

T4-RC

Urban Residential Corridor

Policy Intent

Maintain, enhance, and create urban residential corridors that support predominately residential land uses and are compatible with the general character of urban neighborhoods.

General Characteristics

T4-RC areas are located on prominent arterial-boulevard and collector-avenue corridors that accommodate residential land uses and are served by multiple modes of transportation. These prominent corridors may develop or redevelop over time to include higher density housing types. T4 Urban Residential Corridors (T4-RC) are served by multiple modes of transportation, moving vehicles efficiently while accommodating sidewalks, bikeways, and existing or planned mass transit. Where transportation infrastructure is insufficient or not present, enhancements may be necessary to improve pedestrian, bicycle, and vehicular connectivity. T4-RC areas are intended to be “Complete Streets”—streets that are designed and operated to enable safe, attractive, and comfortable access and travel for all users. T4-RC areas are prominent due to their geographical location, size, scale, and/or accessibility by a variety of transportation modes.

These corridors often provide the boundaries to urban neighborhoods or communities and are characterized by the following:

- A variety of residential and institutional buildings framing the corridor;
- Regularly spaced buildings with shallow setbacks and minimal spacing between buildings;
- Consistent use of lighting and formal landscaping;
- High access management, served by highly connected street networks, sidewalks, and existing or planned mass transit; and
- Firm edges with clearly distinguishable boundaries identified by block structure and lot sizes of adjacent residential development.

EXAMPLES OF APPROPRIATE LAND USES*

- Residential
- Community Gardens & Other Open Spaces
- Institutional

ZONING*

- RM15-A to RM40-A
- Design-based zoning

BUILDING TYPES

- House
- Plex House
- Detached Accessory Dwelling Unit
- House Court
- Low-Rise Townhouse
- Mid-Rise Townhouse
- Manor House
- Low-Rise Flat
- Mid-Rise Flat
- Institutional

**Disclaimer: This information is provided as an aid for general reference and should not be construed as all data that may apply to each property. Users should independently verify the accuracy of the information.*

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Application

T4-RC policy is applicable to prominent urban arterial-boulevard and collector-avenue corridors with adequate transportation capacity. There is an expressed interest in maintaining the residential use or creating residential uses along the corridor, while providing opportunity for a varied development pattern in regard to the size, scale, and density. T4-RC policy is applicable to areas that are zoned residential, where the primary land use is residential or that are envisioned to become or remain primarily residential.

Commonly used boundaries to define T4-RC policy include, but are not limited to: boundaries defined by evolving or intended development patterns (considering lot size, spacing of buildings), environmental features, human-made features (rail lines, major utility easements, prominent roads and streets), and transitional uses (open space, institutional). The depth of the T4-RC policy is determined, in part, by considering the depth of land that can reasonably be designed and developed to be oriented to the corridor. The application and boundary delineation of this policy are established during the Community Planning process.

Design Principles

Building Form and Site Design

The building form is in character with the existing T4 Urban development pattern in terms of its mass, orientation, and placement.

The building mass, orientation, and placement, are appropriate to the building type and street type/size and are designed to be cohesive throughout the development—providing a thorough mix of housing types versus groupings of single types of housing—and to complement the adjacent neighborhoods. The width and prominence of the corridor often calls for larger buildings to balance the street. A mixture of residential building types including single-family as well as multifamily in the form of plex houses, townhouses, flats or manor homes is appropriate.

Massing – Massing of buildings results in a footprint with moderate to high lot coverage.

Orientation – Buildings, including entrances, are oriented to face the corridor.

Setbacks – Buildings frame the corridor providing shallow to moderate setbacks to create some distinction between the public realm of the street and sidewalk and the private realm of the residence. Spacing between buildings is generally moderate to minimal.

Density – Density and intensity are secondary to the form of development; however, T4-RC areas are intended to be high density with smaller lots and a more diverse mix of housing types.

Building Height – Buildings are generally one to three stories tall. Taller buildings may be found at major intersections along arterial-boulevard streets that are sufficiently wide to avoid the effect of a building overshadowing the street; in Tiered Centers and along priority corridors. The appropriate height is based on the building type, location, architectural elements, and surrounding context. Consideration of taller heights is based on the following factors:

- Proximity to other policy areas and the role of the building in transitioning between policies (see below for further details on transitions);



Moderate setbacks create distinction between street and home

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- Location within a Tiered Center or High Capacity Transit corridor as identified in NashvilleNext;
- Planned height of surrounding buildings and the impact on adjacent historic structures;
- Contribution that the building makes to the overall fabric of the corridor in terms of creating pedestrian-friendly streetscapes, plazas and open space, public art, innovative stormwater management techniques, etc.;
- Relationship of the height of the building to the width of the street and sidewalks, with wider streets and sidewalks generally corresponding to taller building heights;
- Prominence of the street or intersection on which the building is located, with locations at or within a few hundred feet of the highest-order intersections along the corridor being favored for taller buildings;
- Capacity of the block structure and rights-of-way to accommodate development intensity;
- Proximity to existing or planned transit, with increased height benefits for areas within 0.25 mile of a High Capacity Transit station;
- Use of increased building setbacks and/or building stepbacks to mitigate increased building heights;
- Topography and other unique site and locational characteristics;
- Ability to provide light and air between buildings and in the public realm of streets, sidewalks, internal walkways, multi-use paths, and open spaces; and
- Extent to which affordable or workforce housing as defined in the Glossary of this document is provided by the development.

Along Major Corridors – Residential development on the T4-RC is located and oriented so the buildings frame the corridor with setbacks generally consistent with the established setback. Special attention is given to the details of the public realm to promote the pedestrian experience and street life. Buildings may vary in terms

of lot size, building size, building spacing, and building footprint, in relation to properties behind the corridor. In all other respects, development along the corridor complements development behind the corridor.

Double Frontage Lots – Development does not result in the creation of double-frontage single- or two-family lots, unless there are extenuating circumstances, such as the need to avoid disturbing sensitive environmental features. For example, development in these areas does not create a situation that would result in the rear of a building facing a street.

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

Landscaping – Landscaping along the corridor is generally formal, consisting of street trees and planting strips in the setback and lawns to soften the street wall created by buildings. Landscaping retains existing mature trees on the building site and, when that is not possible, replaces existing trees with new trees. Landscaping is used to screen ground utilities, meter boxes, heating and cooling units, refuse storage, and other building systems that would be visible from public streets. Consideration is given to the use of native plants and natural rainwater collection to minimize maintenance costs and burden on infrastructure.

Parking – Parking for single- and two-family homes is provided on-street or on-site. Parking for multifamily buildings is provided on-street and in parking lots or structured parking. On-site parking for multifamily buildings is located behind or beside the primary building and is screened from view of the corridor. In all cases, on-site parking is accessed via alleys or side streets and not from the corridor. Bicycle parking is provided at non-residential uses and at multifamily developments.

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Signage – Signage is limited to institutional uses and neighborhood identification signs. Signage alerts motorists, pedestrians, and cyclists to their location and assists them in finding their destination in a manner that is not distracting or overwhelming to the streetscape. The design and location of signage complement and contribute to the envisioned character of the corridor. Signage is generally scaled for pedestrians and building mounted signs, projecting signs, or awning signs are appropriate. In rare occasions, based on the use and classification of the street, signage scaled for vehicles may be appropriate. In that case, monument signs are appropriate and are encouraged to be consolidated to the greatest extent possible.

Transitioning

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

Higher Intensity – Buildings at the edges of the T4-RC area form transitions in scale and massing where it adjoins lower-intensity policy areas. Thoughtful attention should be given to the placement and orientation of buildings within these edges as they relate to their surroundings. Implementation through rezoning occurs as proposals are judged on their merits and ability to meet the goals of the Community Plan. Buildings at the edges of T4-RC areas:

- Step down in height as they move closer to adjacent lower-intensity areas. This may require different heights within an individual structure and/or more varied building types including detached accessory dwelling units, courtyard flats, plex houses, etc.;
- Avoid placing parking garage entrances and unlined parking structures opposite lower-intensity areas;
- Respond to differences in topography to avoid buildings that loom over lower-intensity buildings at lower elevations;
- Are oriented so that there is a back-to-back relationship between the higher-intensity buildings and lower-intensity buildings;
- Are separated from lower-intensity areas by rear alleys or service lanes; and
- Pay particular attention to articulating façades that face lower-intensity policy areas.

Connectivity

Access – T4-RC areas are intended to move vehicular traffic efficiently while accommodating sidewalks, bikeways, and existing or planned transit. High access management is observed. The existing block pattern should be maintained and not fragmented with driveways or additional streets, unless blocks are unusually long, in which case additional street intersections may be considered. On new corridors, shared and consolidated access points are provided at shorter distances from each other to complement the shorter urban block structure. Variation is allowed for sensitive treatment of environmental features.

Access to the corridor is provided preferably by side streets or existing driveways. New driveways are discouraged; but if permitted, they are shared or consolidated driveways. Curb cuts are limited and strategically located to minimize conflict points between vehicles, pedestrians, and cyclists. As redevelopment occurs along the corridor, access from existing alleys

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is encouraged. Where an alley does not exist, the development of an alley system or adding to the existing alley system is also encouraged. Coordinated access and circulation create a corridor that functions as a whole instead of as separate building sites.

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

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

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

Transit – Development provides adequate facilities to accommodate transit in the form of transit shelters and other facilities coordinated with sidewalks and bikeways.



Bus shelter and sidewalks provided

Vehicular – Vehicular connectivity is high and is provided in the form of regularly spaced, intersecting streets—local, collector-avenues, and arterial-boulevards. To ensure that the corridor moves traffic efficiently and offers multiple transportation and route options, shared and consolidated access points are provided.

Zoning

The following is a list of zoning districts that may be appropriate within a given T4-RC area subject to the applicant's ability to prove that the requested zoning district is consistent with the other provisions of T4-RC policy that are detailed above. A site's location in relation to centers and corridors will be weighed when considering which zoning districts would be appropriate in a given situation. The size of the site, environmental conditions on and near the site, and the character of adjacent Transect and policy areas will be considered. Another factor that will be considered is whether there is potential to redevelop sites that are not consistent with T4-RC policy in a manner that brings them closer to conforming to the policy. These situations may warrant the use of zoning districts that the policy might otherwise consider inappropriate.

- RM15-A
- RM20-A
- RM40-A
- Design-based zoning

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