Hillsboro Village Design Guidelines

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

—Sears, STORE PLAN: A History of the Hillsboro-2nd and Neighborhood Guidelines, 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.”

—Sears, STORE PLAN: A History of the Hillsboro-2nd and Neighborhood Guidelines, Tennessee

“Let’s keep the Village a real Village, full of creativity and individuality.”

—Visitor Survey Responded

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

—Visitor Survey Responded

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Hillsboro Village Design Guidelines
Nashville Davidson County Metropolitan Planning Commission
Nashville, Tennessee
02.12.99 Revised 01.29.96
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 The streetcar had been replaced by a bus line, and a dry cleaning establishment and post office were opened on Acklen Avenue.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, McChesee, 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.
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 buildings, streets, 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

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 rehabilitations 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.
Inappropriate

This streetscape was rated inappropriate by 85% of survey respondents. Comments included "cold no pedestrians", "sidewalks too narrow".

"No character" and "too modern" were used to describe this image. Which 90% of survey respondents found inappropriate.

85% of respondents found perpendicular front parking inappropriate. Comments included "no parking in front of the building, make the rear" and "no hands in".

These facade-mounted signs look out of character, are inappropriately located and utilize poor design and quality materials. This was the lowest rated image in the survey. 90% inappropriate.

Appropriate

Resident 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.

These buildings were considered appropriate by 95% of respondents. Comments included "complementary variety in scale and style," and "diverse but cohesive style".

85% of respondents found perpendicular front parking inappropriate. Comments included "no parking in front of the building, make the rear" and "no hands in".

Appropriate

Comments included "good serving and on site parking" and "good sidewalk width and small trees", 95% of respondents considered this appropriate for Hillsboro Village.

A variation in design and materials is appropriate in areas with a diversity of building styles and lack of a dominant historic context. 75% of respondents rated this image appropriate for the "Village".

Comments included "good function and form for a garage", respondents preferred garages with ground floor retail and building like design. 75% found this image appropriate.

The use of awnings for signage was viewed as appropriate by 95% of survey respondents. Comments included "very good" and "looks good".

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 public 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 32 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-WWII 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 behind the building received high 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.

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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 divided 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, this 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, this sub-district 1D is similar in character to 1C. However, future development is to be more commercial in scale, acting as a transition from sub-district 1A to Vanderbilt.

2A (21st Avenue Residential Building Type)
   This sub-district includes properties along 21st Avenue from Belcourt Avenue to Fairview Avenue. These are predominantly contributing buildings.

2B (Belcourt Residential Building Type)
   This sub-district includes properties from Belcourt Avenue west of 21st Avenue. This area functions as offices and works 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 for 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 use.

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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. A majority of survey respondents found it inappropriate.

![Image of an inappropriate sidewalk with bricks and no other pedestrian-friendly elements.]

- Highway-scale street lights, perpendicular parking in front of buildings, and frequent curbs cut create an unsafe environment for pedestrians and contributed to the low survey score.

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

**Appropriate**

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

- In the commercial core, tree groves, 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 a further separation between pedestrians and automobiles.

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

- Pedestrian-scale light fixtures, street trees, plantings, 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 minimum 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 bike racks 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 allowed in areas with sufficient street widths.

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<thead>
<tr>
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<tr>
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<td>Nashville, Tennessee</td>
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</table>
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 from floor to floor).
- Sub-district 2A & 2B: Building height shall not exceed 57 ft. at the roof line; and 60 ft. at the roof peak.
- Sub-districts 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 15 feet above the roof line.
- Sub-districts 1A & 1D shall allow for extra height with the protection of existing character defining structures in these districts (See Appendix A).

Massing
- Long, uninterrupted facades shall be avoided.
- Sub-districts 1A & 1B: A minimum of 50% of the building wall shall be built to a 20 ft. depth (See Appendix A for exceptions). No unobstructed front facade plane shall exceed 75 ft. in length. Variations in 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 20 ft. Variations in materials and colors can also help achieve this massing standard. The height of the street wall for all buildings shall be 100% of the lot frontage along 21st Avenue.

Setback
- Sub-district 1C, 1D, 2A, 2B, 3A, and 3B: At least 50% of the building wall shall be built to the building line (See Appendix A for exceptions).

Build-To Lines
- Sub-districts 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. max.
- Sub-district 2B: 35 ft. from the center line of Belcourt Ave. Side 5 ft. min., Rear 20 ft. max.
- Sub-district 3A & 3B: minimum of 0 ft. maximum of 10 ft. from street line.
**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 etched 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. Parapets with a minimum depth of 6 ft., and which extend across a minimum of 40% 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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**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, 1B, 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 spaces are required along the ground floor of parking structures. For 75% of the street frontage, 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**

**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 milled 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 the building's architectural style and do not conceal significant architectural features. Canvas is the preferred material for canopies. Plastic, metal, and aluminum canopies are strongly discouraged. Wood and metal may be used for other types of canopies.

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PROPERTIES "WORTHY OF CONSERVATION"

Hillsboro Village Urban Design Overlay Area

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.

CHARACTER DEFINING BUILDINGS

The Metropolitan Historical Commission conducted a survey of 20,000 pre-1935 properties in Davidson County between 1984 and 1994. 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 ensuring that future new development is compatible with the character of these 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 new development in the Village. Furthermore, this map will help to illustrate the rationale behind many of this document's specific standards. For example, a bonus height is allowed in subdistricts 1A & 1B stepped back at a certain distance from the right-of-way if a character-defining building is preserved.
Appendix

Hillsboro Village Urban Design Overlay Regulatory Standards

The main purpose of this design guidelines document is to present both requirements and suggestions for improving property in Hillsboro Village in a vivid and comprehensible manner. While this document includes both mandatory and advisory design principles, it is important to understand that the mandatory principles have also been adopted by the Metropolitan Government as regulatory standards. These Urban Design Overlay (UDO) Regulatory Standards shall always supersede the design guidelines document in any cases of ambiguity or conflicting language between the guidelines and standards.
**Section A: Hillsboro Village Urban Design Overlay Bulk Standards.** The bulk standards for the Hillsboro Village Urban Design Overlay (UDO) area that vary from the underlying base zone district standards are presented in this section. General provisions are listed first, followed by Table A-1, in which bulk standards are presented by sub-district within the UDO.

1. General Provisions. The bulk 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 Hillsboro Village UDO.

   b. **Floor Space Ratio Exemption for Parking.** Floor space designed for parking, including excess parking not required by the zoning ordinance, shall not be included in the calculation of floor area ratio.

   c. **Facade Design in Public Areas.** The exterior facade of parking structures shall be designed with architectural cladding that utilizes materials, colors, and patterns or treatments consistent with nearby significant building facades.

   d. **Street Level Landscape Floor Space in Public Areas.** Parking decks located at street level shall have no less than seventy-five percent (75%) of the linear street frontage devoted to office or non-parking commercial use at a minimum depth of twenty (20) feet along the following streets:

      - 21st Avenue S. in Sub-Districts 1A, 1B (north of Azalea Ave. in MUL district only), 1C and 1D;
      - Belcourt Avenue in Sub-Districts 2A, 2B, 2C, and 2D;
      - Azalea Avenue in Sub-District 1B (north side only in MUL district); and
      - 20th Avenue S. in Sub-District 3A.

   e. **Civic Buildings.** Civic buildings are buildings designed and constructed for community use by benefit of governmental, cultural, educational, or welfare organizations, or transportation organizations. Civic buildings are inherently unique structures that present opportunities for unusual and idiosyncratic design within the urban fabric. Civic buildings should be designed with prominence and monumentality. Civic buildings shall be oriented to streets and public spaces and follow the design intent of the UDO with regard to pedestrian orientation, massing, and articulation. Civic buildings shall be of significant architectural features that are unique to the community focal points. Where possible, civic buildings should be located near the site.

2. **Table of Bulk Standards by Sub-District.** The bulk standards that apply broadly within the UDO are presented in Table A-1.

### Table A-1
**Bulk Standards by Sub-District:** Hillsboro Village “Urban Design Overlay” District

<table>
<thead>
<tr>
<th>Bulky Standard</th>
<th>1A</th>
<th>1B</th>
<th>1C</th>
<th>1D</th>
<th>2A</th>
<th>2B</th>
<th>3A and 3B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Street Line</td>
<td>Street line along all public streets</td>
<td>Street line along all public streets</td>
<td>Street line along 21st Ave. S.</td>
<td>Street line along 21st Ave. S.</td>
<td>Street line along 21st Ave. S.</td>
<td>Street line along 21st Ave. S.</td>
<td>Street line along 21st Ave. S.</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>45 ft. including parapet, c, k</td>
<td>45 ft. including parapet, c, k</td>
<td>45 ft. including parapet, c, k</td>
<td>27 ft. at the roof peak</td>
<td>27 ft. at the roof peak</td>
<td>45 ft. including parapet, c, k</td>
<td></td>
</tr>
<tr>
<td><strong>Height Control Plane</strong></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Maximum Number of Stories</strong></td>
<td>3 stories (excl. parking structure, j, k, l)</td>
<td>2 stories (excl. parking structure, j, k, l)</td>
<td>3 stories (excl. parking structure, j, k, l)</td>
<td>4 stories (excl. parking structure, j, k, l)</td>
<td>2½ Stories J</td>
<td>2½ Stories J</td>
<td>3 stories (excl. parking structure, j, k, l)</td>
</tr>
<tr>
<td><strong>Required Length of Street Wall</strong></td>
<td>100% of street frontage along 21st Ave. S.</td>
<td>100% of street frontage along 21st Ave. S.</td>
<td>100% of street frontage along 21st Ave. S.</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Minimum Street-Level Floor Height</strong></td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>% Glazing of Street Wall</strong></td>
<td>55-65% for 1st floor &amp; 25-35% for 2nd &amp; 3rd floors along 21st Ave. S.</td>
<td>55-65% for 1st floor &amp; 25-35% for 2nd &amp; 3rd floors along 21st Ave. S.</td>
<td>55-65% for 1st floor &amp; 25-35% for 2nd &amp; 3rd floors along 21st Ave. S.</td>
<td>55-65% for 1st floor &amp; 25-35% for 2nd &amp; 3rd floors along 21st Ave. S.</td>
<td>55-65% for 1st floor &amp; 25-35% for 2nd &amp; 3rd floors along 21st Ave. S.</td>
<td>55-65% for 1st floor &amp; 25-35% for 2nd &amp; 3rd floors along 21st Ave. S.</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Maximum FDR (excl. parking)</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.50</td>
<td>0.50</td>
<td>1.00</td>
</tr>
<tr>
<td><strong>Maximum ISR</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>0.80</td>
<td>0.80</td>
<td>1.00</td>
</tr>
</tbody>
</table>

**Notes:**
- **A** - Base district standard
- **B** - Base district standard
- **C** - Minimum of 0 ft. or maximum of 10 ft. (whichever is greater)
APPENDIX: HILLSBORO VILLAGE URBAN DESIGN OVERLAY REGULATORY STANDARDS

HILLSBORO VILLAGE DESIGN GUIDELINES

Page 2 of 3

a. MINIMUM WALL AT BUILD-TO-LINE: At least 50% of the front building wall shall be built to the build-to-line or, where applicable, within the maximum setback line. Where the build-to-line is the street line, walls designed with projecting elements, such as pilasters, may be setback no more than two (2) feet from the build-to-line. Flat front building walls uninterrupted by "breaks" (such as pilasters; vertical recesses in the wall; or color or material changes) shall not exceed 25 feet in width.

b. INCREASED SETBACK: The maximum 10 ft. setback may be increased to not more than 15 ft. from the street line whenever the area between the street line and the front building wall is designed and constructed as an outdoor dining court.

c. APPLICABILITY OF HEIGHT: In Sub-districts 1A, 1B, 1C and 1D, the maximum height applies to any portion of the building.

d. SLOPED ROOF REQUIREMENTS: No flat roofs are permitted; roofs shall have a minimum 6:12 slope (6 vertical for 12 horizontal) and a maximum 12:12 slope. The sloped roof standard shall not apply to porch or dormer roofs.

e. NO HEIGHT CONTROL PLANES APPLICABLE: No height control plane, including that of the base district, shall apply within these sub-districts.

f. CORNER LOT GLAZING: On corner lots with frontage on 21st Ave. S., the glazing requirements shall apply only to the wall facing 21st Ave. S.

g. CLEAR-AREA CALCULATION: The first floor glazed area calculation shall be based on the facade area measured to a height of 14 ft.

h. FLOOR AREA BONUS: Floor space in addition to that allowed by the applicable FAR shall be permitted for uses other than parking at a rate of 360 square feet for nonresidential uses, or 600 square feet for residential uses, for each permanent parking space provided that it is in excess of the parking required for the development on the site.

i. LANDSCAPE AREA EXCLUSION: SSR shall not apply to the area needed to provide required landscaping for parking lots or to the area needed to provide required landscaping along a base zone boundary (see Section D).

j. CIVIC BUILDINGS: Civic buildings shall be exempt from the standards of Table A-1, with the exception of maximum FAR and SSR, and shall be reviewed by the Hilsboro Village Advisory Committee and the Metro Planning Commission on a case by case basis.

k. APPLICATION OF BUILDING WALL PACTERIA PUBLIC STREETS: Buildings shall have window and door openings directly related to the number of stories in a building. For example, a two-story building shall have windows calculating a two-story building. A two-story building shall not be designed to appear as a three-story building through the use of windows.

l. BUILDING PRESERVATION RATING SCORE: The preservation and reuse of buildings designated as worthy of conservation is critical to maintaining the character and identity of Hilsboro Village. Use of this bonus shall require a recommendation from the Historic Districts, or its designee, on the worthiness of preserving a building including but not limited to buildings worthy of conservation, and buildings listed on or eligible to be listed on the National Register of Historic Places. The building height bonus shall be determined by the following standards:

- Bonus Height: Within subdistricts 1A and 1B, where existing character-defining structures are preserved in perpetuity through means of deed restriction to be recorded with the Register of Deeds, one additional story (15 ft. of height) shall be permitted stepped back from the right-of-way as follows:
  - Along 21st Ave S., 60 ft.
  - Along side streets (Belcourt Ave, Adair Ave, and Hillamore Ave.): 45 ft.

The housing commitments shall consist of an instrument recorded in the register of deeds, that records the preservation of the historic building in perpetuity by requiring that any exterior alterations including demolition in whole or in part be reviewed and approved by the Metro Historic Zoning Commission following the Commission's process, policies, Secretary of Interior's Standards and any applicable design guidelines; record the future use or any future claim for additional building intensity of development, including any type of variance of the preserved historic building; and record the project's building height bonus.

DEFINITION OF MEASURES: Within subdistricts 1A & 1B, a measure shall be counted as one individual story in a building.

SECTION B: HILLSBORO VILLAGE UDO PARKING STANDARDS

PARKING STANDARDS FOR THE HILLSBORO VILLAGE UDO that vary from the underlying base zone district standards are presented in this section. General provisions are listed first, followed by Table A-2 in which parking standards are presented by sub-district within the UDO.

1. General Provisions:
   a. NO LEASING TO NON-UOD USERS: The leasing of excess parking spaces located within the UDO shall not be permitted to satisfy the parking needs of activities located outside of the UDO.
   b. LEASE REQUIREMENTS FOR OFF SITE PARKING: For tenants, the lease period for "off-site" parking leased to satisfy requirements shall match the property lease. A 3-year minimum lease for such parking shall be required for properties with owner-occupied uses.
   c. EXEMPTION FROM VISIBILITY PROVISION: Development within the UDO shall be exempt from the "visibility triangle" provisions as set forth in Section 17.26.180 of the zoning code.

2. Table of Parking Standards by Sub-District:

<table>
<thead>
<tr>
<th>TABLE A-2</th>
<th>PARKING STANDARDS BY SUB-DISTRICT</th>
<th>HILLSBORO VILLAGE &quot;URBAN DESIGN OVERLAY&quot; DISTRICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>UDO SUB-DISTRICT</td>
<td>1A and 1B</td>
<td>1C and 1D</td>
</tr>
<tr>
<td>Parking Requirement in Front Yard</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Minimum Parking Requirement</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Other Than Base District</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Use of Parking</td>
<td>Parking in excess of that meeting required on-site need may be used to satisfy off-site parking needs of users located anywhere within the UDO*</td>
<td>Parking in excess of that meeting required on-site need may be used to satisfy off-site parking needs of users located anywhere within the UDO*</td>
</tr>
</tbody>
</table>

* HILLSBORO VILLAGE "STREET PARKING": There shall be no limitation on the distance from a use within the UDO and any "off-site" parking leased or owned by that use to satisfy its needs.
SECTION C: HILLSBORO VILLAGE UDO SIGN STANDARDS

Sign standards for the Hillsboro Village UDO that vary from the underlying base zone district standards are presented in this section.

1. General Provisions. The sign standards that apply broadly within the UDO are as follows:
   a) **SIGN NOT PERMITTED**: In addition to signs prohibited in the base zoning district, on-premise temporary signs shall not be permitted and no permitted sign shall extend above an eave line or parapet.
   b) **MOUNTED AGGREGATE BUILDING SIGNS**: 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 building facade facing the public street or 100 sq ft, whichever is less.
   c) **LIMITATION ON LIGHTING**: Lighted signs shall be either spotlighted, externally lit, or back-lit with a diffused light source.
   d) **PLACEMENT OF SIGNS**: Signs, other than those on windows, shall be placed so as not to obscure key architectural features or door or window openings.

2. Table of Sign Standards. The sign standards for individual permanent on-premise signs permitted within the UDO are presented in Table A-3.

<table>
<thead>
<tr>
<th>TABLE A-3 SIGN STANDARDS</th>
<th>HILLSBORO VILLAGE “URBAN DESIGN OVERLAY” DISTRICT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PERMANENT ON-PREMISE SIGN STANDARD</td>
<td>Minimum Setback</td>
</tr>
<tr>
<td>Ground Sign—Monument</td>
<td>5 ft</td>
</tr>
<tr>
<td>Ground Sign—Pole</td>
<td>5 ft</td>
</tr>
<tr>
<td>Building Sign—Projecting</td>
<td>N/A</td>
</tr>
<tr>
<td>Building Sign—Wall-Mounted Type</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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SECTION D: HILLSBORO VILLAGE UDO LANDSCAPING STANDARDS

Landscaping standards for the Hillsboro Village UDO that vary from the underlying base zone district standards are presented in this section.

1. General Provisions. The landscaping standards applicable within the UDO that differ from the underlying base district standards are as follows:
   a) **WAFER OF INTERIOR SURFACE PARKING LOT LANDSCAPING**: The base district standards for landscape buffering and screening within the interior of surface parking lots shall be waived.
   b) **PERIMETER LANDSCAPE BUFFERING AND SCREENING STANDARDS FOR SURFACE PARKING LOTS**: The base zone district landscape buffering and screening standards for the perimeter of surface parking lots shall apply, except as follows:
      1. **SUB-DISTRICT A AND B STANDARDS**: A building facade wall shall be provided at the build-to line along the entire length of properties fronting on 21st Ave. S., that are used as street level parking lots to obscure the visibility of said parking from 21st Ave. S. The facade wall shall be at least 15 feet in height, reflect the established character of nearby front building walls, and meet the applicable grading standards for buildings.

On corner lots that front on 21st Ave. S., perimeter landscape buffering and screening that obscures the view of the 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 the side street.

2. **SUB-DISTRICT A STANDARDS**: Perimeter landscape buffering and screening that obscures the view of the parking lot from 21st Ave. S. to a height of 4 feet initially and 6 feet at maturity shall be provided along the edge of the parking lot that faces 21st Ave. S.

   a) **LANDSCAPE BUFFERING AND SCREENING REQUIREMENTS ALONG BASE ZONE DISTRICT BOUNDARIES**: The base zone district landscape buffering and screening standards along base zone district boundaries shall apply, except as follows:
      1. **WAFER WITHIN THE UDO**: The landscape buffering and screening standards shall be waived along internal base zone district boundaries within the UDO.
      2. **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.