



BEDFORD AVENUE

URBAN DESIGN OVERLAY

**Metropolitan Planning
Department** 17 June 2003

ATTACHMENT TO ORDINANCE NO.
BL2003-1380 AS ADOPTED 6/17/03
AND ORDINANCE NO. BL2005-700
AS ADOPTED 8/19/05 AND
ORDINANCE NO. BL2005-832 AS
ADOPTED 11/18/05

On the cover:

*Possible mixed-use development at
Bedford Avenue and Abbott Martin Road*

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INTRODUCTION

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Intent of the Guidelines

The goals of the Urban Design Overlay Illustrative Concept Plan are as follows:

- Encourage and maintain a pedestrian friendly environment while minimizing the impact of the automobile.
- Encourage an appropriate mix of compatible uses consistent with the location and access characteristics of Bedford Avenue in Green Hills.
- Encourage an appropriate mix of compatible housing types that meet a variety of housing needs.
- Encourage and provide locations for public spaces for recreational use by area residents.
- Encourage a balance of transportation options for pedestrians, bicycles, vehicles, and transit.
- Encourage new development to be sensitive of and compatible to the scale and character of its setting.

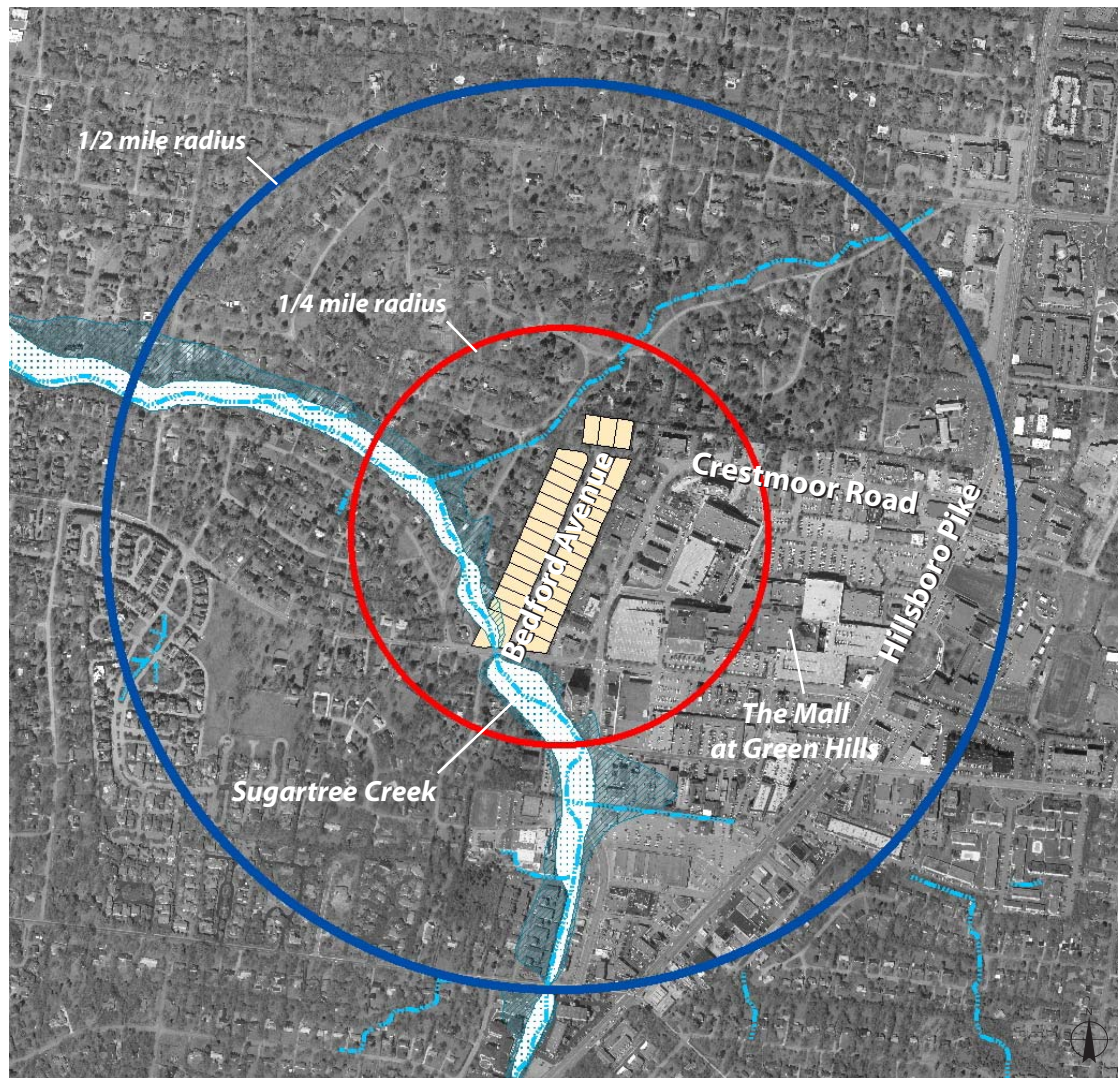
How to Use The Guidelines

This document has a main body and two appendices. The main body is devoted to setting forth goals, objectives, performance criteria and, in some cases, desired design standards for each important subject area comprising the illustrative concept plan for redevelopment along Bedford Avenue. All of this evolved from the charrette sessions that involved property owners, area residents, Planning Department staff and other interested parties and is intended to guide development opportunities for Bedford Avenue in a manner that addresses the important issues raised and discussed during the charrette sessions. The design standards in this portion of the document pertain to areas for which Metropolitan Government exercises final authority over design, construction and operation of facilities, such as public rights-of-way and stormwater detention and conveyance. The following note is referenced with an * at each section where “desired standards” are presented:

The incorporation of these standards into any final development construction plans will depend on Metropolitan Government review for consistency with policies, laws and related standards of various departments.

The first appendix contains a regulating plan and a set of design standards that have the same force and effect as, but are variations from, the standards set forth for the base zone districts in the zoning regulations of the Metro Code. Any final development construction plans submitted for approval under the UDO will be reviewed for adherence to these standards.

The second appendix contains a brief description of the historical events and the charrette process that led to this document.



Bedford Avenue is located on the western edge of the Green Hills Regional Activity Center in south-west Davidson County (see map below). It is located between Cleghorn and Cross Creek Drives and between Abbott Martin and Crestmoor Roads.

The properties affected by this Urban Design Overlay are highlighted in yellow on the aerial photograph at left. These properties include 34 single-family lots, 29 of which are located on Bedford Avenue, while the remainder are on Crestmoor Road.



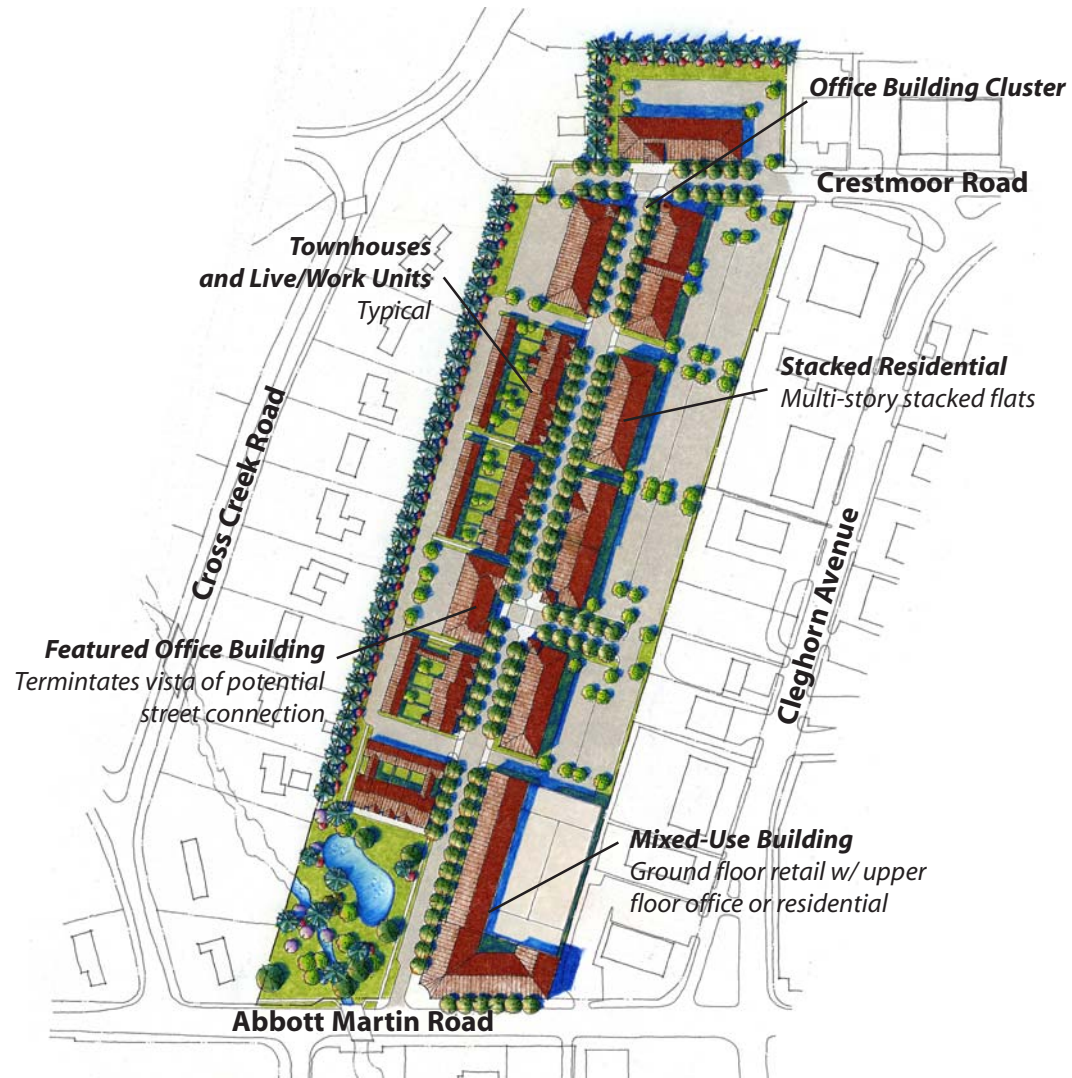
SITE DESCRIPTION

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The illustrative concept plan shows a possible development scenario that utilizes all of the guidelines and desired standards in this document. It should be reviewed as a guide for appropriate building placement, parking arrangement, buffer placement, and street design.

ILLUSTRATIVE CONCEPT PLAN

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The following pages set forth goals and objectives, and desired standards for a balanced vehicular, pedestrian, and bicycle network throughout the UDO area.

TRANSPORTATION NETWORK

ATTACHMENT TO ORDINANCE NO.
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Goal

To upgrade Bedford Avenue and Crestmoor Road, allowing them to remain as pleasant streets in their current locations.

Objective 1

Re-construct Bedford Avenue and Crestmoor Road along the UDO's frontage on these streets, maintaining their existing centerlines, in order to accommodate traffic generated by proposed uses at peak hours.

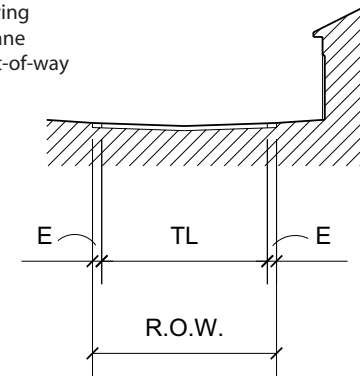
Performance Criteria

Reconstruct Bedford Avenue and Crestmoor Road within the UDO to meet Metro standards established for these street segments.

Desired Standards* (see note on page 2)

Bedford Avenue and Crestmoor Road: two (2) 10-foot travel lanes.

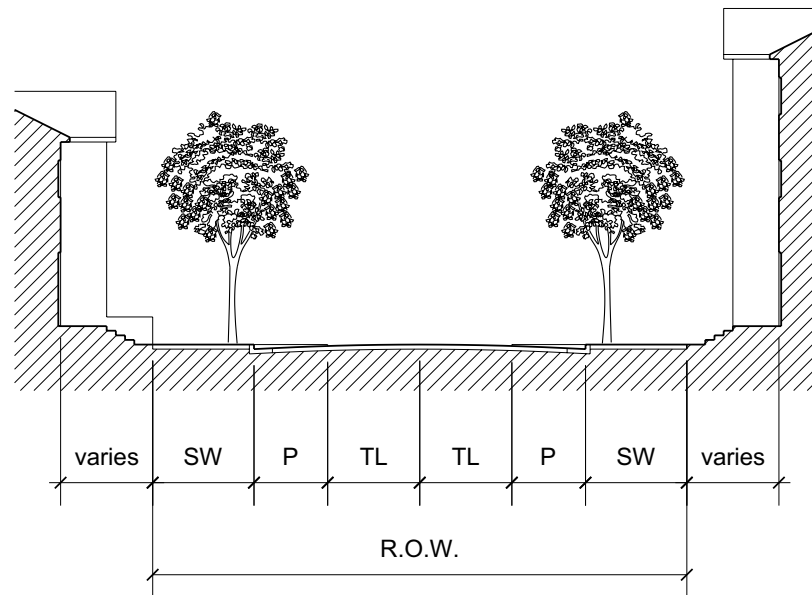
E: Edge paving
TL: Travel lane
ROW: Right-of-way



Above - Recommended section for service lanes.

Below - Recommended section for Bedford Avenue and Crestmoor Road.

SW: Sidewalk w/
treewells
P: Parallel parking
TL: Travel lane
ROW: Right-of-way



VEHICULAR NETWORK

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Objective 2

Incorporate traffic calming measures, such as on-street parking, pedestrian bulb-outs, and textured crosswalks along Bedford Avenue and Crestmoor Road as depicted on the regulating plan when the streets are reconstructed in order to cause drivers to proceed slowly, thus providing a more pedestrian-friendly environment.

Performance Criteria

Delineate permanent on-street parking spaces by use of paving distinguished from travel lanes, and provide these spaces along Bedford Avenue and Crestmoor Road as shown on the regulating plan.

Install curb extensions as shown on the regulating plan in order to reduce the width of the roadway from curb to curb, thereby slowing vehicles down where the pavement width narrows.

Design and install crosswalks made up of paving materials distinguished from travel lanes with a texture and color that induces drivers to slow down, while also improving the aesthetic quality of the street.

Desired Standards* (see note on page 2)

Parking lanes shown on final construction plans to be constructed to Metro standards for Bedford Avenue and Crestmoor Road, with textures and colors that are aesthetically pleasing.

Curb extensions shown on final construction plans to be constructed to Metro standards for Bedford Avenue and Crestmoor Road.

Crosswalks of an alternate paving material and color provided with each curb extension shown on the regulating plan. The crosswalks shall be installed to Metro standards for Bedford Avenue and Crestmoor Road.



Differentiated patterns or pavements make crosswalks more visible and encourage vehicles to slow down. Bulb-outs at intersections frame on-street parking areas and reduce the crossing distance for pedestrians. They are also ideal places to introduce additional landscaping.



Goal

To upgrade Bedford Avenue and Crestmoor Road, allowing them to remain as pleasant streets in their current locations.

VEHICULAR NETWORK

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Goal

To upgrade Bedford Avenue and Crestmoor Road, allowing them to remain as pleasant streets in their current locations.

Objective 3

Utilize a lighting plan and fixtures that are in accordance with lighting standards established for Bedford Avenue and Crestmoor Road that will provide for safe vehicular movement, without compromising pedestrian movement and that will enhance the overall appearance of the project area.

Performance Criteria

Design lighting that is appropriate in function and scale for both the pedestrian and the vehicle.

Use street lighting to define the street space, and design street lighting poles to accommodate and organize signalization, signage and other appurtenances.

Design efficient lighting that minimizes light trespass and pollution.

Select luminaire styles, colors, and finishes that complement the architectural features of the streetscape.

Desired Standards* (see note on page 2)

Decorative Cutoff luminaires used to provide a more attractive appearance and to limit uplight.

Luminaire style remain consistent along a given block face.

Street light standards not to exceed twenty (20) feet in height.

Standards spaced at regular intervals in order to provide even light distribution without areas of darkness between standards.

Lamp type: 100 – 200 watt metal halide

Lamp lumens: 12,000lm

Luminaire efficiency: 60% - 70%

Color rendering index: 50 – 75

Appropriately scaled street lighting can provide adequate light for roadways without detracting from the pedestrian experience. Light standards should reflect the general character of other street furniture, architecture, and overall desired street character.



VEHICULAR NETWORK

ATTACHMENT TO ORDINANCE NO.
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Objective 1

Construct sidewalks to Metro standards for Bedford Avenue and Crestmoor Road on both sides of the streets, as well as sidewalks along the UDO's frontage on Abbott Martin Road, including a pedestrian access way over Sugartree Creek as shown on the regulating plan.

Performance Criteria

Design sidewalks and pedestrian access to accommodate safe pedestrian movement.

Design sidewalks that provide a comfortable refuge for pedestrians with street trees, benches, seat walls, trash receptacles, and other pedestrian amenities strategically located so as not to interfere with pedestrian movement.

Plant street trees along both sides of Bedford Avenue and Crestmoor Road and one side of Abbott Martin Road in a manner that when they mature they will create a continuous canopy during the summer months. Locate street trees as shown on the regulating plan so as to meet UDO standards established for Bedford Avenue, Crestmoor Road, and Abbott Martin Road.

Design sidewalks that will accommodate the pedestrians projected to be generated by proposed uses, as well as those pedestrians who are projected to walk to the UDO site.

Design and construct sidewalks with an understanding of the characteristics of existing and future sidewalks provided on adjacent properties.

Desired Standards* (see note on page 2)

Sidewalks separated from traveling vehicles by an 8-foot-wide strip of pavement that will accommodate parked vehicles.

Sidewalks as shown on regulating plan along Bedford Avenue, Crestmoor Road, and Abbott Martin Road have a width of eleven (11) feet, measured from the face-of-curb to the property line, and contain 6' x 6' tree grates located along the curb every thirty (30) feet, no more than forty (40) feet, with street trees located within the grates.

Benches, seat walls, trash receptacles, and other pedestrian amenities located along sidewalks in the project area, not to interfere with pedestrian movement.

Sidewalks comply with ADA standards.

Sidewalks along the park edge as shown on regulating plan are separated from traveling vehicles by a 6-foot-wide landscaping strip.

Sidewalks along the park edge are five (5) feet wide, measured from the edge of the landscaping strip to the property line.

No grates or street trees are required along the park edge.



Street trees and planting strips provide critical buffer space between on-street parking and the sidewalk.

Goal

To allow bicyclists and pedestrians to move safely and comfortably throughout the UDO area.

PEDESTRIAN & BICYCLE NETWORK

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PEDESTRIAN & BICYCLE NETWORK

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Goal

To allow bicyclists and pedestrians to move safely and comfortably throughout the UDO area.

Objective 2

Construct a bicycle/pedestrian pathway from the end of Crestmoor Road to the property line when Crestmoor Road is improved, and provide an easement that would accommodate the pathway on adjacent property in order to continue the corridor from Crestmoor Road to the Valley Brook Road/Cross Creek Road intersection if an easement is able to be acquired.

Performance Criteria

Construct the trail to accommodate pedestrian and bicycle traffic traveling from the Valley Brook/Cross Creek area to the Green Hills Mall area and back.

Locate the trail for ease of use.

Acquire a use easement sufficient to extend the trail from Crestmoor Road to the Valley Brook/Cross Creek intersection.

Locate the easement in an area that will allow for ease in use once the trail is constructed, and logically connects to the trail located on property within the UDO.

Desired Standards* (see note on page 2)

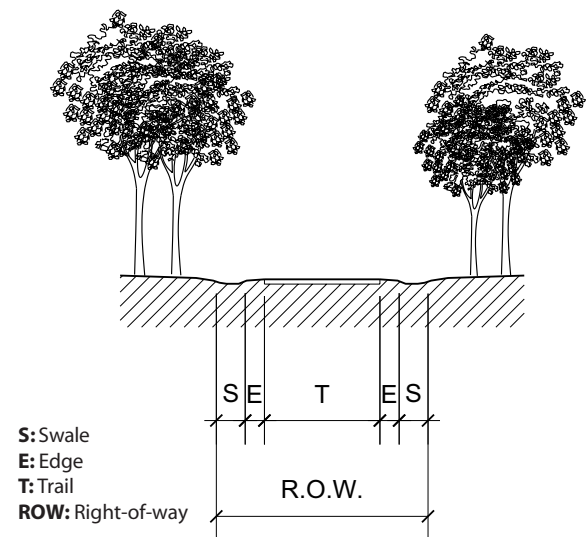
The trail is ten (10) feet wide.

The trail is composed of a durable, hard surface, preferably asphalt or concrete.

The finished trail has a maximum cross-slope that does not exceed two percent (2%) and a maximum running slope that does not exceed eight percent (8%).

The acquired easement is a minimum of ten (10) feet wide and a maximum of twenty (20) feet wide.

The easement does not contain natural slopes in excess of fifteen percent (15%).



Above - Recommended section for the pedestrian/bicycle connection between Bedford Avenue and Valley Brook Road.
Below - photos show appropriate examples of how the connection can cross Sugartree Creek branch.



Objective 3

Develop a lighting plan containing fixtures in accordance with the lighting standards established for this UDO prior to approval of final plans that will provide for safe bicycle and pedestrian movement, and at the same time will help encourage pedestrian activity at night along the Crestmoor Road bicycle/pedestrian pathway, pedestrian accesses between buildings (otherwise known as a mews), park edges, and pathways within the park area.

Performance Criteria

Design pedestrian scaled sidewalk lighting that defines the pedestrian space.

Illuminate the sidewalk at a level that is consistent with pedestrian activities rather than vehicular movement.

Fixtures mounted on buildings or used to accent architectural features or landscaping may also be used for pedestrian lighting. Choose fixtures based on their ability to enhance the overall architecture of the building while providing lighting for pedestrians at the same time.

Use lighted bollards in order to delineate pedestrian pathways.

Space pedestrian light fixture at consistent intervals throughout the site.

Desired Standards* (see note on page 2)

Lighting used solely for the pedestrian not to exceed fifteen (15) feet in height.



Pedestrian passages, such as those between buildings and parking lots, require lower-scaled lighting fixtures that illuminate walkways. Bollards (above and below), directed facade or sign lighting, and additional fixtures on building facades or taller light standards (left) are appropriate ways to provide adequate lighting for pedestrian activity.



Goal

To allow bicyclists and pedestrians to move safely and comfortably throughout the UDO area.

PEDESTRIAN & BICYCLE NETWORK

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Goal

To allow bicyclists and pedestrians to move safely and comfortably throughout the UDO area.

PEDESTRIAN & BICYCLE NETWORK

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Objective 4

Provide pedestrian amenities such as benches, newspaper racks, trash receptacles, and bicycle racks in areas with high pedestrian activity as high pedestrian activity begins to occur.

Performance Criteria

Select and install benches that are comfortable, easy to maintain, durable, and resistant to vandalism.

Avoid locating benches where they might interfere with pedestrian movement.

Select and locate newspaper racks to serve the public without compromising pedestrian circulation or the overall consistency and appearance of the street.

Install conveniently located bicycle racks in order to encourage the use of bicycles as an alternative to motor vehicles in accessing employment, commercial, and other travel destinations.

Locate racks and trash receptacles in a manner that minimizes conflicts with pedestrian and vehicular traffic.

Desired Standards* (see note on page 2)

Seating elements may include benches, ledges, planter walls, steps, or stoops.

Planter walls not to exceed a height of 2 and ½ feet, and should be constructed in a manner that will allow for their use as seating.

Newspaper racks clustered together whenever possible. If possible, racks should be placed against building walls in order to leave sidewalks clear for pedestrians.

Newspaper racks placed in close proximity to pedestrian activity nodes.

For all non-residential properties, off-street bicycle parking spaces provided equal to five percent of the required automobile parking spaces.

All bicycle racks located within the public right-of-way or on private sites in conformance with the required front setback requirements.

Racks placed within 50 feet of building entrances.

Racks placed in order to allow for visual surveillance by people within the building, on the street, or entering the building.

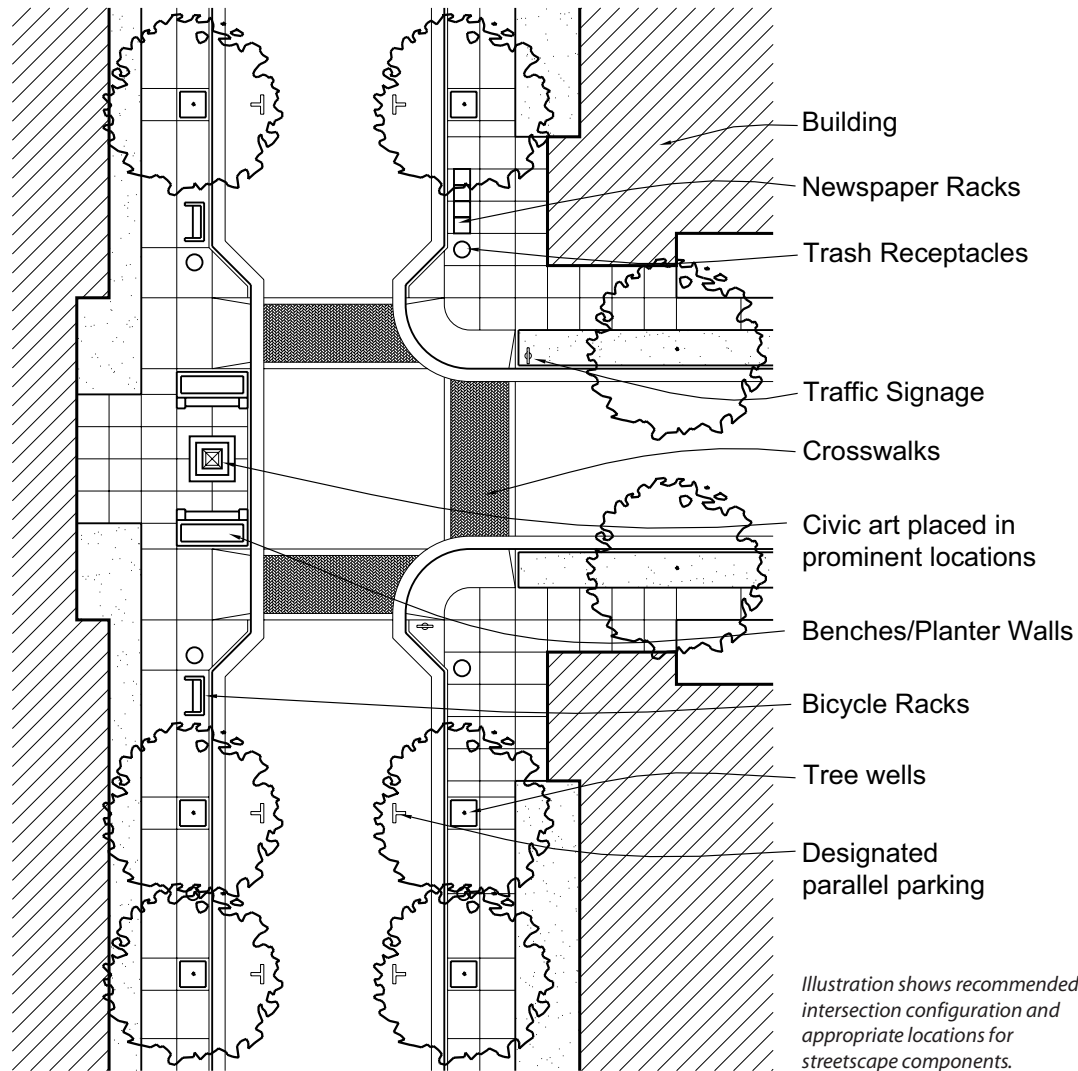
Trash receptacles anchored securely to the ground in order to reduce unauthorized movement.

Receptacles not located within wheelchair landing areas, and allow for at least three (3) feet of separation from other street furniture.

Locate receptacles at least two (2) feet from the back of the curb.

Avoid locating receptacles in direct sunlight.





Goal

To allow bicyclists and pedestrians to move safely and comfortably throughout the UDO area.

PEDESTRIAN & BICYCLE NETWORK

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OPEN SPACE, LANDSCAPE, & BUFFERING

ATTACHMENT TO ORDINANCE NO.
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Goal

To provide natural areas on the property as visual relief for people on the site as well as for neighboring properties.

Objective 1

Create a small park as depicted on the regulating plan that will serve as an amenity for people who live, work, and shop within the UDO area. The park shall be named Max Bierly Park, in honor of Max Bierly.

Performance Criteria

Size the park to serve the passive recreation needs of the inhabitants, as well as the needs of those who work or shop on the site.

Locate the park to incorporate and preserve the existing floodway and floodplain associated with Sugartree Creek.

Limit grading and tree removal within the designated park area.

Design the park to be visible and accessible.

Design all buildings that border to face into the park, providing "eyes" on the park at all times.

Incorporate sidewalks on three of the park's four sides.

Designate the park as "common open space" on the face of the plan and provide for UDO property owner maintenance in perpetuity.

Separate the park from any stormwater detention facility, unless the facility is designed as outlined in "Objective 2" of this section.

Desired Standards* (*see note on page 2*)

The park is the same or a similar size as shown on the regulating plan.

Objective 2

Design and build a stormwater detention system that accomplishes the requirements of the Stormwater Division of the Water Services Department within the timeframe allotted by that division, while maintaining the integrity and visual interest of the open space.

Performance Criteria

Design and construct stormwater detention and retention facilities in compliance with the Metropolitan – Davidson County Stormwater Management Manual and Metro standards for final construction plans.

Incorporate features into detention and retention facilities that provide for use and aesthetic enjoyment that is consistent with the photographs shown within this section.

Design the stormwater detention system to detain runoff in the fewest ponds necessary, directing water to few large basins rather than many small basins.

Design the system at the beginning of the design process, and incorporate the system into the site as a natural amenity as well as an engineered facility. Design aesthetically pleasing stormwater structures that provide variety and interest in the composition, shape, and diversity in plant material selection.

Select plant species based on their ability to survive the local climate, and their minimal demand for maintenance.

Select plant species that are adaptable to the conditions typically experienced within stormwater facilities.

Desired Standards* (see note on page 2)

Any stormwater management structure to be classified as open space: permanent pond not less than ½ acre in surface area.

The minimum depth of the pond is four (4) feet. If exceptions are granted, no permanent pond has a depth of less than three (3) feet.

If the pond is to contain fish, at least ¼ of the area of the permanent pool has a minimum depth of ten (10) feet, and suitable fish habitat provided.

At least one aerator or aerator fountain included in each pond, and operated according to applicable regulations.

An esplanade with a minimum width of five (5) feet provided around the perimeter of the pond.

Native species used to landscape the pond. Use of native vegetation that is self-sustaining and does not require frequent mowing or irrigation when planted in the appropriate location is encouraged.

Stormwater facilities planted with a minimum of three (3) different species. No one species makes up more than 50% of the number of plants to be planted.

Trees or shrubs not to be planted or allowed to grow on or within five (5) feet of berms constructed to retain water, when the berms are greater than four (4) feet tall.

Trees and shrubs that grow within fifteen (15) feet of the berms not to be taller than twenty (20) feet when mature, and should have a fibrous root system.

Trees and shrubs not to be planted within ten (10) feet of manmade drainage structures.

Willows or poplars not to be planted within fifty (50) feet of stormwater structures.

Landscaping designed to minimize root penetration of linings.

Deciduous trees set back a minimum of ten (10) feet from the facility.

At least one evergreen tree planted every fifty (50) feet along the west side of the pond in order to decrease thermal heating.

Drought-tolerant grass species put out in the fall in order to avoid the need for irrigation during the first summer.

Permanent irrigation systems are discouraged. Designers are encouraged to minimize the need for permanent irrigation by selecting native plant materials and placing them in the appropriate locations within the landscape.



Stormwater detention ponds can be incorporated into a natural setting with native landscaping to create an attractive, useable open space area for the community.

Goal

To provide natural areas on the property as visual relief for people on the site as well as for neighboring properties.

OPEN SPACE, LANDSCAPE, & BUFFERING

ATTACHMENT TO ORDINANCE NO.
BL2003-1380 AS ADOPTED 6/17/03

Goal

To provide natural areas on the property as visual relief for people on the site as well as for neighboring properties.

Objective 3

Provide a sufficient buffer as the property is developed along the UDO boundary as shown on the regulating plan in order to minimize the effects that higher intensity development on the site may have on properties along Cross Creek Road and Valley Brook Road.

Performance Criteria

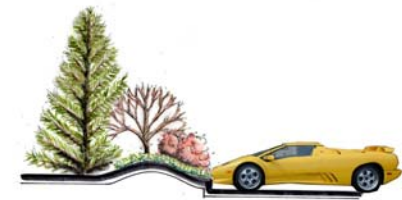
Design the buffer in a manner that helps prevent the transfer of surplus light and sound from the higher intensity uses to the homes along Cross Creek Road and Valley Brook Road.

Design the buffer to block views into and out of the property throughout the year.

Design the buffer to provide seasonal interest throughout the year.

Avoid the location of utility equipment or utility transmission facilities within the buffer area.

A landscaped berm with deciduous and evergreen plant materials creates a functional, natural barrier between properties.



OPEN SPACE, LANDSCAPE, & BUFFERING

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Objective 1

Place, size, arrange, access, and articulate buildings in a pedestrian-friendly manner that has a minimal impact on properties along Cross Creek Road and Valley Brook Road.

Performance Criteria

Place buildings close to the sidewalk to frame the street and create a pedestrian-friendly environment.

Limit the size of buildings on the west side of Bedford and the north side of Crestmoor to minimize the impact on neighboring properties.

Limit the size of buildings on the east side of Bedford and the south side of Crestmoor to be compatible with development on the opposite side of the street.

Arrange buildings and building functions to take advantage of site conditions, market needs, and achieve a “Main Street” character.

Locate a main entrance on the front façade or directly accessible from the front façade.

Dedicated loading areas shall be concealed from public view.

Articulate buildings at corners and locations that terminate street and sidewalk vistas.

Place ground level residential above the sidewalk to visually separate the public and private realm.

Articulate building facades to minimize long, uninterrupted, and monotonous facades.

Objective 2

Building shall express traditional “Main Street” character and permanence.

Performance Criteria

Construct buildings of durable materials that do not imitate other materials.



Goal

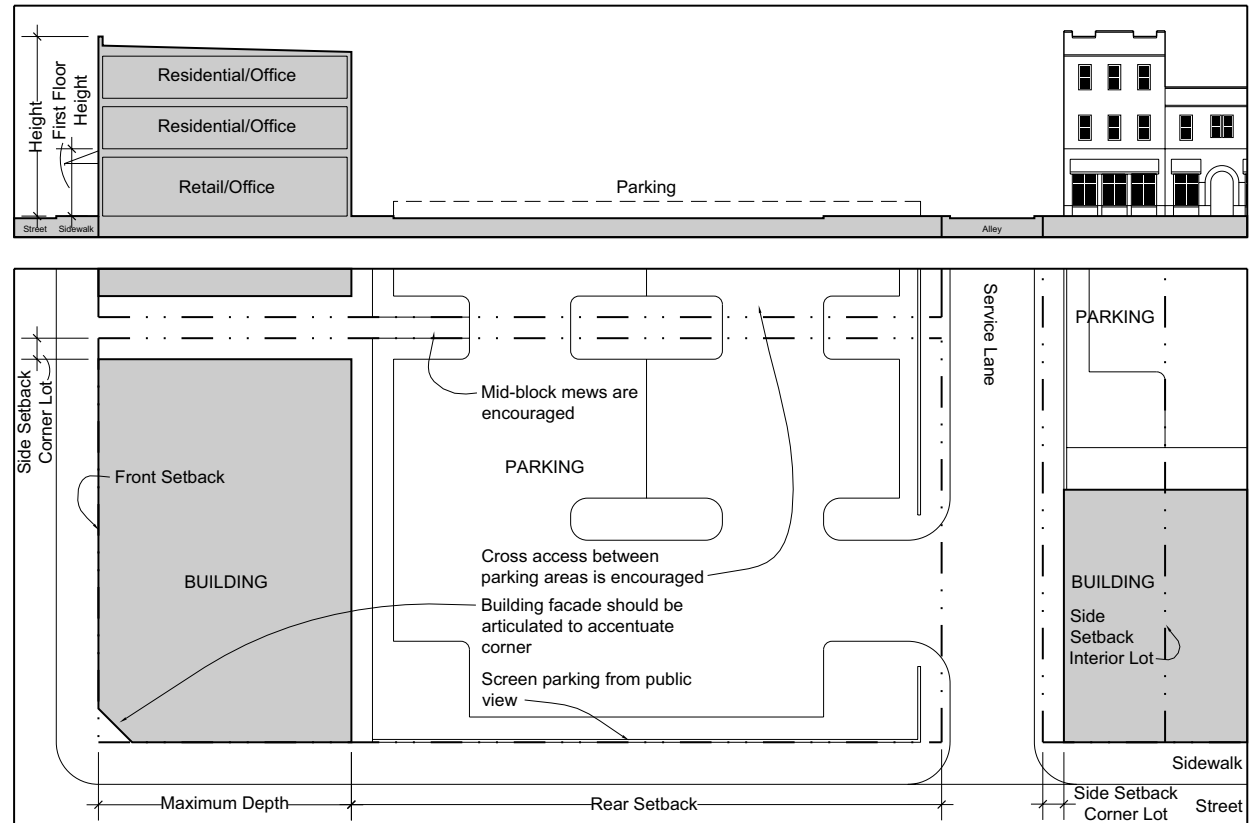
To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.

BUILDING TYPE - GENERAL CHARACTER

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Goal

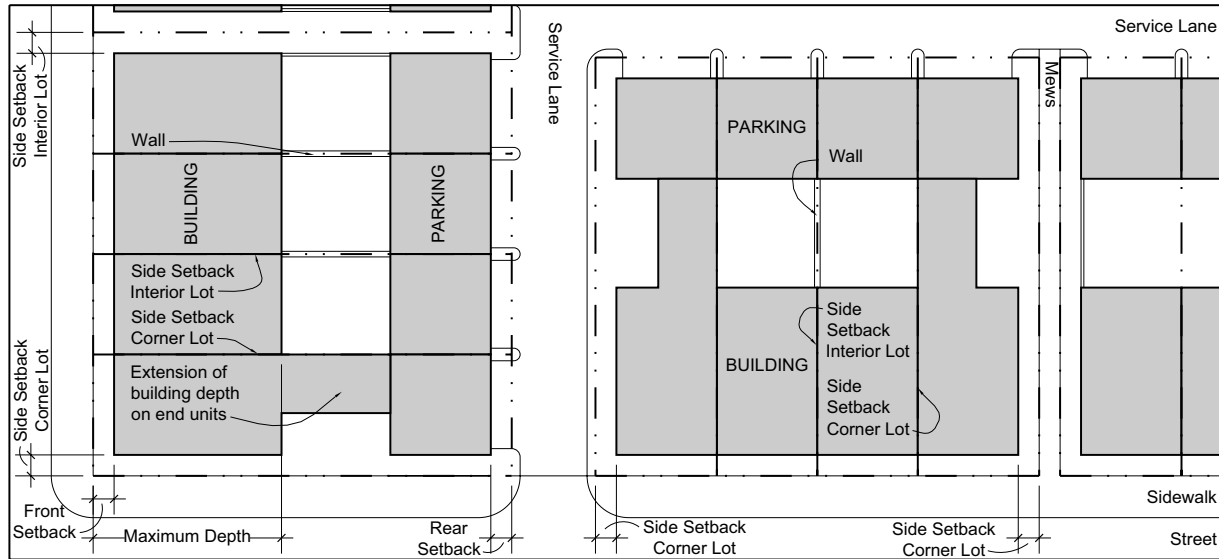
To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.



MIXED - USE & COMMERCIAL BUILDINGS

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Goal

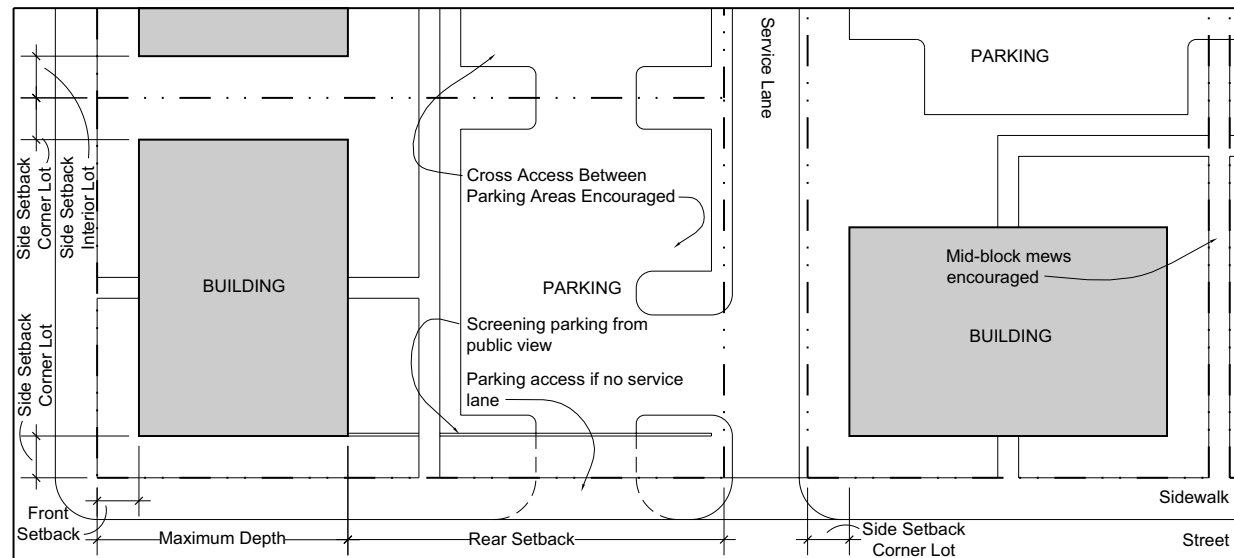
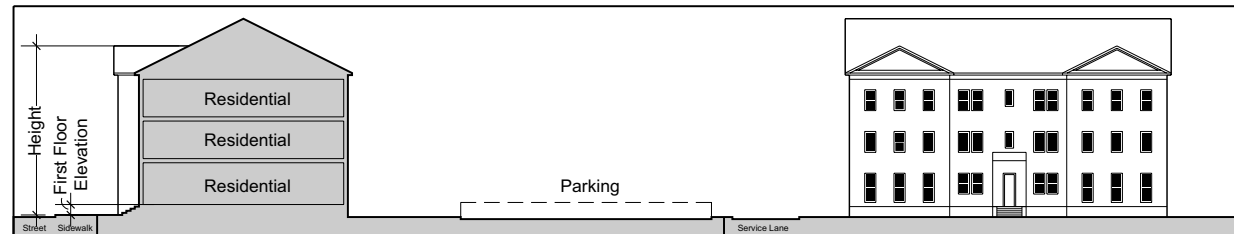
To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.

LIVE/WORK BUILDINGS

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Goal

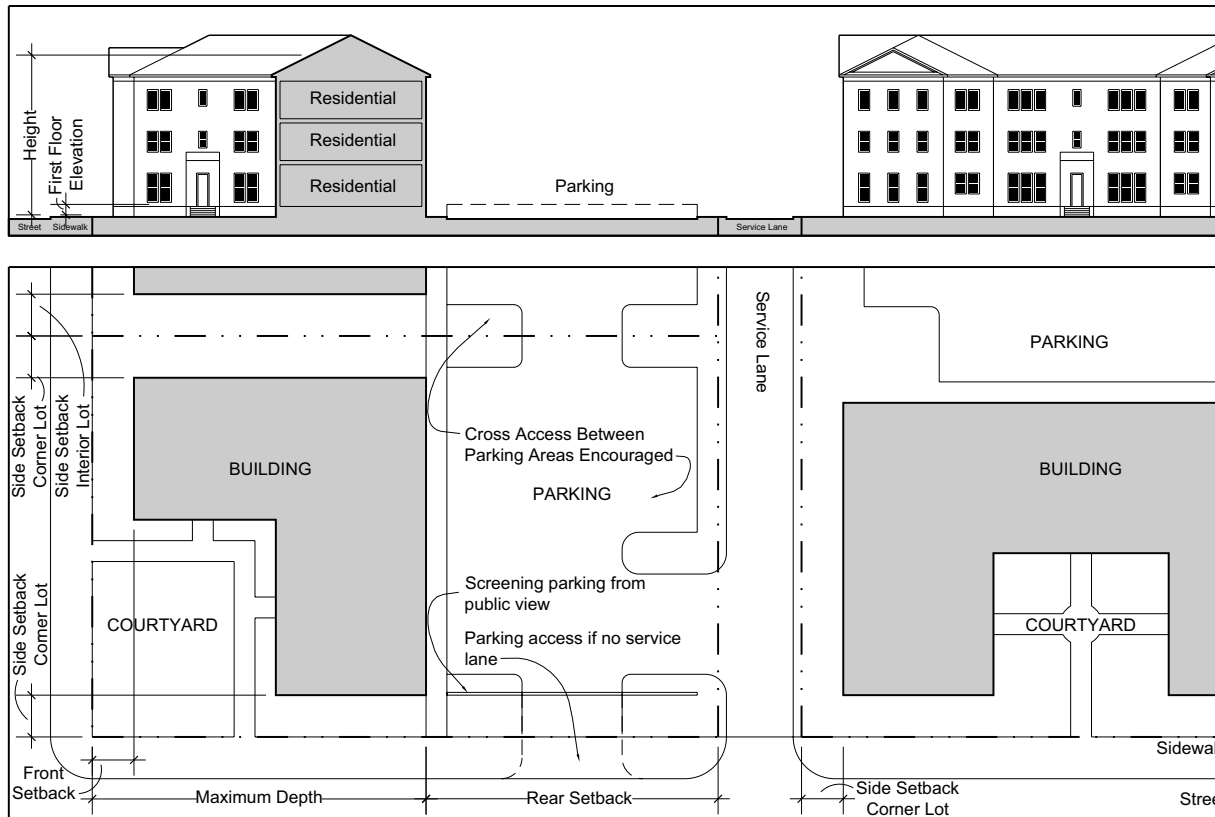
To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.



EDGE - YARD STACKED RESIDENTIAL BUILDINGS

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Goal

To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.

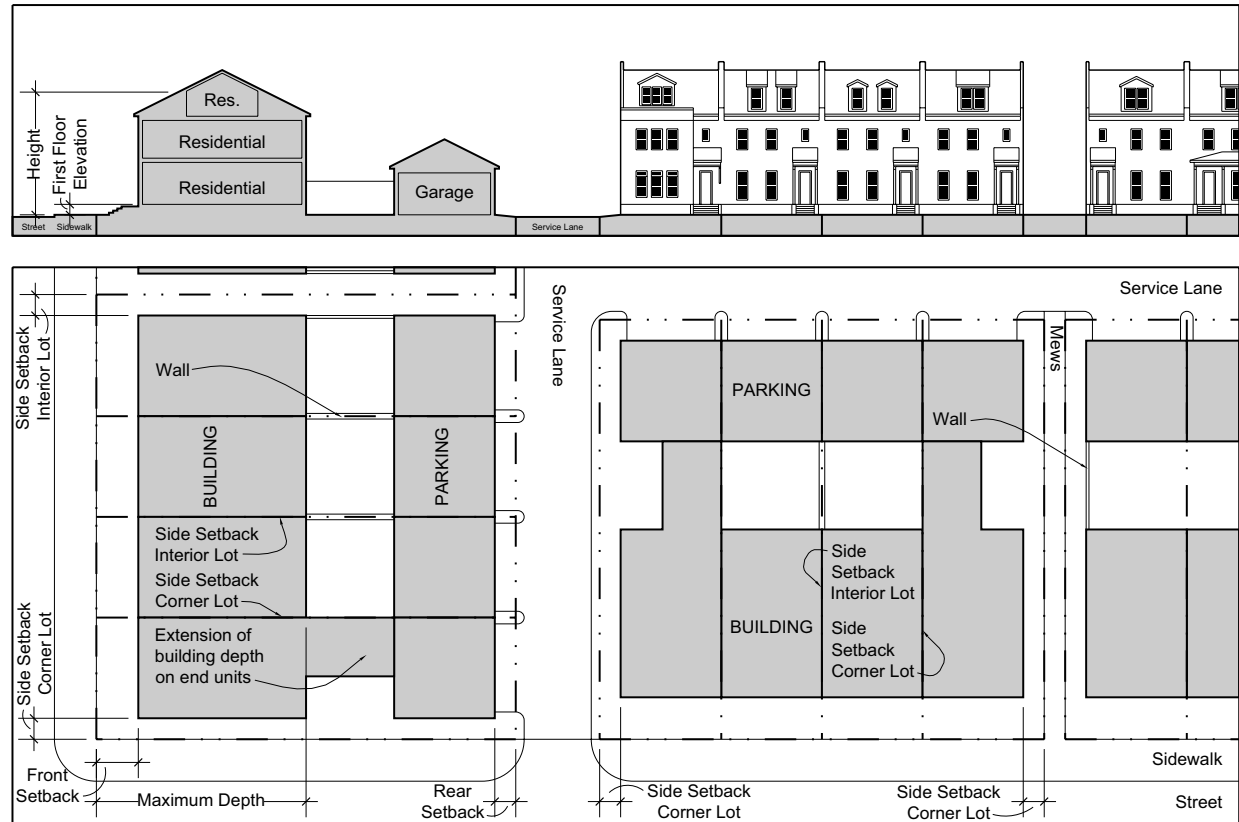


COURTYARD STACKED RESIDENTIAL BUILDINGS

ATTACHMENT TO ORDINANCE NO.
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Goal

To have a mixed-use neighborhood with buildings for living, working, and shopping with a “Main Street” character.



TOWNHOUSES

ATTACHMENT TO ORDINANCE NO.
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Objective 1

Devise a vehicular parking system that accommodates an appropriate number of spaces for the uses located on the property and implement the system in a manner that maintains a distinctive and inviting image for the UDO area.

Performance Criteria

Lay out and screen parking lots so as to minimize direct views of parked vehicles from the public right-of-way.

Incorporate shared parking facilities for parking efficiency.

Design parking lots with a hierarchy of circulation: lot access drives with no parking, lot circulation drives with little or no parking, and parking access aisles for direct access to parking spaces.

Disperse compact spaces throughout the parking lot area rather than concentrating them in one area.

Design parking lot landscaping in a manner that reflects the hierarchy of circulation, placing importance on the driveways from the street, framing major circulation aisles, and highlighting pedestrian pathways.

Separate parking areas from buildings by use of a raised walkway or planting strip. Avoid directly abutting parking aisles or spaces to the building.

Minimize intersections and avoid dead-end aisles. When dead-end aisles are the only option, provide proper maneuvering areas.

Avoid large, unbroken expanses of pavement. Divide parking lots into smaller paved areas that are separated by landscaping, access driveways, or structures.

Design the appearance of primary parking lot entries in a manner that reflects the overall character of the project. Use specimen plant material, low walls, and pavement treatments to create visual interest at key lot entry points.



Parking lots separated from the building edge (above left) allow for better pedestrian circulation. Edge landscaping and low walls (above right) or fences enhance entry areas. Landscape bays with trees and plantings (below) provide visual relief and shade.



Goal

To fulfill the vehicular parking needs of those who live, work, and shop within the UDO area.

PARKING & ACCESS

ATTACHMENT TO ORDINANCE NO.
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Goal

To assist and guide those who live, work, and shop within the UDO area.

Objective 1

Design a system of signage to be submitted with the final plan, and implement the plan in a manner that will direct vehicles and pedestrians and provide address information, while reinforcing the image and identity of the development.

Performance Criteria

Design signs as an integral part of the overall building design rather than as appurtenances to buildings.

Do not obscure or conceal key architectural features with signs.

Align signs with other signs within the block to maintain a consistent pattern of horizontal and vertical features.

Use signs to clearly convey a message. Design signs with simple, straight-forward shapes. Use lettering styles that are simple, easy to read, and in proportion with the rest of the sign.

Use pedestrian-scaled signs. Place and illuminate signs in a manner that is appropriate to a pedestrian environment.

Fabricate signs of durable materials that are easy to maintain.

Design street and directional signage to be compatible in material, color, character, and scale with other signage and buildings within the UDO.

Provide a private maintenance agreement for street and directional signage that exceeds Metropolitan Government appearance standards.



Individual characters (above left, bottom) on building facades create visual interest and are easy to read at night. Simple, clear ground mounted signs (right, below) are most effective. Blade signs (above right) are ideal for retail and restaurants.



S I G N A G E

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Appendix A includes the regulatory standards and regulating plan that govern development within the Urban Design Overlay (UDO).

Base district standards that are not varied by provisions set forth in this section shall apply within the Bedford Avenue UDO.

APPENDIX A

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Reconstruction of Bedford Avenue

Prior to approval of any final construction plans for development of properties under this UDO, Bedford Avenue and a segment of Crestmoor Road must be reconstructed to a standard that supports such development. The reconstruction is the responsibility of those who redevelop properties under the UDO. A traffic impact study will be required for submittal to and approval by Metropolitan Government as the basis for determining the specific standards and characteristics needed for the reconstructed street. Construction plans for the road that incorporate the findings of the approved traffic impact study must be submitted along with or prior to submittal for approval of any final development construction plans or use permits under the UDO.

Building and Use Permits

Nonresidential use of property located in this UDO is permitted only within or accessory to buildings meeting the standards in the Table of Bulk Standards in this appendix.

REGULATING PLAN

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Due to the variety of physical conditions within and adjoining the Bedford Avenue UDO, the area has been divided into three sub-districts based on the desired development character. Where appropriate, specific design standards have been developed for each sub-district.

1 (Residential and Office)

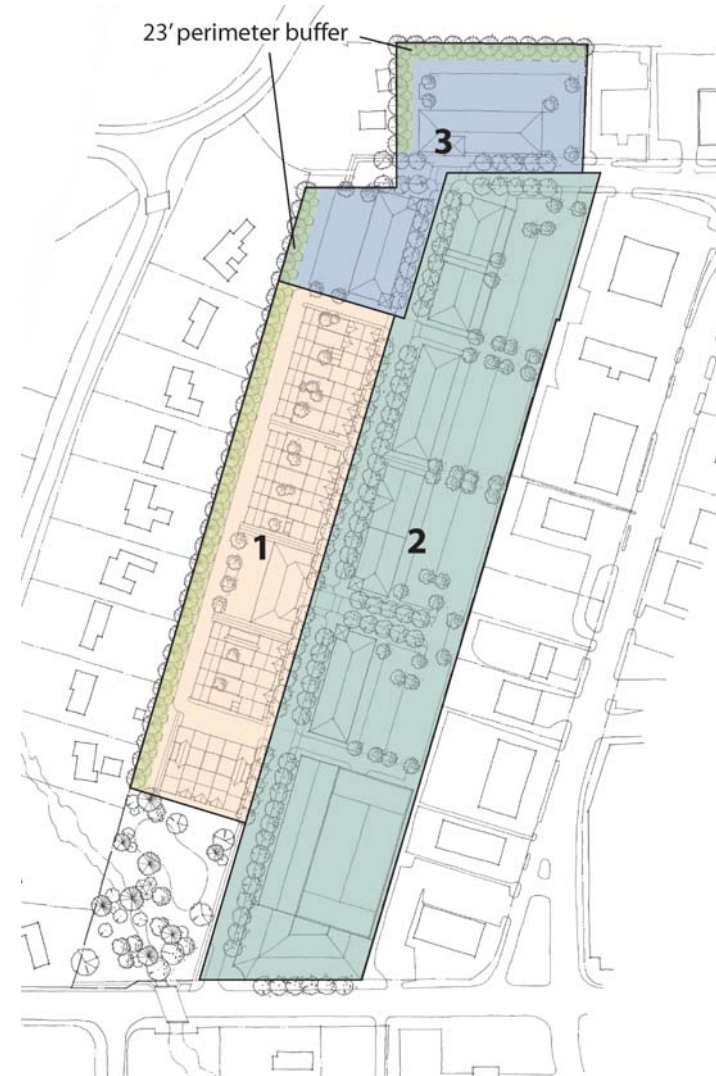
This area is limited in scale to two stories and has limited market exposure. It abuts an existing residential area characterized by detached residences on relatively large lots. It is expected to contain townhouses, live-work buildings and perhaps small single-tenant office buildings.

2 (Mixed Use)

This area has the greatest flexibility because it is furthest away from existing residential uses along Cross Creek and Valley Brook. It also has the best potential for structured parking. At least a portion of the area has the highest visibility and best accessibility and is therefore most suited to a mixture of uses that includes retail. This area is limited in scale to three stories.

3 (Office and Residential)

This area has moderately good market exposure at the intersection of Bedford Avenue and Crestmoor Road and is therefore expected to have predominantly single-tenant office buildings with some live-work buildings or perhaps townhouses. This area is similar to Sub-district 1 in that it abuts the same existing residential area. Therefore it is limited in scale to two stories.





The property within the UDO has been divided into 25 feet wide modules in order to:

- Coordinate property access points on both sides of the street
- Facilitate orderly development consistent with sub-district boundaries
- Accommodate potential for phased or incremental development
- Promote efficient but flexible allocation of land to new development
- Avoid the creation of awkwardly sized and shaped left-over parcels that will be difficult to market

Final construction plans shall be submitted that fit the framework of one or a combination of these 25 feet wide increments unless a master developer submits for approval an alternative master plan for development of the entire UDO that replaces the modular land allocation plan.

MODULAR LAND ALLOCATION PLAN

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STANDARDS

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SECTION 1: BUFFERING AND SCREENING STANDARDS

1. **Parking Lot Screening:** Any parking lot adjoining a public street shall be screened to a height of three feet by walls, berms, landscaping, or a combination of these. If landscaping is used, the planting bed shall be a minimum of 6 feet wide.
2. **UDO District Perimeter Buffer:** The following standards are applicable to the locations shown on the regulating plan.
 - a) Native plant materials shall be used unless substitutions are deemed warranted by the Planning Department prior to submittal of final development construction plans. Existing plant materials shall be preserved to the greatest extent possible when installing the landscape buffer.
 - b) The buffer width shall be a minimum of twenty-three (23) feet wide, measured from the abutting rear or side property lines of the homes located along Cross Creek Road and Valley Brook Road.
 - c) The buffer shall include a stone or brick wall that runs parallel to the property line, and shall be planted with evergreen trees, deciduous understory trees, and evergreen shrubs. The wall shall be a minimum of eight (8) feet tall. In areas where the health of existing, mature vegetation may be compromised by the construction of the wall, a less invasive but no less attractive barrier may be substituted, so long as the barrier is a minimum of eight (8) feet tall and complements the architecture of the development. When a less invasive barrier is utilized, the buffer may also include an earth berm in addition to the required barrier and plantings.
 - d) The berm shall be constructed a minimum of three (3) feet tall, and a maximum of five (5) feet tall.
 - e) Evergreen trees shall be planted twenty (20) feet on-center, unless a columnar or broad-branching species is used, in which case, the spacing may be altered.
 - f) Evergreen trees shall have a mature height of at least twenty (20) feet.
 - g) Evergreen trees shall be eight (8) feet tall and/or have a five-foot (5-foot) spread when installed.
 - h) One deciduous understory tree shall be planted for every evergreen tree, using the evergreens as a backdrop.
 - i) Deciduous understory trees shall be at least five (5) feet tall when installed, with at least a one (1) inch caliper trunk, measured six (6) inches above the level of the ground.
 - j) Native, flowering trees should be used to provide a show against the evergreens.
 - k) Trees that require good drainage shall be used if planted on top of the earth berm.
 - l) Three (3) to five (5) small to medium evergreen shrubs shall be planted for every deciduous tree.
 - m) Evergreen shrubs shall have a two-foot (2-foot) spread when installed.
3. **Waiver within the UDO:** The landscape buffering and screening standards shall be waived along internal base zone district boundaries within the UDO
4. **Selected waivers along the perimeter of the UDO:** Along base zone district boundaries that coincide with the boundary of the UDO, the buffering and screening standards shall be waived within the UDO whenever:

- a) the abutting base zone district outside of the UDO is a nonresidential district; or
- b) the abutting base zone district outside of the UDO is a residential district and the boundary is in a public street.

2. Parking structures: The ground floor of any parking structure shall be set behind other buildings so as not to be visible from the right-of-way of a public street except at the point of a driveway access.

3. 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 Metro Code whenever compliance with the build-to-line or setback standards of the UDO would otherwise prevent compliance with the “visibility triangle” provisions.

SECTION 2: BULK STANDARDS

1. Commercial establishment size: Commercial establishments shall be limited to five thousand two hundred fifty square feet of gross floor area per establishment in Subdistrict 2. Commercial establishments that are permitted as accessory to principal uses on the same property within Subdistricts 1 and 3 shall occupy no more than five hundred square feet of gross floor area within the principal building. No zoning permit shall be issued for an establishment to be used for commercial use unless it meets this and all other applicable standards.

4. Table of Bulk Standards:

STANDARD	MIXED USE BLDGS	OFFICE	STACKED FLATS	LIVE-WORK	TOWNHOUSES
Front yard setback from front property line	80% of front façade must be built to the front property line	80% of front façade must be built to the front property line	80% of front façade must be built between 5 and 15 feet of the front property line; building with courtyard: where courtyard abuts front property line end wall(s) must be built between 5 and 15 feet of the front property line.	80% of front façade must be built between 0 and 10 feet of the front property line; where the building fronts common open space the front façade must be between 0 and 10 feet of the back of the walkway.	80% of front façade must be built between 5 and 15 feet of the front property line; where the building fronts common open space the front façade must be between 5 and 15 feet of the back of the walkway.
Side yard setback - interior lot	none required		10 feet	End units: 5 feet	End units: 5 feet
Side yard setback - corner lot	none required		street frontage side: must be built between 5 and 15 feet; interior side: 10 feet	street frontage side: must be built between 0 and 10 feet; interior side End units: 5 feet	street frontage side: must be built between 5 and 15 feet; interior side End units: 5 feet
Rear yard setback	5 feet minimum				
Maximum building height (note 1)	3 stories, not to exceed 53 feet	2 stories in Subdistricts 1 and 3, not to exceed 40 feet and 3 stories in Subdistrict 2, not to exceed 53 feet	2 stories in Subdistricts 1 and 3, not to exceed 35 feet and 3 stories in Subdistrict 2, not to exceed 53 feet		
Height control plane	not applicable				

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4. Table of Bulk Standards (continued):

STANDARD	MIXED USE BLDGS	OFFICE	STACKED FLATS	LIVE-WORK	TOWNHOUSES
Supplemental Standards					
Building width at build-to line (note 2)	Buildings must extend across the full lot frontage exclusive of required setback areas, access drives and pedestrian passages (mews).				
Minimum lot width at front setback	Increments of 25 feet in accordance with the Modular Land Allocation Plan				
Minimum lot depth					
Maximum building depth	80 feet for primary buildings in Subdistricts 1 and 3, measured from the front property line (note 3)				
Minimum lot area					
Minimum first floor height	16 feet measured from finished floor to floor	none required	none required	14 feet measured from finished floor to floor	none required
Minimum first floor elevation	none required	none required	2 feet above sidewalk along abutting street opposite front entrance	none required	2 feet above sidewalk along street abutting front yard opposite front entrance; 1.5 feet above walkway fronting open space opposite front entrance.
Minimum building height	2 stories with two full floors of floor space	20 feet	2 stories		

1: measured from the highest point of front property line to the top of the parapet or mean height of primary roof peak of a pitched roof with maximum pitch of 9/12 except that non-occupiable portions of a building may exceed the maximum height by 20%.

2: courtyard buildings with an edge of the courtyard abutting the front property line or the front and side property lines of a corner lot are exempt.

3. Townhouses and Live-Work units: ground floor extensions up to 15 feet wide of the primary structure of end units in multiple unit buildings are exempt and one story accessory structures are exempt.

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SECTION 3: ARCHITECTURAL TREATMENT STANDARDS

The following standards shall also apply.

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

- a) **Length:** No awning shall exceed 25 feet in length.
- b) **Materials:** Awnings constructed of rigid materials, plastic, or fabric that is glossy in texture are not permitted. The colors and patterns shall complement the building.
- c) **Shape:** Awnings shall reflect the shape and character of window openings.
- d) **Lighting:** Awnings shall not be internally illuminated.

2. **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 in Subdistrict 2 and 12 feet from grade in all other subdistricts.

3. **Corner lot glazing:** On corner lots in Subdistrict 2, the glazing requirements shall apply to facades facing Bedford Avenue and Abbott Martin. On corner lots in all other subdistricts, the percentage glazing requirements for the ground floor of commercial buildings shall apply only to the wall

facing the front property line and 20 feet along the side property line facing the street.

4. **Massing:** A building shall avoid long, monotonous, uninterrupted walls or roof planes facing streets.
 - a) Wall planes shall not exceed 25 feet in length without a change in plane by means such as a vertical recess, projection, change in material or color, or pilaster. Changes in roof plane shall be in harmony with changes in wall planes.
 - b) Changes in plane 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.
5. **Roof types:** Mansard roofs are prohibited. Roofs must be sloped or flat with parapets.
6. **Materials:** Vinyl siding is prohibited and E.I.F.S. is prohibited on ground floor facades fronting a public way.
7. **Entrances:** Building entrances (excluding emergency egress) facing a public way, shall be defined by awnings, by being projected, or by being recessed.

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STANDARDS

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SECTION 4: PARKING STANDARDS

1. **Placement:** Parking should be placed behind buildings, but where accommodation of the minimum required parking spaces can not be met otherwise, parking to the side of buildings is acceptable provided that the parking is screened from any adjoining public street right-of-way.
2. **Parking Requirements:** The parking provisions, including shared parking, applicable in the Urban Zoning Overlay District shall be applicable in this UDO, except that residential units located within mixed use buildings shall be exempt from required parking.
3. **Parking Lot Lighting:** Lighting shall be appropriate in function and scale for both the pedestrian and the vehicle. Lighting that minimizes light trespass, pollution, and uplight shall be utilized. Luminaire styles, colors, and finishes shall complement the architectural features of the development.

SECTION 5: SIGN STANDARDS

1. **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. Neon signs are prohibited within the UDO area.
2. **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 60 sq. ft, whichever is greater. For purposes of calculation, the ground floor height is 16 feet in Subdistrict 2 and 12 feet in all other subdistricts.
3. **Limitation on lighting:** Lighted signs shall be either spotlighted, externally lit, or back-lit with a diffused light source.
4. **Placement of signs:** Signs shall be placed so as not to obscure key architectural features or door or window openings. Lighted signs are prohibited in the rear of buildings located on the west side of Bedford Avenue and on the north side of Crestmoor Road.

5. Table of Sign Standards:

Permanent On-Premise Sign Types	Minimum Setback	Minimum Height	Maximum Height	Maximum Display Surface Area per sign face
Ground Sign - Monument	None Required	N/A	4 feet; 2.5 feet for any part of a sign located within 15 feet of a driveway	28 square feet
Building Sign - Projecting	N/A	8 feet (note a)	14 feet	10 square feet
Building Sign - Projecting 2nd story and above	N/A	15 feet	1 foot below the cornice or eave line	15 square feet
Awning Sign - Front	N/A		14 feet	50 percent of the surface area of the awning in the same plane
Awning Sign - Side treat the same as Building Sign - Projecting	N/A		14 feet	10 square feet
Building Sign - Wall Mounted	N/A		1 foot below the cornice or eave line	Subdistrict 2: 50 square feet or 5 percent of the building façade wall facing the same public street, whichever is less; all other Subdistricts: 40 square feet or 5 percent of the building façade wall facing the same public street, whichever is less

a. Any sign that encroaches a public right-of-way must meet Metropolitan Government's current clearance standards and the encroachment must first be approved under the mandatory referral process.

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Appendix B contains a brief description of the historical events and the charrette process that led to this document.

APPENDIX B PLANNING BACKGROUND AND PROCESS

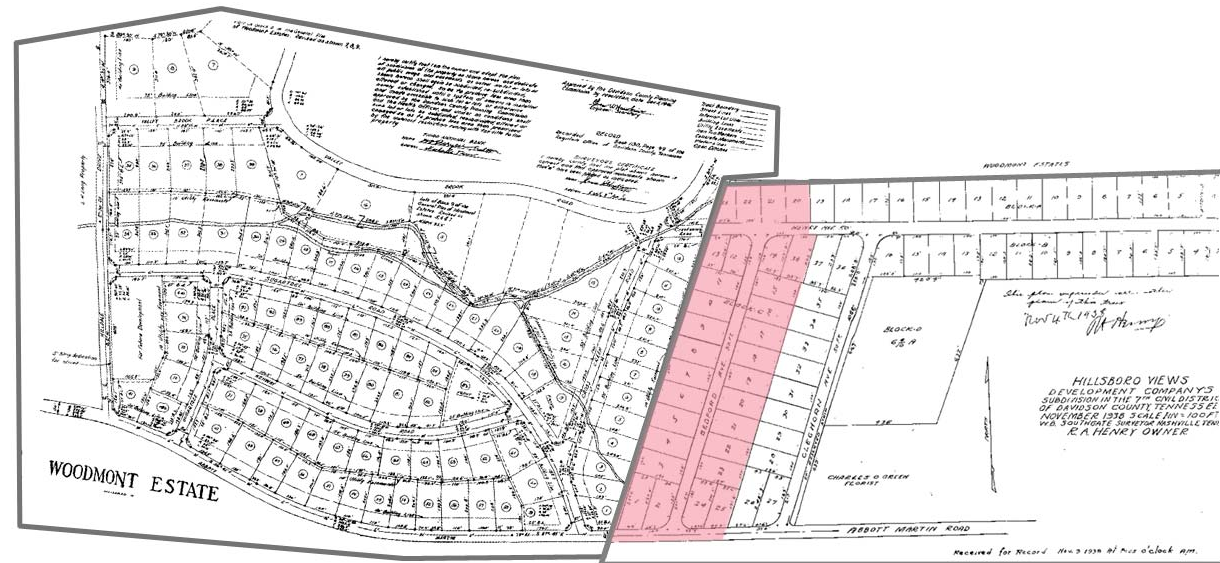
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Stuck in the Middle

In 1938, Bedford Avenue was platted as part of the Hillsboro Views subdivision. Included in the plat were Bedford Avenue, Henry Street (now Crestmoor Road), a portion of Cleghorn Avenue, and a portion of Abbott Martin Road. The Hillsboro Views subdivision plat included some existing commercial property along Cleghorn Avenue. Woodmont Estates II was platted to the west of Bedford Avenue in 1946, and was laid out as an exclusively residential subdivision. As commercial and office development along Cleghorn Avenue began to increase, residential property owners along Bedford Avenue became sandwiched between commercial and

office uses along Cleghorn Avenue and established residential property within Woodmont Estates II.

For nearly 40 years now, Bedford Avenue and nearby properties on Crestmoor Road have been gravitating toward office and commercial uses as other properties within the Hillsboro Views subdivision had already done. The extension of retail and office uses to include both sides of Bedford Avenue and the east side of Cleghorn Avenue, however, has met opposition over the years from neighboring residential property owners. Many zone change requests and development plans have been defeated as a result of the opposition.



Plats (above) show Woodmont Estates II and Hillsboro Views subdivisions with properties along Bedford Avenue highlighted in red.

The Metro Councilmember from the district asked the Planning Department staff to assist in solving the problem that had progressed since the property was platted. The staff recommended an interactive planning and design process that would allow members of a design team to work directly with the nearby community to develop and implement their collective vision for Bedford Avenue and a portion of Crestmoor Road. This process is commonly known as a “charrette.” The charrette method was chosen to solve the problem, because unlike other proposals in the past, a charrette allows for the opportunity to gather information, explore and discuss alternatives, and finalize concepts, all while providing multiple opportunities to the community to interact with the design team at key points during the process. The charrette process proceeded as follows:



Map (above) shows properties identified by participants at the pre-charrette meeting as owners to be notified of future public meetings.

Pre-charrette Meeting – January 30, 2003

The design team met with property owners, neighborhood leaders, members of the development community, and the press in order to establish a clear understanding of the charrette process, discuss the upcoming charrette schedule, identify roles of pre-charrette participants, and determine the preliminary boundary of the area to be studied during the charrette.

Charrette – February 11 – 13, 2003

Day 1: Issues and Priorities

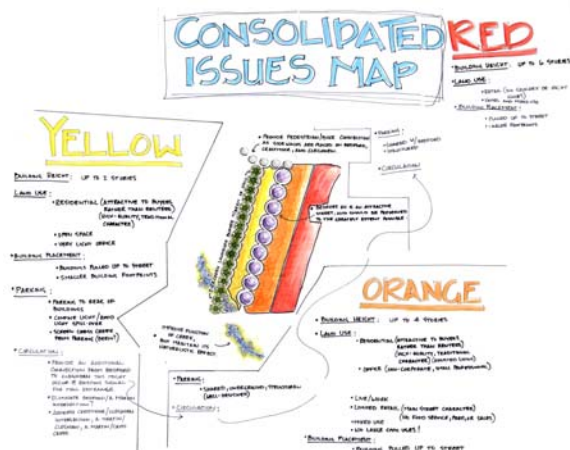
The design team set up a remote studio near Bedford Avenue and studied the area in preparation for an evening presentation and interactive workshop. Planning Department staff members joined the design team in the evening, and worked with the community in small groups in order to discuss and record the issues and priorities associated with the development of the Bedford Avenue area. All evening meetings were open to the public. Notices were distributed, and neighboring property owners, neighborhood leaders, members of the development community, and the press attended the meeting. Topics that were covered during the session included ecology and habitat, streets and circulation system, land use, parking, and building size and placement.

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Individual group maps from the first day of the charrette were consolidated into one issues map. The consolidated map was used for concept development throughout the second day of the charrette.

Three conceptual plans were developed by the design team during the second day of the charrette that attempted to address the issues and priorities expressed by the community. An evening meeting was held, and the concepts were presented to the public, and the design team received feedback from the participants.



APPENDIX B

PLANNING BACKGROUND AND PROCESS

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The Consolidated Issues Map (above) shows three distinct areas of development. The yellow area abuts Cross Creek properties and is intended for a lower intensity of development including residential and light office uses with a maximum building height of two stories. The orange area backs up to properties along Cleghorn Avenue and is intended for residential, office, light retail, and mixed use with a maximum building height of four stories. The red area represents existing commercial and office uses along Cleghorn Avenue. The Final Concept Plan (right) was developed the third day of the charrette and became the basis for the UDO document.

Day 3: Final Concept Refinement

On the final day of the charrette, the design team worked to address all of the comments received from the public, and developed one concept plan for the Bedford Avenue area. The final concept plan included supporting drawings that depicted the future Bedford Avenue streetscape and a landscape buffer to be installed to protect neighboring residential uses. The final concept and supporting drawings were presented to the public during an evening session, and the participants provided further direction for the design team.

Charrette Follow-up

An independent economist was consulted by the staff to study the area and provide findings and input regarding opportunities, constraints, and issues affecting the economic viability of various types of redevelopment along Bedford Avenue. The economist's study indicated that the Bedford Avenue area is on the fringe of the Green Hills Regional Activity Center, and the area should logically act as a transition site. He recommended that a reasonable use for Bedford Avenue would be primarily residential. He believed that Bedford Avenue lacks the visibility to support retail and office uses at similar intensities as those found along Cleghorn.

The design team spent the six weeks following the charrette refining the final concept plan based on the community's input during the final charrette meeting and based on the economist's findings. The plan that was developed primarily contained a mixture of residential and office uses with retail uses located at the visible Abbott Martin Road/Bedford Avenue intersection. The team also developed the Urban Design Overlay document during this time that set forth the

goals, objectives, performance criteria, and design standards that were conceived by the public during the charrette.

An additional public meeting was held on March 24, 2003, during which the design team received additional input and feedback from area residents, business owners, and members of the development community, in order to ensure that the Urban Design Overlay plan and guidelines achieved the intent of the plan developed during the charrette. The consensus at the meeting was to expand the opportunity for retail uses from Abbott Martin Road, up the east side of Bedford Avenue to Crestmoor Road. Although the economist's findings did not support the viability of retail along the entire length of Bedford Avenue, participants at the meeting wanted to provide the flexibility in the plan to allow for retail uses on the east side of Bedford Avenue in case the market would support it in the future. Following the public meeting, the team revised the plan to reflect the input from the community.

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