METROPOLITAN COUNCIL

Metro Council Office

PROPOSED

SUBSTITUTE ORDINANCE

ON FILE WITH THE METRO CLERK

FOR THE

COUNCIL MEETING OF

TUESDAY, OCTOBER 6, 2015

102 Metropolitan Courthouse Nashville, Tennessee 37201 615/862-6780 Fax 615/862-6784

SUBSTITUTE ORDINANCE NO. BL2015-25

An ordinance to amend Title 17 of the Metropolitan Code of Laws, the Zoning Ordinance of The Metropolitan Government of Nashville and Davidson County, by amending the Hillsboro Village UDO to add text to the Building Façade standard, for all subdistricts, to reflect appropriate window and door opening orientation and alignment, and to add a definition of a mezzanine and a requirement that mezzanines are to be counted as an individual story (26.91 acres), all of which is described herein (Proposal No. 2005UD-009-004).

NOW, THEREFORE, BE IT ENACTED BY THE COUNCIL OF THE METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY:

Section 1. That Title 17 of the Code of Laws of The Metropolitan Government of Nashville and Davidson County, is hereby amended by changing the Official Zoning Map for Metropolitan Nashville and Davidson County, which is made a part of Title 17 by reference, as follows:

By amending the Hillsboro Village UDO to add text to the Building Façade standard, for all subdistricts, to reflect appropriate window and door opening orientation and alignment, and to add a definition of a mezzanine and a requirement that mezzanines are to be counted as an individual story (26.91 acres), being various Property Parcel Nos. as designated on various Maps of the Official Property Identification Maps of The Metropolitan Government of Nashville and Davidson County, all of which is described by lines, words and figures on the plan that was duly considered by the Metropolitan Planning Commission, and which is on file with the Metropolitan Planning Department and Metropolitan Clerk's Department and made a part of this ordinance as though copied herein.

Section 2. Be it further enacted, that the Metropolitan Clerk is hereby authorized and directed, upon the enactment and approval of this ordinance, to cause the change to be made on Map 104 of said Official Zoning Map for Metropolitan Nashville and Davidson County, as set out in Section 1 of this ordinance, and to make notation thereon of reference to the date of passage and approval of this amendatory ordinance.

Section 3. Be it further enacted, that a corrected copy of the amended UDO plan incorporating the conditions of approval by the Planning Commission and Council shall be provided to the Planning Department prior to any additional development applications for this property, and in no event later than 120 days after the effective date of the enacting ordinance. If a corrected copy of the preliminary UDO plan incorporating the conditions of approval therein is not provided to the Planning Department within 120 days of the effective date of the enacting ordinance, then the corrected copy of the preliminary UDO plan shall be presented to the Metro Council as an amendment to this

UDO ordinance prior to approval of any grading, clearing, grubbing, final site plan, or any other development application for the property.

Section 4. Be it further enacted, that this ordinance take effect immediately after its passage and such change be published in a newspaper of general circulation, the welfare of The Metropolitan Government of Nashville and Davidson County requiring it.

INTRODUCED BY:

_____

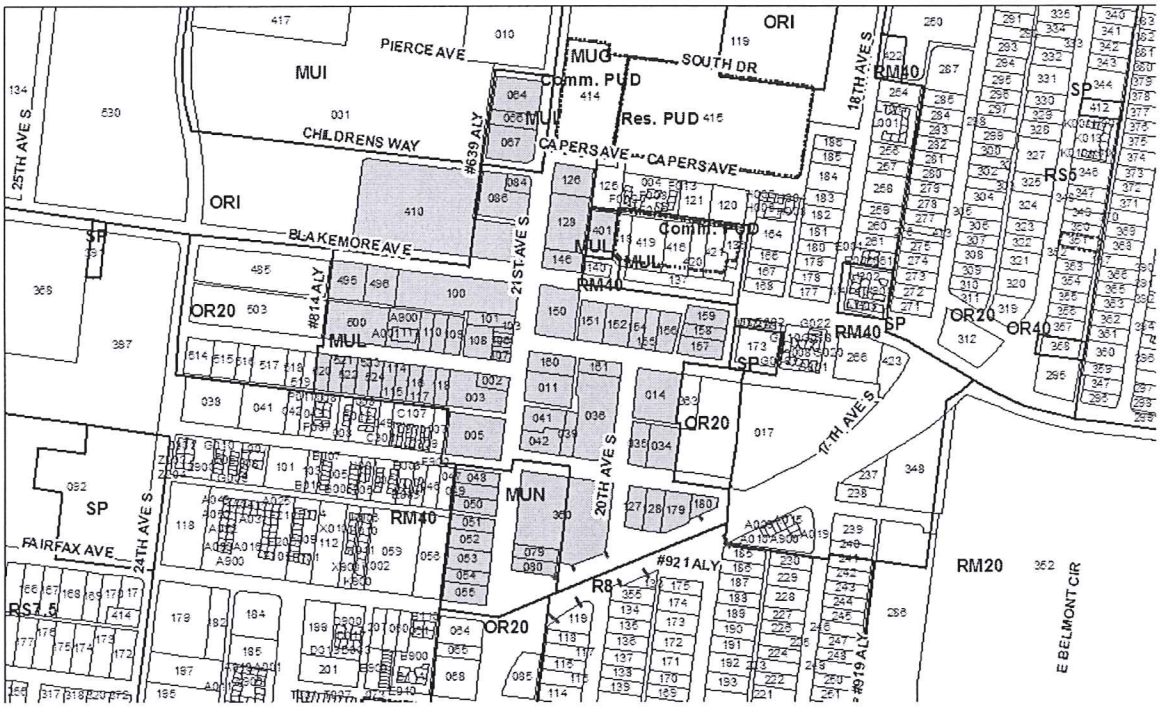
Councilmember Colby Sledge

_____

Councilmember Burkley Allen

2005UD-009-004
HILLSBORO VILLAGE UDO
Map 104-07, Parcel(s) 495-496, 500, 520-524
Map 104-08, Parcel(s) 064, 066, 067, 084, 086, 100-111, 114-118, 126, 128, 146, 150-152, 154-161, 401, 410
Map 104-08-0-A, Parcel(s) 001, 900
Map 104-12, Parcel(s) 002-003, 005, 011, 014, 034-036, 041, 042, 048-055, 079, 080, 127, 128, 179, 180, 360
Subarea 10, Green Hills - Midtown
District 17 (Sledge); 18 (Allen)

A request to amend the Hillsboro Village UDO to revise boundaries for sub-district 1D and 1C and add text to the Building Façade standard for all subdistricts to reflect appropriate window and door opening orientation and alignment (26.91 acres), requested by the Metro Planning Department and Councilmember Burkley Allen, applicants; various property owners.



Hillsboro Village Design Guidelines

Prepared for the Nashville/Davidson County Metropolitan Planning Commission
Nashville, Tennessee

Source: HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee

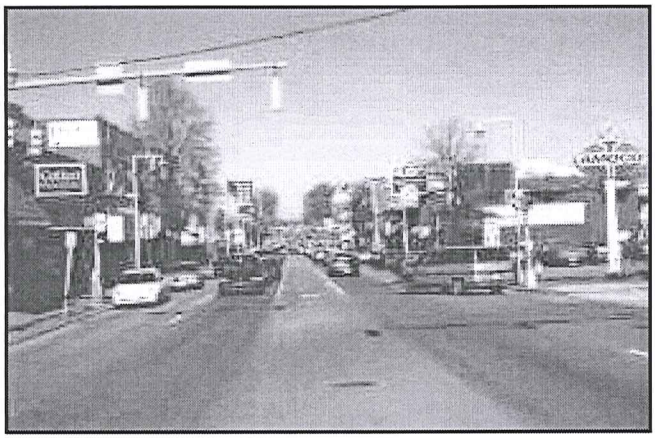
Hillsboro Village Circa 1925

"Hillsboro Village began to take shape in 1920, when two groceries and a pharmacy opened at Twenty-first and Blakemore. By 1922, two more food stores, a post office and a dry cleaners were added to the mix . Within six years nineteen businesses were operating in the village."

- Source: *HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee*

Automobiles and streetcars share Hillsboro Village in 1925, but the years of the latter are numbered. The sign at the far left of the photograph, atop the building, reads, "Gulf Refining Company."

- Source: *HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee*



Hillsboro Village 1999

"Lets keep the Village a real Village, full of creativity and individuality."

- Vision Survey Respondent

"I want the Village to be friendly, relaxed, beautiful. However, I'd hate to lose the individuality of the stores and the general quirkiness."

-Vision Survey Respondent

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CONTENTS

1. History
2. Purpose/Creation & Use of Guidelines
3. Public Input Results
4. Sub-Districts
5. Streetscapes
6. Buildings: Height, Massing & Setback
7. Buildings: Roofs, Facades & Materials
8. Parking & Access
9. Signage & Canopies
10. Character Defining Buildings
11. Appendix: Hillsboro Village Urban Design Overlay Regulatory Standards

Hillsboro Village Design Guidelines

Nashville/Davidson County Metropolitan Planning Commission

Nashville, Tennessee

02.12.99 Revised: 03.03.15

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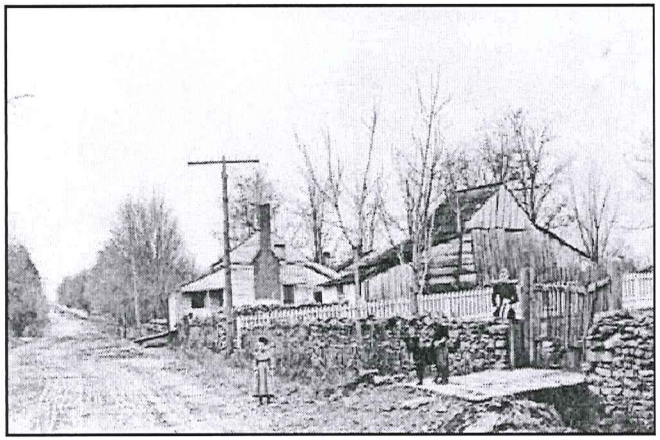


Source: HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee

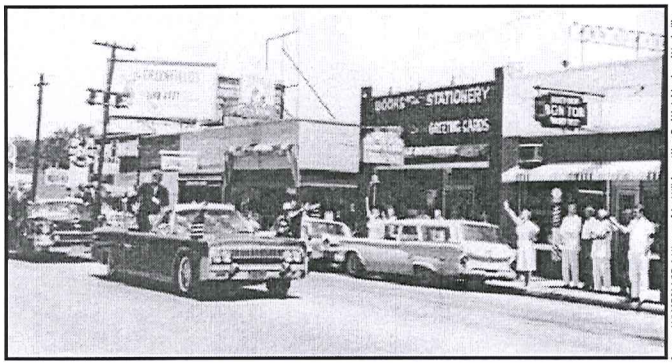
Hillsboro Road near the present day Acklen Avenue in the late 1800s.

Source: HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee

Belmont Theater soon after its opening in 1925. The site is located on the southwest corner of the 21st Avenue and Blakemore Avenue intersection where the Educators Credit Union building currently exists.

Source: HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee

Changes between 1963 (right photo) and 1999 (above) for this section of 21st Avenue include the removal of overhead power lines, the addition of street lights, and the addition of the mansard roof on the building on the right. The roof-top billboards and the Jones Pet Store sign remain as constants.



Source: HOME PLACE: A History of the Hillsboro-West End Neighborhood Nashville, Tennessee

Following a speech at Vanderbilt University, President John F. Kennedy greets neighbors as his motorcade passes through Hillsboro Village, May 18, 1963.

HISTORY

The area known today as Hillsboro Village began to emerge as a neighborhood commercial center in the 1920s. The Village's proximity to residential neighborhoods, as well as its location along a streetcar line, made the area attractive to retailers. The first businesses, which included two grocery stores and a drugstore, opened in 1920 on 21st Avenue between Belcourt and Acklen Avenue. By the late-1920s, approximately twenty businesses were operating in the Village, lining both sides of 21st Avenue between Blakemore and Acklen Avenues. The area was also home to the Belmont Theater and the Hillsboro Theater which opened in the mid-1920s. The Belmont Theater was located on the southwest corner of the 21st Avenue/ Blakemore Avenue intersection, and the Hillsboro Theater was in the building known today as the Belcourt Cinema on Belcourt Avenue.

By the 1950s, the Village was undergoing change. The streetcar had been replaced by a bus line, and a dry cleaning establishment and post office were opened on Acklen Avenue. In 1967, the Village was included in a controversial urban renewal plan which was opposed by many residents and business owners. While the plan resulted in the loss of many homes due to the expansion of Vanderbilt University, it also helped preserve the commercial core and nearby residential areas through zoning. In the 1980s, the Village lost Woolworth's, McClures, and Mills Bookstore, three well known retailers. However, the area has evolved economically in the 1990s by offering an eclectic mix of dining and retail establishments.

Hillsboro Village has undergone great change since the 1920s, yet the fundamental character of the area remains intact. These guidelines are intended to preserve and enhance that special character.

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PURPOSE

Hillsboro Village, with its diverse mix of businesses, pedestrian-friendly environment, and unique design character, is one of the few remaining areas in Nashville which offers people a special experience not found in suburban shopping malls and strip centers. The identity of "the Village" has made it attractive to residents from surrounding neighborhoods, as well as people from the larger Nashville area. Like any economically vibrant and successful area, Hillsboro Village is experiencing development pressures.

The Metropolitan Planning Commission's *Subarea 10 Plan*, adopted in 1994, recognizes these growth pressures and the need to preserve and further enhance Hillsboro Village's special character by identifying it as an area worthy of an Urban Design Overlay (UDO) district.

The design guidelines are intended to ensure compatible development and redevelopment within Hillsboro Village, and they will serve as the basis for the UDO. Specifically, these design standards are intended to:

- Maintain a scale and form of development that emphasizes sensitivity to the pedestrian environment
- Minimize the intrusion of the automobile into the urban setting while still accommodating vehicles
- Provide for the sensitive placement of public spaces in relationship to building masses, street furniture, and landscaping features
- Insure the compatibility of new buildings with respect to the specific character of their immediate context
- Encourage active ground floor uses, such as restaurants, shops and services to animate the street
- Encourage the adaptive use and sensitive rehabilitation of existing historic buildings
- Protect and enhance the economic viability of the area, as well as the diversity of uses and activities
- Accommodate the Village's parking needs while still maintaining a pedestrian-oriented urban environment

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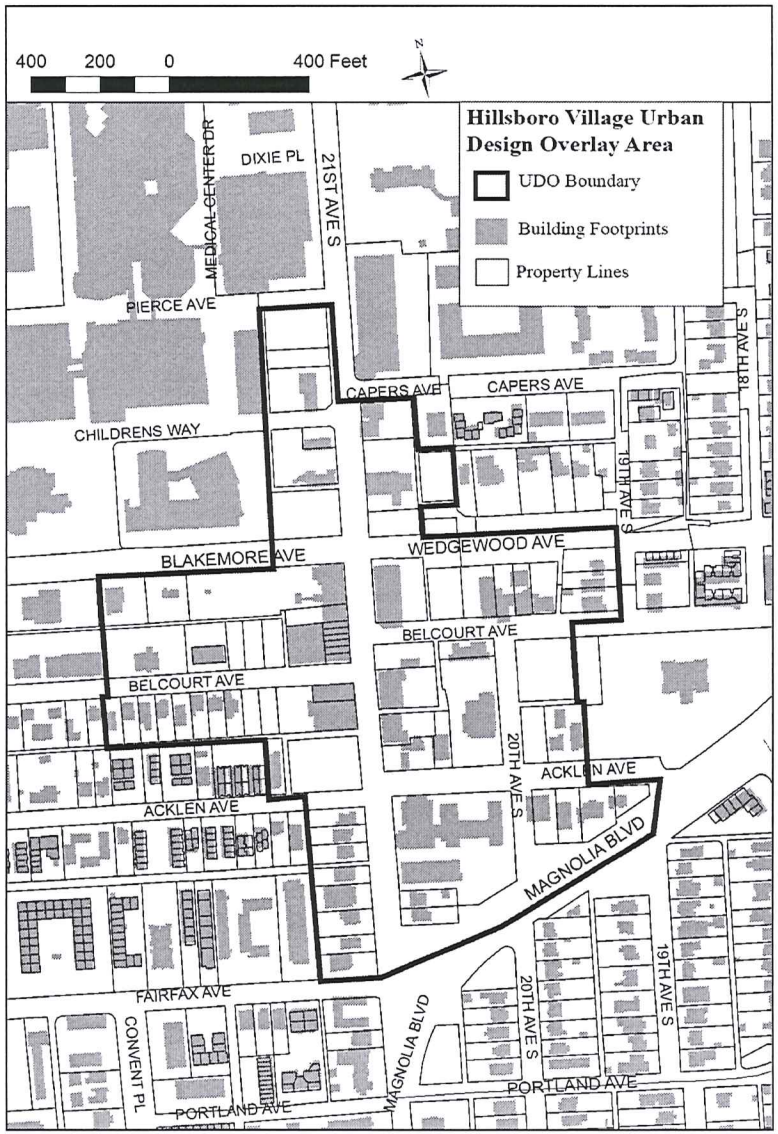

CREATION & USE OF GUIDELINES

These guidelines are intended to preserve and enhance the special character of Hillsboro Village by encouraging rehabilitation and new construction that is sensitive to the existing urban form. The guidelines recognize that no single architectural style predominates in Hillsboro Village, and the guidelines allow for creativity in the design of individual buildings. However, there are certain established urban design principles shared by most properties within the district which give it a cohesive character and strong sense of place.

How the Guidelines were Created

These guidelines were developed through a highly collaborative process which encouraged the meaningful input of those having a stake in the future of Hillsboro Village. Prior to developing specific ideas for the guidelines, several meetings were held with the Project Steering Committee, which included property owners, business operators, institutional interests, nearby residents, government officials, and planning and design professionals. A Vision Survey was also conducted as part of a public meeting attended by roughly 75 people to gauge community preferences regarding design and development issues (see Sheet 3). The guidelines were then prepared, reviewed by the Project Steering Committee, presented for public input, and refined until this document accurately reflected the stakeholders' consensus.

How to Use the Guidelines

These guidelines should be used by property owners, developers, architects, builders, business owners, public officials, and interested citizens when considering rehabilitation or new construction in Hillsboro Village. The guidelines should also be consulted with respect to proposed infrastructure and streetscape improvement projects. While the base zoning continues to govern land use, these guidelines will supercede the base zoning for all design issues and provide more specific bulk, landscaping, parking, and signage standards. The Metropolitan Planning Commission's staff will review all new projects in the study area which require building permits to ensure consistency with these guidelines. The word "shall" indicates those design standards that are mandated, while terms such as "should", "encouraged", and "discouraged" indicate design principles which are more flexible and advisory in nature. Included on Sheet 10 is a map of properties identified by the Metro Historical Commission as "worthy of conservation". The design and bulk characteristics of these buildings should serve as a model for new construction.

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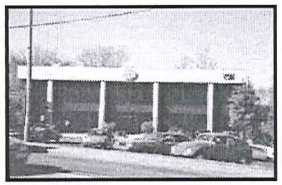
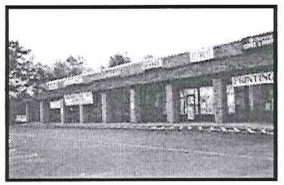
☒ Inappropriate

This streetscape was rated inappropriate by 82% of survey respondents. Comments included "cold no pedestrians", "sidewalks too narrow".



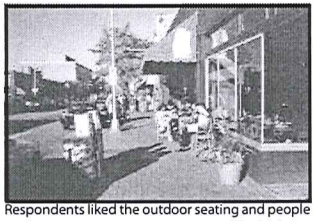
"No character" and "too modern" were used to describe this image, which 96% of survey respondents found inappropriate.

86% of respondents found perpendicular front parking inappropriate. Comments included "no parking in front of the building, prefer the rear" and "no head-in".

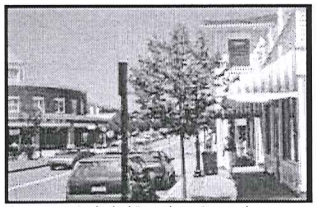


These facade-mounted signs lack visual cohesiveness, are inappropriately located, and utilize poor design and quality materials. This was the lowest rated sign image in the survey, 94% inappropriate.

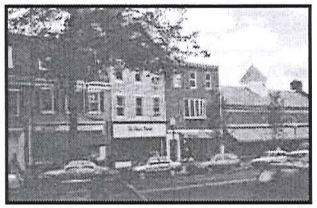
☒ Appropriate



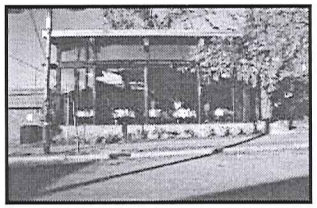
Respondents liked the outdoor seating and people on the sidewalk. This image received the highest rating among streetscapes, with 95% of respondents finding it appropriate.



Comments included "good awning and on-street parking" and "good sidewalk width and small trees". 91% of respondents considered this appropriate for Hillsboro Village.

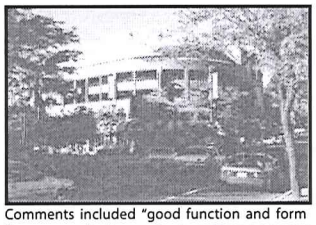


These buildings were considered appropriate by 82% of respondents. Comments included "like variety in scale and style", and "diverse but cohesive-nice".



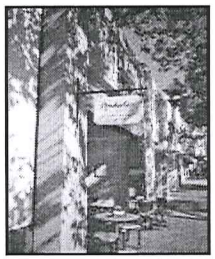
A variation in design and materials are appropriate in areas with a diversity of building styles and lack of a historic context. 73% of respondents rated this image as appropriate for the "Village".

Respondents liked the combination of a low brick wall and trees to buffer this parking lot from pedestrians and mototrists, resulting in a 73% appropriate rating.



Comments included "good function and form for a garage". Respondents preferred garages with ground floor retail and building-like design. 73% found this image appropriate.

The use of awnings for signage was viewed as appropriate by 90% of survey respondents. Comments included "very good" and "love this".



This projecting sign is creative and identifiable, yet does not compete with the building or the streetscape. It received a rating of 92% appropriate, which was the highest among signs.

PUBLIC INPUT RESULTS

To gather meaningful public input, a *Vision Survey* was conducted to encourage participation in the planning process. The purpose of the survey was to solicit visually-based preferences regarding development and design issues in Hillsboro Village. The 74 participants were shown 72 images organized into the following categories: streetscapes, buildings, parking, and signage. For each image, respondents were asked the question "Is this image appropriate for Hillsboro Village?", and they were asked to rate the image on a scale of 1 to 5, with 5 being the most appropriate. An opportunity for comments was also provided on the survey sheets, and an in-depth discussion occurred after the survey as images were revisited. Among the key findings of the survey were:

Streetscapes

- Suburban/strip commercial development characterized by front parking lots and roads lacking sidewalks and landscaping received the lowest scores.
- On-street parking and street trees were highly valued.

Buildings

- Images of buildings with varied facades, a vertical orientation, and compatible heights and setbacks received high ratings.
- New buildings incompatible with pre-W.W.II buildings in scale, orientation, facade design, and materials were viewed as inappropriate.
- No clear consensus on the rehabilitation of older buildings was established.

Parking & Access

- Perpendicular parking in front of buildings received low scores.
- Rear parking lots screened with hardscape elements, such as brick walls or fences, were preferred over extensive landscaping as a means of screening surface parking.
- Parking structures having an architectural quality and ground-floor retail uses received high ratings.

Signage & Canopies

- Respondents expressed the desire that signage be controlled.
- Canopies utilizing traditional design and materials were preferred by respondents, as were appropriately scaled awning signs.

Hillsboro Village Design Guidelines
Nashville/Davidson County Metropolitan Planning Commission

Nashville, Tennessee

02.12.99 Revised: 03.03.15

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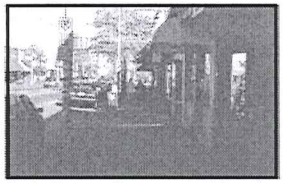
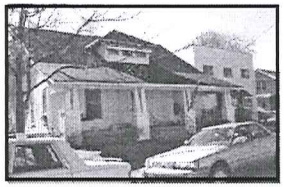
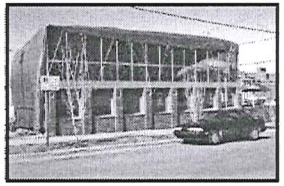


The inviting storefronts, comfortable pedestrian environment, and design cohesiveness in the commercial core have contributed to the recent popularity of the Village.

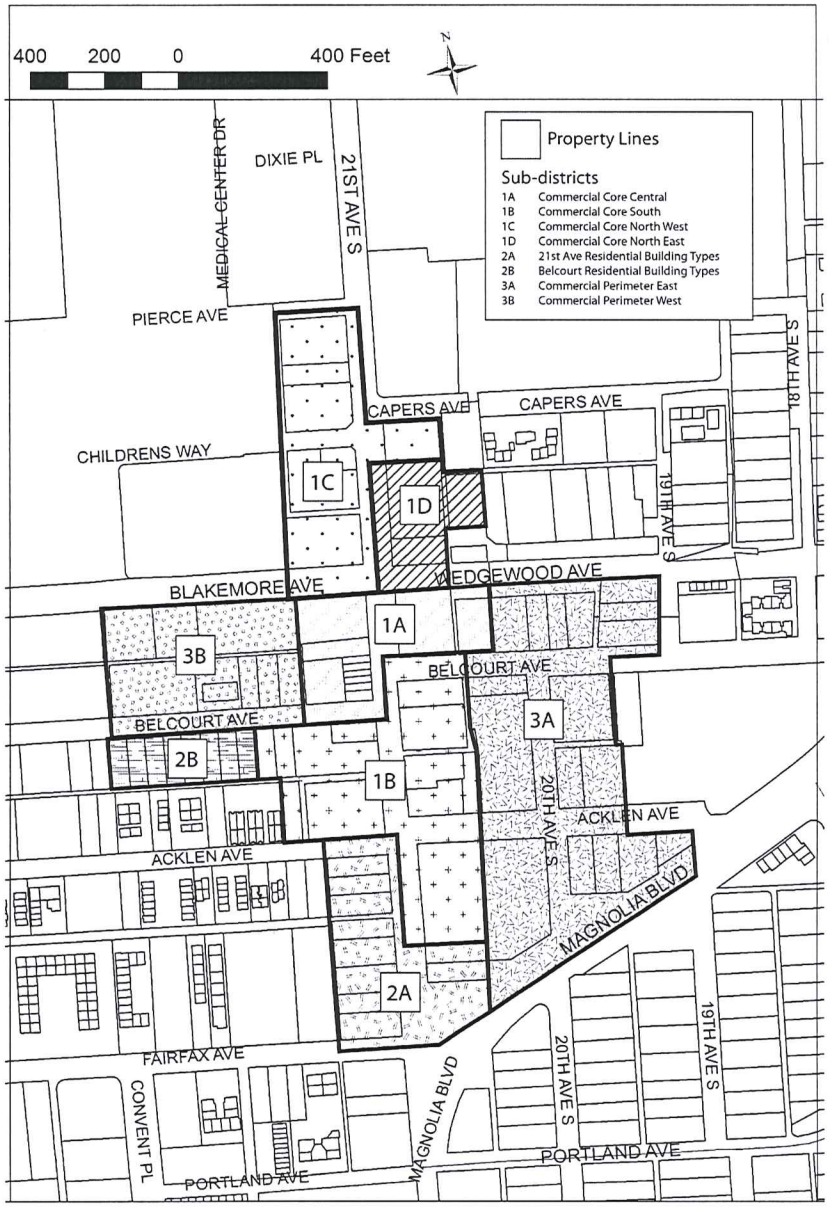


The residential buildings along the south side of Belcourt Avenue constitute a distinct and cohesive design character which contrasts with the north side of the street.

Now used primarily as offices, the residential buildings along 21st Avenue have maintained their architectural character.



A wide variety of building types and designs characterize the commercial perimeter areas.



SUB-DISTRICTS

Due to the diversity in Hillsboro Village, the area has been divide into seven sub-districts. Sub-districts are based upon original and surviving building types and development character, rather than present uses. Where appropriate, specific design standards have been developed for each.

1A (Commercial Core: Central)
This area, located in the heart of the Village, is targeted for design standards that preserve the existing character. The permitted scale of development distinguishes this sub-district from Sub-district 1B.

1B (Commercial Core: South)
Sub-district 1B is located in the heart of the Village, and the existing character is to be preserved. The one and two story buildings in this area serve as a transition between Sub-district 1A and the residential scale area to the south.

1C (Commercial Core: North West)
Located north of Blakemore/Wedgewood Avenue along 21st Avenue, Sub-district 1C lacks the distinct development character present in Sub-districts 1A and 1B. However, future development should be similar in character to the heart of the Village.

1D (Commercial Core: North East)
Located north of Blakemore/Wedgewood Avenue along 21st Avenue, Sub-district 1D is similar in character to 1C. However, future development is taller and acts as a transition from sub-district 1A to Vanderbilt.

2A (21st Avenue Residential Building Type)
This sub-district includes the properties with frontage along 21st Avenue from Acklen Avenue to Fairfax Avenue. Pre-WWII residences are the predominant building type along this section of 21st Avenue.

2B (Belcourt Residential Building Type)
This sub-district includes properties with frontage on the south side of Belcourt Avenue, west of 21st Avenue. This area functions as offices and residences in one and two story, residential structures.

3A (Commercial Perimeter: East)
While commercial structures are the predominant building type in Sub-district 3A, there is no cohesiveness to building design. This area is a restaurant and service area supporting the businesses in the heart of the Village. Parking structures are encouraged to locate in this sub-district.

3B (Commercial Perimeter: West)
This area is considered a transition from the main part of the Village to an adjacent area zoned for office uses.

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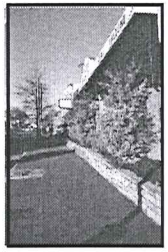
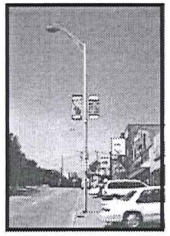
☒ Inappropriate

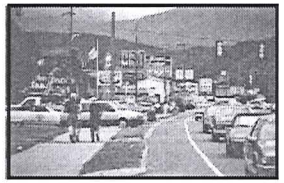


This sidewalk consists of well-maintained brick. However, the lack of other pedestrian-friendly elements resulted in a low score for this image, as 76% of survey respondents found it inappropriate.

This derelict street scene results from a lack of landscaping and other pedestrian-friendly elements.



Highway-scaled street lights, perpendicular parking in front of buildings, and frequent curb cuts create an unsafe environment for pedestrians and contributed to the low survey score (92% inappropriate) for this streetscape.

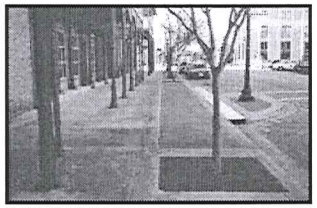


Too many curb cuts prohibit the use of on-street parking, which provides a buffer between pedestrians and moving traffic, as well as providing an important source of needed parking.

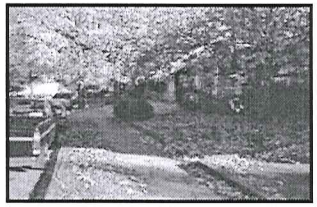
☒ Appropriate

This streetscape image illustrates that inexpensive sidewalk materials such as concrete can still accommodate a pedestrian-friendly environment.

Textured pavers provide a visual message for drivers to slow down.



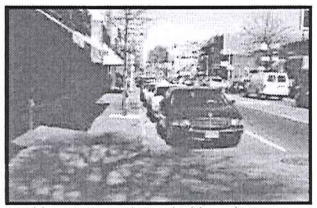
In the commercial core, tree grates, which are more space efficient than planting strips, should be used as landscaping features along sidewalks.



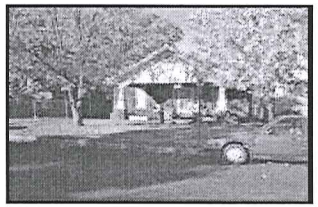
Planting strips between the curb and sidewalk provide space for shade trees and serve as further separation between pedestrians and automobiles.

Pedestrian-scale light fixtures, street trees, awnings, and outdoor seating can help enhance and animate a commercial streetscape.

In Sub-districts 2A and 2B, pedestrian-scale lighting could add character to the streetscape and serve as a safety feature.



In addition to providing valuable parking spaces for businesses in the Village's commercial core, on-street parking protects pedestrians from moving traffic.



On-street parking can address parking demand in Sub-district 2B and also serve as a traffic calming device by narrowing the perceived width of driving lanes.

STREETSCAPES

Because streetscape elements are within the public right-of-way, and therefore subject to the policies of the Metropolitan Government, the following guidelines are only advisory in nature.

Sidewalks
Sidewalks should be well maintained and provided where not already present. The material used, whether brick or concrete, is not critical as long as the sidewalk is well maintained. Specifically, in Sub-districts 1A, 1B, 1C and 1D, sidewalks should be a minimum of 8 ft. in width and a minumum of 4 ft. in all other sub-districts. The following standards apply to all sidewalks:
- Walkways should be raised above the street level and curbed, but should have depressed curbs at intersections.
- Pedestrian street crossings should be clearly delineated. Recommended delineation includes the use of different pavement color and/or texture.

Landscaping
The following standards should be considered for landscaping:
- In Sub-districts 1A, 1B, 1C and 1D, where a generous sidewalk width is crucial, grates with street trees and/or planters should be used.
- In Sub-districts 2A, 2B, 3A, and 3B, streetscapes should include a planting strip located between the curb and the sidewalk where shade trees can be planted.

Street Furniture
- In Sub-districts 1A, 1B, 1C and 1D, street furniture, such as benches, trash receptacles, and kiosks are appropriate.
- Benches and trash receptacles are appropriate in carefully selected locations in Sub-districts 2A , 2B, 3A, and 3B. Newspaper boxes also contribute to the convenience and urban feel of an area, but should be grouped to avoid visual clutter.

Lighting
Street lighting should be pedestrian scale and decorative. The scale of street lights could increase at intersections.

On-Street Parking
On-street parking should be maintained where it currently exists and be should allowed in areas with sufficient street width.

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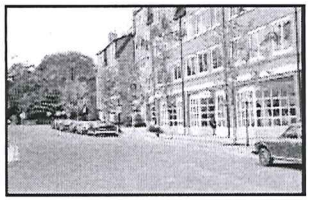
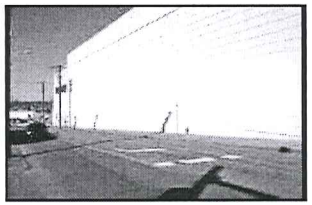
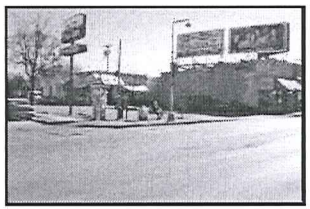
☒ Inappropriate



Although architecturally compatible with the Village in many ways, the 4-story scale of this building is inappropriate.

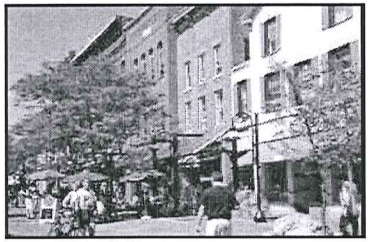


Box-like buildings having long uninterrupted facades with few window openings and recesses/ projections fail to achieve a human scale and visual relief.



Deep highway strip building setbacks which use parking lots to detach buildings from their streets are inappropriate for older commercial areas.

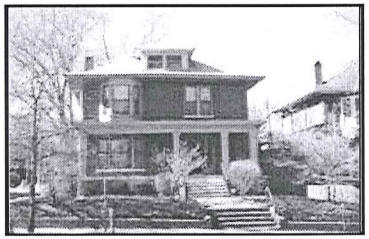
☒ Appropriate



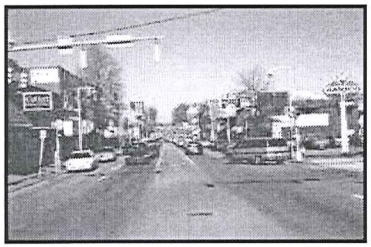
Buildings in Sub-districts 1A and 1C shall not exceed 3 stories in height.

To maintain existing character, the height of new buildings in Sub-districts 1B, 2A and 2B should be capped below 3 stories.

This central building has used pilasters and the shape of the parapet wall to divide a single facade into three vertically-oriented distinct bays which keep it in scale with neighboring buildings.



Within those portions of the Village featuring residential buildings, a maximum building width requirement will be the key massing control.



Within the commercial core of Hillsboro Village, buildings should frame the street and create an "outdoor room", which makes people feel comfortable and encourages pedestrian activity.

Although now used for offices, the Sub-district 2A portion of 21 st Avenue was originally developed with homes, and future development here must respect the established building setbacks.

BUILDINGS:
Height, Massing & Setback

Height

- Sub-districts 1A & 1C: The building height shall not exceed 3 stories and 45 ft. (including the parapet wall).
- Sub-district 1B: The building height shall not exceed 2 stories and 35 ft. (including the parapet wall).
- Sub-district 1D: The building height shall not exceed 4 stories and 55 ft. (including the parapet wall).
- The minimum height of the first floor shall be 14 ft. in 1A, 1B, 1C and 1D (measured floor to floor).
- Sub-district 2A & 2B: Building height shall not exceed 27 ft. at the eave line and 40 ft. at the roof peak.
- Sub-district 3A & 3B: Building height shall not exceed 3 stories and 45 ft. (including the parapet wall) at the front building wall. Additional building height shall not exceed a height control plane of 2V: 1H measured from the front building wall (See Appendix Section A).

Massing

- Long, uninterrupted facades shall be avoided.
- Sub-districts 1A & 1B: A minimum of 50% of the building wall shall be built to the build-to line (See Appendix Section A for exceptions). No uninterrupted front facade plane shall extend more than 25 ft. Pilasters, variations in the roof line or parapet wall, or building wall recesses shall be used to break up the mass of a single building into distinct bays no wider than 25 ft. Variations in materials and colors can also help achieve this massing standard. The length of the street wall for all buildings shall be 100% of the lot frontage along 21st Avenue.
- Sub-District 1C, 1D, 2A, 2B, 3A, and 3B: At least 50% of the building wall shall be built to the build-to line (See Appendix Section A for exceptions).

Build-To Lines

- Sub-district 1A & 1B: street line
- Sub-district 1C & 1D: street line along 21st Avenue and along intersecting streets for corner lots with frontage along 21st Avenue.
- Sub-district 2A: 75 ft from center of 21st Avenue. Side- 5 ft. min.; Rear- 20 ft. min.
- Sub-district 2B: 45 ft. from the center line of Belcourt Avenue. Side- 5 ft. min.; Rear - 20 ft. min.
- Sub-district 3A & 3B: minimum of 0 ft. and maximum of 10 ft. from street line

Hillsboro Village Design Guidelines
Nashville/Davidson County Metropolitan Planning Commission

Nashville, Tennessee

02.12.99 Revised: 03.03.15

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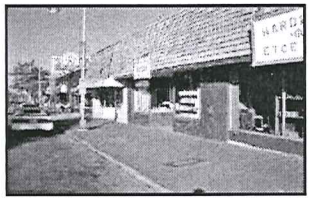
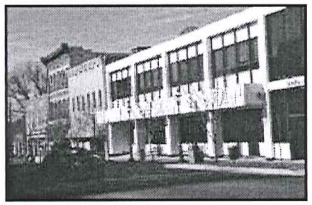
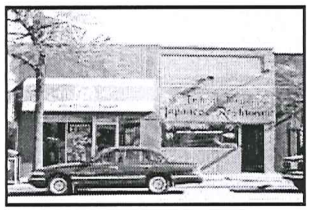
☒ Inappropriate



The false mansard roof in this image is too large for the building scale, inappropriate for the building's style, and obscures the building's facade.

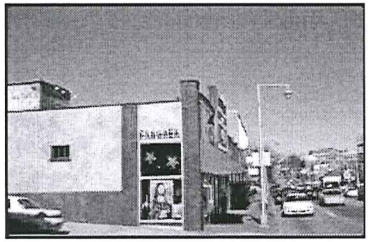


The color, materials and architectural detailing on the facade of this infill building are incompatible with the adjacent, older buildings.

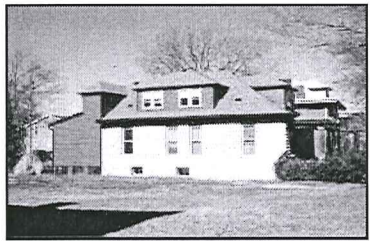


The building on the right has been altered by applying wooden panels to the base of the facade, thus obscuring the original brick.

☒ Appropriate



Flat roofs with parapet walls are the dominant form in the Village's commercial core.

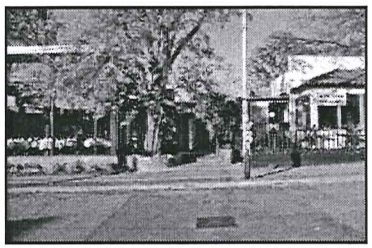


This low pitched, hipped roof with dormer windows is characteristic of American Foursquares and bungalows.

It is critical to the character of a building, as well as the maintenance of an animated street, that minimum levels of facade transparency be required.

Depending upon the specific architectural style, residential structures tend to have at least 30% of their facade area comprised of window and door transparency.

Decorative elements can be used to enhance brick, which should be the primary building material in the Village's commercial core.



Buildings in the commercial perimeter sub-districts can utilize a wider range of materials than might be appropriate in other areas of the Village.

BUILDINGS:
Roofs, Facades & Materials

Building standards related to roofs, facades and materials apply only to Sub-districts 1 (Commercial Core) and 2 (Residential Building Type).

Roofs

Roof forms should be appropriate to the building's architecture and surrounding context.

- Sub-districts 1A, 1B, 1C & 1D: Flat roofs with parapet walls are encouraged.
- Sub-districts 2A & 2B: Pitched roofs with a slope between 6:12 and 12:12 are required (excluding porch and dormer roofs).

Facades

Facades of buildings should emphasize clearly articulated main entrances using awnings, canopies, columns, pilasters and recessed entrances. Window and door openings should have a vertical orientation and alignment and shall correctly articulate the maximum number of floors permitted in a structure. For new construction, facade treatment on a side street is encouraged to be similar to the primary facade treatment.

- Sub-districts 1A, 1B, 1C & 1D: 55-85% of the 1st floor shall be transparent. 25-65% of the facade area on upper floors shall be glazed. Reflective glass and overly tinted glass are discouraged. (First floor glazed area calculations shall be based on the facade area measured to a height of 14 ft. from grade.)
- Sub-districts 2A & 2B: Facades reflective of residential building types are encouraged in Sub-districts 2A and 2B. Porches with a minimum depth of 6 ft., and which extend across a minimum of 60% of the front facade are encouraged for all new structures. 30-70% of the facade area is encouraged to be glazed.

Materials

Materials, textures, and colors should be appropriate for the building's architecture and surrounding context. Vinyl and aluminum siding are discouraged in all sub-districts.

- Sub-districts 1A, 1B, 1C & 1D : Brick is encouraged to be the primary building material. Cast stone, stone, stucco and wood are encouraged to be used to accent the primary building material.
- Sub-districts 2A & 2B: Brick and wood are encouraged to be the primary building materials. Cast stone, stone, and stucco are encouraged to be used to accent the primary building material.

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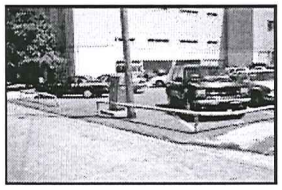
☒ Inappropriate

Front parking lots separate the building from the street and introduce the automobile as the prominent streetscape feature, thereby precluding the creation of a comfortable "outdoor room" along the street.

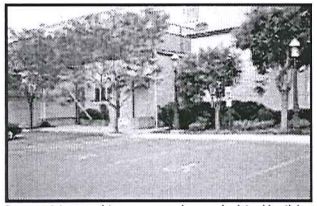
86% of respondents rated this image showing perpendicular parking as inappropriate. Comments included "no parking in front of building, prefer rear" and "no head-in".



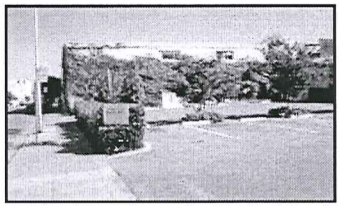
89% of survey respondents viewed this image as inappropriate. The lack of internal landscaping and peripheral screening of this parking lot creates an unattractive environment.

This garage detracts visually from its context and, without active ground-floor uses, can create dead spaces for the streetscape.

☒ Appropriate

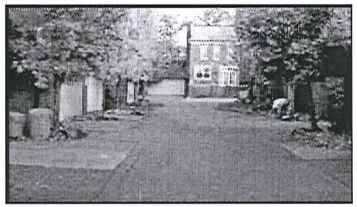


By requiring parking areas to locate behind buildings, rather than in front of them, an active and pedestrian-friendly streetscape can be maintained.

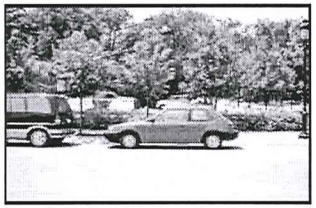


On side streets, parking on the side of buildings is acceptable, but not desirable. Landscaping, fences, and walls can help screen parking and extend the streetscape's building wall.

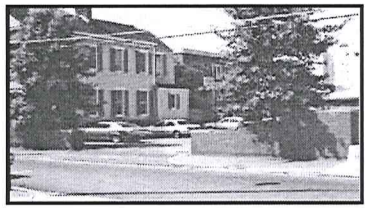
On-street, parallel parking can serve as a buffer between the pedestrian and the automobile, as well as a traffic calming measure.



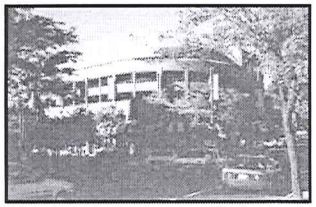
Alleys are necessary to accommodate rear parking areas. When well designed and maintained, they can be both functional and attractive.



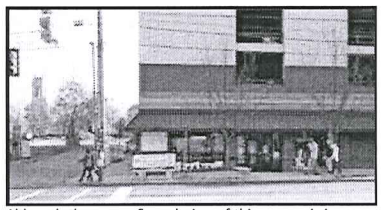
Extensive landscaping softens the appearance of this lot and minimizes direct views of parked cars from the street (foreground).



When space is limited, masonry walls can screen parking lots and accentuate the materials of adjacent buildings and sidewalks.



This parking structure has an architectural quality which looks more like a building, and the retail uses at the ground level help activate the streetscape.



Although the upper floor design of this garage is inappropriate for the Village, awnings, street trees, and retail space on the ground floor maintains the vibrance of the street level.

PARKING & ACCESS

Location of Parking

The following standards apply:

- Sub-districts 1A & 1B: lots shall be screened from 21st Avenue by a building facade wall a minimum of 15 ft. in height.
- Sub-districts 2A & 2B: Parking shall not be located between a building and the street. Parking to the side of buildings is acceptable, provided it is screened.
- Sub-districts 1C, 1D, 3A & 3B: Parking may be provided to the side of buildings, including the portion of any required yard not directly in front of a building, as long as the parking is heavily screened from the street.

Design of Parking

The following standards apply throughout the Village:

- Shared parking facilities are encouraged.
- The layout and screening of lots should minimize direct views of parked vehicles from streets and sidewalks, and should provide a reasonable amount of shade.
- For lots fronting a public R.O.W, shade trees should be planted at a minimum of one per 30 ft. of street frontage. See Appendix for provisions applying to 21st Ave. S. in sub-districts 1A, 1B, and 2A.
- Screening should be compatible with the style, materials, and colors of the principal building on the same lot. Unless otherwise provided in the Appendix, evergreen hedges and walls should be used in sub-districts 1A, 1B, 1C and 1D, while evergreen hedges, walls, and fences are encouraged in all other sub-districts.

Parking Structures

Wherever parking structures are permitted to front streets, walls fronting streets should utilize materials, colors, and a pattern of openings consistent with surrounding buildings. Commercial business space is required along the ground floor of parking structures for 75% of the street frontage to a minimum depth of 20 ft., and minimum glazing standards for that ground floor wall area may apply (see Appendix).

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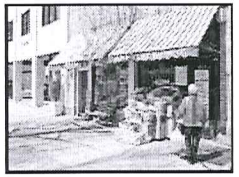
SIGNAGE & CANOPIES

Applied Letters Signs- individual letters applied directly to a facade.

- Shall cover no more than 5% of the building facade wall area or 30 sq. ft., whichever is smaller.

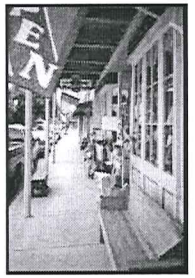
Awning Signs- sign with letters/logo painted, silk screened or stitched directly onto a building awning.

- Maximum signed area- 5% of the primary building facade wall area, but not to exceed 85% of the awning area.



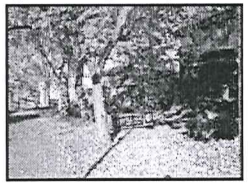
Banners- signs made of flexible fabric rather than rigid materials.

- Shall not extend above the roof eaves.
- Shall cover no more than 5% of the building facade wall area or 30 sq. ft., whichever is smaller.



Ground Mounted Signs- signs extending directly from the ground.

- Encouraged only for buildings having a front setback of at least 20 ft.
- Minimum setback : 5ft.
- Maximum area: 12 sq. ft.
- Maximum height: 3 1/2 ft. out-side visibility areas

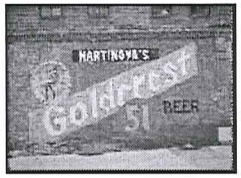


Facade-Mounted Signs- signs mounted directly on a building facade.

- Shall cover no more than 5% of the building facade wall area or 30 sq. ft., whichever is smaller.

Facade-Painted Signs- signs painted directly on a building facade.

- Maximum area- 5% of the building facade wall area or 30 sq, ft., whichever is smaller.



Free-Standing Signs-signs elevated above grade by a pole(s) or similar structure.

- Encouraged only for buildings having a front setback of at least 20 feet.
- Minimum setback: 5 ft.
- Maximum area: 10 sq. ft.
- Maximum height: 15 ft.
- Minimum height: 10 ft. in visibility areas

Projecting Signs- signs extending from a primary facade (perpendicular).

- These sign shall not extend above the roof eaves or parapet wall.
- Maximum area: 9 sq. ft.
- Min height: 7 ft. above grade except in visibility areas where minimum height is 10 ft.

Window sign- a sign which is attached to, painted on, or readily visible through, a window.

- Window signs are encouraged to be painted and cover no more than 25% of the window.

Object Signs- 2 or 3 dimensional signs replicating an object associated with a business. These signs shall be treated as Projecting Signs.

Restaurant Menu signs- small menus often placed in a glass fronted box and externally illuminated.

- Location-facade mounted within 3 ft. of the restaurant's primary entrance
- Maximum area: 2 sq. ft.

Design Standards for Signs

- Wood and painted metal are the preferred materials
- Plastic and similar synthetic materials are discouraged
- Facade-mounted signs should be framed with raised edges.
- Signs using wood should use only high-quality exterior grade wood with suitable grade finishes.
- Sign colors should be compatible with the colors of the building facade.
- A dull or matte finish is encouraged to reduce glare and enhance legibility.
- Signs shall not obscure key architectural features.

Sign Illumination

- Signs shall be either spotlighted, externally lit, or back lit with a diffused light source.
- Spotlighting should completely shield all light sources; light should be contained primarily within the sign frame.
- Back-lighting should illuminate only the letters, characters or graphics on the sign, but not its background.
- Neon signs are permitted.

Canopies

Canopies are appropriate at ground-floor level and on upper levels, provided they complement a building's architectural style and do not conceal significant architectural features. Canvas is the preferred material for awnings. Plastic, metal, and aluminum awnings are strongly discouraged. Wood and metal may be used for other types of canopies

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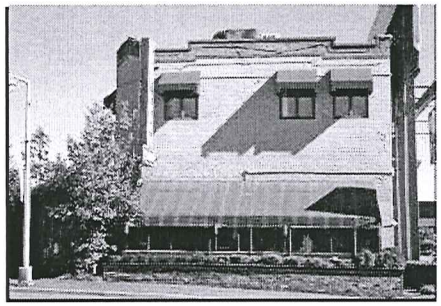

The Sportsman Grill is the only building identified as worthy of conservation in Sub-District 1C.

This building, located in Sub-District 1A, should serve as a model for future infill development.

Future development in Sub-District 2A should look to this residential building for inspiration.

PROPERTIES "WORTHY OF CONSERVATION"

Hillsboro Village Urban Design Overlay Area

CHARACTER DEFINING BUILDINGS

The Metropolitan Historical Commission conducted a survey of 20,000 pre-1945 properties in Davidson County between 1984 and1994. As part of that effort, the Commission identified those buildings in Hillsboro Village which it determined to be "worthy of conservation." In general, these buildings tend to date from prior to WWII and have above average historic and architectural merit. These design guidelines have been drafted with the intention of insuring that future new development is compatible with the character of such buildings. For example, the specific front yard setbacks required for new buildings within the Village were determined by the existing predominant setbacks of these older, character-defining buildings. The purpose of including this map in the guidelines is to clarify which properties should serve as the "measuring-stick" for the compatibility of proposed new development in the Village. Furthermore, this map will help to illustrate the rationale behind many of this document's specific standards.

Hillsboro Village Design Guidelines
Nashville/Davidson County Metropolitan Planning Commission

Nashville, Tennessee

02.12.99 Revised: 03.03.15

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