traffic signals).

This portion of Murfreesboro Pike carries 31,000 vehicles daily, has high transit ridership and is the current Murfreesboro Pike BRT Lite route, and is identified as an Immediate Need High Capacity Transit. Refer to Figure APL-12.

Access Nashville Walking Project #4

Antioch Cluster Sidewalk Connections—Construct sidewalks and improve street crossings along Hobson Pike and Pinhook Road between Kennedy Middle School, Antioch High School, and Mt. View Elementary School.

This project is a Community Priority because within Antioch–Priest Lake, Metro has constructed sidewalks near several elementary and middle schools. In many instances, these schools are surrounded by residential neighborhoods. The southeast portion of the Antioch–Priest Lake community is still developing, and currently, there are no sidewalks connecting the newly built residential areas to the schools. Hobson Pike is a rural, two-lane arterial-boulevard with a challenging walking environment, particularly for school-age children. Posted speed limits range from 35-45 mph. Pinhook Road is a rural, two-lane collector-avenue. It is envisioned that the area will continue to see residential development. Constructing sidewalks now will assist in the future as this area continues to develop. Residents were highly supportive of this project during past planning efforts for Antioch–Priest Lake. Refer to Figure APL-13.

Figure APL-10: Access Nashville Walking Project #1: Hickory Hollow Area Sidewalks

Construct sidewalks along Bell Road, Mt. View Road, and Rural Hill Road in the Hickory Hollow area. (see related Street Project #1: Gateway to Antioch)

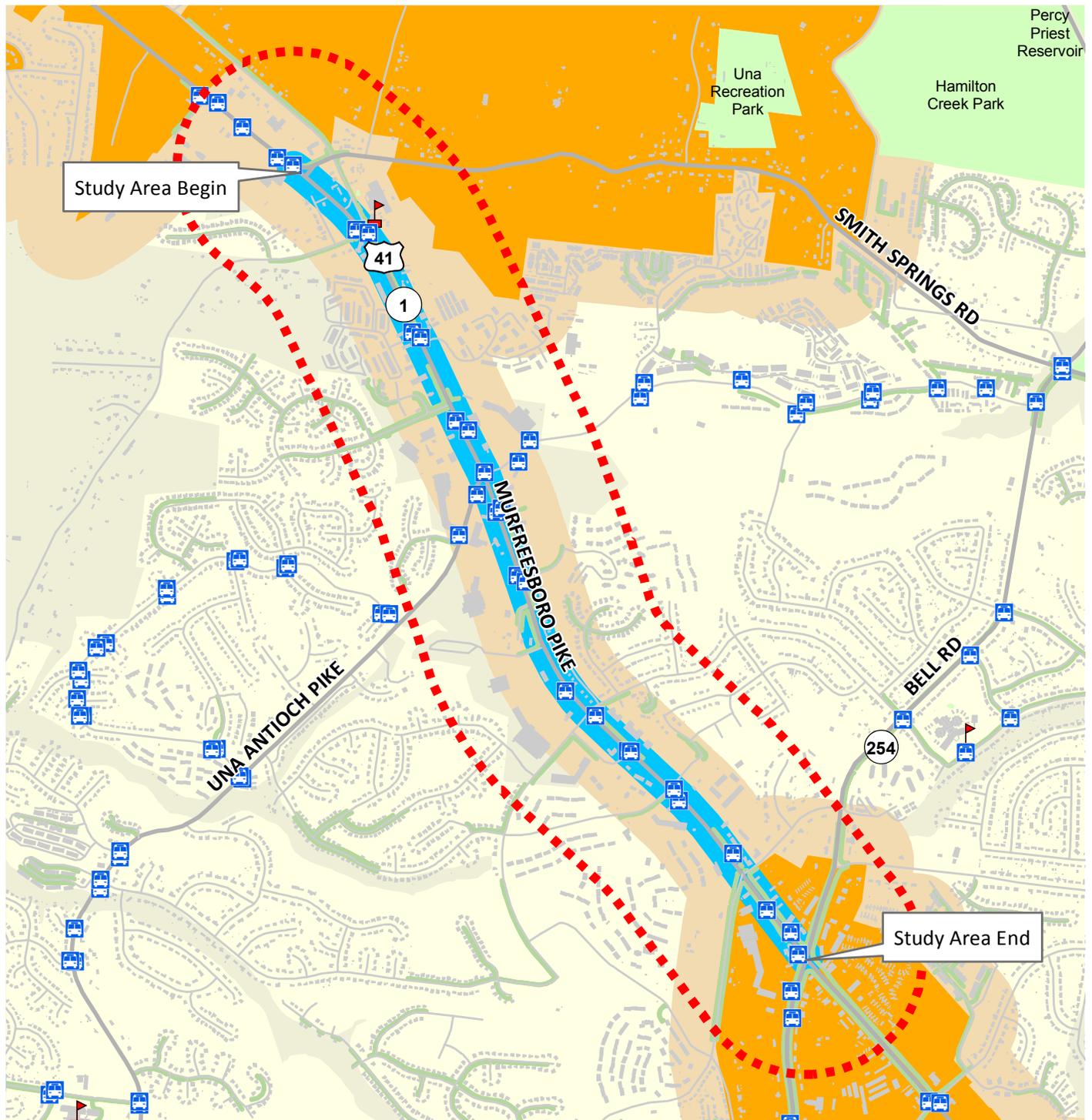


- Proposed Sidewalks
- Existing Sidewalks
-  MTA Stop
-  School
-  Building Footprints
-  Centers
-  Transitions



Figure APL-11: Access Nashville Walking Project #2: Nashboro Village Area Complete Streets

Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping along Murfreesboro Pike from Smith Springs Road to Bell Road.



- Coordinated Improvements
- Existing Sidewalks
- Walking Proximity of Corridor
- MTA Stop
- School
- Building Footprints
- Parks
- Centers
- Transitions



Figure APL-12: Access Nashville Walking Project #3: Airport Area Complete Streets

Study opportunities to implement complete street components with sidewalks, protected bikeways, transit improvements, street crossings, and streetscaping along Murfreesboro Pike from Briley Parkway to Smith Springs Road.

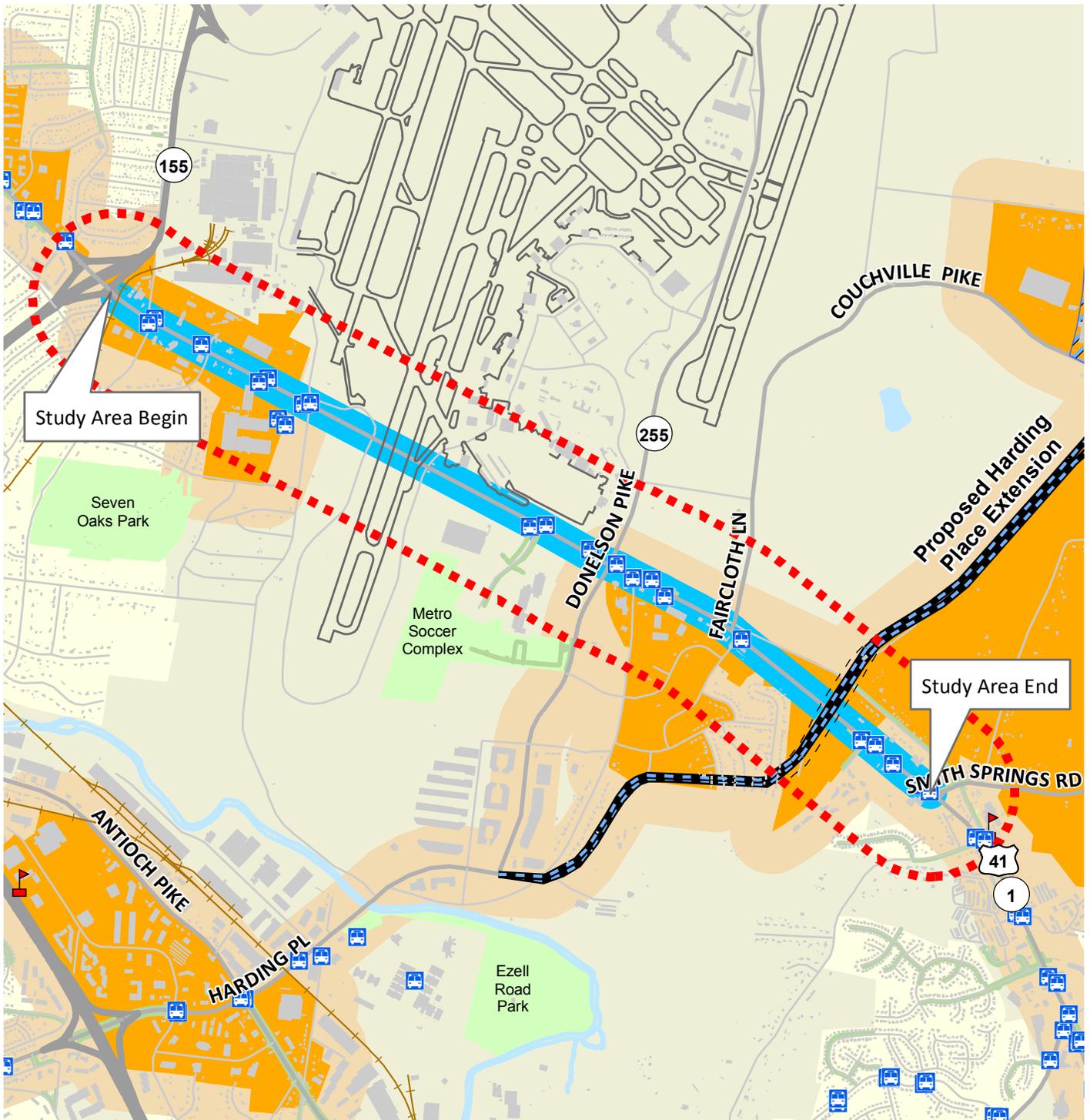
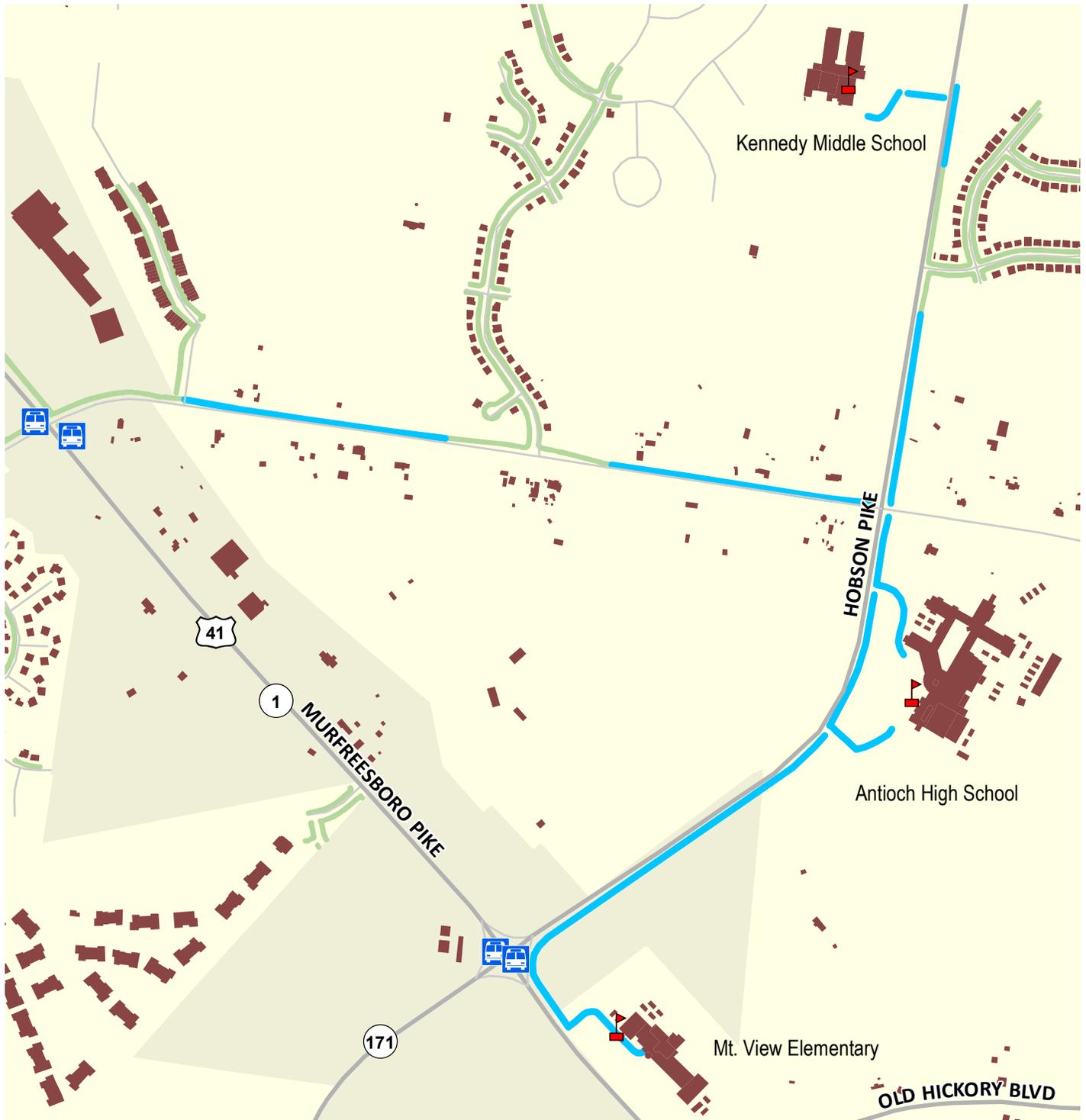


Figure APL-13: Access Nashville Walking Project #4: Antioch Cluster Sidewalk Connections

Construct sidewalks and improve street crossings along Hobson Pike and Pinhook Road between Kennedy Middle School, Antioch High School, and Mt. View Elementary School.

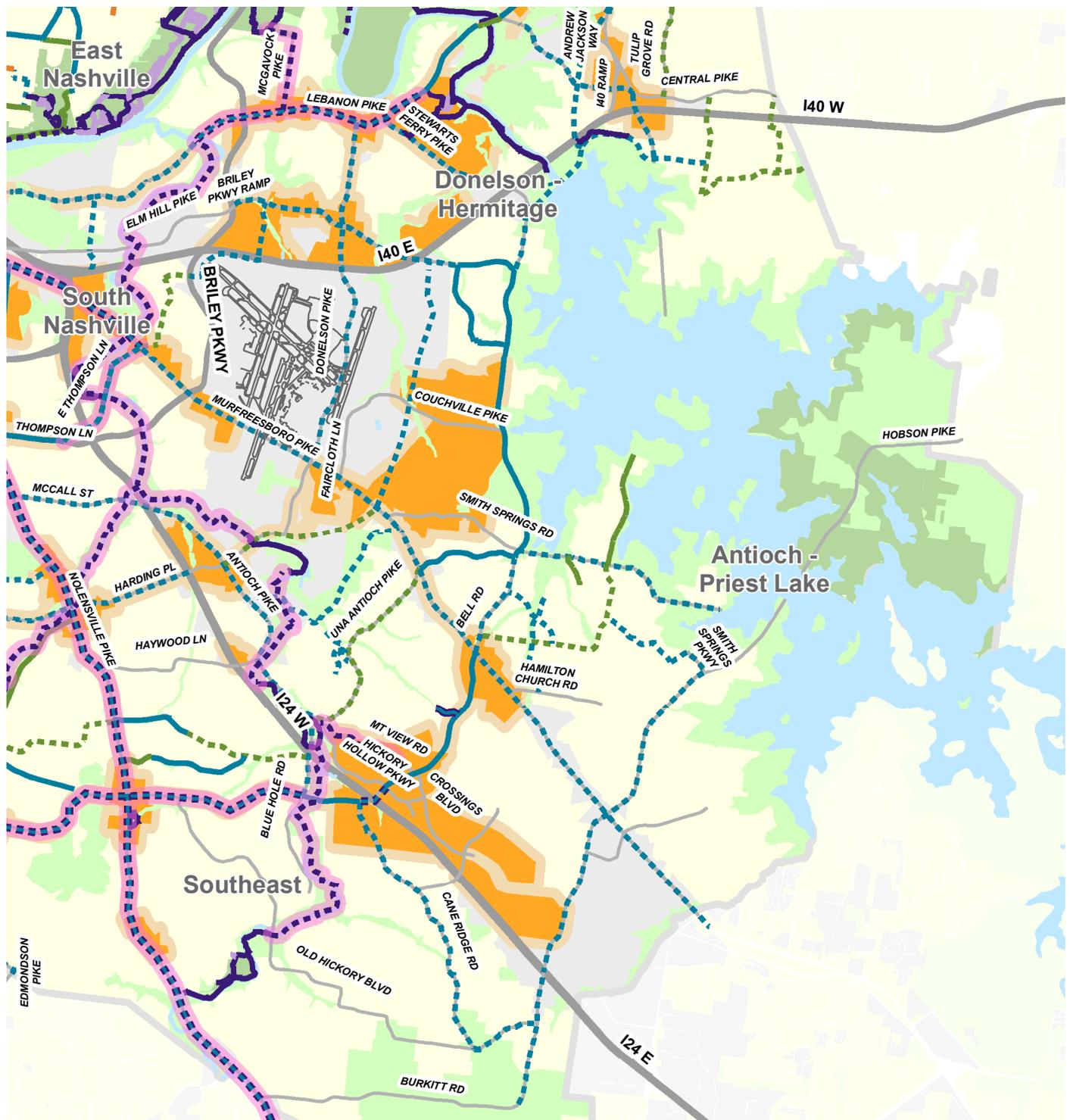


- Proposed Sidewalks
- Existing Sidewalks
- MTA Stop
- School
- Building Footprints



Figure APL-14: Bikeways and greenways

Antioch–Priest Lake Detail



Planned Facilities

- ■ ■ ■ Protected Bikeway
- ■ ■ ■ Bike Lane
- ■ ■ ■ Signed Shared Route
- ■ ■ ■ Bike Boulevard
- ■ ■ ■ Greenway or Multi-Use Path

Existing Facilities

- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved

■ Greenway, Unpaved

- Priority Bikeway Projects
- Anchor Park
- Green network
- Centers



Bicycling Priorities

The following are bicycling priorities for the Antioch–Priest Lake Community. See project maps below.

Access Nashville Bicycling Project #1

Mill Creek Greenway–Complete the Mill Creek Greenway from the Antioch-Hickory Hollow area to the Donelson area.

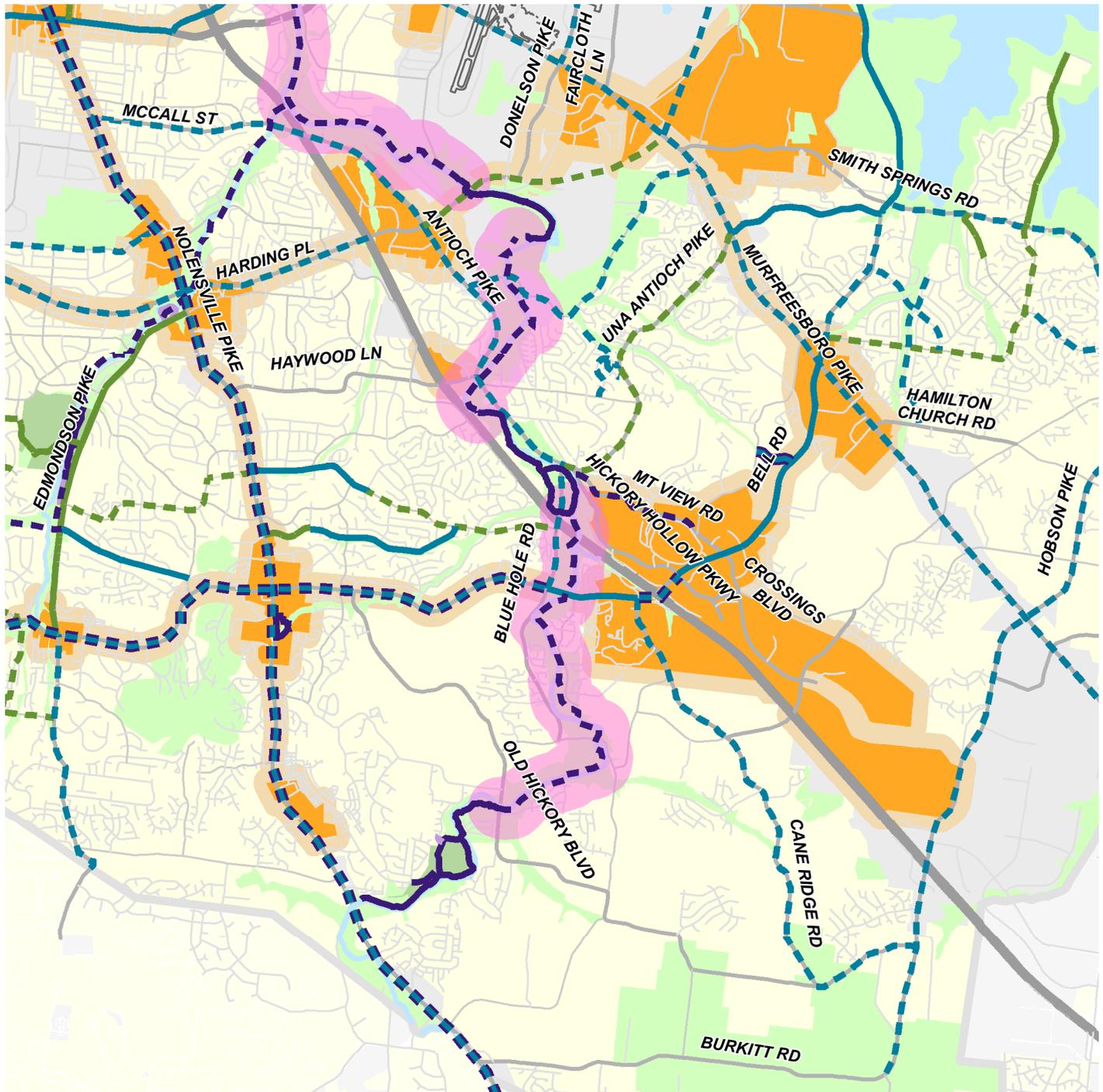
The Mill Creek Greenway is a Countywide Critical Need to expand access to jobs, housing, and transit by providing an essential low-stress walking and bicycling connection between several NashvilleNext Tier One Centers and surrounding neighborhoods. It creates outdoor recreational opportunities in Southeast Davidson County in an area that is in need of open space. The greenway project is also an opportunity to permanently protect the delicate habitat of the endangered Nashville Crayfish and strengthen the quality of the Mill Creek watershed by buffering the waterway from environmental impacts associated with development. As part of the larger network of low-stress bikeways, the Mill Creek Greenway is the major north-south walking and bicycling corridor in the eastern part of Davidson County between Lenox Village, the Crossings, Murfreesboro Pike/Thompson Lane, and the Lebanon Pike/Donelson Pike center. Other priority bikeways projects provide connectivity west from the Mill Creek Greenway to Downtown, east to Hermitage, south to Nolensville Pike and Harding Place, and North to the Stones River Greenway and Peeler Park. Refer to Figure APL-15.

Access Nashville Bicycling Project #2

Mt. View Road Multi-Use Path–Develop a multi-use path adjacent to Mt. View Road from Una Antioch Pike to Rural Hill Road at the Southeast Community Center and Library.

The Mt. View Road Multi-Use Path is a Community Priority and provides bicycle and pedestrian connectivity between the Crossings at Hickory Hollow, identified in NashvilleNext as a Tier One Center, and the Mill Creek Greenway, which serves as the major north-south walking and bicycling corridor in the eastern part of Davidson County. A multi-use path along Mt. View Road was identified in the Rural Hill-Moss Road Detailed Design Plan. Refer to Figure APL-16.

Figure APL-15: Access Nashville Cycling Project #1: Mill Creek Greenway
 Complete the Mill Creek Greenway from the Antioch-Hickory Hollow area to the Donelson area.



Planned Facilities

- ▬▬▬ Protected Bikeway
- ▬▬▬ Bike Lane
- ▬▬▬ Signed Shared Route
- ▬▬▬ Bike Boulevard
- ▬▬▬ Greenway or Multi-Use Path

Existing Facilities

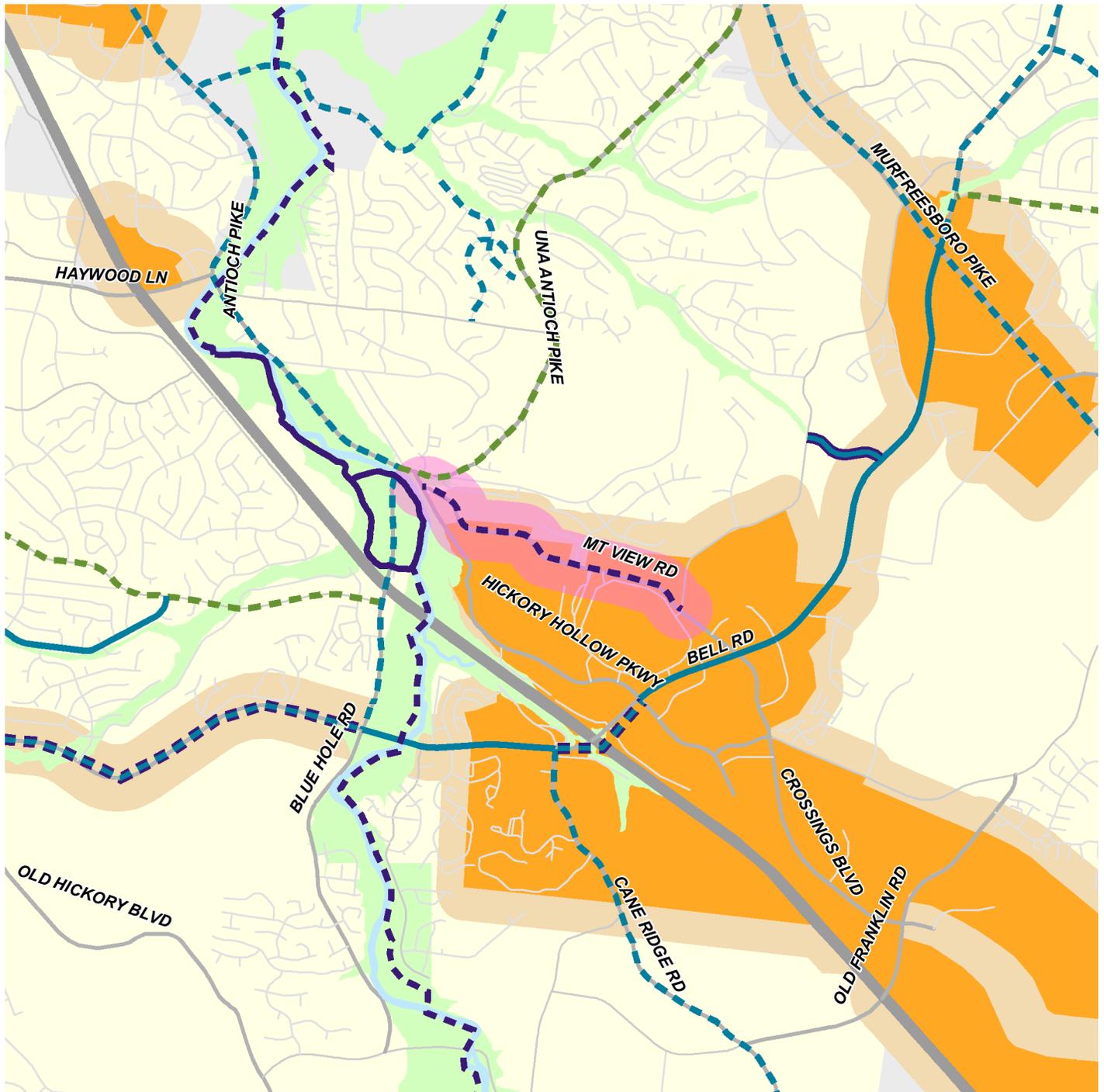
- ▬▬▬ Buffered Bike Lane
- ▬▬▬ Bike Lane
- ▬▬▬ Signed Shared Route
- ▬▬▬ Wide Outside Lane
- ▬▬▬ Greenway, Paved
- ▬▬▬ Greenway, Unpaved

Centers

- Centers
- Transitions
- Anchor Park
- Green network
- Mill Creek Greenway

Figure APL-16: Access Nashville Bicycling Project #2: Mt. View Road Multi-Use Path

Develop a multi-use path adjacent to Mt.View Road from Una Antioch Pike to Rural Hill Road at the Southeast Community Center and Library.



Planned Facilities

- Protected Bikeway
- Bike Lane
- Signed Shared Route
- Bike Boulevard
- Greenway or Multi-Use Path

Existing Facilities

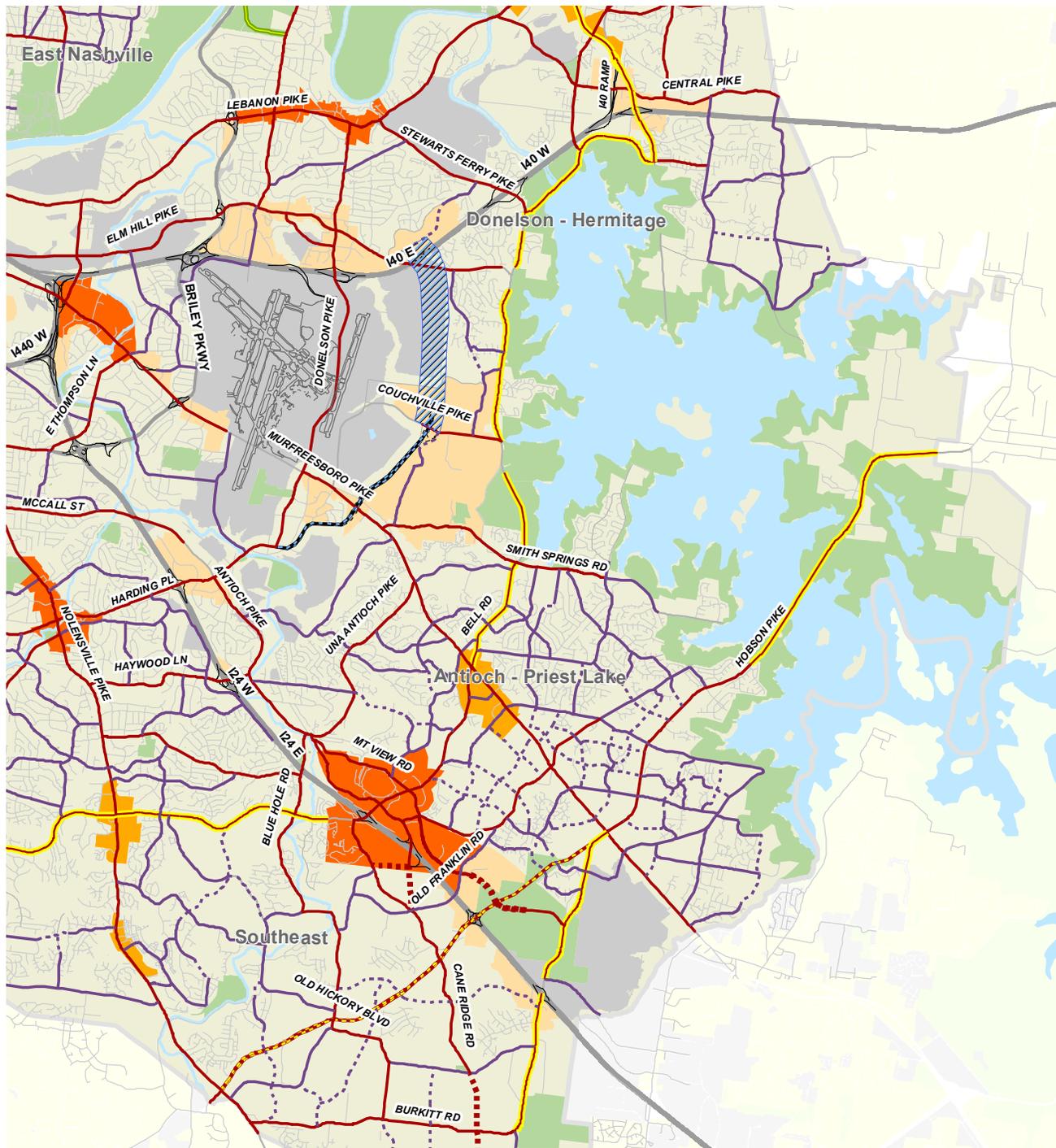
- Buffered Bike Lane
- Bike Lane
- Signed Shared Route
- Wide Outside Lane
- Greenway, Paved
- Greenway, Unpaved

Centers

- Centers
- Transitions
- Anchor Park
- Green network
- Mt. View Multi-Use Path

Figure APL-17: Major and Collector Streets

Antioch–Priest Lake Detail



Major and Collector Street Legend

- | | | | | | |
|--|---------------------------------------|--|-------------------------------|--|---------------------|
| | Potential Multimodal Freeway Corridor | | Planned Arterial-Boulevard | | Local Street |
| | Planned Multimodal Freeway Corridor | | Collector-Avenue | | Planned Local Alley |
| | Arterial-Parkway Scenic | | Planned Collector-Avenue | | Ramp |
| | Arterial-Boulevard Scenic | | Downtown Local Street | | Planned Ramp |
| | Planned Arterial-Boulevard Scenic | | Planned Downtown Local Street | | |
| | Arterial-Boulevard | | Planned Downtown Alley | | |

- Centers**
- Tier 1
 - Tier 2
 - Tier 3



Transit

Transit service consisting of buses and other enhanced mass transit options provided by the Metropolitan Transportation Authority (MTA) are vital transportation links for Antioch–Priest Lake. MTA currently operates bus lines running in a “pulse network,” meaning lines generally run in and out of downtown Nashville along the radial pikes.

During NashvilleNext, the community established a vision for High Capacity Transit Corridors in Nashville/Davidson County, many of which are the pikes that currently have bus service, but also the addition of cross-town connectors in the long-term vision. This vision will be refined through the update of the MTA Strategic Transit Master Plan, a process beginning in 2015. The updated Transit Master Plan will discuss what mode of transit is appropriate for each corridor and what order the transit improvements should be undertaken. Information from NashvilleNext and the Community Plans will be used for the Transit Master Plan update process. When the Transit Master Plan is completed, the Community Plans may need to be amended to align with the Transit Master Plan.

Street Priorities

The Antioch–Priest Lake Community’s surface streets, highways, and rail lines are largely established. I-24 and I-40 serve controlled-access traffic. The arterial-boulevards such as Bell Road and Old Hickory Boulevard provide major surface street transportation throughout the community and connect the Antioch–Priest Lake Community to other communities adjacent to it. The collector-avenues such as Rural Hill Road and Lavergne Couchville Pike serve as major connections internal to the Antioch–Priest Lake Community linking neighborhoods to one another.

Smaller local streets serve individual neighborhoods and subdivisions. In Antioch–Priest Lake, there is a lack of connectivity between smaller local streets. The lack of connectivity can make daily navigation to work, school, the library or the grocery a challenge. An interconnected street network provides more options and alternatives instead of forcing all travel onto a few arterial streets. The benefits behind street connectivity include more efficient service delivery, increased route options, decreased vehicle miles traveled, improved access for emergency vehicles, and efficient subdivision of land.

Some areas of the Antioch–Priest Lake Community Plan have opportunities to improve street connectivity, especially on local streets in areas of new development. As new or re-development occurs, all reasonable opportunities to expand street connectivity will be examined and implemented as part of the development review process. Other priority street projects are larger connections that would serve as a regional connection to better connect Antioch–Priest Lake to other areas and have an economic development benefit. These projects are listed and shown in the maps below.

Access Nashville Street Project #1

Gateway to Antioch–Reconstruct the existing I-24/Bell Road interchange and include appropriate walking, biking, and streetscaping infrastructure. *(see related Walking Project #1: Hickory Hollow Area Sidewalks)*

The existing I-24/Bell Road interchange is identified as a Countywide Critical Need. The interchange has repeatedly been mentioned by stakeholders as a constraint to future growth, development, and success of the former Hickory Hollow Mall and Crossings areas. Currently, over

140,000 vehicles travel over Bell Road each day on I-24, and close to 40,000 vehicles through the interchange each day. The unusual column supports for I-24 that divide the traffic and congestion were mentioned as detractors to economic development in the area. Additionally, there are no sidewalks forcing people to walk out in the street or straddle the area between the travel lanes and curb under the bridge. As the Hickory Hollow and Crossings areas transform into a Tier One Center, improving walkability, bikeability, and connections across I-24 will be critical to linking the community to the services in the area. Potential improvements range from moderate levels of added amenities and alterations to existing infrastructure, to more intensive transformations of roadway networks and pedestrian-friendly connections. Refer to Figure APL-18.

The illustrations on the following pages (74-80) show the general area of the interchange, its proximity to Hickory Hollow Mall, and lack of sidewalk connectivity along Bell Road.

During the Antioch–Priest Lake Community Plan update process in 2012, the Nashville Civic Design Center examined the interchange and worked with Planning staff and the community to create several design scenarios that might accommodate both vehicular traffic and pedestrians. Scenarios range from moderate levels of added amenities and alterations to existing infrastructure, to more intensive transformations of roadway networks and pedestrian-friendly connections.

Access Nashville Street Project #2

Crossings Boulevard—Extend Crossings Boulevard as a four- or five-lane facility to Old Hickory Boulevard and include sidewalks, bike lanes, and streetscaping.

The extension of Crossings Boulevard to Old Hickory Boulevard is an identified Community Priority contributing to greater street connectivity in the Antioch area. There are few alternate routes that parallel I-24 other than Murfreesboro Pike. Crossings Boulevard currently parallels the interstate between Bell Road and Old Franklin Pike. The development of a full interchange with Hickory Hollow Parkway and Old Franklin Pike will divert some traffic from the Bell Road/I-24 interchange. Extending Crossings Boulevard south towards Old Hickory Boulevard will provide another alternate route and create economic development opportunities that have been envisioned in the area for some time. Refer to Figure APL-26 on page 80.

Figure APL-18: Access Nashville Street Project #1: Gateway to Antioch

Reconstruct the existing I-24/Bell Road interchange and include appropriate walking, biking, and streetscaping infrastructure. (see related Walking Project #1: Hickory Hollow Area Sidewalks)



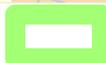
- | | | | | | |
|---|--------------|---|---------------------------|--|------------------|
|  | Project Area |  | Arterial-Boulevard Scenic |  | Transitions |
|  | MTA Stop |  | Arterial-Boulevard |  | Collector-Avenue |
|  | School |  | Building Footprints |  | Centers |

Figure APL-19 shows a lower-cost scenario for improving pedestrian and cyclist connections at the I-24/Bell Road interchange. These improvements primarily include minor alterations to the existing infrastructure to make room for paved sidewalks and bikeways. With minor excavation and alterations to the bridge's retaining walls, the CSX rail bridge has the potential to allow for two additional pedestrian/cyclist underpass bays.

This scenario includes the installation of new sidewalks and bikeways to connect to a nearby greenway, a new street and pedestrian scale lighting, burying overhead power lines, and the addition of street trees for their many benefits along the vehicular and pedestrian scale paths.



Figure APL-19: Bell Road and I-24 pedestrian and bikeway improvements made adjacent to the CSX bridge supports.

Expanding on the previous alterations, a second phase could include new infill development along Bell Rd and Collins Park Dr. A larger and more open rail viaduct could be implemented, similar to the Bicentennial Mall viaduct. Creating more open bays beneath the railway allows for a complete and connected pedestrian network between two different commercial and future mixed use developments.

With new, higher density infill projects in place, a higher frequency bus route and state of the art bus shelter could help create a true Transit Oriented Development along I-24. Connections with a local neighborhood circulator bus could be made to the new and future Bus Rapid Transit routes along Murfreesboro Pike and Nolensville Road.



Figure APL-20: Bell Road and I-24 pedestrian and bikeway improvements shown with infill development.

Following the same concept as the Rail Bridge tunneling (Figure APL-19 and Figure APL-20), the same could be accomplished with the I-24 overpass. Though requiring substantial excavation work, providing a safe and separated pedestrian scale tunnel beneath the interstate could easily provide solutions to many pedestrian issues around this intersection. Similar to the suggestions addressing the CSX bridge, the inclusion of new street trees, vegetative buffers and separated pedestrian/cyclist paths begin to create vibrant and safe connections through the large existing roadway infrastructure. The pedestrian scale tunnels could serve as both

functional and aesthetic improvements to Antioch, with the addition of special lighting and art installations throughout the pathways. A floodplain and a tributary leading to Mill Creek and the Mill Creek Greenway also exists perpendicular to the vehicular network exists. This grouping of vehicular and train overpasses could become a major gateway into Antioch, providing safe and easy access to all modes of transportation, with a seamless integration of greenways and blueways into the predominantly vehicular network.



Figure APL-21: Displays the south side of the Bell Road pedestrian and bikeway improvements.

Another proposal for improving pedestrian connections along Bell Road is to build a pedestrian bridge over both I-24 and the elevated CSX railway. This solution could come in a variety of forms. This version shows a more simple bridge construction method connecting two opposite sides of Bell Road, one side landing along Target Dr. and the other near future development along the North side of Bell Rd. after the CSX viaduct.

Due to the elevation one must climb, it is reasonable to bridge over both interstate and rail bridge with a continuous structure. Vertical circulation could be staggered along the bridge with access to future Transit Oriented Development between the interstate and railway.



Figure APL-22: Bell Road pedestrian bridge connects both sides of the I-24.

Pedestrian bridges have been utilized in many cities across the world as a symbol and gateway into the city. In these regards, a more elaborate designed bridge could create a similar notion for Antioch as one of the first major communities en route to downtown Nashville. Complete with pedestrian lighting and pedestrian plazas flanking bridge entrances, a new gateway bridge provides a bold statement for Antioch’s progressive directions in development.



Figure APL-23: Southern perspective of possible pedestrian bridge improvements over I-24.

This bird's eye perspective highlights a new pedestrian bridge concept, traversing both I-24 and the CSX railway. With similar heights in elevation, Target Dr and the parking lot North of Bell Rd make for optimal anchors. Infill development will soon surround the entrances, connecting pedestrians to places of working, shopping and living. This rendering also shows additional railway for a potential commuter rail station and new Transit Oriented Development.

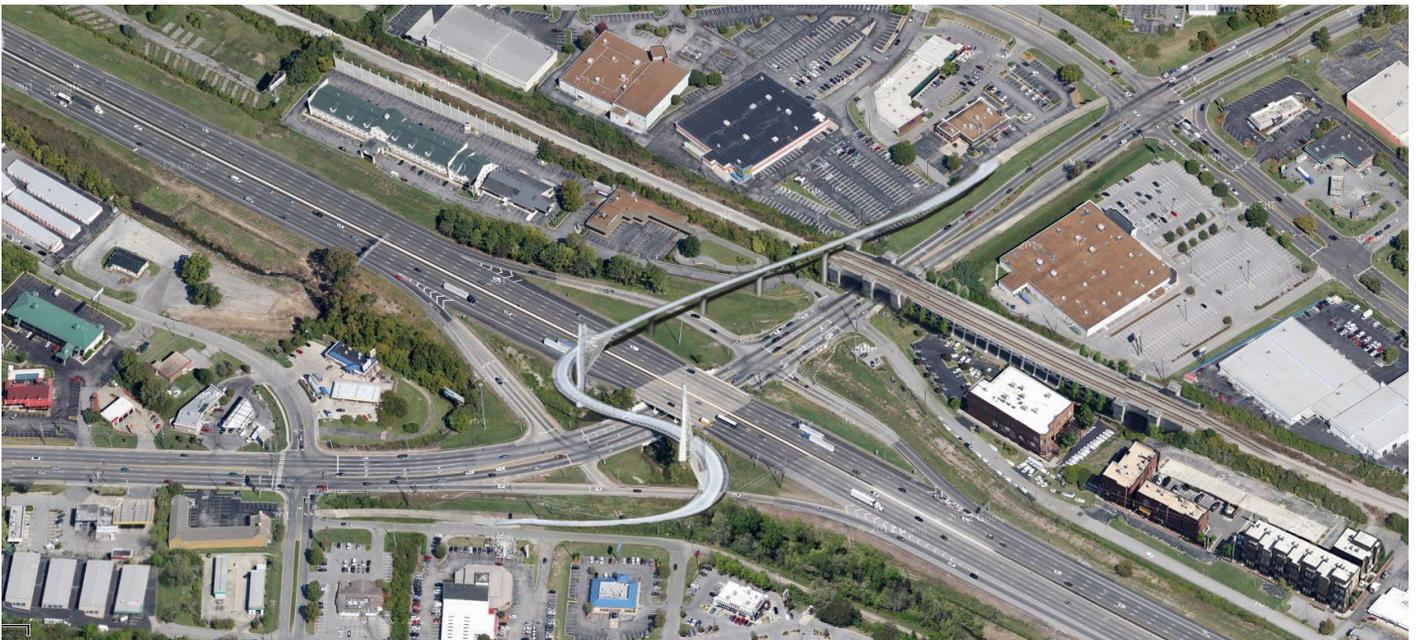


Figure APL-24: Birds Eye of possible pedestrian bridge improvements over I-24.

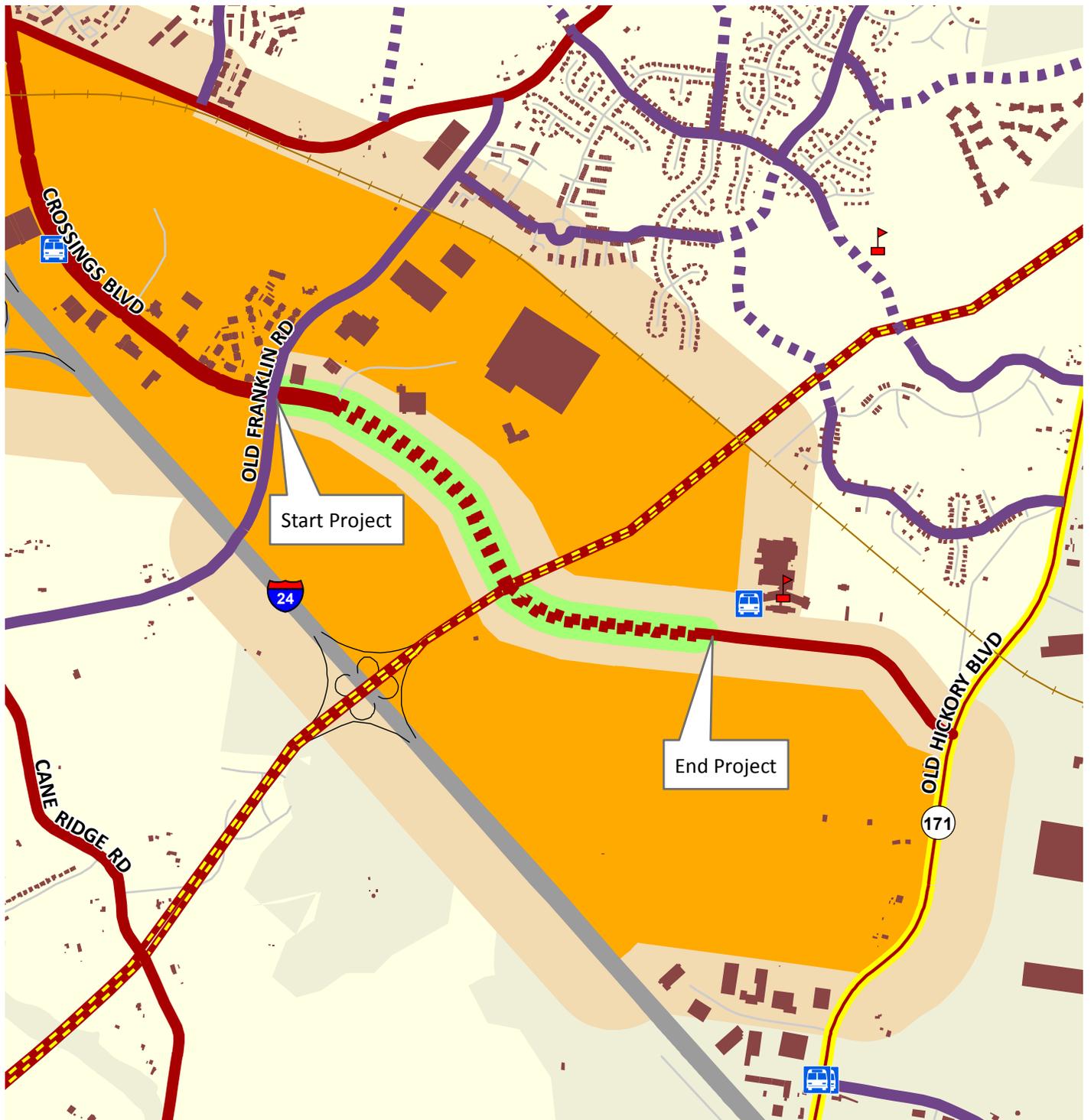
Another option for improving both vehicular congestion and pedestrian connections includes the revision and replacement of the I-24 interchange. Currently, I-24 and the CSX railway bridges over Bell Rd, creating a series of vehicular tunnels. With increased growth and vehicular traffic, the existing scenario will prove to be increasingly inefficient. This bird's eye perspective visualizes a new intersection that bridges Bell Road over both railway and interstate. A condensed exit ramp strategy maintains tight property boundaries and creates an integrated pedestrian network of sidewalks and crosswalks alongside vehicular paths.

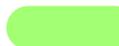


Figure APL-25: Bird's eye view of possible new Bell Road/I-24 interchange where the interstate is placed below Bell Road.

Figure APL-26: Access Nashville Street Project #2: Crossings Boulevard

Extend Crossings Boulevard as a 4/5 lane facility to Old Hickory Boulevard and include sidewalks, bike lanes, and streetscaping.



- | | | |
|---|---|---|
|  Potential Future Street |  Planned Arterial-Boulevard Scenic |  Ramp |
|  MTA Stop |  Arterial-Boulevard |  Centers |
|  School |  Planned Arterial-Boulevard |  Transitions |
|  Building Footprints |  Collector-Avenue |  |
|  Arterial-Boulevard Scenic |  Planned Collector-Avenue | |