Attachment to Ordinance No. BL2002-1083 as adopted 08.06.02 and amendmed by BL2003-1386, BL20071360, BL2007-1361, BL2007-1425 and BL2008-362.

Green Hills UDO Design Guidelines

Metropolitan Nashville/Davidson County Planning Department • Nashville, Tennessee

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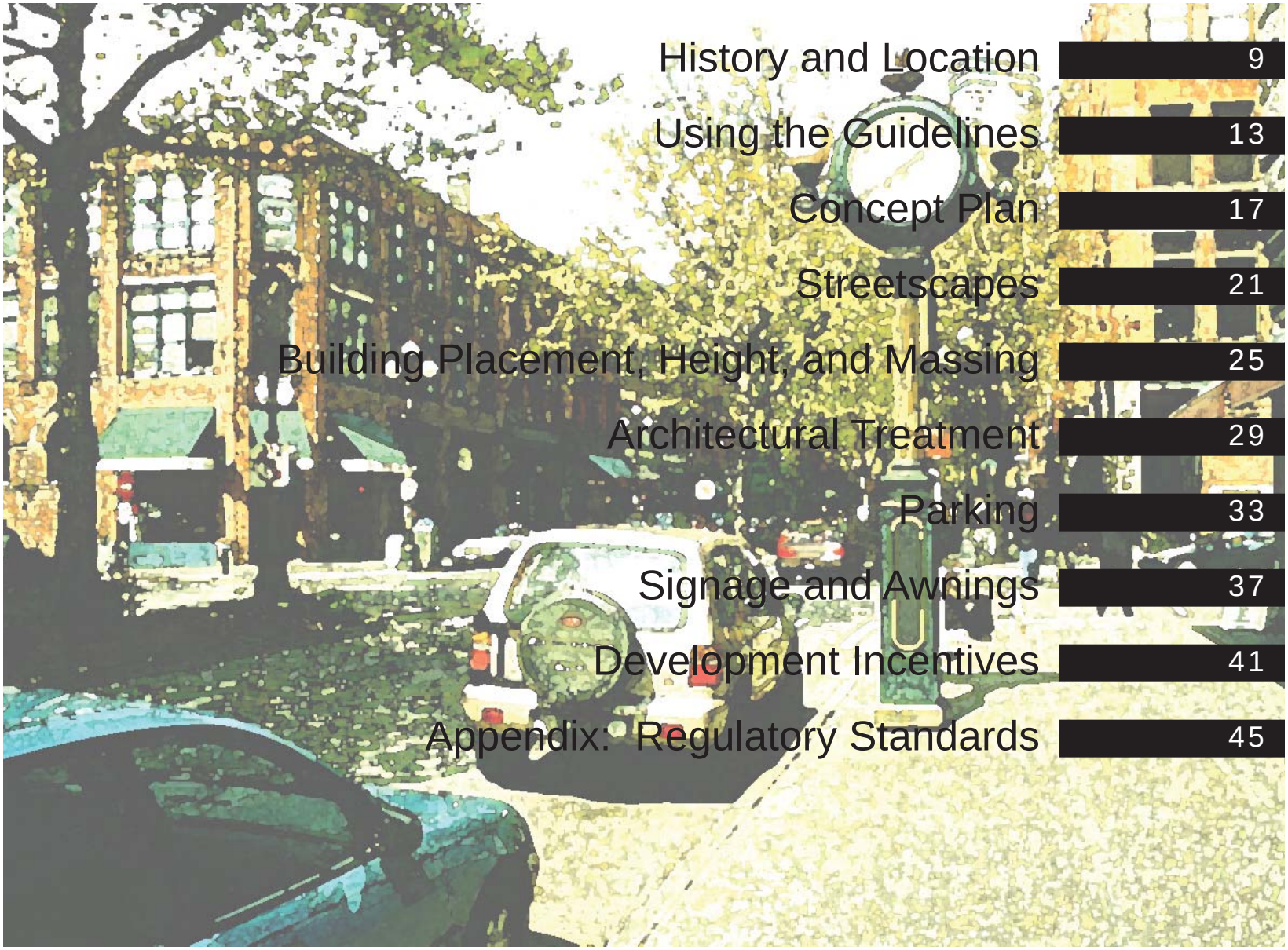

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History and Location

Hillsboro Pike circa 1959. A pristine Hillsboro High School shines against an untouched backdrop of rolling hills.

Hillsboro Pike circa 2000. A congested automobile environment dominates Green Hills now, making the inside of one's car the only safe haven outside of a building.

Green Hills was once an uncongested, mostly residential suburban community as seen from this aerial photo taken in 1966.

Location

Green Hills is a commercial and residential area located approximately four miles south/southwest of downtown Nashville along Hillsboro Road.

History

1800's
The Green Hills area is rich with Civil War history. The hills on the northern side of the commercial area were scattered with confederate defensive camps called redoubts. Most of these sites have been developed and all that remain are a few historic markers referencing the Battle of Nashville.

Early 1900's
The first airfield of Nashville, Hampton Field, was located just north of the commercial area along Hampton Avenue. The location was used as an airfield until the opening of Blackwood Field in 1921.

Mid 1900's
Residential development began to take off in the 1940's. Commercial pressures increased with residential development. Commercial development began along Hillsboro Pike and expanded into the Green Hills Village residential development. The area is now a regional shopping destination that includes a library, post office, apartments, a mall, office development, and a high school. In 1999, over 35,000 residents lived within a two-mile radius of the Mall at Green Hills.

Late 1900's
In 1994, residents and business owners worked with a consultant to produce the Green Hills/Hillsboro Pike Transportation Study. The purpose was to evaluate transportation conditions and future demands and recommend alternative solutions to the widening of Hillsboro Pike.

In 1998, then Councilmember David Kleinfelter requested a planning study of the Green Hills Commercial area. The Green Hills Urban Village Plan was completed in 1999. The purpose of the plan was to develop a strategy for implementing the recommendations of the Subarea 10 Plan and the Green Hills/Hillsboro Pike Transportation Study and to develop additional recommendations, as necessary, to create an urban village concept for Green Hills.

The concept of an urban village is a visually coherent pedestrian oriented center of commerce, entertainment, employment, and living activities. Pedestrian, bicycle and transit linkages to the village land use activities and the surrounding area are crucial to achieving the vision.. Clustering of land-use activities in order to foster compactness and pedestrian linkages is also important to this concept.

With the renovation of Green Hills mall into a premier shopping destination, the community exploded into what it is today.

Recent additions to the community include a new public library branch.

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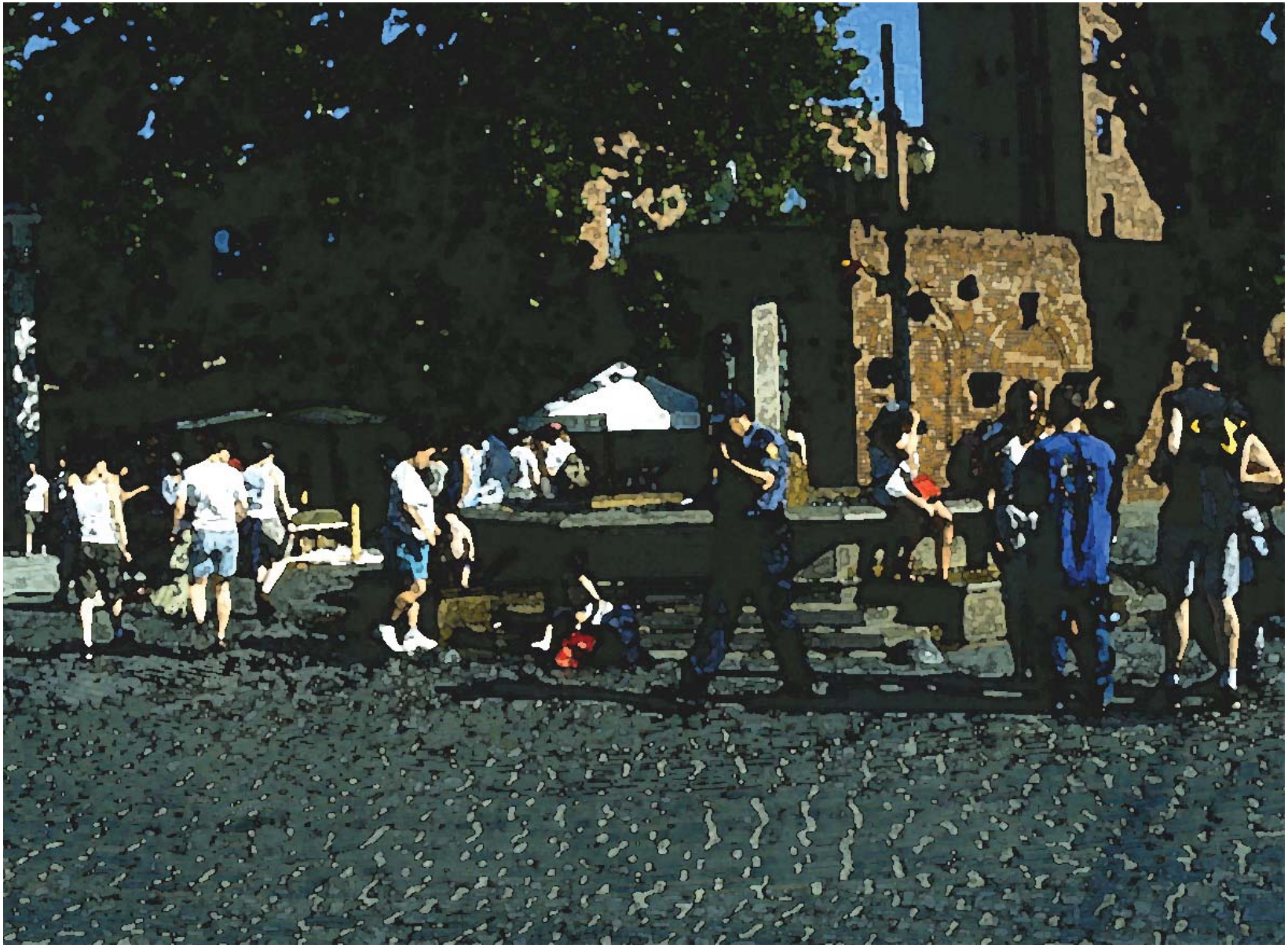
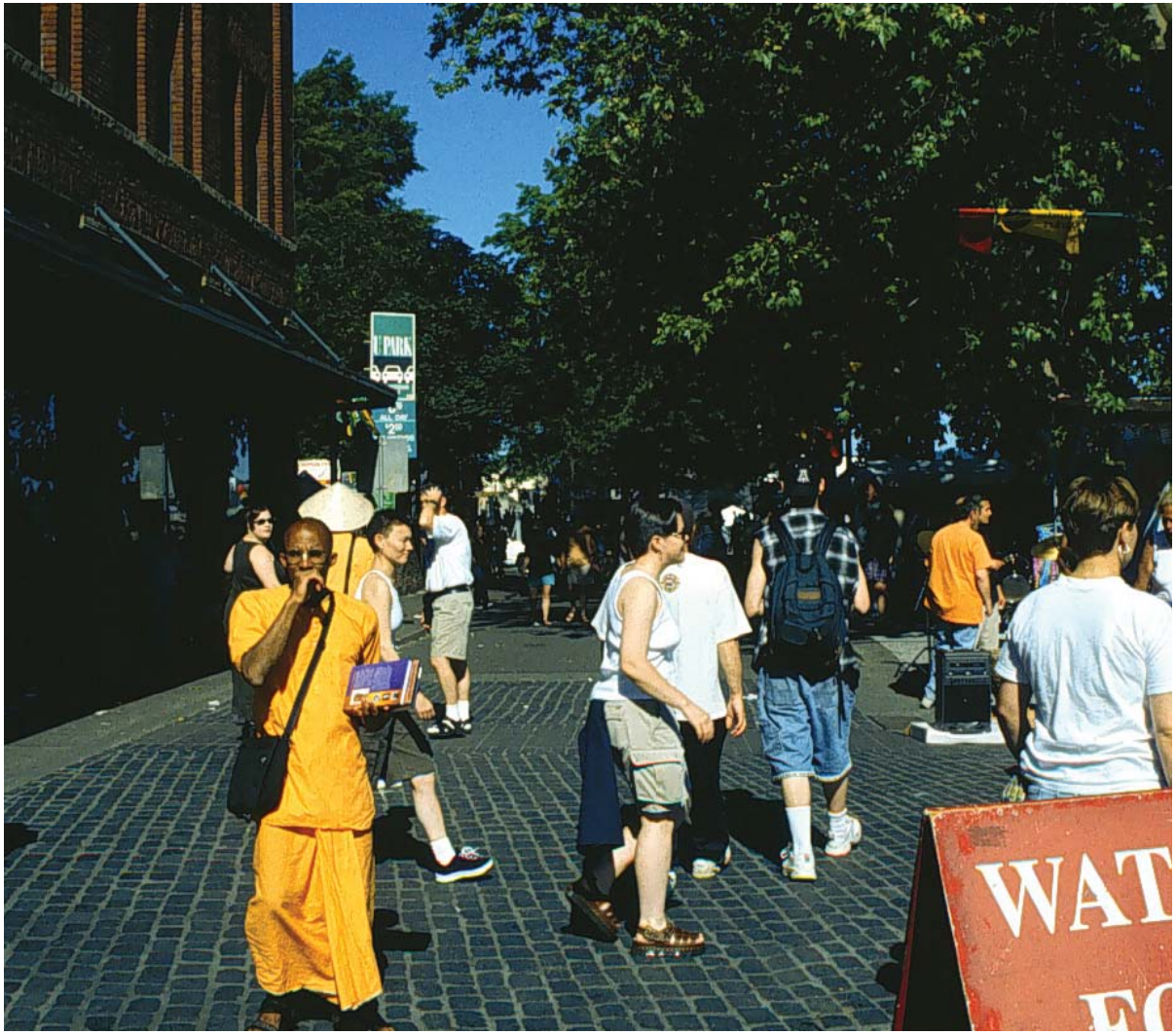
Using the Guidelines



Why Does Green Hills Need a UDO?

The Green Hills/Hillsboro Pike Transportation Plan, Subarea 10 Plan, and *The Green Hills Urban Village Plan* all recognized the need for alternative forms of transportation for the Green Hills Commercial area. These alternative forms of transportation (pedestrian, bike, and transit) are enhanced and perform more effectively in higher density/intensity urban environments. *The Green Hills Urban Village Plan* suggested using an urban design overlay as a way to guide intensity, location and visual quality of any future growth in a manner that is consistent with the urban village plan. In the spring of 2000, the Metro Planning Department began meeting with property owners to discuss the possibilities of creating a UDO in Green Hills.



The intent of the urban village concept is not to exclude the automobile, but to enhance the public realm by creating a pedestrian oriented environment and a transit-friendly transportation network; thereby offering people a choice.

General Design Goal and Objectives

The overall goal for the Green Hills UDO (see p. 16 for boundary) area is to give three-dimensional form to the concept of the urban village as presented in *The Green Hills Urban Village Plan.* Toward achievement of this goal, the following objectives were adopted in the Subarea 10 Plan amendment that established the Green Hills UDO area.

1. Establish a compact multilevel mixed use development pattern distributed along a system of streets.

2. Ensure that buildings are oriented to and linked by a cohesive pedestrian system.

3. Provide shared parking located conveniently to multiple destinations.

4. Provide multiple transportation service opportunities (pedestrian, car, transit, and bicycle)

5. Provide high quality (functional and aesthetic) open spaces for assembly, relaxation, civic events, display of public art and other similar purposes.

6. Provide a high level of pedestrian-generating activity along streets.

Developing the Guidelines

In the Spring of 2000, Councilmember Jim Schulman provided the Planning Department staff with a list of committee members that represented the UDO area. Planning staff and the consulting firm of Gresham, Smith and Partners worked with committee members to develop these guidelines. All meetings were open to the public and advertised in local papers.

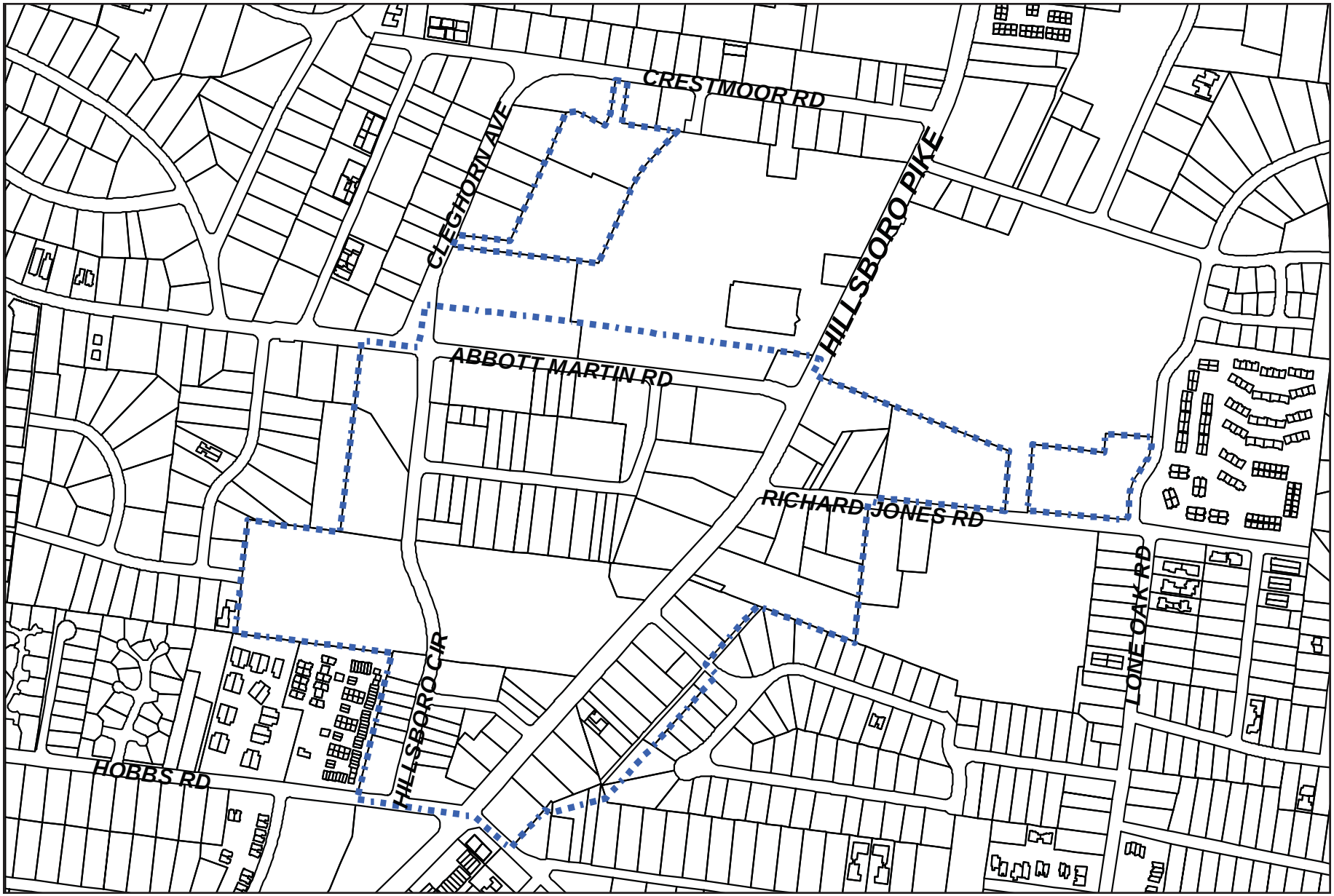
Using the Guidelines

These guidelines will be used by developers, property owners, government officials, residents, and any individual who is interested in development or redevelopment of any property located within the UDO boundary. The main purpose of these guidelines is to present both requirements and suggestions for the redevelopment of Green Hills in a pedestrian friendly manner. The guidelines provide both mandated and advisory design principals. The word “shall” refers to mandatory design standards and the word “should”, “encouraged”, and “discouraged” refers to design standards that are suggested but not mandatory. These mandated principals have been adopted by metropolitan government as regulatory standards and supercede the design guidelines in cases of conflict.

The Metropolitan Planning Department and the Department of Codes Administration will be responsible for the review of any developments that require a building permit in the UDO area. The base zoning will remain the same. These guidelines are applicable wherever a proposed development utilizes any of the incentive provisions in this document. In all other cases only the provisions of the base zone district shall apply. These incentives shall not be granted unless certain conditions are met by the property owner/developer. If a property owner/developer is not interested in using the incentives, then they shall abide by the requirements of the current zoning; however, they are encouraged to follow other design guidelines that are not required but are available without the use of incentives. Eligibility for use of any development incentives in these guidelines is predicated on acceptance of and conformance with all guidelines utilizing the term “shall” or “required”. Where obvious physical constraints exist on a site within the UDO and the developer wishes to use development incentives, Planning Department staff may review alternative solutions as they relate to the design intent of the guidelines.

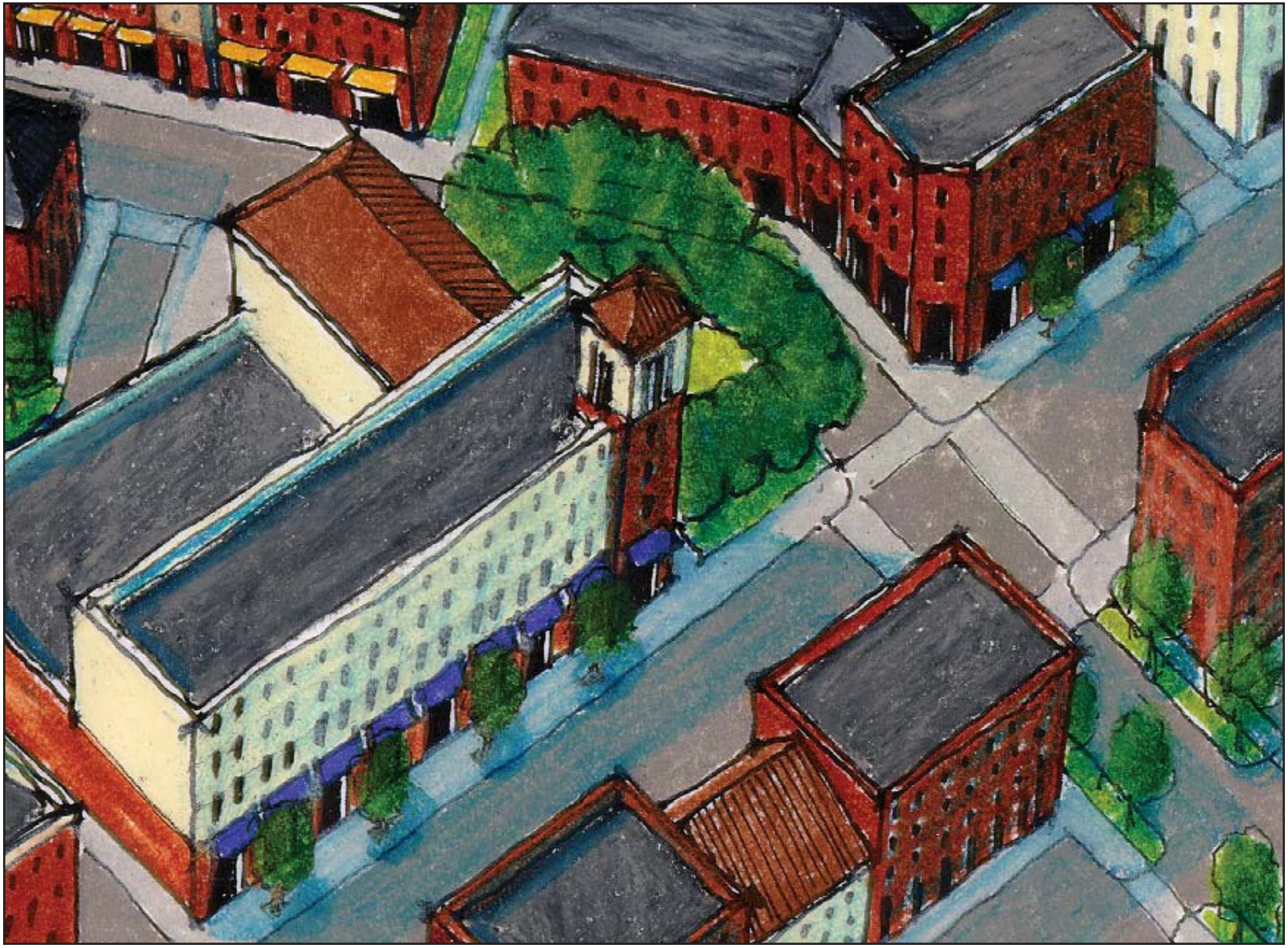
An urban village enhances the balance between pedestrians, bicyclists, automobiles, and civic beauty.

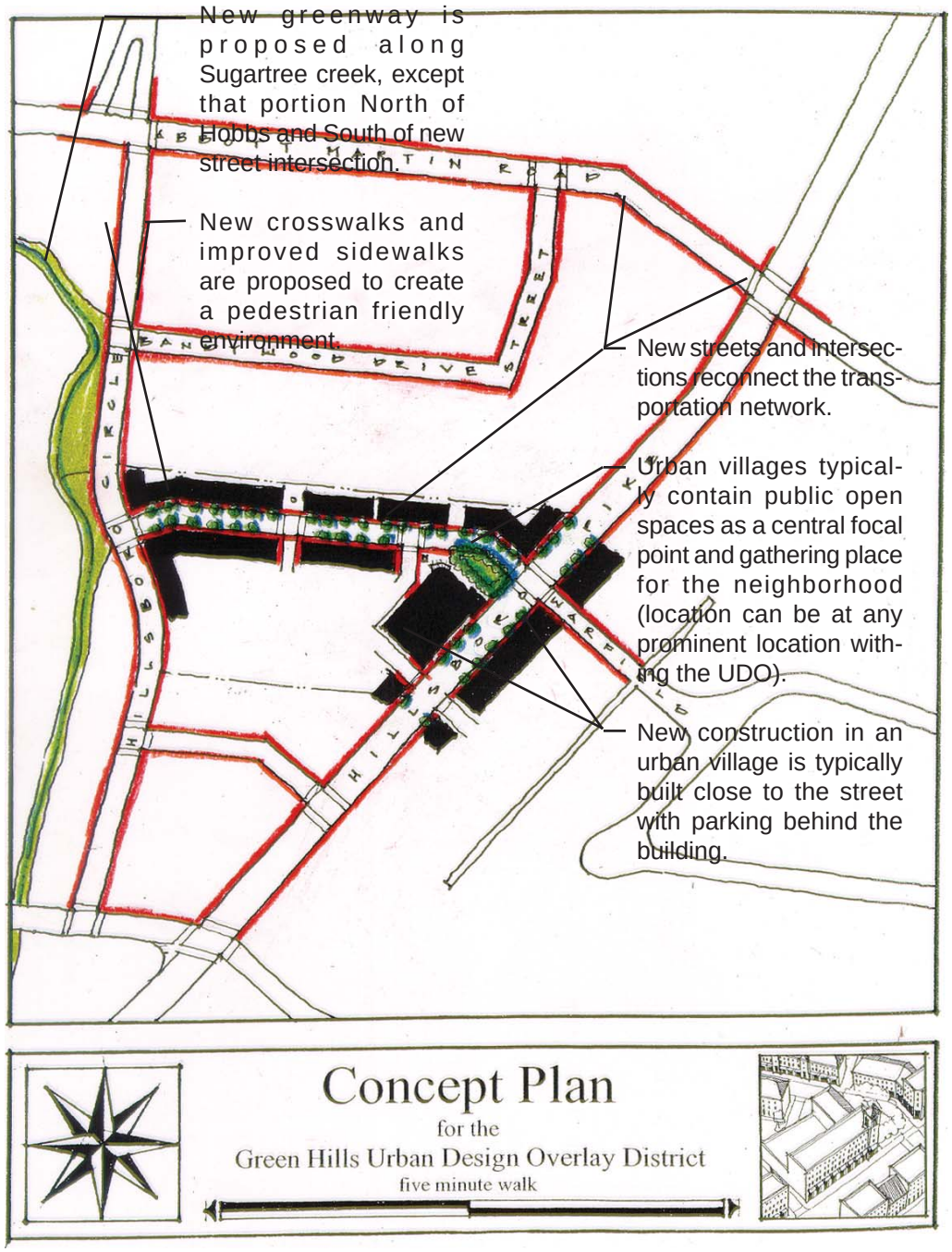
The intensity of an urban village provides the opportunity for alternative modes of transportation.



Green Hills UDO Boundary

Concept Plan





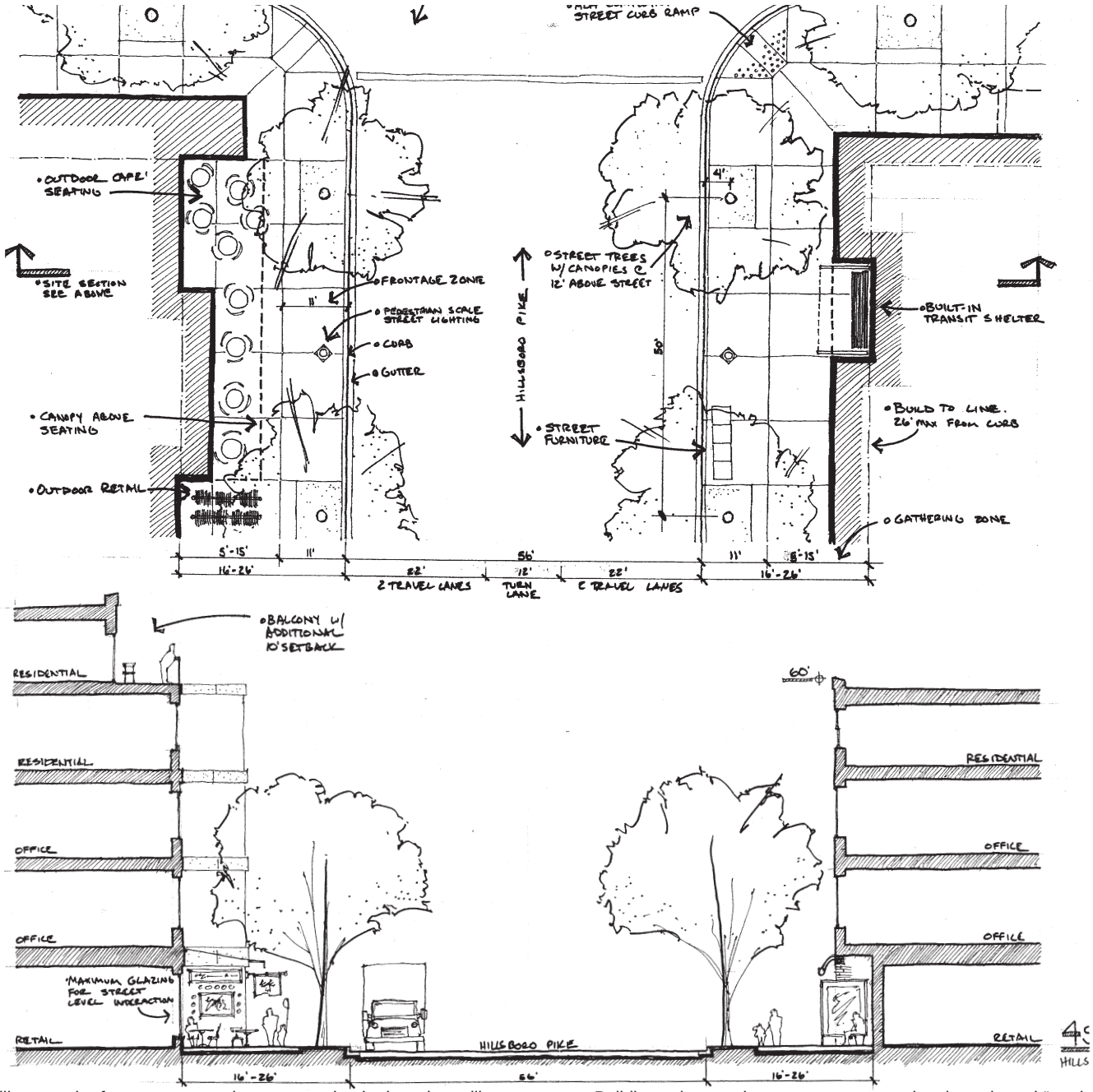
Concept Plan

Working with committee members, the Metropolitan Planning Department developed a design plan for the area.

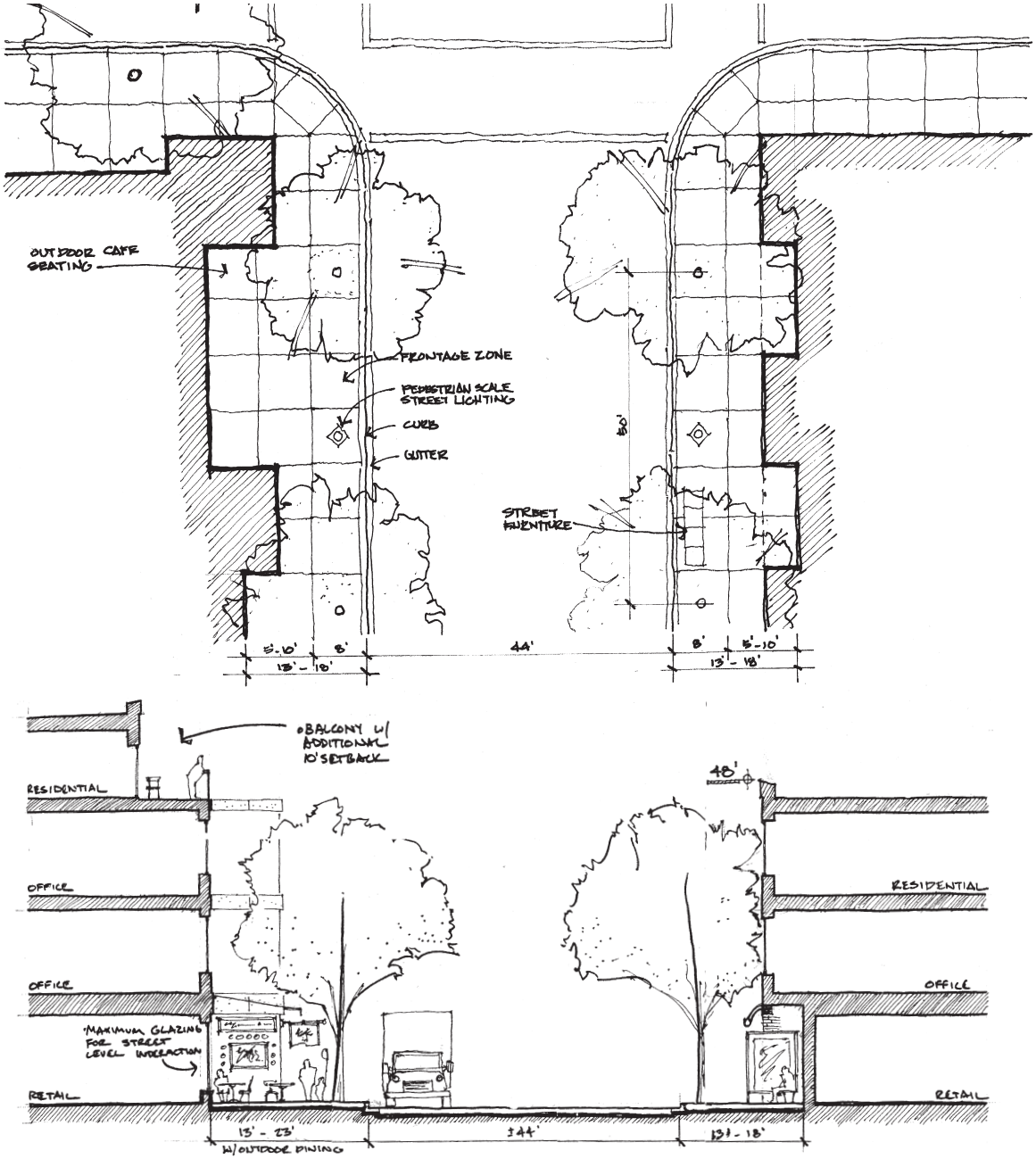
In general, the vision for Green Hills is one of interconnectivity of pedestrian, as well as vehicular, networks. The concept plan (left) recommends the extension of Warfield Drive from Hillsboro Pike to Hillsboro Circle, and for an extension of Bandywood Drive south to the extended Warfield Drive. A proposed intersection realignment of Abbott Martin and Richard Jones Road will help to reduce automobile congestion and increase the ease of pedestrian movement through Green Hills.

A mixture of residential, office, civic, and retail uses are encouraged along Hillsboro, Abbott Martin, Bandywood, and Hobbs. The mixed use approach along with increased interconnectivity are keys to the success of the urban village concept. They provide the framework for an active street life for pedestrians. New buildings are encouraged to be close to the street with retail and restaurant uses at the street level. Residential and office uses are encouraged above street level to encourage village life throughout the day and evening, reducing abandoned and lifeless streets at portions of the day.

Finally, the urban village consists of an identifiable center near the geographic center of the urban design overlay. The center may take any or a combination of various shapes and forms, i.e. a park, plaza, prominent building, or civic use. The center anchors the urban village and creates a true public space surrounded by the activity needed to support it.



The plan and section above illustrate the four story scenario street section in the urban village concept. Buildings close to the street create a pedestrian oriented "outdoor room." Trees and/or human scaled street lighting can enhance the pedestrian environment. The "frontage zone" is defined as the distance from face of curb to the property line. Buildings along Hillsboro Pike may be set back an additional 5' to 15' from the frontage zone.



The plan and section above illustrate the three story scenario street section in the urban village concept. Buildings close to the street create a pedestrian oriented "outdoor room." Trees and/or human scaled street lighting can enhance the pedestrian environment. The "frontage zone" is defined as the distance from face of curb to the property line.

Streetscapes

Streetscapes

These guidelines relate primarily to standards for the reconstruction of public streets by government or private developers in the Green Hills UDO area. Because streetscape elements are within the public right-of-way, and therefore subject to the policies of Metropolitan Government, the following guidelines are only advisory in nature.

In general, a visual street character should be developed for Green Hills that is appealing and different from other metropolitan shopping areas. Refer to street section on sheet 19 for dimensions.

Sidewalks

- Sidewalks adjacent to ground level retail space should have a minimum width of eight feet. All other sidewalks should have a minimum width of five feet.
- Sidewalks and other pedestrian areas should be buffered from roadways by on-street parking and/or street trees and other landscaping.
- Pedestrian crosswalks and signals should be provided where appropriate to meet pedestrian circulation needs.
- Use of crosswalk materials that are significantly different in color, texture, and design from existing or new roadways is encouraged.
- Design of all pedestrian facilities should comply with ADA standards.

Landscaping

- In general, trees, shrubs, and groundcover should be reintroduced to redefine the scale of transportation corridors, provide shade and glare relief, and improve overall air quality.
- Planting strips should be a minimum of six feet in width. Tree wells should be a minimum of four feet square.
- Plant materials should be well suited to the

IMPROPER

The utility pole and hydrant create obstructions that make this sidewalk inaccessible and useless.

Street lighting along Hillsboro Pike is at a highway scale rather than a pedestrian scale.

The lack of a crosswalk at this intersection creates a dangerous situation for pedestrians.

Not only is this sidewalk not continuous, it is too narrow and offers no buffer between pedestrian and the street.

The lack of a sidewalk and the proximity of the bench to the street make this transit stop dangerous.

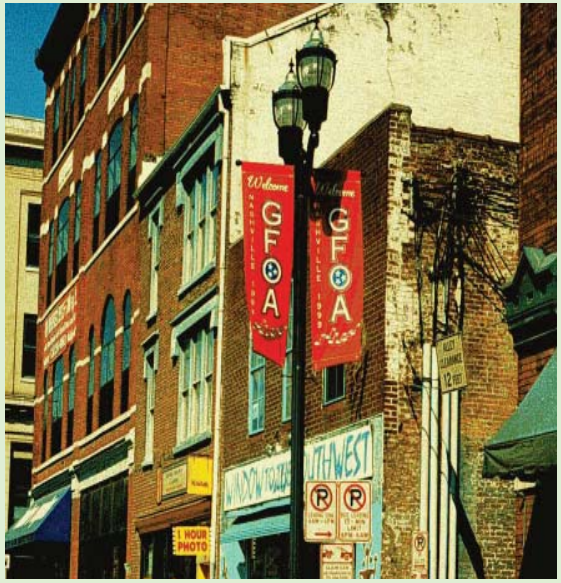
PROPER

The use of brick pavers in this crosswalk physically identifies a pedestrian zone.

The use of street trees and parallel parking along this sidewalk helps to buffer the pedestrian from the street.

This transit stop is set back from the street and provides attractive, covered protection to pedestrians.

This sidewalk has an appropriate width to allow pedestrian movement, sidewalk displays, lighting, and street furniture.



Urban street lighting, such as the fixture above, should be at a scale appropriate to both vehicles and humans.

urban environment, drought-tolerant, pollution resistant, and have rapid growth rates.

- Street trees should be selected that will branch above 7 feet in pedestrian areas and provide 14 foot clearance above public roadways.
- Street trees should be located approximately 30 feet on center, adjusting for obstructions and providing for minimum damage related to maintenance.

All other landscape requirements are governed by the base zoning

Lighting

- Visually attractive, high quality pedestrian scaled lighting should be provided along all sidewalks and streets.

Furniture

- Small details, such as high quality tree grates, street drains, manhole covers and other utilitarian fixtures, should be introduced into the public right-of-way.
- Provision of high quality trash receptacles, seating areas, and other furniture is encouraged.

Usage of the Public Right-of-Way

- Designated locations should be provided for First Amendment media vending machines in order to organize and monitor machines locating in the public right-of-way.
- Fire hydrants, utility poles, and signs should be located so as to avoid the obstruction of sidewalks.
- Transit benches and other furniture should be located where they are safe from vehicular traffic and do not interfere with pedestrian movement. There shall be no advertising on benches and shelters built on private property.

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Building Placement, Height, and Massing

Building Placement

Hillsboro Pike

- The build-to line for buildings which front Hillsboro Pike shall range between five and fifteen feet from the fronting property line.
- Buildings may be set back an additional five feet for outdoor dining.
- 75% of the building wall which fronts Hillsboro Pike shall be at the build-to line.

Hillsboro Circle, Abbott Martin Road, and Richard Jones Road

- The build-to line for buildings which front Hillsboro Circle, Abbott Martin Road, and Richard Jones Road shall range between five and ten feet from the fronting property line.
- Buildings may be set back an additional five feet for outdoor dining.
- 75% of the building wall which fronts these streets shall be at the build-to line.

Hillsboro Drive, Bandywood Drive, Warfield Drive and Other Streets

- The build-to line for buildings which front Hillsboro Drive, Bandywood Drive, Warfield Drive and other streets shall range between zero and five feet from the fronting property line.
- Buildings may be set back an additional five feet for outdoor dining.
- 75% of the building wall which fronts these streets shall be at the build-to line.

Building Height

Hillsboro Pike

- The maximum building height at the Hillsboro Pike build-to line shall be sixty feet.

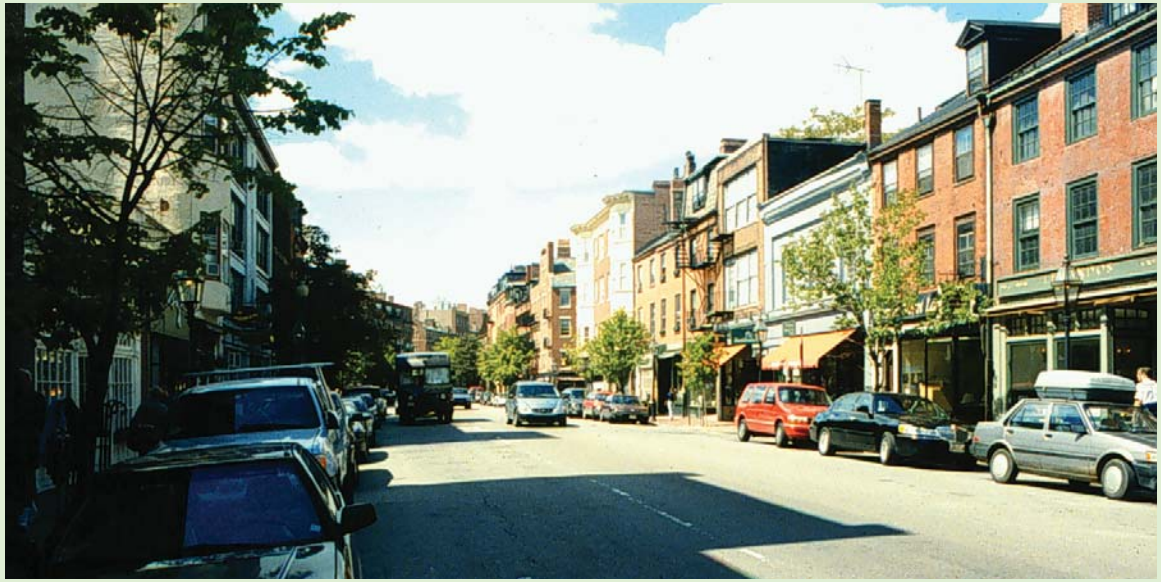
IMPROPER

Currently in Green Hills, buildings are set back or turn their back away from the busy streets. This creates an environment that depends on large signage and exaggerated architecture to attract drivers as they speed by.

This outdoor dining area would be much improved if it were not located on a blank, asphalt parking lot along a curb cut.

Long, uninterrupted facades create an unfriendly and monotonous experience for pedestrians who walk by them.

PROPER



The urban village street creates an outdoor room from building face to building face. Buildings close to the street with retail activity on the ground floor activates the pedestrian realm and reduces the impact of an automobile dominated landscape.

This facade uses pilasters, recessed windows, and changes in material to break up the mass of the building.

Recesses in the building facade allow for appropriately designed and landscaped spaces for outdoor dining.

All Other Streets

- The maximum building height at all other street build-to lines shall be fourty-eight feet.

Building Massing

- Buildings should avoid long, uninterrupted facade or roof planes. Horizontal masses shall not exceed a height:width ratio of 1:3 without substantial variation in massing that includes a change in height and projecting or recessed elements.
- Changes in massing shall be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect.

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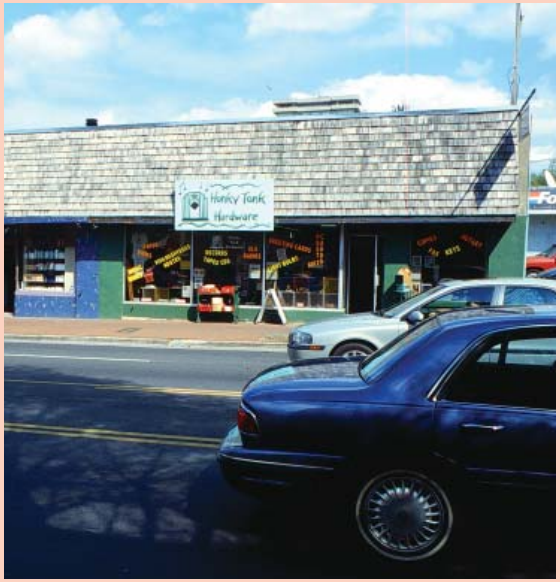
Architectural Treatment

Architectural Treatment

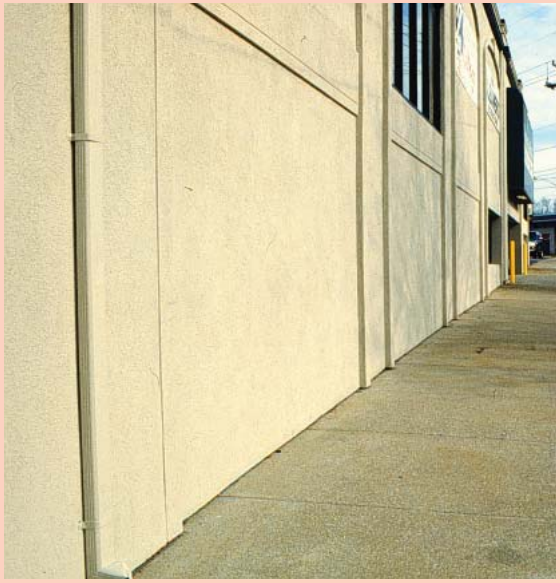
Facades

- All ground level facades fronting a public way shall be divided into bays no more than 25 feet wide.
- Recesses and projections not to exceed 4 feet in depth are encouraged as a means to break up a facade into distinct bays.
- Balconies overlooking the fronting street are encouraged on mixed use buildings with residential uses above street level. However, balconies that hang over the public right-of-way are governed by obstruction and encroachment policies of Metropolitan Nashville Davidson County Government.
- A minimum 40% of the street level facade shall be transparent. The use of reflective glass is discouraged.
- At street level facades, the maximum sill height for windows shall be 3 feet.
- A minimum 25% of each level above the street shall be transparent. The use of reflective glass is discouraged.
- Continuous window systems shall be maximum 25 feet in width before a change in material.
- All facades which front a public way shall have at least one public entrance. Entrances shall provide visual interest and be clearly defined through the use of awnings and/or recessed entrances. Public entrances shall be a minimum 50% transparent where they front a public way.
- For buildings on corner lots, it is encouraged that a public entrance and the building relate or respond to the corner.
- Windows and doors should have a vertical orientation and proportion.
- Refuse storage, electrical, mechanical, and

IMPROPER



This false mansard roof is out of proportion with the one story facade below.



The lack of windows and uses along this street creates a pedestrian unfriendly environment.

The long horizontal banding of these windows creates an architecture without a human scale.

The main public entrance to this building is not defined and disengages itself from the public way.

PROPER

This facade appropriately uses vertically proportioned windows to enhance the human scale.

This building entrance is clearly defined by pilasters and a distinctive color.

Changes in material, recesses, projections, parapets, and sloped roofs are used to define this simple facade.

Windows are appropriately used in this facade to provide transparency, animate the street, and define the facade.

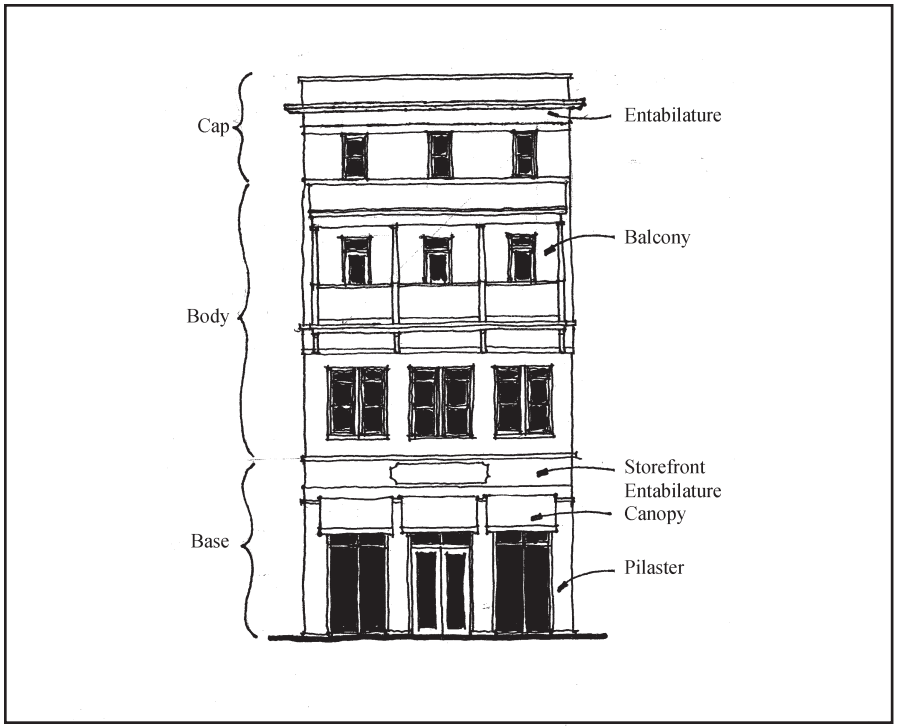
utility equipment should be screened from public view by walls, parapets, or landscaping.

Roofs

- Roofs shall be sloped or flat with a parapet.
- False mansard roofs are prohibited.

Materials

- Vinyl siding is prohibited.
- E.I.F.S. is prohibited on all ground level facades which front a public way.
- Changes in materials should occur horizontally on facades or where two masses meet.



Elevation Segments

Window Orientation and Proportion

Representative street elevation that illustrates the concepts of the urban village. Buildings are encouraged to vary their appearance to introduce variety while adhering to basic requirements such as maximum height, minimum first floor height, and placement. Buildings on corners are encouraged to enhance their position with elements, such as the tower to the right, that mark the street corner and the corner of the building. Where breaks in building wall occur, landscaping and screening should be introduced to enhance the pedestrian experience along these voids in the street wall.

Parking

Parking and Access

The Green Hills Urban Village Plan addressed the issue of parking in Green Hills including the UDO area. The main issues are as follows:

- A lack of shared parking and cooperation between merchants.
- Numerous obstructions prohibiting movement between adjacent businesses.
- An overabundance of surface parking.
- Poor design including a lack of trees, connections to other parcels, and attention to pedestrians.

General

- Cooperation is encouraged among local businesses to promote and develop shared parking.
- Cooperation is encouraged between the public and private sectors to develop alternatives to current parking arrangements that separate and isolate businesses from one another.
- Barriers separating commercial properties should be eliminated in favor of pedestrian linkages between parking lots and adjoining businesses.
- Parking credits should be allowed for on-street parking and off-site employee parking within the UDO.
- Shared parking credit should be allowed to reduce the overall amount of parking, and encourage alternative modes within the UDO.

Structured Parking

- Retail activities shall be provided on the ground level of parking structures which front a public way to a minimum depth of thirty feet. Retail activities shall be provided along 100% of the facade with the only exception being a maximum forty feet wide access to the garage.
- Retail activities provided on the ground level

IMPROPER

This parking garage has no ground floor retail to activate the sidewalk and is not architecturally clad, resulting in a harsh, blank facade oriented to the street.

This surface parking lot offers no screening between the lot and street, creating an unnecessary asphalt landscape.

This environmentally unfriendly parking lot offers no safety for pedestrians leaving or returning to their automobile.

PROPER

In the urban village, parking garages contain retail uses on the ground level to activate the street and reduce the impact of automobile storage on the street. Brick, stucco, and fabric awnings help this garage fit within the surrounding context.

This sidewalk provides access from building to parking lot, while landscaping creates shade for the paved surface.

Screening, such as this low hedge, defines the pedestrian way and creates a buffer between parking lot and

of parking structures fronting on a public way, shall have direct access to the public way.

- Parking structures built as a principal use must be of flat floor plate construction with a minimum floor to floor height of twelve feet.

Surface Parking

- In general, surface parking shall be located to the side or rear of buildings and be screened from the public way.
- Along Hillsboro Pike, surface parking located to the side of a building shall be limited to one double loaded aisle.
- Surface parking shall be screened through the use of walls or landscaping. Walls shall be a minimum two feet six inches tall and shall match the primary materials of the building on the same lot. Landscape screening shall be of evergreen shrubs with a minimum two feet six inches tall, as well as trees with a minimum spacing of thirty feet on center.

On-Street Parking

- On-street parking spaces should be a minimum of eight feet wide and twenty-two feet long.

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Signage and Awnings

Signage and Awnings

As the Green Hills area evolves from an almost exclusive auto orientation to a more balanced auto, transit, and pedestrian orientation, the need for signage to identify commercial uses within the UDO area will change in both materials and scale. The main issues identified by the committee were:

- Reducing the scale of signs to a pedestrian standard.
- Eliminating inappropriate types of signs.
- Ensuring that signs are built from materials appropriate to a pedestrian environment.
- Ensuring that signs will be placed and illuminated in a manner that is appropriate to a pedestrian environment.

General

- Projecting signs extending from a primary facade in a perpendicular manner are encouraged. Projecting signs shall be limited in size and allow for clearance above sidewalks.
- Wall-mounted signs are encouraged and shall be limited in size.
- Awnings are appropriate above the ground level level and upper levels, provided they complement a building's architectural style.
- Billboards, temporary and moving signs, and other automobile-oriented signs shall be prohibited.
- In general, signs shall not obscure or conceal key architectural features.

Materials

- Wood and painted metal are the preferred materials for projecting and wall-mounted signs.
- Plastic and similar synthetic materials are discouraged.
- Signs using wood should use only high-quality exterior grade wood with suitable grade finishes.

IMPROPER

This awning does not cover the sidewalk enough to offer effective protection for pedestrians.

Automobile oriented pole mounted signs dominate Green Hills and eliminate the human scale.

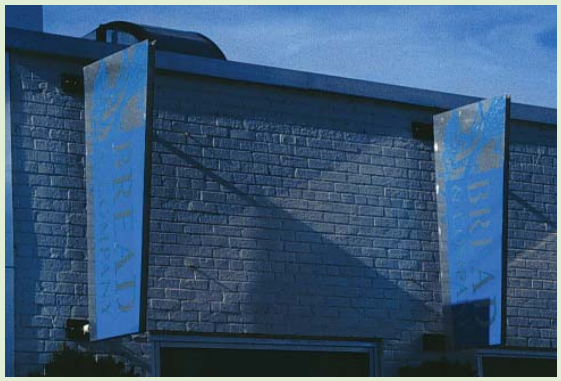
Internally illuminated signs create glare and are inappropriate in the urban village.

Signage in an auto dominated environment ISthe architecture and is ineffective in creating the outdoor room.

PROPER

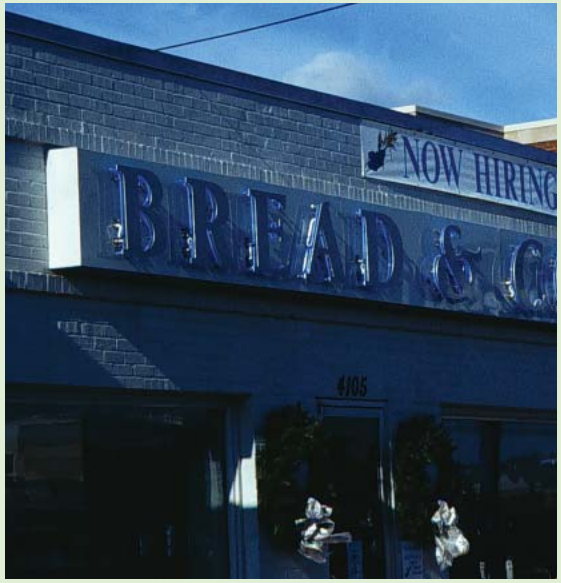
This appropriately scaled sign uses spotlights to illuminate it at night.

This sign uses decorative metal to create a unique and noticeable sign for pedestrians as well as automobiles.



Banners can be an effective means of creating signage for a building and articulating its facade.

This awning helps to articulate the street level of this building and creates a weather protected pedestrian environment.



This sign uses lighting behind the letters to effectively illuminate it without unnecessary glare to passers-by.

- A dull or matte finish is encouraged to reduce glare and enhance legibility.
- Canvas is the preferred material for awnings. Plastic, metal, and aluminum awnings are strongly discouraged. Metal may be used for awning structures.
- Wall-mounted signs should be framed with raised edges.

Illumination

- Signs shall be either spotlighted, externally lit, or back lit with a diffused lighting 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.

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Development Incentives

How Does All This Happen?

Incentives are offered in the UDO for mixed use buildings constructed in accordance with the "build-to" line. The committee members believed that an incentive approach would be the best way to fulfill the goals and objectives for the UDO and the "Green Hills Urban Village Plan." This section summarizes all the development incentives offered in the Green Hills UDO.

Incentives

Bonus for Mixed Use Development

- Intense street-oriented, mixed use development is the cornerstone of the urban village concept. Buildings which contain an intense mix of uses help to activate the public realm. A building or group of buildings which contain a mix of retail, office, and residential uses and are oriented to the street and sidewalk, create an active pedestrian environment throughout much of the day. An active pedestrian environment tends to be safer and more enjoyable for the user.
- As an incentive, the UDO regulations should provide a bonus for mixed use development. Bonus provisions should relate directly to the degree of mixed use in the structure.

Street Level Space in Parking Garages

- To achieve the desired intensity within the Green Hills Urban Village the development of parking structures instead of surface lots should be strongly encouraged. In order to activate the street and create an appropriate pedestrian environment, parking structures which front a public way shall be designed with retail uses on the ground level.
- Over time these structures will be increasingly unnecessary as Green Hills evolves into a more pedestrian and transit oriented area. Parking structures should be designed to permit long-term conversion to other uses on the upper stories.

Development incentives in the Green Hills UDO Guidelines will enhance the public realm by creating an urban village where people live work and play.

Increased Setback for Street Activity

- Outdoor dining is an important concept in an urban village as it helps to activate the pedestrian environment. The suggested "build-to" lines should be adjusted to allow for increased depth to create outdoor dining areas.

Increased Impervious Surface Ratio

- Since the desire is to create an "urban" atmosphere, the amount of impervious surface permitted should be increased.

Increased Building Heights

- Building heights should relate to street corridor widths (building front to building front). This creates the feel of an urban corridor for the street. To achieve this urban corridor, building height must be slightly more than half the width of the street corridor. Hillsboro Pike is wider than other streets within the UDO area and should have a higher maximum height. Provisions should be made for transition at corner lots between Hillsboro Pike, with a greater height requirement and the side streets with lower height requirement.

Street Frontage Floor Area Exemption

- One of the unique features of any good urban environment is a strong interaction between the buildings and the street or pedestrian spaces. A building shall not turn its back on the street.
- Street frontage shall have windows opening onto the street, as well as public entrances.

Plaza and Transportation Bonus

- Pedestrian plazas are important parts of a rich urban environment. These can help breakup the wall of buildings against the street / sidewalk and add to the urban texture of the Green Hills Urban Village. The land economics, orientation and shape are each important components of a good plaza environment.
- As the Green Hills area urbanizes there will be sites where, for various reasons, it is either impossible or undesirable to provide all the required parking. There is a strong relationship between the need for parking and pedestrian, transit and bicycle usage in the UDO area. The UDO should provide a market-oriented mechanism to allow payment for some reduction in parking in exchange for fiscal resources to enhance non-vehicle transportation.

Parking Reduction

- Mixed use development diminishes the common separation of uses; therefore, reducing the number of trips one must make for daily activities. The reduction in the number of trips allows for a reduction in the number of parking spaces needed, one has the choice of parking once and walking rather than parking at each stop. Yet, in order to sustain this environment, it must be designed in a safe, accessible, and enjoyable manner.

Residential Incentives

- Incentives for residential development are important to the concept of the urban village and the idea of the 24 hour city. Residential development within the Green Hills UDO will help to stimulate daily street activity that destination shoppers supplement. This residential development allows people the choice of living near their place of employment, their favorite public space, shop, or restaurant. Residential development in the UDO will also help to provide living opportunities to people who can not or choose not to drive. These residents will be within walking distance of their daily activities.
- Residential floor area bonuses are available to property owners who wish to contribute to the creation of common open spaces.
- In an effort to reduce unnecessary parking lots and promote the shared parking concept, the incentives will eliminate required parking for residential units within a mixed use development.

Floor Area Bonus for Street Dedication

- As outlined in the Concept Plan, new streets may be needed to increase connectivity between uses as well as to aid in the dispersal of traffic within the area. Since new streets may be built on private property by the owner of the property, incentives may apply for public street dedication.
- Property owners who build new streets on private property and dedicate those streets to the city, will be eligible for increases in floor area for development on the property adjacent to the new street.

Increased Maximum Floor Area Ratio

- Most of the development incentives result in an increase in floor area. In order to more effectively utilize these incentives, additional floor area that is the result of these development incentives shall be allowed to exceed the maximum floor area ratio of the base zoning.

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Appendix: Regulatory Standards

SECTION A: DEFINITIONS

AWNING: A hood or shelter constructed of fabric on a frame which projects from the exterior wall of a building.
LANDMARK: Any architectural feature that provides a positive visual locational reference for an area. These point references are clues of identity or structures that are relied upon by individuals. These simply defined objects should be used to help single out one element from a number of possibilities. They should also contribute to the overall character of an area.
MIXED USE DEVELOPMENT: Three or more different revenue producing land uses within a single development. Each multi-story building within a single development must contain a minimum of three different revenue producing land uses.

SECTION B: GREEN HILLS UDO DEVELOPMENT INCENTIVES.

Only properties within the UDO that are mixed use developments and that comply with the build-to line provisions of the UDO are eligible to incorporate these development incentives.

1. **FLOOR SPACE EXEMPTION FOR MIXED-USE DEVELOPMENT:** A mixed use development with (3) three or more qualified uses in a multi-use multi-story building, as set forth below *, that utilize shared parking shall be eligible for a floor area bonus based upon the difference between the calculated gross peak parking accumulation and the net peak parking accumulation. To be eligible, each use must be a minimum of 15% of the gross floor area (GFA) for the total development on the site except that restaurant use may be a minimum of 5,000 sf GFA. Bonus GFA shall be calculated as follows:

   (gross peak spaces - net peak spaces) x 340 sf = bonus GFA

   ***** *Qualified uses:* Qualified uses shall include (3) three different uses selected from the following categories: lodging, commercial, entertainment, office, or residential. No more than (2) two uses may be selected from the same category and each of the selected uses must have different peak parking characteristics from the other selected uses. For the purpose of these provisions, bars, nightclubs, and sit-down restaurants are part of the entertainment category. For all other land uses, refer to the Zoning District Land Use Table in the Zoning Ordinance. (Within most categories, there are numerous uses. Where there is any question about what category a proposed use falls under, the Zoning Administrator shall make the final determination.)

2. **PARKING STRUCTURE FAR EXEMPTION:** To encourage the provision of consolidated parking facilities, the floor area of a parking garage designed and built as a principal use on a site may be excluded as floor area for the purpose of calculating floor area ratio.

3. **INCREASED SETBACK:** The build-to line range shall be increased (5) five feet for any site proposed to be developed with the area between the property line and the front building wall designed as an outdoor dining courtyard.

4. **MAXIMUM IMPERVIOUS SURFACE RATIO (ISR):** A maximum ISR of 1.00 is permitted.

5. **MAXIMUM HEIGHT:** The maximum building height at the build-to-line is as follows:
   - Hillsboro Pike 60 feet
   - Hillsboro Circle 48 feet
   - Hillsboro Drive 48 feet
   - Abbott Martin Road 48 feet
   - Bandywood Drive 48 feet
   - Richard Jones Road 48 feet
   - Warfield Drive 48 Feet *New Street* *48 Feet*

6. **DIRECT STREET FRONTAGE ACCESS:** To encourage land use activity with direct access to the street frontage, leasable space that is located at street level with a minimum depth of 50 feet shall be excluded as floor area for the purpose of calculating floor area ratio. .

7. **PLAZA & TRANSPORTATION FLOOR AREA RATIO (FAR) BONUS:** For properties located within the UDO area, a floor area development bonus is offered in return for the design and construction of qualified***** pedestrian plazas or contribution of money to the development of consolidated open space within the UDO district.

   a) **Plaza Bonus:** A property owner electing to construct a public pedestrian plaza shall derive the following increase in building floor area based on each square foot of plaza space provided:

   Residential: (6) six square feet
   All other: (3) three square feet

   *****In order to be qualified, each plaza shall meet the following standards:
   - The plaza shall comply with Americans with Disabilities Act Standards.
   - The plaza shall have a minimum area of 1,000 square feet.
   - Must be accessible to the public through a secured public easement.
   - The plaza shall be a contiguous area with a maximum length to width ratio of 3:1
   - At least one edge of the plaza shall abut the front property line.
   - When feasible, pedestrian linkages shall be provided to plazas located on adjacent lots.
   - Any edges not abutting the front property line, another plaza, or an access way shall be fronted by leasable space with an entrance from the plaza.

   b) **Contribution for Open Space:** A property owner electing to contribute to the improvement or creation of open space in lieu of constructing a plaza shall derive a building floor area bonus, based on the amount of money contributed to the improvement or creation of open space: The contribution is calculated by multiplying the market value per square foot by the number of square feet of plaza that would otherwise be built on the property. This contribution would be collected at the time the building permit is issued for the new development.

Market value per square foot =
(land value* of the "in lieu" property plus the land value* of each adjoining property and each property immediately across the fronting street, all of which are in the same zoning district) / (the combined land area of the properties in square feet)

*Metro Assessor's appraised land value adjusted for inflation for the number of years that have passed since the appraisal year

Residential: (6) six square feet
All other: (3) three square feet

   c) **Transit Stop Bonus:** A property owner electing to construct a transit stop that is incorporated into the design of a building, is a Metropolitan Transit Authority approved stop and shelter, and excludes advertising by Metropolitan Government Covenants, shall derive the following increase in building floor area and/or reduction in parking using the following formula:

30% reduction in required parking

OR

An increase in floor area based on a reduction of 30% of parking spaces multiplied by 340 square feet.

Example: 30% of 100 parking spaces = 30 x 340 = 10,200 square feet

8. **PARKING REDUCTION:** A reduction in required parking spaces of up to 10% shall be allowed for monetary contributions to a pedestrian, transit and bicycle facilities fund. Use of the fund shall be limited to locations within the UDO boundary. Developments that are required to have 10 or fewer parking spaces shall not be eligible for this parking reduction
   - Surface parking spaces = a reduction of 1 space for each $750 contributed
   - Below grade parking = a reduction of 1 space for each $7,000 contribution
   - Above grade parking = a reduction of 1 space for each $5,000 contributed

9. **FLOOR SPACE EXEMPTION FOR PARKING:** Floor space designed and built for residential use shall be exempt from required parking.

10. **DESIGN PLAN STREET DEDICATION:** In exchange for property dedicated to provide streets in the design concept plan, development rights are retained by the property owner making the dedication. These rights may be used, at the owner's option, on abutting property at the rate of (3) three square feet of floor area for every (1) one square foot of right-of-way dedicated to public street standards and including the streetscape standards for the UDO.

11. **MAXIMUM FLOOR AREA (FAR):** A development using incentives shall be allowed to exceed the maximum FAR for the cumulative floor space that results from the use of elegible incentives.

12. **RESIDENTIAL FLOOR SPACE FAR EXEMPTION:** To encourage the inclusion of residential uses in mixed use buildings, floor area designed and built for residential use may be excluded as floor area for the purpose of calculating floor area ratio.

SECTION C: GREEN HILLS URBAN DESIGN OVERLAY BULK STANDARDS.

The bulk standards for the Green Hills Urban Design Overlay (UDO) area that vary from the underlying base zone district standards are presented in this section.

APPLICABILITY OF BASE DISTRICT STANDARDS: Base district bulk standards that are not varied by provisions set forth in this section shall apply within the Green Hills UDO.

1. **GENERAL BULK PROVISIONS.** The bulk standards that apply broadly to all properties within the UDO are as follows.

   a) **Front building setback:** For any development site within the UDO, either the base zone district building setback provisions or the build-to line provisions of this UDO may be used unless otherwise specified in this appendix. If the build-to line provisions are used, then subsections (b) through (e) below apply. When the build-to line provisions are incorporated into a final site development (construction) plan, owners of adjacent parcels on the same block face (if different) shall be notified by registered mail of the intent to file for approval of the final plan. Evidence of such notification shall accompany the final construction plans filed for approval.

   b) **Build-to line:** The permitted range shall be from 5 to 15 feet back from any property line along a street frontage as follows:
      - Hillsboro Pike build-to-line 5 to 15 feet from the fronting property line

- Hillsboro Circle build-to-line 5 to 10 feet from the fronting property line
- Hillsboro Drive build-to-line 0 to 5 feet from the fronting property line
- Abbott Martin Road build-to-line 5 to 10 feet from the fronting property line
- Bandywood Drive build-to-line 0 to 5 feet from the fronting property line
- Richard Jones Road build-to-line 5 to 10 feet from the fronting property line
- Warfield Drive build-to-line 0 to 5 feet from the fronting property line
- Other roads build-to-line 0 to 5 feet from the fronting property line

c) **Minimum wall at build-to line:** At least 75% of the front building wall shall be built to the build-to line.

d) **Parking structure as a principal use:** Any parking structure constructed as a principal use on a lot shall comply with the following:

(1) Compliance with the build-to line provisions of subsection b) above.
(2) The ground floor portion that fronts a street must be leasable retail floor space to a minimum depth of 30 feet and have primary access to the floor space from that street frontage.

e) **Exemption from the visibility provision:** Development within the UDO shall be exempt from the "visibility triangle" provisions as set forth in Section 17.20.180 of the zoning code whenever the the build-to line provisions are used and their use would create a conflict in compliance with the "visibility triangle" provisions.

2.__PROVISIONS THAT APPLY WITH INCENTIVES. Whenever any incentive provisions in SECTION B are incorporated into a mixed-use development, the following standards apply in addition to 1.a) through e) above:

a) **Parking structure as a principal use:**: Any parking structure constructed as a principal use on a lot shall comply with the following:

(1) The structure is of flat floor plate construction with a minimum floor-to-floor height of 12 feet.
(2) Any exterior facade visible from a street shall be covered with architectural cladding that utilizes materials, colors, and a pattern of openings normally used on buildings designed for retail, office or residential occupancy and consistent with character of adjacent buildings constructed under these UDO provisions.

b) **Direct street frontage access:** Any building with ground floor access to street frontage shall include leasable commercial space and provide at least one access point for each establishment on the ground floor as defined by the zoning ordinance.

c) **Exceptions to the Building Height:**

(1) The building height for corner buildings that have frontage along Hillsboro Pike and any side street shall scale the height of the building back to the required height for the side street within a distance of 100 feet along the side street. The 100 feet distance may be increased 25 feet for each additional floor above the maximum building height that is allowed by (3) below.
(2) Any feature deemed by the Planning Department to be a landmark feature shall be exempt from the maximum building height.
(3) Maximum building height may be exceeded provided: All floor space on any floor above the maximum height is bonus space from the use of

incentives and each additional floor above the maximum building heigh is set back at least 10 feet from the floor below it.
Example: Two additional floors will have a total setback of 20 feet, 10 feet for each floor.

SECTION D: GREEN HILLS UDO PARKING STANDARDS.

Parking standards for the Green Hills UDO that vary from the underlying base zone district standards are presented in this section.

APPLICABILITY OF BASE DISTRICT STANDARDS: Base district parking standards that are not varied by provisions set forth in this section shall apply within the Green Hills UDO.

1. **GENERAL PROVISIONS.** The parking standards that apply broadly within the UDO are as follows:

   a) **Off-site parking:** Only required parking for employees may be located outside the UDO. All other required parking shall be located anywhere within the UDO.

   b) **On-street parking:** One (1) legal on-street parking space (to a maximum of 10) can be substituted for every required off-street parking space provided that the on-street space is located on a public right-of-way immediately abutting the property or tenant space seeking the parking adjustment. Where a partial space straddles an extension of a side property line, the space may be counted by the abutting property owner in front of whose property 50% or more of the space is located

2. **PROVISIONS THAT APPLY WITH INCENTIVES:** Whenever any incentive provisions in SECTION B are incorporated into a mixed use development, the following parking space standards apply in addition to 1.a) and b) above:

   a) **Alternative required parking space table:** To encourage mixed use and to recognize the efficiencies inherent in mixed use development in an urban village pattern, mixed use redevelopment's that comply with the build-to line provisions of the UDO are eligible to use the alternative parking requirements in the following table:
   b) **Side parking standards:** Parking spaces located beside a building are limited to one double loaded aisle.

Table of Parking Space Standards for Mixed-Use Development

Land Use	Minimum Parking Spaces
Financial institution	1 space per 500 square feet: first 2,000 square feet exempt
General office	1 space per 500 square feet: first 2,000 square feet exempt
Sales/leasing office	1 space per 200 square feet: first 2,000 square feet exempt
Medical office	1 space per200 square feet: first 2,000 square feet exempt
Automobile service	4 spaces for each of the first 4 stalls and 1 space for each additional stall
Bar or nightclub	1 space per 150 square feet
Business service	1 space per 200 square feet: first 2,000 square feet exempt
Hotel/motel	1 space per rooming unit plus 1 space per 4 employees plus required spaces for accessory uses
Personal care services	1 space per 200 square feet: first 2,000 square feet exempt
Restaurant, full service	1 space per 150 square feet: first 2,000 square feet exempt
Restaurant, take-out	Exempt
Retail, general	1 space per 300 square feet: first 2,000 square feet exempt
Retail, convenience	1 space per 250 square feet: first 2,000 square feet exempt
Retail, shopping center	1 space per 300 square feet for less than 400,000 square feet and 1 space per 275 square feet for greater than 400,000 square feet
Theater	1 space per 5 seats-Established by the traffic engineer for facilities with a capacity of more than 500 spectators

SECTION E: GREEN HILLS UDO SIGN STANDARDS. Sign standards for the Green Hills UDO that vary from the underlying base zone district standards are presented in this section.

1. GENERAL PROVISIONS. The signage standards that apply broadly within the UDO are as follows

a) Applicability of base district standards: Base district bulk standards that are not varied by provisions set forth in this section shall apply within the Green Hills UDO.

b) Signs not permitted: In addition to signs prohibited in the base zoning district, on-premise temporary signs, pole mounted signs, and billboards shall not be permitted. Any sign which has any visible moving part, flashing or osculating lights, visible mechanical movement of any description, or other apparent visible movement achieved by any means are prohibited in the UDO area.

c) Maximum aggregate building signage: The maximum aggregate amount of display surface area of all permanent on-premise building signage permitted on a parcel per public street frontage shall not exceed 15% of the area of the ground floor building facade facing the public street or 105 sq. ft, whichever is greater. (Use glazed area calculation provision.)

d) Limitation on lighting: Lighted signs shall be either spotlighted, externally lit, or back-lit with a diffused light source.
(1) Neon Lights- Neon lights are permitted if they form the lettering on a sign and/or they are used to define a logo or a border.

e) Placement of signs: Signs shall be placed so as not to obscure key architectural features or door or window openings. No signs shall extend above the eave line or parapet of the principal building(s) on the lot.

Table of Sign Standards

Permanent On-Premice Sign Types	Minimum Setback	Maximum Height	Maximum Display Surface Area of Individual Signs
Ground Sign-Monument	None Required	2.5 ft. for any part of sign within 15 ft. of a driveway; 6 ft. otherwise	28 sq. ft.
Building Sign-Projecting 2nd story and above	N/A	1 foot below the cornice or eave line[c]	20 sq. ft.
Building Sign-Projecting	N/A	14 ft.[b]	10 sq. ft.
Awning Sign-Front	N/A	14 ft.	52 sq. ft. or 5% of the building facade wall bacing the public street, whichever is less
Awning Sign-Side Treated the same as Building Sign-Projecting	N/A	14 ft.[b]	10 sq. ft.
Building Sign-Wall -Mounted Type	N/A	1 foot below the cornice or eave line	100 sq. ft. or 5% of the building facade wall facing the public street, whichever is less.

Table of Sign Standards. The sign size standards for individual permanent on-premice signs permitted within the UDO are presented in the following table:

[a] A minimum ground clearance of 10 ft. shall be provided for any portion of a pole sign that is within 15 ft. of the street line

[b] Aminimum ground clearance of 10 ft. shall be provided for any portion of a projecting sign that is within 15 ft. of the street line and a minimum ground clearance of 8 ft. shall be provided for any portion of a projecting sign that is over a walkway and is more than 15 ft. from the street line.

[c] Greater than 15 ft. above ground level

SECTION F: GREEN HILLS UDO ARCHITECTURAL TREATMENT STANDARDS:

APPLICABILITY OF BASE DISTRICT STANDARDS: Base district bulk standards that are not varied by provisions set forth in this section shall apply within the Green Hills UDO.

1. **PROVISIONS THAT APPLY WITH INCENTIVES.** Whenever any incentive provisions of SECTION B are incorporated into a mixed use development, the following standards shall also apply.

   a) **Permitted Awnings:** In addition to requirements placed on awnings by existing codes and ordinances, awnings shall comply with the following requirements:

      (1) *Advertising*. The name and logo of the establishment are the only advertising permitted on awnings.
      (2) *Street Address*- Street addresses are permitted on awnings.
      (3) *Length*- No awning shall exceed 25 feet in length.
      (4) *Materials*- Awnings constructed of rigid materials, plastic, or fabric that is glossy in texture are not permitted. The colors and/or patterns shall complement the building.
      (5) *Shape:* Awnings shall reflect the shape and character of window openings.

   b) **Glazed area:** A commercial use must provide a minimum of 40 percent of the front facade on the ground floor as clear or lightly tinted windows, doors, or other treatments sufficiently transparent to provide views into the interior of buildings. Additional floors shall have a minimum of 25 percent glazing. The first floor glazed area calculation shall be based on the facade area measured to a height of 16 feet from grade.

   c) **Corner lot glazing:** On corner lots with frontage on Hillsboro Pike and Hillsboro Circle, the percentage glazing requirements for the ground floor shall apply only to the wall facing Hillsboro Pike and Hillsboro Circle.

   d) **Massing:** A building shall avoid long, monotonous, uninterrupted walls or roof planes.

      (1) Horizontal masses shall not exceed a height-to-width ratio of 1:3 without substantial variation in massing that includes a change in building height or use of projecting or recessed elements.
      (2) Changes in mass shall be related to entrances, the integral structure or the organization of interior spaces and activities and not merely for cosmetic effect. False fronts or parapets of insubstantial appearance are prohibited.

   e) **Roof types:** Mansard roofs are prohibited. Roofs must be sloped or flat with parapets.

   f) **Materials:** Vinyl siding is prohibited and E.I.F.S. is prohibited on ground floor facades fronting a public way.

   g) **Entrances:** Building entrances (excluding emergency egress) facing a public way shall be defined by awnings or by being recessed.

SECTION G: GREEN HILLS UDO LANDSCAPING AND BUFFERING STANDARDS:

APPLICABILITY OF BASE DISTRICT STANDARDS: Base district bulk standards that are not varied by provisions set forth in this section shall apply within the Green Hills UDO.

1. **GENERAL PROVISIONS.** The landscaping standards that apply broadly within the UDO are as follow.

2. **PARKING LOT LANDSCAPE SCREENING REQUIREMENTS:** On lots that front any street within the UDO, perimeter landscape buffering and screening that obscures the view of a parking lot from the street to a height of 4 feet initially and 6 feet at maturity shall be provided along the edge of the parking lot that faces any street. The landscape strip width and limitations on penetrations shall comply with the base zone district requirements within the Urban Zoning Overlay District. A wall of 2 feet 6 inches minimum height may be substituted for the landscape screening so long as the wall materials match the primary building's principal materials on the same lot.

3. **WAIVER WITHIN THE UDO:** The landscape buffering and screening standards shall be waived along internal base zone district boundaries within the UDO in lieu of a contribution of landscaping material to the public right of way within the UDO area that is equal to the cost of the plant material required to landscape the buffer.

4. **SELECTED WAIVERS ALONG THE PERIMETER OF THE UDO:** Along base zone district boundaries that coincide with the boundary of the UDO, the base district landscape buffering and screening standards shall be waived within the UDO whenever:
   - the abutting base zone district outside of the UDO is a nonresidential district; or
   - the abutting base zone district outside of the UDO is a residential district and the boundary is in a public street.

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